



#### Published Bi Monthly

The Model Railroad Resource LLC **407 East Chippewa Street** Dwight, Illinois 60420 815-263-2849

## January/February 2025

Volume 12 No. 3

Owner / Publisher **Amy Dawdy** 

Managing Editor **Daniel Dawdy** 

Advertising Manager Jeb Kriigel

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

Front Cover Photo

The high and low lines on Jon Silverberg's Denver 94 Scene Around the Layout & Rio Grande Western & Rio Grande Southern.

#### BILL OF LADING

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The Model Railroad Resource, LLC publishes The O Scale Resource Magazine six times a year. We also have a line of 3D products as well as custom printing.

Click here for our 3D offerings!

## ALLEGHENY SCALE MODELS

#### O SCALE LOCOMOTIVES & ROLLING STOCK

Website: www.alleghenyscale.com • Email: oscale@alleghenyscale.com 470 Schooley's Mountain Road, Suite 117, Hackettstown, New Jersey 07840 • (908) 436-7581

Steam Locomotives	
AT&SF 1950 Class 2-8-0, Sunset, L/N, UP, Can Motor, Korea	\$650
AT&SF Blue Goose S/L 4-6-4, WVR, New, FP, 2R, Can Motor, Lights, No. 3460, Korea	
AT&SF 3750 Class 4-8-4, SS 3rd, New, FP, Oil Tender, Lights, No. 3751, Korean	
B&O C16 O-4-OT Docksider, SS 3rd, New, FP, Can Motor, Lights, Road No. 97	
B&O P7D 4-6-2 Cincinnatian, SS 3rd, Mint, FP, Can Motor, Lights, 1 of 25, No. 5301	
B&O PTE 4-6-2 Pacific Destreamlined, SS 3rd, Mint, FP Blue, Boxpox Drivers, No. 5314	
C&O H6 2-6-6-2, C&LS, L/N, FP, VC12 Tender, DCC/Sound, Kadees, Road No. 1492	
C&O H8 2-6-6-6, Key, L/N, FP, Late Version, DCC/Sound, Road No. 1645, Samhongsa	
C&O H8 2-6-6-6, Kohs, L/N, FP, Late, Version 2, Road No. 1657	
CB&Q 2-10-4, Proto48, Custom/Tom Mix, New, UP, No. 6322, One of a kind Model	
CB&Q 05a 4-8-4, Sofue, New, UP, Closed cab, Solid pilot, Ser. No. 153, Japan	
CB&Q S4a 4-6-4, PSC #17159-2, New, FP, Can Motor, LED HL, Road No. 4003, Korea	
C&NW Class E5 4-6-2, Custom, L/N, CP, Road No. 1666, Unique One of a Kind Model	
D&RGW M-68 4-8-4, PSC #17247-3, L/N, FP, Green Boiler, Road No. 1803	
GN S2 4-8-4, Sunset, New, Pro Paint/B. Beedy, Glacier Park, No. 2588, Samhongsa	
MILW A5 Hiawatha, Weaver, New, FP, Upgraded, Can Motor, LEDs, Road No. 1	
MILW F6a 4-6-4, Custom/Frank Miller, New, Pro Paint, Can Motor, No. 146, Exceptional	
NYC CR&I USRA 0-6-0 Switcher, Custom/Sunset, New, B. Beady Pro Paint, No. 223, Unique	
NYC F12a 4-6-0, PSC, L/N, FP, Canted Cyls., 5K Gal Tender, No. 820, D&D Models	
NYC J3a 4-6-4 Late Destreamlined, Kohs, New, FP, Mixed Drivers, No. 5451, SJ Models	
NYC S1b 4-8-4 Niagara, PSC Crown, New, UP, Twin HL, Pittman R1 Motor, LEDs, KTM, Japan	
NKP S2 2-8-4, Custom/USH, L/N, CP, Detailed, KES Drive, Can Motor, Lights, No. 763	
N&W S1a O-8-O, PSC, Cat No. 15699, L/N, CP, Weathered, Road No. 224, Korea	
N&W Y6a 2-8-8-2, Kohs, Ver 2, New, FP, 1 of 17, Road No. 2164, SJ Models	
N&W Y6a 2-8-2, Kohs, Ver 3, EX+, FP, 1 of 8, DCC/Sound, Road No. 2164, SJ Models	
N&W Y6b 2-8-8-2, Kohs, Ver 4, New, FP, Ser No. 25 of 100, No. 2190, SJ Models	
N&W Auxiliary Water Tender, Kohs, Mint, FP, Lights, Road No. 160282, SJ Models	
N&W Z1b 2-6-6-2, Custom/PSC, L/N, FP, Sofue Twin Motor Drive, Road No. 1363	
NP Z5 2-8-9-4, SS 3rd, Anniversary Series, New, FP, Black Boiler, Lights, Road No. 5000	
NP Z5 2-8-8-4, PSC, New, FP, Early Version, Upgraded Detail & Drive, Lts, No. 5001	
PRR B6sb 0-6-0, Custom/Gem, L/N, CP, KES Drive, Can Motor, Road No. 525	
PRR H6sb 2-8-0, WSM, L/N, UP, Can Motor, KTM GB, Updated Drivers, Samhongsa	
PRR H8sc 2-8-0, Key, New, UP, Can Motor, Samhongsa, Korea	
PRR H9s 2-8-0, Key, New, FP, Postwar Details, Can Motor, Road No. 1132, Samhongsa	
PRR K4 4-6-2 Postwar, Kohs, New, FP, 130p75 Tender, Road No. 3863, SJ Models, Korea	
PRR K4 4-6-2 Prewar, Kohs, New, FP, 130p75 Tender, Road No. 5339, SJ Models, Korea	
PRR K4sa 4-6-2, Kohs, New, FP, 130p75 Tender, 1 of 10, Road No. 612, SJ Models, Korea	
PRR M1a 4-8-2 Prewar, OMI, New, UP, 210p75 Tender, Can Motor, 1996 Run, Ajin, Korea	
PRR Q2 4-4-6-4 Duplex, SS 3rd, New, FP, Can Motor, Lights, Road No. 6131, Korea	
PRR T1 4-4-4-4 Duplex, CB, New, UP, 2 of 10, Porthole Version, Can Motor, No. 5533	
Reading Crusader 4-6-2, WVR, L/N, FP Stainless/Blue, DCC/Sound, Streamlined, No. 118	
SP AC-5 2-8-8-2 Cab Forward, PSC, New, UP, Flat Face, Upgraded, D&D Models	
SP AC-9 2-8-8-4, PSC, Coal Ver, New, F/P, SP Lines, W/222-R-1 Tender, Road No. 3800	
SP AC-9 2-8-8-4, PSC, Oil Ver, New, F/P, Postwar Ltr, W/252-R-1 Tender, Road No. 3809	
SP F-3 2-10-2, SS 3rd, New, FP, Can Motor, Lights, Road No. 3661, Korea	
SP GS-44-8-4, PSC, New, FP, San Joaquin Partial Daylight, De-Skirted, Road No. 4439	
SP MT-4 4-8-2, SS 3rd, New, FP, Postwar, Can Motor, Lights, Road No. 4360, Korea	
SP Lines S-Class 0-6-0, GPM, New, FP, Green Boiler, #1270.1, No. 1270, Boo Rim	
SP T-31 4-6-0, PSC No. 15287, L/N, UP, 10K Gallon Vandy Tender, D&D Models	
SP 5000 Class 4-10-2, C&LS, Pilot Model, New, UP, G. Schrader Drive, No. 5021, Unique	
SP 5000 Class 4-10-2, C&LS, New, F/P, 2 Sand Domes, B/T Pilot, Disk Main Drv., No. 5024	
UP Big Boy 4-8-8-4 Early, USH, L/N, CP, C&LS Gearboxes, Twin Cans, LEDs, No. 4006, KTMUP Crown Challenger 4-6-6-4, PSC, L/N, Pro Paint, Coal Fired, DCC/Sound, No. 3916, KTM	
UP Challenger 4-6-6-4, Key, New, FP, TT Gray/Yellow, Oil Version, No. 3978, Samhongsa	
UP Challenger 4-6-6-4, USH, Mint, UP, Coal Ver, Assembled, Pittman Can Motor, KTM, Japan	
UP FEF-3 4-8-4, Key, L/N, FP, TT Gray/Silver, Oil Version, Lights, No. 844, Samhongsa	
VGN AG 2-6-6-6, PSC, EX, UP, Cat #15809, Can Motor, LEDs, D&D, Korea	
WM I2 2-10-0, OMI, L/N, FP, Lagged Smokebox, Can Motor, Lights, Road No. 1125, Ajin	
WM J1 4-8-4 Potomac, C&LS, L/N, FP, Can Motor, Road No. 1412 WM M2 4-6-6-4, C&LS, L/N, FP, DCC/Sound, Road No. 1203, Boo Rim	
Hillcrest 3 Truck Climax, PFM, L/N, UP, Tuned Drive, Can Motor, Samhongsa	
WM 3 Truck Shay No. 6, WSM/M. Forsyth, L/N, CP Fireball Scheme, QSI DCC/Sound	
Tim 3 Truck Shay no. 0, trong m. robytin tyn, er fileball sellelle, Qsi becystalla	. 46373

Diesel & Electric Locomotives	
ACL EMD FP7A Diesel, SS 3rd, Mint, FP Purple, DC/DCC Sound, Can Motor, Lights	\$695
AT&SF EMD F-3 PH I A-B-B-A Set, Atlas, New, FP, Warbonnet, 2 Units Pwrd, DCC Sound	\$1250
B&O FM H-10-44, OMI, L/N, CP, Blue Scheme, Cab Detail, Can Motor, Road No. 304, Ajin	\$850
CB&Q 44 Ton Diesel Switcher, Phase IIa, W&R, L/N, CP, Weathered, No. 9107, Samhongsa	\$650
DM&IR EMD SD9, SS 3rd, New, FP, 1st Run, DC, Can Motor, Lights, Nos. 102-110, Each	\$795
EMD NW2 Diesel Switcher, Phase IV, ORI, New, UP, 1000 HP Can Motor, Samhongsa	\$895
EMD SW1 600 HP Phase II, Proto48, ORI, New, UP, Can Motor, Samhongsa, Korea	\$895
Erie Lackawanna F7A-F7B, Atlas, New, FP, Road No. 7114(A)-Powered - No. 7123(B)	\$595
GE 25 Ton Industrial Diesel, RYM, L/N, FP Black, Unlettered, Can Motor	\$450
GE 44 Ton Diesels, RYM, Phase I&IV, New, FP Black, Unlettered, Cab Int., Can Motor, Each	\$525
Morristown & Erie ALCO RS-1 Diesel Locomotive, Atlas, L/N, FP, Road No. 15	\$350
NH ALCO PA A Unit, SS 3rd, Mint, FP, Early Green Scheme, DC/DCC Sound, Can Motor, Lights	\$725
NYC EMD E7 A-B Units, OMI, EX, CP, Black Lightning Stripe, H. Cox Drives, Nos. 2875-4002	\$1275
NYC E8a, OMI, L/N, CP, Gray Lightning Stripe, Silver Trucks, Cockerham Drive, No. 4095	\$1095
NYC S1 Electric, Kit-Built, The Electric Shop, L/N, UP, Brass Construction	\$795
NP EMC FT A-B Units, OMI, L/N, CP, Black, Can Motors, Fly Wheels, Nos. 6002C-6002D, Ajin	\$1395
PRR Centipede A-A Set, MTH, L/N, FP, Brunswick SS, 2 Rail, Item No. 20-2200-2, No. 5823	
PRR EMD E8 A-A Units, SS 3rd, Mint, FP, Tuscan Five Stripe, Both Powered, DC/DCC Sound	\$1495
SP EMD SW-1500, OMI, New, UP, Flexicoil Trucks, Full Railing, Ajin	
UP GE Dash 8-40CW, OMI, Cat. No. 0452, L/N, Pro Paint, Wide Cab, DCC/Sound, No. 9357	
Amtrak AEM-7 Electric, Atlas, L/N, FP, Silver/Blue/Red Scheme, Can Motor, No. 908	
NYC T3a Electric, SS 3rd, New, FP, Black, DC, Can Motor, Lights, Road No. 278	\$825
PRR GG1, Kohs, New, FP, Brunswick Five Stripe/Clarendon, Drop Couplers, No.6873	
PRR GG1, Kohs, New, FP, Brunswick Five Stripe/Futura, Fixed Couplers, Road No. 4801	
PRR GG-1, CB, L/N, CP, Tuscan 5 Stripe, Wolfer Drive, Can Motors, LEDs, Road No. 4912	
PRR GG-1 "Old Rivets", SS 3rd, EX, FP, Loewy Scheme, Can Motor, Road No. 4800, Korea	\$725
PRR P5a Box Cab Electric, OMI, Catalog No. 0209, New, UP, Can Motor, Ajin, Korea	
PRR P5a Box Cab Electric, SS 3rd, Mint, FP, Can Motor, Road No. 4746	\$795

Rolling Stock	
AT&SF 6 Car 1938 Santa Fe El Capitan Passenger Set, PRB, EX, FP Stainless	\$2295
B&O Cincinnatian 5 Car Passenger Set, SS 3rd, L/N, FP, Interiors, Lights	\$1295
MILW 1925 Hiawatha 5 Car Pass. Set, WVR, New, FP, Ribbed Side, Lights	\$850
NYC 1939 20th Century Limited LWT 9 Car Set, Custom/Sunset, EX, CP, Detailed, 2 Diners	\$2195
Reading Crusader 5-car Streamlined Set, Weaver, L/N, FP Stainless	
AT&SF HWT Diner, PRB, Cat No. 4816P, New, FP, Coach Green, Road No. 1404	\$595
GN HWT Empire Builder Diner, PSC, New, FP, Interior, "Washington"	\$950
PRR Horse Express Car, SS, Mint, UP, 6-wheel trucks, KMT Japan	\$325
PRR Theatrical Scenery Car, SS, Mint, UP, 6-wheel trucks, KMT Japan	\$325
Truman Era Presidential HWT Campaign Car, OMI, New, FP, "Magellan", Interior, Lights	\$1495
UP LWT Café Lounge, Wasatch, New, UP, 6-wheel Trucks, Road Nos. 5000-5006, Korea	
C&O Steel Caboose, OMI, L/N, CP, Road No. 90060	
DL&W Steel Caboose, Steam Era, WVR, New, FP, Brass Construction, Road No. 889	\$375
N&W CF Wood Caboose, Kohs, Ver 1, New, FP, "&", Era 10/40 - 12/47, Road No. 518100	
N&W C2 Steel Caboose, Kohs, Ver 1, New, FP, "AND", Era 9/49 - 1/64, Road No. 518438	\$850
N&W C2 Steel Caboose, Kohs, Ver 2, New, FP, "AND", Red, Era 1/64 - 12/66, No. 518440	\$725
PRR N5 Cabin Car, Kohs, Version 4, L/N, FP, "Buy War Bonds", Road No. 477418	\$675
UP CA-11 B-W Caboose, OMI, L/N, Pro Paint, Weathered, Full Interior, No. 25878	
WM Steel Caboose, C&LS, L/N, FP, Steam Era, Full Interior, Road No. 1905	\$550
ACL Class O-17 Ventilated Box Car, RYM, New, FP, "Watermelon Car", Road No. 18521	\$450
ATSF Gunderson Double Stack 5 Container Car Set, PRB, New, FP, Red w/Containers	\$1195
PRR GLe Cement Hopper, Kohs, Ver. 3P, New, FP, FC Red, Circle Keystone, No. 253251	\$725
PRR GLe Cement Hopper, Kohs, Ver. 3S, New, FP, Gray Placard, Road No. 518132	\$725
PRR H25 Quad Hopper, KMW, KMW CP, Circle Keystone, S Series, AB Bks, No. 169845	\$495
NYC USRA Steel Container Gondola, RYM, L/N, CP by RYM, 6 Bulk Containers, No. 501211	\$525
PRR FM Container Car (5 containers), Car Works, L/N, CP, Road No. 473409	\$425
PRR FM Flat Car, Car Works, L/N, CP, Road No. 473567	
PRR "Queen Mary" Depressed Center Flat Car, Kohs, Ver 1, New, FP, Westinghouse Load	\$1995
Virginian G4c "Battleship" Gondola, RYM, L/N, FP, Black, Road No. 20211	\$375
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PRR 2D-F8 Truck Kit, SMG, Detailed Styrene Castings/Steel Wheelsets, Limited, Pair	\$55
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## MARCH-O-SCALE-MEET March 20 - 23, 2025



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FRIDAY

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**Layout Tours** 

**Evening Discussion Meetings** 

SATURDAY

Dealer Setup: 8 am - 9 am

★ Show: 9 am - 5 pm ★ Model Contest, Clinics Layout Tours

SUNDAY

★ Show: 8:30 am - 2 pm ★ Layout Tours

## www.marchmeet.net

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	as you would like badge printed)	Registration (1 or 2 days) \$30.00\$ 30.00 (Table holders also need to pay the \$30.00 registration fee)  # of 6 ft. tables @ \$60 ea/ \$70 after 3/1/2025 = \$			
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/18/24

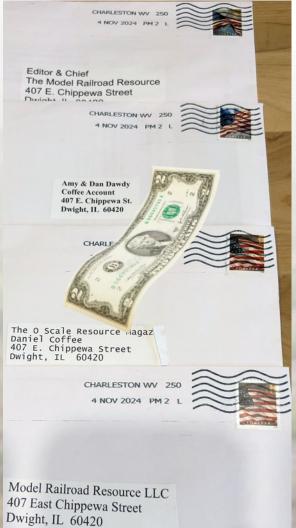
Visit MARCHMEET.NET, call 414-629-0030 or Facebook: https://www.facebook.com/MarchOScaleMeet/

Questions?

## From the Publisher's Desk

Well, hello and welcome back to the Publisher's Desk, a/k/a rant, diatribe, harangue, tirade, and jeremiad page. I think I covered everything.

First off, we hope you had a good and safe holiday season. It's not quite over yet, so be careful out there. It's been a wild ride weather wise here in our neck of the woods going from 55 degrees one day to 10 degrees a few days later and then back up. I would blame those drones flying over the east coast, but they're too far away to affect us. So we'll just call it weird.



You know what else is weird? \$2.00 bills are weird. Not only are they still printed, but we have had an onslaught of these show up in the mail. The first batch came in early November all from one location and with different addresses on them. Each contained a single \$2.00 bill. We assumed this was in answer to our Buy Us A Coffee ad in the previous issues. As a side note, thank you all who have sent in contributions.

We do appreciate it and some of that is going towards our next O scale trip to the Prototype Rails Meet in Cocoa Beach, Florida.

Back to the two dollar mystery, a few more came in from other states, so there is either some large scale conspiracy going or someone travels a lot. So whoever you are and where ever you maybe, thank you... and keep 'em coming!

Well, you know me, always ready for a show and a party! The next O scale show will be O Scale South 2025. It's the 10th Annual Atlanta O Scale 2 Rail Meet 9am-2pm on Saturday, February 22, 2025. See their ad and show listing in this issue.

Then, in March, it's the holy grail of shows, the 2025 March O Scale Meet. This year March 20 through 23. See their ad in this issue and also their Website here. Don't forget the model contest, information here, and if you have a model you have been working on or built and just want to show it off, bring that too. I know I have a few models that I don't think are contest worthy, but I would still enjoy displaying

them and talking with people about them. Once again this year, Doug Meyer is spearheading the Saturday Happy Hour/Social from 7-11 PM in the Hotel Atrium. More on that after The Publisher's Deck. Remember, shows are not only about buying and selling, but also about friendship and comradery with other modelers.

