

THE B&O MODELER

Number 49



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**End View of Bob Chapman's
B-8 Baggage Car**



Will Jamison's HO Resin Phone Booths

Bowser 100-ton B&O Hopper Review p. 17

B-8 Series Baggage Car p. 20

Concrete Telephone Booths p. 33

1926 Freight Car Fleet-Gondolas p. 48

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Editor—John Teichmoeller rmighpr@comcast.net

Managing Editor—Scott Seders sseders@comcast.net

Supervising Editor and Baker—Kathy Farnsworth dollhousekathy@gmail.com

Model Products News Editor—Clark Cone cconss@carolina.rr.com

Index Editor—Jim Ford jimford40@sbcglobal.net

Modeling Committee Chairman—Bruce Elliott agelliott88@yahoo.com

Modeling Committee Members – Robert Witt witt2000@Yahoo.com

Greg Smith Publications@borhs.org

Publications Committee Chairman--- Greg Smith Publications@borhs.org

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AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering, news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available, Regular annual memberships are only \$45.00. If you would like to join, click [here](#) to fill out our membership application, print a copy and mail it to:

B&ORRHS

Attn: Membership

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Sykesville, MD 21784-1608

FROM THE EDITOR

COMMENTARY BY JOHN TEICHMOELLER

Cabooses—We have a decent handful of articles about B&O caboose modeling in prior issues as well as in our pipeline so we are taking a break this issue. But they'll be back (see the listing of Future articles on the last page.)

Congratulations to Ed Bommer on making Master Model Railroader No. 634. Many or probably most of the modeling that this qualification was based on has been B&O/SIRT stuff. Ed says it took him nearly 20 years to qualify for the MMR. Many of Ed's models have appeared at our conventions. I first met Ed I think at the 1986 convention in Cleveland. He can't get to the conventions bringing his models every year, but just check the *Modeler* Index for all the pages in *The Modeler* that have featured Ed's work. One of my favorites was the "standard" privy he brought to the 2005 Staunton Convention which he says was built as a challenge/suggestion from convention chairman Harry Meem. He says there are more photos and the plan for the privy in the Photos section, "small buildings" album, on the B&O Yahoo list. He challenges you to find the hornet's nest on the model. Ed was very helpful to me in planning the 2003 New York convention.



Craig Bossler—We must say farewell to Craig Bossler of "Readink" PA (as he spelled it) who died March 6, 2019 at age 79. Craig had a "dicey ticker" as he was fond of saying, and I'm sure his "wiring finally gave out." Craig was an early member of the Pennsylvania Railroad Technical and Historical Society (No. 442, I am 3691 from 1985) but as far as I know he was not a B&ORRHS member. Craig was not on the "Interscam" but we exchanged postal correspondence, typically a couple times a year, and we met in person annually at the PRRT&HS meet. Of B&O relevance, he authored three Morning Sun *Color Guide* books, one each on the Reading, Jersey Central/Lehigh Valley and, the last, the B&O. Jim Rogers, John Schletzer and I spent probably 12 or more hours in darkened rooms at Hunt Valley and Arbutus with Craig going over slides and captions. Unfortunately there were no more *Color Guides* by Craig of B&O or other roads. Why? Well, Craig was so irritated at the submitted manuscript corrections that were not incorporated in the printed book as well as new errors introduced after his manuscript review that he sent a testy letter of resignation to Bob Yanosey. Craig's passion was PRR freight cars, especially flats and hopper. He also was fond of heavy duty flatcars of any type. He was one of my "key helpers" with the PRR hopper book. Although not a B&O modeler as such, over the years he provided me with B&O information of great value including an original (narrow Ozalid pages held together with screw binding posts) B&O freight car diagram book from the Reading shops. Craig amassed a formidable research library of slides and documentation (150 lineal feet and 59,000 slides). He told me in 2017, with a sense of relief, that he had "sold" this material and thus freed up that shelf space for "more stuff." But I never learned who the buyer was or where it reposes. I never visited him in person but understood that Craig did not have a model railroad. However, based on comments from his correspondence, he also accumulated a collection of HO models, many brass. His niece told me these will be sold at auction by the Cabin Fever organization. He typically scratch built a new PRR freight car model for each year's PRRT&HS convention and I am going to look into the feasibility of converting his model notes into brief articles for *The Keystone Modeler* if editor Jim Hunter is interested. One of Craig's final challenges, never achieved, was to build a model of the PRR's H27, their only offset side open hopper. He had acquired the proper trucks years ago when Railworks produced them

COMPANY STORE
COMMENTARY BY JOHN TEICHMOELLER
WITH DATA FROM PUBLICATION ENTRIES IN THE COMPANY STORE CATALOG

Dennis Fulton, who handles “production” for the Company Store reprints, has sharp eyes and noticed a stock number anomaly for the 1930 BR&P Work and Misc. Equipment Diagrams and Specifications booklet, stock number 72030 which we cited in *Modeler* No. 48. This item will be reclassified 74130 to put it in line with other equipment publications.

Having said that, I’ve run out of my “favorites” from the Company Store and this column will be in suspension until we get more nominees or the Company Store has something special to promote.

JT

**UPCOMING EVENTS FOR POTENTIAL B&O MODELS ON DISPLAY
OR B&O PRESENTATIONS**

We don’t receive direct communications from any Prototype Modelers Meets, so the listings below are a function of Scott’s and John’s “general awareness.” Guess we have too low of a profile! Moreover, since we have an indeterminate publication schedule, some of the events below may have already occurred by the time you read this. Nevertheless, the links provided should provide you with necessary information about the group’s next event.

In any event, let us know if your “favorite” meet that is likely to have B&O content is omitted and give us details. Have other meet organizers send notices to us at: rmighpr@comcast.net.

2019

[St. Louis RPM](#) – July 26-27, 2019 in Collinsville, IL.

[Buffalo & Susquehanna RR Symposium](#) – August 3-4, 2019 in Buffalo, NY.

[Mid-Atlantic RPM](#) – September 19-22, 2019 in Baltimore, MD.

[Greater Toronto Railway Prototype Modelers](#) – October 5-6, 2019 in Toronto, Ontario, Canada. Held in conjunction with the Greater Toronto Train Show at the Brampton Fairgrounds in Toronto, Ontario, Canada.

[Railroad Prototype Modelers Conference – Chicagoland](#) - October 24-26, 2019 in Lisle, IL.

[RPM Carolinas: School of Railway Prototype Modeling](#) - November 8-9, 2019 in Winston-Salem, NC.

2020

[Prototype Rails](#) –January 9-11, 2020 in Cocoa Beach, FL.

[Valley Forge Railroad Prototype Modelers Meet](#) – March 27-29, 2020 in Valley Forge, PA.

[New England/Northeast Railroad Prototype Modelers Meet](#) – May 29-30, 2020 in Farmington, CT.

NEW PRODUCTS

BY CLARK CONE AND THE MODELER STAFF

New Product Notices and Disclaimer

Feedback, positive or negative, continues to be silent regarding what we have featured or not featured, realizing that a model is a representation of reality and that modelers have different standards of fidelity. We are continuing to include Chessie System products provided they have B&O reporting marks. Reader's opinion still welcomed.

As usual, we provide this information in most cases based on published news releases and without detailed inspection of the models regarding prototype fidelity. B&O class designations on rolling stock in such releases are seldom disclosed so we sometimes guess. "Stand-in" products continue to proliferate. As always, let us know if we have missed something that needs to be publicized. JT

Accurail, Fowler-Patent Single-Sheath 36-Foot Boxcar in HO-scale

Originally designed by W.E. Fowler, master car builder of the Canadian Pacific Ry., these boxcars used a steel underframe and structural members and single-sheath wood construction. More than 75,000 36- and 40-foot Fowler boxcars were built from the early 1900s through the 1920s. Some rebuilt cars lasted into the 1950s.

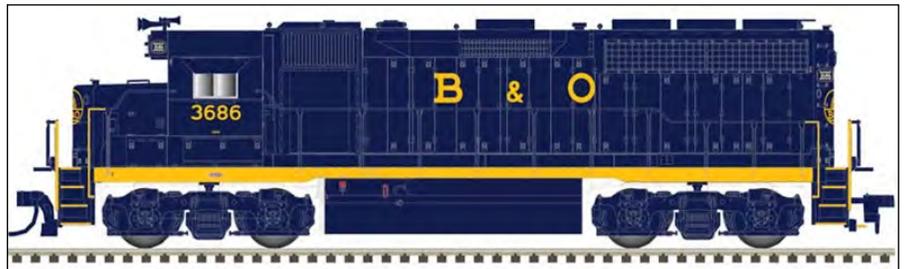
According to Bob Witt, B&O received some Fowler boxcars from the purchase of the Cincinnati Indianapolis & Western ca. 1926. These were classed M-31. Number of cars in service peaked in 1935 at 339 with 75 remaining in service by 1938 and a sole survivor lasting until 1949. The Accurail-announced car is a "generic" Fowler design. Based on website images, the shell has features from several different Fowler designs but does not represent any design correctly. (A more detailed study of the actual model would be necessary to evaluate it—reviews welcome.) For the steam-diesel transition modeler these cars could appear in non-revenue service. As of this writing Bob notes the B&O version of this model has not been released.

The kit features an enhanced underframe with separate crossbearers, center sills, and KC brake system. The running board, brake platform, corner steps, and brake wheel are also separate plastic parts. The brake staff is a piece of unpainted wire. As is standard with Accurail products, ladders and grab irons are molded into the one-piece plastic body. The kit includes plastic NMRA RP-25 contour, scale 33"-diameter plastic wheelsets and Andrews-style sideframes.

For additional information see <http://www.accurail.com/accurail/1100.htm>

Atlas, HO Gold Series GP40 #3688

Atlas is releasing an HO scale GP40 in B&O #3688 markings. Details included, but not installed on the model include an electrical cabinet air filter box (ECAFB) and two engine compartment roof vents which were added by many railroads after delivery. The model features golden-white LEDs, cab interior with crew, movable drop steps, walkway safety tread, uncoupling bars, MU and trainline hoses, individual windshield wipers, and metal grab irons. Atlas *Gold* series models will be equipped with DCC sound and decoder. *Silver* series models for DC operation will come with an NMRA 8-pin plug to simplify installation of an after-market DCC decoder.



For additional information see <http://shop.atlasrr.com/p-54854-ho-gp40-gold-bo-3688.aspx>

Rapido, EMD SW1200 in HO scale

Following the strong sales of their HO scale GMD (Canadian built) SW1200RS diesel locomotive, **Rapido** will produce an EMD (American built) SW1200. Introduced in early 1954, the SW1200 provided a compact, lightweight locomotive to replace steam power on branch lines that did not require the muscle of a full-fledged main-line road engine. The SW1200 will be available in three road numbers.



Order deadline was 6-24-19 with delivery in the fall of 2019. For additional information see <https://www.rapidotrains.com/products/diesel-locomotives/ho-scale-emd-sw1200>

Tangent Scale Models, Bethlehem 70-Ton Riveted Drop-End Gondola in HO

Tangent Scale Models offers a new lettering version of a prior release of the 52 ft-6 in, riveted, 70-ton, drop-end gondola car as designed and produced by Bethlehem Steel. First produced in March 1937 for Baltimore & Ohio Railroad as class O-59, the B&O was the largest purchaser of these drop-end gondolas which served every corner of North America in many services. Five additional railroads purchased these Bethlehem-design gondolas in intervening years until production ceased in 1957, with some going to second-hand owners as well. Most of these gondolas were phased



from revenue service by the mid-1980s, with many serving additional years in various MOW roles. The model rides on Tangent ASF 70-Ton Ride Control trucks with CNC-machined 33" wheels.

The B&O "Original O-59A 9-1941" is a reissue of this fine car with an all new paint scheme. This group of 300 cars was built by BSC and delivered to the B&O in September of 1941. While the B&O rostered over 4,000 of these gondolas total, the paint schemes show interesting variations. By this date, B&O has shifted the Capitol Dome Logo to the right side of the car. Duryea draft gear, riveted steel floors, corrugated ends, and an Ajax brake wheel are all present on the model and correct for this B&O series. Check out the slack adjuster, mounted under the 5th rib on one side of the car – accurate for this specific B&O offering! This car is available in six different numbers!

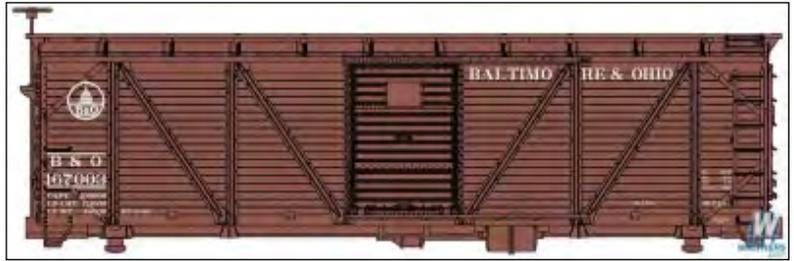
For additional information see <https://www.tangentscalemodels.com/product/baltimore-and-ohio-9-1941-bethlehem-70-ton-riveted-drop-end-gondola-copy/>.

Editorial addendum: Tangent has issued this car previously in the "as-built lettering," so I didn't pay attention to the recent offering that flew through my daily e-mail in early May of 2019. The issue also included a version of the B&O car repainted for Wellsville Addison and Galetton. The WAG cars disappeared before they hit dealer's shelves; even WAG World Headquarters, hobby shop East Dyke Depot in Wellsville, NY, missed them. But put in your order for a 2020 re-release (SKU 10925-1 and -2).

Bruce Griffin's B&O Modeling blog has a brief piece on making the Tangent car even more "road worthy." You can go to his blog at <https://bomodeling.com/blog/> and read it; we will reprint it, hopefully in the next *Modeler*. JT

Walthers, 40-foot USRA “Composite boxcar”

Walthers describes this recently announced product as being based on later rebuilds and upgrades of standard (USRA?) 40' boxcar designs. They indicate that these cars were in general freight service from the 1920s to the 1960s, with many rebuilt for work train service lasting into the 1980s. The model, available in four road numbers, has the “correct” lower height. It is described as having a highly detailed one-piece body that simulates single-sheathed wood construction with exposed metal braces, 5-5-5 Murphy steel ends, flat steel roof, straight underframe, vertical handbrake staff, Andrews trucks and finely detailed AB brake gear. Well, you can save your money because notwithstanding the manufacturer’s descriptive material above, in fact this model does not appear to represent any B&O boxcar class; no class number is disclosed or shown on the above artwork. The B&O road number, 167003, is for a class M-8c, a 36’ long car. Actually, this offering appears to be a reissue of the ca. 45-year-old Trains Miniature tooling including standard cast on body details. Avoid it. The body style may be close for single sheathed boxcars of some of the other roads in this run from Walthers, e.g. Boston & Maine, Wellsville Addison & Galetton, etc. I’m happy that Walthers can get such mileage from their tooling to maybe do some more freight cars in the “Proto” series. JT



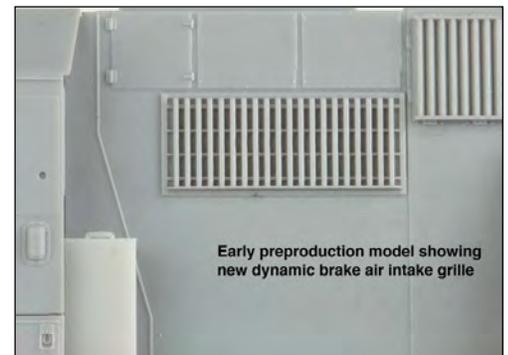
For additional information see <https://www.walthers.com/40-usra-composite-boxcar-ready-to-run-baltimore-ohio-1>

Walthers, EMD SD50 in HO-scale



Walthers has announced a new limited run (requires advance reservation) of the HO EMD SD50 diesel, expected to be released in late December. The Mainline Series will feature an all new drive mechanism including new-tooled power trucks and HT-C side frames. The body shell is being updated with open gratings on the steps. “Mainline” product codes no installed metal grabs but molded drill starter points are provided for grab irons (sold separately in EMD SD50-60 Diesel Detail Kit #910-256).

