Modeling for the O Scale Craftsman
Announcing in O Scale
The CB&Q M-4a 2-10-4s & the CB&Q BE-1 Express Boxcars
Precisely Handcrafted Brass Models!

Prototype photo courtesy of W. Raia Collection. Similar to PSC #17403-1

#17403 CB&Q M-4a 2-10-4 as rebuilt with square cab, Elesco FWH, Mars light, disc main drivers and roller bearings. No paint. (Separate standard smoke box without Mars light supplied.)
#17403-1 Same, painted black and graphite #6310 and #6315.
#17405 CB&Q M-4a 2-10-4 as rebuilt with sport cab, Worthington FWH, Mars light, disc main drivers and roller bearings. No paint. (Separate standard smoke box without Mars light supplied.)
#17405-1 Same, painted black and graphite #6323 and #6327.
#17407 CB&Q M-4a 2-10-4 as rebuilt with square cab, Worthington FWH, disc main driver and roller bearings. No paint.
#17407-1 Same, painted black and graphite #6318.

Do not hesitate to reserve. Our recent CB&Q 4-6-4s are a sell out!
A result of PSC high standards and specifications!

Prototype photo courtesy of Colorado Historical Society. Similar to PSC #17373-1.

#17373 CB&Q BE-1 Express car, (ex-troop kitchen car) with allied trucks, open windows, diaphragms, late 1940s. No paint.
#17373-1 Same, painted Pullman green with bronze gold lettering (railroad roman).
#17375 CB&Q BE-1 Express car, (ex-troop kitchen car) with A-3 ride control trucks, plated over side windows, no diaphragms. No paint.
#17375-1 Same, painted Pullman green, modern lettering in deluxe gold.
#17377 CB&Q BE-1 Express car, converted for freight service, with roof walk and end ladders. No paint.
#17377-1 Same, painted Pullman green, modern lettering in deluxe gold.

See Your Local Hobby Shop and Reserve Yours Today!
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OST is a proud Member of the Model Railroad Industry Association
By Daniel Wehrli
Photos Ferdi Rat
English Translation by Roland Marx

The Beginning
Growing up in nearby Zürich, a big city in Switzerland, I was involved in model railroading since my early childhood, with my father and older brother. So it was natural that my first contact with model trains was the Swiss railway, and Märklin HO gauge.

My First Layout
After a short stint in N gauge, I found enough space for my first HO sized layout. Building this I realized that a lot of practice and knowledge is necessary for getting a good looking layout. While I was still modeling in HO, my model railroad friend Rene Schweighauser was a step ahead and already owned several O scale brass locomotives from Williams. One day he offered to swap me a Pennsy K4 for some Märklin stuff. Since the Pennsy is my favourite railroad I was more than pleased about this deal. My first O steamer!

The Second Layout
Now I was hooked on O scale. Letting the model run just forward and backward on a short, straight piece of track was too boring, so my decision to build an O scale layout came quickly. My only space was limited, just 15’ x 15’, but a circle with a small yard and a little ore dock for switching operations was possible. Building the benchwork, an open frame construction with a plywood roadbed, took 3 weeks. ROCO track and switches, which are all powered by a switch machine from our local hobbyshop (Feathers Train Shop), was my choice. On this layout Rene and I shared the work. I did the track work while Rene did the wiring of the whole layout. Honouring my wife’s patience and understanding at this time, the new railroad was named Rose River because her first name is Rosemarie.

After all the basic work was done, I could start my favourite work – building the...
scenery. This work was done with the help of several common products from Woodland Scenics. The large scale of O allows a lot of detailing and that makes the difference!

Moving And A New Layout

After three-plus years of operations the model railroader’s nightmare became a reality – a move! The layout was dismantled saving just the trees and buildings. In my new home more space was available, two rooms in the upper storey. Soon after moving in a new track plan was created and I spent the time during my summer holiday of 1998 to built the benchwork. This was done in the same way as I did it on my previous layout. Every new layout is an improvement so it is now possible to operate on conventional DC or digital command control.
Rose River Town

The town of Rose River is a fictional town anywhere in Pennsylvania. The time frame is the transition era in the 50’s where railroads changed from steam to diesel. The buildings and the railroad had seen better times, everything gives a seedy impression. I got the inspiration for the atmosphere from a book by George Sellios “The Fabulous Franklin & South Manchester Railroad,” and my goal is to reproduce it on my layout, a difficult task. Remember, this is just my third layout! But with only a few steps from my living room to my railroad rooms it is possible to work every time I have a new idea... hoping to fulfill my dream.

The New Layout

The track work is now PECO and all the switches are installed with switch machines. I have the space for a large

View over the Devil Hills to the second room.
Rene sitting on a passenger seat from the Swiss railway.

The team: the owner, Daniel Wehrli (right), Ferdi Rat (mid) who takes the photos and the decoder installation, Rene Schweighauser-the genius electrician (left)
O Scale Trains

The turntable, (Bowser), which got an upgrade from my friend Theo Wittmer, for better operations in the yard. The choice for the digital control system was the Lenz system. The whole wiring of the track was done by Rene and the installation of the decoders in the locomotives was done by another friend, Ferdi Rat. Both friends have done a great job.

I want to make all the buildings from scratch, therefore I often use cardboard and foam. You will find only three houses made of kits on the layout. All my buildings are not of a specific prototype, rather they are a product of my imagination, but inspired by

On the bridge a Weaver RS-11 upgraded with antennas.
Under the bridge...Ouch!

70 tonner refilling sand and fuel

A worker on the slag (ash) elevator.
countless articles in model magazines and books, especially John Allen’s HO scale “Gorre & Daphetid Railroad.”

Models and Scenery

While working on my layout the fleet of model trains grows, too. I use rolling stock from several manufacturers like Williams, Weaver, MTH and Sunset, but there are some scratch built models too. It is important for me to carefully weather all the rolling stock for a prototypical appearance. Some specialists and a hobby shop have aided me in this effort.

The hills are constructed of mesh wire and plaster cloth. The rocks are countless plaster castings made with the help of the Woodland Scenics rubber moulds. To set all the castings into the right place and to give them a realistic look was a lot of hard work. The trees are from several manufacturers but I used some Bonsais as a foundation for trees too.

The Conclusion

I am now working on my layout about 5 years and with the support of my friends I am making great progress. But a layout is never finished and I enjoy every hour of model railroading.

[Our grateful thanks to OST author Roland Marx for helping Daniel translate his story into English.]
Sunset Models & 3rd Rail proudly present the 5th in our series of famous Northerns, each built to the exact scale details and proportions of the original. Do not miss this one time opportunity to own the best and most collectable models of Burlington's finest.

The CB&Q was so pleased with this design that Burlington built 28 more of these massive engineering marvels, with HUGE 74" drivers. They saw passenger as well as freight service. On the 100th anniversaries of Chicago-Aurora service, #5632 was painted with a water based gold paint. This version (natural brass with decals) is also available. Four O-5s have been preserved for public viewing. See our web site for details.

Third Rail is proud to present the all-weather cab version O-5 with convertible tender (Oil or Coal) and an exclusive run of Open cab O-5s (ONLY 25 to be made). In all only 75 2 rail and 175 3 rail models are to be built.

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Easements for the Learning Curve
Brian Scace

Scace’s Snappy Patter

Because of the nature of this column, we are going to look at various ways to do things, and that means we’ll be comparing various products along the way. This obviously will put us in the position of potentially offending some manufacturer or another when I recommend one product over another as my opinion of the best solution. I remember back when MR published an article about using stove blacking to finish metal steam locomotives. The story goes that one of the paint manufacturers got so spun up at John Page, who was editor of Model Railroader back before the Dead Sea was even sick, that they refused to advertise in MR for years. One lamentable result is that we now read product review after product review where everything is the latest, greatest, flawless gubitz ever made, so as not to alienate the advertising hand that feeds us. Either extreme is pretty useless to us all, manufacturer and consumer alike.

Let me address this paragraph to the manufacturers and dealers, many of whom I’ve known as friends for years. The opinions we express here are mine, or are my responsibility to filter. Our comments here are intended to be useful to you because, if someone doesn’t mention a perceived shortcoming for fear of offending, you’ll never have the opportunity to understand the affect that perceived shortcoming has on your sales. There is no intent to offend, so please check your sensitivity at the door. In return, I promise I’ll do my best to keep things on a civilized plane. When we discuss some market trends and opinions here, I hope this column’s voice will be as useful to those who manufacture and market, as well as those who consume. Honest open communication of ideas will serve us all best, and I would like to pursue that direction unfettered. Meanwhile understand that your efforts are greatly appreciated.

Now, for the rest of us. We are all responsible for our words, here or in any other forum. “This [company] [product] is the biggest piece of [substance]!” does nothing but antagonize. When we point out a disadvantage, describe it and, if possible, offer up a suggested solution so the guy who makes it can continue to make better and better products for us to buy. Everyone wins that way. We’ll discuss various products and maybe recommend one over another, but like gentlefolk, I won’t print anything else. Remember that the risk in introducing a new product is the manufacturer’s. Sure, we’ll praise the great stuff, yet being honest about the not so great stuff helps minimize their risk and helps keep them in business making cool things for us.

The credo, here, is for all participants to be honest yet not abusive. Only then will the communication between manufacturer and consumer be of benefit to us all. Folks, there is a difference between critique and criticism. Remember that a real person with emotions is reading or listening to what you have to say. Scace now yields the soap box.

Really Obvious Tip #2 opens our engaging (ugh) look at couplers. Don Byrnes writes about using KD #805 couplers on the newer Atlas freight cars because he likes ‘em. Get your drill index out and find the one that matches the hole in the coupler box. Then go up three sizes and use that drill to open up the holes a tad. This gives you enough play to screw the box on with half-inch 1-72 screws. You’ll have to shim the box down a little using Micro-Mark coupler shims (a great product that could use a little more exposure!) or some styrene shim-stock.

Don, printing your tip means you have to mail me all your plastic Atlas couplers you’ve replaced with Kadees! I have a raft of the old Atlas conversion kits for the old Roco F9 that didn’t come with knuckles and I need ’em! Now, I’ll tell you why:

Let’s look at a couple of mainstream coupler manufacturers in O Scale, starting with that good ol’ Kadee. They make a standard coupler for freight cars in both plastic and metal. These couplers are bombproof and reliable, though some folks object to the appearance of the little coil spring that closes the knuckle and the amount of slack action from the soft centering spring. I personally paint the nasty little spring black so you don’t notice it and revel in the rrmmmrrrrck sound of the slack running in and out. Kadee also makes a “short” clearance arrangement for use in such things as the front coupler on a P&D F-unit, where there is precious little room for the coupler box.

Weaver makes a quite comparable coupler, which is a good choice for many. They don’t use a coil knuckle spring, relying instead on gravity and the slipperiness of the plastic material to close the knuckle. Hence, they look better. They are also extremely reliable. I’ve found them not as robust as the Kadee, however. If you have lots of heavy cars and someone gets a bit frisky, pulled knuckles can happen. Weaver is good about replacing broken knuckles, though, and especially appreciated is the lack of laughter while they’re on the phone listening to your bizarre tale about some ham-hand changing direction from backing to forward while still above the transonic threshold. If you are one of the growing number of post Brass Age modelers with the lighter plastic cars, or model a branch line with shorter trains, these couplers offer a nice advantage in appearance without sacrificing reliability.

San Juan makes an absolutely gorgeous fully scale sized coupler (both Weaver and Kadee are somewhat oversized). You use these with cut-levers, just like the real thing. I haven’t had a chance to have my way with them, yet, so I cannot speak for their survivability with heavy trains and 2% grades. They sure are pretty, though, and the staple of the Proto-48 crowd.

Back in Atlas’ Roco days, they had a great Kadee sized Delrin coupler. It had all the appearance advantages of the later Weaver coupler with the robustness of the Kadee. Best of all, they had several lengths of coupler shank, supporting the conversion of their old Roco F-9. I bought a raft of these conversion kits (when their Roco line was discontinued) to raid the long shank cou-
They resurrected it for their return to the fold as Atlas “O”, yet have been threatening to replace it with a new design, I’m assuming to support the rumored command controlled uncoupling feature of 2-rail TMCC. My problem is that the old F-9 conversion kits had three different lengths of couplers, but only two knuckles. Hence, I still have plenty of knuckle-less long couplers and that’s why Don is going to send me all of his, so I can raid the knuckles for my passenger cars (Right, Don?).

**Behold! Scace the Oracle speaks!**

It would be extremely useful for a coupler manufacturer to explore the need for several shank lengths on couplers. The closer the coupler shank pivot is to the bolster (truck) pin on a car, the better it behaves on curves, especially “S” curves. Our 3-rail friends use truck mounted couplers to great advantage, as the pivot actually is the truck bolster pin. Longer shank couplers with the boxes set back from the end of the car go a long way to cure the foibles of my Pullmans, 56” radius curves, and #6 switches. I’d love to see Atlas (or someone!) resurrect the three shank lengths we once had, and would encourage them also to continue to make the Delrin couplers they have as separate sale items. If not, perhaps the molds for the three lengths (if they have survived) might be offered for sale, especially if the rumor about the all-new Atlas coupler is true.

Also, Kadee markets HO couplers where the head is vertically oriented high on the shank, low on the shank, or centered on the shank. This range would be a boon to us, too. There’s nothing more daunting to one of our newcomers than the idea of grinding away on a new brass freight car, because the coupler pads are too low and the car looks ridiculous with the trucks shimmed up as an alternative.

We have good coupler options available today, though not the range you former HO types may have been used to, and certainly without the curve performance you ex-Hi-railers enjoyed (to wretched excess). Some different configurations would really enhance the situation.

**Really Obvious Tip #3**

I credit this one to Fred Lundgren, who taught it to me. You just got a new car or locomotive, or just finished some trackwork. It has the herky-jerky, pegs the ammeter, and you suspect an intermittent short circuit somewhere and just can’t find the darn thing. Sound familiar? Turn out the lights, pull the shades, and try’er out in the dark. Look for the sparks. There it is! Why didn’t I think of that?

We’ll close with that. Let’s go Exploring!

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**Please note:**
Due to extreme whining on your part, we now offer these shirts in 2XL and 3XL. Are you happy now? I don’t wanna hear nuthin’ else about it. (by the way...I haven’t gotten my raise yet, so you really should order one)

Oh be quiet Scace...I didn’t get on any of your precious copy.

---

Why, you too can have your very own O Scale Trains T-Shirt...All ya gotta do is send $9.95 plus $4.00 Shipping and Handling and tell us whether you want diesel or steam and whether you want it in large or extra large (see note). Them’s all your choices ’cause they only come in black with white lettering. I really need a raise and this was my idea so could you please order one so I can have my raise? Send your checks or credit card info to: OST-T, PO Box 238, Lionville, PA 19353-0238.

Thanks, Jaini
USRA SINGLE SHEATHED BOX CARS

plus… 1921 and 1922 ARA Recommended Designs

18 years of research. We announced our new versions of the USRA single sheathed box car a few years ago. The project was delayed due to new information discovered about roof variations and early ARA Car Committee recommendations previously unknown by all those researching freight cars. This needed additional research and will be the subject of future articles in Mainline Modeler.

