

The  
OSC

# COUPLER



**Journal of O Scale 2-rail**

*Linking the OS2R Community*



# The Coupler

## The OSC Coupler

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**The Coupler Editor—[Bob Kjelland](#)**

**Cover:** EMD F-9 #5774 was delivered to Denver & Rio Grande Western in 1955. It was wrecked at Grizzly, Colorado in 1968. Yet #5774 lives on and is waiting the call for a quick sprint to Denver on the layout of Phil and Linda Stead. Al Askerberg made sure a blue Colorado sky showcases this Atlas model. The photo is by Walter Horlacher, whose O Scale South is a feature in this issue.

## Note from the Editor



Al Askerberg prepared the cover photo for this issue, then he quietly climbed down from the cab, his grip in hand, and assured me that my turn at the throttle of *The Coupler* would go well.

There is no question of this outcome. Al took the concept of an electronic newsletter from a first draft to an ongoing reality. Al and the officers and advisors of O Scale Central are making a difference in how we enjoy and share our hobby.

This issue is packed with photos and stories of O scale activities across the nation. O Scale South is running strong. Oklahoma is home to a community of O scalers building a new layout. O Scale Central was front and center at the recent National Model Railroad Association's annual convention.

Whether Old School or 3D, outside third-rail or Proto:48, double stacks or balloon stacks on steam locomotives, the O Scale world is alive and thriving.

Have you made a prototype model or scene? If so, I encourage you to send us some photos and a brief description of your model or scene.

Your submission can be as little as a paragraph or two and one or more photos or drawings. Submit your text, preferably in a MS Word (or compatible) document, or if necessary, you can put your text in an email. You can use your cell phone for photos. Just be sure to send the largest *size image*.

~ Bob

Contact: [Editor@oscalekings.org](mailto:Editor@oscalekings.org)



The O Scale Central and NMRA are independent, non-profit organizations who have chosen to affiliate for the mutual benefit of our membership, and each is not responsible for the publications, actions or omissions of the other. O Scale Central is a National Model Railroad Association, Special Interest Group for O Scale 2 Rail benefiting both organizations.

# *Innovators Using Technology To Create New Models*

## *David Vaughn*

Great things are happening in OS2R. I am going to connect some dots for where we are with new initiatives and opportunities.



· Dylan Lambert (Lambert Locomotive Works) is producing 3D printed models of a PRR G39 ore car and of a 60-foot center beam car. Why is this important? Because these are nicely done models of interesting prototypes not previously available and will be available in quantity for affordable prices: the G39 will be \$40 each (assembled but less trucks and couplers) plus shipping. O Scale 2-Rail, with its potential for great detail and the necessity of short runs, was made for 3D printing. Or the reverse: 3D printing was made for OS2R. Got a favorite car but have given up on brass, injection molding, or scratch-building to get it? 3D printing of cars is just around the corner. Dylan also designed and 3D-printed a B&A commuter coach and sold and shipped the models. Why is this important? Because it is a step in disproving the “O Scale models are too big to fit in the printer” bias. He had growing pains in both printing and shipping, but the good news is that the problems got solved and the models went out as advertised. [www.lambertlocomotiveworks.com](http://www.lambertlocomotiveworks.com).

· Sarah Griesenboeck has been designing and printing parts with remarkable fidelity and detail. Both parts design and manufacturing capabilities are progressing rapidly. Sarah leads by example and shares her accomplishments

for use by and as inspiration to other modelers. It will be only a short period of time until detail parts – model-specific and railroad-specific – will be within the modeling capacity of many O Scalers and available from small manufacturers (Sarah titles her enterprise the “train kitchen”) and fellow hobbyists. The question for detail part availability will no longer be limited whether PSC made it.



· Scaling up 3D files is getting more straightforward. As print quality improves, the ability to simply take a file written in one scale and scale it up to print in 1:48 is happening. So, things available in HO can be adapted for our use. By way of example, sometime prior to the end of 2023 there will be an additional line of trucks of types never seen in OS2R before: 3D printed with nylon axle inserts.

· 3D printing is not just for techies anymore. Eric Peterson reports that he can go to his public library and get parts printed on the library’s printer. Services to print 3D parts for modelers are becoming more available. And 3D printers themselves are advancing with processing-speed rapidity resulting in more capabilities, lower prices, easier operation.

