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#17365-4 Coffee Shop/Dormitory car painted Empire Builder colors #1141, #1142 and #1143.
#17365-5 Dining car painted Empire Builder colors #1151, #1152 an #1153.
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Author’s Note: This article is directed to readers who enjoy building models. If your interest is solely in ready-to-run items, or in assembling kits without additions or modifications, this article is not for you. Readers who enjoy a bit of modeling challenge, or who want something a bit different from a standard kit-built car, however, may find some useful information in the following material, which is offered as “food for thought.”

The idea for this article arose a few years ago when I purchased a few Intermountain boxcar kits & began to assemble them. Readers familiar with this brand know that these kits are among, if not the, most highly detailed kits on the O Scale market—at least on the outside. One feature of these cars, however, disappointed me. The doors are not designed to slide. The instructions call for the doors to be glued into position (closed or partially or fully open) as desired by the builder. Now I realize that the cars are designed as close to scale as possible, and that the designers did not want to have a model with out of scale door slides. But I could not help contrasting these models with many others which had, or could be made to have, working doors to allow carrying actual loads, if desired.

Toy train boxcars by Lionel and other firms had sliding doors. The older wood-body kits from Westbrook (1930s – 1950s) and Walthers (1930s – 1970s), provided cast metal doors which could slide in Z-bars. The door openings could be sawn out of the car sides to access the car interiors.

Following the wood body (overlaid with printed cardstock sides or decals) designs, firms such as Athearn (later G F Menzies, Reynolds, Loco Workshop & Old Pullman) and General Models Corporation (later All Nation), offered cars with metal sides with the door openings cut out. The Athearn-style cars used thin wood sides underneath, which required the door openings to be sawn out. The GMC-All Nation cars used only the metal sides. The Athearn & GMC designs use thin, stamped metal doors, sliding in U-channels.

Therefore I decided to try to go the Intermountain designers “one better” and see if I could make sliding doors that would not spoil the looks of the car. Also, with the outside of the cars looking so nice, I figured, why not make the interiors resemble the prototype so when viewing the interior through an open door, one sees something more realistic.

First, a couple of thoughts on assembling the Intermountain cars: When assembling the underframe, take time to ensure that it is positioned correctly—I managed to install a couple facing the wrong way & had to pull them off. (I didn’t think the instructions were quite clear enough as to which direction the underframe should face.)

Also, there are two ways to assemble the roofwalk on these cars. The bottom of the roofwalk has molded-in studs which can be glued through holes (factory-spotted) in the roof. This is the “quick and dirty” way to assemble the roof. The other way takes more time, but does not require drilling unsightly holes in the roof and allows the studs to be removed, providing a prototype appearance when looking at the roofline of the car. The second method involves cementing the roof walk to its
individual supports, as a prototype roofwalk would be mounted. Both these methods are described in the kit instructions; but for our super detailed model, I strongly recommend the second method, for greater realism. Paint the bottom of the roof to simulate galvanized steel.

Note that work on the car interior should be performed before installing the roof or the underframe. In fact, if you want to really show off the finished model, and remember to handle it carefully, the roof does not have to be permanently mounted. My experience is that the roof fits snugly enough on the car to remain in place during normal operation. The car can be lifted by holding the sides near their bottom edges. Or, with the doors open, the car can be lifted with the fingers through the doorways.

Most (steam-era) boxcar interiors were lined with wood tongue and groove boards, until plywood came into use. Photographs of car interiors in the old Car Builders’ Cyclopedia show the lining typically arranged horizontally along the sides and vertically on the ends. (My first attempt to line the inside of a boxcar took place a number of years ago. The model was the All Nation wood, outside-braced Rock Island 40’ automobile car. After gluing about thirty feet—actual, not scale—of strip wood to the car interior, I decided that if I ever lined an interior again, I would do it an easier way!)

To simulate the lining for the Intermountain car, I cut pieces of .020” thick Evergreen styrene, scribed at 1/8” intervals. The scale 6” planking might be a little wider than prototype, but creates a nice-looking effect, I think. (I have since found .100” scribed siding, which is just under five scale inches and thus closer to prototype spacing, about 5 1/4’). One could use individual strips, or scribe individual lines onto plain styrene sheet if desired, but that strikes me as a lot of work for very little gain. Plain styrene could be used to simulate plywood lining.

The sides require four pieces, approximately 4 1/4” long x 2 5/16” wide (23 boards). Two pieces are needed for the ends, approximately 2 5/8” square. These dimensions will provide an interior lining that extends almost to the bottom of the roof, allowing the roof to seat properly when installed. Once the pieces have been fitted to proper size, paint the inside (scribed) surfaces with a plastic compatible “wood” color. Do the same with the car floor. After the paint dries, cement the interior linings in place.

Depending on how precisely one measures, corner seams may be visible at the car ends. If this is bothersome, and filling the gaps seems too tedious, cementing lengths of thin styrene angle against the joints would hide the seams nicely, if perhaps not exactly prototypical.

With the increasing use of forklifts in freight handling from about the 1940s, greater wear on boxcar floors occurred in the doorway areas. Manufacturers developed reinforcing plates to overlay this area of car floors. Commonly, thin steel plates, perforated to save weight and allow bracing to be nailed to the floor, were installed on many cars.

From about the mid-1950s, nailable steel flooring (NSF) was used on some cars, though this was probably more costly. NSF could be simulated with steel color paint. I’m not sure what sort of material might be used to simulate the perforated reinforcing plates; perhaps some sort of mesh or speaker grille material might be suitable, if such can be located.

A couple of notes on painting, while I’m thinking of it. I have read that wood car floors were perhaps sealed or chemically treated, but not painted, either on top or bottom. The Intermountain car undersides are factory painted, usually in the body color. The under floor molding includes crosswise scribing to simulate the bottom of the wood floor, and various steel parts such as stringers, end angle braces, and the upper half of the center sill. The underframe molding is usually colored black, which results in a “two-toned” underframe paint job when the car is assembled.

To really dress up a model, the “wood” portions of the underside could be painted the same wood color as used on the interior. The steel portions of the underside could be painted black to match the underframe. It would be best to pre-paint the underside before attaching any detail parts. Masking these pieces would be quite a chore—I think a fine-tipped brush and a steady hand would be adequate for the task. But be prepared to devote some time to the job. (At this writing, I have not attempted to paint any underside wood, though I have painted the underfloor steel parts on a couple of my models.)

OK, now that the interior (and perhaps the underbody) of our car has been super detailed, let’s finish the job by making the doors work. First, assemble the doors per the instructions, but do not install the door guide pieces. Their bases will need to be modified.
The molded door slide bars are about .030" deep, top to bottom. To make the doors slide, we will add strips of styrene along the slide bars, forming channels to hold the doors in place. To build up the slide bars, I used styrene strips .020" thick by .060" wide, cut to the same length as the door slide bars. This size strip forms a channel .030" deep to hold the doors.

If desired, the styrene strips can be pre-painted before installation, but it is not really necessary. It is important, however, to cement these strips only about halfway at first. Line the strips against the molded door slide bars, and cement only the areas above and below the doorway opening! Apply cement for about 1¼" from the left edge of the doorway. The top edge of the upper strip should be flush with the top edge of the molded upper door slide bar, creating a channel for the top edge of the door. The bottom edge of the lower strip should be flush with the bottom edge of the lower molded door slide bar, to create the channel for the bottom edge of the door.

After the cement has dried, take the door and slide it under the loose halves of the styrene strips and move it into the doorway area. Make sure the modified door guide bases properly clear the top edge of the lower door slide channel. The desired result is a nice slide fit with the doors without any pressure against the styrene strip channel. If there is undue friction at the top edge of the door, it can be filed thinner (notched) as shown in Fig. 2. As long as half or slightly more of the length of the door channels is left loose, the door can be removed and adjusted as needed.

After the door has been fitted to slide properly, the door guides can be cemented to the lower edge of the door. Follow the kit instructions here, as one piece has a latch bar and the other is plain. These guides will overlap the outer surface of the lower door slide channel. Now slide the door into position and close it fully over the door opening. Then, cement the loose halves of the door slide channel strips into place, thus trapping the door against the car side. The door can slide, but it cannot come off.

At this point, we have a nicely detailed model with working doors, which can carry actual loads if desired. (Just like toy train boxcars and scale kits from bygone decades!) In my experience, the empty car, with the factory plastic trucks and Northwest Short Line steel wheels, weighs enough to operate reliably if coupled towards the rear ends of trains.

Intermountain provides one other piece of door detail: The latch bar, which extends horizontally from the left edge of the door opening and hooks onto a projection molded on the left edge of the door. I was able to cement the latch into position so as to actually “lock” the door closed. The latch bar is flexible enough that a slight inward push on the door at the latch area allows the door to slide open.

With the door open, the appearance of the latch is a bit unrealistic, in that as a molded plastic part, it remains horizontal, extending into the door opening. A prototype latch bar would pivot downward and hang vertically once the door is opened, so as not to obstruct the doorway. Is there a solution for this dilemma?

A couple of thoughts occurred to me while writing this article. It might be possible to shape a thin piece of metal to match the shape of the plastic latch bar and pin it to the edge of the doorway. Or a new latch could be made from thin round stock, with the pivot end bent to a
right angle and inserted into a hole drilled into the left edge of the doorway. Either way, such a latch could pivot in a prototypical manner. Fabricating pivot-latching latch bars would be an interesting project for scratch builders.

Your author hopes that the “food for thought” discussed above will not prove too indigestible. I believe the interior- and underbody-detailing methods could be used on other makes of cars, and that the door slide modifications could be applicable to Intermountain double-door boxcars as well as their single-door cars.

Text & photos by J W Mathews.
Drawings by Fred Karl from sketches by J W Mathews.

Top: Underside of roof painted to simulate galvanized steel. Bottom: Piece of side (horizontal scribed) interior lining flanked by two end pieces, painted wood color.

Installation of styrene strips to form door slide channels. Note upper slide bar is longer than lower slide bar. Strips have been cemented from left edge of doorway for about 1¼”. Right edge of door has been propped up to show how to angle the door into the channels. This is necessary to clear the door stops molded on the car side at the right ends of the door slide bars.

Bottom Views. Top: Factory painted black underbody with black underframe. Bottom Underbody factory painted red. The “steel” parts were hand painted black to match the underframe parts. Note the brake pipe crossing the center sill to the left of the doorway. The shorter “leg” of the pipe should point towards the “B” end of the car.

Underside of assembled car. Factory trucks have been equipped with NorthWest Short Line steel wheels. Empty car weighs eight ounces and operates OK at rear of trains. More weight can be added easily if desired.

Door at left on casting sprue. The semi-triangular parts at top left are the door guides. Door at right has been partially assembled. Door guide bases at bottom edge have been relieved as described in text and in Figure 1.

Closeup of finished model with door closed. Latch bar at left edge of doorway engages hook molded on left edge of door.

Car interior completed showing lining and floor painted wood color.

Note door guide bases on bottom edges. Door at left “as cast.” Door at right shows modified bases (see Fig. 1) Hobby knife or chisel blades are good tools for the job.

Extreme closeup of doors. Door guide base at left is “as cast.” Bases at right have been modified (see text and Fig. 1)

Closeup of doorway with door open shows latch bar protruding into doorway. (See text for discussion.)
The Appalachian and Ohio Railroad’s Willow Creek-Rickburg yard is a busy place. Besides dealing with through merchandise traffic and serving as a sorting yard for two different local switching turns, it is the main coal marshalling yard on the Coal Ridge Subdivision. Empty hoppers return here from Ohio River power plants, as well as from the continual barge loading facility at Millport. The Kayford Branch with its loaders and the Morrison Branch with its huge coal prep plant also connect out of here and receive and disgorge a steady stream of hoppers. Additionally, all coal trains are ultimately assembled at Ricksburg, with helpers attached for the big push out of this valley yard. With this level of traffic, it was obvious that a yard tower was necessary to orchestrate this sometimes frenzied, two-rail symphony.

After looking at commercially available towers and scanning for ideas in back issues of various magazines, I decided the A&O needed its own, unique tower. The available space was tight so I decided upon an elevated structure mounted on a pair of I-beams, leaving the underside for the stairway. I drew a rough sketch with some dimensions and I was on my way. Construction proceeded as follows:

Step 1. From my dimensional sketch I cut two floor pieces from .040” sheet styrene. This gave me an absolute template for wall dimensions. Since I did not have any appropriately scribed styrene for flooring, a straight edge and X-acto knife

Fig. 1
provided the necessary floor boards. Openings for the stairwell were cut using the technique described in step two. (Fig. 1)

Step 2. I used Evergreen Novelty siding for the walls with Grandt Line 8 pane, double hung windows. Since visibility is a goal for any yard tower, the walls are a solid row of windows with the exception being the one side where the heating stove sits between two windows. The window locations were drawn and outlined with the knife using the portion of the window castings that fit into the walls for dimensions. A Nibbler and flat file completed the openings and wall preparation. At this time I also cut and fit the necessary number of clear acetate panels for later window glazing and set them aside. (Figures 2 & 3)

3. Next, I spray painted the floor a light wood tone and finger rubbed black chalk into the floor groves. Then I sprayed the window castings and .030x.060 strips for future outside corner trim pieces A&O red (Scalecoat oil-based NYC Pacesetter Red) and the scribed exterior walls, A&O gray (Floquil Concrete). Once they were dry, liquid cement to glue the window castings in place, being careful to keep them square with the siding.

