Late in the steam era, the Reading’s new president, Revelle W. Brown, had been impressed with the performance of the Lehigh Valley’s 4-8-4’s. He had concluded that such a locomotive would be the perfect choice to replace Reading’s stable of 2-8-0 1-10 locomotives. Facing wartime shortages that could have impacted the new locomotive’s performance, the Reading was able to construct its T-1 fleet by rebuilding those I-10s at a 35% savings under the cost of a completely new locomotive design.

Fully outfitted with the power and performance of Proto-Sound® 2.0, the Reading T-1 4-8-4 locomotive is now available in 2 or 3-rail models that ship with synchronized puffing smoke, Proto-Speed Control™ for incredible slow speed action and the industry’s most realistic digital sound system. Capable of operating on either DC or AC power, the locomotive is available in two different liveries and can be quickly converted for 2-rail or 3-rail operation if desired - an industry exclusive!

Each of these locomotives also includes these additional incredible features:

- Superior patented synchronized puffing smoke
- Superior patented locomotive speed control that really works in conventional or command mode
- Patented Proto-Scale 3-2™ for quick conversion to and from 2 and 3-rail operation
- Unique digital sound features including squeaking brakes, Doppler, train wreck, clicky-clack and much more
- Unsurpassed value in conventional or command operation

Find your Nearest Dealer at www.mthtrains.com

© 2004 M.T.H. Electric Trains
Features

4  The Texas Midland Railway – Dallas Division
Brady McGuire and the boys show us how they do a club Texas-style.

18  Building a Small O Scale Layout – Part 2
A multi-part series on building a small O Scale layout to fit an apartment. Watch as Mike Culham rebuilds his Great Central Railway.

28  O Scale Influences – Glen Davis
An on-going series about people who have made a difference in other O Scaler’s lives. Stanley Harper contributed this article about Mr. Davis.

42  Scratchbuilding a Simple Steam Service Site
Tom Houle is back with another of his excellent scratchbuilding articles. This one focuses on easy to build service facilities for small steam.

Departments

10  Easements for the Learning Curve – Brian Scace

12  The Modern Image - Carey Hinch

23  The Workshop – Neville Rossiter

24  Narrow Minded – Bobber Gibbs

40  Reader Feedback – Letters to the Editor

34  Product News & Reviews

53  Fine Scale Modeling – Gene Deimling

56  Confessions of a HiRailer – Hobo D. Hirailer

58  Buy-Sell-Trade Ads

38  Modeler’s Shelf

59  Advertiser Index

60  Events Listing

62  Observations – Joe Giannovario
The Dallas Fort Worth O Scale Model Railroad Club has been in existence since 1985. Currently the club owns and operates three distinct layouts. Our largest layout of the three is The Texas Midland Railway, Sherman Division, located in Sherman, Texas, about 60 miles north of Dallas. This double-track 22’ by 28’ layout was originally built in 1986, utilizing 3’ x 6’ modules. This layout was initially designed for display running at train shows, but now incorporates two additional yards, an eleven-track westbound yard and an eight-track eastbound yard. These two staging yards are utilized for off-line staging of through trains. Both yards have handlaid track using code 125 rail spiked directly on to hollow-core Luan doors. The 1 3/8” thick doors are supported every 40 inches. Train lengths are 18 to 20 cars on freights and six to seven cars on passenger trains. The layout’s on-line four-track yard is used to make up wayfreights to switch the eleven local industries. More industries are planned including a 21-car icing facility. We operate this division one Saturday a month.

The second TMRwy layout is a portable 10’ x 30’ “U” shaped modular layout built primarily for traction operation. The Texas Midland Railway Traction Division was built in 1993 and operates at two to four train shows a year. The operation includes both passenger and freight traffic using trolleys, interurbans and box motors. Our traction layout is a big hit at train shows, since visitors do not see two-rail O Scale that often. It is especially a surprise when viewers discover the layout uses an overhead “hot” wire for powering the trolley poles. The layout features return loops and sidings with spring switches permitting operation of three trolley cars simultaneously. This layout is stored at members’ homes between shows, as different members own the different parts of the layout.

Our third layout, The Texas Midland Railway, Dallas Division, is the subject of this article. In 1997 an opportunity arose for our club to lease a 14’ x 29’ room on the mezzanine level of the restored historic Dallas Union Station in downtown Dallas, Texas. Dallas Union Station is a stop on the DART (Dallas Area Rapid Transit) line and is also the eastern terminus for the Trinity Railway Express from Fort Worth. This feature allows for convenient travel for our members. This location also has many railfan opportunities as Amtrak trains and several Union Pacific and Burlington Northern Santa Fe freight trains are often seen. In this new space we decided to build a large urban industrial district with lots of switching and large buildings. After seven years we have built a working layout and we are at the point of actually having operating sessions. We work two Saturdays a month finishing the wiring, scenery, industrial tracks and structures.

**History**

The Texas Midland Railway is a fictitious regional railroad (not to be confused with another similarly named railroad, the Texas Midland Railroad in east Texas, which was absorbed into the Southern Pacific in the 1930’s). The Texas Midland Railway was conceived in the 1880’s as a major trunk line serving east, north and west Texas. Its stated purpose was to service Texarkana, Greenville, Dallas, Fort Worth and El Paso. Unfortunately tracks were never laid from Fort Worth to El Paso. The management once even dreamed of extending the tracks east...
Structures Legend
1. Mobilgas- kitbashed Walthers Phoenix Oil kit
2. Runzo Bros. Produce- scratchbuilt 1/8 inch Masonite, rough side out, and basswood beams and columns
3. Farmers Union Creamery- kitbashed Walthers kit
4. Engine house- scratchbuilt (future)
5. Water tower- scratchbuilt using computer disc storage cylinder
6. Blue’s Icehouse and Cold Storage- kitbashed Berkshire Valley kit
7. Independent Pneumatic Tool Co. - Masonite flat with printed paper building applied
8. Willisie Tool Supply- scratchbuilt (future)
9. Unnamed Factory building- kitbashed from 1/4” Masonite walls with reworked Pioneer Valley Apartment Building Kit #081 cardstock sides, new factory-style windows added
10. Roberts Printing Co.- kitbashed Walthers HO for distance perspective
11. Steel fabrication plant- scratchbuilt
12. Factory- scratchbuilt 1/4” Masonite flat with Westport Models #12 Sprag Electric Co. cardstock sides
13. Factory- scratchbuilt 1/4” Masonite flat with Westport Models #18 Norwalk Tire Co. cardstock sides
14. TMRw. tool shed- scratchbuilt (future)
15. TMRwy Freight House- scratchbuilt 1” foam, basswood beams and columns with Pioneer Valley brick paper. Windows drawn on computer, then printed on “overhead” clear material
16. Dallas Union Grain- scratchbuilt using 4” PVC pipe silos and basswood head house and elevator
17. Smithton Texas Traction Station- scratchbuilt 1/4” Masonite flat with A.G. Smith HO Bank cardstock printed side enlarged to O Scale with new station sign
18. Smithton Main Street- 1” foam with printed A. G. Smith HO cardstock sides enlarged to O Scale. Smithton is named in honor of Mr. A. G. Smith. Main Street contains Epstein’s Dept. Store, Bijou Theater, a bakery, Barrett’s Drug Store, an office building and Riley’s Grocery
19. Cook’s Electrical Supply Co.- scratchbuilt (future)
20. Texas Power and Light Co.- scratchbuilt flats (future)
21. Farmer’s Co-op Grain- scratchbuilt with corrugated siding made from heavy duty aluminum foil embossed over a pattern
22. J. W. Holding Co. stock chute and pens- scratchbuilt
23. Cottonwood Station- scratchbuilt
24. Store side- scratchbuilt 1/4” Masonite flat and printed cardstock side, using HO Scale A. G. Smith bldg. enlarged to O scale
25. House- kitbashed Model Power Jordan’s House, garage and wood fence
26. House- kitbashed from Model Power Jordan’s House

Layout Particulars
Name: Texas Midland Railway and Texas Traction (future overhead)
Location: Historic Dallas Union Station, Dallas, Texas
Scale: O Scale (1:48)
Size: 14’ x 29’
Theme: Regional railroading, urban switching with 17 industries (11 on the Rwy., 6 on the traction line)
Locale: East of Dallas, Texas
Era: Late 1950s- early 1960s, steam and Diesel
Style: Walk-around
Height: 52 inches from floor with no grades
Benchwork: L-girders with 2” foam on lightweight grid
Roadbed: 1/2” Homasote mainline and yards, industrial spurs on 0.060” illustration board
Track: Combination of Micro Engineering code 125 and handlaid track and turnouts. Industrial spurs handlaid code 100 on low-profile ties.
Mainline: Approx. 70’
Turnouts: No. 5 on Rwy. No. 4 on traction - total 27. Most laid with Right-O’ Way points & frogs. All turnouts controlled with Caboose Industries manual ground throws.
Min Radius: Mainline 60”, spurs and yard 48”
Scenery: Styrofoam painted with latex paint with Woodland Scenic ground cover
Backdrop: Painted sheet rock with hand painted horizon, clouds and trees
Structures: 26 mostly scratchbuilt with some kitbashed
Control: Conventional DC with block control using Aristo-Craft radio throttles
Operation. Card Order, Set Out and Pick Up only, no Hold position
from Texarkana to Memphis, but that never materialized either. The Texas Midland Railway has always had fierce competition from the Texas and Pacific which serves the same corridor. The TMRwy is a single track railroad with few passing sidings and has always had difficulty maintaining schedules. The meager profits have never allowed the luxury of new equipment, so most of the locomotives and rolling stock are hand-me-downs. Some say the equipment is old and worn out, but expert shop forces keep them running reasonably well. The only new locomotives to ever grace the rails are the beautiful pair of EMD F-9s and a GP-9. They were purchased with Uncle Sam's money when several major government flood control projects in east Texas forced the re-routing of miles of track. Since the outcome was many more route miles, part of the compensation was the two new F-9s and GP-9, increasing train speeds to keep competitive with the Texas and Pacific. The fact that the TMRwy even exists today (late '50s through the early '60s) is through sheer determination and luck, not profits. The Texas Traction line was acquired in 1923 to service additional industry with a slight increase in revenue. The TMRwy has never been a suitable merger partner or candidate for takeover because no one covets its route. In Texarkana the TMRwy interchanges with the Missouri Pacific and the Kansas City Southern. The TMRwy also interchanges with the Katy and Santa Fe in east Texas at Greenville but, of course, they both also directly serve the industrial districts of east Dallas, the location we model. On the west end, the TMRwy interchanges with the Frisco, Rock Island, and Ft. Worth & Denver (Burlington) in Fort Worth. Cooperation and interchange with the Texas and Pacific has always been meager, awkward and downright contentious at times. The TMRwy crews spend their time switching the many industries on its route and running transfers to the yards of the bigger roads in the Dallas and Fort Worth area. Today
The Texas Midland Railway functions more as a terminal railroad than a bridge route, because little through traffic remains.

**Construction**

Our industrial district layout is built around the walls, with depths varying from 16 to 24 inches. The sections are constructed of lightweight 1" x 2" framing supporting a \( \frac{3}{4} \)" OSB (oriented strand board) base topped by two layers of \( \frac{3}{4} \)" high-density blue foam board, a Dow product. After we glued the two \( \frac{3}{4} \)" foam layers together with Latex Liquid Nails (blue label), we located a supplier in Dallas that has 2" thick high-density blue foam in stock. In the future we will use 2" thick pieces. The roadbed on top of the blue foam is \( \frac{1}{2} \)" Homasote for the mainline and yards. The industrial spurs use 0.060" illustration board for sub-roadbed. The spurs are constructed on low-profile wood ties and handlaid code 100 rail. The mainline trackage is a combination of handlaid and Micro Engineering code 125 flextrack. All the turnouts (27 total) were handlaid by Richard Moore with most using Right-O'-Way frogs and points. We are using #5 turnouts on the mainline and #4 turnouts on the traction line. All turnouts are hand thrown using Caboose Industries ground throws. The height of the layout is 52 inches.

**Wiring and Control**

The layout is built with conventional block control. We use Aristo-Craft radio control throttles and have separate controls for the mainline and yard. Number 12 bus wires circumnavigate the bench work and each piece of rail has an electrical drop to the bus.

**Operation**

There are 17 possible locations to spot cars during switching operations, with 11 located on the railway and six on the traction line. We are currently using a card-order system, but some members are thinking about changing to a Rail-Op switch list. We use the card-order Set Out and Pickup operations only. We do not use the Hold position. In a typical session both eastbound and westbound wayfreights are assembled in Moore Yard with train lengths typically six to eight cars. The eastbound local works industries along its way while the westbound is being assembled back at Moore Yard. During a normal operating session all industries are switched. The Texas Midland Railway interchanges a few cars for the Texas Traction. The Texas Traction runs between Smithton and Cottonwood. The traction line has no access to Moore Yard or the outside world.

**Locomotives and Rolling Stock**

The club itself owns only one locomotive and five freight cars lettered for the Texas Midland Railway. The club’s loco is an Atlas SW-9 (recently leased from the Erie Lackawanna). All other motive power and rolling stock are member owned. Because of our members’ diverse interests at any given time, many railroads are represented, such as Southern Pacific, Santa Fe, Burlington, Katy, and Frisco with occasional visits from the Wabash, Pennsylvania, Union Pacific, Norfolk & Western and others.

**Standards**

Our club standards for rolling stock are metal Kadee couplers and metalwheel sets in Delrin sideframes. Our weight standard is 9-11 ounces for a forty-foot car. We have found that it is not necessary to weight cars to a full 16 ounces (per the NMRA Standards) to achieve good reliable operations. This is true of both our switching layouts, the Dallas Division, and our larger Sherman Division layout where we routinely back 18-car trains through hand-
laid #5 turnouts into the staging yards.

**Scenery**

The terrain is relatively flat. The blue foam was slightly contoured with a Stanley “Surform” curved rasp shaver and then painted with latex paint. Woodland Scenic ground foam was sprinkled on while the paint is wet. The backdrop is sheetrock with sky, clouds, horizon and trees handpainted in. At the location of the streams, the blue foam was removed down to the OSB. The streambeds were made by using drywall compound. When the compound was dry, it was then painted with several blends of acrylic paint colors. All four of the bridges are scratchbuilt. The two mainline bridges use HO Scale Chooch stone abutments and Atlas steel girder sides. The two wooden pile trestles on the spur tracks are made of basswood we cut to size using a Micro-Mark table saw. Mirrors are used at the end of Moore Yard and Smithton's main street to achieve the illusion of distance. Another example of simulating distance is an HO model of Roberts Printing, kitbashed and set back near the window a few feet from the layout. HO vehicles complete this scene.

**Structures.**

There are 26 structures currently built or planned. The majority are scratchbuilt, while others are kitbashed. Most are as large as we could make them; for example, the TMRwy Freight House is a four-story structure, 38 inches long and 20 inches high. The Dallas Union Grain silos are made from four-inch diameter PVC pipe, and are 22 inches high. The building is 33 inches long overall. This puts the top of these structures over six feet high for viewing.

The town of Smithton is named in honor of A. G. Smith. Brady McGuire used Mr. Smith’s Main Street (a Dover Publication product) HO cardstock building fronts for our main street. He took the building fronts to Kinko’s and enlarged them to O Scale, increasing the print size by 181%. He then mounted the heavy paper enlargements to 1" foam backing. Brady had Kinko’s print the enlargements on light grey paper, not white, for a more toned down weathered coloring.

**Future Plans**

We plan to add overhead trolley wire to the traction portion of the layout from Cottonwood to Smithton. Also, a three track staging yard under Cottonwood is planned, looping two thirds of the way around the layout to minimize the grade. By adding an angled peninsula into the center of the room, we can build a new industrial switching district adding five or six new industries. The resulting switching fees will be greatly appreciated by the shareholders of the Texas Midland Railway.

**Credits**

Most of the work has been done by all members, but some were put in charge of things in which they excel. Dick Kuelbs designed the track plan, wiring and control panels. Richard Moore, our switch building expert, built all of the turnouts (hence Moore Yard). Steve Holding and David Jeter laid most of the track and installed the electrical feeder drops. Brady McGuire planned the scenery and buildings. Brady built cardboard mockups for each of the structures, then a member constructed the actual building needed. Steve, David, Richard and Brady built up the permanent structures. Bob Brown took the photos and Bob Robertson drew the scale drawing of the layout.

We normally meet three times a month, two Saturdays at Dallas Union Station and one Saturday in Sherman. New members and visitors are always welcome. Contacts for information (such as times the layouts are available for visits) are. Richard Kuelbs, 17432 Mari-anne Cir, Dallas, TX, 75252, 972-248-6262; David Jeter, Denison, TX, 903-465-6276; Richard Moore, Richardson, TX, 972-234-2726; Brady McGuire, Sherman, TX, 903-868-2726. ◆
**ABS, APB and CTC signals controlled by the Custom Signals’ Modular Signal System**

www.customsignals.com
32 Alexander Blvd. Poughkeepsie, NY 12603 (845)463-1318 phone/fax

---

<table>
<thead>
<tr>
<th>Code 100</th>
<th>Code 125</th>
<th>Code 148</th>
</tr>
</thead>
<tbody>
<tr>
<td>TS-1: Regular Price</td>
<td>Pack of 6 (18 total)</td>
<td>$2.95 each</td>
</tr>
<tr>
<td>TS-10: Special 10% Off</td>
<td>Pack of 30 (90 total)</td>
<td>$25.50 each</td>
</tr>
<tr>
<td>TS-15: Special 15% Off</td>
<td>Pack of 50 (150 total)</td>
<td>$40.75 each</td>
</tr>
<tr>
<td>TS-1x4: Special Price</td>
<td>Over 50 sections</td>
<td>$1.07 each</td>
</tr>
</tbody>
</table>

**Weathered and Unweathered Rail**

Dekra dark brown ties with white dots. Realistic variation in tie-to-tie placement, wood grain pattern. Joint ties are spaced more than 8" apart (3 sections). Ties and spikes are correct height, look and placement. Minimum order: 6 sections

---

**1950 Chevy 3100 Stake Truck**

- #CAR25007E - Green - $5.95
- #CAR25007F - Red - $5.95

---

**1950 Chevy 3100 Pick Ups**

- #CAR25007A - Silver - $5.95
- #CAR25007B - Blue - $5.95

---

**2001 VW Microbus**

- #CAR43202 - Blue - $4.95

---

**2001 VW Microbus**

- #CAR43001 - Green - $4.95

---

**Chevrolet Tahoe**

- #CAR43001S - Blue - $4.95

---

**Mini Cooper w/Caravan**

- #CAR14809 - Mini Cooper w/Caravan - $9.95

---

**VW Bus w/Caravan**

- #CAR14801 - VW Bus w/Caravan - $9.95

---

**VW Beetle**

- #CAR14806 - Porsche 356B - $9.95

---

**Diecast Direct, Inc.**
Dept. OS0502 - 1009 Twilight Tr. - Frankfort, KY 40601

Over 1,500 ‘O’ scale cars, trucks, buses, airplanes, fire, police, military & construction replicas available. Catalog $2.00. Or check out our web site at www.diecastdirect.com/asm.

