The Photographic Artistry of K. Jeb Kriigel!

Converting an MTH 3 rail Diesel to 2 rail

Working Windows, Hatches & Doors... Part 2

Building a PRR B8a... Part 2

Build a Car Float From the Cupola

Dealer’s Corner

And lots more...

Featured Layout: Michael Luczak’s Great Northern Pacific Railroad

More Pages!
**GE 70 Ton Switcher**

Our model will feature all brass construction, all wheel drive, fly wheel, directional lighting and Kadee couplers. Models offered painted black, painted primer or unpainted brass for $299.

Models are due September 2002.

**N&W 70 ton triples**

Class H2, H2a and H3

Our model will feature all brass construction, Kadee couplers. Offered $225 painted and $210 unpainted with decals in the box for both. 70 ton trucks pictured will be available separately for $27.

Models are due May 2002.

**C&O 90700 Series**

Wood Side Caboose

Our model will feature all brass construction and Kadee couplers. The caboose is available factory painted, lettered (four numbers available), with trucks and couplers for $275. Its also available undecorated for $260 or unpainted for $245.

Models are due November 2002.
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Cover: “Along the Hudson;” A New York Central J3a Hudson rolls past a water stop along New York’s scenic Hudson River. Model is a Williams Masterpiece brass Hudson and was slightly weathered by Jeb Kriigel.
Lights, Camera, Action! Jeb Kriigel is developing a unique photographic style that captures the attention of his audience. Through the creative use of lighting, smoke, fog, and steam his photographs portray and recapture the romance of the rails. It is a special one-of-a-kind art form.

Although it is impossible to go back in time to the golden age of railroading, Kriigel is attempting to recreate scenes from a time gone by - one photo at a time. Alvin F. Staufer, railroad historian and author wrote: “Sometimes a photographer has the ability to impart a ‘special’ mood that somehow takes the viewer back in time - back to a world he never knew.” Jeb’s goal is to invoke that ‘special’ mood in each of his images.

The artistic styles of Howard Fogg, Grif Teller, and Gil Reid along with the photographs of Don Ball, Ed Nowak, and O. Winston Link set the standard. In his constant search for ideas Jeb has found that many times the great railroad painters chose scenes from actual photographs for their subjects. Working very much like a Hollywood producer by carefully creating a diorama, setting up the scene, and placing the locomotive at the right spot, Kriigel can turn a famous painting back into a photograph that captures the same atmosphere and mood of the original scene. Adding the correct details, atmosphere, and just the right amount of light provide the creative magic that Jeb requires for the photograph.

Although he works with all scales from N to G his very favorite is that of O scale: using both 2 and 3 rail equipment. The photos incorporate weathered and detailed scale 2 rail track for added realism and authenticity. As an artist all of his images are unretouched. Jeb explains, “We decided early on that we would make this a creative art form and chose not to retouch or correct our prints. The image portrayed is exactly what the camera saw at the time of the exposure.” Consequently, he may make several exposures until he gets it right... until he is satisfied with the result.

Having always had a passion for railroads - both prototype and model, Jeb fell in love at an early age with the American Flyer and Lionel trains that
ran under the Christmas tree. Photography came naturally since his father was a science teacher and nature photographer. Kriigel’s interest in combining the two passions really took off during the steam programs of the 80’s and 90’s. However, even though he took many good images - so did a lot of other people. As he states, “Good shots of the 4501, 611,1218, and 614 are a dime a dozen.” With the end of most operating steam, Kriigel began to focus his energies on creating images just like the prototypes, but this time with model trains. With the development of high-end scale models came exciting details and realism. Jeb found a whole new subject to photograph and began his new unique style.

Get Real Productions is the company that Jeb and his wife, Nancy, formed to market their custom photography. Their limited signed and numbered prints are available in both framed and unframed formats. Custom greeting cards, post cards, and even calendars are available of the more that 50 images currently available. Last year they exhibited at 20 shows - some train and some art - they will try any new market where there is an interest in railroading. The greatest compliment they receive is the comment, “I remember standing at that very spot as the train came through.” And they are frequently asked the question, “Are these photos of models, or are they real?” The images displayed in their traveling exhibit actually cause many viewers to stop and reflect about the past. An elderly lady saw the photo of the Pennsy K4 with the Ford Trimotor plane and she immediately flashed back to a time in her youth when she had flown on a plane “over a train” just like the one in the scene. Another couple saw a photo of Richmond’s Triple Crossing and immediately reminisced about “riding over that bridge every Sunday after church”. Many people comment that fathers and grandfathers worked for the railroad and remind us that once not too long ago the train was THE WAY to travel.

Originally Get Real Productions involved the whole family. Both sons, Jason and Eric, helped out from time to time. Jason is currently a locomotive engineer with CSX and offers valuable advice about the real thing. Eric is serv-

(continued on page 9)
Tips for Taking Better Model Railroad Photographs

1. Plan the overall scene carefully and ask the question: Does this scene look real?

2. Avoid “helicopter shots” that show a huge scene of track, trains, and buildings.

3. Set the camera at a low angle and make the locomotive the focal point.

4. Create a depth of field: light the scene with the most light available so you can use the highest possible F-stop.

5. Before taking the picture, check and re-check the track, ballast, and all locomotive wheels to make sure all wheels are on the track.

6. Don’t be afraid to take several shots of the same subject from different angles.

7. Experiment with different exposures. What you think is best may surprise you!

8. Use figures of people sparingly: they can detract from the subject.

9. Avoid backgrounds that are too noisy and have too much detail. What looks good on a layout background may not be best in the back of a photograph.

10. Be patient and remember this is a hobby. Enjoy!
ing in the military, but is always interested in the new images. Nancy serves as executive officer, builds trees, weathers structures, and details backgrounds. Jeb works with the locomotives and cameras. For one popular shot of a Dreyfus Hudson, Jeb got everyone involved - even his sons’ girlfriends who had stopped by. The particulars for the scene required many “extras” to hold backdrops, fans, and lights. (Even the young ladies who weren’t interested in trains learned an appreciation for the photograph.) In addition to taking photographs the family enjoys operating “Sam Hill Junction Railroad” based on a hybrid cross between the Pennsylvania and Norfolk & Western. Their layout is home for many of their locomotives, rolling stock, buildings, and structures where they wait patiently for their next call of duty: a chance to star in another photograph.

Custom model photography is Kriigel’s speciality. They work both with manufacturers and individuals. “We have the ability to take a customer’s locomotive and compose a scene, diorama, and backdrop and provide him with ‘proofs’ from which he can choose those he likes for the final prints”, says Jeb. “This works very much like ‘school pictures’. The customer then has the option of having post cards, greeting cards, and even a calendar printed with his custom print on it. The Kriigel’s guarantee complete satisfaction and always strive to give their customers more than they asked for. No one has ever been disappointed!

Jeb and Nancy Kriigel are proud to present some of their most popular images for your enjoyment.

(Editors note: Congratulations to Jeb for winning 3rd Place in The Model Railroader’s 25th Anniversary Photo Contest. Jeb also does photography for some of the brass importers.

If you’d like Jeb to photograph your O scale models, contact him at Get Real Productions, 11 Out Of Bounds Rd., Palmyra VA 22963, Ph: 804-589-2660.

We hope this article has inspired you to photograph your own models. We’re always looking for photos of great O scale models to display in the magazine. Send your submission to the address shown on page 3.)
Looking For “How To”

I think your idea is great and love the cover of the premiere issue. I WILL be on your subscriber list.

As far as ideas [for OST] I have always enjoyed O Scale News, although I feel sometimes the reviews are rather long winded. I would rather see another “How To,” or “How I did it” article, or a home layout. I feel each issue of any model train magazine should feature at least one home layout.

I also miss the “Old and Rare” and “Blacksmith Corner” from Vane Jones’ O Scale Railroading [now O Gauge Railroading]. Something along those lines would be great. I always paged to them first. And have always enjoyed Bob Turner’s [scratchbuilding] articles in whichever publication they may be in.

Thanks for the opportunity to voice my opinion and good luck in the venture, I’ll be looking forward to the first issue.


(Well, I hope that we’ve met some of your “druthers” with issue #1. Certainly, we plan on a layout to be featured in every issue. I’m still lookin’ for someone to write a history of O scale column. Any takers? Let me know.)

Loves to Read Magazines

We all love to read magazines and I believe that it will be a great way to promote O Scale 2 rail. I am pretty sure that if there is a magazine, we’ll all be surprised at how many will subscribe to it. Magazines are a great way to see the work of others, promote the scale, motivate the modeler, find out where to buy the products, etc.

This [OScale e-list] is another way. I never knew how many people were in this scale, especially in my state (Fla.), until I joined this list. Thanks to the list I found out where to get tracks, turnouts, good places to shop to get 2 rail equipment and rolling stock, otherwise I would be in a bind.

At the local hobby store the only thing I got from them was that “it is very difficult to get 2 rail,” “limited amount”, “special order”, “no one carries it”. I found out this is not true. Thank heaven for the Internet!

I’ve even made new friends from this list that are coming over the house this weekend to see my On30 layout!

I believe that the needs are out there. I see more and more people with smaller layouts, so room is no longer the problem. The market is there, but we need to tell them where to look and shop.

Nick Biangel (via email)

(You will get to see Nick’s On30 layout in issue #3.)

More Suggestions

As soon as the subscription form is ready I will sign up! May you prosper and have a good time to boot!

I have to think about what to suggest, but one thing comes immediately to mind: a feature story on track (and turnouts). More than anything else, HO gals and guys wanting trains, but not liking Lionel three-rail track, ask me about track (I use Atlas flex and Rocco turnouts. I do not know how to hand lay track). If you want to use the magazine to entice guys to get into O scale, I think the magazine has to deal with the track subject and, if you can convince them, run ads from Duddy, Old Pullman,etc., explaining how to order track from each.

I have been in O scale for eighteen years and had a wretched time getting started: hobby-shop owners deflected me at every turn. But, nowadays I see other middle-aged guys going to the plant nursery near here and coming home with $1000-1500 worth of LGB to start. They start with track, power pack, structure kit, maybe signals... and trains. This opportunity in O scale is a serious one for a publisher. If your magazine could tackle the track problem, subscriptions would rise with the numbers of new O scale hobbyists plus the older ones.

One other thing for now. Two-rail O scale always drives out three-rail, head to head. So if you showcase layouts, focus some of the photos on the track and the long passenger cars. The two together always intrigue or irritate or stun the three-rail guys.

I model heavy electric mainline railroading circa 1929, not a very common concept in any scale. But maybe I can find something to write about for eastern readers... MU cars from the old Walthers days or something.

But O scale will grow, given track, and the chance.

I guess you’re the chance.

John Stilgoe, OSK #201

(We’re working on a track article, John. Since AtlasO announced its new line of 2 rail track [see our Product News this issue] that puts a whole new spin on the game. I think more and more people are going to be buying O scale 2 rail. Oh, by the way, I don’t think the 3 rail guys are that envious of us 2 railers. I am starting to see some beautiful, large radii, 3 rail layouts that rival some of the best 2 rail.)

Trackplans with the Layouts, Please!

Someone told me that to make a small fortune in the publishing business, you must start with a large fortune. So Good Luck!

A track plan needs to be included in most articles regarding operations or scaling down the prototype. I believe that you are making a good start with Neville’s railroad. He has been teasing
and pleasing us [online] with his photos for some time. I would like to see some panoramic shots and a track plan.

Obviously, conversions of plastic cars would be of great interest because of the ease of working with plastic and the cost factor, which constantly raises its ugly head.

I think that you must keep to a schedule and not let the publication dates slip.

Finally, include a [Buy-Sell-Trade] section to facilitate the buying and selling of existing products.

If I think of anything else, I will let you know. I am looking forward to the article on Neville’s railroad. That first issue will make you or break you. Do a good job on Neville’s layout and you will be off and running. Remember, you can’t have too many pictures.

Best of Luck.

Regards, Ed Kelly

(I’m glad you brought up the classified ads, Ed. I’m going to start the Buy-Sell-Trade Section officially in issue #3. But, I’ve put a notice on page 13 that details how we will work those ads.)

P:48 Stand Up and Be Counted

Sign me up. I would like to see a P:48 page or two as that is where my primary standard gauge interests lie. I have been a 1/4" scale narrow gauge modeler for going on 30 years.

Bill Uffelman

(Okay, Bill, I think you just volunteered to do a P:48 article. Seriously, I have been promised some P:48, but it will take a few issues before you see it.)

Get Manufacturer Info

This is interesting news. I hope your magazine can help promote O scale to the public. The new magazine should have articles that covers subjects by subject or manufacturer. Examples include Track (list all the manufacturers and what they offer), turnouts, car trucks, urethane car kits, plastic car kits, vehicles, detail parts – divided by steam, diesel, freight cars, passenger cars, decal suppliers, etc.

You could also do industry profiles, such as Red Caboose, listing all O products made and which are in stock at the manufacturer.

Please let my shop, which specializes in O scale, carry your magazine when it comes out.

