Nick Biangel’s On30 Northern Division

C of Ga Door & a Half
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Working Windows &
Hatches... Part 3

Building a PRR
B8a... Part 3

Pfaudler Milk Cars

Narrow Minded

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Models are due September 2002.

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Gondolas

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Models are due November 2002.

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It is 1924 and New York is booming with Broadway Shows and, most important, a new hit from a young guy named George Gershwin. Everyone is raving about his new piece of music, “Rhapsody in Blue.” Back in 1920, he wrote the song “Lady, Be Good” which placed him in the spotlight! These were good times, especially for the “Socialites” of the times.

As this was going on, in another part of the country, in the heart of the Rockies, it was a totally different world. An isolated world, a world of harsh weather, machinery to maintain, and a schedule to keep. This was a world of railroading, making sure to have everything in order and to keep the customer happy. That or go out of business. Times were not easy here at all! Communication with the outside world was only through the railroad and this was not very dependable. People in these parts were more concerned about making a living than worrying what was the latest hit on Broadway. As a matter of fact, most people here were still whistling “Yankee Doodle Dandy” from George M. Cohan written for the Great War back in 1917 or so.

This is a story of three friends of almost twenty years. All three grew up in the South and decided to go out West to get a job on the railroad. One was a great machinist (excellent scratch-builder). They sent him to the Southern Division, to design and work on engines and locomotives. The next was good with people and keeping a team spirit (great public relations), and he was sent to the Central Division, to make sure that all divisions kept the same goal of proper communications. And, the last one, the one who could get information and parts for the railroad, especially from Denver & Rio Grande, was sent to the Northern Division.

These three friends model the Colorado Southern in On30.
Colorado & Southern Railroad in the mid 20’s. Their version of this railroad is divided into three parts; the Northern, Central, and Southern Divisions, three different model layouts with one theme.

The proprietor of the Southern Division layout is Geraldo Diaz. He lives geographically most southerly of all three layouts, hence the Southern Division. Geraldo (Jerry) is an exceptional scratchbuilder and model builder. Jerry has been a model railroader all of his life and has worked in all scales. The Southern Division is installed in a 15’ x 15’ room, there he also paints and scratchbuilds rolling stock and engines for all three divisions. His layout is L-Girder type and his main line is based on a folded dogbone.

The second gentleman lives between the Southern and Northern divisions. Mike Font is the proprietor of the Central Division. He is an outstanding model builder and has the talent to keep the group together. Communications between the divisions are great because of him. Eighty percent of his layout came from our previous HOn3 modular club. He finished it up in his 12’ x 20’ family room. Out of all three divisions, the Central is the smallest in size but has the most beautiful scenery.

The largest division is the Northern run by Nick Biangel. He has creativity in designing layouts and shopping for parts. The Northern Division is established in a 22’ x 26’ two car garage. It is a shelf-type layout with a peninsula in the middle with two main lines. It has an 11 foot yard with an adjacent engine facility six feet long.

In the summer of 1999, Nick got the

“Hobo Harry” just passed by the new storage facilities of the railroad. The boxcar needed new trucks and at the time the “RR” did not have the means, so they decided to convert it into a parts storage and situated near the engine facilities.
Name: Colorado & Southern
Scale: On30
Size: 22 x 25ft
Location: Colorado
Time: 1920's-30's
Layout: Shelf-type around the walls, table-top peninsula
Benchwork: Table top with 1/2" and 3/4" plywood.
Track: Atlas HO code 100 Radius: Min: 22"

Turnouts: Peco #6 (#4 in the yard) HO with Peco Solenoids installed.
Mainline: 212 ft of track
Grade: 3% (in the peninsula)
Scenery: Styrofoam, Hydrocal for the rock molds and over the styrofoam
Backdrop: Painted drywall
Control: Digitrax Chief II with Soundtrax decoders on each engine.
Last train for the day heading out of Gunnison to pick up the miners and bring them home for the weekend.

“Big Bob”, the engineer likes to take his time through crossings, so I hope there is nobody really hurt in that ambulance.

The rolling stock and motive power are from Bachmann. There are a lot of plastic buildings which are being replaced with wooden scratchbuilt buildings.

Scenery is made out of styrofoam, stacked and carved into shape. The texture of the scenery is an assortment of real and commercial materials, including plaster rock moldings, real rocks, and various grades of ground foam. Most of the trees are from commercial sources such as Architrees. In the future, the friends will make their own pine trees since it will take more than 2,000 trees to complete the layouts.

These guys are still in the growing stages of building their layouts. Typically, there is no end in sight. There is plenty to be built.

bug for an On30 Bachmann set. There was much debate because he had a lot of HO scale rolling stock and didn’t know whether to change everything or not, so it was postponed. In January 2000, the bug hit again. After some discussion with the Southern and Central divisions, since they were modeling HO and HOon3, all three divisions were making plans to order Bachmann On30 sets. By the end of the month, we had a fleet of freight and passenger rolling stock in On30. All three had to do some minor adjustments in their layouts. Two years later, they are all very pleased with their decision.

All the layouts have Atlas code 100 HO flex track and Peco #4 and #6 turnouts. As time goes by the track will be replaced with true On30 track. All three layouts have Digitrax Command Control System with Soundtraxx sound decoders. All

After a day of derailments and a cranky engine, Gene is ready to clock out and go home for the day.

Pat, Nathan, and Neil are unloading the moving van onto the exchange platform across the street from the passenger station. This packages will be loaded up onto the train later, eventually ending up in Salt Lake City, Utah. All the crates and barrels are HO Scale.

Tuesday morning in Gunnison and people are already hustling and bustling as we see people heading toward work and a mailman being chased by a dog.
North view of the engine facility from a nearby hill. The boys at the shop are taking it easy this afternoon as they are seating by the sandhouse chatting away.

Here is the east side of Shelf Canyon. The background is made out of beaded foam with rock molding over the foam. This whole wall (6 ft long) is made out of two rock molds. That's all I had at the time.

The heart of Gunnison is made out of 3 ceramic houses (2 are shown here). I bought these at Wal-mart 2 Christmases ago for $9 a piece. They are very close to scale. I weathered them and did a lot of scenery around them. In the background are your typical flats with photos from magazines on the windows to make the interiors. I apologize for the dog doing his thing while I took the photograph.

“Termite Tim” lost his leg in a railroad accident. He was not being “safe,” so he was demoted. Now he is in charge of Safety Meetings for the railroad and a Safety Crossing Guard for the road.
### K-Line Series

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<thead>
<tr>
<th>Item #</th>
<th>Description</th>
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<tr>
<td>RC-511</td>
<td>PFE - Western Pacific - 12 Road #s</td>
<td>$429.95</td>
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<tr>
<td>RC-513</td>
<td>ART - Shield - Herald - 12 Road #s</td>
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<td>RC-514</td>
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Working Roof Hatches

Hatch Opening

Usually early brass engines had a roof hatch soldered directly to the roof with two flat square bars as tracks. To remove these, hold the part in question with the forceps and apply heat in a slow circular fashion about half flame to the part in question only, gently lifting as the heat is applied. As soon as one part lifts free set it down and go to the next part using the residual heat build up from the last part to shorten the heating time for the next part. Once the old hatch and the tracks are removed, use the brush and heat technique to remove all the old solder then quench the roof with the squeegee.

The next step is cutting the hole for the working hatch. If you have the correct prototype drawing, determine the hole size and position and carefully scribe them using a scribe or X-acto knife and straight edge on the roof top. If you do not have the prototype drawing and are satisfied that the old hatch and tracks were correct, then simply follow the inside solder edge of the old track and go to the end of the old solder track for the front hole and use the hatch itself to determine the length of the hole. Once through, tap the old center portion out and file the edges clean. Examine the hole for squareness and neatness and proceed to the next step.

Constructing the Hatch Tracks:

Most roads used C channel for the hatch rails. The smallest C channel available from Special Shapes is 3/64 inch. This is about right. Cut the channel to the proper length and square the edges. Tin the sides and jig or hold in place while soldering as noted in the technique described in Part 2. The flat side of the channel should be the side facing the hole and should be flush with the side of the hole (see Fig 12).

When you are satisfied that the channels are parallel and firmly soldered in place, it is time to construct the actual cab hatch. There are several ways to construct the hatch. Every railroad had a different style. Some of them had rivets on the ends, some of them bolts which held guides in place, some had angle iron stiffeners, others had wind deflectors in the rear, while almost all had a drip ledge along the front, and some had stops constructed of angle iron in the rear or the front. Examine photos of the actual hatches which you desire to model to determine which style to make. I like to use .020 brass to construct hatches as it has good structural integrity yet can still be formed and riveted with hand tools. The way I like to bend sheet brass is to score it using a small thin cut off wheel and a straight edge. The best straight edge that I have found is available from MicroMark.

(A note when scoring brass. Use the straight edge as a guide only. Don’t let
the cut off wheel touch the edge. If you press the cut off wheel against the straightedge, it won’t be straight any more and useless as a guide.)

You have to experiment to find how many times to score the brass so as to produce a nice straight bend yet still have enough integrity so that when the bend is accomplished the brass doesn’t snap off. Generally, three to six strokes is all that is necessary. The bend can be accomplished using needle nose pliers to make a perfect right angle. If the hatch has been properly measured it should fit over top of the rails but not be so tight that it is difficult to move it. If the rails are not exactly parallel, the hatch will bind.

Once it is determined that the hatch is fitted properly and slides without binding, the next step is to determine the method of holding it in place. Regardless which method is used, it is required to solder a C shaped tab to the inside of the hatch roof. Care must be taken to apply only the correct amount of heat in this process and a proper fit must be guaranteed before the guide is soldered to the hatch.

Here’s one method. The cab should be laid on its roof with the hatch properly secured into the channels. To do this, lay a piece of brass on top of the hatch and use masking tape hold that piece to the cab roof. This will prevent the masking tape from melting when heat is applied to the inside of the roof. Next lay the keeper on the inside of the hatch, (see Fig-14). The keeper should be tinned and the inside of cab should be painted with liquid solder flux. The keeper should be as far forward on the hatch as possible and flush with the front edge of the hatch. When heat is being applied the flame should be down very low and applied only long enough to get the solder to flow onto the hatch from the keeper. This may only take a few seconds and must be immediately quenched.

Now turn the cab upright, remove the masking tape and assess how easily the hatch moves. If its satisfactory, the process is complete. If it’s unsatisfactory, reposition the keeper and repeat the process.

A second method is to make a removable hatch. This entails making a C shaped piece with holes drilled in it through which a round brass bar can be slid after the cab hatch has been put in place (See Fig-15). This can be accomplished remote from the cab so that no heat has to be applied to the existing cab roof.

A third method is to simply use a pair of scissors to cut the .020 brass. The cab hatch will be flat and there will be no bends on this one. Next, two “C” channels are cut the length of the cab roof hatch. These will be soldered to the hatch and are placed so as to interlock with the tracks on the cab roof.

Assemble the entire cab roof hatch, that is the two side rails and the top cover as shown in Fig 15. To jig the parts in place it is only necessary to place some weight on the actual hatch itself to hold all the parts steady. I usually just lay a small file or some tool which will not solder to the roof on top of the hatch to gently hold it in place after everything is aligned. Now carefully paint the edge where the “C” channel attaches to the hatch plate and apply heat one side at a time. Once the first side is soldered immediately quench, go to the second side apply some more solder flux and heat this side until a bond is secure.

It is very easy to get a cold solder joint if the joint itself is not carefully observed during the soldering process. A complete joint must be made the whole length of the C channel along the length of the cab hatch. (A cold solder joint is sim-
Working Windows, Hatches & Doors

To bend it is to grasp the edge with the curvature with a pair of long nose pliers with a straight edge against the bend. Lay the other side against a wood surface and gently bend this to a 90 degree angle. The next thing to do is to tin the inside edge of this where it will butt against the “C” channels with a small drop of solder (see Fig-16b).

Some cab hatches have a water seal or drip rail along the front edge. The following technique will outline a method for constructing the forward water seal. Take the cab itself and lay the rear “visor” end on a piece of cardboard (See Fig 16a). Using a pencil outline the curvature of the cab roof on the cardboard. Carefully cut a 1 or 2 inch section along this curvature and retain this as a template. Measure from the top of the roof to the very top of the cab hatch. This measurement should be taken at the point of the attachment of the “C” channel of its most forward point (see Fig-16b). This should come out to be about 3/32.

Measure the width from one “C” channel face to the other. This will vary from cab to cab. Call this dimension “W” on Fig 16b. On a piece of .020 brass lay out the width distance W and the height, which in our example is 3/32 inch. Also mark a fold line about 1/32 inch above the height of the C channel used to make the tracks. Scribe a second line about 1/16 inch above the fold line. Using this top line and the dimension W take the straightedge and construct a box which will be cut out and used for the drip rail.

Using your roof template give the bottom edge of the box the curvature of the roof. Mark this and use a Dremel sanding drum, or other bit, to reproduce this radius. Check it against the roof periodically until you are sure that you have matched the roof radius exactly.

Cut this piece out and bend it at the fold line. The best way to bend it is to grasp the edge with the curvature with a pair of long nose pliers with a straight edge against the bend. Lay the other side against a wood surface and gently bend this to a 90 degree angle. The next thing to do is to tin the inside edge of this where it will butt against the “C” channels with a small drop of solder (see Fig-16b).

Slide the roof hatch back to its farthest open position and place the drip rail in position. Close the cab roof hatch and the drip rail should gently seat above the top of the hatch. Assuming this all fits, reopen the hatch and paint the drip rail and front of the C channel tracks with liquid flux. Heat this area and when the flux starts to boil slowly flash the heat from the roof to the drip rail. After doing this two or three times touch the solder to the joint between the roof tip and the lower edge of the drip rail. The solder should immediately wick across the joint. At this point remove both the heat and the solder to avoid excess solder on the roof and quench the heat.

A brief note here, if more than one cab hatch is desirable then the proper construction sequence would be to first install all of the roof rails after the holes are cut, then install the hatches as described. The reason for this step would be that more heat is required to install a roof rail than is required to construct and fabricate a roof hatch. So that the possibility exists in installing subsequent roof rails of de-soldering already finished roof hatches.

(Next month: Finishing up cab details.)
Reed Artim (O Scale Realty) built this replica of the C&O Hinton coal dock for Jeb Kriigel (Get Real Productions).

The structure is about 24" high and is made mostly from wood.
Narrow Minded

A Narrow Gauge Train For Under $100.

I noticed recently that the current asking price for an On3 brass D&RGW K28 is now somewhere around the $2,000 mark for an unpainted, slightly tarnished model without sound. My own K28 runs like a thoroughbred and with its professional paint, light weathering, and sound system, it’s a joy to own and operate, even though it requires a reasonably large layout to do it justice. It certainly is satisfying to watch a Mikado hauling a long string of freight cars or a short passenger train through typical Colorado scenery but I’m going to show you how you can create a narrow gauge industrial feeder line on your standard gauge layout for less than $100.