During WWI, 25,000 USRA single sheathed box cars were built and assigned to 22 different railroads. As early as 1925, many of the roads began to modify their cars. The cars in later years were hardly “generic” cars as some describe them. Two roads replaced the wood siding with steel while retaining the outside bracing. There are great variations in roofs, doors, brake wheels, bracing, uncoupling levers, added support braces, roping staples added, ladders replacing grab irons, bracing replaced with “Z” shapes, steel running boards, and many roof variations of which we will make the following:

- Murphy XLA Hutchins Dry Lading – Type One, Type Three & Type Four
- Chicago Cleveland Viking Roof Type Three & Type Four  Murphy Radial
- Chicago Cleveland Climax Radial Roof Type One & Type Two

Many road names have several versions; the PRR X26 will have NINE! We will also offer stock car rebuilds for NYC and N&W…plus, some 1920s built cars based on the USRA designs and the 1921 & 1922 ARA Recommendations. Cars will be done with Inside Height Variations of 8’-7”, 9’ & 10’. The photos shown here are only a few of the versions; more will be shown in future adds. There are so many different cars that production will be divided into two groups. Only a few of the cars to be offered are shown here; more in future adds. See your dealer for versions offered and, note that some versions will be done in numbers as low as 20 or 15. We have researched these cars for 18 years and, began design work with our builder six years ago!!
Non-Revenue Trio

Phil Opielowski

I wanted to build at least one Boston & Albany caboose for my Ware River Railroad. The two I finally built, 17050 and 20118, have special memories for me. I rode the prototypes. Yes, I am old enough to have enjoyed trips on these old wooden hacks creaking and swaying along the branch at the lowly pace of a peddler freight. At the very tender age of three, I remember seeing what I thought to be a rather odd caboose in front of the engine. Very few 3-year-olds can distinguish equipment types. Much later I learned it was a flanger. My building philosophy states that if you’re setup to make one piece of anything, make more. So I decided to build everything you see here. By building all three at once, I could quickly complete my roster of essential pieces. If I work on any project, and I have plans to build anything with similar methods or pieces, I try to eliminate a second learning curve later on and maximize what I can accomplish.

I already had a blueprint of Boston & Albany’s CA-5 class caboose. I bought this print from the New York Central System Historical Society. Members qualify for a generous discount for prints so I ordered several others for various cars and engines for those “someday” projects. I studied photos of all three types of equipment. If I work on any project, and I have plans to build anything with similar methods or pieces, I try to eliminate a second learning curve later on and maximize what I can accomplish.

I had reference photos of both hacks that I per-misses. The CA-5 was built without cupolas. In the 20100 series, ten cars were built on the frames of old 36’ steel underframe wood box cars. Five of these cars were later sheathed with plywood and painted for the New York Central’s Pacemaker Service. The flanger X1435 appears to be a shop built unit. I could not find any prints or data to learn it’s origin. There were at least four others we know of. In looking at my print of the CA-5 and studying photos of the other equipment, I concluded that the cross section dimensions would probably be the same throughout these pieces. That is, if the logic held true that shop crews would use common prints to build variations.

Instead of a complete “how-to”, I will give you general ideas that you can apply to your potential favorite rolling stock projects. These cars are all styrene construction. Scribed siding has a .100” spacing. I added another lightly scribed line between grooves to simulate that type of lap siding. The walls are actually 2 pieces of laminated .040” thick scribed sheet. The interior is .125” spaced stock that is applied so that scribing is horizontal. Windows are built-up from styrene strips using .020” x.040” and .020” x.060”. The roofs are .040” thick scribed at .125” spacing with the scribed side down to simulate planking under the main roof at each platform end. I bent the roof curve by carefully heating and bending them on a forming block. End ladders and railings are made using Detail Associates brass stock. The ladder rails are jig-formed using .015” x .042” ladder stock. Two pieces are clamped together and drilled for .018” round brass rungs. Rungs are rough cut slightly longer and the whole ladder assembly is taped to a wood jig for soldering. Once cooled the rungs are filed flush with the side rails. The side beams on the 20118 are ¼” styrene channel. Before I got my riveter, the few rivets on this piece were made using a blunted 4 penny finishing nail and the consistent strike of a hammer working on a cutting mat.

Certain parts like the side frames of the caboose steps are cut out in special fixtures. I shaped an aluminum template on one leg of a thin piece of angle so the other leg could be used as a stop to align the styrene strip. I filed the template to the shape of the side step pieces and simply placed a strip of .020” x .250” against the stop. By cutting the styrene against the template and later trimming pieces to length, you can make many identical pieces before this jig starts to wear out.

For window glazing I tried using real glass (actually microscope cover sheets) but after a frustrating two hours, several breaks, and fogging from CA adhesives, I decided .010” clear styrene looked just as good. You know, we often make a big fuss about certain details that no one will ever notice and we later wonder why we obsessed over them.

I didn’t know much about the flanger plows and I didn’t have any drawings to work from. My solution was to study other drawings published in other magazines and use any photos as a guide in creating my own. This “close enough” approach worked for me and still looks acceptable. The plow blades are curved .010” sheet brass with .010” x.040” ribs soldered onto their backsides.

Commercial parts and castings include All Nation Bettendorf trucks with the addition of Precision Scale leaf springs for the cabooses. Also by Precision Scale are the corner ploring pockets, truss-rod turnbuckles, and brake hardware. Keil Line supplied the interior caboose stoves. Yes, there is a moderately finished interior in case I want to refine that part but for now I have no plans. Sure, I have coal bonded in the coal hods. That’s another detail I intended to have because “you just have to.” I’m only reminded of it now when I pick up a caboose and hear loose coal pieces before this jig starts to wear out.

continued on page 16
Limited Edition Kit
Precise Laser-Cut
Engineered for Easy Assembly
50+ Detail Castings
Flexible Positioning
Positionable Doors & Windows

Master Creations’ O kit #18105 contains the tipple, headhouse, power house, storage shed, retaining walls, and a ton of character for $549.95! The tipple is approximately 45 x 90 scale feet with the overall diorama shown being about 24” x 48”. Not all details are shown in the photo!
sliding around the floor. The cars have steel weights embedded in their frames and each car weighs about 14 ounces.

All the cars are finished with Floquil solvent-based paints. On the flanger, I used Oxide Red cut with about ten percent Reefer White to give a faded look. The cabooses received Tuscan cut with low percentages of white. Decals are from many sources but mostly Champion. Weathering is a was of dirty black paint thinner which didn’t attack the finish during that step. Last, everything is coated with Testors Dullcoat.

When I finished this trio, it was nice to know I had all the exact models of the equipment I grew up with that would also satisfy the operational needs on my growing Ware River Railroad. My late conductor friend Danny would have enjoyed seeing these “buggys” as he called them.

And now a word about scratchbuilding: If you haven’t tried it, do so. After many years of settling for whatever was available, I finally attempted building my own special models. I have never followed any step-by-step projects in any magazine. Instead, I would use the articles to get the general idea and then build my own favorites using methods I was comfortable with. You can do the same. I hope I didn’t imply these are overly simple to build. Scratchbuilding does take time and many cannot afford that precious commodity. Plan well and start with something small and learn from there. You will find the same gratification I receive in having unique models that are readily identified in the real world. I have built many others which will be shared here in the future. There are many ways to make your own simple production fixtures and many ways to make scratchbuilding easier. I do need to build a train register shack for Creamery Junction so I’ll be sure to document and share with you the step-by step construction. Maybe I can describe some of my mass-production methods. You just may be encouraged to go on to some complex projects!
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“Narrow Minded”

Bobber Gibbs


I am not sure how my “Narrow Minded” column is being accepted by readers of O Scale Trains because I have seen very little feedback but in this issue I’m going to tell you about a rare narrow gauge/standard gauge experience I had about ten years ago. I welcome any comments and suggestions about what readers might and might not want to see in this column in the future.

On July 26, 1993, I read in a local buy and sell newspaper that an industrial locomotive was for sale just a few miles from my Niagara Falls, Ontario, home. It was described as an “eight ton, standard gauge, 1930 Whitcomb yard locomotive with a four cylinder Climax gas engine”. A few seconds later, I was talking on the telephone to the owner who said he was going away for two days but I was welcome to come and inspect his locomotive. He told me that it had been sitting beside his long driveway for 16 years and that the thousand-pound rear weight was behind it and the one-ton front weight was lying near the front.

A few minutes later, on a hot and dusty midsummer day, I was standing beside one strange looking locomotive. The three separate pieces were just barely visible through the long weeds growing over and through them. Talk about tiny. Without the weights, the sideframes were only 9”7” long and 21” high and the overall width of the chassis was less than four feet. The axles stuck out from the sides and the standard gauge wheels were out on the ends like spider legs. With dozens of bees flying around my head, I wondered how the wheel arrangement would work up and through them. Talk about tiny.

First, we blocked the frame ends and left the outboard wheels floating in the air, a wondrous sight to see. With its new paint, wearing masks and goggles. We found the best tools for breaking up the old coat were full-size railroad spikes, using the head of the spike to break up the paint and the sharpened point to scrape down to the metal surface. As we proceeded, we used industrial primer paint to protect the exposed surfaces.

While the frames were being prepared, we found that one major axle bearing needed replacing so we dropped the axles and rolled the front wheels out. It was quite an experience to remove one outer wheel with a giant press and then the replacement of the bearing was quite easy. We replaced the axle and then DT was sitting in the well-equipped quarry shop with giant Euclid trucks were maintained and repaired. We started to tear her down.

First, we blocked the frame ends and left the wheels suspended. Then we started chipping off over 60 years of old, thick and peeling lead-based paint, wearing masks and goggles. We found the best tools for breaking up the old coat were full-size railroad spikes, using the head of the spike to break up the paint and the sharpened point to scrape down to the metal surface. As we proceeded, we used industrial primer paint to protect the exposed surfaces.

When we finished scraping and painting all the components and rebuilding the cab, we repaired some of the eight separate radiator sections and added coolant and new engine oil. Then we wired up the ignition switch and all the mechanics and some of the quarry drivers gathered around for the big event, exactly 90 days from the start of our adventure.

I find it difficult to describe the pride and satisfaction I felt when I pushed the starter button and the old Climax engine rolled over a couple times, came to life and settled down to a slow, steady and powerful idle.

Just a few days later, Dirty Thirty rolled back into the trash bin and then rolled out onto 60 feet of two foot gauge track in the side yard of my home. On a special day that we shared with about 20 friends, we rolled the tarp off the old Whitcomb and fired it up again, moving it back and forth with its outboard wheels floating in the air, a wondrous sight to see. With its new paint job, Dirty Thirty had become Partly Thirty and a prominent part of my growing narrow gauge railroad museum.

Some time later, my research discovered that “Dirty Thirty/Partly Thirty” was actually one of four identical and consecutively numbered two foot gauge Whitcomb CTU models, built and sold to the same construction company in 1927. Although accurate records seem to have been lost through time, DT/PT is undoubtedly either builder number 1278, 1279, 1280 or 1281 of 1927. But she’s still Dirty Thirty to me and one of the tiniest standard gauge critters in the world today.

In time, I learned that DT and her sisters went to work at a gold mine in 1927 and all four were transported on a CPR flatcar in 1944 to work at a bullast operation at Tionega in Northern Ontario. At some point, three of the Whitcombs were disposed of and the lone survivor was adapted around 1952 to operate on standard gauge tracks at the Johnson Bros construction yard in Brantford, Ontario. For many years, it sat

found that the clutch and gears were in good condition and began to strip down the old Climax engine. With a bit of persuading, we loosened up the pistons, turned the crankshaft and honed out the cylinders. The valves were all ground and seated and the previous owner delivered the engine hand crank that he had found in a shed. With the crank, we were able to turn the engine quite easily. We replaced all the gaskets and reinstalled the heads. A rebuilt updraft carburetor was found and we rebuilt the generator and electric starter. When we installed new plugs, plug wires and a coil, the quarry’s head mechanic announced, “She should run.”

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in storage until it was sold at auction in 1972 to the man I bought her from. I bought her in 1993 and in 1999, I sold her to a collector who prefers to remain anonymous.

In a future column, I’ll write about some inexpensive HO mechanisms that can be used to create O scale narrow gauge industrial critters.

I can be contacted by email at: bobber@sympatico.ca

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Our model features all brass construction, Kadee couplers and drop ends. Models will be built with details for five different versions, PRR, NYC, P&LE, B&O and RDG. Priced: brass w/ trucks $225; Ptd Black $240; Custom finished $265.
There have been countless articles written on weathering model railroad equipment. Many involve the use of paints, chalks, oil or washes and all sorts of materials. Over the years I have tried and used many of these techniques. I have recently settled on using a weathering kit called Rustall®. They kit contains a black wash and a rust wash along with dirt (yes actual dirt) and a flattening agent. The washes appear to be alcohol-based and are watery in consistency.

Rustall® can be purchased in many local hobby shops and is available directly from Kuras at their website. http://www.rustall.com/

The black wash looks like India ink and the rust is actual rust oxide material in solution. I find that the black wash is very good for adding depth to a model. The alcohol in the wash does react with some flattening agents and finishes. It was dull the finish and give a paint the looked of being out in the sun for a while.

This is a nice secondary effect that adds to the weathered look.

I choose a brass general service gondola to weather for this article. I had previously painted the model with Poly Scale acrylic paints and flat sealer. I wanted to achieve a dirty and rusty appearance typical of car that has been hauling rock or minerals. I started by dry brushing on the dirt material over a portion of the model. I shook off the excess and then applied the first wash of black. The wash will react with the dirt and create a muddy film on the model. As the liquid dries you want to continue to go over the area to make sure it doesn’t bead up. It will take a few moments to dry. I typically apply several coats using rust and black to accent portions of the car. Once I am happy with the effect, I will seal the finish with Poly Scale flat finish. I have added additional weathering prior to the final sealer. Artist chalks or acrylic washes can be used to add variation to the appearance.

I would suggest that you practice with the material on some scrap before trying it out on a prize model.

I don’t use the dirt on all models. Some models only need highlighting or some rust at strategic points. I will use the black wash on all of my cars with a little rust to accent. The black creates depth and shadowing to the model. It helps the detail to stand-out better.

Give the technique a try and share the results with O Scale Trains.
So you were thinking about putting in a trolley line? Well I have been working on O scale trolleys since 1970, when I switched from HO scale trolleys. Boy did the O scale cars run way better. Maybe it was the weight or the fact that all the wheels were grounded. This is a big plus when running off the overhead wires. Overhead wires? Yes, off the overhead like the real ones did. I will try to, in the next few articles, lead you through the process of, first laying track in the street and then putting up the overhead.

There were a couple cities that did not use overhead and one was Washington, D.C. and New York City in the downtown areas where overhead wires were banned. Instead they ran off a center rail conduit power system where a device called a “plow” was attached to the wheel sets or trucks.

In Washington, when the cars reached the suburbs, there was a plow pit where the pickup plow was either installed or removed by a worker in the pit. This site was where the overhead wires began.

The Third Avenue Railway system in New York City, which ran lines outside the downtown area, used overhead and conduit. The last trolley that ran in New York City was the Queensboro Bridge line that served Welfare Island Hospitals via the bridge. There was a large elevator at the bridge’s central point that dropped down to the island where shuttle buses took patrons to their various destinations.

So, you can run trolleys without putting up overhead. As they say, there is a prototype for everything. Even today there are tourist trolley lines running in Galveston and a few other places using diesel or natural gas operated motors. The Hudson-Bergan trolley system in New Jersey is in the process of receiving new trolleys off natural-gas.

The next step is to figure out where to run the trolleys. The interurbans in the Indiana and Ohio systems ran alongside the railroads. So if you have a space beside your tracks, you can install a single trolley track just like the real ones did, using double ended sidings to pass opposing cars. And, if you put this track behind your main railway track, you wont have the overhead wires in the way. When you get to a yard or other obstruction you can duck under or over things like that on a tunnel or bridge just like the real ones did. When you reach a town you can have the line go down the main street to a terminal or just stop at an agency store where the waiting room and ticket seller holds forth along with his other business of selling fruits and vegetables or appliances. If you want to loop the car around you can put in a sharp curve of about a 12 in. radius as most trolleys will take that with ease. Some will go around even a nine inch radius.