Rails Unlimited

Ted Schnepf

(Great ideas, Ted. We plan to do interviews with O scale manufacturers and vendors so that our readers will get to know who is supplying them.)

Don’t Just Sit There, Build Something!

What great news you have brought. Your plans sound well thought out and I wish you well in your new venture. I love the fact that you’re starting out with some of Neville’s work. He is doing some really nice work and I love to see someone really doing something. When I was at the National in July I made up a sign for my table. It showed a couple of skeletons sitting in front of computers. The sign said, “Don’t just sit there, build something!” That’s how I feel. Too many sit around in egroups while fewer and fewer build and operate railroads, especially O Scale. So, thanks for the anticipation of new inspiration!

Best regards,
Ben Brown

(Our motto is: “Don’t just sit there; write something!” And Ben took us up on the challenge. Look for an article by him in the next issue.)

Changes to Bay Ridge Harbour

I have made some changes on the layout since the magazine article appeared in O Scale Trains #1 and thought I would pass them on. At Bay Ridge 2nd St. yard I have abandoned the run around track and spurs for the power station and retained the freight house and container yard also after abandoning the spur into the factory I have actually re-laid it! (Not shown on plan.) I didn’t want to make it too easy to switch and also it’s good for storage. At South Brooklyn 39th St. Yard I have added to both sides making the baseboard very wide. On the side with the new Loco Depot I can still reach most locos and cars to hand uncouple but not, of course, the new Pier 3 section, so my answer to that was to have another controller to switch Pier 3 and the container yard.

Here’s how the switching move goes. I select the required freight cars from the main yard using the South Brooklyn controls then run the train to the furthermost siding (the lead to the stock pens) then change cabs to Pier 3 controls, walk around and switch the spurs on Pier 3 with its controls. To return the train, reverse the procedure its great fun!

I don’t miss the backdrop that went when Pier 3 was built as the view standing at the South Brooklyn controls looks like one big scene as 2nd St. yard is in the background. Thanks for sharing the layout with me.

Neville Rossiter, Perth, Australia

Needs a Second Subscription

Issue 1 arrived safely today. Great job, I think. I was only able to glance at it until my 3 and 8 year olds took off with it. The boys then told me my 9 year old daughter took it from them, so I think you can safely say this is now a family magazine! Looks like I may have to get a couple of subscriptions so everyone can read it in a timely manner.

Since my 2-rail basement layout is several years away from becoming reality (major repairs to the Michigan-style basement need to be done first), I am planning on a 139” x 32” layout loosely based on Michael Tylick’s Pioneer Valley on my enclosed porch. One difference is that I’m planning on setting it up for 2 rail and 3 rail use with code 148 for the “standard” rails, and then hopefully either code 55 or code 70 rails for the third rail and I’ll do my best to blend it

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Reader Feedback

into the ballast.

Would you have any interest in this type of layout? The 3 rail (hi-rail) is so I can run my trains, as I’m not really into switching that much. I’m installing the last cabinet tomorrow that I’m using as the base for the layout, so I’ll hopefully be making progress on the layout after that (especially once my 3-point track gauges arrive).

Anyway, great job on the magazine, and now that the kids finally made it to bed, I can relax and read it.

Mark Plank (by email)

(Sounds like an interesting experiment in 2 and 3 rail operation. Let us know when you’ve got something running. It should make for interesting reading.)

Club Directory?

The first issue is fantastic. Can’t wait for the second. Are you planning to put an O-scale club directory in the magazine? If you are, let me know, and I will send you our contact info.

Paul Harbord
Model Engineers Railroad Club of North Jersey

(At the moment, we do not have plans for a club directory. I don’t want to duplicate info that is already appearing in several publications.)

More Information on Car Weighting

The following comments are offered to supplement Gary Woodard’s article on car weighting published in Issue #1.

The original Atlas/Bev-Bel cars were quite light. The ore cars weigh about four ounces; the other cars in the range of six to eight ounces with their original plastic wheels and trucks. The AHM freight cars of the same 1970s time period weigh about the same.

The older O scale boxcars from Athearn (later G. F. Menzie, Reynolds, Loco Workshop and Old Pullman) and General Models (later All Nation) weigh approximately 12-14 ounces. Other boxcars, from firms such as Westbrook (cast metal underframes) or Walthers (cast metal doors & ends) can weigh from a pound to a pound and a half.

Bob Weaver, the founder of Quality Craft Models (kits) and the Weaver line of plastic and brass RTR models in both 2 and 3 rail, has a superb home layout with six-foot radius curves. His car weight standard is a minimum of ten ounces. Most of his cars are the newer, plastic types, however.

Given that many O Scalers operate the older, heavier cars, on sharper curves down to perhaps four foot radius, my preference, like Gary’s, is for freight cars weighing closer to one pound.

Some open cars, such as flats, gons and hoppers, present no problems if one wishes to operate them with loads. I use loose loads simulating coal and limestone in my gons and hoppers, with the cars weighing around two pounds. A brass car so loaded comes closer to three pounds, which is perhaps a bit more than necessary!

Some of my brass hoppers are carrying anthracite flakes, which I found in 50-pound sacks some years ago at a company in my area that sells minerals for landscaping and other purposes. These flakes are lighter than the roofing granules I use in the plastic cars, so the brass cars with the anthracite loads also weigh around two pounds.

My rationale for loading my cars is based on the information stenciled on the sides of prototype cars. In the steam era, an average box or hopper car could generally carry twice its weight. Thus a 25-ton car could carry a load of up to about 50 tons, for a total weight of 75 tons, or a 150,000 pound load limit. (Besides the type of car construction, a principal factor in establishing the maximum weight of a loaded freight car was the size of the axle journals.)

I would like to respectfully offer a cheaper alternative to Gary’s method of using lead sinkers to weight Atlas boxcars. I have found that plastic 35mm film cans are a snug fit crosswise in an Atlas (1970s era) boxcar. I fill these cans with roofing granules, but lead shot, sand or even plain dirt could also be used. The plastic lids snap on quite tightly, but may be glued in place if desired.

Depending on the material inside the cans, a small number, placed close to the car ends over the trucks as noted by Gary, could be glued in place. A full row can be positioned crosswise on the floor, and double-layered, to bring the car’s total weight up to a desired level.

A word of caution: The original Atlas trucks, while nicely-detailed in my opinion, are made of rather soft plastic. For some time I ran a loaded Atlas gondola weighing two pounds. I began to notice white dust on the outsides of the wheels, and eventually found that the coupler height had dropped slightly and the bottom edges of the brake shoes attached to the truck sideframes were almost touching the tops of the rails.

The cause? The ends of the axles had worn vertical slots in the journal boxes! The cure? One can change trucks, of course, but I like the looks of the Atlas trucks and had equipped a few pairs with the Atlas metal wheels. I removed the wheels, rotated the sideframes slightly against the bolster and used a variable speed electric drill to drill out the insides of the journal boxes to accept brass tubing.

An easy way to install the new brass “journal bearings,” I found, was to insert a long length of tube into the hole, and cut it off flush with the inside of the journal box using a Dremel tool cutoff wheel or a fine-toothed saw. The brass bearing can be affixed with a dab of CA adhesive.

If one drills carefully, the outer face of the journal box won’t be affected. If one isn’t careful and drills completely through the journal box, a piece of thin styrene can be glued over the hole and painted to suit. (In the prototype, this
would be termed “making a new journal box lid.”)

Thus modified, the old 1970s Atlas trucks, equipped with brass bearings, should last as long as most other freight car trucks. (With the possible exception of cast bronze sideframes such as Lobaugh (Has anyone ever worn out a pair of those tracks?)

An interesting method of weighting an Atlas/Bev-Bel gondola was used by the Hagerstown, MD club on a special run of Western Maryland gondolas painted for the club by Weaver in the late 1980s. One of the club members cut pieces of heavy-gauge sheet steel, thick enough to fill the vertical space between the bottom of the floor and the top of the underframe, and sized to the maximum possible length and width of the bottom of the car. With the added steel sheet, the car weight increased to at least ten ounces or more, sufficient to operate reliably without a visible load in the car.

As you see, there are many methods to add weight to cars, and I hope this additional information may be useful to some readers.

Woody Matthews (via email)
woodymathews@hotmail.com
(Wow! Thanks, Woody. That was almost an article in itself: Do you have something to share? Write us.)

Attraction to O Scale

I’m a subscriber and I’m currently modeling in HO scale. I’ve been impressed by the big size and large sound of O Gauge equipment but hate the appearance of the 3rd rail, oversize couplers and tight curves. I’ve seen some small O Scale layouts at local shows and I’ve been impressed by the amount of detail possible. I’m attracted to O Scale and will probably model in this scale for my next layout, especially since I can’t seem to stop the aging process and have started wearing reading glasses.

Will you feature any articles on O Scale basics, that is, rail/track and turnouts that are available, equipment availability, available books, etc? I’d love to see photos of layouts also. “How To” features will also be great like control and sound systems. I’m currently using Digitrax for cab control on my HO layout and I love it. I’m also using Soundtraxx decoders for added realism.

In the sound area, I love how the chuffs are synchronized on the steam locomotives in O Gauge. It’s been difficult to achieve the synch’d chuff in HO, so I’m relying on the decoder produced chuff which doesn’t quite match the revolutions of the drivers at all speeds and loading conditions.

I’m glad to see your magazine. It appears as though my favorite local hobby shop isn’t carrying O Scale. Good luck on the second issue. I’ll be waiting!

Rainy Hamilton, Jr., Detroit, Mich.

A Letter to Dealer’s Corner.

I am in support of Mr. Blackwood’s article in issue #1. I owned a hobby and craft store in Sioux City. I did not have any problems with the crafts side of the business. Bags of beads and macrame rope sold well. I had all my problems with the train and model airplane merchandise. At the time, I had no less than two people selling RC model airplanes out of their basements and one with a limited inventory of trains. Try to compete with that. No overhead.

Then, there are the mail order houses. Let me explain the problem this way. Take a hobby shop that does $100 (for example only). Sixty to 65 dollars just buys the merchandise. You are left with 35 to 40 dollars for rent, utilities, insurance (product liability should a kid drink a bottle of model paint that you sold him), and taxes. Did you know that an employer pays half of the social security bill. You pay 7% and I pay 7%, and I also pay (in Iowa) 4% for your unemployment. Oh, gosh. I still have to buy replacement merchandise for the store as well as the newest gizmo. I need to do at least 4 turns of merchandise each year before I can even think about a profit, 5 or 6 is better. Unlike the mail order firms, I carried parts in depth and just not the most current models.

So you can see why the dealer gets upset when the box opener and page flipper comes in and buys nothing. His excuse is that you don’t carry what he needs. Tell him what you want. I always get a discount if I pay up front with the order, and the dealer will be more apt to order the item more rapidly.

I do business with one of my local stores, and a store in Denver. I pay more, yes, but I have a relationship that you cannot get buying from a mail order house. They don’t care. By the way, I sold my store. The other guy went bankrupt six months later.

Sincerely, Dick Donaway
CBQer@aol.com

About Those Buy-Sell-Trade Ads

There has been quite a bit of feedback and discussion about Buy-Sell-Trade ads. The major concern seems to be about timeliness, both for seller’s ads appearing when they’re supposed to, and for buyer’s being able to get access to the seller’s goods.

I’ve come up with a potential solution, at least for the interim. Presuming that we get at least a full page of Buy-Sell-Trade ads, O Scale Trains will mail that page by First Class Mail to all subscribers separately from the magazine (which is delivered by Bulk Mail). A week after the ads are mailed to subscribers, they will be posted on the O Scale Trains website — <http://www.oscalemag.com>.

I see two possible problems: (1) Not enough ads to warrant the expense of the mailing, and (2) having a subscription base so large the mailing becomes too expensive and cumbersome.

Well, I’ll deal with problem #2 if and when that happens. However, problem #1 can only be solved by you, the readers. We will start listing Buy-Sell-Trade ads officially in OST#1 (July delivery date). So, if you want to place a Buy-Sell-Trade ad, you need to get it to us pronto! You may mail, call or email your Buy-Sell-Trade ads to use. Use the contact info on page 3. The deadline for ads to appear in issue #3 is June 5th, so you don’t have a lot of time. Normal Buy-Sell-Trade ad deadlines will be 6 weeks prior to the magazine’s nominal release date. (For example, the 15th of July for the September issue, and the 15th of September for the November issue, and so on.)

Subscribers are allowed one free 30 word ad per subscription cycle (i.e., one out of their six issues). Additional ads are $5.00 for 30 words and $0.25 per word each additional word. Addresses are not included in the 30 word count. You may use an email address in place of your snail mail address, but if you wish both an email address is treated as one addi-
Narrow Minded

Why Narrow Gauge?

Why would a confirmed O scaler with standard gauge model trains ever get involved with models of narrow gauge trains? Don’t we all appreciate the sight and sound of a long freight train or a full length passenger train snaking through beautiful scenery?

Isn’t there a distinct and satisfying feeling of mass and size and weight with O scale standard gauge trains that you just don’t get in the smaller scales; and aren’t narrow gauge models just as expensive as standard gauge models in O scale?