In North America, there were some prominent 24" gauge railways and considerably more 36" gauge operations, but there were also a few 30" gauge that blossomed briefly before they faded away. It is therefore conceivable when modeling a fictional industrial line to choose from any of these three gauges and still be “correct.”

Every O scaler probably knows by now that HO gauge track scales out almost exactly to 30" gauge in 1:48 and On30 is currently the fastest growing segment of model railroading. Bachmann Industries has developed a superb line of On30 products at unbelievably low prices, including a 2-6-0 mogul and an exquisite little Porter 0-4-0 steamer. But we’re going to kibash an inexpensive little HO diesel locomotive into a great little On30 industrial switcher just over 14" long and 66" wide, with 24" diameter wheels.

The Hustler

There may have been a tiny “Hustler” somewhere in your past and of course I’m referring to the old Athearn HO Plymouth Hustler with the elastic band drive that ran at about 140 mph if it started at all. Well, there’s a much better choice now that Model Power produces a Porter Hustler that runs slowly right out of the box, has directional lighting and can often be found for less than $15. Choose the #6708 in gray (SP) or #6709 in primer red (PRR) because they have very little lettering to remove. This tiny jewel has a geared drive, four-wheel pickup and, although only the rear axle is driven, it pulls far more than it should and never stalls out on Peco switches.

The 30 ton, standard gauge HO diesel is going to look much like a tiny 8-10 ton O scale narrow gauge Plymouth critter after you make just a few simple modifications which will be well within the abilities of the average O scaler.

Before you remove the body shell, I recommend that you install the HO knuckle couplers of your choice using a suitable HO coupler gauge. Place the Hustler upside down on your workbench, remove the two screws on the bottom of the chassis and remove the bottom plate by lifting up the front first. Do not disturb the wheel/axle assemblies. Install the couplers, then reassemble and test the couplers.

Removing the Shell

Notice the holes in the front and rear of the body shell and remove the one-piece shell by gently prying the four corners away from the chassis. Carefully disengage the wiring that may be glued

—continued on page 27—
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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
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Ultra Scale II offers the Penn Cove Modular Building in O Scale. The modeler can kitbash this kit in several ways, such as a rectangular or triangular structure. The limited edition kit comes with five walls, Grandt windows and doors and brick corners. Cast in resin and easy to build. Available direct only from Ultra Scale II.

Kit#627: $100.00, #627A painting fee $45.00; S&H $8.95

REVIEW: B&O Wagontop Boxcar
Sunset Models, 37 South Fourth St.
Campbell, CA 95008
1-800-3RD-RAIL www.3rdrail.com

Reviewed By J W Mathews
Prototype History
The “wagontop” boxcars were designed by, and unique to, the Baltimore & Ohio Railroad. The “wagontop” name came from their resemblance to the Conestoga wagons used in the 1800s, due to the inverted “U” shaped ribs running from floor level upward over the roof and down to the floor on the other side of the car. A few experimental cars were built starting in 1934.

Mass production of the car began in December 1936 and ran to June 1937, when 1290 wood-sheathed cars were stripped to their underframes and rebuilt as Class M-15K and M-15L wagontops. Construction of the largest class, M-53, began immediately thereafter and continued until March 1938, with a total of 2,000 cars, numbered 380,000 - 381,999.

Model Information
Rollin Lobaugh offered a wagontop boxcar kit prior to World War Two. International Models Products (IMP) of New...
1997 marked the 50th year of continuous operation for one of O Scales foremost institutions: Central Locomotive Works. CLW was unique in several ways. Throughout all those years, just one man – Bob Smith, operated CLW. Even more remarkable, in contrast to the few other firms that go back that far, Bob Smith as CLW was still doing exactly the same thing he did 50 years previously – making the highest quality O Scale locomotive kits. Over those 50 years, Bob developed, engineered, and introduced significant innovations and advanced technologies that were rapidly adopted by the entire model railroad industry.

Bob’s model railroad manufacturing career began in 1940 when he machined drivers on a second hand lathe. He became quite well known in the Chicago model community for his custom machine work. This led to a commission by ALCO to custom make a model of the brand new PA diesel. Central Locomotive Works got its start when Bob decided to produce kits of the PA diesel. Next came power trucks. Bob’s redesign of diesel mechanisms included a chassis mounted motor with a transfer box on the end axle transmitting power to the wheels. This is the pattern that has been followed by other manufacturers ever since, and is just one example of Bob’s many innovations copied throughout the model railroad industry. In 1950, Central Loco Works absorbed the Lenoir/Saginaw line of locomotive kits, and then the ScaleCraft O Scale line in 1951.

The famous PS-4 locomotive kit began with a request for a custom made model. Other O Scalers heard of the project and also asked for a model. The decision was made to make patterns and use lost-wax technique to produce the many detail parts for the PS-4. Thus was born what has become perhaps the finest steam engine kit ever available to model railroaders.

Bob moved to Florida in 1956. He later went to work at the model shop at the RCA computer plant near West Palm Beach. His alertness to new developments led him to design his own gearboxes out of an extremely tough, wear resistant but self-lubricating plastic. Bob, in the CLW shop behind his garage, carefully assembled every gearbox. Bob’s later diesel kits introduced “triple etching” for body parts. Another innovation was tabs on the etchings to help the modeler fit parts together in exact alignment.

Bob Smith’s engineering excellence and innovations changed and improved the product lines of many other model manufactures in all scales. Bob was one of the first inductees to the O Scale Hall of Fame. Over 50 years many hundreds of O Scale modelers were grateful to Bob for enabling them to be able to say with pride, “I built it.”

Central Locomotive Works was sold in 1999 to Lou and Bette Houlemarde due to Bob’s declining health.

Central Locomotive Works

Bob Smith

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“O” Scale

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Kit
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These cars were painted 2 tone grey when ran on both NYC and D&H rails between Montreal and New York City, 1960-1978 Blue/Grey/Yellow paint scheme shown. E-Mail: rustyb@deltaphia.net

Russ Briggs Designs, LLC
17 Linda Lane, Plymouth, MA 02360
York City imported the first brass models of these cars circa 1950. The IMP cars were unpainted, with little underbody detail, and had the plain doors used on some of the prototypes. Sunset’s brass models, with corrugated doors, arrived in February 2002.

Offered in both 2- and 3-rail versions, the Sunset models are well made and sturdy, but also heavy at 28 ounces. Unfortunately, there are some serious detail omissions. These can be dealt with to some degree, depending on the desires of the buyer as discussed below.

The model has nice underbody detail, including the AB brake system parts and piping. One omitted detail, which I think should have been included, is the retainer valve and pipe on the “B” end of the car. (That’s the end with the brake wheel on a conventional railroad car, for readers unfamiliar with the term. The other end is called the “A” end.) Given the “state of the art” for brass models today, I think this detail should have been included. (It was present on Sunset’s B&O wagnetop covered hopper imported at the same time... an excellent model, in my opinion.)

The most serious error, I feel, is the omission of the two vertical ribs at the right of the door opening on each side. The ribs are present on the opposite side of the car and continue over the roof, but stop at the upper door slide bars. On the prototype, and on the IMP car of fifty years ago, these ribs continued down the car side. The door slide bars were located outside the ribs, with the doorways “framed” so the car would be watertight with the doors closed.

With the doors closed, the Sunset model does not “look right,” to put it bluntly. Competent scratch builders could rebuild the car sides, but there is an easier solution to the problem. The doors on Sunset’s model can be opened, so just run the car as an “empty” with the doors open!

Further, the floor can be removed which allows the interior to be detailed to simulate wood interior sheathing and floorboards... a subject for another article. A detailed interior would create a more prototypical appearance than the factory’s red-painted interior and black floor, and provide a good reason to operate the car with the doors open, to “show off” the interior detail.

The models are available in several road numbers, most of which are correct based on my review of a couple of Official Railway Equipment Registers. One number (Murphy’s law... the one I happened to receive), 38045, is missing a digit. There should be three digits after the zero. I think there is room to squeeze in a “1” after the zero. This would number the car as 380145 in the prototype number series, and fill in an unsightly space as well. (See photo.)

Otherwise the model seems to be lettered reasonably accurately for an “as built” car. The “built” and “new” dates of 11-37 fall within the construction period of the M-53 class. On most roads at the time, lettering practice included a horizontal line above the reporting marks (road initials) with the car number underneath and another horizontal line below the number. Some of these B&O cars were an exception, however, as the model’s lettering is correct per a prototype photo in the 1940 Car Builders’ Cyclopedia. (Persons modeling equipment of around 1950, or later during the diesel era, might want to reletter the car with the “13 States” herald or large “B&O” letters as appropriate.)

In conclusion, I think Sunset’s model is well built and reasonably priced, measured by today’s price levels for brass cars, but I do wish it had been made more accurately.

Photo on page 21

**REVIEW: Great Northern Y-1 (PENNSY FF-2) Electric Locomotive**

Sunset Models, 37 South Fourth St. Campbell, CA 95008
1-800-3RD-RAIL www.3rdrail.com

Reviewed by J W Mathews

Prototype Background & History

The Great Northern electrified its first tunnel through the Cascade Mountains during the first decade of the 20th Century. That electrification extended only for about five miles, from the town of Wellington on the west side through the 2.63-mile tunnel to the east portal. After an avalanche wiped out Wellington, three trains and over 100 lives in March 1910, the railroad constructed several miles of concrete snow sheds, which still stand today.

In addition, the railroad made plans to bore a longer tunnel, at a lower elevation, to eliminate many miles of grade and curvature, and to extend the electrified territory as well. While the new tunnel was under construction, in 1926, the electrification was extended 21 miles westward from Wellington to Skykomish. When the new 7.79-mile Cascade Tunnel was opened in January 1929, the wire extended east to Leavenworth and eventually to Wenatchee, for a total distance of approximately 60 miles. (The new tunnel was the longest in the Western hemisphere for about sixty years, until the Canadian Pacific drilled a longer bore under Rogers Pass in eastern British Columbia.)

The first two Y-1 electrics, of 1-C+C-1 wheel arrangement, were delivered from General Electric in late 1927, with two more arriving early in 1928. Four more arrived in 1931. Numbered 5010 - 5017, they were the first of their wheel arrangement and the most powerful single-unit electric locomotives at the time the first were built. As motor-generator locomotives, they were capable of regenerative braking, feeding current back into the overhead wires on downgrades.

The Y-1s served the GN well until diesels took over and the wire was torn down in 1956. In August of that year, the locos were sold to the Pennsylvania. Number 5011, which had been wrecked and rebuilt with a streamlined cabbody and F-unit cabs at both ends, was used for parts and the other locomotives were numbered one through seven. Used mostly as freight pushers on the eastbound grade from Thorndale to Paoli, the FF-2s served a few more years. One was scrapped in 1960, one in 1962 and the rest in April 1965.

**Model Information**
Unlike the CB model, the Sunset locos came factory painted with glazed windows. The green color strikes me as a “forest green” which is a darker shade than the olive (coach) green used on the prototypes through World War Two. The color may be closer to the Pullman color used with the orange color adopted during the postwar years with the advent of the streamlined passenger trains. The Sunset model, however, is painted solid green. The lettering appears correct per prototype photos.

Mechanically, Sunset’s model differs considerably from the CB model. The CB import used a large Pittman can motor (9000-series) mounted vertically over each truck, driving the center axle via a worm and gear. Delrin chains and sprockets transmitted power to the other two axles on each truck, powering all drivers.

Sunset’s models use smaller can motors (Pittman 8000-series size) mounted horizontally at each end of the carbody. Each motor drives a tower transmission connected to a gearbox on the center axle. A drive shaft connects that gearbox to a gearbox on the outer axle of the truck. The inner axles are unpowered, which I think is unfortunate. My guess is that this drive system may have been necessary to accommodate short-radius curves for the 3-rail versions.

Both the CB and Sunset models have sprung drivers, with the former seeming a bit softer. The Sunset model does track well, however, mine has operated on four different layouts, including a modular pike with superelivated curves and a home layout with two percent grades and curves on the grades.

The leading trucks on the CB models were pivoted too close to the outer ends of the chassis, with a resulting undesirable tendency to angle the wheels into the rails on curves and picking frog points at switches. The CB models required reworking of the truck yoke pivot points in order to track reliably. Sunset’s models do not have this problem. In several hours of operation, my model did not derail once.

The Sunset model started a bit more quickly than the CB model, probably due to the different drive systems, but I found they operate well together. At 12 volts, the scale speed of both models is about 60 miles per hour, in keeping with the prototype. The Sunset model weighs six pounds, with room for a little more weight in the carbody. I do think though that if both models were weighted the same, the CB model would have more pulling power due to all its axles being powered.

The Sunset version does have a few peculiarities, however. Each end has both headlights and classification lamps. Both headlights are on all the time. I think this is incorrect, and plan to install rectifiers to allow the lights to operate only in the direction of travel. The class lamps are another story. One end has green lamps, rectified to illuminate only in forward motion. I have designated that end as the “front,” by scribing an “F” on the underside of the leading truck at that end of the locomotive.

The lamps at the other end are also rectified to operate when that end is the “front,” but those lamps are red! I plan to change the rectifier so those lamps illuminate with the green lamps at the other end. Then, each pair of class lamps should have a small switch to turn them on or off independently. The green lamps can be on to indicate a following section, or off to indicate a scheduled train or when the locomotive is pushing. The red lamps can be on when the loco is pushing at the rear of a train, turned off when that end is coupled to the train or when that end is at the “front.”

Unlike the prototype, which could have the classification lenses changed when reversing direction, with no need to turn the locomotive itself; our model class lights do not have interchangeable lenses. Therefore, to operate with the classification lights following prototype practice, the Sunset Y-1 would require turning if the green lamps are to be lit to indicate a following section. If the class lamps are not needed, as for a scheduled train, the loco could simply be reversed without turning.

Aside from the peculiar wiring of the headlights and classification lamps and the paint color being perhaps a little off, Sunset has produced a good-look-

## REVIEW: Red Caboose Wood Refrigerator

**MSRP - Kit $37.95 / RTR $49.95**

http://www.red-caboose.com

**Reviewed by Buck Dean**

**In the Beginning...**

I’m a reefer junkie. If I had two nickels to rub together when I was 14, I would have bought one—a real one! I remember really long lines of wood and wood and steel refrigerator cars white-lined, going to scrap, in the storage yards in Kansas City’s west bottoms during my misspent Saturdays. It really broke my heart to see these go away. They were, and still are, much “neater” than the mechanical cars that replaced them.

Way back at the dawning age of car kits, we all struggled with wood and cardboard sided kits and flatly made do with just about anything to feed our need. If you wanted a “fleet” of cars, the chore it took to create a representative reefer block would almost make you want to quit railroad modeling for something else... like golf! A solution to the problem had to be found.