The unit will be available for standard DC operation, as well as, equipped with ESU sound and DCC decoder.



For additional information see <https://www.walthers.com/emd-sd50-standard-dc-chessie-system-b-o-8586-yellow-blue-orange>

Athearn, 50' Waffle Side Boxcar in N-scale

Athearn announced an N-scale, 50-foot, waffle side box car for February 2020 delivery. The ready-to-run model is based on a prototype built by Pullman Standard (PS) in the mid-1970s, when the per-diem box car boom was just beginning. New, brightly painted box cars seemed to appear overnight. Many were lettered for various short lines. PS was a significant builder of many of these cars. Their 50-ft outside post, non-terminating end box car, varied in door configuration and style to better suit each customer. These models can still be seen today in the modern railroading scene because box cars still matter to the railroads. Even with modern containerization, box cars have a higher capacity than allowable on US roads (tractor-trailer size regulations). Today, 1970's-era box cars are being rebuilt and put into service for various leasing outfits.



On the model, in addition to the distinctive indentations on the body of the waffle car, spotting features include outside posts, non-terminating corrugated ends, and a slightly peaked roof. No Chessie System class is claimed or legible on released art. <http://www.athearn.com/Products/Default.aspx?ProdID=ATH25374>

Bluford Shops, International Car Bay Window Caboose Phase 4 in N-scale

Bluford Shops has announced a January 2020 release of another caboose based on the family of steel bay window cabooses developed by International Car Company beginning in the early 1950s. Over the years the design of the bay windows evolved and each phase features a number of bay window style and other detail variations. This N scale, Phase 4 model has a steeper pitch on wide bay sides, a dual-pane window and flatter top on the bay window. The ready-to-run model features two road numbers, wire grab irons, body-mounted, magnetically-operating knuckle couplers, close coupling and Fox Valley Models metal wheels. Ladders and running boards are included and appropriate paint schemes for each version. For more information see <https://www.walthers.com/bay-wndw-cab-b-o-c-3802>.



Editorial addendum: The March 2019 issue of *Model Railroad News* (p. 37) had a better actual photo of the unpainted version of this model. The B&O and Chessie System's "International" style bay window cars differed from the Bluford offering in window arrangement and possibly other features including roof style. Bluford products are fine but with this model they have only produced another "stand-in" offering. Of course nobody else has done a proper I-18 or C-26 either in injected molded styrene (Chessie System Historical Society's did an HO resin kit of a C-26--a mistake in my opinion--they should have done the I-18 but they said they had more and better info on the C-26 and it's their money.) JT

Broadway Limited, EMD F7A in N-Scale

Broadway Limited expands their EMD F7 A and B models by introducing the versions used from November 1948 to the early 1970s by the B&O. Features include:

- Blackened metal wheelsets, in gauge, with all-wheel electrical pickup
- Flywheel-equipped can motor
- Golden-white light-emitting diode lighting
- Micro-Trains Magne-Matic knuckle couplers at correct height
- Minimum radius: 9 3/4"
- Paragon3 dual-mode sound decoder with Rolling Thunder
- Separately applied wire handrails and grab irons



For additional information see <https://www.broadway-limited.com/3520emdf7abando182ablueandgrayschemeparagon3sounddcdccn.aspx>

Atlas O, ACF 60-ft auto parts boxcar in O-scale

Atlas O has released a 1/4" true scale, 2-rail ACF 60-ft auto parts boxcar in their O Master series. Features include sliding doors and separately applied ladders, door handles, end safety platforms and 70-ton diecast spring roller-bearing trucks. Two road numbers are available. For additional information see <https://shop.atlasrr.com/p-48900-2r-60-acf-autoparts-sd-box-car-baltimore-ohio.aspx>



Editorial addendum: There is no B&O class lettered on this car legible in the promotional image but the Morning Sun *Color Guide* shows Class B-99a on page 91. Model photo looks close to prototype (can't see prototype roof).

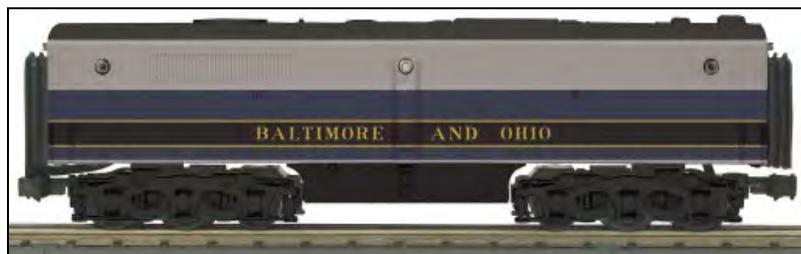
Walthers has offered a similarly lettered car in HO off and on but various physical features deviated so much from the prototype that Mike Shylanski forbade me to list it in New Products. JT

RailKing, Alco PA A-A Set B&O #4304 in O-scale



M-T-H Electric Trains has announced a RailKing O-Gauge Alco PA A-A Diesel Set w/Proto-Sound 3.0 in cab nos. 4304 and 4305. An Alco PB non-powered diesel unit will also be offered. The units are due in January 2020. Note: This product is compatible with all O Gauge 3-rail track systems including those systems offered by Atlas, Gargraves, and Lionel, and Ross Custom Switches. For additional information see <https://www.mthtrains.com/30-20673-1>

RailKing, Alco PA B unit in O-scale



For additional information see <https://www.mthtrains.com/30-20673-3>

Editorial addendum: LOUD BUZZER! Sorry, the B&O never had these. Two of my best friends (neither is a hard core railfan) respectively has an old N-scale Con-Cor blue and gray PA, and an American Flyer S-scale unit. Both models are indeed very pretty. I told them about the prototype issue but they didn't care. Should have kept my mouth shut. JT

Sunset Models, FA2 in O-scale



Sunset Models has announced the Alco FA1 and FA2/FB diesel locomotives in O scale for late 2019. Both 2- and 3-rail versions will be available. The 2-rail version will be equipped with QSI Q3 DC/DCC with sound and the 3-rail with ERR Cruise, TMCC with Railsounds 5.0, remote coupler, and smoke. The units will have fixed pilots and will have a minimum radius of 054 simple curves and 072 turnouts for the 3-rail version and 48-inch minimum radius for the 2-rail versions. Models will be Phase 1 or Phase II depending on the prototype being modeled. For additional information see <http://www.3rdrail.com/reservation.html#ALCOFA>.

NMRA Mid Central Region Keystone Division 2, Four B&O prototype building kits in N, HO, S, and O

Keystone Division Two and Division One of the NMRA Mid-Central Region are raising funds for the 2020 MCR regional convention by selling laser kits produced for them by Portland Locomotive Works. These are based on B&O prototypes from B&O drawings in the *Standard Plans* book. The buildings are a Fire Hose Shed, Oil/Coal Supply shed, Telegraph Building, and a Signal Tower. These buildings were used in yards big and small and along the line to support railroad operations from the 1800's through the mid-20th century. In many cases actual buildings differed in details from the standard plans. Many were repurposed later in life. A few still exist today. All are to be produced in N, HO, S, and O-scales. The particular prototypes for these kits are claimed to have served along a B&O branch in north-east Ohio during the early 20th century and are still standing along tracks used by the Cuyahoga Valley Scenic RR in the Cuyahoga Valley National Park.

For more information including price and scale availability on all these kits at https://www.keystonedivision.org/convention_kits/convention_kits.php.

We offer the following commentary which will give you some additional insights in advance of a formal review which we hope one of our readers will submit. First of all, Bruce Elliott correctly notes on the Yahoo list that “marketing and availability being what it is these days, if you have even a potential interested in one of these structures, contact The Keystone Division ASAP as who knows if they will be available after the fundraiser.” (How many people have waited and missed the laser kits from Webster Models, MJB or American Model Builders and are now paying explosive prices for the kits at shows?)

Bruce also offered some additional commentary: “If you have a locomotive facility of any size, you can't have too many fire hose houses. The coal & oil house can frequently be found adjacent to an interlocking tower. The telegraph office would be a fine addition to a junction where a branch line is located. Remember, “tower” doesn't necessarily mean a multi-story building. The interlocking tower could be found at junctions and even at passing sidings. All of these structures are small enough that they can easily find a home on even the smallest of layouts.

“Oh, yes, BTS offers a Fire Hose House kit although their “execution” is a bit different, (See page 6, *Modeler* No. 42.) Earlier Webster Classic Models offered one. As with progress there is trade off. The Keystone Division Fire Hose House

has more interior detail and a more detailed roof but makes no mention of exterior lettering. BTS's version of the hose house includes lettering and comes in a six pack. I've never actually seen a BTS kit but the BTS kit featured door hinges and latch that Webster didn't in their kit. I was able to purchase just the lettering from BTS which some day I will add to the Webster models that I have. My thoughts are that these are more along the lines of a background model. After all, the structure is little better than a square inch in size. Except for inspection and actual use, their doors were closed. Webster offered this kit with separate front doors so that they could be modeled "open", and that's how I built one, with a man doing an inspection. Maybe on the next incarnation the manufacturer will include the tools on the inside of the door.

"I like the Telegraph Office construction. It simply amazes me the level of detail that can now be achieved if a modeler cares to go to that level. In careful reading it would appear that the Interlocking tower wasn't quite ready at this time in HO. I like the detail on the exterior and suspect the illustration is "O" gauge.



Telegraph Office

Note, the coal/oil house was last listed as also available from Lake Jct. Models who offer several other "standard structure" kits in HO and S. However, the 12' X 12' Interlocking tower and the 12' X 15' telegraph office are new additions to the ever growing list of B&O structures. The telegraph office also served other purposes over the years. The interlocking tower is the smallest standard design" Bruce tries to keep track of prototypes actually built to or at least close to the standard designs and Bruce notes he has two confirmed prototype locations for a tower this size; MK at Mt. Lake Park, MD and RN at Bakerstown, PA." I've no doubt that many other locations used this size, I just haven't found photos to confirm this." he says.

A final note from your editor: I ordered the telegraph office as an additional "tower" someplace on the layout. I'm thinking it will, probably be "FA Tower," controlling the access to my fictional blast furnace yard and Patapsco & Avalon branch to the open hearth and slag dump. I already have in service a little telegraph office at the East Avalon interlocking which I built some years ago and which was made by Mountaineer Precision Products, a nice little kit but, gotcha, no longer in business. I received the Keystone Division product in the mail what seemed like almost instantly after ordering it, although it took a while for my check to be cashed, a situation that is often reversed. I have not assembled the kit yet but based on examining the parts and instructions, which are somewhat like instructions of a piece of IKEA furniture, the kit seems to be fairly sophisticated in its parts execution. It even has an inside "counter." And I need to do some more head scratching about the "shingle" material they provide. As I said above, hopefully someone else will do a review. JT

NEW PRODUCTS SECOND SECTION

Z Scale Columbian

The July 2019 issue of *Model Railroad News*, page 23, carries a product notice for a Z-scale Columbian train from American Z line. Pictured is what looks like an A-B F3 diesel and six different blue and gray passenger cars. The passenger experts will have to tell us how correct this train is. No price is shown. <http://www.ztrack.com>

New Book on the B&O: *The Baltimore & Ohio Railroad, America's First and Finest Railroad* by Don Heimburger. With this softcover book, Don, "Mr. S Scale," has assembled all the stuff he likes about the B&O. He packs in 802 photos, 84 in color. There are ten detail-filled chapters that highlight B&O's steam, diesel, and electric locomotives, famous passenger trains, freight trains and rolling stock, as well as an album of B&O stations (presented alphabetically) and model plans and drawings. Also included are separate chapters on the B&O Chicago Terminal Railroad and the Buffalo Creek & Gauley Railroad that connected with the B&O. Why single out the B&OCT and the BC&G? Well, I guess Don just likes Chicago and Brooks Stover is a friend and champion S-scaler and it's Don's book. The book even includes a pretty functional index so if you are trying to find a particular photo of a loco or station among those 802, the index will probably be a big help. Andy White says the book reminds him of a professionally done production similar in spirit to the self-published "copy books" produced by the late Carl Winegartner of Heath, OH. MSRP \$43.95.

EXTRA SECTIONS FROM THE READERS

BY JOHN TEICHMOELLER AND READERS

We encourage readers to share their latest projects. It's amazing how someone else's modeling efforts can inspire you to reload a new blade into the X-Acto knife and pierce the nozzle of a new bottle of cyanoacrylate. Here is the latest batch of gleanings from my e-mail inbox and Yahoo list postings. JT

Bruce Elliott continues to inspire us with his modeling activity:

O-27n Gondola

I just finished lettering an O-27n. So what is an O-27n? In 1955 the B&O took 93 O-27 as and rebuilt them at Butler, Pa. The difference is that the O-27as which had "drop ends" were now fixed ends. Probably welded shut. That's the difference between an O-27a and an O-27n. As per the lettering scheme of the time, it was the large B&O, with the large ampersand. No doubt as time went on the large ampersand was replaced with the smaller one. I built the pilot car in the class 559000, so I can say with assurance that these cars weren't lettered in the "13 Great States" scheme. All of the lettering was part of the Westerfield kit except for the rebuild date. I've said it many times that it behooves anyone that does any serious B&O modeling, to buy every decal sheet that comes down the road that pertains to the time frame that they're modeling. A few years ago Ed Sauers did a decal sheet with weigh and car shop locations. Without that sheet I would have been lost. Thanks to Ed for his work!