Well, although there is nothing to compare with the satisfaction of operating long O scale trains, few of us have the space necessary to properly present long standard gauge trains effectively. On the other hand, narrow gauge trains were often just 3-5 cars long and the cars themselves were usually shorter. Narrow gauge railroads required less land for right of way and with tighter curves, lighter rail, shorter and fewer ties, were able to follow the natural contours of the land and were less expensive to construct. Narrow gauge trains effectively emphasize the massive size of standard gauge trains and offer interesting opportunities for scenic and operational features, including passenger and freight interchange. Narrow gauge trains usually ran at slow to medium speeds and that makes the distance between two stations seem further because it takes longer to get there.

One quickly learns that while certain brass On3 and On2 models can be just as expensive as their wider brothers, new On30 models have been and are still being introduced that are not only very detailed, they have excellent operating characteristics and are quite affordable.

Compared to fleets of identical standard gauge freight cars, narrow gauge railroad equipment tended to be unique, distinctive and full of character. It was often well worn, weathered, patched up or neglected and every car had an individual identity of its own. Narrow gauge offers another opportunity to create one-of-a-kind models for some challenging and satisfying model building.

For a few years “back in the 90’s,” I enjoyed being a member of the Maple Leaf Mafia, a group of Canadians who met monthly and produced amazingly detailed and superbly weathered narrow gauge models and home layouts. Most of us worked in On3 and there was a real interest in the Colorado railroads. Quite a few of us attended many of the National Narrow Gauge Conventions, especially those held in Colorado.

I have been a satisfied life-member of the Colorado Railroad Museum for many years and consider nothing as pleasurable as a daylong visit to the CRM.

One summer, I was fortunate to be able to spend a few weeks alone in Colorado, in my motorhome, following the old rights-of-way of the major narrow gauge railroads all around the Narrow Gauge Circle. Although I truly appreciate the history and rise and fall of the three footers, the emotional highlight for me was to leisurely walk along most of the route of the Gilpin Railroad above Central City. That triggered my enduring interest in two-foot railroading that resulted in the eventual construction of my own Legend & Destiny twofoot railroad around my country home in Niagara Falls, Canada. On 1600 feet of dual gauge track, I operated both 24” and 15” gauge gas engines, 40 converted peat cars and a Chance Amusement Park passenger train.

A sign on the spare tire cover on my old Chevy van says: “Two-footers Keep Both Feet Off The Ground.” At least, we try to.

The question is: “Why Narrow Gauge?”

The answer is: “In O scale, it’s really fun.”

Bobber Gibbs
<bobber@sympatico.ca>
Build A Car Float

Neville Rossiter, Perth Australia

When the float bridge was finished the next stage was to build a float or barge to go with it. The prototype floats were up to eight boxcars long, that would be almost nine feet long in O gauge. I settled on 46 inches long by 10½ inches wide and 2⅛ high, that means I could carry ten cars of various descriptions.

I used ½-inch thick board with three cross braces underneath. The ends were left with an opening so I could get my fingers underneath to lift off the layout.

For track I used half of a Peco turnout that was used on the lead to the Float Bridge, and a short length of flex track to match it. Then I used pieces of code 143 track glued to a piece of very thin board to match the height of the ties on the turnout and flex track.

When I laid the track I simply used three boxcars to get the spacing. Or you could use three pieces of flex track as well.

The track was glued down securely with Goo and allowed to dry for 24 hours. I filled in the ties at the front of the barge, then glued some bollards along the edges and three blocks with Kadees on the rear to hold the cars in place when moved off the layout.

Then I painted it with a dark grey color after priming it.

[Ed. note: A very nice car float construction article appeared in O Gauge Railroading, Run#185 (Jan/Feb 2002), page 82.]
NEW Numbered Limited Edition

Two-Stall Enginehouse Kit in O Scale

Limited Edition of just 200 kits. This kit features highly detailed hydrocal castings, laser cut wood and acrylic parts, pre-cut Mt. Albert Scale Lumber and Evergreen Styrene and complete finishing instructions. 12" by 24" – $169.95 retail. This kit is sold out at the factory but contact us for a list of stores that may still have one left.

Coming soon, a small re-run of our Addams Ave. block set featuring all new signs. Call to reserve today!

Left: Another scene from Dave Stewart's SOUTHERN Railway (see issue #1 for more).

This Sunset CB&Q O5 4-8-4 is 2 rail but it is sitting on 3 rail track in a setting on John Shankland's layout in Chicago. Mr. Shankland's layout is as nice as any 2 rail layout. Turn to page 24 for a color photo of this loco in a different setting.

Here's a rather unusual scene—an elevated siding. The scene is on Ben Brown's Chemung Northern Railroad which is set in the New York Southern Tier.

This Max Gray Shay shuttles around on the Kingsbury Terminal Railroad set on the outskirts of Chicago, Ill. Martin Vine, who built this small switching layout lives in Kent, England. You'll see more of Martin's work in future issues.
**Product News & Reviews**

**NEWS: 2 Rail Track System**
AtlasO LLC, 378 Florence Ave
Hillside NJ 07205 • www.AtlasO.com

AtlasO Announces 2-rail Scale Track. Features Include: Code 148 Solid Nickel Silver Rail; American prototype ties and tie spacing with correct spike, tie plate and bolt details, and dark brown tie strip. Turnouts feature highly detailed metal insulated frogs and points. The metal frog can be powered if desired. The track is UV compatible making it great for both indoor and outdoor use. The products marked with * will be available in June 2002.

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**NEWS: Elliott & Sons Warehouse**
B.T.S., PO Box 561, Seffner, FL 33583
813-643-1105 • www.btsrr.com

While it is a freelanced structure, the Elliott & Sons Supply was based upon a tomato packing house in Sarasota, Florida. As for the model’s ultimate use, it can be anything from a freight house to a plumbing supply to a small manufacturing company. The kit features laser-cut basswood, cardstock and plywood; tabbed, easy construction; brass and white metal detail castings; laser-cut, self-sticking shingles & sashes; skylights that are optional; interior walls in the office; positionable doors and window sashes; laser-etched nail holes; tar paper dock roofs, and all this in a 40’ x 60’ footprint. A 13’ x 16’ storage building is also included. Very Limited Edition. Kit #18106 O Scale, $229.95.
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The Finest ‘O’ Scale Diesels and Signals

Our family-operated business is pleased to deliver the finest handcrafted brass scale models on the market today to your model railroad. We work hard to bring you all of the details you’ve come to expect from OMI . . . no matter what the scale. Our staff travels far and wide to find new and unique projects for your favorite road. We also enjoy visiting with modelers at the many train shows around the country to learn just what you want us to produce. You can count on Overland Models to be there with the very best in model railroading!

CANTILEVER SIGNAL BRIDGE with two signals facing opposite directions, factory painted black with black targets and silver control box. Can easily be illuminated with the addition of lights (not supplied) — OMI #0808.1

Other Signal Bridges are available, check our website www.overlandmodels.com for complete details.

EMD “SD70M”
Demonstrator Nos. 7000, 7001 and 7002, Factory painted gray/maroon/silver, completely lettered, and equipped with operating head and ditch lights — OMI #0625.1

CONRAIL
“SD70” Nos. 2557 and 2580. Factory painted blue/white/black, completely lettered, and equipped with operating head and ditch lights — OMI #0627.1

NORFOLK SOUTHERN
“SD70” Nos. 2559 and 2573. Factory painted black with white sill stripes, completely lettered, and equipped with operating head and ditch lights — OMI #0627.2

Overland Models, Inc.

Email: info@omibrass.com • Website: www.overlandmodels.com • 3808 W. Kilgore Avenue • Muncie, IN 47304-4896 U.S.A. • 765/289-4257
East Broad Top #12 in On3

Bill Wade says it has been a long and rocky road, but they have finally reached the top of the peak. The production run for the East Broad Top #12 has started with the kits coming first. The Ready-to-Run models of #12 in On3 are being built now.

The locomotives feature photoetched frames, lost-wax and pewter detail castings, pewter cab, boiler and tender, cab interior, and all the details. Semi-kits feature assembled frames, drivers, rods, cylinders, and motor.

#16105  E.B.T. #12, Kit $750.00
#16205  E.B.T. #12, Semi-Kit $895.00
#16305  E.B.T. #12, R-T-R $1,495.00

REVIEW: B&O Class I-12 “Wagon-top” Caboose
Reviewed by Ed Bommer
Sunset Models, 37 South Fourth St.
Campbell CA 95008
1-800-3RD-RAIL • www.3rdrail.com

The “wagon-top” freight car design was uniquely B&O. While more than 3,500 box cars were built to that design, only 200 covered hoppers and 133 cabooses were so made. B&O wagon-top cars were largely built from recycled scrap materials in the late 1930's. Mr. John J. Tatum, head of freight car design in the B&O Mechanical Department, was the creator of these cars. Over time, these wagon-top cars became a recognized signature of the B&O along with the color-position light signal.

In 1935, the very first wagon-top car made was an experimental caboose built on the steel frame of a wrecked I-1A class wood-bodied car. Seven I-5 class cabooses became wagon-tops in the late 1930’s having round “porthole” end windows.

One hundred class I-12 wagon-top cabooses were built new at the Keyser WV Car Shop during December 1941 and January 1942. Numbered C-2400 to C-2499, they weighed 40,400 lbs. After WWII, twenty-five additional cars were built at Keyser, numbered C-2800 to C-2824. These were a bit lighter at 39,300 lbs. The I-12’s were all steel construction with Duryea cushion underframes with interiors finished in wood. Later many were modernized with toilets, oil stoves, Thermopane windows, electricity and radio communication, with several still working in the 1970’s.

Sunset’s model well captures the design of these cars. The paint is excellent with a semi-flat finish. The red body and green used on the end doors and window frames is accurate. But the end window frames on my car are red. The side grab irons and ladder tops are yellow. However, the end grab irons, ladders and tops of the end railings should also be yellow. Yellow should also appear on the edges of the corner step treads. The ladder top railings are a bit thick, a concession perhaps to handling. But they are soft and easily bent out of shape. The black smoke jack is nicely done but lacks stays.

The white lettering is clear and well positioned. Yellow lettering would also be correct for these cars from 1945-1949. The “Baltimore & Ohio” looks a bit too large but is correct at 7” height. The model’s “Linking 13 Great States” herald dates it from mid-1945 up to the mid-1950’s, when the big “B&O” lettering came into fashion.

However the left corner data on the model car is not done correctly. It should read:

KY
12/41
I-12

KY stands for the Keyser WV shops. The 12/41 fraction is the built date. I-12 is the class designation. The name “Mount Clare” should not appear as none of them were built there. The legend “Built 12-41” in 1” lettering should appear on the right corner of the car centered on the last side sheet about 18” up from the bottom edge. The repack date on the model is 1941. It should be 1945 or later, based on the model’s lettering scheme.

A few dimensions are off by an inch or two here and there, being difficult to find without accurately measuring the car. On the whole it is an accurate model. However, there are three large dimensional differences:

1. The prototype truck centers are 19’ with 179” on the model. This concession was no doubt made to allow the trucks a wider swing on model track without hitting the corner steps.

2. The width across the corner steps is narrower on the model than was the prototype. The steps on the prototype flared out slightly to 94” overall width, whereas on the model it measures 87”. Widening the step positions will not yield enough swing space for the trucks if they were set on 19’ centers.

3. Length over the coupler strikers on the prototype is 325” whereas on the model after mounting Kadee couplers it is 306”. The extra length on the prototype is the Duryea cushion underframe that extends nearly a foot beyond each end. This could have been modeled by making the mounting plate for the couplers extend ¾” or so beyond the end sill. It might look odd, but would be correct.

The coupler mounting plates are pre-drilled for Kadee couplers with three 2mm x .4mm x 8mm metric screws set in each
hole. However, the screws are too long to safely mount the Kadee box. Either you need to cut off ¼” from each screw or run a metric nut up to the head on each. Otherwise, as you tighten them you will pry off the mounting plate as I did on one end. I fixed my blunder with epoxy cement. It’s important to use a Kadee 804 Delrin coupler set. You must avoid a short circuit when coupling to a locomotive or a car with metal wheels, frames or couplers. At least use Delrin Kadee coupler boxes if you prefer using metal couplers.

The mounted coupler height on my car was too low. On one end the coupler pin drooped below the railhead. If left that way it would catch on a switch rail. On the other end the pin barely cleared the rail. I made styrene shims to fix that. Placed on the truck mount bosses, they raised the car body slightly making both ends even in height.

Sunset included underbody detail with most of the piping and brake rigging. The only pipes missing are between the brake cylinder and AB valve, and the AB valve and the train line. The brake rods and levers are there but they have no link to the hand brake chains. This detail may have been left out because the model’s floor panel is removable. There is an odd little box to the right of the brake valve on one side that is not on the prototype for that era. End sill grab irons are absent as are uncoupling rods.