Call For Our Low Price Guaranteed! Free Shipping On Orders Over $300.00.
You’ll have to pardon me a bit, this issue, because I’m going to be a little more serious than usual. You see, I’ve a bit of a cob up about some trends in the O Scale world. Let’s look at a couple of points.

First, although we are experiencing a pretty healthy growth in O Scale, the model railroading hobby as a whole is slowly shrinking. If the latest TCA membership numbers are indicative, the toy train hobby is also in decay, important only because this is an important source of new blood for us. Although we are currently experiencing good times in O Scale, the long-term ramifications look a little less optimistic.

Second, within our world, there are those who complain of the “dumbing down” of O Scale, what with all the ready-to-run stuff coming out. I hear of, and read about, concerns that no-one wants to build anymore. There are no real craftsmen left, fidelity is taking a hit, and the people who want to operate (the “car shifters” is a term I’ve read), rather than painstakingly scratchbuild museum quality models, are to blame for the death of the kit, the loss of the art of scratchbuilding, and the defeat of the Greeks at Thermopylae.

Third, a couple of issues ago, we introduced a feature we call O Scale Influencers. These are stories about the folks who took us under their wing and spent the time and effort to educate and inspire us. We all had ‘em, whether it was the likes of Joe Fischer, Bill Lenoir, Wash Loveland, Ted Stepek, or the old guy who lived in the house up the street with the Icken outside-third stuff who gave us our first crack at one of the old card-sided kits he had moulder away in his basement.

These three points are related, strangely enough. While the previous generation was so generous to us, we aren’t doing so hot in doing the same for the next generation. Maybe we think our stuff is too valuable for the next generation to see and feel; maybe we jealously guard our skill-sets and time so closely that we don’t have the patience to teach the next generation. But I ask you, can you remember the one-on-one tutelage you got from that mentor you remember so fondly? Can you say you’ve done the same for someone else a generation down? If you can answer the second question with as emphatic a “yes” as you did the first one, you are rare indeed. As a generation, this is where we are failing miserably.

While I’m not saying that our taking up the mantle where it was dropped will bring kids flocking to model railroading in general, and O Scale in particular, I am saying that it will help reverse the first point. One excuse I’ve heard over and over is, “Kids don’t see trains like we did, so they aren’t interested.” Well, I didn’t see them regularly when I was a kid, either. It took someone like Wash Loveland to make the time to take me to them before I saw trains on a regular basis, especially with someone who could explain what was going on. Before then, they were a noisy novelty of staying at my grandparent’s house out by the B&A.

Here’s another one. “Kids just sit in front of the computer playing computer games.” In my youth, it was the television and that hellish rock-and-roll noise, but the same lame excuse. Who taught us about kits, scratchbuilding, and (as a result) patience? Why don’t we? I guess you could call me both a “car-shifter” and a craftsman, but it took a couple of older guys to pry me away from the TV and inspire me to learn it. All you guys who are worried about the “dumbing-down of O Scale” could take a lesson from that one, because that’s what happened to you, too. You weren’t born with it. Someone took the time and interest in you.

So, at OST, we reserve some space for these heroes who saved our butts from the clutches of Japanese monster movies, Elvis, Milton Berle, slot-cars, and other diseases. We do this so they can inspire us again, to invest some time in the new blood as they did in us (What they saw in us that made ‘em do it, though, is beyond me!).

There are a couple things to consider here. First is the fact that the significant investment is time. Wash, Ted Stepek, John Armstrong, they all took time away from something and invested it in my continued model railroading education. When they could have been working on their own stuff, they were working on me. We need to get past this one, as we tend to guard time more jealously than treasure. It will take time to show someone the nuances of even a simple kit, but it is an investment that pays off big when that kid reminds you of it as an adult.

Second, especially if you are dealing with your own offspring, is that the kid may just not be interested. You can’t force craftsmanship or a love for the game on anyone. Don’t give up, though. There are “30-somethings”, “Gen-X-ers”, and other folks out there who are very interested, but can’t find anyone who can inspire. They may be found at a club (another environment that’s in trouble!) or at the hobby shop.

Third, again especially important while dealing with offspring, interests change. Your protege may love train watching at age three, simple kits at age eight, joining your friends for an operating session and
serious defending the Pennsy against all comers as a teenager. He very well may then lose interest for college, women, or R/C boats, instead of railroads. Good for him! The time you spent together will never be forgotten, and the lessons learned (patience, saving money for a big purchase, craftsmanship, creative cussing) will be your gifts carried forever.

Think about the old O Scale Influences from your past, and try your hand at it with the next generation. I think you’ll be surprised and, if we assume that responsibility from our previous generation, it will help improve the prospects of a healthy future for our hobby and our scale. Meanwhile, I’m going down to my shop and mix myself a drink, put on a little Glenn Miller, put my kid up on my shoulders and run my railroad. I already have a bunch of kits ready for him, and the brat across the street has been showing a hint of tolerable behavior as of late…

Let’s go Exploring!

Win This Steam Locomotive! Details in OST#20

WESTERN PACIFIC BOXCARS
Nos. 16001-18500
O SCALE/PROTO 48 • Kit #124/124-P … $49.95

- Based on 1917 prototype built by Mt. Vernon Car Co.
- Double sheath with Dreadnought ends
- Steel underframe
- Andrews trucks
- Kit includes couplers and decals

Also available – SACRAMENTO NORTHERN
Boxcar Nos. 2301-2350
Kit #125/125-P … $49.95

Coming soon – SP Sugar Beet Gondola

Painting by John Color

San Juan Car Co.
Manufacturers of Fine Railroad Equipment

Painting by John Color

SanJuan CAR Co. • P.O. BOX 1028 • DURANGO, CO 81302 • 970/385-5256 • FAX: 970/385-1030
Modern Engine Facilities: Turntables

Once they were a necessity to the operation of a railroad. They could be found everywhere back in the steam era. Most were at the end of a division, at a major junction, or at the heart of a classification facility. Every railroad, regardless of size, used them. They were turntables. A railroad could barely function without some method to turn their steam locomotives. When a steam locomotive arrived at its destination, a usual course of action was for the hostler to fuel, sand, and “turn” the engine so it faced forward on its return. Quite often the steam locomotive was simply backed into a roundhouse track until “called-up” for a train. If you think about the purpose of a turntable then, you can see why they are still in service today.

Cosmetically a modern turntable would resemble a steam era turntable in most ways, including size, construction, and operation. Originally, turntables were built big enough to hold the largest steam power used on a particular section of the railroad, for example long enough to accommodate the massive Union Pacific 4-8-8-4 “Big Boy” locomotives. A modern version would not need the length these steamers required. No more than a 90’ bridge (24” in O Scale terms) would hold most current Diesel locomotives.

Here are few modernizing considerations. A wooden or brick pit wall might be remodeled in concrete or possibly steel. The bridge house may be removed, as well as any power lines to the bridge, as many modernized turntables have underground power cables. Consider placing a small pre-fab metal shed nearby to house the new turntable controls, and don’t forget a transformer box connecting to an adjacent power line. Lastly, don’t forget the weathering, including thinned black paint to represent fuel and oil spills, and sand spills around the pit.

The accompanying photos show an example of a modernized, but not new, BNSF turntable. It was originally built in 1923 during the early Frisco Railroad days. The table is 80’ in length, and can handle SD75 and DASH 9 locomotives with care. It has undergone updating, repairs, and lots of use. The green paint is a Burlington Northern remnant. Notice the bridge decking around the tracks in Photo 2. If your turntable bridge decking has wooden walkways, consider covering this with thin styrene to represent the installation of a metal deck. This table still uses the overhead electrical connection for motor power.

The details around the BNSF table also tell the story of modernization. Notice in the photos how a concrete curb now encircles the pit. No tracks other than the through route are present. The table now has the one purpose of turning engines, instead of the multiple duties associated with a roundhouse. Look closely at Photo 3, shot from several yards back, and you’ll see remnants of abandoned roundhouse tracks. Most obvious here is the total lack of a roundhouse. Perhaps the concrete pads visible in Photo 3 were once support pads for the roundhouse. The hint that a building once stood here shows how progress reclaims valuable space.

You don’t have to rip out your roundhouse to modernize the turntable. Many railroads still use a roundhouse for Diesel storage and maintenance. Don’t overlook the obvious details though. Change the steam era details for Diesel. A lot can carry over, but stored 72” drivers aren’t modern. If your turntable and yards are representing a major Class 1 railroad, then the area around the turntable and roundhouse might be junk-free. Think like a railroad here. If you are going for modern from the start and space permits, consider an add-on pre-fab metal enginehouse. This would be a stark contrast to a large brick and steel roundhouse. A metal enginehouse would certainly be a unique addition to any scene.

If you originally designed your railroad to include a turntable, you might have been thinking only of steam engine requirements, but a turntable in Diesel years would be no more out of place than a semaphore signal. Modernizing your engine facilities adds credibility to the era being modeled. Many model railroaders now focus on operation for their layouts. Adding a turntable to handle your Diesel locomotives could keep the hostler very busy during an operating session. Next time, we’ll look at the Diesel details that bring those 1960’s locomotives into the 21st Century.
Get Real Productions is pleased to announce its O Scale model building services:

- Custom high quality railroad buildings
- Building & Weathering of kits
- Ultra-realistic and prototypical
- Scratchbuilding
- Kitbashing & Freelance
- Specializing in unique & one-of-a-kind creations
- All work guaranteed by a Model Railroad Craftsman!

Visit us at: www.oscalemag.com/pix/index.html

Call or write for a free quote:

Get Real Productions
11 Out of Bounds Road
Palmyra VA 22963
Voice: 434-589-2660 • Fax: 434-589-4898 • kjkriigel@aol.com

O Scale Signals

Highly detailed, accurate, affordable. Made in the USA. Assembled and hand-painted by a model RR craftsman.

Double Semaphore Train Order Board $59.95 + ph
3-Color Block Signal w/Equipment Box $49.95 + ph
3-Color Block Signal w/Standard Mast $49.95 + ph
Dwarf Signals (2/pack) $39.95 + ph

Get Real Productions
11 Out of Bounds Road, Palmyra, VA 22963
Voice: 434-589-2660 • Fax: 434-589-4898 • kjkriigel@aol.com

2-Rail Steam Locomotives

| ALCO NN-75 | Brass PRR Under K-45 Broadway Limited... | $99.95 |
| GEM ST-58 | RDG Steam Under Class B-8a, Camelback 0-6-0... | $79.95 |
| KEY MX675 | NYC Steam K-30 4-6-2 Pacific Brass... | $79.95 |
| KEY NY-66 | B&O Steam F/P K-37 4-6-2 Pacific 4-6-2... | $129.95 |
| KEY NY-66 | B&O Steam F/P K-37 4-6-2 Pacific 4-6-2... | $129.95 |
| MTH 20-1041-2 | CNW Steam 4-6-4 E Hudson streamlined... | $189.95 |
| MTH 20-1042-2 | CGW M-1 Turbine Steam Engine... | $189.95 |
| MTH 20-314-2 | Jersey Central Bullet (Green) 4-6-2 W/Proto Sound 2.0... | $179.95 |
| MTH 20-314-2 | Jersey Central 4-6-2 P42 W/Proto Sound 2.0... | $179.95 |
| MTH 20-315-2 | Nickel Plate 4-6-2 P407 W/Proto Sound 2.0... | $179.95 |
| MTH 20-340-2 | Boston & Maine 4-6-2 Steam Engine W/Proto Sound 2.0... | $179.95 |
| MTH 20-7001-1 | Boston & Albany Steam Engine W/Proto Sound... | $179.95 |
| MTH NN-1104 | PRR K-4 4-6-2 Steam Engine... | $179.95 |
| SUNSET N94 | NP A3 4-6-4 Engine F/P... | $179.95 |
| SUNSET BUS | RGS S-2a 0-10-0 Steam Engine DC/only... | $179.95 |
| SUNSET CAN | Erie Camelback L-1 4-6-0-0... | $179.95 |
| SUNSET No-B | PRS M-6-a 4-6-2 Steam Engine 2 Rail... | $179.95 |
| SUNSET UP124 | Union Pacific Steam 9000 Special Edition 4-12-2... | $11,745.95 |
| SUNSET NN-35 | PRR Steam under 12-10-0, Long Tender... | $199.95 |
| SUNSET NN-60 | GSO Steam under 4-8-2... | $279.95 |
| SUNSET NN-7578 | PRR 2-10-4 used steam engine, 1/2, weathered, rare... | $1,095.95 |
| SUNSET 52 | PRR 6-8-6 like new, old factory painted weathered... | $89.95 |
| USH K-4 | PRRR-2 (K-4) Used, original box, custom painted poor... | $69.95 |
| USH NN-1286 | NYC 30 4-6-2 Steam Engine... | $1,955.95 |
| USH NN-1386 | HIB 0-4-0 C/P Steam Engine (Run Nice)... | $189.95 |
| WEAVER G10375 | UP Steam Forty Nine 4-6-2... | $595.95 |
| WEAVER G10808 | Reading Steam Crusader 4-6-2 Cab 2307... | $395.95 |
| WEAVER G7576 | Milw RS 3 4-8-4 Steam Engine, later version, no sound... | $595.95 |
| WEAVER G7525 | Canadian National UP 4-8-4 Steam Engine... | $595.95 |
| WEAVER N98 | WP Steam F/P 654 4-8-4... | $189.95 |
| WEAVER T-1 | PRR 4 4-4-4 Like new, ob, factory painted weathered... | $190.95 |
| WILLIAMS | PRK K-4 4-6-2 Steam Engine... | $179.95 |

Atlas 2-Rail Diesel Locomotives

| ALCO-102 | GSO TMCC Diesel GP-35 Engine... | $145.95 |
| 2010 | Under GP-35 Low Nose... | $135.95 |
| 2031 | Under GP-35 High Nose, unpainted... | $135.95 |
| 2035 | GMMD GP-35 Low Nose 652a... | $135.95 |
| 2050-2 | EMD GP-35 Low Nose 6554, Ltd Edition, no sound... | $135.95 |
| 2111 | Reading 5620 GP-35 Locomotive Diesel DC... | $135.95 |
| 2112 | Reading 5623 GP-35 Locomotive Diesel DC... | $135.95 |
| 2113 | Reading GP-35 6525 (DC) Low Nose... | $135.95 |
| 2114 | Western Maryland GP-35 (DC) 6576 Low Nose... | $135.95 |
| 2114 | Western Maryland GP-35 (DC) 6576 Low Nose... | $135.95 |
| 2115 | Nickel Plate Road GP-35 (DC) 7400 Low Nose... | $135.95 |
| 2115 | Under GP-35 High Nose, unpainted... | $179.95 |
| 2157-1 | NEW GP-35 High Nose 6064, unpainted... | $179.95 |
| 2161-1 | WM GP-35 Low Nose Diesel Loco 9377, Unpowered... | $179.95 |
| 2200 | Under A (HiD) DC/DCC Ready... | $149.95 |
| 2202 | Under B EM Erie Built DC/DCC Ready... | $149.95 |
| 2203 | Under A (HiD) EM Erie Built (Unpowered Units)... | $149.95 |
| 2204 | Under A (HiD) EM Erie Built (Unpowered Units)... | $149.95 |
| 2205 | Under B EM Erie Built (Unpowered Units)... | $149.95 |
| 2214 | NYC (Freight) EM Erie Built (Unpowered Units) 6064 (A)... | $179.95 |
| 2214 | NYC (Freight) EM Erie Built (Unpowered Units) 6064 (A)... | $179.95 |
| 2218-2 | PRR (Freight) EM Erie Built (Unpowered Units) 9464A (A)... | $179.95 |
| 2219-1 | PRR (Freight) EM Erie Built (Unpowered Units) 9468B (B)... | $179.95 |
| 2219-2 | PRR (Freight) EM Erie Built (Unpowered Units) 9468B (B)... | $179.95 |
| 2225 | Santa Fe EM Erie Built (Unpowered Units) 6908 (B)... | $179.95 |
| 2250 | Under GP-35 Powered Diesel DC Only... | $166.95 |
| 2251 | Under GP-35 Powered Diesel DC Only... | $166.95 |
In Stock

But not for long...

**PRR Q1 4-6-4-4**
Pennsylvania Railroad produced the opposed cylinder duplex Q1 in 1942. With 300 PSI and over 93,000 lbs. tractive effort, it was one of the most powerful non-articulated locomotives ever built. Only a few of the as-built (skirted) version remain. Call Today!

$1499.95 + $30 S&H

**CB&Q O-5 4-8-4**
The highest level of detail... Opening cab doors, operating vestibule, convertible tender (oil to coal). Operating MARS light. Fully detailed cab interior with figures. The list goes on. Only a few 2R models remain. Call Today!

$1099.95 + $30 S&H

**B&M R-1a 4-8-2**
The Biggest and Heaviest Mountain.” A dual purpose locomotive. Only a few models left. It is an accurate and highly detailed scale model with full cab interior detail, directional lighting and a HUGE Pittman 9000 Series Motor.. What are you waiting for?

$1099.95 + $30 S&H

**B&O S1a “Big Six”**
B&O had over 120 of these freight monsters. Choose from either the Baldwin or Lima versions. Accurate down to the builder’s plates. Others have treated themselves to this excellent model, why haven’t you? Call today before they are all gone.

$1199.95 + $30 S&H

Sunset Models Inc.
37 South Fourth Street · Campbell, CA 95008 · 408-866-1727 · fax to 408-866-5674 · www.3rdrail.com
Precision Turntables for the Discerning Modeler

FEATURING PRO-DEX™ INFRA-RED POSITIONING & DYNAMIC BRAKING

Now it's easy & exciting to operate prototypically: 1. Select direction 2. Push run button 3. Watch bridge advance to any of 48 positions, then slow & lock on desired track when you release button!

AAA PRECISION TURNTABLES

PO Box 64, Plantsville, CT 06479, USA
1-800-569-1423 • www.AAATurntables.com

New!

O-Scale Ultra-realistic Three Story Factory Kit

A beginner’s craftsman plaster kit
• Complete illustrated instructions
• 10” x 12” footprint
• Features Grandt Line stairs, doors & windows
• Full signage & styrene detail parts
$129.95 plus $5.95 S&H

Mail check or money order to:
Brennan’s Model Railroading
Box 520174
Independence, MO 64052
(816) 252-4605
www.brennansmodelrr.com

Photo by Dennis Brennan. Figures not included.