We'll talk about the next batch of shows next time, but as a quick reminder: Strasburg 2 Rail Train Show, April 12, and O Scale West, May 23<sup>rd</sup> through 25<sup>th</sup>.

Now, on to the diatribe. Most of you who know me, know that I am an "even keeled, laid back" type of guy. (Don't believe anything Amy says...) But there are a few things I just don't understand.

Before every issue of the OSR magazine we send out an Email blast to over 400 addresses which include manufacturers, dealers and small companies supplying O scale products asking if they would

send in anything new they may have to offer or even something older they may want to show off again. One would think that most would be happy to follow through with what is basically a free plug in our News section.

But nay, nay, that is not the case. Not sure why, maybe not enough time, although we are pretty regular around here, or they just don't think getting their product in front of a possible 6000 people is worth it. Whatever the case, if you have new products and would like to have us feature them, please send them in, and we'll add you to the every other month Email list as a reminder.

OK, now since this is my magazine I get to vent, whenever Amy lets me. So this happened to me in early December. I will not mention names as I don't want to start anything, but this is a gentle reminder to companies who do business on the Internet. I needed a small bag of "things" fast. I ordered from a shop located in the Northeast which I have ordered from before. They are also a brick and mortar store. I ordered on a Tuesday and their check out system shows shipping options. I selected 2 day air UPS shipping as I wanted to work on this project on Saturday, and paid more for shipping than the product. They also show overnight shipping as an option. So assuming they received the order Tuesday afternoon and filled and shipped Wednesday, I would have it Friday or maybe Saturday at the latest. So what happened, the order sat unshipped on Wednesday and then Thursday. I Emailed them, as well as used their contact us page, asking when the shipment would go out as I paid extra for the 2<sup>nd</sup> day air. Nothing... OK, I could have called, but by then I would have lost my temper and we all know how that would have gone.

Friday I get an automatic message saying the label had been created. Apparently they are closed on Monday, but it did ship after five days of sitting. That, my friends, is horse hockey! If those extra options were not there, no issue. They ship when they ship. But IF you are going to offer 2<sup>nd</sup> day and overnight and have prices for each, you better damn well ship those out right away! No excuse. If you can't do that, then simply don't offer that choice. End of story.

OK, I am better now and Amy upped my meds, so back to happy Dan.

Happy New Year, Happy Reading & Happy Modeling,

Amy & Dan Dawdy





#### Berkshire Valley Models

The re-release of our Corner Drug Store in O scale is now a laser cut wood kit for easier assembly. Interior details available separately.
#878 Corner Drug Store #879 Interior

### O Scale South 2025

10th Annual Atlanta O Scale 2 Rail Meet



9am-2pm on Saturday, February 22, 2025

at the Cross of Life Lutheran Church, 1000 Hembree Road, Roswell, GA, USA

#### Swap Meet & Modular Layout Display

Layout tours information at the meet \$6 admission(children under 12 free) \$30per table(includes admission)

#### http://www.oscalesouthshow.com

On3, On30, On2, Proto:48, and 3-Rail Scalers Welcome!



Sponsored by the Railroad Model Club of Atlanta Contact Dan Mason dan@railroadmodelclubofatlanta.com or 770-337-5139 to reserve tables and





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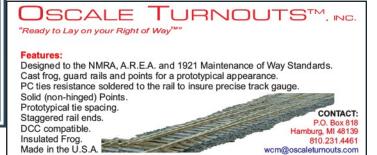
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# "Something to Talk About" at the

### MARCH O SCALE MEET

#### **By Doug Meyer**

Again this year in conjunction with the March Meet we will have the Saturday evening Happy Hour / Social from 7-11PM in the Hotel Atrium. This is our 3rd year, and attendee numbers continue to grow and feedback is good.

Last year one of our O Scalers brought an engine looking for information: "What is it? How was it made? and potentially, Who was the modeler that made it?" Long story short after lots of looks and discussion consensus said, it was a EMC switcher designed by Bill Lenoir in 1939 and distributed as a kit (bronze casting

6 0501

and sheet brass) by Hawk Models. Still no idea who made it. Attached is a photo of it, and should you have more information, let us know.

Based on the SW interest, this year we're going to open it up and suggest that attendees bring their own "Something to Talk About" or "STA" items.

"Something to Talk About" ideas include: your latest and greatest model, need model identification/origin, engine has a problem/need guidance, and model has an issue best way to fix. It's kinda like going for a free consult.



Hope to see you there with your treasure or nightmare.

## NEWS YOU CAN USE

## 

News from Central Locomotive Works. While the SD40, 39, 38 project is processing, CLW is starting the SD40-2 project. Some of the initial work has already been completed. Additional artwork will be done for the EMD / GMD variations including the SD40-2F "Barns"! There will be 6 different models with variations of 'short hoods', with or without DB's, CR truck option, etc.

These all brass models will include:

- SD40-2 (generic model)
- SD38-2
- SD40A
- SD45-2
- SD40-2F
- SD40-2W

Price is \$2,450.00 each; unpainted, with custom box, plus shipping. Deposit of \$1,100.00 per model is required to reserve. The window for deposits is December 1st through March 30th.

Decision to proceed by March 1<sup>st</sup>, 2025 – a total of 20 orders is needed to proceed. Deposits will be returned if the project does not "qualify".

Delivery is expected to be 18 months and a little longer for the SD40-2F and SD45-2B versions.

Feel free to contact CLW regarding any questions you may have at 760-221-5558 or clwusa@verizon.net.



New from Frenchman River Model Works: O/On30 1:48 Scale Brick Fire House.

This 2 story structure depicts a brick, single stall firehouse that was both functional and somewhat ornate and right at home anywhere from the 1900's to present. The tower attached to the firehouse was used to hang the hoses up to dry and the living quarters on the second floor housed the on-duty firefighters.





The slight wave in the bricks belies the rumors that Mickey, the local mason, spends way too much time at the local tavern. The hose drying tower can be placed on either of the side walls as desired. A small footprint and tons of character make this an ideal addition to any small town or city scene.

Check their Website for this and all their great models!



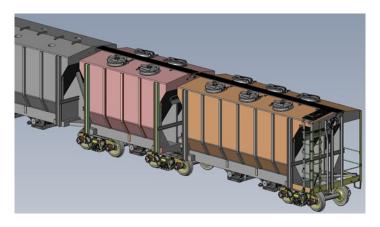
From Wit and Wisdom Models, The Cementipede is coming!

John Armstrong imagineered a 200-ton articulated covered hopper for his proto-freelanced Canandaigua Southern. He named the car the "Cementipede" after its articulated-multi-truck construction and its cement lading. John designed the model using prototype practices. He then built a model of the car in O Scale 2 Rail. The finished model elicited considerable buzz in the hobby, but John never published the plans or wrote an article about its construction.



Wit and Wisdom Models acquired John Armstrong's original plans, project notes and photos, as well as original Cementipede model. Working from these resources, Wit and Wisdom Models and Jim King of Smokey Mountain Model Works have developed a model of the Cementipede, never before available commercially.

Jim is a knowledgeable and experienced designer and brings to the project great familiarity with prototype practices. He has tightened and updated some design aspects of John's model and has navigated a number of production challenges. Design is complete; production of parts is underway. Here are some of the CAD drawings for the car:



The model will be 3-D printed using a durable, quality resin, with detail parts to be separately applied. It will include two pair of Atlas 100-ton trucks and custom decals to allow the model to be lettered as John built it, with additional numbers in the same series. It can also be lettered for another road of the modeler's choice.

The model will be offered both assembled and in kit form. The model will only be offered in O Scale (1:48) at this time. Production in other scales is possible if there is sufficient interest.

Production of the OS2R model will be limited to a single run of no more than 55, sequentially numbered. Kits should be available early in 2025. Assembled models will follow.

Several production questions are still open, so we are not ready to announce a final price. However, the models will not be inexpensive. Think of the kit pricewise as three O Scale resin box cars (one for each of the three body units), triple the detail parts plus two pair of trucks. Assembled models will be priced at approximately the difference between three resin box car kits and three assembled, painted models.

We will be reporting progress on a regular basis through our website and email list. To receive updates and reservation information, click on our ad (Wit and Wisdom Models) or go directly to Wit-and-Wisdom-Models.com. To be added to our Cementipede Reservation and Interest list, please fill out this Google Form by clicking here.



New from Rusty Rail. RRLE-O-09 is an O scale dock crane. You can use it on a loading dock or like I'm going to use it, on a work train car coming soon. The crane requires some simple assembly. Measures 2" by 7/8" by 2" tall. Casting is unpainted and figure is not included.



See their Website for all their O scale products.



Another new product from Wit and Wisdom Models: Overland NKP Berkshire Milled Brass Frames

The Nickel Plate Road's S-2 berkshire was the first O Scale steam locomotive model imported by Overland Models. Ajin built 150 models in 1984. They were excellent renditions of the prototype. Overland's NKP S-2s sold for approximately \$1,100 and were - and remain - highly sought-after models. For all their beauty, the models suffered from a serious mechanical defect: the locomotive frame was made of cast zamac, a cantankerous material at best. It is prone to warping over time; and, since it is brittle, cannot be bent to correct the flaw. If adjustment is attempted, it will break. Zamac is also prone to crumble over time, rendering the part unusable. All of these imperfections are present, to a greater or lesser extent, in Overland berk frames.



These are minimal problems if the model is to spend its life protected in its green Overland box or positioned on a mantle. However, warped - let alone broken - frames alter driver spacing and greatly degrade operation. The mechanism can be improved somewhat by the laborious insertion of brass shims of various thicknesses in the axle slots, but such cure assumes no further warping or deterioration. Such improvements also assume that the frame has not been broken in earlier attempts to straighten it.

In about 2010, Carl Jackson prepared CAD drawings of what the frame should look like if straight and true. Tom Marsh of Overland persuaded Boo Rim to make 25 replacement frames of milled brass, using Carl's drawings. They were works of CNC art and as well as function; and quickly sold out at \$275 each.



Wit and Wisdom Models has used Carl's drawings, with permission, to have another run of these machined brass frames for the Overland berk. The modeler must reuse the springs, screws and retaining plates from the zamac frames and, of course, the remainder of the mechanism. Only the frame itself is provided. 14 have been produced; nine remain available. More may be produced if there is sufficient demand. The frames are in stock. The price is \$325 each plus shipping, a bargain considering that the price of brass and labor have more than doubled since Boo Rim did the first run. To order yours, Email: witandwisdommodels@gmail.com.



#### Celebrate the "5" in 2025 With All Nation Line

All Nation Line is starting its 5th year in business since the revitalization under the leadership of John Wubbel. In coordination with the bi-monthly publication of *The O Scale Resource Magazine*, their advertisement will showcase a product which will have a limited time **5% discount offer**. Be sure to check out the All Nation Line ad in each issue during 2025. The item will be a great addition for your project list!

For January/February they are featuring the All-Nation Brass 40 foot 50 Ton Steel Box Car Kit O Scale 2 Rail PN#2024BK

On May 9, 1980, All Nation did a special run of only 100 of these box cars having all brass metal parts from the 3600/6600 series box cars. No catalog number was issued upon release. They were particularly pleasing to the eye, and these quickly sold out to O Scale scratch builders and modelers. The special run was never assigned a part number in the catalog.

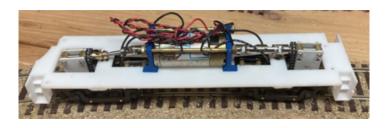
In November 2024, All Nation again, by many special requests, has manufactured a limited run of these fine kits with many of the original parts in brass. In perfect condition, we used the very same die stamps that were used for the original run. A new generation of model builders can experience what many in the past enjoyed to build one of the finest high value kits made in the USA.



We re-released the Kit with an official part number in our catalog of PN#2024BK with the original assembly instruction sheet that includes the parts list and exploded diagram. We would caution the modeler considering the purchase of this kit, a good amount of skill and experience is required in order to build this product. It is not a trivial job, and with good judgment may require some soldering, drilling and gluing. This kit is a composite of a wood infrastructure and brass, the combination of which makes for a really solid operable model. For January/February 2025 only, get a 5% discount on the kit.

All Nation Transmissions For the Lambert Locomotive Works Lima Switcher (3 Kits To Choose From) PN#562ANK

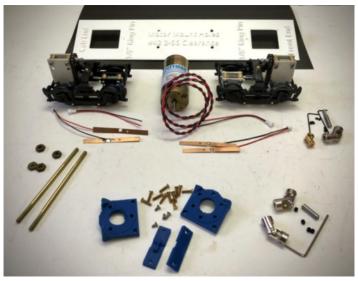
The O Scale Lima Switcher Engine released (sold separately) by Lambert Locomotive Works (LLW) is

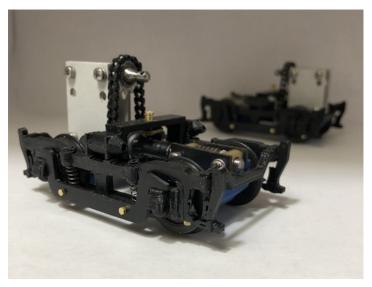


a fine scale model that comes in the form of a kit without power. All Nation Line focused specifically on aspects of powering the engine. The modeler has 3 kit options to choose from based on whether or not you want a non-powered (Kit 1) or a powered engine. If you want a powered engine, you need to decide if you want a single (Kit 2) or a dual (Kit 3) transmission. To help you make this decision and to understand what you will need to do to install these transmissions, we suggest you review the detailed installation instructions on our site which includes photos and drawings. Also, see it run in a video on our site.

These transmission are custom built and assembled by hand. Depending on stock and demand, delivery time may be 3 - 4 weeks if not in stock.

Pre-orders for O Scale shows must be be 4 weeks in advance with 1/2 paid up front, balance on delivery at the show.





See all these new exciting products and much more at their Website!

Notice from Norm Pullen: Norm"s "O" Scale will now be open, starting Feb. 1 2025, Saturdays ONLY from 10-4. We will be closed the month of January 2025. We will be LIQUIDATING our entire store inventory over the next couple of years. We are NOT closing. Our inventory consists of ALL scales N, HO, O2R & 3R, and G. If you want anything in "O" scale, let me know and you will get a great Price. CALL 207-310-0150 anytime! Thanks, Norm.

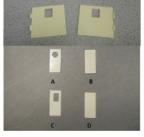






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## Buy US A Coffee

Know the old joke "How do you make a million dollars in the model railroad business? Start with two million."? Well, same here. We are not going anywhere and will still continue to bring you the best in O scale information every other month but...

As with any ad supported endeavor, there are ups and downs. We have not raised our ad rates (and will not) since we started 11 years ago. We feel the rates are more than favorable for the thousands readers our magazine reaches. Of course, not everyone wants to advertise instead using Facebook and other social media. In a normal paper magazine you have the subscription fee that more than covers mailing and normal operations. Not having that is fine here, but our costs have also climbed.

Traveling to layouts, web services, storage, and hosting fees have all gone up. So we thought we would try "buy us a coffee" in hopes of helping with these extra expenses.

Therefore, if you are getting a good read and enjoying the information, please "buy us a coffee" and help us continue to bring you the best in O scale information. Hey, even a buck an issue every few issues will help.

So, if you like what you see and can go with out a Starbucks for a day, click here and give it try.

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## A Fleet for Operations

#### **By Brian Scace**

#### Intro and a Bit of Purpose:

A bit of background about the project that has spawned this series of articles is probably warranted. We have a pretty successful operations group here that runs the layout we've published previously in these pages, The Brian Scace Experience in the September/October 2021 issue and then, Designed For Operations in the May/June 2023 issue.

The Susquehanna Valley Switching & Supper Society currently calls this place "home", and other ops groups from across the spectrum of scales have visited over the last few years as guests.

Because we run different scenarios each time, there is a small club's worth of rolling stock from which we select what might be needed for, say, the Pennsy Elmira branch at Southport in 1962 one session, then Conrail interchanging an Upstate New York regional in 1980 the next, followed by the C&EI Belt around Evansville in the mid-1970s for the session after that. Somehow, we've grown a roster of some 250 freight cars to cover these various scenarios, and it is still growing.

This brings me, an older O Scaler who grew up very much on the rivet-counting craftsman side of the scale, more in line with the aims of the more modern modeler in any of the scales. While I still enjoy building that single model to a high level of detail and fidelity, I find myself both the principle builder and, more importantly, maintainer of a layout and a comprehensive club-sized fleet of stock used by a regular ops group. As an ops platform, that term "comprehensive fleet" becomes the primary aim.

We have to not only have good scale models, but they must cover all the requirements of the railroad and its operation. I no longer have the privilege of concentrating on a single high-level model regardless of purpose, but must buy, convert, or build adequate stock to suit purpose. That sends me looking at whatever sources I can find for suitable material, often leading us directly into the realm of hi-rail to convert, rebuild, strip for parts, whatever is required.

In these next few installments, we'll look at some of these builds, from the easy and likely to the more involved bashing of some things one might not otherwise consider. Our criteria are not, therefore, those of the most neurotic of model makers and craftsmen, but more reasonably and attainably to match the level of those offerings taken as mainstream and expected in the smaller scales. Indeed, that is perhaps our focus, O scale as a member of the family of scales rather than "O2R" (whatever that means) as a member of the greater O gauge community.

You can expect, then, a number of projects that can be tackled by the novice with some confidence and by the experienced person joining us from the smaller scales who is building the aforementioned blended and comprehensive fleet (and later on we very well might stray to other projects that support the goal of the complete operational layout as a model onto itself). Even the experienced O Scale craftsman might glean some ideas, for what we do here can easily be taken further than I might show; further into the realm of the individual showpiece model.

#### **Reliability:**

Let's now speak to a couple important points going forward. In any operations oriented fleet, reliability becomes a very important metric. Here, each car is standardized on Kadee 800-series couplers which we find drop-dead reliable and easy for operators to manipulate.

Likewise, a recent program has been undertaken to standardize trucks and wheelsets. We are standardized on only two manufacturer's trucks and wheels rather than the plethora of marginal-to-magnificent trucks we have been previously using. Given the timeperiods for each scenario range from 1960 onwards, Intermountain trucks with IM metal wheels cover the earlier Bettendorf-equipped stock and the new range of Kadee trucks cover Ride-control and roller-bearing cars. Now that the coupler and truck standardization program has been completed, reliability has improved greatly and the stock of spares we need to keep to hand has been reduced significantly. A quick repair of a car is far easier, often during a session, as well.

As an aside, we now have a year or so's operational experience with the new Kadee range of trucks under our belts (and we have well over a hundred sets of them in operation now). I can say I really like them, not only for appearance and operational behavior, but (and very important in the club, operations, or large layout environment) for ready and consistent availability. I'll cheerfully say the range is one of the better things to have happened to the scale in a very long time.

#### A Fidelity Standard:

I mentioned earlier a fidelity standard that uses the mainstream material available to the smaller scales ready-to-run as a measuring stick, which actually is attainable for us and still allows a comprehensive and blended fleet of stock. We just have to cheerfully break a few things to get there.

With that in mind, let's re-approach this whole thing from a different direction, the aesthetic. My own comeuppance came when Ryan Shawyer shot a lovely video of the railroad for YouTube. Bearing in mind the railroad is purpose-built as an operations platform rather than a visual piece of art, it is built to a nominal 42" height so the operators can easily reach over the layout to do their work, and do so over a 32" radius of reach. That 42" is perhaps 10" lower than the Layout Design SIG recommendations for a layout, but the gain in reach (especially in larger scales) you get with lower heights is the payoff on layouts intended for formal operations. So it is we see it more from overhead as operators rather than from the side as "railfans", a trade-off consciously made based on purpose during the early planning of the railroad.