Manufacturers of trolleys are not numerous but here are a few:

Q Car Co. makes power trucks, detail parts, epoxy carbodys of Brooklyn, Chicago, Philadelphia, Conn., Express cars, New York subway cars, etc. View their catalog at [www.qcarcompany.com].
MTS Imports currently has a New Orleans car in brass and other stuff [www.mtsimports.com]
St. Petersburgh Co. makes beautiful detailed trolleys which you can see at Red Brae Shops’ website www.redbraeshops.com also [www.trolleyville.com]
For wire and overhead parts write or call Rivers Traction and Trolleys, 540 County Line Rd., Gates Mills, OH, 44040, Ph: 440-423-1780. They also have a Traction Modelers Handbook, 70 pages for $16.95 and a how to book of hanging overhead for $2 (specify O scale).
Chicagoland Hobby at [www.chicagoland-hobby.com] Ph; 773-775-4848, always has some trolleys in stock along with some power trucks - both used and new.
Berkshire Car Shop 505 Morning Dove Rd. Audubon, Pa 19403-1807 [berkshirecarshop@comcast.net], Ph; 610-631-9751. This place has a lot of used and new trolleys available. The good part is the price for trolleys is around $250-375 for a body and $110 for power trucks.

Til next time, have fun planning your route. roger@earthlink.net
One of the more fascinating operations of the railroad industry in the 20th century was the carriage of the U.S. Mail and express shipments for folks like the Railway Express Agency. You can add mail and express service to your operation quite easily, and even explore the interchange of cars between them adds another facet of operation to your basement empire, with an obvious increase in “play value.” Let’s look at RPO’s, fast mails, and express trains.

First, let’s agree on a few terms, here, while we look at the car types required.

RPO: A Railway Post Office. The equipment making up the RPO is a postal car and as many storage cars as needed.

Postal Car: The car where mail is actually sorted. These cars had sorting tables, “pigeon holes,” and most had devices on the side doors to snag single mailbags without stopping at smaller towns.

Storage Car: Most commonly, a baggage car attached to the postal car for the storage of mailbags to be sorted in the postal car. After WWII, converted troop sleepers were often used as storage cars. Just about any car built to operate at passenger train speeds could be found as a storage car, as long as it had end doors with diaphragms to allow Postal employees to pass between the storage car and the postal car with mailbags while the train was moving.

The Railway Post Office

A Railway Post Office was a Post Office in a very real sense. Mail was received, sorted, and delivered by the RPO just as it was in a fixed Post Office in your hometown. It could be as small as a single postal car (often erroneously called an RPO in the modeling and railfan press) or as large as a multi-section mail train.

Of course, this means that you’ll need a postal car. This is the car within which the postal employees actually sort mail into pigeon holes, and bag the resulting sort in locked canvas mailbags for delivery at the various stops made by the RPO on its scheduled daily run.

Postal cars don’t have much storage space; they’re actually quite cramped. To accommodate the mailbags for a larger city, the common baggage car becomes the next type you’ll want, referred to as a “mail storage car.” RPOs ran on fixed routes from city to city, so often there was a storage car coupled on one or both ends of the postal car making up the RPO’s equipment. The end doors between the baggage and the postal were a requirement, so mail bags could be passed into the postal car for sorting, and returned to the storage car after being filled with sorted mail.

Since, by Postal regulation, people not employed by the Post office, such as train crew and passengers, were not permitted in the cars making up the RPO, the extreme end doors of an RPO were locked. The sole exception to this regulation was the train conductor, although he had to have specific cause to enter the RPO. This means that there must be accommodations for the train crew (and off duty Postal employees on longer runs). If our RPO is not part of a passenger train, a rider car is supplied. This can be a coach, combine, caboose, or a special rider car such as those built by the New York Central during WWII.

As we’ve alluded to, a working RPO could be part of a passenger train or a train unto itself. If a working RPO was included in a passenger train, the required stops of the RPO took precedence, regardless of the train’s public timetable, and that train could not depart a stop until the RPO’s business was complete.

For our purposes, you can have an RPO route on your railroad using a postal car and a baggage car or two for storage cars, either at the head end of one of your passenger trains, or running by itself with a coach or caboose for the train crew.

Other Mail Trains

All mail trains are not necessarily RPOs. Baggage cars were often loaded with mail at a large city Post Office with mail for another city and locked. Parcels and Third Class Mail were often handled in this way, as well as First Class Mail to be sorted at the receiving Post Office. These locked “package” cars often made up a dedicated mail train as was seen on some of the larger railroads, such as PRR and NYC between New York and Chicago, and Santa Fe between Chicago and Los Angeles. These locked cars would be forwarded along with a working RPO in a train (though not actually part of the RPO), included in a passenger train without a working RPO, or sent in their own “express” or “paper” train by themselves or combined with Railway Express Agency traffic. Sometimes, as on the Boston and Albany, a couple of locked package cars could be found on the head end of a through freight train.

The Post Office that receives these locked cars might actually be an RPO, rather than a fixed Post Office, so here is where the fun is for us. For example, a Pennsy baggage car might well be loaded to the gills in Boston with mail for an RPO route west of Chicago. It would be locked and sent west in a mail and express train over the B&A and NYC. Then, in Chicago, it would be added to a Santa Fe postal car as a storage car, unlocked, and sorted as a part of that RPO.

Since this is starting to sound a lot like how freight trains are made up and broken down, you can see the opportunity here. First, the baggage cars you use for your mail traffic don’t have to be from your home road. Whether mail was shipped from city to city, city to an RPO route, or RPO route to a city, anyone’s baggage cars are fair game. Photos abound of NYC cars in Dallas, FEC baggage cars on the Portland Terminal in Maine, or (horrors!) green cars in Pennsy trains. Baggage cars in mail service were interchanged just like freight cars.

Here’s the next opportunity to mix things up. While First Class Mail sorted by an RPO needed to be loaded in a car with end doors, Third Class and city-to-city First Class did not. As milk traffic volume went down, and the glass tank Pfaudler-type milk cars came into general use, the NYC used many of their older fishbelly milk cars for these types of mail. They had no end doors, so they couldn’t be used in an RPO, but they were just fine for other types of mail use and traveled all over the US. These cars were done in O scale by Custom Brass and are usually available at various shows. You may want to look at them again, even if you model the UP.
By the early 60’s, container-on-flat-cars were added to the mix, such as Flexi-Van. Early Flexi-Van cars were built with steam lines so they could be added to the head end of passenger trains. Even in the 80’s, Southern (then an Amtrak holdout) was tacking trailer-on-flat-car mail and express shipments on the rear of some of their passenger trains, such as the Piedmont.

Express Trains

Although not mail trains, express traffic deserves a word here because many of the car types used are available, either in kit form or built up for O scalers. All of those express refrigerator cars (like the types just announced by Sunset), such as Pennsy R50s, REA cars, and the like, are useful here, along with, you guessed it, more baggage cars.

Railway Express Agency delivered much like UPS and FedEx today, except the railroads did the city to city hauling rather than trucks or aircraft. You would present your package at the REA window in the local train station, and it was loaded in a baggage car in the consist of a passenger train. Often, it went to one of the larger city stations were shipments were combined into larger lots. Some of the biggest cities even had dedicated REA terminals, where cars were loaded in regional lots. These cars were locked up and sent on the head ends of passenger trains, coupled up with locked cars full of mail, or even tacked onto trains with working RPOs. After the destination for a particular REA lot was reached, the various shipments were broken back down and shipped to a small town’s depot for the customer. If you lived in a larger burg with an REA terminal, your box might be delivered in an REA truck to your door.

A word of caution, though, mail and express traffic was, by Postal Regulation, not allowed to be loaded in the same car. Even separate baggage carts were supposed to be used for mail to keep it segregated from express shipments. Although a train made up of baggage cars and express reefers could have both REA shipments and US Mail, the two were kept carefully separate.

What does this Mean to Us?

Here we have the opportunity to add things to our empires without a whole lot of precious real estate required. First, with a postal car and a baggage car added to your “dog” local, you can run an RPO route. Add a solid mail train, and the switching out of baggage cars with your RPO is a facet of operation you can add. A couple of express reefers can be added to or dropped off your name passenger train at a larger station for the price of a siding and REA annex. On my B&A, I can’t resist a J2 Hudson wheeling a working RPO followed by several baggage cars and ex-milk cars with a caboose or a rider car bringing up the markers.

Here I would put in a shameless plug for one of the manufacturers of the newer plastic offerings to make one of those ubiquitous 60’ 6” baggage cars that was a standard pattern for Pullman-Standard, ACF, and several other carbuilders. These cars ran into the 1960’s, and everyone could use a few in several different road names to add mail and express operation to their railroads.

While the RPO itself died out in the 60’s, you modern era folks can play, too. Amtrak handles city-to-city mail and express shipments in a variety of modern head-end cars and Road-Railers, operating much as they did in the steam and early diesel era. The same operating possibilities exist, with piggyback UPS equipment added to the mix.

Levels of Neurosis

At the low end of Sace’s Neurotic-O-Meter, you could start with a postal and a couple of baggage cars and let ‘em rip. If you model a particular prototype, photos and diagram books will tell you what cars are correct for your road. Your friends will be happy to tell you this, too, only after you’ve bought the wrong cars (simply replace the cars or the friends, whichever is more appropriate). If you are a free-lancer, paint up an appropriate postal and a couple of baggage cars and join us as the needle creeps up.

For foreign road baggage and express equipment, more books and photos will help. Here is where the your free-lance/prototype distinction goes away, as an SP baggage car is the same, whether on your Cherry Valley (then an Amtrak holdout) or on the UP out of Cheyenne. The “Official Register of Passenger Train Equipment,” as shown in the photo on page ??, is an invaluable resource for this level, especially if era is important to you.

Also shown in the photo is a copy of the “Official Guide.” If you are a prototype guy modeling the steam or transition era, this book is a must. It tells you routes, timetables, and equipment types for the passenger trains you model. It is a wealth of information for the prototype modeler. For our purposes, if you want to recreate when the various passenger trains arrived and departed the station you model, hence the interchange of mail and express cars, the information you need is here.

Possessing the little brown book in the photo scores a solid 10 on our Neurotic-O-Meter. Anyone owning this book has too much time on his or her hands. This is the U. S. Post Office “General Scheme” book, in this case for New York State in 1948. These books give all the RPO routes and stops in a given state. Marrying up this info with the schedules out of the “Official Register of Passenger Train Equipment” using equipment modeled from the “Official Register” gets us to the far end of prototype weirdness. Although most of us have no intention of going there (though I’ve enjoyed it!) you can pick your comfort level and add to it as you see fit.

Conclusion

Many of us have a postal and baggage on our passenger trains, indeed the 3-rail community buys passenger cars in matched sets with these types required. Learning how these cars were used can add a new dimension of interesting operations (and interesting mixes of equipment) to our railroads. Pick your own level and join the fun.
REVIEW: Weaver Pullman Bradley Passenger Cars (aka Osgood-Bradley or American Flyer) $100
Weaver Models
PO Box 231
Northumberland, PA 17857

Reviewed by Rich Madonna

Sold out before the shipments were offloaded on the left coast, the Weaver Pullman Bradley Cars are now being rerun to meet the demand. In today’s market of short runs and high demand, pre-ordering guarantees you the item, but without seeing it first hand, the actual product doesn’t always live up to the catalog pictures. Is this true of the Weaver Cars? One must read on to find out.

Being a New Haven rail fan, when Weaver announced these cars and the I-5, I was shocked. The New Haven owned 205 of the 278 cars that were built. The Boston and Maine owned 30, Banger and Aroostock 9, while the remaining 34 were allocated amongst the Kansas City Southern, Lehigh Valley, Seaboard Air Line and St. Louis Southwestern. The New Haven referred to these as Osgood-Bradley cars, due to the fact that they were built in the Pullman owned Osgood Bradley Plant in Worcester, Mass. The initial order of 100 84-seat coaches started to arrive in December of 1934, with the final cars received in the fall of 35. The New Haven placed a subsequent order for 92 seat coaches, which featured an extra window on each side, but had the reclining seats replaced with standard seating. This group was delivered between 1936 and 1938. A New Haven ad describes these cars as air conditioned, built of a new steel alloy, and fifteen tons lighter than heavyweight cars. They rode nine inches lower than earlier passenger cars, and had rubber padded integral wheel trucks to help absorb noise and provide a smoother ride. The windows were double glass, non-fog, sound proof, and were flush with the exterior of the car. The cars, as delivered, featured a skirt below the sill, but most NH cars had had the skirting over the trucks removed by 1947, and skirts between the trucks were mostly gone by 1957. The interiors featured incandescent lighting and a flat ceiling. The cars also are referred to as American Flyer cars because A.C. Gilbert produced these in his American Flyer line in the 1940’s, and the prototype actually ended up being called American Flyer cars by many. The New Haven interchanged passenger cars with the Pennsylvania Railroad and Boston and Maine, so these cars could be found in Washington DC or on the Montrealer. The cars ran in service for over 30 years, and ended up being repainted many times over. I have seen pictures of these cars in service on the Penn Central in the early 1970’s. Note: The B&M never had the eleven window versions.

The B&M’s American Flyer coaches were similar to cars ordered by the New Haven and Bangor and Aroostook, but note that the B&M didn’t have the 11-window version. Also, B&M and BAR cars were built without skirting, and the BAR cars had ice-activated A/C (contrary to the E&B Valley instructions). The Official Pullman Standard Library Vol. 10 has rough plans and good photos of B&M, NH and BAR cars as-built, the Winter 1974/75 B&M Bulletin has better plans of the B&M cars and different photos. A comprehensive history of the NH cars and a separate

The Weaver cars come very well shipped and protected. I like the plastic bags around the cars and then encased in foam. This protects from any box rub during shipping or long-term storage. Weaver provides a little warning on each car to take care when removing, as there are some fragile detail parts. I received 2 rail Lehigh Valley versions of the car, and didn’t install the couplers, though they were provided. Out of the box, the paint was applied very evenly and smoothly. These cars are scale length 85’ cars, and therefore long, so a 6-car set will take up some real estate. The rivet details were very apparent. The underside was very detailed. Weaver has produced the skirt less version, though it might not be too hard to add on skirts if you desire, though this may limit your turning radius. The ends of the car were rather well done. Weaver has rubber diaphragms on each end; grab irons for entering the car and at each end near the couplers. Looking through the diaphragm, there is a simulated steel gate to not allow passengers to cross through. The doors are spring-loaded and do open. Steps are see
The trucks sat very close to the car, and I was pleased with this. Many manufacturers sit the cars too high off the trucks, and ruin an otherwise very well done model. The detail on the trucks was very realistic, though I would’ve liked faux springs instead of molded in springs. This would’ve made the trucks truly impressive. I am not to sure about the ease of pulling, these cars are heavy and the copper wiper strip for the lights adds additional friction. Weaver has sold these in four car sets, with a two car add on set, but I can’t see a single motor engine pulling these without straining.

Roof detail was well done; with many extra add on details. The interior featured overhead lighting and full seating. The lighting on my test bench seemed just bright enough. I was a little disappointed with the windows. The prototype featured flush windows with silver gaskets surrounding the glass. Weaver chose to use just a strip of glass inside the car. It would be rather easy to outline the window with a marker to simulate a gasket, but these cars could definitely use an aftermarket window replacement kit. For $100 per car, this was an area I thought could’ve used some more investment by the manufacturer. (I may be wrong on this, the Weaver website shows the New Haven cars with silver diaphragms, so my prototype may not have featured this?) I would’ve rather had flush windows than spring loaded operating doors. I also think that if someone were to add some paint to the seating or floor, this would improve the appearance. While you’re at it, why not add some revenue-producing passengers. I didn’t try taking the cars apart, so I’m not sure how hard this is to do. I’ve heard that the Atlas O passenger cars are very hard to disassemble and reassemble for painting or adding figures.