In recent years, with the move to extensive use of plastics in kits, reefer kits have been offered in a variety of forms, but none still can come close to the fine detail offered by the subject in question. Truly, most of these cars eventually find their way to 3 rail layouts and that’s great, but... Red Caboose stepped up to the plate in the wake of Intermountain’s all-steel offerings with a truly excellent model of a wooden car.

Of course, the urethane car kits available by Rails Unlimited and Chooch Ultra Line II are wonderful for those “special” cars and untold thanks to each of them for filling in gaps, but Red Caboose saw the need and came to the rescue with their version of the all wood 30 ton wooden refrigerator car, something the HO mavens have been enjoy-

continued on page 20
ing for some time. Now we O Scalers can enjoy them, too.

Not just another pretty face...

The model itself represents a PFE R-30-12-9 and R-30-9 prototype car. Original 30 ton cars were built in 1923 as an R-30-12 and the overall series was rebuilt into a 6” taller car from 1938 through the early ’40s and became a R-30-12-9 class designation. A few years later cars from other classes, like the rebuilt R-30-13-9, were all lumped into one class with the R-30-12-9 and a new class designation was given to all, R-30-9. Between 1938 and 1939, Pacific Fruit Express began a monumental reconditioning program of it’s refrigerat-
tor car classes. These 30 and 40 ton cars (through the 14th to 16th revision) were originally built in the teens and twenties. The cars were worn out and needed to be rebuilt.

In the case of the 30 ton wooden cars, the result was the “dash 9” car, or the R30-original#-9. The rebuilt cars had more modern appliances, stronger frames and sidewall construction, new trucks, EquipCo mechanical enhancements, end mounted hand brakes, and a taller loading door opening. Several of the original design series were lumped into the R30-9 and strongly resemble most wooden refrigerator cars built or rebuilt during this time frame by the likes of Indiana Harbor, Burlington’s shops at Havelok, Nebraska, PC&F, ART, GATX, URTX, and others.

Over the last couple of years, Red Caboose has offered the “one size fits all” R30 in PFE, MDT, and various versions of BREX, as well as a couple of vino haulers – the actual subject of this review.

Wooden cars with wooden ends lasted into the late 40’s only because WW2 came along and large numbers of cars were needed. Some of the wooden cars were eventually rebuilt this time with steel ends and eventually all of the ice cars were replaced with mechanical units. The icing platforms that served these cars then vanished (save a few here and there for company service).

Finally, to add insult to injury, the Agricultural Reform Act of 1958 virtually killed off the balance of privately operated refrigerated rail transit business. In essence, the act provided for the elimination of a previous barrier to transport of fresh foodstuffs (meat, fruit, produce) in interstate commerce by truck. Therefore, overnight, almost the entire privately operated refrigerator car business in the country dried up and went away. A dark era in history to be sure.

Un saluto alla buona vita
(A Salute to the Good Life)...

The Ready-to-Run car furnished for this review is one lettered for the Italian-Swiss Colony Company of Asti, California. Red Caboose offers this particular car in brilliant colors including Italian Swiss Colony’s trademark “TIPO” lettering and basket weave wine bottle in very clear and faithful graphics. Italian-Swiss Colony is no longer in business in its original form, but many readers will remember the advertising blitzes of the 50’s and 60’s for what became known as “The Workingman’s Chianti.” These ICC class TW cars are actually older cars, a number of them from the R-30-5 class, sold to other companies rather than placed in the major PFE rebuild program. The Italian Swiss Colony prototype car was one of a number of R-30-5 cars sold to California Dispatch Line, then its own company based in San Francisco.

Sometime Between 1933 and 1935 the prototype for this car was rebuilt into an insulated car by removing the ice hatches on the outside and the ice bunkers inside. The car then received six 1000 gallon tanks so that wine could be transported in bulk. How the loading and unloading was accomplished is unclear as where and in what range these cars operated.

After the Second World War, according to several collected Original Railway Equipment Registers (ORER), California Despatch Lines (CDLX) equipment was bought or merged into General American Transport’s pool of refrigerator cars with private reporting marks. Several cars with CDLX markings still existed in the late 1950’s — all tankers of one sort or another. Just how long Italian-Swiss Colony was able to ship bulk wine in these rebuilt tankers before switching to trucks is not exactly known, but the cars are not listed in the ORER from 1954 on.

Those nitpicky things...

Red Caboose wooden refrigerator kits, and subsequent read-to-run models assembled in China, feature reasonable base body colors and crisp, clean screened lettering. Over the last couple of years of releases, RC has produced them in faithful reproduction of Pacific Fruit Express, Merchants Despatch Transit, Northern Pacific, Burlington Refrigerator Express (and subsidiary lines: Colorado & Southern, Fort Worth & Denver), Undecorated (basic reefer orange and brown), Roma Wines and Italian-Swiss Colony. However, the extent of lettering schemes available are only limited to the modelers airbrush and decal supply for other, similar, wood cars for FGEX, WFEX, NRC, GARX, MDT “Orangesides,” etc.

The RTR version comes complete with metal wheelsets, Kadee couplers, brake hoses, all details, painted and ready to place on the track. P48er’s would find the wheel and couple swaps easy and the car rides nicely through all sorts of trackwork on its own.

On the downside, the model does not have enough weight. Assuming that there are weights added to the built up models, the car does not have the 16 ounces of weight that most O scalers like to add to cars for mass. While adding weight is no problem with the model when built from a kit; in RTR form adding more means taking the car apart. This will become apparent when one is trying to couple between heavier cars, or making that tricky back-up switching move through a reverse curve.

On the upside, the stirrup steps and gingery grabs, and details seem to somewhat resist the inadvertent squeeze and snap so prevalent with many other plastic kits’ details (replaced by most
modelers with brass or spring wire). For the ISC version, RC has appropriately blanked over the roof hatches following the prototype practice. However, the same can’t be said for the air lines as they’ll vanish at just a glance. Another plus is the packaging of the RTR cars, something usually overlooked in reviews. Thoughtfully, RC, has provided not only a well fitted Styrofoam cradle, but a “plug”, if you will, which is removable for the extraction and replacement of the car into the cradle without the typical trying to squeeze 10 lbs. into a 5 lb. bag problem (Known in some circles as a “blivit” - Ed.). A clear plastic, fitted, cover adds to the protection of the car and the whole package slides neatly back into the box for safe storage or shipping.

The Chef recommends...

Red Caboose has a winner of a model here and the earlier sell out of the MDT “red-white & blue” cars is evidence that O scale modelers are serious about collecting their fleets of reefers, early and in quantity. Nobody can say what might be next, but certainly offerings of these cars should inspire us to begin our collections of these fine models right away. Plus, if we buy more, you see, Red Caboose can justify running more in other private operator names (Hint! Hint!) for a varied fleet to park by that Jolly Green Giant packing plant on our pikes.

For those running the iced variety of Red Caboose cars, a nifty added detail is to apply the bunker drain pipes in all four corners of the underbody making sure the trucks are not fouled. Cut bars for the couplers and some extra detailing here and, whether kit or RTR, this car offers a great unfilled niche in O scale railroad models and the rest of the fun is on you! No self-respecting O scale road should be without several, if not a bakers dozen or more of these babies running in a long perishable, or parked beneath some nifty icing dock.
Finally, the whodunit...

I couldn’t have written this review without help. Who knows everything these days? So, thanks to the following books, periodicals, historical societies and individuals for all their help and enlightenment. If you want to know more about refrigerator cars and operations I strongly suggest the following minimum reading assignment:

Pacific Fruit Express, by Thomas, Church & Jones
The Great Yellow Fleet, by John H White
American Car & Foundry Company, by Edward S. Kaminski
Burlington Bulletin #12 – The Reefers; Burlington Route Historical Society
Official Railway Equipment Register; various editions

The other list of suspects includes:

Archives of the Atlantic Coast Line & Seaboard Air Lines
Railroads Historical Society, Inc.
Archives of the Southern Railway Historical Association, President’s files (FGEX)
The Refrigerator Car Historical Society
Yahoo!® Steam Era Freight Car Group members: Bryce J. Sunderlin, Paul Faulk, Richard Hendrickson

A huge thanks goes to Red Caboose/Bill McClung for providing us with information and the car itself to review.

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**WANTED** — Parent/child team to write a regular column for beginners. Start with the very basics with an eye toward advancing skills. Some illustration or photography of subject matter is required as well as the ability to use a computer for word processing. Don’t get too hung up on illustrations; we can make a simple drawing look pretty good. Interested? Contact us by snail mail, phone, or email us at [info@oscalemag.com].

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**Product News & Reviews**

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Events

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19-21, Florida O Scalers [FLOSS] will have their modular layout at the NMRA National Train Show. O scalers are needed to man the layout. Anyone with NMRA compatible 2 rail O Scale models is invited to bring their module. Please contact Marty Megregian 321-453-2691 or e-mail [indianfoudoc@aol.com].

August 2002
California, Pleasanton
4, Alameda County Central Railroad Society's 2nd Annual O Scale Summer Get-Together and Swap Meet (O Scale only) - Alameda County Fairgrounds in Pleasanton. 10 am to 4 pm. Info: George Cumming, O Scale Trainmaster; (415) 442-1198; Email [gacmanjr@aol.com].

Maryland, Timonium
7 & 18, Double Show: The Great Scale Model Train Show & The All-American High-Rail & Collectors Show, Maryland State Fairgrounds - 3 acres of trains separated into sections, Scale (by gauge) and Hi-Rail. Seven hundred plus tables in the Scale area; 500 tables available in the Hi-Rail/Tinplate section. The Harrisburg O Scalers will have their display there.

September 2002
Florida, Sarasota
7 & 8, Florida O Scalers Meet — 2 rail only — Sponsored by the Sarasota Model Railroad Club, Ramada Inn Airport, 8440 North Tamiami Trail, Sarasota, FL 34243, 941-355-2841 or e-mail [indianfoudoc@aol.com].

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Rhode Island, Warwick
4, 5, 6, 7 & 8, 22nd Annual National Narrow Gauge Convention, Crowne Plaza Hotel at the Crossings, 801 Greenwich Ave (401/732-6000; $119/night). Trade show (all scales), clinics, contests, etc. Info: 22nd National Narrow Gauge Convention, P.O.Box 80573, So. Dartmouth, MA 02748; (508) 996-0174; Email [JEB143@AOL.COM] or [http://www.22ndnnngc.com/]

Oregon, Portland
21, 1st Pacific Northwest O Scale Meet (2-Rail & 3-Rail O Scale) hosted by the Oregon Scalers at St. John’s Episcopal Church, 2036 SE Jefferson - This is an exclusively O Scale event with 2 and 3-railers welcome. Includes layout tours, a silent auction, clinics, train videos and dinner. - Fri 3 pm to 6 pm; Sat 9 am to 6 pm, dinner 6 pm; $12 advance registration, $15 at door. Info: Dick Bublitz, 12803 NE 100th St, Vancouver WA 98682; email [sbublitz@atb.com].

New Jersey, Merchantville
28, Cherry Valley Model Railroad Club Annual Fall O Scale Only Train Meet - Grace Episcopal Church, Maple Ave & Center St - 9 am to 1:30 pm; $4, spouse & kids under 14 free; 1st table $16 (includes 1 admission), additional tables $12 each. Info: Cherry Valley Model Railroad Club, PO Box 192, Maple Shade, NJ 08052; Chuck Jacobs (856) 234-1898 or Dave Richter (215) 639-7290.

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O Scale Trains

OM ATSF SD70M F/P W/LITS N.I.B. $1,995.00
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OM NW W5-2-8-2 F/P W/LITS $2,650.00
OM NW W3-2-8-2 F/P W/LITS, TALL STACK $2,795.00
OM BNSF SD75M F/P W/LITS N.I.B. $1,995.00
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OM AMTRAK SUPERLINER II DEXLUX DLR $565.00
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OM B&O 2-10-2 NEW DRIVE C/O "SUPER" $2,985.00
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OM EVANS 52' DPO BOX CAR F/P 2 RAIL READY $151.25
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SIRT #489 is an ALCO S-2 by NJ Custom Brass. The Staten Island Rapid Transit was a key B&O terminal freight handler in NYC until 1985. Ed spent a full work day on a roustabout assignment with the real #489 in June 1956. It was a memorable high school graduation present from an SIRT engineer who was a neighbor (with the SIRT superintendent’s permission).

Santa Fe Refrigerator Department’s experimental Stainless steel reefer #13000 was one of a kind. The model was built using Athearn reefer parts and Evergreen styrene using a photo and info from the 1952 Car Builder’s Cyclopedia. It has full brake rigging and piping. Champ decals were used over Floquil Bright Silver. The “E” and “West” were hand painted to match the prototype.

Chicago Great Western gas electric “Doodlebug” assembled from an American Standard Car Co kit about 9 years ago. It is shown leaving the town of Ginia with a rural farm scene in the background.

A scene from Randy Pepprock’s (Downtown Deco) Shangri-La West Lumber Co — a Pacific northwest setting with lots of redwoods. Loco is a custom built On30 Heisler. All the track is hand laid.

A customized Red Caboose GP9 by Pete Trunk. This picture was taken by Pete on his O scale Philadelphia & Erie RR.
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to the inside of the cab roof.

As shown in the photo below, cut down across the cab roof in line with the front of both forward side windows and then make one horizontal cut across the back of the cab to eliminate both rear corner posts and the spaces between the rear windows and the door, including the posts dividing the side windows. File and smooth the edges of the cuts as necessary. Remove what remains of all handrails on the rear cab wall. File off what remains of the roof hatches and rivets. What remains of the roof will form the instrument panel in the new cab.

Remove the front and rear steps and decide if you wish to remove all side rivets. Cut a piece of styrene to fill in the side steps. Carefully drill out the circular cooling fans with a 7/16” drill and fill the spaces in with styrene or body putty. The headlight scales out to about a six inch lens so you can use it or replace it as you wish.

The eight access doors and louvers on either side of the engine cover can be filed off or carefully modified to become four doors on either side with each set of two doors opening out from the middle.

**The New Cab**

Most readers of O Scale Trains Magazine have sufficient skills, experience and individual tastes to appreciate the following direction: Scratch up a simple cab of your own design to fit over the existing cab base. For the adventurous, either mount the red rear light vertically on the roof as a warning light or horizontally through the rear of the cab.

My own preference for an industrial critter would be to install insulated, tinted glass to cut down on the glare of the sun and eliminate the need for a cab interior.