Once Ryan shot his video, though, it was apparent how many pieces of stock had truly obscene ride-height issues, his perspective from the side in the manner of the railfan; ours from overhead as operators. Of course, the obvious culprit is most of the recent stock available to us in O is built to hirail clearances (I won't say "standards" and you'll see why in a few minutes), a burden not borne by those in the other scales.

Like many of us, I had just bought these things in RTR 2-rail or used the conversion kits offered by the likes of Atlas or MTH and had not really paid attention to the truly insidious ways the designers of these so-called 2-rail offerings covered up the hirail compromises. Worse, since we viewed them on this railroad more from overhead, it really wasn't obvious to us (certainly not to me anyway; everyone else being unfailingly polite). Once I looked at that video shot in the perspective of the scale observer, though, my neurosis kicked in hard and this hideousness was not about to be left unaddressed.

Suddenly, the fleet revamp job had two purposes, the aforementioned standardization for reliability/performance and lowering the stock to some improved level of fidelity. A big job made bigger, as every piece of stock, some 250 pieces, was going to move through the workshop and emerge with standard couplers, trucks, and now ride-height.

#### A Philosophical Reboot:

Couplers and trucks are kind-of self-explanatory, so we'll focus on some of the ride-height conversions. The first question we ask, however, is how high is the prototype off the rails. Well, that is an arguable number at best, for it varies because of spring compression in the trucks. The car loaded isn't the same height as the car unloaded, so the range of spring deflection really frees us up to use a different and arguably more practical definition.

Let us instead use a dimension defined by the position of the coupler box being tucked up tight against the bottom of the end of the car thus establishing coupler height. Rather than the usual practice of shimming coupler boxes or using offset heads to bring the coupler into compliance with a height gage, we'll go in the opposite direction and embrace the idea the coupler in its box in the correct position with respect to the end defines how we establish truck height. In short, the properly installed coupler establishes the <u>fixed</u> or reference dimension by virtue of the coupler check gage, and the truck/ride height is the <u>variable</u> dimension, not the other way 'round.

Now, let us review the parts we've used here in this exercise; in our case Kadee 800s, Kadee coupler boxes, and either IM Bettendorf or Kadee trucks as prototype calls for. My choice of what is to be "standard" quite possibly isn't your's but the methodology remains the same. You might prefer the newer 700-series Kadee with the better dimensioned head, or perhaps Protocraft couplers and trucks. It doesn't matter. Your choice of standard components will follow this philosophy just as well as ours, but be assiduous about adhering to your standard with no exceptions. Trust me, the result is worthwhile.

That means no more manufacturer's conversions or out-of-the-box "2-rail" stock. From this point forward we accept that a manufacturer/importer labeling something RTR as 2-rail in O does not mean it is remotely scale simply by being assembled as 2-rail compliant at the factory, nor are the screwdriver conversion kits any better. You might just as well accept either 2- or 3-rail out of the box represents equal potential as a project and nothing more.

If you think I'm being a bit harsh with that one, here is but one example of an Atlas boxcar after the installation of standard boxes and couplers establishing proper coupler-height, followed by the installation of Kadee trucks maintaining that dimension, compared to a so-called 2-rail offering out-of-the-box (**Photo 1**).



Yeah, we're talking a 0.25" difference, literally a scale foot of air under the RTR offering that has been maintained from hi-rail by over-thick coupler mounting pads, by the thickness hidden in the top of the Atlas coupler box, both compensating for the retention of the mounting of hi-rail trucks at hi-rail heights with the only difference the change-out of wheels. Working with this stuff, which has pretty good potential from the frame up, is dimensionally the Wild West from the frame down. Unlike the smaller scales, these are our chains to drag in the manner of Marley, but we can bring this wild variation (why I refused to use the word "standards" earlier) into something far more visually appealing pretty quickly.

#### **Our Goals Going Forward**

So, let's review the qualities we seek in the conversions we'll be looking at in the next few installments.

- 1. We're building a blended comprehensive fleet, not a single model as a piece of art.
- 2. Reliability is an important aim, with standardized couplers, trucks, and wheels throughout. No exceptions.
- 3. Maintainability is an important aim, spares readily available for the long term in the marketplace, and an inventory of spares that can be pretty universal and reasonably kept to hand.
- 4. Fidelity is an important aim. It's a scale model after all, as is the railroad as a whole. We'll agree our standard is the level of fidelity available to the smaller scales as a minimum. You'll see it is attainable pretty easily, but we do have some lifting to do with what material is available to us.

So much for introduction and philosophy, then. Over the next few issues we'll get into a specific conversion or two each time. You'll see what the shortfalls and pitfalls might be in each and, rather than despair the compromises foisted upon us, we'll show you how we have dealt with them such that, with a reasonable effort and honing a few (mostly basic) enjoyable modeling skills, you can build a comprehensive fleet of stock that not only supports your railroad and your goals, but needs no apology.

I'll leave you with a few photos to whet your appetite, the sort of thing we'll be creating; each a pretty easily attained appearance, dead-reliable, and easily maintained.



Above: An idea of what we want; a cut of freshly lowered boxcars. Below: An Atlas X29 after going across the bench.





An MTH 50' Hi-cube lowered onto Kadee trucks, a little weathering, and ready to join the fleet.





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## Denver & Rio Grande Western & Rio Grande Southern

#### By Dan Dawdy as told by Jon Silverberg / Photos by Dan & Amy Dawdy

Editors note: Some of the following was taken from the Central Indiana Division of the NMRA's Website while we asked Jon some questions which he was kind enough to answer for us. What follows is a combination of these and our own comments.

On our way to the new Indianapolis O Scale Show this past September we stopped at Jon Silverberg's layout open house. Wow, were we in for a surprise. A beautiful On30 scale D&RGW/RGS set in August of 1943. A layout built for operations, breath taking scenery and trains that ran. Let's let Jon tells us about himself and his layout.

OSR: How did you get started in model railroading?

Jon: I received my first train (a Lionel set) from my father when I was 2 years old. I have been playing with trains for the last 77 years.

OSR: What made you decide on the scale, and how long have you been in that scale?

Jon: I have been through a variety of scales through the years. After getting my engineering degree I was commissioned in the Navy and went to Flight School. For the next several years I modeled in N scale as I traveled from duty station to duty station. I even built a N scale switching layout aboard my carrier while flying over SE Asia. When we built our present house with a large basement, I switched to HO and modeled the Iron Range in Minnesota. After we vacationed in Colorado almost 30 years ago, I was bitten by the Narrow Gauge bug. I sold my HO equipment and started out with Sn3. After Bachmann came out with On30 I realized how much more I could do with the larger scale.

OSR: How did you came up with the idea for your layout and how did you plan it?

How did you implement your idea?

Jon: I wanted a Narrow Gauge layout that was designed for Operations. I realized that by incorporating a helix and adding an upper level I could really enhance Ops. The lower level runs from Chama to Durango to Farmington. From Farmington, the helix goes up to Ridgeway. There are several opportunities for switching on both levels.

OSR: Is your layout a prototype operation, real or fictional?

Jon: The switching on the layout is based on typical Colorado narrow gauge industries.

OSR: Do you focus on a specific railroad or location?

Jon: Yes, the D&RGW and the RGS.

OSR: What timeframe (era) do you model?

Jon: It is August 1943, and the trains are aiding the war effort. Especially hauling oil and yellow cake.

OSR: Do you do operations like switching or do you prefer just running?

Jon: The layout is switching heavy.

OSR: If operations, are you using car cards or JMRI or?

Jon: Car cards

OSR: What or who has inspired your model railroading?

Jon: The Narrow Gauge and Short Line Gazette.

OSR: What type of scenery do you use (i.e. hardshell, styrofoam)?

Jon: I use the Bragdon system of rock casting.

OSR: Is your layout DC, DCC or Battery?

Jon: Digitrax DCC, all throttles are wireless. All locomotives, both Bachmann and MMI are equipped with Soundtraxx decoders.

OSR: Is your layout connected to a computer for JMRI or other software?

Jon: No

OSR: What is your favorite part of your layout?

Jon: I really enjoy the area where I have the high line going to Ridgeway above the low line going to Farmington.

*OSR*: What do you enjoy most about the hobby?

Jon: I enjoy the Op sessions, seeing my work actually doing something. Also, I enjoy the camaraderie with six or more friends working together.

OSR: Are you a "lone wolf" or have you had help to build and/or maintain your layout.

Jon: My wife and I live on an old farm in central Indiana. I have been doing all the work myself, the only exception being the bench work. My other hobby has been working on old British sports cars. I have a lot of automotive tools, but no woodworking tools. I had a fantastic guy with a full group of tools needed to help me put together the bench work. Everything else I have been slowly working on. The track work is complete, the scenery about 35% complete.

More information came from the Website of the *Central Indiana Division of the NMRA*.

Jon's On30 scale D&RGW/RGS is set in August of 1943. The war years give the narrow gauge a renewed reason to exist. The 22' x 27' layout depicts the line that runs from Chama, which is staging, to Farmington, which is also staging. Durango is the main yard; from there it runs to Farmington. Prior to Farmington the main line branches off to Ridgeway, CO. The track plan is double deck around the walls with two peninsulas. There is a helix with staging tracks in a separate room. The layout is being built for operations and features transport of oil, coal and yellow cake for the Manhattan Project. There is also the hauling of standard narrow gauge products such as coal and livestock.

On the branch line to Ridgeway there is Dolores which has a coal tipple and an oil refinery. The oil comes from the oil fields around Farmington (staging). Ridgeway also has livestock facilities and a mining supply warehouse that add to traffic. On the main line from Durango there is a coal mine, another town with a cattle stockade, and an area with a mine for yellow cake. Most of the locos are MMI with four Bachman locos that

have been modified to resemble D&RGW locos. There is Digitrax with Tsunami sound in all locos. Also used is Micromark 4 way waybill cards for Ops. Jon recently started using a fast time clock with dispatcher to make the Op sessions more interesting.

OK, enough talk, lets take a look at this fabulous railroad!



Garden tracks by engine house, Durango

Downtown Durango



Stock pens in Durango

The O Scale Resource January/February 2025





Oil facility Durango



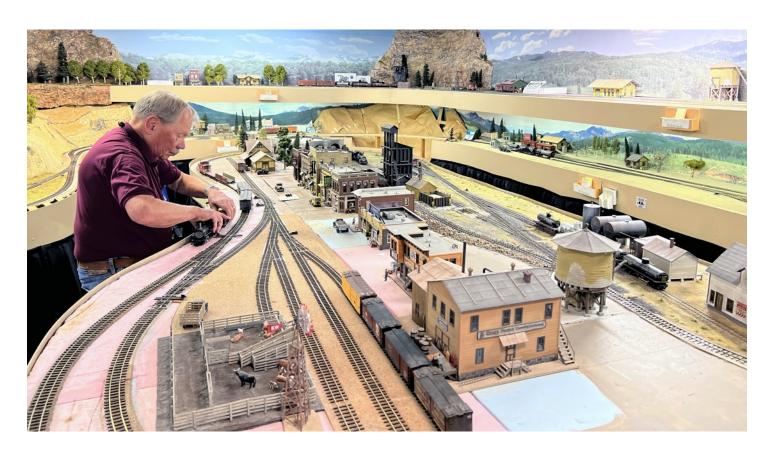
Top Left: Turntable Durango

Top Right: Engine house Durango

Bottom: Engine service facilities Durango

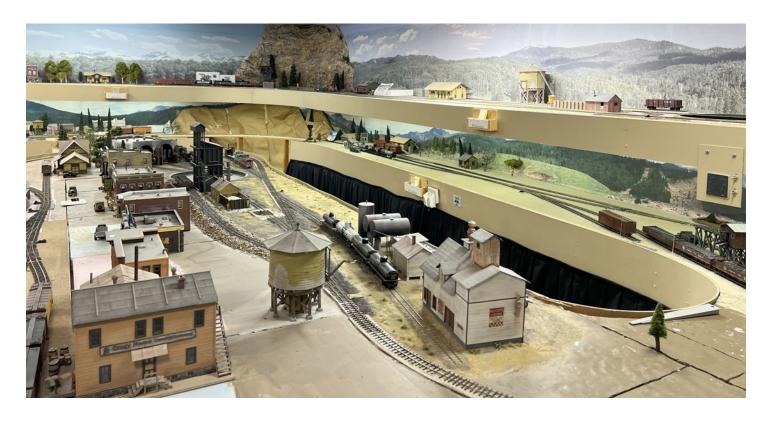


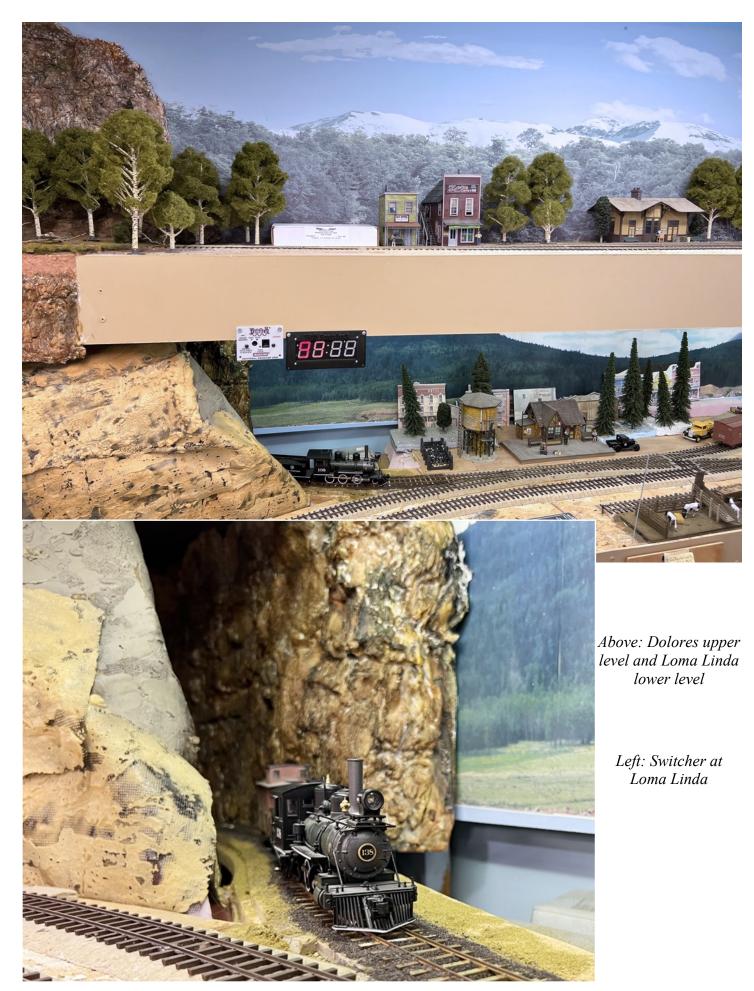
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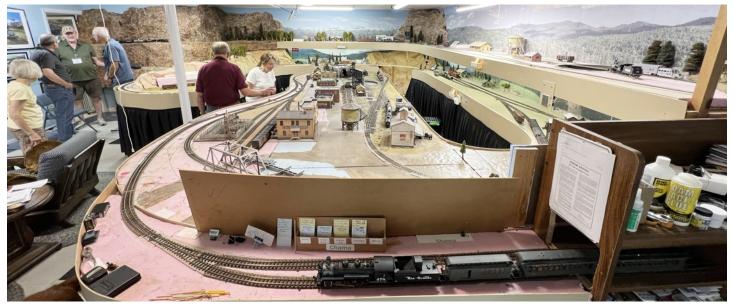
Above: Overview of Durango

Below: Overview of Durango and upper level and lower level.

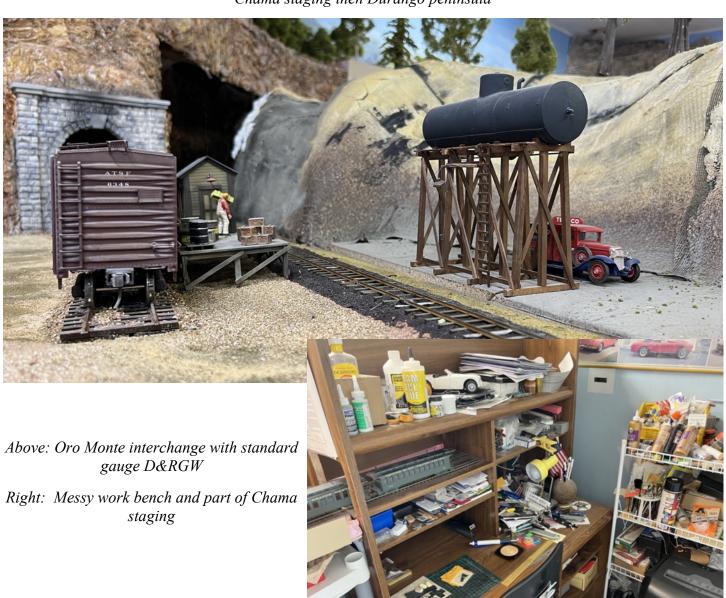




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Chama staging then Durango peninsula

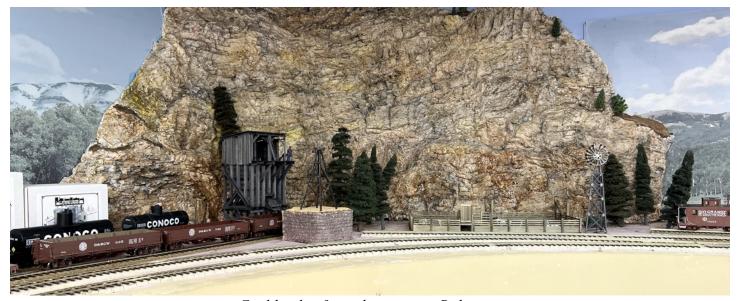




Helix in my office, Farmington staging inside helix



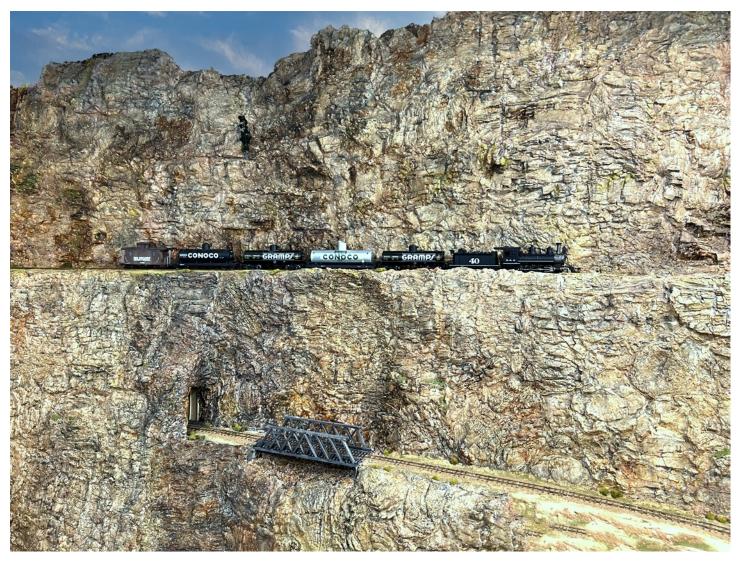
Jon with Durango in foreground and the Oro Monte peninsula behind.



Coal loader & stock pens near Ridgeway

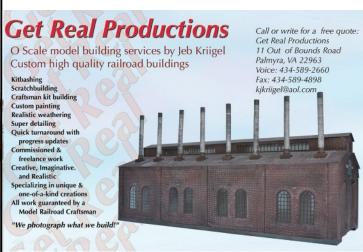


Loma Linda



Above: The high and low lines from the cover without the clutter Next Page: Wide show of above









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This is a freelanced tipple representing one where the mine is further up the hill. This tipple services three tracks. The power house and a small storage shed are included.