Step 4. Since the interior of the tower was to be lighted and detailed, I went to the trouble of cementing interior window trim around each casting using Evergreen’s .030x .080 strip styrene. A Northwest Shortline Chopper came in handy at this point. (Figure 4) Four 9’ interior .125 x .125 corner posts were cemented flush with the edges and one foot up from the lower edge of the end walls to increase gluing surface and wall rigidity when assembled. The posts also provide a locating stop when cementing in the floor, and the one foot differential allows for sufficient overhang to cover the later floor I-beams.

Step 5. Next, I masked the outside of each window and, laying the four walls flat, sprayed the interior walls Floquil’s Polyscale Depot Buff. The tape was immediately removed and, with a small, damp paintbrush, the windows were cleaned of overspray so only the inside of the windows contained the interior color. Using water-based over oil-based paint made the overspray easy to remove and made this a quick process. (An alternate process would be to spray the interior color on the castings, mask each half of the windows, and finally spray the exterior. This method seemed potentially more time-consuming than simply wiping away the overspray.)

Step 6. The four walls were cemented together using a Cajon Rail Products Squaring Jig. Another means of establishing a square building is to use a machinist’s square and clamp the sides to the square prior to applying the cement.
A&O Yard Tower

Full Size for O Scale
Sketch by David Stewart
A&O Yard Tower

Bill of Materials — A&O Tower

Sheet Styrene
.015"
.020"
.040"
Novelty siding

Strip Styrene
.030" x .060"
.030" x .080"
.030" x .100"
.030" x .125"
.040" x .080"
.040" x .250"
.080" x .080"
.125 x .125"
⅛" tube

Plastruct l- beams
¼" x ⅛"
⅛" x ¼"

Grandt Line 8 pane, double-hung window castings

3" x 6" acrylic sheet (Plexiglas)

Clear acetate for window glazing

400 grit sandpaper

Sculptamold

Smoke jack (American Model Builders)

Assorted detail castings
Steam Locomotive Cab Curtains & Awnings

Harry Heike

If You’re Yawning Over Awnings And It’s Curtains For Certain, Then Have A Little Class And Make Them Of Brass.

Now that I have your attention (or scorn), I’d like to explain how I make very believable cab awnings and curtains. In a recent bull session with master modeler, long time friend and oldest oldtimer, E. Louis Pardee, I was informed that Joe Fischer made his kitchen table covers out of aluminum foil and then painted them. Using this technique he was able to produce the actual wrinkles and crinkles of cloth yet he used a substance which had longevity and workability. I tried to tell Lou that I had thought of this first, but it didn’t work because Joe Fischer was doing this before I was a twinkle in my father’s eye. Let me just say that I thought of it independently.

Curtains:

The technique I use is to get the thinnest brass possible (this is usually K & S double zero one). Using a pair of common scissors cut out the various parts. Cab curtains usually ran on tracks front to rear which were hung from the cab roofs. Usually they had little eyelets riveted to the canvas. Which ran along the track, similar to a shower curtain. Sometimes the cab curtains ran from side to side and other time’s cab curtains were rolled up like a blanket in a roll above the rear cab opening and were bound with rope or chain, which when released dropped the curtain down behind the cab.

The technique I describe here is applicable to any of these styles. However, the simplest, no brainer technique is to use the type of curtains that go from side to side behind the rear of the cab, kind of like the curtain that the little man used in the Wizard of Oz. If the curtains are hung front to back they usually extended down below the deck apron. If they were hung from side to side they were shorter in length. I always make them longer then the deck apron plate level because it looks cool that way.

The first step is to construct the eyelets. What I do here is usually get an old pair of needle nose and shape the tips up with a cut off wheel (Fig. 1). Next I twist the eyelets with about a half inch stem (Fig. 2). These are usually .015” brass wire. Now comes the fun part. I take my brass curtains and crinkle them up in horizontally and vertically with my hands (Fig. 3). Now, lay them out flat again. Next, I usually solder three or four eyelets on the top of each one. This is a little tricky, because too much heat will melt the brass sheet. Use generous amounts of liquid solder flux and do one eyelet at a time working your way from one end to the other. Use the smallest diameter possible (I use Radio Shack 64OBB).

Next, fan fold the curtain about four times.

Press tabs of headlight and fan fold the curtain.

Pull tight & twist with a soldering iron.Torch.
I usually bind the curtain in two or three places along its length with “rope” made from strands from about a 2” length of 18 gauge lamp wire. Strip off all the insulation, cut the strands, wrap them around the curtain a few times. Tie the ends. Apply solder flux and a little bit of solder. Then, cut the twisted portion off and discard it. It also helps to crimp a “waist” before applying the simulated rope (Fig. 5).

Next the trellis bar can be constructed in the shape shown (Fig. 6). I drill two 1/32” holes about 1/4” to the outside of the rear cab opening and slightly above the opening. I like to use piano wire. Probably 1/32nd is the best to use, although I’ve used 1/64th, too. I would not use brass here, as it is just too malleable. Once the piano wire is bent it retains its shape. Thread the eyelets over the piano wire, make the appropriate bends on the ends of the trellis bar and poke the bar through the holes in the rear of the cab. Voila! a curtain is created. The second right angle bend in the trellis bar provides enough tension to hold the whole thing in place.

The way I paint these curtains is to take the finished assembly and prime it with acrylic lacquer primer, as thick a coat as I can get on there and then paint it with “concrete” color that has been slightly yellowed. Maybe I add a little bit of weathering at the bottom, but you want it fairly tan so it’s visible against the color of the cab.

I make cab awnings as follows. Drill 2 holes above and slightly to the outside of the cab window (Fig. 7). (Make a fixture so you get the holes in the same place on both sides of the cab. Next, using 1/64” brass wire bend up the awning frame as shown (Fig. 8). Then make a top runner using the modified needle nose pliers and solder it to the awning frame (Fig. 8).

Now cut shim brass (.001 or .002) about 1/16” shy on either end of the frame. Make it about a 1/4” longer than the distance between the top and the bottom runner. Next, take the shim brass and mold it in a slightly curved shape to fit between the two runners. This will simulate the sagging of a canvas awning. If the shim brass is not already crinkled, crinkle it.

Now, fold the shim brass awning over the two brass runners as shown (Fig. 9). These ends of the awning should be no more than 1/16” in excess and some may have to be trimmed off before it is actually soldered. Place it over the runners, finish bending the two ends and solder it using generous amounts of solder flux and very thin solder.

Next, clean it and paint it as the awnings were painted. Slightly bend the two outer prongs of the mounting pins and poke them into the holes in the cab. Then bend the ends inside the cab so the awnings stay in place.

It’s that simple. The only thing you have to be careful about is that these things are made of brass so they are conductive. If the curtain touches an opposite polarity tender frame, it will produce a short. This can be avoided by bending the curtains in such a way that they constantly remain in contact with the cab rear wall.
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14 • O Scale Trains
Easements for the Learning Curve
Brian Scace

By way of introduction, this column (doomed to be a regular feature) is oriented to the recently converted (or those contemplating making the plunge) in O scale. In my original discussions with the Editor, we thought we’d look at things like couplers, track, mechanisms, trucks, benchwork, and the like. We will, but with a slightly different bent than originally contemplated. The price you pay, of course, is your tolerance for my occasional musings, I hope they may be useful to at least a few. This by no means implies that the more advanced modeler will find nothing of value here. Quite the opposite is true. For this feature to be a success, we are banking on you experienced O Scale, for the newly infected need the benefit of your wisdom, while most are bringing a fresh wisdom of their own in return.

The term “beginner” is a misnomer, unless by some cruel twist of fate you are new to model railroading and somehow ended up in the backwater with us. In considering the direction this feature will take, I feel that a “primer” may not be appropriate. Most of our newer members are not joining us from scratch, but rather from other facets of the model railroad vocation. Hence, the basics are already known, and these folks bring a fresh approach we can all learn about from their previous experiences elsewhere. The majority of you are coming from a different scale, the Hi-rail community, or some other modeling media. Either way, “Welcome!”

A Little History:

Let’s get into it with a little history you should know. When we use the term “O Scale,” we mean a ratio of 1” of the model represents 48” of the real thing, hence 1/48 scale. This reduces to 1/4” equals one foot, giving rise to the term, “quarter-inch scale”. Because the purpose of this august publication is such, we further narrow the definition of O Scale, for the purposes of our discussion, as using two-rail trackage. O scale is one branch of the O gauge family tree. “Gauge” refers to the distance between our running rails. In antiquity, model railroad track gauges were numbered, such as #1 Gauge, #2 Gauge, etc. The higher the number, the farther apart the rails were, and the bigger the models became. When a smaller track gauge than #1 became popular for indoor use, it was naturally called #0 Gauge. Our O Gauge is really “Zero” Gauge, with a distance, established by the ancients, of 1.25” between the rails. Carrying this further than I should, the term HO comes from “Half-O”. As we all remember from school math, half of zero is “undefined” (I’m KIDDING!).

Modern O scale is one of several outgrowths of arguably the oldest of the “indoor” gauges. We point to almost a century of modeling history, an evolutionary nature, and an age that pre-dates NMRA-type standards, so we have a family here, rather than the singular development enjoyed by the HO or N Scale folks. As “Zero” gauge evolved, families spawned along the way such that we now have a plethora of different disciplines co-existing today, from tin-plate toy trains to Hi-rail, Q-gauge, 17/64 scale, outside third rail, two rail, and P48. In a future column, we’ll look at some of that history in more detail, how it happened, and what it means to you.

Some of you are coming from other families in the tree, such as Hi-rail or the toy train side of the house. Others of you are coming from the newer gauges, having enjoyed the benefits of NMRA standardization from the beginning. Joining our sometimes dis-functional family may seem a bit daunting, at first, but once you get used to it you’ll find it rewarding and worthwhile.

The Big Lesson:

We O Scalers have a reputation. We can’t wait to head to the basement and light off the forges. We are all master craftsmen, working in exotic metals such as bronze, lead, and depleted uranium. The neighborhood lights dim and flicker when we fire up our fully equipped machine shops. Dogs howl, children run, and responsible fathers lock up their daughters when the guys come for “operation”. When we run our 6000 square foot building sized railroads, the vibration causes sinkholes, limbs to fall from trees, and the sea to give up her dead. We still wind our own motor armatures, even though we are all rich beyond reason. Plywood is the ultimate expression of scenery.

There is evidence refuting these allegations (except maybe the part about the daughters). You don’t need a machine shop, so don’t worry about it. Modern materials and adhesives will work just as well for you as they did in HO. Scenery techniques are the same. Quite a bit of your Hi-rail equipment is readily convertible to looking O Scale gear. A rewarding railroad can be built in a reasonable space, so long as you don’t want to model the entire UP out of Cheyenne. There is a wonderful selection of plastic cars, reasonably priced locomotives, nice structure kits, flex-track, and several sizes of ready made turnouts available or in the works. Things are not as bad as they seem, and you can enjoy O Scale, no matter your skill level and abilities. Unless you’re careful, you may even have fun at this, though it’s not considered manly (no gender specific implication intended) to admit it.

The most important thing you need to help answer the questions and point you to all this available loot is an association with other O Scalers. I started in O, back in the late Bronze Age, without having taken this lesson to heart. When I ended up, as a ward payer, in the DC area, I happened to fall into the local O Scale group. These guys, including the likes of John Armstrong (Hi, “Dad”!) and the late Ted Stepek, taught me more in the first year of that association than I had learned by myself in the previous twenty. So rather than this merely being Scace’s Snap- Pappy Patter on a bi-monthly basis, we’re going to try a few things that will, hopefully, make things more interactive and (perish the thought) useful for you.

First, if you have a subject near and dear continued on page 16...
that you want addressed in this column, send your suggestion to me care of this magazine. There is no guarantee that yours will be promptly addressed, but this will help me pick up on what those joining our happy band may have issues with, such as coupler types, changing wheels on freight cars, or tuning steam locomotive mechanisms. I personally would like (the Editor doesn’t know about this one, yet) to take the best of these in a year’s time and designate one issue a year of this magazine to entry level questions and projects. I’ll work on that to see if he’ll bite.

Second, If you are in the middle of a project and just plain stuck, email me at sarge101st@msn.com. If I can’t help you, I’ll do my best to point you at someone who can. If I’m slow, I’m swamped, so bear with me.

Third, I propose a mentor system. Should you want to find someone more experienced in O Scale, or an O Scale club, send your name and phone number to us. We’ll put it in this column. You experienced guys who have stuck with me through this diatribe are the key to this one. If you see someone listed whose area code you recognize as local to you or your organization, call him or her up and (assuming at least tacit good behavior and promise on their part) take them under your wing and pollute them as you see fit. We’ll tweak this system as time goes on, but it won’t work to anyone’s benefit without voluntary participation from both the new and veteran O Scaler’s sides of the house.

We’ll see if this works. Everyone wins on this point, as the best way to learn something new is to arise from one’s chair and seek out others who share your interest. I can’t stress that enough, as the Big Lesson of this month’s column.

Meanwhile, it is also of great benefit for you to take in a couple of the shows (or the Convention) listed elsewhere in this magazine. There you can meet other modelers, get your arms around some of the products available, maybe go for a layout tour or two, and take in a clinic. What you’ll discover is that things aren’t as different as you thought they’d be (given you came from another facet of O or another scale). There are no real surprises or mysteries here.