The model is a Westerfield O-27a, which is the class the railroad started with. This model has a coal load. Traditionally we don't think of a gondola hauling coal, but it wasn't unusual to find a gondola at a mine. There were many locations around the railroad that had a need for coal and no easy or convenient location to unload it. At these locations it was often unloaded with a small crane and clam shell bucket. It was this exact method that was used at Hyndman, Pa., to refuel the helpers. *March 2019*



And another one from Bruce:

M15L and M13A Boxcars

Saturday, I lettered a B&O M-15L box car from Sunshine. Bob Chapman modeled this same car a couple of years ago and lettered it "as built". With the help of a lettering diagram, I was able to letter it in a 1955 scheme. On my layout, it will be the last revenue rebuild for the car. The next phase would be either scrapping or MofW. Once the M-15L was finished, I decided to build a Westerfield kit of a B&O M-13a. Most of these cars were converted into I-16 cabooses during WWII. A few survived in revenue into the early '50s. This car saw its last rebuild and lettering scheme right after WWII and, like the M-15L, it most likely will be scrapped or burned. Since the car was of mostly wood construction, it was common to simply burn the car and afterwards pick up the steel scrap, load it into a gondola car and head off to a steel mill. This is a resin kit with very delicate parts. Conventional Kadee coupler pockets are not really an option, making it an all afternoon project installing the couplers through the resin end beam. I know a couple of modelers who model the early 20th century. I'm glad I don't have to put a lot of these cars together. It's not hard, but a bit tedious. Speaking of tedious, Thursday was all about hand drilling grab iron holes with a #78 drill bit. This is where the patience of "Job" comes into play! *March 2019*



M-15L from Sunshine Kit



M-13A from Westerfield Kit

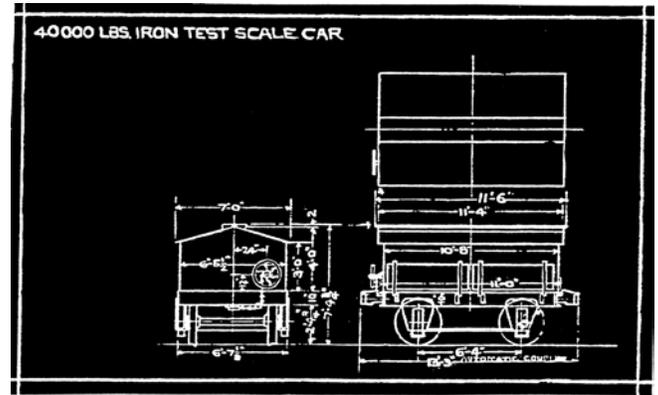
40000 Lb. Scale test car

From Ed Kirstatter:

Maybe you would like one like this?

A model I scratch built in S scale from mostly plastic.

An article on this project appeared in *The Dispatch* Sept.-Oct. 2018 newsletter of NASG



Tatum Hopper Ends in N Scale

Jim Ford, editor for *The Modeler Index*, was inspired:

Back in *Modeler* No. 42 you posted a comment on the Tatum patent ends applied to a batch of N-12 hoppers. You included patent drawings and shots of Bruce Elliott's HO-scale rendition of the car. I thought, this should be doable in N-scale so here it is.

The core is a Bowser PRR GLa. The Bluford Shops USRA hopper is probably a better place to start, but I had the Bowser car. (Actually, Jim, I think the GLa was the better choice because it has the "box" end sills. JT) I stripped off most of the end detail and replaced it with a mix of Gold Medal ladders, .010" styrene, and brass wire. The heap shields are built up with styrene. They lack the little inside overhang that shows in Bruce's model and the grab irons above the ladders.

The lettering is a cobble-up. The "13 Great States" heralds are by Tony Hines. The Micro-Scale caboose sheet might yield good ones. Most of the rest of the lettering is from an out-of-print Micro-Scale set for 40' Time-Saver boxcars. Capacity data and built dates are thus plausible but not exact. The little "G" in the class letters is from a CNW set and as a real test of my nerves. The car is nowhere near RPM quality, but it was fun to do and I don't imagine there are many like it. Maybe someone will be inspired to do a better one.



N-scale N-12g

Bruce Elliott's HO N-12g



Upgraded Mantua Pacific

Tom Greco continues his diligent labors towards his Master Model Railroader designation. Will this be an “all B&O MMR”? He completed a superdetail job on the old Mantua Pacific. More recently he scratch built one of the B&O’s Brill Model 260 gas electrics and a trailer (hopefully photos in the next *Modeler*). I’m looking to seeing these models in person at our Baltimore Convention.

Images



B&O MODELING IN THE ENTHUSIAST PRESS

CAPTURE AND COMMENTARY BY JOHN TEICHMOELLER

We cite articles and product reviews from the enthusiast press of relevance to B&O modelers. We will particularly mention any evaluative comments that might be useful to purchasers or builders. Let us know if we have missed something.

“Modeling Passenger Terminal Operations,” by Bob Chapman, *Railroad Model Craftsman*, April 2019, pages 44-47. Bob gives us a look at how he models passenger operations on Cincinnati Union Terminal as compressed in his model railroad which hosts trains of the PRR, Southern, N&W, L&N, NYC and the B&O. The article features seven photos of Bob’s great modeling work. This citation is merely a teaser because we will be running Bob’s article on B&O passenger operations at CUT probably in *Modeler* No. 50.

“B&O P-41 Bulkhead Flatcar,” by James Kincaid, *Railroad Model Craftsman*, April 2019, pages 36-43. Indeterminate scale dimensioned drawing of the car that spans the magazine gutter and 14 photos of B&O cars and similar ones used by other roads. No citation of the article by Mike Shylanski’s article on the P-41 that ran in the 4th Qtr. 2017 *Sentinel*. I wonder if new RMC editor Otto Vondrak will abandon former editor Steven Priest’s use of indeterminate scale drawings that fill the page space. Some pros and cons for this but it should only be done in the center page.

“Hudson Terminal—a freelanced urban waterfront inspired by New York harbor,” by Christopher Brimley, *Railroad Model Craftsman*, May 2019, cover and pages 38-45. This is a very nicely done N-scale shelf model railroad measuring 13”x84”. The traffic comes and goes via a stationery, 3-track steel scratchbuilt carfloat. The carfloat looks to be a well-executed inspiration from the Walthers HO model. There are numerous industries served. The track plan is effective with a runaround and lead, so there are no artificial “switching problems.” The structures are inspired by a mix of prototypes from Baltimore, Brooklyn, Manhattan and Jersey City and are very effective. The B&O reason for citing this article is that Christopher has executed a reduced-size yet impressive interpretation of the B&O’s 26th St. warehouse in Manhattan. The 26th St. terminal was covered in *The Sentinel*, 4th Qtr. 2001. Unfortunately the prototype yard is bigger than it seems and doesn’t work well as a shelf layout unlike several of other railroads’ West Side Manhattan yards. Christopher’s model railroad will be open for tours as part of this year’s NMRA Convention in Salt Lake City in July 2019. If I go, I will try to tempt him to do Brooklyn’s Jay St. Connecting that was featured in *Transfer* No. 44.

“A Quest of More Realism,” by Carl Griffin, *Model Railroader*, April 2019, pages 38-45. Carl’s double deck model railroad is based on a seldom modeled stretch of the B&O, that between Belpre and Chillicothe. He replicates some signature industries along the line and brings back memories of the DeGussa carbon plant we toured as part of the 2006 Parkersburg convention (but I believe he is modeling a different plant that has become a Super Fund site).

“Product Review—The Rapido PRR AF-16 in HO Scale—the ALCo FA2 Freight Road Units,” by Jack Consoli and Tim Garner in *The Keystone Modeler* No. 107, Winter/Spring 2019, pages 15-26. Those who have purchased Rapido’s B&O version of the FA2 might find some insights from this article although of course it doesn’t discuss the model’s fidelity relative to the inevitable physical differences of the B&O units.

“Go West Young Cat,” Product review by Tony Lucio in the May 2019 *Model Railroad News* of an Athearn Genesis GP40-2 painted in Chessie/B&O garb. Pages 48-52. Also, “Prototype Profile: Chessie’s Signature Diesel—The GP40-2” pages 53-56. The model review covers No. 9120 which was part of a batch of Chessie diesels leased to the Santa Fe. Four well reproduced color model photos and nine prototype photos. This issue contains other B&O and Chessie diesel photos including a Sunburst F unit.

TWO FINE OPEN HOPPERS FOR THE LATE-ERA B&O MODELER

REVIEWED BY MIKE SHYLANSKI

Introduction

Bowser has released its latest run of 100-ton coal hoppers, and included are two noteworthy B&O cars. As we mentioned in the last *B&O Modeler*, the Bowser 100-ton hopper well represents several classes of B&O, C&O and Western Maryland hoppers built by Bethlehem Steel or by the C&O/B&O from Bethlehem kits. Bowser originally issued this model as the Pennsylvania Railroad class H43 in kit form in 1996. At the time the car was well received, being right-on dimensionally and having generally fine albeit cast-on details. The Bowser kit was reviewed in the May 1996 *Model Railroader*, the November 1996 *Railroad Model Craftsman* and the January 1997 N&WHS's *Arrow*, and probably elsewhere.

Previous to this, a modeler desiring this car could upgrade a Life-Like 100 ton car, and the upgrade included modifying the underframe to correct the truck center dimension. The latest Bowser runs are ready to run and have free-rolling, metal wheels and good quality Kadee compatible couplers. The company also has upgraded the interior slightly by using a different interior brace from the too short ones included in original kits. Paint and finishing are both excellent on recent Bowser models, a tribute to Bowser's remarkable pad printer in Montoursville. The ladder rungs and grab irons remain molded on but are relatively fine in cross section. One omission continues to be the lack of routing card holders, which are similar to the small tack boards on box cars. One of these should be in the lower left corner of the leftmost panel of a ribbed B&O hopper, and these missing parts can be simulated with styrene. The only significant flaw of the model remains the fact that it is at least an ounce shy of the NMRA recommended weight. Still, this is a good looking and pretty durable model. It might be noted parenthetically that while Tangent has produced the 4-bay Bethlehem hopper as a "state of the art" model, the Bowser car is the only game in town for the 3-bay car at present.

The B&O Offering



Apparently rare paint/lettering job; data on left end of car should have been placed somewhat to the right.

The more intriguing of the new B&O offerings is a basic black car with white lettering and a small Capitol Dome herald. In my view, Bowser took a risk producing this model. Colorful models tend to sell better—there are an awful lot of rainbow hued tank cars on model railroads, but on coal trains basic black often prevails. Also, this paint scheme was comparatively rare. I have found only two images of 100-ton B&O hoppers with Capitol Domes that match this model. Why is this so? The models represent complete B&O repaints of former C&O cars, which I believe to have been rare. The history of this decoration scheme is interesting and somewhat complex.

Let me explain. In 1967 the C&O/B&O began to build the first of three lots of what was later classified as the H-43 open hopper (not to be confused with the PRR's "H43" class—no "-"). These 100-ton hoppers, C&O 88000-89399 were built at Raceland Car Shop, evidently from Bethlehem kits. A second lot, initially C&O 82500-84999 was added in 1968. The last

of the three lots, C&O 66000-68158 and 68250-68999 followed in 1969. These were fairly plain black cars with white lettering and a “C&O for Progress” herald. Altogether a total of about 6,300 H-43 hoppers were built.

Now the B&O purchased around 2,000 of these H-43 cars in 1971. Around 1200 cars were taken from the 82500-83999 series in no particular numerical order. An additional 800 were bought from the 66000-66999 series. Again, there was no way to predict which specific car numbers were taken from the C&O series. Photographic evidence suggests that for the most part, Shop workers merely painted a “B” over the “C” in the reporting marks and painted out the C&O herald by neatly covering it over with black paint. It does NOT appear that the cars received a B&O herald routinely. There was simply a blank space where the C&O herald had been. Nearly all the photos that I have found of B&O H-43 cars have a blank black-painted area in that spot. In some cases, in as few as seven or eight years after it was applied, the black paint was starting to wear off. Part of the “C&O for Progress” was exposed. By the 1980s, even the “B” was wearing off from the reporting marks and end reporting marks on certain of the re-stenciled H-43 cars. This could be fun to model. A grit blaster might come in handy.

So, how does one explain the car that Bowser modeled? Well, there was a photo sold on e-bay of B&O 82561, which is one of the cars that Bowser offers in model form. The Capitol Dome is there, plain as day. However, when you examine the smaller data like the car’s cubic capacity stencil, it is not in the spot you would have expected in the case of a simple re-stencil. It would appear that, for whatever reason, the prototype car was completely repainted sometime between 1971 and 1973, after which time Chessie System paint would have been applied. Bowser did three decorated cars with different numbers, all in the 825xxx range. I suppose it would be reasonable to expect that, say, three cars out of 1200 might have been totally repainted during the short timeframe mentioned above.

The small lettering on the Bowser models is in the places you would expect it to be for the original C&O cars. Unfortunately, whoever designed the Bowser artwork forgot the fact that there should be space left in the first full panel from the left of the car for the (unmodeled) routing card holder. The “CAPY” “LD LMT” and “LT WT” stencils all are a little too far to the left. Shops would not stencil over the routing card holder, which definitely was used when certain coal shipments were made. Also, there is one significant detail difference between the Bowser H-43 cars and the prototypes. The H-43 cars had drop grab irons and only a half ladder on the right side of the car and the ends, not full-length ladders with straight grab irons. One could wish that Bowser would tool a second version of its 100-ton hopper with drop grab irons instead of ladders. The B&O (and C&O) were not the only railroads to use drop grab irons on Bethlehem or Bethlehem clone hoppers. How about it, Bowser? Competitor Athearn has been putting drop grab irons on its former Roundhouse triple hoppers for some time now, and the discounted price of such a well-detailed car is pretty much the same as what Bowser is asking for a car with the molded-on ladders.

I for one have bought some extra Bowser H-43 cars and will be painting out the Capitol Dome and renumbering the cars to match cars that I know had no heralds. Incidentally, a long vanished firm called Chessie Shops did produce custom Bowser B&O H-43 kits with no heralds in HO. More recently, Walthers did its version of an H-43 (on its upgraded former Life-Like car—I don’t know if they corrected the truck center distance problem) numbered B&O 82977, also with no herald. The HO model car more or less matches a prototype car pictured in the *B&O Color Guide*.

So, we should be grateful to Bowser for taking a chance on these three distinctive B&O models. They look just fine without modifications and can be upgraded to make something really special for your layout. You may want to get some of these. They are unlikely to be run again.

The Chessie Offering

The second “new” Bowser offering is of a B&O Chessie System 100-ton hopper car, something that the manufacturer has offered previously in a different number series. The latest run features three B&O cars in the 163xxx series, whose prototype cars, built at Raceland from Bethlehem parts, fell into the very large H-48 class. There were 3,800 C&O cars and 2,000 B&O cars in the H-48 class, built in 1976. I think Bowser chose their B&O numbers well. Most of the cars in the H-48 class were built with two side sheets resulting in a very noticeable horizontal seam and set of rivets in the center of the car. However, all of the photographs of B&O 163500-163999 series cars that I have seen do NOT have this seam. Chessie records show that fully 500 H-48 cars were built with a single side sheet, and, evidently, the 163xxx cars whose

numbers Bowser chose were among these. The models are very nicely decorated. The yellow lettering is complete and the Chess-C cats look good. The models have a colorful, well rendered ACI label and a decent looking ownership or trust stencil. These are very sharp looking cars.