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#### TRACTION ACTION

## **Building the All Nation Windsplitter**

#### By Martin Brechbiel

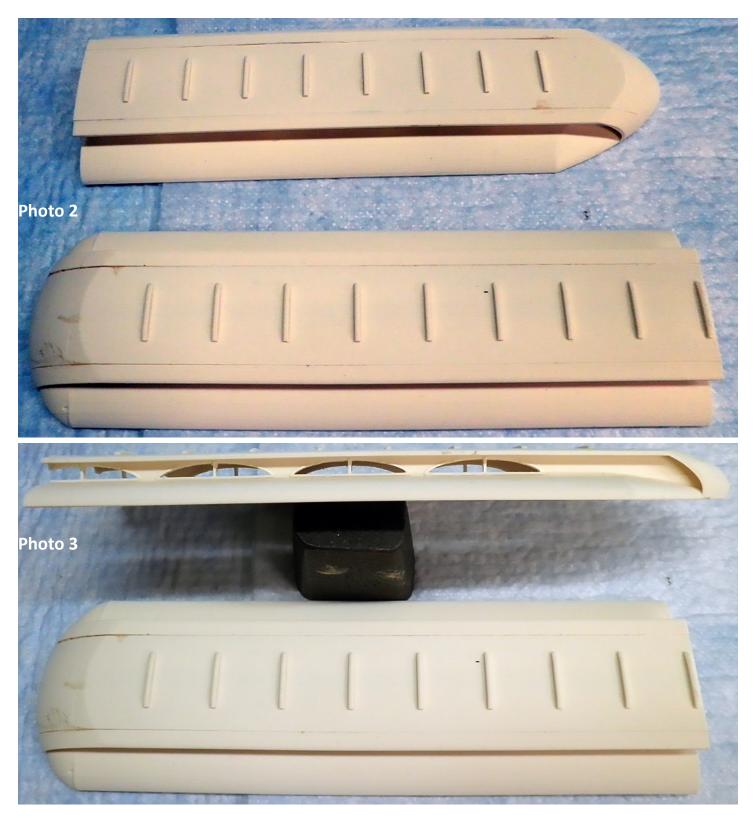
All Nation produced this 3D printed kit and I was privileged to be supplied one to review a number of years ago. That review was a hugely truncated report that really did no justice to the kit, nor really revealed the adventure that was traveled in its assembly. It's my intention to correct that deficiency here.

So, starting at the beginning one has to understand and accept that this really is a very basic kit as well as a "craftsman" kit that will require work to complete. I've never fully understood that label, but I'll also still apply it here. The actual design of this kit was also from Gary Reighn to give full disclosure and credit (**Photo 1**). What this kit does supply are the parts to build up the car body, including the floor and roof. Everything else needed to complete this kit, exterior and underbody details, interior detail, roof details, and drive unit are on the modeler to provide.



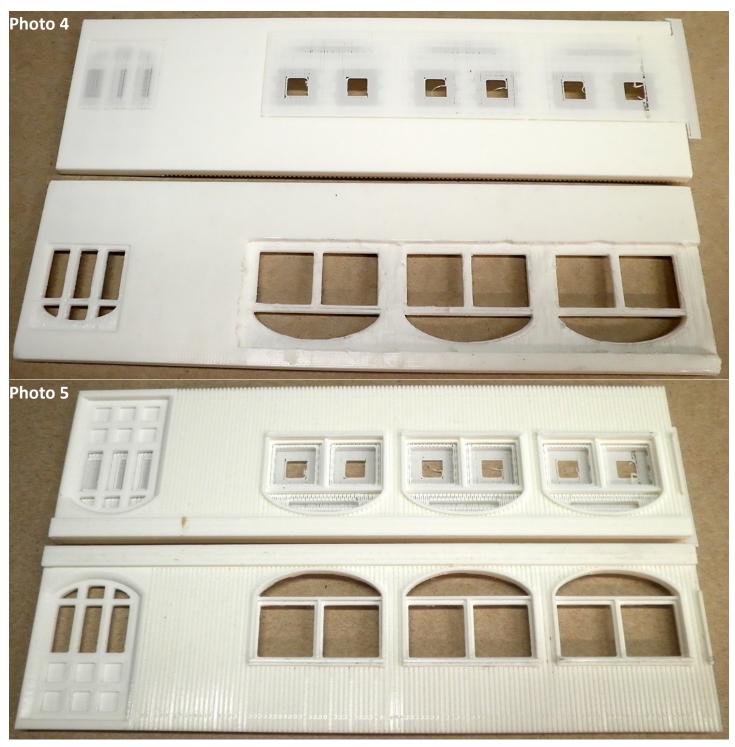
One of the limitations of most 3D printers was that the size of the print was limited. That may have since changed in both terms of availability and cost. To work around that limitation as applied to this kit, the roof was supplied in six sections. Three parts assembled to make each half of the roof (**Photos 2, 3**). The front and back halves were assembled into a single roof. While that generates the full roof, getting all these parts in good alignment is of course critical. What is particularly nice is that both of the ends were fully formed via the 3D

printing. Using CA and some Goo applying gentle, but persuasive clamping works for putting these parts together and to keep everything in good alignment. However, being a filament print, cleaning up all of the openings with a good sharp scalpel prior to assembly is prudent.



The two side units are each assembled from two sections. At this point however, one has to hit the pause button and give some consideration to adding an interior or not. Given the open space and multitude of windows, leaving the interior vacant was felt to be less than optimal. The window areas due to the printing process require opening, and then the degree to which one does that is dependent on what level of detail and

fullness of the interior one might plan on installing. I found a level of good enough that worked from me. To this end, I milled out the entire window area using a Dremel end mill in one of my drill presses prior to assembly of the two halves of each side. This was a slow process working each side part through the cutter to remove those layers of 3D filament layers in the interior about the windows to create a recessed section into the sides. You can see the opened up windows and the milled out recessed area in **Photos 4**, **5**.

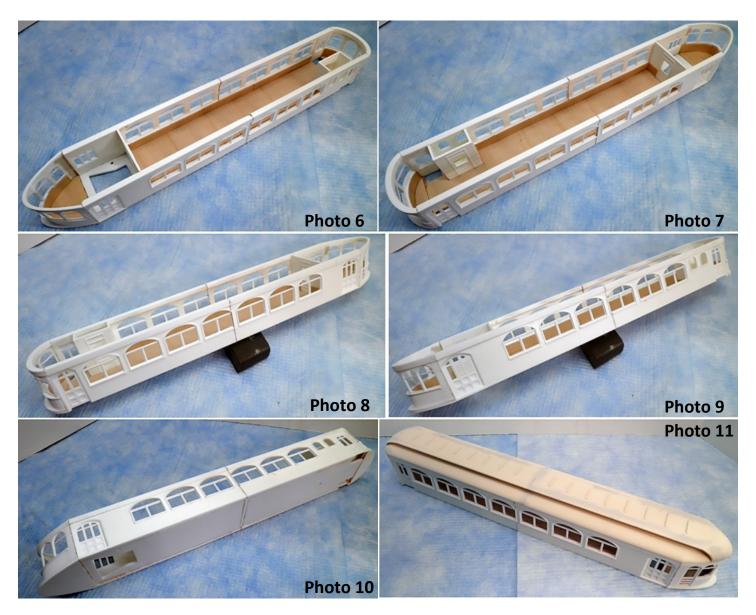


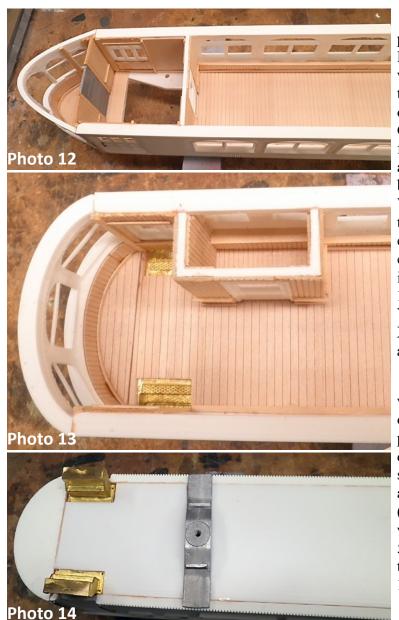
The two different ends were again particularly nice to have being fully formed via 3D printing, and did not have to be built up piece by piece to get the proper and different curvature profiles created. The ends do need to be cleaned up a bit due to the filament printing. Milling out these parts for glazing or more was not an option given the interior shape. I figured I'd find a way to work around this and maybe build up some framework for the windows.

The floor also was provided in two sections, one with a cut out for mounting a traction drive truck. I had hoped to avoid using a drive unit that protruded up into the car body as it would probably be visible to some extent. I've always found that a detraction in traction modeling wondering why a good, reliable fully under the floor drive was not the standard but instead the exception. There were two additional underbody sections included that fit in under each end. Also provided were walls for a bathroom space enclosure and an interior vestibule with a door.

Before fully assembling the body shell, I added something of an interior starting with floor. Putting the floor together would seem simple, but it seemed short gauging it against the sides. I added a styrene spacer between the two parts to bring the floor length up to match what the sides would be once glued up into their full length. Nearly every joint made in this model was my usual mix of Goo and CA which is very rapid, strong, and a bit gap filling, but also unforgiving to errors.

Scribed siding was applied to the floor and also to the floor of the ends after test fitting the sides and that vestibule to define limits working around that bathroom enclosure space. After assembling the sides, a finer scribed siding was applied to both the sides and ends to represent a wainscoting while taking into the thickness of floor to arrive at a good fit. Thereafter the sides and ends were fitted to the floor to deliver the body shell (**Photos 6-9**). There were openings for steps at the one end that were retained (**Photos 7, 10**). Test fitting the roof to the body shell was most encouraging. This was beginning to look pretty good on my bench (**Photo 11**).





Not one for knowing where to stop on some projects, more interior wood work was added. Baseboard and chair rail / window sill was added while scribed siding and trim boards were added to the vestibule door panel. A second vestibule with a door was scratchbuilt around a slightly cut down Grandt Line door to separate off the baggage space from the operator space. All of this space was then also trimmed out with scribed siding and trim boards to match as best as reasonable (Photo 12). While perhaps a bit tedious, working with curved tweezers and hemostats with good music and less caffeine makes it possible. The bathroom space enclosure was similarly fitted out both exterior and interior to match the rest of the seating area (Photo 13). The entrance doors were trimmed out, too. You can see the tops of the added steps (Kemtron X-67) that I managed to persuade to fit in the allotted space (Photo 14).

Returning to the roof to add a few details, there was a printed stack that had a corresponding collar opening which was fitting into place. Some phosphor bronze wire was applied over the doorways to divert the weather, and supports for a small platform made from some scrap styrene were added to the lower part of the clerestory roof (**Photos 15, 16**). With those added, the entire roof was covered with canvas (single ply napkin with a 50% overlap using 50% aqueous Titebond) and tightly trimmed with a new scalpel blade (**Photo 17**).





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Once dried, the canvas was painted Lark Dark Gray (Floquil) with the clerestory window area painted green. The roofwalk boards (pre-painted Roof Brown (Floquil)) were added along with the boards for that smaller platform on the one side (**Photos 18, 19**). Final steps on the roof were to add a trolley pole and mount at the back end of the car since this car generally only ran forward. Also, I added a horn at the very front of the roof and a globe vent over where the bathroom space was located (**Photo 20**).



Those steps lead back to installing the underbody detail starting with the bolsters and mounting the drive unit and trailing truck. I managed to find on my shelf a suitable Wagner drive and trailing truck, but the provided opening in the floor was a little tight. I opened that up and added a brass strip spanning the opening that will get screwed down in place that the drive truck then gets mounted onto with a screw. The trailing truck needed a car bolster for mounting it to the car body. I found a lonely single bolster in the parts bin and added it into place with some goo and CA. The needlebeams were fabricated from 3/16" styrene channel sandwiching a layer of 0.020" styrene to give these a little more thickness for supporting the queenposts (Wagner C-410). Truss rods were fashioned from 0.025" phosphor bronze wire with mounting pad soldered on to the ends. The added pad served as a better surface to glue and anchor the ends of the truss rods terminated at the car bolsters.

The truss rods were connected together using the turnbuckles from the Wagner parts. A brake unit was assembled and mounted such that the connections that would travel to the trucks were centered. The ends of the clevises were drilled out and 0.020" wire added with their other ends anchored at or near the car bolster or opening for the drive. The bank of resistors and one air tank were Wagner products, and the other two of the tanks were my own resin castings. The compressor and cage were from Q-Car as was the battery box (**Photo 21**). And then, the entire underbody was painted Engine Black (**Photo 22**).



Now it was time for a big push to the finish line on this project. The interior was given a coat of Cherry stain. This actually worked pretty well on the wood as well as the exposed 3D printed surface (**Photo 23**). The exterior was painted Weyerhauser Green (Floquil) with Red Oxide and Tuscan trim. Grab irons about the doors were added (0.025" phosphor bronze wire). The printed pilot was added. It was actually printed in a flexible material that should help it not get damaged over time. The ends where the anticlimber (Q-Car CS334) will go were painted black, and a headlight with winged number boards (Q-Car B159) was painted and added to the front (**Photo 24, 25**).











With the interior stained and the exterior painted, all of the window and door glazing was now possible to install. In the past I have used 0.010" Lexan but my supply ran out. Since I needed something that would easily conform the interior curves of the ends, I turned to overhead projector film (remember overhead projectors?) that I had stashed in the file cabinet. This also served nicely as long strips to glaze the passenger space windows and when printed with green stripes, glazing for up in the clerestory window space. Once installed there, I went back and added window posts over that film to put in some illusion of individual window units. I added a hopper and sink into the bathroom space (**Photo 26**). Opaque "glass" was used for that window. Then seating was added. These were much modified castings on mine that had to be cut away on one side to fit neatly into the space under the chair rail or window sill (**Photo 27**). With all that window space available, a controller set of details (Wagner C-430) was painted and fitted into the front end to add to fill the view. Yes, a motor man figure would be good there, too!

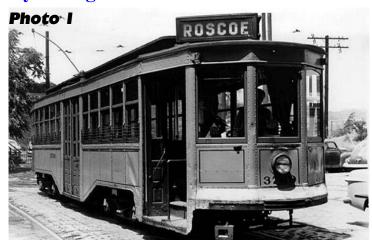
After the drive and trailing truck were mounted, and the roof added into place, this project was declared completed (**Photo 28, 29**). There were a lot of pluses and a few minuses along the way, but having now experienced a 3D printed kit, even filament printed, really reinforced to me the huge potential that this technology has for all O scale models.





# The Coupler Dilemma

### **By George Paxon**



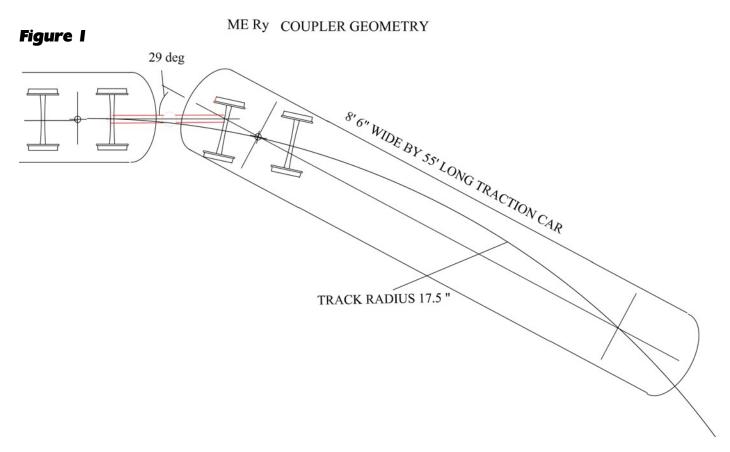
Prototype traction couplers were of several types. Most streetcar type systems used various later renditions of the old link and pin with some modifications and improvements. Such modifications led to patented couplers such as the Tomlison, Van Dorn and other various styles. **Photo 1** shows a typical city type car with a link and pin derivative coupler. Other traction lines, mostly interurban type lines, used light duty knuckle couplers, and some used very heavy Master Car Builder (MCB) standard steam road couplers. **Photo 2** shows prototype Illinois Traction car with a big MCB coupler.



An extra high knuckle was important for some systems to avoid parting the train on severe vertical curves where the tracks were in the roads. These high knuckles led to the development of similar couplers for steam road use particularly on tank cars to reduce the likelihood of couplers parting during derailments. When steam road cars parted, there was the danger of one coupler piercing the end of the adjacent tank resulting in spills, fires and/or explosions.

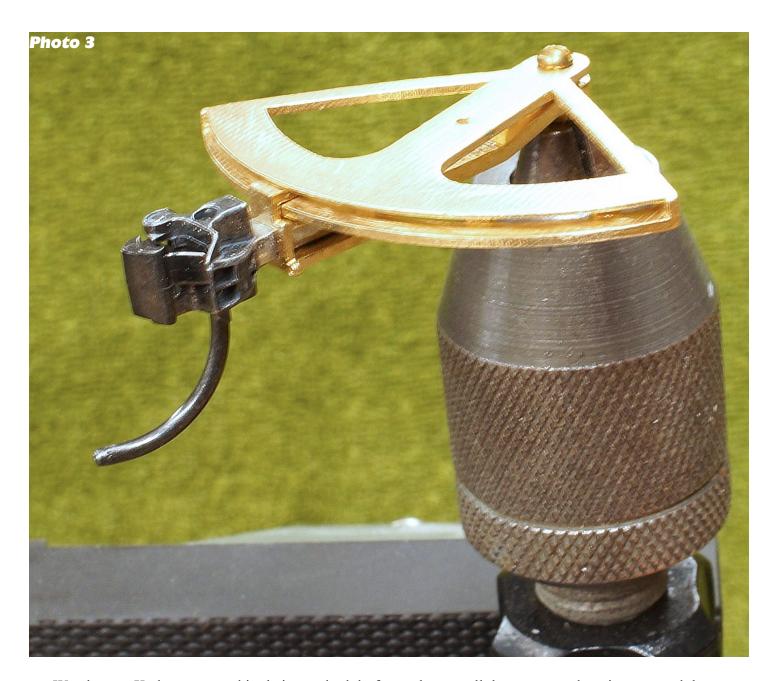
One feature associated with traction equipment was the radial drawbars that allowed the coupler to swing almost 90 degrees to each side to accommodate street radius curves. Both the link and pin renditions and knuckle couplers were fitted to radial drawbars and carriers for such use. Such radial drawbars could be found on both passenger and freight cars.

When modelling traction, the use of radial drawbars is required and common. Some modelers just pin the coupler to the car floor near the truck mounting point and let the coupler fare for itself. This often leads to a serious sag at the knuckle end. I wanted something with a drawbar and carrier that looked and operated more like the prototype. The NMRA has a recommended practice that illustrates the extreme problem that long traction cars present on sharp curves. RP5.2 shows a 60 foot-long, 9-foot-wide car on a scale 35-foot radius curve. That's 8-3/4-inch radius in O scale. Some modelers do operate cars on such tight curves. The car overhang and the coupler angles are extreme. The coupler must rotate 77 degrees from when on a tangent to get coupled cars around such a curve. On the Mountain Electric our cars are limited to 55 feet long and 8.5 feet wide. And our sharpest curve is the equivalent of 70 feet radius or 17.5 actual inches. The coupler geometry for us is much better and the angle of rotation required in worst case for us is a more reasonable 29 degrees. See Figure 1. But 29 degrees of swing is still greater than can be accommodated by a model coupler pocket/draft gear. And the pivot point of the coupler needs to be well behind where it would be in a standard coupler pocket.