Comparing price with other plastic cars, these break down to about $110 per car, with the modern AtlasO cars at $79, and the MTH plastic cars at about $50 per car. You can find the AtlasO cars being blown out for $35-40 per car, and the MTH cars for around $40-50 per car. Weaver has set a new high on the plastic end of cars, reaching the price of aluminum cars. These will definitely not be blown out, so Weaver has picked a winner, even with the prototype being produced in only about 278 units. This may be a forerunner to higher priced plastic cars from other manufacturers. If one looks back to the release of the first AtlasO freight cars, many thought that price was a little high, but they sold, and other manufacturers raised their prices, although product quality also went up, though not every manufacturer raised the bar. This is a topic for a separate article.

Overall, I think this is a very nice choice for the O scale market from Weaver, and fills a void for those modeling the late steam/early diesel era, as we have been overrun with Heavyweight Pullmans and aluminum. The detailing and paint was first rate. The trucks look very aesthetically pleasing, and the diaphragms are a nice touch. I would’ve like flush windows, but this opens up the door to a small niche manufacturer. The first run has sold out, and a second run is in production, so if this fits your era, you better pick them up now, or you’ll only be able to find them in the catalog.

**Review: MTH Electric Trains**

*7020 Columbia Gateway Drive*  
*Columbia, MD 21046*  
*www.mth-railking.com*  
*1-888-640-3700*

*Reviewed by Stuart Ramsey*

A lot of O scalers want to have working signals, but feel that it is more work than it is worth to put them up. MTH has come to the rescue for some of us!

The signal system consists of the signal and a signal box. Electrical hook up consists of 12-14 volt AC to the signal box and then the signal is wired to the signal box and after screwing the two in place it is ready to go, simple!

The signal box has an infrared LED that projects out to the track and when a train passes the light of the LED bounces off of the train to a sensor and turns the signal to red. It stays red until the train has passed and then for up to 25 seconds after passing. The delay time along with the sensitivity can be adjusted.

The signals I have represent the N&W and the B&O and other railroads. They are position lights with the green vertical, the amber at a 45 degree and the red horizontal. The sequence goes from green to red and then stays red for awhile then after the train passes, then to amber for a short while then to green. The target is 22’ above the ground and the top of the signal is 31’, so that seems to be just about scale.

From the photo you can see I haven’t hard wired the units up, because I am deciding where I want to locate them. MTH has other type signals and the signal box will activate other equipment that needs a relay.

The signal relay box (P/N 45-1028) costs about $30 and the signals (P/N 30-1105) are from $30 to $50. It isn’t cheap, but it works well and is easy to install. The signal and the signal relay box are warranted for 1 year by MTH

*Continued on next page*
REVIEW: Diecast Consolidation, $495
Weaver Models
PO Box 231
Northumberland, PA 17857
www.weavermodels.com

Review by Stephen H. Karlson

Weaver’s die-cast Consolidation is a good generic 2-8-0 for the modeler who would like to have a ready-to-run steam locomotive that does not require the painting or, on occasion, fine-tuning of the mechanism, as is sometimes the case with ready-to-run brass locomotives. The locomotive is available in a variety of road names, with multiple numbers, or in a painted, unlettered form. It runs well out of the box, and will handle a reasonable sized train. I have been able to move fifteen or twenty freight cars of varying weights (an unscientific selection of old-style Atlas plastic cars, new Atlas die-cast hoppers, and wood-body refrigerator cars from kits) on level track. It’s wise to limit your cut to ten cars or so on grades of two percent, unless you want to offer some giant hand assistance or call a helper. The locomotive is nimble. I have run it through one of the old-style Atlas switches and on 36 inch radius curves.

The model is solidly built, weighing almost as much as my Saginaw Pennsy 2-8-0s (cast bronze, augmented with leaded pipe weights.) Most of the detail is integral to the body casting, and there is less external piping than one would find on a brass locomotive. The bell swings in its hanger, and there is a train crew in the cab. The mechanism is concealed inside the boiler casing.

The locomotive is large as 2-8-0s go. There are a number of similarities between it and Bachmann’s generic HO scale 2-8-0, which Model Railroader reviewed in June 1998. Both resemble the Illinois Central 2-8-0, although neither is an exact match for the as-built locomotive with round domes and a two-window cab, or for the Paducah rebuild with the square sand dome and large single window cab. The model is somewhat larger than the Illinois Central engine, stretching over 16 feet from top of rail to top of smokestack, and scaling 28 feet from center of pilot truck wheel to center of rear driver, versus 15 feet 6 inches and 25 feet 8 inches for the Illinois Central locomotive (dimensions from p. 53 of Model Railroader’s Steam Locomotives.) The model exceeds the Boston and Maine loading gauge, typically 14 feet 6 inches at the stack, by a considerable margin. It is, however, not excessively large.

It offers the model-modifier ample opportunities to make modifications. The tender includes a DCC-ready circuit board that the command control experts among the Fox Valley O Scalers have described as Lionel’s and as Atlas’s. Club members have had a bit of trouble getting the lighting to set up properly, but the main control functions work. There is room inside the tender for a sound board and speaker. I had the opportunity to beta-test the North Coast Engineering decoder on a Nickel Plate model at the Fox Valley club. Apart from the lights not responding to direction changes (which may have reflected my inexperience with the function keys on the controller) the locomotive performed well. A harness for the North Coast Engineering decoder will soon be available. The pony truck tracks reasonably well out of the box, pointing up a few flaws in my a-building trackwork. There is a screw to adjust the spring pressure on the truck, which I have not yet tweaked, preferring to improve the track instead.

The two most likely modifications modelers will make to this engine are to provide a working Weaver or Kadee coupler on the pilot, in place of a not-terribly-functional dummy coupler, and to provide power pickup on a tender truck. The power pickups are on the driving axles only. I have had to be careful about stopping the locomotive on commercial switches with insulated frogs, putting me in a position from which I can’t restart. I have not made either of these modifications. A member of the Otrains newsgroup on yahoo.com offered some tips on replacing the front coupler. Installing power pickup on the rear truck might take a bit more creativity.

I concur with Andy Sperandeo’s evaluation of the Bachmann HO generic 2-
8-0 from Model Railroader: the Weaver 2-8-0 is a very convincing model that is likely to find a home on many O scale railroads. It is robust-looking enough to work the mine or the mill on a large basement railroad, and nimble enough to make the necessary moves on a shelf layout or portable diorama in the British fashion. Its relatively modern design goes well at any model era from World War I to the end of steam, and the undecorated version would serve as a plant switcher well into the diesel era.

**NEWS: Train America Studios**

**LAYOUT CONTROL SYSTEM**

Train America Studios
4137 Boardman-Canfield Rd., Ste L02, Canfield OH 44406
330-533-7181 • www.tastudios.com

The TASTudios Layout Control System (LCS) is a combination of hardware and software components designed to enhance the Lionel Trainmaster™ Command Control (TMCC) system. The system automatically generates TMCC commands to control selected engine(s) and layout functions based on a train’s location and desired operator actions. This makes possible multiple train operations in a relaxed and controlled manner.

LCS runs on a standard Microsoft Windows-based personal computer (PC) that automatically sends command signals over a standard serial cable to the Lionel Command Base to control engines, switches, and accessories.

The system’s hardware components simplify the interfaces between the layout inputs/outputs and the LCS software. The input and output devices connect to the PC using simple USB cables that are daisy chained together.

LCS works in conjunction with the TMCC system enabling an operator to manage his layout remotely with Lionel CAB-1 and CAB-2 handheld units in order to control both locomotive and LCS functions.

LCS supports both 2- and 3-rail train operations. While detection methods are different between the two, TASTudios will supply the necessary 2-rail detectors. Insulated rails may be used for 3-rail train detection.

**Features & Functions**

LCS tracks the speed, direction and length of every train. The computer knows, therefore, where every locomotive and its train are located all the time. This information enables LCS to avoid collisions, display prototypical signaling, and automatically activate crossing signals, horn or whistle sequences, and other actions based on train locations.

Low-level speed control is achieved by calculating train speed through blocks and making adjustments according to an operator selected speed. LCS controls multiple train route operations on a layout where each route has one or more trains running.

The system functions automatically and does not interfere with ongoing CAB-1 operations. An LCS operator selects the specific locomotive to be controlled, and may override LCS automatic functions at any time in order to regain manual engine control. For example, the operator may switch trains with the CAB-1 while LCS concurrently controls other trains. LCS is fully compatible with existing TMCC sound and control features.

LCS’ features the use of wireless speakers located in train cars, and other speakers at key layout locations such as inside a station or a switch tower. Conversations between the train crew and switch tower are heard while station announcements are played. Other control features include voice commands that allow the operator to control train movements or dispatch trains by voice command. Operator voice commands also enable or disable computer functions.

**NEWS: Ultra Scale II Models**

**PO Box 1200**

Maple Valley WA 98038
www choochenterprises.com

Ultra Scale II, the O scale division of Chooch Enterprises, announces a Southern Pacific 40’ B50-15 Single Sheathed boxcar kit. Cast in super-detailed one-piece resin body, kit #667 comes complete with true “z” braces and all the details, less trucks, including San juan couplers. Production is very limited. Suggested retail is $120, plus shipping.

**NEWS: Key imports**

PO Box 1848
Rogue River OR 97537

Key has announced several models in O scale. Coming soon will be EMD F-3/9, F-7 and FP-7 diesels. Key showed several pilots models at O Scale West (see photos). They also had pilot models of D&RGW L-96 and L-96 2-8-8-2s which are due out this summer.

**NEWS: Car & locomotive Shop**

PO Box 20
Asbury NJ 08802
908-479-4736
www.car-locomotive.com

Henry Bultman of C&LS advises that he still has some Western Maryland J1 4-8-4’s in stock (painted) at $2500 (plus shipping) and some WM M2 4-6-6-4s, painted at $3100 (plus shipping). C&LS also has several other steam and diesel models in stock. New for 2003, C&LS will be importing a novelty 2-rail O gauge train to consist of a brass locomotive (critter) and two cars for under $400. Check the website or give them a call for availability. Also due mid-year is a model of the SP 5000 4-10-2. Slated for the first quarter of 2004 is a PRR H1sa 2-10-0. Based on C&LS’s past track record, the SP and PRR engines should be spectacular models.
Proto48 Modeling

Gene Deimling

Starting a trend….Smaller is better!

I find myself buying more and more O scale equipment as it becomes available. The concept of discipline and defined modeling objective seems to escape me. I have come to realize that I will not have the room or the time to build a layout big enough to run my ten-coupled steam and multi-unit diesel consists. Even so, it is hard to turn your back on some of the really nice steam power that is being imported these days. Too bad it is all big stuff. I would really like to be able to buy equally well-detailed smaller steam power like 2-8-0, 2-6-0, 4-6-0 and maybe a 0-6-0 for good measure. For some reason small steam power is not popular with importer and brass buyers. It appears that collectors and a few operators seem to like the big stuff. If you would believe the chatter on the Yahoo O forum you would believe that good small power would be a winner. In O scale, the UP Big Boy is really big but what do you run it on? How many cars do you need behind that massive centipede tender to look right? There have been a few exceptions to this rule but most imports are eight-coupled, ten-coupled or articulated heavy iron. When was the last time a very accurate PRR E-6s or H-10s was produced? Key did the PRR H-10 over 20 years ago. The last really accurate SP 2-8-0 was imported by PFM in a similar time period. HO modelers get a range of models imported but not O scale. I would like to be able to buy two or three really well done small locomotives and get rid of all the big iron. A well-detailed locomotive and some accurate rolling stock would make a stronger statement about the real beauty of O scale than a room full of brass and ready-to-run cars.

BTS is one company that is trying to change the small locomotive picture. They have been importing hybrid (white metal and brass) kits and ready-to-run models in S scale. Mostly MA&PA and EBT, but Pennsy small steam is in the future for S scale. BTS has offered to do some of these models in O scale. Just think how nice it would be to be able to buy a simple kit for a B&M or SP mogul, Pennsy H-10 or one of those neat MA&PA steamers. They have been showing an EBT On3 2-8-2 that looks very good. BTS has talked about offering models in standard O and Proto48. Maybe a trend will start that makes “smaller is better” a real alternative to big locomotives and huge trains.

By now most of you have read or heard about the sale of the Intermountain 1:48 product line to Atlas. Many of us bemoan the loss of the Intermountain kit product line. It was slowly sinking into the sunset right in front of our eyes. It seems that we have not been buying enough kits to support their manufacture. Companies like Intermountain and Red Caboose tried but have given up on O scale kits. The sad part of this is we likely have seen the last of kits like these for a while. Ready-to-run cars and locomotives designed to operate on 3-rail and 2-rail will now dominate the market. Many of us will have to spend more time scratch building or try to adapt the 3-rail product. It is a sign of the times.

Underlying this shift away from kits is the simple fact that many of us don’t have the time to spend on the hobby we once did. Ready-to-run satisfies the need for equipment without the penalty of our precious time. I believe this to be true among the younger O scale practitioners who have families and active careers.

O scale is not unique to this trend. Just look at what is going on in HO. Much of the HO kits are now offered ready-to-run assembled in China. Some of the recent ready-to-run HO plastic steam and diesel models rival or exceed the previous generation’s brass models and craftsman kits. In O scale, we may experience more change since many of the traditional kit builders and hoarders are aging out as consumers.

The world of kit builders is not totally lost. There are other sources to satisfy the need. San Juan Car Company, Rails Unlimited and Chooch Ultra Scale II continue to offer a selection of interesting prototypes. New suppliers producing small quantities of kits will emerge over time. You will be able buy Intermountain and Red Caboose kits at auction sites like eBay and at local swap meets.

A new line of track components specifically engineered for Proto48 is now on the market. James Canter of Canter Rail Services has released a flexible tie strip that is preset with tie plates ready for installation of Code 125 or Code 138 rail. The plastic ties come attached at the center in strips of approximately 9” in length. The center strip interlocks so a continuous strip can be created. James will be releasing a #8 right and left switch tie block as well. It will come with a sprue of plastic
detail parts containing boltheads and rail braces that can be added to the side of the rail. The idea behind the product line is to permit you to build a highly detailed track work without spending all of the time with tie plates and ties. James Canter developed the product as a time saver on his own Proto48 Nickel Plate Road construction. He is building a large layout in his home and wanted highly detailed track work that would match his locomotives and cars. Central Valley has been selling a similar product in HO for years and recently San Juan Car Company has produced On3 track based upon a similar principal. You can contact Canter Rail Services at 1203 Rotherham Lane, Beach Grove, Indiana 46107.

◆
In its on-going quest to develop a truly efficient coal-fired express locomotive, the Pennsylvania Railroad introduced the opposed cylinder duplex Q1 in 1942. With 300 PSI and over 93,000 lbs. tractive effort, it was one of the most powerful non-articulated locomotives ever built and was the genesis for the even more powerful Q2 two years later.

No Pennsy collection is complete without the Q1. Never before produced in O Scale, never to be produced again. With only 75 of each version to be built in 3 Rail and 50 of each in 2 Rail, not everyone can have the original “Q”. DON’T MISS IT! Order both Q1s and Save $200.00.

Sunset Models is bringing you the Original Q1 (Skirted) and the modified Q1 (Unskirted) in stunning detail. Each with unique detailing.

Call your dealer or 1-800-3RD-RAIL! Arriving in Spring 2003.

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

Layout Provided By: Alameda County Central Railroad Society (ACCRS)
From the Strasburg RR

“Thieves forcibly broke in at the Strasburg Rail Road’s engine house, and took the following items:

“The number plates from engines #31, #90, #475. Classification lights from engines #31, and #89. 1 new classification light. 6 rear end marker lamps, 4 kerosene, and 2 converted to battery operation. 1 photograph of engine #89 on the Green Mountain. Side view with specifications. 1 Strasburg Rail Road rule book. Red loose leaf format. 1 small locomotive brass bell and yoke. 1 ICC steam locomotive defect chart.

