THE O SCALE RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

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Volume 14 No. 1
September/October 2026



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ACL SD35 Diesel, Atlas, New, FP Black/Yellow Scheme, 2 Rail, DC/TMCC, Road No. 1005 ..... $375
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ALCO S4 Diesel Switcher, CB, L/N, UP, AAR Trucks, Can Motor, LEDs, KMT, Japan $725
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NH ALCO PA A Unit, SS 3rd, Mint, FP, Early Green Scheme, DC/DCC/Sound, Can Motor, Lts $750
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Washington Union Terminal ALCO RS-1 Diesel, Atlas, L/N, FP, 2-Rail, Road No. 46 ..... $395
WM ALCO FA-2 A-A Units, OMI, VG, CP, Tank Drive, DCC/Sound, Road No. 3001/3002 ..... $695
WM EMD SD35, Atlas, New, FP, Late Scheme, Item #7819-2, Road No. 7433 ..... $425
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WP EMD F7A, SS 3rd, New, FP, Silver/Orange/Blk, DC/DCC/Snd, No. 924A $595
ATSF RDC-1 Coach, DVP, New, FP Stainless, Interior, Can Motors, Road No. 191 ..... $995
C&NW RDC-1 Coach, DVP, New-TR, FP Stainless, Interior, Can Motors, Road No. 9934 ..... $895
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Amtrak AEM-7 Electric, Atlas, L/N, FP, Silver/Blue/Red Scheme, Can Motor, No. 908 ..... $375
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Passenger Cars

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GN HWT Empire Builder Diner, PSC, New, FP, Interior, "Washington" $895
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Pullman HWT 12-1 Sleeper, SS 3rd, New, FP, 2R, A/C, Interior, Lights, "Echo" $295
Pullman HWT 12-1 Sleeper, SS 3rd, New, FP, 2R, A/C, Interior, Lights, "Elkhorn" $295
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Pullman HWT Observation, SS 3rd, New, FP, 2R, A/C, Interior, Lights, "Golden Horn" $315
GN Series 3500-3524 61' 71 Seat Wood Smoking Car, Ultra Scale II Unbuilt Kit, Cat #611 ..... $250

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PRR H25 Quad Hopper, KMW, New, Pro Paint, Circle Keystone, S Series, AB Brake, Road No. 169845 ..... $465
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PRR R7 Reefer, PSC, New, FP, Trucks/Kadees, Road No. 5324, Korea $395
CNJ NE Steel Caboose, OMI, Mint, UP, 1 of 15, Steam Era, w/ Trucks $395
N&W CF Wood Caboose, DVP, L/N, FP, Steam Era Late Version, Road No. 518205 ..... $385

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NEWS, REVIEWS, INFORMATION TO USE
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Welcome to the online *O Scale Resource Magazine*. Our 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.

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Beautiful crossing scene on Thomas Shepherd's Toronto Transit Commission & Toronto Suburban Railway
Photo by Keith Stamper, MMR

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Click here for our 3D offerings!

From the Publisher's Desk

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

We are heading into our 13th year of publication, with 78 issues behind us and so much more to come. Remember that all out back issues are available on-line both as a flip-book and as a PDF download. Check them all out here.

Summer is about over for us here in the Midwest, and what a wild ride it has been. Weeks of very hot humid weather followed by record braking rains and flooding. We came through unscathed, but many others were not so lucky. Our hearts go out to all who had property damage and worse.

OK, let's gear up for show time! First up is the Indy 2 Rail O Scale Train Show. The location is again the LaQuinta Inn Indianapolis South 5120 Victory Dr, Indianapolis, IN. Hours: Fri. Sept. 18, 3:00 – 7:00 PM and Sat Sept. 19, 9:00AM – 3:00PM. (See their ad in this issue)

Since it's resurgence, under the reign of Paul Hanson, it's been getting better than even. We of course will be there and have gone since Paul restarted it. I am always finding different "stuff" to come home with.

- **Next up is the Southern New England Model RR Club O Show & Open House September 26, 2026 and then the Strasburg 2 Rail Train Show October 10, 2026.**
- **The George Wallace Memorial 2026 Southwest "O" Scale Meet Friday and Saturday, October 16 - 17.**
- **The Cleveland O Scale Train Show November 21st 11am – 4pm; and their Cleveland O Scale Modular Meet, November 22nd, 9am - 5pm.**

See the full show list in the back of this issue for more details.

If you're serious about two-rail O scale, sooner or later you have to get to a train show in person. It's still where this hobby actually happens.

You won't find fine-scale wheelsets, scale couplers, or structure kits built for two-rail operation sitting on a shelf at most of your local hobby shops The shows are the inventory. Brass locomotives and rolling stock are the same story: a lot of what two-rail modelers run hasn't been in production in years, and the only place left to find it is table to table, from someone who is selling off a collection or just has one more locomotives than he/she needs.

That's also where the deals are. Estate sales, private collections, a vendor who wants to move stock before the show ends — none of that shows up at retail price.

But honestly, the inventory isn't even the best part. It's the people. Sit down with a builder who has been laying two-rail track for thirty years and ask him a question, and you'll get a better answer in five minutes than you would from any forum thread. That's what keeps me going back — not just what's on the tables, but who is standing behind them.

So we'll see you at Indy and, weather permitting, the Cleveland O Scale Train Show in November. Next year, we'll hopefully head back to Strasburg.

On a sad note, Jim Kellow MMR and New Tracks founder passed away in July. Jim and I had a working relationship for over seven years. See "Remembering Jim Kellow" in this issue.

We put the word out for articles and boy, we received some great ones. We still need more and are always look for just about anything. No, we are not a "three rail magazine", however there are modelers from that camp who have remarkable building and scenery skills that we would love to feature. Show us what you have so others can learn. You will also notice more narrow gauge and trolley layouts coming up. Scale O is scale O regardless of gauge so let me know at daniel@modelrailroadresource.com and we'll help you get your ideas in print. Check out our author information page here: https://oscaleresource.com/WP/index.php/author-information/. We have even worked up a questionnaire for layouts you can fill out and then we'll work with you to flush out a full article.

Happy Reading & Happy Modeling,

Amy & Dan Dawdy



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.

Thanks for your support!

Indianapolis O Scale Show 2026

2 Rail O Scale Swap Meet

O Scale 2 Rail/P48, Narrow Gauge/On30, O Scale Traction, and 3 Rail Scale

Friday September 18, 3:00 to 7:00 PM
Dealer setup September 18, 12:00PM

Saturday September 19, 9:00 AM to 3:00 PM
107 trading tables.

Cost of admission is $20.00 per person, spouse and children under 16 free.

La Quinta Inn & Suites Indianapolis South, 5120 Victory Dr, Indianapolis, IN 46203

For More Information: Call: 317 435-8378

Website: indyoscaleshow.com Facebook: https://fb.com/indyoscaleshow

44th Annual Cleveland O Scale Meet



Cleveland O Scale Train Show
November 21st 11am – 4pm
Admission: $5.00

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November 22nd 9am - 5pm

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August, 2026

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PPM-33680 Conveyor Belt, Roller-Type: Right Bend
PPM-33681 Conveyor Belt, Roller-Type: Left Bend

September, 2026

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PPM-33025 Compressor Trailer
PPM-33035 14' Open Utility Trailer
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TCP-4221 Nevada Northern- Caboose Yellow
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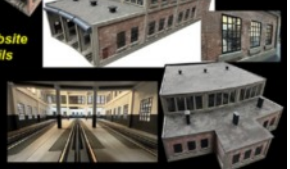


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NEWS YOU CAN USE

Central Locomotive Works is moving to a new location within the City of Lawton, OK. The new address is 3922 NE Shenandoah Drive, Lawton, OK 73507.

This new location is much more accommodating with a separate area which will be set-up solely for modeling.

Speaking of which, the SD39s are in assembly and the SD38, SD38-2 and SD40-2 artwork for etching is complete and pilot models for these should be built by end of year. Thank everyone of you for your patience. Contact Lou at 760 221-5558 for further info or Email Lou Houlemarde.



The new owners of Scalecoat have announced new colors. We're excited to announce that we've completed a few small production runs of additional Scalecoat colors in both Scalecoat I and Scalecoat II!

Now available:
Scalecoat I Oxide Red – 1 oz (1002)
Scalecoat I Pullman Green – 1 oz (1017)
Scalecoat I Conrail Blue – 1 oz (1075)
Scalecoat I Santa Fe Blue – 1 oz (1024)
Scalecoat II Reefer Yellow – 1 oz (2015)
Scalecoat II Pullman Green – 1 oz (2017)
Scalecoat II Santa Fe Blue – 1 oz (2024)
Scalecoat II Southern Pacific Dark Gray – 1 oz (2028)
Scalecoat II Southern Pacific Scarlet Red – 1 oz (2029)

These were produced in very limited quantities, so if there's a color you've been waiting for, now is a great time to pick it up.

Paint availability will continue to change regularly. We're still producing everything in small batches while we await the additive needed to move into larger-scale production as well as the last remaining yellow pigment.



You can always see everything that is currently in stock here: https://scalecoat.com/collections/in-stock-scalecoat



Ted Schnepf from Rails Unlimited is now selling new 3D printed cars from Lines West.

The DSDX insulated box car was mostly used for hauling beer and canned goods, which required insulation but no cooling from ice. The car has the original forming configurations with 4-ft door, 8-ft, door, 8-ft door with four rod openings, 10-ft door.



There are two additional varieties for the more modern era when the ladders were shortened and the running boards removed. So a total of six variations. The models are very nicely printed and come with decals. The car comes in FOUR configurations.

The next model is the Western Pacific single sheath boxcar. This car was originally built in 1916 and was used into the 1980s to the end of the Western Pacific in maintenance away service. There are three variations of this car. As built, plaster service from the 1950s with AB brake, and then material department handling car in the 1970s and the 1980s. Again, the 3D printed model comes with decals.



The Western Pacific stock car also comes in four variations. The variations are wood roof with K or AB brake, or a metal roof with K or AB brake. A fourth car not pictured is the NKP door and a half 40-ft box car, double sheath. Comes with two different ends.



These 3D printed cars are easy to assemble as the bodies are one piece to which the detailed floor with brake gear printed, is added. The bodies are reinforced inside so there is no waviness of the sides. About the only thing the modeler has to do is add the grab irons, ladders, and some brake rods. The kits do not include trucks or couplers. Contact Rails Unlimited for these models.

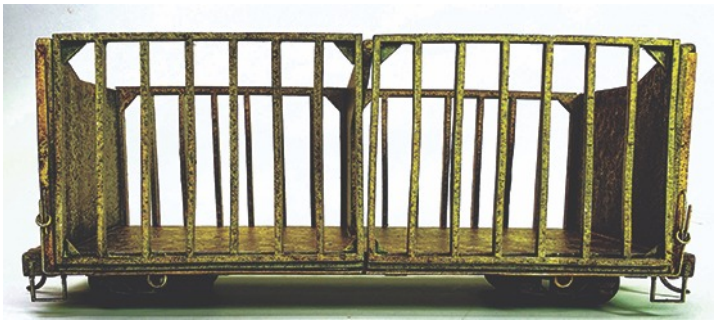


Anna Cleveland of Frenchman River Model Works has a basic Sugar Cane Car designed by Thomas Yorke.

"I will start by saying that no two cane cars are alike. There are some subtle differences and then some fairly bold ones. This is a basic car, so use this as a starting point to create your own unique variation of cane car."

~Thomas Yorke

Use this basic Sugar Cane Car to transport cut cane from the field loading point to processing mills. We would also add that this would be a great tie in to the Hamilton Broom Company kit to deliver straw for the production line.



This kit includes parts, instructions and drawings for the Sugar Cane Car only. Trucks, couplers and brake parts are not included to allow for the wide variety in preferences and scale that will work with this kit.

Actual dimensions are approximately: 6.125" Long (without couplers), 2" Wide, 2.125" Tall (without trucks)



Kit Contents:
1 Resin Frame
4 Resin Side Panels
2 Resin Ends
1 Center Support
4 Stirrup Strap Steps
4 Wire Grabirons
1 Brake Wheel
Wire
Styrene
Black and White Instructions

But wait, theirs more… A series of 4 Walker Electric Truck kits in O Scale. The Walker Electric Truck was built between 1907 to 1942 when war supplies grew more important. The earlier trucks appeared somewhat similar in design and some of these units were kept in service until the early 1960's! They were popular for

fleet delivery services. In those earlier years they didn't bother the horse-drawn wagons, due to their quiet nature. Needless to say, they were rather successful. The designs remained the same over the years, but the tires changed from wooden spoke to artillery and finally to pneumatic.

Use this stake bed truck for general deliveries or freight such as crates, barrels, milk cans, oil drums or any number of things.

Use this tanker truck for delivering liquids such as milk for the dairy or gas, oil or kerosene for the gas station or home delivery for fuel oil.

See their Website for more details.









Bill Mosteller from www.greatdecals.com says: I'm pleased to announce that my line of decals continues to expand: Decals for Akron, Canton and Youngstown Railroad's Fairbanks Morse and Alco yellow paint scheme diesels are available in O-scale from William Mosteller, Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031. The decals are $30 each, postpaid. Each set does two locomotives. Dealers' inquires welcome.

Lettering includes the road name, numbers, and Fairbanks Morse herald, all in black. Wade Griffis developed this series of decals for the Akron, Canton



and Youngstown Railroad. I've acquired the line from his widow, and am pleased to bring this O-scale set back into print.



Before I add in this Lake States update, some people are asking why I even bother. This archive is a treasure trove of images for any research whether it be motive power, rolling stock or buildings. It is well worth a look.

LAKE STATES
RAILWAY HISTORICAL ASSOCIATION

This month, we have one major new collection to premiere. Robert F. Archer was born in Sayre, Pa., in 1945. His great uncle Frank Mitten, was Lehigh Valley's Wyoming Division Superintendent until his death in 1942. In his youth, Archer would spend time at the LV's "upper" station at the west end of the Susquehanna River bridge with agent Floyd Stethers. When the family traveled to New York City, it would take the Lackawanna's Phoebe Snow to Hoboken, N.J. "It was amazing to me that an Anthracite railroad could be such a classy operation as the Lackawanna was—everything from its depot architecture to its trains," Archer says.

Robert graduated from high school in 1963. He obtained a bachelors degree at Kings College in Wilkes-Barre, Pa., in 1968 and a masters in modern European history at the University of New Hampshire in 1970. He then joined the American Institutes for Research in the Behavioral Sciences in Washington, D.C. In 1985, he left to pursue a career in teaching, first in Switzerland and later in Ohio. In 2012 he and his wife Dianne moved to Oregon to be closer to her family where they reside today.

Throughout his life, railroad photography has been of interest. "I started taking railroad pictures with a Brownie Reflex when I was in 8th grade," he says. He subsequently would use a Graflex Graphic 35, Zeiss Contaflex, and various Nikon F series cameras for 35mm Kodachrome and a Rolleiflex T for medium format black-and-white starting in the 1970s. He chose color photography in the 1960s, believing its popularity would eclipse B&W. He considered Philip R. Hastings an influence in his photography, shunning "boring" three-quarter wedge shots, and embraced nighttime scenes, including people in his photography. Archer is perhaps best known for his collaboration with Howell-North Books on "A History of the Lehigh Valley Railroad," published in 1977. "[The Lehigh Valley] was in my back yard and my family was connected and I knew so many of the railroad men," he says. "I did love to ride on the railroad. I loved the scenery."

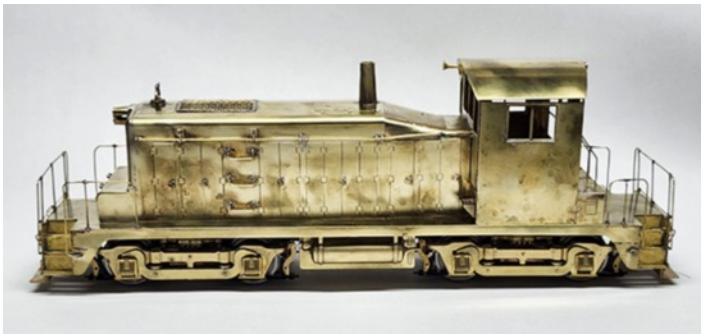
Robert's photography centers on eastern roads with emphasis on the Lehigh Valley, Erie Lackawanna, B&O, NYC, PRR, and others, but he also traveled across the U.S. His oldest image dates from 1960 and he continued shooting well into the 1990s, documenting surviving buildings and scenes of railroad companies after they subsumed to mergers. We're pleased to present 2,130 images of the Lehigh Valley, Erie Lackawanna, D&H, B&M, and C&O. These represents about 25% of his entire output. We'll continue work on the remainder through the rest of this year. In the meantime you can check out Robert's wonderful photography at this main link:

https://www.lakestatesarchive.org/Robert-F-Archer-Collection

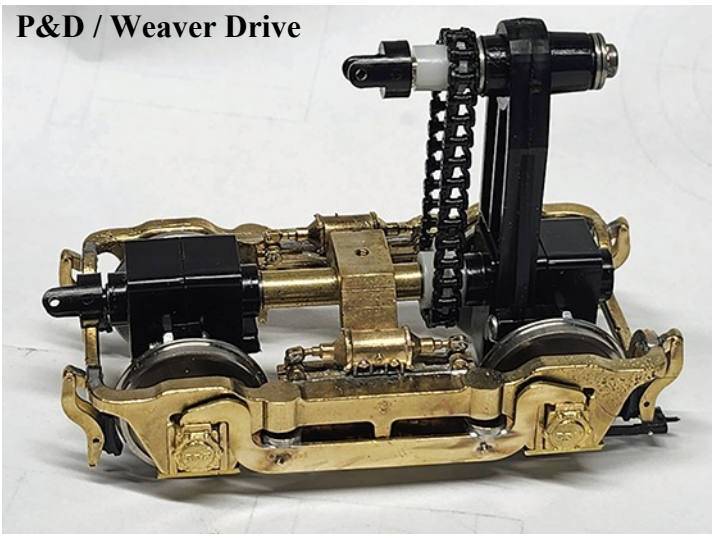


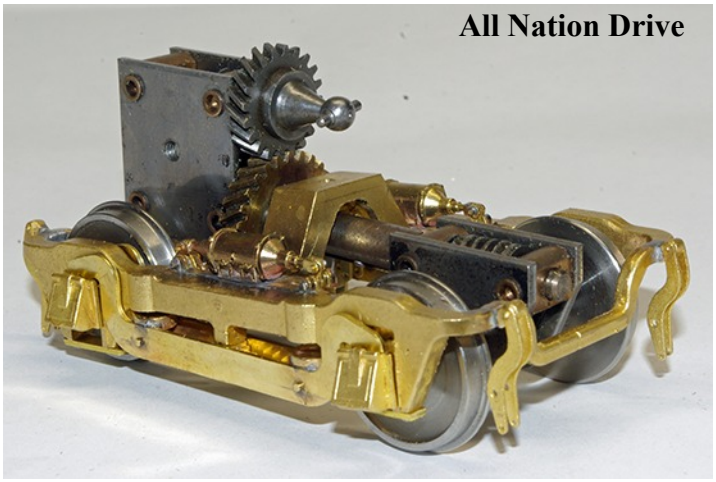
Glenn Guerra of S Scale Track Works recently completed a run of 23 O scale EMD SW1 switchers. These models were designed by Glenn and assembled by him. There are some extra etchings and a few more models that could be assembled. Contact Glenn at glenn@sscaletrackworks.com for pricing and other details.