Trolley couplers with radial drawbars have been made available by several firms such as Wagner, QCar, and Clouser. Wagner and QCar provided dummy couplers while the Clouser, first cast by Kemtron and now Precision Scale Co, was a working coupler. QCar and Precision Scale Co. still market their couplers and radial drawbars. The Precision ones are cast in brass and come as kits, but the castings are of poor quality. I understand the previous long-term owner of PSC experienced a fire quite some years ago with the loss of many patterns. After the fire, some castings were supposedly reworked into patterns for further parts, and the quality of resulting parts deteriorated significantly. We have used these parts, and they require hours of work to make them even marginally usable. This applies to both the coupler and the radial drawbars. As a matter of fact, the radial drawbars were so labor intensive we made patterns and had our own design made in brass by the lost wax process to avoid them.

My homemade radial drawbars were designed to accommodate the new Kadee 700 series MCB knuckle couplers. Kadee couplers are the defacto standard in all scales and gauges, and no others come close to their exceptional performance. See **Photo 3** of our two-piece radial drawbar and carrier fitted with a Kadee 700.



We also use Kadees mounted in their standard draft gear box on all the steam road equipment, and they work beautifully.

But the Kadee couplers are not working on our cars with radial drawbars. They work fine when the cars are being pulled. But they present a problem when the cars are pushed. The Kadee design provides much slop, slack, between the mating coupler knuckles to make the coupling and uncoupling as highly reliable as it of course is. But this slop also means when cars with radial drawbars are pushed, the couplers can swing sideways, sometimes to the limits of their travel. Let's call this jack-knifing (see Photo 4). When mounted in the intended draft gear box with limited lateral swing on steam road cars, this is not an issue. This coupler jack-knifing causes a lateral force which can result in derailments particularly at turnouts. On straight track when you have the couplers mounted dead center and square, the jack-knifing is usually not an issue. But on curves it is. And it also looks terrible. And sometimes the rounded car ends of traction cars can actually come into contact when the coupler swings to the side on tight street corners. I have carefully reworked cars to ensure the couplers were dead on center, and square with the car centerline, but the couplers still want to jack-knife.

An alternative approach was needed to support reliable and realistic operations. I have been using Wagner dummy couplers, with the Wagner radial draw bar on passenger cars. **Photo 5** shows the Wagner coupler on



one of our passenger cars. Passenger cars tend to run in trains together and are not coupled and uncoupled all that often. These Wagners work well and are of a tight-lock style with no tendency to jack-knife. But using these dummies on freight cars was not the answer. For one thing, they are closer to a very small prototype knuckle coupler than Kadees, and do not couple well with Kadees. And, the Wagner couplers are now hard to find as they are no longer made.

We looked around the coupler world to see what alternatives there were. There are other couplers available such as Atlas, Old Pullman, Central Locomotive Works, San Juan, etc. These mostly follow the Kadee principle now that the original Kadee patents have expired. PFM once made a scale operating brass coupler, but they are no longer available. Some of the above-mentioned are difficult to find. I think the Proto48 guys have several working couplers via Protocraft as well now. One of the Protocraft couplers is, I believe, also a derivative of the Clouser coupler but looks much better than the ones that can be sourced from PSC.

We gave the old Monarchs a look. They come as dummies, top or bottom operated. They couple with Kadees (see Photo 6). They seem to be getting harder to find. I was not sure if they were still in manufacture. Walthers advertised them, but they were always out-of-stock as are most things you want from Walthers. Lately when I looked, I could not even find them at the Walthers site. P&D Hobbies once had them, but no longer do. I think All Nation has a few pairs, too. I put out an SOS to see where I could get them. James Kehrein responded, who is the manufacturer (Monarch Railroad Supplies). He has them readily available and plans to continue to do so. He told me he had just cast 350 pairs. That would certainly last me a while!





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I considered using the dummy version of the Monarch for freight cars. We have DCC walk around control on the layout and are always within arms-reach of our trains. We need to be there during switching to throw turnouts and change the pole ends, so why can't we uncouple and couple as well? Lifting the cars and locos to uncouple dummy couplers always seems to result in a fuss to get all the wheels back on the track. The uncoupling activity is quite prototypical and not an issue, but lifting and then re-railing the car is. And it gets old after a while. The Monarch on the car in **Photo 6** is a dummy and was part of an early experiment to see how well they worked with Kadees. The dummy couplers are exactly the same size and fit as the working ones.

A coupler lift rod could be used with the top operating Monarch couplers. Some modelers use these on steam road cars. With the radial drawbars for traction, the coupler lift mechanism is usually different than on steam road cars. On prototype traction cars with radial drawbars the release rod was on the car side near the point where the coupler pivoted. The release rod pulled a second rod that extended from the pivot point along the drawbar to the coupler to unlock it. Modelling this in scale would not be easy. If you look back at **Photo 2**, you will see the coupler release rod just below and to the left of the grab iron on the front side of the car. It is immediately to the left of the strap step.

Bottom operating Monarchs require a gentle push up with an appropriate tool to pop the knuckles open. This seemed the way to go for us. One issue is closing them which sometimes requires a bit of manual intervention. I think when worn in with use they will close and latch better. We will also be hitting them with powdered graphite lock lubricant, and oil, to help here as well.

The Monarchs are just a little over scale, but as you can see in **Photo 6** they are really not much larger than the Kadee 800s. The shape is good, and they have a nice tight-lock feature when two Monarchs are coupled together. There is little play between them, and they have no tendency to jack-knife when on radial drawbars. I bought a bunch from James to stock up for further experimentation.

On the last layout we used Kadee On3 couplers, but did not use the uncoupling magnets. Instead, a bamboo skewer was used to part the couplers. We just inserted the end of the skewer vertically between the knuckles and twisted it to pop them open. MicroMark sells a tool for this as well that even has a light so you can see what you are doing between two cars.

We have been experimenting with the bottom operating Monarch couplers. In need of a tool for opening the bottom operating coupler, we finally decided the good old skewer could work here as well. Instead of sticking the skewer vertically into the space between the knuckles, you insert it horizontally under the coupler and trip the bottom mounted latch pin. The skewer can also be used to help close a stubborn knuckle. Our prototype friends had their problems with stubborn knuckles as well. A firm bump when coupling can close all but the

most stubborn of knuckles when the cars have good weight. That's the way the big guys do it, too.



What we have decided is to try Monarch nonoperating version for cars that have no, or seldom,
need to uncouple such as certain passenger cars and
maybe work train cars. And we will try the bottom
operating version on freight locos, freight motors with
radial couplers and on freight cars with radial couplers.
We can switch passenger cars, that need to couple with
Monarch equipped cars, to the bottom operating
version, too. **Photo 7** shows a yet-to-be-painted
Illinois Traction Class B, by Car Works, with the
bottom operating Monarch fitted for testing. The
coupler needs to be removed for coloring as described
below.

We have been pondering how to color the Monarchs as they come in bare white metal. Using paint might make the mechanism more sluggish. We are thinking that coloring them black using a chemical blackener might be the way to go. Such blackeners are acid and may actually help free up any sticky mechanisms by removing a small amount of metal. We will need to flush them very well after blackening to ensure the etching does not continue however. Blackening them will require a bit of testing to see how this goes. I wonder how we could get them the color of rust......

We found some metal darkener that is supposed to end up more of a brown than black and decided to give it a go. It came from a jeweler's supply firm in the city. The stuff is made by Jax Chemical Company in Mt Vernon, NY so you would be able to get it up your way. First, we needed to give our couplers a good clean. A train mate down the street has an ultrasonic cleaner, so we borrowed that. We used mineral paint thinner for solvent to get rid of oils and any residues from the manufacturing process. After cleaning they were not handled by fingers, just with tweezers. Some of the couplers were placed in a glass container and covered with the browning solution. It produced quite an acceptable shade of brown. A good rinse in several lots of water was needed after to stop the etching process and remove all the acid. While scrounging around in the shop for a few old jars to put the chemical bath in, we ran across a bottle of Blackn It, a metal blackener once sold by A West. I did some of the couplers using the brown chemical and some couplers using the black to judge the difference. We think brown is better.

We spread the colored couplers out for a good long drying session. They needed to be very dry for the next step which was to powder them with graphite to make them work more freely. The goal was to get some graphite inside them to lubricate the latching parts well. After the graphite treatment we gave each a few drops of LaBelle oil as well.

As stated earlier, we had designed our home-made radial drawbar to accommodate the new Kadee 700s. We were buying the long shank version, sawing off the draft gear end with the slot for the centering spring, reducing the shank profile with a few stokes of a file, then drilling and pinning the Kadee to our coupler carrier. A nice tidy, easy and permanent fit. The Monarch has a solid long drawbar that can easily be cut and filed to fit our coupler carrier as well, so it is hardly more work that fitting the Kadee 700. **Photo 8** shows a Monarch bottom operated coupler, in the brown color, after fitting to one of our homemade radial drawbars. I hope my



problem is solved! If not, Plan B is to have a good look at the brass Clouser ones sold by Protocraft.



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and double rivet (caboose style)

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# A Day At The Archive

## **By Glenn Guerra**



Recently Dan Dawdy, Bill Baur, and myself met at the Lake States Railway Historical Association archive in Baraboo, Wisconsin. Paul Swanson, who is the current president of the organization, met us and showed us around the archive. We had a good visit and Bill donated some early EMD drawings. Dan and Bill were both impressed with the archive. Dan thought you would like to see more of their archive if you are not familiar with it, and asked me to do an article about the archive.

Let's start with who is Lake States. On their web site they have this, "Founded in 2006, Lake States Railway Historical Association (LSRHA) is a 501(c)(3) Not-for-Profit Corporation dedicated to the preservation and dissemination of railroad history through an extensive collection of historic artifacts and materials, socioeconomic data, and industrial archeology relating to American railroads, with emphasis on the western Great Lakes region of the United States." While the focus of the collection is the western Great Lakes region, they are not bound by this. For example, a photographer may have taken photos of this area and other areas also. The other area photos are not rejected or culled from his collection.

Since I am writing this for a model railroad magazine let's focus, for a minute, on why Lake States would be of interest to you. Model railroading is a representation of real railroading. We take inspiration from real railroading and represent it in our models. This takes many forms such as modeling a specific real railroad, modeling a region, modeling an era and so on. Having information about the real railroads is part of the hobby, and we all seek this information. Some of us more than others, but we all accumulate information. This is not something that is the domain of scratch builders. Even if we have a ready to run model, we still associate it with



The main reading room and work room. Paul Swanson, the president of Lake States, in the yellow shirt, and Bill Baur look over some drawings Bill donated.

the real railroad version. It may be something simple like knowing if the real railroad had those and what the numbers were. All of us seek some information about our real railroad inspiration. The problem is, where is that information?

The information we are looking for is in photos, company historical documents, trade magazines, or railroad artifacts. Before the internet you needed to really dig to find some of this information. I worked in the railroad preservation field for a number of years and have been to many small historical societies looking for this

information. It took a lot of time. Many times you would drive hundreds of miles on the hope there would be something when you got there. Company records and drawings were many times in the hands of individuals

who picked it out of the garbage when the railroad disposed of it. Unless you knew who these people were, you had no idea the material was around. Once you did find out who had some material, getting to see the material was another problem. Some of the people were a little hard to get to know or were reluctant to share what they had with you.

Well that is changing. There are railroad historical societies for all the major railroads and they have accumulated material. They do have a web presence; however, in many cases not much of the collection is available online. The good news is they at least know the subject and can correspond with you before you make the trip. Many universities had good holdings of the railroad trade magazines, but not all of them in one place. Looking at these



Paul and Bill looking at some EMD drawings Bill donated.



The copy area where drawings are scanned and printed full size. This is all done in house.

required a trip to the university. One of our favorites in the Chicago area was Northwestern University in Evanston, Illinois. They had an extensive collection of railroad periodicals, but have since removed many of them. And access is not as easy as it was.

Many railroad periodicals are available online for download, but not always complete sets. I personally am interested in pre-1900 railroading and my favorite source is the Linda Hall Library in Kansas City, Missouri. Thanks to a grant from BNSF they have digitized their entire collection of pre-1900 periodicals. The collection includes all periodicals printed prior to 1900.

Railroad photos are another source for us and there is a lot of railroad photos available online. The railroad photography hobby got going in the 1920's. Part of this hobby was trading negatives with other fans. At the same time, railroad history organizations such as the Railway and Locomotive Historical Society, were starting up and many of the photographers belonged to these groups. I think this awarness of history helped keep these collections of photographs together.



The administrative area.

As older photographers died, younger ones would seek out and acquire the photographs. Many of the collections were kept together out of respect to the original photographer. The people who acquired the collections are now passing them on to historical societies. This brings us to the main topic of this article.



Fairbanks Morse locomotive drawings that are in the process of being catalogued.

This preservation was not limited to just the photographers. The awarness of history lead some photographers to look for industrial collections and preserve them.

This was going on before the current railroad historical organizations were going. Many of these glass plate collections were found in old dusty back rooms. Thankfully they have been preserved for us. So that is a little bit about why us model railroaders should be interested in historical preservation and a little bit about how material gets to the historical societies. Let's get back to the focus of this article and that is the Lake States Railway Historical Association.

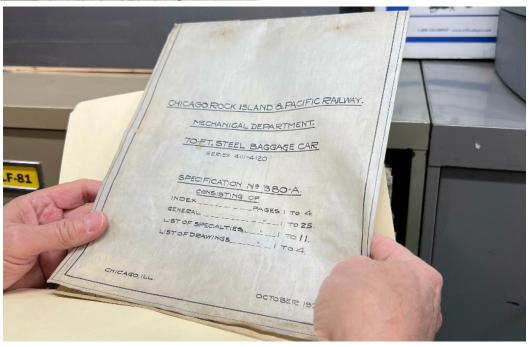


Original Fairbanks Morse service manuals for every locomotive they sold.



A sample of the material in the Fairbanks Morse collection. They owned Sheffield Car Company.

The bulk of the Rock Island collection came from the engineering department at the Silvis Shops. The collection includes file folders full of specifications for cars and locomotives. An example is shown to the right.





When railroads bought new equipment they usually got a complete set of drawings from the manufacturer. This example is an American Locomotive Company drawing of a part for a C&NW class E-4 Hudson type. This is an original ALCO drawing, but many times the railroad would trace the manufacturer's drawings. For example the title block would say C&NW but the margin of the drawing would have a notation that it was traced from a manufacturer's drawing.



Paul showed us how the catalogue numbers work on the drawings. Once they are catalogued they are assigned a new number and are then filed by that number and not the railroads initial number.

In North Freedom, Wisconsin the Mid-Continent Railway Historical Society has a wonderful collection of railroad equipment. Like so many railroad museum groups, the main focus was on the railroad equipment and not an archive. There were people involved at Mid-Continent who wanted to see more resources devoted to the care and accessibility of the archival material. They felt that a separate historical society devoted to archival pursuits was the way to go and they started a separate group in nearby Baraboo, Wisconsin. The new group would be called the Lake States Railway Historical Association. Many of the founding members of this group had extensive collections and this became the seed material for the archive. Soon agreements were made with the Mid-Continent group and all Mid-Continent's Archival material was transferred to the Lake States organization. This has worked out well for all parties.

As soon as the Lake States group formed, they knew two things they needed to do. One was to preserve the material in proper conditions and catalogue it according to contemporary archival practices. They went right away to the Wisconsin Historical Society for guidance. The Wisconsin Historical Society has an affiliation program that gives guidence and credibility to these associated smaller historical societies. Many meeting were held with the Wisconsin Historical Society staff to get advice on archival practises and collection cataloging. Lake States now had a good idea of what was require to house, treat, and care for these types of materials.

The next thing they were concerned about was financial stability. Lots of us have great ideas, but few of us are willing to financially back up those ideas. The Lake States founders addressed this right away. In order to become a trustee of the organization, you needed to show your commitment by contributing financially to the organization. This provided the seed money for an endowment and operating capital for the start up.



Paul is showing Bill and me some of the material in the Rock Island collection. The file cabinets are full just like the drawer that is open. Note how neat and tidy the archive is kept.



Paul showed us an example of a collection that has been catalogued. Note the box cover. It tells who the donor was. The next set of numbers are the date of donation and finally the catalogue number for finding the box. Finally the box is marked that it has been catalogued.





Paul is showing Bill some of the photo collections. Everything on the right is a photo collection. Currently over 135,000 photos have been scanned and are available on line.

Here is another view down one of the aisles.

The O Scale Resource January/February 2025



A general view of part of the archive. Note how clean it is.





Early Nitrate and Acetate films are not stable at high temperatures. The people at Lake States learned how to preserve these negatives for the long term from the Wisconsin Historical Society affiliation program. For the first few years the archive was housed in rented space in Baraboo. Cataloging started on the collections. As mentioned, the Wisconsin Historical Society was a big help. The Lake States people spent time in Madison, Wisconsin conferring with the Wisconsin Historical Society people. Once the cataloging protocol had been established, Lake States went to work. Soon plans were being made for a permanent facility that they owned. Property was acquired in Baraboo and plans for a permanent archive building started to be considered. This building needed to be secure and have proper temperature and humidity control. Because of these requirements it was decided to make a purpose built building rather than try to modify an existing building. During the planing for a new building, a relationship was being discussed with the Burlington Route Historical Society. They were looking for permanent archive space also. An agreement was made with them where they would contribute money to the new archive and would be able to use part of the space. They pay a monthly fee which covers the utility costs of the space they occupy and some money to cover the cost of the copy equipment. This has proved to be a good working arrangement for both parties.

The new building was constructed and everyone moved in. The Board of Trustees is very attuned to the financial well being of the organization. They should be, they have a financial stake in the organization. This is where the financial commitment required to be a trustee really pays off. A concerted effort was made to pay off the mortgage and slim down contributions to the endowment. The strategy worked and the mortgage was paid off early. As a result, the organization is back to building the endowment and the archive building is free and clear of any debt.

New material is coming in all the time, and as you can see in the photos, space is getting tight. Currently the board is investigating how to add on to the existing building. Building and fire codes are being studied and requirements of the archive compiled to see what will work best. The organization has made good decisions and has a bright future ahead.

So what kinds of materials are in the archive? There is a library/work room as you first come in. The shelves are filled with railroad history books, Official Guides, Poor's Manuals, and railroad periodicals. Lots of tables allow work to be spread out as it is cataloged and prepared for storage. There is an administration counter and work area. In this administration work area the copy equipment is housed. The archive has scanners and printers for copying railroad drawings. Currently there are over 90,000 drawings that have been cataloged and are available. These include car drawings, locomotive drawings, building drawings, and site drawings. A current project is the Fairbanks Morse drawings. These will include diesel locomotive drawings, coal tower drawings and Sheffield Car Company hand car drawings. Numerous other materials are also available. They are being made available as they are cataloged, so keep checking the Lake States web site for new additions.

Photo collections are another source of information for us modelers. The photo collections include glass plate photography from the late 1800's to early celluloid negatives. Many of the negatives are large format and exceptionally sharp. They make good enlargements. To preserve the negatives requires some special care. Many of the older photographers put their negatives in individual envelopes. Some of these envelopes are deteriorating so all negatives are removed from their original envelope. They are gently cleaned and put in new archival envelopes when they are scanned. Some early acetate and nitrate negatives are degrading so they are put in a freezer after they have been scanned. There are instructions on the freezer to prevent mishandling of the negatives. Lake States has 135,000 photos digitized and online. Check the Lake States web site for sample images. All of the photos are available for sale. You will get professional quality prints with no water marks on them.

Lake States Railway Historical Association is doing a good job, and I would recommend you take a look at what they have. If this is something you like, consider making a financial contribution and/or joining the group. They have come a long way in a short amount of time.