· There are some designers out there who are making masters for resin kits which have incredible fidelity and detail. There are limitations on casting skills and resources. Count on supply and demand to open this up.

· Rick Trinkle is on his way to turnkey rolling stock projects in O Scale: he needed a roster of coal gons, set up the programs and printers, then went off to his day job



and when he returned each day, he would take out finished cars. Translated to the rest of us, the purchaser (a railroad historical society, small company, or individual modeler) will be able to pull together a plan package for a for a favorite (but unavailable) piece of rolling

stock, provide it to a vendor, who prepares the cad files and masters, prints and/or casts the parts and delivers them packaged and ready to go.

· Oh, yeah: figures have always been an easy way to look at a photo and conclude it is a model, even in O Scale. This too is changing, as new, holographic-type scanning techniques allow poses and attire taken from life and along with improved painting techniques make it tougher to spot figures as models.

· None of this takes away from the recent efforts of companies such as Kadee to bring new, more conventionally developed models to market. It's not either/or any more. Smaller companies – such as All Nation – are using new techniques, along with more traditional efforts, to bring to market more conventionally-developed models.

· So where do these elements point? Let's connect the dots. I submit that OS2R is just around the corner from having models of rolling stock of any prototype, however specialized and obscure, at extremely high levels of fidelity and detail, almost on demand, at reasonable prices and with good returns for the creators. The pieces

will come online on different schedules and to different degrees of being finished. Some elements are here now. Others are six months or a year or two years out. But they are coming.

· Proto: 48 continues to offer additional levels of fidelity with closer-to-scale trackwork and trucks, yet the advantages of better techniques and higher-fidelity models will be available to all of us.

· Improvements in DCC and sound and in power-on-board are ongoing. They will make our locomotives more prototypical in sound and better in operation. And don't underestimate the longer-term role of 3D printing in engine parts – and maybe whole engines

· Advantages to the designer/manufacturer of these changes are that the designs are scalable (within limits) and there will be essentially no minimum runs and no inventory. This should lower barriers to bringing new models to market and benefit all of us.

· With increased efforts to familiarize detail-oriented modelers in other scales with what is going on in O Scale, we should and could be welcoming converts from other scales. Railroad Prototype Modeler meets are full of folks for whom the O Scale revolution, with its high levels of fidelity, is a natural environment.

· Nothing in the revolution that is coming cancels our existing models or the satisfaction we get from them. However, what is coming won't be limited to your grandfather's hobby. The potential for our scale and modelers in it will be game changing. Get ready for a very exciting future for OS2R.

We need your input and participation to make all of that happen. Please reach out to me (David Vaughn) at [president@oscalecentral.com](mailto:president@oscalecentral.com) . With your thoughts. Thanks.

# O Scale South 2023

By Walter Horlacher



Earlier this year, I attended O Scale South in Atlanta, Georgia hosted by Dan Mason and members of the Southern O Scalars. This is the first time I have visited the show since 2019. My original intention was to attend this show each year since then, but as well intended as that was, a spin on the “Game of Life” landed on COVID, then on to retirement, selling the house and moving from South Florida, so it simply was not in the cards. But now that all that is in the past, I now live in North Florida which has made the drive up to Atlanta much easier than driving up from South Florida.

O Scale South is a small show but certainly a gem, what they lack in size they make up for with big southern hospitality, that coupled together with a modest but brisk sales floor, clinics and fantastic must-see layouts. So, hop on aboard and let me take you for a tour of “O” Scale South.

I departed Florida mid-morning and headed north, arriving just in time to rendezvous with Dan Mason and the rest of the table holders at the Crabapple Tavern in Alpharetta. There I shared in lively conversation over drinks and really great food. Seated next to me at the far end of the table was Charles Robinson, a member of the Railroad Club of Atlanta and a new friend. From what Charles explained to me, they have sold their building and are in the process of finding a new home. I will have more on that later.

Seated across from me were the DeBruin brothers, Jim and Peter. If those names sound familiar, they should as Jim has a regularly featured column in O Scale Trains and his brother, Pete, does some custom painting. After several hours of conversation and drinks, we departed the Tavern and turned in to get ready for what would be a very busy Saturday.

The next morning, I headed out to Roswell and the Cross of Life Lutheran Church to set up my table for the show which ran from 9 a.m. to 2:30 p.m. While there, they held several intriguing clinics being conducted in the break-out rooms down the hall.