My last tip to all is simple. Read everything you can get your hands on. Scenery is scenery in any scale, so read about it in the generic magazines and published books on scenery. Trackwork and trackplanning are also pretty ecumenical. Don’t discount the books, magazines, and videos out there just because they aren’t O Scale specific. There’s plenty of painting info out there that is useful. An RS-1 details up for the Pennsy the same way in O as it does in HO.

Some Parthing Shots:

In looking at some of the letters in Issue #4, I can’t help but remark on a couple of them. I think Mike Pierce sounds an oft struck chord when he asks about smaller railroad track plans, track component info, and the like. I would suggest to Mike that he revisit the Big Lesson of the month for much of what he seeks. Meanwhile, we will be looking at trackwork and trackplanning subjects here in more detail in the future. Don’t wait in frustration, though. Get out and see!

Gary Mathews hits a chord with me, too. I also believe that we are seeing yet another change in the O Scale world, where those things taken as mainstream in the smaller scales are becoming more evident in O Scale. Good ready to lay track components from Atlas, ready to run freight cars and modestly priced diesels are becoming more plentiful. The detail is incredible on many of these new offerings. Freight car kits in the Westerfield mold are coming out from Ultra-Scale and are magnificent. We are seeing a lot of influence from our new “prior HO” members. Meanwhile, our Hi-rail friends are also influencing the scale world with, for example, some nice full length scale passenger cars from K-Line (scale wheel conversion kits are available). I would have never dreamed of a scale Empire State Express for less than $500 a car ten years ago, let alone a correct one for something like $125 a car! Plastic steam is just now becoming mainstream in HO. Can O Scale be far behind?

Folks, we are on the threshold of a new age. We veterans have just as much to learn from our newcomers as they have from us. Something wonderful is happening with each idea that comes with our newest members as they defect from the smaller scales to the one and true faith. Let’s go exploring! •

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Easements for the Learning Curve
...continued from page 15
Narrow Minded

Bobber Gibbs

O Scale Narrow Gauge Is Growing

The 22nd National Narrow Gauge Convention in Warwick, Rhode Island (September 4-8, 2003) was a howling success for O Scalers.

When the Narrow Gauge Convention is held in the West, there is usually a strong emphasis on the three foot gauge railroads of Colorado, California and Pennsylvania, but in Rhode Island, the Maine two-footers were center stage and O Scale shared the spotlight. There were four O Scale layouts on the Layout Tour. Two were standard gauge and two were narrow gauge.

Among the modular layouts on display in the well lit atrium room at the host hotel, the New England Two-Foot Gaugers manned their large oval of On2 modules with a coastal water theme and sensational scenery and structures. Next to them, the Little Rhody Modular Railroad Group ran On30 equipment and welcomed anyone to operate their trains on their recently expanded Y-shaped layout. I enjoyed running my own center-cab and coach around a couple of times, although I left there minus the removable diesel cab roof which must have fallen off when I was packing it away. Brian Fayle showed his On30/7mm “Underneath The Arches” display and there was an On18 display by Chris Creighton.

In the contest room, there were quite few O Scale models and Alan Littlefield won top honors with his On30 complete train. There were also 40 clinics to choose from and it was impossible to attend all of them.

In the manufacturer’s rooms, there were 84 exhibitors and something for every narrow gauger in every scale. There was an impressive number of manufacturers with On30 kits ranging from shorty two axle cars to long logging cars and everything in between.

This was my sixth Narrow Gauge Convention and I can recall a time when Sn3 was the new kid on the block and all the talk was about the logical alternative to O Scale. I got caught up in it myself but eventually turned back to On3 until I learned about On30, which is a marriage of HO mechanisms and track and O scale equipment and structures. At this year’s Rhode Island convention, the talk was all about On30 which features what I call “low cost and high play value.”

One of the new products that particularly caught my eye was the On30 25 ton diesel critter by International Hobbies. While not an exact model, it is similar to the GE 25 ton 150 hp diesel switcher that was available in gauges from 4” to standard gauge. It captures the spirit of On30 and will look at home on any industrial line. It is a styrene shell that fits a Black Beetle mechanism and when it becomes available in October, it will also be regaugeable for On3. I’ll be interested to see if the shell can be adapted to the inexpensive Model Power Porter Hustler mechanism.

There were a couple of dealers where you could buy any Bachmann On30 freight car for $15 and one dealer would sell two for $25. That surely must make it difficult for the minor manufacturers to sell their kits for $25-30 but the variety is amazing and the lore of the “imaginary” 30” gauge railroad is the reason why so many modelers are drawn to On30. I understand that Bachmann has sold 200,000 On30 trainsets featuring their fine running Mogul so there must be a lot of new O Scalers “out there” looking for guidance. The new On30 Bachmann Shay is expected in the next few weeks and they recently announced that they will introduce a Climax and a diesel critter next year. I predict that this will have an unprecedented and beneficial effect on O Scale in the near future.

At midnight on Day Two, a few hardy members of the On30 Conspiracy got together outside the host hotel (where the flagpole would have been if it had not been removed for repairs) and performed the On30 Official Gathering Ceremony. In the absence of a full moon, (that signifies “O” scale) they chose the brightest visible star and offered a short but spirited howl. They learned the secret On30 handshake and then retired to bed much the better for the experience. At the On30 Special Meeting in the evening of Day Three, 44 conventioneers stood as one and howled at the great round crystal chandelier on the ceiling... That is how the Legend of the Howling O Scaler was born, to be repeated with spirit and enthusiasm wherever and whenever O Scalers gather together in the future.

The rest of the convention was a blur and there were only a few O Scale items in the auction that ended the Convention on Saturday night, but my hand went up just once and I came away with a new Atlas Passenger Station Platforms kit for five dollars. I wont bother you with the problems I had at the Canadian Customs declaring the plastic pop bottle full of those shiny coal-like pellets from the lobby ashtrays of the Crowne Plaza Hotel in Warwick, Rhode Island...Yup, the 22nd National Narrow Gauge Convention really was a howl and O Scale narrow gauge is growing.
The Rules

1. The contest will run over three issues: 5, 6 & 7. Contest closes on March 31st 2003. The winner will be chosen and announced in the July 2003 issue. A panel of three judges will decide the winner.

2. The layout must fit in the room shown at left. The max dimensions are 11 feet wide and 14 feet long. Use only the area of the grid. Assume the ceiling is 8 feet off the floor.

3. The layout may be any style: loop, point-to-point, point-to-loop, whatever. Benchwork may be any style and any height.

4. There are two categories.
   Category 1: Track must be 2 rail code 148, standard gauge O (i.e., a scale 5 feet wide). Minimum radius is 48 inches. All switches must be either #5 or #7½. The Grand Prizes go to the Category 1 winner.
   Category 2: Track gauge is anything other than Ow5, i.e., P-48, On3, On30, On2, 2 or three rail, whatever. No minimum restrictions. Category 2 winner receives $250 cash from O Scale Trains Magazine.

5. All subscribers to O Scale Trains Magazine may enter for free. Non-subscribers must include a $10 entry fee.

6. Track plans may be drawn/printed on paper or submitted in one of the following electronic formats: PDF, TIFF, or EPS on floppy disk or CD-ROM. Description of the layout should be typed double spaced on unlined paper or sent as an ASCII file. Every page of a submission should have the author’s name or other form of unique identification on it.

7. Submissions must be mailed to O Scale Trains Magazine, PO Box 238, Lionville, PA 19353-0238 no later than March 31, 2003.

8. All submissions become the property of O Scale Trains Magazine and cannot be returned.

Hey! If you can’t draw a straight line without a ruler or holding down the SHIFT key, consider using track planning software. Atlas’ Right Track software is free. Visit: http://www.atlasrr.com/software/welcome.asp
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Contest runs until March 31, 2003

Entry Rules are on the facing page

Yes, that’s a 3 rail RS-1 shown but we’re giving away a 2 rail version.
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  - 1200 John harden Dr
  - Jacksonville, AR 72076
  - 501-982-6836

- Mickey’s Model Works
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  - Conway, AR 72032-5417
  - 501-450-9423

**Arizona**
- Coronado Scale Models
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  - Phoenix, AZ 85006
  - 602-254-9650

**California**
- Original Whistle Stop
  - 240 E Colorado Blvd
  - Pasadena, CA 91107
  - 626-796-7791

- Bruce’s Train Shop
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  - Sacramento, CA 95821
  - 916-485-5288

- Train Shop
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  - Santa Clara, CA 95050
  - 408-296-1050

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  - Emporium
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  - Torrance, CA 90505
  - 310-791-2637

- Reed’s Hobbies LLC
  - 8039 La Mesa Blvd
  - La Mesa, CA 91941
  - 619-646-1672

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  - Concord, CA 94520
  - 925-685-6566

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  - Denver, CO 80209
  - 303-777-6766

- Caboose Stop Hobbies
  - 301 Main St
  - Cedar Falls, IA 50613
  - 800-642-7012

- Chicagoland Hobbies
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  - Chicago, IL 60631
  - 773-775-4848

- Rails Unlimited
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  - Elgin, IL 60120
  - 847-697-3333

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  - Park Ridge, IL 60068
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  - S Casco, ME 04077
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  - 586-296-6116

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- Missouri
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  - St Louis, MO 63123-4345
  - 314-638-8250

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  - 336-786-9811

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  - Kilchberg, CH-8802
  - 011-417-39-1374

- United Kingdom
  - Quince Valley Designs
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  - Weedon, Northants NN7 4QU
### O Scale Auction Data

From time to time, we will bring you information about O scale items that have recently sold at auction. This information is garnered from a variety of sources including public and internet auctions. If you'd like to see this as a permanent feature of OST, please let us know. The data presented here is from August and September 2002. All items are O scale, 2 rail, unless otherwise noted.

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<th>Item Description</th>
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<td>Misc Brass UP Ca-1 Caboose 2-Rail</td>
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<td>T-Bone Models Tiny Tank,2PK,2-Rail</td>
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<td>USH High Cube Box Cars O Scale</td>
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downtowndeco@montana.com

NEWS...

Downtown Deco’s latest 0 Scale releases. They are; DD25 Right side of the tracks building set $149.95 retail.
DD26 Wrong side of the tracks building set $49.95 retail. DD27 Madam Wong’s Exotic Oriental Massage $49.95 retail.
DD28 Lucky Liquor $49.95 retail.

These kits are reissues with brand new sign sets of long sold out kits. They are all limited to just 100 kits, and will not be re-run when sold out.

The kits include richly detailed Hydrocal castings, laser cut doors and windows, full color signs and complete painting and finishing instructions. Kits DD25 & 26 come with a coupon for a free set of our sidewalks, a $19.95 value. Add $4.00 on direct orders.

Scale Three Dimensional Renderings
5425 Purpura Drive, Dept. S
Indianapolis, IN 36236
317-895-9105

NEWS...

Woody Grosdoff of Scale Three Dimensional Renderings says he is starting over once again in the 0 Scale market with a line of new resin wall castings. Scale Three Dimensional Renderings is selling a new line of custom fabricated resin O Scale brick wall castings designed to be used for a single story industrial building. There is a blank wall casting, a freight door wall casting, an entry door wall casting, and a double window wall casting. Each wall casting is supplied with a splicing pilaster. In addition a corner pilaster set is also available. Where applicable, the castings also include appropriate window/door castings by Grandt Line Products and glazing material. The walls are a scale 12’ 10” high x 21’ 6” long. The splicing pilaster is a scale 1’ 7” wide.

Nothing is kept in stock. Every order is custom made so it is a good idea to contact Woody before you place an order. Multiple casting orders above 10 receive discounts. SSAE for information.

Russian River RR Company
1712 Parkcrest Terr.
Arlington TX 76012,
NEWS...

O scale cast resin detail sets for use as stock in stores such as hardware, building goods, hay & feed, etc. Most sets include styrene pallets. Set #306, Engines and Crates, is shown. Currently available sets are:
301 - Sacked goods
302 - Brick and roll goods
303 - Insulation and shingles
304 - Hay and feed
305 - Tires and drums
306 - Engines and crates
307 - Auto junk pile
308 - Workbench and detail.

Romworks
PO Box 242
Nevada MO 64772-0242

NEWS...

Rod Rom was sitting at a railroad crossing one day counting hopper cars when he glanced up at the standard Railroad Crossing sign and was inspired. Rod, a longtime railfan, is aware of the heightened awareness for security, not only in the airline industry but also in the rail industry these days. So, Rod’s idea was to combine the standard RR Crossing sign with an admonition to railfans to “Railfan Responsibly.” Rod has made up signs in various sizes including placemat size, coaster size and two different sizes in O scale. (Bet you were wondering where the tie in was, huh?) Rod will sell you a laminated uncut sheet with 24 large or 35 small O scale signs for $4.95 (p&h included). If you are interested in the placemat or coaster size, send Rod a self-addressed, stamped #10 business envelope and he will send you back all the details on options and postage costs. Rod hopes to get the full sized signs approved by the feds for use with the real railroads.
WHISTLE selections for their DC, DCC, Radio, or Stationary operation Sound Systems and LocoMatic™ type 3, LocoMatic™ type 4 Sound & Control units for AC and DC operators. Their standard DC, DCC, Radio, or Stationary operation Sound Systems and their LocoMatic™ Sound & Control systems are now available with the AT&SF or Union Pacific steam whistles. The sounds include Steam Whistle, Bell, Exhaust Chuffs (auto chuff or optionally synchronized), Air Pumps, random Air Pumps, random Safety Valve, and selectable Cylinder Blow Down. Prices range from $109.95 to $139.95. See their catalog, web site, or call for more details.