OPENS JUNE 25 & 26, 2005

THE GREAT SCALE MODEL TRAIN SHOW™
April 16 & 17, 2005
June 25 & 26, 2005
October 8 & 9, 2005
Maryland State Fairgrounds
Timonium, MD
Hours: Sat 9-4; Sun 10-4

100s of tables of scale and hi-rail trains and displays

For details and hotel information about both Shows visit www.gsmts.com or contact:
The Ellicott City Scale Model Railroad Association
410-730-1036 • lzane1@comcast.net

Show Admission: $7 per person

And The New All-American High-Rail & Collectors Train Show™
---

### O-Scale Lineside Details

| 43-200 Relay Cabinet pkg 1 / 1 8.99 |
| 48-169 Lineside Battery Vaults 48-169 pkg 2 / 7.99 |
| 48-169 Switch Motor pkg 2 / 9.99 |

**Discover - Visa - Mastercard**
Shipping $5.95 per order
Current catalog send #18 SAE 12 stamps plus $2.00
E-Mail Decaler@aol.com Fax 815-728-0565

**Keil-Line Products**
6440 McCullom Lake Rd.
Wonder Lake, IL 60097

---

### Locomotives and Equipment

<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS PRR J4</td>
<td>2-10-0 Original Unptd</td>
<td>$1,120</td>
</tr>
<tr>
<td>SS PRR Q2</td>
<td>4-4-4-4 F/P</td>
<td>$1,480</td>
</tr>
<tr>
<td>SS PRR S1-6-6-6</td>
<td>F/Shrd/Unshrd</td>
<td>$1,500 ea</td>
</tr>
<tr>
<td>SS PRR S2-6-8-6</td>
<td>F/P TDR trucks</td>
<td>$850</td>
</tr>
<tr>
<td>SS PRR FF2</td>
<td>electric F/P</td>
<td>$50</td>
</tr>
<tr>
<td>SS PRR P5a electric</td>
<td>F/P Modified (baby GG1)</td>
<td>$750</td>
</tr>
<tr>
<td>SS PRR T1-4-4-4-4 Baldwin version</td>
<td></td>
<td>$1,600</td>
</tr>
<tr>
<td>SS PRR E8</td>
<td>4-4-2 Original U/P</td>
<td>$725</td>
</tr>
<tr>
<td>SS PRR N4</td>
<td>2-10-2 F/P</td>
<td>$1,150</td>
</tr>
<tr>
<td>SS PRR P70, Coach, baggage</td>
<td>F/P int, lights ea</td>
<td>$320</td>
</tr>
<tr>
<td>SS PRR G5-4-6-0</td>
<td>U/P</td>
<td>$850</td>
</tr>
<tr>
<td>SS PRR Q1</td>
<td>4-4-4-4 F/P shrouded</td>
<td>$1,500</td>
</tr>
<tr>
<td>SS B&amp;O 2-8-0</td>
<td>F/P</td>
<td>$750</td>
</tr>
<tr>
<td>CB PRR E8 Diesel</td>
<td>A&amp;B U/P</td>
<td>$750</td>
</tr>
<tr>
<td>WSM PRR Q1</td>
<td>4-4-4-4 U/P</td>
<td>$2,500</td>
</tr>
<tr>
<td>WSM PRR M1, 4-8-2</td>
<td>U/P Cab detail (NOB)</td>
<td>$1,380</td>
</tr>
<tr>
<td>WSM PRR M1a, 4-8-2 C/P extra detail, by H. Hieke</td>
<td>$1,500</td>
<td></td>
</tr>
<tr>
<td>SS PRR K4, 6-6-2</td>
<td>Pre &amp; Post war, F/P</td>
<td>$620</td>
</tr>
<tr>
<td>SS PRR S1, 2-10-2</td>
<td>F/P, lots of detail</td>
<td>$1,230</td>
</tr>
<tr>
<td>ALC PRR K-4-4-6-6 UP Bowery Ltd, Streamlined</td>
<td>$1,400</td>
<td></td>
</tr>
<tr>
<td>WIL PRR T-4-4-4-4 U/P 2-railed by Trackside</td>
<td>$1,100</td>
<td></td>
</tr>
<tr>
<td>WIL PRR L-1-2-8-2</td>
<td>2-railed by Trackside</td>
<td>$750</td>
</tr>
<tr>
<td>Gem PRR B6b 0-6-0</td>
<td>Used, ptd, with'd, driver wear</td>
<td>$500</td>
</tr>
</tbody>
</table>

---

### Important Notice

Many of you have asked us to provide a First Class Mail subscription. Well, your pleas have been heard. We now offer First Class Mail service for $40 a year. We will also upgrade those of you with current subscriptions at $1.65 per issue, but you will have to call the office to find out the exact cost since that will depend on how many issues you have left. So, if you’ve had bad postal service in your area, you may want to upgrade your subscription.

---

### Dominion Models

1/43rd Scale Models of American Cars

**1951 Chrysler Windsor by Western...** $179.00
**1955 Imperial by American Models...** $175.00

Call or write for Free Brochure:
Dominion Models • P.O. Box 515 • Salem, VA 24153
phone/fax: 540-375-3750 e-mail: Bob@dominionmodels.com

**VISIT OUR NEW WEBSITE:** www.DOMINIONMODELS.com

---

---

---
**POWERED F “A” Units: Reg. $350, SALE $289.99**

- #7001 EMD F3-Ph4, F7-Ph1 early, 36" low fans, 36" dynamic brake, 2 portholes, horiz grilles
- #8001 EMD F7-Ph1 late, F7-Ph2, 36" low fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles (shown above)
- #9001 EMD F9, 36" fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles

**POWERED F “B” Units: Reg. $315, SALE $264.99**

- #3001 EMD F3-Ph3, F7-Ph1, 36" low fans, 36" dynamic brake, 3 portholes, horiz grilles
- #4001 EMD F7-Ph1 (late), F7-Ph2, F9, 36" low fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles

**UNPOWERED F “A” Units: Reg. $225, SALE $189.99**

- #7002 EMD F3-Ph4, F7-Ph1 early, 36" low fans, 36" dynamic brake, 2 portholes, horiz grilles
- #8002 EMD F7-Ph1 late, F7-Ph2, 36" low fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles
- #9002 EMD F9, 36" fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles

**UNPOWERED F “B” Units: Reg. $200, SALE $169.99**

- #3002 EMD F3-Ph3, F7-Ph1, 36" low fans, 36" dynamic brake, 3 portholes, horiz grilles
- #4002 EMD F7-Ph1 (late), F7-Ph2, F9, 36" low fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles

**F Unit “A” Body KITS: reg. $99.95, on sale $82.99**

- #7000 EMD F3-Ph4, F7-Ph1 early, 36" low fans, 36" dynamic brake, 2 portholes, horiz grilles
- #8000 EMD F7-Ph1 late, F7-Ph2, 36" low fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles
- #9000 EMD F9, 36" fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles

**F Unit “B” Body KITS: reg. $94.99, on sale $79.99**

- #3000 EMD F3-Ph3, F7-Ph1, 36" low fans, 36" dynamic brake, 3 portholes, horiz grilles
- #4000 EMD F7-Ph1 (late), F7-Ph2, F9, 36" low fans, 48" dynamic brake, 2 portholes, Farr (vert) grilles

All kits include brass etched grills, appropriate detailed parts, and preformed grab irons for indicated model. These kits include only the parts above the frame.
Welcome to Part Two of Building a Small O Scale Layout. In Part One, I talked about building the benchwork for my industrial switching layout (The corrected track plan is included in this issue - Ed). In this issue we will be covering the laying out of the track plan on the table-top, and gluing down the ties to get everything ready for hand-laying the track and turnouts. We’ll actually lay the trackage in Parts Three and Four.

I decided that, on this layout, I would handlay my track as I did on my old layout but I would use 48-inch radius curves and #5 turnouts. This would give the look of industrial trackwork, with its tight curves and short turnouts, made to fit into the small areas between buildings. Once I had decided this, there was no question about using the turnout and track components from Right-O-Way as they would give me the detailed track work that I wanted on my layout. I know there have been articles over the years on handlaying track and turnouts, but I thought I would show you the techniques that I use, and how to use Right-O-Way track and turnout components. With this in mind, it is time to get started putting down tracks.

Laying Out the Track Plan

With the benchwork in place and the ⅛ inch foam glued down, I was ready to draw out the track plan. I found that drawing the plan in full scale helps to work out any problems that may arise, such as clearances and turnout locations near the joints in the bench work. When marking out the plan, I have three tools that I use, a curve template, a metal ruler and a turnout template. A friend of mine who moved to Canada from the U.K. is also modeling in O Scale. He loaned me some metal curve templates in the radii of 48 inches and 60 inches, purchased in the U.K. These are designed to be placed between the rails of flextrack when laying out curves. I also found them usable to mark out my curves on the tabletop, so I made some copies of these out of 0.040" styrene (see Photo 1). These work well in that you can mark out the alignment of both rails.

For the straight sections, I used a steel ruler that measures 1 ¼ inches wide, the same as the gauge for O Scale track. I also needed a template to lay out the turnouts. Here is how I made the #5 turnout template out of styrene. First, on a piece of 0.040" styrene sheet at least 14 inches long and four inches wide, I marked out the straight section of the turnout (I used my steel ruler for this). Next, I marked the start of the points and measured a distance of 10 ½ inches back along the straight section. This gave me the location of the frog. I then placed one of the ROW # 5 frogs on the styrene and marked the angle of the frog. With this done, I took the 48-inch curve template and marked out the curved section of the turnout. Then, I cut out the styrene along the outside of the stock rails and the “V” at the back of the frog (see Photo 2). I used the resulting template to trace out the turnouts on the tabletop. One template can be used for both the left or right turnouts; just flip it over as needed.

With these tools in hand and a fine tipped marker pen we are ready to draw out the track plan (see Photos 3 & 4). Now is when you’ll want to mark out the location and the footprint of your buildings, as this will help in locating where the track will go. Have a freight car handy to check the clearances as well.

When you are done, you will have a full-scale plan of the layout, showing the path of both rails instead of just the centerline. I find this is handy when gluing down the ties, as they can be equally positioned on either side of the lines. Also, when you start spiking, it will show you the location of each rail.

Installing the Ties

Once you have the track plan marked out, you are ready to glue down the ties. I have read about making fancy jigs for spacing the ties. You can do this if you want (and have the time), or you can do as I did. Take a piece of flextrack (in my case Micro Engineering) and turn it upside down. Instant tie jig.

The ties that I decided to use are 4" x 9", with a length of 8½ feet (part # TT 8-6). For the turnouts, you will need ties 16½ feet long (part # TT 16-6). I purchased these from Right-O-Way. Put the ties along the flextrack in the spaces between the cast plastic ties. As these tie strips are being made up for an industrial railroad, they do not have to be neat; a few ties slightly out of alignment is fine. I usually make each strip of ties a foot long, as I find it a lot easier to handle.

Next, put a strip of ½-inch masking tape along the center of the ties and make sure all the wood ties are stuck to it (see Photos 5-7). Lift the masking tape and ties off of the flextrack. Make sev-
eral of these tie strips at a time, so you can do a large area during a work session. You can make tie strips for turnouts the same way, as you can see in Photo 8.

The turnout ties will have to be cut to different lengths, also visible in Photo 8. Using a North West Short Line “Chopper”, set the cutting guide so it is the length of one regular tie (8’ 6”) plus

the width of a tie (9”). Cut three ties. Now, reset the guide using the last tie you cut and add the width of a tie and cut three more. Keep doing this until you get to the 16½’ length (see Fig.1 for the position of the ties).

With the tie strips all ready to glue down, you will need to get a bottle of white glue (it does not matter what brand). I use a small scrap piece of styrene sheet to spread the glue. As you see in Photos 9-11, put down a bead of glue along the center of the track lines. Then spread it out in a thin layer with the scrap of styrene so that it covers in between the lines and out to about ¼-inch outside of the lines. Then place the tie strips along the track location lines and push them down into the glue. I use a piece of wood for this.

Once the glue is set, peel off the masking tape. It took a total of about eight hours to make all the tie strips and glue them all down on the whole layout following the track plan. Let the glue dry fully for a couple of days, then paint the ties using Polly Scale Rail Tie Brown paint. Next, drybrush on some gray and tan colors to give a weathered look to the ties. Let the paint dry for a few days. Now you are ready to start spiking rail.

In Photo12, you can see the tools that I use to lay track. These

![Fig. 1](image)

**Turnout tie length and placement**

- Points
- Points start here
- Increase length by 9 inches every three ties until you get to 16 ft. 6 in.
- Stock Rail
- Stock Rail
- Stock Rail
- Guard Rail
- Wing Rails
- Frog

Drawing not to scale

*Drawing by Mike Cutham*
Oops! The layout diagram used in Part 1 (OST#18) was incorrect. This is the correct layout plan. Also, in the text in Part 1 it stated the benchwork was made from 1/4" plywood with 1/4" foam on top. That was incorrect; both are 1/2". The drawings with Part 1 were correct, however.

are a must, so make sure you have them before we start laying the track in Part Three. Here is a list of what you will need:

Needlenose pliers
Heavy-duty rail cutters
Small files
Three point gage for code 125 rail, two required (Precision Scale)
NMRA gage
Modeling knife with sharp # 11 blades
Tweezers
A truck with metal wheelsets that are in gauge.
Map pins (These are straight pins with little colored balls on the end of them)

You will also need the rail and the turnout parts, plus all the detailing components as well. I have made the following list of what I purchased:

Progress is being made on the new layout. With all the ties in place, I could start to visualize what the overall layout would look like, and know that it would work. I was confident that, yes, an O Scale layout could work in this small area. In Part Three, I will show you how to handlay track and add details to make it look like the real thing.

So until next time, Happy Modeling!
NCE Goes Wireless

Model railroaders’ number one choice in Digital Command Control introduces the cordless cab!

Introducing wireless technology that has all the bullet-proof performance you expect from NCE.
- Every Pro Cab™ function is available
- The only 2-way wireless DCC system available that provides full functionality
- No annoying delay in speed control.
- Features engage instantly and on the fly
- Easily retrofitted to existing NCE cabs

The NCE Power Pro DCC systems bring you power and simplicity unmatched by other manufacturers. NCE has the widest array of decoders offered for all scales and “silent running” is standard.

At your dealer now. For more information and request a free catalog email or write:

NCE Corporation • PO Box 291 Matawan, NJ 07747

For Use With JAK Rollers

Available in Standard Gauge, G, O, S, HO Scales

Wired & Insulated - No setup necessary
JAK Rollers can be used independent of Dynamic Running Base for service, testing, and wheel cleaning!

Generation II JAK Rollers Available with Wheel Cleaning Pads

Now Available with Wall Mounting Kit

MACHINE SHOP SERVICE - CNC - RAPID PROTOTYPING - CONTACT US FOR YOUR NEXT PROJECT

LocoMat

RINSE YOUR TRAINS WITH A CURTAIN OF AIR

Train Wash Building for Your Model Layout

Dust IN

Clean OUT!

Model Train Cleaning Facility

- Remove dust and particulate debris
- Operates with your standard home air compressor
- Electronically detects the presence of your model train and emits a continuous air blast

JAK Quality USA

Tel (732) 610-5787
PO Box 291 Matawan, NJ 07747

INFO@JAKTOOL.COM

For More Information: WWW.JAKTOOL.COM
How to Build Fencing

Have you ever needed some fencing for that industry or along the right-of-way? Maybe you want to build a cattle pen? Well, here are two simple ways you can build as much wooden fencing as you need, all in one night. The secret is in the jigs; once made you can churn out fence after fence.

For my wooden fencing, I go to the local hobby shop that stocks all that cheap wood used for boat building. It’s not cut as precise as your normal scale wood, but it’s ideal for fencing and very cheap compared to the price of scale wood.

The jigs are made up using lengths of full-size 2" x 3" lumber as a base. Then, all you have to do is glue off-cuts spaced out to suit the type of fence you require. The size of my wooden fence is six scale feet high using scale six-inch wide planking. The dimensions for the cattle pen fence are, again, six feet high with six-inch wide rails spaced nine inches apart. The posts are a scale 6" x 6" square. The photos show the method of construction using the jigs.
Dream Layout or Nightmare?

In 2005, I hope to celebrate my 65th birthday and 44th wedding anniversary. Like many older model railroaders, I have often thought about downsizing from our large empty nest and having a new home designed and built around my dream layout. Since my last column in OST #18, Karen and I decided the time was right and our new home is now well under way. In this column, I’ll tell you about our plans and some of the construction features I insisted on for my Northway Railroad. The Northway Railroad is a modern switching layout featuring around- and through-the-wall construction, standard-gauge Diesel power, three yards, industrial spurs, narrow-gauge trains, some dual-gauge tracks and a railroad museum.

In Wasaga Beach, on Georgian Bay in Canada, the water table is high and, if you want a high basement, the usual choice is a raised bungalow where you go up a few steps to the main floor or down a few steps to the lower level. After having both knee joints replaced, Karen’s demands were simple: “Put all our living space down a few steps to the lower level. After having both knee joints replaced, Karen’s demands were simple: “Put all our living space down a few steps to the lower level.” After a long search, we found a friendly, local builder who had completed the shell of a home that fully met our requirements, and he was waiting for a buyer to determine how it would be finished. Following a few meetings and lots of discussions and drawings, we agreed on a deal. The home is to be completed by May 15.

The Lot

Our present home is on a half-acre lot in a good neighborhood on the Nottawasaga River, and our new home is just two blocks away on a quiet street on high ground. The new lot is smaller, and that means less grasscutting, less snowplowing and a smaller tax bill.

The Garage

The double garage has a single 16’ overhead door and a direct stairway into the basement. It will be insulated and paneled with its own heating system and raised storage cupboards, making it the perfect Bobbershop.

The Main Level

Upstairs, we agreed on an open concept sitting room/dining room/kitchen, a generous master bedroom with en suite bathroom, an office/computer room/guest bedroom, a guest bathroom, laundry room and extra storage closets. A free-standing gas stove provides emergency heat, and a 43’ x 10’ deck runs across the back of the home, accessible from the eating area and the master bedroom. All rooms are wired for security, phone, television and computer systems.

The Trains Level

When you descend to the Trains Level from the garage, you pass a large visitors’ coat closet and, in the center hallway, you face the door to the Northway Railroad’s Head Office, Executive Washroom, Meditation Center and President’s Jacuzzi Tub.

If you descend by the main stairway, you arrive at the same hallway and face the door to the Dispatcher's Office, Control Center and Maintenance Shop. It is a large utility room and houses the gas furnace, water heater, sump, extra laundry tub and paint spraybooth.

Northway, the 28’ x 12’ room to the left off the hallway, is connected to Rockwood, the 31’ x 15’ room to the right, via special openings through the walls into the Dispatcher’s Office. Although the general trackplan is settled, several industrial spurs will be added when construction begins.