The model comes with interior lights, markers, glazing and two crew figures seated at the bay windows, each facing in opposite directions. The prototypes had blackout window shades all through their service life, but the model has none. At a full 12 volts the lamps give off a soft glow. Power is drawn from the track by means of a spring-loaded contact on each truck. All insulated wheels are on one side of the car for this to work correctly. The trucks are equalized and have non-working leaf springs. The car rolls fairly well but the lighting contacts pressing against the back of a wheel set on each truck tend to retard it. A bit of Rail Zip helped as a lubricant.

The retail price of this caboose model is $169.95. While all models have their shortcomings, the Sunset B&O I-12 caboose is a respectable effort to make a rare, one-railroad-only design in O scale. The caboose was also produced in the B&O blue “pool service” livery of the 1960’s and early 1970’s Chessie era yellow.

continued on page 22
NEWS: 2 Stall Engine House
Downtown Deco
4319 Rainbow Dr.
Missoula MT 59803
This kit features highly detailed Hydrocal castings, laser cut wood and acrylic parts, pre-cut Mt. Albert Scale Lumber and Evergreen Styrene, along with complete finishing instructions. The basic structure is 12" x 24". The kit is sold out at the factory but you may call them for a list of stores with the kit in stock.

NEWS: 2 Reefers
Red Caboose, PO Box 250
Mead CO 80542
970-535-4601
www.red-caboose.com
Wooden Ice Refrigerator Cars with Kadee 805 couplers and metal wheels. Cars come as PFE SP/UP “single herald” RTR ($51.95) or in limited kit form ($39.95). Also available is a Northern Pacific version in RTR and limited kit form for the same price. Each version is available in 12 different road numbers.

NEWS: NKP “War Baby” Cabooses
#1143-1199, 1300 series rider cars and NKP 10000 series box cars.
Nickel Plate High Speed Products
David A Vaughn
13732 Lakeside Dr
Clarksville MD 21029
David Vaughn and Jim Canter are working together to import a limited run of NKP cabooses and rider cars, as well as the box cars they were converted from. The models will be of typical imported brass construction and sold less trucks and couplers. The caboose will be available painted for pre-High Speed Service red, the NKP High Speed Service scheme, and unpainted. The box cars will be sold painted and lettered, or unpainted. The run will be approximately 75 boxcars, 75 cabooses and 50 rider cars. Fewer may be built depending on reservations.
Painted boxcars should sell for around $250. The cabooses in the High Speed Service scheme will run about $350. All the unpainted models will be less expensive.
At this time, David is looking for a show of interest. He is NOT taking deposits. Contact him if you are interested in any of these models and mention you saw it in O Scale Trains.
Bill Wolfer was an O scale custom builder, model manufacturer and mail order re-seller. Bill was a police detective in Philadelphia for almost 30 years. He became a part-time O scale dealer in the mid-1950’s. He ran “Bill’s Railroad Shop” from his home in Penna, then in California and later, on a reduced basis, in Ohio.

In the mid 1970’s he produced about 100 PRR GG1’s with imported body shells and his own drives. He also built smaller numbers of PRR FF-2s, E-33s and E-44s, later selling the patterns to Ed Duddy. Bill also produced about fifty 60’ auto-parts boxcars (a late 1960’s prototype similar in some ways to the current AtlasO car).

Bill’s specialty was passenger trains; the classic named trains of the 40s and fifties. He researched every detail including interiors. And they were real beauties. Most had brass sides, wood roofs and were illuminated to show off the accurate interiors. For some customers he included a trademark passenger somewhere in each train, a person sized rabbit! Bill also built the huge passenger terminal at the Citrus Empire Model Railroad club in Orange, California where his passenger trains were always a hit.

A real gentleman and genuine booster of O scale, Bill was a lot of fun to be around.

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**S$ S$ BRASS COLLECTIONS WANTED$**

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**Sumpter Valley Depot**

135 NW Greeley Ave., Bend Ore. 97701
541-382-3413 FAX 541-389-7237
Here’s another look at that Sunset CB&Q O5 and John Shankland’s model railroad. Mr Shankland write: “It’s a Sunset CB&Q O5 4-8-4 that I found at the Chicago March meet last year and had painted. It sits on the layout as eye candy as it will not run on AC. I bought the building at York, the 3 rail meet (TCA). The track work comes from a John Armstrong article. I am not a modeler. I enjoy building the layout and operating.”

Model is a one piece resin body from Rails Unlimited. All of the grabiron holes are pre-spotted for Precision Scale grabs. The underbody details are from InterMountain. The trucks are from Red Caboose. The car was painted and detailed by Rod Miller of Palo Alto, Calif. The photos were taken by Errol Spangler of Sunnyvale. The car is owned by Louis Cross, Chowchilla, Calif.

More Photos on Page 39
The Weatherman

Custom Weathering As Seen Here
Light • Medium • Heavy • Omigawd!
Freight Cars $20 - $40  Passenger Cars $30 - $50
Diesels $40 - $60  Steam $60 - $100
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The Weatherman, 329 Big Pond Lane, Chesapeake VA 23323

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• New Roadnames Monthly
• Kit $31.95  • Assembled $49.95

Another Work of Art from InterMountain Railway Company

O Scale Trains • 25
Last month, you were given a two part assignment
1: Visit your local hobby shop and, among other things, introduce yourself;
2: Pick a project. Because of the lead-time needed for the first issue, I am writing this before you have even seen the first copy. I just can’t wait to hear how it went. I can report that I have cleared a shelf in a glass showcase for the bold O scalers that come into my shop!

This time I want to talk about two areas of O scale. The first is the big news that AtlasO has announced they will be producing a 2 rail track system. Now, I know others have track out but this is much bigger. Here’s why—this will be a true American type track. This will be code 148, most likely compatible with several other manufacturers. And, AtlasO is doing switches! Could be the first American ready to use switch in O scale. This line will be in the local hobby shop by June. (I hope each of you will practice a bit of last months do’s and don’ts and go revisit your shop, place an order for a least a loop of track.) And lastly, the ATLAS name. N scalers, HO scalers and 3 railers know and trust Atlas. They will believe that the line will expand and that it will work!

I hear that MTH is going to bring back 2 rail O now that they have a dc sound system created for their large scale offerings. I also understand Lionel and AtlasO share technology. Can 2 rail O scale Lionel regular production be far down the track? KLine is also making great strides. My KLine rep came by the other day and we had a long talk about 2 rail and where it may be headed. I suggested they make the high end cars more 2 rail friendly by doing things like drilling and tapping freight car floors for Kadee couplers. All the manufactures want to sell more trains. We just need to help them see how to take care of us. Got a way to make a car more 2 rail friendly? Drop a note to the company and let them know you will buy it if they build it.

Second thing this month is your new assignment. Simply put, share your hobby with the unconverted! What I would like you to do is target somebody you know that is in HO, N, S or G. Invite them over for a visit to your layout. If you don’t have a layout, plan a work night and build up that display from last month with your friend. Put on your salesman shoes and point out all the great things about O scale! You might even pick up a trick from the unconverted. Show them that you can have O scale with out owning the Taj Mahal. Point out the loads of details, the small things that are not so small in O scale.

That’s it for now, Next month – review on how you did! And as promised – Brass and more. Comments welcome: Bruce c/o BURRETT HOBBIES 9920 Rhode Island Ave. College Park, MD 20740 or <burrett@erols.com>.

**Centerspread:** An “N & W Pride” Class A #1218 pulls ahead of J Class #611 in this scene reminiscent of Norfolk Southern’s famous steam program. Who wouldn’t be proud of this railroad’s heritage? Class A model is by MTH and the J is a Williams brass model. Photo by K. Jeb Kruegel.

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From Four to Six Axles

Converting an MTH Diesel to 2 rail

Roland Marx, Schleswig, Germany

Living in northern Germany, near the Danish border, I became enthusiastic about American model railroads after numerous visits to the West Coast of the USA.

For my small, but growing, fleet of modern 2 rail diesel locomotives, I wanted a GE Dash 8-40BW in Santa Fe colors.

Now, there are three ways to realize this. The first is to buy a brass model, but they are either sold out or too expensive. The second is to convert one from a 3 rail plastic model. A third is to scratch-build one. I took the second option.

Looking at some advertisements, I found a good offer on an MTH 3 rail Premier Line Dash 8 in Amtrak colors.

What a disappointment! After opening the box I found that the shell was the perfect shape and size, but it was not a Dash 8-40BW. It was a Dash 8-40CW, riding on a 8-40B chassis.

My first thought was to make some cuts into the shell to get the prototype length of a B. But that looked like a rape, and the opportunity to produce a failure was great.

So I changed my intention and started building a Dash 8-40CW. My diesels are not superdetailed. I prefer to do a moderate detailing job, concentrating on the typical visible items. I like a good balance between a well operating and a prototypical looking model.

The first step was to separate the model. The only usable parts for my project were the shell, stamped floor and handrails. Then came a critical step, milling the typical Santa Fe style gull wing cab. I backed the roof inside with extra styrene and milled the notch. It worked! I was over the first hurdle. (See drawing below.)

Next was stripping the paint from the shell. There are good reasons for doing this. You get a clean and smooth surface for the new paint scheme and you have no steps from stripes of the former paint scheme under the new varnish. The original MTH paint is a bit too thick. But how to do it? Sanding the whole body was impossible and all the paint removers were not working right. Too soft... no reaction from the paint. Too aggressive and I was destroying the plastic.

I talked to someone in my favorite train shop about the problem, and he suggested drystripping (sandblasting). Not with sand, because it’s too strong, but with grains of glass. That was the solution. The owner of the shop stripped off the paint perfectly. No rivet or any detail was damaged.

Then I removed the cast grab irons, very carefully, with a #17 X-acto blade and drilled the holes for the new brass grab irons. I installed the new ones except for the ones that overlap the front decal location.

And now my biggest problem—I needed trucks for a six axle diesel. MTH was no help, so what to do? I got lucky when looking through an older German railroad magazine. I found an article about a garden railroad in O gauge. A picture showed the owner with a MTH Dash 8-40CW (Item #20-2008-2) in his garden. To make a long story short, he lent me a pair of those truck side frames. So I was able to build a rubber mold, made of RTV (room-temperature vulcanizing rubber).

The original MTH trucks are too short in the wheelbase, about 23 scale inches, so I lengthened my castings to the correct size, but not asymmetrically as on the prototype. The reproductions, made of a two part steel filled epoxy resin, were given to a friend who is a dental technician and is able to make lost wax castings. In a few weeks I had two pairs of the new brass truck side frames in my hands. Not cheap, but well done (Fig 1).

continued on page 32
To mount the new bolster, a brass L-profile was soldered inside the truck frames, holes were drilled to fit the NWSL bearings for the axles. Note that the middle axle is not powered.

In fig. 2 you can see these parts together with my favorite power source, Weaver chain driven gearboxes, upgraded with NWSL wheel sets and Sagami 2840 motors with flywheels. The electrical power is picked up at four wheels in each truck and distributed to each motor. This combination has enough power for long trains and works well.

To fit the new trucks, they have a sprung kingpin and some modifications on the stamped floor were necessary. This allows the model to run on a minimum radius of 53” (fig.3). Gluing a brass plate (0.040” thick) under the metal chassis, to simulate the taller frame of the Dash 8, was an easy job.

A new fuel tank was necessary, of course. Built in a plaster mold, it is made of epoxy resin and glassfibre and contains some weights to enhance the tractive force, just like the prototype.

Next was creating the front and rear pilot with the steps. Like the truck frames, I had to build a pattern first, but this time from styrene and Evergreen profiles, which I needed for the steps. The pattern was then used for the lost wax castings. Making lost wax castings is not as simple as it looks here. There are many steps from the pattern to the finished brass parts. There followed some work with a fretsaw and a file to produce the pilots, coverplates and the coupler pockets.

Then the castings and brass parts were soldered together (fig. 4).

To solder parts in different sizes and thicknesses, I get the best results by using a small torch (refer to Harry Hieke’s article in issue #1). I used alligator clips and jeweler’s clay to hold all the parts in place. Small parts like the m.u. connections are glued with CA (cyanoacrylate adhesive) to the pilot. Don’t do what I did and forget to trim the plow to Santa Fe style. I noticed my omission after airbrushing the front pilot group. A Dremel with a sanding pad allowed me to correct it. The only commercial parts are the m.u. connections, hoses, couplers and the snow plow.

For airbrushing, I used Badger Accuflex paints, including their primer gray, which is a good base, especially for the red and silver Santa Fe colors. It is important to stir these paints well. Spraying the silver flawlessly is difficult. It is sensitive to air pressure, in my experience.

The decals are Microscale. With some practice and the help of Micro Set and Micro Sol they are easy to apply.

The last step is to install new windows, a job I hate, but it’s a must for a good looking model. Each window is made of clear styrene (0.080” thick) and glued with Microscale Micro Kristal Clear into the frames. When the decals are dry, and the remaining nose grab irons are in place, the window gaskets can be filled in with a waterproof black felt pen, before installing the windows. An overspray with Badger clear satin gives the decals a protective coat and the whole model a satin finish. Adding the brass sunshades is the final act on the shell.

Assembling all the new and converted parts was a long awaited moment and I was lucky that everything fit. The first test run was a disaster. The model had enough power but the noise and the vibrations let everybody know that it was running on the layout. But after replacing the flywheels, everything worked perfectly.