Note the exceptionally good pad printed small lettering including the equipment trust info. The Bowser car has nicely executed Wine hopper door locks.

As far as details to nit-pick, on the one hand, H-48 cars did have a ladder on the right and not drop grab irons like the H-43. On the other hand, they did have a simple ladder on the left rather than two long rods that served as hand holds on most hoppers. Making this detail change would involve minimum patchwork to the paint job. (Some roads found the lower rod/grab interfered with access to the AB valve on some cars so went with the short ladder format. JT) This can be simulated fairly easily, if a modeler cares to do so.

In conclusion, these latest B&O 100-ton hoppers from Bowser are very nice. For those who care, Bowser included similar C&O H-48 and Western Maryland H-48A hoppers in this latest run as well. Late era B&O modelers should have whole strings of these.



Original 1996 Bowser PRR H43 with no added details.

BUILDING NKP CAR'S B-8 SERIES BAGGAGE CAR

BY BOB CHAPMAN



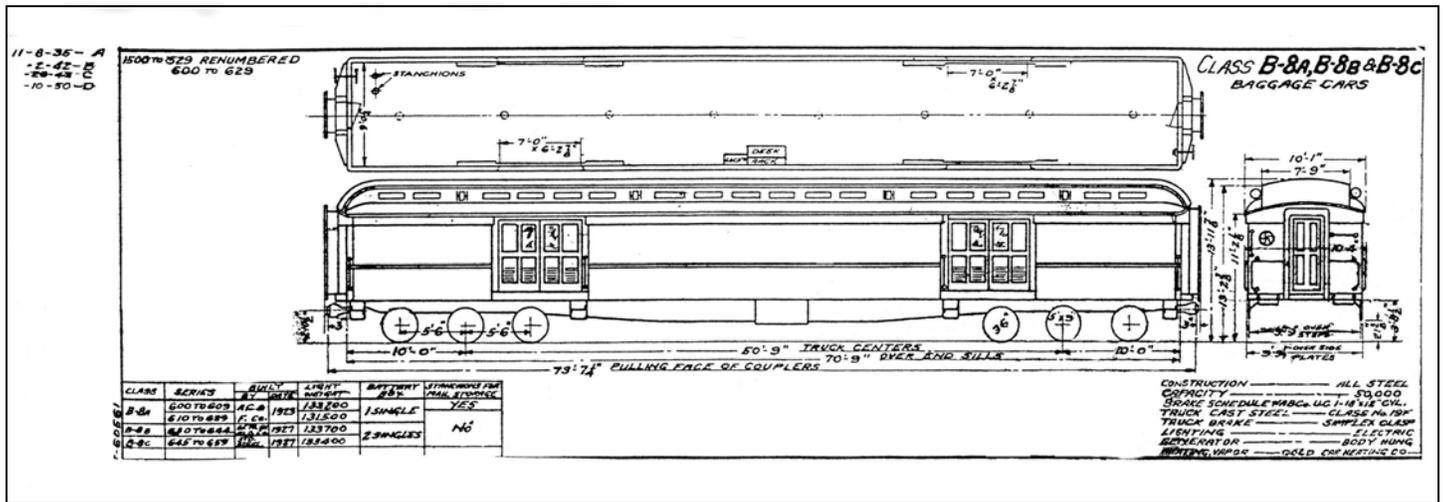
HO scale B-8c #658; NKP Car's kit builds into a fine prototype model. Model photos by author.

The Prototype



B-8c #653; note plated clerestory windows, and two plated windows per door. Railway Negative Exchange

Many modelers are surprised to learn that B&O fielded eleven baggage car classes in the steam-diesel transition era under the B&O's "B" (baggage car) class prefix, and an additional six classes under the "C" (express car) prefix. Dominating the B-class were the standard four-door baggage cars under class B-8 and its subclasses. Built between 1913 and 1929, the B-8's totaled at least 119 cars according to B&ORR diagram sheets, and represented over 2/3 of B&O's baggage car fleet. Many endured until the end of B&O passenger service in 1971, and some found second careers in maintenance of way company service.



Class	Date Built	Builder	Number Series	# Cars
B-8	1913-14	AC&F	425-464, 475-478	44
B-8a	1923	AC&F	600-629 (ex 627)	29
B-8aa	1923	AC&F	627	1
B-8b	1927	Bethlehem	630-644	15
B-8c	1927	Standard	645-659	15
B-8d	1929		660-674	15

(A more comprehensive description of B&O's baggage car fleet appears in the July/August 2008 *B&O Modeler*.)

With the exception of the B-8aa, the differences across the various B-8 subclasses were minimal as-built, and can be ignored with little consequence by the modeler.

A few exceptions – B-8aa #627 was rebuilt with a turtleback arched roof for a more streamlined appearance. This variation would be a simple kitbash; Ed Bommer's article in the November/December 2005 edition of *B&O Modeler* covers a fine O-scale model of the B-8aa, with many techniques adaptable for the HO scale modeler. At least one other car, B-8d #664, received a turtleback roof; it's unclear whether the car was reclassified from its original B-8d class.

With time, other cars in the B-8 series also received modifications, primarily involving the clerestory and the baggage doors. As built, the B-8 fleet had a windowed clerestory. With time, some cars received plating to seal the clerestory windows, sometimes applied to each window individually (for example, B-8 #456, photographed in 1964), and sometimes a smooth plating along the entire side of the clerestory (examples B-8c #653, 1965; B-8c #658, 1970; B-8d #662, 1961). Several cars retained their original open clerestory configuration late in their lives (examples B-8a #625, 1968; B-8c #651, 1968).

Another change involved the baggage doors. As built, each door featured four small window panes. Some were initially modified by blanking the two outer panes on each door (examples B-8 #456, 1964; B-8c #653; B-8d #664). Ultimately, several cars received all-new doors with a single, streamline-style window (examples B-8c #651, 1968; B-8c #658, 1970; B-8d #662, 1961). With this accumulation of variations, the modeler is well advised to model his car from a specific prototype photo.

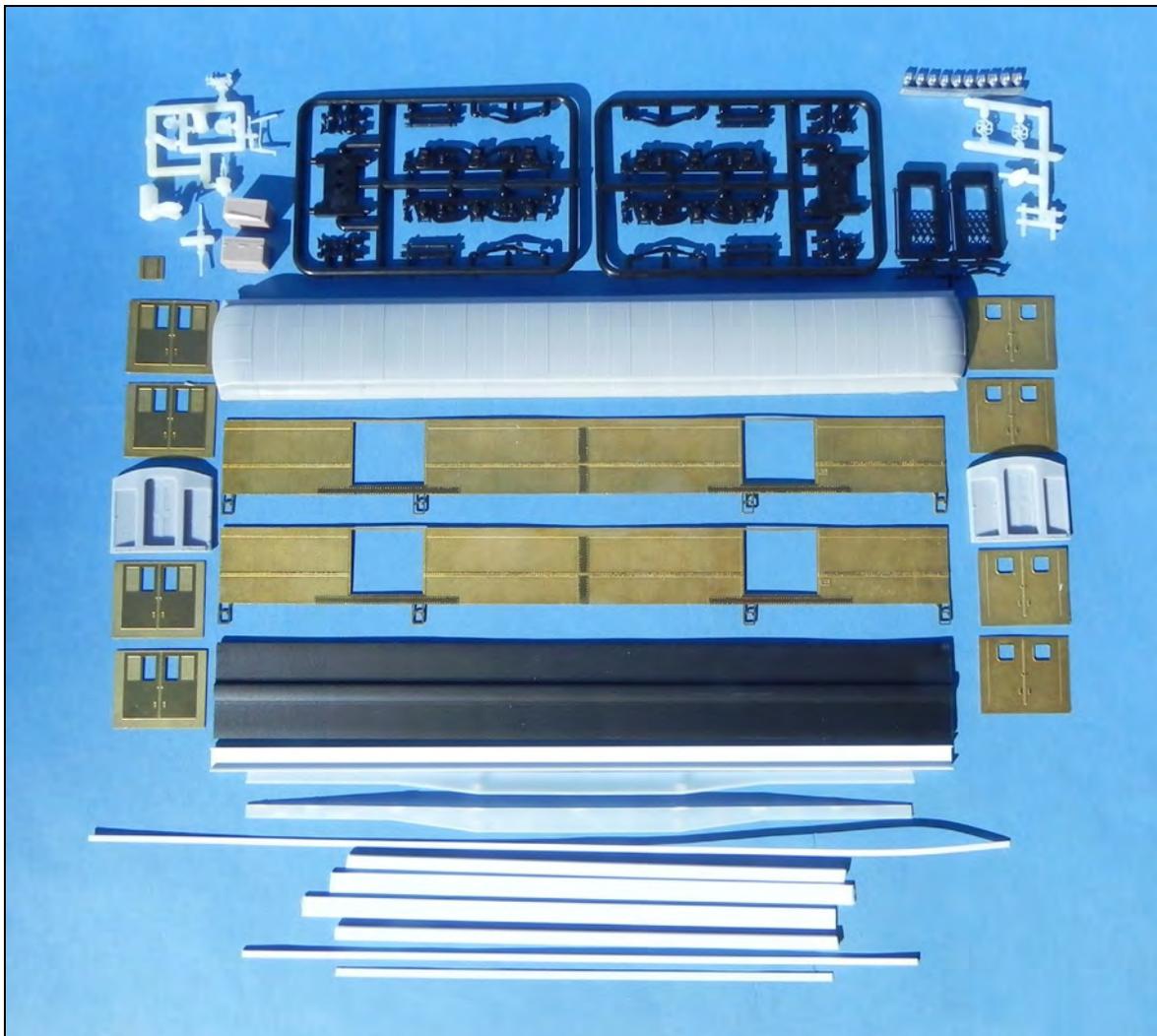
Beyond the photo coverage with this article, published photos appear in Craig Bossler's *B&O Color Guide* (B-8d #662) and Davis and Roberts' *B&O Salute* (B-8c #658).

Paint schemes also evolved with time. B&O painting specifications for head-end cars called for olive green until 1947, solid blue until 1953, then blue with a gray window stripe. With the C&O merger, many of the cars received C&O's blue/gray/yellow tri-color scheme. Note that B&O's head-end cars cycled through the paint shop a bit less frequently than its passenger-carrying cars, and as a consequence might carry a prior paint scheme well beyond the date of the latest paint spec.

The NKP Car Kit Overview

Until recently, the HO scale B&O modeler needing an accurate baggage car was left with several less-than-attractive options. A search of the Walthers product line reveals a beautifully B&O-painted baggage car; unfortunately, its combination of center-oriented baggage doors, one wide plus one narrow, and atypical high-arch turtleback roof stretches credibility as anything more than a wishful stand-in for the B&O prototype. A respectable kitbash is possible from cutting and rejoining two Rivarossi carbodies, as covered in the Q1/2004 issue of *The Sentinel*, or the October 2006 issue of *Railroad Model Craftsman*.

B&O modelers can celebrate NKP Car (www.nkpcarco.com), who has issued a series of eighteen B&O-prototype heavyweight and lightweight kits ranging from RPO's to baggage cars to combines to coaches to diners to sleepers – enough to equip a very credible B&O passenger train consist. I needed a baggage car for my head-end-car-intensive Metropolitan Special consist, and chose the NKP Car kit as the solution.



NKP Car supplies most of the parts needed for the model.

NKP Car has continuously improved its offerings over the years. In the early days, NKP offered only photoetched sides, leaving it to the modeler to find an appropriate roof, ends, and details to successfully complete the model. This approach evolved to offering kits, where the sides would be mated with off-the-shelf components from other manufacturers to build a credible but usually not exact model. Today's NKP kits go one step further, with accurate cast resin roofs and ends custom molded to match the prototype being modeled. The only required purchases are paint, decals, and couplers. Through NKP Car's efforts, these are very good times for the HO scale B&O passenger train modeler.

Upon opening the kit, one first sees a beautiful pair of sides, photoetched from sturdy hard brass to exactly match the B&O prototype. Rivets are correctly sized, and stirrups are incorporated into the side etchings – a nice touch. Locator dimples for drilling the baggage door grabs are etched on the backs of the sides, eliminating guesswork for positioning. A choice of two sets of baggage doors is included – a vintage four-window set with the outer two windows blanked, and a modern version with paired curved-corner windows.

The cast resin roof is correctly sized for the carbody, with a clerestory width exactly matching the B&O prototype's 7'9" dimension. The sides of the clerestory are plain, matching some of the prototype cars in the second half of their life, whose clerestory windows were plated over with smooth sheeting. The cast resin ends match the style of the B&O prototype, with tops curved to match the underside of the roof.

The kit has a few shortcomings. The photoetched sides are slightly concave from bottom to top; with all the perfectly flat brass sheet available in the world, it's unfortunate that NKP chose to use this substandard supply source. The good news is that the slight curvature is not noticeable without very close inspection of the finished model.

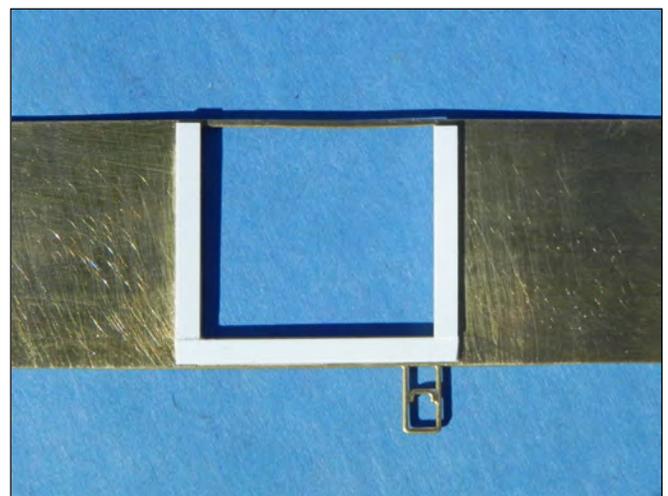
A major gripe is the accompanying instructions. NKP's instructions are highly summarized to a fault – at best a rough outline of the major construction steps. The modeler is left to his own devices to achieve a logical construction sequence, and is forced to frequently refer to prototype photos to make sure nothing is misplaced or left out. Adding to the confusion, NKP's single instruction set covers several cars in NKP's B&O product line, from baggage cars to diners, requiring constant attention to be sure that each step pertains to your model. While there are several helpful diagrams for such things as framing and underbody arrangement, no photos of the model are included – either in-process or completed. On the positive, a couple of prototype photos are included.

Despite these shortcomings, which hopefully the following words will ameliorate, NKP Car's B-8a is a fine kit, deserving the full support from B&O HO scale modelers.

Framing the Sides

It is sometimes said that if you give ten modelers the same craftsman kit, they will find eleven different ways to build it. Each of us has our own unique experiences preferences and quirks, and some of us simply enjoy the challenge of improving a kit's instructions. NKP Car's B-8 kit offers considerable opportunity for differing modeling approaches. NKP's approach will result in a fine model. Where my approach differs, I'll try to give a reason.