**Freight Equipment**

On my standard gauge O scale layout, one major customer is the Payne Pipe Plant that produces 48’ lengths of 51” diameter pipe. The large sections are transported on a 30” gauge industrial line from the factory to a spur where they are transferred into 50’ standard gauge gondolas. This requires one flatcar to carry each section of pipe in a cradle and a spacer car on either end. Roundhouse Shorty Flatcars are perfect and scale out to about 19’ long and 66” wide with about 19” diameter wheels. Create a cradle that allows sufficient clearance above the spacer cars and use some 18mm (3/4”) PVC or ABS conduit in 12” lengths. Three sections of pipe fit nicely into a 50’ gondola. Be sure to anchor the pipes with chain, straps or cables during transportation. For variety, you might utilize the Roundhouse Log Car with modified chocks for your pipe carrying car and the Shorty Flats for spacers. Six tiny cars and two sections of pipe make for an interesting sight, especially if they have to snake around some tight curves and ess curve past some nearby buildings. Make up different cradles for different diameter pipes and the variety of loads will be unlimited. Finally, detail, paint, distress and weather appropriately.

**Track**

Use Peco On30 flex track, HO flex track with most of the ties sunk into the ground or hand lay your own light rail and for well under $100, you can have a couple of industrial critters, a string of flatcars and a short industrial feeder line to add variety and operation to your layout. In addition, you might just enjoy kitbashing and scratchbuilding enough to create some other special cars with their own unique character. What should surprise and please you is that the equipment should run slowly and faultlessly and, who knows, you too might become really narrow-minded.

Bobber Gibbs [bobber@sympatico.net]
Every now and then you come across an article or photos of a piece of railroad equipment that stirs your imagination to the point of sitting down at the workbench and trying to recreate it. One such car is the Central of Georgia door and half boxcar with its eye-catching lettering. The C of G placed an order for 700 cars built to the 1937 AAR standard (10'0" interior height). This series numbered 6300-6999 were built in 1946 but to the pre-war design. The combination of the door and a half and the flashy billboard-style lettering captured my interest and the result is what you see in this article.

I built my model to operate on Proto48 track. I used San Juan trucks specifically designed to accept Proto48 wheels. Proto48 uses a track gauge of 4' 8½", wheels that have a scale-sized flange and a scale 5" tire width. It is a departure from the traditional gauge and wheel profile yet it operates just as smoothly.

The basic thrust of this article is focused on creating a unique boxcar out of a readily available Intermountain kit. You can apply the ideas expressed in this article to their single door boxcar as well. The underlying idea is to refine a good basic model by modifying the kit parts, replacing out of scale parts with aftermarket items and to scratch build what you can’t buy.

To start with, you will need to gather together some basics. The first is an Intermountain 1937 AAR boxcar with “W” corner posts and an extra set of Youngstown doors. You will need to order a set of dry transfers from Greg Komar and collect the usual items such as coupler, wire, detail parts and paint to finish the model. You will find a list of items that were used in the construction of the model at the end of the article.

**BODY MODIFICATIONS:**

As with most kits, I start by doing the carbody modifications first before applying any details. The first step is to remove the ridge and rivet immediately to the left of the door opening. This will allow the new half-door to fit properly.

The second step is to modify the side sill under the doors. This can be done with a model knife and a steel ruler. You can score the styrene initially using the ruler as a guide for the blade. Once a defined line is established, you can continue to lightly score the material until the blade cuts through. Take your time with this step. Fabricate a new side sill using a 0.30" by 0.215" (10 scale inches) styrene strip. The dimensions are shown in Figure 1.

This is what the car side should look like once the grab irons, ladders, doors and details, and the sidesill modification are done.

The next step is to install the underframe parts according to the instruction. I usually replace the plastic trainline with .033” brass wire prior to installing the center sill and cross members. Use the styrene part as a bending guide.

Temporarily install the couplers and trucks of choice. Check the height of the car. You will have to account for the thickness of the roof walk in this measurement. The car should measure 14'6" from the railhead to the top of the roof walk. I have been using Red Caboose trucks on some of my Intermountain cars and found that the cars measured around 14'3". This model uses San Juan AAR Double Truss (Bettendorf) trucks that have a slightly different height. I ended up turning a brass truck mounting plate threaded for 1-72 to fit a shoulder screw. This allowed me to raise the height while at the same time provide a smooth pivot for the trucks. The coupler pockets will need a spacer to compensate for this change. If you use the San Juan working AAR Type-E couplers, you should shift the draft gear mounting hole out approximately 0.160” to account for the fact that it is smaller than the Kadee. The San Juan coupler is scale in size where as the Kadee has been enlarged to work with variations you find in track, coupler mounting and side play in the trucks. You can use the stock Intermountain trucks if you want. Intermountain sells metal wheel sets permitting you to upgrade the trucks. I like the looks of steel wheels with polished wheel treads showing. It adds a touch of realism to the finished car.

**DETAILING THE CAR:**

Now that all of the modifications are done, you can settle in to applying the continued on page 32
detail parts. I would suggest that you start with narrowing the half-door. I estimated that this door is approximately 4' wide since the car has a 10' total door opening according to the Official Railroad Equipment Register (ORER). You will need to remove approximately 24 scale inches from the center of the door. I did this by scribing two lines 20 scale inches apart on the backside of the door. Using a new single-edged razor blade, I cut through the door casting using light pressure on the blade and a straight edge to guide the cuts. If you mess up, Intermountain sells a pair of doors for $1.95. I would suggest you buy several sets before you start construction.

Now, you can sand the two parts until you are at the proper width and you have a smooth and even joint. Bond the door parts together using MEK or Testors liquid cement. You want to get both sides of the joint wet to a point where the plastic starts to soften. Push the two sides together and place on a smooth flat surface to harden. It will take a while for the plastic to cure.

The next step is to sand the joint smooth on both sides. I painted some gray primer on the joint to help with the final sanding. Finish sanding with some water and 600-grit paper to achieve a nearly invisible joint. The next step is to rebuild the upper and lower door tracks. You will need to extend the existing upper and lower tracks for the half door. I capped the door tracks with strips of 0.010" x 0.030" styrene strips.

At this point, I would recommend you detail the underbody followed by detailing the carbody. This will reduce the risk of damage to some of the more delicate details you might apply. I replaced the kit-provided AB brake set and rigging with an aftermarket set. The AB set is from San Juan Car Company as are the brake clevises. The levers were from a Grandt Line AB set that I had previously raided for pieces. Chooch Enterprises is selling a detail set that contains new scale ladders, bracketed grab irons, brake rigging, and other parts. The set contains enough parts to do 4 cars (See the Product News notice in OST#2). I used some of the parts from this set to do the end platform located below the brake wheel. You can use the Intermountain parts as a guide for locating the AB parts and piping. The interconnecting pipes and brake rods were made from 0.020" brass wire. Pre-drill the AB parts before installing them. The air hoses and angle cocks are from the Back Shop (AH-305). They are brass with a flexible rubber hose just like the prototype. If you extended the coupler box out, you can add a 0.060" styrene angle to the top of the coupler box. Fabricate and install three gussets from 0.020" cut in the shape of a triangle to the angle equally spaced.

The car ends should be tackled next. Start by glueing the kit-supplied end grab irons in their appropriate holes. Cut off the grab iron flush with the body. Drill out the filled hole to accept a new 0.015" wire grab that you can bend out of brass wire. The prototype had a drop-style grab so make sure you put a 90° bend in the part. Install the ladders next. I fabricated mine from 0.032" square brass and 0.015" brass wire. They were soldered together in a simple jig that held the entire assembly square. You can save yourself the work by buying Chooch's boxcar detailing set that includes accurate Delrin® ladders and grab irons along with a bunch of other parts that can be used on this car.

The "B" end is a little more involved with the brake wheel and associated parts.

I used the brake platform and platform braces from the Chooch set, the kit-supplied Miner brake wheel, a short length of chain and some brass wire to complete the details. The retainer valve came from the Chooch set as well.

I didn't like the way the roof fit the end. I shaved off the cast rivet on the roof casting and covered the seam with a 0.010" x 0.060" styrene strip that was impressed with rivets. The sides can be done next. Add the ladders and bracketed grab irons. I made my grab iron brackets from small pieces of 0.010" and 0.015" strips of styrene. I finish the part off with the addition of a length of 0.015" wire flattened at the ends. The Chooch set has these parts and can save you a lot of time.

You can add the door details next. I initially built the model with modified door guides that came with the kit. I later changed these parts out when I got my hands on some castings that were included in an Ultra Scale II X-31b kit. The Chooch parts are exquisite but, alas, aren't available separately at this time. I used some 0.020" wire to simulate the door handles.

Lastly, you can add the tack boards to doors and the ends. The
Seal the dry transfers before starting any weathering. I used Floquil Flat Finish with good results. The weathering was done with an alcohol wash called RUSTALL. I used black and rust colors. This material allows you to build up the colors slowly. The weathering effect can be removed if you don’t like the end results. If you study the photos of the finished model you will see the chalk markings I added using a white art pencil. It is an idea that came from reading one of Richard Hendrickson’s article on

The car is equipped with working bottom operated cut levers. The idea for this came from Scott Spears. My levers were bent from 0.019" steel wire and attached with a small Details Associates HO lift ring. You will need to enlarge the hole at the bottom of the drop pin.

The roof walk is the last detail to add. I used an etched stainless steel Apex style available from Des Plaines Hobbies. I added 0.010" x 0.030" styrene strips to the top of the roof walk supports. This provides a wider surface to mount the steel part to the plastic roof casting.

**PAINTING, LETTERING AND WEATHERING:**

The process starts with washing the model in warm soap and water followed by a wash in alcohol. I painted my model with Poly Scale Oxide Red. It is a water-based paint and produces a very smooth matte finish. Greg Komar Design produces the lettering. The lettering is very sharp and is properly spaced on the backing film. It is best to cut out a large section and tape it on one edge to the carbody. This creates a hinge that will allow you to lift the backing without losing registration.
I was a charter member of the Santa Fe Modeler’s Organization, and before that, a member of the previous Santa Fe modelers group out of Massachusetts. When that organization needed administrative help, I volunteered as I had time on my hands and I could type. Soon that position moved me up into the presidents office (merely a figure-head job at that time.) My year to lead the organization was 1984, and at the convention in Albuquerque, NM, I did my job, and at the end of the convention, met with Richard Hendrickson in my hotel room. I asked Richard about his ideas on what might be a welcome addition to the brass world, and he exploded with ideas. Most of them were Santa Fe freight cars in HO Scale because there is nobody more knowledgeable about Santa Fe freight cars than Dick. That was fine, he fit right into what I wanted.

Even better, not only did he know what was needed, but he knew where to get the information. He could provide some data and knew where to find the rest. I had done enough post graduate work to understand not only research, but one very important thing. It’s not as important to know everything as it is to know where to find out what you don’t know. Guys like Richard Hendrickson, John B. McCall, Charlie Slater, Tom Chenoweth and Loren Martens were very helpful to me. Of course there were others, but now I had more ideas than I had builders.

This involves step one... the data. You need plans, data, photos and for me, variations. Getting a set of plans out of a book is one thing. How do you know if they are right? Because they were published? You need to know class numbers, capacities, build dates, colors, etc. You need to know what the prototype looks like on the other side on the same day. You get a photo of box car #10056 taken in June 1944, and a photo of the other side of box car #10058 taken in March 1936. Same class? Probably. Same paint scheme? Maybe. Same details? Perhaps the brake system was changed from KC to AB in 1940. Perhaps this car had a map on one side and a slogan on the other, but the map was changed in 1942. You are in a lot of trouble unless you either know, or know Richard Hendrickson.

All of these people were very important, but they didn’t know the business or much about it. That was the next step. Richard’s first suggestion to me was a Santa Fe tank car in 4 classes that was very important to Santa Fe Modelers. It was a Santa Fe car only, and probably will never be done in mass production. Richard Polouse was drawing the plans and Richard Hendrickson had all the photos and data I needed. Would it sell? How many should I build? Where should I advertise? Which one of the Korean builders should I use?

I then got very lucky. A friend from New Zealand was visiting me in the states and suggested I use a New Zealand builder named Paul Berntsen. I had never heard of him, and my guest knew little about him except for reputation. I had another friend, a New Zealand native, who was about to come to the states for another business trip. I called him that night and found out he would be leaving in 48 hours for the states. I told him that I would pick him up at the airport, IF he would find out everything he could about Paul Berntsen before he left.

That night, my friend and his wife had tea with Paul Berntsen and his wife and saw first hand his operation. When my friend arrived at DFW airport, I was there and we discussed Paul all the way back to my house.

In two hours, I was on the phone to Paul and we started business that night over the telephone, based on my friend’s recommendation that Paul and I were soul mates, half an earth away. Pecos River Brass’ first import was a Santa Fe tank car, Tk-G, Tk-H, Tk-I and Tk-J in HO Scale, built by Paul Berntsen’s Model Company in Auckland, New Zealand. There were 400 total, but the first 100 arrived in December 1984, and were sold out at $75 retail before they ever arrived. This was going to be easy, and my builder spoke English... sort of.

Paul hired 4 people to work in his factory, and built the 400 HO SF tank cars over 4 months for me. Then he did 100 of the Tk-I and Tk-J class in O Scale. They were also an instant sellout.

It was time for a locomotive. I had always liked my HO Santa Fe 2-6-2 1800 class prairie and thought that would be an excellent choice in O. Because there were many common parts to the Santa Fe 4-4-2, we had an instant follow up. I did my homework and worked with several O scale “experts” to get the drive right, the right motor, the right everything and got started.

I can tell you this. I have one out of the first batch of SF 2-6-2s, and after about an hour of work on it, it ran terrific and still does. However, Paul was a custom builder and did things a little differently than we were used to seeing out of Japan and Korea, and the model met with a lot of resistance here in the USA. I will defend it to this day, but the arguing about it was one factor that made Paul decide to stop exporting. More important, he was a model builder. He soon found himself doing office work, and his four employees were building the models. He didn’t like that and closed his small factory. He is still a friend and still a custom builder with more work in New Zealand, England and Australia than he can do, but no longer does any production for anyone that I know of.

I was back to looking at Korea for my model factory.
It was a dark and stormy night. The storm had kept me awake so I finished reading an article by John C. Smith (of Pecos River Brass) in an old O scale magazine. He described how to use the Weaver PS-2 covered hopper as a starting point for making other covered hoppers including one with square hatches. John had mostly noted changes to Santa Fe models. I thought to myself, “Gee, I wish I could do that.”

The Lionel trains I had as a kid went around the Christmas tree as did most everyone’s. After marriage, I dabbed in HO as my son was young and I thought he would take an interest. He did but so did his playmates. The carnage that resulted took many hours to repair. When I reached the bifocal age, I discovered an Atlas O scale boxcar at the hobby shop and I was hooked.

I live in Shreveport, Louisiana. On the way to work each day, I would pass the old Texas & Pacific passenger station. It still stands today. This sparked an interest in the T&P. I found that Congress in the late 1800’s had granted the T&P a charter to lay rail from Shreveport to California. (Eventually, it met the SP in El Paso, Texas.) One can still buy stock in the land company that holds the right-of-way from the old T&P (Symbol: TPL).