There are two cab window options available. The original large front cab windows with the arched top or the later smaller rectangle windows on the later models. There are three head light options. The early can head light, a modified can to accept seal beam lights, and the later style seal beam light. The rear of the hood transition piece can be the early stepped transition or the later continuous slop transition.



New trucks were designed for this model and also produced here in the USA. The trucks can purchased separately for converting All Nation NW-2 models or Atlas Models. An All Nation drive can be fitted as well as the Weaver or P&D drive. Lastly, the Central Locomotive Works drive or the Right O' Way ball bearing drive can be fitted. The trucks can be had with friction bearings, Timkin roller bearings or SKF roller bearing journals.





Burlington photo: Paint by Sarah Griessenböck in Austria. She also designed the cab interior for this model. The cab interiors are available in the US from 3D Central.



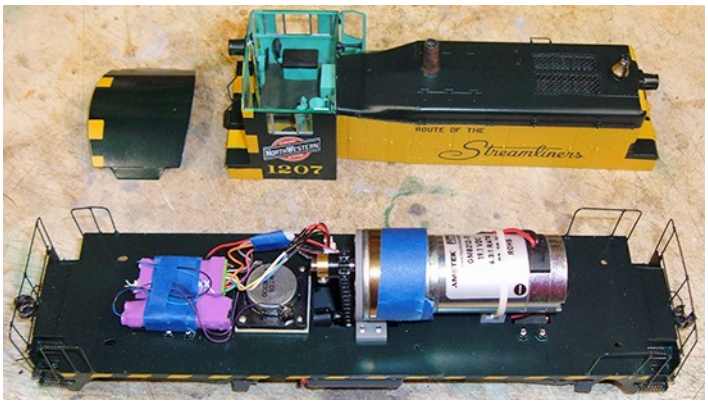




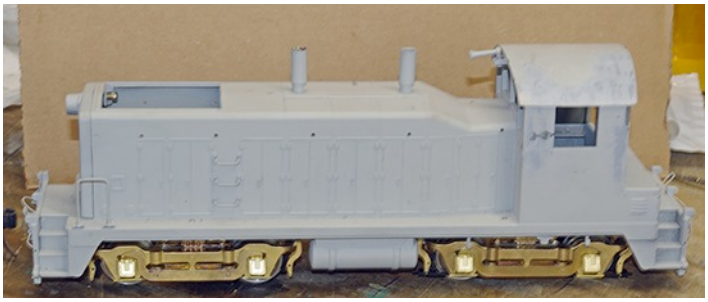
Milwaukee Model: Paint by James Shultz and interior from 3D parts designed by Sarah.

CNW model by Glenn Guerra. Extras included working doors and windows. Interior using Sarah's parts. Also shows a DCC instillation using Soundtraxx components.





The All Nation NW-2 was converted by Glenn.

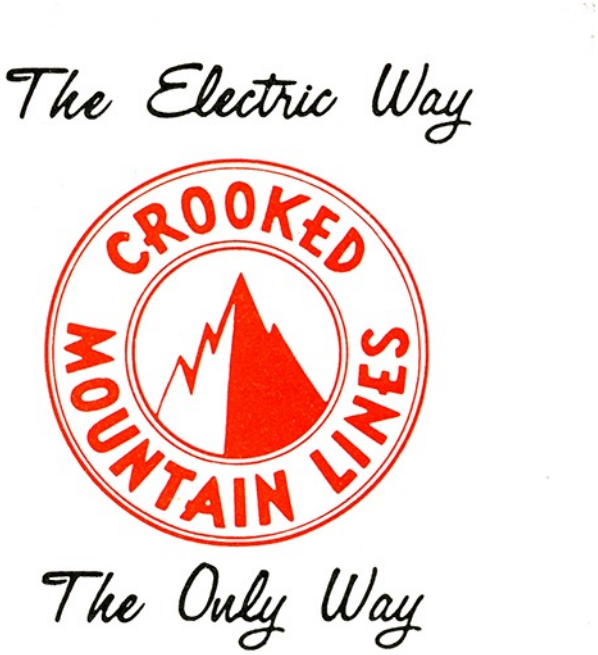


Contact Glenn at glenn@sscaletrackworks.com

What's New from All Nation Line

Coming Soon! Crooked Mountain Lines – A Case Study.

All Nation Line has developed an in-depth case study analysis of Bob Hegge's O Scale Traction Crooked Mountain Lines (CML) layout as a way to demonstrate various principles including perspective, composition, lighting, narrative and material technique. A true master piece layout setting the standards for the rest of us.



In collaboration with *The O Scale Resource Magazine*, this case study will run as a series in the next three issues of the magazine. Check back in the November / December issue to read the first installment!

O Scale: Engineering a Mechanism from Scratch

All Nation Line is rolling out a series of five videos demonstrating the evolution of a scratch-built mechanism. Engineering an O Scale Mechanism from scratch is a series of talks, show & tell about a methodical way to develop a custom power transmission for a Light Rail Vehicle (LRV). The application and process can be followed for just about any model requiring a unique installation under constraints. Bench footage, CAD screen shots and mechanical close-ups will be illustrated through five Segments and put into a playlist for future reference.

- Segment 1: Framing The Problem
- Segment 2: What the Mechanism Is
- Segment 3: The Geometry
- Segment 4: Materials and Electrical
- Segment 5: Performance

Under each of these Segments we will enumerate assumptions designed to ensure success when under taking a scratch building endeavor.

Visit our YouTube Channel:
https://www.youtube.com/@AllNationLine

View the introductory video on our YouTube Channel by clicking this link: O Scale: Engineering a Mechanism from Scratch







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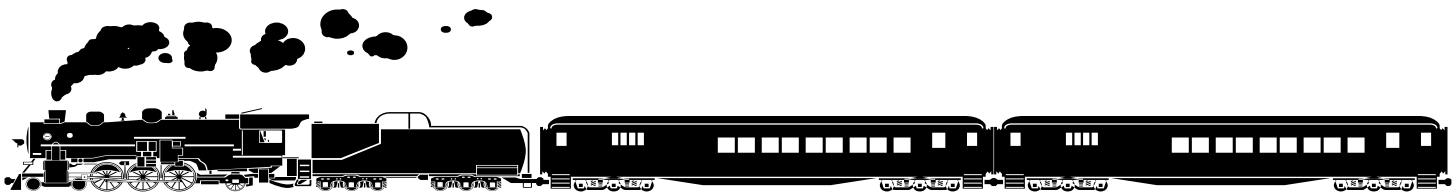
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Remembering Jim Kellow
MMR (1940–2026)



The model railroad community lost one of its most influential voices with the passing of Jim Kellow on Friday, June 26, 2026. Jim was an outstanding and remarkable modeler, earning all of the National Model Railroad Association Achievement Program Awards, only the 7th person in the world to accomplish that unique distinction. As NMRA Master Model Railroader #202, he represented the highest standards of craftsmanship, education, and service to the hobby. As a modeler he focused on traction modeling and loved scratch building in brass.

His support of the hobby included many roles in the NMRA. He was a Division Superintendent, held regional offices and was an achievement chairman and leader in promoting the Achievement Program. Jim dedicated his life to bridging the gap between traditional craftsmanship and the digital age.

Jim was one of the most familiar and beloved names in O and S scale modeling, and for nearly a decade his "New Tracks" column was a fixture of both *The O Scale Resource* and *The S Scale Resource* magazines. Beyond the printed page, Jim spent the last several years of his life building something larger than any single article: a mentoring movement that reached modelers of every scale, skill level, and generation.

Early Writing and *O Scale 48/ft*

Jim's career as a hobby writer stretched back more than four decades. Long before "New Tracks" existed, he was a familiar byline in *O Scale 48/ft Magazine*, where he was the Contributing Editor of Traction and also wrote about the modeling and mentoring that would become the through line of his entire career in the hobby press.

Starting "New Tracks" — 2017

In late 2017, Jim began writing a new series for our pages devoted to modeling and mentoring — "New Tracks." The first installment ran in *The O Scale Resource*, and by early 2018 it had expanded into *The S Scale Resource* as well, appearing in both publications from that point forward. The premise was simple and became Jim's life's work: modelers get better by learning from other modelers, and the hobby survives by passing skills forward.

A Master Model Railroader — MMR #202

Jim's own modeling credentials were extraordinary. He was an accomplished scratchbuilder working primarily in brass and basswood, with a particular specialty in O scale traction — though over the years he had also modeled in N, HO, and S scale. His models won numerous first-place and Best of Show awards on the contest circuit, and he was a longtime collector of pre- and post-war Lionel trains.

Within the National Model Railroad Association, Jim held every Achievement Program award the organization offers — including the Gold Spike — culminating in the designation of Master Model Railroader, MMR #202. He was the seventh person in the world to complete every AP category, a distinction that spoke to both his modeling skill and his depth of involvement across every corner of the hobby.

Jim's service to the NMRA went well beyond his own achievement pins. Over the years he served as a Regional Vice President, a Division Superintendent, Regional Achievement Program Chairman for three different regions, and Regional Contest Chairman for two more — a level of volunteer commitment matched by very few in the organization. He was also appointed Ambassador for the Association of Professional Model Makers (APMM) to the model railroad community, a role he took seriously as a bridge between hobbyist scratchbuilders and the professional model-making world.

Founding New Tracks Modeling

Jim didn't stop at the printed column. Drawing on the same "modelers mentoring modelers" philosophy, he founded New Tracks Modeling (newtracksmodeling.com) to bring that mentoring ethos to a live, digital audience. What began in 2020 as a handful of Zoom virtual train shows, aimed at spotlighting the small manufacturers Jim believed were essential to the hobby's future, grew into a weekly Wednesday-night Zoom and YouTube broadcast that welcomed modelers of every scale and skill level. Over time the channel grew to more than 1,100 videos, including the "Modeling Lifestyles" interview series that gave viewers a look inside the shops and layouts of some of the hobby's most respected builders.

Jim was candid about why he took this on. He had watched the average age of NMRA membership creep upward year after year, and he worried openly about who would carry the hobby forward. His answer wasn't to simply hope young people would show up — it was to go find them, put a camera and a mentor in front of them, and give them a reason to stay.

The New Tracks Scholarship Program

That same concern led Jim to establish a STEAM-focused scholarship program under New Tracks Modeling, operated through a Florida nonprofit, to help high school graduates pursuing continuing education. Jim personally worked convention floors and regional publications — from the Timonium Great Scale Model Train Show to NMRA regional conventions — to recruit applicants and sponsors alike. He also worked with NMRA's national Achievement Program leadership to have New Tracks presentations formally recognized toward AP Author and Volunteer Certificate points, opening a new pathway for modelers to earn recognition through mentoring others.

Local Newspaper Column

Jim was interviewed by his local newspaper, the *Citrus County Chronicle,* and became a regular contributor with his own column in the Lifestyle section.

A Legacy of Mentorship

Jim liked to describe himself simply: a model builder of whatever caught his interest, guided by a belief that the best thing an accomplished modeler can do is help the next one. Between his New Tracks column, his weekly broadcasts, his decades of NMRA volunteer service, and the scholarship program he built from nothing, Jim touched thousands of modelers he never shared a workbench with.

Jim's presence will be deeply missed on our pages and on the Wednesday night Zoom calls he built into a weekly gathering place for our hobby. We extend our deepest condolences to Nancy and the entire Kellow family.

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Crooked Mountain Lines Case Study

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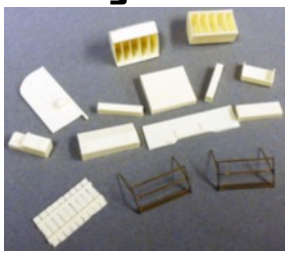
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My Toronto Transit Commission & Toronto Suburban Railway

By Thomas Shepherd **Photos by Keith Stamper, MMR**



Main Street as Toronto Transit Commission PCC car number 4121 glides past a Toronto Suburban Railway line truck. The PCC car is built from a styrene kit produced by St. Petersburg Trams. The line vehicle is kitbashed from a Revell 1:48 Kenworth cab and an Ertl tank body with a scratch built service platform.

My model railroading interest in streetcar and interurban operations is a natural outgrowth of my lifelong career in public transit.

My O scale streetcar layout depicts a fictional operation circa 1963 in southern Ontario's Golden Horseshoe, the area encompassing Toronto and the Niagara Peninsula, and which encircles the west end of Lake Ontario. The layout's two principal urban areas are the Borough of East York, a Toronto suburb where I grew up, and Lincoln, a municipality in the Niagara Peninsula where I now am enjoying my retirement years.



There are some deep valleys extending from the Niagara Escarpment and Toronto Suburban Railway express motor number 13 crosses one of them on its way to Lincoln. The rail bridge is scratch built. The single lane road bridge in the background was adapted from an HO model.



Rounding the corner of Seneca and Oak in Lincoln, Toronto Transit Commission 4722 handily demonstrates the attraction of urban streetcar modeling. A lot can fit into a modest space, even in O scale. The car is a resin Brooklyn double-end Witt which Tom repainted. Max's Steakhouse with its distinctive onion dome is a 65-year old model!



TTC North Yonge Radial car 415 out on the mainline passes a local farmer's pumpkin patch. The model is a custom-built brass car from etchings.



Traveling out of East York towards Niagara, TTC number 4024, an ex-Cleveland car, slows to pick up a passenger. The Nash police car is a diecast model that Tom re-lettered for the local law enforcement.



Freelancing those two areas affords me the opportunity to model densely populated urban areas as well as the more bucolic areas for which Niagara is known.

TSR PCC and Brill Witt on private right of way pass the cemetery.



Niagara St. Catharines and Toronto curved sided streetcar number 309 is a brass model constructed by two of Tom's local trolley modeling friends, Glenn Whitehouse and William Flatt. The model was built from brass etchings of their own making.



Niagara, St. Catharines and Toronto car 309. Car is a Cincinnati Curve Sider stops to allow the firefighters to head out on a call. The car is a brass scratch built by Glenn Whitehouse. The truck is a model of a 1939 Detroit-General pumper. This is one of three scratch built fire halls on the layout.



This TTC work motor was scratch built from brass by Tom's friend William Flatt and painted by Tom. Behind it, Lincoln Station Number 2 was created from a photo of a real Toronto fire station. The fire hall is constructed of Bristol board, and the façade is an actual photo of the real fire station scaled to 1:48. Two Seagrave Fire apparatus sit outside.



Construction of my L-shaped 17' by 25' layout began in 2019 and followed what are mostly conventional practices… open grid framework topped with ½ inch plywood for the urban sections and cookie-cutter plywood track base for the more undulating rural areas.

Scenery forms are carved Styrofoam© covered with plaster cloth and the usual scenery toppings.

TTC Work Car W3 out on the main line.



The East York transit hub, Gray Coach is just across the street from the trolley terminal. The TSR Trolley bus is a 1947 Marmon-Harrington. It is a Russian model that Tom custom painted. To the left, LaFrance and Seagrave pumpers stick their noses out of East York Fire hall number 4

A busy street scene in Lincoln; the arriving Toronto Suburban Railway 910 is an ex Baltimore Brill car. Behind it is a custom built Twin Coach-Faegeol which represents Tom's parallel interest in rubber-tired transit. The street paving blocks are cast styrene building sheets.







Above left: Two cars passing in front of the Fire Station. The two street cars are an ex-Brooklyn double end Peter Witt and a ex-Boston type 5. Both cars are painted for TSR.

Above right: NS&T Curved Sider number 309 passing the East York Central Fire Station. The automobile is a 1953 Ford.



The Car House is a busy place with several cars in for daily maintenance. The car house is a plaster kit scratch built from a C&S Como roundhouse set of walls.



East York Terminal. PCC number 4000 is another St. Petersburg kit, while number 415 was scratch built from his own etchings by Tom's friend Glenn Whitehouse. The tight curves are all hand laid.



This shot, taken from a 5th floor window, captures three Toronto Transit Commission cars on Beachwood. The cars are their way to the East York return loop. Also in the scene, a GMC diesel bus custom painted in TTC colors by Tom. The businesses on the left side of the street are named after Tom's family and friends. His grandfather, also named Thomas, was a silversmith.



The motorman on car 910 calls in for instructions. The car is a kit built resin model of Baltimore Witt car. Track is hand laid code 125 rail, and like the overhead, constructed by Tom.



Custom built brass TTC Peter Witt train with 3 door Harvey trailer crosses the waterfall area.