“They also forced open (and destroyed in the process) a steel door to the back shop, but we haven’t spotted anything missing from in there yet. It appears that there were two perpetrators in that they left many footprints and tire tracks in the snow. Pennsylvania State Police are investigating. They seemed to have a specific “shopping list” in that they took only railfan collectibles, and only specific ones at that. We at the Strasburg Rail Road ask for the help of the community to return our property to us, and to bring these criminals to justice. If anyone has any information, please call the Strasburg Rail Road at 717-687-8421.”

Radio Shack Doesn’t Cut It

Say Joe. When was the last time you were in a Radio Shack store? Don’t know about the nor’east, but down in the “warm” south, you can’t buy a transformer over 12 volts and 2 amps at Radio Shack. They just do not handle them anymore. As far as the MRC packs, the only version that will run anything is the Command 20 five amp walk around, and at that it will only operate the latest equipment on the market. You have to remember that these packs use modern electronics. As you approach the rated amperage, the voltage drops off. So if you have an original Max Gray with a per-mag motor and a long train going up a two percent grade... it probably won’t make it. Your voltage will be down to about 6-8 volts. Not enough to make the hill. Integrated components have one good point, that turns out to be a handicap to us model railroaders. As the components become saturated (reach their limits) they trim or shed voltage to protect themselves. Unfortunately, the people at MRC only put the lowest rated components the let them label it as a 5 amp pack. Oh, and another thing, it took me two tries to get one that would even move a train. These units are fragile to say the least. There truly is not a power supply on the market that you can safely purchase that will run O scale equipment reliably. And it is hard to find the components to build an old fashioned power supply. You did list several good options, albeit expensive. DCC is the fun way to run a RR for sure, but you better be ready to shell a lot of bucks and time to convert your locomotives.

David L Ray [dbray10@juno.com]

Joe Replies: David, you’re correct. I haven’t been in a Radio Shack for a while. However, I am sure there are surplus electronics stores and websites that have the components to build up a power supply. Anyone out there recently built their own power pack? If you did, let us know. And, for a lower cost alternative to DCC, see the series on Scale Command starting in this issue.

It’s Just Not Right

As you may know by now Atlas is planning a new boxcar. Well, if you look on their website you will see some photos of the proposed models or possibly test shots of them [USRA steel rebuilds]. What we see is a model that has no resemblance to the USRA rebuilds. (Refer to Mainline Modeler July 1988.) I think we need to define just what the philosophy of the 2 rail hobby is and put in writing so these manufac-
Reader Feedback

cost factor but wanted to add slip-on UV covers to each bulb to prevent color fading. I will document my progress and work with you in the future for possible publication of the railroad from scratch.

It is wonderful to see the resurgence in 2-rail O scale. The issue is packed with great articles, especially the Grade Crossing Electronics and the Lionel Milk Reefer Conversion and close-ups of the car itself so I could see the quality level. I would like to see more about tracklaying and easements for curves (not to be confused with Easements for the Learning Curve by Brian Scace). The Harry Hieke, Jr., articles are really neat! I just came back from the Wind Gap, Penna., show, which is about a 4½ hours drive for me each way. For a small show it is very good. This was my second time there. I was disappointed to not have been told when I went into the show that I was suppose to fill out a 3x5 card with my info on it for future mailings. I heard a lot of names being called and went to look at what was going on, “O Scale” tee shirts being give away to those who had filled out 3x5 cards! So, I was bummed out by not having a card in the drawing! GGGRRRrrrrr! Saw Rich Yoder’s track car running, great! One guy had one Lionel reefer but wanted $75 firm for it. I’m sure Lionel will re-run since it sold out, I’ll wait for Norm to get them in. Thanks so much for what you add to the hobby.

Bill Kozel, Rexford, NY 12148-1209

Joe responds: Bill, the word I have is that Lionel will be rerunning the milk reefers in new road names very soon. Keep your eye out for them as they will now go even faster since we 2-railers know about them. You can also buy a tee shirt if you didn’t win one at Wind Gap.

T’aint So, Joe!

I like the way your magazine is headed. There was much to enjoy in issue #7, particularly the layout articles. I would like to provide a clarification of a statement made by Carey Hinch in his Lighting for Layouts article. He said, “Never has an article dealt directly with whole layout lighting”.

Since I wrote such an article, I feel compelled to point it out. My article, Lighting the O Scale Great Western was published in the March, 1996 Model Railroader, beginning on page 80. Although, I don’t have all the answers for something as subjective as layout lighting, I did explain how I planned the lighting to serve my purposes before layout construction began. The article might serve a useful purpose for someone planning a layout.

I enjoyed Carey’s article and appreciated the knowledgeable technical information he provided.

Bob Boelter, Madison, Wis.

Another Clarification

I need to clear up an error in Jimi Smith’s article about our club’s modular layout. I did not build the engine service module as Jimi stated. I purchased it at one of our club O Scale only shows about three or four years ago. I am currently the fourth owner of this module.

The module is ten feet long and is actually two modules put together. I have talked to the original owner of these modules and he told me he built it based on the Providence & Worcester engine house at Worcester, Mass. It is some what shortened. It will hold up to ten diesels, eight in view and two hiding in the engine house.

Bill Wheeler, Vice President, MetroWest Model Railroad Society

PS: What I wanted to do was have another module that was compatible with the rest of our club modules, and to have my engine service modules coming off one side at an angle. But when you share a two bed room condo there isn’t much room to build a module. As it is, my service module is stored in a shed when it is not in use and working on it is limited.

DCing on DCC

Mr. Ted Byrne does a fine job describing the attributes of the NCE D408SR decoder in his article on page 34 of OSTM#6 (Jan/Feb ’03) but misses a point that may be important to a lot of O scalers. Most DCC decoders can be programmed to operate on regular DC powered track. Thus, you can easily run your DCC decoder equipped loco on your fellow O scalers, DC-only layout. The D408SR originally supported this function but no longer does. If you want to run a D408SR equipped loco on DC, you’ll have to install a switch or some other device to bypass the decoder. The older versions of the Lenz and Digitrax high amp decoders also supported the DC function and I suspect they still do although I’m not sure.

And I’d like to add one more important point to Brian Scace’s discussion of layout wiring in issue #7. That is, don’t underestimate the voltage drop you get in the track. Consider multiple electrical feeder connections in each block. Nickel silver and steel rail are not very good conductors of electricity when compared to copper wire. Published data as well as my own tests bear this out. The article on page 71 of the July 2001 issue of Railroad Model Craftsman, shows code 100 nickel silver rail has a voltage drop of 2.6 volts per amp per 100 feet (equivalent to # 24 copper wire) and code 125 has a voltage drop of 2 volts per amp per 100 feet (equivalent to # 23 wire). I tested code 148 nickel silver measuring a voltage drop of 1.46 volts per amp per 100 feet of rail. Remember 100 feet of rail equates to 50 feet of track. Using Mr. Scace’s cab-forward example drawing 1.5 amps at the end of a 20 foot block of 148 rail with the electrical feeder in the middle of the block (i.e., 10 feet away), the voltage drop would be 0.5 volts. That’s roughly the same voltage drop in 10 feet of track as in 50 feet of feeder wire in Mr. Scace’s example. If the distance between the feeder and the locomotive is doubled to 20 feet, the voltage drop is now up to 1 volt. That’s between 5 and 10% of full track voltage. So you can see, the spacing of track feeders is an important part of the equation. I use code 148 nickel silver rail on my layout with track feeders every 12 feet.

Jim Wood [spncrcktrns@aol.com] ✉
Scale Command - Part I
Lionel TMCC™ Adapted for 2-Rail O Scale Operation

Don Woodwell

Introduction

Lionel TrainMaster® Command Control (TMCC), a wireless hand-held control system introduced in 1994, is the de facto standard operating system for the 3-rail community.

With the advent of some new technology, Train America Studios is now able to bring the effectiveness and affordability of TMCC™ to the 2-rail O scale hobbyist. TAStudios has called this system and its onboard electronics “Scale Command.” Unlike DCC, Scale Command is a wireless walk-around train control system that uses a radio signal transmitted through the rails instead of encoded sine waves.

TrainMaster® Command Control is a proven, full-featured, yet affordable, operating system whose wireless handheld remote control allows you to control your trains and many other layout accessories.

TMCC™ includes on-board digitally recorded sound systems (Lionel’s Railsounds™) and the capability to control: up to 99 locomotives; electronic scale coil couplers; and the switch motors that control your turnouts, among other features. TMCC™ has revolutionized the 3-rail industry, and Scale Command has the capability to do the same for the 2-rail industry. You will find that Scale Command is a very easy to use system that takes the headaches out of complicated DCC parameters and equipment.

In order to eliminate a possible naming confusion, Scale Command is TAStudios branding for 2-rail TMCC™; however, O-scale manufacturers such as Atlas refer to it as 2-rail TMCC™ in order to be consistent in their advertising. It’s possible that you may see both names among different suppliers locomotives and accessories.

TMCC™ Functions

TMCC™ consists of two primary components: a wireless handheld remote called the CAB-1 Remote Controller® (see Figure 1); and, (2) a stationary receiver/transmitter called a TMCC™ Command Base (see Figure 2). The CAB-1 sends a momentary 26.75 MHz signal to the Command base. The Command Base receives the radio signal from the CAB-1, interprets the command, and transmits another radio signal down the rails at 455 KHz. This signal transmitted through the rails is referred to as the “Com,” and is received by a hidden antenna in each locomotive.

While locomotives may receive different commands, they won’t respond until their specific engine address is given. Meanwhile, every TMCC™-enabled device on the layout receives the Com.

The CAB-1 sends signals to the Command Base from as far as 200 feet. The on-board electronic package receives the Command Base signal with its antenna fully extended without error if certain layout wiring parameters are met. Multiple CAB-1’s can be used simultaneously so several operators can enjoy running trains at the same time on the same layout.

TMCC™ is enabled for 2-rail train operations with the aid of a TAStudios’ supplied 60Hz inverter and signal enhancer. The inverter allows a DC transformer to supply either conventional DC or alternating track current. The signal enhancer injects the command signal into both rails creating a sort of ‘halo’ around each rail in order to create a reliable signal.

Features & Functions

The TMCC™ board includes a command receiver, Railsounds 4.0™, motor driver circuit, speaker, light controls, and smoke unit/strobe light/ Mars light control. The command receiver antenna receives the “Com” from the Command Base that is broadcasted through the rails, and the command receiver tells the on-board electronics what functions it is to perform.

Motors: Upon initial power up the locomotive will not move, even though a constant 18 volts is applied to the track. Scale Command’s motor-driver circuit will not apply power to the motor until you give the command. Once the command is given you have 32 speed steps in which to start the locomotive moving from a dead stop to full speed. As the locomotive’s speed increases, steam chuffing increases or diesel roar ramps up.

Front and rear coupler: Scale electronic couplers may be controlled independently. Pressing a button enables you to open a coupler anywhere on the layout without the need for a magnet under the track or a coupler pick. Once you fire the coupler it remains open until you couple it to another car or locomotive. The coupler and brake hose release sounds play each time you fire a coupler.

Front light is always on upon initial
power up. You can turn this light off and back on again manually from the remote or it will turn off automatically when you change the locomotive’s direction.

Rear light is always off upon initial power up. It turns on when you are running the locomotive in reverse or if the locomotive is at idle and set to run in reverse. You can turn this light on and off from the remote.

Smoke unit, strobe light, Mars light can be turned on or off from the remote. The auxiliary output is always on for power up but the smoke unit is turned off until it receives a command from the remote.

Railsounds 4.0™ is a state-of-the-art onboard sound system that was developed and is manufactured by Lionel. The digitally recorded sounds mimic real railroad sounds. Railsounds 4.0™ includes the following features:

Diesel Locomotives:
- Prime mover sounds
- Generator sounds
- Horn
- Bell
- Squealing brakes
- Coupler and brake hose release sound
- Start up and shut down sequences
- Tower Com
- Crew Talk
- Manual steam release sound
- Manual blow down sound
- Complete Control

The CAB-1 permits total control of your entire railroad empire as shown in these examples:

Scale Command lets you start one engine, turn on its sounds, lights and smoke, blow the horn, open a coupler, grab a string of cars, and head out onto a route preset with TMCC™ commands.

If you have a long consist of cars that need multiple power lashups, you can simply fire up a couple of geeps, couple them together, press a few buttons and run the multiple unit lash-up and the train out of the yard.

When your steam engine is thirsty, you can align the switches to the water tower, turn on the bell, blow the whistle, uncouple your cars, and slowly proceed to the water tower where you can—with a TMCC™ command—drop the spout to your tender.

At day’s end, TMCC™ turntable control enables you to direct your tired steamers into the roundhouse.

These and more Scale Command applications are easily accomplished, and will be described in a subsequent issue of O Scale Trains.

2-Rail TMCC™ Suppliers

Atlas O, Weaver Models, and Sunset/3rd Rail offer factory-equipped locomotives with TrainMaster® Command Control and Railsounds 4.0™ equipped 3 rail locomotives. At this time, only AtlasO offers 2-rail TMCC™ locomotives. As the system grows in popularity it is likely that other manufacturers of 2-rail O scale equipment will be offering their locomotives with full 2-rail TMCC™ or Scale Command electronics. In addition, TA Studios can convert locomotives that are not TMCC™ factory equipped.

Available Websites

More information is available at scalecommand.com and tastudios.com.

SIDEBAR - Background of Train America Studios

In 1996 Mike Reagan, a lifelong hobbyist, opened a 3-rail train store called Train America. Two years later in response to market conditions and challenges, Mike started Train America Studios (TAS), a subsidiary of Train America to provide TMCC compatibility products for other manufacturer’s locomotives.

TAS supplies 2- and 3-rail locomotive manufacturers such as Atlas O, Sunset/3rd Rail, and Weaver as well as aftermarket customers, with TMCC compatible products that both enhance and increase the value of their locomotive’s performance and saves them money.

TAS’ 5 years experience with TMCC has made it a serious player in the 3-rail industry, and Mike intends to become successful in the 2-rail industry as well.
One of the thrills of model railroading is turning off the room lights and watching the headlights as trains come and go. As a fast freight passes, our eyes follow the markers of the lit caboose as it vanishes into a tunnel. The passenger trains are even more exciting, with tiny figures peering out at us from the lit windows. Such scenes obviously gain a startling reality if the trains are passing illuminated buildings. And, for the ultimate sensation, imagine that we can look inside the stations and lineside buildings and see passengers eating dinner or workers busy creating shipments for our freight cars. Photo 1 shows how a viewer would be drawn to the interior of one Buckeye Railroad station. The following paragraphs describe three other building interiors on the Buckeye. Maybe these easy to create scenes will generate some ideas for the buildings on your layout.

Our first visit is to the Jorrens Meat Packers (Four feet and flies? Jorrens buys!). Earlier in the day, a local freight spotted a cattle car on the siding outside the plant. The unsuspecting bovines have descended into the adjoining cattle pen (Photo 2) and hopefully are unaware of their fate as seen by sides of beef hanging from an overhead track to the right of the butcher. Downstairs in Photo 3, we can see two large cutting blocks. The butcher at the table on the left is using a hacksaw but the toughness of the Jorrens line of bull is more truly represented by the butcher on the right. He is using an acetylene torch. To the left of the main room is an office where Old Man Jorrens is chewing the fat (oops!) with another employee. Upstairs in Photo 4, the leftover cow parts are being wheeledbarrowed to the rendering ovens. The renderings are piped to two vats, Lard and Pard (a 1950’s dog food). Photo 5 shows the individual modules used for the interior. It is sometimes easier to put these together first and then insert them in the building.