## A MINER'S CABIN



## By William W. Davis

One project over the years that I have wanted to build is a mine complex. Not a massive one, but a smaller one that would be run by say four guys. Two guys in the mine and two running the machinery. There is a great collection of old mine site videos on You Tube. Some of the best videos are by a gentleman named Ray Dunakin. He has a collection of video of his exploration of the old abandon mine sites in California and Nevada desert.

#### https://www.youtube.com/@raydunakin/videos

Even though these mine sites are abandoned, they still show what these sites were like. They are great for understanding the mining, equipment and getting modeling ideas. One thing: most every site has a cabin or some kind of living quarters. I decided I would build a miner's cabin as a start to building a mine complex

In my collection, I have a set of laser cut walls and a floor to build a small cabin. Except for these 4 walls, the floor and some castings the rest of the structure I am building is scratch built. It would be a reality simple to use these walls as designed, but that isn't what I had in mind. They were just useful for basic walls and floor layout. A miner's cabin has potential for some supper detailing and so I am going to do just that. Also because I wanted a different look, I plan to modify the side walls.



The first thing I did was to decide how I was going to modify the walls. After all a 12' x 13' cabin with an 8' porch just didn't seen like a logical building design. I decided that it needed to be a rectangular shape so I cut the side walls in two and added a scale three foot pieces to the side walls. I then assembled the walls pieces. This made the building 12' wide x 16' deep with a 5' porch. More logical proportions! I cut the front wall the thickness of the floor and glued the floor in place. I also felt that there were to many windows so I left one of the sidewall window openings closed and will keep that wall blank.

In my parts bins were some Grandt Line windows and door castings. These I painted with Apple Barrel Vanilla Ice Cream and set them aside to be installed later.

For many years I have been saving the foil wrapper pieces off wine bottles. This is a really thin foil and I figure I could use it on a model some day. Well that day has arrived. Corrugated metal was commonly used especially on industrial buildings and mines but also I have seen these building that had flat metal panels used as wall and roof covering. I have wanted to build a building with the flat metal siding. The wine bottle foil wrapper would work perfectly for this type of wall siding.

An Internet search by my friend, Dan Downing, showed that these metal panels come in various gauges and sizes. They were available in 2'x4', 2'x8', 2'x10' and 2'x12' sheets. They were also available in 4'x4', 4'x 8', 4'x10' and 4'x12' sheets. Some were as big as full sheet 30'x16.5' and 12'x36' to name a few sizes. They

could be mounted in a vertical or horizontal application. For a model application, a combination of both vertical and horizontal would look best. Basically, whatever worked to cover the walls was what was done.

Most of the pictures that I have seen of these panel pieces showed that they have become rust colored devoid of paint. However, I am sure at one time when first built they were painted. I decided that I want to do a heavy peeling paint effect. I did this in several steps. First step was to cut the wine foil wrapper to size. I cut then in 4' and 2' widths and 4', 6', 8' 10' and 12' lengths, Next I want to get the rusty effect. To achieve this sprayed the panels with Floquil roof brown and then used oil-based burnt sienna and a wash of Vallejo light rust to achieve the rust affect I was after. On one panel, I put the remains of an old sign. I want to show that these panels were reused.



Once they had a chance to dry, I sprayed them with water and covered them with salt. Make sure that you don't cover them completely, just enough to have the rust show through in places. Depending how much rust you want to show determines how heavy you apply the salt.



I then sprayed the panels with Apple Barrel Territorial Tan. This gave the panels the effect that the cabin was painted a tan color at one time.



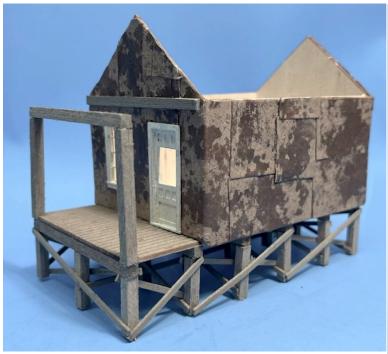
Once it has a chance to dry completely I used a stiff brush to remove the salt. I then used a wet brush to remove any remaining salt. You should now have your panels showing some paint and rust.





Now that we have our panels painted it time to apply them. For this I found it best to apply a glue sheet to subwalls and then randomly apply the panels. Overlapping the joints. It is important that you consider water running off the panel from rain etc. Make sure you lap the panels so the top panel laps the bottom panel.

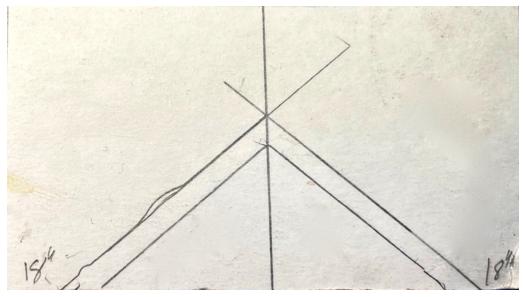
You need to be working from the bottom of the building up the walls. Some of the panel lapping where heavy enough I needed to add a little glue to secure them to each other. However overall the glue sheet did the trick.



Now I wanted this building to be up on posts. So I cut from a 1/8 square material 6 floor joists 12' long, the width of the building, I spaced then 4' apart except the porch that is spaced 5' wide. Then I added from the same material three rows of posts 3' high. The posts need to be braced so I used scale 2x4 and I added bracing between the posts in all directions. I also added from the same 1/8 square material the upright posts and header for the front porch. I weathered all these wood pieces with my home mixed wood stains. A coat of the brown stain and then a



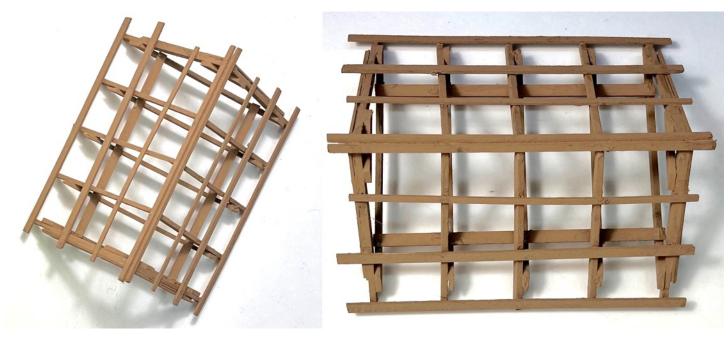
coat of gray stain gave these pieces a nice aged look. The intricacy of the understructure really added to the look of the project.



I finished the porch roofing by laying 2" x 12" boards laid flat with every other board overlapping. I used some O scale laser cut stair stringers I had in my parts bin. I then cut 2" x 10" stair treads. There are a total of 6 steps to the top of the stairs. I used 2" x 4' to made the railing for both sides of the stairs.

To complete the exterior, I drew a jig so I could build the roof trusses.

I built them out of 4x8 wood strip pieces. I could have add more to then, but I kept them simple. I wanted the roof to be removable. Since the building is 16' deep needed 5 trusses spaced 4' apart. The end two were designed to overlap the end walls. A added a 1x8 strip to the exterior side of the end trusses and added a 1x12 over the front wall and a 1x10 to overlap the back wall. To tie the trusses together, I added a 4x8 stringers. These held the 5 trusses in there proper locations. I added 2x6 and 2x4 stringers to support the corrugated roofing.



With the roof trussing done, I started weathering the corrugated roofing. There are nice commercial corrugated piece available in O scale, but I made my own out of a Coke can using my friend Ted Edgell's corugator. To paint them, I brushed Floquil Zinc Chromate on the pieces. I then gave it a wash an acrylic brown before using a chalk and water wash to added gray and black highlight.



I glued the corrugated panels to the roof stringers with CA glue changing the layout pattern from row to row. I added a cap piece using some of the wine bottle foil. Once done, I again gave it a very light wash of Apple Barrel brown to even it all out and yet still show variance of rust effect on the pieces.

So what is inside? I thought you would never ask. I started by painting the interior walls with the Apple Barrel Vanilla Ice Cream. Next I needed some wood flooring. A search of the Internet gave me a good picture of some walnut wood flooring. Using my Microsoft Word program I enlarged it to be big enough to fit the interior of the cabin. I printed it and cut it to be a tight fit.

Once happy with the fit, I cut a piece of the glue sheet and glued it in place. Next I added casing around the windows and door. I also added base molding around the walls.



With the basic wall done, I started on the interior details. As I mentioned at the beginning of this article, I originally pictured this a 4 man cabin. After all it would take 4 guys to run the mine. However, after I scratch built a pair of bunk beds I found that there was only room for one set of bunk beds. Ok so it will have to be a 2 man cabin. Next I scratch built a storage cabinet. From my parts bin, I found a table however it was round. I added a new table top that was four foot square made out of a piece of Evergreen Styrene sheet. I found a rectangular stove in my parts bin. I also considered an ice box, but decided not to use it.

With the interior pieces made, I started install them. I put the stove in the back right corner. I made a metal plate for it to sit on and some wall heat protection panel out of the wine bottle foil. Next I added a pile of cut wood next to the stove. I made this by cutting up small twigs from the woods behind my house. To finish the back area of the cabin, I added the bunk bed. I made blankets by painting Kleenex and gluing them to the beds. In the left front corner, I placed the table and chairs. Finally I put the storage cabinet between the stove and the entry door. To finish the interior, I added plates on the table and a spittoon between the chairs. I put a pan and a coffee pot on the stove, and pair of boots by the bed. Also some pictures on the walls.







With the interior complete, I glassed the windows and door with .010 clear Evergreen Styrene and installed them. With that, it was finished.

I hope you found this project interesting and realize that there is material for modeling in many unusual places. Until next time, happy modeling.

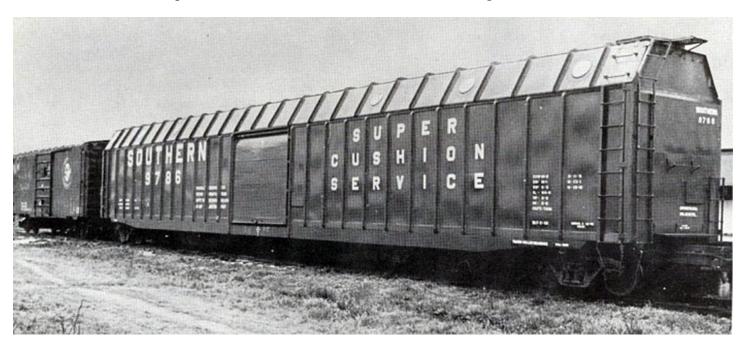


# HOGSHEAD TOBACCO By Leon Butler BOXCAR

What was the Hogshead Tobacco Car? From the Website http://southern.railfan.net/.

"Southern's king size box car - the world's largest - which contrasts so sharply with its standard size cousin was correctly described in the publication "Tobacco" recently as having been "designed by the Southern for economy in freight rates fro shippers." As an example of how the car handles volume, "Tobacco" reported that it recently carried 100 hogsheads of tobacco from Henderson, N.C. to a destination in Kentucky. A hundred hogsheads of tobacco weighing 105,000 pounds - represents the equivalent of about 80 acres of tobacco. With 10,000 cubic feet of space, the car's interior is 84 feet long, 9 1/2 feet wide and nearly 12 feet high. A bowling alley - even allowing the usual 20 feet for the bowler to get up a head of steam and three feet for the pins to bounce off into at the end of the alley - is 83 feet long. And with the gutters, a bowling could roll his strikes inside the big car pictured here and still have room to spare."

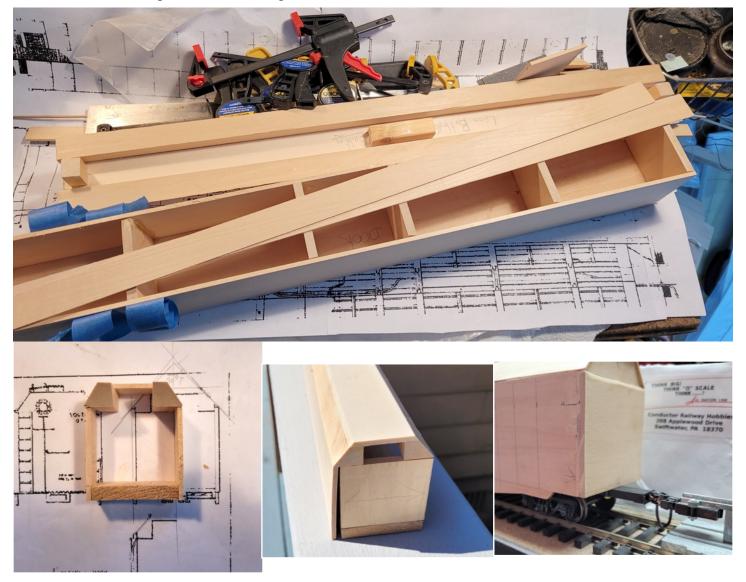
This is the best description of this car I know of. I found it with a Google search.







I built this car from northeastern bass wood I purchased in 1991. I recently found the box with all this raw wood and an unbuilt Ambroid HO scale kit with the plans. Three months later I finished it in O scale 2 rail. I also added have a few photos taken during construction.















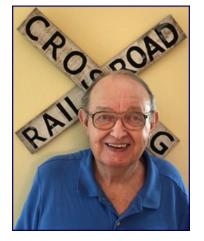








**Mentor Definition: A Trusted Counselor or Guide** 



By Contributing Editor Jim Kellow MMR

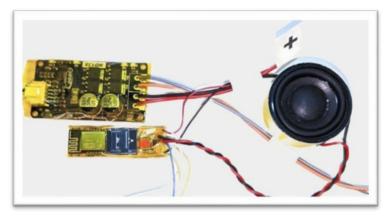
"Modeler's Path to Success"
Use a Mentor's past memories to help achieve your modeling successes. Jim Kellow MMR
"Try it. It works"

### Corrected WiFi Model Railroading article in Last Issue.

I had a senior moment and sent incorrect information to Dan Dawdy to publish in the last issue of this magazine on the WiFi Model Railroading article titled: "Revolutionizing O Scale Model Railroading with LocoFi"

My apologies to Dan, to you the readers, and WiFi Model Railroading for my goof up. Here is the correct information for the LocoFi article.

### Revolutionizing O Scale Model Railroading with LocoFi<sup>TM</sup>



Model railroading has long been a beloved hobby, captivating enthusiasts with its blend of engineering, artistry, and nostalgia. As technology advances, so too does the sophistication of model train control systems. One of the most innovative developments in recent years is LocoFi<sup>TM</sup>, a direct wireless model train control system that leverages the power of WiFi and smartphone\* technology. LocoFi<sup>TM</sup> is versatile and suitable for various scales with features like multiple trains, multiple engineers, consisting and dead rail. However, its application in for larger scales presents unique opportunities like unlimited range of operation.

#### The Basics of LocoFi<sup>TM</sup>

LocoFi<sup>TM</sup> stands out in the model railroading world due to its simplicity and advanced features. Unlike traditional Digital Command Control (DCC) systems, LocoFi<sup>TM</sup> does not require complex wiring or intermediary systems that put signals on the track. All you need are LocoFi<sup>TM</sup> modules installed in the

locomotives and the FREE LocoFi<sup>TM</sup> app installed on your smartphone. Being power-agnostic, LocoFi<sup>TM</sup> runs on DC and DCC layouts with as much ease, as powering it with battery in a dead rail setup. WiFi, as the wireless technology underpinning LocoFi<sup>TM</sup>, ensures that it is future-proof and scalable beyond any of the competing wireless technologies. Not only that, but the FREE app also gets FREE upgrades over the air that keep adding to the existing set of features making the system smarter with each upgrade.

LocoFi<sup>TM</sup> is the only wireless technology capable of supporting Unlimited Locos and Unlimited Engineers together with an Unlimited Range of operation

### Adapting LocoFi<sup>TM</sup> for O

Scale Larger scale model trains, such as O, require more power and robust components compared to their smaller counterparts. Standard LocoFi<sup>TM</sup> modules are designed for lower current applications, typically up to 1.5A. This is by design to accommodate them to fit smaller scales like HO. However, larger scale locomotives often demand higher currents. To accommodate this, LocoFi<sup>TM</sup> can be interfaced with external H-bridges, which amplify the output current while maintaining control via the LocoFi<sup>TM</sup> system and ensuring that even the most power-hungry locomotives can be operated smoothly. LocoFi<sup>TM</sup> is the only wireless technology capable of supporting Unlimited Locos and Unlimited Engineers together with an Unlimited Range of operation Fortunately, O scale has the space to accommodate the larger current amplifying devices along with larger speakers for bigger sound. LocoFi<sup>TM</sup> addresses these needs using a two?pronged approach:

- 1. Packages and Plug-and-Play Solutions: Recognizing that not all hobbyists are comfortable with custom electronics, LocoFi<sup>TM</sup> offers plug-and-play modification packages. These packages simplify the process of upgrading to higher power capabilities, making it accessible to a broader audience. These packages either come pre-wired with a high current H-bridge and larger speaker or minimal wiring to hook up components of your choice.
- 2. Custom Boards and Schematics: LocoFi<sup>TM</sup> does not tie you to a particular solution. For enthusiasts looking to push the boundaries of their large-scale setups, LocoFi<sup>TM</sup> provides schematics for possible custom modifications. These schematics allow users to integrate third-party H-bridges that accept 3.3V compatible inputs for pulse width modulation (PWM) and direction control. This flexibility is crucial for tailoring the system to specific needs and preferences. This is yet another example of LocoFi<sup>TM</sup> showcasing its versatility and flexibility.

#### **Advanced Features and Customization**



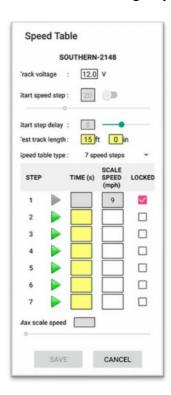
Simplistic in design, LocoFi<sup>TM</sup> offers a range of advanced LocoFiExclusive<sup>TM</sup> features and functionalities that not only enhance the model railroading experience but take it beyond what is currently offered or even possible by any other model train control system out there. These include multiple speed profiles for various track voltages enabling you to take your locomotive to any layout, put it on the track, take out your smartphone and operate prototypically. Super fine speed control features more than 1000 steps with achievable scale speed accuracy up to

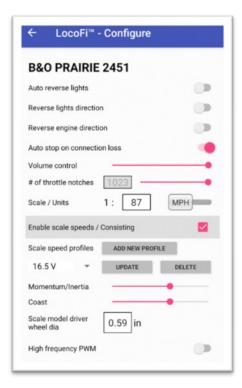
1/100th of one MPH. Define a speed table and much of the work like speed matching and chuff sync is done automatically for you. Did we mention that you can even customize your own sounds? The system also supports auto-stop on connection loss, ensuring safety and reliability during operation. The simplistic app interface lets you easily control many locomotives simultaneously, configure for



prototypical operation and consist on the fly. It features real time scale speed display and haptic controls like vibration for each throttle notch or pressure-sensitive emergency stop.







### Benefits of LocoFi<sup>TM</sup> in Large Scale Applications

The adoption of LocoFi<sup>TM</sup> in larger scales brings several notable benefits:

- Wireless Freedom: Traditional large-scale setups often involve extensive wiring, which can be cumbersome and restrictive. LocoFi<sup>TM</sup> 's wireless control eliminates this hassle, allowing for more creative and flexible layouts.
- User-Friendly Interface: The smartphone app designed for LocoFi<sup>TM</sup> is intuitive and easy to use, catering to both beginners and experienced model railroaders. This ease of use is particularly advantageous in large scale environments, where managing multiple trains and functions can be complex.
- Scalability: LocoFi<sup>TM</sup> 's ability to handle multiple trains simultaneously makes it ideal for large layouts. Whether running a single locomotive or orchestrating a fleet, the system scales effortlessly to meet the demands of expansive setups.