Overview of the East York end of Tom's layout featuring the Queens Hotel.

My backdrop was hand painted by my friend Keith Stamper MMR.

Seven productive years later the layout looks pretty much complete, although I am always going back in to improve previously modeled areas…especially trackwork, which much like the prototype seems to need continual maintenance and upgrading. With that in mind, and due to the density of the urban scenery, I have made sure that all parts of the layout are within comfortable reach.



Trackwork consists of Right-O-Way turnouts with hand laid code 125 rail on wood ties in between. The girder rail used for street running uses the old trick of sticking the head of code 100 rail sideways into the web of code 125 rail. This affords a clean flangeway for the equipment once the streets are "paved".

Some of Tom's extensive street car and trolley bus collection.

In all I have twenty streetcars, interurbans or rail maintenance cars from various manufacturers and some built for me by friends. Readers will recognize models by St. Petersburg Trams. It is a Russian company known for its high quality kits. Several of my streetcars and buses are produced by them. Power to the cars is via a NCE DCC walk around system and all cars are fitted with Digitrax decoders. Power to the cars is split between the overhead and the rail.

Fortunately, structure building is another of my favorite pastimes. Structures are removable to allow access to the track and overheard wiring system. Traveling the miniature streets you will encounter a mix of kit-built, kit-bashed and scratch built structures. Many have interior detail.

I use a variety of materials, so buildings are constructed from Hydrocal©, plastic, wood or paper. Paper is a particularly versatile and realistic medium, not to mention inexpensive. The front of one of the three fire halls on the layout is made from a photo of the real façade.

Speaking of fire halls, I need them to house one of my other interests. I'm an enthusiastic collector of model firefighting apparatus. I have an extensive collection of 1:43 diecast models I can use on the layout along with a similarly extensive collection of diecast transit and trolley buses. They are complimented with the many period-correct diecast cars and trucks which help define the era from the forties to the sixties era that I am modeling.

Model railroading of any kind is a great hobby. I have had the opportunity to visit many museums and tour streetcar layouts. I have attended numerous conventions and met and made friends with many like-minded hobbyists.

I would like to thank a couple of area trolley modelers, Glenn Whitehouse and William Flatt, for their help and encouragement. Also to Keith Stamper MMR for his painting skills and whose photographs accompany these words.



Tom Shepherd

My wife Phyllis and I are both retired from the TTC and living in the Lincoln community of Vineland. I began my 30 plus year career with the Toronto Transit Commission in 1968 operating city buses, trolley coaches, streetcars and subway trains. After retirement, I worked for several transit companies as a training instructor.

I am an avid history buff and enjoy photographing transit vehicles and fire apparatus. Over the years I have accumulated a large library on all things transit and fire equipment.

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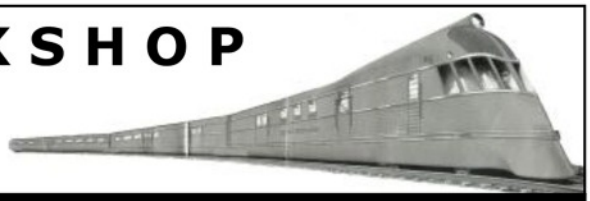


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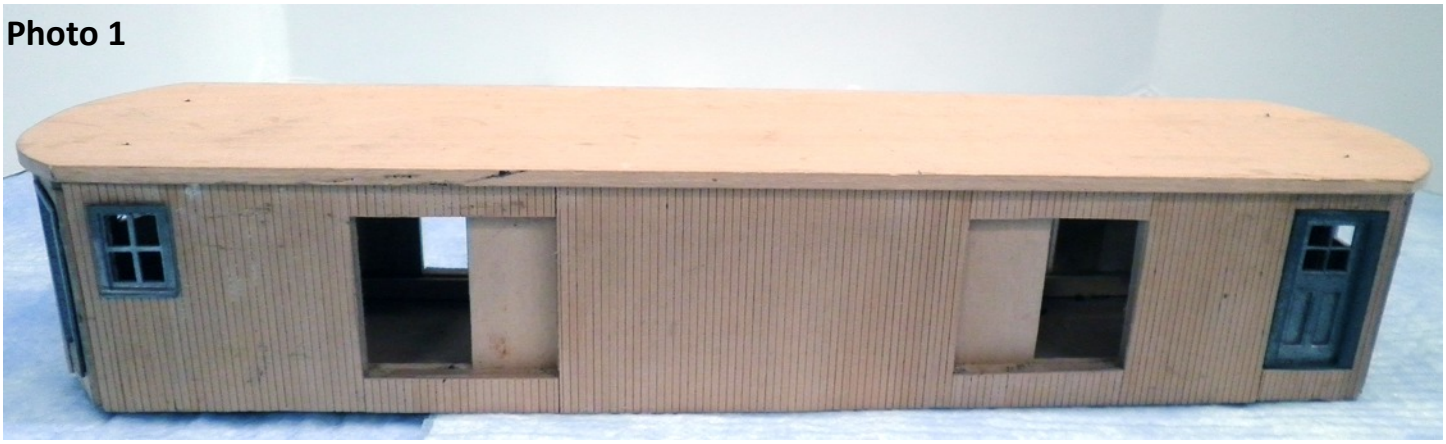
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Salvaging a Four Door Freight Motor

By Martin Brechbiel

In the distant past, at least my distant past, I was prone to purchasing more than a few dubious items. Sometimes there were bits that came along for the ride with something I really wanted and sometimes these were strongly associated with what can only be described as a momentary lapse of reason. This is the story about one such item whose origins are at best murky (**Photo 1**). Did I buy this purposely (what was I thinking???) or was it a package deal (plausible excuse…)? In any case, while clearing the storage tub that had been under desk No. 3, this project came into the light quite literally and decisions were required. Option No. 1 was use as kindling in the fireplace. Option No. 2 was try to sell it for whatever was possible. Option No. 3 was make something out of it. I think we all know where this is going now.

Photo 1



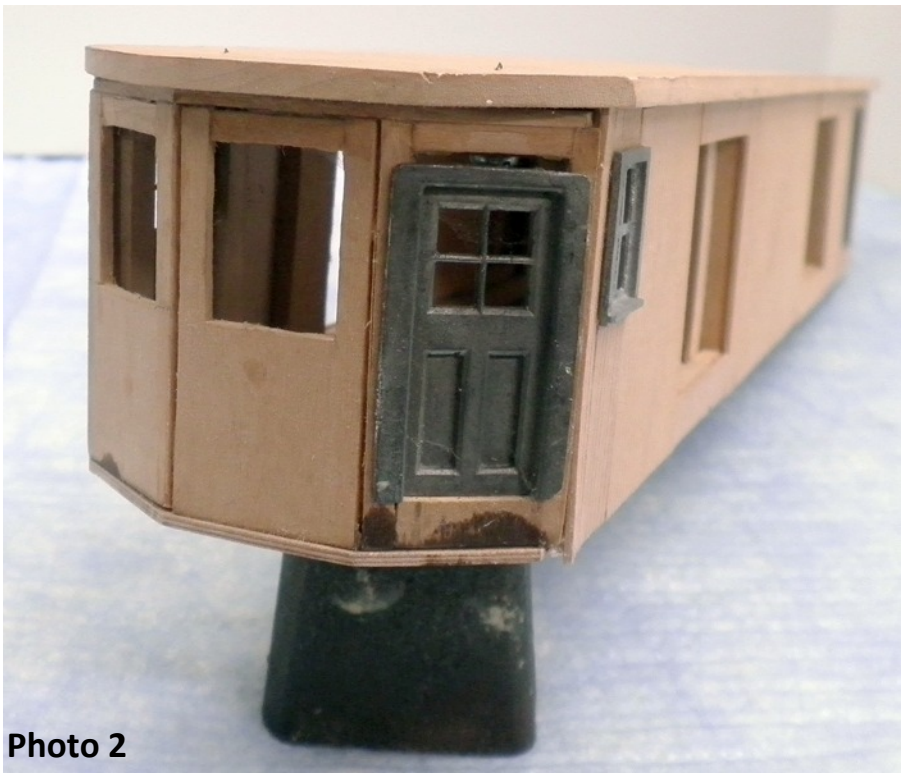


Photo 2

Looking this over, it was started and solidly assembled from pine and basswood. The plan appeared to have been to skin the body with scribed siding which had been started marginally. The doors and window castings were white metal reminiscent of Train Craft caboose parts. The roof was flat and just the very tips of screw points were visible. The floor was apparently secured with wood screws. The side doors appeared to be solid panels mounted in tracks and were moveable with force applied (**Photos 1-4**). Where to start; why yes, where there are visible screws!



Photo 3



Photo 4

The screws came out of the floor easily. Extracting the floor itself required some persuasion. But once freed from the body, this project was committed. The interior was “unpleasant” and reminiscent of Eau de Vermin of many stripes. Time with the shop vacuum and mild application of a small stiff steel brush reduced this aroma down to tolerable. With the floor off, there was access to the four screws holding on the flat roof, so that was removed as well. The plain panel doors were easily removed from their tracks with plans to use them as templates for nicer looking doors. They were numbered corresponding to the numbering of their locations in the sides. Scribed siding (1/32” thick) was glued to the exposed side of the floor and the mounting screw holes were reopened (**Photo 5**).

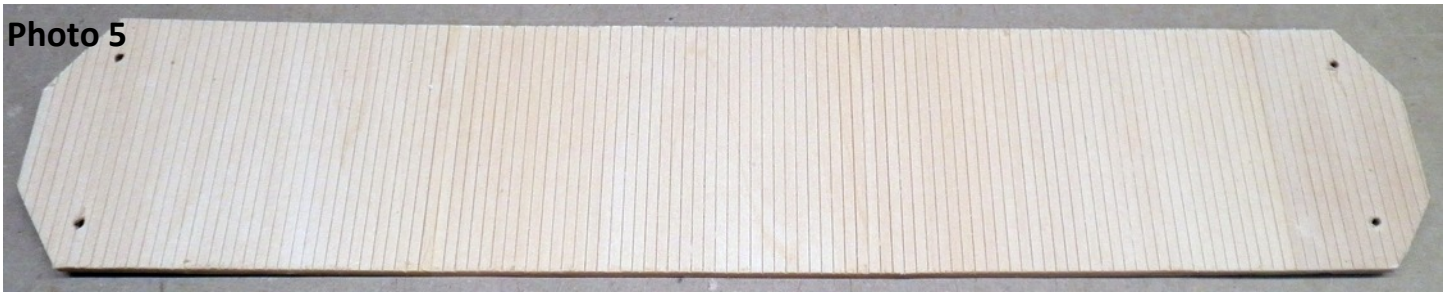
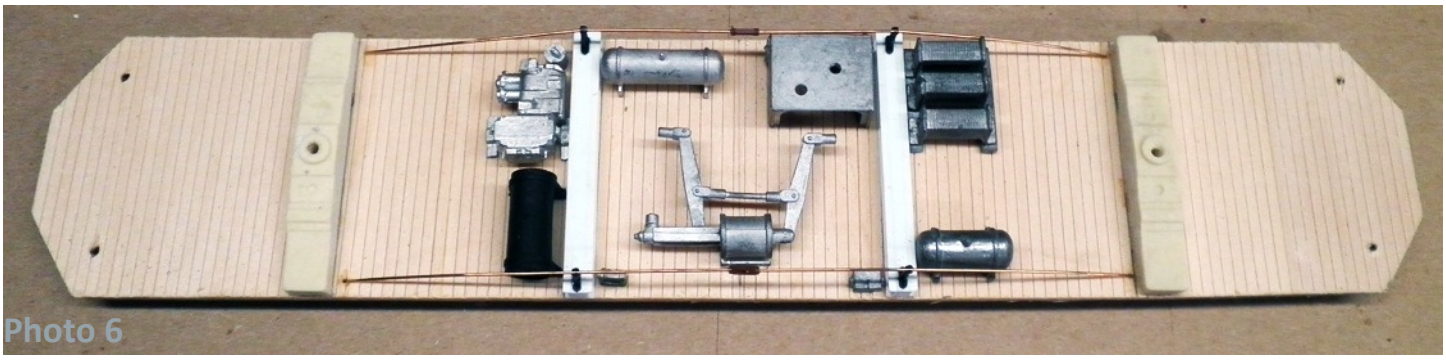


Photo 5

The floor needed a lot of help. The first step was to add a pair of bolsters for mounting the power and trailing truck. I planned on using some sort of under the floor power, so no holes in the floor and two bolsters were required. These were resin castings from my shop that were drilled and tapped for 4-40 screws, and then glued to the floor using a mix of Goo and CA. Needle beams were assembled from two pieces of styrene channel sandwiching some styrene strip to get these a little more width for mounting the queen posts more securely. After needle beams were in place, the queen posts were added along with the truss rods. The truss rods were fabricated from phosphor bronze wire (Tichy) and fitted into the floor adjacent to the bolster, bent up and over the queen posts, and joined together using a turnbuckle (Tichy). A selection of underbody components was set into place that included a compressor, several air tanks, a bank of resistors, and a brake casting with the levers. The clevises on the brake levers were drilled out to accept some finer phosphor bronze wire which was added later (**Photo 6 next page**).


Photo 6

Before going any further, I sought to define just how this was going to be powered. I had recently (think within the past 5 years….) assembled a handful of drives consuming a box of Magic Carpet drives. One pair of these built up from some Walthers trucks looked to be within reason and were set aside for this freight motor and then to also use to determine the location of their respective mounting to the car bolsters (**Photo 7**).

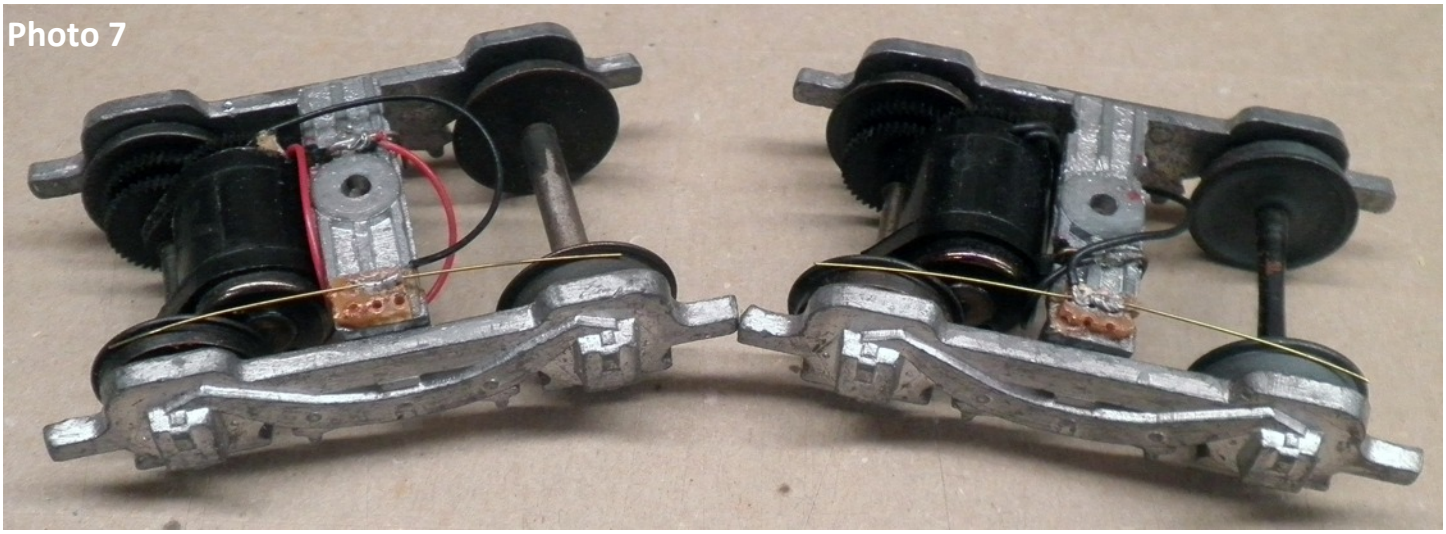

Photo 7


Photo 8

Rather than extract all the white metal windows and end doors, I chose to keep with the theme that had been started and skinned the body with 1/32” thick scribed siding adding sills under the front and end windows and then threshold boards under the end doors. These were all made from basswood stripwood and glued into place with Titebond. Some of the corners where the ends met the sides had additional trim added to cover some awkward joinery (**Photos 8, 9**).