Backshop Filmworks
PO Box 21431
Columbus OH 43221

NEWS...

Ron Widman of backshop films works has created a one hour video showing the Baltimore & Ohio Railroad’s original O scale operating layout. This outside third rail O scale layout, built by the B&O in 1936, now resides in Cincinnati, Ohio. Each year the layout is displayed and operated in downtown Cincinnati by Cincinnati Gas & Electric during the holiday season. The one hour video is available for $20, plus $5 postage and handling. Checks or money orders only, please. Ohio residents please add $1.44 sales tax.

Prime Mover Model Railroad Decals
has released two new decal sets for the Delaware, Lackawanna & Western (DL&W) in O scale. The decals are for their 40’ milk cars (PMD-032-O $4.50 for two cars) and wooden cabooses (PMD-030-O $7.95 for two cars). The decals are screen-printed and are of very high quality. The artwork was taken directly from Lackawanna lettering diagrams rather than scaled from photos as is often done. The caboose lettering is white and the milk car is a yellow-gold color that is correct according to Lackawanna expert, Mike DelVecchio.

Prime Mover is considering the production of passenger car decals for the maroon, gray and yellow scheme used by the road from the late 1940’s to its merger with the Erie.

Matchbox Toys has produced two 1:48th scale heavy-duty trucks for the railroad scene. They are 1948 Diamond T tractor (#MC 35216 $14.95) and a 1939 Peterbilt tractor (#MC 35217 $14.95). The models are made from diecast metal with plastic detail parts. The come pre-painted in a smooth and even coat. You should be able to add lettering directly to the paint finish and do some light weathering before placing the models on your layout. It is nice that they have chosen vehicles that are clearly anchored in the steam era. The models are made in China, as are most of the ready-to-run items in our hobby. The trucks seem to be about the right size and look good along side the legendary Revell plastic kits.

San Juan Car Company has released a new O scale boxcar kit that is composed mostly of injection-molded styrene and engineering plastics. You can purchase the kit with lettering for the Western Pacific in either standard O gauge or Proto48 (#124 or #124P for the Proto48 trucks) or the Sacramento Northern version Sacramento Northern version (#125 or #125P for the Proto48 trucks). The kit retails for $49.95 and comes with Andrews trucks, AAR Type-E couplers and Microscale-produced custom decals. You need only supply paint and adhesives. The kit is based upon a Mt. Vernon Car Company prototype used by the Western Pacific and Sacramento Northern. The car was first constructed for the WP in the early 1900s. The car is a classic double-sheathed wood design with a deep fishbelly underframe and a reversed Dreadnaught end. The WP ran these cars into the 1950’s, as did the Sacramento Northern. Many of them ended up in maintenance of way service. San Juan has announced a wooden end version with K brake system that will cover the pre-WWII era quite nicely. San Juan included a small booklet prepared and printed by Sunshine Models on the prototype. Sunshine had recently released the same car in HO so the O scale community gets a well-researched history on
Product News & Reviews

the cars.

This is the second standard gauge car produced by San Juan. The first was their legendary D&RGW Fowler Patent boxcar. This car is at least its equal. The kit is composed of injection molded styrene and engineering plastic parts for nearly all of the kit. The kit includes wire for the trainline and for grabirons. San Juan has provided a nifty little wire-bending jig to assist in making the grabirons.

The instructions are mostly composed of isometric drawings rendering each of the steps that need to be taken. The underframe is the first step. There is a left and right fishbelly center sill. Pay attention to the instructions to ensure that the parts are oriented properly. Remember to form and fit the trainline into the cross members before gluing them together. You will notice a minor problem when you go to install the trucks. The body bolsters plate rubs against the truck sideframe. You will need to trim off about a scale four inches to allow the truck to rotate on the bolster properly. Don’t add washers to the bolster to raise it up since it will throw off the coupler height. The trucks are Andrews style and are available separately from San Juan in either O or Proto48. I replaced the plastic wheel sets with some old Grandt Line ribbed-back 33"wheels.

San Juan has shot the brake system interconnecting pipes in styrene and are these are rather fragile. I broke mine on the first try so reverted to using .019" wire.

The next step is to assemble the body parts. There is a minor problem with the door opening being too wide. Charles Morrill [designed] the kit and came up with a good suggestion for filling in the opening. I have copied a portion of Charlie’s email he sent out on Yahoo. “The prototype car had 6' wide door openings. The San Juan sides have a scale 6'-6" opening that is the same as the door width. A 1-1/2" wide rabbot strip on the left side (where the closed door fits) and the 4-1/2" wide door post on the right side are missing. Even if you intend to build the car with the doors closed, you should put styrene strips here to support the door. Trim the floor boards extensions at the doorway to fit the reduced opening.”

Fabricating and installing the grab irons is time-consuming at best. The jig provided by San Juan does aid in bending the grab irons. Nearly all of the grab irons are straight with the exception of the bottom rung on the end ladder that has a “L” shaped bend. You need to bend an 0.030” jog in the grab iron. The bottom grab irons is a drop-style rather than straight like the rest of the side grab irons.

The kit has a novel cast brake wheel and staff. It is one-piece and is cast in a flexible engineering plastic. The staff is approximately 9 scale inches too short. The staff can be easily lengthened at the lower bracket below the end sill. I used a piece of 0.030" square styrene but you could use a round styrene rod. The brake wheel should be 14’6" above the railhead. The roofwalk should be 13’0" above the rail.

The rest of car body assembly went smoothly with all of the fine detail parts fitting. I would suggest that you not work on the car with its side contacting a hard surface like the workbench. Use a soft cloth or soft foam rubber to cushion the fine detail.

I painted my model using Accu-paint by SMP using their Oxide Brown (AP-12). The paint produces the smoothest finish of any paint available today. It has a high gloss finish that is just perfect for application of the Microscale decals provided. Seal the decals with SMP clear gloss before applying Dull Coat or any lacquer-based flattening agent. My car is weathered with Kuras “Rustall” using their rust and black color.

Hopefully, we will have many more excellent San Juan kits in the future.
Some of these cars ran into the fifties in their composite construction. Cars of the MC and NYC were rebuilt with steel sides during the late thirties. Cars on the PRR were rebuilt with steel sides by 1939 and re-classed to G24a. So, if you are a modeler who is concerned about prototype correctness and model in the forties or fifties, you might want to consider a decorated car of a road other than PRR or NYC, as both of those roads require some modification to the kit in order to model the cars accurately.

The kit consists of a plastic body with wooden sides and floor. The casting is very nicely done. Although, it measures out a little short against the drawing that appeared in Mainline Modeler in July/August 1981, it comes up ten inches short over the strikers and 6 inches short from corner post to corner post. This will not matter to most modelers.

The car goes together well following the instructions. They are underweight so extra weight should be added before the floor is glued in. This is clearly called out in the instructions.

I found the instructions rather clear until you hit the grab iron stage. Then the instructions could use some help there. There are four different types of grabs, and they belong in different places. You could take the easy route out and just replace all of them with wire grabs. I chose to look at the prototype photos to identify which ones belong in which places.

I’m still working on the grabs at the time of this writing. There were a couple of broken grabs on the spur, so I’m waiting for replacements to come in from Intermountain. Their customer service is great, and they will replace broken parts quickly.

These cars were built with a 50-ton USRA Andrews truck under them. The kit supplies a type of Bettendorf truck. I am putting a San Juan 50-ton Andrews under my car.

Overall, the car is a fine model of a car that saw service for many years on many roads. For those who don’t want to enjoy the pleasure of gluing up the individual grab irons, Intermountain will be releasing ready to run cars in addition to the kit that I was building. I did have a chance to examine a R-T-R Gondola that were available at the convention. It was well constructed and had weight added during the construction and metal wheel sets.
Intermountain USRA Composite Gondola

(photos by George Losse)
This diorama was built by J. Michael Miller of Glen Burnie, MD. The main building is from a Korber Models Acme Dye Company kit. This started life as a two storey building but Mike cut it down. It was built over a period of 3 months of evenings. Additional note: The signage on the brick-work is from Letraset dry transfers. These were again applied to decal film and placed on the model; one letter at a time.

It won 2nd place Structures at the O Scale National, Chicago.

The gas pumps are 1/43rd models intended for the die-cast market. The base of the island is made from a piece of the sidewalk casting from the building kit. The light pole and lamp shades are fabricated from brass.

The derelict truck is a Solido model based on a WW 2 Dodge 1-1/2 ton design. This truck was created by the late W.W. Dalrymple of Frederick, MD. It is heavily weathered with Rust-All and has flattened tires; indicating that it hasn’t gone anywhere for a long time. (Supposedly the owner of the gas-station bought the truck surplus after the war with the idea of converting it into a tow truck. He just never got around to making the conversion; thus the “Rust In Peace” sign...)

Dogs and fire hydrant from Berkshire Valley
The tow truck is a model unto itself. It began life 1/38 scale cheap plastic toy by a company called Kinsmart. (Yes, I know it’s too big, but if it’s not sitting next to another vehicle you don’t see how large it really is.) The prototype is a 1953 Chevy wrecker. Mike re-detailed the truck with a scratch-built the winch and front bumper pad and chains. In the rear of the truck you’ll see a Berkshire Valley shovel, scratchbuilt rake and toolbox. The doors on the cab open and there are window cranks and door pulls. The lettering is from dry transfers applied to decal film and the Texaco emblem came from Woodland Scenics. The antenna is from music wire.

The roof is covered with gravel. The boards are there to protect the roof in case someone needs to walk on it. The antenna base is an inverted Evergreen Styrene light shade and the antenna is made from music wire for durability.

Signs are scratch-built from basswood framed with Evergreen styrene. The lettering is from Woodland Scenics dry transfers on decal film.
The ice chest and wooden soda case are from Berkshire Valley castings. (Note the spilled soda on the ground.) The trash can is from Selley.

The service bay doors were cut out of the wall casting and opening doors were scratchbuilt of Evergreen Styrene.

The lift was scratchbuilt of K&S brass with Plastruct treads. Notice the lift controls on the side wall of the garage. The oil drums on the scratchbuilt rack are from a cheap 1/43 diecast truck.

The corner sign is scratch-built from brass tubing and flat brass wire. The Texaco herald is from a refrigerator magnet that was photo-copied onto plain paper.
Little industrial diesel switchers, especially those with side rod drives, have always fascinated me. Some years ago, AHM marketed a plastic O scale “critter”—a model of a four-wheeled V20002 German switcher with jackshaft and side rod drives. It was made by Pola Maxi in (then) West Germany. AHM offered it in the U.S. painted maroon and silver with a PRR logo on the cab! These can still be found occasionally at train shows; that’s where I picked up three of the little beasties, although not all at once.

I thought it would be a challenging project to convert one of these into a believable looking American industrial loco. I really wasn’t interested in modeling a specific prototype; a generic loco would do, as long as it looked like it had been built in the U.S.

The first step was to do some research. The Second Diesel Spotters Guide, by Jerry A. Pinkepank, plus a Xerox copy of an old Vulcan Locomotive Works catalog provided many useful photos and data on these little locos. There were certainly many different varieties of them produced.

The next step was to completely disassemble the AHM loco. I decided that the cab had to go, so the model was carefully “decabitated” with a fine tooth razor saw. After eyeballing the hood for a while, I decided that it was a bit too long, so a 3⁄8" long section was sawn off the cab end. The three European style headlights were also removed from the forward end of the hood. A small cylindrical tank was made from styrene rod to conceal the V20002 number cast into the lower front of the hood.

I designed a new slightly higher cab based on several photos in the Spotters Guide. This was fabricated from 1⁄16" frosted acrylic and .015" white Evergreen Styrene sheet. The acrylic is sold in art supply stores as non-glare “glass” for picture framing. The sidewalls and ends were cut from the clear and then duplicate pieces with window openings were cut from the white styrene. Rivet detail was embossed into the styrene before cementing it over the clear, which produced finished walls with glazed windows. Square styrene rod was used for roof braces and .030" styrene sheet for the roof. Styrene strip and rod were also used for the roof vent, drip rails, door frame, hinges and window sills.

The deck, end sills and underbody details were a one-piece casting. I carefully removed everything but the end
“veranda” at the cab end of the deck. This, and the other side deck areas needed a realistic looking tread-plate surface. I simulated this by cutting pieces of Scale Scenics Aluminum Micro-Mesh fine screen wire to fit over these areas and attaching them with spray adhesive. The deck areas were then painted grimy black and when dry were lightly sanded with #600 paper. This removed the paint from the screen wire leaving a nice worn tread-plate look.

Of course the model needed to be remotorized. One of my little sub-hobbies is continued on page 34...

cemented to the support strips. New ladders were made from brass ladder stock and cemented to the underside of the deck. Air tanks and piping were made from Evergreen styrene rod and tube. The original coupler mounts were filed from Grandt Line bolt heads were reused. The end sills had some cast on ends. Grandt Line head pins cemented to the support strips. New ladder stock details which were also sanded off. New foot-boards were soldered up from brass Keelex. One of my little sub-hobbies is tread-plate look. From the screen wire leaving a nice worn #600 paper. This removed the paint from the screen wire leaving a nice worn tread-plate surface. I simulated this by cutting pieces of Scale Scenics Aluminum Micro-Mesh fine screen wire to fit over these areas and attaching them with spray adhesive. The deck areas were then painted grimy black and when dry were lightly sanded with #600 paper. This removed the paint from the screen wire leaving a nice worn tread-plate look.
collecting small DC motors, this due to my long involvement in scale R/C ship modeling. I’m continually searching for the ultimate motor - the one that produces gobs of torque while drawing no amps at all! In my treasure trove of motors was a little German Faulhaber gear motor that looked like it would do the job. Installing one of these hi-tech gear motors in an old AHM plastic loco is somewhat akin to putting a Rolls-Royce engine in a VW Beetle, but the arrangement ultimately worked out very well.