And now the crew is sitting inside the cab proudly riding the new workhorse.
List of Materials

MTH
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Geartower #QCM-30
End gearbox #QCM-10
Unvsl Drive Line Coupler #QCM-3

NWSL
Weaver upgrade wheelset #2504-6
Wheelset #8253-4
Bearings #354-6
Sagami Can Motor 2840 #28407-9
Flywheel #404-6

P & D Hobby Shop
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Santa Fe red 16-31
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Santa Fe yellow 16-33
Clear satin 16-602

Microscale
Decals Santa Fe #48-277
Micro Kristal Clear

Central Locomotive Works
Snow Plow #0934

Kadee
Couplers #805

Literary:
GE’s Dash 8-C Series by Diesel Era
Diesel Detailing Projects Kalmbach Books
Modeling and Detailing Diesels; Vol. 2/Rocky Mountain Publ. Inc.
O Scale Trains

The Great Northern Pacific Railroad

Michael Luczak

The Ideal Room:

For many O scale model railroaders, room size is the metric that is most dreaded. A 12 foot by 24 foot room for an HO layout is a very nice size. Try to stuff an O scale layout in that same area and see what you get... a problem. Many of us dream about the “perfect basement” or the “ideal room.” But in dreaming we forget how much enjoyment we are missing waiting for that dream... engines sit in boxes, cars do not get built and our modeling skills may actually suffer as well. I hope this article will show that big time O scale steam can be enjoyed in a relatively small area. I chose not to wait for my “ideal” room. Here is what I came up with.

The Great Northern Pacific RR is what I call a fictional prototype. It attempts to capture the feel of the prototype railroads I model, but with concessions to allow me to model in my allotted space.

A Little History:

I have been modeling O scale for four years. Prior to that I modeled in Sn3. Model railroading has been part of my life for 25 of the 33 years I have been around. My father and his friends are all model railroaders. Friday nights (and early Saturday mornings) are set aside every week for model railroading at someone’s house. Modeling with someone is so much easier and more fun.

Design Requirements:

My father designed this layout. He has designed numerous layouts in his day and currently models in Sn3. I wanted to be able to run two trains at once. I also required an engine facility to service at least 18 steam engines. I wanted a place to store a passenger train of at least 6 cars. I wanted a place to store my collection of reefers, stock cars and cabooses. (I love cabooses!) The following page shows a drawing of what the layout looks like.

I built the layout myself. All the wood was cut in the garage and carried through the house up to the train room. The train room is located right above the garage. (Wish I’d had an elevator.) I started construction on the layout on February 5, 2001. Currently all the track is down and I am waiting for the custom-made switches (12) to be delivered. The entire control panel is wired and ready for the switches. The two outside loops are completely wired, along with the engine terminal, turntable, and turntable tracks.

Having just moved to a new house, and a new area, I had no one to assist me. However, I DID NOT LET THAT STOP ME. I knew I had the experience and love for the hobby to get the job done. Building a layout by oneself is not easy, but with a good plan and a little experience anyone can do it. The moral to this story is get your railroad in operation as soon as it is possible. The excitement you will gain from simply seeing your train on the table will induce you to go to the next step.

Motive Power:

Motive Power consists of primarily steam engines. There are two diesels on the road and I will probably add one more set of FTs or F3s. All the engines are brass imports. All have been either purchased factory painted or painted by myself or other close friends. I love big mainline steam. However, you will see everything from small 4-6-0s to huge Yellowstone class 2-8-8-4s rumble around the empire moving freight and passenger equipment. Great Northern and Northern Pacific represent the majority of motive power. There are currently four NP engines, ten Great North-
ern, one Union Pacific and one Southern Pacific. What is my favorite steam engine? The Northern Pacific Mikado.

**Engine Terminal:**

The engine Terminal consists of two lead-in tracks. On those tracks reside an R&S cinder plant, Ogle coaling tower, a two track sand tower, and a water tower. Space for 20 steam engines is available around the Diamond Scale Products 132 foot turntable. Flex track is currently on the turntable bridge for testing. The turntable bridge will be completed properly in the near future. I am contemplating a diesel facility. It would be placed off of one of the turntable tracks. A switch installed on the turntable track would get me a double track diesel shed.

**Rolling Stock:**

A mixture of rolling stock can be found on the GNPRR. Reefers are the most prevalent. Stock cars, hoppers and gondolas are also found. A few 8000 gallon tank cars round out the freight roster. The layout can store about 40 cars. A partial train is usually left on one of the mainline tracks. This brings the total up to about 46 cars.

**Cabin Cars:**

Ah, my second passion after steam engines. There are 15 cabooses on the layout. I know that is pretty crazy but I am a certified caboose nut. I have six GN, six NP, one UP, one SP and one SP&S. All the cabooses are stored on caboose tracks that my father designed into the layout.

**Scenery:**

Scenery will be mainly groundcover. I will use some wire screen and plaster to make a few cuts and mounds in the railroad, but there will be no major mountain scenery. The backdrop is dry-wall painted blue. My wife will paint the clouds and backdrops. Since the layout is only three feet wide at its widest point, reaching over the table will not be too much of an issue. I just noticed an article in the latest issue of Model Railroader where the author used tile grout for ground cover. I think I am going to try that out. Scenic Express trees will be the trees of choice.

**Businesses and Industry:**

The layout will have a façade of the Portland Union Station with the clock tower. I am currently trying to gather information on the tower itself. If I am correct, the tower will be over 36 inches tall. A large 18" x 48" long stock pen will service the cattle industry. An 84" icing station will take care of the reefers during apple season. A small town area is under construction at this time. It is being populated by Downtown Deco kits. If you have not had the pleasure of building one of these hydrocal kits, you should give them a try. They are fantastic two or three nighters. The majority of the buildings will have lights and interiors. The Kozak Machine shop by Downtown Deco is almost complete and is loaded with the Western Scale Models machinery. The roof is being left open to simulate a new roof being applied to the building. This allows guests to easily enjoy the workshop area.

**Wrap Up:**

I hope this visit will inspire some of you to get out and “just build it.” Model railroading is just that, modeling. Whatever the space available, whatever the scale. I chose O scale, so I must accept the interesting obstacles that O scale can present. I consider it a challenge and I think my Great Northern Pacific meets that challenge. I enjoy the feeling of accomplishment. When people come to visit and see the layout the first thing they ask is, “who helped you do this?” They are pretty shocked when I tell them I did it alone. It was not easy, but the pride of accomplishing what I have done in the space I have been given is well worth it.

(Editor’s Note: We decided to showcase Michael’s layout because he is running trains, not because his layout is pretty. The point is not to have a finished sceniced layout but to be in the process of building something, anything. Since Michael sent us his layout story and photos, he has accomplished the following additional work: “I received my Downtown Deco engine house kits. I purchased two of these kits as I am going to build a 6 stall roundhouse from the two combined kits. That should be interesting. Beautiful kits! I finished the Diamond Scale turntable bridge. Completed the Banta Modelworks RGS office building. Completed the Ultra Scale round roof box car and the old Chooch outside braced box car kits. I have started the Berkshire Valley Icing Station kit I received for Christmas this year. Six #8 switches with tortoise machines have been installed. I had to “re-route” the line a bit due the the size of the switches. Each switch is 36" in length.” Check Michael’s website frequently to see his progress.)

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▲ Engine service facilities include an Ogle coaling tower, water tank, standpipes and an R&W cinder handler.
Great Northern Speeder. Yeah, yeah, the horns are too big!

An overhead view into Portland Tower.

Side view of the Kozak machine shop. The kit is Downtown Deco.

Interior of the machine shop with Western Scale Models machinery.

This office/warehouse is from Banta Model Works.

Just a few of the great many cabeese that Michael owns.

An SP AC4 rolls out on the turntable.

The town is starting to take shape.
The Great Northern Pacific Railroad

Owned by Michael Luczak

Name: Great Northern Pacific Railroad
Railroads served: Great Northern; Northern Pacific; Union Pacific; Southern Pacific; and Spokane, Portland & Seattle
Scale: O scale
Locale: Portland, Ore.
Period: 1940 – 1951
Room Size: 16' x 32'
Style: Around the room
Layout Height: 46``
Bench work: 2x4 construction with 3/4`` plywood top
Mainline Run: 144' double tracked mainline
Roadbed: 3/6`` Vinylbed from Hobby Innovations.
Track: Code 148 Micro Engineering flex track
Turnouts: Design Fabrication #8 mainline, #6 sideings
Minimum Radius: 76``
Control: PFM/PBL with onboard sound system
URL:
http://www.geocities.com/mluczak_xa/bscale.html

The Layout Details

Scale: 1/4`` = 1 foot
Squares are 1 foot on a side

D&H ACF COACHES

$145 2 Styles Available:
for * As built by ACF as pictured
Either * Rebuilt w/Doors at 1 end only
Kit Brass sides/ends/supports, Plastic Roof,
Resin Roof End Casting. (less trucks)

These cars were painted 2 tone grey when ran on both NYC and D&H rails between Montreal and New York City. 1968-1978 Blue/Grey/Yellow
paint scheme shown. E-Mail: rustybr@adelphia.net

Russ Briggs Designs, LLC
17 Linda Lane, Plymouth, MA 02360
Chapter II

So you want to become an importer of brass model trains? Want to make a small fortune in the brass business? Start with a large fortune. You have always loved brass, but now you want to invest a little of your money into the business and get some pet projects done. Bad idea. But this is America, and you can do anything you want, no matter how stupid, so where do you start?

I was lucky. I had worked for an importer, and I met a couple of people on their way out of the business who were more than helpful to me. I wanted to be in their place. Jim Findley was my mentor and I could not have asked for a better one. Jim was not an importer, but one of the people as much responsible for the business being in Korea as anyone. He knew the process of how to make a brass model.

When I left Hallmark Models, I knew at that time I wanted little more to do with the model business. What changed my mind? I spent 8 months looking for a new career and the lack of success was very motivational to me. I wanted to be in their place. Jim Findley was my mentor and I could not have asked for a better one. Jim was not an importer, but one of the people as much responsible for the business being in Korea as anyone. He knew the process of how to make a brass model.

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The quality of the current importers was not the fault of the importers, but the state of the art in Korea throughout the 1970s. It took them a long time to master the art. Through my friend Jim Findley, I gained access to many of the Korean builders and corresponded with many of them to see what I could get from them in the way of quality. They all sent me samples of their work, usually with an apology for the quality, promising me to do better. Getting into the import business then was easy. Just let one person know that you are starting up and every builder sends you his “form” letter.

These “form letters” were all the same. “Dear honorable Mr. Smith. I have a model factory and we are the finest model builder in Korea. My employees have over 500 years of experience in this business and we would like to associate your fine company with our product. We can make you big profits. Please send us your idea today.” What they should have said was “We build crap and we would like to put your name on the box.”

I tested one builder. Another importer announced a model and produced it in Korea. Let’s say it was an Erie 2-8-6 for the sake of discussion. When the model came in, I ordered 2 for my store and a customer pointed out to me that the firebox was too long. We looked up photos in a book, and sure enough, it was too long. I wrote the builder, whom I was interested in using for my projects and asked him why the firebox was too long. Did the builder make the mistake, or were the plans from the importer wrong, and the problem not corrected at this end. Or was the firebox too long for a mechanical reason (i.e. fit an electric motor in a position.) I wanted to know if the builder I was going to use made the mistake, or was there a reason. The importer made the mistake and the builder proved it to me with copies of the drawing and correspondence. The importer didn’t care. This was all in 1983, just a year after I opened my own hobby shop.

I wanted to be an importer badly. There were more builders available to me than you could imagine. Where do I go from here? I can just pick one of these builders, but I need plans. What model do I want to produce? How many should I make?

The reason that all importers do not want other new importers is not so much sharing the pie, but that a novice will screw up the game in Korea. The builders love it when a new firm comes around. They all go to him, hoping that he doesn’t know beans about what he is doing (and they are usually right) and get him to produce an HO steam loco for 10-20% more than he is getting from his regular customer. Since the new guy doesn’t know the markups, is totally a negotiating fool in the Orient, and wants in the business so badly, he will take the price offered. Then the builder can go back to his regular customers and raise the prices for everyone. If the regular customer refuses, then the builder says, that’s OK, I have someone else who will pay those prices.

Now don’t misunderstand the Korean builder’s intentions. He wants the same thing out of life that you or I want...to make as much money as he can for himself and his family. I assure you that few Korean builders are driving around town in BMWs. Few builders in Korea are making so much money that they cannot justify the price to us. However, Korea is no longer privileged to have “developing nation status” with us and since the Olympics was in Seoul in 1988, world attention brought Korea into the eleventh largest trading nation in the world. With this comes labor unions, communications, technology, and awareness. The model factory worker goes drinking with his neighbor who works for Hyundai, and finds out his wages, benefits and working conditions, and the “sweat shop” he works in is no longer a great job. Prices will go up.