We'll begin by framing the interior of the sides. An early decision involves whether to build the car with a removable roof or a removable floor. A removable roof eliminates the need for masking between the blue sides and grey roof, and facilitates interior detailing for passenger-carrying cars. A removable floor is a bit easier to build, and can result in a bit sturdier carbody. For my model, I opted for a removable floor (as NKP Car did).



The door framing will properly inset the baggage doors vs. the outer plane of the sides.

There is also an early choice on whether to glue the baggage doors directly to the backs of the sides, or inset to add some additional depth as on the prototype. I chose the inset option.

Also affecting the construction sequence is whether your car will be solid color, or a multicolor scheme such as blue/gray or tri-color. If you go with a multicolor scheme, you'll need to mask, and I have found it much easier to add details such as grabs after painting, rather than try to mask around them. My car will be blue-gray; if your car is solid color, there's no reason not to add all detail as you go, and before painting.

A final up-front concern is increasing glue adhesion to the shiny backs of the sides. I scarified the backs of the sides using coarse emery cloth, with the resulting grooves adding "tooth" for the glue to adhere to. Coarse sandpaper also works. After scarifying, wash the sides with a non-oily dish detergent such as Ivory Liquid to remove and skin oil from handling.

First, drill #78 for the door grabs, using the locator dimples on the rear as guides. Cut framing pieces for the door sides and bottoms from .020" x .100" styrene strip. You'll need four bottom pieces 8'6" long, and eight side pieces 6'4" long. Using CA, glue them flush with the sides and bottom of the doors. No framing piece is needed at the top. From the front of the side, drill the door grab holes through the styrene framing.

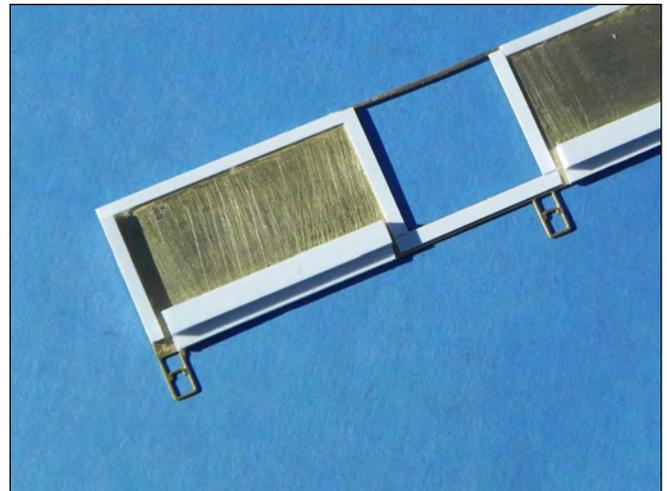
The removable floor will seat into an L-shaped member along the bottom of each side, leaving gaps at each door location. Cut four sections 10'9" for between the doors and ends, and two sections 29'6" for between the doors, first from .040" x .250" Styrene strip, ten from .100" x .156" styrene strip.

Glue the .156" face to the .040" x .250" strip, making sure its top is exactly flush with the top of the .250" strip. A perfectly flat surface such as a plate of glass is handy for this.

Glue the pieces to the sides, flush with their bottom. Be sure there's room for the door to be glued later.

Next, add the top framing of .020" x .080" styrene strip. Cut four pieces 12'0" and two pieces 29'6". Glue them flush with the tops of the sides, leaving gaps at the doors.

End framing is .080" x .080" styrene strip. Cut four pieces 6'9" long, and glue them flush with the ends. Framing is now complete.



Completed side framing.

Even with scarification and washing, I have had a few bad experiences of glue joint separation after the model has been in service, with the resulting gap sometimes hard to repair without paint damage. As added adhesion insurance, I like to run a bead of two-part epoxy along the inner edges of the framing strips, forming a fillet to further secure the joint. I have found it preferable mask and paint the baggage doors prior to final assembly; this eliminates the need to touch up the inevitable bleed that can creep under the masking tape where the inset doors meet the side framing.

Build the Carbody

NKP Car recommends painting and lettering the sides prior to assembly. I saw no advantage to this. Yes, it eliminates the need to mask the roof and the floor, but after assembly adds the complexity of completing the grey window band which wraps around the corners of the car beyond the brass sides. I opted to paint the sides after assembly.

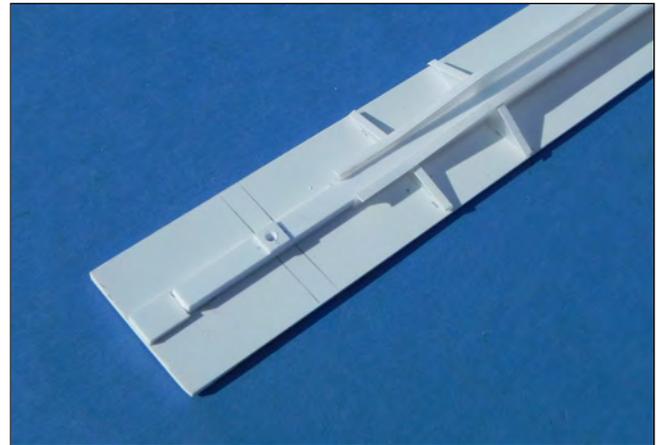
There may be light flash around the edges of the roof, which can be removed with a file. The lips extending below the bottom of the roof will interfere with the baggage doors when they are added later. Cut away the lip behind the position of each door; be sure to remove material greater than the width of the doors (at least 9'0").

NKP suggests adding an additional .010" x .100" styrene strip to the top framing of the sides to properly space the sides relative to the roof. On my model this was unnecessary, since the roof already had a very slight overhang relative to the sides, matching the prototype.

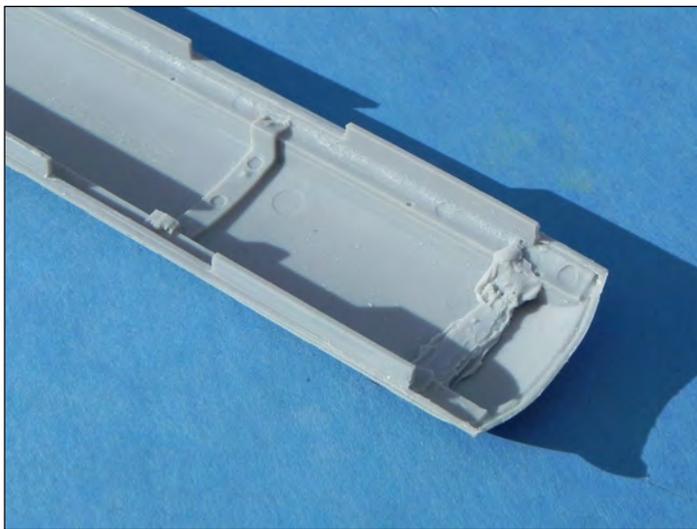
Using CA, place three or four dots of CA along the top framing strip behind the side, and tack it to the roof, making sure the side is centered and vertical. Repeat for the opposite side.

Check the fit of the top of an end vs. the curved underside of the roof, and file as necessary for a snug fit. Tack one end to the roof, making sure it is centered. Tack the bottoms of the sides to this end, making sure that each side is properly aligned with the end from top to bottom. Repeat for the other end.

If satisfied, with the alignment of all joints, run a bead of CA along each joint on the carbody interior. The resulting carbody should be strong and square.



Completed underframe.



Remove the roof lip to provide clearance for the baggage doors.



Assembled carbody.

Build the Floor

With its kit, NKP supplies an extruded black floor from Bethlehem Car Works. I have never been a fan of this floor; it's not too sturdy and is a bit thin, which results in underbody components too far inset vs. the sides unless spacers are added.

In its place I substituted .060" styrene sheet (Evergreen #9060) – much stiffer, and perfect height for the underbody components. On my model, the dimensions were 8'9" x 70'6". In the NKP instructions, ignore the steps of notching the floor for the doors, and accommodating the vestibule steps (there aren't any).

Lay out the truck centers. The prototype truck centers are 50'9", assuming a kingpin location directly above the center axle. The screw hole in the Branchline trucks is offset by 1'4", making the spacing of the truck screws 53'5" on the model.

Cut coupler box pads from styrene strip .060" x .250" x 2'6", and glue them centered on the floor and flush with each end. Drill (#50) and tap for 2-56 screws attaching the coupler boxes; position the boxes so that their outer end is flush with the end of the carbody.

NKP supplies a .250" channel as a centersill spacer – too wide vs. the prototype's 18". I substituted a .125" x .188" styrene strip installed between the coupler box pads, which will serve as a mounting surface for the trucks as well as a spacer for the centersill beams. Cut a pair of .030" x .188" x 3/16" pads to serve as bolster plates, and glue them atop the

centersill centered where the truck screw locations have been marked. These bolster plates will allow the trucks to flex over the longitudinal irregularities sometimes found in our trackwork. Drill (#50) and tap for 2-56 truck mounting screws.

Trim each end of the centersill beams to a total length of 42'0". A flange of .010" x .080" styrene strip glued atop each beam adds a prototypical touch. Glue the beams to the sides of centersill spacer. Add the four high crossbearers where the centersill beam angles downward toward the floor. Add four low crossbearers; to prevent interference with the trucks, locate them at least 18'0" from the end of the floor. Add a .010" x .080" flange atop each crossbearer.

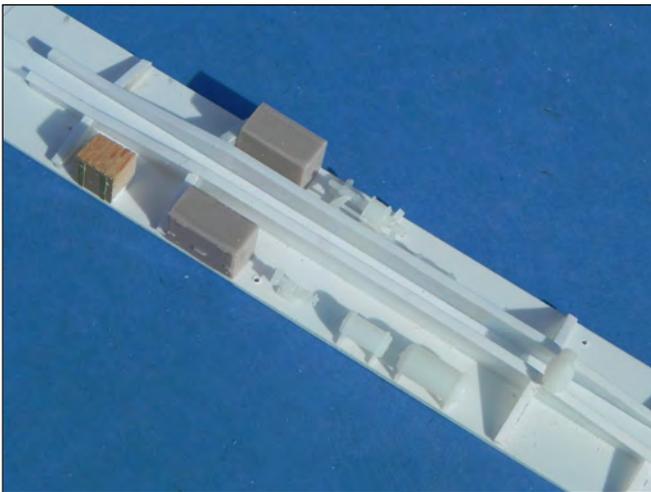
NKP supplies Branchline trucks with the kit, which can be assembled now. A tip – the axle hubs of engineering plastic can be a nuisance during assembly; secure them with a small dab of contact cement to hold them in place. Test fit the truck and couplers on the carbody, and check coupler height; NKP supplies a few washers if height adjustment is needed. Also, consider a test run around the layout; it's easier to correct operational problems now than later.

Detail the Underbody

NKP supplies a full set of details, along with a sketch on where to locate them. The sketch seems in good agreement with prototype photos, so I used it as the basis for locating the various underbody components. By installing the floor into the carbody, it can help to match the component location to the prototype photos.

A square brass front-plate is the only thing provided for one of the components; a small wood block or a box scratchbuilt from styrene is needed to complete the box extending behind the plate. The steam traps are delicate, and subject to breakage with handling. I drilled for them, but delayed installation until just before painting.

The floor can be secured into the carbody with 0-80 screws. I used three per side. Drill (#55) a pilot hole through the floor and framing, drill (#51) a clearance hole through the floor, and tap the hole in the framing.



Completed underbody detailing.



Roof detailing is simple – four vents per sides, and drip edges.

Detail the Roof

Roof detailing on the B-8's is relatively simple, with vents and drip edges, but no grabs. B&O's favorite roof vent was the barrel-style Gold vent. NKP supplies ten with the kit, more than enough for the four vents per side on the B-8's.

The vents are symmetrically located along each side and opposite each other; approximate spacing is 9'9" and 24'9" as measured from each end of the brass side. Lay out the vents on one side, drill (#48) for them, and install them. Using the roof seams as a guide, lay out the vents on the opposite side and install them.

Above the doors are drip edges curved in a gentle arc, which I modeled with .020" x .020" styrene strip; length is approximately 9'0". Center the drip edge above the door, tack one end with a small dab of CA, and position it pointing slightly upward. Bend it in the slight arc, tack the other end, then run a fine bead under the strip.

Detail the Carbody



Completed carbody, side 1; doors and diaphragms will be added after painting.



Completed carbody, side 1; doors and diaphragms will be added after painting.

Much of the B-8's detail appears on its ends and is important since a baggage car is often the lead car of a consist. In some cases we will add the detail as we go, and in others we will add it after painting to avoid the need to mask around it.

Side detail includes door grabs and vertical grabs at each end. We have already started holes for the door grabs; complete them by drilling through the styrene framing behind the side of the door. Add the required Detail Associates #6601 grabs after painting.

The grabs at the end of each side are also DA #6601s; drill for the lower leg 10" above the bottom of the end, and the upper leg 2'7" above it. Install the grabs after painting.

The end has several details – a brakewheel, sill grabs, L-shaped grabs, upper grabs, and uncoupling levers. NPK supplies a pair of heavily-cast cloverleaf-style brakewheels, which does not appear to match the B&O prototype; I substituted Precision Scale #31118 brakewheels. The B&ORR diagram shows a brakewheel on only one end, but photos suggest that the B-8's had brakewheels on both ends, a relatively common practice for headend cars.

The prototype brakewheel housing is a flat plate casting, which I simulated with a small square scrap of styrene strip. Mount the housing centered 5'0" above the bottom of the end on the left side, and drill through its center for a wire center post for the brakewheel. We'll install the brakewheel after painting.

Below the housing is a length of fine chain extending through the endsill. Drill (#55) the endsill for the chain, and add a short length of wire below the housing to secure the top of the chain. Glue the chain to the post, and feed it through the endsill (poking with a pin works).

Drill for the endsill grabs below the molded bolt heads, and install Westerfield #1197 drop grabs. Near the top of the right side is a horizontal 18" straight grab; drill for it now, but set aside Westerfield #1198 straight grabs for later installation.

On the bottom half of each side of the end is an L-shaped grab extending flush with the plane of the side. Using the photos as a guide, bend these from .015" wire, and install them after painting. Not that the left hand grab has a semicircular loop to clear the handbrake chain. Uncoupling levers run across the bottom of the ends beneath the couplers, suspended by DA #2222 long eyebolts. Drill the bottoms of the endsills for the eyebolts and install them. Bend a section of .015" wire for the lever, using the photos as a guide, and install it. A final touch is a doorknob, represented by a pin.



Completed end; the two ends are identical.

The diaphragms supplied by NKP are an extended-top UP-style, incorrect for B&O. Using the photos as a guide, cut away excess material on each side of the top, leaving an angled 1'9" tab in the center. Since the diaphragm will be painted black, we'll install it after painting.

Disassemble the model into its subassemblies, and give it a final wash in Ivory Liquid. Your model is now ready for paint.

Painting the B-8



Completed model, side 2.

B&O's blue is a dark, blacking blue, and I'll continue to use my stash of out-of-production Floquil B&O Royal Blue to represent it. A fallback option is Scalecoat B&O Royal Blue, or a dark blue from other manufacturers.

