

THE **O** **RESOURCE** **SCALE**

NEWS, REVIEWS, INFORMATION TO USE

**Volume 6 No.4
March/April 2019**



**A Freelance On30 Diesel
New Tracks - Card Models
Some Thoughts On P:48 Modeling
Customizing a 3rd Rail Pullman Dining Car
Stephen Karlson's State of Maine Northern
March Meet Contest Forms and Information
Building the Arvid Anderson R-2 Hopper Kit
And So Much More!**

Sunset / GGD Update 2019

New Project Announcements



NYC H-10a 2-8-2



C&O Streamline Hudson



ALCO FA-1, FA-2, FB



GP-7 / GP-9

(Sunset) - ALCO FA-1, FA-2, FBs, GP-7 /GP-9s

(Sunset) - NYC H-10 2-8-2 (Also P&LE and B&A) - Unique Tender (4 wheel truck) for B&A

(Sunset) - C&O Streamlined Hudson #490

Project Progress Report

(Sunset) - Virginian EL2B "Largest Electric" - 2 Rail Sold Out

(Sunset/GGD) - E5/E6 Diesels and GGDHW - Coming April 2019, Reservations Closed.

(GGD) - Milwaukee Road "Olympia" Hiawatha, In Design, Production in Summer 2019.

(Sunset) - Rock Island "Rocket", Design Complete, Production of only 75 Sets in 2019.

(Sunset) - F3 Diesels - Production in Fall 2019. Reservations Open.

(Sunset) - Krauss Maffei - Design and Production in Late 2019. Reservations Open.

(Sunset) - D&RGW L-105 - Design and Production in Late 2019. Reservations Open.

(Sunset) - 2nd Run P&PB Alco Diesels - Production in 2019. Reservations Open.

(Sunset) - E7 (3.0) Diesel - Production in 2019. Reservations Open.

Models In Stock

(Sunset) - SP S-12 0-6-0 Switcher, Various Road Numbers, Black and Green Boiler

(Sunset) - NYC T-3 Electric, Lightning Stripe and Black Version

SUNSET MODELS INC. & GOLDEN GATE DEPOT

16 Beta Court · San Ramon, CA · 94583 · 925-820-7701 · fax 925-820-7709 · www.3rdrail.com

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

Front Cover Photo

A view through the dinner window of Santiago Pineda's beautiful customized 3rd Rail Pullman Dining Car.

Rear Cover Photo

O Scale Shows are fun. Please attend them when you can!



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



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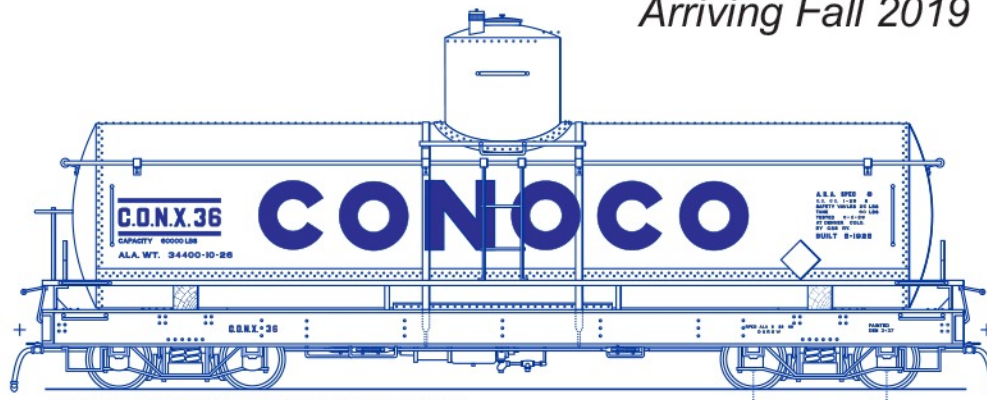
Tall dome, wide frame

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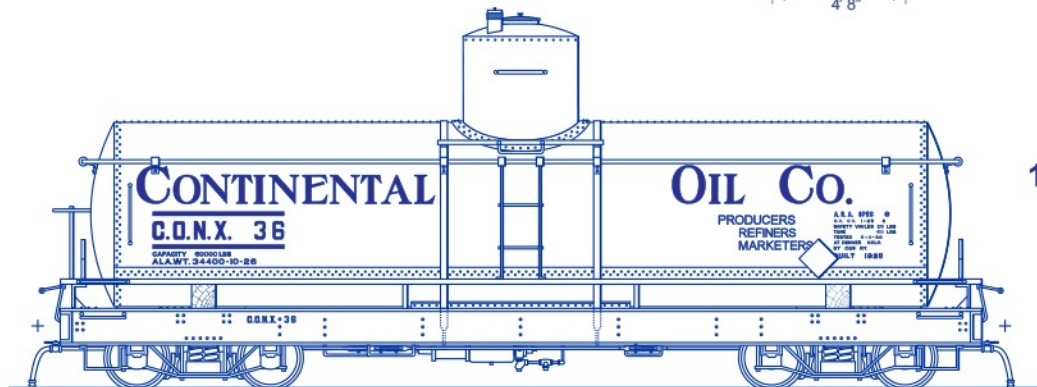
Arriving Fall 2019



DRAWINGS BY ROBERT STEARS © 2018 SAN JUAN MODEL CO.

1930's - 1946

Both silver tank with green lettering and black tank with white lettering versions available.

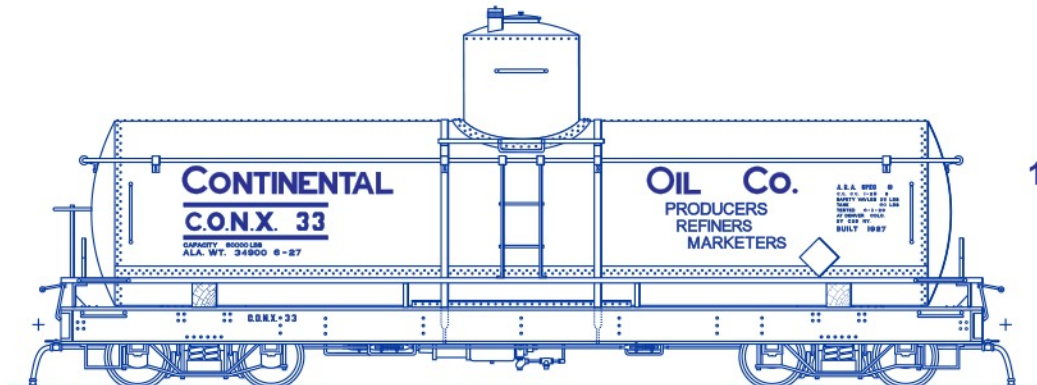


1926 - 1930's

Tank and frame painted black with white lettering



RGS



1926 - 1930's

Tank and frame painted black with white lettering



Smoothly rolling ready to run styrene models with metal wheel sets and couplers installed.



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As operated on the RGS, D&RGW and C&S narrow gauge lines from 1926 to 1945.

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From the Publisher's Desk



Thanks to everyone who took our online state of O scale survey. We had over 975 responses, and are in the process of analyzing the data for a future article so be sure to watch for it in a future issue. I think the results will be interesting and there might even be a few surprises.

As I write this, I hope everyone is getting ready to attend the [March Meet](#) in Lombard, March 16-17, 2019. We'll be there, and are looking forward to seeing old and new friends. As in year's past, we are sponsoring the model contest. You still have a few weeks to get your entry ready. To save time filling out paperwork at the show, download the forms in this issue or from the [website](#) and fill them out before coming. Also, be sure to read the letter from the judges in this issue telling you what they are looking for and include any documentation (without your name on it) about your model. The judges love documentation!

This issue features Stephen Karlson's State of Maine Northern layout. He will be open for viewing during the March Meet, so stop in and take a look if your schedule permits. We've known Steve for many years, and have been watching his progress on social media. In addition to representing American railroads, he also has some Russian equipment that he has worked into his upper level.

There's some great modeling articles this month as well. Be sure to check out Santiago Pineada's exquisite detail on his Pullman Dining Car. Santiago's modeling and attention to detail always amazes me. Tom Dempsey takes an older affordable brass Arvid Anderson R-2 Hopper Kit and begins to learn how to solder in brass. Older kits are a great place to start since brass can sometimes be very intimidating due to the price. New author, Bryan Tichota, shares his freelance efforts on an On30 Diesel. New Tracks features some great card modelers and a couple surprises. Plus, Glenn is back and shares his thoughts on P:48 – remember, these are just his thoughts. If you have different thoughts, we'd love to hear them. Email your thoughts and/or comments to:

amy@modelrailroadresource.com or daniel@modelrailroadresource.com

Enjoy this issue!

Happy Reading & Happy Modeling,

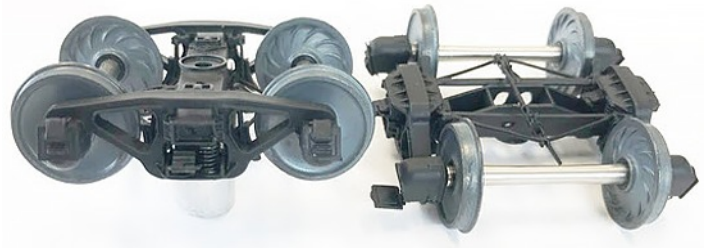
Amy Dawdy

NEWS YOU CAN USE



[Norm Buckhart from Protocraft](#) has some new trucks available.

Diamond Arch-Bar Caboose truck. This accurately modeled all-brass truck was built by Boo Rim Precision of Korea. The model has working leaf springs, working journal box covers, ball bearings in each journal box and full brake detail. Wheels are rib-back sintered steel pressed on insulated stainless steel axles. Treads polish for a realistic operating look.

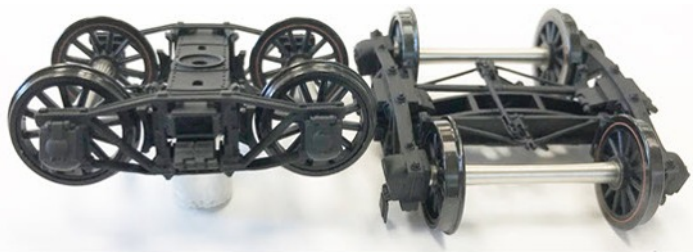


[See their Website for full details.](#)

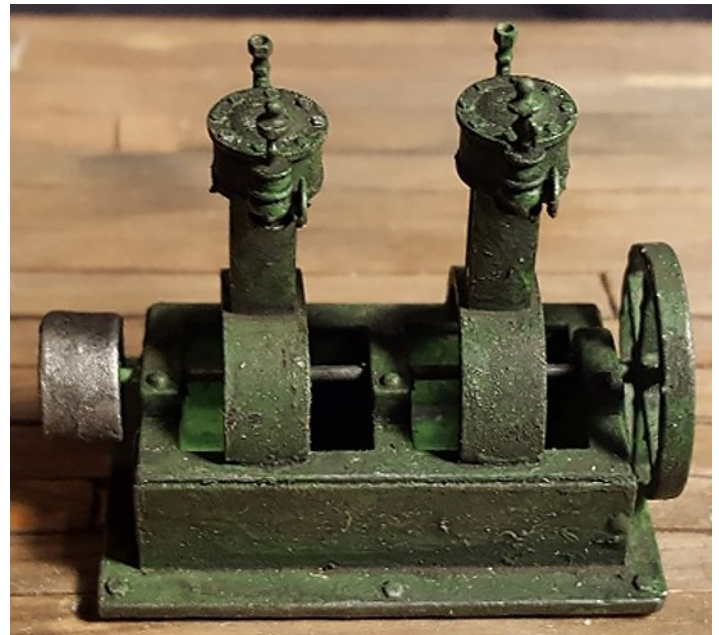


[Rusty Rail](#) has some new products. This time we have a new dual steam engine. This is a kit that requires some minor assembly of 5 parts. The base and pulley and flywheel are cast in resin and the two steam engines are 3D printed to make sure the fine detail comes to life. So check them out below.

Old Time Diamond Arch-Bar Caboose truck with spoked wheels. All-brass old time caboose truck with spoked wheels. Made in Korea by Boo Rim Precision. Wheels are assembled with a brass lost-wax spoked wheel, then steel tires are pressed over .2mm insulation on stainless steel axles. The model has working leaf springs, working journal box covers, ball bearings in each journal box and full brake detail. Treads polish for a realistic operating look.



PRR Type 2D-F12 50-ton freight truck. Common under thousands of PRR freight cars from X23 to X31. This accurately modeled all-brass truck was built by Boo Rim Precision of Korea. The model has working leaf springs, working journal box covers, ball bearings in each journal box and full brake detail. Wheels are rib-back sintered steel, pressed on insulated stainless steel axles. Treads polish for a realistic operating look.



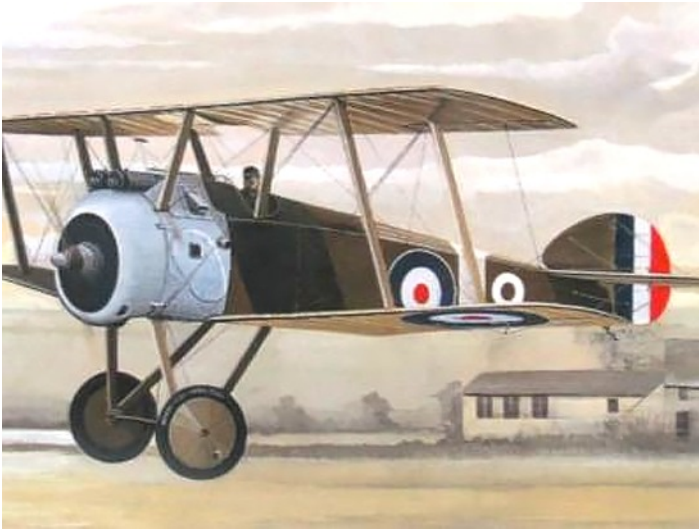
Also is our latest junk pile of old steam equipment and old motors and so much other junk it will take a



while to take it all in. You could put it up against a building or stand alone away from the building. A lot of detail. Casting comes unpainted. Measures 5 3/4" by 2". All resin casting.

[See their Website for all their fine castings.](#)

[Kevin Macomber of Narrow Gauge Modeling Company](#) has some interesting new products. A portfolio of scale (1/48) vintage airplanes (1911-1937).



Many of these are obsolete, but can be used for flat car loads, promo planes with banners (circus, entertainment) hung from ceiling or on a landing strip (farm, etc).

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

[Richard Segal from Right On Track Models](#) has a new release. O-19 Mason Grain Company \$199.99 with free shipping

This kit packs lots of detail with ample dock space for trucks and rail. This kits represent a farm supply CO-OP structure with a footprint of 18"x22". These kits features precision cut MDF, highly detailed styrene windows and door,s as well as printed parts. The kit will offer our new "Real Scale Wood Shingles". Complemented with easy to follow step by step color instructions.



We are happy to have Right On Track Models as a new advertiser. Please see their ad in this issue.

[Check their website](#) for more info on this kit and our 18 other O scale kits.

[ITLA Scale Models Inc.](#) has a new building kit available. O scale Olympia Tool & Die Co. Laser Etched & Cut Wood Craftsman Kit. This is designed as a "Configurable" Kit which can build into ONE of over a DOZEN different wall combinations!

You can rearrange our wall sections to create your own custom structure and fit the space you need to fill. We've included roof material for the basic 11" x 5.5" L-shaped wall configurations, including a 33" long Flat or a 28" long Shallow Relief model.

Robust tab & slot modular design enables a quick and stable build. Our wood materials are easily painted with solvent or water based paints, no wall bracing is required. The model features weathered & worn masonry surfaces on every wall using our unique laser etching process. An abundance of ground level castings, and surface applied details such as



electrical conduits, meters, separate window / door headers & sills, steps, handrails, vents, pilasters, cornice trim & capping are included. Multiple roof top details include vents, stacks, access stairwell and billboard. This kit also includes three brass Operating LED Goose Neck Lamps with resistors to easily connect to your 9 to 23 VDC power supply. You can even battery operate them. A full colour sign sheet includes faded advertisements and posters.

[See their Website for all the details.](#)

Our advertising guru caught up with Doug Junda and Robert Stears of the new [San Juan Model Company](#) at the Amherst Railway Society Railroad Hobby Show this past January.



San Juan Model Company's prime directive is to produce simply the most accurate and fun to build model railroad products possible. We realized that the technology of production and engineering enable the availability of some truly spectacular models and by focusing this new technology, these models will

redefine our hobby of model railroading. To this end, we are constantly investigating new processes and tools to bring you the best kits possible. It's no secret that over the past decade or so, offshore manufacturing and assembly plants have produced some very nice RTR models. It is our hope to bring the hobby of building fine models back to the forefront. These products are domestically designed and manufactured right here in the USA.

[Check out their Website](#) as well as their ad in this issue.

[Roger Lewis of Wasatch Model Company](#) now carries the full line of Micro Engineering Track.

Flex-track Weathered

| | |
|---------------------|---------|
| code 148 18' (6x3') | \$65.85 |
| code 125 18' (6x3') | \$63.75 |
| code 100 18' (6x3') | \$56.25 |

Non-Weathered

| | |
|------------------------------|---------|
| code 148 18' (6x3') | \$61.55 |
| code 125 18' (6x3') | \$59.35 |
| code 100 18' (6x3') | \$53.85 |
| Special Price 20% off retail | |

Rail Weathered

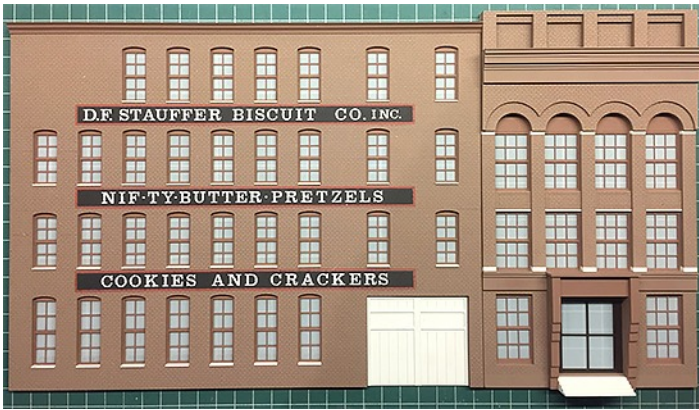
| | |
|----------------------|----------|
| code 148 99' (33x3') | \$147.70 |
| code 125 99' (33x3') | \$118.20 |
| code 100 99' (33x3') | \$75.85 |

Non-Weathered

| | |
|------------------------------|----------|
| code 148 99' (33x3) | \$135.85 |
| code 125 99' (33x3') | \$109.60 |
| code 100 99' (33x3') | \$70.70 |
| Special Price 20% off retail | |

Contact Roger at 847.833.5862 or wasatchmodelcompany@mac.com

[Todd Architectural Models](#) introduced the first in a series of York, Pennsylvania historic buildings at the TCA Eastern Division Meet in October. The D.F. Stauffer Biscuit Co. building model was recreated from photographs and historical documentation to be a scale replica of the Princess Street headquarters of the company that popularized the animal cracker in the United States.



The model features laser scored and cut elevation, window and door elements, built-up styrene cornice details and a 3-step mask, laser cut and hand paint process to achieve the lifelike building signage. The building measures 18-1/2" wide by 10-1/4" tall. The D.F. Stauffer Biscuit Co. building may be purchased as a flat (nominally 1/2" deep plus 1/2" depth for the stairs), as a shadowbox (nominally 1-1/2" deep plus 1/2" depth of the stairs) and as a 6" deep building. You may specify translucent or clear glazing.

Also, the Paterson Silk Factory building model was recreated from site photographs of two existing buildings. The buildings have a similar brick elevation, but have a variation in the cornice and

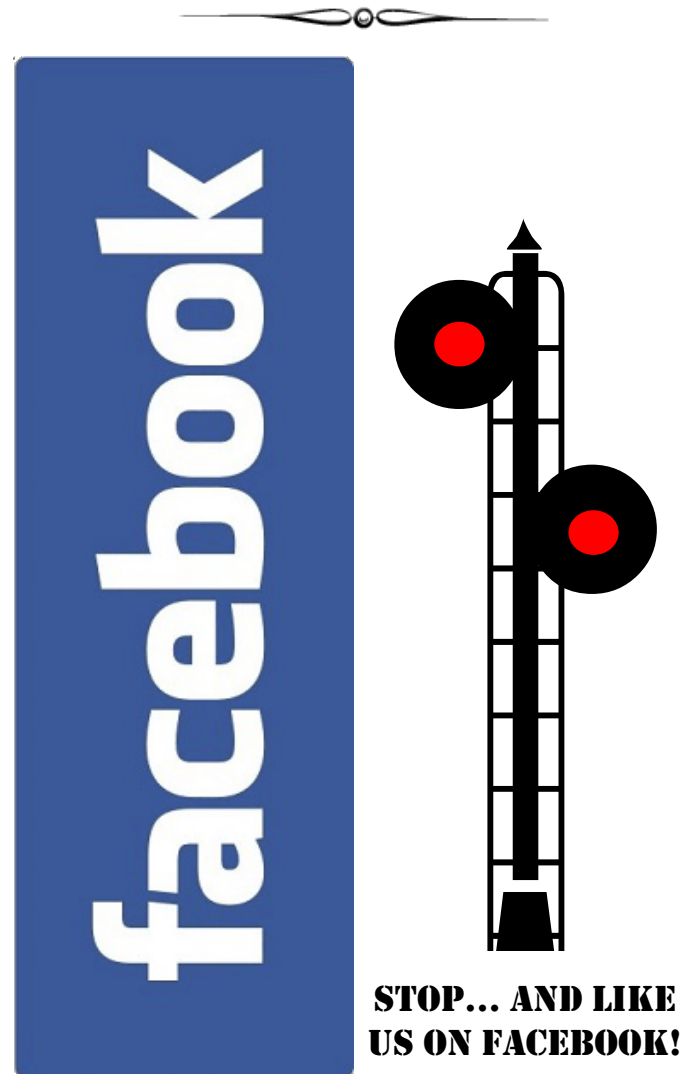


The O Scale Resource March/April 2019

windows. The model is suited for fabrication as a flat, shadowbox or building. Paterson (NJ), known as the home of Lou Abbott and Larry Doby, location of the first documented manned submarine submersion and onetime silk capital of the world, can now have one of its classic mill warehouses on your layout.

The model features laser scored and cut elevation, window and door elements, and built-up laser scored/cut or styrene cornice detail. Each basic elevation piece measures 12" long by 13-3/4" tall. The Paterson Silk Factory building may be purchased built-up and painted as a flat (nominally 3/8" deep), as a shadowbox (nominally 1-1/4" deep), and as a 6" or 12" deep building (custom order). Basic elevation elements may be combined for a longer overall model and a separate 4" wide elevation element may be added to complete a 28" long building.

[See their Website for all these and other great buildings.](#)



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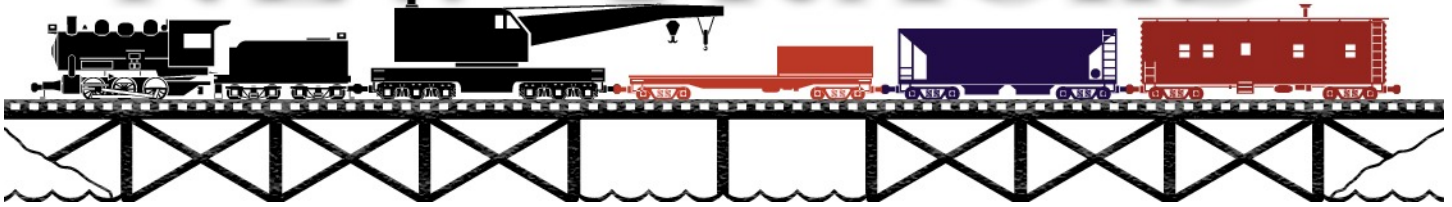
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NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contrubiting Editor Jim Kellow MMR

Train Control of the Future?

I talked to Peeyush Gary, one of three Partners that own WIFI Model Railroad Company, about their new WIFI control solution using a Android device (iOS version coming soon) and their app for our Train Control. I think he is really on to something. His solution will allow the control of a DC, DCC, Dead Rail unit, or a combination of motive power units, to be controlled on the same layout. So a DC will be able to run on a DCC layout. In effect, with the WIFI solution, you may no longer need DCC. I wish It was available for use with our S or O Scale units, but it is not. It is only available in HO Scale at this time. But according to Peeyush, it is coming to S and O Scale. I suggest all of us keep track of its development. I plan to profile the company when Peeyush tells me he has tested the larger units, and is ready to bring them to market. Thanks Peeyush for your interest in bringing this new technology to model railroading. Good luck.

Great News: Card Manufacturers and Talented Mentors to Help Get You Building Card Models

Yes, I have finally started and finished my Clever Models kit of John Allen's Engine House, a Card figure, Titanic deck chair, Sugar cane critter, and even cleaned up my work bench. I have received my big rig truck trailer from Team Track Models and think it is an unusual and outstanding model. I can't wait to build it. Where are you with your to do list?

I want to continue to talk about card modeling and profile some other fantastic creative designers and manufacturers you may want to use in your modeling. Yes, there are surprises and yes, more mentor profiles I know you will find interesting.



Designers/Manufacturers of Card models

Paul Sanchez

Product Designer of Paul Estudios

(Make sure you read all of Paul's profile as he makes a great offer for you to get some of his "PaperHumans" for free)

When I first found Paul and his "PaperHuman" figures, I had more questions than anything else. So I emailed Paul to find out what he was doing.

His reply about his figures only made me more curious.

Paul told me: "My figures, PaperHuman, come with a body unpainted, and the clothes painted because they are on a printed sheet, each figure can be customizable to a desired posture, by example a seating position for the engineer, or standing or bending workers on the track."



I just had to build one. Paul is correct. The O Scale sailor I made sits in my Card model of a Titanic deck chair.

It was a fun build. I have included, at the end of Paul's profile, our email exchange as I build the O Scale sailor.

But first, please meet Paul Sanchez, the Designer of the "PaperHuman" models.

Hello I am Paú l Sá nchez from Tarragona Spain, as many of us, I have been building scale models since I was a child. In that period, the computers weren't so common as today so I had to design my own models by hand, testing and re-designing, acquiring more and more experience. Although I like to build plastic models, paper modeling has become my favorite hobby. After my degree in electronic engineering and working for different companies, I decided to open my own brand with my products, most of them based on paper-modeling.

I am a big fan of airplanes and trains, to me it is better to create a diorama with a good and simple scene than with the single model. In paper-modeling, its a bit difficult to find figures made of paper as well, plastic figures are really good, but they came in some postures and it feels like "cheating" using another material for the diorama. I decided to try some designs for paper figures and that is how my PaperHuman was born, a complete paper figure in the right scale and fully posture customizable, with arms and legs that can be bent that can fit everywhere.

The first designs for paper figures are made in 1:33 scale because most airplanes came in such scale, the first version of PaperHuman (V1) is designed with the idea of "download and print". That is quite enough for a single pilot with helmet, but I quickly noticed that if you want to build more that one figure you need something faster; that is the reason why version 2 (V2) was designed, Laser cut figures ready to build, great to build more figures faster than V1.

But, I wanted to improve more the PaperHuman figures to find a good 3D shape as plastic does for a more realistic diorama. I have been working and researching with different paper pulps until I found a way to cast the paperpulp to any shape and get it dry, and version 3 has born (V3) PaperHuman figures with real 3D shape, made of paper and customizable postures.

PaperHuman figures will now expand to other scales to fill that "hole" for paper modelers and others who wants a diorama, 1:25 for army, tanks and others vehicles, 1:48 for sailors, airplanes, railways, and others, 1:64 for railway sets and farm modelers, 1:200 & 1:250 for ships, and the list will continue increasing.

[PaulEstudios](#) (my brand company) has 3 lines of products, first, custom made models, reproductions and exclusive gifts even for companies and for private, like retirement gifts or architectural models. The second part is hobby articles and figures, PaperHuman figures and scale trees for the moment. And the third part is games, card games, board games and educational games, all this games designed by me, from the game thematic until the illustration. There are some games that are available like Safari Sabana, a card game, and PaperField, a strategic tanks board game, but I am working in a new line of games with education as base, games where players really learn while playing. These educational games are focused for schools.

Regarding mentoring in railway model, I can bring a whole family of figures for both scales O and S, not only the figure itself, building tips, techniques, paints, and all about figures.

When Jim first contacted me about my figures for S Scale (1/64") and O Scale (1/4"), we discussed other product ideas and production techniques I was considering. I asked Jim for his ideas, and after some discussion,

we decided I should ask you, my customers, for your ideas for new products I should produce for the S Scale and O Scale model railroad markets. So that is what I want to do.

In exchange for your help in providing me with new product ideas I should produce, I will provide the three (3) modelers who come up with the best new product ideas for me to produce, a free model of their idea, plus ten (10) of my paper figures in either S or O Scale.



How to enter Paul's new product idea contest

Please submit your new product ideas to me at paulestudios@gmail.com by (three weeks after publication). Your entry should include a description of your new product idea, your name, mailing address, and email address. I will contact the three (3) winners directly by email and Jim will announce the winners in a future "New Tracks" article in this magazine. I look forward to hearing your model ideas that you want me to produce.

Thank you in advance for your interest and help in producing new models that the S and O Scale model railroading market would like to have.

Paul is a very talented product designer and I hope many of you take him up on his offer. We can all use more figures, particularly figures we can pose in whatever position we need.

My initial questions to Paul as I built my first figure

When I started writing this profile about Paul's figures, he was kind enough to send me a sample of his S and O scale figures to build. Below are some of my questions and Paul's answers to questions I had when I started to build my first of Paul's figures.

I asked Paul: I can not negotiate your site because it is not in English. That is going to be a problem for readers of the article. I think we need to put in links to the S and O scale figures. You may also want to price in USD, as euros is not going to mean anything to a lot of modelers. Also in the O Scale page, you have S engineer listed. Should that be O? I also want to mention some things about instructions I have read so far. Great photos and alphabet letters for assembly.

In general instructions, I have these comments.

1. What does "Adjust or modify body parts to fit with the desired pose" mean? What do I modify in the figure for what pose? What and how do I adjust what parts of figure for a pose?
2. Place feet first on the surface. What surface? A piece of clear plastic or what? Do I have to put figure in its final standing position before gluing legs onto the figure? What If I want seated figure? How far apart and in what position should shoes be placed? Same position of shoes for all positions of figure?
3. What are V3 3D body parts? What do they cost? Why should I get them?

These are the questions in my mind as I sit down to build my first figure. After having built some figures, I may not have these questions. Do these questions need to be answered for first time customers to ease them into having a first time easy build?

Paul's answers: Thanks a lot for the feedback and questions, as I told you paper modeling is very different from plastic ones, and also my figures techniques are different from normal paper modeling, I am creating a new kind of hobby so everything could be difficult to explain, to me is very important to know what customers think about the product so, let's start answering!

- In the upper left part of the site, between the logo and menu you will find different flags, click on them to change the language, if you are browsing the site via mobile or tablet there is a white menu button, click on it to find the flags, the site is a bit different from PC to mobiles / tablets. That is why I always recommend to visit the site via PC.
- I like the idea to include the direct links to the figures page.
S scale engineer: <https://paulestudios.com/juegos/index.php/es/product/49-ph-6401>
O scale sailor: <https://paulestudios.com/juegos/index.php/es/product/50-1-48-us-navy-sailor>
O scale and 1:48 is the same, at the moment there is a sailor, but I will design more and more figures.
- The price in EURO, ok I understand what you meant, I will look up what I can do about it, anyway when you complete the purchase and pay with PayPal, PayPal changes it to your local currency, in your case USD, but I will find the way to show price in others currency.
- At the end of the figure page, there are related products, and that's why you see the S engineer listed.

Question 1: As the figure is made of paper, and extremities come along, modelers can bend the arm or legs and glue in the position he wants the figure. This is a bit hard to explain, modelers need to bend parts before gluing the clothes. By example, a modeler buys a blister with two figure on it, as you notice, bodies are the same in both figures, but this modelers wants a seat engineer and the other to stand; so, for the seat one, build extremities, bend extremities and then glue them to the torso, then the head. For the standing figure, he doesn't need to bend anything. And with one body design, you can get a fully customizable figure.

Question 2: This is when modeler wants to build a stand figure, no need to glue feet on a plastic or paper surface, just place feet in a flat surface (any flat surface, by example a table) them glue the rest of the body to feet, the idea with this is to get a figure that can stand by itself.

Question 3: In the article I wrote for you, I explain what V1, V2 and V3 are, and add I include it in all my PDF documents. At the moment, there are no V3 bodies for S or O scale, only 1:33 or 1:25 scale.

I hope I have answered your questions, feel free to ask me what you want. As you said, after some builds, you will get more experience in assembling figures.

I am pleased to announce that Paul has agreed to write a separate article on building his paper figures for *The S Scale Resource* magazine. Keep your eye out for it, even you O Scale modelers will benefit. It will be a great way for you to learn to build your first figure with Paul. Thanks Paul for doing the article.

If you think Paul can help you use his figures in your modeling, please let him know. I am sure he will help you in any way possible to enhance your modeling scenes with his "PaperHuman" figures. Also, do not forget to get him new product ideas and maybe win one of the prizes. paulestudios@gmail.com

Check out the two PDF downloads: [Body assembly for S scale figures](#) and [Clothes assembly for S scale figures](#). It's really fascinating how these are built and go together.



Scale Models Plans.com

Tom Carson, the company owner, is a great guy who has really been helpful to me in understanding Card modeling and its potential. Please read about the “Surprise Model” you can download for free and meet Tom:

It is rumored that the Popsicle was discovered by accident when 11 year old Frank Epperson left some ingredients and a stir stick outside in the cold. ScaleModelPlans.com was not the result of diligent market analysis, surveys, and feasibility studies. We may not be as popular as the Popsicle, and we didn't get our inspiration from being left overnight in the freezing cold, but like the Popsicle, we started by accident.

Consisting of myself, various contributors across the continent, and the occasional help from family members, it started from a casual suggestion from my wife while I was at my computer designing some structures for a new HO scale model railroad layout.