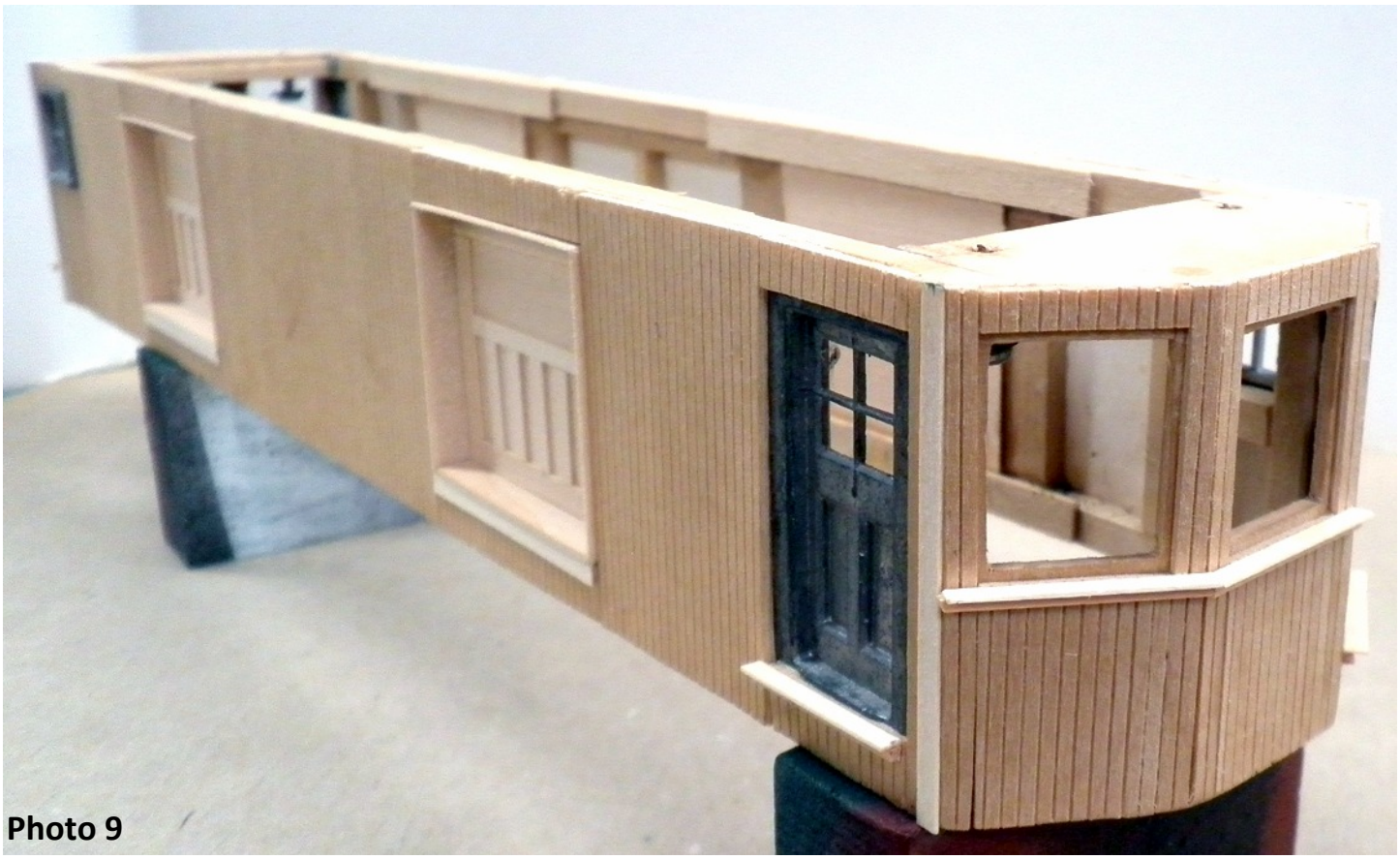
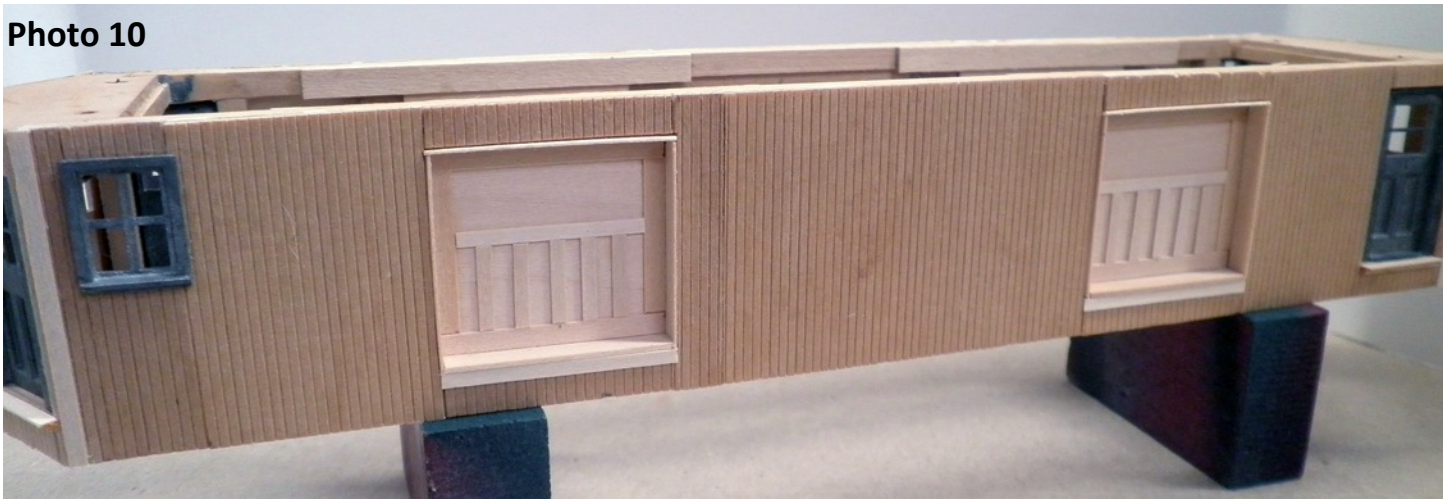


Photo 9

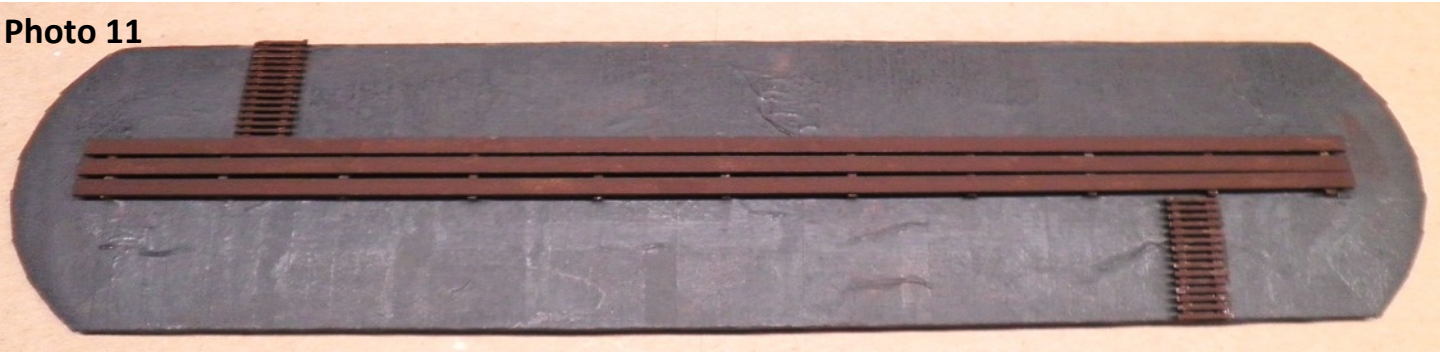
The freight door openings were cleaned up and framed out using basswood stripwood. Threshold boards were added under these side doors along with some trim underneath. Each door was built up based on the dimensions of the prior door in each respective opening. These doors were built up working from a base of 1/32" sheet basswood cut to fill the opening with some extra to mount them in place permanently. While doors that open might appeal to some, when there's nothing to see but an unfinished wood interior, I choose to not make that available for viewing. With the opening transferred to the 1/32" base of each door, stripwood was added to build up the doors in place to arrive at what is seen in **Photo 10**.

Photo 10



A replacement roof was added since I did not like the completely flat original roof. I used a section of reefer roof stock that had a scale foot removed from the middle by ripping it on a table saw and then gluing the two parts back together. The ends were undercut using a modeling table saw to nibble out the wood. That surface was cleared up with a chisel and sanding block. Roof walk supports were added and the surface was covered in single ply napkin glued down with a 50% overlap using diluted wood glue. The surface of the roof was painted

Lark Dark Grey. Roof walk boards pre-painted Roof Brown were added along with two white metal roof walk castings pre-bent and shaped to conform to the roof, and pre-painted Roof Brown (**Photo 11**).


Photo 11

Prior to the floor and roof being put into place, the sides and ends were the recipients of additional details (**Photos 12, 13**). Grab irons up the sides adjacent to the side entry doors were added. Side grabs were added to freight doors, the side entry doors, and the end doors. A headlight casting and a retriever were added to the ends.


Photo 12


Photo 13

Photo 14

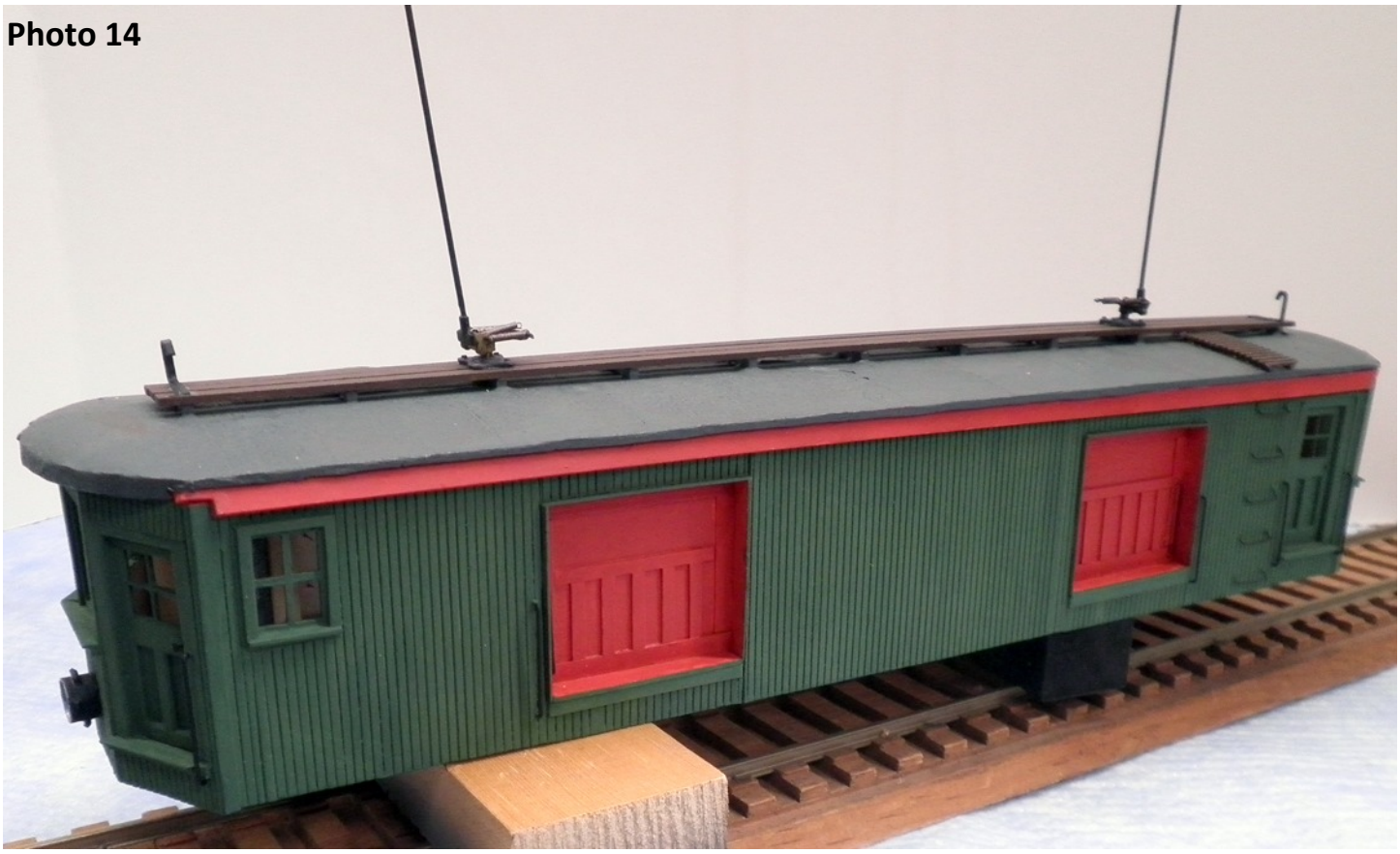


Photo 15



The body was painted Weyerhauser Green (Floquil) with the freight doors painted Caboose Red (Floquil). The roof was added back into place using the original screws to hold it in place. Letter board trim pre-painted Caboose Red was added (**Photo 14**). Grabs irons, headlights, and the retrievers were painted Engine Black (Polly Scale). Poles were mounted into place through seats with hooks fabricated from 0.025” x 0.060” brass added at the ends of the roof (**Photos 15, 16**).

Photo 16



Photo 17



The floor and underbody were painted Flat Black and left to dry for a day. Then the floor was returned to body shell and mounted back into place using the original screws. Radial couplers were fashioned from Kadee couplers and a brass extension casting designed to fit into the coupler shank that was drilled and tapped for a 2-56 screw. Additional details that were then added included white metal anti-climber castings which were formed to fit the shape of the ends, painted Tarnished Black (Polly Scale), and glued into place using Goo and CA (Photo 17).

The trucks from **Photo 3** were painted Tarnished Black and mounted onto the bolsters using 4-40 screws which completed this build that was started by some other modeler years ago (**Photos 18, 19**). They had a nice idea and vision, and I had some good fun getting it to this finish line.

Photo 18



Photo 19



Building An Open Air Engine Shed Part 4



By William W. Davis

Click here for Part 1 of this series.
Click here for Part 2 of this series.
Click here for Part 3 of this series.

Intro:

In the first three parts I covered the base, the open air structure, the parts shed, the fence, the machinery and powering of the machinery. In this the fourth and final part I will cover the roofing, the bone yard, the signage, pictures of the finished model and the awards it received in contests that it was entered in.

Bone Yard (part 1):



In part two I talked about building a fence, a pipe rack and a parts bin. These plus the outhouse were to be the major structures in the bone yard area. The bone yard covered an area from the parts shed to the end of diorama, and from the open air shed to the fence. In the original design for this area, I planned a very large tree. We will talk more about this tree and how it affected this model as we progress. On the left side of the open air shed I added a cinder block wall section like what was used to enclose the right work area. The purpose of this little wall was to shield the lathe. On the outside, against this wall, I put a large ladder, a barrel with a chain laying upon it, along with other assorted details with grass and weeds around them. I then started adding the piles of discarded parts and junk in other parts of the bone yard area.









Grass & Weeds etc:

Of course, without weed control, over the years the grass and weeds overwhelmed the area. That is except for the well warn path through that area. I wanted to have tall grass and bushy weeds. For the tall grass I used Woodland Scenic field grass in a various colors. I cut these to various lengths and glued them in the bone yard area. My friend Randy Scott had a collection of various type weeds. He generously allowed me to use some of them to farther enhance the grassy areas. As grass, weeds and clutter was added, the well warn path through the bone yard began to be more obvious.





Finally, since this a quarry railroad, I want the track area to be covered with limestone ballast. Doing this I nearly completely covered the ties. That turned out to be an added bonus, which I hadn't planned. The glue I used on the ballast was white glue thinned with water. This caused some of the spikes that held the rail to rust and that showed in the limestone ballast. Turned out to be a neat added touch!

Bone Yard (part 2)

With the structures in place, some junk clutter in place, grass and weeds placed, I still felt that it needed more. So, along the fence and outhouse, beside the open air shed, I put more piles of junk. Where the tree was mounted there was a mound. After removing the tree I placed additional parts and junk in that area including a broken down cannibalized vertical steam engine. Now, between the structures, the grass and weeds, and the parts and junk piles, it started to look the way I envisioned the bone yard. Finally, I added fine sifted dirt to accent the path.











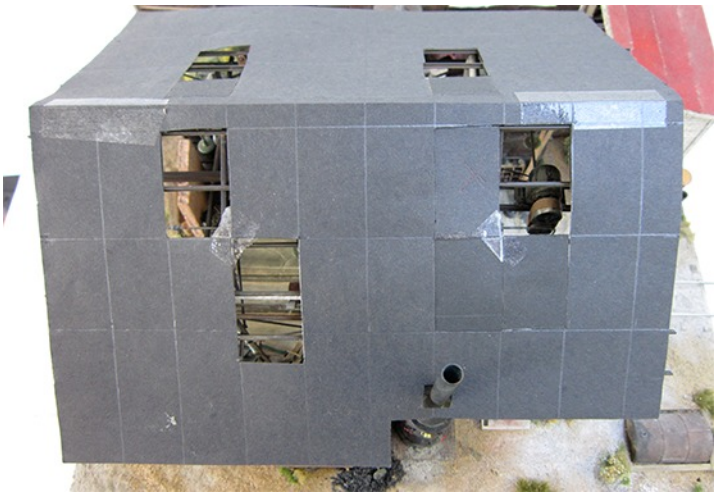
Roof:

With the bone yard done, the open air shed was done except for the roofing. I wanted the roof to be corrugated. I found a picture of a Cuban sugar cane railroad's open air shed. It had a corrugated roof. It also had missing pieces of roofing. I liked that concept so I decided to make my roof like that.

Using black paper I made a mock up of the roof. I then used the mock up to decide where I would have the missing pieces. I tried to place them so they showed detail that otherwise would have been hidden, like the motor in the rafters. I drew the layout of the roofing on the mock up so I knew just how many pieces of corrugated material I need to complete the roof.

I did this because I wanted to make sure I had enough pieces and all the pieces matched. Nothing is worse then running short and trying make new pieces match the one you already made. They never quite seem to match up. I prepared the pieces of corrugated material the same way I described in part one of this series. Working from the bottom up, I glued the sheets in place. Now you may have noticed that some of the roof pieces have a green tint. Like the fence, I wanted these pieces to have the look of being reused. To complete the roof on the peak, I cut pieces in narrow corrugated strips that I bent to make the cap.