For my grey on this model, I used Floquil D&H Grey. It's close to the B&O prototype shade, and is a near match to the grey used by Walthers on their B&O passenger car models. While out of production, some of Floquil's less standard colors occasionally show up on eBay, offering a possible source for D&H Grey. I'm not aware of another B&O-specific grey on the market, but look for a medium, yellow-green grey.

For lettering, I used Champion's out-of-production PH-9D set from my stash. Microscale offers a good set, #87-797.

For a more thorough discussion, check out "Painting and Lettering B&O Passenger Car Models," *B&O Modeler*, July/August 2008.

Begin by spraying the carbody with grey primer; this will not only improve adhesion, but will also provide a consistent color base under the subsequent coats.

While the normal rule is to "paint dark over light," we'll reverse the order here to simplify masking. Paint the carbody, doors, and grabs blue, and allow them to dry thoroughly. It may take several days for the solvent odor to totally disappear. Tip – a stick of balsa wood makes a handy handle for painting the grabs; stick their ends into the wood, then paint away.

While waiting, paint the underbody, trucks, couplers, and diaphragms Grimy Black. Unless modeling a freshly-shopped car, consider some rusty grunge weathering on these components.

When the carbody is completely dry, mask for the grey window-panel stripe. Each modeler has his own favorite masking medium; mine is garden-variety Scotch Magic Tape in the green plaid dispenser. It is thin and flexible, and will not lift paint from the model if it is removed promptly after the paint is applied.

Mask so that the blue letterboard is 16" wide. I masked the bottom edge at the bottom of the belt rail. On the B-8s the grey stripe wraps around the corners of the ends. Measure the location of the grey stripe on the sides, and mask the doors accordingly.

Tip – to reduce paint bleed under the edge of the masking tape, spray a light coat of blue along the edge of the masking tape; this will seal the edge of the tape. Allow some drying time, then spray the grey. Remove the masking tape promptly. Mask the tops of the sides, spray the roof Grimy Black, and remove the tape promptly. Touchup the model as needed, and apply a clear coat such as Floquil Crystal Cote or Testors Glosscote as a smooth base for decals if the paint on the model is not already glossy.

Stripes and Letters

Begin with the stripes – a pair of 1" stripe, one near the bottom of the blue letterboard, and the other near the top of the blue panel below the windows. Before starting, install the doors so the stripes will be properly aligned. Using the photos as a guide, apply the stripes.

The road name letter spacing is too wide on the Champ set, requiring the letters to be placed individually. Make a pencil lettering template on a strip of paper you can lightly tape to the side as a spacing guide. A spacing of about 9" between letters works well. The REA lettering and car numbers in the Champ set are too small. I was able to find correct-height lettering in an L&N set. Hopefully the Microscale set avoids these problems. I numbered my model #658 to match a prototype photo with smooth-sided clerestory and modernized baggage doors.

Seal the decals with a matte finish such as Floquil Flat Finish, or a 50-50 mix of Glosscote and Dullcote. When the paint is dry, install remaining grabs, diaphragms, and any other post-painting parts. My completed model weighted five



Completed end, painted. Notice how the gray wraps around.

ounces, a bit below the NMRA recommendation of six ounces. My B-8 has performed flawlessly, so there was no need to add additional weight. Check for any last-minute paint touchup, and she's ready to take her place heading your B&O passenger train consist.



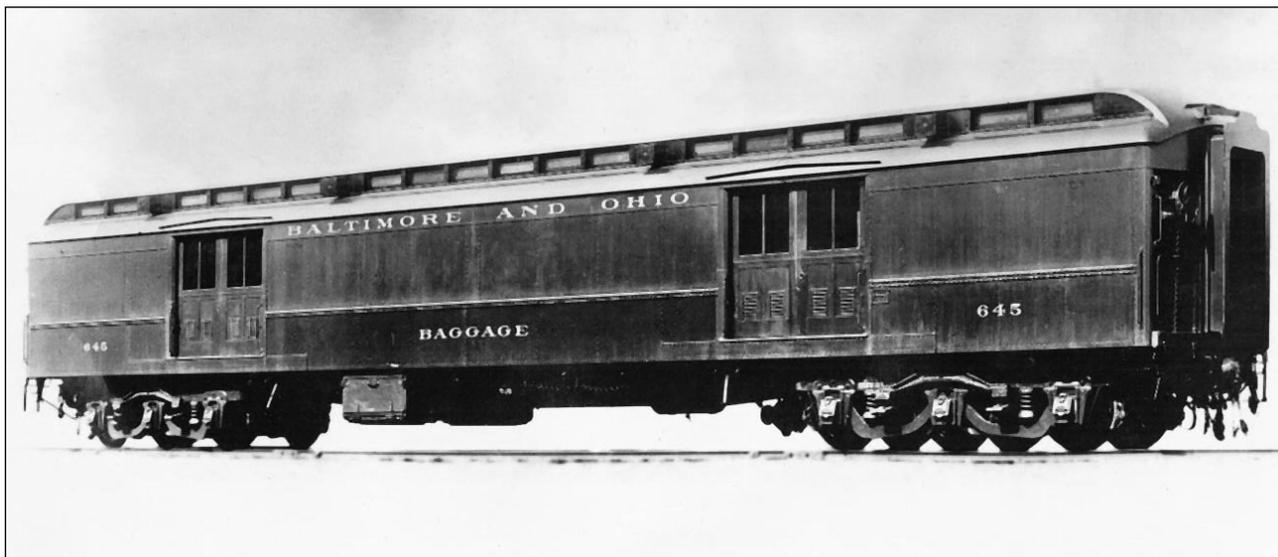
Two different approaches to the B-8 – NKP Car model in front, Rivarossi kitbash behind.

Parts List

Manufacturer	Part No.	Description
NKP Car Co.	6720	B&O Class B-8a Baggage Car Kit
Builders in Scale	250	Chain, 40 Links per Inch
Detail Associates	2222	Eyebolts, Long
	6601	Vestibule Grabs
	2505	Wire, .015"
Evergreen	104	Styrene Strip, .010" x .080"
	120	Styrene Strip, .020" x .020"
	124	Styrene Strip, .020" x .080"
	125	Styrene Strip, .020" x .100"
	138	Styrene Strip, .030" x .188"
	149	Styrene Strip, .040" x .250"
	159	Styrene Strip, .060" x .250"
	164	Styrene Strip, .080" x .080"
	9060	Styrene Sheet, .060"
Precision Scale	31118	Brake wheels (2)
Westerfield	1197	Drop Grabs, 18"
	1198	Straight Grabs, 18"

Manufacturer	Part No.	Description
Various		Screws, 2-56 & 0-80
Various		Paint (See Text)
Various		Decals (See Text)

Prototype Photos



Standard Steel Car Co. builders photo of B-8c #645. Note original windowed clerestory and four-window doors.
All photos – Bob Chapman collection



B-8c #653, Monroe, VA, 10-65 in post-merger tri-color. Al Chione slide, Bob Chapman Collection. Used with permission.



B-8c #658, Chicago, IL, 3-07-70. Al Chione slide, Bob Chapman collection. Used with permission.



B-8 series #X4436 in company service second career, New Castle, Pa., 6-14-80.

THEY WERE EVERYWHERE

CONCRETE TELEPHONE BOOTHS

BY JOHN TEICHMOELLER

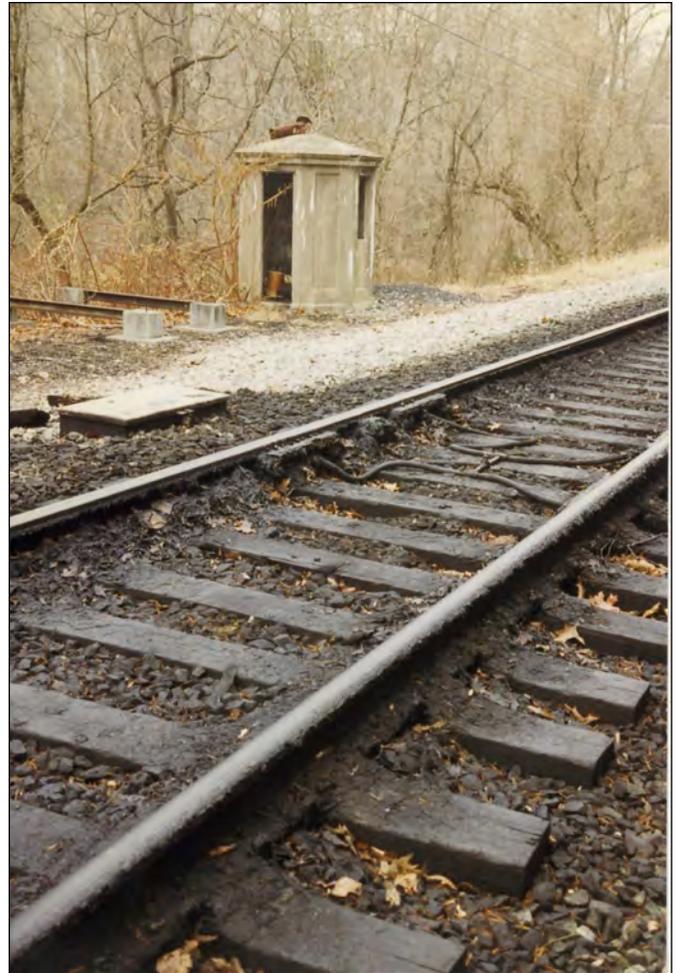
Summary

Most B&O-theme model railroads could use numerous models of lineside concrete telephone booths as part of their wayside scenery. There were several styles. The good news is that they are all available in HO and possibly in other scales.

Introduction

I interviewed retired B&O brakeman Howard Dillow in 2012 about his experiences of being stranded on top of a caboose at Woodstock MD along the Patapsco River during Tropical Storm Agnes in 1972 (see the 2nd Quarter 2012 *Sentinel*.) In the course of our conversation, the subject of those concrete telephone booths came up. Howard's comment was "They were everywhere!" I'm sure I had seen them many times over the years. However, I first really paid attention to the one in December of 1997 at the east end of Avalon Siding, at the foot of Gun Road (just down the hill from where the late publisher Charles Roberts used to live—"Avalon Hill"). Of course, by this time, this phone booth was in derelict condition and vacant. Fast forward to November of 2004 when my layout, based on "7 miles of B&O Old Main Line," was put into preliminary service. It suddenly dawned on me that I needed a handful of these lineside features.

The following article is the compilation of bits and pieces of information I have been able to round up about these concrete telephone booths. And a couple of qualifications: A) the prototype information I feel is worthy of a lot more research and a comprehensive historical article for *The Sentinel* or *Railroad History*. I leave such an article in the worthy hands of someone else so inclined, since, as will be discussed later, I've achieved the original goal of this project, namely my HO models. B). after several decades of model product drought, we seem to be having a monsoon of product availability. My commentary of known models may have missed something, so I welcome others to submit additional information about existing products and new ones so that we can entertain a "Part 2" version of this article with additions and corrections in *The B&O Modeler*.



Derelict concrete phone booth at east end of Avalon Siding, near the foot of Gun Rd. (CSX calls it CP "Gunn") The late legendary publisher Charles Roberts once lived up the hill (hence his former company name, "Avalon Hill"). Black greasy patch is a flange lubricator. December 1997.

Some Brief Information about the Prototypes

Before the days of two-way radio, train crews needed a means to communicate with other parts of the railroad system while underway. Railroaders I have talked to have told me it depended on the signaling arrangement to determine whether you talked to the block operator or dispatcher or some other authority. A typical situation might be at the end of a siding, where it was necessary to contact the nearest operator for instructions. Now a phone booth of some sort should ideally be secure from the weather and vandals. Some railroads, including the B&O, employed wooden communication shacks or even pole-mounted boxes. George Kovalchick pointed out to me that most B&O Division employee timetables contained a list of telephones along the way, indicating whether it was a "booth," "pole," "side of station," or "tower." The list also indicated to which office the phone line was connected. If you are modeling an actual section of the B&O even into fairly

modern times, your “Bernie Beavers” roadway maps will actually show on the map where you should be placing the booths.

Some railroads used circular concrete telephone booths. For example, the February 1990 *Mainline Modeler* carried drawings of such a circular concrete telephone booth prepared from Southern Pacific Standards drawings.

I have a pair of such circular booths fabricated from brass and sold by N.J. International which I purchased in 1987. I was then ignorant of B&O designs but, hey, they do look railroad and at time I wasn’t really focused on the B&O.

Was there ever an official B&O drawing for one or more of the concrete phone books? If so, it has yet to surface. I have not surfed the index of the Operating Vice President’s files in our archives at Eldersburg for telephone booths. There is a drawing (No. 7641) for a wooden telephone booth in the 1907 Standards book and I believe in a 1945 Roadway and Track Standards book, but there is no drawing for a “B&O Standard” concrete phone booth. Will Jamison uncovered a patent for a concrete phone booth design. It was Patent No. 1060347, issued to Charles F. Massey of Chicago, Illinois entitled “Railway-Booth” and dated April 29, 1913. The design called for a cage fabricated of various steel reinforcing elements (mesh and rods) around which was placed a mold into which concrete was poured. Each side was like a “panel,” with a thicker concrete frame surrounding a thinner center portion. Openings for a door and one or more windows were provided for in the sides, the door and window widths being the widths of the panels. Holes were cast into the concrete for securing wooden window and door frames with plugs or expansion bolts, so no drilling was required to install the door or window frames. Conduits for cable exits were also cast into the structure. The design also provided for a vent in the top that could either provide simple ventilation or a stack for a small heating stove. We’ll stop there with patents and leave it to patent mavens among our readers to find more since this isn’t *The Patent Enthusiasts Journal*.



Painted brass phone booths from N.J. International

More of relevance, Jim Mischke has come across ads for several vendors of concrete phone booths in trade publications including Massey, Potter-Winslow and Permacrete. He also located a 1912 paper delivered by a B&O architect named M.A. Long at a cement user convention. In this paper it is stated that the B&O decided to use concrete phone booths instead of wood in 1911. Jim feels Long’s story should be expanded as he designed B&O stations in Youngstown, Wheeling and Gary. In any event, Jim feels that the B&O’s concrete phone booths were all vendor supplied. (The BR&P’s experience is a special story which will be addressed later.)

Field observation of surviving concrete booths indicates there was a variety. Let me just recap what I have observed from photos and from “the lineside.” Each of these will be discussed and illustrated anecdotally without any claim to definitiveness. (Remember, my goal in this project was just to get some credible models for the layout!) There were several different styles of concrete phone booths and it isn’t even always possible to definitively identify them from photos; I trust readers will advise of mislabeling in the following. Some overall comments:

• The B&O employed an 8-sided “large” unit; an 8-sided “small” unit, a 6-sided unit, a 5-sided unit (BR&P territory) and a 4-sided unit.