This is the scenario: In the booming Rockwood District, small industrial switchers work several quarry, mining and timber spurs, preparing loads for transportation south to a connection with the CN railroad at Beague City. Ore cars are actually loaded at the quarries and mines, and timber and lumber is loaded at other sites. Twice each day, a pair of back-to-back 1800hp road switchers from Northway delivers more empties to the Rockwood Yard, and removes loaded cars for the nine mile trip back to Northway. Southbound trains are often limited to half-loads and severe speed restrictions.

Once a day, and more often as necessary, a pair of heavier GP38’s arrives at Northway from Beague City with strings of empties and loads of supplies, and departs with up to 16 loaded ore cars for the 11-mile trip back to Beague Yard. Later, the Beague switcher moves loaded ore cars to the quad rotary dumper for unloading before the next return trip to Northway.

As this column is being completed on the final day of 2004, a new pair of Sunset RDC-1’s is expected shortly, and they are expected to handle commuter, tourist and excursion passenger service between Beague City, Northway Station and Rockwood Station.

An On30 narrow-gauge industrial railway services several industries, and one test section of track is to be built to Proto48 standards.

The layout is designed to be operated by one person, or a crew of operators. A dispatcher can work from his control board and monitor operations through the closed circuit video system, keeping in touch with all operators with wireless radio sets. The dispatcher, or another operator, can operate the Beague Yard from the Control Center and, although the yard does extend into both main rooms, it is hidden behind a divider and only visible to the Beague operator.

The separate mainline track through the Control Center simulates the nine miles between Northway and Rockwood, and the passing siding at Midway allows for meets with the passenger train. It also provides a suitable time delay after a train leaves one room, and before it arrives at the other. I prefer slow and challenging switching operations to repeated loops around a room, and the hidden passing...
track simulates a long run nicely.

In my next column, I will describe some other features of the Northway Railroad, including the narrow-gauge lines and the operating railroad museum. Although this is intended to be my dream layout, I know how things can go wrong, so we’ll see if the dream comes true or turns into a nightmare.

If you care to follow the design and construction of the Northway Railroad, check out: [http://groups.yahoo.com/group/Northway/] on the Internet.

Happy rails to you.

bobber@sympatico.ca
Scale up your Authenticity and Quality!

- Train Order Board $34.95
- Block Signal std pole mount $18.95
- Block Signal with relay box $22.67
- Two color horizontal US&S dwarf (2 pack) $24.95

True "O" Scale - White metal and Brass KITS
- 12v Grain of wheat bulbs
- Easy to Assemble
- See your local dealer or order direct

Scaled World
Cottleville, MO 63332-3397  www.scaledworld.com

- Custom Painting
- Brass Detail Upgrading
- DCC Installation
- Repowering
- Sound Systems

ミートクライインダー
Japanese Quality by an American Craftsman

背光

RAPID TURN AROUND
1 month on Brasswork
2 weeks on Painting

Eagle’s Nest Miniatures
Harry A. Heke, Jr.
119 S. Woodstock Dr.
Cherry Hill NJ 08034
856-625-5506

40’ Steel Side Double Door Box Car

NEW

Your "O" Gauge Connection!

WEAVER MODELS
PO Box 231 • 315 Point Township Drive
Northumberland, PA 17857
Phone: 570-473-9434 • www.weavermodels.com

New Boxcar Arriving Spring ’05!
$53.95 w/ Plastic Trucks & Couplers
$49.95 w/ Die Cast Trucks & Couplers

Offered In 8 Different Liveries...
4 Different Car Numbers per Livery
The Ultimate Series of Laser-Cut Kits from BTS

The McCabe Lumber Company in O Scale!

Slatyfork Sawmill is a double bandsaw mill that can handle the load! This Master Creations kit consists of laser-cut basswood, plywood, and lots of detail castings. Interior walls, stairs and floors are included as are removable roofs. And the standard features of BTS kits are there... peel & stick window sashes, positionable doors and window sashes, slot and tab construction, brass door knobs, and well-engineered construction providing fast and easy assembly.

Most modelers want interior machinery components. The machinery is not included in the sawmill kit, but will be offered as a separate package with lost-wax brass bandsaws, edgers, rollers, etc., combined with urethane, white-metal and laser-cut components to complete the mill. The footprint of the mill building over the loading docks is about 118' x 85' with the jackslip extending out into the mill pond another 60' – it stands about 54' above the mill pond. More photos are on our web site along with information about the other kits in the series.

This is a very Limited Edition kit available direct only from BTS. The mill is due to start shipping in March 2005 with the interior coming later.

#18300 O Scale Slatyfork Sawmill $ 850.00
#18301 O Scale Sawmill Interior $ TBA

Shipping: $5.00 in the U.S. $6.00 in Canada Actual Cost elsewhere

Call in your order today!

Shown above is the HO version of the sawmill. All McCabe kits are sold direct only from BTS.
Several months back, I was talking to Brian Scace on the phone. We were talking about a great friend of ours who passed away back in 2003. Somehow in the conversation, obituaries came into play. I thought it sad that so many people I knew in O Scale had passed on, but were never mentioned in the train magazines. Maybe they weren’t the most famous of modelers, but they left their mark with people in the hobby. Brian stated that he really didn’t like the idea of obituaries, per se, in the magazine (too depressing), and I suggested that I would rather write an article about a person who influenced me in O Scale. Brian thought the idea was great, so I’m submitting my first influential person to the readers of this magazine. There are many kind people who took interest in my modeling development, but I want to start with this gentleman first.

Glenn Earl Davis was born on April 11, 1923, in Putney, Vermont. His parents owned a general store across the street from their house, and the mainline of the Boston and Maine and Central Vermont was less than a mile away. Glenn spent his childhood in Putney, and became fascinated with railroading and photography at an early age.

Although money spent on his hobbies was limited by the Depression, he used to travel down to Brattleboro to visit an elderly gent who had a model railroad in his basement. At the time, the models fascinated him but, as he admitted to me over the years, they were very crude by today’s standards. Glenn tried his hand at a few cars as a teenager, and in 1937 his parents had saved enough to present him with a Lionel 700E Hudson for Christmas. Glenn kept his modeling and photography interests all through high school, graduating in 1942.

Around this time (I’m unsure of the date), Glenn spent a summer up in Maine on one of the two-foot gauge railroads. I’m not sure which one, but I believe it was the B&H Railway, in Brighton, Maine. He actually spent the summer living in one of their boxcars.

Glenn joined the Navy after a brief stint with a machine tool manufacturer back in Vermont, and shipped out to the Pacific Theater aboard the USS Miami. The Miami, a light cruiser, saw action in six major sea battles, and Glenn told me many stories of Kamikaze attacks on the fleet. One story that stands out is how the Miami had just rotated duty with her sister ship, the Santa Fe, before the aircraft carrier Franklin was hit.

In 1946, Glenn left the Navy and returned home to Vermont, taking a job as an inspector for the Vermont State Motor Vehicle Department. A year later, he transferred to the newly created Vermont State Police. He rose through the ranks, retiring as Major in 1978 (promoted to Lt. Colonel after retirement). Immediately after retirement, Glenn was appointed President, General Manager, and CEO of the Green Mountain Railway Corporation, retiring in 1991.

While working for the State Police and for the Green Mountain, Glenn would take his vacations in Florida, often visiting Bill Lenoir and other modelers he knew in the Tampa area to swap trains and stories. Often, he would bring his mother along to see friends of hers in the Deland area, while he visited Lefty Gateman and other O Scalers in that part of the state. When I met Glenn, he and his wife, Beverly, had bought a mobile home in the Deland area as a place to hang their hats when they came down on vacation, usually in the spring and fall of the year.

I got into O Scale after just one trip to Lefty’s house. He was finishing up some Southern Crescent cars that impressed me so much I knew I was hooked. Lefty hosted Tuesday night get-togethers that included Lefty, myself, Dewayne Roberson, and Chuck Jakobsen. One night in October of 1980, there was a new face (to me) in the crowd. Glenn and I hit it off pretty well. I found him to be very knowledgeable, and an excellent modeler.

Over the years, we became great friends. He found my first brass steam locomotive on his travels back and forth to Vermont. When Glenn was up north, we kept in touch by calling each other on every Sunday, and when he was in town we planned lots of trips to area train shows and to visit other modelers. He was always very helpful with my questions about railroading, O Scale or prototype.

Our friendship went beyond the hobby. In 1992, I went through a nasty divorce and a job loss. I’ll always be grateful for Glenn and Beverly, who stood by me during that really rough time, and helped me get back on my feet again. In 1995, my present wife and I, with Glenn and Beverly’s help, were mar-
ried at a bed-and-breakfast in Glenn’s hometown of Putney. It was a wonderful trip, and I got to go to my first O Scale National at Tenacl, N.J.

Also in 1995, Glenn and Beverly sold their properties in Vermont and in Deland, and bought a house only three miles away from me in Glenwood, Florida. We were in touch all the time; Glenn would come over and do modeling projects in my shop, or we would grab breakfast before heading out to a show or on a hobby shop run. We traveled together to Pennsylvania to a fall Eastern O Scale meet, and took in the 1999 and 2000 Nationals. It was at the New Orleans National in 2000 that I started noticing Glenn’s health starting to slip a little. Meanwhile, Glenn and Beverly would spend summers at a friend’s cabin in Vermont, and we stayed in touch by phone.

Glenn had a nice two-car garage that was fully air-conditioned. I encouraged him to build a railroad in the garage, and a couple of fellow O Scalers from the Jacksonville area even drew up plans for it. Unfortunately, he never got the chance to build it. The last time Glenn was over at my place for a modeling session, he had just gotten two Atlas RS-1s painted up for the Rutland. He was very pleased with them, and we tested them out on my test track. Glenn was 80 when he passed away.

It’s a good thing that there is such a nice group of modeler down here in Florida, because, after Glenn’s passing, I found myself losing interest in the hobby. Luckily, that was short lived. Glenn was a good modeler, straight shooter, and a great friend. He had a way of motivating you with wit, wisdom, and a dry sense of humor always showing through. Of his great lessons in life passed on to me, probably the most important was to get in there and do it, and enjoy yourself doing it. Enjoy your hobby; after all, model railroading is fun.

(Ed. - Although Stan and I really don’t go back too far, it feels like we do because of a common friendship with Glenn. Glenn really typifies the idea of the O Scale influence, a quiet steady kind of guy who pointed out a lot of potential pitfalls and solutions to me. Although we originally met in Bellows Falls, back when Glenn was still with the Vermont State Police (I think he was the acting Colonel at the time), our friendship really flourished in the ’80s.

My house was one of Glenn’s obligatory stops to and from Florida, where we would run both my stuff and his, and talk about what was new in O Scale and railroading in New England. We weren’t limited to railroading and modeling, though.

A couple of times, he visited on board ship if we were in port somewhere and I couldn’t get away.

When I would visit family in the Berkshires, Glenn, my father, and I would meet in North Adams for lunch. Then, it was off to some point of interest, whether it was the Hoosac Tunnel or following the roadbed of B&A’s North Adams Branch or a look-see at the old Yankee-Rowe Nuclear Power Plant as it was being decommissioned. Of course, there was the obligatory swapping of O Scale loot from trunk to trunk, delivery of model projects to each other, and the discussion of some new undertaking. Ah, they were good days! -BRS)

---

Errata for #17 & #18

We did not properly credit the photos that appeared in the Granville Island Museum article in issue #17. The Cover; Page 28; top and left images; Page 29; bottom; and Pages 32-33: double spread were photographed by Tony Hurley.

The layout diagram used in Mike Culham’s article in issue #18 was incorrect. The corrected layout plan is included in this issue’s article.

---

Nickel Plate Models

NKP WAR EMERGENCY CABOOSES


NKP 1900 SERIES FLAT CARS

Exclusive from Red Caboose. Painted, six new numbers. Assembled, metal wheels. $47.50 each, plus $7 shipping; $270 for six-car set, plus $15 shipping.

42’ USRA CLONE FLAT CARS

Red Caboose. Painted black, unlettered. Assembled, metal wheels $47.50 each plus $8.50 shipping; $270 for six-cars, plus $20 shipping. Wheeling & Lake Erie and NKP decals for car available separately.

All models listed are in-stock for immediate shipment. Write, call or email for order form, product list or NKP O Scale newsletter.

Nickel Plate Models

M. DAVID VAUGHN & JAMES CANTER

13782 LAKESIDE DR

CLARKSVILLE MD 21029

301-854-3200

NKP48@AOL.COM

---

Get your degree at Scale University!

with the 4th offering in the Scholarship Series

The Freight House

NKP 48' Boxcars

Approx. 5 1/2” x 9” footprint

$59.95

Also available:

Prepared and Assembled

Made in USA

$79.95

The General Store

5 Stall All Wooden Roundhouse

Kit $179.95

Assembled

$229.95

Send $2.00 for color catalog (refundable with first order)

NEW SCHOLARSHIP SERIES

For Only

FREE SHIPPING ON ORDERS OVER $50 - LESS THAN $50, ADD $4.00 FOR S&H

(phone orders only)

26” Deep x 31” Wide

5 Stall All Wooden Roundhouse

CONOCO GAS STATION

Approx. 1 1/4” x 6 1/2” footprint

$89.95

Also available:

Prepared and Assembled

Made in USA

$119.95

The Company House

A laser-cut wood kit in O scale

Approx. 5 3/4” x 3 5/8”

Kit

$59.95

Buy 3 Kits for only $109.95 or 3 Assembled For Only $169.95

 SEND $2.00 for color catalog (refundable with first order)

FREE SHIPPING ON ORDERS OVER $50 - LESS THAN $50, ADD $4.00 FOR S&H

(phone orders only)

26” Deep x 31” Wide

5 Stall All Wooden Roundhouse

CONOCO GAS STATION

Approx. 1 1/4” x 6 1/2” footprint

$89.95

Also available:

Prepared and Assembled

Made in USA

$119.95

The General Store

5 Stall All Wooden Roundhouse

Kit $179.95

Assembled

$229.95

Send $2.00 for color catalog (refundable with first order)

FREE SHIPPING ON ORDERS OVER $50 - LESS THAN $50, ADD $4.00 FOR S&H

(phone orders only)

26” Deep x 31” Wide

5 Stall All Wooden Roundhouse

CONOCO GAS STATION

Approx. 1 1/4” x 6 1/2” footprint

$89.95

Also available:

Prepared and Assembled

Made in USA

$119.95

The General Store

5 Stall All Wooden Roundhouse

Kit $179.95

Assembled

$229.95

Send $2.00 for color catalog (refundable with first order)

FREE SHIPPING ON ORDERS OVER $50 - LESS THAN $50, ADD $4.00 FOR S&H

(phone orders only)
HARD TO FIND RAILROAD COLOR PHOTOS & SLIDES
275 Companies and 1,500 views available in color. Major Railroads, Shortlines, Industrials, Cabooses, Freight Cars, MOW, etc., from the 60’s to the present. Inventory of over 24,000 types of railroad equipment. Send for our 28-page catalog – $3.00 Includes a free 5 x 7 photo!

RAIL PHOTOS UNLIMITED
P.O. BOX 230 • Joliet, IL 60434-2306
www.RailPhotosUnlimited.com

O Scale Resin Detail Sets

see our full product line on the web
www.russianriverrailroad.com

RUSSIAN RIVER RAILROAD CO.
1712 Parkcresen Terr.
Arlington, TX 76012 (017)777-5429

Central’s Latest Releases
GP38-2, GP40-2, SD40-2, SD40T-2 & SD45T-2

The finest in modern O Scale Brass. 2 or 3-Rail operation. Machined brass frames and fuel tanks. Pittman motor with dual flywheels. Your choice of gear ratios, wheelsets, detail parts, etc. Custom built to your specs. Kits $650 - $800. Custom built, painted and lettered $1100 to $1400.

Central Locomotive Works
PO Box 1231 • Hesperia CA 92340
ph 760-244-9222 • fax 760-244-9322
e-mail clw2000@earthlink.net
www.centrallocomotiveworks.com

A New Drive By Accurate O Scale
MAX-M-DRIVE Synchronous Belt
All New Ball Bearing Quiet Drive
Replace Those Tired Worn out Old Technology Drives With A Pittman Bearing Motor.

NEW PRODUCTS
• California Roadbed
• PECO Track & Turnouts
• Special Shapes Brass
• NWSL • Keithco Loco-Link
• Freight Trucks • Kadees

NOW! DUE TO EXTREME WHINING!

AM Hobbies Atlas O Exclusive!
PRIMA BEER
40’ WOOD-SIDE REEFER
Available in two road numbers,
#12818, #12819
amhobbiesonline.com

3-Rail
$62.95*

2-Rail
$65.95*

*Shipping: $5.95 for one or two cars; $6.95 for three or four cars

38623 Orchard St
Cherry Valley CA 92223
It is Fall 1942. The Naval Battle of Guadalcanal rages. The U.S. Loses 9 ships.
Coal Goes to War!

The Pennsylvania Railroad H21a steel hopper car. Manufactured by Atlas O, L.L.C. exclusively for the Middle Division. 26 car numbers in 4 different PRR paint schemes. Available now in 3 rail and 2 rail direct or through your favorite Atlas O retailer.

www.middledivision.com  Middle Division • P.O. Box 332 • New Cumberland, PA 17070  phone 1.866.643.3481

WWW.EHOBBYTOOLS.COM
Serious Tools for Serious Modelers

10-piece diamond file set, $15
Olfa® Chisel Blades - 5 pack, fits X-Acto knife, $3 pkg.
Quik ratching bar clamps $4.50 ea, 2 or more @ $4 ea.
5-piece sanding stick set, 120 to 600 grit, $10
Dremel-style fine saw blade, $6 ea., two or more @ $5 ea.

Visit our website and see hundreds of useful hobby tools: clamps & vises, Dremel tools & accessories, drill bits and pin vises, electrical accessories, files & sanding supplies, glues, hobby knives, magnifiers, pliers, scissors, saws, tweezers and a whole lot more!

EHOBBYTOOLS.COM, 4 Tupelo Lane, Langhorne, PA 19047 • Order toll-free US & Canada 888.469.0404, (10AM -8 PM Eastern)
Mention O Scale Trains Magazine when you order and receive a free pair of needle-nose clamps!
**NEWS: Kit – Universal Supply Co.**

Brennan's Model Railroading Products, PO Box 520174
Independence MO 64052
816-252-4605 • www.brennansmodelrr.com

Universal Supply, Inc. is a limited edition plaster craftsman kit. This three story factory kit is the fourth in Brennan's Model Railroading Products ultra-realistic kit series. In addition to Grandt Line windows, doors and stairs, the kit features Tichy lamp reflectors and nut bolt washer castings, Evergreen styrene detail parts, Berkshire Valley roof vents and full signage. The complete, illustrated, step-by-step instructions are an excellent introduction to plaster kitbuilding and a primer in kitbuilding techniques for the beginner. It sells for $129.95 plus $5.95 shipping.