But my dilemma is still on my mind. Which builder do I select?
**Modeler’s Shelf**

*Photos of our reader’s models*

What If? Attached is the “Bicentennial Bipolar” photo. The Bipolars were all gone by 1976, but if they had been around, the Milwaukee might have painted one up like this. Minnesota Central bought a number of the Milwaukee’s electrics, and currently runs them on their railroad in Sandwich Ill. The NJ Custom Brass Bipolar belongs to Dave Mewhinney.

Left: Berkshire Valley Caboose Shed kit as built by Dennis Goldwasser.

Below: This PRR HH1 2-8-8-0 was scratchbuilt by John Sauers using the methods he describes in his 0-8-0 building articles. (Geo. Losse photo)

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Building a PRR B8a 0-6-0

By John Sauers — Part 2

The Cab: Figure 4

Layout the cab wrapper according to the drawings, along with the front and back walls, lower rear cab wall, and the cab floor. Cut out and shape the pieces, then emboss the rivets and cut out all the window openings. The front windows on the cab wrapper are soldered in place while the rear windows slide in an L shaped track. (See Harry Hieke’s article this month.) Do this before you bend the cab wrapper; it’s easier. The cab windows for the rear wall are soldered from the inside. Bend the cab wrapper to shape. Then solder the rear of the cab to the wrapper and add the lower rear wall (A) which will attach to the frame later. Solder cab bottom (B) to cab. The cab front wall will be soldered to the bel-paire, check drawings for correct position and solder in place. If you want the cab to be removable add a lower cab deck to the firebox. Position the completed cab assembly on the firebox and drill holes from the bottom for the screws to hold the cab in place (C). On my cab, I modeled the right front door open permanently while the left front swings on hinges.

Rear Deck, Bunker & Steps: Figure 5

Layout the bunker front sides and back. Form front and sides of the coal bunker from one piece of brass (A) and use a separate piece for the back (B). Solder the rear section (B) to the front (A), add small pieces of brass wire around the top of the bunker for beading (C). Later we will add the hangers for the coal rake and poker. The rear deck (D) is made from engraved PRR pimple board. I obtained several sheets of this from Steve Grawboski. If enough of us order sheets he may be willing to produce more. Attach the coal bunker to the deck. The steps (E) are made of many smaller pieces. Two straps support the steps and each step has rivets embossed on the step back and step bottom. A bracket supporting the back and bottom of each step is attached to the two straps. Be careful, the bottom step brackets point up while the other two step brackets point down. Solder it all together and attach to the deck. Make a piece to wrap around the back below the deck (F) to the rear sill (G). The sill is made from a ¼” square brass tube. On the ends use a ½” thick piece of rounded brass with nut, bolt, washer (NBW) castings soldered in. Solder a piece of ½” brass (H) with embossed rivets between the cab and the piece you just added below the tank. Details, details. These we can add later. Put the deck assembly, coal bunker and rear sill aside. WOW! Did you get all that done? No Hurry

Boiler: Figure 6

The boiler consists of 4 parts: the bel-paire (A), the first course ahead of bel-paire (B), the tank (C) and the smokebox (D). The first course is a simple cylinder. Measure the length and
diameter from the drawings. Cut from \( \frac{1}{16} \)" brass, roll and solder to the front of the belpaire. Solder the tank rear to the first course. Layout the smokebox and the emboss rivets. Roll and solder the smokebox to the front of the tank. Be careful of the alignment of all four boiler sections. For the boiler front, I used a Locomotive Workshop smokebox front from a PRR A5 0-4-0. The diameter of the B8 and A5 are the same. You can scratchbuild one if you like. After completing the boiler and cab assembly, we can add the rear deck, coal bunker and steps. Cut out and add the running boards (E). These are made from the PRR pimple board, They were too flimsy so I made them double thickness. Add \( \frac{1}{16} \)" brass strip to the edges of the running boards.

**Cylinders: Figures 7 & 8**

The cylinder assembly is scratch built using dimensions from the drawings. I used \( \frac{1}{2} \)" diameter brass tubing cut to length. Cylinder heads were obtained from Loco Workshop. Assemble the cylinders according to drawings. There are lots of parts but don’t get discouraged. The final wrapper has rivets embossed in it and is attached per Figure 7. The cast saddle is from Precision Scale. Solder a piece of brass across the frame to attach the cylinders. The cylinders are attached with two screws through the bottom of this piece. A hole through the center of this piece and the cylinder is used to attach the boiler to the frame at the front. The cylinders are detailed per Figure 8. The crosshead and mainrods came from a Gem Models PRR A5 0-4-0. The hanger is made from \( .020 \)" brass according to the drawings.

**Front Pilot: Figure 9**

This was the toughest part to make. Fabricate the pieces according to the drawings. Notice a frame section (A) is attached to the pilot. I used these frame sections and a piece of \( \frac{1}{4} \)" brass square
Because the frame pieces had to go over and under the frame I made the pilot assembly one piece. It is attached with the screw that attaches the boiler to the cylinders. The pilot beams are made in three pieces, top, center and bottom. The center section is shaped from ¼” bar stock while the top and bottom are ⅛” brass sheet soldered to the center section. A wrapper for the front of the beam finishes off the pilot. Notch both the center section and the wrapper to take a coupler pocket. Complete the pilot with NBW castings, then add the front pilot steps as you did for the deck steps.

**Details, details: Figures 10 & 11**

We’ll do the cab first. The injectors and throttle are from Precision Scale. The fire door, gages, brake stands are from Trackside Specialties. Figures 10A and 10B show the details. I separated them into two drawings to keep from getting confused. Add as much or as little detail as you want. I added grate...
shakers to the floor. Add additional cab details as shown in Fig. 10C. With interior details you can add as much as you want. I added the following (see Figure 11): NW shortline scribed 3" wood liner, seats, conduit, 5 junction boxes, 6 outlets, a sliding roof hatch, including a strap connected to the hatch running through the rear of the cab, smoke deflector on cab roof, grab railing over the windows, arm rest, pull-down awnings over rear windows and rain gutters. The floor boards will be added later and backhead details. (Ed. note: Part 3 of Harry Hieke’s Working Windows, Hatches & Doors will have details on how to make these detailing items.)

Next Month: Final Detailing.

The Public Delivery Track

Locomotives - 2 and 3 rail
Atlas...SWR’s 9/9’s..NYSW, Rantan, LV, Chess..$239-$329
Dash 8, SD-35’s, LMX, SUNQ, B&O, UP, SF, etc..$230-$389
..ALP/AEM-7..$225-$275, w/3 pass cars$349-$399
Wvvr /Shanks..C-6269/03, E-8’s, SD-40’s..$299-$429
..New..2-8-0 Consolidation..sound..$549..2-8-0..$479
..RS-3/RS-5..Reading, Erie, NH, CNJ, B&M..$229-$295
..LS-6-B’s..RDG, LV, D&H, PRR, MILW, BN..$179-$225
..GP-38’s..CSX, MWD, L&N, RDG, ICG, CP..$229-$295
MTH Premier..E-8’s, FA44, Centipede, GP-30, AS-615, C-30-7, SD-60..call
Fast..$599, SD-60, GP-7/820, FM-6, BL-2, $249-$349
Brass..K-4s..B-6, L-1, Niagara, Cameback, $269-$359
K-line..B-6, E-8’s, F-3, GP-38’s, RS-3..$249-$525

Passenger Sets w/Interiors
Weaver..New..Pullman-Braydray “American Flyer” cars-LV, B&M, CNJ, PRR, RDG, $429..2-car add-on $219
MTH Railking..CNJ, D&H, Rgl, NYC, PRR..$129-$159
Premier..CNJ, Erie, LV, PRR, NYC, NH, Atk..$189-$299
K-line..Calif Zephyr, PRR, NYC, LIRR, Atk..$499-$449

Box Cars - 2 and 3 rail
Wvr/Crown..NYC, B&M, PRR, LV, REA..$225-$325
..New..1920’s Wood Sheathed..B&O, CNJ, PRR..$145-$50
..New..40’ MEC, B&M, PRR, MILW, NYC..more..$25-$39
50’ Dbl plug..Tarp, B&M, Prr, PLM, etc..$35-$45
60’ B&O, EL, NW, WM, SOU, DT, D&RG etc..$35-$45
Pecos River..Erie, BNK, CSX, B&M, NYC, WAB..$39.95
Weaver..40’, AATS, BAR, B&O, B&M, CNJ, COW, CN, CP, CV, D&H..Erie, CN, LV, NY, NYC..PC, PRR, Rgl, SOU, WM, UP..more..$25-$30
50’ BAR, CR, LV, PRR, CSL, SOU, UP, Yrke..$260-$30
MTH Prem..CR, LV, PRR, NYC, UP..lots more..$30-$45

Refrigerator Cars - 2 and 3 rail
Wvr/Crown..NYC, B&M, PRR, LV, REA..$225-$325
..New..57’ Mechanical..$279.95, with sound.$37.95
Schultz, Century, B&L..$379-$50
Squirrel Peanuts, Dubuque, Monarch, Purple Flr..$27.95
Atlas..Erie, MT, B&M, WP, Boote, SKF, Bls..$55-$75

Covered Hoppers - 2 and 3 rail
“Baker’s PS-2” Bakers Coke, Jack Frost, Watson Feeds
Bones..Golden Leaf, BN, CNJ, COW, CSX, C&O, D&H
EL, Erie, LV, NH, PRR, Rdg, UP..more..$25-$30
Wvr Centerflow or PS-2CD..ACF, LV, NYC, PRR..PC, PRR, RDG
Wayne Fd, Hawks, DuPont, SP, RI, CNJ..$25-$30
Atlas..Ches, NYC, BN, IT, TPW, K-M, Sterling..$25-$35
Aisilide, LV, D&H, SF, CSX, PRR, Rgl, Pntone..$35-$44
PS-4427..Wayne Feed, SOO, BN, Cont..$54-$58
MTH..PRR, NYC, Chessie, LV, KB, BN, etc..$25-$45

Coal Hoppers - 2 and 3 rail
Atlas..AC, CNJ, C&O, D&H, LV, NS, Rgl, WM, $45-$55
K-line..D&H, PRR, LV, CNJ, Erie, EL, Rgl..$40-$45
Weaver..2, 3, & 4 bay..Prr, Rdg, Rgl, LV, VGN, CNJ, DLW
NS, NH, MILW, ICG, CBQ, C&O, WM, UP..more..$25-$28
New..Composite..B&O, C&O, PRR, RGL, ASFTS..$24.95

Tank Cars - 2 and 3 rail
Weaver..40’ and 45’..Prr, BN, Gulf, Herc., Trusweat, ADM, Azy, Hooker, DuPont, Whse, Bakers, etc..$30-$35
MTH..Tank Train, Domino, Propane, Eng..$25-$35
Atlas..C&O, Tech Prop, Pyrofax, Union Tox..$30-$45

Flat Cars & Other Stuff!
Atlas..Auto Carriers..$99-$105
Pulwood flats..$44.49
New..Front runners w/trailer, VTR, Xtra, CSX..$59-$65
Weaver..Flats..B&O, CSX, CR, Erie, LV, BN, UP.$20-$30
Stock cars..COW, RG, UP, Armour, PRR, B&O, etc.$27-$32
MTH Premier..Snow Plows..CR, PRR, LV, B&O, NYC..$30-$40
..Flats/trailers-NS, BO, PRR, Rdg, CR, D&H..NYC..$25-$45
..Cranes, Jnt. Spreaders..call
K-Line..Decast Dbl-Stack..$49.95, Coil cars..$25-$40
16 wheel flat w/load..N, Rgl, EL, PRR, WM, UP..$54-$59

Gondolas - 2 and 3 rail
Ati/Pic..CNJ, N&W, PRR, GN, Rdg, C&O, NKP..$31.95
MTH..NH, SOU, D&H, LV, RDG, PRR, UP, B&O..$25-$45
K-line..4S decast..PRR, B&O, EL, Rgl, CNJ..$32-$45

Capebees - 2 and 3 rail
Wvr..CP, B&M, IC, NH, Erie, LV, D&H, Rgl..$20-$35
Atlas..BN, Chess, CR, DH, DMI, RG, MEC, SF..$52-$60
MTH..ATSFS, BN, D&H, UP, PRR, Rdg, CR, NYC..$30-$65
K-line..SOU, NYC, Rgl, PRR, CR, D&H, EL, UP..$54-$75
Weaver cars w/Decast Trks/Couplers, add $8.95

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O Scale Trains • 43
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<th>Item Description</th>
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<td>4,195.00</td>
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<tr>
<td>USH AC 12 4-8-8-2, C/P</td>
<td>3,495.00</td>
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<tr>
<td>USH B&amp;O O-4-4, N/P OB</td>
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<tr>
<td>BLW D&amp;RGW M64 4-8-4, F/P New</td>
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<td>OM #0434 ATSF H-10-4-4, C/P</td>
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<tr>
<td>OM #0429.1 Amtrak F40PHPh1, F/P Not Ltd OB</td>
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<td>CW H16-44, C/P</td>
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<tr>
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<td>OM #0561 ATSF FM Erie Built A Unit F/P</td>
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<td>MLW Bi-Polar, Klienschmidt Drive C/P</td>
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<tr>
<td>USH (KTM) GP35, Poor Paint, OB</td>
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<td>SS FM Trainmaster, C/P SP Bloody Nose</td>
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<td>OL GN 2-D-2 #5001/5002 Set C/P</td>
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<td>PL #300 PRR R-7 Reefer C/P</td>
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<td>Priester C.Built Morrel Refferees each</td>
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<td>MG #120 TT Flats, C/P PRR w/USH RB Tks (30 available) each</td>
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<td>PRB 60' Greenville Boxcars Various Roads each</td>
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<td>PRB 62' PC&amp;F Boxcars Various Roads each</td>
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<td>PSC C&amp;O 10-1-2 Pullman Sam Houston, C/P</td>
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<td>PSC C&amp;O 8-1-2 First Citizen C/P</td>
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<td>PRB Flats, Tanks, Plastic Boxcars</td>
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<td>Leetown D&amp;C 2-Track Shay, C/P Bit by Lee Snover</td>
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<td>5 Car CP Passenger Train w/MG 4-4-0</td>
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<td>14 Car SS Congressional Limited Complete</td>
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<td>13 Car Lionel Smithsonian NYC 20th Cent Set, w/o Key PAPB</td>
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Massachusetts, Lowell
10, 11 & 12, Boston Trolley Meet, all scales electric equipment. Sunday MBTA fan trip. Info: send SASE to the Boston Chapter NRHS, attn: Trolley Meet, PO Box 66202, Auburndale, MA 02466-0002.