- There was also a 6-sided “small” unit used by the Erie, Lehigh Valley, DL&W, CNJ and NYO&W but I do not know if this was identical to those used by the B&O.
- The ones I have seen in Maryland seem to be mostly the 8-sided “large” unit.
- On the other hand, numerous examples noted on the “S&C” between Rockwood and Johnstown seemed to be the 6-sided unit.
- During our Seymour, IN convention some years ago I saw only the 4-sided units along the line we passed, although I know of two of the 4-sided units in the greater Baltimore area.
- The 5-sided units appeared to be a BR&P specialty, fabricated at a railroad-owned concrete plant at East Salamanca, NY.

- Some of the extant booths have metal “smokejacks” of varying styles in the center of the roofs, while others have a removable cast concrete vent cap. Based on usage it is apparent that some of the larger booths may have been equipped with a coal stove.

8-Sided “Small” Booth

Dimensioned drawings of one of the 8-sided “small” units by Julian Cavalier with text by James Ankrom were published in the 11/1982 issue of *Railroad Model Craftsman* magazine. There were two photos captioned as being from Parkersburg. Society member Nick Powell was given credit for assistance with this article. Jim Mischke pointed out that there is some slight dissonance between the photos and the drawing—he feels the photos depict a more slender structure; maybe the photos are of a six-sided booth (about which see later). It’s really hard to tell sometimes.

B&O communication shack

These small concrete structures, found at many railroad junctions, can make an easy addition to any layout/James Ankrom





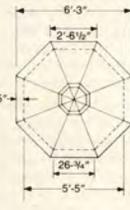
Before the days of the two-way radio (used by locomotive engineers and conductors to communicate information to and from the nearest tower or town), the communication shack, outfitted with a hand cranked block phone, was an important part of the equipment used on railroads across the nation. These shacks were located at the ends of sidings and at branches where no signals existed. At these junctions, the trainman would get down from the cab and call the dispatcher for permission to get in the clear when entering the main line. Where block signals existed, many times a stop signal would indicate that a call was to be made to find out why the train was halted or to get permission to resume travel.

This octagonally-shaped concrete communication shack is of Baltimore & Ohio Railroad origin and is quite typical of those found in Pennsylvania, Maryland, Ohio and West Virginia. Although no accurate system-wide construction dates could be found in either the 1907 or 1947 Standards books for the B&O, the best indications are that they were installed in the 1920's or 1930's.

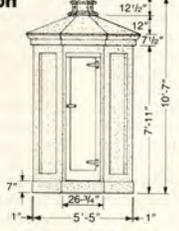
The pre-cast concrete structures were probably pre-fabricated at a central location or laid up in movable, reusable forms. Modelers might use similar methods to cast a number of these shanties. Many thanks go to Nicholas Powell for his assistance in the preparation of this B&O material.

Full size for HO scale 3.5mm = 1'-0"; 1:87.1
Drawn by Julian Cavalier

Concrete construction



Roof plan



Front Plan



Back elevation

RAILROAD MODEL CRAFTSMAN 67

Reproduced with permission, Railroad Model Craftsman, courtesy White River Productions



"Restored" booth at Hagerstown Roundhouse Museum in CSX colors. This is the only booth I have seen with both door and window sash in fine shape. Roxbury was a station/office on the Hagerstown branch, 18.2 miles from Weverton. I have not been to Roxbury but am sure there is a story about the salvation of this relic.



6-Sided "Small" Booth

This style of booth seemed to be the one in fashion viewed during our 2012 Somerset convention which covered the Somerset & Cambria.



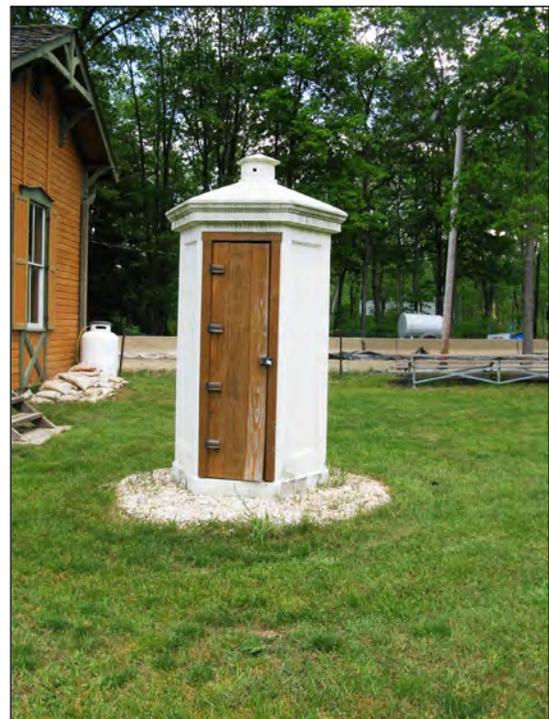
Side view, Holsopple, PA 5-24-12



Rear view, Holsopple, PA 5-24-12



This is one style of lockable communications apparatus that lived in the booths. Holsopple, PA 8-2012



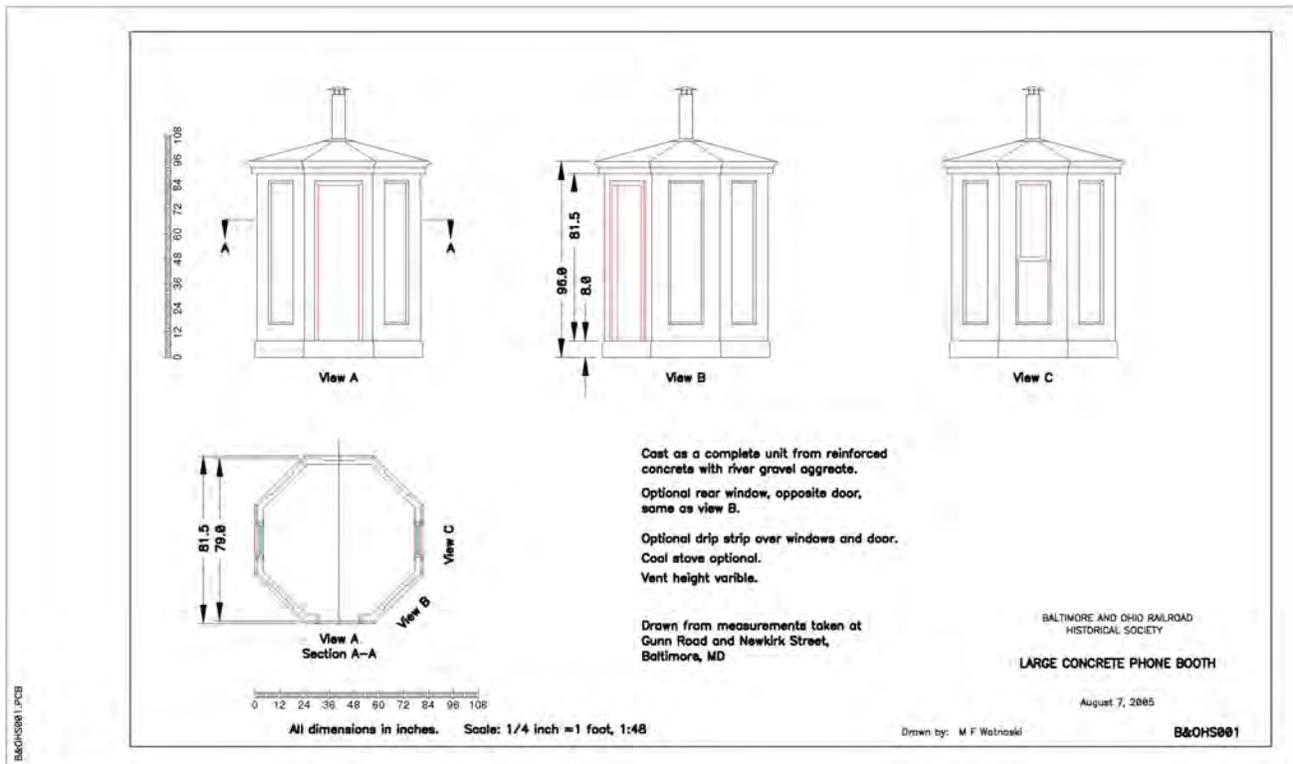
Nicely restored booth outside of the replica Stoystown, PA station 5-24-12



Bob Weston made these images on 12/9/2017 on the Sandusky, Mansfield and Newark branch in Mt. Vernon, OH about a mile south of where the PRR crossed the B&O. This unit is suffering from serious decomposition; Bob has thoughtfully included his field measuring tool.

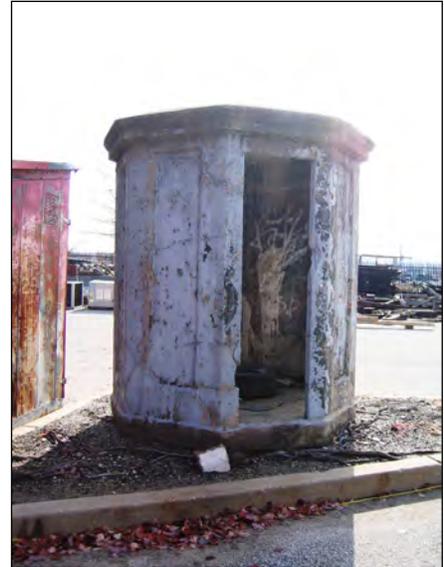
8 sided “Large” Booth

In 2005, Society member Mike Watnoski prepared drawings based on field dimensions of the 8-sided “large” units located at Newkirk St. near PennMary yard in Baltimore and the one at Gun Rd. mentioned earlier. The large booth is about a foot wider. Mike’s drawing reposes in the labyrinth of resources on the Society’s website but is reproduced here to save you the search.





Booth at B&O Museum. The full length panels on this side appear to have been bashed out but booth has a window opening across from door opening. One account says this booth was at the west end of Mt. Winans yard; the other is that it was beside the tracks at Carey St. and was used by the train crews to get permission from the yardmaster at Mt. Clare B Yard at the foot of Bentalou St. to enter the main. It sat at Carey St. for many years, and was sometimes used by one of the "ladies of the street" from the Poppleton neighborhood to service clients on her knees. The B&O Museum didn't feel this was appropriate scenery for the family train rides so removed it to the secure lot behind the South Car Shop. Well, that's the story, anyway. 11/20/2009



View of B&O Museum booth showing door opening and window opening. Note holes in window opening for anchor bolts for long gone wooden window frame. It appears that both open panels were originally window openings, then the lower part of each panel was bashed out. I was told there was one of these at the museum, but when I visited in late 2009 I couldn't find it and nobody I talked to even knew what I was talking about, much less where it was. On my way leaving the museum, I drove around to Arlington Ave. to see what was parked out behind the South Car Shop and there was the booth, in the "secure" area behind the fence. Except since this was daytime, the fence was open (there was a contractor trailer there) and there was nobody around. I walked in, took my pictures and as I was finished got chewed out and chased away. Well, what the heck, nobody knew it was there! The sides have sustained heavy abuse but the detail on the cornice has held up nicely. 11/20/2009



Booth on north side of tracks and west side of Newkirk St., straight-on view of door side. Note intricate cornice detail and collapsed sheet metal smoke jack. 6-01-11



Straight-on view of plain panel, Newkirk St. booth. 6-01-11

One of my favorite pictures, blown up from the original Shorpy offering. We are at Eckington Yard off NY Ave. in DC for the 1923 Shriner's Convention. Is the booth serving as a hot dog stand, cigar store or com center or all of the above? Library of Congress.



4 Sided Booth

These are about 3' 3" in square cross section and about 7' tall, based on dimensions taken by Will Jamison and embodied in a model he offers (about which more later). One such extant booth, found by Will, is located at "Hoods Mill," about one block east of where Md. Rt. 97/Georgia Ave. /New Hoods Mill Rd. crosses the Old Main Line.



Front (north) side of Hoods Mill booth; note metal door. 4-27-11



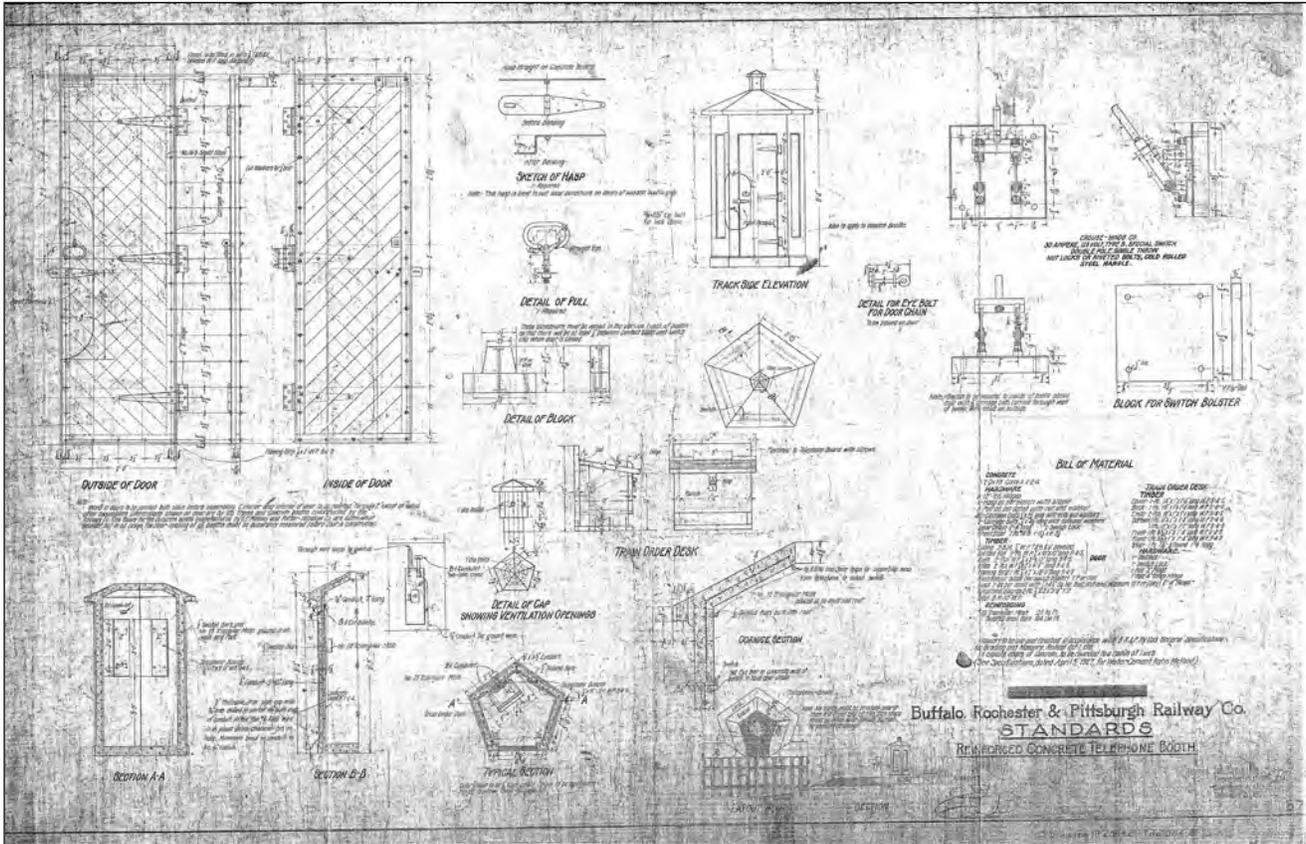
View of north and east sides, Hoods Mill booth; 4-27-11; I did not attempt to open the door because I thought the residents across the lane might be using it for personal storage.