The figures are by Artista, Lifelike and Preiser. The cutting tables are made from blocks of wood and plastic tubing. The sides of beef are Ertl “S” scale cows cut in half and painted aged white. They hang from a section of “HO” rail. The office desk, lamp, safe, clock and office chair are by Berkshire Valley. Upstairs, the ovens are made from short sections of wooden banister. The vats are orange juice cans that are detailed with various sprues and freight car parts. The stairs, ladders and handrails are by Plaststruct. When modeling this type of scene, place several light bulbs on each floor just above the windows at the front of the building. Use large windows and place the interior details so that they can be seen readily through the windows. Leave interior walls and...
ceilings white to reflect more light. Have open doors or roof vents to prevent heat buildup.

Our second visit is to the Sunbeam Bakers. As shown in Photos 6 and 7, this bread factory has large Grandt Line factory windows to facilitate viewing. The top floor of the factory contains two large circular baking ovens and a drum of pre-mixed raisin dough. Flues from the kilns connect to the main chimney. On the middle floor are four smaller ovens and, behind them, four large drums of flour mix. The ground floor includes a shipping and receiving room adjacent to a siding underneath the upper floors of the building. The overpass to the bakery offices includes a pedestrian corridor on the top level, a packaging room on the middle level and a freight corridor on the bottom level. This bakery ships its bread via rail to all the major nearby cities.
dowel, while the filled boxes of bread are square pieces of basswood with labels on the front. Arttista and Preiser figures are used.

Our final stop in Photo 9 is the world famous Grieta’s Division Point (infinite) Restaurant. Just three doors down from a Buckeye station, it is a favorite eating spot for passengers. While seemingly filled to capacity with over 100 diners, the restaurant is actually only two tables deep. A trick from a parking garage on John Allen’s Gorre and Daphetid layout makes the depth of the restaurant appear endless. As the top view (Photo 10) shows, a conventional mirror is put behind the tables and a two-way mirror is placed between the tables and the viewer. Select interior furnishings and place the tables, patrons and waitstaff carefully to avoid the appearance of repetition.

One way and two way mirrors are available from leftover pieces lying around auto glass shops. Our local shop was glad to get rid of the scraps and cut the pieces to exact size for free. Vertical wood strips glued to the inside of the building at the

The ovens on the top floor are shown in Photo 8. They are commercial HO brick kilns to which a wooden base has been added. The flour drums in the building are inverted aspirin bottles enhanced with brake wheels, brake cylinders, ladders, etc. The dough in the wheelbarrow and spilled on the floor under the spout from the drum is Elmers wood filler. Raisin dough is simulated by applying black ink spots to the filler. The ovens on the second floor are sections of banister adorned with various odds and ends. Most of the flour bags visible on the first floor are Chicklets. The loaves of bread that are falling off the assembly line in the packing room are small pieces of wood (Photo 8).
edges of the mirrors hold them in place and hide the joints. The two-way mirror is somewhat opaque, so additional lighting is needed inside the building. The building is a Walthers Cornerstone kit. Glazing is omitted from the side windows for ventilation. These building interiors are created solely for viewing. They could not be entered in model contests because they are not architecturally exact. However, the interiors appear real enough if one doesn’t remove the roof. And, the effects can be achieved in a lot less time!
Modeling Tips from Ed Reutling of Adirondack Car & Foundry

I got this one from Bill Ramey—and I use it all the time—a great joint filler, instead of putty, is a bit of baking soda granules held in place with CA/super glue. Also makes a great hidden fillet material for added joint strength. Also for fillers, in the last ounce of liquid solvent glue place enough styrene bits to make a paste and then you have “liquid styrene” as a joint filler.

Make a paint baking booth—fell on this one yesterday, a very damp and slow drying day. Use a large cardboard box approx. 12 x 18 x 24 inches. With the model and holder placed inside and the head of a flex/gooseneck lamp placed inside the box, close the flaps around the lamp head. Use a 75 watt bulb, and you have a low/low/temp baking oven. After a couple hours and the model is ready for the masking and/or a second color.

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John C. Smith
Pecos River Brass

Chapter VIII

I returned from Korea with a shine on my shoes, and a gleam in my eyes. I was ready for the future. I liked my factory… the people and the operation. What wasn’t to like? They treated me like a very important person. I certainly didn’t get that at home. They worked as a team and all of them treated me with respect and honor. One evening about 7 PM, Jun and I and a couple of management people were hanging around the factory working out some details and I noticed that all of the factory workers were standing around the lobby. I asked why they didn’t go home. Jun said that they would not leave until everyone was finished. I then told Jun to pack it up and we would go to the hotel to talk business so all those workers could go home.

I’ve heard a lot of prejudices about the Korean people over the years, and even developed some of my own. However, they are not lazy. They work long hard hours and have a strong respect for their jobs. They come to work at 7 AM and work until the job is done, 6 days a week. They even work Sunday if a project is nearly ready to ship. The people in most of these factories work under very primitive conditions. No AC, and very little heat, from a center of the room charcoal heater. They usually eat lunch at the factory of rice, soup and Kimchee. Out of 50 factory workers, only 4 owned automobiles. Two had motorcycles, two had bicycles, twenty single people lived at the factory dormitory (4 to a room), and the rest rode the bus or subway to their home. And how often I hear American’s complain about the cost of their brass toys and I just want to grab them and take them to Korea.

When you get up in the morning, you eat breakfast, which to us would be impossible to distinguish from lunch or dinner except for time of day. All Korean meals are the same. They don’t eat eggs for breakfast, sandwiches for lunch and meat and potatoes for supper. Each meal is the same, only sometimes you can’t tell what it is. They go to work and come home from work very late, sometimes after a two hour bus ride. They often don’t go home right away, especially the men, but go to a street bar, which consists of an orange tent on the street, with room for 6-8 people to eat and drink. The streets of Seoul are crowded until after midnight. I asked, why don’t they go home. The reply was “to what?” Most do not have a TV. Most live in a one or two room apartment. There is nothing there and little room to do anything if you go home. After the evening meal, at a very low table, sitting on the floor, the table is leaned up against the wall, and the bedroll is rolled out for sleeping on the floor.

When you travel overseas, especially to a developing country, which Korea was at that time, you ask for a Western room in a hotel. That means a bed and flush toilet. The bed is in lieu of sleeping on the floor, and I won’t even go into what the flush toilet is a replacement for. I still can’t figure out how that Korean appliance is used.

There is no “La Quinta” or “Econolodge” in Korea. You can travel from the North part of South Korea to the most southern city, Pusan, and it only takes 5 hours by high speed bus or train. There is little need for a motel on the way to visit Aunt Jung Hee. Nothing is a 2 day trip. Therefore all the hotels are for business, tourists or “love” hotels. Do I need to explain that one? Therefore if you are a business man or a tourist with enough money for overseas travel, cost is of little consideration, so most of the hotels are of the Hilton or Westin class. Rooms are about $125 and up… mostly up. There are different levels of class, Deluxe, First and Second, and then the “love” hotels. The latter is the only place you can find a $35 a night room.

It’s very interesting to view dawn in Seoul. The city is busy before dawn. The horns are honking at a rate that would make Chicago seem like a sleepy city. The people are up early, sweeping the streets. The ads on TV say, “If you don’t throw it down, you won’t have to pick it up in the morning.” They don’t work. Everyone litters, and everyone cleans up in the morning. The traffic in Seoul is the worst in the world, that I have seen. Of course I have not seen it all, but I cannot imagine it worse. One time I sat in a car for almost an hour to go one block. The light would change, but the intersection would be full so nobody could go anywhere. Each trip I make is worse. Taxis are very cheap. You can go anywhere for about $5-10. There is no tipping so unlike Tokyo, where a ride from Narita airport to Tokyo is about $175, transportation in Seoul is quite cheap. It just takes forever.

The Korean money is the Won. At that time, and again now it is about 800 Won to 1 US Dollar. For a while in the early 1990s it dropped to about 640 Won, but I’ll talk about that in another chapter. I get to Seoul and exchange about $200 US for Won and that will last me for about a week. If I chose to let my host buy everything, I wouldn’t need $50, but my host is poor and I know it helps him if I buy a tank of gas, or a few meals. They used to buy my hotel room, but I don’t let them do that any longer.

I will tell one famous story without mentioning any names. On one importer’s first trip to Seoul, he rode to his factory and back through very hard traffic and when the cab got back to the hotel, the meter read 15000…about 2 dollars. Having been a world traveler, and remembering the cost to travel in Japan by taxicab, the American assumed that was $150, so he paid the driver, including a very nice tip, $175, and got out of the cab. The stunned cab driver is probably long into retirement from that $2 fare. My facts may be slightly off, but you get the idea. Korea is different than any place in the world… just different. You never know what to expect.◆
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NO parking charges. Room rates good for 3 days either side of the convention.

**Rates – Full fare (spouse & children under 16 free):**
- $45 • Sale tables: $40 • Banquet: $45

**Activities – 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
Where the Eagle Meets the Chief June 11, 2003 - Day 4

Why would anyone want to come to Texas in June? To hear a jazz big band? Probably not, but I certainly hope that the banquet will be the icing on the cake. We are going to have a party. The O Scale National, somewhat like other O Scale shows is a social event, but there is nothing like the National, in my opinion. I have been going to the National for about 15 years, and I have always had great hosts, and met a lot of really nice people, and you must admit that most of us are in the hobby because of other people. We like to share, kibitz, have fun (remember Larry Muir selling the brass hinges from the Brandenburg Gate?) and the banquet is the celebration at the end. Yes I know you are going to pay way too much money for a meal, but there is a lot more involved than just the food. However, I guarantee you aren’t going to pay $45 and get a 4-ounce piece of chicken, designer vegetables, and a sliver of cake. You’re coming to Texas, and a large chunk of dead cow (or Salmon if you wish) will be on your plate. You are not going home from our show hungry.

Many of us are getting up in years, and we enjoy sitting around the lobby, chatting with each other about those “good ole’ Lobaugh” days. Well let me tell you, the good old days are right now, and we have more O Scale products on the market than you ever dreamed about. So, we have reason to break bread together and celebrate. Attend the trade show, go on the tours, partake of the clinics, enjoy the layouts—on site and in area homes—but don’t miss the party at the end. Bring your spouse, or anyone you wish, and after the banquet is over, the Pecos River Brass will entertain you ‘til midnight. I never did understand why our party is over at 9 pm on the last night, so we are going to party on. There will be a cash bar, and although big band or jazz may not be your cup of tea, my band does play a wide variety of music from swing, latin, country, jazz, disco and rock, and have at least one or two arrangements in the book to satisfy just about any taste in music... except rap.

Of course, at the banquet, many issues will be discussed, including the most important selection of the 2006 convention. Washington DC will host 2004 and 2005 will be in St. Louis. If you have a group or location that would like to host the national, this is your chance to make your bid. We will spend some time honoring the contest winners for their work, and announce the 2003 inductees into the “O Scale Hall of Fame.”

I have not discussed much about the layouts. Of course the host layout located in the second floor of the Pecos River Brass building is a 45’ X 60’ modern layout set west of the Mississippi. It is the Texas Western, which is conceived along the lines of a Montana Rail Link, serving the SF, or BNSF. There is some local power and rolling stock, and a lot of western railroading. Layout is about 1/4 built, with some scenery on a few peninsulas, and 2 of the 3 mainlines running. Lots of structures are built, and lots of models running and on display. While there you can visit the home of Pecos River Brass (Whoopie!) and see a pretty nice collection of Santa Fe models.

There are a few other home O Scale layouts around the DFW area that you can visit while you are here, and there will be a map to those layouts in your registration package. Brady McGuire’s PRR layout is a couple of hours away and you can visit on your way to or from the convention, depending on the direction you are heading. Brady will be open on Saturday and Thursday. The other club in the Area, DFW O Scalers has a layout in Dallas Union Station and it will also be open during the convention. There is a large hi-rail layout to visit as well, if you are interested, and a couple of started layouts in Ft. Worth.

On site at the show will be that beautiful layout from the Baton Rouge gang. The DFW O Scalers will have their trolley layout on site as well.

Because things change so fast, because of the situation in Iraq, 9/11, and the economy, the tours have changed slightly. In Fort Worth, the Monday Tour now includes a visit to a Trinity Car rebuilding shop and a visit to a live steam layout in Weatherford, Texas. The Dallas Tour on Wednesday will include a ride on the McKinney Avenue Trolley, a visit to the Age of Steam Museum ($5 fee) and the DeGolyer Railroad Library at SMU.

There will be lots of clinics. The ladies clinics in particular will be on scrapbooks (participants should bring about a dozen photos with you) and quilting. Contest model prizes are outstanding, so this is the year to enter the contest, including the photography contest.

Finally, on a personal level, let me add that everyone, and I mean everyone, is welcome at this O Scale National 2003. I realize that I have my supporters and people that don’t care for my politics, or style. But I want you all to come visit Texas and this convention. When I say we are going to have a party, I mean it. We are going to celebrate our hobby, our scale, our way of life and we’re not going to let 9/11 or Osama or Iraq change our way of life. We all have to get together, support the airlines, support the hotels, support the dealers and manufacturers of O Scale Models, and support each other and our skills. The National is the place where we can do this.

From the train ride and opening ceremonies on Sunday night, to the party on Wednesday, you will go home with memories of the best O Scale National you have ever had. Don’t miss out. The staff and I have spent a lot of time to put together a convention, not just a swap meet but a show of shows, and I personally invite every one of you to bring your family and friends and partake of our hospitality. Join us and let’s party.

John C. Smith
Host, O Scale National 2003
Part 3 — Conclusion

Engine Details

Before we get started on the details, I have glossed over embossing the rivets. I figured you have your method. If there is enough interest I will explain how I converted an old sewing machine into a rivet making machine. My biggest problem with the sewing machine is that it’s an antique and I have to keep it hidden from antique seekers. Okay, now details.

The stack is from Locomotive Workshop. The single steam/sand dome is turned from brass rod and made longer then needed. The flange/collar is shaped to fit the top of the boiler and then soldered to the dome at the correct height. The excess material below the collar is removed. Smooth out the underside and shape to fit the boiler then drill and tap for a 2-56 screw to attach the dome to the boiler. I don’t know what the part that has the pop valves and whistle is called. Anybody help? It is turned, drilled and mounted in place with a 2-56 screw after the pop valves and whistle are installed. The headlight is kerosene style and from Precision Scale Co. The standard PRR bell and washout plugs are also from PSC. The smoke box washout tube running from the smoke box down between the frame is made up from tubing and NBW castings.

The cab vent is made from three pieces and soldered to the roof.

A single action air pump is located on the left side. Study the piping in the photos. The running boards and fenders were shown in Part 2 last issue.

Air tanks need to be made and installed. I’ll show you the way I make air tanks in a future article.

Cab Details

Cab details are a little different as the backhead is not located in the cab. Inside the cab you need seats on both sides. The injectors are Sellers “N” type and both are located on the right side. Every cab must have a sight gage for the water level and a pressure gage. We must be able to reverse so a reversing lever is also required. The throttle is attached to a piece of tubing that goes through the front of the cab and into the combination steam/sand dome. After painting the loco a crewman is a must.

Now to the backhead at the rear. This locomotive has two firebox doors and details are hard to find. Communication between the fireman and engineer was accomplished by yelling loudly but wasn’t very successful so they installed a communication tube similar to those used on ships. Again a pressure gage, a sight gage, lots of rivets or NBWs with straps to hold the sheet metal lagging in place, Washout plugs complete the backhead.
Tender

Now to tackle the tender. The one part of building that I don’t like is the tender. This tender is an odd ball. If you didn’t know you were building a PRR engine you would think you were in England. Because of the strange arrangement of the tender wheels we need a frame similar to a locomotive frame. Again, we go to Locomotive Workshop for that. The frame, journals, wheels and crossmembers are shown in the photo above. The journals are from Precision Scale Company.