Any time I’m participating in a show I always do my part to represent O Scale Central. I made room on my sales table devoted to OSC membership materials. To make things interesting, anybody that joined OSC at the show received 5 free raffle tickets toward a chance at winning an A&O convention car. This resulted in 3 new members, Jim Herak from Monroe, Georgia; Tom Smith from Clarksville, Tennessee; and Phillip Stead from Ballground, Georgia. I also gave away one free raffle ticket to any OSC member that could present proof of membership as membership does have its privileges. Oh, by the way, Jim Herak won the car.



The salesroom room had to be moved to one of the classrooms as the main hall suffered water damage from a frozen water pipe in the weeks preceding the meet. Space was a little tight and some sales tables spilled over into the adjacent hallway. None-the-less, there were many deals to be had there. One individual, for example, had three tables loaded with well over 100 new-old inventory of Weaver/Quality Craft plastic kits at \$10 each. At first glance there was nothing I was interested in, but then later after all the boxes were unloaded, there they were: the four woodchip cars I've been looking for! I later stumbled across a large container of new Athearn trucks for \$3 each. I purchase just enough trucks to match up with the woodchip cars I purchased earlier. I could have easily purchased more of the trucks, but I really don't have a need for more than those required to complete the woodchip cars. I'm of the mindset to leave some bargains to share with others.

When the sales room closed, I quickly packed up my table and quickly headed out the door determined to get on the road if I were to visit all four layouts by 6 p.m. One of the layouts on the tour was the Southern O Scale layout in Canton. Since I was bunked in Canton, I decided to start at the furthest layout north and then work my back south to Canton.

With route plan set I would head to Steve Austin's Elkhorn Iron & Timber Company RR in Talking Rock. from there I would begin my journey south to the Historic Tate Depot, then continuing south from there to see Phil and Linda Stead's D&RG Alamosa Chama Subdivision, and then finally on to the Southern O Scalpers club layout in Canton. So, climb aboard and follow my journey with these next few pages.

First stop: Talking Rock, Georgia where we pay a visit Steve Austin's amazing and always entreating Elkhorn Iron & Timber Company RR. This incredibly detailed layout is set in the 1947 Appalachian Mountains and features logging, saw milling, steel manufacturing, coal mining and many of the ancillary industries necessary to make this all work. Most of the structures, scenery, and much of the rolling stock has been scratch-built by Steve. His work creating freelanced motive power has awarded him with top honors in local and regional modeling contests, and second place at the NMRA National Convention in San Diego, California. Steve's layout is well known and has been featured in the *Narrow Gauge and Shortline Gazette*, *On30 Annual*, *Scale Rails*, and *Model Railroader*.



I allocated space on my table for O Scale Central Membership. I made up what I refer to as a Membership Kit; this is simply a small 3 ring binder containing the latest color hard copy of The Coupler, as well as brochure's, membership application and business cards. I also made up a thumb drive with an OSC slide show. When it's time to pack up I simply take all the printed materials and the thumb drive and stick them in the binder pockets so I'm ready for the next show.

Things are bustling at the roundhouse on Elkhorn Iron & Timber Company R.R. My own take away from this railroad is that it's the type of model railroad you can visit a dozen times and with every visit you'll find a feature or detail you missed from your previous visits. If Steve added the third element of smell of fresh milled timbers and cinders to the amazing sight and sounds of his layout it would truly be a 3D experience.



As I was making my way south along a twisted and hilly area of Hwy 53, I could not help noticing the rail line running along the opposite hillside. I later learned this was the Georgia Northeastern Railroad (GNRR). Originally, from what was told to me, this line used to be narrow gauge and was later converted to Standard gauge. I would have enjoyed capturing videos of a train winding through these tight hills, unfortunately the railroad only operates Monday through Friday. hmmm... my thoughts were "Wow, this would make a great tourist line on the weekends."

Our next Stop is Ball Ground, Georgia. Here we will visit Phil and Linda Stead's Denver & Rio Grande Alamosa Chama Subdivision. When I arrived, I was graciously greeted by Linda who directed me to the staircase which led downstairs. This layout depicts the Alamosa, Colorado to Chama, New Mexico main line modeled in On3 and Proto:48 dual gauge during September 1949. The railroad is located in a 30 x 50 foot basement and features a 300-foot mainline. Trains depict climbing the 4% grade from Alamosa and Chama at 7,543 feet elevation to Cumbres Pass Summit at 10,015 feet. It was amazing to listen to the sound of the steam locomotives working hard moving their consist upward from Alamosa. I was offered a hand-held throttle let me fully enjoy this operation. The takeaway from this layout was how well Phil and Linda captured the feeling and sight of actually being along the New Mexico-Colorado border. Their attention to scenery that transitions according to the altitude is stunning, as is the the interesting dual gauge O/On3 track work in Antonito and Alamosa. Phil added that his close friend John contributed much to the layout as well.