As a former architectural designer, I have amassed a large collection of plans of various buildings. Following the mantra, “Intelligence is the ability to perform a task, genius is the ability to minimize it”, I thought I could go through my collection and just reduce them to HO scale. But like they say, “The best laid plans, (no pun intended), of mice and men often go awry”. I soon realized that very few of my existing plans would fit in with either the era or the setting of my intended project. This unfortunate revelation prompted me to head to the closest CN station to get some photos and measurements for what would be the first purpose-driven design project of my new layout. It was later on, while sitting at my computer entering the data, that the idea of creating scale plans for other model builders was born.

It was actually my wife's suggestion to combine my background in architectural design, website development, computer graphics, woodworking, and model railroading, into a business that would help model builders and diorama artists deal with the more tedious aspects of building from scratch. I balked at first, wondering how the same amount of time and effort in preparing a set of house plans typically selling for thousands of dollars could justify selling scaled-down versions at anything near affordable prices, particularly when the target group consisted mainly of seniors living on pensions, but with some skepticism, I accepted the challenge.

Including site visits, photography, drafting, graphics, website updates, etc., it can take between 150 to 200 hours to produce a complete plan package. Multiply this by the cost of technical expertise, site visits, software licenses, etc., and it's easy to see why a set of house plans can cost in the thousands of dollars. The challenge was, how do I create a ten dollar item with a thousand dollar effort? The answer was - don't expect to get rich, do it for the love of the hobby, and recruit others who have the same passion. And, like my wife said, “It's the Internet, it's all over the world” so volume helps. Eight years later it seems she was right. We now sell scaled plans and cardstock versions to model builders in over fifty countries around the world. Pretty well every country that has a railroad also has a group of people who model them.

My preferred scale is HO, because that was my first. I still have most of my original layout from when I was ten years old. It has even left the family, been disassembled and reassembled several times, and is now back in my possession. It has served me, my children, and eventually my grandchildren.

Most of our plans are available in N, HO, OO, O, and Garden scale. It takes a considerable amount of effort to create five different scales. It's not just a case of reducing or multiplying dimensions, but involves making corrections and adjustments based on the dimensions and availability of common scratch building materials and components. It would be a lot simpler to focus just on HO scale, the most popular scale worldwide, but a big part of our motivation is to provide opportunities to a full spectrum of model builders.

We each have our reasons for choosing a particular scale to model, so we try to do our part in making that choice equitable. We even have a web based tutorial on print-reducing our plans and cardstock models to Z, TT, and S scale. Also available are importable files for the popular Evan Designs Model Builder program, so if you don't like the colors of the included cardstock versions, you can choose your own.

Our cardstock versions were originally intended as "mock-up" or place holders for the scratch built versions. As time went on, I discovered that more and more people were ordering the plan packages strictly for the cardstock versions, so we endeavored to improve them, even going so far as to re-doing the original versions that we had offered in previous years. I also need to point out that somewhere along the way, I became hooked on cardstock modeling. I now fully understand and appreciate that it is not just about the money. Sure, you save a lot of money by not having to buy materials, windows, doors, etc., but there is an almost un-describable sense of accomplishment in building something out of paper. Some of our cardstock versions require bits of balsa or styrene, (I call them 'hybrids'), but I take particular pride when I can complete a realistic looking model using only paper and paper products. Whenever I take scissors to a sheet of cardstock, I can't help but think back to Captain Kangaroo or The Friendly Giant TV shows, and the various paper crafts they presented to us as kids. Maybe this accounts for some of the appeal - harking back to childhood memories.

People assume that since I manage a scratch build orientated website that I am a 'professional' model builder. I am not. My tag-line could have been, "If I can do it, anyone can!". I was about ten when I got my first model railroad, and about the same age when I started building model airplanes and 1:24 and 1:25 model cars, but up until the formation of ScaleModelPlans.com, I had never done a scratch built structure or cardstock model. My learning curve encompassed trial and error and a few Band-Aids. Much like my first plastic model cars ended up being mostly glue, my very first attempt at scratch building was like an old-west movie set. It looked OK from the front, as long as you didn't look too closely, or in behind.

They say that practice makes perfect. I still consider myself at the 'practicing' level, but the results are getting much better as I gain more skills and learn new tricks. Speaking of tricks, we like to share our accomplishments and have several tutorials on various aspects of model building, as well as a series of video tutorials - all freely viewable on our website tutorials page:



<https://www.scalemodelplans.com/smp/pgs/tutorials.html>.



We try to add one new plan each month, but sometimes things come up and it takes a little longer. Our plan packages are rated in one of three skill levels – basic, moderate, and advanced. This rating system is not an exact science, but it helps in choosing which plans to start with. You’ll notice that I used the term ‘advanced’ and not ‘expert’. I may one day add the “expert” category, if and when I achieve that status myself, but in the meantime, I will continue developing my skills, learning from others, and sharing what I learn along the way.

Jim Kellow: Surprise! Surprise! Surprise! During my discussion with Tom, we discussed his doing a special “New Tracks” structure for this profile. He immediately agreed and you can

download the “New Tracks” structure above in S or O Scale for free. Thank you Tom. By the way, I built the model and it was a fun build. The tutorials on the website helped me to avoid mistakes and complete the model.

If I have encouraged you at all to try your hand at cardstock modeling, please send us the Request Form below with your contact information and preferred scale, and we’ll send you a complete plan package for the “New Tracks” structure shown here. Also, please feel free to visit www.ScaleModelPlans.com, even if just to look.

Happy modeling! Tom Carson

Request form: <https://www.scalemodelplans.com/contact/NewTracks/NewTracks.html>

Website: <https://www.scalemodelplans.com/>

Tutorials page: <https://www.scalemodelplans.com/smp/pgs/tutorials.html>

After my first Card article was published, I got the following note from Tom I want to share with you. I really appreciate Tom telling me about using his models in conjunction with Evans Design software. I wonder if other Card designer’s models have the same capability?

Hi Jim,

I just read your January article on cardstock modeling. Looks good. I just thought I’d let you know that all of our scale plan sets (with the odd exception) include importable templates for the Evan Designs Model Builder program, as another option for our customers. The WMF templates, available as a free option with our plans, import directly into Model Builder so the user doesn’t need to do any design work. You can see some of our plans, in MB versions, on their gallery pages: <https://www.modeltrainsoftware.com/pages/customer-pictures-of-model-builder-buildings-gallery-1>

We were going to discontinue the MB template option, but soon came to realize how many of our customers use the MB program, so decided to continue including them with our plans/cardstock packages. I guess there are quite a few modelers out there that like the convenience of our pre-designed templates as well as the ability to customize to their tastes.

It is very important to follow the setup tutorial carefully. I think MB defaults to jpeg, so if you don’t change the import option to wmf you won’t be able to see the templates. The page size is critical as well, or the finished models won’t be the correct size. Our Model Builder template files are available free with the purchase of the corresponding PDF Plan package, but must be requested separately. All of our plans, with a few exceptions, have an available MB template file. Because of the nature of cardstock models, the girder bridge for example,

does not include a cardstock or MB version. There are some plans that require a combination of wood or styrene and cardstock, such as the coaling tower.

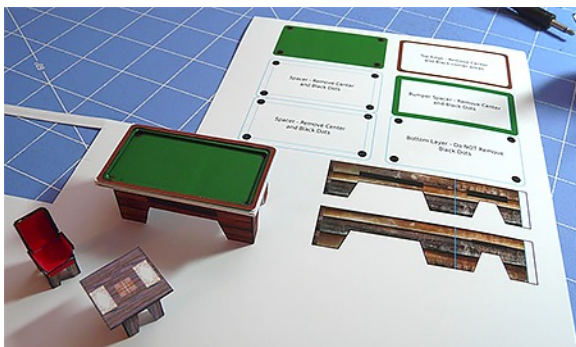
Kindest regards, Tom Carson



Finished pool table kit that is included with Terry's Tavern. Along with some of the bar posters.



Me assembling parts of the kit.



E.C. "Stan" Field, aka, Anthony Stevens Weblog

*Anthony has another Surprise
for your modeling enjoyment
please read on. Anthony thanks
for all your help.*



Please go to Anthony's weblog
at: <https://masteranthonystevens.com/miniatures/>

This is where I found the Titanic Deck Chair I built. It makes a great, different model, and was a fun build, plus it was free. Also, Anthony's tips on Card modeling helped me a lot. Now please meet Anthony.

Anthony Stevens' history in the hobby. I was a teenager in the early to middle 60s and grew up with HO scale model trains, slot racing cars, and a hobby shop on every corner. My goodness, how times have changed.

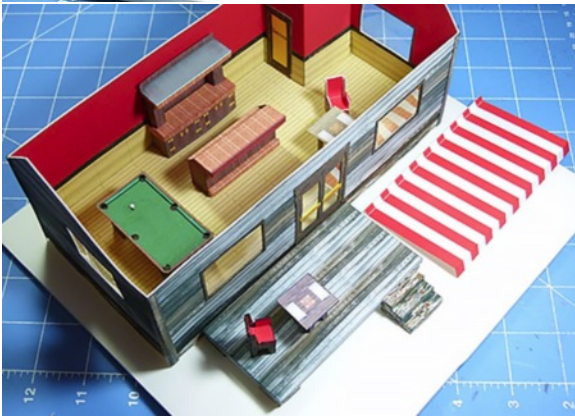
My first layout was a 4'x8' table in the basement with an Athearn Christmas present set. The boxed set included a rubber-band belt-drive GP9, a handful of freight cars, a caboose, a simple "transformer", and an oval of snap track.

Over the next few years, I built several plastic structure kits, added more track and switches, another couple of engines, and a half dozen pieces of rolling stock. I also merged my HO scale slot racing track with the train layout. I had a Revell 4 Trackside Buildings kit, a Revell Sand & Pump House, and a Revell Superior Bakery. Those names might be a flashback for some folks.

How I learned to build. I started building model boats and airplanes out of balsa when I was ten. My favorite aunt got me a wood case Xacto knife set, some glue, and a bag of scrap balsa for my tenth birthday. I still have the wood Xacto case and knives. In the early 60s, I started building 1/25th scale plastic model car kits. From reading model car magazines, I added details like engine wiring and opening doors.

Did I have a mentor or just trial and error. No mentor. I read a lot of magazines and applied techniques that seemed interesting.

Left: Two shots of Terry's Tavern showing some details.



A few more shots of Terry's Tavern showing some details.



What scale I model and why that scale? O scale and because...I joined the Navy and went to Vietnam. While I was gone, my mother decided a full-grown military man didn't need any toys, so she gave away all my models and magazines (deep sigh). She meant well.

When I got back, I got married, moved around a lot, and was too busy working and raising a family to get back into models. I figured that would be a retirement thing.

While working in Washington, DC, about 15 years ago, a good friend had a Hi-rail basement layout and got me thinking about a layout of my own once more. But, I had no room for such a massive layout.

I went to a train show and met some fellows working in On30, and immediately fell in love with the idea of small modules that would fit in a car. I hooked up with Kevin Hunter of Berrett Hill Trains who invited me to a module building clinic in his shop. <http://www.berrethill.com>

As part of the demonstration, he built a 2'x4' module that I still have. It has been part of the now-defunct Mad Modules group at several Timonium Great Train Shows in Maryland, and was also at the National Narrow Gauge Convention when it was held in North Carolina back in 2011.

What areas will I help by mentoring? When I saw the price of craftsman kits, I knew I couldn't afford to play that game. Someone pointed me to Clever Models and I tried a couple of their card-stock model kits. That was more up my alley.

Then, I realized that with my computer graphics and photography skills, I should be able to make my own kits. Since then, I've offered a handful of kits for free and have been putting a lot of work into a complex kit with a full interior, called Terry's Tavern.

I have suggestions for card stock modeling tools and techniques on my website and if anyone is interested in creating their own kits, I would be happy to share techniques and mentor them.

Surprise! Surprise! Surprise! A free 20 foot "New Tracks" Card container to download below for free. Thank you Anthony.

Jim Kellow asked if I could provide some special signage for "New Tracks" on one of my 20 foot containers for readers of this article. I am pleased to provide this special signage. To download your free Card model of this 20 ft container please go to:

<https://anthonystevens.files.wordpress.com/2018/06/containernewtracks1.png>.

I have included Card Model building tips on my weblog, and believe they will be of help to beginners. I hope you enjoy building this as well as my other models and would appreciate your feedback to me at tpaulestudios@gmail.com. I hope to develop other unique Card models, and hope you check back periodically to my weblog to see “what is new.”

Thank you again Anthony for your help. If you have questions you believe Anthony can answer please contact him at tpaulestudios@gmail.com.

I am pleased to announce that Anthony has agreed to write a separate construction article on building some of his paper models in a future S Scale Resource magazine. Keep your eye out for it. It will be a great way for you to learn Card skills and techniques. Thanks Anthony for doing the article.



Scalescenes

I have heard this company mentioned a lot by U.K. modelers and others on Card building Facebook pages. Based on the comments I have heard, it was a company I wanted to look into. So I emailed the company to see if I could download their products and kits in S and O Scale. They replied: “Thanks for your interest in Scalescenes.com. As long as your printer has the ability scale pages up there is no reason why you can't build any of the kits in 1:64 scale.

Page scaling is usually found in Acrobat Reader's print window (for more information on page scaling click [here](#)). If you enlarge the OO versions up by 118%, then you will end up with 1:64 scale (Just be sure to adjust the recommended card thickness accordingly).

Similarly if you enlarge the OO version up by 176%, then you will end up with O scale. You'll need to roughly double the recommended card thickness which may require you to print some of the base layers twice. Another alternative would be to use foam core board which is usually available in about 4mm and would be much easier to cut out.”

The owner of [Scalescenes](http://Scalescenes.com) is John Wiffen. The website scalescenes.com says “[John Wiffen](#) started Scalescenes in 2005 and was the pioneer of quality downloadable model railway kits.”

“A life long model railway enthusiast with over 25 years professional graphic design and model making experience, the past ten years have seen John continue to add new, exciting and innovative kits to Scalescenes' already wide product range.”

John has been very forthcoming and responsive to my questions. Thanks John for all your help. Please take a look at their website and see the highly detailed models they offer.

I had a modeler from the Netherlands, profiled below, say he modeled some of the Scalescenes kits to look like models in the Pendon Museum, which are made by the volunteers in England. I have a “*New Tracks*” article about this outstanding model museum coming out in a future issue of [The O Scale Resource](#). Do not miss the article about the Pendon Museum. It is an amazing place with exceptional models.

Card Model Mentor Profiles

Take a look at these Card modeler's profiles. You may find a person who can work with to help you improve your Card modeling, and be a mentor on your future projects. Good luck.



Job Weessies

I'm Job Weessies living in the Netherlands.

It started with a railway set in N scale after I was married for a couple of years. I found N scale too small and adopted HO scale. For me model railways must have purpose. So, I became a member of FREMO. Members of FREMO built railway modules to create large layouts on which they operate as close to prototype as possible. From here I became more and more interested in building scenery. When it was not possible for me anymore to go to their meetings, I left FREMO.

Then I decided to build a home-based layout. After I had built a shunting puzzle, I realized that I wasn't satisfied when I had played the game for about 30 minutes. Creating and building a scene gave me more satisfaction.

Unfortunately, I have allergic problems, so I couldn't build buildings from plastic card and plastic parts anymore, so common in the railway model world.



From the Dutch Railway Society, I loaned that magnificent book Cottage Modelling for Pendon from Chris Pilton about the cottages built for the Pendon Museum. I also met Peter Gentle, a modeller, who also worked for the Pendon Museum on a model railway exhibition in the Netherlands. He encouraged me to start with card modelling. When I visited his stand, he said to me: 'I want to see some of the railway layouts here. Can you watch my stand? And will you continue slating my roof.' When I protested he said: 'Go ahead! This is the only way to learn it.'



I still can build in the way described in the book about those fabulous Pendon models. But I discovered PDF based kits from Scalescenes. This was the starting point for my first English based diorama Bridge street in 1/76 scale. I also created a name for the town where the street belongs to. In this way, Northall was born. I used plain paper for this diorama and used some weathering techniques I had learned in the past.

I started to publish my modelling efforts on the RM-web in the card modelling section. From the response I got, I learned a lot. In this way, I perfected my card modelling skills step by step. Internet was also a great source for me. I found the excellent website

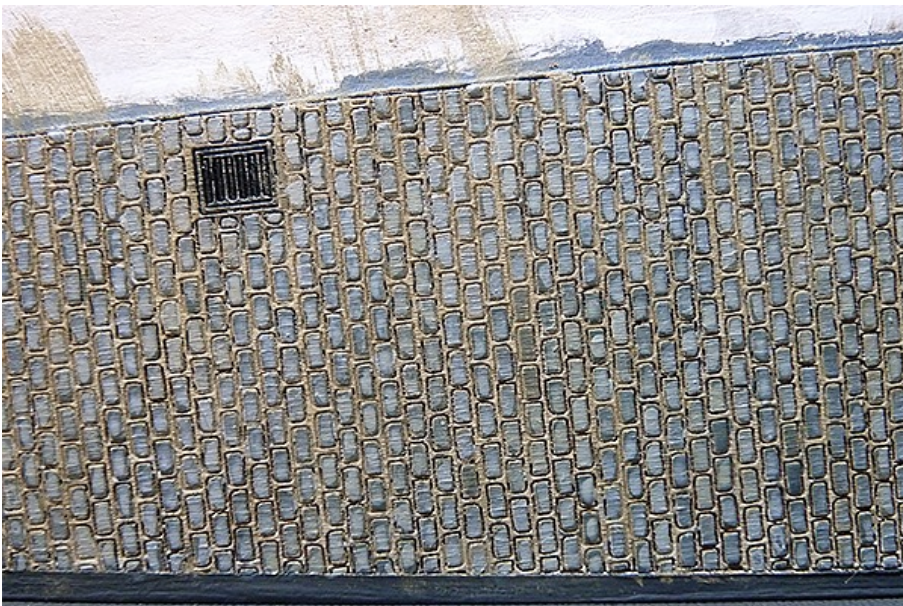
of David Neat, a maker, a teacher of making models. After reading his articles, I asked him for feedback for one of my buildings. I built the roof using a picture of a real roof and a red clay roof texture from Wordsworth Models. He said that this was the way to use textures.

I also like to create interiors for my buildings. Shops are excellent for this purpose. You can create a nice shop window with the interior behind it. For the shop window for the Walden Bookshop, I searched for books on the Internet and scaled them down. For the interior of the bookshop, I used textures from Clever Models.



For this model, I used textured art paper to create better brickwork. The shop sign is made on the computer using Publisher. The textures for the shop and the arches are from kits from Scalesscenes, my favourites. The pavement I created by laying the stones one by one myself.

After working with art papers for a while, I wanted to go a step further. Because you must print your textures and some supplier's advise matte photo paper, I wanted to try that out. There is a whole range of high quality photo papers available. If you use photo paper and you want a high quality result, a photo inkjet printer is required. I now use photo canvas paper for my brick work. For my roofs I use fine art inkjet Rice paper from Hahnemühle. Caroline Street was the first diorama where I used canvas and rice paper.



For my latest project, I made use of kits from Petite Properties. I used my modelling card techniques to create the buildings.

Every diorama is a new challenge for me. I have read a quote that I still use: “It is not the result that counts, but the process.” In this way I hope to create better and better dioramas.

If you think I can help you with your modeling please contact me at job.weessies@oscaleresource.com.
Thanks.



John Carty

Houses of Cards By John Carty. Photos by the author.

I have to admit that I love to try new techniques and materials. I also must confess to being a bit of a cheapskate, especially since my hobby funds are strictly limited. A couple of years ago, the Division sponsored a paper diorama contest in which I happily participated. The results of my efforts exceeded my expectations. I employed what can only be called “old school” techniques in constructing my diorama. In this article, I will detail how you may build models using cardboard, cardstock, and paper.



The first structure I built for this demonstration is King’s Tailor Shop. Start by drawing the shop to scale. Next, lay out the walls and roof on a piece of cardboard. Subtract about a sixteenth of an inch from the length of each of the side walls to compensate for the thickness of the front and back walls. Next draw guide lines on the walls to assist in adding the siding after cutting everything out: the lowest line is for the foundation, the line for the lowest piece of siding is an eighth of an inch higher, while the remaining siding will locate every three thirty-seconds above this line to allow the strips of siding to overlap.

Cut out the windows and doorways before cutting the walls from the sheet of cardboard in order to minimize distortion. Use a sharp knife for this and remember that paper products are extremely abusive to cutting edges. Next, cut one foot thick strips of brick paper (4 bricks high) and glue these to the bottom of each wall to serve as the foundation. Cut the strips over length to allow for trimming after assembly. During most of the project I used a glue stick. I wish I had been more patient and waited to get white glue as I was not as satisfied with the results.

Next, cut the siding from cardstock using a hobby knife and steel rule, which warps the pieces far less than using scissors. Each strip measures an eighth of an inch wide. After the foundation is in place, add the siding one strip at a time, aligning the top of each strip with the guidelines on the walls. Once again leave the strips

longer than needed, trimming will come later. Add trim around the sign area now, leaving a sixteenth inch gap where the overhang will be installed.

After all of the siding has been applied, trim the siding from the window and door openings as well as cutting the excess from the front and back. Leave the sides overhung until the walls are assembled. A scissors works well for this task. Cut pieces of cardstock about an eighth of an inch larger than the window openings. Mark the window opening on the back of each piece and glue in place to the outside of the wall. After the glue dries, cut diagonally (about 45°) from each corner. Bend the resulting flaps into the window opening to create the window frame and secure with glue. If you are using white glue, be a little generous with the glue so as to soften the cardstock and allow it bend more easily. Cut pieces of cardstock a sixteenth of an inch taller than the door openings and an eighth of an inch wider and install just like the windows, but do not overlap the bottom of the door opening. Cut and fold just like the windows, only on three sides not four.

Brace the side walls by out lining the inside of each with eighth inch thick bass wood using wood glue (I like Elmer's). Apply the glue sparingly to both the wall and the wood. Make sure the strips of wood come right to the edges of each wall except the top of the taller wall, where the roof has to clear; otherwise you will have to file the excess to allow the roof to ride properly. Making sure everything is square; add one side wall to the front wall, using the overhanging siding as a guide. Next add the second side wall and then the rear wall. Add the back of the false front using either wood or white glue. Brace the front and back walls locating the upper brace of the front wall right against the back of the false front.

Trim the overlapping siding and foundation to the front and back walls. Cut strips of cardstock to an eighth of an inch wide and score down the middle. Bend on the scoring and apply to each corner of the building. Trim to the top of the wall and bottom of the siding. Add the roof, securing it with wood glue. Add eighth inch strips of cardstock for fascia boards under the roof. Cut pieces of cardstock larger than the window openings and cut out the windows themselves leaving the mullions and glue in place along with pieces of cardstock for the doors. Affix acetate or styrene behind the windows with tape and add curtains (see side bar for links and ideas). I overlaid paper printed to look like shingles over the roof and added a sign made in Microsoft Word. With a little weathering, King's Tailor Shop is ready for installation on the layout.

The second structure follows a common type of brick house found in Belleville, where I live. One nice feature of this style of house consists of the variety of widths the front and back can be, as well as different

heights, materials, and window arrangements. I have seen houses of this type up to three stories tall with store fronts on the ground floor as well as sporting dormers. So feel free to use these drawing as starting points. The early German settlers, as well as a good number of their descendants, used brick which was not baked as hard as we usually expect brick to be. As a result, many older brick buildings in Belleville are painted to help keep out moisture and help preserve the buildings. Among the free brick downloads available, I found one which portrays this type of brick in unpainted condition. I printed this out using a color laser printer.



Again, lay out the walls on a piece of cardboard. Since this model will be installed on a base which will portray the foundation, I left off the foundation from my walls. Cut out the window and door openings using a metal straight edge and

a hobby knife. Next, cut out the walls and roofs. Cut brick paper large enough to overlap the tops and sides of each wall. Be smarter than I was, and leave the white border on the paper to make it easier to align measurements. Spread a thin layer of full strength white glue (I like Elmer's Glue All) over the face of each inner wall (the cardboard piece). The layer of glue should be so thin so as to be tacky. Carefully apply the brick paper to the wall, being aware of alignment since the glue will function like contact cement. Smooth out the brick paper with your fingers and allow to dry.

The gabled walls will flank the front and back walls, so trim the paper to the cardboard. A scissors works well for this. Trim the front and back walls only along the top, leaving the ends to cover the ends of the gabled side walls. Placing each wall face down so that the brick paper is against your cutting surface, cut down the middle of each door and window opening and then along the top and bottom. Fold the brick paper back along both sides of each opening, securing with a thin layer of glue applied to cardboard inner wall. Cut pieces of paper (I used white but you can use colored if you like) to fit the bottom of each window opening drawing a line six scale inches from the bottom. Put a thin layer of full strength white glue on the lined side of each piece of paper. Attach the strip to the outside bottom of the window opening along the line with the six inch portion on the outside and wrap the remainder through the window.

Cut small pieces of brick paper with which to make the lintels. Remember that the brick of the lintels runs perpendicular to the brick of the walls. Apply full strength white glue to the lintels and affix to the wall, again folding the paper into the window opening. If you curved the tops of you window openings like I did, you will need to entice the lintels to conform to the curve.

Take a self-adhesive label in the color you desire for your windows, and affix it to the window glazing you intend to use. Measure out the windows you need on the labels and carefully cut just the label. Leave excess material all around the window openings. Using the tip of your knife carefully lift the labels away from the window openings. Cut apart the windows. Center a window into each opening affixing with white glue applied to the wall. Cut pieces of card stock for the doors and glue in place. You may add a transom to the doorway or you can use a piece of label affixed to the door to fill in the space above it.

Outline the front and back inner walls with eighth inch square bass strip wood, securing the bracing with wood glue. Assemble a side wall to the front wall and then add the back wall. After adding the other side wall, square your assembly up before the glue sets. Add bracing to the side walls at the bottom, the middle, and along the gables. Trim the front and back brick paper flush with the side walls. Attach the roof pieces using wood glue, followed by the roofing material of your choice (I used shingle paper) using white glue. Trim the edges after the glue dries. Using the scrap from the original layout of the house, cut out a core for the chimney. Add brick paper and assemble the chimney. After the glue dries, install the chimney on the roof. Cut a piece of cardstock for the top of the chimney and glue in place. Cut fascia boards from cardstock and attach under the eaves using white glue. The white cut edges of the brick walls may be touched up with a colored pencil of a similar color to the brick.



Add curtains lifted from an on-line catalog (see side bar) or shades cut from plain or manila paper to give the impression that people are living in the house.

After some light weathering with powders, your abode is ready to install on your layout.

Industrial Buildings

Using the techniques above, I also built Supigier Canning. One difference appears in the windows, which sport mullions traced with a pen.

A second difference may be found in the capping of the walls with a different style of brick. The flat roof follows the common practice of using tape for the rolled roofing and painting it. The various wooden tanks were constructed by scribing card board, gluing it to a core, painting it, and adding paper bands, hatches, and other details. Signage may be easily created using Microsoft Word.

Have fun adding inexpensive and unique structures to your layout using paper.

Obtaining Materials:

I obtain much of the cardboard I use by saving packaging, especially from printed forms. Cardboard used in the packaging of clothing may also be used, as well as cereal boxes and paper tubes. I do not use corrugated cardboard. Brick papers obtained in PDF files may be copied into Word and edited to change the color, allowing the modeling of painted brick. Concrete may be simulated by using various colors of cardstock or even by using colored pencils. A little creativity will reap great rewards with these models. For window treatments such as curtains and drapes I like to use the online catalog of J.C. Penney.

Free Brick paper: <http://www.passingloop.com/?p=3390>

Free brick generator: <http://paperbrick.co.uk/index.php?action=home>

Brick paper generator: <http://www.modeltrainsoftware.com/brickyard.html>

Card kits for model railways (UK co.): <http://www.modelrailwayscenery.com/>

JC Penney (window treatments): <https://www.jcpenney.com/g/curtains-drapes/N-1b0lvh6D1noxaa?redirectTerm=curtains>

If you believe I can help you with your Card modeling, please let me know at john.carty@oscaleresource.com



Anke Eckardt

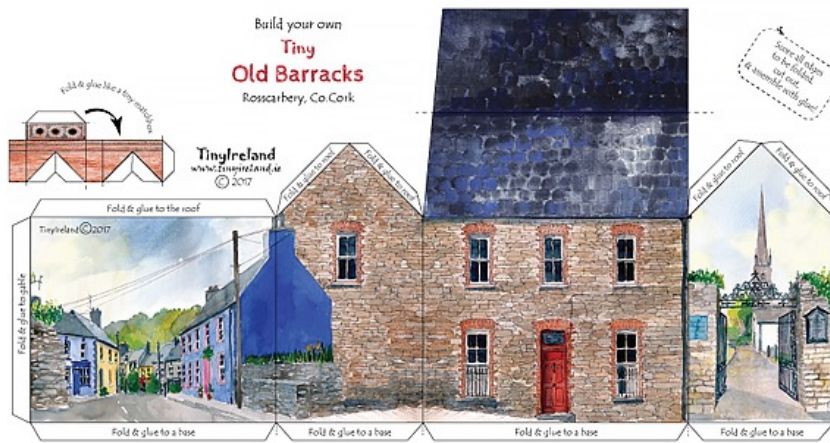
Finally, I want you to meet an Irish Modeler who was recommended to me by a German Modeler. This Irish modeler produces some Card models of actual structures in Ireland. Please meet Anke:

From 1997 to 2012, I worked as a boat builder and furniture maker. I often modelled things I was making using paper or cardboard to help me visualize a project better. My profession also required good technical drawing skills which helped me to design models.

When my son was 5 years old, he was given a Hornby model train set (00 gauge) for Christmas, so I thought it would be fun to make him a tiny Ballydehob, our local village, to go with it. I took photographs of all the buildings, then drew them with ink

Me with a special collection of models I made for a wedding: each table at the reception had one of these models on it with a light inside.

and watercolour. Using Adobe Illustrator, I drew them out as kits, so I could easily build them. This is when I got the idea of selling them as a little gift pack of models of our local town. I then went on to do more and more towns – each pack containing 4 to 5 of the most iconic buildings of each town. My favourite buildings are the old shops and pubs. On the gables and rears of the buildings, I usually put drawings of things of interest about



the town – like an old tall ship on the gable of the Quays Bar in Dublin, or the Drombeg stone circle on the rear of one of the houses in Rossbarbery.

That's how [TinyIreland](http://www.tinyireland.ie) started. As well as the 00 gauge A4 model packs, I also adapt my artwork to suit greeting cards: these make smaller models, the size depending on how it looks best on the card.

I also do commissions for businesses and individuals, who own or manage interesting buildings. My main market is not really the serious model maker, but more the souvenir hunter.

Upon request, I can get any or all of my buildings printed out to S scale – it may take 4-5 days before I can dispatch, though. The cost would be €4 per A3 sheet 300gsm (most buildings fit onto one sheet, but others, like Bunratty Castle, requires 6 sheets).

A serious model builder might look for more intricate details and more accurate dimensions – I simplify my models so that even people who are not used to making models can easily make them. Having said that, I do think that my models form a great starting point for someone who would like to introduce buildings to his/her model railway landscape – they can be made more elaborate by the modeler.

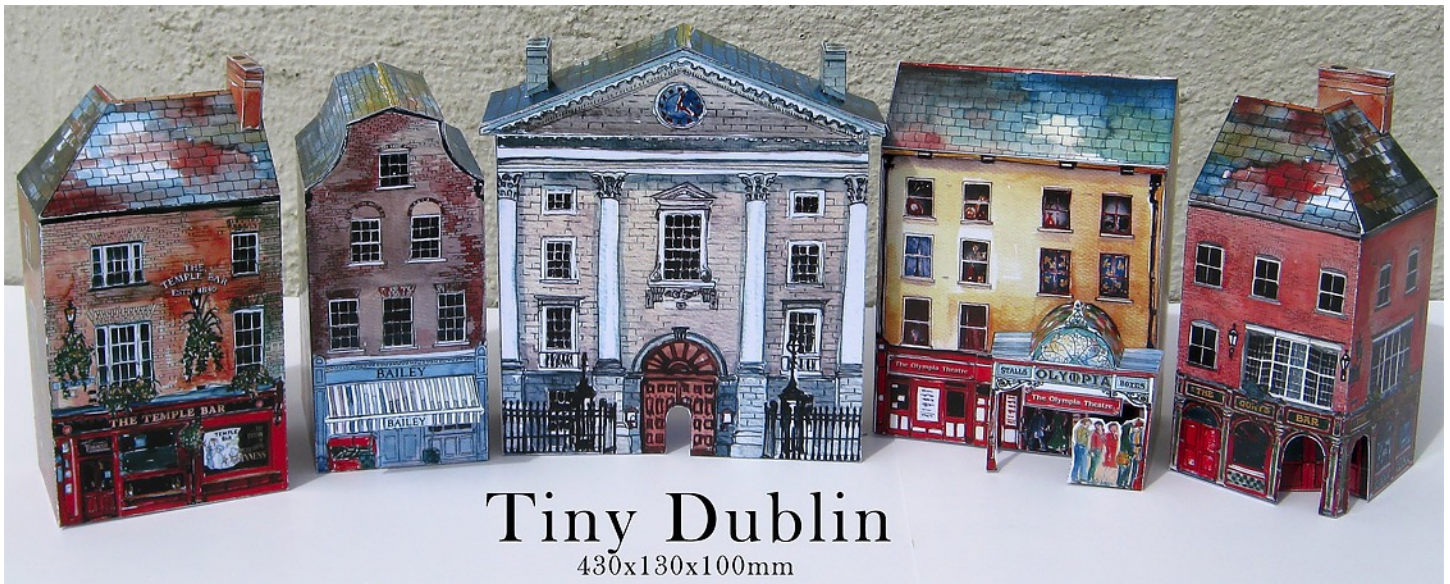
The models I design for greeting cards have to look good on the card as well as when they are assembled – this means I have to fit the kit to suit the space available on the card. See Tiny George's Street Arcade (the picture shows both front and rear of the card). I can also get these printed out to any scale desired.

Not all my kits are on my [website](http://www.tinyireland.ie) – I have made many special orders for shops and

businesses on commission, which tend to be available only from them.

All my A4 kits make separate, detached buildings, see picture of The Barracks of Rossbarbery. The scenery is often drawn onto gables or rears of buildings – I do this to give people something to discover and think about while they are making the models – but also to make the kits look attractive in 2D, before cutting out and assembling.