Referring to the plans published in Part 1 (OST#6, Jan/Feb '03), solder the springs in place. Notice the rear two wheels are equalized together. You need to be careful when you make the cross members, as the wheels need to ride in the journals in the frames. Solder the crossmembers to the frames making sure the frames are square. The tender wheels are 42” and obtained from Locomotive Workshop. Install the journals and wheels. Later we will attach this assembly to the bottom of the tender.

Now to the sides, rear and top of the tender. See fig. 3 for templates. Notice the rivet patterns. Emboss the rivets. Make two side pieces, one left, one right. See fig. 4 for guidance on bending the pieces. Solder the rear to the sides. Put a brace behind the joint and stay below the top row of rivets and above the bottom row of rivets. Using ⅛” brass angle, cut pieces to fit along the rows of rivets including the slope sheet. Solder to the sides. Solder the top to these angles. On the bottom of the tender solder the ⅛” angle along the rivet line. This will be where we attach the tender bot-
tom with four screws. On this engine they were concerned with the safety of the fireman so the end beams for the tender were placed slightly above the tank and secured with heavy brackets. This was thought to prevent the tank from slipping forward and killing the fireman in case of a collision. What a safety feature, especially if you are the fireman! The coal is delivered to the fireman about one foot above the deck. This makes it a little more convenient as the firedoors are high on the backhead.

Tender Details

Now we need to add details to the tender. After assembling the tender we need to detail it as in Fig 5. You could make an operating water hatch if you like. The water drains on top of the tender are made by using brass tubing flared at the ends and soldered to the inside of the tender. The drain guards are made from brass wires soldered across the top.

The water scoop was capable of being operated at 70 mph and could pick up 3000 gallons of water in 10 seconds when operated at a speed of 68 miles per hour, so don’t forget to install one. The scoop control lever is mounted on the inside of the right dog leg.

On the front of the tender you will need to make a bracket to support the handrail. I used .015” brass wire and drilled two holes and soldered 2 NBW castings into the top and added the handrail.

Add the rear coal board. Add the coal doors in the front of the tender. Notice the piece that you need to bend to give you a 1 foot rise to the coal sheet before attaching the doors. Add the water control valves and brake control.

On the rear of the tender there is NO ladder. Instead there are two steps and a handrail. Full brake rigging adds the final touch to the tender.

Congratulations! It’s finished. All you need is paint.
**O Scale Hall of Fame**

**William K. Walthers**  
May 1893 - May 1967

Manufacturer and distributor of model railroad kits, accessories, and products beginning in 1931 with O scale and now encompassing all popular scales. Published his first Walthers Catalog in 1932. Introduced his first O scale car kits in 1933. Added an O scale steam locomotive in 1934. Walthers was known for a number of “firsts,” such as: accurate lettering data, twin solenoid switch machines, two-rail signalling circuits and much more. Walthers was well-known for his humorous ads run during World War II. Some feel he personally kept model railroading alive despite the wartime restrictions on materials used in model railroading. After the war, Walthers introduced his “Poly-drive” system for powering steam locomotives. It made every axle a geared driver. It never really caught on and was gone by the late 1950’s. However, Walthers extensive line of O scale passengers are still sought after today. Bill retired from the business in 1958 and turned it over to his son Bruce.

Bill Walthers was also a prolific author, writing for the Model Railroader, The Modelmaker Corp., and finally publishing under the Walthers name. He was also a co-founder of the National Model Railroad Association in 1935 and was NMRA Life Member #1, as well as Master Model Railroader #6. Bill Walthers was inducted into the Model Railroad Industry Hall of Fame in 1985 and the O Scale Hall of Fame in 1998 in Marlboro, North Carolina.

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**Tips from Neville Rossiter**  
Perth, Australia

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**Icing Platforms**

Icing Platforms, I love them, probably because I am fascinated with reefers as well. This month’s column we are not going to talk about the prototype platforms which have been well covered in a number of books, the best of which is “Pacific Fruit Express” by Signature Press. Instead, I want to discuss the actual O scale kits that are available and some tips on building them.

I have built three icing platforms for my layout but only have space for two, the third I have placed on one of my modules. The three icing platforms that I have built all come from kits.

Kit one is from Korber, kit number two is from Suncoast and kit number three from Berkshire Valley.

Of the three, the Berkshire Valley kit is my favourite. It’s a neat little structure and is self-contained with the ice works building and the platform together.

The Korber kit also has the ice works building but it is huge and is made of urethane, which has a tendency to warp making it difficult to put it together. In fact, when I built the Korber kit I used two walls of the ice works as a “flat” on the layout to save space.

The Suncoast structure has two small buildings on the platform presumably to hold ice and as an office/staff quarters.

All three kits have wooden platforms and are similar to building a trestle. You need to make a jig for the “bents.” Once the jigs are made the rest is easy. However, I did use a new method with the Berkshire kit - as well as using a jig for the bents, I also used a jig to support them while joining them.

All the kits have an extension kit that you can buy separately, but if you have plenty of time and want to save a few dollars you could just copy the platform in the kit. Personally, I prefer to buy the extension kits as everything is made up and ready to go.

The Suncoast kit was the only one that I extended. I built it into a mighty long seven footer (not long by prototype standards but long for a small layout).

Check out the photos for the jigs that I used and photos of the models.

Till next time.

Neville.
These were taken on a friend’s On30 layout here in Perth. His name is John White. The loco is a On30 Bachmann Shay and the side dump cars are Grandt Line. Regards.
Neville.

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Modeler’s Shelf

View of Abbie Springs
Mike Culham/Toronto
Photos by Trevor Marshall
This was a game train between Purdue and University of Indiana. The year was about 1927-28.

On the side of the cab is the trophy. The 'i' and 'p' were the win losses between the schools.

It was known as the "Old Oaken Bucket" All the artwork was generated and printed in Bob Anson's shop for this engine which is owned by A. Louis Ertz inTenn.

Hooverville was totally scratchbuilt by Gary Panozzo. Model was displayed at the Chicago March Meet.
After hearing all the hoopla about O Scale West, we decided to check it out for ourselves. We tacked personal visits onto either end of the convention just in case things didn’t work out. We had no cause to be worried. O Scale West was a great event. We met and talked with many people and vendors who do not make it to the mid-western or eastern shows.

Both manufacturers and importers of O scale products were well represented and there were plenty of private vendors selling so a few bargains could be had.

We tried to take enough photos to give readers a sense of the scope of items available. We’ll be going back next year. Hope we see you there.

by Joe Giannovario

Above: Jaini Simon (l.), OST’s art director, and Joe Giannovario, OST’s publisher, show off their new display for the magazine.

Below: Diesels galore! Just a few of the R-T-R offerings from Lou Houlemarde at Central Locomotive Works

Below: Sunset/3rd Rail are locals so it was natural that they had a display of all their current offerings.

Below: Bob Stevenson of Steven Preservation Lines has an impressive line of castings from defunct kit makers.
Above: This is a scene from one of the three modular layouts on display at OSW. The Nitty Gritty Narrow Gaugers layout was simply spectacular!

Above: OSW has a White Elephant sale and a silent auction. In the background are the contest models.

Above: This was, in my opinion, the most spectacular model at the show even though it is incomplete. The locomotive is a totally scratchbuilt O scale DM&IR 2-8-8-4. The builder is Hideo Uchino whose work has been highlighted in Mainline Modeler and other magazines. The engine has a coasting drive and an extraordinarily smooth mechanism. How smooth? Mr. Uchino had a micromotor fitted with a gearhead and a hand crank attached to the track. When he turned the crank the BackEMF of the motor made the engine move! Sweet.

Below: Another casting vendor is K&D Casting, run by Dennis Mashburn and his wife Kathy. Dennis has some old castings, like the Lobaugh J&L tank dome I needed, but he also does custom casting.

Below: This scene is from the Citrus Empire modular layout

Below: Mike O’Connell from Chooch was showing off the first of his Ultra Scale II GN passenger cars.
O Scale West 2003 Favorite Model Contest

All the rest of the photos on this and the facing page are of contest models. Jim Ferreria, official OSW photographer, was kind enough to send us a CD full of closeups of the contest models but a technical difficulty with the CD did not allow us to get them off the disk in time for publication. We hope to have them for future issues. If you just can’t wait, they’re on the web at:

1st place - Freight Cars
50’ Express Reefer
Rod Miller, Palo Alto CA

2nd place - Freight Cars
50’ G.N. Composite Box Car
Neil Chichizola, San Carlos CA

3rd place - Freight Cars
P.R.R. X29 Box Car
Richard Bregler, Irvine CA

1st place - Diesels
Union Pacific Coal Turbine No.80
Leo Viletrup, Portland OR

2nd place - Diesel
Southern Pacific SD40T-2
Mike Nelson, Prescott AZ

3rd place - Diesel
SP F-3 “Black Widows”
Harvey Brush, Atherton CA

1st place - Steam
SP AC-5 Cab Forward
Ken Bellaver, San Jose CA

2nd place - Steam
C&NW E-5 Pacific
Alf Modine, Cupertino CA

3rd place (tie) - Steam
“Dunkirk”
John C. Sigurdson, Escondido CA

3rd place (tie) - Steam
SP Berkshire (1 of 2 entered)
Bob Turner, San Diego CA

Below: Pecos River Brass had samples of their D&RGW Prospector and Royal Gorge passenger cars on display.
Other Awards

1st place - Electric Locomotives
New York Central T-3
Wayne Padd, Santa Rosa CA

1st place - Cabooses
Western Pacific Caboose
Richard Weil, Los Gatos CA

2nd place - Cabooses
Canadian Pacific Caboose
Bill Yancey, Boise ID

3rd place - Cabooses
Tehama & Eastern Caboose
Mike Whalen, Winnemucca NV

1st place - MoW
Milwaukee Road Work Train
Jeff Heller, Berkeley CA

2nd place - MoW
Sierra Pacific Logging No.309
Fred Verrier, Cupertino CA

3rd place - MoW
Work Train
Bob Turner, San Diego CA

1st place - Favorite Train
Illinois Terminal 3 Car Train
Larry Kostka, Covina CA

2nd place - Favorite Train
SP Way Freight
Neil Chichizola, San Carlos CA

3rd place - Favorite Train
WP Budd RDC-2 Car No.375
Colin Eldridge, Menlo Park CA

1st place winner - Structures -
"Dan's Discount Tires"
Fred Verrier, Cupertino CA

1st place - Passenger Cars
Southern Pacific 60'Coach 2521
Bob Plageman, San Mateo CA

2nd place - Passenger Cars
CB&Q Baggage/REA
Bob Plageman, San Mateo CA

3rd place - Passenger Cars
AT&SF Full Length Dome No.506
Bill Gallagher, Santa Rosa CA
Modeler’s Shelf

Weaver RS3 custom painted, decaled, detailed, and weathered. It is on the head end of a long freight on the Philadelphia & Erie RR.

All photos by Pete Trunk

ex-NYC U25b’s arriving at Selinsgrove on the Philadelphia & Erie RR.

Picture of the first Conrail equipment to be delivered to the Philadelphia & Erie.
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FOR SALE: PECOS RIVER BRASS Airslide Covered Hoppers: Northern Pacific; Santa Fe; Burlington Northern; CSX/Chessie; D&RGW; GATX; $199. 50' Grain cars: Burlington Northern; Cook Industries; Chicago & Northwestern; D&RGW; Kline/Midowa; Percival Grain; Western Pacific $255. SASE for listings.
Ph:(727) 391-3135. John Clemens, 5273 97 Way N, St. Petersburg, FL 33708-3752

FOR SALE: YODER Chesapeake & Ohio twin hoppers, radial ends, Dreadnaught ends, peaked ends, Oval w/notched ends, flat ends: $199 unpainted; painted, weathered, Kadees, $249. Pennsylvania Gla, Gla's. Western Maryland hoppers, Covered hoppers, Wood Chips. SASE for listings.
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WANTED: Code 197 rail, brass or nickel silver preferred. Will consider steel if priced right. Ph: 608-781-6093 or email to: scottandnancy@charters.net (NO ADDRESS) Scott Ziebell, W6777 Cloverdale Rd, Onalaska, WI 54650-9253

FOR SALE: Adirondack Car & Foundry products, Weaver, NWWS, Grandt Line, Kadee couplers, Athearn trucks, Intermountain (while supplies last), OSN, OST. Contact Ed Reuling. AC&F. Ph: 423-477-5790. Email: reuling@xtn.net Ed Reuling, 160 Harwood Rd., Gray, TN 37615-3728

FOR SALE: Factory 2 railed MTH FP40H and Dash 9 in AMTRAK paint, and original Williams 80' AMTRAK Superliner cars, also 2 railed with KDs: $800. Williams Original 2 railed Cab-forward: $800. Loboah 4-6-6-4 Challenger: $800; and a Big Boy, detailed and repowered by Jerry White, $1200. All prices include shipping. Contact: David Ray 713-781-0132, or dbray10@juno.com

FOR SALE: SUNSET MODELS NP A-5 #2681 $989; NKP #845 4-8-2 $979; RF&P #518 4-8-2 $979; GN Glacier S-2 4-8-4 #2558 $1079; AT&SF #5011 2-10-4 $989; B&O Early 2-8-4 #7615 $1499; B&O late 2-8-8-4 #7624 $1499 PENNSYLVANIA GG1 4-4-4-4 $1684 $1499; Pennsylvania P-5a Streamlined Electric $699; AT&SF c-44-9w #654 $699; UP C-44-9w #9734 $699. SASE for listings.
Ph:(727) 391-3135. John Clemens, 5273 97 Way N, St. Petersburg, FL 33708-3752

WANTED: O scale brass Alco RS-1, also Gloor Craft D&H caboose kit and Empire Midland D&H Bobber caboose. Ph: 503-452-2336. Frank Hillman, 10007 SW Balmer Cir., Portland, OR 97219-6374

FOR SALE: MTH Alco PA1 and PB1, 2 rail dummies, pid SP Daylight; Trade or Best Offer for other SP equipment. Ph: 805-685-3527 (h), 805-961-0757 (w); email [dchid51@cs.com]. David Chidester

COMING from Pacific Limited, USA Out-side braced box cars: Milw; SP; C&NW; Maine Central (2 versions); CoaNJ (2 versions); NYC; Reading; RF&P; Clinchfield; Ann Arbor; D&H (2 versions); Erie; N&W; 2 rebuilt NYC stock cars; N&W stock car. SASE for listings.
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WILL TRADE: USH SP AC12 for Key B&A K3 Pacific. Ph: 301-349-2846, email [sarge101st@msn.com], Brian Scace

FOR SALE: Two Weaver GP-38-2’s NIB. One GP-38-2 custom high-hood Norfolk Southern, one Central Loco Works GP-38-2, Seaboard System. All Nation NW-2, custom, CLW drive, SCL. Approx. 70 freight cars, mostly Weaver, some craftsman. Ph: 561-746-4710, email [lgardner@paxway.com] Wayne Garhart, 19296 Country Club Dr., Tequesta, FL 33469

WANTED: Middle Division PRR K-9 (50’) and K-11 (40’) Stock cars circa their ad in OSN of Fall 1992. ANY condition, no box, no trucks OK. Ph: 541-258-7055 (Pac Std Time), email raydor@centurytel.net, Carl Phillips.

WANTED: O Car Works RS-1, O PRB SF 2-6-2 P48 only, O Overland CNW FT AB, No Calls. Harold A Storm, 23633 491 Ave, Gaylord, MN 55334-2029

## Events

### May 2003

**10, St. Paul, Minnesota**
Twin City Model Railroad Museum, Inc., Model RR & Hobby Show. At the Education building at the Minnesota State Fairgrounds. Nine AM to 3 PM. $4 admission, children under 5 free.