**Pictured here is Paul's friend John Coaker, who actually worked in Durango on the railway and provided valuable insight on operations that lends realism to the Alamosa Chama Subdivision.**

Next Stop: Tate, Georgia. In this hamlet we visit the historic Tate depot. To my amazement I discovered the GNRR back shop with locomotives tied up there for the weekend. As I entered the depot I was cheerfully greeted by volunteers and learned about the Tate depot and more about the GNRR. I discovered that the GNRR is a subsidiary of the Blue Ridge Scenic Railway, so who knows, my earlier thoughts might come to fruition.



The members all belong to Tate Depot Train Society, and they offered me a beverage and took me on a tour of their professionally built layout that was donated to the group by its owner, Bill Gibson. The layout spans over the entire room leaving the center open for visitors. The volunteers did an outstanding job of blending the scenery to the existing layout. So well in fact that you would have never known it was not part of the original layout. Yes, this is an HO layout, yet I appreciate the level of detail that went into this exhibit and deserves an honorable mention on these pages.



**The Tate Depot Train Society.**

Finally, the last stop: Canton, Georgia. Here we will visit the Southern O Scalers. This is a superbly constructed, close tolerance O Scale modular layout measuring in at a whopping 18 x 45 feet, which supports a double track mainline complete with passing sidings, yard, and signals.



**The Southern O Scalers modular layout in Canton.**

While I was there, members were running exquisite brass locomotives, long passenger consists, and a military equipment train of flat cars that seemed to be endless as the cars rolled by with all its military hardware. Presently, the Southern O Scalers use this modular layout as their club layout, set up temporarily on the second floor of a law firm in Canton. As mentioned earlier, the Railroad Club of Atlanta is a historic, long-standing O Scale organization located in old Atlanta. As of this this writing, they are preparing to vacate their home of 72-plus years, removing what's salvageable, and placing what they can in storage until they find a new home. With both clubs seeking homes for a permanent layout, it makes for an interesting cooperative step forward in the works for both these clubs. With that said, it's my opinion that O Scale in Atlanta has an even brighter future ahead. I have no doubt

that these two clubs will emerge as the premier O Scale club the Southeast Region the United States. That sum's up my visit to O Scale South. If you live in the region or happen to be in the Atlanta area next year, you should mark your calendar and stop on by for some southern hospitality.



Photo credit: C.Donn Fletcher, Kalmbach publishing

**The Danville station on the Railroad Club of Atlanta's "Great Southern Line" The Danville station and has been saved for use on their future layout.**

**The next O Scale South event will be held from 9 a.m. to 2 p.m. Saturday February 24, 2024 at Cross of Life Lutheran Church, 1000 Hembree Road, Roswell, GA. Swap Meet & Modular Layout Display. Layout tours information at the meet. \$5 admission (spouses and children free). 8-foot tables cost \$30 (includes admission) On3, On30, On2, Proto:48, and 3-Rail Scalers Welcome!**

<http://www.oscalesouth2024.com>



Walter "Waldo" Horlacher is a lifelong railroad enthusiast. He retired in 2021 and moved to North Florida and just 3 miles north of Waldo, Florida. Walter has been modeling in OS2R since age 21. He's is a member of the NMRA and serves on the O Scale Central Board. Over the years he has been involved with 4 modular groups and has built well over 30 individual module sections. He started a new modular group 10 years ago with fellow NMRA member Stephen Pariseau. The 28 by 32 foot "L" shaped layout group includes 5 other NMRA members of the Florida and Southeastern Georgia "O" Scalers.

# OSC Members award Terry Terrance with first Lifetime Achievement Award



**Terry Terrance (center) with Strasburg OS2R Show sponsor Rich Yoder (left) and OSC President David Vaughn (right).**

The Board of Directors of O Scale Central is presented O Scale Central's first Lifetime Achievement Award to Terry Terrance. "In recognition of your many contributions to the promotion of O Scale 2 Rail. These contributions include your leadership in the 2018 Rockville Scale O National Convention, a successful event which has stood the test of time," says OSC President David Vaughn.