With the proper mount the Faulhaber motor would fit nicely within the side-walls of the loco frame. In this case, the proper mount proved to be a short section of PVC water pipe! The motor was an exact fit inside the pipe section. Flats were filed on each side of the PVC motor mount so that it slid tightly between the frame sides. The model’s drive system consists of a series of identical plastic spur gears connecting the jackshaft and drivers. Power is transferred from the motor by a pinion and crown gear. The pinion proved an exact fit on the Faulhaber’s output shaft, so I retained this arrangement. However, the first trial with the new motor resulted in very slow running speed. Removing one of the spur gear sets from the drive train and re-positioning the motor and crown gear increased the speed just enough. The model now ran at a very realistic speed and the gear motor gave the drive a nice flywheel effect.

With final adjustments made, the motor and its mount were fixed in place with five-minute epoxy.

The loco needed lots of additional weight, so I lined the inside of the body with lead freight car weights. Lead was also installed in the open areas at each end of the frame. This increased the total weight to about one pound and the loco is capable of pulling about 12 freight cars on level track.

A new exhaust stack was made from Evergreen Styrene tube. The headlights, bell and horn came from Trackside Specialties, as did the EMD handrail stanchions. I turned aluminum reflectors to fit inside the headlight housings and fitted them with a Miniaturitics headlight reversing unit. The grab irons are extras from Inter-mountain boxcars and the brake wheel came from my parts box.

I painted the engine with Polly Scale Rail Box Yellow. The frame and underbody details are grimy black while the cab roof, exhaust stack and sun visors are flat aluminum. Headlights and window sills and cab interior are gray. Railings, grab irons, brake gear, bell frame and horn are gloss black. To bring out the cast-on details of the plastic body, I smeared a black oil-base antiquing glaze over the yellow body, then rubbed it off with tissues and cotton swabs. This left a residue of the black glaze in the louvers and corners and around the rivets, which popped these details out. A bit of additional weathering was done with powdered chalks.

To complete the detailing, a length of chain and a re-rail frog were hung below the deck on the loco’s right side. As I had no photos of the loco’s right side. As I had no photos of the loco’s right side, I didn’t do any detailing there. I probably should have made the effort, though, as the frosted windows do not hide as much of the cab interior as I thought they would.

As I had no layout when I built the loco, it was only test run over a couple of three-foot track sections. Now I have discovered that due to the deep flanges, it bumps a bit over some of my turnouts. So a future shop project is to turn down the flanges a bit.

Overall, I’m very pleased with the loco’s looks and performance. I feel that it is a good example of what can be done with cheap, used equipment plus a little research and ingenuity.

I lettered my “critter” for the Duck Creek Industrial Railroad, a fictitious line that has trackage rights over my equally fictitious Ohio Valley Railroad. Now, the management of the industrial line is thinking seriously of building a road switcher using the other two V20002 German switchers on hand. Hmmm... Maybe a center-cab unit with two swiveling side-rod drive trucks.
Another view of the scratchbuilt Erie S-1 Berkshire. Model owned by R. Harris Russo. Built by Harry Hieke. Photo by Jeb Kriigel.

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Here in the old country, modelling the American scene in O scale is fraught with problems that you over there can only imagine! To begin with, there are no suppliers of American O scale models and materials here, so everything has to be bought by mail and shipped across the Atlantic. This not only takes time, up to a couple of months in some cases, but is expensive. The cost of shipping, plus the inevitable Customs Duty on arrival here, can easily double the final cost of a simple boxcar kit! But the biggest problem is that of size and space.

Our small island has relatively small railways when compared with those of the USA. The loading gauge is smaller for a start, while the standard British railway “wagon” was for many years less than a third the size of a forty foot boxcar. Locos, too, were smaller, and although there were a few 2-10-O locos, and even a handful of Garrett articulated engines, a 2-8-O was generally thought to be a large engine and many 4-4-O’s lasted in daily service right up to the end of steam in some areas. Modern diesel and electric locos are similarly smaller than most used in the States. It all makes things easier though when it comes to fitting model railways into our houses, which are also generally a great deal smaller. For modelling purposes our home railways are ideal.

So the British modeller of the American scene in O scale has everything stacked against him, and this probably accounts for the relatively small number of enthusiasts who attempt it. Large engines and cars, and long trains, really need the basement empires we read about, but as basements are something else not often found here, you can begin to see the problem.

I have been collecting small American O scale locos for some years and was often asked to display them at some of the many model railway exhibitions we have nearly every weekend somewhere or other over here. When I did take them along, they all looked very nice just sitting there, and caused a bit of interest, but it was obvious that they would look better doing what they were built for, so the “Kingsbury Terminal Railroad” was born.

This is not a model railroad in the normal sense, and if you are easily offended you should stop reading now, because on the “Kingsbury,” anything goes! Although supposedly set in the Kingsbury area of Chicago, the layout is no more than a stage on which a variety continued on page 38...
The Reading G3 Pacific — The last Pacific made in America! All brass construction, Pittman motor, Blackened drivers with Boxpok center; Choice of cab# (210 or 219); Directional lighting & lighted cab.

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of locomotives can be seen at work, and “variety” just about sums it up. The diverse mix of locos and rolling stock which are used on the layout may seem wrong to all of you used to the American scene, and in reality most would never have been seen together. Some are not even of the same era! But you must remember that camelbacks and articulated locomotives are virtually unknown to the British public, while Shays, Climaxes and similar are just beyond belief! While running a Shay at one of our major shows recently I was actually complimented on “inventing” it, told what a brilliant idea it was and that I should patent it!! So basically, anything from a Winnan’s camelback onward may appear, and in general, from the point of amusing the visitors, the more odd the loco, the better!

There is nothing unusual about the

“Kingsbury” layout itself except that it is perhaps a bit smaller than is usual for O scale. Many magazine layout descriptions include a tour of the layout. It often takes the form of an imaginary train ride round the layout while the main features are pointed out. This will not be necessary for this layout as it can be best appreciated by standing on an imaginary packing case placed in the middle of the yard. The only other unusual feature is that it comes apart into easily transportable pieces. The demands of the exhibition circuit mean that the layout, plus rolling stock and operators, have to fit comfortably in a car, so for transporting, the two main boards bolt together facing each other, making a large box with the layout surfaces protected on the inside. On re-assembly, each board is held to the next by hinges with the permanent pins replaced by removable ones. This is not only quick, it also gives an automatic alignment to the tracks across the board joints. Multi-pin plugs and sockets take care of the electrics. All this makes it easy and quick to assemble and dismantle the layout, and it can be up and running in about thirty minutes if we’re really pushed. But exhibitions do tend to be very social affairs so with all the chatting that goes on, it usually takes a good bit longer!

Only 12’6” long by 2’3” wide, the layout represents a small switching yard surrounded by high buildings, most of which are rail served industries of one sort or another. These were carefully chosen to offer the maximum variety of rolling stock and they range from a fruit and vegetable distributor, to a heavy engineering works with a large overhead crane. There are actually seven possible “destinations” for cars, (at one of which hopper cars can be loaded), plus a short loco lay by spur where a small switcher is usually stabled. As can be seen from

continued on page 40...
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- Full 1/48th scale size
round the layout by popular demand. The other geared locos are almost as popular, followed by the articulateds. The more normal locomotives generally come well down the running order. I make no apologies for this. If the New York Central could run a Shay in the middle of New York, then I can run one on Kingsbury!

The locos generally used cover the whole spectrum of O scale models over the past fifty years or so, and just about any sort, or make, of model is represented. As well as those already mentioned there is a prewar Lobaugh switcher, a plastic AHM Indiana Harbour Belt O-8-O, modern models by Weaver and Sunset, and all sorts in between. There are even a few small diesels which make occasional appearances. Some semblance of realism is usually maintained by the larger locos only bringing trains into the yard then leaving the smaller switchers to distribute the cars, while care is taken (usually) to put cars in their correct places. No reefers in the engineering works for instance. Because of the layout’s small size, trains are necessarily short, only two or three cars, although a smart operator can lengthen them by adding extra cars as the front of the train leaves the fiddle yard! We quickly decided to dispense with cabooses, (cabeese?), assuming that the layout is part of a larger yard just through the bridge.

But it is the locos that most people want to see and it is not unknown to run a larger loco into the yard on its own, “just to visit the water tower”. On one memorable occasion, at the Gauge O Guild National Convention, we even ran a “Big Boy.” It wasn’t exactly a success though as it all but filled the runaround loop on its own and wouldn’t take the four foot radius point off the through track! I’m afraid I couldn’t resist the Sunset Mallet Camelback, so this makes the odd appearance. If the MTH Virginian Triplex ever becomes available in two rail, the “small loco” policy might find itself stretched even more!!

A “Soundtraxx” Steam sound system is available for use with those locos which are programmed into it, and it works very well. Sound is not often found on layouts over here, so when it is in use, it usually causes a great deal of interest and adds a lot to the realism of the scene.

Like the locomotives, the rolling stock is also a real mixture. It ranges from the basic Atlas cars, through Intermountain and Weaver, up to several of the old craftsman type kits such as Quality Craft and Ambroid. Putting one of these kits together can keep me amused for weeks and fortunately I’ve got several in hand not yet started. There are even a few scratch built cars to add to the variety. The car that causes most interest is one of these, and it is also by far the smallest, a Scale Test Car. It came about because I felt that one of the smallest layouts should have an example of the smallest piece of rolling stock. It was more trouble to build than a more normal, larger car. For a start I had no drawings, so a Walthers’ HO car was carefully measured and scaled up. Then when construction started the lack of any proper chassis complicated things considerably as did getting enough weight into the tiny body to keep it on the rails! The car makes frequent appearances on the layout and, if the proper rules are observed when it is moved, can make even a simple switching movement very much more difficult!

Electrically, the layout is arranged so
that two locos can operate at the same time, one on the front part of the layout and one on the back. This always looks quite impressive, but does need a high degree of co-operation by the operators. It can be done single handed but is not recommended for the faint hearted!

Trackwork is code 125 rail soldered to printed circuit board ties. It is a commonly used system over here and a retailer in Sheffield who supplies the materials, even lists correctly sized ties for the American enthusiast along with complete switches to match. The track is all glued on to 1/8” cork sheet after which it is ballasted or buried in various types of ground mix. The switches are operated by push/pull rods sunk into the ground and ending behind the layout. It is about as simple a system as can be and very cheap! The usual Kadee uncoupling magnets are sited where required by the normal operating patterns. They are not disguised because we have a habit of dragging interested spectators behind to operate the layout, and it helps them to be able to see the magnets. (I used to be a teacher so occasionally an obviously interested youngster will be invited, and they are invariably very careful and responsible, but I will always treasure the look on the face of one mum when she learned that her offspring was playing with a £1000 locomotive!)

The layout is out somewhere or other about twelve times a year. It would be convenient if this were once a month, but the British exhibition circuit doesn’t work like that! There are many months when nothing happens, then a rush all at once. This coming November for instance, it should be out every weekend, each succeeding trip taking it further and further from home!!

By the end of this year “Kingsbury” will have attended nearly fifty shows, so a little while ago, with a view to its retirement sooner or later, another layout was started. So many people had commented on the small size of this original layout that a deliberate attempt was made to make the next one even smaller! A bit of bloody mindedness then crept in, with the result that, with a bit of careful planning, the new layout, while still interesting to operate in a more or less prototypical manner, is now in being at only just over seven feet long!

But that, as they say, is another story.
Reader Feedback

Contest Idea

It was with great amusement that I read your lamentation about designing for that huge 17x46 foot basement you seem to be stuck with. You’ll certainly get no sympathy from me. But your comment made me think of something more useful that you could do for O-scalers. Have a contest for designing a layout for a spare bedroom, say 12x15 feet, or a similar sized chunk of a family room. After all, Kalmbach holds contests like that on a regular basis, except that their offerings have only been in HO or N. With Atlas track and other new products coming out, folks new to O scale need to be able to see what can be accomplished in the modest space that most of us have.

Carl Barna

(Ed.: Hey Carl, you’re right! Check out the new contest on pages 18 & 19.)

May Come Back to 2 Rail

I have read about half the magazine #3 and have enjoyed it very much. As I stated to you on the phone, I am more into 3 rail toy train operating but looking at your magazine brings me back to the prototypical modeling I did for many years in HO. It has put a little fire back in me and I may try some true O scale modeling in the near future. Keep up the good work.

Al Dubiel

Not Pleased At All

I recently was able to purchase your magazine O Scale Trains. After taking it home and reading it, I felt left-out and disappointed. Allow me to tell you why.

When I went to my local train store, it was mentioned that a new O scale magazine was coming. The thought was that I was going to get issue #1. What a shock it was to find that the first issue was #4. Going back to the store, I asked why #4. They said they didn’t know about the magazine until a man from out-of-town asked if they had it in stock. Of course they said no.

From reading OST, one would get the impression that the magazine was for all O Scalers, but in reality it is for only close friends. Again why did we have find and wait for the magazine?