Barracks of Rosscarbery



For some towns, I choose buildings which are actually next to each other in reality, while for others, I choose a collection of buildings from all over the town. My Tiny Galway, for instance has five buildings from Quay Street in it. Tiny Dublin, on the other hand, has five buildings from all over the city: Trinity, Temple Bar, Quays Bar, Bailey and The Olympia Theatre.

The models in my A4 kits are as close as possible to 00 scale which is 1:76, so just a little smaller than S scale - but not much.

My A5 model kits are much smaller - they are in greeting card format, so I make them to the size that looks good on the card.


If you would like my kits in a special scale, I can get them resized and printed for you - the cost would be the same as the A4 - €15 per set of 4 or 5 models (depending on the town).

If you think I can help you in your Card modeling, please contact me at anke.eckardt@oscaleresource.com. Anke has also agreed to write a separate article for *The S Scale Resource* magazine on a specific project. She has recently started using the Evans Design software for the first time in her modeling. I really appreciate her agreeing to do this and look forward to reading about her project.



I hope you have enjoyed this Card “New Tracks” article and take advantage of all the SURPRISES and products offered by the manufacturers profiled, plus offers to help you with your modeling offered by the mentors profiled. Time for me to get back to my workbench as projects are piling up again. Thanks for reading this far, and good luck with your model building.

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Stephen Karlson's State of Maine Northern Railroad

STATE OF
MAINE
NORTHERN

By Stephen Karlson & Amy Dawdy / Layout pictures by Dan Dawdy

Dan and Steve met on CompuServe back in the early 90s. By this time, we had been helping Ted Schnepf with his Milwaukee Road layout so Dan gave Steve Ted's contact information as a fellow O scaler. Just like Steve, we learned a lot from Ted. We visited Steve in his prior home – one that was not exactly ideal for model railroading as it was an older home with a small basement and low ceilings, but Steve made it work. Many years have passed, we have continued to see Steve at shows, and have watched his layout progress in his new home via social media. I enjoy seeing how Steve has customized his layout, using the Boston and Maine prototype as a “jumping off point” into his modeling. This article is timely, since Steve will once again be open for viewing during the [March Meet](#) in Lombard.

Rather than try to rewrite what Steve sent us, I will let him tell you about his journey into model railroading, and the fact that he has always been involved in model railroading as evidenced by the photo below.



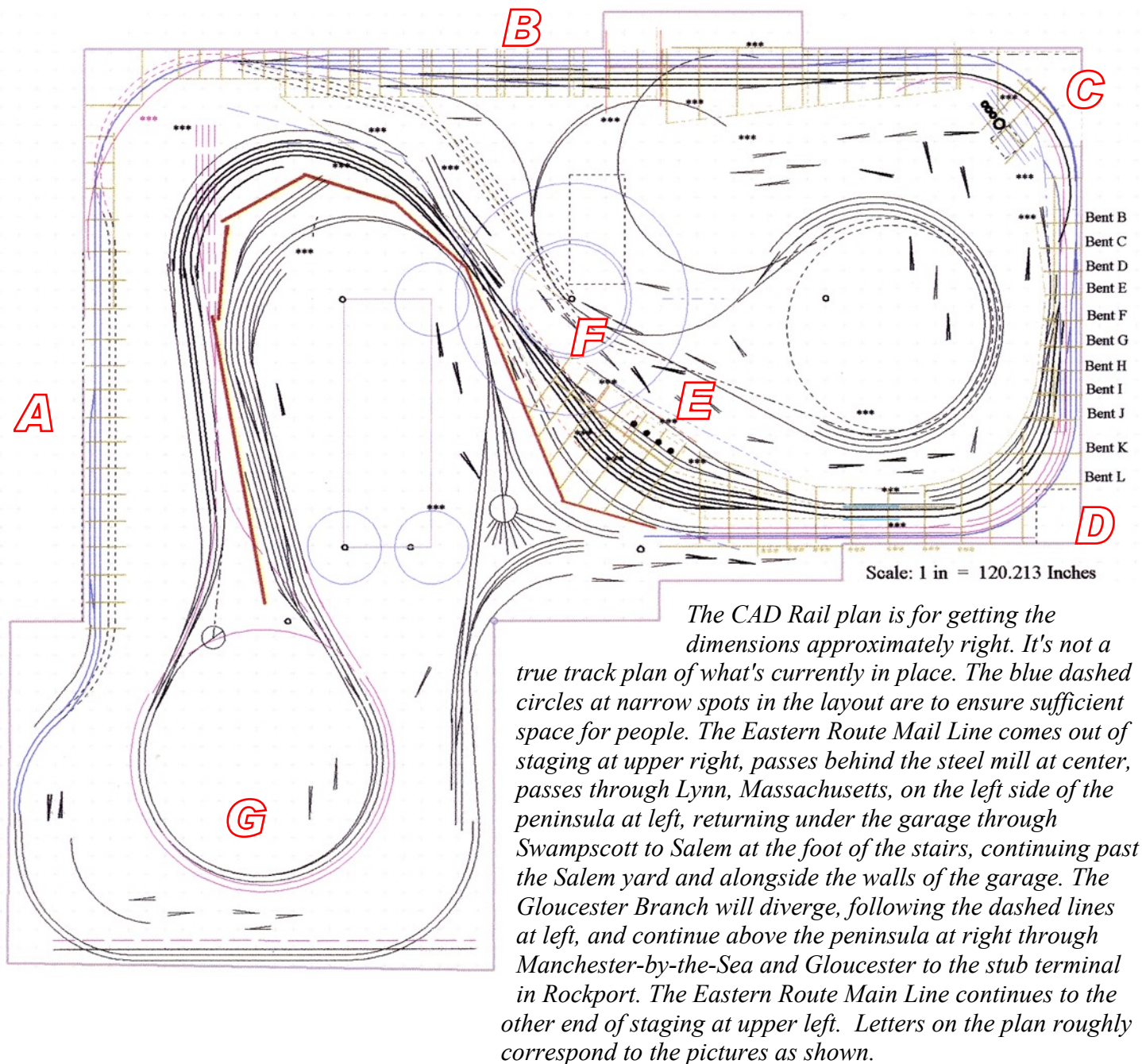
Stephen getting started in model trains at an early age.

When was I never involved in model railroading? Do we start with the Lionel trains under the Christmas tree, which later became a seasonal operation on a 4'x8' board from November until Three Kings, which later became a permanent layout running the Lionel trains, which finally became a two-rail loop of track at my parents' house, until they moved house and I was at university?

In the summer of 1972, I had some money from a food service job that I spent on the Atlas two-rail starter set (F unit, caboose, gondola, box car, power pack and circle of track) that became the two-rail loop replacing the

Lionel trains at my parents' house. I subsequently acquired a bunch of metal box car sides and card refrigerator car sides that have slowly taken shape as cars still running on the current layout, and the acquisition of rolling stock got out of hand after that.

The layout you're seeing is the consequence of over a quarter century commencing with a membership at the Detroit Model Railroad Club and a lot of experience helping Ted Schnepf build his Milwaukee Road in O and Mike Schafer build his Illinois and St. Louis in HO.



I was fortunate enough to be able to design a layout and have a house custom-built around it. There's a direct line from the garage to the basement stairs for bringing construction supplies down cellar, and a side entrance to the house through the mud room in order that layout tour visitors do not go through the house or the garage. The layout itself is built on heavy duty benchwork either attached to the basement walls or on what is effectively a stud wall attached to the floor.

The track plan relies heavily on George Drury's Gloucester Branch plan in Kalmbach's Railroads You Can Model. There is a separate upper level that serves as a powered display shelf for continuous running. That was inspired by layouts I had seen on layout tours that had shelving at a higher level for displaying stock that would otherwise be in boxes. I simply built a complete circuit at a high level and powered it.

The layout is based on the Eastern Route Main Line and Gloucester Branch, which in real life belong to Boston and Maine, although in the model railroad world, the Eastern Railroad became part of the State of Maine Northern, extending at least as far north as Waterville and Rockland in Maine. In this version of history,

the New Haven built an electrically operated tunnel between the South Station area of Boston and East Boston, and the electric operation will end at Lynn, Massachusetts, on a portion not yet built.

The powered display track is for test running equipment, although it, too, is based on prototypes. The north end is Britain's Great Western Railway from Dawlish Warren to Starcross, along the English Channel, and the south end will represent, with artistic license, the South Donetsk Rail Road of the Soviet Railways. In real life, that was the intended route of the 4-14-4 to haul large coal trains out of the Donbass Basin.

When everything is up and running properly, operating sessions on the Gloucester Branch will be set in the summer of 1952, with the summer resort trains running. The upper level is set early in the Cold War, with Stalin in charge of the USSR, King George VI or Queen Elizabeth II on the British throne, and Harry Truman as president of the United States.

The scenery will be plaster cloth or Hydrocal soaked paper either over foam board or over cardboard lattice. Whatever it takes. Currently, everything runs on conventional 12 volt DC. I have some CVP Products dead rail installations to be put into locomotives, and the layout is wired for command control, which will be installed in the near future. A number of locomotives have smart decoders which mean they can run on the conventional DC.

Finally, I asked Steve what his favorite part of the layout is and what he enjoys most about the hobby. He replied that he thinks switching the steel mill is going to be fun once that's done. For now, the display track is there to kick back, after an evening of working on the big projects, and running something in just to see it go around. As for the hobby, What's not to enjoy? Perhaps it's scratchbuilding cars, or rebuilding bargains from swap meets, or perhaps it's dickering at swap meets. Or perhaps it's going to an operating session to be the dispatcher, which, given the propensity of modelers to cram the traffic of the Boston Division of the New Haven onto the trackage of the Chicago Great Western, means no end of challenges.



End of benchwork for now. The siding at left serves United Shoe Machinery in Beverly, Mass. The space to the right of the existing tracks is for the Gloucester Branch. The lumber is placed there for use on that project, perhaps before the March Meet



The northeast corner of the basement. Top to bottom: the powered display track down from Dawlish Warren to the sea wall along the English Channel; the future site of the Rockport, Massachusetts engine house, coach yard, and station, and the staging yard. In the distance is one of the two emergency egress wells required under current city building codes.



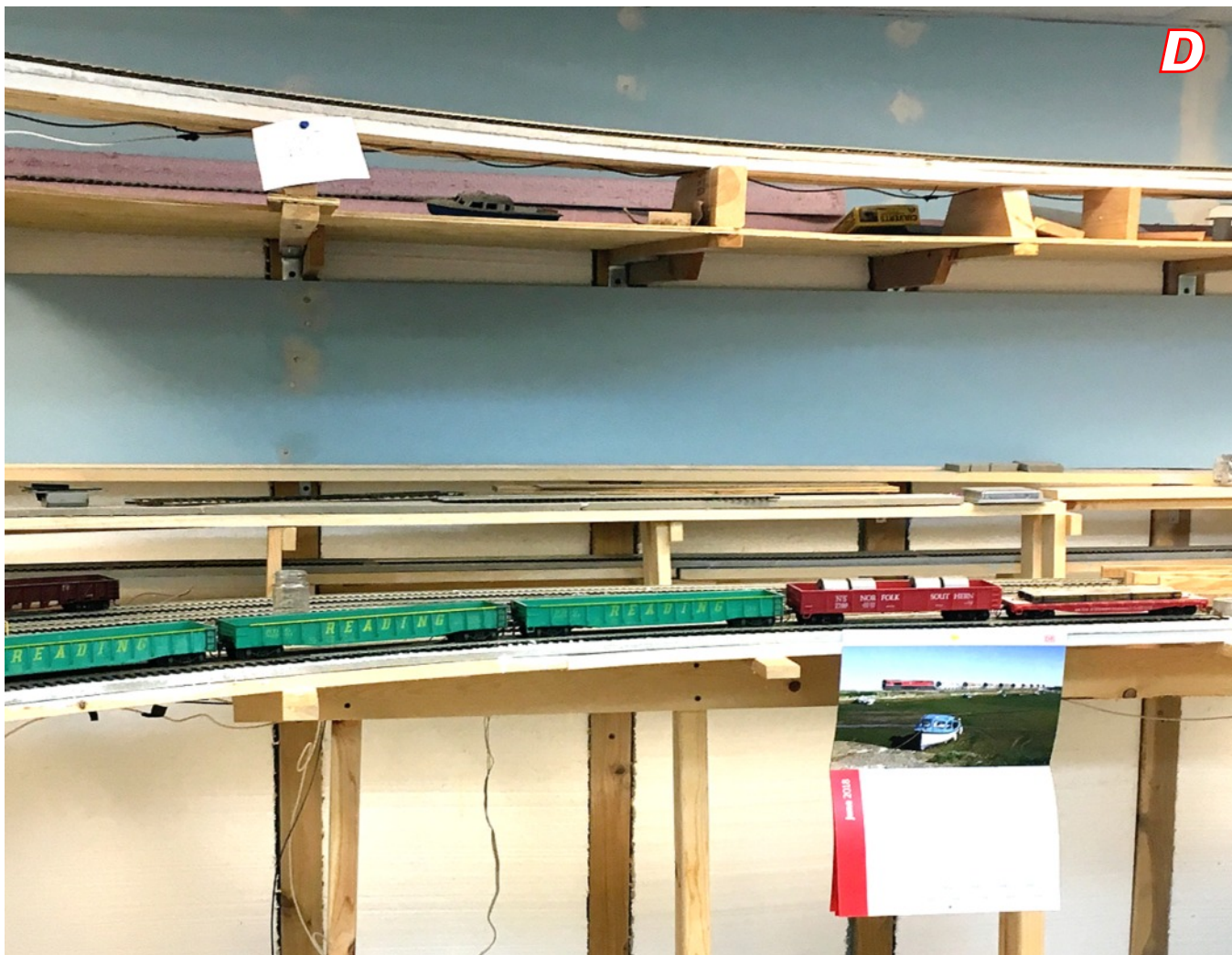
An overview of the basement. This view will not be possible after the two peninsulas are in place Powered display track above, staging below at left. The witch flies over the future Salem, Massachusetts station site.



A State of Maine Northern passenger train waits to leave the north end of the staging yard. House utilities including a tankless water heater, the water softener, and the circuit breaker box, are in the alcove at right. There is a lift-out section provided in the staging tracks to get at the alcove in case of dire emergency.



A general view of the northeast corner of the basement. Above, the Great Western Mail Line between Dawlish Warren and Cockwood Harbour. Below, the Eastern Route Main Line in the foreground, with the Saugus Branch and a cutoff for high cars behind. In the corner, there's an electric sump pump backed up by a vacuum pump driven off water pressure from the city water mains. If both the electricity and the city water are out, there might be more urgent problems on hand than protecting the railroad.



Future aspirations. The DB Railfreight calendar shows the real Cockwood Harbour at Starcross, where the Exe River meets the English Channel. Look closely: there's a careened boat on the model at upper center. The steel mill tracks and the benchwork for the future Saugus Branch tracks and the blast furnace high line are in the middle.



Action at the steel mill. The critter is the Rivarossi German BR80 tank engine from the early 1970s. The bottle car and slag pots are MTH cars refitted with scale wheels and Kadee couplers. It's an empty car move as you'd want an idler car between the engine and loaded bottle cars or slag pots.



The open hearth shop, where hot iron delivered in bottle cars, and scrap delivered in gondolas, become steel. The stacks will be connected to a fog machine for occasional scenic effects. The hot metal cars arrive, and slag cars leave, on the lower track, and scrap deliveries use the upper track. That is a short stretch of On30 track.

It's for scrap buggies, used to provide bite-sized loads of scrap to the open hearths





The area behind the open hearth shop will be busy. The interchange track for New Haven transfers coming from the East Boston tunnel is in use. Two coal tar tank cars and a load of refractory powders, all supplies for the open hearth, are on the fuel track. There's space at left for a second scrap metal track, used to deliver scrap metal and refractory brick to the open hearth shop.



West Lynn Junction will be one of the busier parts of the layout. The open hearth supply tracks are at left, the outward and inward New Haven interchange tracks at center, there's space to represent the General Electric River Works behind, and the crossover at right marks the future location of the Saugus Branch, which joins the Eastern Route Main Line here. In real life, both the Eastern Route Main Line and the Saugus Branch were double track at West Lynn into the 1950s.



The upper level has a 10 foot minimum radius, and it captures elements of the South Donetsk Rail Road to feature this Locomotive Workshop kit of the Soviet 4-14-4, which occasionally turns a wheel.



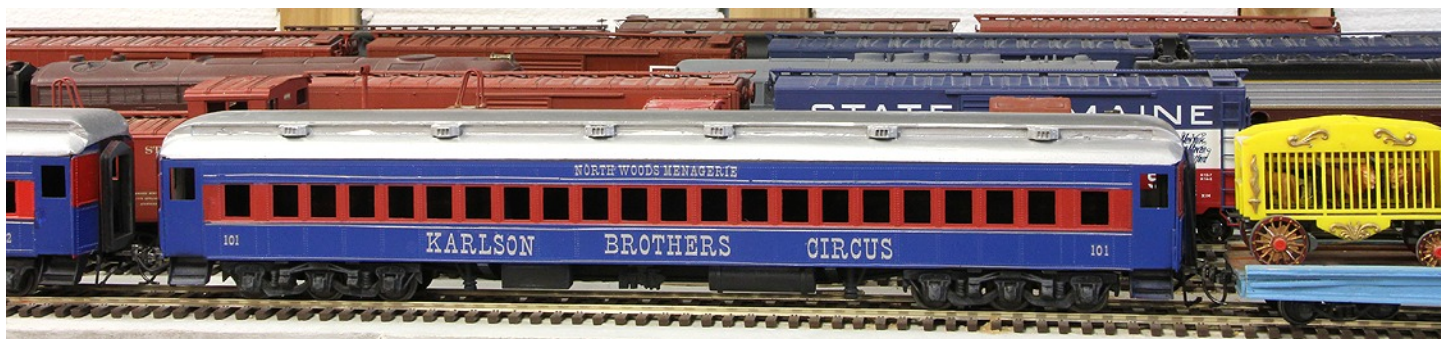
The Weaver model of Boston and Maine P-4a 3710 Peter Cooper, which, thanks to mileage equalization conventions, often shows up on State of Maine Northern through passenger trains.



A short British Railways stopping train with a Standard Four tank engine and two Mark I coaches on.



Part of the Karlson Brothers Circus train. The train ventures off the layout to participate in Circus Model Builders exhibitions. Children of all ages get to see the train run.



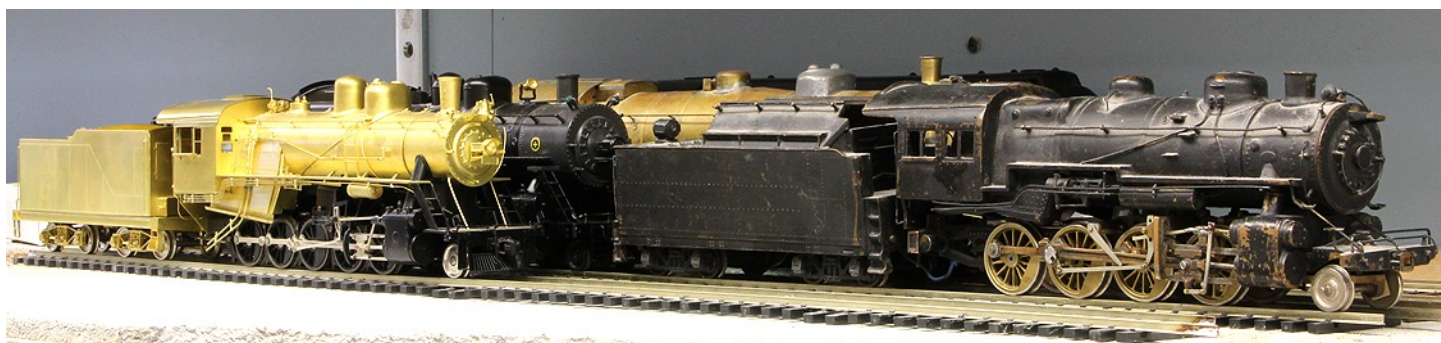
A sleeper for the cast of the Karlson Brothers Circus, with the menagerie cut to the right.



The game is afoot! It's quite a two-pipe problem, Watson, and Sherlock doesn't notice Warship class diesel-hydraulic D854 Tiger with a down train.



A train of British Railways' contrarian Western Region in the mid-1960s. Diesel-hydraulic D854 built by Steve Beattie. The Western Region painted Mark I rake are a recent acquisition from Darstaed. The Western Region rebelled against standardization both in the diesel hydraulics and in the Great Western Railway heritage livery on the coaches.



Steam power parked at the future site of the Rockport, Mass., engine house. The Sunset Russian Decapod and a Saginaw cast bronze Pennsylvania H-9 repowered by Rod Miller wait in front of several larger locomotives.



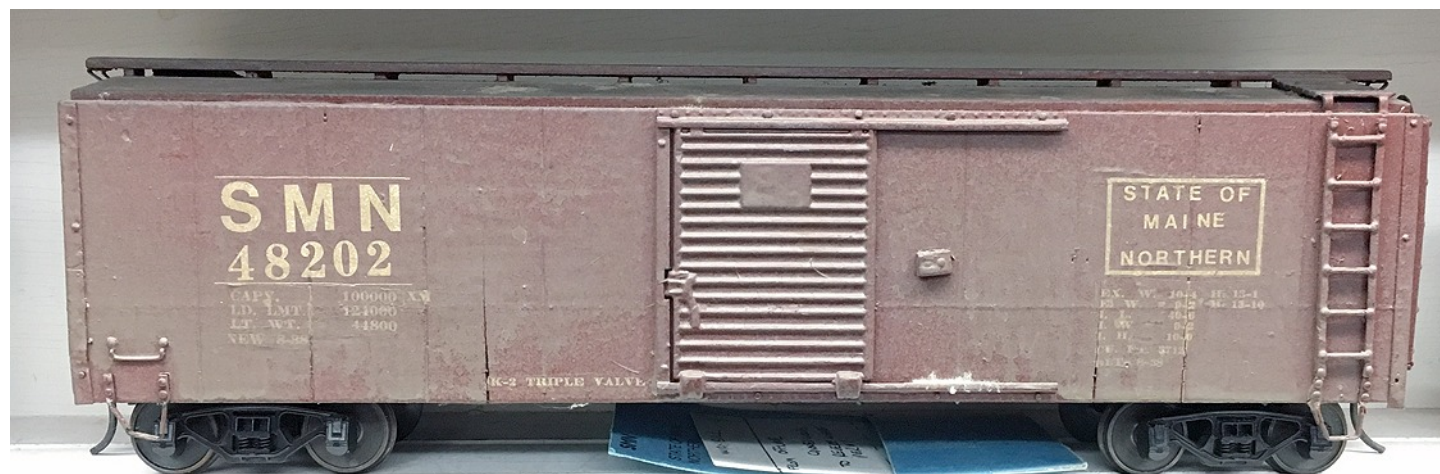
A switch job with a variety of freight cars.



A shelf full of cars and locomotives that might not be ready to go on the layout, or might be idiosyncratic to the era. Look closely. The Pittsburgh psychedelic PCC? A Milwaukee Electric dining car? A Bangor and Aroostook box car with colors reversed? The boat train poster at right is accurate. During the Depression, Eastern Steamship offered day cruises out of Boston, using a ship that didn't sail to Canada on Sundays.



Making the transition from Lionel to scale. Walthers once sold roof and floor stock to the dimensions of O27 box cars. This D&H car dates to 1969 -- its builder was fourteen at the time -- and it originally had Lionel-compatible wheels and couplers. Automatic Car Identification was a big deal in the late 1960s.



The State of Maine Northern corporate identity emerges. The car is a bargain purchase from a hobby shop in Ferndale, Michigan, around 1980, and the lettering is by dry transfers.



The State of Maine Northern corporate identity matures. The railroad has a fleet of these Atlas or Bev-Bel box cars with Rail Graphics decals.



State of Maine Northern serve the fishing industry, including Gorton's of Gloucester, and the railroad has its affiliated refrigerator cars sailing under the banner of the New England Fisheries Refrigerator Line.



A small crew lounge for operating sessions. There's a library nearby, and a crew restroom behind the wall (under the stairwell). Visitors to the railroad can get to the basement without going through the garage or living areas of the house.



The train room under the garage. It's currently Fibber McGee's closet. Once the wall insulation and drop ceiling are in place, the tracks will run around the walls, as well as use a peninsula about where those shelves are.



Steve still keeping the trains running after all these years.

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Some Thoughts On P:48 Modeling

By Glenn Guerra

One of the things that came out of the recent O Scale survey was a lot of non O Scale modelers read the magazine. Glad to have you. You represent potential future O Scale modelers. Another thing that came out of this survey was every age group liked the size and detail of O Scale models. That is what we all like. Detail, however, is in the eyes of the beholder. It is what you like, and you decide what details you think matter. One detail that some of us O Scale modelers, myself included, like is a wheel made to scale dimensions of the prototype. There is a faction, if you will, of O Scalers who use these wheels. That faction of the hobby uses what are called P:48 standards. With this in mind, Dan asked me to write a little about P:48 and what it is.

Let's start with a little history of O Scale. Somewhere back in the primordial soup that created O Scale, someone thought the track gauge should be 1-1/4" between the rails. This makes sense when you consider that rulers were the standard measure of the day. Keep it simple, right? These early models were powered by wind up watch mechanisms, and the equipment was usually sand cast. It wasn't long before people were making models that looked more like the prototypes. Scale model railroading was born. At this time 1/4" to the foot was becoming popular since it seemed to closely match the track gauge and the scale factor was easy to work with. This is also 1/48th the size of the original. Then someone discovered that if you take 4' 8-1/2" prototype track gauge and divide it by 48, you get 1.177" and not 1.25". This started the great track gauge conundrum we still have today. So why wasn't this just fixed at the time? For all the same reasons we have today, it was too costly to change existing equipment, lack of ready made components, and compatibility with other model layouts as in the club you belonged to. So what happened?

Some people who could not sleep at night knowing their track gauge was not right took action. That action was to create a model size of 17/64th" to the foot. This would make your model larger to match the track better. So let's look at that. To start 17/64th" is .265625" and 1/4" is .25". Looks like a lot of hard calculating with a pencil and paper to me. It gets better, 17/64th" to the foot is 1/45.176 the size of the prototype and 1/4" to the foot is 1/48 the size of the prototype. So to get the dimension of your 40ft car you first multiplied 40 by 12 to get the dimension in prototype inches. Now you divide that number by the scale, 48 for 1/4" modeling and 45.176 for 17/64" modeling. Another thing to consider is dividing by 48 will usually give you some common decimals. For example, 6" in 1/48 is .125 or 1/8". That is easy to find on a ruler. The same 6" in 1/45.176 is .132. Find that on your ruler. The better choice as I see it is to stick with 1/4" to the foot or 1/48th the size.

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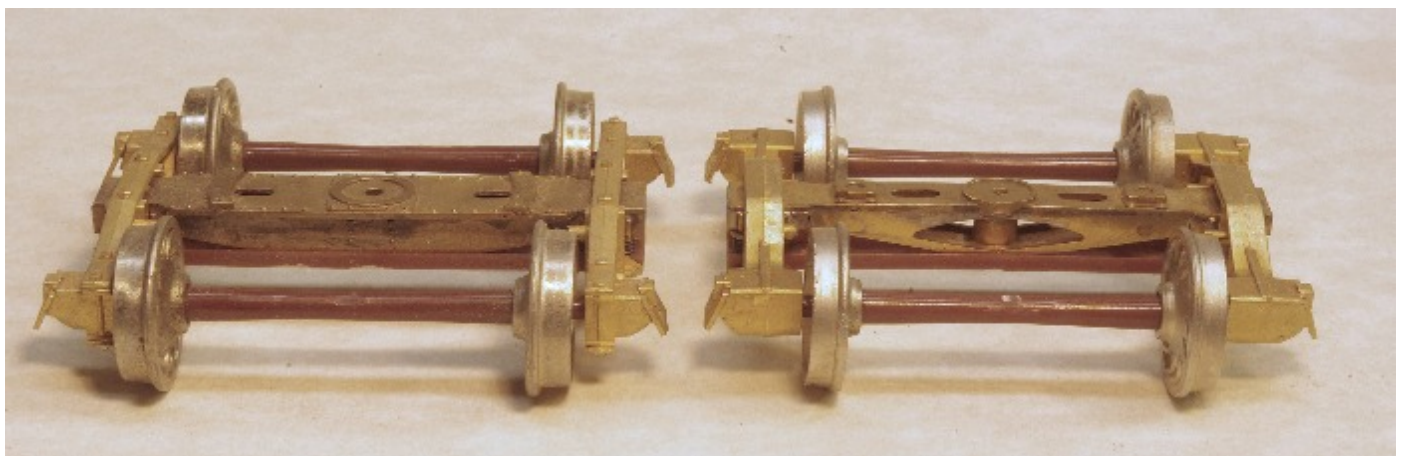
An ad from the February 1936 Model Craftsman magazine shows a model sold by Miniature Locomotive Company made to 17/64th" to the foot scale



Some prototype trucks at the rail museum in Snoqualame Washington. Note how far the journal box sticks out on the inside to the truck frame. This is because the center of the bearing needs to be on the center line of the truck side frame. The journal box sticks out as much on the outside as it does on the inside.

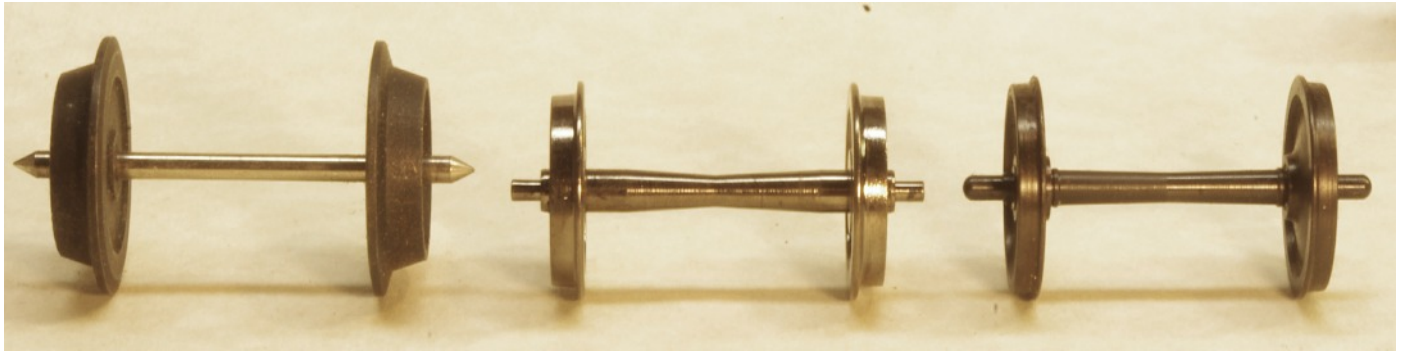
The 17/64th modelers were quick to tell you that their locomotive with the die cast boiler with die cast details on it, tires that were three times wider than they should be, and flanges that required a scale 200 lb rail to run on was somehow better. The track gauge of 4' 8-1/2" divided by 45.176 is 1.25066, actually very close, but somehow, this does not seem to matter much when you look at the rest of the model and the pain of getting there.

So why did this not take hold? Economic reasons. The manufacturers making 1/48th size models outnumbered the ones making 1/45.176th models. Modelers had more choices, and because the manufacturers were selling more, the prices were cheaper. Most of us just want to run our trains and not get into any discussions about the purity of the world. There is enough of that on the news, our hobby should be an escape to a better place.



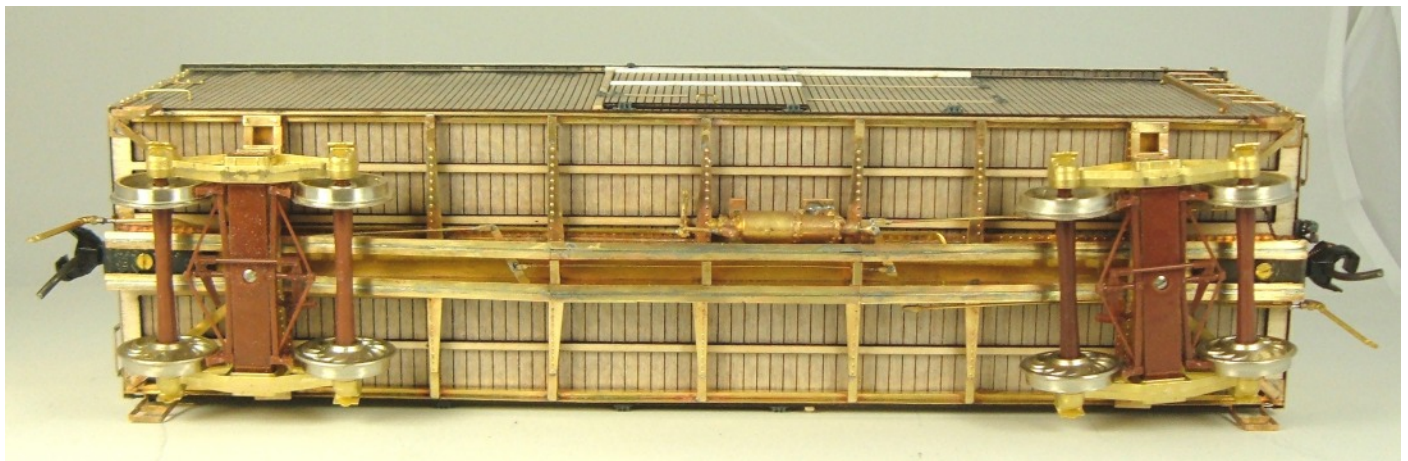
These are some San Juan Car Company trucks. I sent the plastic parts off to be cast in brass. On the right is a P:48 "T" section Bettendorff truck with P:48 wheels. Notice how the journal box sticks in like the prototype one does. On the left is a San Juan arch bar truck set up for standard O Scale. See how the back of the journal box was taken off to make room for the wide track gauge and wheels.

This track gauge issue raged on through the 1930's until World War II gave most people more to worry about than their hobby. After the war, there was a small resurgence of 17/64th but it was mostly pre-war models that were being replaced by better quality models. The other significant contribution was Lionel.



A comparison of wheels. On the left a typical high rail wheel. In the middle a wheel made to current NMRA standards. On the right a wheel made to P:48 standards.