These interests collided to make a desire to build a T&P covered hopper. I found I could use the Weaver hopper as a starting point. I found a friend in Greg Komar who made the dry transfer sets used to letter this model with most excellent results. Then, I needed square hatches. I attended my first O scale national convention in Denver, Colorado. Caboose Hobbies there has everything imaginable and I found the square hatches.

I still had not mustered the courage to try this until I was fortunate enough to attend a seminar at the national in Stamford, Connecticut last summer. George Losse encouraged me by showing that even a little change can produce big results. So I took on the project.

In his article, John described filling the holes left by the removal of the round hatches from the Weaver PS-2 hopper. His suggestion was to sand the whole roof. However, I found it easier to simply cover the roof with a thin sheet of styrene to get a new flat and smooth surface. Then I glued the square hatches into place.

Next were the sides. Weaver had the right spacing on the ribs but a center rib needed to be added. Using a flat strip and then a round styrene of appropriate size did the trick.

Paint, the dry transfers, and dullcote finished the model.

For a first try, I thought it came off very well.

The point is not that this is a great model. The point is that if you can imagine it, YOU CAN DO IT.

Now, get to it and happy railroading!
“The Rebel” CM&O Alco G109  
Fred Townsend, Fullerton CA 2000

Southern Pacific “Daylight” PAs  
Carl Becker, Felton CA 2000

Sierra Pacific Logging (On3), Depress Center Flat with Cat  
Fred Verrier, Cupertino CA 2000 3rd place Winner  
Maintenance of Way

4-4-0 Inspection Locomotive “Ethel” No. 470  
Larry Peterson 2000

Rod Miller, originator of OSW and meet seller

Union Pacific Big Boy owned by Bill Galagher.  
2002 3rd place winner-Steam Locomotives

Union Pacific Wrecker Crane, UP906761  
Errol Spangler, Sunnyvale CA 2000 2nd Place Winner  
Maintenance of Way

Baltimore & Ohio 4-6-2 “President Grant”  
Errol Spangler, Sunnyvale CA 2002 3rd Place Winner (tie)  
Steam Locomotive
O SCALE WEST

by Jim Ferreira
Photos by Jim and Leonard Ferreira

In the late 1980’s, after attending several O Scale meets, Rod Miller noted that all of the recent, and up coming O scale meets, with the exception of one in Texas, were ‘east’ of the Mississippi River. The national O scale convention was occasionally held in the west, the last in 1986 in Burlingame, in the San Francisco Bay Area where Rod lives. Strange, he thought, as much of O scale comes from California and the West. Rollin Lobaugh started in the 1930s in San Francisco. Minton Cronkhite lived in Southern California. Max Gray was in Santa Clara (SF Bay Area). USHobbies was based in Fresno, in the San Joaquin Valley. Athearn was in Los Angeles. Precision Scale Company was in Woodland, near Sacramento. And on and on.

In 1989 Rod decided to organize an O scale meet for the following year in the San Francisco Bay area. O SCALE WEST (OSW) seemed appropriate enough a name. Mid-February was chosen for the date as it was distant enough from end-of-year holiday festivities, Super Bowl, and all of the usual O scale events. Unfortunately, the Bay Area experienced a sizable earthquake in October of 1989 which seriously impacted the regions infrastructure, and the meet was called off.

As it turned out, postponing the first meet for a year allowed more time for local O scalers to get the word that a meet was in the works for 1991. Many came forward offering their assistance which eased the burden on the core group of volunteers assisting with organizational details.

Rod recalls that the first OSW was worrisome, as there was no way of knowing whether the meet would pay for itself. As it turned out, the first meet, like all that have followed, was well attended by sellers and attendees alike. The first three meets were held in San Mateo, the 1994 meet in the East Bay, in Union City. The next three meets were again held in San Mateo. In 1998 OSW moved to the Santa Clara Convention Center just north of San Jose. The facilities were sufficiently large that all of the selling tables could be placed in a single large hall. The following year OSW utilized the Westin Hotel facilities which are part of the Santa Clara Convention Center. OSW 2000, 2001 and 2002 also were held at the Westin Hotel.

The three day meet consists of the traditional dealer’s room, movies, modeling clinics, model and photo contests, and layout visits. The convention is advertised as a two day meet, Friday and Saturday, however on Thursday, along with registration, clinics are typically given and movies are shown. Layout visits are scheduled for all three days, plus one or two days before and after the meet. There are also several modular layouts displayed and operated during the meet.

OSW continues to attract manufacturers and commercial model dealers from all over the country, making the February meet the place to see and hear about all of the latest offerings in O scale. Local model dealers and individuals make up the bulk of the swap meet, however attendees from as far away as Canada, Australia, Japan, Korea, Switzerland, England and Belgium can be found. Local and regional clubs and historical societies often sponsor tables as well.

Rod firmly mans the OSW helm, but he is quick to credit his devoted crew of volunteers for the success of each meet. The O Scale West Committee, as they are known, can only be described as the proverbial well-oiled machine. The Committee meets several times throughout the year, each member reporting on progress in their area of responsibility. And to assure that committee meetings begin promptly, the last member to arrive is delegated the all important duty of providing cookies for the next committee meeting. Needless to say, meetings seldom start late. Rod indeed runs a tight ship.

Committee member Dwayne Coate, who recently moved out of the Bay Area, developed the hotel liaison process for the meets and worked as hotel liaison for past meets. Dwayne still sets up the meet budget and does the accounting. Bob Plageman is Event Manager during the meet, he also works closely with Neil Chichizola, both now taking on the hotel liaison duties. Errol Spangler handles the meet car selection, production, and sales while Don Olsen assigns exhibitors to tables and puts on a wonderful movie program. John Houlihan recruits and manages the clinics, Scott Irby is in charge of door prizes and Bob Dupont handles scheduling and organizing of layout visits. Rod handles the pre-registration front end, along with writing the newsletters and arranging publicity, this in concert with Bob Bunch running the pre-registration back end and handling walk-up registration at the meet.

Committee member Gary Schrader produces the layout visit maps that are now printed in color by PARC. Jim and Leonard Ferreira are the official photographers, and take care of posting selected photos on the Internet and to interested magazines. Dick Bettinger is the recording secretary for the monthly committee meetings. He also takes on the duty of running the model and photo contest during the meet. And of course there are many more un-named committee members that help out as needed before, during and after the meet.

The well attended 2002 meet had almost 200 dealer tables and four operating modular layouts. Over three hours of movies were shown. Nine clinics were given on a variety of subjects ranging from the construction of cantenary overhead to DCC. And this year 23 home and club layouts were open for attendees to visit the day before the meet began, during the meet, and three days after the meet ended.

OSW 2003 will again be held in the same location as the last three meets - the Westin Santa Clara on February 13th through the 15th. An LSSAE to OSW, 876 Boyce Avenue, Palo Alto, CA 94301-3003 will get you the October 2002 newsletter which will contain full details on the 2003 meet. You may also visit the O Scale West web site at [http://www.rodmiller.com/osw.shtml]. And photos from the OSW “Favorite Model” contest are also posted on the web [http://www.lafterhall.com/oswmod-elphotos.html].
Reader Feedback

Dear Joe,

I just received my first issue of O Scale Trains and I have to say I am very impressed. I read the issue cover to cover, and I enjoyed each feature. More specifically I like the way you feature a layout with enough facts to fully understand the layout construction and materials, yet deliver the flavor of the project. I like the liberal use of large format color photos so the details of the subjects can be seen. The features are interesting and informative and the departments are instructive and thought provoking. I like your approach detailed in “Observations.” I believe your analysis of the two rail Hobby is accurate. My friends and I will attempt to get some material together for you. Again all the best to you and your staff, We will eagerly await the next issue.

Bill Young, Rochester, New York

Joe,

The magazine is just great and will be successful if you keep it. Patience. The articles from your readers will come. Like the large format on the pictures and the articles by John Smith and especially Harry Hieke. Incidentally, Harry redid a Joe Dorazio PRR K-5 Pacific for me last month and it is out of this world, but you know the work he does. It’s okay to “preach to the choir.” After all, we are the ones in the “pews” and we came to listen.

Ernie Burkart

Hi Joe;

Issue #2 is great, keep it up. I have a comment about the Kriegel photos. This is not criticism but a wish. The picture at the bottom of page 8 needs some revision! Drop the bridge, get rid of the buildings and water tank, replace the J3a Hudson with my scratchbuilt Erie K-1 Pacific and a pair of Car Works Stillwells and drop in a second track. Then you would re-create a scene that I saw every morning on my way to school in Tenafly, New Jersey in the late 40’s.

I spotted Reed Artim’s station from across the room at the Stamford “O” scale meet last July. He did a magnificent job of building the station as it was originally. It went through several transitions over the years, but someone finally got the idea to put it back the way it was built. It’s too bad the Northern Branch (formerly ERIE) is now a single track CSX freight only line and the station is a commercial property.

Bob Garrelts, Tarpon Springs, Florida

Bob, contact Jeb directly. He can recreate any scene you desire. That’s what Get Real Productions is all about.

Hi Joe,

The copy of the second issue of “O Scale Trains” arrived today and I’m impressed with the increase in size and the skyrocketing circulation you reported in the accompanying letter about Buy-Sell-Trade ads. (If you’re going to have a problem, this would seem to be the kind to have. Your solution seems very sensible).

I have two little comments: (1) I have searched, but cannot find any indication of publication date in either Issue #1 or #2. Have I missed it. Wouldn’t it be a good idea to appear someplace for purposes of posterity if nothing else? (2) I hunted and hunted for a caption of the beautiful centerspread picture of PRR 3750 in the Premier issue, but haven’t found it (if one’s there). When #2 arrived, I thought at first that there again was no centerspread description, but then I spotted it in a box in a block of advertisements on Pg. 26 two pages ahead of the picture (nearly missed it).

These are not complaints. I am enjoying the magazine “muchly.” Just thought as an old editor I’d pass along these comments. (I expect at this stage you’re still involved with a lot of fine-tuning and “tweaking.”)

Best wishes, Norm Wright

Norm, you are correct, there are no explicit dates on issue #1 or #2. However, you can infer dates from the UPC code. The far right side shows a two digit code. Issue #1 was “03” for March and issue #2 was “05” for May. The copyright inside gives you the year. However, as you can see from the contents page of this issue we now include a month and year. As for the centerspreads, reader feedback suggested we not clutter up the spread with any text. So, we have to find space as best we can for the info. There was no caption for issue #1.

Joe,

Issue #2 arrived in Irvine, Calif. It was just great and I especially appreciate your write up on my ole buddy Bill Wolfer.

Bill joined our O Scale club at the Orange County Fairgrounds when he came out here in 1980 and shortly after that we lost our building there and club disbanded. So Bill and I joined the Pomona club and together we would roll the Pensy stuff until the rest of the club members became jealous with envy. I am the guy who made all the brass passenger car sides that Bill made his cars from and it seems every few weeks the club members would see a new passenger train rolling on the layout.

This club seemed to be made up of members who only ran their equipment during the 2 week Fair time. Bill and I ran our trains every Tuesday night. I have a Westside PRR J1 that has pulled 136 cars on our layout. It has the original open field motor and I will not change it until it quits.

Bill had a French brass electric body that he adapted to his GG1 chassis, just the drivers, and that loco pulled the same 136 car train and accelerated it at will, my J1 could start and keep it rolling but not accelerate the train.

During the Fair running, Bill and I would be on a shift by ourselves and we had 3 main running loops and we would run 6 trains at once, 2 on each loop. Them tuscan red cars were running everywhere. Those were the days.

Dick Bregler

Dick, Thanks for the extra info about Mr. Wolfer.

Joe Dear:

Just wanted to let you know that issue number two of O Scale Trains made it to my mailbox yesterday. Now, allow me to “rate” issue #2. On a scale of 1 to 10, it would be about an 11! The article on converting a 3 rail MTH GE diesel to 2 rail was really well done and with expert craftsmanship and skill on the part of the modeler. All of the content seemed to be well done. The parts that I enjoy the most are the construction articles, product reviews and the photo spreads. Speaking of product reviews, I hope for their sake that Atlas O 2rail turnouts are really going to be available next month because that is when I will be placing an order for some turnouts and crossovers. If the Atlas stuff is actually available then, I will split the order between them and Old Pullman (You really got to get Beat Hug as an advertiser) otherwise Old Pullman will get the entire order. The articles by Harry Hieke are really informative and I appreciate the fact that he does not mind sharing some of his “tricks of the trade” so we can all improve on our modeling skills.

As of today, the final touches are being completed in our shop/train room. All the insulation and drywall are in. The drywall is being taped and mudded as we speak which will be followed by paint and a floor in the train room. After the benchwork is in I will send you some construction photos if you would like.

Pete Klick

Hello Joe!

Letting you know that your magazine arrived Friday, 5/10/02. Thanks for the good service and an interesting magazine. I enjoyed both of the issues that I have received. Keep up the Good Work! In living memory, there has not been a Model RR magazine publisher who communicates so well with his subscribers. I think this goes a long way in building trust, reliability and loyalty in you and your magazine. It’s a pleasant feeling. Again, thanks for a “breath of fresh air” in the O Scale world!

Bob Plageman

◆
Don Grabski calls this “Ten Evenings In A Seattle Motel Room.” He says, “My company often sends me out of town for training and not being a bar or Sight-Seeing-Alone person I knew I would have time on my hands. I gathered materials, loaded them in my van with my tools & luggage and spent ten evenings constructing this diorama. I used one section of Atlas O scale flex, an MTH Full length Vista dome car, Atlas Station Platform Kit, and the MobileGas Station came last birthday, a gift from my wife. [The diorama] now resides on a file cabinet in my office at home. It is not finished... someday!”
Check out Don’s website at: [http://www.daylightdon.com]

This is a scene from Ron Lucock’s layout in Steel City, Pa. He is modeling the railroads that served the city of Phillipsburg, New Jersey. (There’s 12 in all.) Ron scratchbuilt nearly every structure on the layout. We will have a feature on Ron’s layout soon.

Another scene from Ron Lucock’s layout in Steel City, Pa. This is the passenger yard serving the terminal in Phillipsburg.
Building a PRR B8a 0-6-0

John Sauers - Conclusion

Left Side Details (Fig 12a).

Carefully study photos of the selected locomotive for placement of details. Add a non lifting Nathan injector and water line to front of tank. The brackets are made from brass, and lots of cast nuts and bolts. Add the lagged line from the cab to the air pump. I filed some of the lagging off as per the picture. The lagged steam line from the steam dome to the generator is added next. A control rod from the steam dome to the cab with universal joint was added at this time. The sectioned sand dome (from Part 1 of this series) with sand valves was next.