"Even if you took my first appearance on the "Model Rail Radio" podcast (2009), that's hardly a decade. There are many authors more deserving and who were writing many years before I was," responded Terry.

Modesty and recognizing the contributions of others is one of several hallmark qualities of Terry, whose promotion of 2-rail O scale is legend.

"Your contributions also include participation in the

successful transition from O Scale Kings to O Scale Central and the ongoing revitalization of OS2R. Your extraordinary series of videos of OS2R layouts have given the scale literally hundreds of thousands of views, making a compelling case for OS2R," adds Vaughn.

These accomplishments have been recognized in Terry's election to the O Scale Hall of Fame, sharing the honor with such O Scale luminaries as John Armstrong and Max Grey.

Terry Terrance is managing a serious illness that required him to divest himself of his beloved trains. "Even here, you have acted to help young modelers starting out in OS2R to have a head start in the scale by donating trains to OSC for their use. You have also provided your video channel and its content for use by OSC to continue to promote OS2R. Finally, the beautiful video equipment you also donated will be used to update and expand your layout video library," says Vaughn.



**Terry Terrance promoting the 2018 O Scale National Convention at the 2017 Trainfest in Milwaukee**

# O Scale Shines at NMRA Convention

The 2023 National Model Railroad Association's National Convention was held in at the Gaylord Texan Resort in Dallas, Texas August 20-26. The giant airconditioned dome helped shelter attendees from the 109 degree temperatures outside. While NMRA is an all-scale organization, O Scale Central is NMRA's O Scale Special Interest Group (SIG). As such, OSC has a preferred position to fly the flag for O Scale, and we took advantage of the opportunity.

As the accompanying photos attest on the next pages, OS2R was well-represented by five layouts on the convention layout tours and by three clinics with O Scale themes. We staffed a booth with O Scale literature, OSC membership materials, and a switching layout to show off OS2R's mass and detail.

OSC's delegation to the Convention included Paul Hanson, Joe Norman, Eric Peterson, and David Vaughn. Thanks to Mike Walter, Mike Ross and the DLLa-Fort Worth O Scale Club, we had a good time and introduced or reminded lots of people that OS2R is alive, well and available to welcome modelers from other scales thinking of making a change.

Next year's convention will be in Long Beach, California on August 4 through 11. OSC goals for that event include recruiting more OS2R models in the contest, arranging for new OS2R-themed clinics, and more visibility for our booth and layout. Any OS2R members interested in attending the convention contact David Vaughn at [President@oscalecentral.com](mailto:President@oscalecentral.com).



**O Scale Central was front and center at the National Model Railroad Association's annual convention. OSC Vice President Eric Peterson and NMRA President Gordie Robinson visit about the hobby (upper right). OSC's status as an NMRA Special Interest Group gives access to publicity for the scale and opportunity to show modelers in other scales the rewards of trying 1:48. Eric and Paul Hanson (OSC's P-48 Coordinator) drove to the convention separately from the Indianapolis area, stopping along the way to see OS2R layouts and other attractions. Convention participants were able to tour the BNSF Operations Center, where classic cars used for company officers are maintained.**

# Eric's Road Trip Takes in Five OS2R Layouts

By Eric Peterson

## OSC Vice President

I drove out to the National Model Railroad Association's Texas Express National Convention and Train Show held August 20-26. In addition to attending the clinics, staffing our O Scale Central display in the Special Interest Group room, and joining prototype tours, I also toured many model railroad layouts. This included six O Scale 2-rail layouts I had never see before. Here is a brief description and a few photos of each layout.

I met Joe Norman and Mark Gardner at the Oklahoma City Club on Sunday. We talked about my modern signal parts and they showed me both the O Scale layout on the second floor and the HO layout on the first floor. The building is owned by the club and the O Scale layout was started in 2019. Trains are running and scenery is progressing at a quick pace. This layout is employing significant available electronics. My first "idea find" of the trip was the McMaster-Carr structural parts and positioning pins used for a two level swing-out gate. This layout was not in the NMRA tour schedule yet not far off my route.