Lionel made a few excellent scale models before the war but never really pursued it. After the war they started making plastic models that sold very well and some were made to 1/48th size. The Lionel F-3 diesel is an example. Some people ran them with scale cars, which the Lionel cars were not. I might add that a lot of modelers with Lionel equipment were running All Nation, and other scale car, converted to Lionel trucks. I bought a lot of these cars at flea markets very cheaply. Strip the paint off, put scale trucks on them, and new couplers and you have a nice car.



This was one of my old Mullet River kits for a New York Central 36' box car. I used San Juan Car Company trucks that I sent off to be cast in brass. The car is made to run on standard O Scale track. Note how the backs of the journal boxes have been left off the casting to accommodate the wide track gauge and the wider wheels.

The 1.25" track gauge was here to stay. Soon people like Truescale started offering milled wood road bed for easy two rail track laying. Actually they started in the 1930's but the war slowed things down. When the two rail movement started to take hold in the 1930's many people were running Lionel on their two rail layouts with code 172 rail. But what about the third rail you ask. No problem just put it on the out side of the track like the prototype electric railroads do. Now you had your 17/64" steam locomotive with the die cast boiler, cast on details, wide tires, and huge flanges with a third rail shoe sticking out from under the model somewhere. It's enough to make your head spin.

By the time I got into O Scale in 1967 there was almost no 17/64" models left. Well the track issue did not go away but took a detour. One of those detours was fine scale. So what was this? Basically you used a narrow wheel with a scale size flange on 1.25" track. A Few People tried this and they soon found out they needed to

make all their track. The wheel and track interface is what makes it all work, in other words you cant run a small flange wheel through switches made for wide flange wheels. When it came to what we call P:48 today Bill Clouser in St. Louis was one of the pioneers in this area. He had a traction layout which was fairly small but had exceptional detail. Bill made many patterns for couplers and other detail parts that are still being sold today. The modeling was for his own layout to his standards and it all worked. I was recently talking to someone who knew Bill and Bill regarded the narrow wheels, small flanges and track gauge as just another detail to add to his models. The problem was there was no published standards for interchangeability. More on this later.

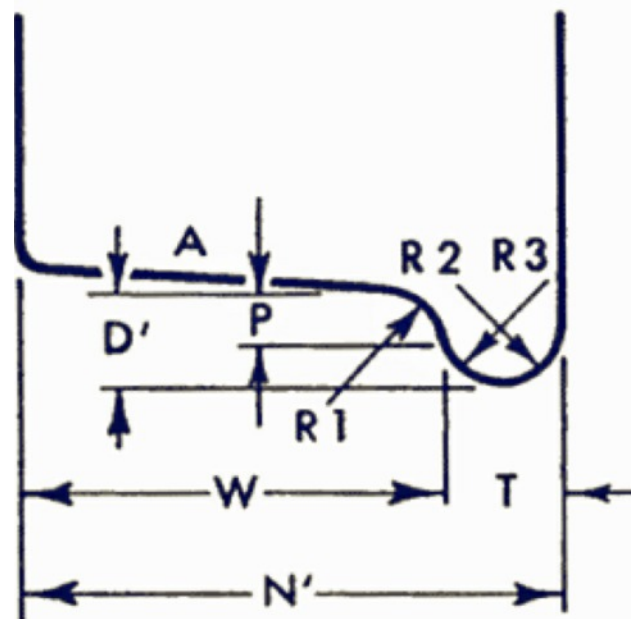
Now we are into the modern age and have calculators. Conversions of prototype dimensions are much easier, and most modelers have a dial caliper. Next came AAR modeling, which took prototype dimensions and just divided them by 48, which is our scale proportion. This morphed into Proto 48, or P:48, as it is commonly called today. So what exactly is P:48 modeling?

This is a topic that will get some people all stirred up on any side of the issue. Here is the way I see it. The scale is still 1/4" to the foot or 1/48th the size of the prototype just as every piece of O Scale equipment is made today. The difference is in the track gauge, wheel dimensions, and track wheel interface.

Let's start with the track gauge. Now, before you run out to convert your models with P:48 wheels, here is the tricky part. The relationship between the wheel flange and the track is very important. The NMRA has established standards for this. I would recommend downloading and reading the NMRA technical bulletin TN-1.1.2 with this link. https://www.nmra.org/sites/default/files/tn_1_1_2.pdf. There is a lot of good history on the subject. The track gauge is 4' 8-1/2" divided by 48 or 1.177". The prototype wheels are 5-1/2" wide which is .115" and the flange is 1" which is .02" in the model size. This was brought home when some importers brought in some models with fine scale wheels for 1.25" track gauge. There were some problems. First, let me back back up a bit. The standards for O Scale have changed over the years. In the 1950's, the NMRA standard

NMRA P:48 Wheel Standards

| Model Dimension | ID | Min | Max |
|---------------------|----|-------|-------|
| Tire Width | N | 0.115 | 0.120 |
| Flange Width | T | 0.024 | 0.028 |
| Tread Width | W | 0.087 | 0.096 |
| Flange Depth | D | 0.021 | 0.026 |
| Fillet Radius | R1 | 0.014 | |
| Tread Taper | A | 20:1 | |
| Gaging Point | P | 0.014 | |
| Flange Back Radius | R2 | 0.013 | 0.013 |
| Flange Front Radius | R3 | 0.013 | 0.013 |



These standards from the NMRA were published November 22, 2005 as Tech Notes TN-1.1.2. These dimensions are in the actual model size. This is a very comprehensive document, and I would recommend downloading it and reading it. It explains how the wheel and track interact as well as how the standards were derived. Click on the link above and you will get a pdf copy you can download and save.

width for a wheel was .172". In modern times, the wheel width has changed to .148" wide. It's not the width of the wheel that is the problem though. It's the dimensions of the flange. The problem is at the switch frog and the back to back dimension on the wheel. When you make the flange smaller without changing the gauging point, the back to back distance of the wheels gets larger. This means the guard rail on your switch will not hold the wheel away from the frog point, and your wheel will pick the frog. So P:48 is all about the track gauge, wheel dimensions, and track wheel interface. It has nothing to do with the quality of the model.

Ok, I just sent a bunch of people off to their computer to write and tell me what a horse's behind I am. Never mind them, let's get back to people who would like to consider P:48. I myself like it. I like the narrow wheels and small flanges. I consider it just another detail on my models, and we all chose to model the details we like.

I like the look of the narrow wheel and small flange on my models. So why not just put narrow wheels and small flanges on the existing model? This is where that track wheel interface gets to be the problem. If I put narrow wheels and small flanges on my model with 1.25" track, it will not work with the NMRA standards for guard rail clearance. So if you are going swimming, don't just stick your toe in, jump in! You need to go the whole way, and that means wheels, track, and proper wheel track interface..



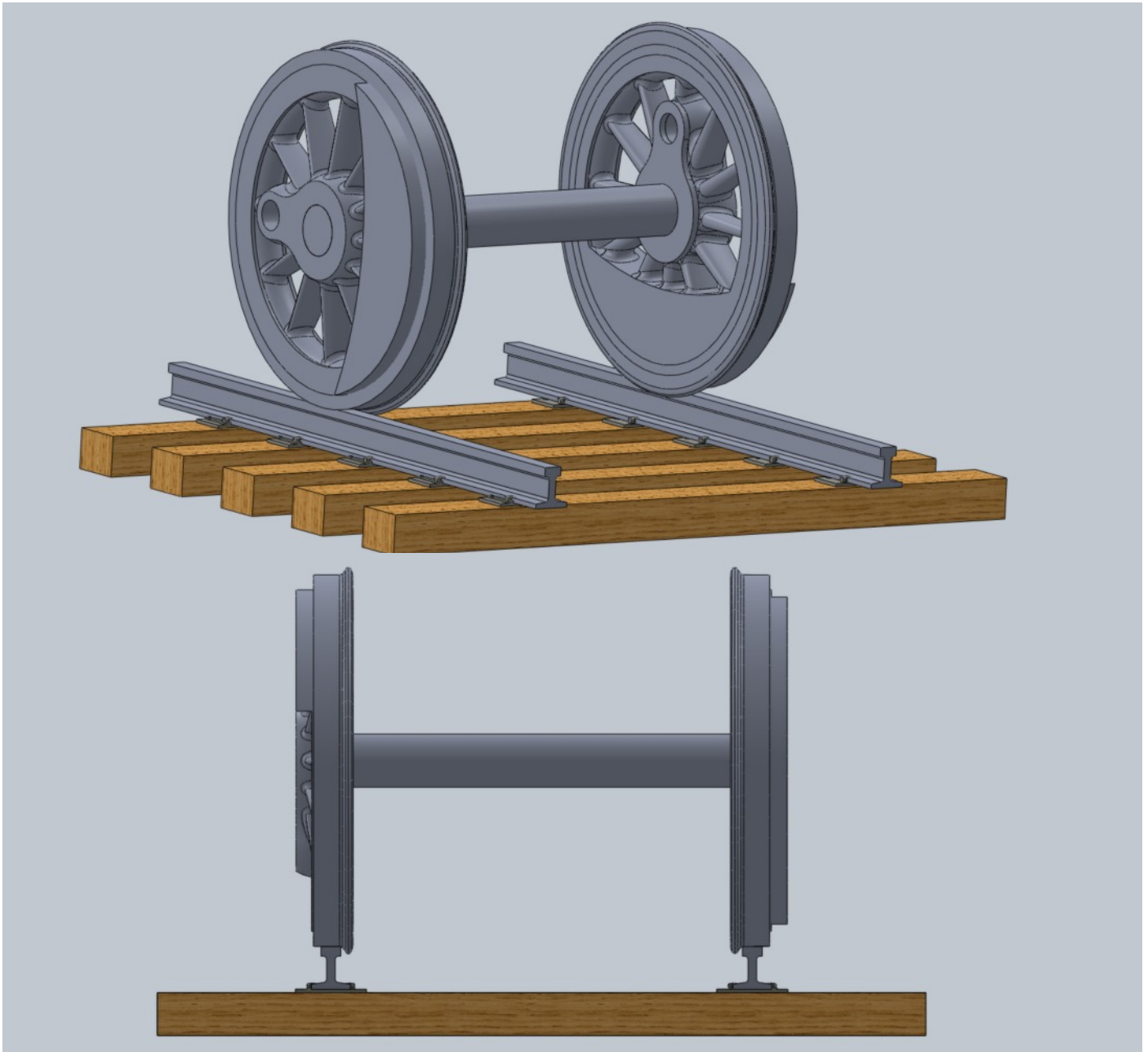
Before you give up and say this is not worth the effort read on. P:48 has a lot of followers, and as a result there is a lot of product available. Back when Bill Clouser started his fine scale modeling you needed to really look for parts. Bill made nice looking scale couplers that are still being sold today, as are some of his other parts. These were, and are, very nice looking parts but have nothing to do with the P:48 track and wheel standards. For the wheels, you had to go to someone else or make them. For driver tires on your steam

John Pautz from Indiana developed these switch components. He had a number of different frog numbers and different point rail lengths. The pattern work was very good and the flange ways are correct for P:48. These track components work very well. This product line has been sold to Jay Criswell and is now sold by Right -O'- Way.



locomotives, you had to make them or find someone who did. The good news is, today almost all the P:48 supplies are under one roof, mostly thanks to Norm Buckhart. Norm had the means and desire to see this happen and bought up as many P:48 product lines as he could. He has since sold all of this to Jay Criswell, who goes by the name of [Right - O' - Way](#).

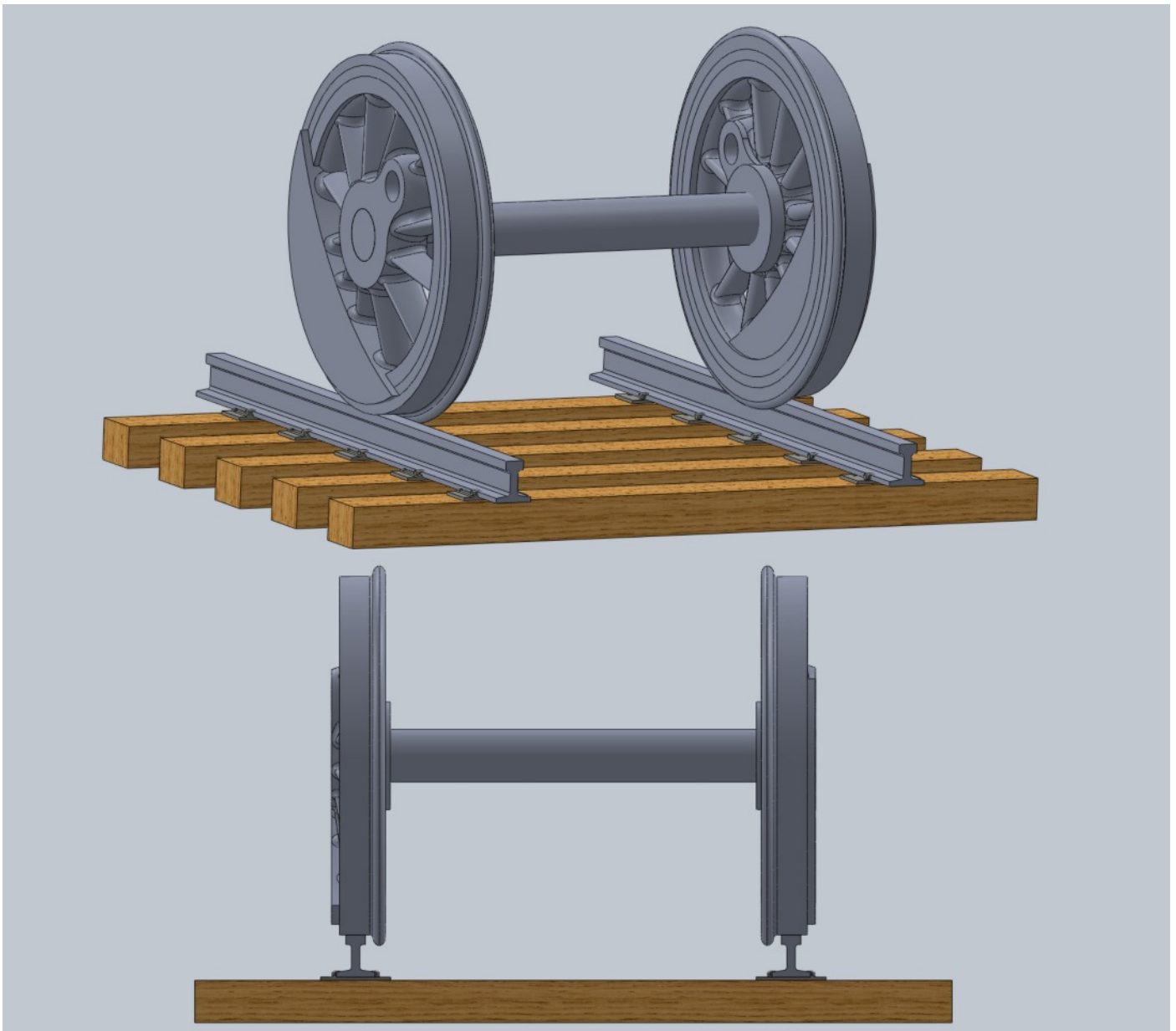
Besides buying all that Norm had put together, Jay has acquired the cast switch components that John Pautz made under the name of American Switch and Signal. These components are specifically designed to work with P:48 wheels. Jay has also acquired the line from Red Cliff Miniatures made by Jim Harper. The real good news is Norm had the means to get Micro Engineering to make flex track in code 125 rail to P:48 standards. Jay has acquired this also, and it is on his [website](#).



This set of drivers was drawn to work on P:48 track with the scale cylinder centers for the locomotive. Notice how far the hub and counter weight stick out past the driver tire. Compare this to what you see in your prototype photos. This is one of the compromises that need to be made in modeling. Were the cylinders widened out to accommodate the wider wheels, they would look too wide. The compromise is to flatten the wheel out a little which is less noticeable.

Another product that is coming back to the market is the old San Juan Car Company trucks. This was started by John Parker of Durango Colorado. To make a truck that was a scale width on the outside, yet would accommodate the wide wheel and 1.25" track gauge, the solution is almost always to leave the back of the journal box off. This makes the outward appearance of the model good, but makes the back of the truck frame not so good. Does this really matter? All modeling is a series of compromises, and we all chose to make the compromises we want. There are no perfect models, only the compromises you choose to live with.

Back to the San Juan Trucks. When John Parker made the P:48 trucks, he left the back of the journal box on and it looks really good. The whole San Juan line has been acquired by Robert Stears and Doug Junda and they are getting up and running under the name of [San Juan Model Co.](#) So things are looking good for P:48 modeling. Now let's look at converting steam locomotives.



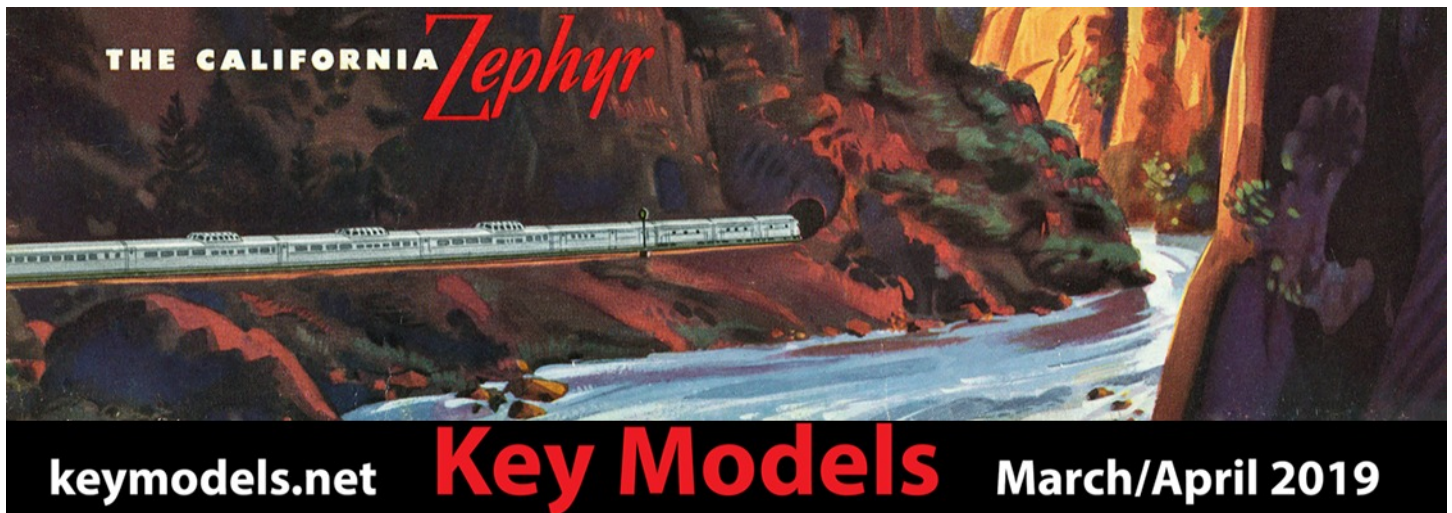
This is a steam locomotive driver set I drew up to work with standard O Scale track without widening the cylinder centers out. Notice the difference in how far the wheel hub and counter weight stick out past the driver tire. Compare this with the previous set of drawings.

Lately I have been designing some steam locomotive kits and wanted to do them in regular O Scale and P:48. The problem is to fit the O Scale drivers behind the main rods. Most models cheat the cylinder spacing out a little, but this only solves part of the problem. The rest of the solution is in the drivers themselves. Take a close look at your prototype steam locomotive photos. Look how far the counterweight sticks out past the driver tire. In models, the counterweight is almost flush with the driver tire. The wheel center is also flatter. When you convert your existing steam locomotive by turning the wheel centers narrow and putting new tires on them, they are set back too far from the main rods. This is a small point, but still something to consider. I drew up two wheel sets to illustrate my point here. A lot of this can be fixed by using new driver centers with the correct counterweights and off set.

Another solution is to add a piece of brass to the counterweight to make it stick out more. You may also need to put a spacer behind your crank pins. If this sounds a bit intimidating or beyond your ability, there are people who do this kind of work. The good news is Jay Criswell has a good selection of driver centers and driver tires. Thanks again to Norm Buckhart for getting this all started.

One last point before I quit. The question always comes up, does the small flange really work and will the trains stay on the track? Part of the answer is you need to pay attention to the wheel track interface and standards. Jim Canter from Indianapolis has a large P:48 layout. During an open house one time he had a 65 car freight train running all night and it never derailed. Talk to other P:48 modelers to see how their layouts are doing. Lastly, the P:48 flange is very close to the HO Scale RP25 wheel flange. The HO Scale models stay on the track and they weigh half as much as an O Scale model.

Well, let's end this on a positive note. I like P:48 and would encourage people to consider it. The only difference between standard O Scale and P:48 is the track and wheels. The model scale and proportions are all the same. There is a lot of good P:48 specific product available. Those of you that may be considering getting into O Scale, take a good look at P:48, you may like it.



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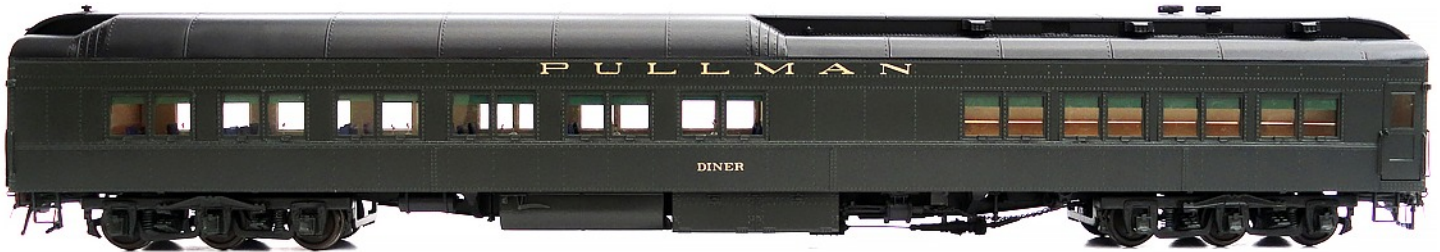
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READY FOR PATRONS

CUSTOMIZING A 3RD RAIL PULLMAN DINING CAR BY SANTIAGO PINEDA



Luxury train travel didn't quite take off until the arrival of the Pullman Standard heavyweight diner. These *restaurants on wheels*, as they came to be known, became a high selling point for the Pullman Company as they strived to attract upper-class clientele at the turn of the 19th century. With the promise of fine dining, the public quickly caught on and dining cars were regularly featured on passenger trains across the country. If you are familiar with 3rd Rail heavyweights, you may know the 2006 release of their Pullman dining car. These are fine and expertly made all-brass replicas, yet they still provide room for fine scale modeling. Here, I will present further detailing performed to this model. Particularly, interior upgrading that includes a scratch-built clerestory roof.



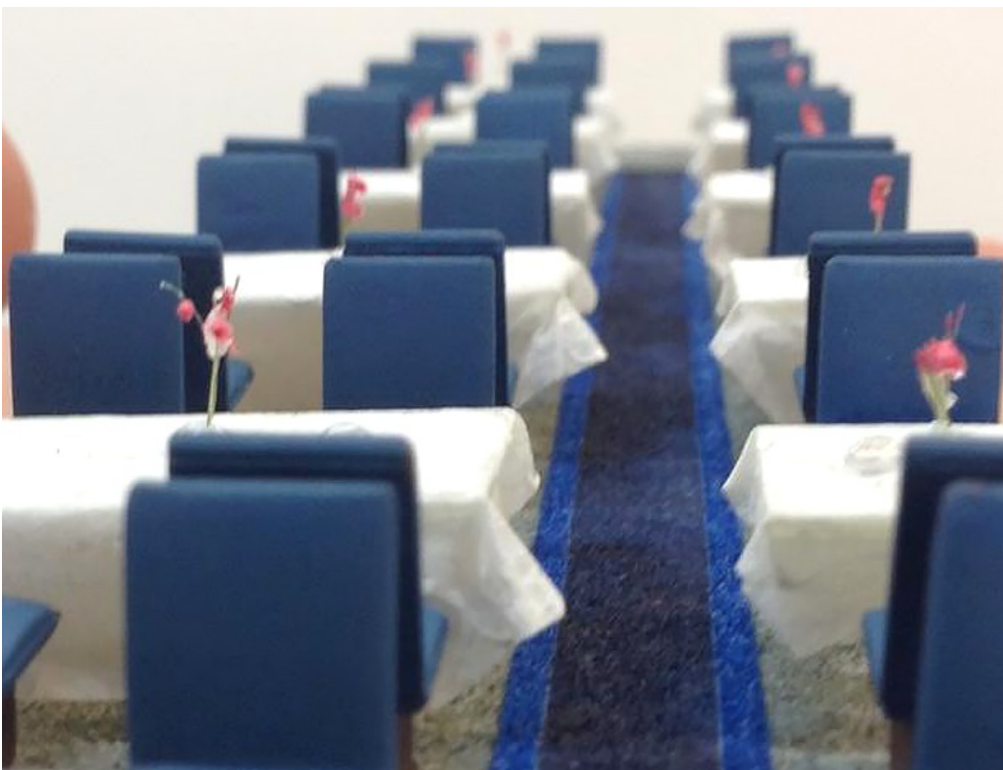
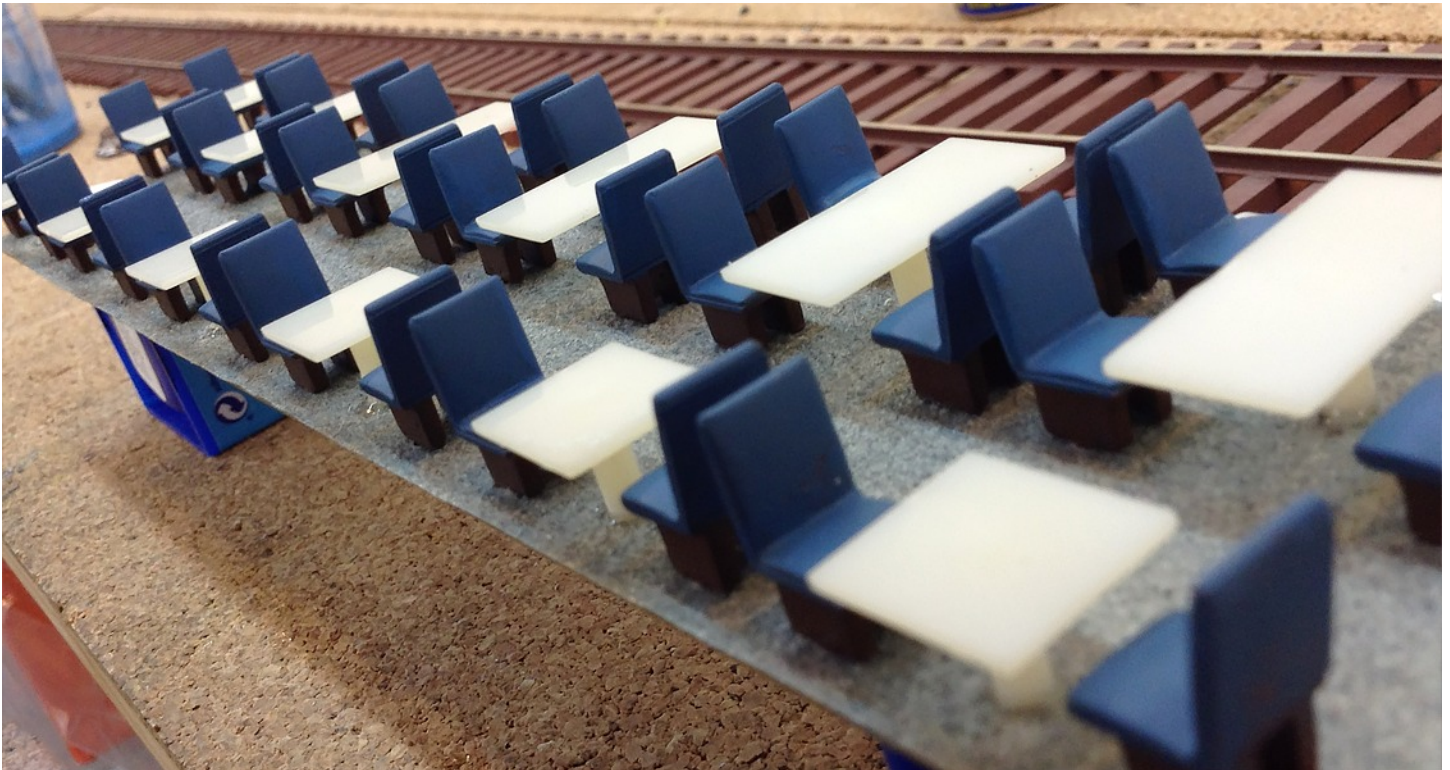
The unfortunately sparse dining area as delivered from the factory. The figures were discarded, but every other part was reused

O scale interiors do not measure up to the intricacy and finesse of modern O scale equipment. Simply put, the inner portrayals of our cars are an afterthought. This reality becomes particularly offending in dining cars, where table settings and kitchen appliances are vastly visible through the car windows. Thus, the goal for this project was clear: upgrade the interior to better match the level of quality and finish of the external model.

The factory finished car is an excellent replica in its own right.

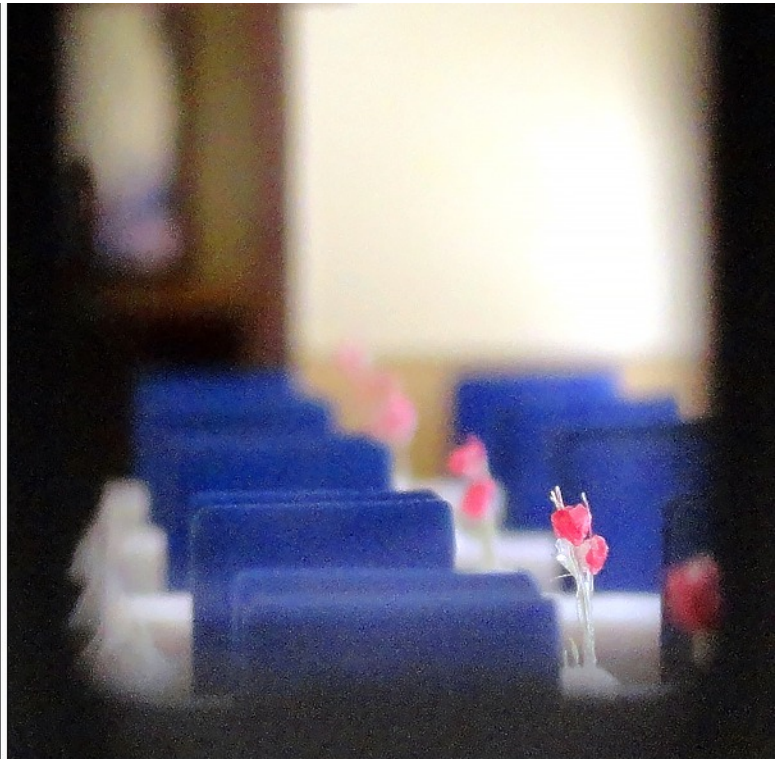


Most of the work was done on the dining area. To start, the chairs and tables were removed to allow for carpet installation. The carpet was modeled using flock paper in various colors. The installation was a two-step process, the paper first had to be soaked with isopropyl alcohol to break the surface tension. Once placed, it was settled with a 50/50 mix of water and white glue. I made sure that the paper was covered with the mix to prevent undesired specks flying around the car at a later point. Next, I repainted the chairs and added tablecloths and flower vases. To model the tablecloths, I soaked packing tissue paper in the previously mentioned settling mix. Once dry, they were given a couple of washes using white acrylic paint. The flower vases were made using plastic jewels, static grass and granulated sugar. The sugar was later painted to emulate carnations, a regularly used bloom across systems.



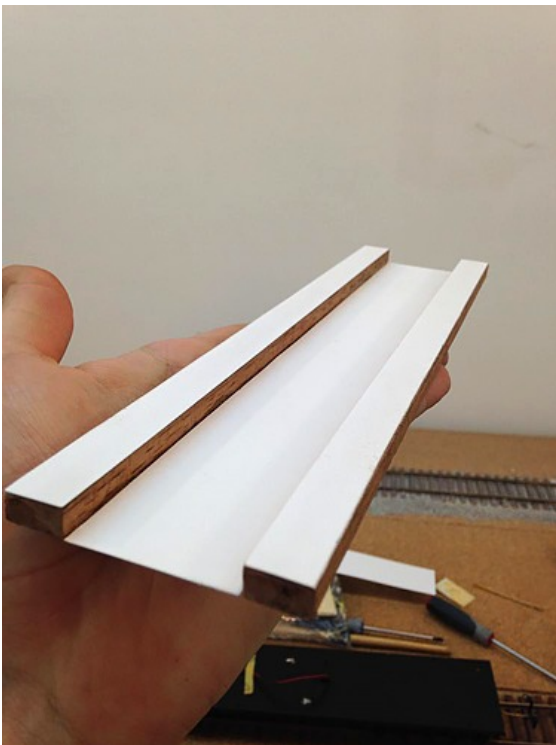
Above: Early upgrades to the dining area.

Left: The finished piece is ready for installation.

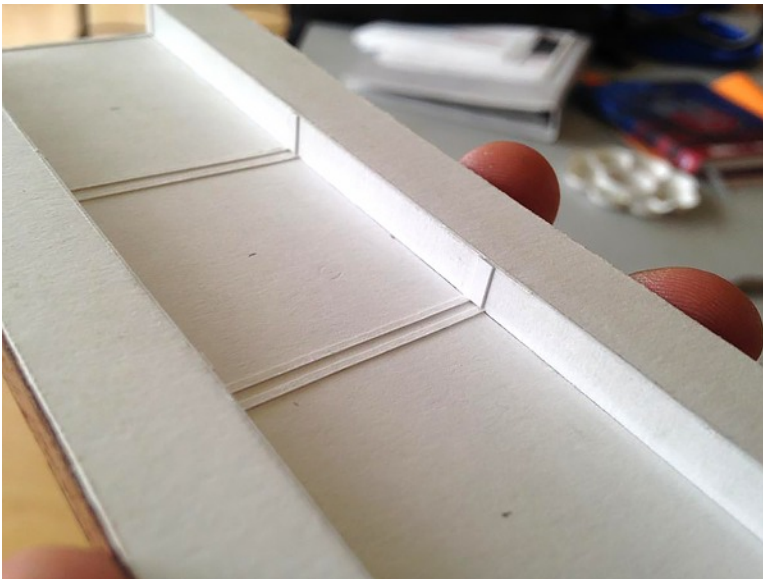


The finished dining area as seen from the immediate vestibule.