The sand line piping from the sand dome down to the drivers is made in two parts. Part one extends from the sand dome to just below the running boards. Part two is attached to the frame so you can disassemble the loco. The air control lines run over the top of the tank, down in front of the steam dome, along the top of the boiler and into the cab. Each one is controlled by a globe valve.

Next the generator lines are connected. See Fig 12b for front left for generator lines. The headlight is a small light. I used a modernized PRR headlight and used just the rear reflector section as this looks about right. Add bell and air line to cab. Add a rope to whistle. Oh! The whistle, relief valves and water hatch are from Precision Scale.

Right Side Details (Fig 13)

The right side details are arrived at by looking at other B8a engines and improvising. (Don’t tell anyone and I won’t tell either.). On my B8a I put pipes to the front of the engine, air line to the pilot, sand lines (Fig 14a), and for effect the cab door is opened. The air lines to the pilot are different for each application. Number 2796 in 1957 has a glad hand on the front. Others had a quick disconnect (See Fig 14b). On the rear, I added a quick disconnect.

Ashpans (Fig 15)

Allow 6 scale inches to extend beyond the firebox sides. I added vertical pieces to the bottom of the firebox. The ashpan and door was constructed according to the drawings. You could make the whole thing operate, I think, but I settled for just looks. Let’s face it, who really knows how the linkage works? If you do, let me know.
Brake Rigging (Fig 16)

A single brake cylinder is mounted vertically between the frame just behind the cylinders. The brake shoes are mounted on an assembly fabricated using the drawings as a guide. The whole assembly is mounted as one piece to the rear driver retaining screws at the back and the brake cylinder at the front.

Handrails

Assemble the handrails, add unions and junction boxes as necessary per your photos.

Rear Bunker & Sill (Fig 17)

Add handrails as shown, lift bar, brackets, tools, tool supports, and rear steps.

Various Brackets (Fig 18)

These drawings show various brackets used on the B8a as well as other PRR engines.

That’s it!

(John has told us he is working on a PRR E1 and will probably submit it as a more detailed construction article. If you have comments on John’s methods and would like to see more of his work, please let us know. - Ed.)
Nickel Plate/48: models, decals, parts for NKP O-Scalers. War baby cabooses, NKP-W LE 60 ton offset side hopper by Yoder, NKP &COC hopper, NKP Passenger cars. Sign on for newsletter-mailing list: M. David Vaughn, 13732 Lakeside Dr, Clarksville, MD 21029-1345

FOR SALE: Westside Pennsy J1; USH Pennsylvania M1a; MG B&O EM-1; OVL B&O S1a; Pennsy Brass Cabooses. 704-814-0175, David Gale, 114 Sardis Mill Dr, Matthews, NC 28105-6507

FOR SALE: Espee Steam, MG, USH, Sun- set, Overland, Westside, Precision, Lobaugh, etc. Any condition. Also brass diesels, small to large, old and new. [hotrod57ford@hotmail.com] Albert E Espinoza, 316 E Camden Ave, El Cajon, CA 92020-4504

WANTED: Saginaw H10 and Saginaw E-6, as well as Saginaw E-6 tender. Also Erie Stillwell coaches made by The Car Works. 203-762-3829, Bob Morgan, 190 Sharp Hill Rd, Wilton, CT 06897-3126

We can make your model railroad dreams come true. Phone: 608-839-4939, email: [trainguy@execpc.com] Train Guyz LLC, 622 Oak St, Cottage Grove, WI 53527-9713

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The March O Scale Meet in Chicago has become one of the premier events in the O scale community. Mike Hill of Hill's Hobby is host for the show and does a great job of mixing education in with the buying and selling.

This year, Mike moderated an evening Roundtable Discussion with five brass importers. The discussion was lively and went for over an hour. It is clear that the brass import market is in flux and competition for the consumer dollar is fierce. Very fine plastic O scale, die cast and brass products from China are making inroads into what has been a strictly Korean market (who took it from the Japanese in the 70's and 80's.)

Clearly, no love is lost between the 2 rail importers and 3 rail importers, as you will see.

Mike Hill - moderator

Introductions Brian Marsh with Overland Models
George Kohs with Kohs & Company
Steve Grabowski with Keystone Model Works
Henry Bultman with Car & Locomotive Works
Rich Yoder from Rich Yoder Models

Mike Hill - It has been an interesting year to say the least since we last meet, I am speaking as a dealer, from my perspective things have been very fluid. The prices of brass models have not been stable, a lot turmoil, a lot of changes. New model announcements, probably in some cases less, at the same time we had some new entries, new people, bringing in models, Steve for one, Rich started about a year ago. We will keep the questions one at a time. If any of you importers would like to make a statement about where you think things are today in the industry, briefly, if you would like to say something about the industry and the brass situation today? Brian?

Brian Marsh: It has been a hellish year, by all means. Business has been crazy, we are involved in HO, N and O scale. Things are starting to come around for us in two of the scales, one of the scales (O) is kind of flat. We have done some sales but hopefully there is some light at the end of the tunnel and we can move out of it. But it has been definitely a tough year filled with frustrations and a lot of hurdles that I don’t think any of us ever expected.

George Kohs: It really has been a difficult year for a lot of reasons, probably the most obvious thing was after September 11th, what was already a rough year from a business standpoint got even worse which was not a lot of fun to deal with. The immediate issue was the terrorism attacks and to try to maintain a small very focused dedicated business during that period was a real challenge because most people did not want to talk about model trains or any thing of the like. If you try to talk to your friendly banker and try to go through your normal business routine that you normally do at other times, it was extremely difficult to get things done. In terms of building models, it is more difficult now, today, than it has ever been and I have been doing models for almost 14 year including the time with my brother. There are fewer builders, there are fewer competent builders, there are fewer builders that are interested in doing good quality work. The prices are going up. The logistics are more difficult because the airline security issues and shipping and freight and customs and duty. The bottom line is getting more difficult. It is a real challenge and it takes a lot of persistence and perseverance to stick with it. But the other side of it is still a good challenge and we still have fun doing it. Hopefully this year it will be a turnaround and some of the basic business concerns will smooth out a bit.

Mike Hill (to Steve Grabowski): You just jumped in when the seas were really rough.

Steve Grabowski: Yeah, good timing. We made our contract on Sept 8 and the Korean was still in my residence when he was ready to go back on Sept 11. But we still went ahead with the project. We have gotten great support from everybody and decided to still continue on. We’re struggling, of course, to build a real quality model. What George said is correct that prices are really not going to come down. Everyone thinks because of the way the Koreans work [prices will come down]. But [the prices] are still going to be there, the labor is there, the standard of living is there. If you want quality models the cost will be there. I am just starting out, I have a rough road ahead but things are looking good for me anyway. I am trying to continue on - I have a lot of things planned anyway.

Mike Hill (to Henry Bultman): How long have you been at it... three years?

Henry Bultman: No, six years and I wish I could be that optimistic. I am having talks with a new builder, Boo Rim [Henry’s Korean Builder] has decided that I am too difficult and my business style doesn’t match what he feels is conducive to a good future plan. I can’t do his business and he doesn’t want to do my style of model. He’d rather to do an easier project and make his money that way. This new builder is coming over April 3 - 9 to see my business. He will look at the Boo Rim product and once he sees what I really want, and understands where Boo Rim has been deficient, then I will sign a contract with him and the future for me hopefully will be better. I am [currently] working with someone who really doesn’t want to do his best, and he just wants to have it as easy as possible. So with the new builder, hopefully the future will be a little brighter. But after six years its very disappointing, to have gone through all this aggravation, teaching, learning, new tools, trying to understand each other culturally and then realizing that it doesn’t mean anything. The bottom line is money. How much does he have to do for how much money. And he wants to do less for more. And its just impossible.

Rich Yoder - I jumped into this a year and half ago, and unbeknownst to a lot of you, I had a lot of iron in the fire a year and a half ago. Some projects take more time than others, and some projects are a bit more rewarding than others. Personal satisfaction can be measured in a lot of different ways, it’s not always monetary. I’ve been appreciative the support that you people here have given me and over the last year and half I’ve had fun with this, I hope that you guys have bought things from me appreciate what you got. I hope that you have enjoyed that and had the opportunity to see what my builder has been able to do. In general, I would like to say thank you and continue to look for product coming from us in the near future.

Mike Hill: Just to get a little more insight, briefly, let’s get some dealer’s viewpoints here. We have to take it two ways: dealers that have stores and those that don’t have stores and sell through the mail or at shows like this. What’s your sense, Norm [Norm Pullen of Norm’s O Scale] of the brass situation? And, parallel to it, what I see if I were importing brass models the threat of plastic models.

Norm Pullen: It is a hard thing to say, I have not been in it that awfully long but in the time I have been I primarily started out with all brass and I could sorta see the hand writing on the wall a little earlier. I was behind Atlas from the very beginning and worked with them very closely, I saw what was available at the time, I’m talking about 3 or 4 years ago. Brass was just escalating in price. There are people who want exact models and are willing to pay the price. But the majority of the people don’t have the pocket book for that and are willing to settle for a little less.

Atlas has really opened up a whole new area and I think has done more for increasing the value and popularity of O Scale than any manufacturer yet. People ask me what is happening with O Scale and I see nothing but positive [effects]. My own business has increased each year and the popularity of the plastic and the quality of the plastic has been outstanding. Dollar for dollar... I like brass, and I know we all like brass. But I am telling you if you are an operator, if you are just a modeler and you are putting stuff on the shelf, then brass has a definite place. But if you are an operator and you are looking at your trains and models from 2 or 3 feet away and if you weather them, you will have a tough time telling the difference. Personally, I would just as soon have 10 freight cars in plastic than 2 brass. That is just one man’s opinion, I like brass. I sell brass. I buy brass and I will continue to do so. But as far as the popularity [of plastic] in the business is concerned, I feel that the plastic manufacturers, like Atlas, have done such a great job, I think that O scale has a very bright future. I see it now with their announcement of their two rail track system, which I told them, if anything, coming out with an integrated two rail track system, that is going to help O scale more than anything. It has been announced the prices will come out next week. The first product will be delivered in June. The following product will be coming out in December, other switches. It is a brand new system, it has nothing to do with the old Atlas [O scale track] that you are familiar with. It is a whole new integrated track system. The switches will be automatic or they can be manual. The whole thing is an integrated system. People keep asking why are they still doing the 36 in radius curves and 40 in radius curves in sectional track. Obviously, they are looking ahead. We need to get the young

continued on page 46
Photos of our reader’s models

The frame, drivers, side and main rods, valve gear, and couplers are metal. The plans used were in a Main Line Modeler. Ed says he must have done something right because at a show one fella walked up and said, “I didn’t know anyone ever imported a B&O 2-8-0”.

Ed made the masters for the molds of various materials. The motor and drive are NWSL and the drivers are from the U.K.

This little cutie belongs to Ed Reutling who built it. The superstructure is all cast urethane plastic. The loco represents a B&O H class consol.

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Events

October 2002

Oklahoma, Oklahoma City
4 & 5, Southwest O Scale Meet at Oklahoma City Community College, 7777 S May Ave., Oklahoma City, OK, Hotel: Ramada Limited - Reservations: (405) 682-2211, Fri: 1:00 pm to 4:00 pm. Sat: 9:00 am to 4:00 pm. Info: George Wallace, 11937 Stratford Dr, Oklahoma City, OK 73120, (405) 751-7649, Email [THUDCHIEF1@aol.com].

Massachusetts, Gardner
12, Southern New England Model Railroad Club’s O Scale Train Show & Open House at United Methodist Church, 161 Chestnut St. Dealers, displays, food; open house: features 20’x70’ DCC O Scale layout - 9:30 am to 4 pm; $5, family max. $8; tables: 6 foot table $15, 8 foot table $20 before Labor Day. After Labor Day: 6’ table $20, 8’ table $25. Info: Bob Jones, PO Box 272, Ballouville, CT 06233-0272; (860) 774-8622 or email [bjmodels@neca.com] [http://www.snemrr.org/].

Maryland, Timonium
12 & 13, Double Show: The Great Scale Model Train Show & The All-American High-Rail & Collectors Show, Maryland State Fairgrounds - 3 acres of trains separated into sections, Scale (by gauge) and Hi-Rail. Seven hundred plus tables in the Scale area; 500 tables available in the Hi-Rail/Tinplate section. The Harrisburg O Scalers will have their display there.

December 2002

New Jersey, Pleasantville
7, 2-Rail O Scale Train Show sponsored by the Tuckahoe O Scalers at the Epiphany Lutheran Church Hall, Franklin Blvd & Tunis Ave - Sale 10 am to 4 pm; Clinics; $3, family $5; tables $15 for 1st table, $12 for each additional table (supports O Scale Layout Project at nearby Tuckahoe Railroad Museum; dealers checks payable to John P. Dunn, Sr.). Info: John P. Dunn, Sr, 38 E Revere Ave, Northfield, NJ 08225; (609) 484-8125; email [JDUNN8888@aol.com].

Got an event coming up? Make sure you send us the details.

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people interested in O scale. We don’t want them to go to the 3 rail market. Atlas, I know, is going to be coming out with sets, now that they’re doing the track, they’ll be coming out with sets in O scale. You are going to get the young group in and eventually they will go to the bigger stuff. Atlas hasn’t forgotten us. They’re doing 40 inch flex track. They’re doing 7 1/2 switchers and according to their popularity they are going to be increasing that more and more.

I know Sunset is not here tonight. We do a big [business] with Sunset, too. They are not producing at the quality of Overland, obviously the best, but they are doing a decent job on factory painted brass cars that are selling for $160 to $170. Take a look at them and you will be surprised. They really really are nice. Sunset is also doing a very good job with their engines priceywise and in quality. They’re doing it for the three rail market as well as the two rail market and that enables them to produce the quantity necessary to get the price attractive. I can tell you right now that out of the box their engines, for the price, run as good as anything I have ever seen. I am not talking about 5 years or 3 years ago. I’m saying in the last couple of years their product, out of the box, runs very very nice. If anybody has any questions, I would be happy to answer them.

[From the audience]: Are they [Atlas] going to do a steam engine? Norm: They won’t really tell me what they’re going to do. But, everybody thinks that they are going to do a steam engine and I hope they do. Undoubtedly they will do... sometime, when I don’t know. They are going to do the whole nine yards, no questions about it.

Mike Hill: I think the Atlas situation holds promise. I saw a lot of 3 rail in the store and they were making it known that Atlas 2 rail was coming. The reaction is interesting. A customer that is buying a scale hi-rail engine, cars, what have you, is over satisfied right now. These people are now looking in the direction of the Atlas system and it is something they can take and get it in operation almost as fast as the 3 rail operation. They are looking more in the direction of O scale, not the 3 rail version. So I think 3 years ago here in this room, we took a vote about 3 rail coming into the show and I think we had 6 people for it and everyone else against it. [Lots of Laughter]. That is fine and it is going to help you keep this pure O scale atmosphere that we have had and wanted. But it could be a real interesting blend coming from a 3 rail room and leaving the 3 rail behind. Any questions?