### Community, Support and Resources



LocoFi<sup>TM</sup> website offers resources with everything customers need to get up and running with their LocoFi<sup>TM</sup> products. It includes videos, a growing 'sounds library', help guides and cheat sheets to get started and continue the journey as advanced users. LocoFi<sup>TM</sup> Forums offers a community of customers and enthusiasts who are always willing to help and share their ideas, tips and tricks. All that is in addition to the extremely responsive and helpful support team at LocoFi<sup>TM</sup>. Customers have been vocal about their love for LocoFi<sup>TM</sup> by voting it as Model Railroaders Readers Choice Award two years in a row (customer testimonial video).



LocoFi<sup>TM</sup> represents a significant leap forward in model train control technology, particularly for large scale enthusiasts. By combining the convenience of wireless control with the power and flexibility needed for larger locomotives, LocoFi<sup>TM</sup> presents new possibilities for creativity and enjoyment in the hobby. As technology continues to evolve, systems like LocoFi<sup>TM</sup> will undoubtedly play a pivotal role in shaping the future of model railroading.

\*No internet or mobile connection required to operate trains

Buy direct, or learn more about LocoFi<sup>TM</sup> at: www.wifimodelrailroad.com

Contact: Media Desk at WiFi Model Railroad LLC or email wifimodelrailroad@gmail.com

Now, please meet a serious modeler in HO scale. He has taken quite a modeling journey.

#### **Cliff Flatten**



My name is Cliff Flatten and I started building with just card board and popsicle sticks in 2017 for my HO railroad setup. It started with sheds, then houses, barns and buildings (all out of a shop in the basement in our townhouse) and have been hooked ever since.

Shortly after I started, I outgrew the card table and moved to a 10x7 foot L shaped layout.

Starting with online searches for printable buildings was very inspirational, but I was limited to was was available for printing; that's when I started to explore the freedom of scratch build. Foam board was the best thing to practice with, it was cheap and plentiful. I then started to explore house plans online, The

Sears Houses were a great source to work from, showing different architectures from different areas. Doing any search for vintage home plans will give anyone quite a few free ideas.

2020: enter the Cricut. This gave me more precise cuts and detail, but I had to go back to chip board (cardboard). I made many mistakes, but learned a lot about building. Trial and error, try everything, waste a bit and learn from each mistake.

The next step was lumber... in the form of coffee stir sticks. Cheap, scale lumber at your literal fingertips. Siding, decks, it was a perfect fit.

While I was doing all this learning about building, I was also researching stains, inks and chalks to color the wood. Beware... warping, another lesson learned.

I learned how to do landscaping, making trees and bushes from dry weeds and branches and using static grass. I did foam carving for my base and to make elevations.

In 2023 I got my first laser cutter/engraver and though its been my best purchase ever. I learned so









much prior to that. Now I cut everything and engrave from thin paper to heavy wood on one machine.

I'm still expanding what I build from a row of old Brownstones to an exact scale model of a friend's business, and now I'm building vintage campers and mobile homes... some really interesting things out there, explore. Also learned, building materials are all around you... don't always throw it away, it may come in handy.

Thanks Cliff for sharing your modeling journey.

Clifford.Flatten@newtracksmodeling.com

### **New Tracks Modeling Zoom Show's New Monthly Segments**

A modeling series focusing on your specific scale: N Scale, HO scale, S Scale, S Hi-Rail, O scale, O Hi-Rail, and G scale model railroading. Each monthly modeling segment will be hosted by a knowledgeable talented modeler who can answer your questions and provide information about what is possible and things a new modeler entering a scale might need to consider.

Different scales will be discussed monthly each week. Below are the sponsor's names and hosts for the shows. If you have specific questions you want addressed, or a specific person you would like to see interviewed on a scale segment please contact the host of that segment. Emails for each host are shown. Each segment date is available on our website: newtracksmodeling.com.

### 1. Scale Modeling Segments

G Scale Modeling hosted by Steve Bittinger Sponsored by New Creations Victorian Railroad Buildings LLC

O Scale Modeling hosted by David Schultz Sponsored by O Scale Central

O Gauge Hi-Rail Modeling hosted by Dennis Brennan Sponsored by Millhouse River Studio

S Scale Modeling hosted by Jamie Bothwell Sponsored by NASG

S Hi-Rail Modeling hosted by Joel Weber Sponsored by American Models

HO scale Modeling hosted by Ed O'Rourke Sponsored by Mainline Hobby Supply

N Scale Modeling hosted by Clem Harris Sponsored by National Capital Trains

### 2. Using our Imagination with Everyday Inspiration

Paul, with the creator of this segment, Chris Course, and his first guest, Dennis Brennan, was on our December 18, 2024 show. Please watch this segment as it will give you a great idea of what you can expect from Paul in the future.

Here is the original idea that Chris Course outlined for the segments. Thanks Chris for a great idea to show how artistic our modeling is and how we can improve our efforts.

Chris wrote: "Essentially, it's about everyday inspiration... It's a segment where someone shares a building, an area, something they've been researching in order to spark interest and imagination. It could take five minutes or maybe longer.

As an example, when I was in Vermont, one of the things I did was research what remains of the White River Railroad. It started in Rochester, Vermont and snaked southward and then east towards Bethel, Vermont. At Bethel, it connected to the Central Vermont. I was surprised what remains of this railroad that was wiped out by epic floods, rebuilt and went bankrupt for the last time in 1931.

As another example, on the same trip, I found a really neat house in Pittsfield, VT that has some very unusual gingerbread siding. Perhaps a segment on that type of architecture.

Or perhaps the house at the top of the hill. It had a water tank in the attic. It's on the list of historic buildings. My father-in-law told me that it used to be a butcher shop. It was recently vacated and is in very poor condition. However, in the last month or so, some guys have begun to flip it and it's starting to improve already.

It doesn't necessarily have to be about architecture. It could be about a module idea, such as the village of Quidi Vidi in St. John's Newfoundland.

It's a cool concept, but we need for people to contribute. Heck, it may even get some of the people that watch the show and don't model to become involved."

I love this idea and believe it can even include "stuff" we see or use everyday for other purposes that we can also use to benefit our modeling creativity.

Paul's first segment will be on our January 22, 2025, show and will feature Chris Coarse who dreamed up the concept. If you have an idea or want to comment about this new segment contact Paul at: <a href="mailto:admin@kershawcraftsmankits.com">admin@kershawcraftsmankits.com</a>

### 3. "Real Stories of Volunteerism"

New Tracks Modeling wants to hear more model railroaders say. "Of course I will volunteer to help. Here is what I am interested in doing."

I know that there are many Model Railroad clubs, associations, Zoom shows, etc. that rely on volunteers to have successful programs, events and growth. I know that is true for New Tracks Modeling and our scholarship program.

Well, in our own way, New Tracks Modeling wants to say thank you to all volunteers by starting a monthly segment on our Zoom shows spotlighting volunteers who make our hobby what it is today and will be tomorrow.

These segments will demonstrate the benefits voluntarism provides to the individual volunteer and encourage and hopefully stimulates a lot more model railroaders to become volunteers. I hope every viewer of the New Tracks Modeling Zoom and YouTube shows will watch these new segments and be instantly stimulated to volunteer to get involved and help a model railroad organization. To use a spin-off of a comment that has been said many time recently, "Make the Hobby of Model Railroading Great Again". Pitch in and help. Please.

The first Segment will be on our March 26, 2025, Zoom show. It will be called "Real Stories of Volunteerism" and be hosted by Kurt Thompson MMR, a true volunteer hero. See for yourself.

### Volunteering in Model Railroading Kurt Thompson, MMR

"What is a synonym for mentor? A volunteer. This may seem like a long stretch of synonyms.

Why is being a volunteer important in the model railroading community? Why do I volunteer in the hobby? Mainly to share with other modelers what I have learned, whether it was learned gracefully or haltingly as most all of what I know about model railroading came from others who volunteered their time and knowledge to help me improve and grow.

When I first got interested and active again in model railroading, I was around the age of 12. I had my money from mowing lawns and wanted a layout like I saw in the Atlas little blue-colored track plan booklet. I was living in East Tennessee then. There was a local hobby store (Whitty's Hobby Shop). What there wasn't, to my knowledge, were any local model railroaders and the NMRA was a vast organization out of reach of this kid in Morristown.

I thought I knew a lot and enough. What young teenager doesn't? I wasn't a wise person since I didn't know or understand the limits of my model railroading knowledge. Or as the saying goes, "I didn't know what I didn't know."

After stumbling through many more years, I continued being an armchair modeler/lone wolf until I attended my first NMRA convention in 1987 (Full Steam to Eugene). At that time, I joined the NMRA and started making friends/acquaintances with other model railroaders.

One of them I met was Dean Ebner through work. Dean took me under his wing and was a friend and mentor to me about the hobby. He led me to my first ops session and to be included in a weekly operating group.

By the example of Dean and the rest of the riffraff, I helped give my first clinic on a (very primitive) car card operating system - index cards and paper clips. A couple years later I gave my first clinic at an MER regional convention. The title was "Operations - the Pinnacle of Model Railroading". I was scheduled for a Sunday morning finale clinic. It was given with an overhead projector and transparencies, no PowerPoint in 1994.

The second Achievement Program certificate I earned was Volunteer. I earned it as I served in various positions, most of them on National committees. I did those mainly because I opened my mouth and said something about what I saw in the NMRA Bulletin. I forgot the second rule of pointing out an issue was to bring along a solution. These volunteer positions were good for me as I was able to do them remotely.

The basic point I want to make about being a volunteer in model railroading is in volunteering you are sharing your love and knowledge of the hobby. And in doing so you are helping others to grow and enjoy their part of the hobby. Where you volunteer isn't as important as the simple fact that you are volunteering."

But hey, you don't have to wait for the first Zoom show, you can volunteer now with your favorite model railroad organizations and start immediately helping our hobby. Naturally, I hope you select one of our New

Tracks Modeling programs as one of your favorite volunteer organization,s so please email one of the following New Tracks Modeling Program leaders and offer your skills and help. Please!

Tom Farrell, Host of Zoom Shows: Thomas.Farrell@newtracksmodeling.com

Bob Davidson, Chairman of Scholarship Committee: Bob.Davidson@newtracksmodeling.com

Martin Breckbiel MMR, Editor, of the Observations Newsletter: Martin.Brechbiel@newtracksmodeling.com

Webmaster Jim Allen: Jim.Allen@newtracksmodeling.com

Zoom and Digital Producer Phil Edholm: Phil.Edholm@newtracksmodeling.com

or to help me in many ways, Jim Kellow MMR jimkellow@newtracksmodeling.com

#### 4. What Other Segments would you like to see?

I am in the process of developing 2025 new segments for our Zoom shows and need your advice and ideas. What do you want to see? Please let me know. My email is: jimkellow@newtracksmodeling.com. I look forward to hearing from you.

#### T Track for O Scale!

Allen Toney wrote on the T Tracks Facebook group the following information. This was something new for me to learn about.

"Someone I met at the Indy O scale meet is taking this idea and upscaling it to handle 2 rail O scale. With that scale taking such large curves, modular layouts eat up space fast and get very heavy with legs/support structure. His idea is to upscale this just enough to allow it to work for the scale, yet still be fairly lightweight and easier to transport. He is working with someone that can professionally cut the wood to offer module kits. Should be interesting and a real boon to the 2-rail side of O"

Bill Bihokar posted this chart which includes the T Track standards for O scale. http://ttrak.wikidot.com/t-trak-standards

Anyone doing this in O scale or O Hi-Rail or have more information? I would love to hear from you. My email is jimkellow@newteacksmodeling.com.

### President David Vaughn's Report on O Scale Central's Activities

O Scale Central continues to build our programs and services. Dennis Brennan of Brennan's Model Railroading Products has become OSC's Advisor for Manufacturers. He will provide both outreach and resources to O Scale manufacturers and vendors.

Tom Farrell is on board to coordinate OSC's narrow gauge outreach, a major initiative to this important segment of OS2R.

We are welcoming back Ryan Shawyer as OSC's social media coordinator.

In development are new OSC programs including building a library for open source 3D files, a gallery of thumbnail videos to memorialize individual layouts and continuation of a roundtable for clubs to share ideas and concerns.

OSC sends special thanks to Jim Kellow of New Tracks Modeling on the occasion of his delegating some of his New Tracks Modeling duties. Jim has been supportive of OSC over the last several years. OSC is happy to reciprocate.

2025 will see a new President of OSC: Skyler Shippy. Skyler serves also as President of the Detroit Model Railroad Club, Sponsor of the revitalized Cleveland OS2R Show, Membership Director the Nickel Plate Historical and Technical Society and coordinator for an OS2R modular layout. Skyler is a professional engineer, technically knowledgeable and forward-looking.

#### Jim Kellow MMR comments

Thanks David for the OSC support for New Tracks Modeling and our Scholarship program. I am pleased to see Dennis Brennan and Tom Farrell, two of the modeling leaders of New Tracks Modeling have been selected to also provide leadership to the OSC.

As an O scale traction modeler you have my personal thanks for everything you have accomplished for OSC over the past few years. Your leadership has helped the organization grow and has provided the encouragement and visibility the O Scale community needs to develop its potential as a major model building scale in the



Model Railroad Community. Congratulations David, time for you to relax a little, and for Skyler to get to work and lead the OSC into the future.

My Congratulations to Skyler Shippy for his election as the new OSC President. Skyler, all of us at New Tracks Modeling look forward to working with you and continuing our support of the OSC.

New Tracks Modeling display at the October 11-12, 2024 Great Scale Model Train Show in Timonium Maryland.

It was a great show, our Exhibit was busy and the crowd for the convention was really huge. Congratulations to Scott Geare

and his team for providing a very special event. Here is a photo of our Exhibit with New Tracks Modeling representatives, Greg Cassidy, Jeff Jordan, and Steve Sherrill.

New Tracks was a Sponsor and was represented at the Mid East Region of the NMRA Annual Convention, and represented at the Neuse River Train Show in Raleigh, NC.

Piedmont Junction 2024 Convention Roundup By Bob Bridges

The Mid-Eastern Region of the National Model Railroad Association held its annual convention October 17-20 in Durham, NC. Hosted by the Carolina Piedmont Division of the MER, Piedmont Junction 2024 was a celebration of the extensive railroad history and vibrant model railroad community in central North Carolina. Almost 200 attendees were treated to a wide variety of activities and educational opportunities related to model and prototype railroading.

There were 43 clinics, including 14 delivered by Master Model Railroaders, covering topics from layout planning and scenery techniques to 3-D printing and layout electronics.

Twenty-Five home and club layouts were open to visitors and 10 layouts hosted operating sessions for attendees.

A big hit for convention goers were prototype and manufacturer tours including the New Hope Valley Railway, Tichy Train Group and the Aberdeen & Rockfish Railroad headquarters and locomotive servicing facility.

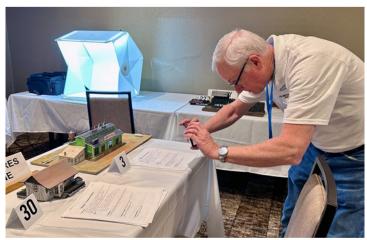
Many quality models were entered for evaluation for NMRA Achievement Program recognition and awards were presented to the top models in a variety of categories. Other convention activities included a Company Store and raffle for attendees to buy, sell and win merchandise and an operating T-TRAK layout.



Keith Iritsky demonstrates scenery techniques using XPS rigid insulation foam.



Piedmont Junction attendees operate the TTRAK layout.



Carolina Piedmont Division member Marty Steele photographs an on-line structure model made by Neil Blumenkopf in the Model Celebration/Evaluation room. NMRA Vice-President Rick Coble leads a discussion

Other activities...

Special 90th Anniversary Branding & Logo Special Marchandise(Cars NHRA Magazine Articles NHRA Magazine Cars from Past Persidents Maryn Asthins will interview key figures from our history Launch of new NBRA Membership system and Web. Its

NMRA Vice-President Rick Coble leads a discussion about current activities at the national organization as the NMRA prepares to celebrate its 90<sup>th</sup> anniversary in 2025.

Finally, the event was topped off by a Carolina barbeque awards banquet, which featured Carl Hollowell, President of the Aberdeen & Rockfish

Railroad Company as keynote speaker. All attendees left the convention inspired and full of the fellowship of spending four days with fellow model railroaders. Pictures by Bob Bridges.

The following weekend, New Tracks Modeling was represented at the Neuse River Train Show, in Raleigh, NC. Thank you to members of the MER for your support and help.

### **Company Donors for 2025 Scholarships:**

All company donations are greatly appreciated and will be duly recognized. Those companies that donate \$250 in any annual, scholarship cycle will be identified as Brass Donors; Silver Donors will be recognized for a \$500 contribution, Gold Donors for a \$750 contribution. Platinum Donors for a \$1,000 contribution, will receive special recognition. Donors who contribute at least



\$2,000 will be listed as a specific scholarship sponsor. Please contact us at: nttms@newtracksmodeling.com to arrange for your corporate donations. Donate early to maximize your exposure. Remember, your contribution will help the young modelers who are the future of our hobby.

I am pleased and incredibly grateful to announce the following \$1,000.00 Platinum donor, the following \$500.00 Silver Donor, and the five \$250.00 Brass Donors for the 2025 Scholarships:

#### **Platinum Donor**

Amherst Railway Society: https://amherstrail.org/

#### **Silver Donor**

Great Scale Model Train Show in Timonium produced by Scott Geare: https://www.gsmts.com/

#### **Brass Donors**

- 1. Brennans Model Railroading owned by Dennis Brennan: https://www.brennansmodelrr.com/
- 2. The Model Railroad Resource LLC owned by Amy and Dan Dawdy: https://modelrailroadresource.com/
- 3. LocoFi<sup>TM</sup> owned by WiFi Model Railroad LLC: https://www.wifimodelrailroad.com/
- 4. American Models owned by Karen Bashista: https://americanmodels.com/
- 5. Kershaw Craftsman Kits owned by Paul Reeves: https://kershawcraftsmankits.com/

Thank you all so much for the leadership and the financial commitment you have made to our young future modelers' education. Your help is greatly appreciated.

We will be soliciting applications for our 2025 awards January 1, 2025, through June 1, 2025.

We will announce by December 31, 2024 the amount and number of scholarships available in 2025. The 2025 Scholarship application will be available soon on our website: newtracksmodeling.com/scholarship

Everyone can help get the word out to potential Scholarship Donors and Applicants by showing our Scholarship Banner at shows and events around the country and by "word of mouth" communication.

Bob Davidson generously designed, printed, and donated five banners through his company, Exhibits And More, which are available to be shown at train shows and rail expos across the country.

Each banner is 3' wide and about 7' tall and has a QR code on it to link you directly to our website to get more information including the application to apply. The banners are in a retractable unit that is very easy to ship and set-up. So if you want one for your event let Bob Davidson know at: bobdavidson@newtracksmodeling.com

Table top banners are also available as are handouts. They're about 16 inches wide and 3 1/2 feet tall. I think they'll be great for smaller events and local shows.

In addition to the banners, we can also provide handouts about the Scholarship Program to local events we are not able to attend in person. All you have to do is contact Bob Davidson at: bobdavidson@newtracksmodeling.com.

Look for New Tracks Modeling at any show you attend. We hope to be represented at as many shows as possible in 2025. If you want to take one of our banners, or help man a table, or have us be a part of your table, contact Bob Davidson at: bobdavidson@newtracksmodeling.com.