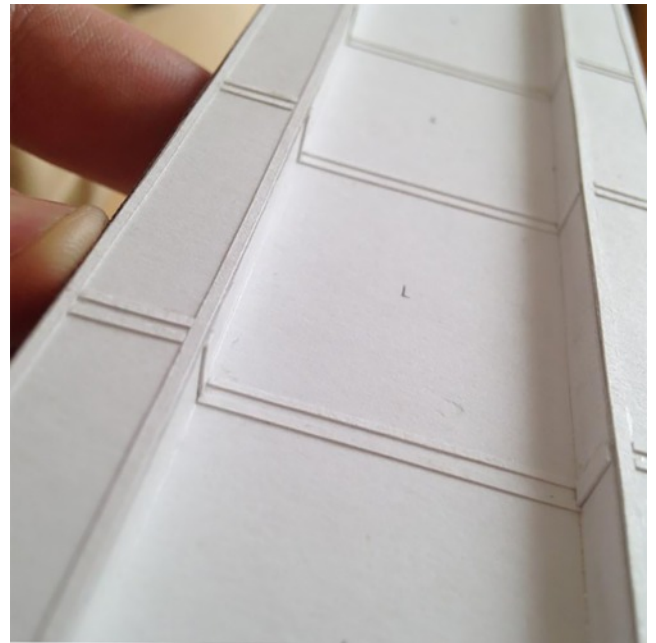
Even in HO scale brass, the standard practice for wall and shading details is to glue the curtains to the polycarbonate sheet, and then to glue the sheet to the car walls. For a closer recreation of the prototype, I decided to add an extra inner layer to this composite. Such interior wall helps conceal the polycarbonate and regulates the visibility of the green curtains inside.



Despite being in the early stages of the build, the roof gives the dinning area a new dimension.



Above: The clerestory roof being built.



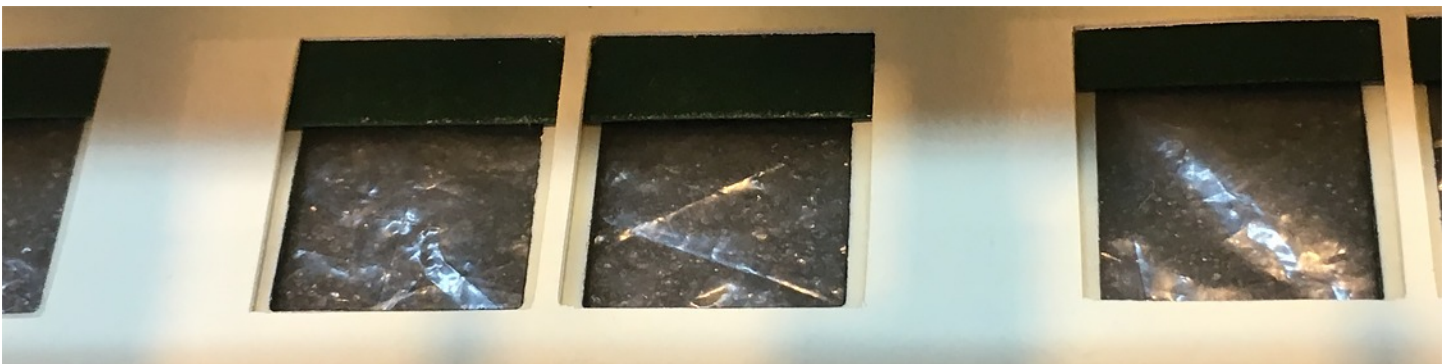
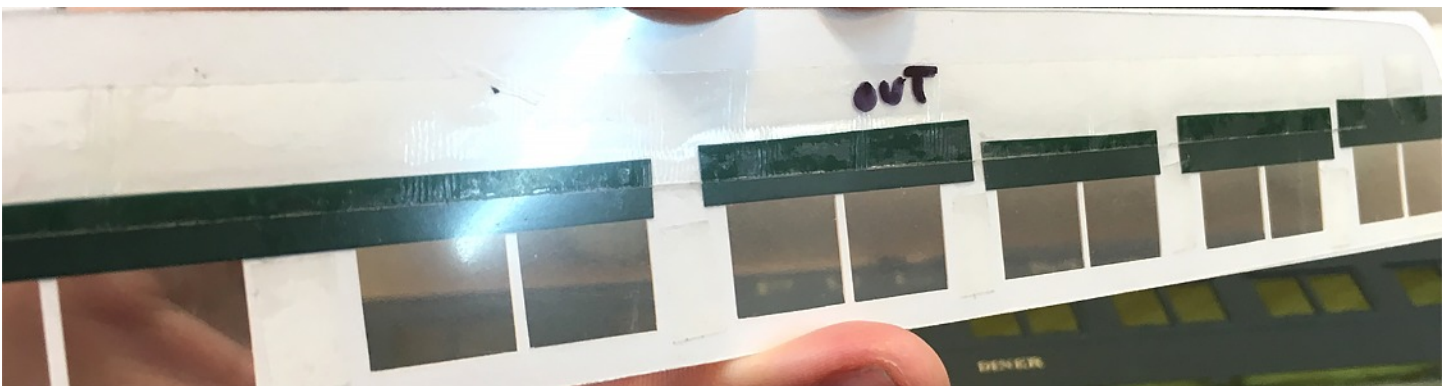
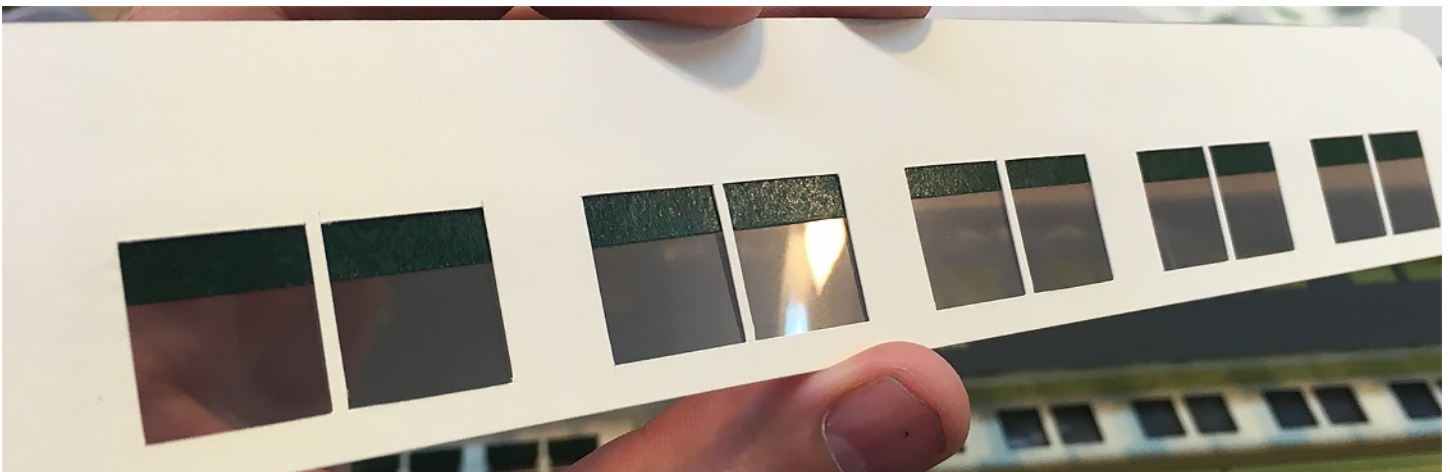
*Middle: View of the roof from a pedestrian perspective.
Notice the simulated polished brass vents.*

Bottom: A lit and finished roof is ready for installation.



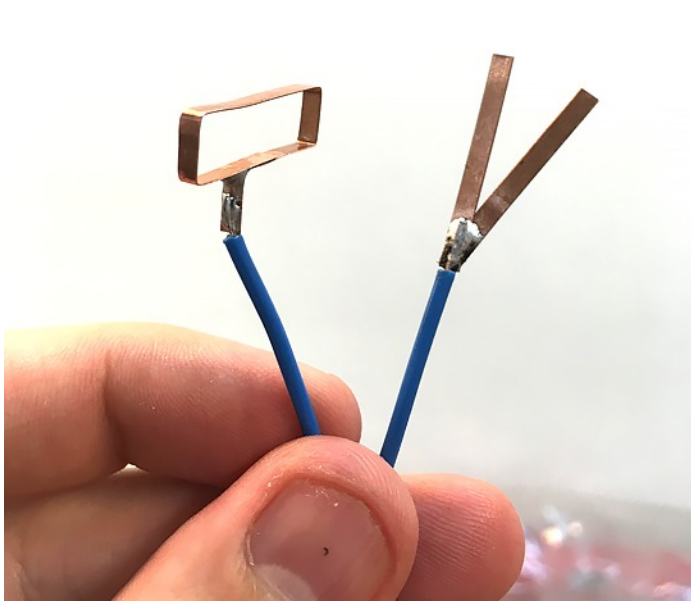
For window glass, I used [Clover House's Lexan clear polycarbonate sheets](#). When using polycarbonate, take into account the difference in reflectivity from either side of the sheet. As it turns out, one of the sides always produces a more specular reflection, whereas the other one gives a more diffused one. This is probably due to the different coatings this material is given. I prefer to leave the specular side looking out, as these reflections better simulate the behavior of real glass. Should you prefer to use real glass, Clover House also offers this material for modeling purposes. Though, their high quality Lexan sheets are easier to work with while providing optical grade and a nominal difference in refractive index. In other words, you would be hard-pressed to tell the difference with the naked eye. The one outstanding advantage of glass, is that polycarbonate will yellow if exposed to UV light.

When it came to powering the lights, I decided on coin cell over alkaline batteries. The reasons were simple, they don't leak and they use less space. Still, in order to meet the amperage requirement for 10x 3mm LEDs, two 3V batteries had to be connected in parallel.



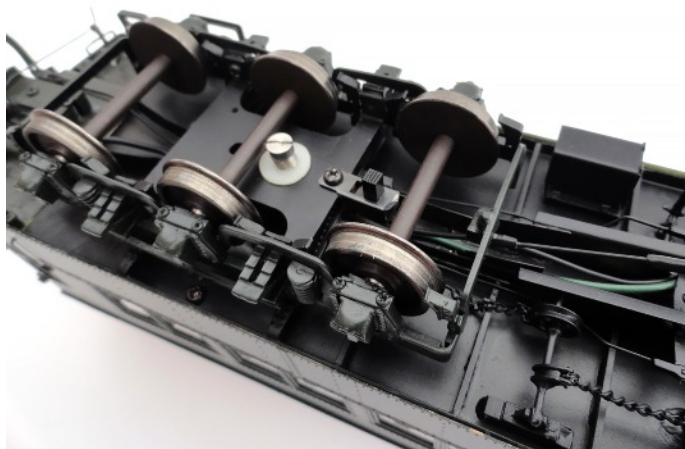


Above: Specular reflection side. Below: Diffused reflection side.

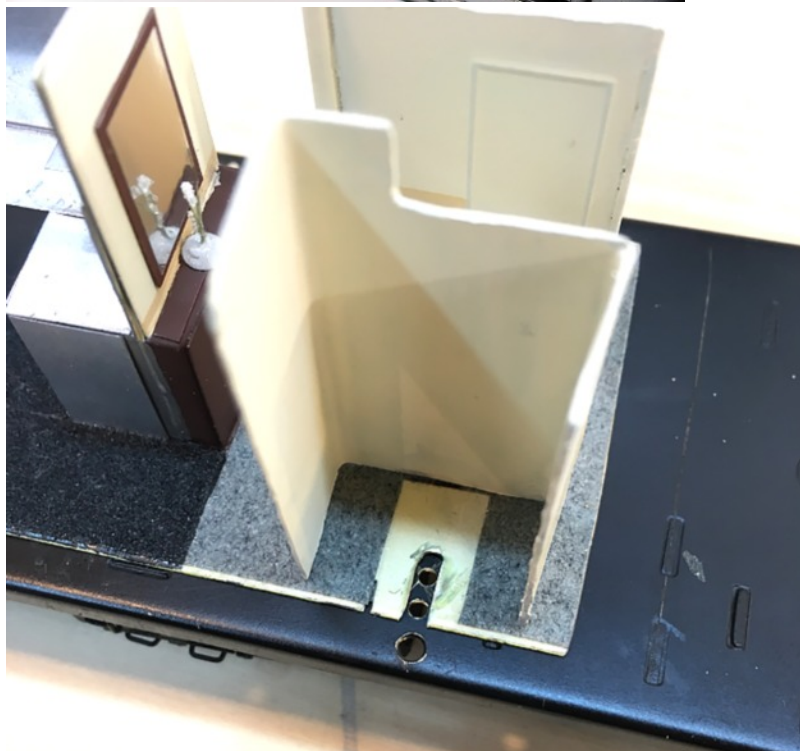


Because battery holders take up a lot of room, I fabricated feeders using copper strips. To secure them, I used two-part epoxy resin. If space is not a concern, wired holders are readily available.





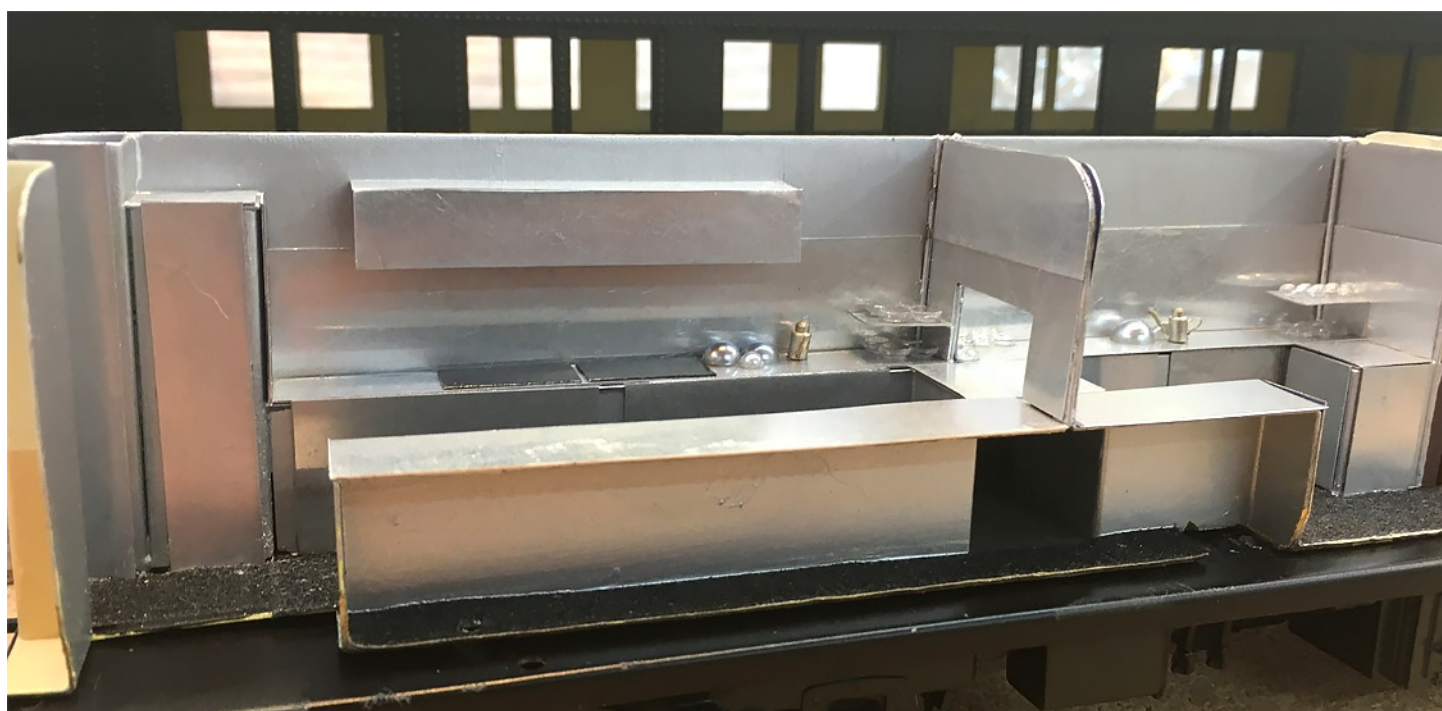
Top: To control the lights, I installed an on/off switch under a truck using an already tapered hole.

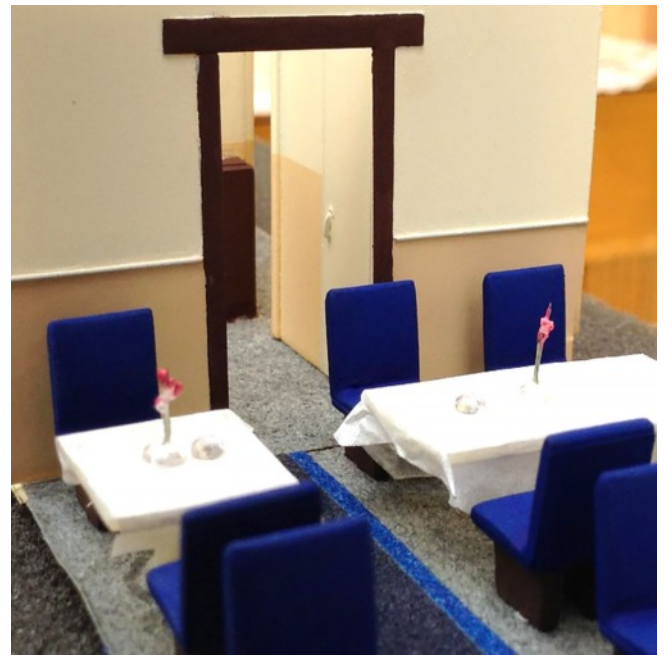


Left: The wine and beer locker helped feed the wires inconspicuously. Also, notice alternate floor treatment given to the kitchen.

Bottom: The all-new stainless steel kitchen before reassembly.

Using thin aluminum cutouts to simulate stainless steel compartments, I refurbished the cabinets and working areas inside the kitchen. A small air extractor, a couple of grills and some suggested utensils were included to increase interest.





A finished interior going through one of the many test fittings. Notice how the two-tone design is consistent at full length.

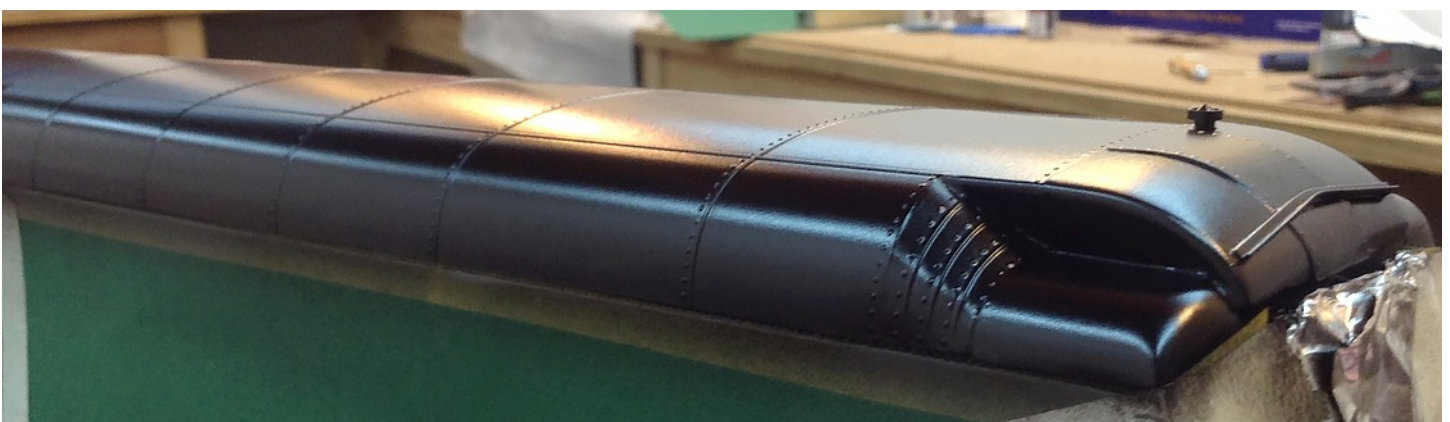
Various modifications were performed to the outer body. One important addition was the kitchen step. I salvaged this part from a PSC Harriman RPO, and I soldered it to the frame using a 120-watt soldering iron. Because the oversized roof side grab irons spoiled the look, they were swapped with P&D's bolt-detailed grabs. A couple of PSC square vents were also added on top of the kitchen. Finally, the standard Kadee couplers were replaced with the scale-sized Protocraft ones.



Right: Notice the added RPO step and lift bar brackets.

Below: These PSC square kitchen vents help differentiate the car in a consist. They are correctly mounted slightly to the side of the kitchen area just above the air extractors.

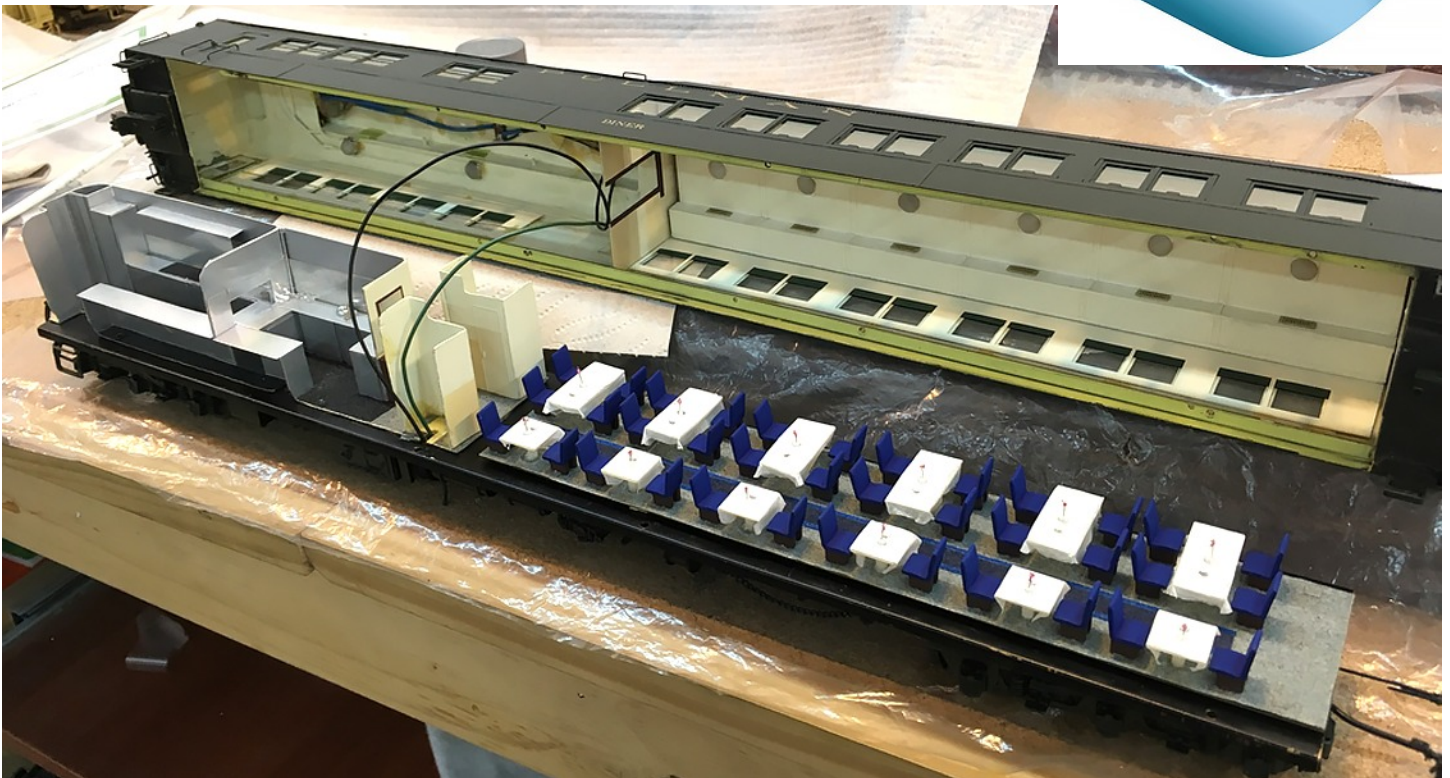
Bottom and next page: Moments after the application of fresh paint and new lettering.



At this point, it became clear that the handling and extra detailing hurt the factory paint job. Thus, I repainted the car using Revell enamels and re-lettered it with Clover House's superb dry transfers. I also took advantage of this situation to paint the trucks, water tank and battery boxes Pullman green; a customary practice on heavyweight cars. Micro Scale Satin was used to clear coat the model.



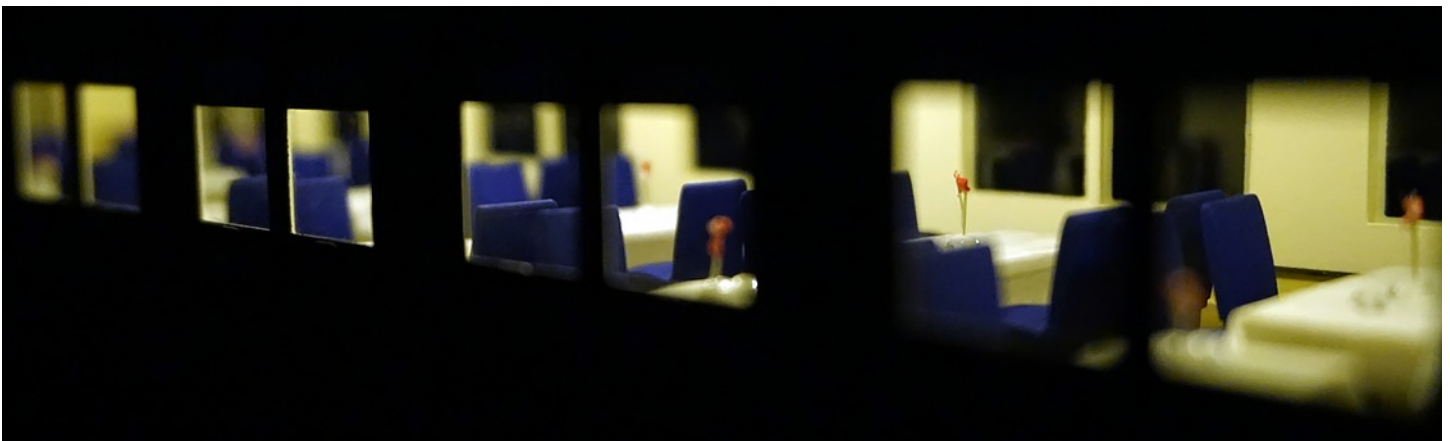
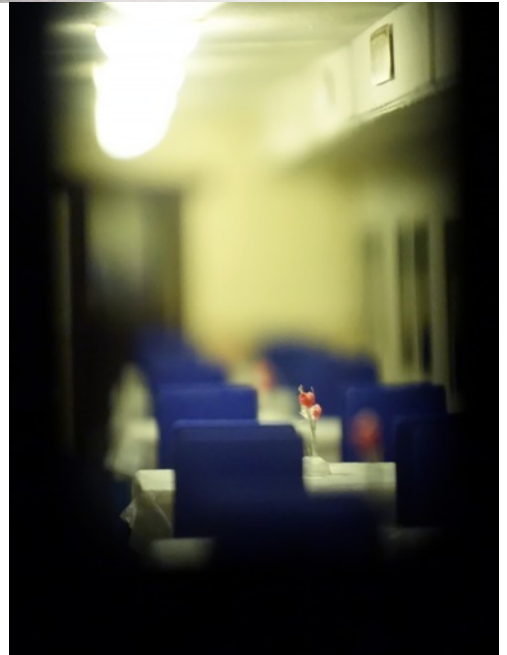
A friend of mine came by during the middle of the build, and he was flabbergasted at the troubles I was going through to improve the car. To justify my doing, I asked him to consider the car as a total surface, and to think of that surface as a [Möbius strip](#) (picture at right). Once that is done, I said, it can be argued that a scale model is a reality that one appreciates *topologically*. As in the Möbius strip, in a continuum without difference between inside and outside.



O scale is inherently expensive. So, it comes as no surprise that in order to keep reasonable price points, importers count on us to bring interiors to life. In cases where interior quality may be relevant to the overall appreciation of a model, many of the detailing and modeling approaches used on this car could be applied.



The interior lighting proved difficult to photograph. Anyway, the effect is better appreciated in the flesh.









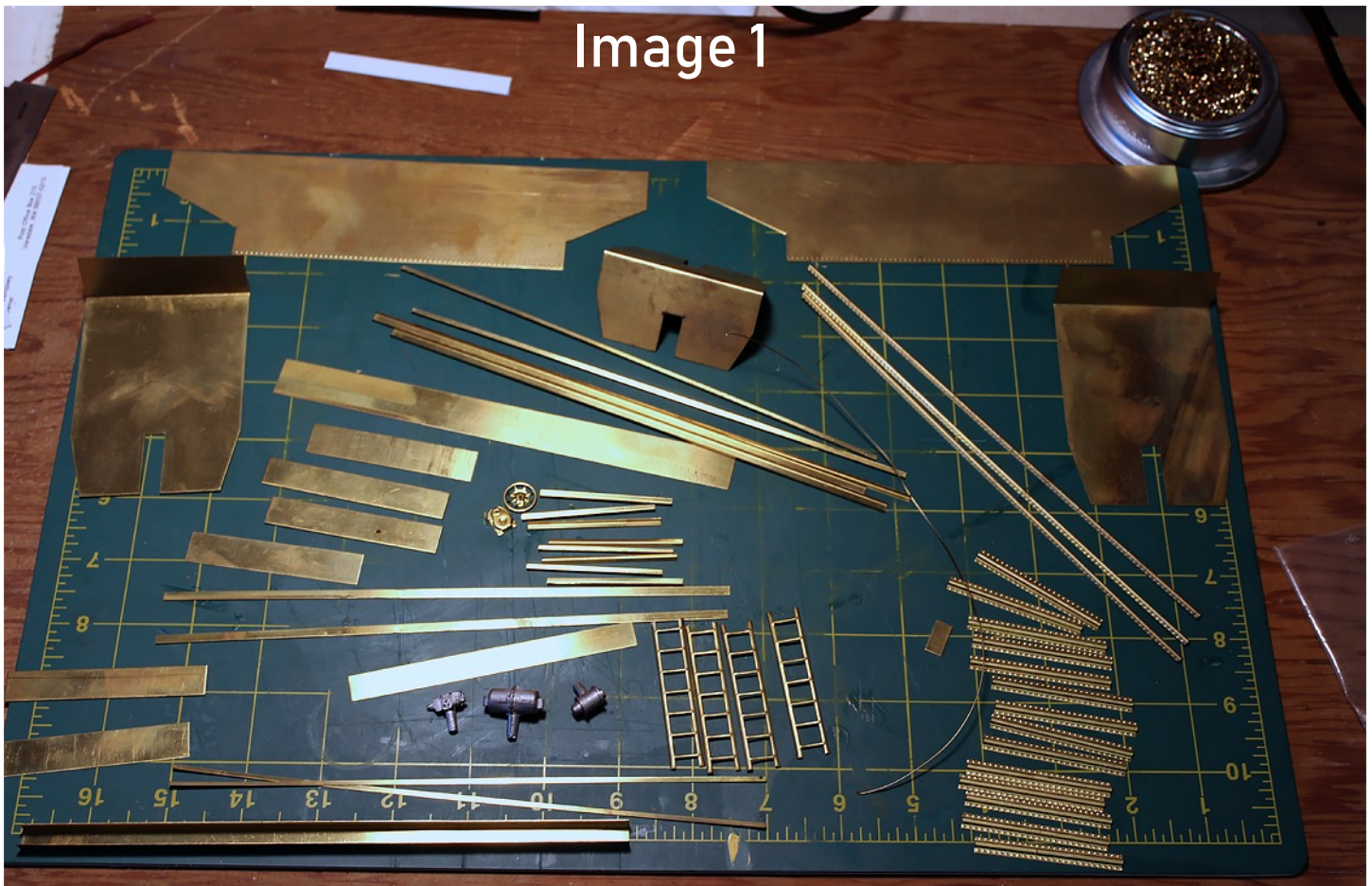


BUILDING THE ARVID ANDERSON R-2 HOPPER KIT



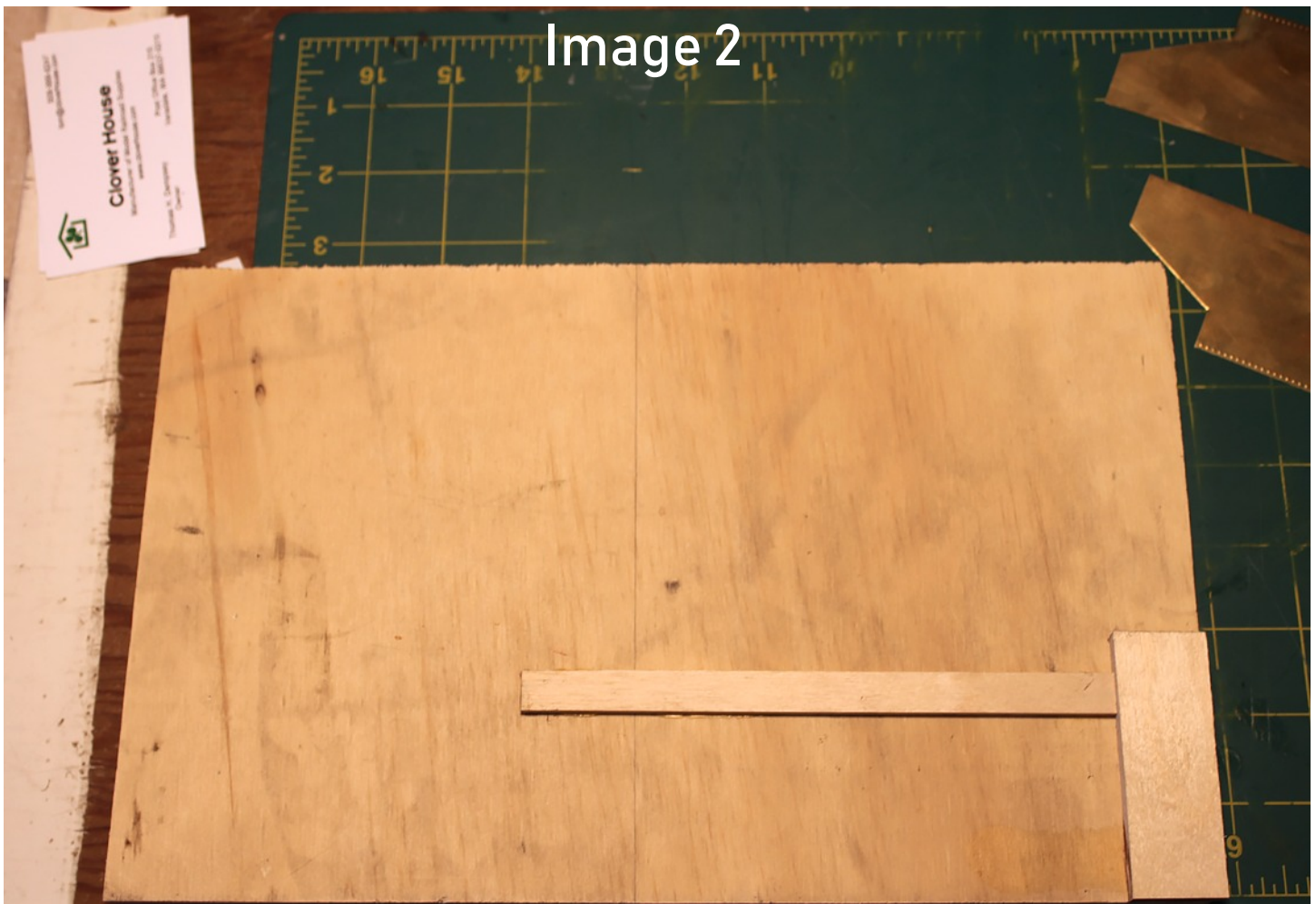
By Tom Dempsey

I like to build, and sometimes improve, old craftsman kits. I think you can learn a lot of really important lessons without spending a lot of money and damaging that rare, only six left in existence, kit that will be a centerpiece of your layout someday. Some kits are better than others, I'm of the opinion that for what you get for the money spent, nowadays it's hard to beat an Arvid Anderson kit. The R-2 kit appears to be based on the ARA or AAR standard steel hopper design which was copied, even after the war years, by many railroads; and in some cases, examples of these hoppers lasted into the early fifties. Image 1 shows the contents of the kit.