[From the audience]: I have been at this about 5 years now. I work for the CB&Q for 35 years now as a conductor out of Aurora, Illinois. I didn’t really care about the model trains or the railfans. Then, my son gave me a membership to the CB&Q Society five years ago. Right away I jumped into HO, then Lionel. I went to a train show and a guy had an O scale model. I discovered O Scale. I bought the car. I got about $25,000 in HO scale brass and Lionel. What I think we’ve got to do to get this O scale going... only a fraction of the public knows about O scale trains. Look at the age of everybody that’s in here. My boy is 38, I am 65... everybody is old. You have got to get it out to the public and let them know what is available in trains. Every show I got to, I take an O scale car with me and put it on my table, and I can sell it to a Lionel guy when he finds out what it is. Next week there is a show at Rockford, NMRA show, 5000 people are going through that show. I will take about 10 pieces of O scale. and if everybody in here would just go out, get to the public and tell them what is available in trains. I call Lionel toy trains. I call O scale “trains” I think that the most... after working on the real thing for 35 years and I see the cars that are built in brass, they’re the most real thing you can have in your house. I don’t care if its a wood freezer or a brass freezer, they are just so much more realistic. In order to get this train thing rolling, we have to get it really publicized and it will sell more.

Mike Hill: Well, that’s one of the missions of O Scale Kings when we started back in Atlanta a few years ago to promote O scale. The advertising money that has been directed, not the O scale magazine [O Scale News], we already know what that’s about, but at [Model Railroader and Railroad Model Craftsman, and others] is to help spread the word. We who are taking O scale products to these 3 rail shows, mourn... but not a lot. The 3 rail world is very much aware of it [2 rail O scale] and when we get into conversations, and this is something I always bring up, I always get this into any conversation I can with 3 rail people. They start talking about getting realism in their engines in 3 rail. I say where do you think that all came from? It came from O scale. O scale has been the greatest influence for your 3 rail trains to be more realistic.

[From the audience]: Our CB&Q Society has a train day once a year and I volunteered to go and set the train up and run it. People looked at that train and asked what kind of train is that? I said it’s a K-Line. They said, well, where’s the Lionel trains? I said, Lionel is like toys.

Mike Hill: I think the entry of plastic in the world in O scale is a negative and a plus on both side of the column, depending on where your perspective happens to be and where you are in O scale hobby. But in the long run, I certainly to think that brass models are going to disappear. Where brass models are really going to hold the line are car and engine specific. With plastic they’re going to produce a lot of one type of car and you’re going to get in every road on earth whether that road had it or not. That’s the way its been. I just don’t see plastic getting as prototype specific as what you can get in brass. And, if that’s the case, brass will survive and we will have importers bringing it in. George?

George Kohs: One topic I want to pick up on, having a vote about having 3 rail involved with some of the select O scale meets. While I understand the rationale behind that, in a large part that’s been a very large negative in terms of promoting O scale. There are a couple of shows that are unique around the country where O scalers come in immediate contact with 3 railers, one of those being O Scale West, because while O Scale West is going on, one of the largest 3 rail meets in California is going on. So you have an interchange of people and it’s interesting to hear the comments from the 3 railers and the children of the railers who come in to look at the scale stuff, “Daddy, why doesn’t our stuff look like that?” [Lots of laughter] First thing I say is, “Yeah Dad, why doesn’t your stuff look like that?” The other [mixed] show in the Springfield meet up in Massachussets. This year attendance was down but the put almost 19,000 people through that show in 2 days. It’s a max, all scales, 3 rail, and O Scale. The most impressive thing there is a scale stack train. The crowd that train draws is phenomenal. So, while it’s nice to have the exclusivity of pure O scale meets, it’s hard to draw new people into it [2 rail] if you’re excluding them right off the bat. In terms of pursuing shows where you actively try to draw HO people in as well as 3 railers and show them what’s available in [2 rail] would be a major plus.

[From the audience]: I’d like to ask the panel, how high are you going to raise the bar in the amount of detail that you incorporate in your models? George, I just took delivery of one of your N&W Y6bs and it is the most beautiful piece I’ve ever seen. Henry, I’ve seen your stuff and there’s a little more detail than Overland does. I know Steve [Grabowski] is really into taking it [detail] to the next level. So, where are you going with that? How far do you go before it gets so expensive that nobody will buy it?

Steve Grabowski: There are two limitations, of course. One is the actual physics of what you can build into a model, The other is how much information you have to get the detail to put into the model. These days you can do almost anything. I’m striving (as most of us here are) to have brass at the top (of the detail heap). There are different levels here which is good because that means there is a price range for everyone.

Henry Bultman (shaking his head in disagreement): There is a “no man’s land” in the middle. You have a price range that a lot of people can afford that have a maximum limit. No matter how much or how little detail you put in, they’ll never be able to afford it. Price dictates their sale. For me, I’m looking for a new builder, because for what I pay for my models, my builder under-performs by at least thirty percent. I can’t compete with George [Kohs]. George is going to “clean my clock” each and every time. If I pay something close to what George pays and my model has 30% less detail than his, there is no way that I can stay in business.

[From the audience]: George is only building 100 pieces.

Henry: I’m only doing 60 pieces of the SP 5000.

Steve: Quantity is a factor.

Henry: The builders have a project price and whatever the quantity is, you divide that into the project price. If they want $250,000 for an O scale project, divide 100 or 200 pieces into that, whatever the quantity is. But, in O scale you can’t sell 200 pieces of one thing. So as the quantity gets less and less, the price goes higher and higher.

Steve: and, of course, that affects how much detail you want. The more detail you want, the more the project costs because more patterns have to be made, more stampings have to be made... It’s seems over the past several years that people want to see
more detail on the brass. We can’t go back to the Max Gray era.

Mike Hill: Let’s try this scenario. Let’s suppose you’ve got Overland’s Powhatten Arrow cars, state-of-the-art cars, up to date for today, in every respect and with an up to date price [Ed. note: The Overland Powhatten Arrow cars go for about a $1000 each.] Now, let’s suppose there aren’t any Sunset Powhatten Arrow cars which are relatively easy to find. Let’s pretend they’ve never been made and we’re going to bring that car out as the economy model. Do you think it would sell? [Ed. note: the Sunset cars bring about $400 to $500 each, are unpainted, have no interiors, and no lights.]

[From the audience]: Isn’t that what Weaver’s doing?

Mike: Well, yeah, they are [doing the Arrow] but they’re not doing passenger cars in brass. Let’s have a show of hands, do you think an economy model train, in brass [would sell], after somebody like Overland has brought out that [higher] level?

[From the audience]: If you can’t afford that top line brass, what’s your choice?

Mike: You don’t have an option if you want brass. You can buy extruded aluminum cars, but I didn’t see everyone thundering into the store to buy those. So, will economy brass work in today’s world? Will it keep the brass importer and the brass builder happy because they’re bringing in and building more units?

[Audience]: What’s the point of brass, then?

Mike: Probably what’s going to happen here, we’re going to have high quality brass models, relatively, and they’ll be developed at lower volume. The next importer who brings in a steam engine with the condenser dripping on the ground, that’s it guys!

[From the audience]: It’s called Live Steam.

Steve: When you say “economy” models, you have to understand that a brass model is hand assembled, hand punched, on a one by one basis. It’s not like assembling automobiles where it’s mass produced. So, when you say “economy” what type of price range are you talking about?

[From the audience]: Under $1000, and $2000 and up.

Mike Hill: I want to make a comment real quick relative to importing brass models. I got involved a project and made a very small contribution to getting that model produced. I put something on the order of 18 to 20 hours and I didn’t think it would take that long. I thought it would be a snap. I had almost all the information I needed, and enough photos from my collection. Eighteen hours later, this is not a snap! I thought, “Wow, if that’s 18 hours, what does these guys do for the whole project?” They must put in mega-hours. Keep that in mind. That’s part of the reason we pay the prices we do.

[From the audience]: I’d like to ask the importers about bringing in models other than rolling stock. Overland brought in a bent truss bridge. But we don’t have a nice brass through truss bridge. What do you think about more models like that?

Steve: I looked into that, and as Henry said earlier, the Koreans work off a project price, will it be $70,000 or a $100,000. So, in order for us to look at that, and I have, we would have to sell $70,000 worth of bridges which is a lot of bridges. One of the questions then becomes, “How much are you willing to pay for a bridge?” Are we going back to the “economy concept here?” Are you looking for a $600 bridge, an $800 bridge? The research that goes into a project like this runs several thousand dollars, not counting the hundreds of hours that go into getting it laid out just working with the builder. And then putting the money up to get it started which could mean you’re into the project $70,000 before the bridge is even started.

Norm: Like Steve is saying, and I’ve talked to other importers, why don’t they make smaller engines? It’s the same price doing those as the big articulated sets. So, they’re going to do the big engines. It’s the same amount of money.

George: The big engines sell. The smaller engines don’t sell. But, I wouldn’t say it’s the same amount of money. It’s not a proportional reduction, dollars to

continued on page 48

47
size. The bottom is, if somebody is spending 3 or 4 thousand dollars, or 2 or 3 thousand dollars, they want one of the "glamour" engines - a Daylight, a Niagara, a Hudson, they want a C&O Berk or T1. Whatever it might be, they don’t want to spend $2550 or $3000 for an 0-8-0. This is something I am questioned about at every show I go to, “Why don’t you do this or that?” My entire business, at this point, is governed by people who are buying things from me. People will say, “Why are you going to do a Big Boy? Everybody’s done a Big Boy.” I’m doing a Big Boy because I can’t tell you the number of people who said to me from day 1, “When are you going to do a Big Boy? When are you going to do a Big Boy? When are you going to do a Big Boy?” If I decide not to do a Big Boy, I’m a fool.

The same with the C&O H8, the number 1 selling locomotive of any prototype going. From Day 1, “When are you going to do an H8? When are you going to do an H8? When are you going to do an H8?” I hear from people at shows, "Why are you going to do an H8? Precision Scale and others have done H8s.” Why? Because that’s what the people who are spending the money are asking for. If I don’t produce what the people who are spending the money are asking for, again, I’m a fool. In my littler world, doing 100 pieces at a time, I’m trying to produce exactly what the people who are spending the money are asking for. And the people who are spending the money with me are not all very well off. I would say the vast majority are people that have to plan well advance their acquisition and they, very sparingly, have to set the money aside to make that acquisition. Certainly, there are some people who own square blocks of Manhattan where money is no object, and they will buy five locomotives at a time, but that is atypical.

So, basically, everything I do on a day to day basis is governed by what I hear from customers. That’s why I try to make communication as simple as possible, whether it’s email, the website, fax, phone, whatever, I try to listen as carefully as possible to what people are telling me. If I don’t, that’s going to be the end of me. What I hear from people at this point, at least what they’re asking from me, is as much detail as possible and they want the model to run. If they have a problem, and invariably somebody is going to have a problem, and as hard as I try there are always problems. With each project we’ve done there have been fewer and fewer. We’ve learned more and more. We try to make the models more detailed and more complex with each project, and you open yourself up to potential disaster in doing that, but that’s what my customers are asking for. And, if they choose to run it, it damn well better run and run well. If it doesn’t and they call me on the phone, then I need to respond, I need to make it right, whatever it takes to do that. Most people understand that if there is a situation where they have a problem, as long as I’m willing to deal with it and as long as they don’t get the usual runaround (It’s UPS’s fault, as long as I’m there to deal with the issue and make it right, the customer is happy, it’s a very simple business plan from my perspective.

So, why am I not doing 0-8-0s or consolidations? Because that’s not what I’m being asked to do. And my focus is to produce 100 pieces and have the 100 pieces sold as quickly as possible after production is complete because I don’t want to have to inventory them. If I have to start inventorying them, then the prices are going to go up. And, at that point, if I have to start inventorying them, frankly I’m making bad choices and would probably stop doing models. On that basis, I could not afford to exist; that’s how tight the margins are. It seems like you’re producing toys, so what’s the big deal? The Y6b we just did was a half a million dollar project. That’s more than my house is worth. If I make a miscalculation, if I screwed-up a major feature on that model, the model hits the market and the word gets out, “Hey, that Kohs Y6b, this is wrong, that’s wrong...” and people stop buying, I’m screwed. I’m dead and it’s just that simple. You can be on top of the model world today, and one major faux pas and you’re dead tomorrow unless you’ve got a huge cash reserve and most of us don’t.

[From the audience]: Would somebody really quick explain to me what is this new AC 2 rail?

Norm: It’s powering the rails with AC and getting all the sound and bells and whistles as 3 rail.

George: The whole concept was started because a magazine that thought the greatest thing since sliced bread was Lionel Command and Control system and thought, “Gee, it works so well for Lionel, wouldn’t it be nice to use that in 2 rail?” The idea being to run scale two rail on AC power.

[From the audience]: Is it that much better [than DCC and Sound modules]?

George: It’s an effort to bring the Lionel Command and Control system from 3 rail to 2 rail.

Henry: I’d like to address that. The strides in 3 rail are a result of competition between lionel, Mike’s Train House and K-Line that has improved the quality, the detail and the value. It’s that competition that drives 3 rail. For me, from my perspective, I see the market becoming more polarized between the least expensive model and the models that are super detailed. And the customer’s choice will be predicated by what he can afford. So, ultimately, if you don’t have the expendable income to spend, you’re not going to be able to afford these expensive models. The reason I’m switching builders is because my builder has a certain project price and if I wanted to do a lower cost model, or a 2-8-0 or smaller engine, for the price that he wants, no one would be able to afford it. So, I’m being forced out and rather than wait until the end comes and hits me, I’m making the change now.

Ultimately, it’s going to be China. Eventually, the quality of the models... as it went from Japan to Korea, it will go from Korea to China and maybe five years from now we will experience better quality and lower prices. They’ll be able to make the models that the Koreans won’t. They’ll make the 2-8-0s and the 0-8-0s because they are more aggressive. They have something to prove.

I have no other experience than one builder. I loyal to this builder hoping to establish a level of quality and detail so I wouldn’t have to keep reinventing the wheel with every project bouncing from one builder to the next. This has now come back to haunt me. I see the future... some [customers] have the extra income to buy the extra details and the extra quality but they are not as great in number as the [customers] with limited income and, therefore, can’t afford the more expensive models. Those [limited income buyers] are increasing so the [importers] like the Sunset style, the lower end are now improving their ability to sell out a product. They can do a greater quantity which gives them a lower price, or they can improve on quality and keep the price the same. So, they’re putting pressure on my market. I believe that importers who are in the middle, in between the inexpensive models and the super detailed models, are going to be in “no man’s land.” It’s going to be death. The [customer] at the low income end can’t afford the model, and the people on the high income end won’t but it because it doesn’t have the detail. So you lose customers both way. Your market will shrink and that’s where I am, right in the middle. So, for me to exist either have to go down to the bottom or up to the top.