**NEWS: Kit – Soo Line Boxcar #669**

Chooch Enterprises, Inc., PO Box 1200
Maple Valley, WA 98038
425-788-8680 • www.choochenterprises.com
MSRP: $100/kit, $10 for #669A decals

Chooch Ultra Scale II has announced a new Soo Line boxcar, a flat kit because of the extreme detail and delicacy of this model. The Soo Line cars were essentially unmodified throughout their entire lives, the only changes being to the brakes, trucks, and lettering scheme. The cars were built with K brakes, upgraded to AB sometime around WWII. The only thing that differentiates the 1913 built car (with wood buffer blocks) from the others is the striker casting. While originally equipped with “T” section Bettendorf trucks, such as the old Chooch offering now available from Proto-craft or the plastic truck available from San Juan Car Co., these boxcars received a variety of newer design cast steel trucks after WWII. By the end of their service lives many of the cars lost their A end lumber doors, the end being sheathed solid, same as the B end. More about this car is mentioned in the decal instructions.

Special thanks go to Bill Yancey for creating the patterns for this kit and to Dennis Storzek and Ken Soroos of the Soo Line Historical and Technical Society for their hard work on making this project possible.

**REVIEW: Deck Girder Bridge**

AtlasO, 378 Florence Avenue
Hillside, NJ 07205
www.atlaso.com
MSRP $99.95
reviewed by Brian Scace

Here's a nice addition to AtlasO's line of trackage. It's a simple girder deck bridge, something that's been a little lacking in our world of truss bridges. Admittedly, a through-truss has more sex appeal, but deck bridges are cheaper for spans that don't have clearance constraints underneath. Railroads like 'em for that reason, and so should we.

This bridge is 20" long and comes with a nicely detailed deck with track already laid. Tie spacing is appropriate, and the track gauge checks out using my handy-dandy NMRA gage. All you have to do is attach the deck to the structure, using the clips provided or gluing it in place, and weather 'er up a bit.

The deck is designed so that you can clip the railings off one side, place it next to another one similarly modified, and you have a double track span. This bridge is also just screaming to be used as an approach span for a through-truss bridge. All you have to do is mount it on an abutment on one end, and mate it to your truss bridge on the other, using a stepped pier.

So, who's gonna be first to leave the deck off and make a street overpass out of one of these? Better hurry up if you're going to beat me!
In the world of electronics morons, I'm leading the parade. Simple DC circuits are fine, but throw in a couple of circuit boards with those bizarre little black boxes (the knowledgeable apparently call them “chips” for some unknown reason), and things get rapidly non-intuitive to me.

AtlasO and Custom Signals have joined forces to bring us a two-rail signal system for the electron challenged among us, marketed by AtlasO as the “21st Century Signal System”. The first offering is a single head G-type signal, most familiar to me as a New York Central standard on the lines west of Buffalo during the transition-era. Because the prototype had no moving parts to maintain, this style of signal head became popular nationwide, so chances are pretty good that this head saw service on your favorite railroad (Okay, you Pennsy guys don't know what I'm talking about!) sometime from the '40s to today. They're still pervasive.

The mettle of the product is, of course, best tested by putting it in the hands of the ignorant. Being the natural choice, the folks at Atlas sent me a box. Included in the kit were enough signals, detector boards, control boards, and those little tin sheds for four complete installations. Most important was the little instruction book. By turning off my brain and having blind faith in this little sheaf of wisdom, I was able to complete installation of one board to properly drop to red as the locomotive goes by. Of course it does.

Here are some of the nifty things here. First, you don't need to use AtlasO's track system to use these signals. They work just fine on my standard ol' flex-and-handlaid railroad, built before the Dead Sea was even sick.

The system is powered up from a fixed voltage tap on one of your power supplies. Wiring is straightforward. The relay shed contains the control board. This is convenient, but you don't need to use the relay shed if you don't want to. Simply snap the board out and attach it under the railroad if you want to use an earlier-era relay box, such as the ones from Life-Like.

The LEDs are nice and punchy, viewed straight-on. There's enough of a diffusing effect to that you can see the signal aspect from the side, which is handy. These can be wired to operate as a stand-alone installation, with a timing circuit raising the signal to yellow, then green, after appropriate periods. You can daisy-chain them together for single-direction ATC-type operation. The timing circuit is then disabled, and each signal installation controls the adjacent ones appropriately. Instructions are also provided for “approach” lighting, where the signal remains dark until a train is detected. Also, you can run this system in a bi-directional CTC-type operation. Each of these installations is covered in the instruction book, which (thankfully) is written in simple language, rather than Geek.

Although not mentioned, here is a real plus. Custom Signals stuff and AtlasO stuff is compatible. This is good, because Custom Signals makes multi-head installations that are prototypical for interlockings and permissive installations. Also, these guys (along with Steve Horvath at AtlasO) are the signal gurus who can tell you how to integrate this system into CTC panels and all that other cool stuff that is possible with these components. Currently AtlasO is working with them to bring out a single-target head, which should be out this year, in addition to the G-type. If you always wanted signals, but ran screaming into the night when your friend with the tape on his glasses started talking through his nose about “detection circuits” and “logic-cascade” this, that and the other thing, you can send him and his pocket-protector packing. I can do this, and so can you.

Mar/April ‘05 - O Scale Trains • 35
REVIEW: On30 Climax
Bachmann Trains, 1400 East Erie Avenue
Philadelphia, Pennsylvania 19124 USA
215-533-1600 • www.bachmanntrains.com
MSRP: $275
reviewed by Bobber Gibbs

The new Bachmann On30 Climax just might prove to be the best locomotive that this company has produced in its growing line of winners in various scales. First, where the Bachmann Shay was a much lighter T-boiler geared engine at only ten tons, the Climax is a 28 ton Class B workhorse that just looks right hauling a string of logging, mining or freight cars up and down grades and around sharp curves.

It is almost exactly the same length and width as the Shay, and they weigh about the same and run at about the same speeds. The Climax is about two scale feet longer than the typical Bachmann freight car and has directional lighting in forward and reverse. It is DCC ready and will probably prompt me to purchase the new Bachmann DCC control system in the near future.

Where the Shay will negotiate my 12" radius curves while turning to the left only, the Climax marches around without hesitation in either direction whether turning to the left or right. While it does get around a 12" curve if the trackwork is perfect, the recommended minimum radius is 15 inches.

The Climax starts to creep at about 1 volt, and although the top speed is a bit too fast, it looks good and runs steadily at about six volts. It is quite pleasing to operate at slower switching speeds and easily hauls everything I can put behind it on my 16 foot oval of test track before it starts pushing its own caboose.

A few years ago, when Bachmann Trains announced that they were going to produce On30 trains with Colorado Southern livery, I wrote a letter to them and suggested that they would make a lot of modelers happy if they also provided painted but unlettered models. Coincidently or not, after they introduced their first freight car line, they did start to produce unlettered equipment and it was very easy to put my own choice of number on my unlettered Climax.

After running in the Climax for three hours, I tested it by hauling a string of loaded ore cars up and down some steep grades and did not notice any surging or bucking. It should work well on a typical logging or mining run.

The Climax is available with steel cab or wooden cab, with different smokestacks, in a number of roadnames or unlettered. Three fuel loads are included so you can choose between a wood load, coal pile or oil tank. All the choices can be seen at the Bachmann web site.

My only criticism is that the coupler pockets have three levels but the Bachmann knuckle coupler will only operate in the bottom level (or HO level) that is compatible with all the Bachmann equipment. For those who prefer the 26" height that was common for many narrow gauge railroads, including the Denver & Rio Grande and Colorado Southern, it will be a bit of a chore to adapt the higher coupler pockets for knuckle couplers but I know that someone has probably already figured it out.

In summary, the Climax has now become my On30 road engine of choice on my logging district and the Shay has been relegated to yard switching duties and light operations. You will probably be very favorably impressed with this locomotive and you have to wonder what Bachmann will do for an encore after this one.

REVIEW: City Building Fronts
Elfin Models, 934 Volz Dr
St Louis, MO 63126
314-962-9852 • www.elfinmodels.com
MSRP: $25 to $75
reviewed by Brian Sace

Every now and again, you find something you can call “the Deal of the Year”. This is right up there. Elfin Models is relatively unknown in our world, but has been around in the 3-Rail world for a while. They sell built up building fronts, made mostly from the Ameri-town line of flats.

What’s the difference between a “front” and a “flat”, you may ask? Elfin takes these flats (a single wall meant to be applied to a backdrop, giving the illusion of a complete building) and paints them up, weathers them a little to knock the shine off, and mounts them on a simple three-inch deep plywood box. The box is painted black and comes with a lightbulb installed, so you can light up these puppies at night.

Within three weeks after I called, I had a box of these fronts on my doorstep. Assembly was clean, tight, and square. The paint was nicely applied with no drizzles, weathering was just my style, and there was enough detail and signage applied so as to allow me just to plunk them down on the railroad. Voila! Instant city street scene, ready for some sidewalks, figures, automobiles, and other religious artifacts. Price? About $30-35 per three-story building. That’s a deal!

You can also get the flats, painted up and ready to go, without the lightbox for less than $26 each.
REVIEW: GP60  
AtlasO, 378 Florence Avenue  
Hillside, NJ 07205  
www.atlaso.com  
DC/DCC-ready MSRP: $419.95, TMCC MSRP: $449.95  
reviewed by Carey Hinch and Brian Scace

The AtlasO Electro-Motive Division GP60 with standard cab represents the initial release in a series to include the wide-cab “M” version and cab-less “B” version. O Scale Trains Magazine was fortunate to have on hand a 2-Rail Train-Master Command Control equipped locomotive (Carey Hinch) and the 2-Rail DC version (Brian Scace) for this review.

The EMD GP60 was introduced in October 1985. This locomotive produced 3800 horsepower and superceded the 3500 horsepower GP50. The Santa Fe Railroad received an order of 20 GP60 locomotives in 1988. These high-output engines were initially assigned to the hot “Q” trains of the late 1980s and early 1990s. At the time of merger with Burlington Northern the Santa Fe had 39 standard-cab GP60s on the roster.

Carey’s input: I was able to acquire a 2-Rail TMCC engine for my personal railroad in the initial shipment from Atlas. My locomotive represents a GP60 as purchased by the Santa Fe in 1988. The cab number is 4823, which indicates a locomotive from a later second order. The original 4700-series numbers changed to the 8700-series with the BN and AT&SF merger. My GP60 came equipped with details that could be associated with later production GP60s.

Some early details that were applied to Santa Fe GP60s, as delivered, are not present on the Atlas model. The rotary beacon which should be forward of the air conditioner on the cab is missing, but the ditch lights indicate this locomotive could have been updated in the early 1990s and therefore the beacon would have been removed. The blower side of the long hood has a safety-plate applied over the blower housing walk area. This detail was not present on early Santa Fe locomotives. This could again represent some upgrading by Santa Fe. The dynamic brake housing is squared on both sides of the flare ends. This would represent a later model like the Southern Pacific GP60s delivered by EMD. Atlas has tried to produce a model that can be painted for several railroads and still carry the same basic details. A noticeable detail change compared to earlier AtlasO diesels was the reduced size of the ditch lights. Atlas has shrunk the housings to a more acceptable size.

Using Train-Master Command Control for my 2-Rail layout has been a good choice. I eagerly wanted to hear the GP60 come to life and pull a 12-car Coalveyor train around my 2.3% grades. I was surprised to find that Atlas has used the same generic EMD sounds as in their GP35 locomotives. The sound is good at all throttle inputs with little or no distortion from high volume settings, however, I can close my eyes and it’s a GP35 pulling the coal train. This was disappointing for such a great looking modern diesel.

Atlas has equipped this TMCC locomotive with the Engineer-On-Board electronics. The EOB is a speed control technology with selectable 32 or 128 speed steps. When in EOB mode, one 360° turn of the Cab-1 remote throttle equals four speed steps for the locomotive. It takes a few turns to get the locomotive moving at a reasonable speed (One note about my GP60; it had been “broke-in” and run for over three hours before I performed this review). Slow performance is very good for a TMCC locomotive, while in EOB mode. While in standard TMCC mode, slow performance is not as controllable and the locomotive can be jerky.

A somewhat noticeable “whine” emanates from the locomotive during slow EOB settings. This was discovered to be the EOB high-frequency pulses being sent to the DC motors. The whine diminishes as speed increases. The overall EOB performance is exceptional. I ran my GP60 in both EOB modes to see if it would pull 12 Atlas Coalveyor gondolas smoothly up and down my 2.3% grades. It performed this with ease. This locomotive is heavy and tractive effort is exceptional.

Brian’s input: Our DC version was also in the same paint scheme and details. In straight DC operation, the throttle response was smooth. The starting speed was acceptable, and although the high end was a bit frisky, there was an acceptable range for prototypical speed control. This is a common circumstance for modern cross-over (engineered for both 3- and 2-Rail) drives with two nose-mount can motors and spur-gear drives. It’s the price paid for all the room needed for electronics, speakers, and the like. For those folks who want slower speed ranges, AtlasO makes unpowered units, ready for the drive of your choice. Most of you will find the stock drive to be useable, however.

The ditch lights came on, steady, at higher speeds. If you are a DCC type, I would imagine that you can wire them into an output on your favorite decoder to control them. By the way, the straight DC version is actually touted as DCC-ready; certainly there’s room in the carbody for whatever decoder you prefer.

The fit and finish are what we expect from AtlasO, and the detail level and finesse are quite impressive. Check one out. With the choice of TMCC, DC/DCC-ready, or unpowered versions, you folks who model the Modern Image should find a lot to like here.

Mar/April ‘05 - O Scale Trains • 37
K-Line is well known for their three-rail offerings, ranging from some of the old KMT stuff up to scale-sized Hi-Rail gear. They have offered two-rail conversion trucks for their full-sized freight equipment and generic passenger cars for some years. This is their first locomotive offered in 2-Rail, a model of a pretty off-the-shelf standard gauge 50-60 ton two-truck Lima Shay, and here is what I saw.

The model is of die-cast construction, with no visible seams or flaws. The paint, lettering, and finish on our sample were smoothly applied. There are quite a few details added on, and the model is robust and handle-able.

The model was initially offered in Hi-Rail, so there are a couple of compromises to be aware of. There is a lot of empty space between the end steps, which was originally engineered in to accommodate the huge Hi-Rail couplers. When Kadees are applied, they do look a little lost in all that air. Also, the steps are very thick in cross-section, again a nod to the robustness valued in the 3-Rail world. Although I didn’t take the model apart (I had to return it after the review!), it appears that the casting comprised the end beam and steps can be simply unscrewed and replaced with a new assembly to fill in that void and lighten up the treatment of the steps. Otherwise, this model eyeballs pretty well, to this novice in the Wonderful World of Shays.

Browsing through Eric Hirsimaki’s Lima book, I found several pictures of likely candidate prototypes. The proportions are nice; it looks like a Shay.

In operation, I thought the upper end of the speed range a bit fast. There is plenty of room at the lower end of the range for controllability, however, and the low-end performance is quite smooth. Our sample had no fancy control systems installed, just good ol’ conventional DC operation, and there appears to be plenty of room in the bunker area for a decoder or other electronic gadgetry to suit. By the way, a positive aspect of the three-to-two rail heritage is the fact that the coal load lifts off elegantly to expose an area designed for slide switches and the like. There’s plenty of potential for the electronics noodlers among us to exploit, without having to perform circuit-boardectomies, first.

I had no contact issues on my less-than-stellar switchwork. Coupler pads are provided to mount Kadees; pad height gaged out fine, with no additional work needed. I spent some time batting cars about, using a Controlmaster 20 and a variety of brass and plastic freight equipment. This engine has no bad habits I could find, and the pistons, gears, and crankshafts exhibited all the sex and violence that makes us like Shays.

I am impressed with this as a first shot at 2-Rail from a longtime Hi-Rail manufacturer. The model is good out of the box, and can be made excellent without a lot of rewinding, first. Operation is solid and capable, though I’d like to see all the cross-over manufacturers bring their top speeds down a bit. I like the approach; mechanically well thought out, simple and robust, and proportions worth detailing up to ones level of neurosis. The price is reasonable, paying for a model rather than for wizardry.

K-line has announced a personal favorite as their next offering in our world, a Boston and Albany Berkshire. Oh, I can hardly wait to get my lunch hooks in one of those, and see what I can make with it!
Navigational Hazard?

Thank you for the incredibly good coverage you gave Mr. John Armstrong in OST #17. None of the other train hobby magazines were half as informative or instructive (which I’m sure he would have liked) in their coverage of his life and layout. He was truly the dean of “O” Gauge, and his well-thought-out concepts were an inspiration to all gauges and scales in the hobby. He was more than a hobbyist; he was an artist who happened to use model trains as his medium of expression. I’ll always regret missing a last chance to see his Canandaigua Southern at the O Scale National in Washington this year.

Each of your issues gets better and better. If I ever lose the thrill of getting myself down to The Whistle Stop Hobby Shop in Pasadena to get my current issue, I’ll subscribe. By the way, as long as we’re on the subject of the magazine, please feel free to add as many advertisements to your magazine as will fit. Jaini does a superb job of integrating content with advertising. The ads are informative and convey much current information that can be immensely important to the modeler. Unlike some magazines, yours has a professional cast to it that makes it stand out in what seems to be a more crowded arena. Even the front cover of #17 is outstanding. Rather than cluttering it up with really unnecessary copy, you allow it to achieve artistic excellence on its own merit. Less is more. Despite having said that, how about publishing more often?

Jeb Kriigel said in his article about the Granville Island Museum (OST #17) that John Keith-King is almost obsessive in his attention to detail. If this is so, then please forward to John my suggestion that one of his details is not only incorrect, it’s potentially downright dangerous. The centerfold photograph is beautiful, but it reveals this potential hazard clearly. Imagine one morning or evening, a thick fog shrouding the area. The only aid to navigation to be seen in the mist to keep those fishing boats from foundering on the surrounding rocks is a marker buoy placed on those same rocks. Unfortunately, that single visible marker is either the wrong color, or it’s placed on the wrong side of the channel. When a vessel is returning to a port, or shoreline, it keeps the red light markers to its starboard side (right side for you landlubbers). All is not lost however. Mr. Keith-King only needs to paint the top of this marker green; replace it’s bulb with a green one, and his fleet will enjoy safe sailing in all weathers.

I’m not nit-picking. My own railroad (directly influenced by Mr. Armstrong) is a Hi-Rail one, so you can imagine my tolerances are quite broad on the topic of scale fidelity. But endangering one’s fishing fleet, well that’s another matter.

Best regards, Thomas Meleck, Calif.

Sign the Fall of Civilization Is Nigh?