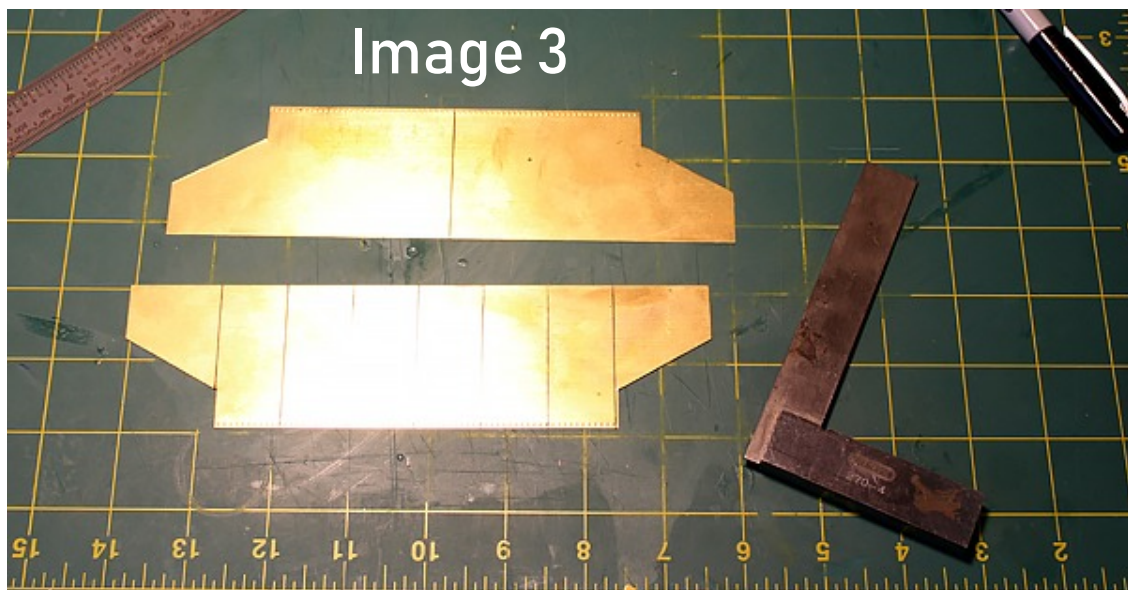


This, along with two double sided pages of instructions and diagrams, are what is in a complete kit. That's an important proviso. Keep in mind many of these kits may have been through a few hands and closets before coming to you.

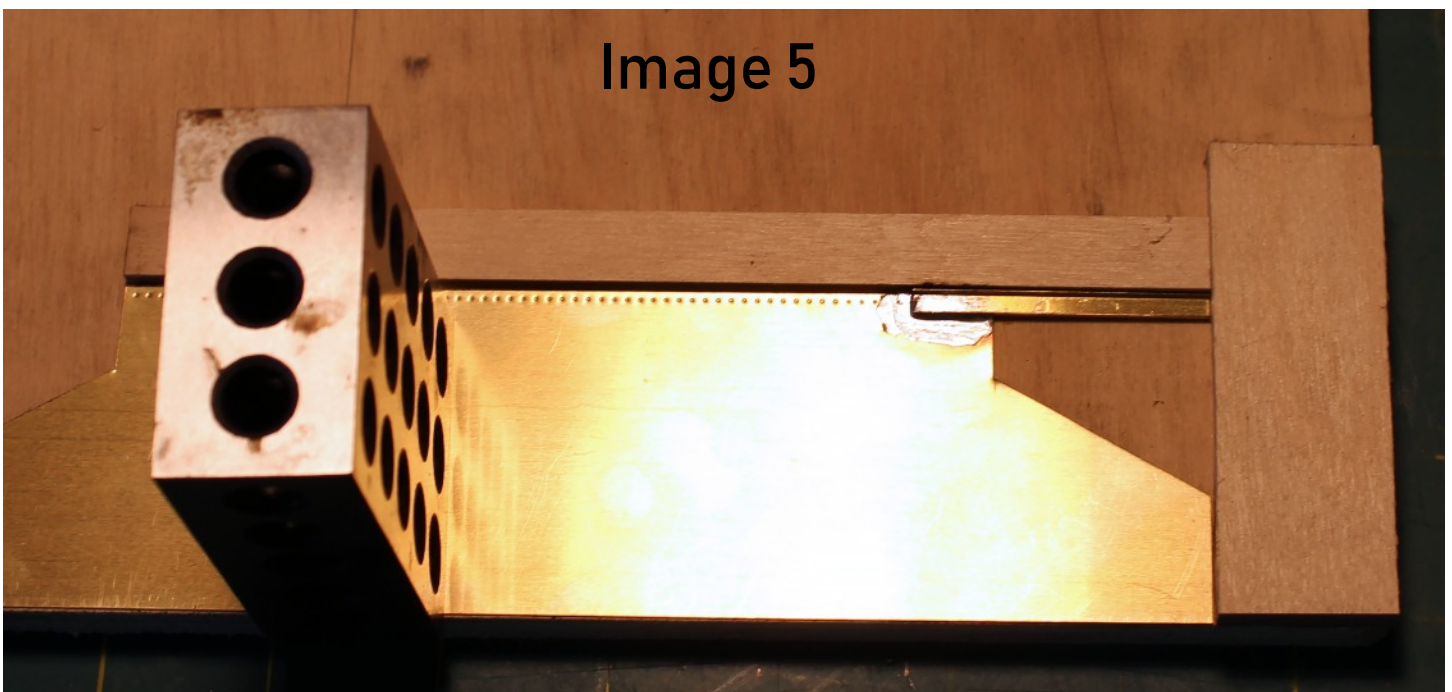
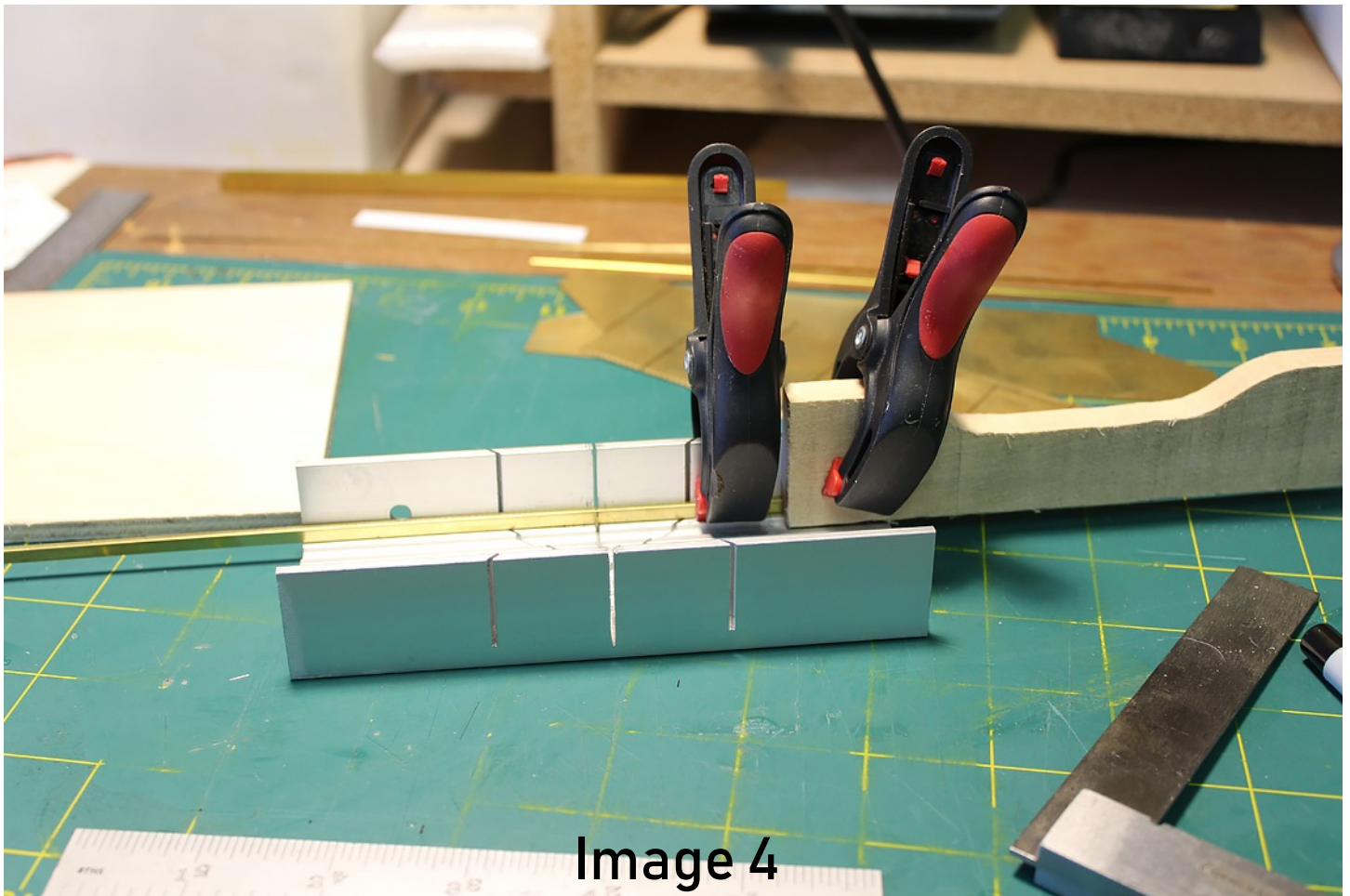
Arvid starts you off by recommending that you build a jig as per his instructions and diagrams. It's a good jig and Image 2 is what it looks like when done. Mine is a mirror image of his because one corner of the base was a little damaged when I pulled the wood out of my scrap bin. I also found later that it was very helpful to add legs to it and would recommend you do the same as it gives you more clamping options during the build.



The First order of business is to lay out the spacing for the ribs. Image 3. I ultimately decided that this was not really a necessary step for me, however, I find it is very helpful to follow the instructions rather carefully on the first build of any kit manufacturer as they all seem to reflect the “personalities” of their creator.



Cut some channel to length and solder in the visible bottom framing on both side sheets. Images 4 and 5.



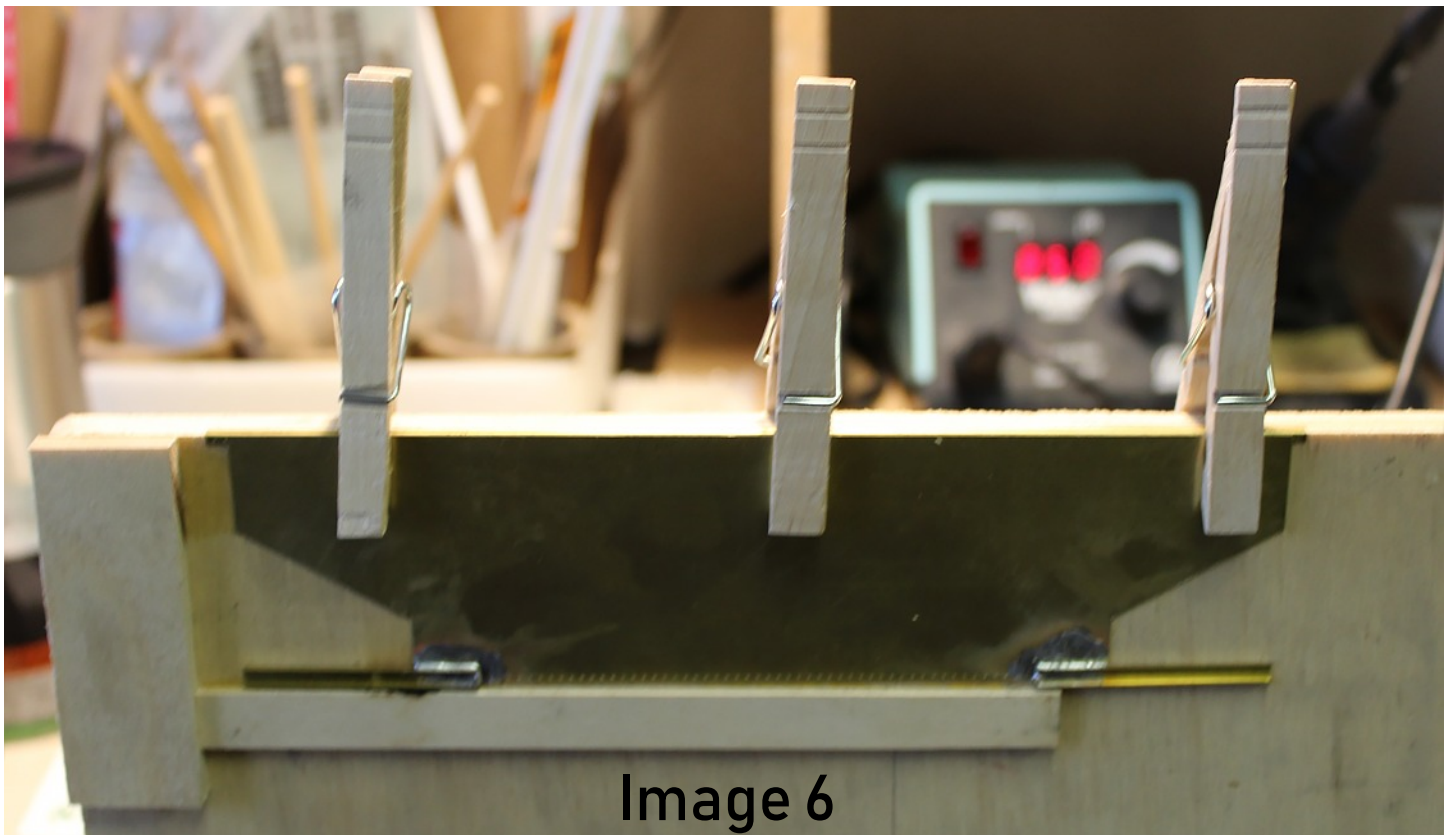


Image 6

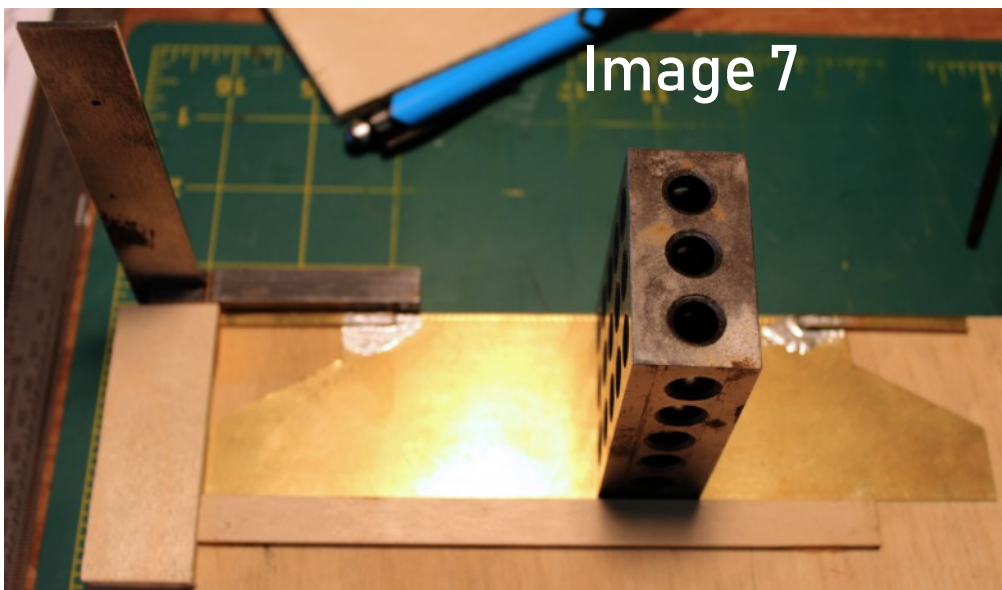


Image 7

Next, solder the top angle in place on the side sheets. Image 6 and 7. You're advised to leave a bit of overhang at each end for later trimming at a 45 degree angle to meet up with the top angle on the ends. I found this really difficult to do right, and the next time, I think I would trim the angle to length before soldering to the sheets. Of course, I might find out that there is a reason for doing it Arvid's way, but I can't see it myself, so on the next build I'm going to do it my way.

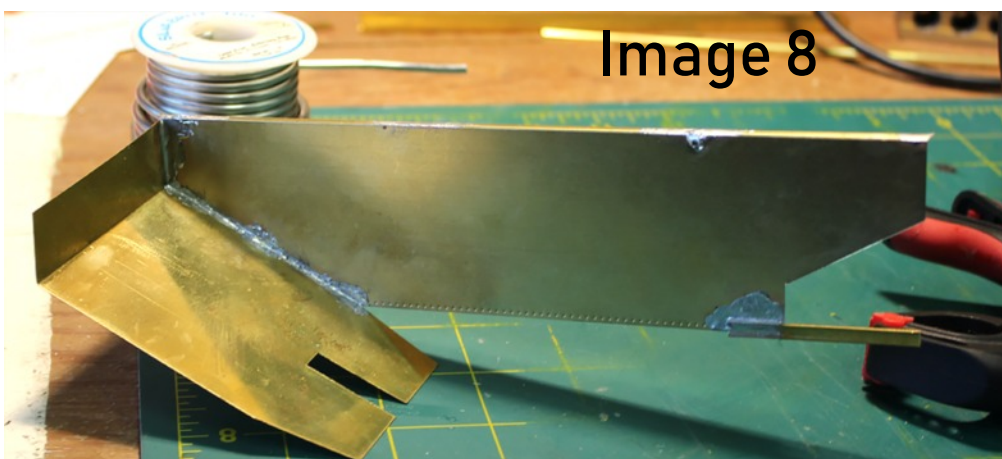


Image 8

Next up is to solder a car end to a side twice. You are advised to spot solder and get all the corners and angles in alignment before running a seam. Good advice! Images 8,9 and 10.

Image 9

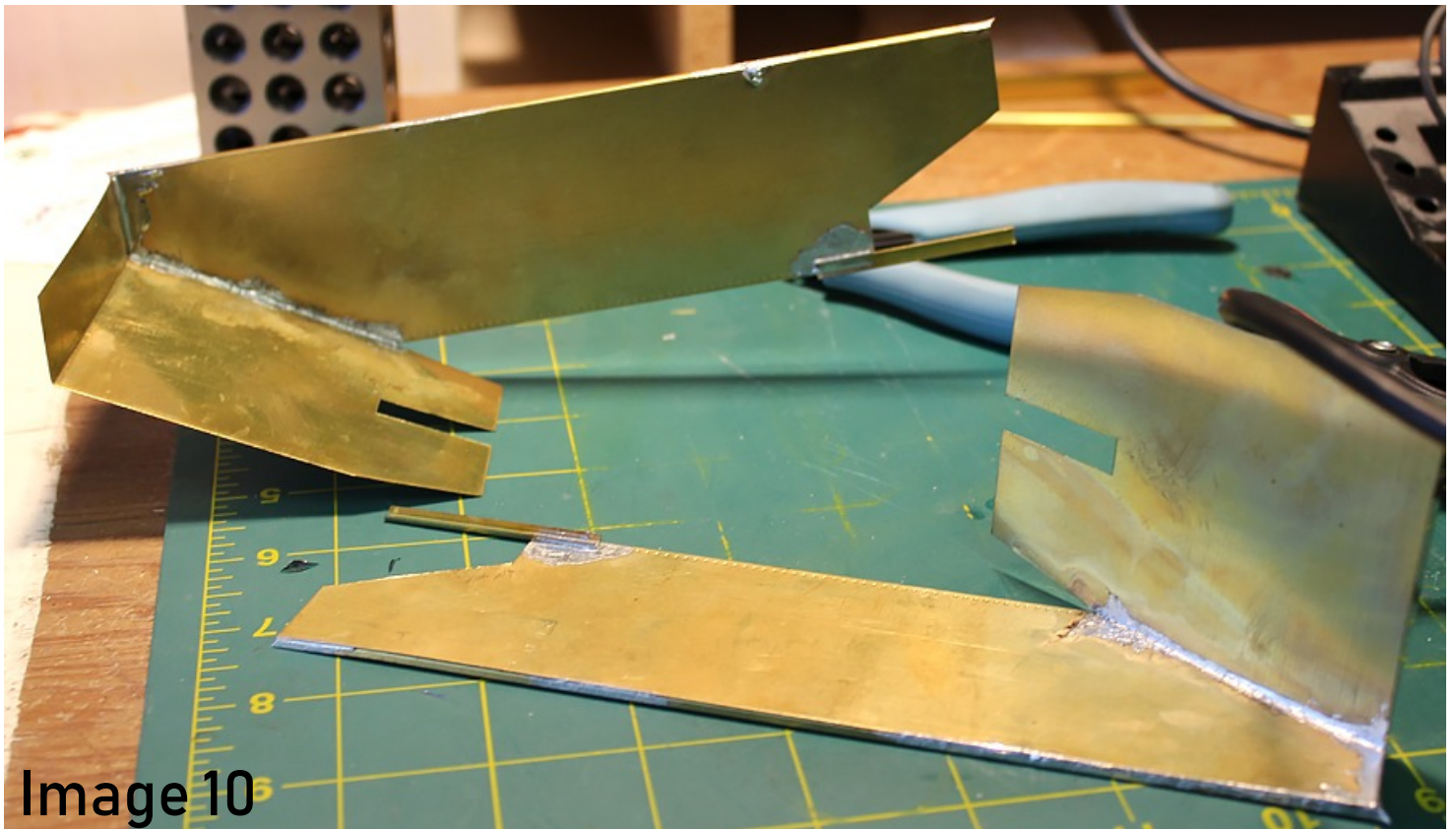


Image 10



Image 11

Now solder the two sides together. **Make sure that you are square!** I can't emphasize this enough. One of the big lessons I learned with this build was how much little errors in measurement stack up. Finish up by soldering on the end top angles and soldering the 45 degree angles together. Image 11.

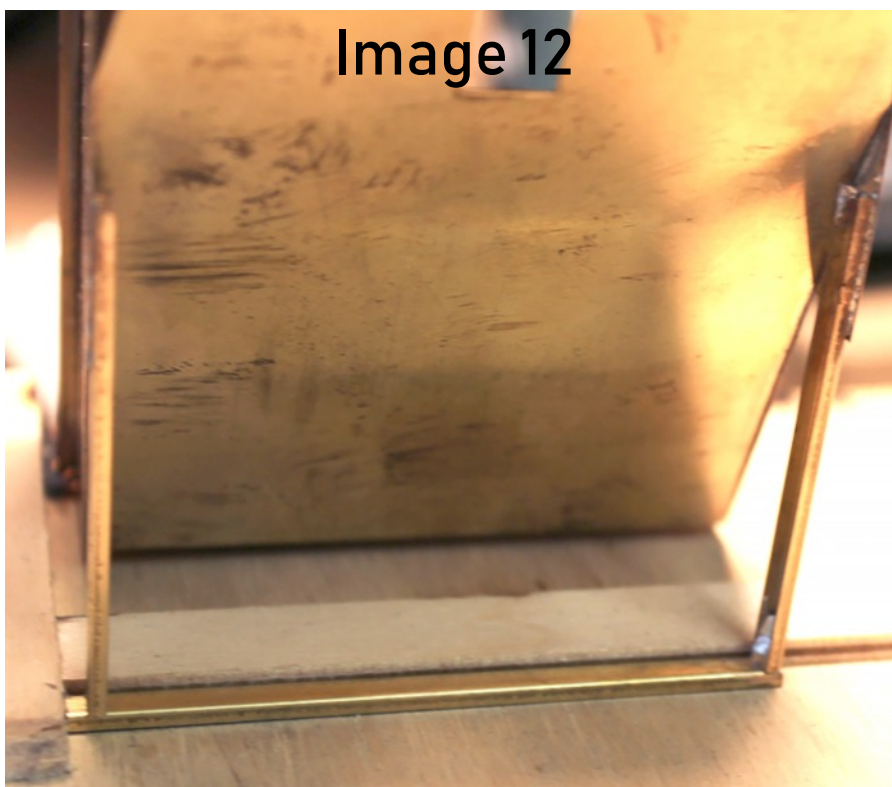
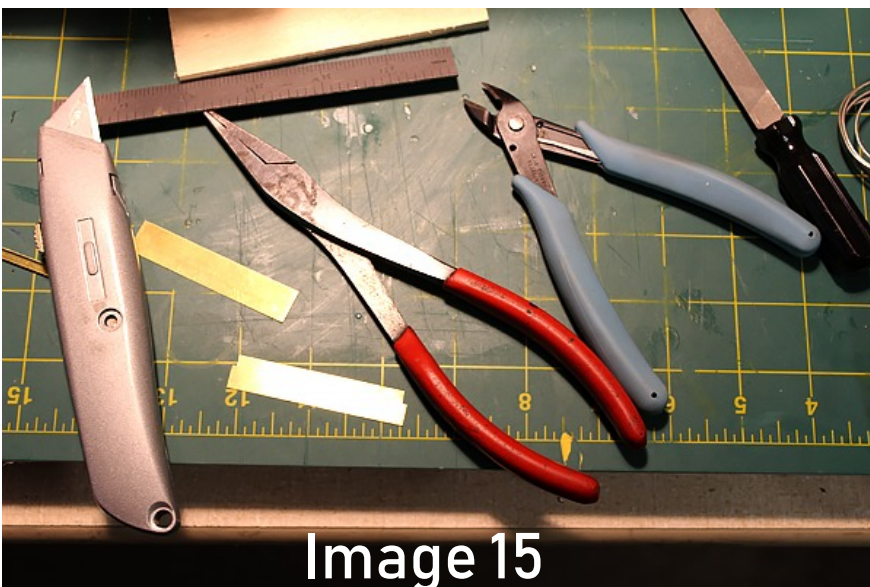
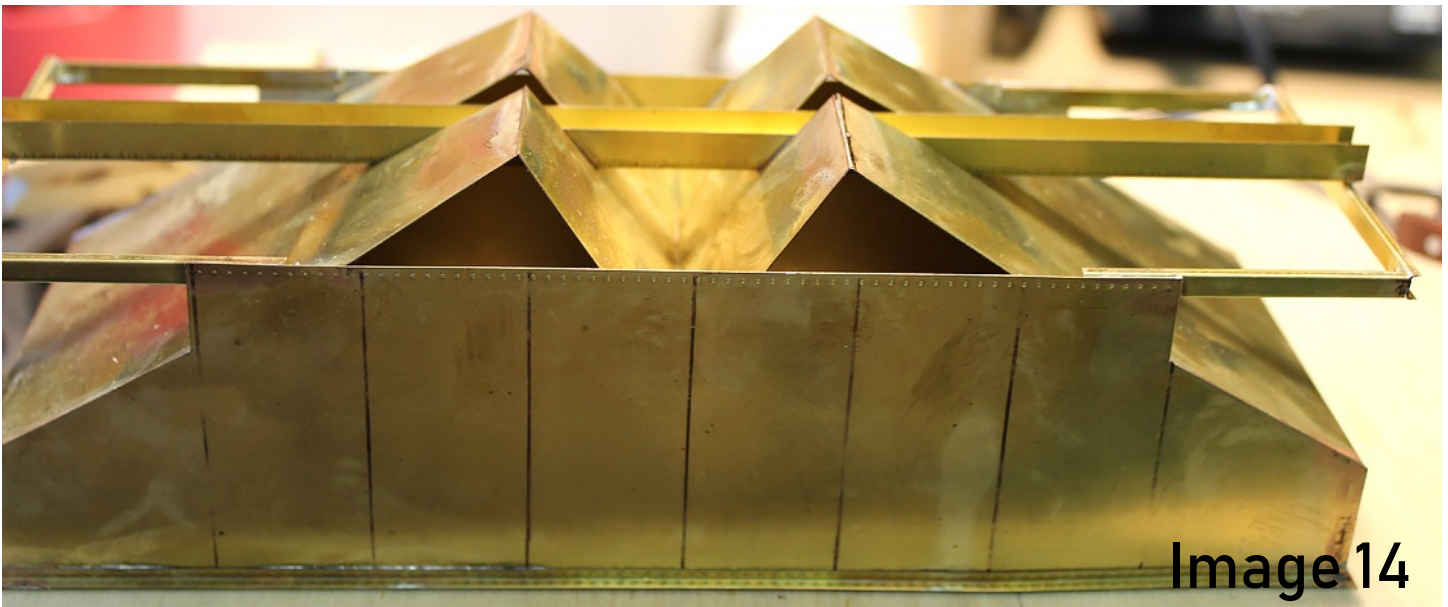


Image 12

Next up is cutting and attaching some channel to form the ends of the visible frame. Check for square again at this point! Image 12.

The next step in the process is installation of the center beam. It needs to extend past the ends about an eighth of an inch on each end. Images 13 and 14.



Notch the two bulkheads to clear the side channels and solder in place, then solder in the brake equipment platform. Images 15 and 16.

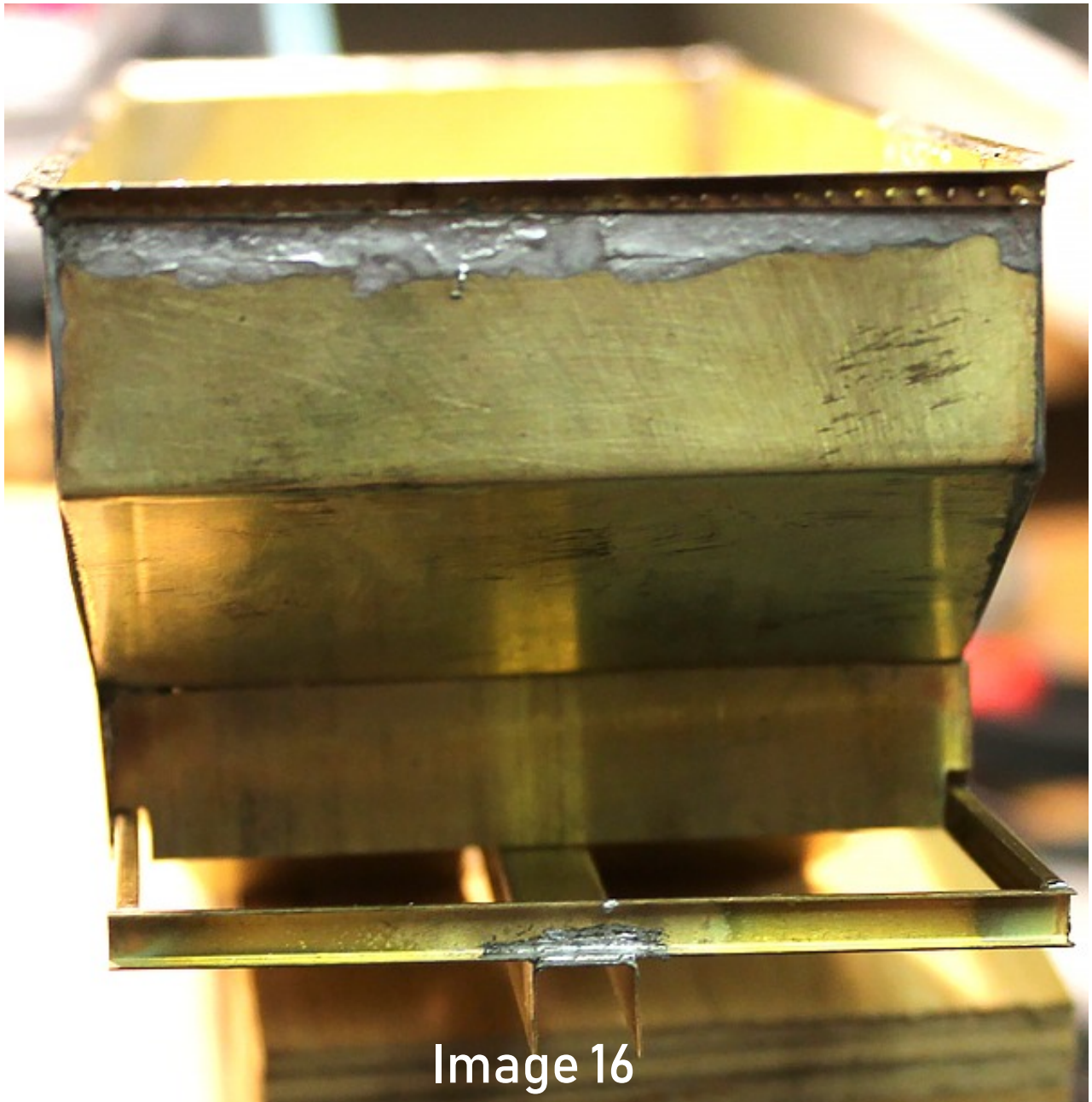


Image 16



Image 17

Next are the sheet supports for the ends.