Mike Walter's "Cheapskate and Ohio Railway" is two layouts in one: a 3-rail layout using Gargraves flextrack and a 2-rail layout with very detailed handlaid track. The 3-rail is all from before 1955. The 2-rail trackwork is about 90% complete. This represents a lot of progress, as the track uses tie plates and a prototypical spiking pattern. The turnouts use brass cast frogs and extra details. As a retired CSX Division Engineer, I appreciate that this trackwork shows what a great job Mike is doing. I really enjoyed seeing the passenger station building elevated over the passenger tracks on the layout. I attended Mike's clinic describing how he constructed the station's structural steel supports and the brick-and-stone trimmed passenger station. The main doors are fabricated from brass, and they certainly look real.

Michael Ross's Virginian Railroad has a mainline that stretches nearly 500 feet. The layout includes mountain operations running through complete scenery. A second loop serves as a branch line for local trains and switching. A stone arch bridge and a fully detailed trestle are highlights of this impressive layout. It was good to see the heavy electric freight locomotive EL-Cs on the layout. I knew them later as E33s operating into Potomac Yard by Penn Central.

The Dallas-Fort Worth O Scale Club was formed in the 1980s and members meet in "The Shop," a 1650-square foot outbuilding behind a residence. There are two layouts. The primary operation is a two-track main line and 24-foot yard, along with industrial switching area. Most track is hand-laid. The traction layout is 3 by 22 feet featuring working overhead trolley wire and hand-laid track. Both layouts are portable and displayed at local and national train shows and events. When not on the road, the layouts are set up and operated regularly at The Shop. Club members have a lot of experience with modules, and they are using tracks that terminate flush with the module ends. Lorell Joiner's turntable and roundhouse are on site for future inclusion in the layout. Jim DeBruin was one of our hosts. He writes the O Scale Archeology column in *O Scale Trains*.

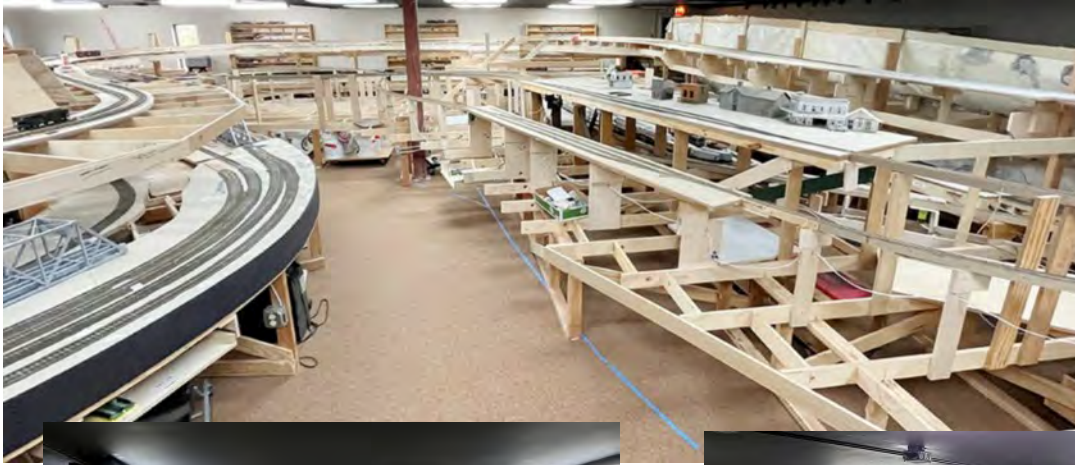
Brady McGuire's Pennsylvania Railroad is a 30 x 40 foot layout. It frequently is operated by train orders with car cards and waybills. It represents the Pennsy's Lauren Valley secondary line in 1957. The layout offers a lot of industry switching. I was able to visit this layout Sunday on my drive home. We visited for several hours, and I learned a lot about car card and waybill operation. Brady has it set up for easy resetting for the next operating session.