It all started innocently enough. After 10 or so issues of delicious 2-Rail O Scale modeling, news, pictures, layouts, information, ads, et al., the dreadful embryonic organism silently began its remorseless existence. Oh, it sprouted forth, weakly, quietly, in Issue #12. Turning to page 40, my eyes riveted upon the words “Confessions of a Hirailer”. How charming. Someone is going to tell us how they got the 2-Rail religion and cast off that middle (third) rail, never to be stained nor tainted again with track high enough to reach the waist of an O Scale railworker. But wait, this is not a guest columnist, this is not a confession at all! He is enthusiastically telling his story that he doesn’t “play” with his trains, he “runs” them! At the end of this narrative, my stomach stiffens and turns, as he tells us to “stay tuned”, because “...a lot of information is headed your way”. This is NOT a guest column at all! This guy is gonna take up a full page of my (our) 2-Rail “bible” every issue with O GAUGE information! I check the cover to make sure I’m not reading [that other O gauge magazine]... but I’m NOT! I’m reading O Scale Trains! I urgently swallow a mouthful of tummy regurgitation and drop the magazine to mop my now transudating brow. After an adult beverage, I resumed reading the publisher’s “Observations”. In the first paragraph, he pulls a “McGreevy”, outing himself as a card carrying TCA member! I replenish my adult beverage (no need for new ice, it’s still new!). He (the publisher) goes on to say that the 3-Rail community is part of us. I sleep poorly, despite the Dewars. Issue #16 arrives with a 3-Rail layout as the main story! Issue #17 comes with a 3-Rail layout ON THE COVER!! Remember a magazine named O Scale Railroading? How long will it take for this journal to become “O Gauge Trains”? It’s impossible to wring my hands and guzzle scotch simultaneously. Next, you’ll be telling me that major league baseball players inject them-
that DCC really didn’t work for me; what suddenly it’s too late!). Now that you bring it instances are ideal (they never will be; sud
rather than armchairing it until circum
vate folks to think about building, even if
list, which you'll sleep better at night.
More Modern Stuff, Please
In the “Givens and Druthers” depart-
ent, the construction and small-to-
medium layout articles are my favorites. O Scale history has been covered com-
pletely in Railroad Model Craftsman and, as a younger O Scaler (54 yrs old), I
really don’t have all that much interest. I am an operator and a builder so you can
guess my interests. My layout is set in the late ’60s, so the new column The Modern Image
should be right up my branch line. I do like all of Neville’s stuff.

Brian Scace mentioned in Jan ’05 Learning Curve that he can save precious
time by not installing DCC decoders right away. Yes, installation does take time but
don’t let this scare people away from DCC. The only programming that needs
to be done is the address, which can be just two digits. Later on, you can do the
fancy stuff. I have yet to use the speed curves. My Weaver and Red Caboose
Diesels start moving on step 7 of 128. Enough rambling for now.

Richard Cooke, Marquette MI

Brian replies: Thanks for the feedback. Regarding DCC and “Givens-and-
Druthers”, the list given in #18 Learning Curve is my own. The point, here, is to
think about “G&D” in a temporary layout situation differently from in a more per-
manent one. It is presented only to get folks to think about their own list, which
I hope will be different than mine! The point of the column was not to discuss
the merits of control systems, but to moti-
vate folks to think about building, even if life’s circumstances aren’t presently ideal,
rather than armchairing it until circum-
cstances are ideal (they never will be; sud-
denly it’s too late!). Now that you bring it
up, though (the price to pay!), I’ve found
that DCC really didn’t work for me; what
with my heavy steam era stuff it wasn’t
robust enough. I also really didn’t want
to learn all the nuances, as it’s a pretty open
architecture. I was spending too much
time trying to un-nut the system after I
jabbed the wrong button, and found it
pretty non-intuitive for my mechanical
mind. I used Locolink, which is a simple
and highly bomb-proof radio command
control system, on my previous railroad.
On this temporary one, conventional
DC made the most sense for me. In two
years, perhaps DCC decoders will be
more robust. I’m sure I’ll revisit the con-
tral issue again then, because the tech-
nology will have improved quickly in just those few years. The lesson here is that
the best control system really is a pretty
personal choice. I strongly agree with
you; don’t be afraid to try any of these
systems. Don’t be afraid to choose what
works best for you personally. That’s what
the “G&D” list is all about, after all.

Building A Market
I believe O Scale Trains Magazine is the
direction for the growth of 2-Rail O Scale modeling. Despite any criticism from
others, Joe Giannovario took a big step
and was brave enough to give it a shot at a
time when 2-Rail O Scale comes up short
in popularity of model railroading. This
may have helped a great company such as Atlas to keep their 2-Rail vision alive.
It is people like Joe and his staff who are
the pioneers of this hobby segment along
with the product makers themselves who
deserve recognition. It is also our duty (the
consumers) to convince our local hobby
shops and HO scale friends of the pres-
ence of this magazine while we have mail
order to keep us alive.

The one thing we must do as O Scale
consumers and modelers is coordinate
with O Scale Trains and let them know
what we are in the market for, and maybe
they can coordinate with product manu-
facturers if there is enough
of us. Here is one very good
example that I believe we
are in desperate need of,
1:48 scale vehicles. These
are extremely rare and the
market is flooded with 1:43
scale vehicles. Why should
we have to settle for some-
thing that insults scale size
fidelity as we strive hard
for realism. Do not get me
wrong, 1:43 scale vehicle
replicas are very authentic
with lots detail and some
are sold at a very reasonable
price, but I cannot appreci-
ate putting something near my locomotives and rolling stock when knowing it is
out of [scale]. N, HO, and S all have their
exact scale counterparts for model vehi-
cles so why can’t we? Companies such as
Model Power or Boyley may be good
candidates to break the ice.

Jack Zunino, Jr., New York
Joe C. replies: The only way we’re
going to get true 1:48 car models is if
we talk to the manufacturers and import-
ers and let them know that’s what we
want. I’ve always been puzzled by the
fact that there are 1:24 scale models but
not 1:48. And, now I see more and more
1:64 offerings. In the meantime, scour
swap meets and Ebay for the old Revell
1:48 Chevy and Ford trucks. They can be
bashed into many different styles.

Atlas Switch Machine Fix

The inspiration for this letter is my
work on six Atlas #5 switches and switch
machines. I swear I have put in 20 hours of
bad words and glued fingers before I
finally solved the problem of spring
tension at the points. The first two switches
I got and put machines on, I wrestled with
for many hours to get sufficient tension
so the points would make positive con-
tact and not leave a ½” gap from vibra-
tion. I fiddled and fiddled because there
is a little too much slack in the [switch
machine] mechanism.

On my fifth and sixth machine [instal-
lations] I put a small (1” x ½”) piece of
heavy electrical tape on the inside of
the throwbar where the slider makes
contact (see sketch). It worked perfectly.
The spring tension is just right on both
sides and cars can still spring through the
switch when necessary.

Vince Morris, Canada
I did this project and article not only because I needed a steam loco service site for my layout, but also to meet what I see as a need for a simple scratchbuilding beginner's project. It seems like some of us are reluctant any more to try building things from sheet and strip stock. Here's an opportunity to jump in and try your hand at some easy scratchbuilding. There's nothing complicated here, and you'll only a minimum of tools. A beginner should be able to complete the sand house and associated components in a week or two of enjoyable evenings. If a part is made wrong and doesn't fit, don't be afraid to toss it and make another.

The required tool complement is minimal. A 12" cork backed steel straightedge, an X-Acto knife, a few #11 blades, 150-grit sanding block, small square, a pile of straight pins, white glue, CA glue, liquid plastic cement, needle nose pliers, pin vise, and some 0.030" drill bits are all you need. The sand house and coal bunker can be made of styrene or basswood. I like basswood because I think it suits the look of a wooden structure, but there are plenty of modelers doing incredible wood structures in styrene so take your pick.

The project started with an article I'd filed years ago from the July, 1952 *Model Railroader*, a diminutive space-saving sandhouse without the usual outside sand bunker and loading tower. The prototype was located in Waukesha, WI in the Soo Line yard. There was a roundhouse, turntable, sandhouse, bucket-coaling structure, and cinders pit where the steamers dropped their ashes. Adjacent to the sandhouse was a standpipe that could be swung out and over the track to water a tender. I decided to omit the bucket coal loading structure. Instead, I used a wood-sided coal bunker and a coaling conveyor.

In a discussion of coal conveyor usage at the *Yahoo Soo History Group* site, someone suggested coal conveyors were not typically used in the steam era because they took too long to coal up a tender. That said, another rail pointed out page 41 of John Armstrong's excellent book *Track Planning for Realistic Operations*. There, in the "Service Trackage" chapter, was a picture of an Erie Berkshire being coaled from a conveyor and coal pit on an adjacent track. If the Erie could use conveyors to coal their Berk behemoths, then I felt comfortable using one to coal my 2-8-0. The beauty of conveyor coaling is the space you save and, in the process, you still adhere to the prototype.

**Sandhouse**

Since there were no drawings in the July, 1952 *MR* article, I made my own from the photographs. I eyeball scaled the sandhouse and make no guarantee that it's a carbon copy of the prototype. I "guestimated" the wall height at 14 feet and scaled the rest of the structure from there. The front wall and one end wall feature exposed studs for the sand bin walls. Though there was no picture of the back of the sandhouse in the article, I presume there were exposed studs on that wall as well. I chose to omit the exposed studs on the back wall as my sandhouse is so close to the backdrop you'd never see the exposed studs. If you choose to model the exposed studs on the rear wall, make the cut-away rear wall a mirror image of the front wall.

If you have the room, you can run a service track behind the sandhouse to spot gondolas or boxcars laden with coal and sand. Dried sand was shoveled into the sandhouse, perhaps through windows in the rear wall or roof. Coal may have been dropped into a pit where a conveyor or arm-strong labor would have shoveled it into the iron buckets that fed the tenders. In those days, section crew labor was often cheaper than machinery. My coal comes in by truck and is dumped into the wooden bunker.
In the Soo sandhouse, compressed air blew the sand from inside the house up through a pipe emerging from the roof of the sandhouse and into the locomotive sand dome or box. It’s a unique delivery system that negated the need for a sanding tower. Compressed air was obtained from the loco being sandied. An air line ran from the sand house to the loco’s air supply. When not in use, the air line was draped on hooks attached to the exposed front wall studs. Now that we know how everything works, let’s get started.

I began construction with the exposed stud wall portion of the front wall. It’s built separately, and then attached to the inside front wall. See the drawing for dimensions. I cut my scale 3" x 6" studs on a Northwest Short Line Chopper. (Handy darn thing, I didn’t have one until recently, and now I wonder how I ever got along without it.) I glued the precut studs and a matching bottom sill onto 1/8" scribed 1/8" thick Northeastern scale lumber to make the front wall and one end wall. Note these exposed studs are notched 1/4" x 3/8" at their tops to inlay the siding into the studs and make the front wall siding look thinner than it really is. I cut the main walls from 1/8" thick 1/8" scribed Northeastern basswood sheet. Buy this stuff in six-inch wide sheets so you won’t have to butt-glue the sheets to get the wall height you need.

When cutting basswood and scoring styrene, I always use a cork backed steel straightedge ruler and a sharp #11 X-Acto blade. Mark your outlines with a well-sharpened pencil and then make the cuts with a series of light strokes. Let the straight edge guide your blade. Keep the knife blade vertical while you’re cutting. Lightly block-sand and square up the cut edges.

The scale six inch wide corner trim boards are replicated with 1/8" x 1/8" basswood strips, which are built up into complete corners before they are attached to the walls. These built-up corners reinforce the walls and provide nice clean corners. See the corner drawing for details. I use gap-filling CA glue throughout the basswood part of construction. A bottle of CA kicker spray makes quick work of the glue joints. I cut window openings in the end walls to accommodate Grandt Line #33722 windows. Since the prototype structure wasn’t heated, I thought windows would be nice in the summertime when it must have been pretty warm inside. In the wintertime it made no difference and at least let in some wintry light.

Before the walls went up, I cut a floor from 1/8" thick basswood. You could also use Midwest birch aircraft ply. Note the corner post and stud wall notching. It’s a good idea to dry fit the walls to ensure your measurements and cuts are correct. Errors are better found here than when you’ve got the walls and floor coated with glue. Satisfied that everything fit, I glued the built-up corner trim posts to the end walls and then glued one end wall to the floor using a small square to ensure the wall was glued square to the floor. The back wall went up next, followed by the opposite end wall, and finally the front wall. It was beginning to look pretty neat. Inside the front door, I glued scrap interior walls of 1/8" scribed basswood.

The roof panels were cut from 1/8" basswood sheet. Again, you could also use Midwest birch aircraft ply. I installed interior bracing and a ridgepole before I attached the roof panels. In the photos you can see the beam I installed between the front wall and the ridgepole. This beam anchors the sand pipe, which comes through the roof. When all the parts were lightly sanded and fair, I glued the two roof panels to the structure.

I masked off the roof surfaces, then sprayed the walls with Testors Gray primer. I followed the primer with a coat of Ace Hardware’s Red Iron Oxide primer. That’s right, folks, Ace spray paint from an aerosol spray can. It has a nice railroad looking color and you cannot beat the price. Practice on an old newspaper and don’t get too close with the nozzle. I applied my paint in several passes. I know guys who spray their rolling stock, and I’m happy because I don’t have to shovel coal into a conveyor to coal the tenders, but it makes me (the brass hat) happy because I don’t have to build a coaling tower.

I couldn’t tell if the Soo sandhouse had corrugated or asphalt shingles. I’d been wanting to try Plastruct’s #91519 corrugated siding, so I bought a pack at Walthers’ Terminal Hobby and was not disappointed. It comes in very thin sheets, nicely done with very small corrugations perhaps three scale inches across. The sheets look great on my sandhouse. The sheets look great on my sandhouse. I used Walthers Goo cement to attach the sheets. A little variation in post height makes things more interesting. I didn’t edge glue the boards. Rather, I let the 1/8" square posts hold the boards in line just like the real thing. With an X-Acto knife I cut away some of the board edges and made random cuts into the boards and the posts.

I simulated the air hose with solid copper insulated wire (gauge unknown - but it has a 1/8" O.D.). Hooks were bent up from 0.020" brass wire and CA glued into 0.020" holes drilled into the studs. I bent the wire from hook to hook to simulate the drape of the hose. The hose is painted flat black. The hooks are Floquil Old Silver.

I sprayed the entire structure with a coat of Model Master Lusterless (flat) to flatten the sheen of the Ace Red Oxide primer and then an overall dusting with Floquil Grime. That done, I glazed and installed the two windows and the sandhouse was complete.

**Coal Bunker**

I built my coal bunker much like I imagined a section crew might have. It’s a three-sided structure with staggered lengths of 1/8" x 1/8" basswood strip to simulate heavily creosoted 3" x 12" boards. It doesn’t make the section crew happy, having to shovel coal into a conveyor to coal the tenders, but it makes me (the brass hat) happy because I don’t have to build a coaling tower.

I cut the bin boards to length, laid them out on the bin drawing, and attached the posts to the pinned down boards. A little variation in post height makes things more interesting. I didn’t edge glue the boards. Rather, I let the 1/8" square posts hold the boards in line just like the real thing. With an X-Acto knife I cut away some of the board edges and made random cuts into the boards and the posts.

After assembly into a three-sided structure, I painted the bare basswood with an alcohol thinned wash of Delta Ceramcoat’s acrylic black paint. The thinned paint soaked in and highlighted the cuts I’d made in the wood, giving the timbers a weather beaten look. When the acrylic paint had dried, I dry-brushed streaks of Floquil Grimey Black to simulate paint nearly weathered away.
A chunk of pink insulating foam was carved into the shape of a sloping coal pile and glued into the bin. The pink foam was painted with acrylic gray. When the paint had dried, I coated the foam with a thick layer of white glue onto which I sprinkled Highball Products HO Scale six-inch sized coal. Highball Products coal is neat stuff and the HO coal looks right to my eye. It has a nice coal-like glint to it. I set the bunker aside and turned my attention to the water standpipe.

**Water Standpipe**

In the MR article photos, there was no evidence of a water tower. Perhaps the Soo yard standpipe used Waukesha city water, or the water tower was simply out of sight. The prototype standpipe stood hard against the bucket conveyor structure adjoining the sandhouse. The fireman would swing the standpipe out and over the track to water his tenders. When not in use, the spout was swung back against the coalage structure wall. In that photo I spotted something I hadn't seen before, a pipe extension right above the shut-off valve that allowed the fireman to swing the delivery pipe over the tender. I'd never thought of that, but without that pipe handle, how would the fireman have been able to rotate the standpipe? Needless to say, the pipe handle is on my standpipe.

I built the standpipe from $\frac{1}{32}$ brass rod, a balsa base, and some wire insulation to replicate the elbows and valve housing. Short lengths of styrene tubing were used at the threaded elbow ends. For the shut off valve, I used an Intermountain brake wheel.

There are ready-to use standpipe castings available. But, in the spirit of this scratchbuilding project and the fact that none matched the Soo standpipe, I made my own in a matter of a few hours. See the drawing for assembly notes.

**Coaling Conveyor**

After deciding to use a coal conveyor, I must confess I did check the Internet to see what was commercially available. To my surprise, I found only one O Scale coal conveyor kit. Manufactured by K & P Brick & Building Co., this kit is a nice looking vintage loader and, at $22 for two conveyor kits, the price is right enough. But it was too small to reach the bunker of my tender. It would be great for loading trucks and gons but not suitable for my coaling conveyor. I needed an overall conveyor height of at least 20 feet. What to do?

It turns out, after more research, that Walthers has an HO conveyor kit available as part of their Cornerstone kit series. This kit builds up into a pair of conveyors, one large and one small. I purchased a kit at Walthers’ Terminal Hobby Shop. After studying the parts, I made up drawings, which are included in this article.

I built several versions in styrene and basswood. The article drawings depict what I think are the most prototypical. I used basswood for the conveyor belt (board-and-batten siding with $\frac{3}{8}$” batten spacing). The rest of the model is styrene. However, you could build the entire conveyor with basswood or styrene stock sheet and strip.

There are two conveyors shown in the drawing. The shorter conveyor is suitable for truck and gondola loading. The longer, higher, conveyor is what you’ll need to coal those tenders. There’s nothing critical about belt width or conveyor length. Walthers’ belts scaled out to 12” wide. I made both 12” and 18” scale widths. You could go to 24” width, depending on the material you’re loading.

After cutting all the Frame A and B parts for each conveyor from styrene strip stock, I pinned the parts to a copy of my drawing. For this purpose, I used a small sheet of ceiling tile—just like we did back in the old stick-and-tissue model airplane days. You don’t have to use any protection over the plan. The plastic glue won’t stick to the paper. When the parts were all pinned down and aligned, I dabbed each joint with a drop of Plastruct Plastic Weld glue. Let these glued up parts sit for an hour or two and the assembled frames should pop right off the paper.