At this point, you are advised to solder a piece of brass in place to close up the bottom of the beam. I chose not to do this to allow a place to hide weight and also to give me more options for coupler installation. This turned out to be a very good choice in my opinion later in the build. Images 17 and 18.

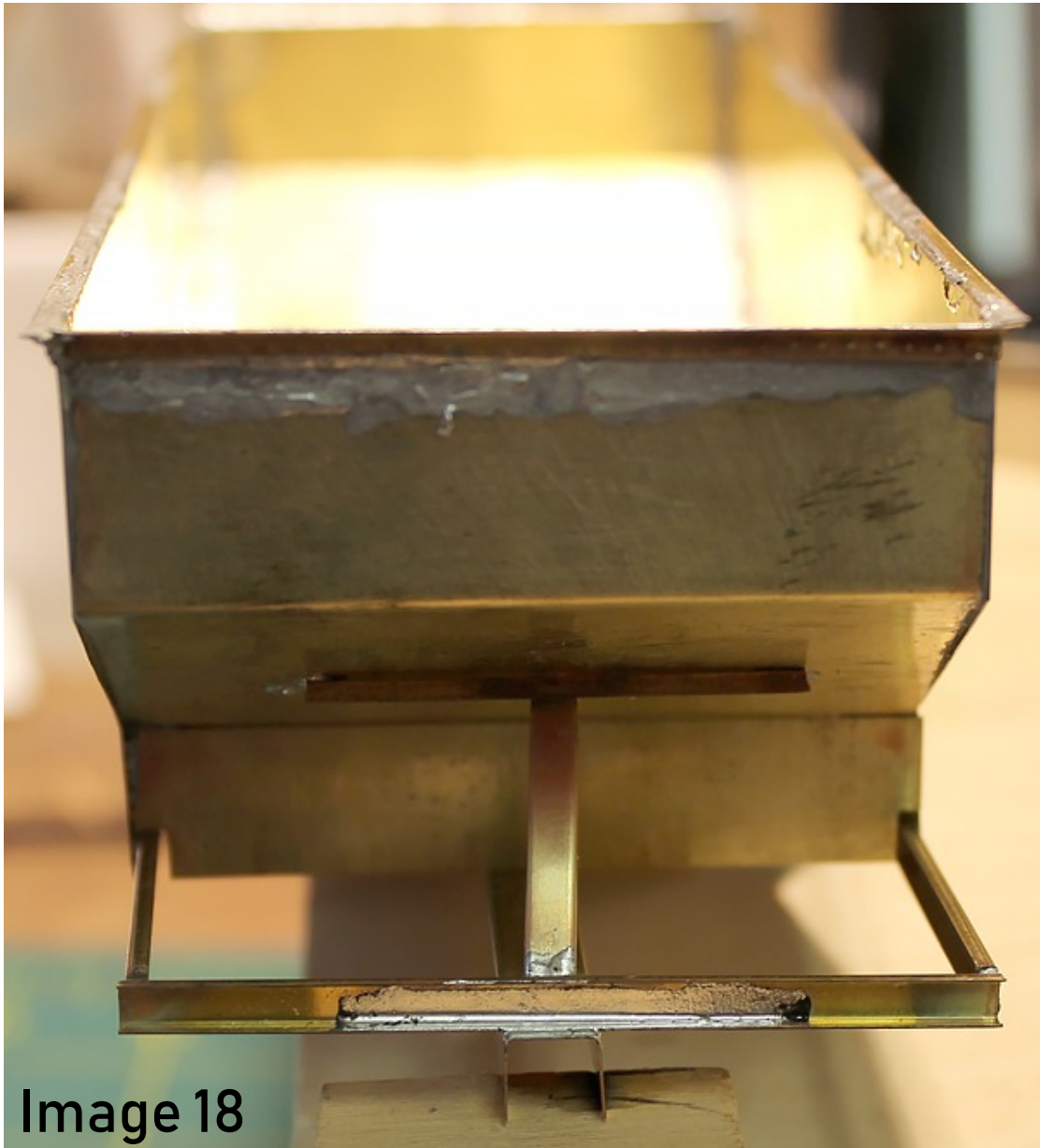


Image 18



Image 19

Next up are the cut pieces to seal up those irregular triangle holes in the bottom of the hoppers. Image 19.

I found that I had better success at getting something that looked decent by using a piece of wood to brace the sheet metal in place while I soldered it in. Image 20. Things are going to get fairly warm during this procedure. Image 21.

You are now advised to install the brake gear. The white metal castings included with the kit melt really well, so depending on what brake gear you are using, you may want to hold off on this for a while. I waited until right before I soldered on the hand rails.

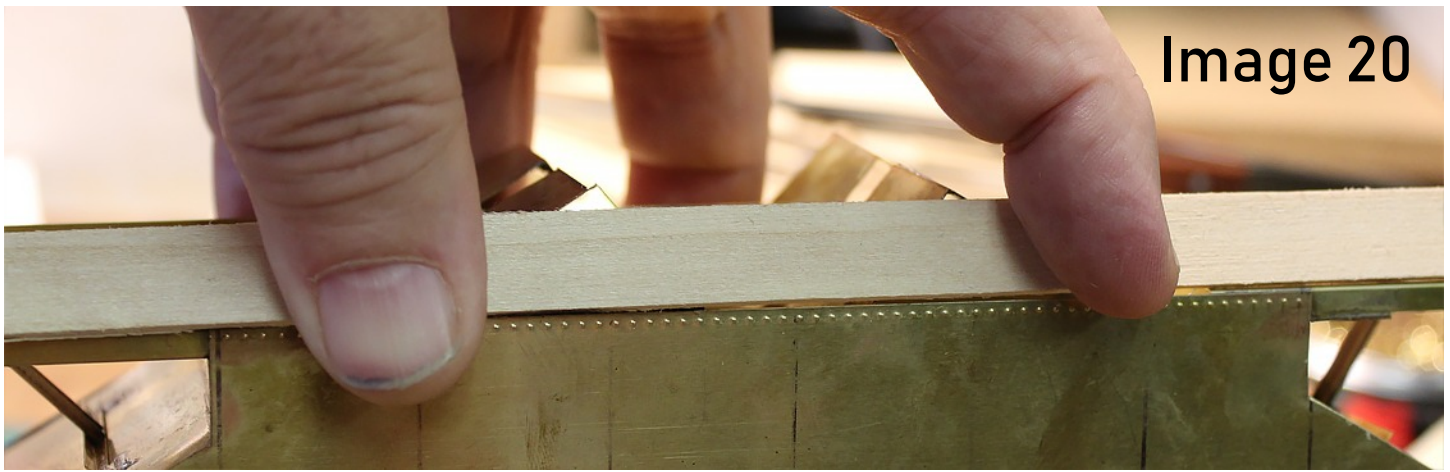


Image 20



Image 21



Image 22

Now comes the fitting of the end braces, I had some issues with how to go about doing this as the instructions are rather vague at this point. After the fact, I came to the conclusion that you should probably solder the end bolster connection first and then solder to the centerbeam. That is how I will do it next time. Images 22 and 23.

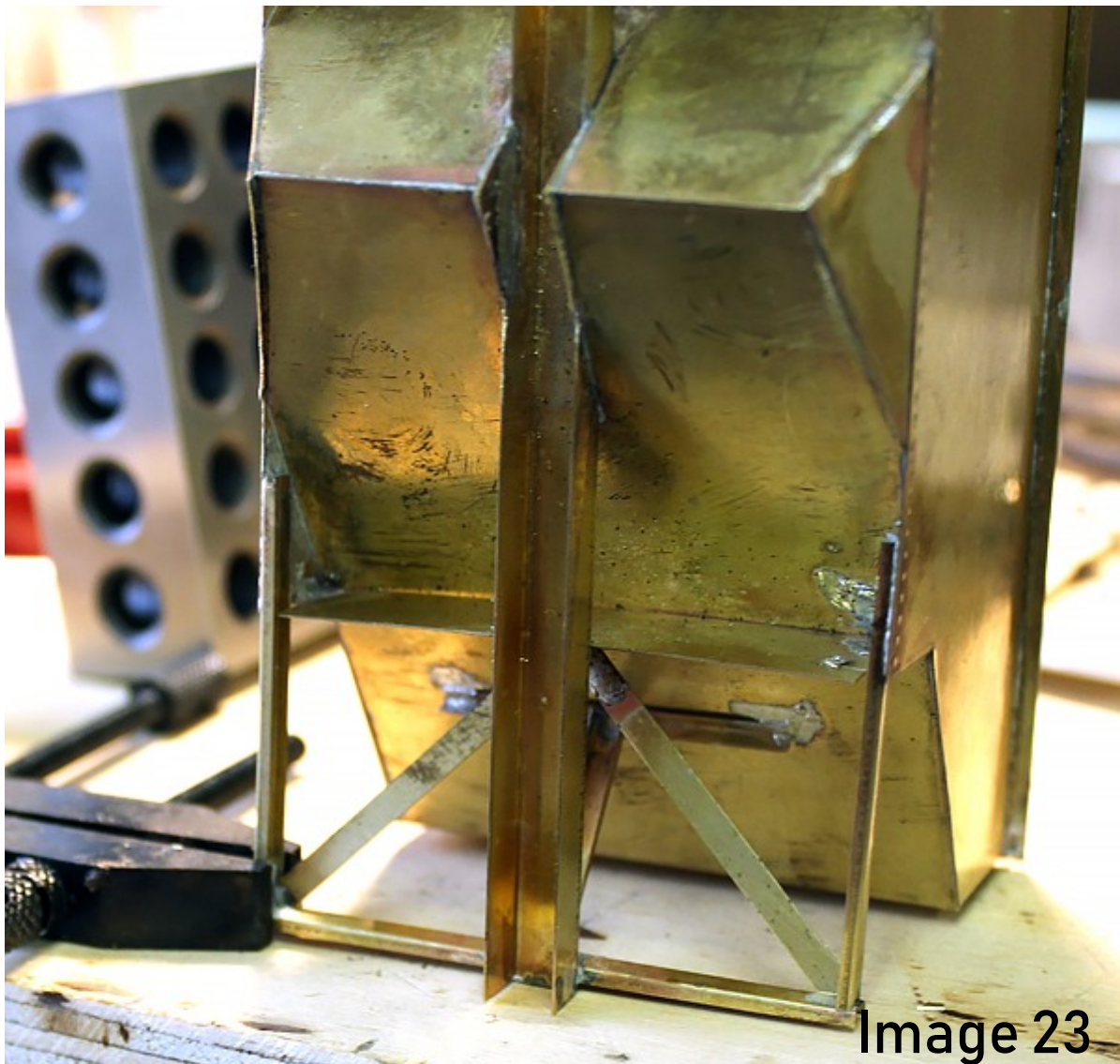


Image 23

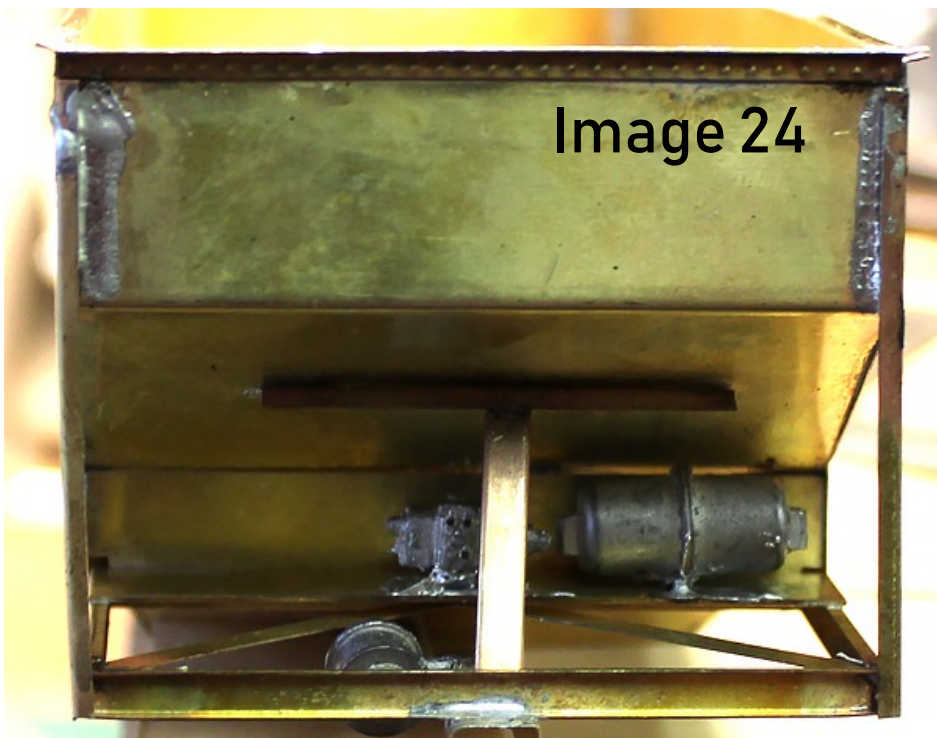


Image 24

Next up are the corner stanchions. Check for square before moving on. **Again, I stress, do it!** Image 24.

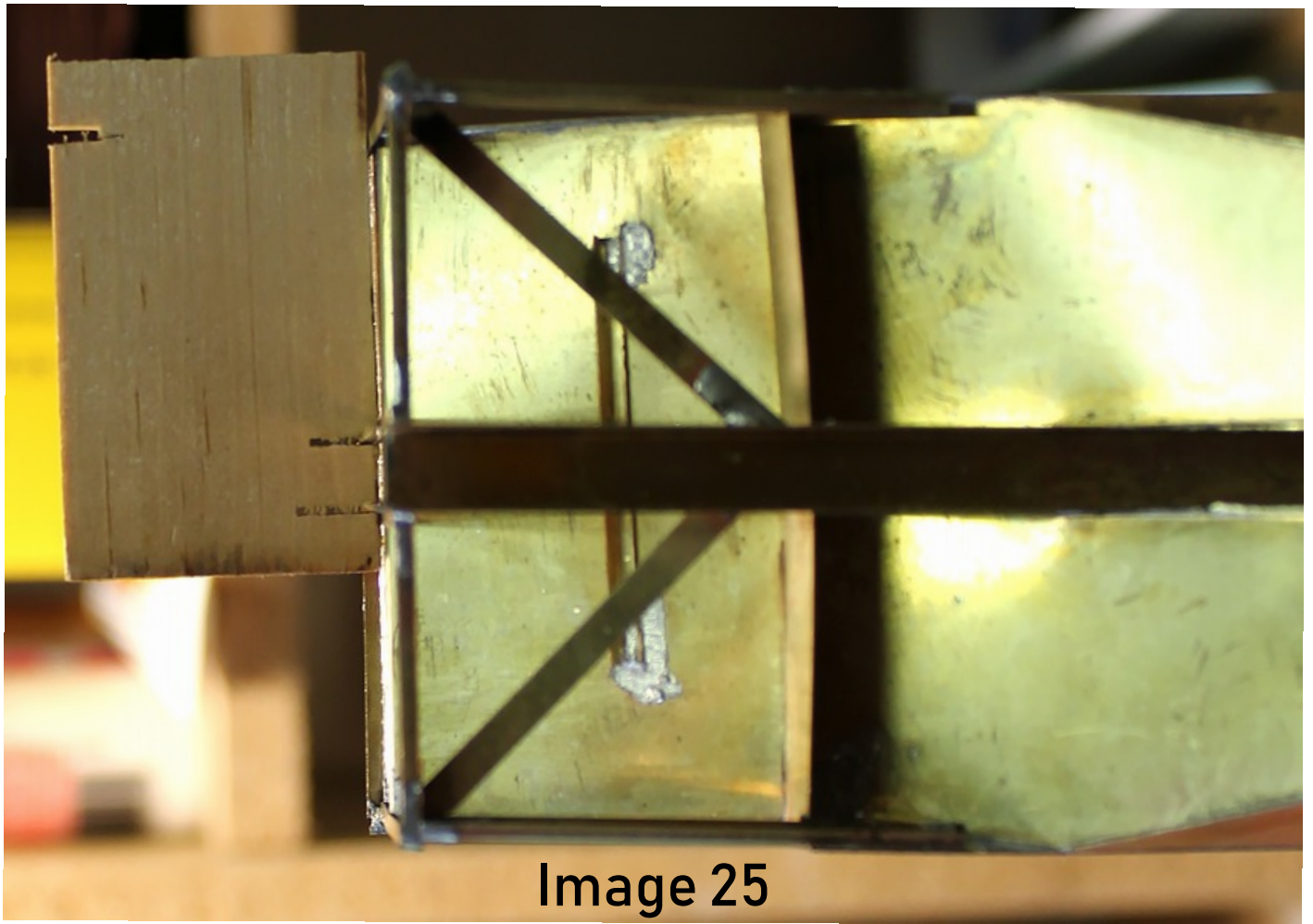


Image 25

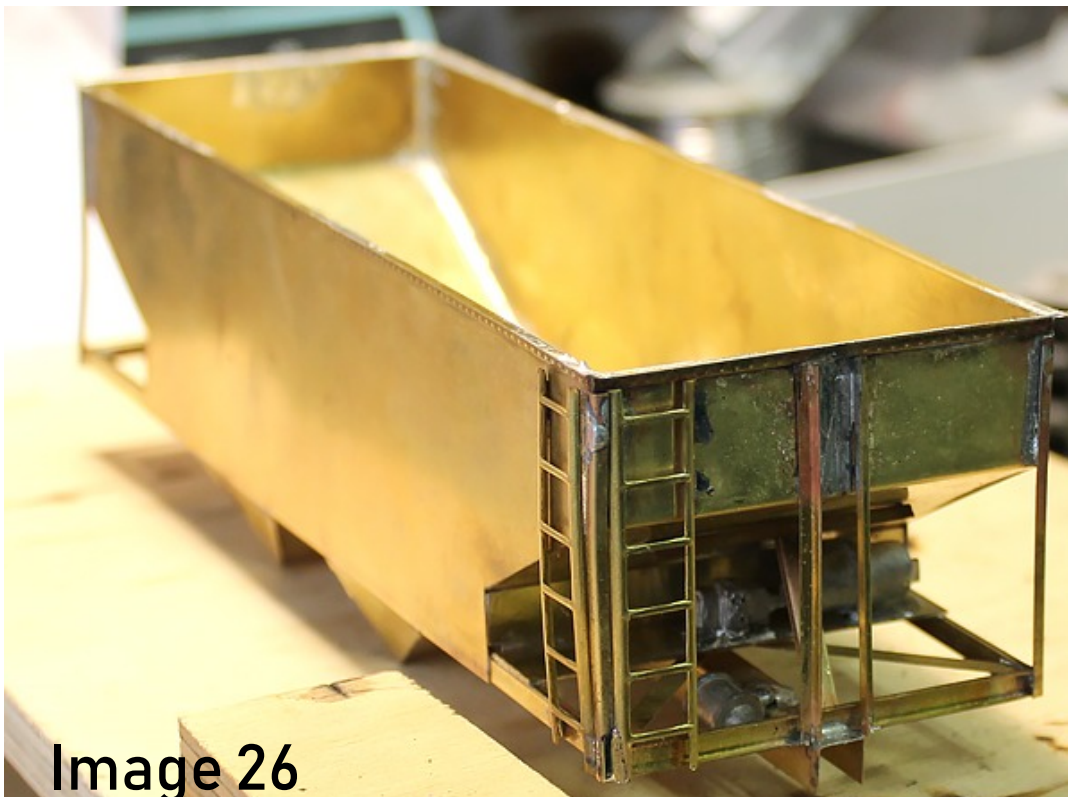


Image 26

After soldering the corner stanchions, solder in the center end stanchions. I had a lot of trouble with keeping them straight due to desoldering, so I made a little jig which allowed me to maintain spacing while moving back and forth and spot soldering them in place. Image 25.

Now you can solder on the ladders at the two appropriate corners. Image 26.



Image 27

I wasn't really happy with the generic side rib spacing suggestion at the beginning of the instructions and decided to use a ultra fine point felt tip marker rather than a scribe to mark them. Of course, by the time I got here, the marks were mostly obscured or gone anyway, so I measured the spacing on several gondolas in the 1940 Car Builders Cyclopedia and used them as a basis (remember there is a little generic to this kit).

Images 27 and 28.

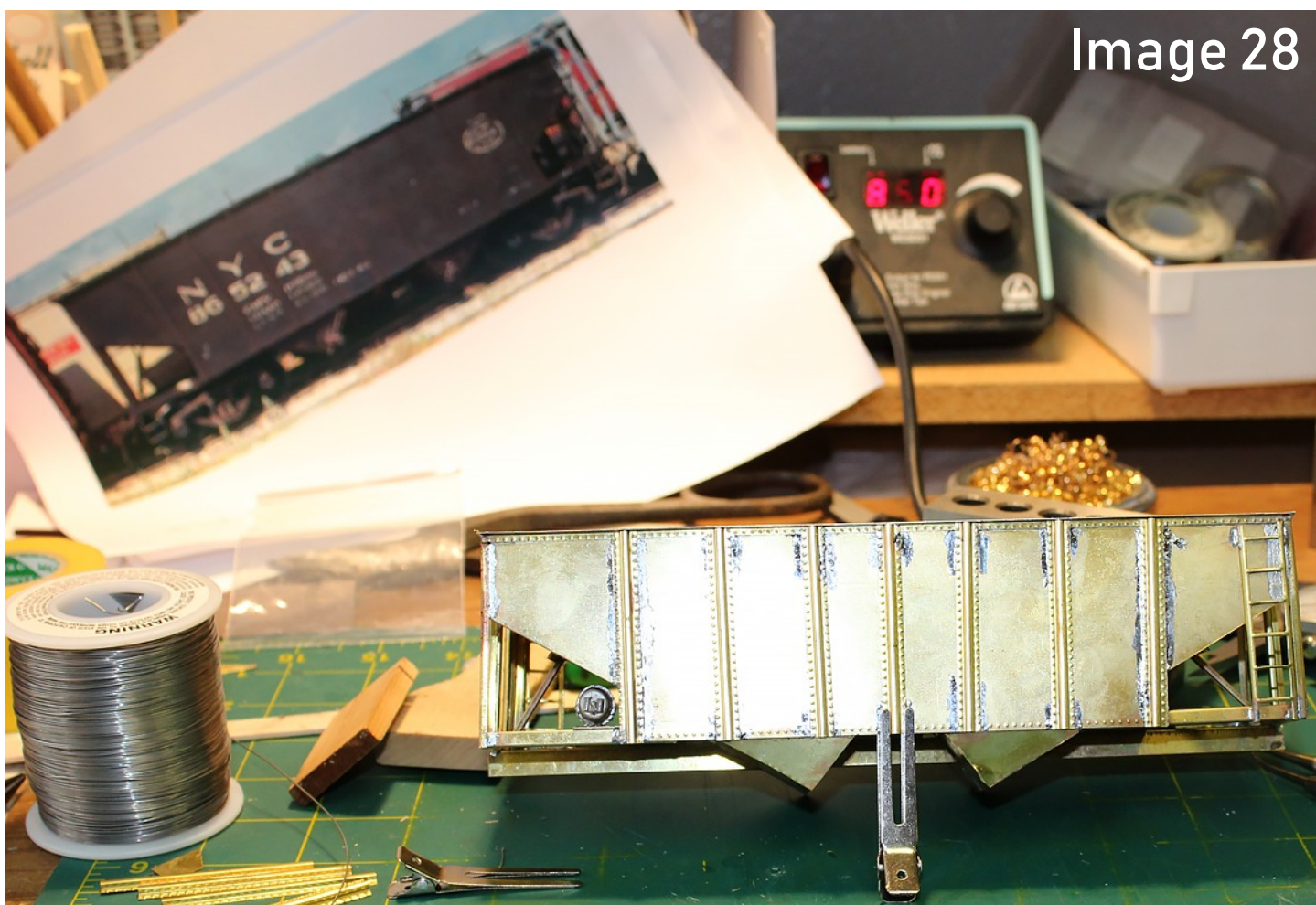


Image 28

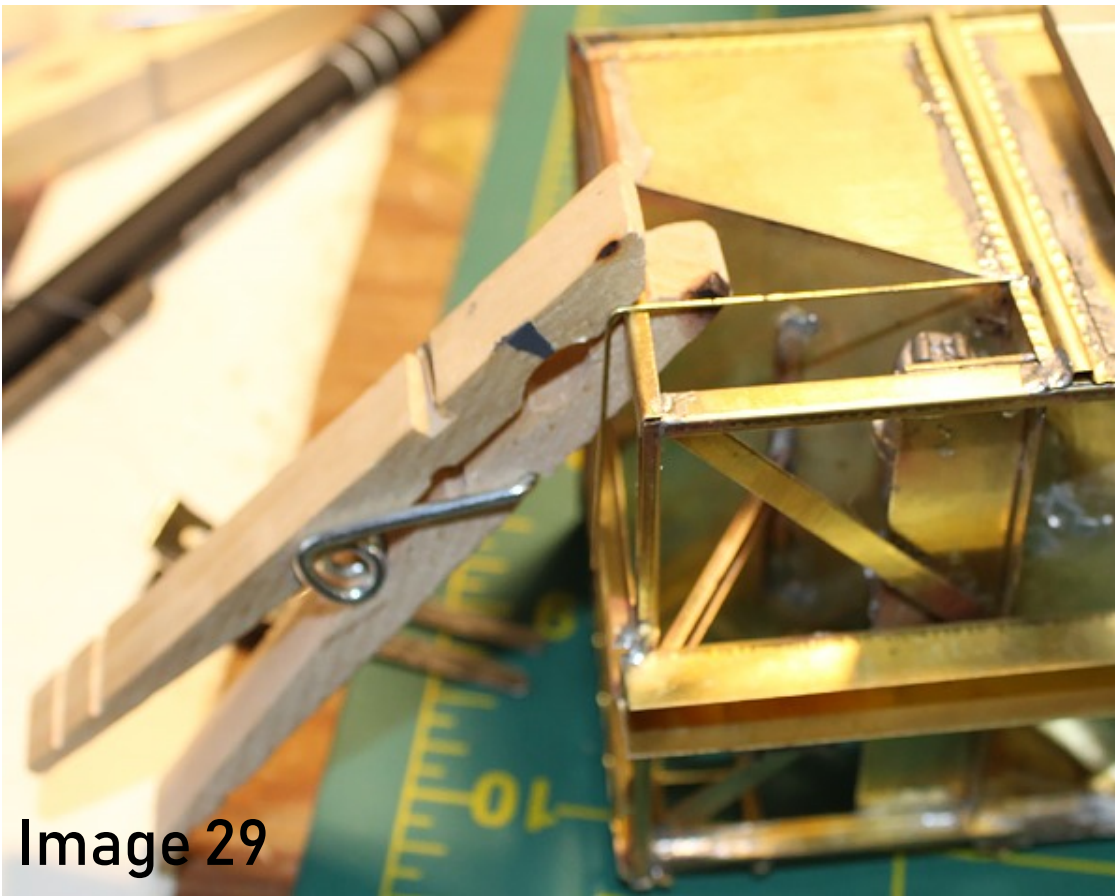


Image 29

Now you can solder on the handrails. The brass rod included with the kit was soft brass, and I substituted half hard brass for strength and resilience when being handled.

Remember, if you haven't put the brake gear on yet, now might be a good time to address this as it's your last chance to have unimpeded access to the brake equipment shelf.

Images 29, 30 & 30A.

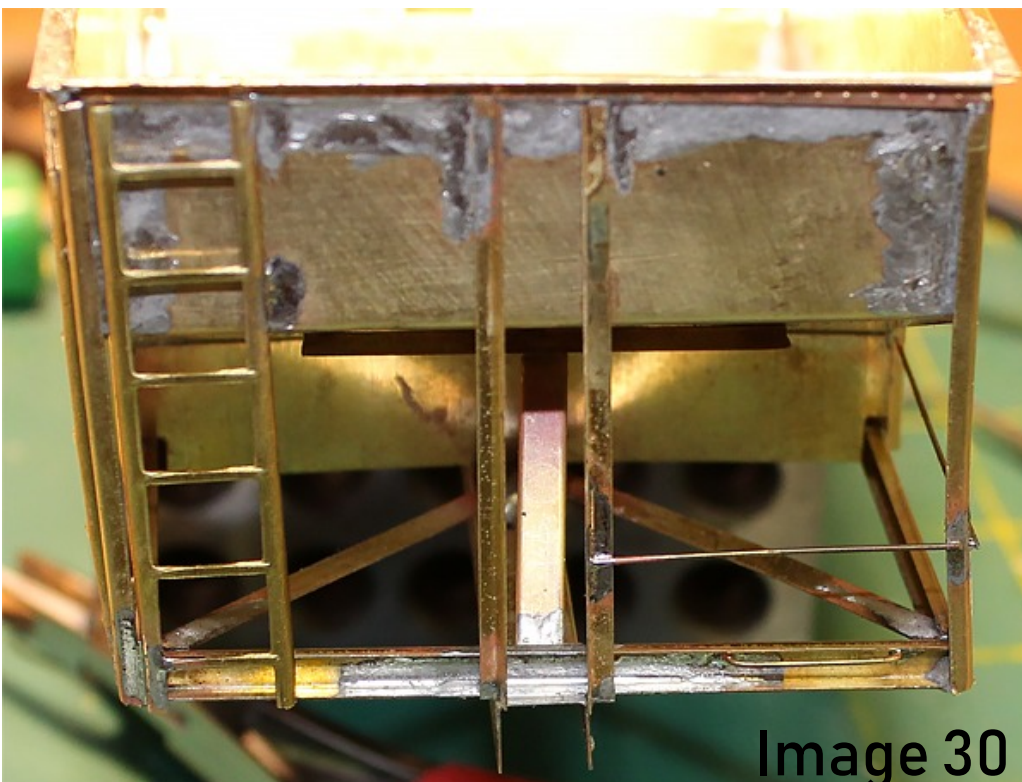


Image 30



Image 30A

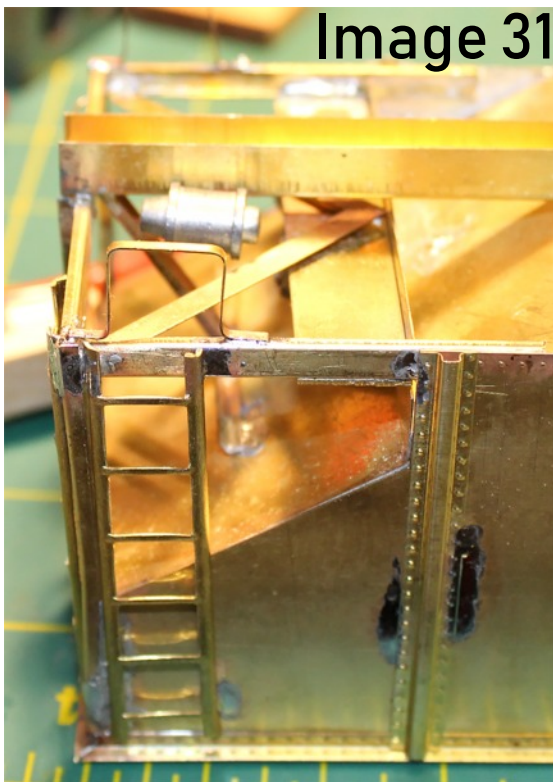


Image 31

Image 31 - the sill steps.

Image 32 - the brake wheel and brake chain housing.



Image 32

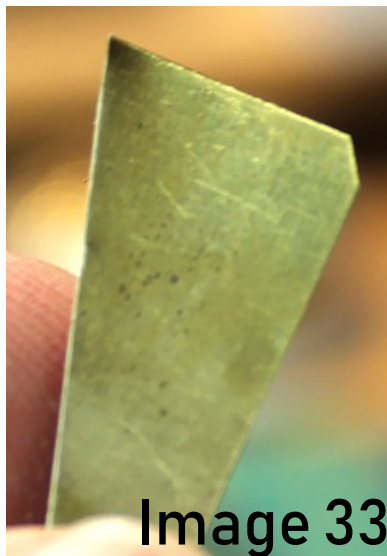


Image 33

Next, you are directed to cut, form and attach the cut lever bars. I skipped this step as I intend to dress this part of the car up at a later date. I also skipped forming and attaching the hopper latches for the same reason.



Image 34

For some reason, the instructions never really address closing up the outside bottoms of the hopper angles, so I did that at this point using the same method I had used for the inside bottom corners. In hindsight, it probably should have been done when the inner bottom corners were filled in, and I would do it at that point on future builds. Image 33 and 34.