As for promoting O Scale, 2 rail, neither you, [the] manufacturers/importers, nor O Scale Kings are doing a good job. I already mentioned you. Now about manufacturers/importers. A model of the SW8/9 switcher has been offered for a long time from Atlas. According to their ad a person needs to visit his/her local hobby shop. Well, I tried to get a SW-8/9 since it was first announced. First, I was told it was not available yet. Then it was no longer available. Hence, we have not seen the model SW-8/9. If people who [are] newcomers to the hobby took the advice of Atlas and visited their local hobby shop, they would come [away] with Atlas but it will be either HO or N gauge.

Another is K-Line. Since last March when they advertised their 2-rail trucks for passenger cars, I had my local hobby shop [try to order them]. First I was told it will be June when the trucks arrive. June came, no trucks. Then it was August. August came, no trucks. Now it’s October. Do you think I believe K-Line? No way. I called them and the person at K-Line said that I had to wait till I got to the top of the list. What list?

But it seems some shops get special treatment. From the ads, Atlas prefers Norm’s “O” Scale Trains and K-Line deals with only Chicagoland’s “O” Gauge Specialist. Am I going to deal those shops and pay more than if my local hobby shop had received the items? That’s a big “No.” Since they are going to treat us like a pile of manure, that’s the way we’re going to treat them.

This brings me to the O Scale Kings (OSK). In your “Observations” of issue #4, you state that, according to the numbers: (1). The promotion of O Scale to other modelers in the model railroad community in other scales and 3-rail. (2). The promotion of O Scale to the public who might be ready to become a model railroader, but have not yet made a scale decision. (3). The promotion of O Scale to the manufacturers, giving them direct access to information on what products that the O Scale community wants to buy. In return giving the O Scale manufacturers a direct access to their already existing market.” What a Joke!

Let’s look at number 1 first. Also, let’s look at a letter at issue #4 from Mr. Tom Grimason. He states that “the 3-rail crowd” is a much larger audience.” I’ve been in O Scale for more than 30 years and I’ve noticed that was always true. I didn’t become a 2 rail modeler because someone else [was]; it was because it was what I wanted to do. A letter from Mr. Gary Matthews compares O Scale with a super-sized HO. Claiming that HO is only Ready-To Run equipment. He must go to the hobby shop with blinders on. I went to my shop and most of the HO were kits, [not R-T-R].

Now for number 2. How can the public who wants to be a model railroader find out about O Scale when there isn’t anything to show. Magazines would be nice, but they limit themselves. Having models would also be nice, but how can they be shown when they can not be gotten?

Purpose #3 is the worse. You say any manufacturer is welcome to join. But
OSK show that they discriminate. OSK prefer plastic ready-to-run or expensive brass. Take note of Mr. John C. Smith of PRB. He’s crying again and trying to blame others for his mistakes. Going back to Mr. Grimason’s letter. He mentions that MTH can sell the [same] item as Overland Models at a lower price. Overland Models claims they go to GM and GE for data. Doesn’t anyone else? I mean those of HO, N, and other gauges. The fact is those models that Overland make are too expensive to attract new people to O Scale.

I notice that the companies that make brass models usually rely on one modeler for ideas. Well, if that modeler likes the extra-large locomotives, then that is all that will be made. The modeler will be happy. Maybe a few more modelers will also be happy. But no one else.

And what those other companies? You know! The American companies that make O Scale models. You don’t support them. Neither does OSK. Neither does the O Scale National Conventions. Those kit models aren’t that hard to put together.

A magazine that really helped O Scale was O Scale Railroading. Put out by the Jones family, it went out to anyone who was interested in O Scale or soon to be a modeler.

You and the industry have a long way to go before succeeding in reaching that goal.

William J Lubert, New Mexico

A New Canadian Friend

Having been a closet O scaler for many years I was looking for a magazine that would shed light on many aspects of o scale, scratch building, loco detailing, etc. I could never find any magazines at our local rag stand until you guys came along. It’s a super detailed, nice, all around magazine which I can get just as easy as Model Railroader. Keep up the good work.

Your new found friend in keeping the O scale light bright.

Steve Sansome, Trenton, Ontario, Canada.

An Ed Bommer Fan

I picked up your magazine at a news cafe in New York. I was surprised and excited by Ed’s beautiful model of a Staten Island Alco S-2. I am glad to see that this sadly under-modeled B&O branchline is finally getting some attention. I like the magazine, O is a great scale and needs more coverage. Better models are finally appearing and O is expanding. I model N, but love to read about other scales and of course see great photos. I like the fact that O does not only mean Lionel, but actually a large spectrum of products and accurate models. Thanks for a great issue.

Best of luck, Marc Pitanza

I think all of us O Scalers have been watching your magazine grow and bloom. You seem to have a winner going! I personally enjoy the “open nature” of your magazine. Taking suggestions and criticism with an open mind. There isn’t a person that doesn’t say they have an open mind... till it comes to a suggestion. “Slam!” But I notice OST is using those suggestions to better your magazine.

And thanks for not trying to make a buck from every opportunity that comes along. Making your out-of-print issues available on the web, for instance. I for one will say, “Thank you.” I’m sure there will be people that will wait the year-plus till they can get an issue for free. But there are plenty more people that will appreciate the comradery. After all there are many O Scalers on a fixed income and can’t afford a yearly subscription.

That aside, I’d like to ask if you’d be interested in an article to build O scale modules? Our club has been working on our modules since 1998. And before that, the Southern New England club used a closely similar design for their modules years before that. I have drawings and reasoning behind the specification that we researched in depth.

Let me know if you would be interested.

Jimi Smith - Metrowest O Scalers, President

[Ed. – We took Jimi up on his offer and you will be seeing continued on page 49...]

O Scale Signals

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Get Real Productions

11 Out of Bounds
Road, Palmyra, VA
22963-2318
434-589-2660
fx434-589-489
kjkriigel@aol.com
Rollin Lobaugh was one of the pillars of the O scale community. He started his model business in 1931. By 1941 Lobaugh offered an astounding 11 locomotive kits ranging from a 4-4-0 to a 4-6-6-4 Challenger and just about every wheel arrangement in between. Lobaugh also offered over 120 freight car kits. Lobaugh offered a “Warrantee of Fine Craftsmanship: Any purchaser of Lobaugh equipment who is not satisfied will, upon return of the equipment within thirty days, receive a refund of the full purchase price, plus a refund of all transportation costs paid by the purchaser.” Mr. Lobaugh liked to boast that no one had ever taken him up on his offer. Compared to today’s imports many Lobaugh locomotives may seem crude, and they were in regard to fine details, but they were mechanical masterpieces. Many are still running today. Lobaugh produced models from 1931 through 1965, first under Mr Lobaugh himself and then under Earl Allison, the chief engineer and designer after Mr. Lobaugh’s death. Since then the Lobaugh line has passed through many hands over the years, getting split here and there. It currently is divided among three concerns, Locomotive Workshop, Trackside Specialties and Stevenson Preservation Lines. This last company probably has the most extensive collection and has resurrected the Lobaugh SP Mikado kit.

Rollin Lobaugh was elected to the O Scale Hall of Fame in 1995 at the O nationals in New Jersey. In 1996, he was enrolled in the Model Railroad Industry Association (MRIA) Hall of Fame.

Though long gone, Lobaugh remains a pillar of the O scale community both in material presence and in spirit.

**How To: Get Started in 2-Rail O Scale**

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<td>1486 Lee Street</td>
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Visit www.oscaletrains.org for links to many 2-rail O-scale sites. This ad runs twice a year, so check it in 6 months for meets that have been added or changed dates. To list your (2-rail only) O scale meet in this ad, please contact O Scale Kings ad, 976 Boyce Avenue, Palo Alto, CA 94301-3003. Ad sponsored by O Scale Kings, 580 E. Church Street, Lewistown, IL 60057, and the above listed meets.
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Collection Reductions
Chapter V

My first steam loco was about to become a real adventure. I wanted everything to be perfect. I wanted a great model at a great price. I wanted a sellout. Until now, most projects were costing about $10 – $20K to produce. This would cost me about $45K. On the other hand, the other projects were making me about $5 - $10K each and this would make me $20 - $40K if it sold out like all the other projects had done. This project would put me in a position to finance my own projects and not be dependent on the bank. That is what I wanted and that is what the bank wanted.

I did my market research. I really didn’t want another Santa Fe project as there were already over 75 Santa Fe steam locos produced in HO Scale. I was tired of being “the Santa Fe guy” and wanted to expand. Truth is, I knew the Santa Fe, or knew where I could get the information and I had thought that the Santa Fe had not gotten the respect that it was due. Sales proved me right there. My Santa Fe projects sold out every time. However, I wanted something different.

It was to be a T&P 2-10-2. Other importers had done T&P locos in the 250 quantity range and sold out immediately. All the way from 2-10-4s to 0-6-0s and they were a sellout. The 4-6-2 and 4-8-2 were done and these beautiful passenger locos didn’t even have any passenger cars to pull. The T&P modelers would love a mid size freight loco. It had the top mounted Elesco that was so popular among T&P modelers and collectors. It was perfect. I put my draftsman, Jim Nance on the project and he was ready.

I contacted a friend, Neil Dahl, who not only was a T&P modeler, but a real pro at mechanisms and drive systems. I wanted this to be perfect the first time. He got together with my store repairman, Al Lautenslager, and we came up with what we wanted. It took some time to get the plans drawn and during this time, we were not idle. I worked with Jun at GangSan as he was quite eager to get into HO steam. That was where the money was for him, too.

This is one of the best learning experiences I have had. There was so much I didn’t know. When I get letters or comments from modelers telling me about the inaccuracies of a model, I must go back to this to explain. It is impossible to build a perfect model, 100% accurate to the prototype. Jun faxed me on this loco and told me that very thing. I had to make a choice. Did I want correct size drivers, correct size flanges, or correct spacing in the frame? If you do scale flanges, the loco will not stay on the track. If you oversize the flanges, and the drivers are the correct size, they will touch each other, unless you space them in the frame further apart. OK, then which of the 5 drivers do you want in the correct position? Do you want the first driver in it’s position and all others spaced back? Then the fifth driver might be under the cab. Do you want the last driver in it’s proper position? Then the first driver might touch the cylinders. I just asked Jun to make a wise decision and he did. In the model building process, there are some things that you want to accent by making them larger, and some things you want to diminish or the model will look wrong. This is only experience talking, but I will discuss this point many times.

I remember very well the day the models arrived. The excitement here was high. I took delivery and we went right into them, unpacking and starting to test. The excitement turned quickly to depression. The first 11 models would not run. I was so depressed I could only lay my head in my hands on the counter while my staff scurried to try and find one that worked. We soon discovered what was wrong, and many of them were a quick fix. We fixed the problem and started to ship to customers. Unfortunately it didn’t take long to fill orders because all the market research we did must have been in vain. We did 250 models and less than 100 sold in advance. Many of the major hobby shops in the states where a T&P loco would sell, refused to carry the model. Sales were terrible.

I often hear “just build the model, it will sell. I know a dozen guys that want one or two of those.” I want to pop the guy in the nose every time I hear those words. Fact is, if it doesn’t sell in advance, it won’t sell off the shelf. Over the years it will sell, but you can’t make any money taking 8 years to sell out a project.

This was the project to make me $30-40K and allow me to finance my own projects without the bank. I didn’t take in enough money to pay the builder the $45K builders price, not alone customs and shipping, so I had to borrow from the bank. I ended up $20K in the hole, big debt for the first time since I started business. It was a beautiful model but a sales disaster.

In hindsight, I was offered to do only 150 models at $195 each, or 250 models at $175 each. I really believed that $20 FOB (about $40 retail) would make a difference. Besides everyone else did 250 T&P models and sold out. I should have done 150 models. The fact that we had problems with them here should mean nothing. I am judged by the models I ship out, not the models I get. The final product of PRB was fine. About 70 models had to go back to Korea to be repaired, but again, that did not affect the model I shipped out of PRB.

I can tell you what others told me. You think you have all the answers. You think you know what will sell. You start out and produce a few models that sell out instantly, and you think you have conquered the business. It is not a matter of “if” you will make a wrong decision, it is a matter of “when” you will make a wrong decision. Then it matters if your pockets are deep enough to survive that poor choice. It matters as to how thick your skin is. I will also tell you that you have to face the music and be accessible. You have to go to shows and listen to the good and the bad. You cannot hide from your customers and their complaints. If they cannot see you, they will start rumors about you and that is worse than the truth. 

◆
kit #18105 contains the tipple, headhouse, power house, storage shed, retaining aracter for $549.95! The tipple is approximately 45’ x 90 scale feet with the overall about 24” x 48”. Not all details are shown in the photo!

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The challenge of modeling a minority scale is trying to find information on what is available. Certainly any leap into a new gauge such as Proto48 requires some thought and understanding beforehand. Even standard O gauge presents a challenge to buy supplies in some areas of the country. As a primer to Proto48, it is appropriate to show the “what and where” as far as parts are concerned. We will focus on the essentials like wheels, trucks and loco parts first.

WHEEL SETS:
Currently, Northwest Short Line (NWSL) and Protocraft are selling wheels for cars and locomotives. They are available in several diameters and with different axle styles. The Protocraft wheels all come with a blunt axle end as shown in the photo. NWSL has both the pointed-end and the blunt axle style.