While the frames were curing, I cut a couple of conveyor belts from Northeastern Scale Lumber $\frac{5}{8}$” spaced board-and-batten stock. You’ll have to butt-glue the ends. I backed up the underside of the belt with a lengthwise strip of $\frac{1}{8}$” x $\frac{3}{8}$” basswood. Being cross-grain to the belt with a lengthwise strip of $\frac{1}{8}$” x $\frac{1}{8}$” battens simulate the conveyer belt cleats. The ends of the conveyor belt should be radiused.

The conveyor sides are cut from 0.030” thick $\frac{1}{16}$” wide styrene, or $\frac{1}{32}$” x $\frac{3}{8}$” basswood. I added a top flange of 0.030” x 0.060” styrene and then vertical 0.030” square stiffeners at $\frac{1}{32}$ intervals. That done, the bottom flange is then added. The motor chain belt housing is added next. I cut mine from a sheet of 0.060” styrene sheet. It stands off the conveyor side with a small hidden piece of 0.030” styrene.

The sides are glued to the conveyor belt using slow setting CA glue. Make sure the sides are flush with the bottom of the belt and the sides are square to the belt. It's easy to develop an inward cant to the sides. The Plastruct motor is then attached to the underside of the belt. Align the motor shaft to the chain belt housing. I added pillow block bearings at both ends of the conveyor. These covers are cut from $\frac{1}{64}$” styrene rod and set into the lower sides where the conveyor end bearings would be located. The pins should project about $\frac{1}{32}$” from the conveyor side. I added a pair of 0.030” square styrene strips crosswise on the underside of the belt where the conveyor rests in Frame B. Location of this pivot point varies depending on the conveyor length you’re building.

Now’s the time to remove Frames A and B from the building board and glue Frame A to Frame B as shown on the drawing. This joint should be a 90° corner. When the joint had cured, I drilled 0.045” axle holes into Frame B and glued in $\frac{1}{64}$” styrene rod axles. Cut the axle lengths to suit the wheels you use. I used Grandt Line #32 popcorn wagon rear wheels on my conveyors. These scale out to 36” diameter. Don’t mount the wheels yet, unless you’re going to airbrush them the same color as the conveyor. Jerry Roy, O Scale buddy and modeling mentor, cranked up his Badger airbrush and painted the four conveyors I’d built. In exchange for a great painting weathering job, Jerry earned himself two conveyors for his layout (a fair price indeed considering the quality of Jerry’s airbrushing).

The Grandt wheel rims were brush-painted with Model Master’s Steel paint. This added a nice touch to the finished conveyors. The belts were painted Floquil Black. Weathering was done with Model Flex Steel and Rail Brown paints, followed by a dusting of Floquil Grime. These conveyors are simple to build and look very nice. Why not give them a try? I got to where I could build a pair in six hours or so, and it took Jerry three or four hours to paint and weather all four units. They do look nice on the layout. I use the smaller conveyor at my feed mill for loading bulk grain into trucks. The taller unit is just getting dirty in the service yard.

(©2004-2005 by Tom Houle and may not be used commercially without the expressed written permission of the author.)
Resources:
Grandt Line, 1040 B Shary Court, Concord, CA 94518, 925-671-0143, www.grandtline.com
Northeastern Scale Lumber Company, 99 Cross Street, Methuen, MA 01844
978-688-6019, www.northeasternscalelumber.com

Bill of Materials
Northeastern Scale Models Basswood
- 1/16” x 3” plain sheet
- 1/16” x 6” 1/8” scribed sheet
- 1/16” thick board-and-batten siding
  (3/8” batten spacing)
- 1/16” x 1/8” strip
- 1/8” square strip
- 1/16” square strip
Evergreen styrene
- 0.060” plain sheet.
- 0.030” plain sheet
- 0.060” x 0.125” strip
- 0.060” square strip
- 0.030” x 0.060” strip
- 0.080” x 0.125” strip
- 0.030” square strip
- 0.030” x 0.250” strip
- 3/64” rod
Plastruct
- Corrugated siding #91519
- Motor #M-2
Grandt Line
- Popcorn wagon wheels #32
- Attic windows #3722
Highball Products
- Coal #132
Intermountain
- Brake wheel
K & S Brass
- 0.060” brass rod
- 0.020” brass wire
Paints
- Ace Hardware Red Oxide Primer spray
- Floquil solvent Grumpy Black
- Floquil solvent Old Silver
- Floquil solvent Dark Green
- Floquil solvent Santa Fe Yellow
- Floquil solvent Grime
- Badger Model Flex Rail Brown
- Floquil Polly Scale Pacemaker Red
- Model Master Steel
- Model Master Clear Lusterless
- Delta Ceramcoat acrylic Terra Cotta

Finished side and end sandhouse walls and roof panels.

Assembled sandhouse walls. Be sure the walls are square when assembling.

Rear view of assembled sandhouse.

Photos continued on page 52
NOTch corners to clear corner posts.

1/8 Balsa or Basswood
1/2 x scale

FLOOR

1 1/8" SQ.R.
1 1/16" Siding

1 1/16" Siding
4 x scale
1/8" SQ.R.

1/8" Scribed 1/16" thick Basswood

Exposed studs - one end
See end wall exposed studs Drwg.

END WALL (2)

SAND HOUSE
O Scale 1/4" = 1'
7/04
SHT. 2 OF 6.
1/16 X 1/18
FRAME A
1/16 SQR.
3/16 X 3/16
FRAME B
1/2 X 1/16
FRAME A
1/4 X 3/32
3/32 X 1/8
WIND ROD
3/16 X 3/32
3/16 ROD AXLE
3/4 O/A.
CRANK # 32
BOARD BATTEN SIDING
1/16 THICK BOARD & BATTEN SIDING - 3/8 SPOOLS.
CONVEYOR BELT
CONVEYOR BELT (LONG)
CONVEYOR BELT (SHORT)
3/64 ROOD BRG. CAP 4 PLACES
1/32 SQR .040 SIDES
1/32 SQR
1/32 X 1/16 TOP & BOTTOM
CHUTE .020 SHT
2 X SCALE CONVEYOR SIDES
2 X SCALE CONVEYOR CROSS SECTION
COAL & TRUCK LOADERS
O SCALE 1/4 = 1'
Two roof panels in place. You can use $\frac{1}{8}$" basswood or ply sheet.

Sandhouse walls sprayed with Ace Hardware Red Oxide primer. Neat color.

Coal bunker walls.

Water standpipe. A unique easy-to-build model and not commercially available.

Conveyor Frame A and B assembly with old fashioned straight pins and ceiling tile.

Conveyor components ready for assembly. Can be basswood or styrene.

Two conveyors, one suitable for loading truck/gons and the other tenders.
Making Grab Irons

We have talked about making ladders, so now we should touch upon another basic detail. Making your own grab irons is one of the easiest ways to improve the realism of your models. Most commercial models are made with oversized wire or plastic grab irons. Some even have cast-on blobs that are supposed to be grab irons.

What is a scale grab iron? If you were to measure a steam-era grab iron on a freight car, you would likely find that they are \( \frac{3}{4} \)" in diameter. That reduces down to 0.0156" in diameter. You can readily find 0.015" brass, phosphor-bronze and steel wire available from suppliers like Details Associates, Tichy and others. While 0.015" wire may seem too delicate to some, it is quite durable. You can use phosphor-bronze or stainless steel if you want a more robust wire grab while not giving up scale size. I have used these harder wire types for Diesel handrails. They don't bend as easily, so they can stand up to harsher handling, but it does require more effort to fabricate. Prototype grab irons come in various shapes. The most common are the straight and the drop. You can find more exotic, such as drop-style on one end and straight on another. Try to find a good photo of the car you are modeling. Look closely at the grab irons.

Railroad trade organizations like the American Association of Railroads (AAR) established standards for interchange cars. The length and exact position of grab irons vary somewhat, but generally you will find two grab irons on the left side of house cars (reefers, boxcars and stock cars). Early in the 20th century, only one grab iron was required. If you look at car photos or drawings from the 1920s or earlier, you will find a single grab iron on the side. Early house cars and gondolas often used ladders made from grab irons rather than the more traditional-style ladder. If you model in the post-Depression era, cars should reflect the change in AAR standards. You only need a few simple tools to form grab irons. I use a couple of small pliers, small machinist's vise and a wire cutter. You will need a good measuring device to accurately scale the grab irons. I like to start the fabrication with some fine sandpaper to clean the brass wire. I like to blacken my grab irons before painting, to act as a primer. Measure the length of the required grab iron. Make your first bend using needle-nose pliers. Form a sharp right angle. I like to insert the partially formed grab iron into one of the holes. Mark the location of the second mounting hole on the wire using a pencil or marker. Grasp the wire with the needle-nose just inside the mark. You'll have to account for the wire diameter and bend radius when you bend. I allow about 0.010" for bending. Bend the wire by pushing down with your finger. Be mindful of the orientation so you don't end up with the ends going in different angles. Test fit the grab. It may take a try or two to get the hang of it. You can buy a bending tool, for example from Micro Mark (part number #83139), that allows you to make repetitive bends to the same length. The tool is really handy but a bit pricey. I find that, with practice, I can bend a bunch of grab irons to a same length very quickly.

The drop-style requires one more step to the forming process. I use a small machinist's vise to hold a straight grab iron. I insert a small strip of styrene underneath the wire as a gage to position it uniformly above the vise face. Using a hard flat object, like a blank cutting tool or a file, I push the wire over forming the "drop". The styrene gage will ensure that the drop portion is parallel.

I like to install the grab irons before I close up the body on boxcars or reefer cars. Secure the grab in place with a dot of CA adhesive. I like to blacken the wire using a "Q-Tip" as an applicator. The finishing touch to grab iron installation is to simulate the tab and bolt-head, used on the prototype to mount them to the carbody. I have used two different part sources for...
Proto48 News

There are a few new developments that are worth mentioning in this issue. San Juan Car Company is making good progress on their new Southern Pacific drop-bottom gondola. The car will set new standards for finely detailed and accurate models in 3/4 Scale. The ends and sides have detail inside and out. The Improved Dreadnaught ends are beautiful, with full rib details on both sides and only a 0.018" wall thickness. The car will be offered with two different ends. That allow accurate modeling of the B-50-20 and B-50-23 classes. They are planning to do a steel-sided version at a later date. The kits will be sold in both traditional O Scale and Proto48.

San Juan will be releasing a new pair of trucks along with the B-50-20 version. It is the much needed American Steel Foundries A-3 Ride Control truck. The truck is being made with a two-piece sideframe, so that the correct "C" channel shape can be replicated. This design feature is a first in model railroading. They are going to use an engineering plastic bearing insert, so the truck should be smooth rolling and long-lasting. San Juan Decals is doing a very accurate lettering set for the kits, based upon artwork developed by Charles Givens, recognized Southern Pacific expert. Look for the kit to be released in the late-Spring timeframe.

Chooch Enterprises has several new projects in the works. First up will be an AAR War Emergency 53' 6" flat car used by 19 different railroads. This will be followed by a NP 42' wood reefer and NP 4700-series single sheathed 50' auto boxcar.

Smokey Mountain Model Works is working on a urethane model of the B&O wagon top boxcar (class M-53), planned for release this year. The kit will feature a single-piece body with custom injection molded hardware and decals. The kit is scheduled for release in 2005. This is a classic car that ran all over the country, well into the 1960s.
The Original EMD “E” Passenger Units
The EA, E-1, E-3, E-4, E-5 & E-6
Next to the PA’s the Classic EMD “E” has the prettiest nose in town and that’s the way Key Imports will build them big and beautiful in “O” scale. All units are painted and lettered starting with the original EA on the B&O #51 (A/B) and the Santa Fe E-1 #2 (A/B), the E-3, -4, -5 and the E-6 beginning with the AT&SF down to the Union Pacific and a dozen roads in between. Most are A/B combinations with a few exceptions.*

* Visit our website at http://www.keyimportsonline.com

Get Started in 2-Rail O-Scale
Realistic • Accurate • Affordable
Come Discover Modern O-Scale Models at These 2-Rail O-Scale Meets

**O Scale Kings will build them big and beautiful in “O” scale.**

Visit www.oscalekings.org for links to many 2-rail O-scale areas.

This ad runs twice a year, so check it out for meets that have been added or changed dates.

For an illustrated brochure please send an LSSAE #12 envelope to: O Scale Kings, 304 Christopher Place, Union, MO 63084-2931.

Ad sponsored by O Scale Kings and the above listed 2-rail O scale meets.

---

Randsburg Falsefront Stores in O Scale!!

O - Randsburg Barbershop..................$34.95
O - Randsburg Assay Office..............Coming Soon!
O - Randsburg Mercantile.................Coming Soon!

Shipping in USA and Canada: (Please add $4.50 outside USA and Canada) $20.00 - $24.99 $3.00 $25.00 - $49.99 $4.50 $50.00 - $99.99 $6.00 $100.00 - $199.99 $8.00 $200.00 and over $10.00 and over FREE

CA residents add 7.25% tax

P. O. Box 6865
Frazier Park, CA 93222
www.papercreek.com papercreek@earthlink.net (661) 242-2421

---

The Original EMD “E” Passenger Units
The EA, E-1, E-3, E-4, E-5 & E-6
Next to the PA’s the Classic EMD “E” has the prettiest nose in town and that’s the way Key Imports will build them big and beautiful in “O” scale. All units are painted and lettered starting with the original EA on the B&O #51 (A/B) and the Santa Fe E-1 #2 (A/B), the E-3, -4, -5 and the E-6 beginning with the AT&SF down to the Union Pacific and a dozen roads in between. Most are A/B combinations with a few exceptions.*
Back in 1785, Robert Burns wrote these lines from his poem, *To A Louse*, “O wad some Power the giftie gie us, To see ourselvs as ither's see us!”. Now, this column is not a poetry lesson, but, to this old hobo, the concept of seeing ourselves as others see us is a real eye opener. Take our model railroading for example.

When was the last time you invited someone to look at your models and critique your modeling? Sure, you have guests over, and they give you lots of compliments. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? It is an opportunity to see ourselves as others see us. Back in 1785, Robert Burns wrote these lines from his poem, *To A Louse*, “O wad some Power the giftie gie us, To see ourselvs as ither’s see us!” Now, this column is not a poetry lesson, but, to this old hobo, the concept of seeing ourselves as others see us is a real eye opener. Take our model railroading for example.

When was the last time you invited someone to look at your models and critique your modeling? Sure, you have guests over, and they give you lots of compliments. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.

But what about the serious scale modelers? This question is for both 3-Rail and 2-Rail hobbyists. Would your layout stand the real test? Try taking some photos of your layout. We have just completed the busy holiday season and everyone knows the part the trains play, with lots of open houses, train-laden mantles, and the circular layouts with that one large tree in the middle. Hi-Railers traditionally like to show-and-tell and are more open about sharing their modeling ideas.
<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key NYC E7 A-A, latest run F/P, new, never run</td>
<td>$2595</td>
</tr>
<tr>
<td>Key SP E7 A&amp;B, latest run F/P Daylight, new, never run (pair)</td>
<td>$2945</td>
</tr>
<tr>
<td>Key PRR E7 B unit, F/P Tuscan, buff stripes, new, never run</td>
<td>$1250</td>
</tr>
<tr>
<td>PSC SP AC-9 2-8-8-4 Coal 299 R-1 Tender F/P - Black Boiler New</td>
<td>$3195</td>
</tr>
<tr>
<td>OMI UP FEF-3, F/P, Road# 844, new, never run</td>
<td>$2550</td>
</tr>
<tr>
<td>PSC C&amp;O T1 2-10-4, CP, like new condition, REDUCED</td>
<td>$1600</td>
</tr>
<tr>
<td>OMI UP DD40X F/P Road# 6931, like new w/Cockerham drive</td>
<td>$2925</td>
</tr>
<tr>
<td>Kohs &amp; Co., PRR GG1, F/P #4913, 5 stripe, gold leaf and Tuscan, new, never run</td>
<td>$9800</td>
</tr>
<tr>
<td>PSC NP Z5 2-8-8-4, F/P Rd# 5006</td>
<td>$3295</td>
</tr>
<tr>
<td>Key UP Challenger, 4-6-6-4, F/P Rd#3977, oil version, two-tone grey, silver stripe. New, never run</td>
<td>$3650</td>
</tr>
<tr>
<td>Key UP Challenger, unptd, coal version. New, never run</td>
<td>$3195</td>
</tr>
<tr>
<td>PSC NYC F12e 4-6-0, 5000 gal. tender, F/P, new, never run</td>
<td>$1195</td>
</tr>
<tr>
<td>OMI N&amp;W J 4-8-4, F/P #611, Excursion Version, new, never run</td>
<td>$1650</td>
</tr>
<tr>
<td>Key PRR E8 AA, FP Brunswick Green, gold stripe. New</td>
<td>$9695</td>
</tr>
<tr>
<td>Westside NYC J3a 4-6-4, C/P #5447, streamlined, Boxpok</td>
<td>$2095</td>
</tr>
<tr>
<td>Kohs NYC J3a 4-6-4 F/P #5437, builder's photo edition, 1 of 10 with white tires and running board</td>
<td>$3500</td>
</tr>
<tr>
<td>Key UP FEF3 4-8-4, unptd, coal version, rare</td>
<td>$2495</td>
</tr>
<tr>
<td>Key D&amp;RGW L95, 2-8-8-2, F/P #3400, grn boiler, new, never run</td>
<td>$3600</td>
</tr>
<tr>
<td>PSC D&amp;RGW L-131, 2-8-8-2, FP Rd#3600, black boiler (one of a kind), boiler tube pilot and tri-color herald w/D&amp;RGW spelled out, new, never run</td>
<td>$3895</td>
</tr>
<tr>
<td>OMI UP FEF-3, F/P #835, w/triple stacks, new, never run</td>
<td>$2550</td>
</tr>
<tr>
<td>Key PRR J1 2-10-4, F/P Rd #6170</td>
<td>$3250</td>
</tr>
<tr>
<td>PSC DM&amp;IR M4 2-8-8-4, F/P w/black jacket, Worthington FW s/n1</td>
<td>$5000</td>
</tr>
<tr>
<td>Fine Arts NYC passenger cars, never out of box, CALL (only 4 left) ea $800</td>
<td></td>
</tr>
<tr>
<td>Key PRR F3 A-B, latest run, F/P Brunswick Green, new never run</td>
<td>$9495</td>
</tr>
<tr>
<td>Key PRR FP7 A-B, latest run, F/P Tuscan 5 stripes, new, never run</td>
<td>$9495</td>
</tr>
<tr>
<td>Key C&amp;O FP7 A-A, latest run, F/P, new, never run</td>
<td>$9595</td>
</tr>
<tr>
<td>Key C&amp;O FP7 A-B, latest run, F/P, new, never run</td>
<td>$9595</td>
</tr>
<tr>
<td>Key C&amp;O FP7 A-B, latest run, F/P, new, never run</td>
<td>$3850</td>
</tr>
<tr>
<td>PSC SP GS5 4-8-4, latest run, F/P Daylight Rd #4458, new, never run</td>
<td>$29995</td>
</tr>
<tr>
<td>Key B&amp;A K3n 4-6-2, latest run, F/P Rd #506, new never run</td>
<td>$9550</td>
</tr>
</tbody>
</table>

Photos are available on request.