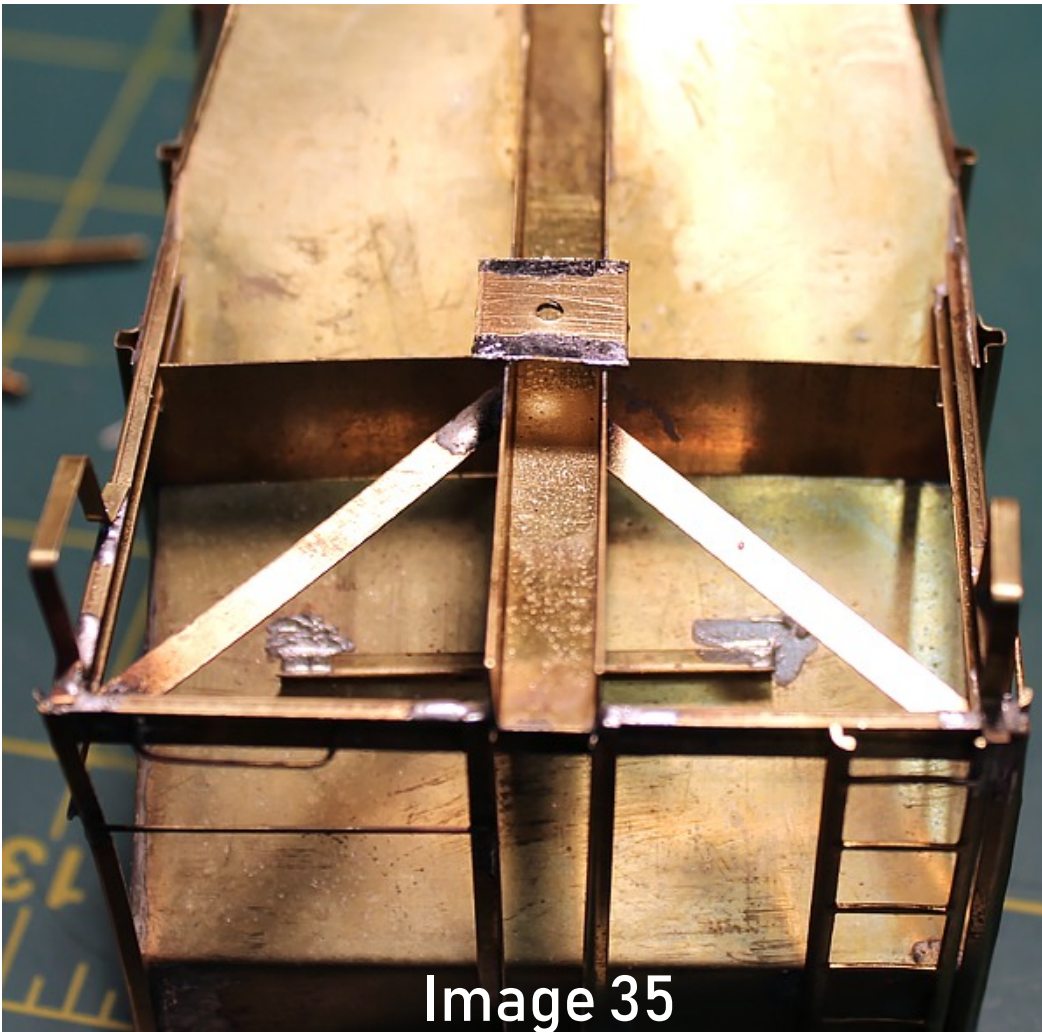


Image 35

The instructions now call for you to locate the truck centers five and a half feet in from the end of the center beams and drill and tap for the screws you intend to use. If you remember, I left that bottom piece off so I just cut a small plate and soldered it into place for this. I really don't like how it looks, and on future builds, I think I would build up a full on bolster for this part of the job. It will certainly happen when I dress this car up down the road. Image 35.

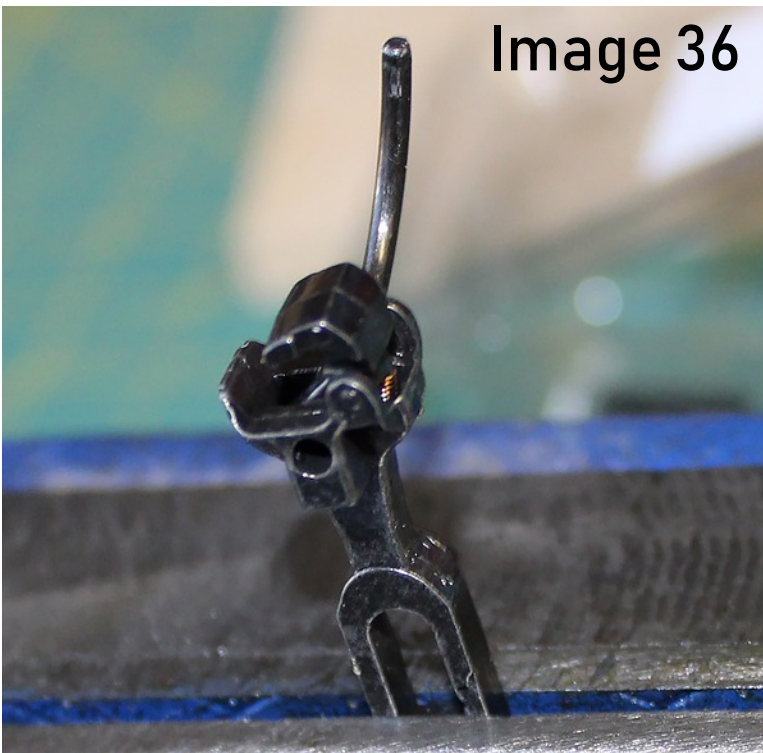


Image 36

Since most people seem to prefer Kadee couplers, and almost all operating clubs I have been around specify them, I decided to experiment and attempt to put them on. Because the center beam is essentially scale, the Kadee coupler actually filled the inside of the center beam rather tightly so it cannot move from side to side. Arvid recommended nylon dummy couplers in order to avoid creating inadvertent undesirable electrical circuits during operation. Images 36 and 37.



Image 37

Since they are much thinner, dummies would not have suffered from this issue. I decided to attempt to remove the offending part of the coupler and replace it with a piece of brass tubing for the coupler to swivel on. Because of whatever the proprietary metal the Kadee couplers are made from, you cannot achieve satisfactory adhesion of anything to the casing, either by solder joint or any sort of adhesive I could find on the shelf. In the end, after several failed attempts (the solder will stick, so will the epoxy; however, the bond has absolutely no strength and fails as soon as you apply any pull to the coupler), I decided to attach the dummies and keep moving on for now. Image 38. I will probably go with Monarchs or early Protocraft couplers as the shank can be narrowed sufficiently to allow for adequate side to side play. If you do absolutely want or need to go with the Kadee coupler, then I think the only option left to you is to cut the end of the center beam, create a mounting pad and solder it on, then screw the Kadee coupler box on. This will unfortunately result in screw thread popping up, but that can probably be hidden during final paint and decoration.



I used shims of equal thickness on both sides of the nut to center it in the centerbeam and ran a screw up through the coupler to attach the coupler and allow the shank to pivot. This works well I believe, just not on a modified Kadee. See Images 39 through 41 on next page.

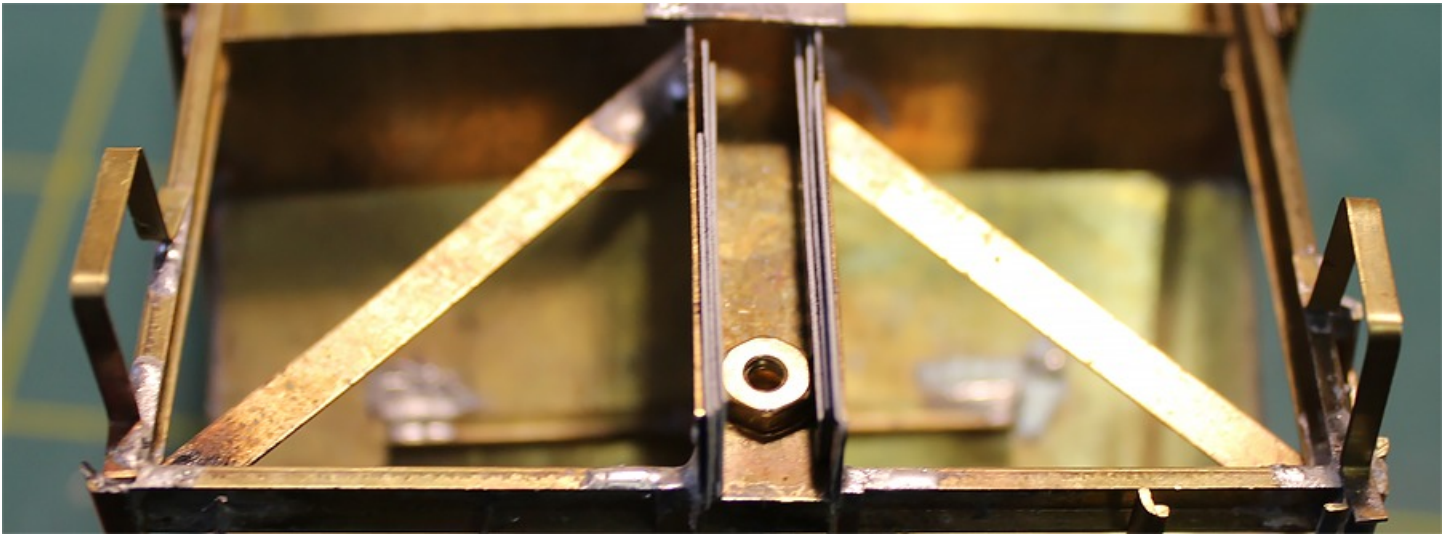


Image 39



Image 40

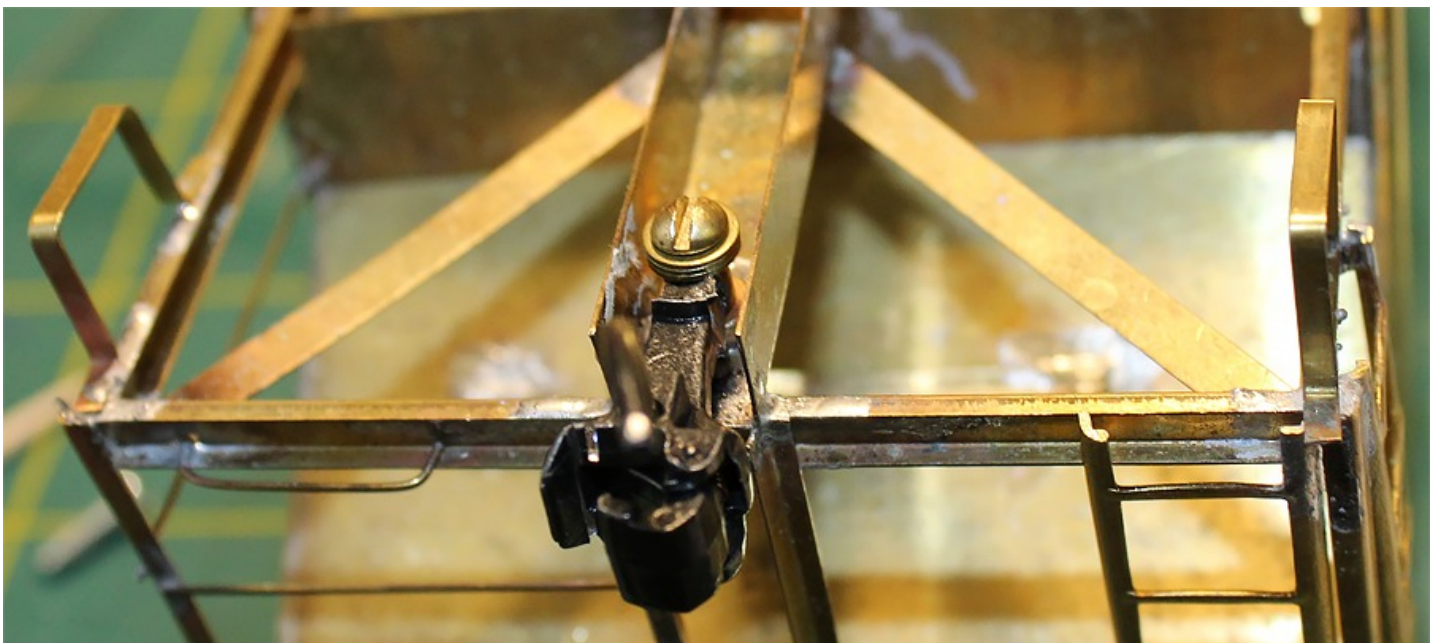


Image 41



Image 42 is what you end up with once you have finished an Arvid Anderson hopper kit, added your choice of trucks, wheels and couplers, and placed it on the test track.

I'm fairly happy with the model at this point, and very happy with how much I learned building it. Down the road, I'll add some detail castings to it, change over to better couplers and build the cut lever assemblies to match, clean up the solder joints a bit more, paint and decorate it, and add the car to a consist.

There were some lessons learned during this build that I may not have touched on adequately yet: It's really important when working with an all brass kits to make sure that you are staying plumb and true in your build and fix problems right away as they arise. Tolerance problems seem to stack up quicker than you think. For example, I glued the wood pieces of the building jig together with yellow carpenter's glue and left it to dry under a weight. A tiny glob of glue was sticking out along one edge, and I missed it during cleanup of the jig. As a result, everything that used that area of the jig for alignment was affected. I started off using a Weller Soldering station and some silver solder that was on the shelf. Later in the build I had problems with desoldering, so you need to probably have maybe three to four different melting points of solder on hand for an all brass kit. This was especially a problem with the white metal castings. Another thing to think about would be to use heat sinks (wet paper towels will work) to keep the heat buildup under control and localized. Those white metal castings were a real problem all the way through, and I think I would probably purchase a brass set separately to use instead next time. Despite all of these issues, I feel way more confident about brass work now than I did before; and after a few of these kits are under my belt, I think I'll be ready to attack problems with those multi-hundred dollar models so many of us are afraid to touch.



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A Freelance On30 Diesel

By Bryan Tichota

My narrow gauge diesel project started after reading a short article by Dick Wightman that resembled the WP&Y #81. This got my kitbashing gears going. I already owned a HO Proto 2000 diesel, and I knew I could get an American Flyer S scale diesel switcher shell online. So now with the basic parts to start this kitbash, I needed some measurements of the diesel. Looking online, I found the measurements and history of WP&Y.

It was built by GE in 1957 for the U.S. Army. It could operate on a 36" to 42" gauge railroad. The overall size of the unit was 41' 2-5/8" long and only 11' 2-1/2". This GE unit spent some time on the D&RGW narrow gauge as Army 3000.



With this information in mind, I started making a plan of what I wanted to use from the original shell and just how much I would need to pull out of my scrap box. The plan was to keep the cab and diesel deck plates of the S scale diesel shell. I removed the sides of the diesel shell that have vent details for use later.

CAB

Next, I moved to the cab area of the shell and started building a new front end of the cab, based on the design information that I could find. The cab has an off-set door to the firemen side with a light just to the left, very similar to the GE 70 ton unit. I used the existing front of the cab as a template for the cab set up. The new piece is made up of two pieces of .010 styrene. The top piece has the cab door and windows cut out and the second piece is cut with a small offset to look like the window gasket. I also cut out windows for the door on the piece. On the cab shell walls, I drew in new windows based on what I found after looking at other GE cabs. I cut the openings larger than needed and placed a piece of .010 styrene over the cab with the new cleaner cab windows cut out. The top edge of the styrene should fit under the overhang of the roof of the cab. I did this for both sides of the cab.

MOTOR COMPARTMENT

This is the fun part of the build, the freeform design. I picked different parts of diesel locomotives that were pleasing to the eye, but may not have been used on this unit. The walls of the motor compartment are .060 styrene. At this point, you can cut out openings for large louvers or engine cooling intake vents. For the doors on both sides of the motor compartment, I cut strips of 0.015 styrene to a scale 18" x 48". I found the HO vent decals from ARCHER have the best look and are simple to install. I saved the vent details from the original shell and used them above the doors. (Making a plan of what pieces you plan to use will help in knowing where to cut on the shell before you cut.) Moving on to the roof of the motor compartment, I wanted to add roof details that would catch your attention and look believable. The details for this came from my scrap box of HO scale parts. This is where "Steam Punk" parts look good.



PLOT, DECK & TRUCKS

The front and rear of the diesel pilot is made from .060 styrene with the coupler pockets cut out to On30 height and then glued to the shell. The shape of the pilot was based on pictures and drawings that I have collected. The truck side frames are my take on the White Pass & Yukon GE shovel nose units. I started by grinding the original details and gluing the background outline of the new truck shape made from .040 styrene. Then, I added a second layer with the side frames made from .015 styrene. The roller bearings are from a HO scale switcher and other miscellaneous parts from my scrap box. The model was a fun build with the help of my scrap box and the inspiration of narrow gauge railroading.

AMERICAN SCALE MODELS



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Below is a condensed version of the article, *A View From the Judges*, that appeared after last year's March Meet contest results. We wanted to rerun this for people who are thinking of entering this year's model contest. Mark Preussler brings out some salient points that some people forget. The number one being documenting your build.

[Click here to read Mark's full article and see last years winners.](#)

A View from the Judges

By Mark Preussler

Once again, I was asked to help fellow NMRA Master Model Railroaders David Leider and my brother, Marvin Preussler, judge the fine entries in this year's contest. Since the contest is judged using NMRA standards, we made an effort last year to make sure all the modelers understood the somewhat strict guidelines we adhere to. I was impressed with the quality and quantity of models to judge. While some of the entrants were display only, most of the pieces spread about the contest room were in fact waiting for us to look at. I think between the three of us we all agreed that it's nice to have completed all the tasks set-up by the NMRA to get the MMR title, but the level of craftsmanship applied to several of the entries went far beyond what is required for an NMRA certificate. There are excellent model builders out there and many choose to work in 1/48 scale!

A point was made last year about models not having proper documentation to score better in the NMRA format. This was the case again this year. Several models scored just less than the 87.5 points needed for a certificate. Documentation in the form of pictures or plans would have garnered more points in the conformity section. Most of the guys who entered didn't care about that though as they are not NMRA members anyway and not eligible for a certificate. They bring their models mainly to share with the rest of us. I applaud their honesty! It's refreshing for me since some of the HO scale contests I was involved in, even at the divisional level, had someone complaining about points, favoritism, etc.

I'll wrap it up again this time with a few generalities I noted. While it's great to include interiors and removable roofs on equipment or structures, make sure what the judges are looking at is of as high a quality as possible to match the exterior which we normally see. A couple of the cars and buildings had figures in them. Good idea, but make sure the finish on your little folks match the look of real clothes. Most of us don't have shiny skin or wear shiny/glossy outerwear or pants. Dull them down. Partitions and walls need to be square if the roof is to be removable as well. Don't forget the doors either. A room without a way in or out isn't too realistic.

I mentioned last year to make sure your decals snug into the finish and details using Solvaset or a similar agent. By applying a decal over a glossy coated finish and using a pin or pointed blade to carefully release any air bubbles, you'll have a great looking model without any blush under the decal. I am happy to say that the decaling noted on the models this year was quite good. No one lost a lot of points because of a decal job not being up to expectations. I doubt that my prodding had much to do with this, but it was good to see the quality decaling.

Best Regards,

Mark Preussler, MMR #442

March Meet Model Contest

March 16th, 2019 at the Chicago O Scale Meet

Categories

- Diesel
- Steam
- Passenger Cars
- Single Structure
- Display/Diorama
- Traction/Trolley
- Freight Cars
- Heavy Electric
- Gas-powered
- Caboose
- Non-revenue

1. The model contest will be held Saturday March 16th, 2019 at the Chicago O Scale Meet. Models must be entered prior to 11:00 AM on that day. Once entered in the contest, the models must remain in the contest area until 4:00 PM on Saturday, March 16th, 2019. Awards will be presented at 3:30 PM on Saturday, March 16th, 2019, and models may be picked up at that time.

2. All models will be judged by a team of judges using nationally established judging guidelines. Categories that have only one model will not be judged, and no placement will be given. In these cases, The O Scale Resource gift certificate will be awarded to the sole entrant in that category. Best of show will be a popular vote.

3. Judging will start at the judge's discretion, and will be finished by 3:00 PM on Saturday March 16th, 2019.

4. All models must be put in the display position by the modeler, and only the modeler may handle the model.

5. Any descriptions, photos, or other information relevant to your model will be attached to this entry for the duration of the contest, and will be made available to the judges at their request. The material will be returned after the contest.

6. I hereby certify that the model entered is my work. I also hereby release The O Scale Resource Magazine (the contest sponsor), Hobby Hill Inc. (the show promoter), and all persons connected with the contest from any liability due to damage or loss of the model entered.

7. I hereby grant The Model Railroad Resource, LLC photo reproduction rights for publication of this entry in The O Scale Resource Magazine

Chicago O Scale Meet 2019

Model Contest

Thanks for entering the model contest at the Chicago O Scale Show on Saturday March 16th 2019. The following pages are the Model Contest Entry Form and the Model Contest Judging Form. You may fill them out prior to coming to the show, and that is recommended to save you time at the show.

The Contest Entry Form identifies your model and is your receipt for your model. When you place your model in the contest, this form will acknowledge that you have a model in the contest. When you pick up your model, you will need to sign this form in the Claim Check area. This tells us that you have picked up your model, and it is no longer in the contest. The form also explains the rules for the contest. You will notice that there is a category for Single Structure and one for Display/Diorama. There needs to be a distinction between when a Structure model becomes a Diorama. For the purpose of this contest, a Single Structure is a stand alone building with no base. The building may have all the interior partitions and trim, but no other details. For example, a clock on a wall or a person on a platform will move your model into the Display/Diorama category. If the building is mounted on a base with scenery, that will move the building into the Display/Diorama category. This may seem awkward, but it is the simplest way to make the distinction. The other categories should be clear. If not, contact us for help.

The Contest Judging Form will be used by the judges when looking at your model. You need to fill this out in as much detail as you would like. **In addition, we would encourage you to supply more information on separate pages.** Title any additional pages with the title of the judging box they apply to. For example, titling the page Construction will tell the judges that the information applies to the first box of the judging form which is titled Construction. If you supply photos or drawings, they will be used by the judges and returned to you when you pick up your model. The first box titled Construction explains how you built your model. For example, if your model is more than 90% scratch built, you would check off that the model is scratch built. In the construction techniques section, you may check off more than one item. The last item in this box is the description of how you built the model. The space is short, and we would recommend more explanation on a separate page. Make a note on the line to see the attached pages. The next box titled Detail is where you will describe the detail and what it took to create it. Again, we would recommend a separate page for your explanation. Any photos or drawings you used would be a help to show how you replicated features in your model. The next box titled Conformity is where you will describe how your model matches a prototype. If your model is entirely free lance, that is OK. Just describe how your model would match a prototype construction. Again, we would recommend a separate page. The next box titled Finish and Lettering has some items that can be checked. Check as many as apply to your model. A separate page may be required to explain all your techniques. The last box that you will need to fill out is the Scratch Built box. Describe any parts of your model that you made from scratch, along with how you made them. A separate sheet will help here as well. Any information that you can give the judges will help them to understand your model and how you built it.

The two judges will each make their own observations and assessment of your model. They will then confer with each other to give you a total score. You will get the contest judging form back with your model, and your information when you pick up your model. All decisions by the judges are final.

If you have any questions, please do not hesitate to contact us.

Amy Dawdy amy@oscaleresource.com

Dan Dawdy dan@oscaleresource.com

Chicago O Scale Meet 2019 Model Contest Entry Form

Entry No. _____

ENTRANT / MODELER (please print legibly)

Name _____ Category _____
 Address _____ City _____
 State/Province _____ Zip Code _____ Country _____
 Phone (____) _____, _____ Email _____

CONTEST EVENTS (please print legibly)

Enter your model description, number, or railroad name in the event you would like to enter.

Diesel _____
 Passenger Car _____
 Steam _____
 Single Structure _____
 Display/Diorama _____
 Traction/Trolley _____
 Freight Car _____
 Heavy Electric _____
 Gas-powered _____
 Caboose _____
 Non-revenue _____

CONDITIONS OF ENTRY

1. The model contest will be held Saturday March 16th, 2019 at the Chicago O Scale Meet. Models must be entered prior to 11:00 AM on that day. Once entered in the contest, the models must remain in the contest area until 4:00 PM on Saturday, March 16th, 2019. Awards will be presented at 3:30 PM on Saturday, March 16th, 2019, and models may be picked up at that time.
2. All models will be judged by a team of judges using nationally established judging guidelines. Categories that have only one model will not be judged, and no placement will be given. In these cases, *The O Scale Resource* gift certificate will be awarded to the sole entrant in that category. Best of show will be a popular vote.
3. Judging will start at the judge's discretion, and will be finished by 3:30 PM on Saturday Saturday, March 16th, 2019.
4. All models must be put in the display position by the modeler, and only the modeler may handle the model.
5. Any descriptions, photos, or other information relevant to your model will be attached to this entry for the duration of the contest, and will be made available to the judges at their request. The material will be returned after the contest.
6. I hereby certify that the model entered is my work. I also hereby release *The O Scale Resource Magazine* (the contest sponsor), Hobby Hill Inc. (the show promoter), and all persons connected with the contest from any liability due to damage or loss of the model entered.
7. I hereby grant The Model Railroad Resource, LLC photo reproduction rights for publication of this entry in *The O Scale Resource* magazine and/or use on their Website.

Entrant Signature _____ Sponsor _____ Date _____

CLAIM CHECK

I hereby certify that my entry # _____ entered in the model contest has been returned to me.

Entrant Signature _____ Sponsor _____ Date _____

Chicago O Scale Meet 2019

Contest Judging Form

Entry No.

1. Construction (Maximum 40 points)

Points Awarded

Select the construction that best describes your model

- | | |
|--|--|
| <input type="checkbox"/> Scratch built complete model and details >90% | <input type="checkbox"/> Kit bash commercial model not per the kit plan |
| <input type="checkbox"/> Scratch built partial model and details <90% | <input type="checkbox"/> Kit built per the kit plan >90% some modification |
| <input type="checkbox"/> Modified commercial model >50% modified | <input type="checkbox"/> RTR model with some modification <20% |

Name of kit or commercial model used as basis if applicable _____

Construction techniques—Select the methods and materials that apply to your model

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Drew own plans | <input type="checkbox"/> Followed construction article | <input type="checkbox"/> Cut & fit wood | <input type="checkbox"/> Soldered metal |
| <input type="checkbox"/> Used proto/com plans | <input type="checkbox"/> Cut & fit metal | <input type="checkbox"/> Cut & fit cardstock | <input type="checkbox"/> Made patterns |
| <input type="checkbox"/> Used kit plans | <input type="checkbox"/> Cut & fit plastic | <input type="checkbox"/> Cut & fit glass | <input type="checkbox"/> Made molds |

Describe how model was built, complexity, and materials _____

2. Detail (Maximum 20 points)

Points Awarded

Describe complexity, difficulty, & quantity of detail parts added by you. Identify commercial parts.

3. Conformity (Maximum 25 points)

Points Awarded

Describe how your model conforms to a prototype. Include prototype documentation other than supplied with kit.

4. Finish & Lettering (Maximum 25 points)

Points Awarded

- ☐ Weathered ☐ Hand Lettered ☐ Decals ☐ Transfers ☐ Spray ☐ Airbrush ☐ Dry brush ☐ Stain
- ☐ Non weathered Describe methods and materials _____

5. Scratch built (Maximum 15 points)

Points Awarded

List all parts scratch built and note special refinements. _____

6. Total Points (Judges only here)

Total Points

Tabulated by _____ Verified by _____
The O Scale Resource March/April 2019

SCENE AROUND THE LAYOUT

By Mark Czerwinski

Paint and deadrail installation with AirWire / Wow Sound by Geoff Ringle of Old Iron Designs.

Here is RGS #42 a Iron Horse model from 1982 that I completely rebuilt. The boiler was completely stripped and rebuilt with new jacket and running boards and replumbed. I machined new cylinders, new domes and the air tank under the running boards. The plow flanger is scratchbuilt except for the flanger blades . The plow is made of brass sheets with embossed rivets, the front windows slide open and close, the front door has working hinges and the rear doors slide.



We are proud to feature readers work. Depending on your response we would like to make this regular feature.
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This is an On3 Kodama K-27 rebuilt to D&RGW #462 Circa 1933. The engine has a new scratch built front cab wall with correct rectangular doors. New running boards, larger headlight, new pilot beam and pilot and older pyle generator. There are many more additional parts to numerous to list. Paint, wow sound and battery installation and photo by Geoff Ringle of Old Iron Design. You can lift the water hatch on the tender to see the recharging jack. The engine gets about three (3) hours of run time per full charge.



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Oddity

***n. 1. One that is odd. 2.
The state or quality of
being odd; strangeness.***

By Daniel Dawdy

Many people take photos of engines and even cars, but most stop at that. I, on the other hand, just love to shoot things that I may want to model in the future. I love to model details and have people say, "Must have made that up... never seen a real railroad do that.". That's when I whip out the picture to show them that indeed the real railroad did.

Caution: This tactic does not make many friends :-)



An early morning shot of a mother tank and her two babies out in the CSX yards in Ludington, MI.

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

Rocky Mountain Train Show

March 3rd, 2019

Denver Mart 451 East 58th Avenue Denver, CO 80216-8470

Train Show

Email: Information@RockyMountainTrainShow.com

Web Address: www.RockyMountainTrainShow.com



Chicago March Meet

March, 15, 16 and 17th, 2019

Westin Lombard Yorktown Center

Lombard, IL

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

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

Email: info@marchmeet.net



Eastern PA 2 Rail O Scale Train Show and Swap Meet

Strasburg PA

O Scale Train Show and Swap Meet

April 6 / August 10 / October 12, 2019

Strasburg PA Fire Company 203 W Franklin St. Strasburg PA 17579

[Click here for map](#)



Grand River Valley Railroad Club 2019 Spring Train Show

April 13th, 2019

HSB, Inc 5625 Burlingame Ave SW Gezon Pkwy

All Scales Model Train Show

Email: kwsopp@gmail.com

Web Address: <http://grvrrc.org>



O Scale National in conjunction with O Scale West - S West and Narrow Gauge West

May 23-25, 2019

Hyatt Regency Santa Clara (San Francisco area)

Website: www.oscalewest.com

The O Scale Resource March/April 2019

The 2019 St. Louis RPM Meet

Friday, July 26th 2019 and Saturday, July 27th 2019

Gateway Convention Center, One Gateway Drive, Collinsville, IL 62234.

[More information soon.](#)



O & S Scale Midwest Show

Formerly the Indianapolis O Scale Show / S Scale Midwest Show

New name but the same great show! This year Saturday and

Sunday, September 21-22, 2018

It's September! Time to kick off your modeling season. Come and enjoy the O and S Scale Midwest Show.

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

Website: oscalemidwest.com/

Email: info@oscalemidwest.com



Southern New England 2 Rail O Scale Show

October 5th, 2019

161 Chestnut Street, Gardenr, MA 01440

Train show with a large selection of dealers specializing in everything O scale! Ow5, Proto48, On30, On3. Free Parking and on site refreshments available!

Show Hours: 9:30am-3:00pm. Admission: \$6.00 per person, \$8.00 per family

Now booking vendors for 2019 show! Contact Show Chairman for info!

Email: sneshowchairman@snemrr.org

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



The Cleveland 2 Rail O Scale Meet

Cleveland O Scale Meet our 37th annual show

Saturday, November 2nd

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

5615 Chevrolet Blvd. Parma, OH 44130

Admission \$6, free parking, large facility

Please note show time changes

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

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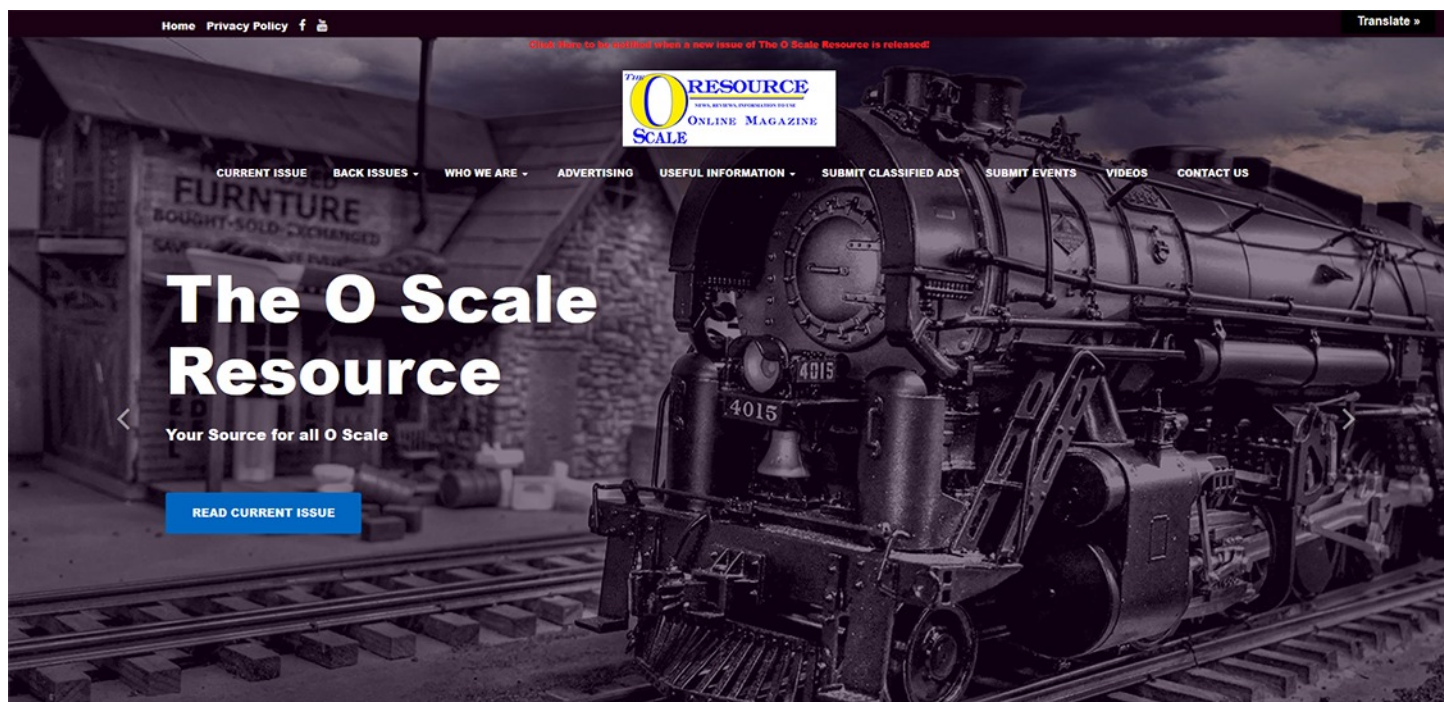
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