Contact info: TCMM, 1021 Bandana Blvd., Ste 222, St Paul MN 55108. Phone: 651-647-9628. Web: [http://www.tcmrm.org](http://www.tcmrm.org)

### June 2003

**8-11, Irving, Texas (Dallas)**

**7 & 12, Sherman, Texas**
In conjunction with the 2003 O Scale National convention, the DFW O Scale Club layout, The Texas Midland, will be open for visitors on Saturday June 7th and Thursday, June 12th to accommodate convention travelers. All are welcome. Large 28 x 22 steam & diesel layout with scenery and two staging yards. Also, 13x9x13 U shape branchline that visitors may switch. Also, PRR station and tower signs, RR memorabilia and toy train display. Hours 9 am to 10 pm both days. Located 60 miles north of Dallas, rear of 1605 Skyline Dr. on the west side of Sherman. Please call or write so we know you’re coming. Brady McGuire, 1605 Skyline Dr., Sherman TX 75092; Phone: 903-868-2726

**12-15, Pueblo, Colo.**
Steel City Steamers Convention of the Arkansas Valley Div. NMRA. Registration before Apr. 1, 1st table (includes one admission) and $12 for each additional table (helpers are $4 each). For additional information contact Chuck Jacobs (856-234-1898) or Dave Richter (215-639-7290) E mail eastrains@att.net. Make checks payable to Cherry Valley Model Railroad Club (CVMrC) P.O. Box 192, Maple Shade, NJ 08052

### July 2003

**12, St. Paul, Minnesota**
Twin City Model Railroad Museum, Inc., Model RR & Hobby Sale, 9 am to 3 pm, admission is free. 1021 Bandana Blvd. East, Ste 222, St. Paul, Minn. Info: 651-647-9628, [www.tcmrm.org](http://www.tcmrm.org)

### August 2003

**16 & 17, Gettysburg, Pennsylvania**
The Great Scale Model Train Show & The All-American High-Rail & Collectors Show at Gettysburg College ballroom at College Union Building. Admission: $6, children under 12 free, family max $12. Vendor costs: 8’ tables $55 (includes 2 worker’s passes for the first table and 1 for each add’l table), free electrici-ty if you bring your own 50’ cord. Info: ECRM-RA, 5236 Thunder Hill Rd, Columbia, MD 21045; Howard Zane, [410] 730-1036; [email: hzane1@comcast.net](mailto:hzane1@comcast.net) [web: [http://www.gsmts.com/](http://www.gsmts.com/)]

### September 2003

**19 & 20, Indianapolis, Indiana**
Indianapolis Midwest “O” Scale Fall Meet, at the Sheraton Inn, 7701 E 42nd St., 317-897-4000. O Scale, Proto:48, On3, On2, O Trolley/Tracton displays and sale, 5,000 square feet, manufacturers and importers. INFO: Jim Canter, 1203 Rotherham Ln, Beech Grove, IN 46107-3323, Ph: 317-782-3322, [email: jcanternkp@aol.com](mailto:jcanternkp@aol.com)

**20 & 21, Dothan, Alabama**
Wiregrass Annual Model railroad Show and Sale, Sponsored by the Wiregrass Heritage Chapter of the national Railway Historical Society. Admission: $4 adults, under 12 free. Open 9 am – 5 pm Saturday, 10am – 4 pm Sunday. For more info contact Danny Lewis (334) 792-4979, or email [danlywes@yahoo.com](mailto:danlywes@yahoo.com).

### October 2003

**11 & 12, Timonium, Maryland**
The Great Scale Model Train Show & The All-American High-Rail & Collectors Show at the Maryland State Fairgrounds. Admission: $6, children under 12 free, family max $12. Vendor costs: 8’ tables $55 (includes 2 worker’s passes for the first table and 1 for each add’l table), free electrici-ty if you bring your own 50’ cord. Info: ECRMRA, 5236 Thunder Hill Rd, Columbia, MD 21045; Howard Zane, [410] 730-1036; [email: hzane1@comcast.net](mailto:hzane1@comcast.net) [web: [http://www.gsmts.com/](http://www.gsmts.com/)]

**11, Gardner, Massachusetts**
Southern New England Model Railroad Club O Scale Show & Open House. Chestnut Street United Methodist Church, 161 Chestnut St. 9:30 Am - 4:00 PM. Admission $5; family max $8. Contact Bob Jines, PO Box 272, Ballouville CT 06233, Ph: 860-774-8622, [email: bjmodels@ntccom.com](mailto:bjmodels@ntccom.com) [web: [http://www.snemrr.org](http://www.snemrr.org)]

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- Hobby Shack
  - 1200 John harden Dr
  - Jacksonville, AR 72076
  - 501-982-6836

- Mickey’s Model Works
  - 611 Court St, Ste 4
  - Conway, AR 72032-5417
  - 501-450-9423

### Arizona
- Coronado Scale Models
  - 1544 E Cypress St
  - Phoenix, AZ 85006
  - 602-254-9650

### California
- All Aboard Model RR
  - Emporium
  - 3867 Pacific Coast Hwy
  - Torrance, CA 90505
  - 310-791-2637

- Bruce’s Train Shop
  - 2752 Marconi Ave
  - Sacramento, CA 95821
  - 916-485-5288

- Fulton Station
  - 454 Larkfield Shop Cntr
  - Santa Rosa, CA 95439
  - 707-523-3522

- Just Trains
  - 550-H Imhoff Dr
  - Concord, CA 94520
  - 925-685-6566

- Kit & Caboodle
  - 425 San Pablo Ave
  - Albany, CA 94706
  - 510-524-9942

- Original Whistle Stop
  - 2490 E Colorado Blvd
  - Pasadena, CA 91107
  - 626-796-7791

- Railroad Hobbies
  - 119 Vernon St
  - Roseville, CA 95678
  - 916-782-6067

- Reed’s Hobbies LLC
  - 8039 La Mesa Blvd.
  - La Mesa, CA 91941
  - 619-464-1672

- Train Shop
  - 1829 Pruneridge Ave
  - Santa Clara, CA 95050
  - 408-296-1050

### Colorado
- Caboose Hobbies, Inc.
  - 500 S. Broadway
  - Denver, CO 80209
  - 303-777-6766

### Delaware
- Mitchells
  - 2303 Concord Pike
  - Wilmington, DE 19803
  - 302-652-3258

- Train & Hobbies
  - 313 Newark Shopping Ctr.
  - Newark, DE 19711
  - 302-266-8063

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- Kirkland Hobbies
  - 187 Concord Circle
  - Panama City FL 32405
  - 850-215-1973

### Georgia
- Riverdale Station
  - 6632 Hwy 85
  - Riverdale, GA 30092
  - 770-991-6085

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

### Illinois
- Chicagooland Hobbies
  - 6017 Northwest Hwy
  - Chicago, IL 60631
  - 773-775-4848

- Des Plaines Hobbies
  - 1468 Lee St
  - Des Plaines, IL 60018
  - 847-297-2118

- Hill’s Hobby Shop
  - 10 Prairie Ave
  - Park Ridge, IL 60068
  - 847-823-4464

- Mike’s Scale Rails
  - 3008 N Sterling
  - Peoria, IL 61604
  - 309-689-0656

- Rails Unlimited
  - 126 Will Scarlet
  - Elgin, IL 60120
  - 847-697-5353

### Indiana
- Big Four Hobbies
  - 1005 E Main St
  - Plainfield IN 46168
  - 317-837-1024

- Mishawaka Railway
  - Inc 410 S Spring St
  - Mishawaka IN 46545
  - 574-252-7245

### Kansas
- J’s Hobby Haven
  - 5030 Johnson Dr
  - Mission, KS 66205
  - 913-432-8820

### Maine
- Norm’s O Scale
  - PO Box 147
  - S Casco, ME 04077
  - 207-655-2550

### Massachusetts
- Modeler’s Junction
  - 88 Lowell St
  - Methuen, MA 01844
  - 978-693-0885

- Tucker’s Hobbies
  - 29 Bacon St
  - Warren, MA 01083
  - 413-436-5318

### Michigan
- Eureka Trains
  - 1219 Eureka Rd
  - Wyandotte, MI 48192
  - 734-284-0521

- P&D Hobby Shop
  - 31280 Grosebeck Hwy
  - Fraser, MI 48026
  - 586-296-6116

### Minnesota
- Second Ave Shops
  - 173 2nd Ave SE
  - New Brighton, MN 55112
  - 651-633-5722

### Missouri
- Marty’s Model Railroads
  - 9622 Gravois Rd
  - St Louis, MO 63123-4345
  - 314-638-8250

### North Carolina
- Dry Bridge Station
  - 336 N Main St
  - Mount Airy, NC 27030
  - 336-766-5911

### Nevada
- High Sierra Models
  - 4020 Kietzke Ln
  - Reno, NV 89502
  - 775-825-5557

### New Hampshire
- Custom Trains
  - PO Box 48
  - Bath, NH 03740
  - 603-747-3492

### New Jersey
- Big Little Railroad Shop
  - 206 W Main St
  - Somerville, NJ 08876
  - 908-429-0220

### New Mexico
- Trains West Inc.
  - 3351A Candelaria Rd NE
  - Albuquerque, NM 87107
  - 505-881-2322

### New York
- K-Val Hobbies
  - 277 High Ave
  - Buffalo, NY 14216
  - 716-875-2837

### Ohio
- 20th Century Models
  - 32575 Pettibone Rd
  - Solon, OH 44139-5454
  - 440-248-3055

- M&S Trains
  - 4157 W Broad St.
  - Columbus OH 43228
  - 614-274-1178

### Oregon
- Whistle Stop Trains
  - 11724 SE Division St
  - Portland, OR 97266
  - 503-761-1822

### Pennsylvania
- C&E Branchline RR Shop
  - 102 W. Grove St.
  - Dunmore, PA 18509
  - 570-347-7909

- English’s Model RR Supply
  - 21 Howard St
  - Montoursville, PA 17754
  - 570-368-2516

### South Carolina
- G&K Hobbies
  - 720 Gordon St
  - Reading, PA 19601-2312
  - 610-374-8598

- Lin’s Junction
  - 128 S Line St
  - Lansdale, PA 19446
  - 215-412-7711

- Mainline Hobby Supply
  - 15006 Buchanan Trail E
  - Blue Ridge Summit, PA 17214
  - 717-794-2860

- Strasburg Train Shop
  - Rt 741 E, Box 130
  - Strasburg, PA 17579
  - 717-687-0464

### Tennessee
- Adirondack Car & Foundry
  - 160 Harwood Rd.
  - Gray TN 37615
  - 423-477-5790

### Texas
- Pecos River Brass
  - 560 E Church St
  - Lewisville, TX 75057
  - 972-219-0202

### Virginia
- Granddad’s Hobby Shop
  - 5260-A Port Royal Rd
  - Springfield, VA 22151
  - 703-426-0700

- Railyard Hobby Shop
  - 7547 Williamson Rd
  - Roanoke, VA 24019
  - 540-362-1714

### Washington
- The Inside Gateway
  - 14725 Northeast 20th
  - Bellevue, WA 98007
  - 425-747-2016

### Wisconsin
- Depot Drygoods
  - 220 W Wisconsin Ave
  - Neenah WI 54956
  - 920-725-8854

- Greenfield News & Hobby
  - 6815 W Layton St
  - Greenfield, WI 53220
  - 414-281-1800

### Non-US Dealers

### Canada
- George’s Trains
  - 510 Mt Pleasant Rd
  - Toronto Ontario M4S 2M2
  - 416-489-9783

### Switzerland
- Trainmaster
  - 3 Hochweidstr. Kilchberg
  - CH-8802
  - 011-411-715-3666

### United Kingdom
- Quince Valley Designs
  - 17 West Street
  - Teddington, Middlesex
  - NN7 4QJ
  - 014-32-745-974
Welcome to issue #8 and hoooo boy did we have a devil of a time gettin’ here. Lessee, we went to O Scale West in mid-February, then came home to a couple feet of snow and moved our residence ten days later. Waited a week while our cable company got our Internet hookup reestablished, then took off for the Chicago March meet and we still made our deadline. Phew! Hope we don’t have to do that again anytime soon.

We had a great time at O Scale West. Rod Miller and his staff sure know how to put on a meet. It was nice visiting my old homestead (I lived in the Bay Area from 1979 to 1983) and I even ran into an old buddy I hadn’t seen for over 20 years. Cool! It was also cool to meet the dozens of people who stopped by to chat with Jaini Simon (OST’s art director) and myself at our booth. It was nice to put faces to so many names we see each time we mail the magazine. Plus, we picked up a whole slew of new subscribers and a few advertisers. Some photos from OSW are in this issue. A technical problem with the CD provided by OSW prevents us from showing you the really great closeup photos of the contest winners. We hope to have them by next issue.

In mid-March we went to the Chicago meet and this was even better for us than OSW. Again, we talked with lots of people who were just names on envelopes and made many new connections for ads, articles and photos. We were so busy with people that I didn’t really have much of a chance to photograph the contest entries. However, I’m sure Greg Heier from O Scale News got plenty of pix so you’ll have to see them there. And, thanks for the tip about photographing the entry sheets Greg!

Mike Hill, who is the host for the Chicago meet, also sponsors an Importer’s Roundtable discussion each year. Last year I taped and transcribed the session which was well received in OST. The importers present for this year’s discussion were: The Car Works, Keystone Model Works, Kohs & Co., Rich Yoder Models, and Car & Locomotive Shop. However, I’m not going to do a transcript this year, mostly because the discussion was pretty much similar to last year with a few notable exceptions I’ll discuss now.

All the importers present agreed that buyers should not accept bad quality models regardless of the price paid. If a model is “factory painted and lettered,” then that paint should be flawless, the paint color correct and the lettering appropriate for the model. If it’s not, then the buyer should return the model to the seller or the importer depending on where s/he bought it. Also, all present agreed that powered models should run well with no loud gear or grinding noises. Steam engines should run smoothly with no loping. I think this is great advice. You probably wouldn’t accept a new car that ran poorly and had bad paint, so why accept a poor quality model that may cost nearly as much as a used car?

The other issue that generated a lot of discussion (and some heat) was the fact that some importers are duplicating models other importers have announced. Two examples are PRR H25 hoppers coming from Rich Yoder Models and Keystone Model Works, and the SP 5000, 4-10-2 coming from C&LS, Key and Sunset/3rd Rail. The most vocal on this issue was George Kohs and you can visit his website to see what he has to say in some detail on the subject [www.kohs.com].

I think it’s an interesting discussion. From my point of view as a publisher (and one who is concerned with copyrights), these guys are all copying designs that belong to someone else. So, when they start squawking about having their toes stepped on, I am somewhat amused. However, I can see both sides of the argument. Let’s take the Yoder and Keystone H25 hooper as an example. Rich Yoder’s model will come from China, be accurately but modestly detailed and also moderately priced. Keystone’s Steve Grabowski is an absolute freak about accuracy (that’s a compliment, Steve) and their car will be done in Korea with every nut, bolt, rivet and seam as the prototype, along with a premium price. Ya pays yer money and takes yer choice, as I see it. Room for both.

The part I don’t get is three companies doing the SP 5000. Everyone knows Henry Bultman of Car & Locomotive Shops is about as crazy as Grabowski when it comes to smooth performance and high quality detailing on his locomotives. So, we can be sure the C&LS SP 5000 will be worth every penny of its $3000-plus price tag and as accurate as anything on the market at the time. And, we also know that Sunset/3rd Rail has the market cornered on moderately priced, nicely detailed, good-running steam engines, so we can expect a fair representation of the 5000 for, say, less than $1300. Okay, so where does that leave Key Imports and why are they even bothering to get in this fray? I dunno.

Well, the Design-A-Layout contest officially closed March 31st and we have received well over two dozen submissions ranging from simple to quite complex. Our panel of judges is going to have a tough time picking a winner. We’ll have the results in the July issue (#9).

If we missed you at OSW or Chicago, we’ll catch you at the National in June. ‘Til then, keep high ballin’!
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