NORTHWEST SHORTLINE (NWSL)
P. O. Box 423
Seattle, Washington 98111-0423
Phone: 206-932-1087
Email: info@nwsl.com
Website: http://www.nwsl.com

NWSL offers wheel sets in 30”, 33”, 36” and 40” in both blunt and pointed-axle style. They are offering special axle lengths to fit Atlas (China-made) cars, Red Caboose trucks, San Juan and others. NWSL also sells geared wheel assemblies for the conversion of older style Weaver diesel drives, Car Works brass diesels (with Weaver drives), P&D Hobbies F-unit and GP-9 drives, Red Caboose GP-9, Roco (Atlas) F-9 diesels and the Atlas SW-8/9 diesel. The axle assemblies are well engineered and the models can be converted with only a few simple tools like a screwdriver and such. The NWSL wheels and axles are machined steel with hard plastic insulator. The wheel profile is within the tolerances for Proto48 on flange height and tire width. The wheels are flat-backed lacking a prototype contour. The wheel sets are well made and accurately gauged. You can purchase the wheel sets through a local hobby shop or by ordering via the Internet at some of the shops that offer secure servers for ordering. NWSL does accept direct orders and credit cards.

WHEEL SETS & TRUCKS:
PROTOCRAFT
3165 California Street
San Francisco, California 94115
Phone: 415-563-1771
Email: norm@protojournal.com
Website: http://www.protojournal.com

Protocraft offers a wide range of steel wheel sets all produced by Steve Grabowski. The wheels have a full front and rear contour with tapered axles. They are very realistic looking and are “dead-on” Proto48 specifications. They are available in a blunt-ended axle only. Protocraft’s owner, Norm Buckhart, has produced wheels and axle assemblies for converting steam loco lead and trailing trucks as well as Weaver diesel drives and their derivatives such as P&D, Car Works and the older style Weaver diesels with the single motor. Protocraft are available direct only.

Protocraft is currently offering four metal Proto48 trucks (Archbar, Andrews, AAR Double Truss and a T-section truck) that were originally produced by Chooch Enterprises many years ago. Norm purchased the masters and had them completely reworked by a master pattern maker. They are available in brass and white metal. The brass versions come complete with brake rigging. Protocraft also sells a conversion kit for the brass P&D Blomberg diesel trucks. The kit is composed of new lost wax cast brass part to shorten the bolster permitting proper spacing of the truck sideframes and geared 40” axle assemblies. The conversion takes a bit of time to do but the net result is worth the effort.

SAN JUAN CAR COMPANY
PO Box 1028
Durango, Colorado 81302
Phone: 970-385-5256

San Juan is currently offering five different freight car trucks in Proto48 (Archbar, Andrews, Dalhman, T-Section and AAR...
Double Truss [Bettendorf]). The trucks are made from injection molded styrene and engineering plastic. They are fully detailed with brake rigging and separate journal lids. San Juan trucks are available through retail hobby stores and can be ordered online from Caboose Hobbies.

Rich Yoder Models
7 Edgedale Court
Wyomissing, PA 19610
Phone: 1-610-678-2834
Email: richyoder@richyodermodels.com
Website: http://www.richyodermodels.com

Rich Yoder is a new entry into the world of Proto48. He is importing two fully assembled brass trucks with machined steel wheels. Yoder offers both 50-ton and 70-ton versions of the AAR Double Truss truck. They are well made and match Proto48 specifications on the gauge and wheel profile. You can order them direct from Rich’s website. These are real time-savers since they are fully assembled and painted.

I have not covered some of the golden oldies like Grandt Line 33” ribbed-back wheels, Henning/ Clouser steel wheels or the venerable Lee Klaus brass trucks.

Just over the horizon, Keystone Models is expected to release in brass and plastic Pennsylvania Railroad 2DF8 50-ton freight car trucks. This truck is the PRR’s most common truck used on nearly all X-29, GLa, GLCa, and others.

Reader Feedback
...continued from page 42
the metroWest O Scaler’s modules in a future issue.

More on The Importer Roundtable
I’m in Erie, PA and issue #4 was in the mailbox last Friday. Good job so far!
It’s obvious that your post-Chicago show roundtable notes as to the future of O scale have been very thought-provoking.

My own inclinations are similar to what was written, i.e., upon seeing and purchasing the current generation of Atlas products, it begs the question “Why would I ever spend $200 for a brass car when this is available?”

Of course there will always be those exceptions that crop up, but if you look at what Atlas has done to the entire market... the way they have driven Weaver, K-Line, MTH, and even Lionel to add more fidelity to prototype (to wit: I just bought one of their new PS-5 drop-end gondola). And also the proliferation of ready-to-run from (especially) Intermountain and Red Caboose where formerly there were only kits available, one suspects that the prices of (for example) Max Gray brass (like the offset hoppers or mill gons for around $150 unpainted) will need to adjust significantly if they are to be sold at all.

But then again, I could be entirely wrong! It just seems that the market is being driven by different dynamics after so many years without much change.

And it will be very interesting to see what effects the new 2-rail Atlas track will have on the hobby.

Your magazine came along at a good time and I like your format. Nice to see Gene Deimling’s work getting in front of more pairs of eyes. He’s a good writer and openly shares a lot of useful techniques with anyone who shows an interest.

Best regards, Bob Rothrock
Events

November 2002

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

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

9th, Kentucky, Carrollton,
Kentucky Flyer RR Ltd Model RR Show & Swap Meet. Conference Center Hall, General Butler State Park, 10 Am to 4 PM. Info: Chris Pape, 48 Tatum Rd, Sulphur KY 40070, 502-743-5414

16th, Delaware, Hartley
Hartly Fire Co. Fall Model Train & Toy Show. Info: J. Allen Metheny, Sr., PO Box 28 Hartly DE 19953.

17th, Pennsylvania, Philadelphia
TCA Atlantic Division Train Meet, Painter’s Union Hall, 2980 Southampton Rd. Info: Bob Lubonski, 8 Pheasant Dr., Mt. Laurel NJ 08054. 856-608-9265

29th & 30th, Michigan, Holly
Detroit Model Railroad Club, Inc. Thanksgiving Open House, 104 N Saginaw St, Noon to 5 pm; $3, seniors $2, children 5-18 $1.50, children under 5 free. Info: Edward MacDowell, DMRC, 104 N Saginaw St, Holly, MI 48442; (248) 634-5811.

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

December 2002

7th, New Jersey, Pleasantville
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 1 st 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].

In Memoriam

Harry A Hieke, Sr.

March 21, 1921 — July 31, 2002

Devoted Pennsy railfan and extraordinary O/HO scale modeler. Survived by his wife, two sons and a daughter. He made sure his family rode every major name train on every Class 1 railroad in the U.S. and Canada in the 50’s and 60’s. His early HO and O scale models will be preserved by his family. The purchase of a craftsman kit for a fledgling teenage modeler was always accompanied by an admonishment toward excellence.

Dad, may you always ride in the fancy drawing room in the observation car, may your loco always have cat’s whiskers and may your position lights always have cat’s eyes.

Harry Hieke, Jr.

14th & 15th, Pennsylvania, Gettysburg
Double Show: The Great Scale Model Train Show & The All-American High-Rail & Collectors Show at Gettysburg College. In the scale Show — Everything relating to scale model railroading from Z to G or bigger plus books, scratch-building supplies, railroadiana, videos and electronics. In the Hi-Rail Show — all the above plus toys and anything train related. Info: ECSMRA, 5236 Thunder Hill Rd, Columbia, MD 21045; Howard Zane, (410) 730-1036; email hzane1@hcomcast.net www.gsmts.com

February 2003

14th & 15th, California, Santa Clara
O Scale West 2003 will be held in the Westin Hotel Santa Clara in Santa Clara, CA. There are some meet activities on Thursday, February 13. Layouts are also open before and after the meet, in addition to during the meet. Info: call 650-329-0424 or visit http://www.rodmiller.com/osw2003.html

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"Carmer" Uncoupling Lever Update

Editor’s Note: Several people wrote to tell us that the diagram included in the last issue for the Carmer cut lever was insufficient to figure out its shape. So, we asked author Ed Bommer to do us a better sketch. Here it is. Also, check the photo on page 48.

'A' Depth of mounting depends on depth of car end sill.
'B' Measure to clear brake shaft and retainer line by 4” minimum.
'C' Measure to clear car end sill by 6” minimum.
'D' End of lever must fall 4” below car side sill for clearance.
'E' Coupler must be cleared by 4” minimum.
'F' Overall length is determined by width of car. Push end of lever is even with car side. Coupler end is even with coupler pin in extreme right position.

All dimensions shown are approximate full scale.

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Specializing in Brass Locomotives
1431 Windrush Circle, Blacklick, Ohio 4304
Voice: (614) 861-0018 - Fax: (614) 861-3034
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Lettered, Lights Road Nos. 605, 607, 610 Double Side Rods, $9,200.00
OMI N&W J, 4-8-4 Streamlined, As Built 1941-1945 Factory Painted Black,
Lettered, Lights Road Nos. 600, 603 Double Side Rods, $9,200.00
OMI N&W J, 4-8-4 Streamlined, Excursion Version Factory Painted Black,
Lettered, Lights Road Nos. 611 Single Side Rods, $9,200.00
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PSC SP AC-9 2-8-8-4 Coal Version 222 R-1 Tender Factory Painted - Black
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PSC UP Bull Moose 9-8-8-0 Factory Painted, 1950's Version Road Nos.
3519 and 3560 New $3,995.00
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Key NYC K3q 4-6-6-9, Factory Painted, Rd# 4615, New $9550.00
Key NYC N3n 4-6-6-9, Factory painted, Rd#4740, new $9550.00
Key B&A K3n 4-6-6-9, Factory painted, Rd#506, New $9550.00
BLW D&RGW M-64 4-8-4, Factory Painted Black, Rd#1701, New $1650.00
Kohs & Co. NYC J3a 4-6-4, Factory Ptd, Rd#5426, Late version Pt4 Tender,
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Our model will feature all brass construction, full underbody detail, drop ends, drop brake staff and Kadee couplers.

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

C&O 90700 Series
Wood Caboose

C&O 90700 Series
Wood Caboose

Where The Eagle Meets The Chief!

2003 O Scale National Convention
Sheraton Grand at DFW Airport • Sunday, June 8 thru Wed, June 11
Hosted by Pecos River Brass, The Prime Time Model Railroaders & The DFW O Scalers
Contact the hotel at 972-929-8400. Ask for the O Scale national room rate of $92 sgl/dbl.

Rates – Full fare (spouse & children under 16 free): $45 • Sale tables: $40 • Banquet: $45
Activites – Trade Show/Flea Markets • Clinics • Model Contest • Layouts • Tours

For more information contact John C. Smith, Pecos River Brass, 560 E Church St, Lewisville TX 75057 USA • 972-219-0202 • john@pecosriverbrass.com
2003 O Scale National Convention Preview
June 8, 2003 - Day I

Why would anyone want to come to Texas in June? This is the question I often hear when I ask someone if they will be coming to the O Scale National in Dallas next June. Well, let me help you with that. Dallas is 5 hours from any coast, or large body of water. We are a semi-arid climate and experience temperatures in the low 80s in early June. This is no warmer than many other parts of the country in the Summer. Now in July-August, this might be another story, but we are talking about early June. And, yes, just about every square foot of indoor space is air conditioned in our modern city. If I can visit Chicago every chilly March, certainly folks up North can visit Dallas in June.

In a series of 4 articles, I hope to give you lots of reasons to keep the “round robin” O Scale National alive, and come visit us in Texas. I’m going to start with DAY 1. Yes, we do things a little different in Texas (even though I am a native Iowan) and our convention runs from Sunday through Wednesday. My thoughts are “When you are on vacation, every day is Saturday.” We got a better hotel rate of $101 a night (including taxes and parking) by keeping their Saturday night open for weddings and other functions. The host hotel is the Sheridan Grande on Highway 114 in Irving, Texas, just out of the north side of the Dallas-Fort Worth airport, and the hotel has shuttles to get you from and to the airport. So, instead of having a weekend to travel home from the national, you have a weekend to travel to the convention. Also, the Sheridan will grant you the convention room rate for three days on either side of the convention dates for those of you who wish to stay a little longer.

Perhaps some of you will come in on Saturday to save some airline travel expenses, and we welcome you early birds. All pre-registrations will be sent letters with things to do in the area from Six Flags Over Texas, to museums, golf courses, shopping, theaters and many fine restaurants. There will be some layouts open early, and we will send you a railfan map of the area if you wish to chase trains.

Registration will start on Sunday, June 8, 2003. Dealers who order tables can start to set up for the show, and get ready for three days/20 hours of trading and selling. The modular railroads can set up and track test your layouts. We are planning on having On3, P48, standard gauge, and perhaps hi-rail modular railroads on site. We are also hoping to start the first O Scale National O-Track Modular system where we can hook up modules from all over the USA in one large O Scale layout to make all those N-trackers envious. If you would like more information about joining this group and building and bringing a module to the convention, contact Pecos John at john@pecosriverbrass.com or call (972) 219-0202.

One of the advance extra fare activities will be on Sunday, June 9, a ride on the Tarantula Steam Train [http://www.tarantulatrain.com] from Grapevine, TX (about 2 miles from the hotel) to the Fort Worth area Stock Yards. This is a revived tourist area where you can buy some boots and a hat, go honky tonkin’ and play cowboy for a while or just watch the other silly tourists do it. The train returns at approximately 6:30 PM and we’ll have a good old fashion Texas BBQ dinner (also extra fare.) You won’t go to bed hungry, and there will be no sushi (bait) served.