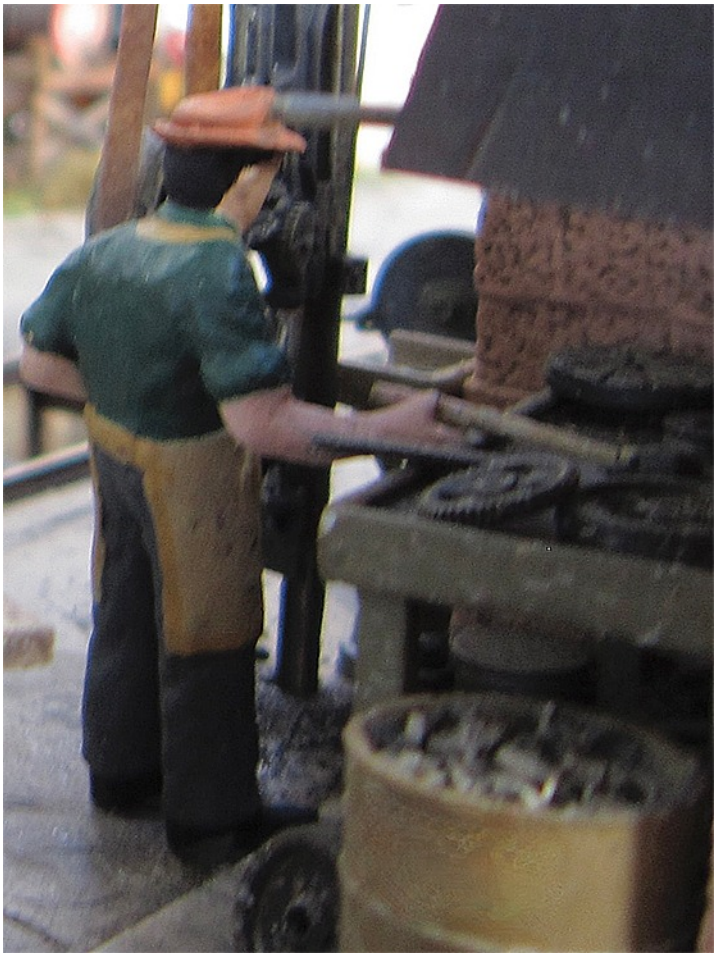


Final Details:

Now that everything was done, I went over the model to see if anything should be added. One thing I thought was missing was life. I decided to add a few figures. I don't like showing faces on my figures. I know guys who can paint figures really well and make them look very realistic. That is not me! So I chose, out of my figure collection, three guys that looked like they were workers. I also chose them because they would be able to be positioned so their faces wouldn't be easily seen. Out in the bone yard, I put a guy kneeling check out a motor. We will call him Larry.

Inside I located two workers. Machinist Bob and Old Charley.







Machinist Bob is working in the work area surrounded by the cinder block wall on the front side of the shed. While on the other side of the shed, Old Charley is looking at the wall board full of tools trying to decide which tool would be best meet his needs for the job he is doing. These tools where laser cut by a company called Vector Cut. Sadly, they are no longer around, and had some very nice laser cut details.

Signage:

My friend Mark Chase sent me some cool signs. I modified them and added my quarry company name to the signs. I did this modification by using an Adobe photo program. I particularly like the rather unique safety sign that reads “obey the company rules they are made to help you” and put it in several locations in the shed.









In the parts shed on the back wall is a large wall sign that I found on the Internet. I also found a thermometer and some pictures that you might find on a worker's locker. Besides these, I also put labels on the paint cans and grease can in the parts shed. These are the kind of details that gave the model personality.



Finished:

That completes the open air shed scene and here some finished pictures on the next page. In some of the pictures you will see the model with the tree and others without it.

Contests and Awards:

I usually am not one for entering contests. However, my friends encouraged me to enter this model. So in 2013 I entered it at the National Narrow Gauge Convention in Pasadena, CA. There I learned some valuable lessons about contests. Location, location, location is what the realtors say and that proved true here. In the contest room I had several places to place my model.













Mistakenly, I chose a low table with two much larger models on either side. Being low it wasn't easy to view the details. In addition, the tree hid many of the details; so that without intense study, they couldn't be easily seen. The end result – it didn't place. In 2014 we moved to North Carolina. As I mentioned earlier, I removed the tree added more junk details where it had been located. In these pictures you can see the difference in the presentation of the model with the tree and without it. As much as I liked the tree, it overwhelmed the scene and became more of a distraction than an asset, and that is why I removed it.

Again, at the encouragement of my friend Jim Murphy, I entered it in the 2016 NMRA MER convention in Durham, North Carolina. NMRA contests are judged not popular vote like the National Narrow Gauge Conventions.





This time it won best on line structure, best model and best in show. In 2021 I decided to see how it would do at the National Narrow Gauge Convention at Hickory, North Carolina. There it took first place display.

In Conclusion:

It is my opinion that, as modelers, we all have a favorite model that we have built and it also just might be our best. This model is that model for me. Till next time happy modeling!



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AND THE L O N G BECAME SHORT !

By Edward Bommer

It has been a while back now, when my good friend and fellow O scale modeler, Herman Botzo, created an Empire State Express train for his Buckeye Railroad.

Four Kasiner Pullman corrugated side, extruded aluminum cars from the early 1950's are the start of this project. The train consists of a 60' baggage car, a baggage/coach combine and a coach that had been shortened from their original 85' length to a scale-75'. Also, an 85' modified Kasiner observation car was added to the consist. I had these cars since the early 1950's and refitted them for Herman's Empire State Express. The observation was lettered for the 'Buckeye' at his request. The train is drawn by a streamlined 2-rail MTH "Empire State Express" locomotive.



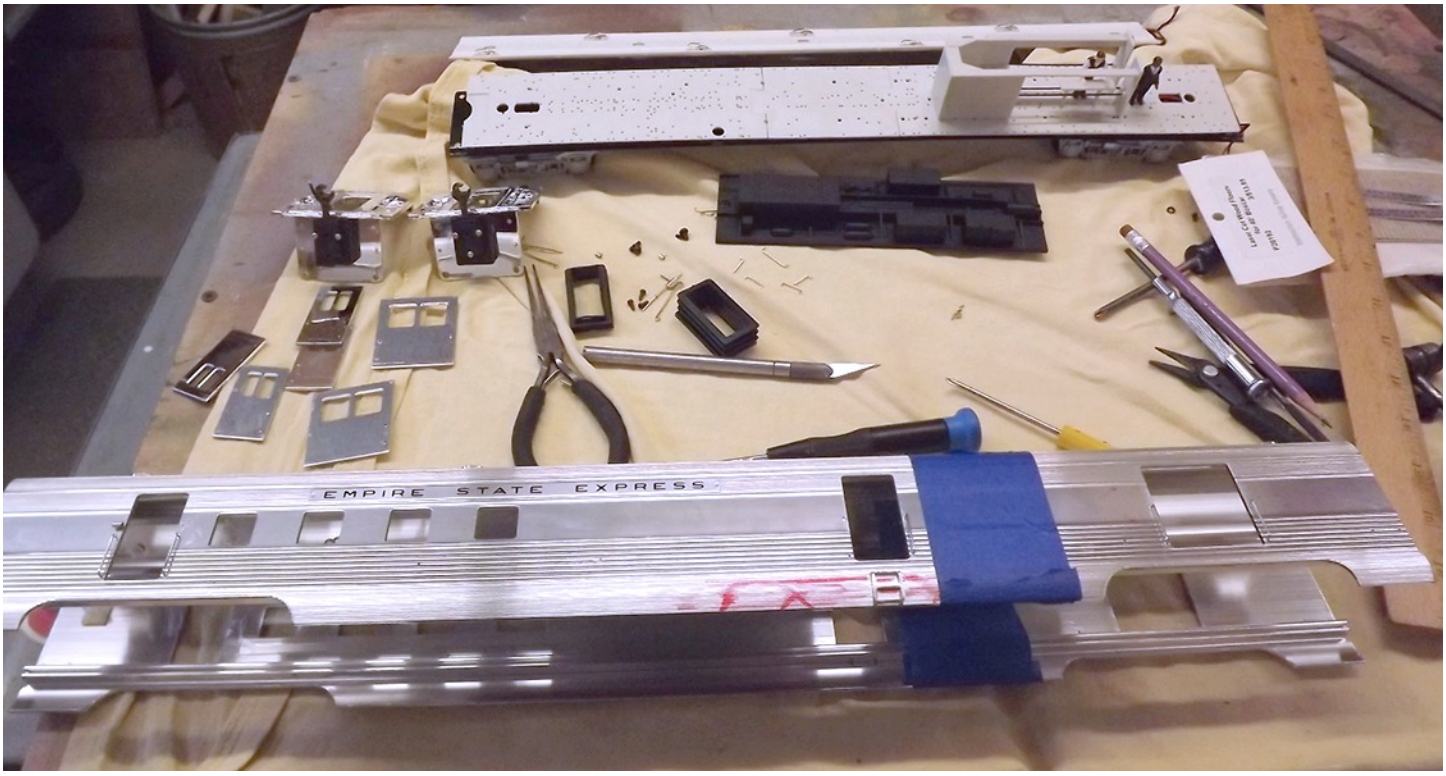
A few years later, Herman asked if I could shorten a full-length streamlined RPO/baggage car to add to his Empire State Express. It was from a six-car set of "Empire State Express" K-Line 'Legacy' set Number K-670-L issued in 2004. I asked for a photo of it, to see how that could be done.



Well, the postal compartment was at one end, so that helped reduce the number of cuts needed to shorten the body. Empire State Express cars were named after former New York governors. John A. Dix, whose name is on the model below, was the oldest person to be elected as governor in 1873. A former Civil War Union Army officer and well regarded as a hero, Dix only served as governor for about a year, but was not forgotten.



The car body was marked to shorten it by removing the baggage compartment and keeping all the roof vents except at one end. A skirt cut out is also marked to match that on the left side. Then came the gruesome work of disassembly, and hacking away at the car body.

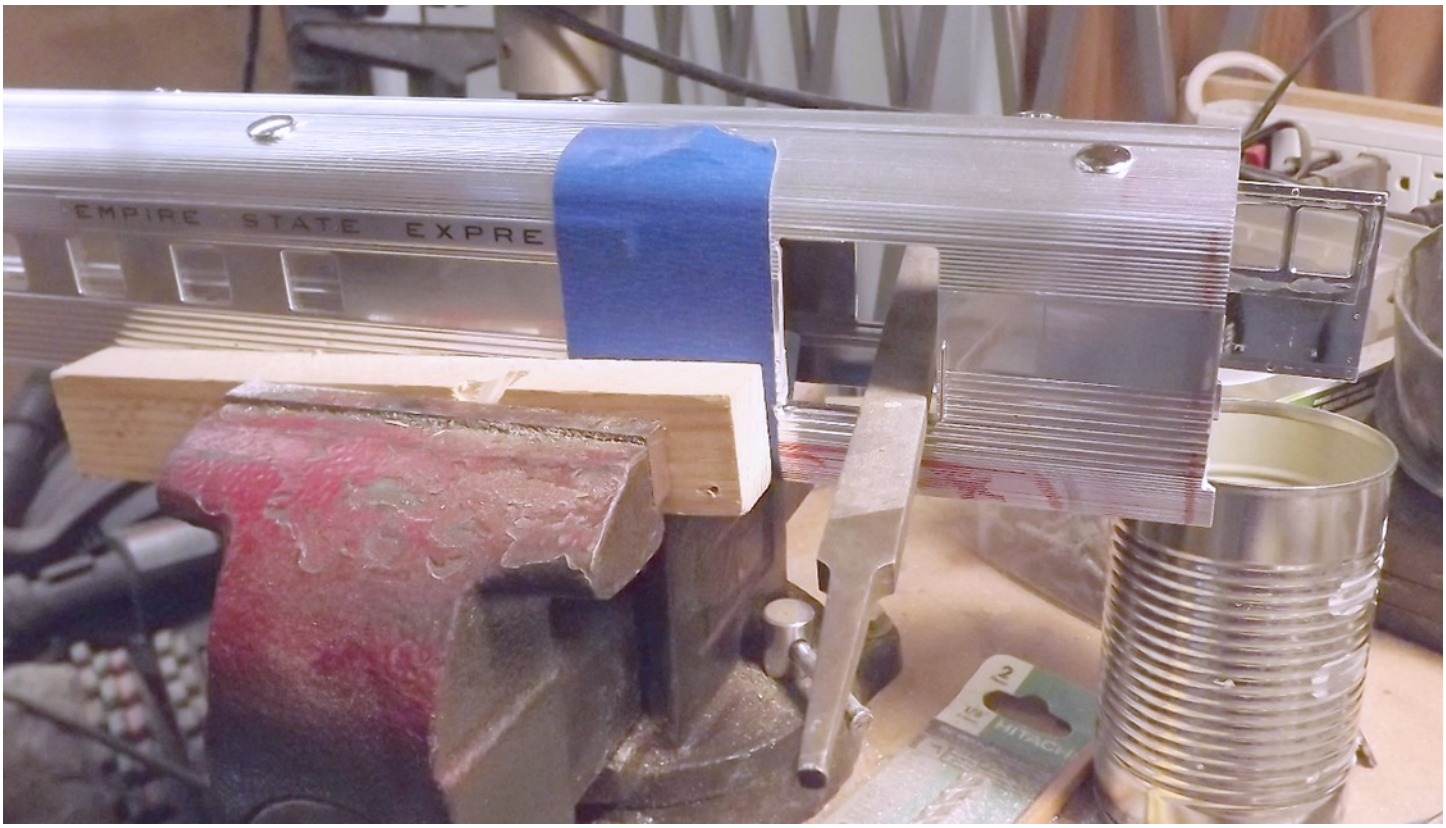


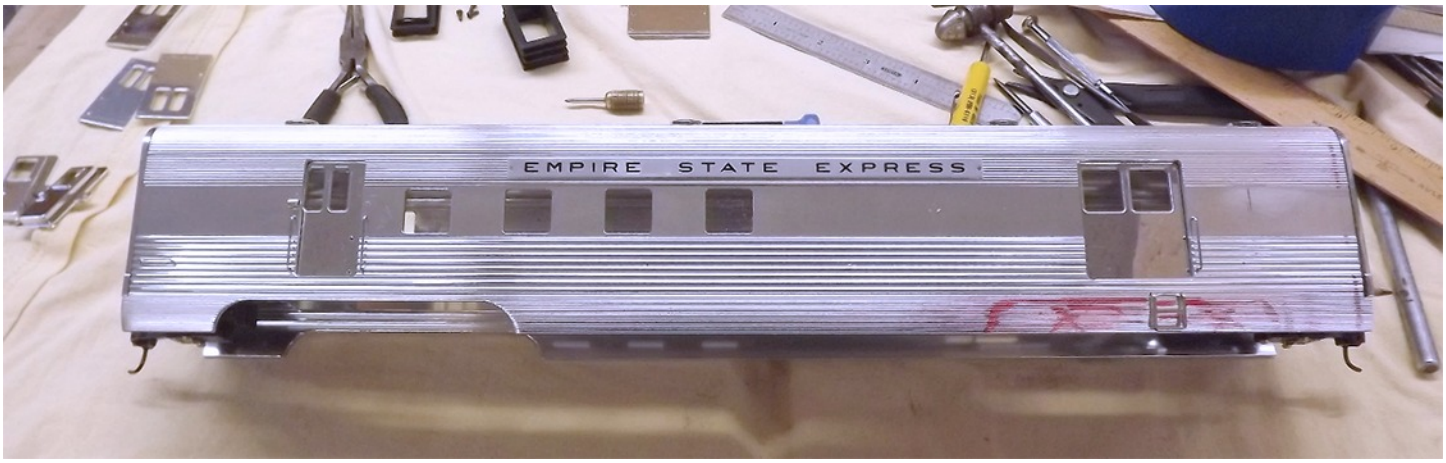
Tape was used to form the cut line for the carbody. Care must be taken to assure that the cut is perfectly square, straight and even on both sides. There is only ONE chance to get this right!

The only way to go now is FORWARD!



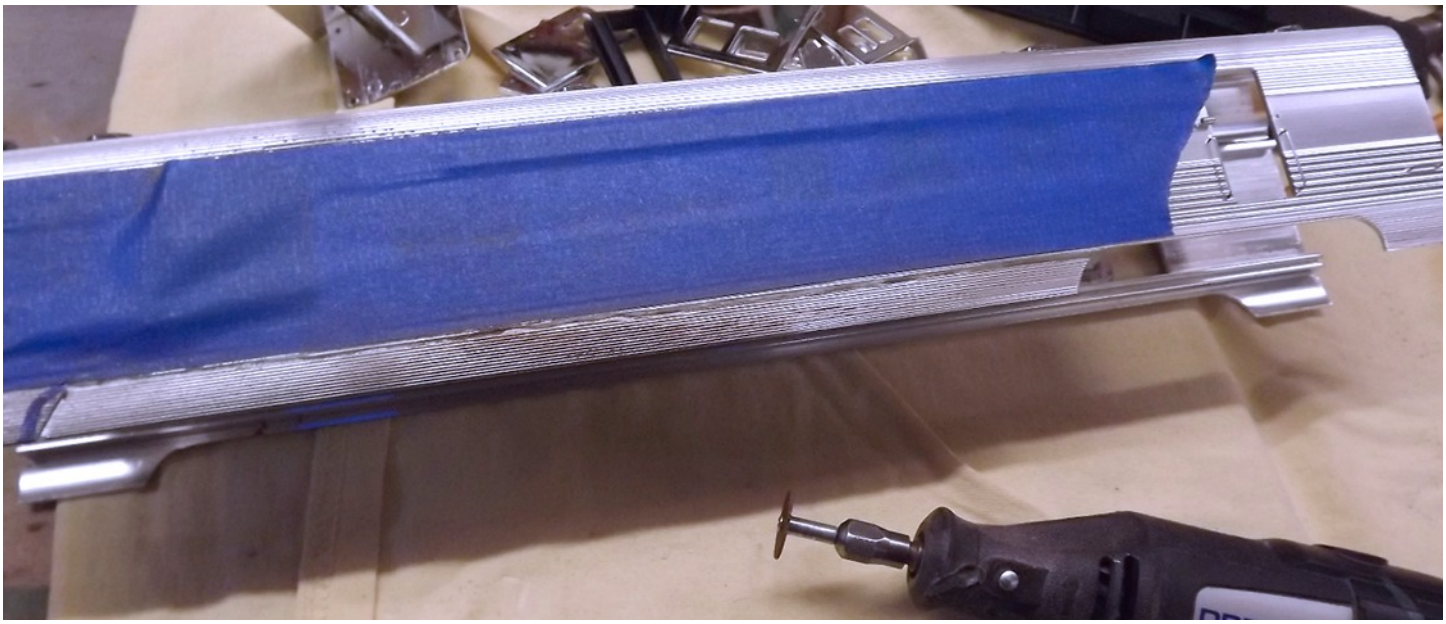
The postal doorways on the cut off end were widened to become baggage compartment doors. The original baggage doors were reused.