[From the audience]: I have an observation. Everyone is here because they love model trains. It’s a passion. It’s an important part of your life. I had a friend of mine who kept squawking about cost all the time, no matter what it was. And I said to him, “No one goes into a hobby to save money!” [laughter]

If it’s important to us and there’s a model we want, for my part, I’m going to buy it no matter what it costs. If it’s a model I really want, a model that’s important to me, I’ll find a way.

Henry: It’s a basic consumer decision.

[Someone says]: They’d like to have about 200 of you! [laughter]

[From the audience]: Just out of curiosity, these high detail models, what percentage of them ever run. If you make 60, are 59 of them just sitting there to be admired?

George: It’s hard to say because the term “operator” is relative. I can talk to my customer in California who purchased several Y6bs from me. He’s a serious operator. His tightest radius is 102 inches. I can talk to somebody on the East Coast who says he’s an operator and what he means is he has two or three lengths of Roco or Atlas track on a bench and a transformer and he runs the loco back and forth. That question is difficult and imposing for me to ask, “How serious are you? Are you just pretending or are you seriously an operator?” It’s really hard to know.

[From the audience]: I’m thinking that the really super detailed model doesn’t get run.

George: Why not?

[From the audience]: You don’t want to handle it. You don’t want any accidents.

Henry: If they track well, why should you have to handle it?
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Fifty Foot Pfaudler Milk Cars

Ben Brown, New York

Background

For those who model rail lines that serve larger cities, the operation of milk trains can add a new dimension. From the beginning of the 1900’s to the 1960’s milk traffic served many cities including Philadelphia, New York, Chicago, and Boston. Smaller roads that did not reach the hubs directly interchanged with those lines that did. Examples of this would be the Belfast and Moosehead Lake, Maine Central, Barre and Chelsea, and the Rutland. This article will touch on the modeling of one style of car that was used in the transportation of milk.

The fifty foot wooden style milk car known as the Pfaudler tank car was built by General American in their East Chicago, Indiana shops. These cars were primarily owned by the General American-Pfaudler Corporation. Each of these cars contained two large tanks having a total capacity of 6000 gallons. The cars were built like refrigerator cars with tightly fitting siding and doors, but lacked ice hatches and bunkers. The tanks were made of steel and lined with enamel using a special coating process developed by Pfaudler. The enameling process resisted corrosion and allowed the regular steam cleaning necessary for proper sanitation. After testing, Milk was thoroughly chilled and pumped into the tanks at the creamery. This bulk quantity was large enough, and along with the car insulation, allowing only a one degree drop in temperature during the normal shipment between the creamery and the bottling plant.

Kits to build a fifty foot style Pfaudler car have been around for many years. First they were offered by Scalecraft, then by Main Line Models. Later that firm sold to Ye Olde Huff and Puff. I believe that the Huff and Puff line is still sporadically manufactured today. All of my kits have been purchased at O Scale meets as late as the 2001 National. The kits build into a very basic car. Once you have built one you will note that if you had the roof, floor and scribed siding, you could easily make up your own ‘kit.’ At one time Northeastern Scale Models manufactured basswood shaped stock for many styles of O Scale roofs and flooring. This firm is not making the stock now but the new owner might run it again if there is enough demand. Some shapes are still available from current inventory. Meets are still a good source for the kits. (I have been active in O Scale since 1947 and I am amazed at how much stuff has been bought and squirreled away with good intentions, only to show up for sale for bargain prices later.)

Kits are regularly seen for ten to fifteen dollars. Rails Unlimited (Ted Schenpf) offers a resin body kit today for seventy five dollars. Unpainted brass cars show up in the three hundred dollar range. Your final cost will depend on where you start and how much detailing you add.

Reference materials for these cars is quite limited. Plans for the car were published in the April 1986 issue of Mainline Modeler. Prototype articles appeared in the February and March issues of Railroad Model Craftsman. Photos can be found in NYO&W Milk Cars, Mixed Trains and Motor Cars by R. E. Mohowski. Bob’s Photos just published photo essays entitled Railway Milk Cars, Vol. 1 and Vol. 2. Individual car photos may also be obtained from Bob’s Photos. Additional milk car information may be found at the Rutland website at www.ultranet.com/~jimdu/Milk References.htm

Painting and lettering the cars can be a challenge. Generally they were painted Pullman Green. Others were painted Coach Green or white. In later years, because so many cars were leased, they were lettered with simple dulux gold lettering. This would be easy to duplicate today with computer printers and laser copiers, but that is subject for another article. Champ and Walthers both made decals at one time, but no longer. Champ claims to be able to make copies of older sets but that is a very short term opportunity as the owner is retiring. For my own tastes, I liked the older billboard schemes used when these cars were first built. That meant drawing my own artwork and making dry transfers. However, my source for transfers is gone and I have been unsuccessful in finding a replacement. I am working to convert my art to decals and I am hoping to make several schemes available in 2002.

Construction

These are the steps and suggestions I would make for building kits. Glue the body parts together using yellow carpenter’s glue. Clamp with rubber bands until thoroughly dry. Then coat the wood parts with a wood sealer and sand off the fuzz and any glue protruding from joints. Sealing is especially important to prevent the wood from picking up moisture and changing dimensions. If you have never built one of these kits before, you will note that the sides are prepainted and have silk screen lettering. Sometimes the sides are in several pieces and you are expected to edge glue them together. Then the completed side is supposed to be glued to the body. Therein lies the problem. If you follow the instructions you will later experience split sides on a finished car due to differential expansion of the wood parts. Unfortunately, the sides are cross grain to the direction of major expansion and will split unless you cross laminate an extra piece of wood to the back of the sides.
prior to mounting on the body. This step is shown in Photo (6).

Because I prefer my own lettering, I usually sand off the factory lettering and part of the finish. If the underbody has been well sealed, I have been successful in laminating scribed styrene for flooring to the wood surface. I use very thinly spread GOO. With scribed sheet and strips so readily available it makes a very nice upgrade to a kit or scratchbuilt model. I should note here that it is possible to also make the body frame from styrene or acrylic and avoid wood altogether. It just takes a little more work. Most of the cars had a tar paper or canvas roof covering. My preference in modeling is to use black tissue paper bonded with white glue. I know there are several methods that can be used, but I prefer to mix white glue with water to a milky consistency. I paint it on the roof surface, then apply 1 inch wide strips of black tissue paper. The paper can be found in arts and craft stores. Lay each strip overlapping the previous one. You will see that the paper is very porous and soaks up the thin mixture rapidly causing wrinkles. Just touch your finger to the surface and smooth it out, working from the roof center to the outside edge. Let it all dry and then trim off the overhanging excess later with a razor blade. I like the look of the tissue paper without painting it.

The Pfaudler cars had a heavy fishbelly underframe and additional steel channel side sills. Here styrene comes to the rescue. I use .020” scribed styrene floor sheathing as mentioned earlier, add 3/16” channel turned inward for the side sills. The fishbelly underframe parts are made from .060” styrene. Using styrene bonded with MEK (Methyethyl Ketone) makes this step quick and easy.

Beyond the basic structure, I add details to suit myself. I should mention that my philosophy in building rolling stock models is to bring them up to a stage I call “good enough.” The primary reason is that I have a basement size layout with similarly detailed track and structures. It is one thing to build a highly detailed model. It is quite another to build everything on the layout to the same level. There is just not enough lifetime left for me to both build and operate. So, I build to a point that satisfies me greatly.

Note that these cars were used in passenger service, and as a result, have an underframe that has a lot of gear, including: steam lines and hoses, signal lines and hoses, air lines and hoses, safety chains, buffers, brake levers, valves, cylinders, adjusters, tanks, steam traps, etc. Choose as much detail as you want to include. Most of the parts are available commercially. The tanks come from Q-Car Co. or I use styrene tubing.

Trucks can be found depending on your choice of prototype. I prefer John Keil’s equalized Commonwealth trucks. Keil Express trucks also work well. To make this truck more typical of those used under Pfaudler cars, the wings should be filed off and rounded over. You may also use a modified Precision Scale Co. truck. The PSC truck is part# 9120 and has a 5’ 10” wheelbase. It is called a Commonwealth High Speed truck. To backdate the truck, remove the equalizer strut and reshape the upper side frame to represent the older style truck. If you do not want the roller bearings also file them off and replace with plain bearing covers.

Since I model a freelance shortline, I use several milk trains to expand my original schedule. My shortline takes milk to an interchange and receives empty cars back. Of course, I had to find an unused corner in which to build a creamery. I hope that you will consider this type of operation and model for your own railroad.

(Color photos on next page)
End comparison, wood versus styrene sheathed.

Mainline kit side view. Note joint just to left of logo. The slight color shift and joint mismatch are typical.

Styrene sheathed body.

Mainline kit side view. Note joint just to left of logo. The slight color shift and joint mismatch are typical.

United Farmers scratchbuilt car

White Brothers scratchbuilt car

Assembled Mainline kit, Hoods prepainted.
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Observations

Joe Giannovario, Editor/Publisher

**OH BOY! Did we ever goof!**

In issue #2 I talked about Buy-Sell-Trade ads on the last column of page 13 (bad omen, huh?). I said that we planned to mail the Buy-Sell-Trade ads by first class mail to subscribers. I pointed out two potential problems, not enough ads to warrant a separate mailing and/or too many subscribers.

Well, guess what? Scenario 2 has happened already. When I wrote that piece we had about 200+ subscribers, so I was looking at about $70 for the mailing. After I sent the magazine to press, the mailing for the O Scale National hit the streets with our flyer in it, and Boom! The subscriptions started flowing in and we’re now well over 500 subscribers and still climbing.

A first class mailing of Buy-Sell-trade ads now would cost us over $200 per issue. And, we don’t have but 10 ads at this writing. So, I must apologize with my tail between my legs and retract the offer to mail Buy-Sell-Trade ads separately from the magazine. It is just not economical.

Buy-Sell-Trade ads will appear printed in the magazine starting with this issue and about 2 - 3 weeks after we mail an issue they’ll be posted on the website. That’s the only way that makes financial sense right now.

However, we’ve also instituted bar coded labels which has made a dramatic improvement in speed of delivery through the Postal Service. Magazines made it to the West Coast in 11 days and that includes 2 weekend days.

As always, we’re interested in your comments and feedback, so don’t be bashful. If you think you have a better way to handle B-S-T ads, let us know.

We’ve had a few changes to the magazine. Bruce Blackwood has dropped his Dealer’s Corner column, but we’ve added Gene Deimling to write about Proto:48. Gene is an outstanding model builder and we’re pleased to have one of his articles in this issue. Be sure to check it out. We wrap up John Sauers’ PRR B8a article but John has promised us he’ll be back with more scratchbuilding articles. Bobber Gibbs spells out how to get started in On30 for less than $100 and Nick Biangel’s On30 layout is the feature this issue. We’ve got a article on building an On30 “critter” planned for issue #4.

There is an unusual article in this issue. At the March Meet in Chicago, Mike Hill (of Hill’s Hobbies and host for the meet) moderated a brass importer’s Roundtable Discussion (see page 43). This discussion affords us a look into the issues that affect importer’s decisions on which brass items to import. It’s a little dry in spots but I think you will be as fascinated by the discussion as I was.

I’m looking for some feedback on a couple items. I’ve been thinking of running a layout contest. I’ve got this 17 x 46 basement and all I can come up with is a folded dogbone. So, I was thinking of putting the floor plan in the magazine and offering a “reward” for the best layout design to fit that space. If you think this is a good idea and would like to see the entries in the magazine, drop me a line, call me or email me about it.

I’ve not been able to find an historian to chronicle the development of 2 rail O scale in the U.S., so that has been put on the back burner. I’m having similar feelings about the Hall of Fame. I’d really like to know if we should keep the Hall of Fame and continue to pursue an historian columnist.

As always, please let us know how we’re doing on the mix of articles and features. Remember, if you don’t tell us what you want and what you’re willing to contribute, you’re going to learn more about the N&W than you ever thought you would (he says smiling).

I want to relate two amazing things that happened in May. First, I walked into our local bookseller (an independent, not a chain store) looking for a copy of Railroad Model Craftsman (the only model mag I don’t subscribe to). I noticed a new magazine on the rack and it took me a moment to realize it was O Scale Trains! I was most pleasantly surprised, and even more so when I noted there was only one copy on the shelf. Since then I’ve had people tell me they purchased OST in a Borders and in a Books-A-Million store. As I promised, we’re getting the word out beyond the hobby shops. I’ve no sales figures yet (it’s much too early), but we’re certain the magazine will be as big of a hit outside the 2 rail community as it has been inside.

The second amazing thing is that we sold out of issue #2 in just four weeks. Thirty-five hundred magazines... gone! So, we’re printing more this issue. I am looking at ways to get reprints of issues #1 and #2 into the hands of those who really want them, but I haven’t decided how best to do that yet.

**Errata from issue #2:**

Page 9 – Jeb Kriigel’s phone number was stated incorrectly. It should have been: 434-589-2660.

Page 16 – The caption should read “A spot on David Stewart’s ‘Appalachia & Ohio’ railroad in Greeley Colo. Photo by Bob Sobol.” Look for Dave’s layout in a future issue.


Page 53 – The photo of the D&RGW Fowler car is captioned incorrectly. It is a San Juan kit not a Chooch kit.

Keep Hi-ballin’!
Announcing the S.P. 4-8-4 GS-4 and GS-5 in O scale.

Prototype photo courtesy of Harold K. Vollrath. Similar to PSC #17345-2.

<table>
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<th>17345</th>
<th>S.P. 4-8-4 GS-4 with skyline casing and skirts. No paint.</th>
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<td>17345-2</td>
<td>Same, painted #4449 Daylight as running today.</td>
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<td>17347</td>
<td>S.P. 4-8-4 GS-4 with skyline casing, no skirts. No paint.</td>
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<tr>
<td>17347-1</td>
<td>Same, ptd #4436 black and graphite with large SP lettering.</td>
</tr>
<tr>
<td>17347-2</td>
<td>Same, ptd #4439 Daylight cab and tender with large SP lettering.</td>
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<td>S.P. 4-8-4 GS-5, skyline casing &amp; skirts. No paint.</td>
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<tr>
<td>17349-1</td>
<td>Same, painted #4458 Daylight with small SP Lines.</td>
</tr>
<tr>
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<td>Same, painted #4458 Daylight with large SP lettering.</td>
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<tr>
<td>17351-1</td>
<td>Same, painted #4459 black &amp; graphite w/large SP.</td>
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#17339-1 Milwaukee F-6a as delivered with boiler tube pilot, painted #4614, #4617 and #4620.
#17341-1 Milwaukee F-6a as delivered with steel pilot, painted #141 and #142.
#17343-1 Milwaukee F-6a as shopped for commuter service, generator on pilot, painted #143.

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