Later on Sunday evening, Bob Courtney and Dick Kuelbs, representing the two host clubs, the Prime Time O Scalers and DFW O Scalers, will give you a professional slide show that you won’t want to miss. I realize that some of you Pennsy modelers don’t know much about Southwest railroads, but Dallas/Ft. Worth is “Where the (T&P) Eagle Meets the (SF) Chief.” Both Bob and Dick have been taking photos of trains for many years in this area and they are putting together a slide show with music that is a must see. Every time I attend one of their shows, I see slides of cars and locomotives that I never even knew existed before. And since Texas is off the beaten path for O Scale Conventions, I doubt if you have seen them either.

Well that is Day 1, of our four day convention. I realize there are great O Scale meets around the country, because I have been to most of them. These are great swap meets. Some even have great clinics, and great layouts to see. But the O Scale National is a social event. We will have a trade show, clinics, infomercials, tours (watch for Day 2), layouts, ladies events and more, but you are going to eat some great food, meet some really nice people, and see some things that you can’t see anywhere else but here in the DFW area. You might not sell or buy as much as you would like, but you’re gonna go home with a smile on your face and a full tummy. We’re gonna have a party like you’ve never had before, so plan on staying right on through the Wednesday night banquet and bring your wife... or girlfriend... or both! Have you been to [http://www.pecosriverbrass.com/band/] and listened to the band yet?

More to come next issue...
SO WHERE’S THE THIRD RAIL?

I have been displaying O scale to the general public for over twenty years.

The first operational O scale layout I built was the famous John Allen Switching Contest Layout, fully landscaped with buildings, trees and populated with assorted people and autos. I built it specifically for the first-ever Bedford NH BOOMERS model railroad open-to-the-general-public Exhibition (now in its twentieth year). My “layout” was a big hit at the show, as it was the only two-rail O represented and it seemed most folks had never seen the scale before. I set it up so those guests, including the kiddies, were able to operate the All-Nation NW-2 switcher I had used.

The old Newark (NJ) Model Club had been doing modular layouts far longer than I had. They built a portable layout in the early 70’s that they displayed in malls and at local model railroad shows for many years, long before ‘modular layouts’ became the vogue. Following the club closing, the late Jim Pirkey, a former member, acquired the old layout and brought it to New Hampshire.

Joined by Russ Kress, a New Jersey resident and a former member of the Newark club, we upgraded the layout and displayed it at the annual BOOMER show and local New England model railroad shows. Especially helpful, we always made an effort to set up next to a Lionel portable layout where folks could compare the modeling possibilities and advantages of two-rail O.

Now the point of all this is that over the years it became pretty obvious to us that there was a great deal of interest in our scale from advanced modelers but also the lay public. Having just relocated, I joined Russ in the Central Jersey O Scalers round-robin group. Now that the old Newark portable layout was retired, we decided to come up with a way to show off our scale while permitting others to join in. Having seen the advantages of HO modular layouts, we decided to develop our own modular system.

We learned that a colleague, Bill Driscoll (Custom Trains, Bath, NH), was building a modular layout and together with his sons, was displaying it at various railroad shows in the northeast with great interest and success.

Our first two six-foot modules were constructed to match up with Bill’s layout and were shown at the annual Amherst Society, Springfield, Mass. “Big Train Show” in the fall of ’96. Shortly after, several members of the Eastern O Scalers developed an interest and began building modules to join us. Since then, we have greatly expanded the module system and regularly set up at local O and non-O scale shows and meets. Over the years we continued to join with Bill at the annual Amherst Show and most recently at the 2001 National O Convention in Stamford, Conn., the 19th annual BOOMER Exhibition in November and again at the February 2002 Amherst Show. At the latter, we introduced our new yard modules designed to permit staging of trains and some added switching activities. It reduced the need to manually handle equipment.

As you look at the accompanying photographs, the first thing you might notice is that we do not construct ANY barriers between the railroad and the visiting public. Nor do we wear ear phones to communicate with each other. This invites free conversation with the public to answer questions (and there are plenty) and to promote 2-rail O. Over the past twenty years we have never had any difficulties with public interference with our trains, even though we continually invite youngsters for a closer view, often inviting them inside the layout. After all, the youngsters will be the O scale modelers of the future.

Needless to say, we know that showing O to an O scaler is like preaching to the choir. We feel we have to do more to introduce our scale to the non-O scaler. Recognizing Lionel and Hi-Rail groups have for some time displayed at shows like The Great American Train and the Greenberg “toy” shows, we have decided to begin setting up our module system at these local events. This should provide us with the ultimate exposure to influence the experienced modeler as well as the general public.

Can I interest you in building O scale modules? Visit our web site at: [http://home.att.net/~prr-k4s], take our layout tour, see our modules in action and follow our modular construction specifications. Once you build your first module you can come join us and help us answer the proverbial question: “Where’s the third rail?”
Why do Kids count the cars?? Youngster enjoying herself at the CJOS modular layout at the Bedford BOOMERS (NH) annual Exhibition.

Up close and enjoying the passing of Russ Kress’ GG-1 and Buzz Burnley’s Pennsy 0-6-0.

CJOS’ Chris Bond and Ammonoosuc Valley’s Bill Driscoll at our set up at the Amherst Society’s annual Springfield, MA “BIG TRAIN SHOW”.

CJOS’ Russ Kress & Bill Chaplik discuss the merits of O modules at the 2001 National Convention.

CJOS’ Chris Bond making a last minute check of the modular set up.

CJOS’ Bill Chaplik makes a point over Bill Driscoll’s yard modules.

Overall view of Pete Hess’ town of Helena module at the 2001 O National.

A shot of Tuckahoe, NJ O Scalers’ John Dunn’s module set up with the CJOS modular layout at the 2001 National. That’s Pete Hess’ B&M P-4 under the coaling tower.
The usual modular crew: Left to right—Bill Driscoll, Pete Hess, Russ Kress and Chris Bond.

Pete Hess’s Weaver G-5 and 3rd Rail Long Island Rail Road Coaches stand ready on the module yards. Pete repainted, re-lettered and weathered what was a Pennsy G-5.

CJOS’ Chris Bond and Russ Kress settin’ up the system.

Kids and family enjoyment. This is what it is all about. After all, Kids will be the O scalers of the future.

Bill Driscoll levels it all out.

Pete Hess’ Overland B&M P-4 Pacific steams on the ready track.

Bill Johnson, Bill Driscoll and Russ Kress securing the final rail joiner in place—finally ready to go!

Chris Bond checking the tie-downs on two of the CJOS modules.
A modified Lionel Hudson with K-Line cars on a scratch built viaduct on the Youngstown Model Railroad Club layout. Photo by Bud Brock.

Michael Luczak (OST#2) kitbashed a couple of Downtown Deco 2 stall engine houses into a 6 stall roundhouse. This is an interior view.
Left: These Atlas F9 AA’s were repainted and decaled by Pete Trunk for his free-lanced O scale “Philadelphia & Erie RR”. The decals were custom made by his friend Tom Picirrillo.

The Geep (immediately below) also belongs to Pete.

Right: An ACL Class R-1 4-8-4. This model was scratchbuilt from brass by Ron Dettmer of Orange Park, Fla., as one of 3 locos built for 2 other people.

Above: More models by Ron Dettmer. A passing train shows an REA express refer that was made from a Lobaugh kit. The second car is IC 519 an aluminum extrusion to which he added ends and underbody details. The prototype cars were built to haul Time-Life Magazines out of Chicago. The far car is a Walthers kit painted for Atlantic Coast Line.

Both photos by David Wiggs.
Right: And more models by Ron Dettmer. This is a Kasiner Observation with full interior and under body. This particular window arrangement was not produced in the prototype with fluted sides, but rather only as smooth sides.

Photo by Dave Wiggs

Left: One more time: A shot of the interior of Ron Dettmer’s round house. The men had not yet had a chance to hang the fire hose on the bracket the blacksmiths were making. The building is scratch built with a lot of Keil Line and Berkshire Valley detail parts. Photo by Dave Wiggs

Right: USH NYC H10b detailed and painted by Sam Shumaker, Ohio.

Left: This water tower is part of a scene created by Mark Poorman on a module capturing the flavor of the AT&SF in steam at Cajon Pass. The water tower used to be part of Beat Hug’s Diablo Valley RR. Beat was also the proprietor of Old Pullman Models.

Photo by Walter Horlacher.
Right: AT&SF 3198 waits in the “hole” for the main to clear on Mark Poorman’s AT&SF module.

Above: One of two Mopac Berkshires built from scratch by Ron Dettmer in Florida. This particular model, #1125, is one of the locos the MP converted to oil. Photo by Dave Wiggs.

Above: Another shot on Mark Poorman’s AT&SF module.

Left: Marty Iftody’s photo was inspired by an article in Rail Classics magazine about Night Photography. John Botton scratchbuilt the work trains based on a Canadian Pacific prototype. Both John and Marty hail from Toronto, Ontario. The photos were taken at the East Division Engine Terminal at the Model Railroad Club of Toronto.
Welcome to issue #5! The BIG news, of course, is our layout contest. I’d been thinking about a contest almost from issue #1 but I had in mind a much larger space, like my basement. In one of my email newsletters, I mentioned the contest idea and Carl Barna gave me no mercy for whining about such a large space (like, 17′ x 42′ – See Carl’s letter in this issue). So, we “downsized” the concept to a second bedroom, 11′ x 14′ of useable space.

Then we went hunting for a co-sponsor. I have to thank the great folks at AtlasO, and in particular Kate Hannet, for stepping up to the plate. Not only did they agree to supply $500 worth of their new 2-rail track products, they also offered to throw in a brand new RS-1 diesel. Wow! This is gonna be a great contest.

So, all you have to do is follow the simple rules on page 18 of this issue and send in a layout. You might win the grand prize. Subscribers can enter for free. Non-subscribers must pay a $10 entry fee, but, hey, if you’re that serious about O Scale, you should be a subscriber anyway.

We’ve added a couple new features this issue and we’re looking for feedback on them. First, I’d like to welcome Brian Scace to the editorial team. Brian’s bailiwick will be “beginner’s” issues. Now, as Brian says in his first column, most people aren’t exactly novices when the migrate to O scale, so we’re not doing basics here. Brian will, however, cover areas that O scale “newbies” need to be aware of. And, he’ll do it in a way that will make you laugh. We hope you like his style as much as we do.

A second new feature is the Dealer List. All the shops that sell O Scale Trains magazine are now listed and we encourage everyone reading OST to patronize these dealers. We need to keep them all in business.

The third new feature is an Auction List. I’m really keen on auctions. I’m lucky enough to live close to the Ted Maurer auctions and go every time there is O scale on the block. I also buy and sell on Ebay. Auction sales data is important if you are looking to buy or sell O scale equipment. It helps you gauge the market. I don’t know yet if we will have an Auction Data file every issue; that’s up to you. Let us know if this is information you’d like to see regularly.

The fourth new feature will be with us every issue until the national in June and that’s “Where the Eagle Meets the Chief.” O Scale National Convention chair, John Smith, will provide us with a day by day description of the plans for the national in Dallas this year.

I wanted to add a Classified Ad section for dealers and advertisers, but we just ran out of room. Oh, yeah, I forgot. We’re up to 64 pages this issue, too.

We also did a favor for a friend. We’ve run an Obituary for Harry Hieke, Sr., at the request of Harry Hieke, Jr. The latter is the master model builder who crafted the Erie S-1 that graces our centerspread this issue. The former is Harry’s dad who passed away in July. Seems like Harry not only lost a parent, but a friend and mentor. We grieve with you Harry.

Okay, now for something on a lighter note. You’ll note, please, Pete Hess’s article on the Central Jersey O Scalers modular layout (page 55). It seems like everywhere I look, there are O scalers doing modules. Well, you can expect to see more on modules in future issues of OST. There’s a letter in this issue from Jimi Smith and he will be providing us with module material. Local modeler, George Losse, started an O scale Free-Mo mailing list at Yahoo this summer and we will publish some of those discussions, too. If you’re interested, go to: [http://groups.yahoo.com/group/OScale_Free-Mo/] and sign up. If enough people build O Scale Free-Mo modules, they can hook up at regional and national meets.

I’ll give you a peek at issue #6. We will feature a small basement sized layout based on the C&O. Roland Marx will show us a stunning K-Line three rail to two rail diesel conversion. John Sauers has a new scratchbuilding project, and...well, if I tell you everything, there won’t be any surprises.

As always, we want your feedback on what you like and don’t like. We’re always open to submissions on any subject, as long as it relates to O scale modeling. If you have a project in mind, or a new piece of equipment that you’d like to share your thoughts on in a review, or even if you simply have photos of models you’d like to see in the magazine, contact us. We pay for articles on acceptance, not after they’re published.

Keep high ballin’!

Errata from Issue #4

The cover of issue #4 and all the West Tennessee Central layout photos were taken by Phil Bowden, of Collierville, Tenn. Bob Anson painted the Milwaukee F7 Hudson on page 4 coming under the bridge, the Missouri Pacific E8 “Eagle” on page 7 and the centerspread of #6059 Missouri Pacific SD40-2 (reworked by Stu Kleinschmidt) in UP colors which are correct for this engine out of Little Rock, Ark. Thanks to Bob for setting the record straight.

We also apologize to Rich Madonna for the column mix up on his article on page 52. Columns 2 and 3 were reversed.
DESIGNING A LAYOUT?

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**TRACK PIECES COMING THROUGH 2003!**

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