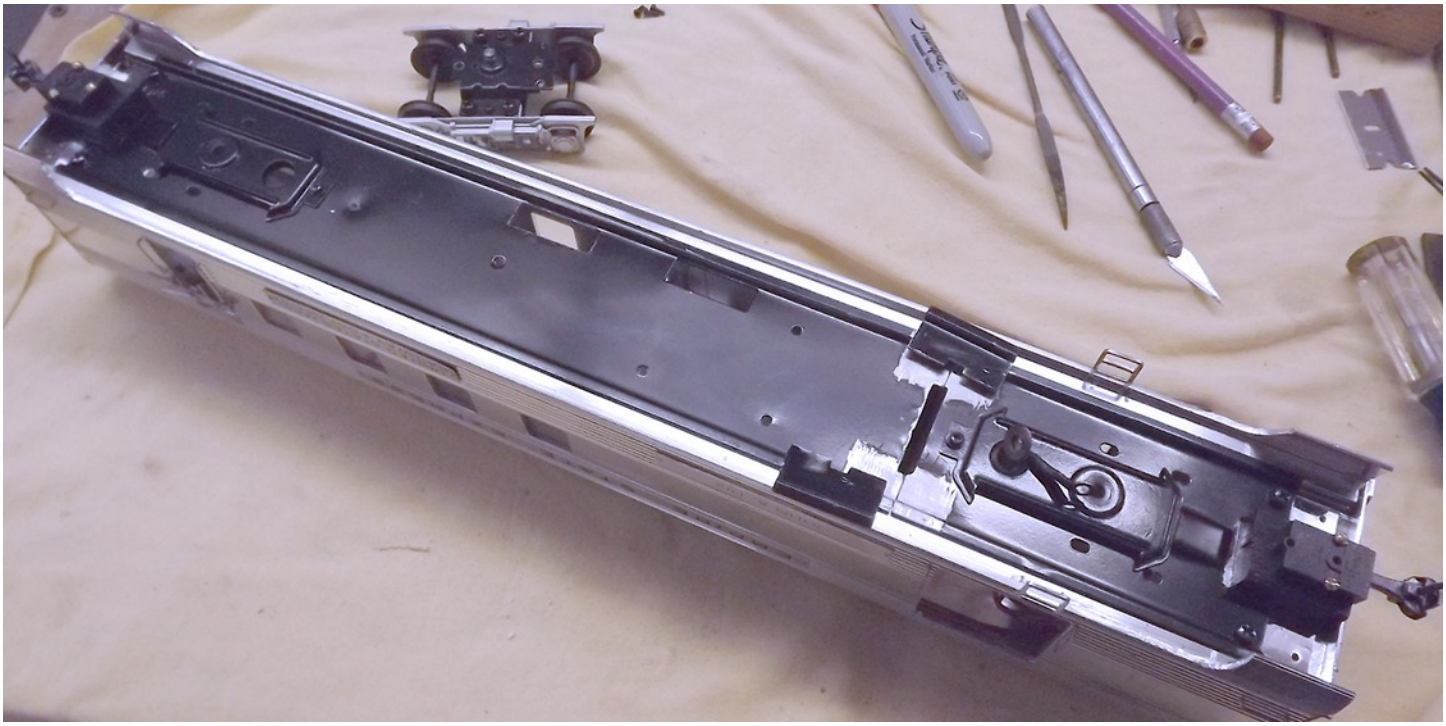




A question arose whether there should be two truck cut outs in the skirting, or should we remove the skirting between the trucks as that had been done all the other cars for this train. It was decided to remove the skirting.

With the body now trimmed to its new length, the stamped steel car floor also needs a few alterations to fit it. A section was cut from the middle and rejoined with two screwed in place patches, so both floor ends and truck mounts would be in the same position at each end as they were on the original, longer body.





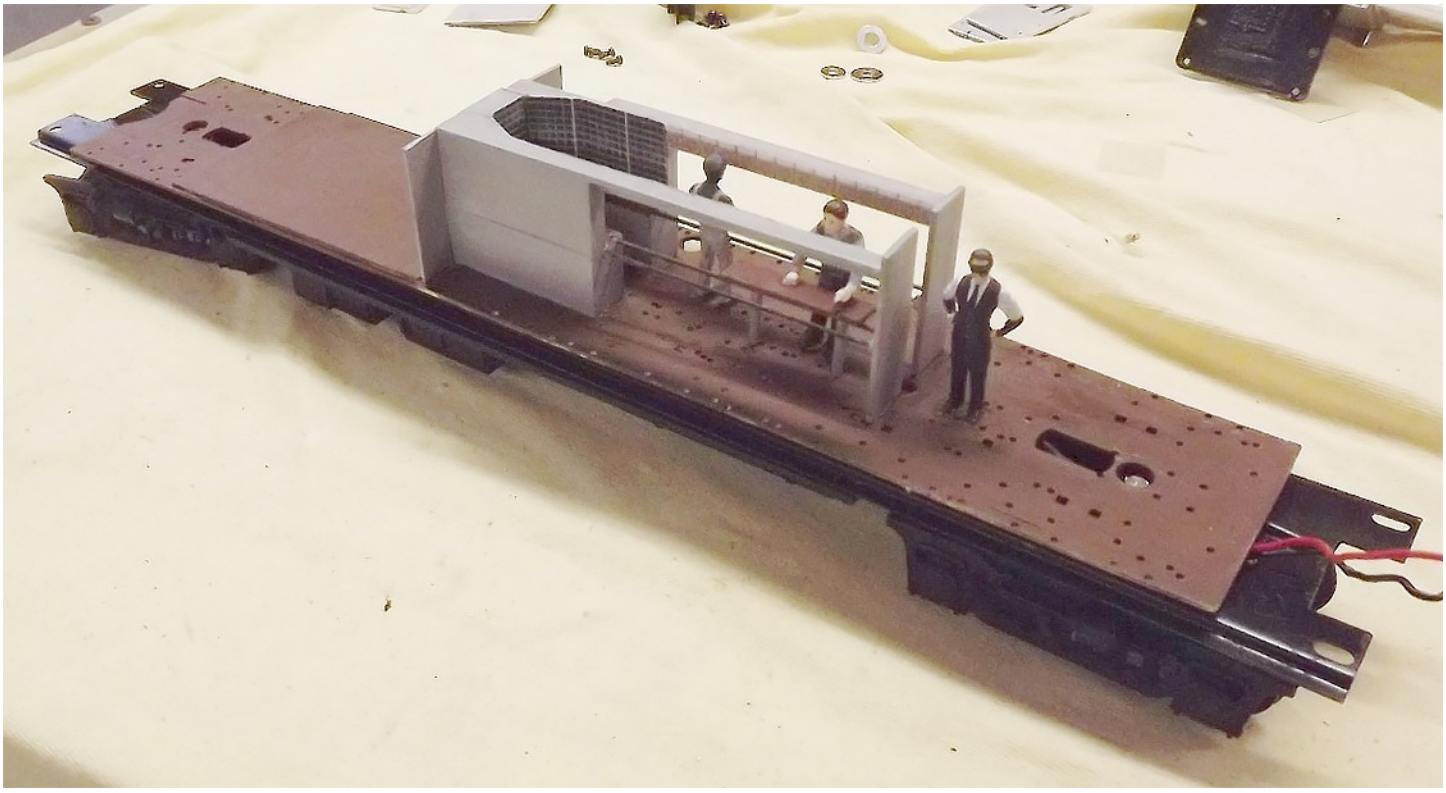

EXPRESS
JOHN A. DIX

A car riding height check with another 2-rail scale car revealed that the truck mounts on the K-Line car must be revised.

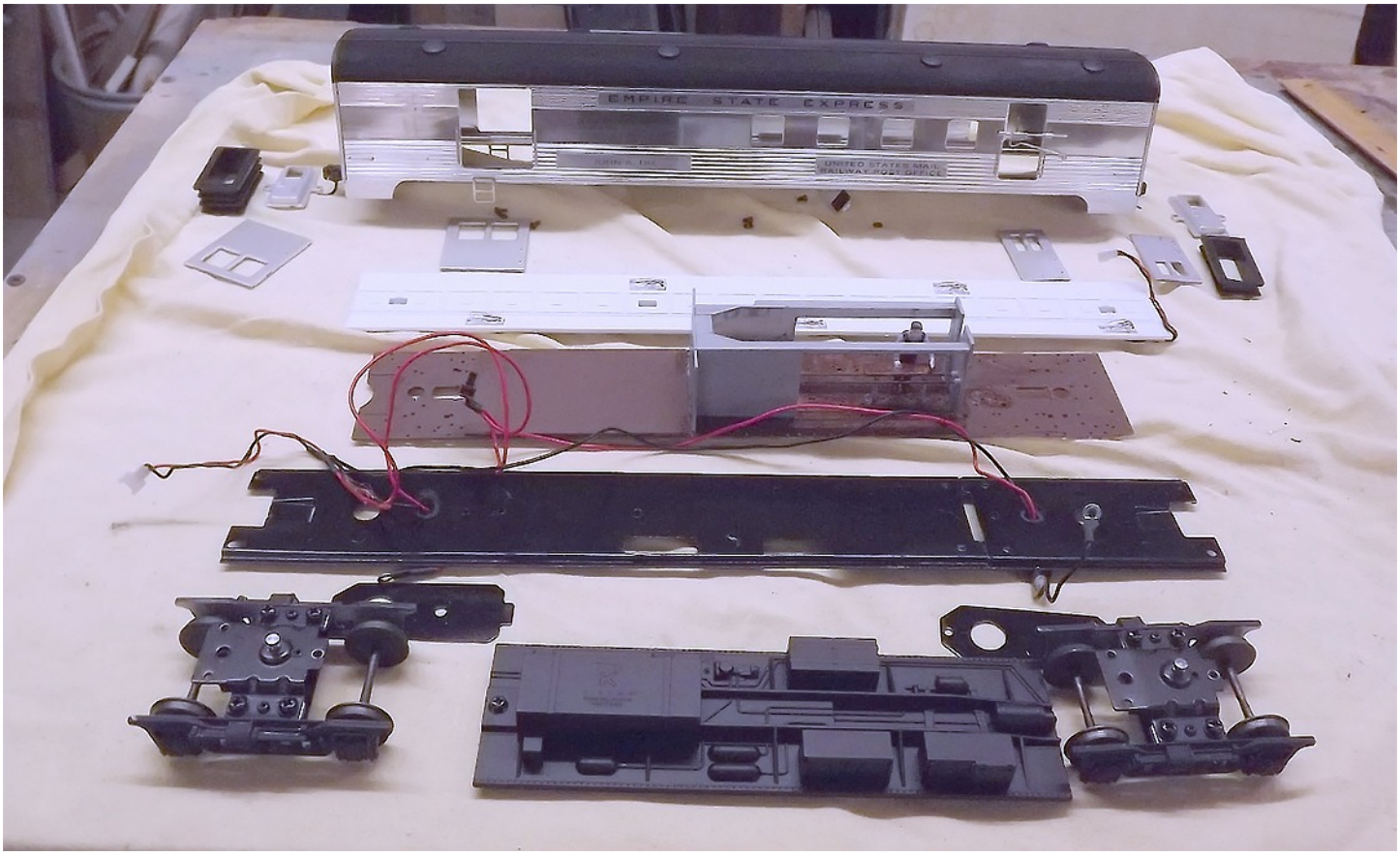


The solution was to remove the raised K-Line truck mounting pads on the floor panels and replace them with .020” flat brass plates drilled to accept the trucks’ bolsters as before.

Interior details followed for the postal compartment, with a bag rack, sorting desk and personnel.



Painting followed with the roof done in Rustoleum high heat resisting flat black. The original lettering panels were relocated to suit. The chrome plated car doors and highly polished body window strip were airbrushed with four coats of Floquil bright silver mixed with 15% glaze to reduce their highly reflective shine and better match the extruded aluminum body.



Here are the parts, ready for reassembly of the shortened K-Line Empire State RPO/ baggage car.



Fully assembled, and ready to roll!

Backshop Solutions

By Ross Dando

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

Doing a small addition to the shop...

I have been a model railroader since I was 3 when I got my first train for Christmas! Many of us have this same story to tell.

So what have I learned and where is this going?

Over the years I modeled mostly HO, modeling being the real activity. I started many layouts, but never really finished any of them.

I have spent years drawing empires and dreaming that the day would come where a layout would magically appear. The first house I built had a layout room that became a family room for 20 years. Benchwork was as far as that progressed.

Recently, I was well on the way to having a switching layout. The only issue was that it only fits diagonally in my shop where I have the compressor, machining and wood working equipment, paint booth, work benches, tool boxes, a lift for working on my track car and finally three cars. My hobby room over the garage holds all the treasures I have collected over the years, the computer work station and my modeling bench. To say things in 1/48 are big and the space is tight is an understatement.

With retirement getting closer, I have realized that if I don't do something to make this and my other hobbies comfortable to do, I will just be frustrated and not enjoy any of it.

So what you say, figure out which hobbies you want to enjoy and get rid of the rest, downsize, or as my wife occasionally suggests, get rid of it all but the few things you want to work on.

As much as I want to embrace the minimalist lifestyle, hard pass. I have dreamed for 57 years about my empire – time to make it a reality. Help will be gladly accepted if you want to stop by.

Since we bought this house I have tried to figure out where to stuff a layout, not a big one, but a place to relax and enjoy just the trains.

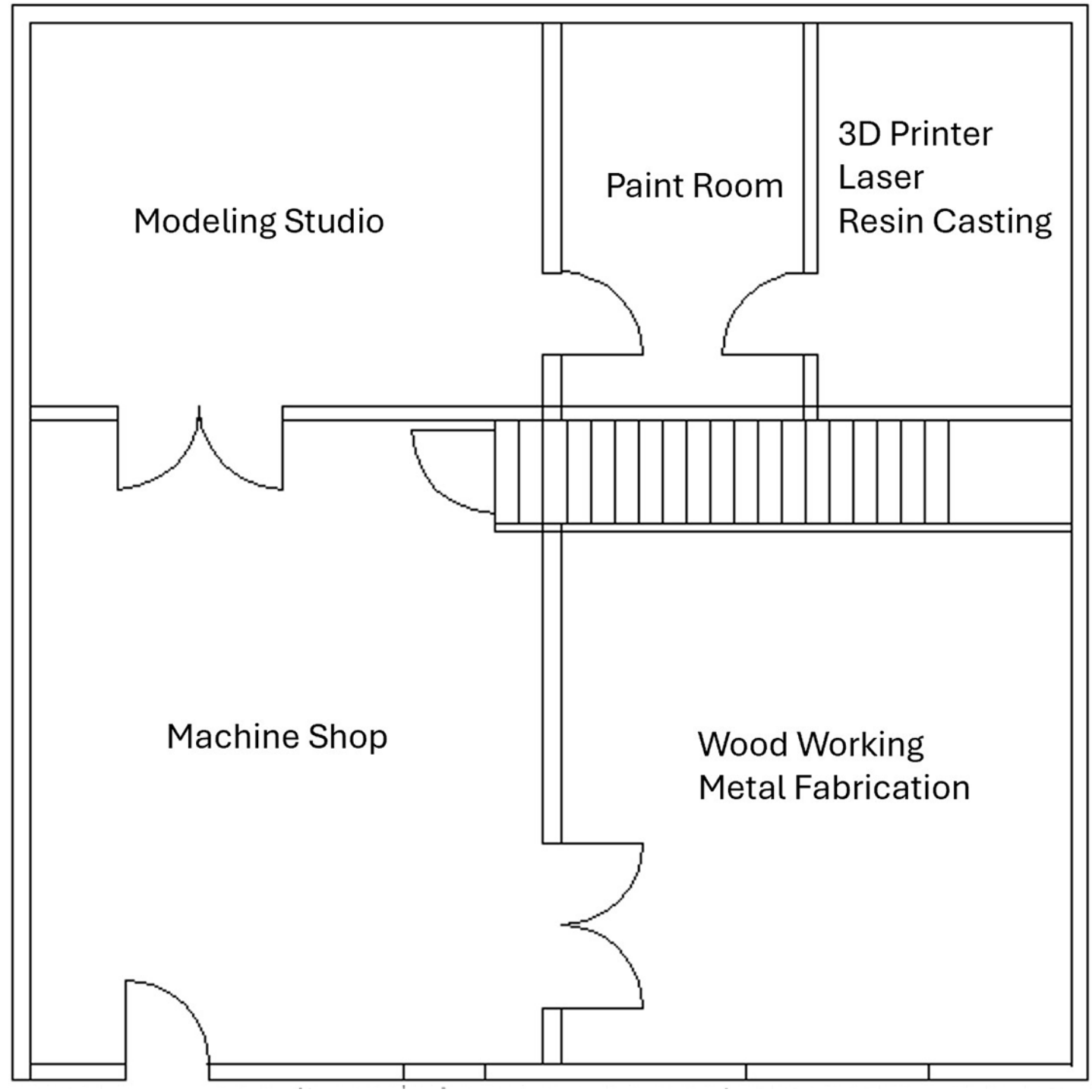
I read the book "Keys to a Successful Retirement" by Fritz Gilbert; in fact, I read it cover to cover on the flight to Hawaii and my wife read it on the flight home. It generated a great discussion about what our passions are. The book focuses on your mental health in retirement more than money. You can have all the money, but if you don't know what your passions are, then you will wander the wilderness without a plan. I have a plan in my head, and to say trains are my passion would be a bit of an understatement.