Ask about new unlisted items. We carry nearly every imported brass line.
Buy–Sell–Trade

Buy-Sell-Trade ads are $5 for 30 words plus your address information. Additional words are $0.25 each. Subscribers are permitted one free ad per subscription cycle. All B-S-T ads are prepaid. You may send ads by postal service with a check or money order. Ads sent by email or called in must use a credit card. See our contact info on page 2.


FOR SALE: INTERMOUNTAIN BUILT-UP CARS - Gondolas: CB&Q, C&O, NYC, SP, MoPac, PRR, SL&SF; Box cars, refrigerators, hoppers, tankers, $39 plus $10 shipping. SASE for three pages of listings. Phone: 727-391-3135, John Clemens, 5273 97 Way N, St. Petersburg, FL 33708-3752

FOR SALE: KEYSTONE MODEL WORKS: PRR H-25 quad hoppers; PRR gondolas, PRR drop-bottom gondolas; PRR scrap tin gondolas. Scale versions only at dealer cost. Much more brass, SASE for three page list. Ph: 727-391-3135, John Clemens, 5273 97 Way N, St. Petersburg, FL 33708-3752

FOR SALE: 7 brass locomotives, incl. two Erie K5s, and 135+ freight cars, many brass. SASE for list. Ph: 607-547-9610, Joseph Ranker, 408 Christian Hill Rd, Cooperstown, NY 13326-6501

FOR SALE: PECOS RIVER BRASS painted cars... $189, tank cars, Clinchfield cabooses, Airslide covered hoppers, 50’ grain cars, Santa Fe TOFC flats, Santa Fe flat cars, Pullman-Standard covered hopper. Listings SASE, Ph: 727-391-3135, John Clemens, 5273 97 Way N, St. Petersburg, FL 33708-3752


FOR SALE: OMI #0246 E7A, $750; #0520 ATSF FT A-B freight, $1,500; #0521 ATSF FT A-B passenger, $1,500; Key Samhongsa SP PA3-PB3, f/p red/grey, set #90, $2600; PRB #4706 ATSF peaked roof caboose, $275. Ph: 404-237-6265, D Michael Kelly, 2836 Hermance Dr NE #5, Atlanta, GA 30319-2700

FOR SALE: Seven (7) brass locomotives, incl. two Erie K5s, and 135+ freight cars, many brass. SASE for list. Ph: 607-547-9610, Joseph Ranker, 408 Christian Hill Rd, Cooperstown, NY 13326-6501

MODELER'S SHELF

An SP TOFC train has just passed. The caboose is a brass model from Overland. The cars and trailers were built by Juerg Luetscher, Wallisellen, Switzerland, from Red Caboose and Berkshire Valley kits. All the models are weathered to represent operation in desert regions. The photo was taken on Juerg’s modular layout, the “Orange Empire”.

FOR SALE: An old P&E caboose passes through Selinsgrove on Pete Trunk’s Philadelphia and Erie layout.

An old P&E caboose passes through Selinsgrove on Pete Trunk’s Philadelphia and Erie layout.
Key Imports

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.

Russian River RR Co.
March 2005

4-20: Carlstadt, New Jersey
The New York Society of Model Engineers, Inc., will be holding its 79th Anniversary Exhibition of both its HO and O Scale railroads for 3 weekends in March at the Society’s headquarters, 341 Hoboken Rd, in Carlstadt. Time: Friday evenings from 7 to 10 pm, Saturdays & Sundays 1 PM to 6 PM. Admission: adults $5, children $1. For more info contact Andrew Brusgard, 908-686-4856.

5: Wind Gap, Pennsylvania
Eastern “O” Scalers Swap Meet at the Plainfield Fire Hall, 6480 Sullivan Trail – 9:00 a.m. – 1:00 p.m. Adm. $5; (spouses & children under 14 are free), $16.00 for the first table (includes one admission) and $12.00 for each additional table. Dealer’s set-up Friday evening 6:00 p.m. to 9:00 p.m. and Saturday morning 7:00 a.m. to 9:00 a.m. Info/reservations, SASE – EOS, PO Box 1781, Bensalem PA 19020; (215) 639-3864. Bring an index card with your name, address etc., for a $1.00 off your admission. Contact eostrains@att.net

18-20: Arlington, Illinois

20: Old Greenwich, Connecticut
33rd Annual Spring Train Meet Westchester Model RR Club at the Greenwich Civic Center. Admission: $6 adults, $4 seniors, $8 family (kids under 12). Call Ron Rosenberg (914-677-7541) or Doug Kadow (607-326-7317) for more info. Operating layouts, railroad antiques, trains of all scales, memorabilia, gifts, books and lots more.

April 2005

2: Stamford, Connecticut
Stamford Model RR Club Swap Meet and Open House O Scale swap meet (9:00am to 2:00pm) and open house (layout open 10:00am to 2:00pm). Admission: $5.00, kids under 12 free. Dealer tables $12.00 (includes 1 admission). Located at St. John’s Episcopal Church, Main and Grove Sts. Stamford, Ct. Exit 8 Ct. Tpk. Contact Jim Mardigian 718-347-3159. Contact dlwh2466@hotmail.com

3: Hudson, Massachusetts
MetroWest O Scale Train Show MetroWest Model RR Society’s New England 2-Rail and Hi-Rail O Scale trainshow at the Hudson Elks Hall, 99 Park St, Hudson, MA, from 10 AM to 4 PM. White Elephant table, sales, and exhibits, operating layouts, model display area, door prizes and food on site. Six foot vendor tables $15 before March 1st and $20 after (helpers must register). Setup 6:30 AM to 10 AM. Admission $4, 5-12 $1. Contact Larry Grant at 508-337-6661.

3: Hamilton, Ontario, Canada
Hamilton Society of Model Railroaders Open House. Operating O Scale 2-Rail “Algonoga Eastern” model railway. Located at 131 John Street South, Hamilton Ontario Open House Sunday 11:00am - 4:00pm Adults $3.00 Seniors and Youths $2.00. Steam & Diesel locomotives pulling freight and passenger trains of the 1950s - 60s era. Hand laid point to multiple loops, single track with passing sidings. Contact Bill, 905-647-1570 or Ken, hamiltonoscale@hotmail.com

10: St Paul, Minnesota
Twin City Model RR Musuem/Circus Train Noon to 5 PM, $3 admission, under 5 yo FREE. TCMRM, 1021 Bandana Blvd. E, Ste 222, St Paul, MN 55108, 651-647-9628. Contact paulgruetzman@usfamily.net

16-17: Timonium, Maryland
The Great Scale Model Train Show & The All-American High-Rail & Collectors Show - Maryland State Fairgrounds, Fri: dealer setup 5 pm to 11 pm; Sat: setup 7 to 9 am, sales & exhibits 9 am to 4 pm; Sun: setup 8:30 to 10 am, sales & exhibits 10 am to 4 pm; $6, kids under 12 free, family max $12; 8’ tables $55, free electricity (bring your own cords). Info: EECMRA, 5236 Thunder Hill Rd, Columbia, MD 21045; Howard Zane, 410-730-1036; email: hzane1@hcomcast.net; www.gsmts.com

May 2005

7: Merchantville, New Jersey
Cherry Valley Model RR Club O Scale Swap Meet held at the Grace Episcopal Church, 7 E. Maple Ave. Merchantville, NJ. Admission $4.00 (spouses & children under 14 are free), tables are $16.00 for the first table (includes one admission) and $12.00 for each additional table. Info/reservations, SASE – CVMRC PO Box 192, Maple Shade, NJ 08052. Contact Harry Hieke (856) 625-5506 between 6 & 9 pm or Dave Richter [215] 639-3864. Contact harrystrains@juno.com

13-15: Philadelphia, Pennsylvania
17th National Model Trolley Meet held at the National Guard Armory, Rt 1 and Southhampton Rd. Hours: 6 pm to 11 pm Friday, 9 am to 10 pm Saturday, Fan Trip on Sunday. Dealers, model layouts, clinics, photos, books and videos. Admission: $20 per person (spouses & children under 18 free). Registrar, Charles Long, 17 Lanfair Rd, Cheltenham, PA 19012. Contact webmaster@eastpenn.org

21: St Paul, Minnesota
Twin City Model RR Museum Model RR & Hobby Sale At the Education Building, Minnesota State Fairgrounds. From 9 AM to 3 PM, admission $4, under 8 free (includes admission to the Model RR Museum at Bandana Square if you get your hand stamped). Contact paulgruetzman@usfamily.net

June 2005

15-18: Collinsville, Illinois (East of St. Louis)
Trail of the Frisco Flyer — 2005 O Scale National Convention at the Gateway Center, 1 Gateway Dr. Info: Paul R. Metzler (club president, convention chair), Big Bend Railroad Club, Inc., PO Box 4357, St. Louis, MO 63123, 314-968-6847; Email: BBRC2005Oscale@swbell.net or www.geocities.com/bbrclub/. All checks should be made out to: O Scale National 2005 and mailed to: Forest Trent, Registrar, O Scale National Convention 2005, 304 Christopher Pl, Union, MO 63084.

25-26: Timonium, Maryland
The Great Scale Model Train Show & The All-American High-Rail & Collectors Show - Maryland State Fairgrounds, Fri: dealer setup 5 pm to 11 pm; Sat: setup 7 to 9 am, sales & exhibits 9 am to 4 pm; Sun: setup 8:30 to 10 am, sales & exhibits 10 am to 4 pm; $6, kids under 12 free, family max $12; 8’ tables $55, free electricity (bring your own cords). Info: EECMRA, 5236 Thunder Hill Rd, Columbia, MD 21045; Howard Zane, 410-730-1036; email: hzane1@hcomcast.net; www.gsmts.com

August 2005

6: Denver, Pennsylvania
Eastern “O” Scalers Swap meet at the Denver Fire Hall, 4th & Locust Sts. - 9:00 a.m. - 1:00 p.m. Admission $5; (spouses & children under 14 are free), tables are $16.00 for the first table (includes one admission) and $12.00 for each additional table. Dealer’s set-up Friday evening 6:00 p.m. to 9:00 p.m. and Saturday morning 7:00 a.m. to 9:00 a.m. Info/reservations, SASE – EOS, PO Box 1781, Bensalem PA 19020; (215) 639-3864. Bring an index card with your name, address etc., for a $1.00 off your admission. Contact eostrains@att.net website

September 2005

3: Merchantville, New Jersey
Cherry Valley Model RR Club O Scale Swap Meet held at the Grace Episcopal Church, 7 E. Maple Ave. Merchantville, NJ. Admission $4.00 (spouses & children under 14 are free), tables are $16.00 for the first table (includes one admission) and $12.00 for each additional table. Info/reservations, SASE – CVMRC PO Box 192, Maple Shade, NJ 08052. Contact Harry Hieke (856) 625-5506 between 6 & 9 pm or Dave Richter [215] 639-3864. Contact harrystrains@juno.com
Build A Library

For those of you who subscribe and buy only O Scale Trains Magazine, I thank you for your patronage, but you are missing a goldmine full of information to be found in other publications. To wit:

One of my most prized possessions is a complete set of Model Railroader from Vol. 1 (1934) to the present. I know a lot of you don’t bother to buy MR or Railroad Model Craftsman because of the paucity of O Scale articles (and hence one impetus for the birth of this magazine) but that’s a short-sighted view, especially for older issues of MR and RMC. There is a wealth of information contained in those older issues and many of the articles up through the 1950s are O Scale specific.

In addition to MR and RMC, I also have a collection of Mainline Modeler. I was a charter subscriber, but let my subscription lapse in the early 90s. I re-subscribed and am filling in the missing issues. If you are interested in narrow gauge railroading then you must subscribe to Bob Brown’s superb Narrow Gauge & Shortline Gazette. The Gazette is one of the finest model mags out there.

I am a nut about old magazines, books and photos. As an N&W modeler, I have an extensive library about the N&W and belong to the N&W Historical Society. You should join the historical society for your favorite railroad. You will be amazed at the wealth of information available. Mainline Modeler and Model Railroading magazines list most all of the historical societies extant.

I also collect photos of N&W steam and, both revenue and non-revenue equipment. No matter how much you read about your favorite railroad, there is nothing quite like poring over old photos to see exactly how the road puts its equipment to use in daily work. Here’s an example. A few years ago I wanted to scratchbuild an O Scale model of the N&W GKd 70 ton gondola based on an article in a 1945 MR. The article showed the gon with unique N&W six-wheel trucks that were not commercially available. There was no way I could scratchbuild those trucks without a lot of effort. Then, at a swap meet I found a photo of a GKd with what appeared to be very early Buckeye six-wheel trucks. At the time, Quality Craft Model had a white metal casting of the more typical six-wheel Buckeye truck. Based on the newly found photo, I determined I could modify the QC trucks to be an almost exact match to the trucks in the photo. The result was the model shown in OST #14. In-service photos are always preferable to plans and drawings. You can never be sure that a locomotive or freight car was built exactly to plans. But, if you have a photo, then you have documented proof to build a model from.

Whenever I go to a flea market I always scour the book bins looking for old engineering texts from the turn of the last century. Almost all civil engineering in the “oughts” and “teens” of the 1900s was railroad related. Here is but a sample of what I’ve uncovered on these forays:

- **Structural Details or Elements of Design in Timber Framing**, by Henry Jacoby, John Wiley & Sons, 1913. The foldouts are worth hundreds of times the few dollars I paid for this book. Included are: Roof Truss for a First Class Freight Depot of the Northern Pacific Railway, and Cross-Section of the Central Ave. Freight Depot in Cincinnati of the C.C.C & St.L. Rwy.
- **Movable and Long-Span Steel Bridges**, G. Hool and W. Kinne, Eds., McGraw-Hill, 1923. This is just about everything you want to know about steel bridges (and then some). Skip the math; the photos and drawings are priceless. I paid $2 for the book. What a deal!
- **The Design of Walls, Bins and Grain Elevators**, M. Ketchum, McGraw-Hill, 1919. Another $2 book that contains great drawings that can be adapted to models.

The Internet as Library

In the “good old days” before the Internet, I had to go out looking for these books at flea markets and swap meets. Now, with the Net, I can “look” for these old volumes online without leaving my office. Just a few years ago, I finally completed my MR collection finding a Kalmbach-bound Vol. 2 on Ebay.

My library of books, magazines and photos is a real treasure for me. I derive satisfaction from the “hunt” for the material. When I look for an article in the all-time magazine index at Trains.com (www.trains.com), if it was in MR, I’ve got it at my fingertips.

But, I can’t own all the books, magazines and photos I’d like to. I have neither the room nor the money. I do, however, have the next best thing: access to the Internet.

I can find almost anything I need to know about railroads, model or prototype, by judicious use of search engines. For example, when I reviewed the MTH ATSF 4-6-4 a few issues back, my paper resources led me to believe the model had some incorrect details. I jumped on the Net, plugged in my search terms and found a photo of the prototype in a public park that showed me the details on the MTH model were, in fact, correct. Didn’t take but 10 minutes to find what I needed.

Here’s another way to use the Net as an information source. I needed drawings of a specific engine to do a review of a model. I do not have a drawing of this loco in my personal library. I posted a note on the Yahoo OTrains list and in less than 30 minutes I had the information that the drawing I needed could be found in the Gregg Train Shed Cyclopeda #23, a book that is now out of print.

Not to worry! There are thousands of used booksellers on the Net. I started at Amazon.com and within a few minutes had located and purchased a copy of TSC#23. It was in my hands in two days.

If you are a serious modeler (in any scale), I cannot stress strongly enough the necessity of building up your personal library. You will learn amazing things about this railroad hobby of ours, and, isn’t that one goal of a hobby – to expand our knowledge of the subject matter? I know I enjoy reading old magazines almost as much as building O Scale Models... almost!

Which reminds me. I cut my “Scratchbuild An N&W Steam Era Caboose” article from this issue in order to make room for Tom Houle’s steam service facilities article. I could have split them both but thought you’d appreciate them each as a whole. Lemme know if you agree or not.

Meanwhile, keep high ballin’
A FEW GREAT FREIGHTS FOR YOUR FLEET

Atlas O 60' Auto Parts Box Car – New Road Names!

Features Include:
• True 1/4" scale dimension  •  Die-cast floor
• Undercarriage detail  •  Accurate painting and lettering
• Separately applied ladders, brake wheel, end safety platforms and door handles
• Die-cast sprung 70-ton roller bearing trucks with rotating bearing caps
• Sliding doors

Additional Features:
• Scale 33" wheels (2-Rail)
• Kadee®-compatible couplers (2-Rail)
• Minimum diameter curve: 0-45 (3-Rail)

VISIT YOUR LOCAL HOBBY STORE TODAY!

For more product information, visit www.atlasO.com

For the NEW 2004/2005 Atlas O Scale Locomotive & Freight Car Catalog, please send $5 ($7 outside the US) to the address shown below.
One month after the stock market crashed Burlington ordered 12 Hudsons from Baldwin Locomotive Works. Nothing could stop the “Q” (CB&Q) from obtaining these graceful and attractive Hudsons, not even the Great Depression. So coveted were these Hudsons that five were saved and remain on display around the country.

You too, can own this fine example of locomotive engineering and art. Sunset Models is bringing you 4 versions of the Burlington S4, all with operating mar's light and train control boxes.

**CB&Q Locomotives Slated for Production:**
- #3007 Illinois Railroad Museum S-4 Coal, Elesco FWH
- #4000 LaCrosse, WI S-4a Coal, Elesco FWH
- #4001 S-4a Coal w/All Weather Cab, Worthington FWH
- #4002 S-4a Oil w/ Open Cab, Elesco FWH

A unique and rare model, the Sunset built CB&Q S-4 is a limited production (less than 20 of each) in O Scale for under $1100. Ready to run on your 48" or larger O Scale track.

**Featuring:**
- Super Brass Detailing, like on models costing thousands more.
- Ball Bearing Gearbox and “Quiet Drive” Mechanism
- Huge 9000 Series Pittman Motor with Coasting Flywheel
- Working Mars Light, Directional Lighting, With Lighted Markers and Classification Lights
- Kadee Coupler Pre-Installed
- Operating Hatches and Vents with Cab Apron
- Fully Detailed Cab Interior with With Crew Figures, Painted Handles and Dials and window glazing.