Minnesota, St. Paul
11, Twin City Model Railroad Museum Inc., Railroad & Hobby Sale, Minnesota State Fairgrounds, Education Building, 9:00 am to 3:00 pm. Info: TCMMR, 1021 Bandana Blvd E Ste 222, St. Paul, MN 55108 [http://www.tcmrm.org].

New Jersey, Merchantville
11, Cherry Valley Model Railroad Club Annual Spring O Scale Train Meet, Grace Episcopal Church, Maple Ave & Center St, 9:00 am to 1:30 pm. Info: Cherry Valley Model Railroad Club, PO Box 192, Maple Shade, NJ 08052. Call Chuck Jacobs (856) 234-1898 or Dave Richter (215) 639-7290.

New Jersey, Pleasantville
18, First Annual 2-Rail O Scale Train Show sponsored by the Tuckahoe O Scalers, Epiphany Lutheran Church Hall, Franklin Blvd & Tunis Ave, 10:00 am to 4:00 pm. Dealer/Seller inquiries encouraged. Info: John P. Dunn, Sr, 38 E Everse Ave, Northfield, NJ 08225; (609) 484-8125; email [JDUNN8888@aol.com].

June 2002

Florida, Plantation
1, Florida Citrus Model Train Society Meet, South Plantation High School Cafeteria, 1300 SW 54 Ave., 10:00 am to 3:00 pm. Info: Ken Sargeant, 1810 SW 105 Ave, Ft. Lauderdale, FL 33324; (954) 473-6376. [http://www.citrustrains.com], email [sarge40@aol.com].

Illinois, Rosemont (Chicago area)

Maryland, Timonium
22 & 23, Double Show The Great Scale Model Train Show & The All-American High-Rail & Collectors Show Info: ECSMRA, 5236 Thunder Hill Rd, Columbia, MD 21045; Howard Zane, (410) 730-1036; [http://www.gsmts.com].

New Jersey, Kendall Park
1, Model Trolley and Transit Show sponsored by the NY City Model Transit Assoc & St. Augustine of Canterbury HSA, St. Augustine of Canterbury School, 45 Henderson Rd. Open to public 9:00 am to 5:00 pm. Info: Steve Olsen, 135 Salem Rd, North Brunswick, NJ 08902; (732) 422-7905.

July 2002

California, Point Richmond
4, Golden State Model Railroad Museum 4th of July Open House, 900 Doman Drive - home of the East Bay Model Engineers, Noon to 5:00 pm. Info: Jeffrey Heller, 255 The Uplands, Berkeley, CA 94705; (510) 658-3915; [http://www.gsrmrm.org].

August 2002

Pennsylvania, Denver (Lancaster area)
3, Eastern O Scalers Swap Meet. Denver Fire Hall, 4th and Locust St, 9:00 am to 1:00 pm. Info: EOS, PO Box 1781, Bensalem, PA 19020; (215) 639-3864; [http://members.aol.com/~eostrains].

September 2002

Indiana, Beech Grove (Indianapolis area)
14-15, Indianapolis Midwest O Scale Fall Meet, Holiday inn, 5120 Victory Dr, O Scale, Proto:48, On3, On2, O Trolley/Traction displays and sale. INFO: Jim Canter, 1203 Rotherham Ln, Beech Grove, IN 46107-3323; 317-888-8884; email [jcanternkp@aol.com].

Michigan, Holly
7 & 8, Detroit Model Railroad Club, Inc. Carrie Nation Open House, 104 N Saginaw St, Noon to 5:00 pm. Info: Edward MacDowell, DMRC, 104 N Saginaw St, Holly, MI 48442; 248-634-5811.

November 2002

Pennsylvania, Wind Gap
2, Eastern O Scalers Swap Meet, Plainfield Fire Hall, 6480 Sullivan Trail, 9:00 am to 1:00 pm. Info: EOS, PO Box 1781, Bensalem, PA 19020; 215-639-3864; [http://members.aol.com/~eostrains].

Illinois, Rockford
2 & 3, 9th Annual Midway Village & Museum Center Model Train Show, 6799 Guilford Rd, Noon to 5:00 pm. Info: 815-397-9112; email [Fsm1019@aol.com].

Ohio, Strongsville
16, Annual Western Reserve O Scale Meet, Holiday Inn Select, Strongsville (one exit south of turnpike on I-71 and Ohio Route 82), 9:00 am to 3:00 pm. Info: Bob Boeddener, 32165 Hickory Ln, Avon Lake, OH 44012; 440-933-7169.

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Modeler’s Shelf

Photos of our reader’s models

The two photos above show an older brass PRR K4 (probably a US Hobbies) being detailed up to today’s standards. The loco is owned by Buz Burnley of the Central Jersey O Scalers. The photos were taken by George Losse.

This diorama was built by J. Michael Miller of Glen Burnie, MD. It was built over a period of 3 months of evenings. The model now belongs to Ted Leach who also took the photos. The main building is from a Korber Models Acme Dye Company kit. This started life as a two storey building but Mike cut it down.

(We will have more photos and color photos of this beautiful diorama in the next issue.)

Send Us Your Photos!
By Snail-Mail or Email
We want to see your work!

More Photos on Page 53
WORKING CAB WINDOWS

This text will be mostly dedicated to working cab windows in a U.S. Hobbies type of engine. It can, of course, be applied to any brass engine that has cab windows soldered in place by the manufacturer.

The first thing that must be done, assuming the cab must be left in place and not made removable, is gain access to inside of the cab sides. The easiest way of doing this is to remove the cab’s rear wall. Careful inspection of the cab rear wall will show that it is soldered both on the two edges at the bottom, along the sides and up around the curvature of the roof. Furthermore, the rear cab windows usually have a frame which is soldered to the inside of the rear cab wall. Lastly, the hand grabs for handrails usually are soldered both to the cab wall and below to the rear beam plate.

Before starting, the engine itself should be stabilized. I usually remove the running chassis from the broiler always replacing the screws where they came from, for reassembly. Lastly, I usually turn the boiler upside down and place the running boards in the area or the steam delivery pipes and the sand dome between the plastic jaws of a Panavise. Tighten the Panavise only to the point where the engine is snug and secure. It is important to keep the plastic jaws far enough from the cab so that the residual heat does not melt the plastic jaws.

Following Figure 3, unsolder the handrail from the rear cab wall. To do this adjust the torch to about half intensity. If the flame is examined it will have a blue tongue with a yellow to greenish halo. The hottest point is the very outer most tip of the blue tongue. Using this point carefully work it in a circular fashion around the handrail insertion point. Try not to apply heat directly to the handrail as this will damage the handrail and cause it to warp. The handrails are much lighter brass than the wall itself. The handrail should be grasped slightly behind the insertion point with a pair of stainless steel forceps and general pressure applied to the handrail until it is felt to loosen. When the solder starts to melt, simply pull it out and remove the torch at that point. I would apply about as much pressure as it would take to puncture a piece of writing paper. Repeat this to the other hand grab. Gently bend these out of the way.

Now apply the torch starting at the inside bottom of the cab wall again grasping the rear cab wall with the forceps and apply...
slight outward pressure. It is important to be in a well-lit area so that you can see the solder go from a dull grayish color to a shiny silver color. As the joint starts to break free, gently pull away from the cab side, but try not to separate it by any more than 1/8 of an inch.

Once separation is accomplished, move the torch in the direction shown in Figure 4. Insert something between the rear wall and the cab side (for example one of the alligator clips) so that the recently unsoldered portion does not resolder itself as you work your way around. Continue to work in this fashion until the whole rear side cab wall is loosened and removed. It is important not to distort the cab wall as it will be reapplied later nor to apply too much heat as other parts will start to come loose. If the cab rear window frames fall off during this process, save them to be reapplied and if the cab roof deflector falls off, again save it to be reapplied.

The most difficult to reapply if damaged would be the beading around the cab roof edge. A precaution here would be to use alligator clips with the teeth filed off to make them into flat nose clamps and to apply two or three of these to hold the beading so it does not pop free.

Once the cab wall is removed all lumps of solder must be removed. A technique which I like the use here is to lay the part on the table, maybe clamp it there with an alligator clip or two, and apply heat. As the solder starts to melt brush it off with one of the brushes discussed in Part 1 of this series. Use this same technique on the cab itself around the lip where the wall was soldered to the cab sides and roof. The torch should be struck at about half flame. To do this properly you have to develop the technique of apply heat, brush, apply heat, brush, etc. (By the way, if the flame hits the brush it will destroy it and put out an ungodly stench.)

Once the rear cab wall is removed now it is time to remove the actual windows themselves. To do this it is best to have as many free hands as possible. Grasping the window mullion with a forceps (as shown Figure 5) from the inside of the cab, strike the flame to half torch or less and apply heat to the frame of the window itself. Rotate the torch in a circular fashion slowly maybe 10 rotations per minute gently pulling on the window Mullions with the forceps and keeping an eye on the actual solder color. As soon as the window breaks loose remove the heat. On examining the removed windows Mullions what you usually will find will be one normal frame, one slightly enlarged frame, and a spacer to offset one frame from the other. The spacer frame can be discarded and the two window frames with the Mullions saved. These will be later modified to the correct size and contour and reused. At this point remove the excess solder from both the cab sides and the window frames by the technique previously described using the brush and torch.

It is now time to install the window channels and windows. Carefully examine Figure 6 to decide which type of channel you wish to use and how they are installed. I obtain my channel stock from K&V non-ferrous metals up in Ohio. Either “C” channel, or “Z” channel can be used for a window track. If you are very good at soldering an “L” channel can be used soldered on its edge against the cab wall. A C channel will provide more room for two windows to slide side by side. However, the drawback is that the lip is not very deep and unless the channels are perfectly parallel there is tendency for the windows to slip out of the track. On the other hand, a “U” type channel has a greater depth but less width. The same applies to a “Z” channel. Further more, if the channel width becomes too wide it becomes exceedingly visible from the outside of the cab and non-prototypical in appearance. Other technique that I have used is to take a K&S 1/16 inch square channel and carefully cut out one side with a cut off wheel. You have to use the narrowest cut off wheel to do this. It must be done slowly and a cup of water must be close by to quench the heat build up on the brass shape. This gives a very thin walled “U” typed channel. This is slightly more difficult. The correct technique for cutting channel, is to score it part of the way through and then bend and break it and smooth off the rough edge with the side of the cut off wheel. This is more acceptable than trying to cut all the way through with one stroke.

Once the channel type is selected and cut to the proper length with a cut off wheel you are ready for installation. It is best to install the channel from the very front wall of the cab to the very rear wall of the cab allowing no place for the window to slip off the channel once the model is finished. To do this, measure the distance from where the wall touches the front wall to the end of the side wall of the cab. Then subtract 1/32nd of an inch to account for the installed rear wall and this will be your proper channel length.

The next step is tinning the channel. To do this paint the edge of the channel with the solder flux using a brush. Next, strike the
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torch on very low flame. The flame height can be adjusted by the amount of twist in the end of the torch nozzle. If you’re right handed the torch should be in your left hand and the solder in your right hand. Unravel about 3 inches of solder and apply heat first to the channel. As you apply the heat you will see the flux start to boil off. Avoid breathing this vapor. Do not over heat the flux past the point of boiling. Remove the flame and touch the solder to the channel. If the solder does not melt and flow down the channel, remove the solder and momentarily reapply the heat. Do this two or three times until the solder starts to flow down the channel. If this does not happen in two or three times (it should take about 10 seconds for the channel to get hot enough) then repaint the channel with more flux and try again.