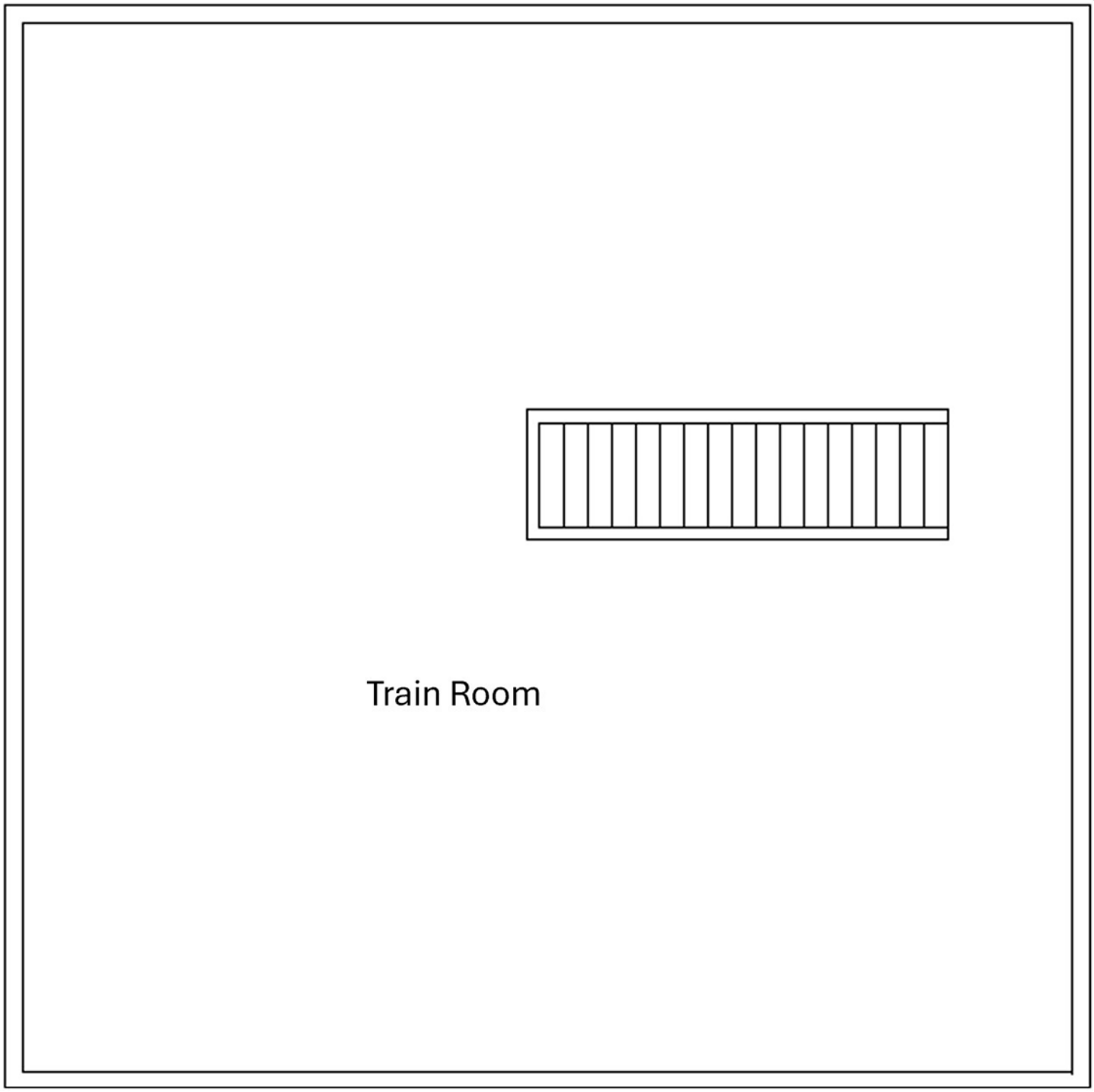
I have had the plan prototype for most of my modeling career so that box is checked. I wandered the plains for years with that, it was the location that was missing. 2023 and 2024 helped define the location and a site visit was done in 2024 – Milan, Illinois, another box checked. Now for the last two years, I have designed modules, laid track and started on the landmarks that will define the visual aspects to help the modeler know where they are. The only thing I keep coming back to is the inability to really enjoy things without having to move things, and still it is not a good modeling space.

Last year I decided I needed a space. I started sketching what an ideal work area would be, where a layout would go and still it just didn't fit together in any space I had. So a new space it is.

Everyone has their dream. Mine are usually unreasonable. So using a sharp pencil and some paper, and then AutoCAD, I tried to put something together that fits the space I have and will serve the purpose needed to really make retirement more enjoyable. I have several requirements: a dedicated place for the machine shop, welding, and wood working, all in closer proximity to my hobby room. The hobby room needs a dedicated space to work on models with storage, a place to have a 3D printer & a laser. Finally, I need a clean room for painting and decal work. Then there needs to be a space for the layout. I don't want a huge layout and, in fact, the modules I have already built need to be finished and available for operation before we expand.

Here is what we came up with.







Negotiations with the capital approval manager started several years ago, but recently with retirement drawing near, approval for a study was approved. With her approval, I figured out all the things that would not have a home once the structure went up. Then came up with a plan for where to move them.

Once that was approved, the real work began – how to organize and fit everything into a space. I measured the spaces I currently use, and also the things I have to move to create a usable space. This gave me a good idea of what I wanted. The

spaces will be temperature controlled and hopefully the layout will allow clean things to stay clean and well, a place where a mess can be made and cleaned up.

So far things are moving right along. Enjoy the pictures as we build a shed!

I am looking forward to some time to work on making the new space my own and getting the modules up and running. Still a ways to go.

~ Ross & Toby



The calm before the storm.



Work started by removing concrete walkways and the sprinkler system I moved to a safe place six years ago.



And just like that, it's all cleared.



We kept finding things we didn't know were there. The current shop was built by the previous owners after the house. Needless to say, there is more sprinkler line buried and inactive than we thought.



Two days and it's ready for concrete.



And then we poured on day four of the project.
They used what they called the small pump truck. It's the medium one.



Nothing like being on the edge!!!



For the stem wall, they actually brought the small pump truck.



And we cure for a week. We kept one of Deb's garden beds. We just eat a few tomatoes and some herbs. The garden has a new home once we redo the grass.



Layer backfilled and compacted.



Road mix ready for the slab base. It's fun getting to see the equipment and processes.



All filled in and ready for some water. Oh and more trenches to put sprinklers back in.



This time, the large pump truck showed up. You can only put the outriggers out so far before they end up in the pour area.



Third concrete truck arrives.



And they missed it by that much. Can you guess how many yards we need?

Halfway in on the pour, we figured out the road mix was 1" lower than we wanted, oh darn a 6" floor.



And it cures.



The boss showed up to make sure the siding was off so the framers could start.

I have one more day until they start.



And the kit starts being delivered.



I was amazed at how organized they were.



First walls up.



Floor joists delivered.



Trusses delivered.



This beam was huge! I was amazed how the six of them moved it.



6” x 20” x 40’



And the joists are going up.



Joists up and moving on up.



Toby did not understand why he shouldn't come up the ladder.



Nice view



The four spider monkeys. Dad works in construction, they climb all over the place.

First wall upstairs, it's getting exciting.





Rooms framed up.



Now I can visualize better.



Now this should be fun to work in.



Things are getting close. With the trees and not allowing heavy equipment on the driveway, I was happy to see this show up.

Last truss set.





We finally have stairs!



Going to be out of town for a few weeks so this is where we are at! Looks like a building!

Watch dog Toby on the job!



New Tracks

Mentor Definition: A Trusted Counselor or Guide

New Tracks Mentoring Inc. Announces the 2026/27 Scholarship Awardees

For the 2026-27 academic year, New Tracks Mentoring Inc. has awarded four $2,500 Scholarships to deserving model railroaders pursuing STEAM degrees. We are now starting our fundraising for scholarships for the 2027-28 academic year.

New Tracks Mentoring, Inc., a 501 (c)(3) non-profit corporation established in 2023 is committed to assisting young model railroaders pursue STEAM studies at the college or technical school level, has announced the awarding of four $2,500.00 New Tracks Modeling Mentoring Scholarships to young model railroaders for the 2026-2027 academic year. As the only non-profit group offering academic scholarships nationwide, New Tracks Mentoring, Inc. has now granted 12 scholarships totaling $25,000.00 since its inception. This year's recipients are:



Class of 2026-2027

Brooke Christy: Bucknell University

Dean Deis: California State University Fullerton

Nathaniel Pham: University of California Davis

Connor Proefrock: Purdue University

This is the 2026-27 Scholarship class. They are an amazing group of young modelers/students, and we are excited about helping them achieve their goals, both academically and in our hobby. You can see the announcements and interviews with the individual modeler/students on **YouTube here**.

NEW TRACKS Jim Kellow MEMORIAL SCHOLARSHIP

With the recent passing of Jim Kellow, MMR and founder of New Tracks Modeling and the scholarship program, the NTMI board has decided to rename the scholarship to the New Tracks Jim Kellow Memorial Scholarship to celebrate Jim's dedication to the hobby and encouraging young people to participate. This is the new logo for the scholarship program.

These scholarships are made possible by the generosity of many individuals, as well as our Platinum, Gold, Silver and Brass Corporate donors. Donors wishing to support the program, as well as students interested in finding out more about the scholarship can visit: https://newtracksmodeling.com/scholarship/

Make a Tax-Free Donation using Zeffe

Join the New Tracks Modeling Community

New Tracks "My Build" will return next issue.



The OSC COUPLER

PROMOTING "O" SCALE 2-RAIL
AND SUPPORTING MODELERS IN 1:48 SCALE

O Scale Central Collaborates with *The O Scale Resource* Magazine

O Scale Central (OSC) is a membership organization whose mission it is to promote O Scale 2 Rail (OS2R) and support modelers in the scale. We work to build an informed and cohesive O Scale 2 Rail community. OSC is pleased to support and work with *The O Scale Resource* to get out the word.

OSC provides an information-filled website which includes an introduction to and overview of O Scale, as well as a trademarked OS2R product and service guide to connect modelers with products, services and resources. The guide is indexed, searchable, free to use and be listed. The Website also includes membership information. Dues are only $24.00 per year. If you are new to the scale or are just O Scale curious, check out https://oscalecentral.com/ and consider joining.

The website also has a Members Area requiring your email and a password for access. This now includes an O Scale Central Member Directory with additional member information. Over half our members have ok'd their listing in the directory. This is searchable by many of the fields. You can search for others based on the railroad they model or where they're located in the country. Past issues of the OSC Coupler and OSC Drawbar newsletter are also available.

O Scale Central maintains an active outreach program to train shows, RPM meets and NMRA Conventions. We display O Scale trains, describe OS2R's advantages and tell people how to get started. OSC is also the NMRA's Special Interest Group - or SIG - for O Scale. We work with the NMRA to make and keep OS2R visible. O Scale Central members are also involved with reviewing new products for compliance with NMRA standards and model contest evaluations at the March Meet.

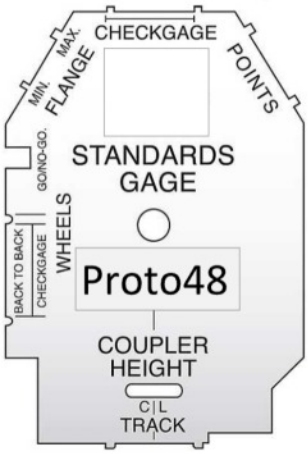
OSC publishes a monthly newsletter - the *Drawbar* - filled with interesting features about O Scale 2 Rail products, modelers, layouts, clinics and news. We sponsor a monthly online program, using the Zoom platform, which brings in top manufacturers, importers and news makers in the scale, presents layout tours of quality O Scale 2 Rail layouts, has short clinics and news you can use. Programs are recorded and available on our YouTube channel https://www.youtube.com/@oscalecentral1757

O Scale Central is a non-profit 501(c)(3) tax exempt membership corporation. Our mission is to promote O Scale 2 Rail and support modelers in the scale. It is the active successor to O Scale Kings.



John Armstrong's Super Allegheny as it passes Cattaraugus

NMRA Standard Gauges for P48 and P48n3 coming soon - By Eric Peterson



NMRA Standards and Conformance is planning on producing Track and Wheel Gauges for Proto48 and Proto48n3. Existing NMRA Standards will be used. Because of the lower volumes of these gauges, NMRA will use laser cutting. There are two sources and both have done a good job in the past.

Including Proto48n3 on the same gauge for Proto48 was considered, however, there is not a good way to also check clearances. The Proto48n3 gauge track center centers will be eccentric. NMRA has a molded plastic clearance profile gauge that can be used with a On3 Type II (square) gauge.

The Proto48 gauge can be cut as a Type I with the full clearance profile. The initial production quantity and cost is to be determined. Expressions of interest using the "Contact Us" form at the bottom of the first page of the https://oscalecentral.com/ website. This is open to everyone.

Existing NMRA Standards for Proto48 and Proto48n3 are included. S-3.1 and S-4.1. The format for these standards will be updated soon to clarify tolerances. NMRA Recommended Practice 2 (RP-2) provides information on the two styles of gauges and how they are used.
https://www.nmra.org/sites/default/files/standards/sandrp/General/RP/rp-2_standards_gauges.pdf

O Scale Central Online: The Program and the Purpose - By David Vaughn

An informed, interactive O Scale Two Rail community is important to building our Scale and facilitating the friendships and exchanges that are so important. OS2R is below the radar for most publications, programs, train shows and meets. Our members are located far apart, often lone wolves. Building that community requires work. The O Scale Resource is an important and effective platform to get the word out. Several online groups also provide opportunities for interaction.

That said, nothing compares to live, in person, interactive contact between OS2R modelers and O Scale importers, manufacturers, clubs, layout builders and other modelers. O Scale Central Online helps fill that need.

OSC Online is a monthly Zoom program which features content about OS2R. OSC Online is sponsored by O Scale Central as a service to the Scale. It is open to every OS2R modeler and those who are O Scale-curious. There is no charge, subscription or membership required.

The program is aired once monthly on Sunday afternoons at 4:00 p.m. Eastern time (1:00 p.m. Pacific and times in between depending on your time zone). Our next program will be on Sunday, September 20th. To tune in, get on Zoom on your computer (easy to install the app) and join the meeting by using the meeting ID of 274 516 0415 and, if necessary, an access code of 640611.

There is an even easier way to join the conference: Thanks to Dan Dawdy and The O Scale Resource, each modeler on the OSR email list receives an invitation to each monthly meeting the Wednesday or so before the meeting. That invitation includes both information about the program and both a meeting ID and

a one-click link to log on. O Scale Central Members receive separate invitations. Not getting invitations? Get on the OSR mailing list. Join OSC. Or check your Spam; sometimes, messages get screened out.

Here, by way of examples, is a quick run-through of the type of programming you can expect to see on OSC Online, based on recent programs:



In May, as part of the 100th anniversary of the New York Society of Model Engineers, President Doug Chadwick gave a presentation on the rich and colorful history of the Club and visual documentation of its OS2R layout, equipment and operation.

Former CSX Assistant Chief Engineer for Signals Eric Peterson then presented a clinic on how to model signals to match prototype practices and locations to add realism to your layout.

In OSC Online's June program, Tony Koester, David Vaughn and Nick Bulgarino provided the origin, research, construction, modification and future of the Model Railroader Wingate, Indiana O Scale project layout (January through April of 2020). The presentation included ways to translate research into building the layout, modifying it to increase operations and to build a modeling group to operate and display the layout to promote our Scale.



July's program featured an interview with and photographic documentation of OS2R custom builder Dan Pantera, including description of the 1,500 models he has built. Dan shared his construction techniques, provided builders photographs and answered questions about his rich history and accomplishments.

A clinic on taking an integrated approach to weathering followed. It provided insight and techniques on using weathering to bring your layout together and improve its overall feel.

For last month's Online program, Sunset/3rd Rail's Jay Escamilla walked us through his brand new catalog, reviewing product details of in-stock and scheduled models, answering questions and receiving suggestions. Sunset's projects represent a quantum leap for OS2R. This was Jay's second appearance on OSC Online; he promises to be a regular, introducing Sunset's new offerings.



Our second guest on August's program was Ron Maxfield, a modeler who is on a structure building mission to recreate his hometown's business district, including trolleys and interurbans, in 1:48. He has produced some great, prize winning structures. He shared those buildings and let us in on the construction techniques he uses to build them. His work has been described as "inspirational".

OSC Online's regular offerings include layout videos and interviews with OS2R newsmakers, as well as News You Can Use (trademarked by Dan Dawdy, used with permission). O Scale Central Online started during Covid and has been "broadcasting" for 45 months. We have covered a lot of territory during that time. The programs are recorded and back programs are available on YouTube, either directly or through the OSC Website (OscaleCentral.com). Join us to see the exciting segments in programs for the coming months, thanks!

O Scale Modular Standards

Earlier this year, O Scale Central published standards for O Scale Modules. Copies of the Modular Standards were handed out to interested modelers during the March O Scale Meet, and since then the interest continues to grow. The modular standards can be downloaded, and can be found on our website at https://oscalecentral.com/sample-page/reference-section/o-scale-standards/o-scale-module-standards/

Modelers who are tight on space and/or budget, or who require the layout to be mobile, can build and operate modules built to common standards. Some of the modelers interested in building modules are planning to build them with the plan to incorporate them into their home layout as well. As the popularity and experience grows with O scale modules, the participation of O scalers setting up layouts at 'All-Scale' train shows will really increase the scale's visibility. This year, the Cleveland O Scale Meet will host a modular meet. This will hopefully be the first of many O scale modular meets and we look forward to the progress of all of those who are beginning their builds.

Chattanooga Review



As many know, the National Train Show follows the NMRA National Convention each year. This year the National Convention was held in Chattanooga Tennessee, which made it a bit more centralized with O scalers driving in from all different directions. The National Train Show is made up of a mix of manufacturers, organizations, vendors, and groups who display and operate layouts.