We will be at the Amherst Show, the Great Scale Model Train Show (GSMTS) in Timonium, the March O Scale Meet in Chicago, the National Narrow Gauge Show in Pittsburg PA, Al Judy's two shows, O Scale, and O Narrow Gauge, in Philadelphia PA, the NASG 2024 National Convention in Philadelphia PA, the Piedmont Division of the SER Region of the NMRA show, the Midwest Region of the NMRA show, and various shows and convention out west including the Pacific Coast Region of the NMRA annual convention, and S Fest in St. Louis. In addition, we are producing the Virtual Train Show which will be a part of the Joint Physical and Virtual NMRA Pacific Coast Region's Annual Convention. We hope to be able to do more of these Virtual Train Shows jointly with other NMRA Regions, Divisions, and other organizations in N, HO, and G scales throughout the United States. Please email me if your organization would like more information about our helping with your organization's Virtual Train Shows. My email is: jimkellow@newtracksmodeling.com

Remember, one of these years your kids or grandkids may benefit from the New Tracks Modeling Mentoring Scholarship program that you helped start. I truly hope so. Please don't sit on the sidelines and wait for others to do the job you need to be doing. This is an opportunity for you to show your love and support of your hobby.

Thank you to everyone who has helped us display our banners, pass out our handouts at shows around the country, and vocally promote our program within their clubs and at events, last year. We are currently taking reservations for our banners for 2025. To let us know you are interested in displaying our banner or need handouts for a local event please contact: Bob Davidson at: bobdavidson@newtracksmodeling.com.

New Tracks Mentoring Inc, is the only organization, comprised solely of volunteers representing all scales and gauges in the model railroad community who have created a nonprofit 501(c)(3) company for the sole purpose to provide scholarships throughout the United States for the benefit of young modelers. They are pursuing a STEAM education after High School graduation, in a college, university or accredited technical school. Our scholarships are paid directly to the school in the student's name and can be used for any fee owed to the school, including room, board, or other school fees such as stuff bought at the school's bookstore. So please help us help the young people in our great hobby.

The contributions and support by the current model railroad community can help the next generation of modelers provide the leadership and continue the traditions of our great hobby. For more scholarship information and to donate visit our website newtracksmodeling.com/scholarship. Or click here to donate: https://www.zeffy.com/en-US/donation-form/038439bf-a552-44e2-9b46-ef54aaa0e274.

### Get Our Monthly Newsletter: New Tracks Modeling Observations

New Tracks Modeling has a monthly newsletter edited by Martin Brechbiel MMR. It is designed to provide ideas, commentary, and insights from New Tracks Modeling Zoom, and YouTube participants and viewers, about all scales and gauges in our great model railroad hobby. We also give advance notices about upcoming New Tracks Modeling features, opinions, and projects including our Scholarships.

You can see and download for free all our newsletter issues on our website: newtracksmodeling.com. All subscribers to our website and donors to New Tracks Modeling's Patreon account, or to our Scholarship program automatically get our newsletter each month.

We hope you enjoy our newsletter and ask you to encourage your friends to become New Tracks donors and/or subscribers to our website, newtracksmodeling.com so they can also receive and enjoy it.

Please contact our Executive Editor, Martin Brechbiel, MMR, with your comments, suggestions, details, product, you are producing in any Scale, upcoming events and shows, or any of your views, opinions, and comments.

### New Tracks Modeling's Monthly Newspaper Column is Reaching a Potential New Model Railroading Audience.

In my last article I told you we are doing everything we can think of to promote railroad modeling, mentoring and our Scholarship Program. Click here to see all of my articles.

Wouldn't it be great to have articles written like this by model railroaders in newspapers all over the country? Let me know if you think your local newspaper would be interested in my articles. Also, if any of you get an article published, please let me know so I can include you in a future article. Got a question or need help getting an idea to write about? email me: jimkellow@newtracksmodeling.com. Ideas are plentiful and I am glad to help you get the message out.

### NewTracks Modeling "MY BUILD" Monthly Shows

Sponsored by Model Railroad Resource LLC

The main purpose of our MY BUILD is to provide a platform for modelers to showcase their past and ongoing projects, highlight their achievements, seek advice or assistance if needed, and help others learn new skills. To make things more exciting, some months MY BUILD includes Challenges. These challenges typically revolve around seasonal themes and aim to encourage a diverse range of projects within the modeling community. Additionally, these challenge shows are open-ended in order to include any other models a viewer wants to share.

The segments are designed to be supportive and non-judgmental so modelers can help each other learn and develop their modeling skills. We hope allocating the MY BUILD more time in our monthly show will provide modelers with the opportunity to have more extensive and in-depth discussions about their projects. Join our new Facebook Group, New Tracks Modeling, and continue the discussions after the show.

Every viewer of New Tracks Modeling is encouraged to send in one or more photos including a caption talking about what the photos show of their modeling to the show's host, Chris Coarse at <a href="railrunner130@hotmail.com">railrunner130@hotmail.com</a> in advance of the next MY BUILD show. Chris will organize these photos into a PowerPoint slide show. During the show, each participant is given the opportunity to discuss their slides. You can share valuable tips, discuss techniques, answer questions from the audience, or pose your own questions about something you want to learn. This activity should prove to be a lot of fun for all modelers.

MY BUILD is designed to serve railroad modelers of all scales, gauges, and age groups. Everyone is encouraged to participate. Chris Coarse is the owner of Conowingo Models conowingomodels.com and he and Greg Cassidy welcome any of your comments or suggestions for the MY BUILD. Their email is: Chris Coarse: railrunner130@hotmail.com Greg Cassidy. See the My Build pictures in this issue.

### Before I go to my shop I want to say something!

Remember the old saying? "If you are doing what you love it doesn't feel like work. There is no question, we all need something to do in our retirement. The question for many people is: "What do we do". In fact, I had a friend who named his company "WDWD."

Lucky for me I had the model railroad hobby that involved building models. Now that I am retired, I realize my hobby is even more important to my physical and mental health than ever before. Some might even say model railroading has become my raison d'être. They may be right! I always seem to come up with another new idea to work on.

For example, didn't we just find out we are being visited by UFOs, or UAPs, or whatever they are called? If we are and they are piloted or carrying visitors, I wonder how we can contact these visitors to see if they are interested in becoming a railroad modeler or can offer technological insights into our hobby to help improve our modeling? I would sure like to find out! Wouldn't you? I wonder if Elon Musk, the owner of "X" could offer

advice on a communication channel to reach them? I had to pause here until my wife regained her composure and stopped laughing. I will have to leave this project for a volunteer to handle.

I have been spending 8-12 hours a day 7 days a week working on my hobby's efforts and loving every minute. My wife wants me to cut back quite a bit. She is right I need to spend a lot more time with her.

Therefore, my wish and my heartfelt hope and prayer is that you, the modelers who read this article, will give your continued support and help to the team of modelers I have asked to assume the burden of taking on most of the responsibilities for continuing our New Tracks Modeling activities as you have given to me all these years. I am not leaving, but I am cutting back very significantly.

The main question I always wanted asked about me and New Tracks Modeling is, "What is that 85-year-old guy going to do next"? I consider such a question an honor and acknowledgment. I must be doing something right! Remember, "If you love what you are doing it is not work". It's also great fun to keep people guessing about what you are up to!

Editors Note: We also has an full profile on Jim, however do to timing and the holidays we did not have time to finish that and get it back to Jim for changes. Please look for that next time and I apologize for the

delay.

### Did you miss an issue of The O Scale **Resource? Forgot to** look? Well, sign up here and never miss another exciting issue. We'll send you an Email when the latest issue is loaded to our site. Don't worry, we won't sell or post your Email address to anyone! Click Here to sign up today!

SIGN UP

SIGN UP

## Along the Railroad

A North American Rail Journey 1958 - 1978



### Howard Serig

Kent Loudor

Along the Railroad features the exciting and unique railroad images of photographer Howard Serig who has captured the special time "when trains were really trains!" Many have claimed it to be "The best railroad book out there!" To see a video preview of the contents of the book please click on the image above. This is a limited edition hard cover book containing 222 pages of content. Copies are available for \$49.95 plus actual shipping. Orders may be placed by contacting the seller below:

kjkriigel@aol.com (mention book title) or by phone: 434-589-2660.

## NEW TRACKS MODELING

### "MY BUILD" Models Shown on the November 20, 2024 Show

These are some of the photos modelers shared on our November 20<sup>th</sup>, 2024 MY BUILD Zoom Show.

You can see a video of the entire MY BUILD segment here.

Each of the participants has an email address included, and welcomes your contact.

Every viewer of New Tracks Modeling is encouraged to send in one or more photos of their modeling to the show's host, Chris Coarse at, railrunner130@hotmail.com in advance of the next MY BUILD show. Chris will organize these photos into a PowerPoint slideshow. During the show, each participant is given the opportunity to discuss their slides. You can share valuable tips, discuss techniques, answer questions from the audience, or pose your own questions about something you want to learn.



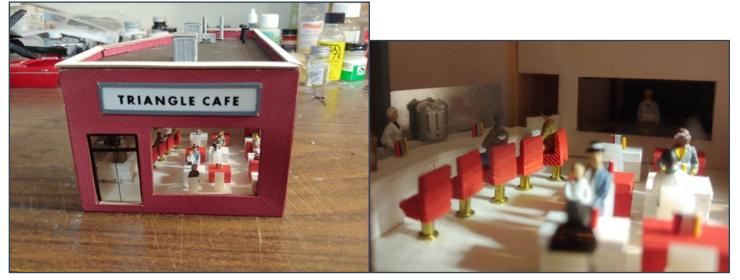
Martin Brechbiel - martinwb@verizon.net - Black River 304 - powered. Cast aluminum construction. Built 1952. It came to life! White metal castings for the cabs. Poles are strictly ornamental. More info in The O Scale Resource Magazine November/December 2024.







Jeff Jordan - jordan.jordan54@verizon.net — HO scale. Suydam kit. Interior close-up. The furnishings came with the kit as bits of wood that needed clean-up and painting. I added the people, altering figures to make the waitress and the cook (look way in back, in the kitchen). Also I scratch built the tiny napkin dispensers and ketchup and mustard squeeze bottles.

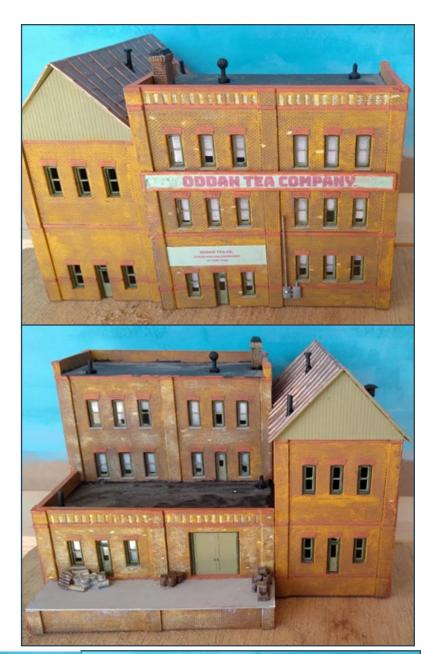


Bill Stimson — wstimson@q.com — N scale — Code 55 - Here are 8 pictures of 2 buildings in N scale. Oddah Tea and Gamble, Waite and Hope were based on an Art Curren RMC article on kitbashing. Oddah Tea is made from DPM N scale modulars, Gamble Waite and Hope is kitbashed from a Ramsey Journal kit.











### Greg Cassidy – gcassidy2@verizon.net -





Z scale diorama



Z and N scale diorama



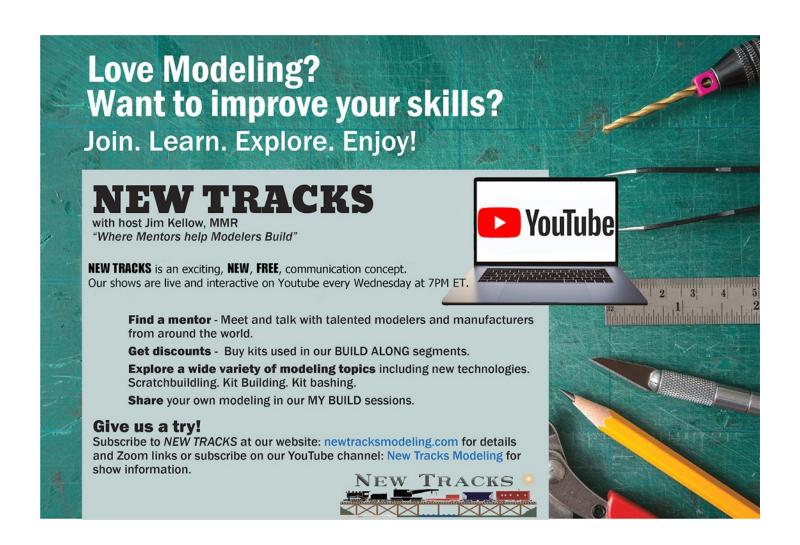
Z, N, and HO scale diorama showing boxcar size difference.

Interior and setting match WM plans for Mount Savage Office. The telegraph offices are from Medford Trains.



Eric Diehl - diehlne@aol.com - Here is another photo of me with some of my collection, most were completed in the last 5 years. I have about 125 operable traction cars in my collection. That is not including anything still in kit form, on the drawing board, diesel, stream or heavy electric. I started getting into traction in 1980 when I graduated from college and had more time on my hands. My dad was into traction before me, and about 10 of his cars were the start of my collection. In this photo you can see cars I have scratch built, 3D printed, kit bashed, and brass bashed. Most have decals I had custom made, others were lettered with alphabet sets.

We could not print all the images in this build so check out the video here!



# SCENE AROUND THE LAYOUT

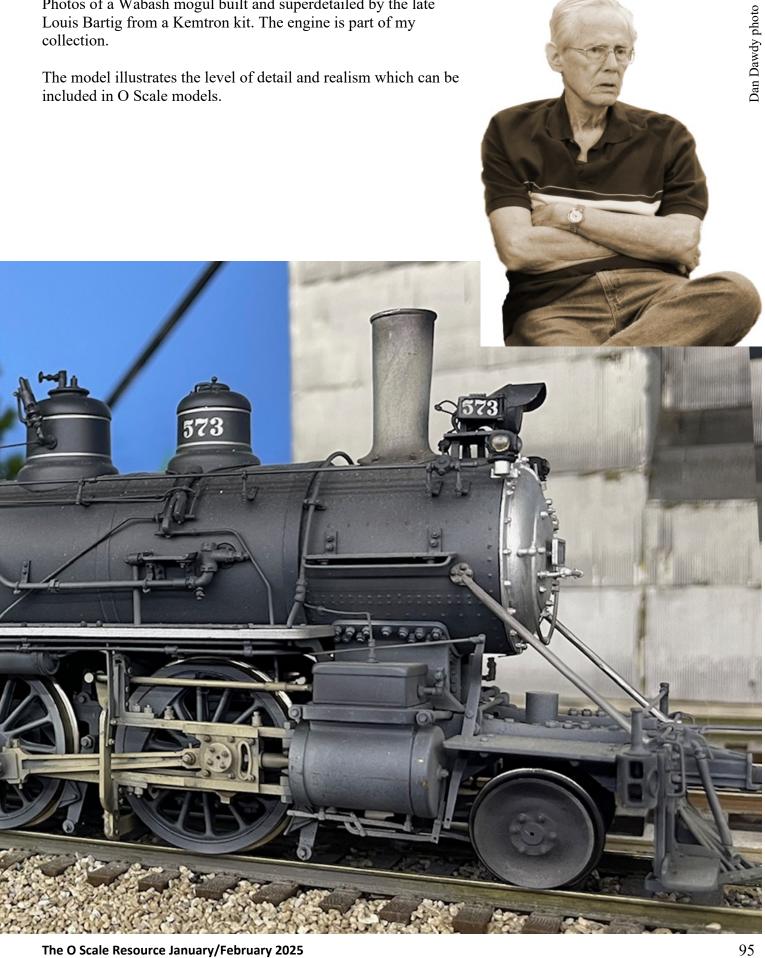
By David Vaughn

Photos by David Vaughn unless noted



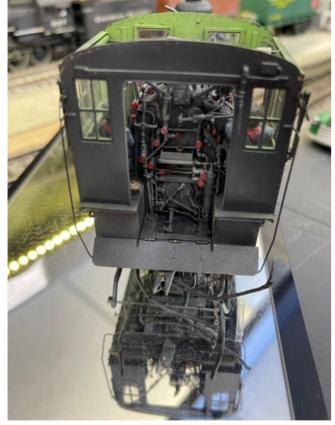
Photos of a Wabash mogul built and superdetailed by the late Louis Bartig from a Kemtron kit. The engine is part of my collection.

The model illustrates the level of detail and realism which can be included in O Scale models.









The O Scale Resource January/February 2025





We are proud to feature readers' work and collections. Depending on your response we would like to make this regular feature. So get those cameras and cell phones out and start shooting!

High quality JPG or TIF files are only.

Email to

daniel@modelrailroadresource.com with a description of your pictures.

The O Scale Resource January/February 2025

## O Scale Shows & Meets

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

### O Scale South 2025 10th Annual Atlanta O Scale 2 Rail Meet 9am- 2pm on Saturday, February 22, 2025

At the Cross of Life Lutheran Church,
1000 Hembree Road, Roswell, GA, USA
Swap Meet & Modular Layout Display
Layout tours information at the meet
\$6 admission(children under 12 free) \$30per
table(includes admission)Sponsored by the Railroad
Model Club of Atlanta Contact Dan Mason @
daniel@masonlaw.us or 770-337-5139 to reserve tables
and info

### O Scale March Meet March 20-23, 2025

Westin Lombard Yorktown Center Lombard, IL

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

### Strasburg 2 Rail Train Show April 12, 2025

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm. Admission \$7, wives/children/military w. ID free, tables \$35 for first table, additional \$30 per. Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068 Click here for info.

### O Scale West May 23rd through 25th, 2025

O Scale West presents the 33rd Annual 2025 O Scale West May 23-25, 2025 at the Hyatt Regency Hotel in Santa Clara, California.

Website: https://oscalewest.com/ Email: info@oscalewest.com

### East Penn Traction Club Model Trolley Meet May 15, 2025 - May 17, 2025

The meet draws the premier modelers and manufacturers from all over the country for a weekend of viewing models, layouts, films, photos, slides, model contests, and how-to clinics on subjects ranging from hanging trolley wire to modeling subway cars. The theme for the meet will be Cars of the St. Louis Car Company.

Website: https://eastpenn.org/meet/

### Strasburg 2 Rail Train Show August 9, 2025

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm. Admission \$7, wives/children/military w. ID free, tables \$35 for first table, additional \$30 per. Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068 Click here for info.

### 2025 National Narrow Gauge Convention Collinsville, IL / St Louis, MO September 3 - 6, 2025

Join us in the beautiful Midwest for the 45th National Narrow Gauge Convention. You will find outstanding clinics, world-class narrow gauge layouts, stunning modular displays, your favorite exhibitors and vendors, and "The Contest"- all under one roof at the popular Gateway Convention Center in Collinsville, IL. You will also have the opportunity to attend one or more extra fare venues. Many fine Non-Rail activities are also included, and local attractions are just a short drive away.

Website: https://www.45thnngc.com/

### Harrisburg All O Scale Meet September 20, 2025 9AM-3PM

Sponsored by: Narrow Gauge Modeling Company New Hope Church 584 Colonial Club Drive, Harrisburg, PA 17112 See the Facebook page for more information.



### CLASSIFIED LISTINGS

### MANUFACTURERS

### Shows & Meets

### **DEALERS**



Phone: 573-619-8532 Email: orders@scalefigures.com Web: scalefigures.com

March O Scale Meet March 14-17, 2024

https://marchmeet.net/WP/ Ph. 414-322-8043



Caboose Stop Hobbies 301 Main St. Cedar Falls, IA 50613 Phone: 319-277-1754 trainguy34@gmail.com Web: www.caboosestophobbies.com









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