Once the solder starts to flow it can be directed down the channel by leading it with the heat. Apply the heat slightly further down the channel than the solder and the solder will melt in the direction of the heat. Once the channel is coated on one side with solder, quench it quickly with the squeegee (see Part 1) then examine it. If any of the solder flowed inside the channel where the window will slide it must be ground off. Using a small thin cut off wheel, hand file, pick or small rotating drill bit will also work depending on the amount of solder. If there is a lot of solder then use the brushing technique to remove it and file out the remaining solder or simply discard the channel and try it again.

Once you have adequately coated the channels now paint the cab side where the channel will be attached with flux. Lay the channel in place. The top of the channel should be exactly flush with the bottom or tip of the window depending on which channel you’re applying first. At this point, if your hand is steady you can use the forceps to hold the channel in position. If your hand is not steady you can use an alligator clip inside the window opening between the channel and the cab side to hold the channel carefully in place. Strike the torch to about half flame. Hold the torch in the right hand and the forceps in the left hand, or if the channel is not jigged hold the channel in place with the left hand and the torch in the right hand. Apply heat starting at the closest point on the channel and going to the farthest point. Going back and forth in this fashion should take about 3 seconds which means a total strike from beginning to end should be about 6 seconds. Carefully observe the solder for both reflectivity and color and as soon as you see it start to flow to the cab side remove the heat. If your hand is steady enough turn off the torch, grab the quencher squeegee and quench the channel. (This is the beauty of having a torch with a controllable nozzle which could all be done with one hand. This may take some practice but it is not as difficult as it sounds.)

Examine the channel to see that it is parallel and flush with the window sill. If you are satisfied repeat this with the other channels one on top of this window and two on the other side of the cab. It is also good at this point to inspect the inside of all the tracks to make sure that no solder has leaked to the window tracks.

Once this step has been completed it is time to shape the windows for their insertion. You will find that the windows are slightly larger from top to bottom than the track. Using the cut off wheel, grind a little bit from the windows tops and bottoms. Start with the top, test fit, then take some off the bottom, test and go back to the top. Work in this fashion until the window slides smoothly from front to back. Repeat this with all four windows. Some windows have much larger side frames on one side than the other due to the way they were installed in the original model. These have to be made symmetrical. The prototypical window mullions are about 1/2 scale inches at the very most. This comes out to be about 1/32nd of an inch. The window side frames are no more than 3 scale inches at the most which is about 1/16th of an inch. So using the appropriate files and/or cut off wheels, shape the windows until they approach prototypical appearance. You will note that in almost all early brass models the windows are much larger than they should be. They do not present a scale appearance.

At this point if it is desired to install a cab interior, one can detail a backhead and solder it in place or a module can be made which can be plugged in using the back wall as part of the module (see figure 7). Otherwise, it is time to install the rear cab wall. The windows should be put in place and observed to slide freely at this point. If the cab wall is now to be soldered in, then a thin coating of oil should be applied to all window tracks to prevent the windows being accidentally soldered in place. Next, assess the old cab wall for its position inside the cab sides and roof. If
you were careful and did not distort the cab in your installation of the window channels the wall should pop right back in. If it doesn’t, then some bending and shaping of the cab sides and roof might be required at this point. If the old window molding from the cab wall fell out they should be cleaned up using the techniques described above and held until the last step. Now insert the old cab wall into its previous location. If it’s very loose and tends to wobble, a trick here would be to cut some 1/8 inch angle and solder it to the cab roof in one or two locations in the same manner in which you soldered the channels to the cab sides to act as brackets for the cab wall. This can also be accomplished on the bottom part of the cab sides (see figure 8). The rear cab wall can also be jigged in place using alligator clips inside the old windows from the outside window margins in the old cab wall to the old cab side.

Once the old cab wall is positioned in place, paint all the edges with liquid flux. Strike the torch to half flame. With the torch in the left hand and the solder in the right, using the same motion as you used to remove the cab, reapply heat to the cab wall and the cab floor intermittently in about two second cycles. After the flux starts to boil off touch the solder to it and the solder should flow between both edges by capillary action. Using the torch lead the bead of solder all around the cab. You should probably check the position of the wall several times in the course of reapplying it to make sure that it has not slipped out of position. Once the cab wall is reapplied immediately remove the heat and quench it with a squeegee. Go back and using a brush which has been wetted with flux, brush off and spread out any excess solder around the cab wall. The rear cab window should have already been tinned, so all that is necessary now is to paint them with a coating of liquid flux, position them, clamp them with an alligator clip and apply heat in a circular fashion around the rear cab window. Again, as soon as the solder becomes shiny it is time to retract the heat and quench the heat.

To reapply the rear hand rails it is necessary to drill the old hole through (a 72 or 70 drill will work). Plug the old hand rail back into its hole and paint the insertion area with liquid solder flux. Make sure the hand rail is straight and plumb. Apply heat around the handrail and not to the handrail itself until the flux boils off and solder starts to flow. Now, for a split second apply some heat to the handrail so that the solder flows throughout the hole. Then remove the heat and quench it. Now reexamine the windows to make sure your work is correct and reapply any parts that may have fallen off during the process, e.g., arm rests or visors over top of the windows. The technique here would be to paint the two soldered surfaces with liquid flux, hold the part in place using forceps and apply heat until the solder becomes shiny, then immediately remove heat and quench it.

You should now have some very nicely working windows which provide a very marked improvement to the original model.

Drawings by Fred Karl

---

**Cut Off Wheels**

A quick note on cut off wheels. If you’ve ever used a chainsaw or a circular saw on incorrectly braced materials you’ve probably experienced the “kick back” phenomenon. This applies equally well to Dremel and other high-speed cut off wheels. The only difference is that this small cut off wheel is rotating significantly faster and it will tend to disintegrate on a kick back. The flying particles can be extremely hazardous, especially if they were to hit an eye. Always wear safety glasses when working with cut off disks. — Harry
During WWII a shortage of power occurred on many railroads. Of the 19 N&W Y-3 2-8-8-2s, six served on the Pennsylvania RR, five on the Union Pacific and eight on the Santa Fe. In 1948 Santa Fe sold seven Y-3s to the Virginian. Each railroad customized the Y-3 to their own needs. Third Rail is bringing you these 5 different Y-3 2-8-8-2s with different tenders, plumbing and accessories unique to each road. The most prototypically correct offering yet in O scale.

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The photos in this left column are from the O Scale West 2002 model contest. We will have a more in-depth look at OSW in the next issue.

Contest Photos

The photos in this column were taken at the March Meet in Chicago, Ill. (See Observations for more info on the contest.)

Pennsylvania Railroad, Railway Express Agency, Baggage Car No7296, Tom Mapes 2002

Wood Reefer, Sugar Creek Butter, QREX 45033
John Bridges, Nevada City, CA. 2002 - 2nd Place - Freight Car

Express Reefer, Railway Express Agency, REX 1227
Richard Bregler & Tom Mapes, Irvine, CA 2002 - 2nd Place - Passenger Car

Southern Pacific Caboose (Lobaugh Trains) - Rod Miller 2002

NYC/LS&MS Brochton Depot - Randy Swanson
2nd Place Structures

CNR RPO - D. Townsend
First Place Passenger Cars

D&RGW Fowler Box car (Chooch kit) - Jim Zwernemann
Second Place Freight Cars

EBT Shaft Mine #6
David Crement

Section Car - M of W 02
Fred Verrier
Cupertino, CA
2nd Place Maintenance of Way
We’re baaaaack! You can all let out a collective sigh of relief now. Issue #2 is here! The number one question we get here at the magazine is: “Are you really going to produce bimonthly?” I was asked this question so many times at the Chicago March Meet that I was tempted to make up a sign that said “Yes, really!” and just point to it when asked the question. There’s no magic here. It just takes effective planning and scheduling, something I’ve been doing successfully since my days as a System Engineer in the aerospace industry. So, here we are with #2 and issue #3 is coming along right behind in July. I hope this answers the question.

I owe apologies to two of my authors, Harry Hieke and John Sauers. I spelled their names incorrectly in issue #1.

Speaking of Chicago, I must further apologize, beat my breast and chant, “Mea culpa, mea culpa.” I really goofed with the contest models. Lemme ’splain. I went to the Chicago meet alone. Big mistake! Judy Hill was kind enough to put my table in a high-traffic area, but that meant I had little time to break away for the bathroom, food and to photograph the contest models. I managed to get only four good photos (I’m still learning to use the digital camera), and only one of them was a first place winner. My apologies to all the other contestants whose photos either I didn’t get or didn’t turn out. Nevertheless, here are the contest results:

Traction & Electrics
1st – CSL#2844, Rich Nelson
2nd – CSL#204, Tom Froehlich

Structures
1st – Deck Girder Bridge, Bob Kjelland
2nd – NYC Brochtion Depot, Andy Swanson
(See photo on page 53)

Freight Cars
1st – CPR Caboose, David Nadeau
2nd – D&RGW Fowler Box car, Jim Zwernmann
(See photo on page 53)

Diesels
1st – CP GP9 (chop nose), David Nadeau
2nd – CB&Q E7 A-A, Paul Gruetzman

Passenger Cars
1st – CNR RPO, D. Townsend
(See photo on page 53)
2nd – NP Sleeper #364, Dave Schultz

Steam
1st – CB&Q S4 4-6-4, Harry Brown
2nd – Milw. K1 2-6-2, Ed Trushow

I promise we will do better at the O Scale National in June. There will be three of us and we will be better able to cover all the activities. And I want to invite everyone to a special event O Scale Trains is co-sponsoring with the National Convention Committee. There will be a special reception on Wednesday evening, June 12th at the convention hotel for early bird registrants. We at the magazine are grateful to Ron Sebastian of Des Plaines Hobbies, convention chair, for allowing us to participate in this activity. So, I’m inviting everyone to come early to the National Convention and come meet the crew that is putting out this rag. I’m already registered; are you?

In my first editorial I brought up the subject of quality of service and I mentioned Scott Mann (Sunset/3rd Rail) as my “service hero” of the moment. Well, we have a new Service Hero this issue. I received the following note by email from a subscriber in Scotland:

“In your Observations section you mention customer service, a subject often forgotten by many. I had an excellent example of service today – apart from your magazine arriving within a few days of ordering. Mike Calvert of Gilmour sent me, out of the blue, detail parts for use on my RS1. Nothing unusual in that but it was in response to a post I had on the Otrains list looking for a solution to replace the roller bearings on Weaver sideframes with friction ones. Colin Stewart”

Now I think that qualifies, don’t you? Mr. Calvert saw the post on the net and took it on his own to send Colin the parts needed. I’ve heard many, many good thing about Mr. Calvert and this seems to be a typical example rather than an exception. I wish more vendors and manufacturers would realize that the money we spend on their products and services is disposable income. That means we don’t have to spend it. That means we can spend it someplace else. Get the idea? Use your wallet (or purse) as a bargaining tool. You don’t get the service or product you want from a vendor, spend that money someplace else where you do get what you want. If enough people do this, vendors will get the idea and correct their problems or they will go out of business.

Please continue to send us photos of your models. That’s a big part of the magazine. We want to see your work. Letters are always appreciated and we will try to publish everything sent to us. We’re always looking for articles and product reviews. Remember, we pay on acceptance so you don’t have to wait until it gets published to get paid. Visit our website <www.oscalemag.com> for the details.

Keep hi-ballin’!

Joe Giannovario, Editor/Publisher
0 SCALE UP BULL MOOSE 2-8-8-0s
NOW AT PSC DEALERS!

PSC production model photos of production samples.

#16999-1  UP 2-8-8-0 compound type as built by Alco, BL feedwater heater, dual air pumps. 12,000 gallon coal burning Vanderbilt tender. Painted #3600 and #3613.
#17001.1  UP 2-8-8.0 simple type as converted in 1940s. BL feedwater heater, pilot mounted air pumps. 18,000 gallon oil burning Vanderbilt tender. Painted #3561 and #3553.
#17003-1  UP 2-8-8-0 simply type 1950s era. Worthington feedwater heater, pilot mounted air pumps. 18,000 gallon oil burning Vanderbilt tender. Painted #3519 and #3560.

0 SCALE CB&Q 4-6-4 S-4 and S-4a
Reserve yours today for late 2002 arrival

Prototype photo courtesy of Harold K. Vollrath

#17159  CB&Q 4-6-4 S-4 with 15,000 gallon 27-ton rectangular tender. No paint.
#17159.1 Same, painted black and graphite #3000, *3003 and #3012.
#17161  CB&Q 4-6-4 S-4a (rebuilt S4) with 15,000 gallon 27-ton tender. No paint.
#17161 -1 Same, painted black and graphite #4003 and #4003.
#17163-1 CB&Q 4.6-4 S-4a Streamlined. Painted Aeolus #4001. “Limited Crown Production.”

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0122 Pierre M. Marquette

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0124 Union Pacific

(model and photo by Phil Camp)

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0203 Union Pacific
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(model and photo by Phil Camp)

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This is a steam era car.
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0303 Union Pacific
0304 C&S&Q (Brown)
0305 Erie
0306 Grand Trunk
0307 Wabash

(model and photo by Phil Camp)

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