This is the first National Train Show OSC has attended with an operating layout, and the show itself was very well attended. Displaying and operating O scale locomotives and rolling stock drastically increases the visibility of the scale.

Attending the event was OSC with the Detroit Model Railroad Club's modular layout, as well as the Railroad Model Club of Atlanta. The RMCA displayed fully scenic'd modules and rolling stock and locomotives under power. While we were the only displays of OS2R, we had a great reception by the attendees with an overwhelming majority of them discovering OS2R for the first time. Those who were not aware of OS2R, assumed that 3 rail O gauge trains are all there is in O scale. The demographic of the NTS attendees seemed to be made up of the convention attendees, local model railroad enthusiasts, and families. Other than a few convention attendees, most who viewed the layout did not recognize the scale. Our goal as an organization is to change that.



While this was the first NTS for OSC to attend, we are looking forward to many more similar events in the future. Using a modular layout helps center attention from the attendees, and it allows OSC volunteers to walk around and talk with the attendees about O scale and OSC. Another lesson we are continuing to learn is the importance of local clubs to attend shows like this that are local to them. While attending the show, the RMCA group received a membership application while they presented their organization and the scale.





Jay Escamilla of Third and Townsend brought a Sunset GP30 sample to the National Train Show Next to it is Marty Megregian's Southern LS-1

Indiana O Scale Show 2026

The two-day 2 Rail O Scale Train Show is Friday September 18 and Saturday September 19, 2026. There is a long tradition of fall Indianapolis O Scale activities now continuing at the La Quinta Inn & Suites, Indianapolis South. In addition to the actual train show Mr. Muffin's store and display layout will be open Thursday and three layouts will be open Friday morning as well as some later Saturday and Sunday.

One layout with complete scenery models the ATSF during transition to diesel and also has many O Scale models on display. The second layout models PRR during transition with multiple long trains operating as well as new construction on the layout continuing. The third layout models CSX and predecessors back to steam with continuing construction work to build and add signals, structures for the layout as well as finishing scenery and track ballasting with polymeric sand.

One table is planned for signal items to be displayed as a location for informal discussions about current projects and technology. Printing using 3D technology is providing many new items to add signal details to layouts.

Yes, some tables are still available as well as hotel rooms.

https://indyoscaleshow.wpcomstaging.com/

Everything Being Equal-ized



Happy as the little Mogul appears, there is a rail joint on the 50-inch-radius curve through Bridge 283 that I still have to tweak so the 2-6-0 and Geep will negotiate that area uneventfully.

By Tony Koester

I'm building a two-town tribute to the Wabash Railroad's 11th District. Better known as the High Line, it was a branch that extended from a junction with the Kansas City–Detroit–Buffalo main line to Keokuk, Iowa, on the west bank of the Mississippi. It was unusual in that it remained in steam for four years after the rest of the Wabash had been dieselized.

The reason the Wabash kept five ancient Moguls active was a long through-truss bridge spanning the Illinois River at Meredosia (pronounced Mare-uh-DOSH-uh). The rickety old bridge wouldn't even support two Moguls on one span, let alone a Geep or F unit.

After I lost my wife to Alzheimer's and COVID in October 2023, our enclosed 13 x 26-ft. porch went largely unused. I've always been a fan of Kemtron's Wabash Moguls, and I wanted to build a model railroad I could run by myself or with another modeler whenever I had some spare time, stopping at a random point during a typical "day." This would be a major contrast to the HO scale Nickel Plate Road St. Louis Division in my basement, which requires coordinating the actions of a crew of at least 16 people.



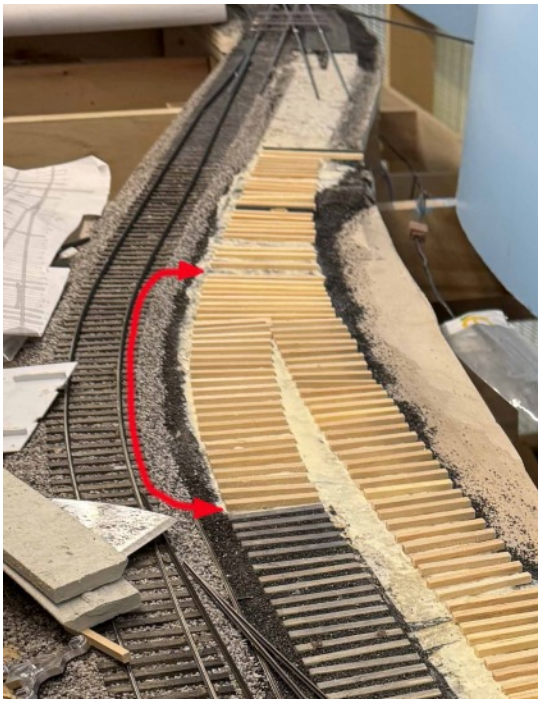
Motive power for Tony's Wabash branch line is a pair of custom-built Kemtron Wabash Moguls, plus an upgraded Atlas O GP7 to move cars between (unmodeled) Decatur and Bluffs, Ill., where the High Line branches off the K.C.

With the help of Jay Criswell of Right-O'-Way and OSC's David Vaughn, I acquired two built-up Moguls. I had some experience working with P:48's gauge of 4'-8½", and I like the correct gauge and wheel dimensions. I couldn't find any code 100 track components, needed to reflect the light rail used on the branch, so I opted to handlay all of the track. This is not difficult, as Criswell sells turnout kits that include castings for the two points, two guard rails, and the frog. He also sells small spikes

and plastic tie plates. I also had Bill McConnell of O Scale Turnouts build a sample No. 6 turnout to use as a pattern. Fast Tracks has turnout templates on their website you can print out to O scale.

So far, so good. But as track laying progressed, I began to experience derailments with the first-acquired Mogul. I have handlaid dozens of turnouts and assumed it would be even easier in O scale. The Moguls lost most of their lateral motion as the drivers were moved closer on their axles. And there was no equalization, which would have allowed the drivers – especially the center pair — to move around independently as they encountered track imperfections.

I had Jay build a chassis for a Red Caboose GP9 for a Model Railroader project railroad, and I worked with Mike Bearden to adapt it to an Atlas O GP7, which was needed for the Decatur-to-Bluffs mainline local. During the ongoing battles with the Mogul, the Geep finally arrived. It proved as troublesome as the Mogul, and apparently for the same reason. It was fitted with beautiful cast-brass EMD Blomberg trucks, but they too are not equalized and hence were no more forgiving of the slightest rail misalignment than the first Mogul was.



A white slice of roadbed on the outside of the curve between the red bracketed arrows shows where it was eased to make peace with the first Mogul, No. 573.

A conversation with Mike George, who has a beautifully detailed, multideck, basement-filling P:48 railroad, confirmed my fears: Equalization is almost a necessity for reliable operation with scale flanges. I sent the Geep chassis back to Jay, and he found and corrected some mechanical issues. But we decided to leave the P&D trucks on it until I could run more tests.

When the chassis returned home, I eagerly plunked it onto the main area that has been giving me problems. In the meantime, I had discovered a curve between turnouts that was a bit sharper than the 50” standard radius I had to adopt because of the width of the porch. I had scraped up and re-laid about six feet of handlaid track that included three No. 6 turnouts in preparation for the Geep’s return. Ongoing tests with the first Mogul confirmed that it would usually negotiate the three turnouts and connecting curve.

Power on. Two toots on the air horn, and I eased the Geep forward. Thunk! It hit the ties right where it had before being upgraded. On a hunch, I turned the Geep 180 degrees and ran it backwards through the problem area. Yay! It stayed on the rails!

At this writing, I’m waiting for the second Mogul to be DCC-equipped so I can use it as a tie-breaker. If it stays on the rails, then I will know the first Mogul simply needs a little more fine-tuning, as does the Geep. If it also hits the ties …

Well, then what? More fine-tuning of the track alignment will be Job One. If that’s insufficient, I’ll do what I can to ensure the Mogul is properly balanced front to rear and add some weight to the lead truck. A more drastic measure would be to try to have the Moguls’ chassis milled narrower to allow more lateral motion, or perhaps having the flanges of the center driver pair removed. The Geep apparently needs the front truck loosened up a bit. If I still have problems with it, the Atlas O Blombergs fitted with NorthWest Short Line P:48 geared wheel sets might help, as they have more equalization.

Regardless of the outcome, the purpose of this incomplete report is to alert those of you who may be contemplating building a railroad with prototypical gauge and wheel dimensions that truck equalization may be critical. Stay tuned for an update on my efforts to get by without it.

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.
daniel@modelrailroadresource.com

BloomingtonMinnesota: The 46th National Narrow Gauge Convention
The 46th National Narrow Gauge Convention. September 2-5 2026. At the Doubletree by Hilton Hotel 7800 Normandale Boulevard, Bloomington Minnesota 55439. Trade show with more than 75 vendors of all scales, 85 outstanding clinics, 40 home and club layouts on tour, contest room with models and photos. Free parking at hotel. Visit 2026 NNGC.com for more information and registration.

Indianapolis O Scale Show 2026
September 15-19, 2026
LaQuinta Inn Indianapolis South
5120 Victory Dr,
Indianapolis, IN 46203
Fri. Sept. 18, 3:00 – 7:00 PM
Sat Sept. 19,9 :00AM – 3:00PM
Website: indyoscaleshow.com
Email: indyoscaleshow@gmail.com

Southern New England Model RR Club O Show & Open House
September 26, 2026
9:30AM - 2:00PM, layout open until 4:00PM United Methodist Church 161 Chestnut St. Gardner, MA Admission is free, children under 18 must be accompanied by an adult. Impressive 2-rail 65' x 40' scenic layout with 850' of double track mainline & functioning signal system! Layout not handicapped accessible. Dealers, ample free parking, food & beverages. Find us on facebook! *Dealers: 8 foot tables $25.00, contact Neil Gage by Cell: (413) 813-9192 or Email: nagjr@comcast.net ; Web: http://www.snemrr.org/index.html

Strasburg 2 Rail Train Show
October 10, 2026
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.

George Wallace Memorial 2026
Southwest "O" Scale Meet
Friday October 16, 2026 1:00 PM - 9:00 PM
Saturday October 17, 2026 8:00 AM - 3:00 PM
The 2026 George Wallace Memorial Southwest "O" Scale Meet will again be held at Archery Traditions of Oklahoma in Yukon, Oklahoma, with over 8,000 square feet of space for layouts, tables, and more. The meet is named in honor of our good friend George B. Wallace, who passed away in 2023. Among George's many accomplishments, he continued the traditions of this meet for many years, at his own expense, for the benefit of all "O" Scalers in the Southwest.
After the meet, everyone is invited to visit the "O" Scale layout at the Oklahoma Model Railroad Association & Museum, 4300 N. Sewell, Oklahoma City, Oklahoma.
Website: https://www.swoscaleshow.org/

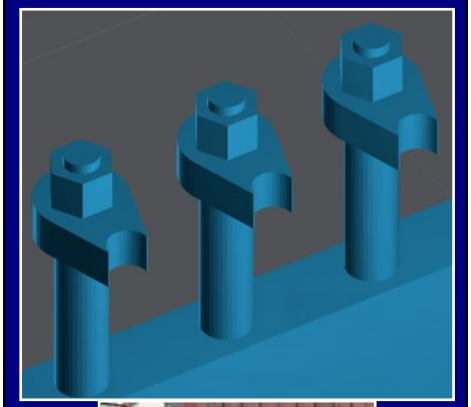
Cleveland O Scale Train Show
November 21st 11am – 4pm
Admission: $5.00
(Spouses and Children under 12 Free)
Cleveland O Scale Modular Meet
November 22nd 9am - 5pm
(Module drop off allowed during the Train Show)
Find more information on our website!
Supporting everything 1:48 Scale!
O Scale 2 Rail, Proto48, O Scale Traction, O Scale Narrow Gauge
Location: UAW Local 1005 Large Hall
5615 Chevrolet Blvd.
Parma, Ohio 44130
Free Parking
Website: clevelandoscaleshow.com
Dealer setup Saturday morning
For all table information, contact Skyler Shippy (skylersh767@gmail.com)

O Scale West, the only O Scale, S Scale, and Narrow Gauge Meet west of the Rocky Mountains, is a month away!
New location on a New date
Frbruary 26-27, 2027 (Friday - Saturday)
Located at the Portuguese IFES Hall at 432 Stierlin Rd., Mountain View, CA. Open hours are Friday 12-7 PM and Saturday 9-4PM. Family registration for both days is $35, Saturday only is $25.
Register on-line here or click here to download and print the registration form.
The swap meet, favorite model contest, seven clinics, and four on-site operating layouts are available during the open hours. Several well done home and club layouts in the area are open for visiting, here's their schedule.
If you are from out of the area don't miss the opportunity to visit the California State Railroad Museum in Sacramento. Don't miss the NMRA's The Magic of Scale Model Railroading exhibit. You can get on trolley at the nearby correct rebuild of an SP depot that will take you to a short walk to board a Capitol Limited train (wi-fi, food) and walk from the depot to the museum from the Sacramento stop. There are several trains a day.
Website: https://oscalewest.com/
Questions? Please send email to info@oscalewest.com

O Scale March Meet
March 11-17, 2027
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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. See ad in this issue.
Website: http://marchmeet.net/
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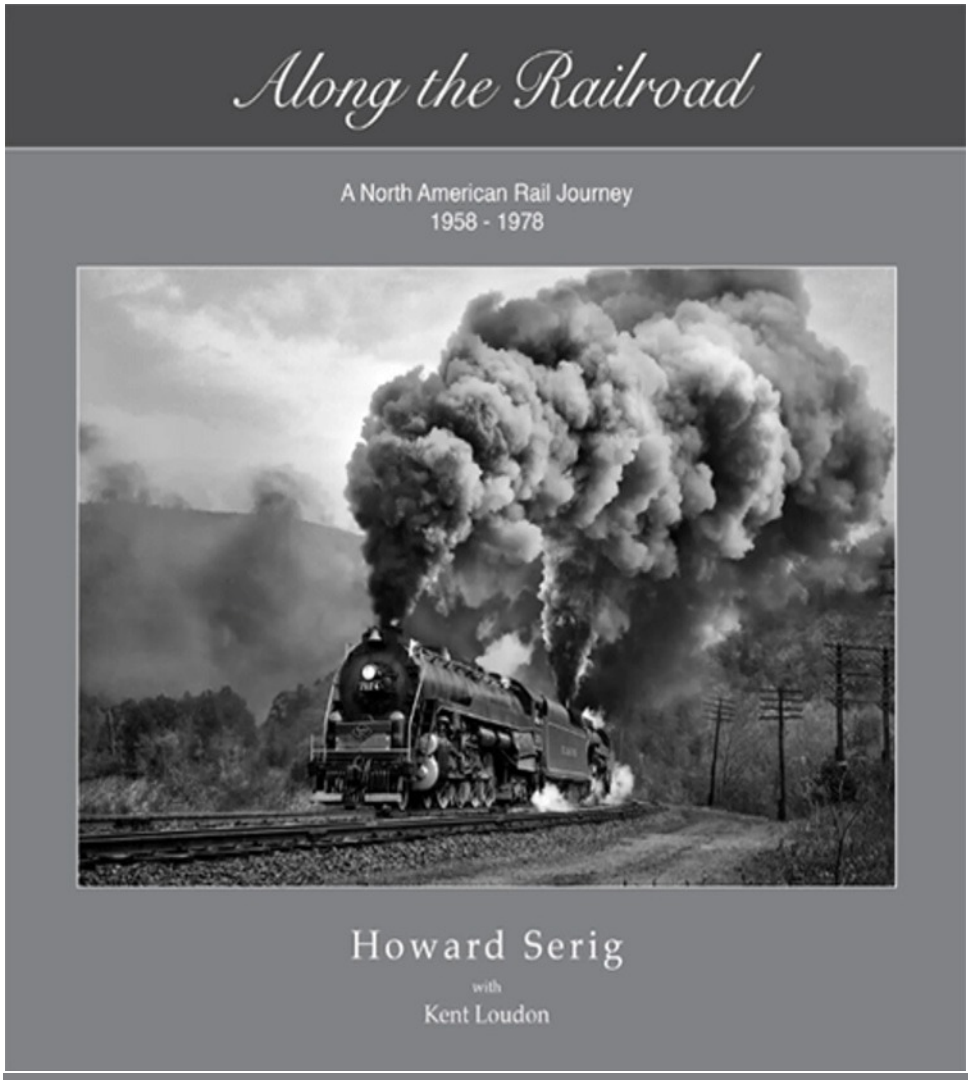
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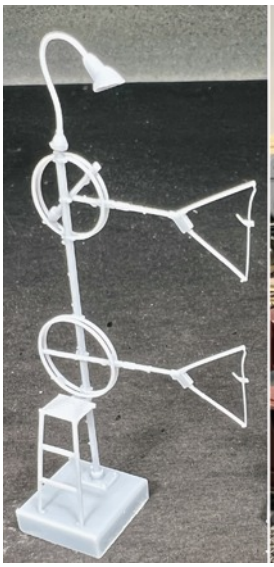
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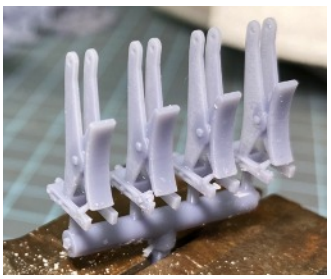
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March O Scale Meet
March 11-14, 2027
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Announcing New Products In O Scale

Model Railroad Resource 3D Division - Resin Parts





We offer two types of globes as well as choice of LED color. Cold white for modern lighting and Warm white for pre-sodium-vapor lamp / LED lighting, 1970's and earlier. Package include 5 poles, 5 LED's with color selection, 5 globes, standard or fancy and five 9V to 14V resistors for $10.00 and ready to ship.











Announcing Passenger Car Parts:

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