I was not able to visit Charles Goodrich's O Scale Denver and Rio Grande Western on the Monday bus tour. His layout is described using a 24 x 55 foot room where he models both standard and narrow gauge DRGW in a freelance version. I wish I could have visited to see his many first-place models and his version of Chama, New Mexico. You can check it out at

**Page down for featured photos of each layout.**



The Oklahoma City Club is making rapid progress on this new O Scale layout. Those of you who were at the O Scale National Convention in Denver earlier this year will recognize the exacting model of Denver Union Station. The layout features both standard and narrow gauge. Learn more at [www.omratrains.org](http://www.omratrains.org)





Mike Walters Cheapskate & Ohio is a showcase of exceptional modeling and operation. For more information, go to <https://2023texasexpress.com/>



Dallas-Fort Worth O Scale Scale Club is running on two sectional layouts, one standard 2-rail, the other is a trolley operations. The roundhouse is from Lorell Joiner's Great Southern layout. For details on this layout, go to <https://2023texasexpress.com/layouts/DFW-O-Scale/DFW-O-Scale.html>



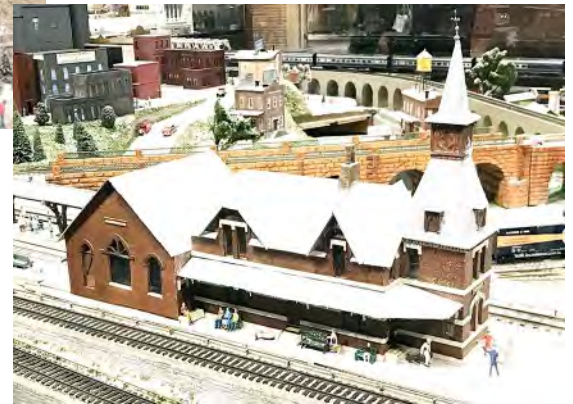
Brady McGuire's Pennsylvania Railroad has plenty of switching and road trains during frequent operating sessions. He uses car cards that reset for each train when returned to staging. He has two additional circus and military trains on display.



Mike Ross models the Virginian as the hills and valleys reveal. A Virginian low-sided gon in coal service contributes to the overall feel. Few locomotives are more imposing than an O scale triplex whose 2-8-8-4. In the real world, the Virginian had one Triples, while neighbor Erie had three similar steamers. For more information, go to



**Running Extra** The Baltimore & Ohio layout in Cincinnati Union Terminal took shape in 1936. The 36 by 47 foot layout traveled back and forth from Washington, Baltimore, and Cincinnati. For years, it was located in the Cincinnati Gas and Electric Company until finding a permanent home at CUT. Note the replica of the classic B&O station located at Point of Rocks, Maryland. While historic, the layout is a Christmas holiday favorite for a new generation of train lovers. Eric Peterson visited this layout during a Baltimore & Ohio Historical Society Convention.



# Coming Events 2023 - 24

## Rail O Scale Meet in Cleveland - November 4

UAW Hall 5615 Chevrolet Blvd. Parma OH 44130 5615 Chevrolet Blvd, Parma, OH

## O Scale South—February 24, 2014

Cross of Life Lutheran Church, 1000 Hembree Road, Roswell, GA

Website: <http://www.oscalesouth2024.com>

## O Scale March Meet - March 14-18, 2024

The Westin Chicago Lombard 70 Yorktown Center, Lombard, IL

Website: <https://marchmeet.net/WP/>

## O Scale - S Scale West—May 24-26, 2024

Hyatt Regency Hotel in Santa Clara, California

Website: [www.oscalewest.com](http://www.oscalewest.com)

**2024 NMRA National Convention** will be in Long Beach, CA, August 4-11, 2024. There will be clinics by O Scalers, an O Scale Switching Layout, and several O Scale layouts on tours. A lot of information is usable for all scales and this is an opportunity to showcase O Scale 2 Rail. O Scale Central is an NMRA Special Interest Group promoting O Scale 2 Rail modeling in all gauges.

### **This is a journal of, by, and for the OCS membership**

It is only successful when you and your fellow members contribute. Do you have something a bit unusual on your layout, a special scenery feature or structure? Or perhaps you have an unique piece of rolling stock or an unusual challenge that you have met. Whatever it might be, share it with our membership. It is likely that someone reading your story will find it of special interest and inspirational. Write up your story in a few words -nothing fancy - just think of it as "show and tell." Take a few photos of your subject, a cell phone camera can suffice. Even a single photo with a detailed caption can make an interesting and useful article. Send me an email of your idea for your contribution, and we can discuss it if you are not sure how to proceed. Submit your query or article to:

[Editor@oscalekings.org](mailto:Editor@oscalekings.org)

That's it for this issue of **The Coupler**. If you would like to contribute an article or photos for a future issue, contact us at [Editor@oscalekings.org](mailto:Editor@oscalekings.org) ~ Bob Kjelland, Editor