View of rear (south) side, Hoods Mill booth, 4-27-2011. I looked in vain for Joan Miro's signature.

5 Sided Booth

The Buffalo, Rochester & Pittsburgh employed 5-sided booths. A fine drawing was picked up from a Google search. This design, confirmed by photos of the prototype, had a prominent dark colored “latch plate” on the door (my synthetic nomenclature.)



Brian DeVries shares the following with us: “The East Salamanca concrete plant was built for, and operated by, the BR&P. It was an integral part of the new E. Salamanca yard, built in 1903-4. The concrete plant was featured in the August 1915 edition of *The Signal Engineer* (Vol. 8, No. 8). A photo shows a group of at least eight concrete telephone booths awaiting shipment on the loading dock. As of that date, the plant had produced 575 signal pole foundations, 525 cable post foundations, 250 indicator post foundations, 700 pipe carrier foundations and 400 ladder foundations. All of this was in addition to the telephone booths, mileposts, whistleposts and lots of pipe. The plant was out of service (probably because the BR&P’s physical plant was fully built out) before the B&O took over operations on 1/1/32.”



Limestone NY (between Salamanca NY and Bradford PA) Brian DeVries photo, 8-09-11

No, Kathy, the lady’s room is inside the station; 5-sided booth on display at rear of Salamanca, NY station/ museum, 9-2016





A 1936 view at the ferry landing at Genesee Dock by Ted McCaig,



Erie 6-sided booth at Struthers, OH 10-20-11. Note that the wooden door frame is intact with remnants of green Erie paint. I have been to this site numerous times since 1991 and never measured this booth because I just always, incorrectly, assumed they were all the same. This booth has no windows. Smaller than B&O 8-sided booths.

Other Railroads' Polygonal Cross Section Concrete Phone Booths

Other eastern railroads besides the B&O had polygonal cross section concrete phone booths. While on the one hand, this subject is “n/a” for our purposes, I decided to include the material for context. I had known about one such booth since 1991 but always assumed it was “just another B&O booth.” It turns out that the booth in question was of Erie, not B&O heritage. It is part of the collection of the Mahoning Valley Railroad Heritage Association and is presently sitting in their “curatorial storage” in the Castlo Industrial Park in Struthers, OH. (Hopefully it will soon be moved--and maybe it has been by the time this is published--to the MVRRHA’s main site on Poland Ave. in Youngstown, OH.) I guess my assumption of the B&O heritage was motivated by the fact that the B&O served Youngstown, too, and ran very close to the subject booth’s temporary site.



These booths had a cast concrete roof ventilator cap, here safely stored on the deck of a steel mill slag car in the MVRRHA’s collection 10-20-11



Interior view of Erie booth, Struthers, OH. 10-20-11

Models—some convoluted searches, then success

Good news—there are HO models for all the booths previously discussed.

Forensic Modeling—(I offer the following several paragraphs as a saga for those who appreciate a good search. Read through to the next section to get to hard core modeling information.) Returning to 2004 and the construction of the core of my Old Main Line layout, one of the things on my to-do list was to obtain or build a bunch of models of these concrete phone booths. Based on my track plan, I figured I needed about 6 to 8 of them. In the dark recesses of my memory was a recollection of an ad or product notice, many years prior, from some company that was producing these HO phone booths. I looked through old magazines of that era, including *The Sentinel* starting in 1985, but never could find such an ad. (After the models discussed below became available I did, in fact, find it.) I also started looking for these booths at train shows with no luck. After all, you can always find it at Timonium, right? Then when visiting hard core B&O modeler Bruce Elliott in Cass, WV in 2005 I asked him about them. He did have some stored in his parts box, appropriately stashed for future use on his then-building layout. Unfortunately, he had discarded the original packaging and didn't remember the name of the maker.

At this point you might be asking yourself, “You jerk, why don't you just scratch build a master and cast some yourself?” Well, certainly that would have been a possibility, but especially at my skill level, some of the structural details you can see in the photos of even these dilapidated units—the recessed paneled sides, the multi-layer cornices, etc.--were frankly intimidating to me (and this was before I had friends with 3D printing skills). And getting all those angles right? My strategy then shifted to a quest to find at least one of these ancient commercial castings and use IT as a rubber mold master for my personal use. Meanwhile, I had more pressing tasks to execute on the layout that had only mainline track laid and needed lots of industrial sidings to be laid, so this was not a “front burner project.” Then in 2007, there was a breakthrough: I happened to see some more of these booths in my friend Stan Knotts' basement and he kindly gave me one—at last, here was my “master.” In August of 2009, Ken Van Mechelen posted a message on the Yahoo list indicating he had some of these in their original packaging which showed the manufacturer to be an outfit named AndKon, Inc. with a Westmont, NJ address. I ran this through the Internet and came up with the residence of one Konrad Richter, Jr. By coincidence about the same time I notice a photo in an issue N-Trak Newsletter showing a Konrad Richter with a group of New Jersey N-scalers so I figured a Mr. Richter, either the original manufacturer or his son, was still alive. So I wrote him about the status of the telephone booths, tooling, etc. Alas, I never heard anything back-- not even my letter by returned mail. But at least I now had my “master” for such future era that I had time to add resin casting to my rudimentary set of modeling skills.

By the way, what about the AndKon, Inc. Model? This is a hollow resin casting, 5' 9" across the flats and 8' 5" from the bottom of the booth to the lower edge of the roof cornice. A six-vertical plank wooden door is represented. There is no hardware cast in but an indentation is cast in for a doorknob. The roof has a sort of low “Ruth Bader Ginsberg-style” collar which I guess represents flashing for a roof vent or smokejack. There are no windows represented. Overall this is a fine model. Does anyone know Mr. Richter?

But wait, there's more! When this project flared up again in 2014, Jim Mischke shared some more references to the subject from his vast resources. His files had a copy of the AndKon product review which was in *Railroad Model Craftsman's* February 1987 issue, pages 98 and 99, by Carlos Martinez. This may have been the item I had remembered seeing in print. Martinez said the resin casting was based on Julian Cavalier's drawing in the 11/82 issue and that AndKon produced an N scale version in addition to the HO. He noted the model was very close to the drawing dimensionally and that the model did not attempt to render the top vent. List price was \$2.50. He concluded with a commentary that the model would also make a good trash can stand-in for modelers in O-scale and larger. Well, knowing



AndKon (left) and Will Jamison's (right) “small” 8-sided booths. The AndKon unit is hollow inside and dimensionally pretty closely matches the RMC drawing.

the date of this review, perhaps I could find the fuzzily-remembered mention of the product in a 1986 or 1987 issue of *The Sentinel*. But I won't bother.

Will Jamison's Models

"Small" 8-sided. After some exchanges on the B&O Yahoo list in August and September of 2009, I was delighted to receive a little package in the mail from Will Jamison containing a resin casting for a "small" 8 sided booth. The booth is 5' 4" across the lower flats and 7' 10" from the bottom of the booth to the lower edge of the roof cornice. There is a six-vertical-plank wooden door with a pair of strap hinges on the right side and a representation of a hasp on the left. There are no windows represented. Will says he based his model on measured samples from the field in Maryland and Pennsylvania. A brief "blurb" about this unit was published on page 4 of the July/August 2009 *B&O Modeler*.

"Large" 8-sided. This version is comparable to the unit depicted in Mike Watnoski's drawing. The model is 6' 8" across the bottom flats which match the comparable dimension in the drawing. It is 7' 5" from the bottom to the bottom of the roof cornice, vs. 7' 5.5" on the drawing. The model has three windows molded into the panels. The windows are located in panels 3, 5 and 7 referencing the door as panel one. Unlike the "small" unit, the roofline is slightly simplified in that there is no cornice, although this could be added with a strip of styrene. The panel indentations on the prototype have 45 degree edges; again this is not represented on the model and unless you know it you really don't notice it. A version of the booth is available with a smokejack cast in. This is the style with what I will describe as a "cylindrical pot" on top instead of the one with the triangular cap or the cast concrete cap. I dropped one of mine and, not surprisingly, the smokejack broke off. I will replace it with some brass parts. I have seen a variety of smokejack styles on the surviving prototypes.

4-sided This model measures 3' 2" on each side. It stands on a base that is 3' 8" square and is about 2" thick. It has a peaked roof, and the overall height from the bottom of the base to the roof ridgeline is 7' 8". There is a representation of a steel door on the front with 3 hinges and a latch, and on the lower left side there is a cast-on boss to represent a cable exit point.

All of these cast resin booths are cast in white resin, and Will provides them either in primer gray or painted in a concrete color and lightly weathered. I have started to experiment with painting them, using Floquil "aged concrete" and a weathering wash, but there are plenty of techniques that I'm sure will give good results. The older these things get in the field, the more "speckled" they get. The door and window frames were probably painted black originally so should be rendered in whatever degree of weathered black you deem appropriate. Other folks may come up with a more effective treatment for the "glass" surfaces, but my initial approach was to paint the actual window glass surfaces themselves with glossy black paint that will reflect the room light. I haven't really started my scenery yet. These booths are sitting basically naked near their final resting places on the layout, and I will be doing some tinkering and enhancing of these booths before they are finally installed.

Pricing and ordering information: \$7 each for raw resin, \$12 for painted and weathered. Contact Will directly to confirm at ironwill77@yahoo.com.



Will Jamison's booths, left to right: 4-sided, large 8-sided, and small 8-sided.



Have the terra cotta warriors morphed into concrete phone booths?
Will Jamison photo.



Photo of large booth master under construction. Will Jamison photo.

Model Tech Studios' 5-Sided Model

James Bester/dba Model Tech Studios of No. Hampton, NH, offers a five-sided booth. Their booth is advertised as being available in O, S, HO and N scale. It is 5-sided. It features a nice rendition of the cast concrete vent cap. When I first saw an image of it in their on-line ads, I was ignorant of the BR&P's design and thought the model was some imaginary abomination. So much for my ignorance. In particular the model's rendering of the large hinges and the "shield-like" latch arrangement appeared distorted and fanciful. However, now that I have seen the drawings and prototype as-built photos, the model appears reasonable subject to the following qualifications: the door hardware appears to be on the "largish" side and the booths do not appear to be exactly pentagonal.



Five sided BR&P style HO booths from Model Tech Studios

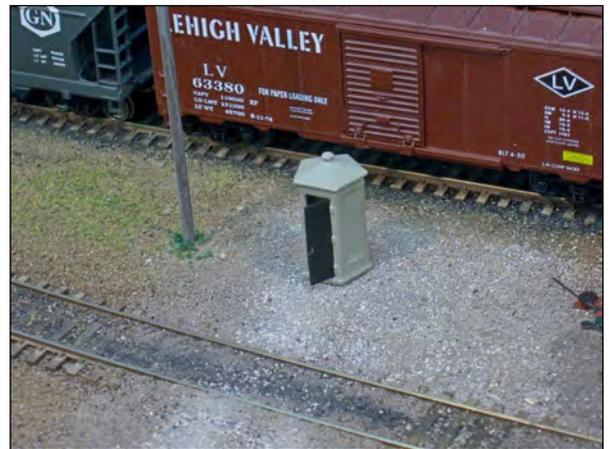
Ordering information: See Model Tech Studios' website that has a rather funky (or at least it was several years ago when I ordered something from them) e-commerce functionality: www.modeltechstudios.com. Their list price was \$8.99 for the N scale version, \$10.99 for HO, \$11.99 for S and \$13.99 for O scale. Some retailers, such as M.B. Klein, also carry their line and discount the prices. Model Tech Studios comes to Timonium occasionally (often the week after the West Springfield show), as well as other train shows in the Northeast. I bought a "two-pack" of the HO booths in February of 2016 for \$14.99.

Mike Pyszczek's 3D Printed 5-Sided Booth

Mike has developed a 3D computer model for a very nice looking representation of the BR&P booth that he will be happy to share with you for printing on your personal 3D printer or using one of the 3D service centers such as Shapeways. He had this on display briefly at the 2016 Buffalo Convention. His contact information is mpyzek@frontiernet.net.



3D printed 5-sided booth, photo and model by Mike Pyszczek.



5-sided booth with open door, photo and model by Mike Pyszczek.

3D Printed Master for Resin Cast Model

Modeler Terry Terrance, who has presented excellent clinics on 3D printing at various modeler's meets in the Middle Atlantic area, built a 3D model of the "large" 8-sided booth based on Mike Watnoski's drawing. He passed around a 3D print of a solid O-scale booth at his clinic I attended in 2014 but indicated material costs for that size model were excessive and he intended instead to use the print as a master for a resin cast version. He made resin castings of the booth in HO. He offered these for a while on eBay but indicated "response was lukewarm." (This reflects the minimal response to the notices of Will Jamison's models earlier in *The Modeler*.) He has turned over an HO master of the booth to Jeff Adam of Motrak Models for reproduction in plaster but nothing has happened so far.



Cast resin phone booth alongside 3D printed wooden phone boxes (B&O on left, PRR on right) and B&O concrete whistle post, photo and modeling by Terry Terrance.

Mike Rose's Six-Sided Model

At the Pennsylvania Prototype Modeler's Meet East ("Valley Forge") in Malvern, PA in March of 2014, Mike Rose was exhibiting a new version of the concrete phone booths. This 3D printed product was said to be based on a Lehigh Valley prototype and is smaller than the aforementioned eight-sided B&O units, being only six-sided. It is possible that these are correct for the B&O's six-sided booths. The models measure 4' across the base and 7' 2" from the bottom of the base to the lower edge of the roof (there is no cornice). The booths are hollow, which means you can model a derelict unit or provide your own door. Two different versions are offered: one in a coarser plastic material to represent a derelict, out of service unit, the other a finer plastic material to represent an in-service, less weathered unit. The latter also has a nicely executed funnel-topped smokejack cast in. The website indicates the models are also available in O, S or N. To be very honest, I am learning as I proceed with this project and when I saw them at Malvern, I didn't realize these booths were smaller than Will Jamison's).



Mike Rose's open door six-sided booths printed in different materials, still on the printer sprue.

Ordering information: The HO models are \$14.95 each or 5 for \$55 (weathered material), \$15.95 each or 5 for \$60 (finer material). Go to www.mrhobby.com and follow the prompts. If you get confused, as I did, e-mail Mike at mikerosehobbies@gmail.com. The ordering process is slightly convoluted, and the ordering engine may initially grossly overbill you for shipping, but Mike will issue a refund of the overcharge promptly (and this is all disclosed).

In Conclusion....

Simply stated, after many years of drought, modelers in all scales have multiple options to model this mandatory piece of B&O (and other roads) lineside scenery.

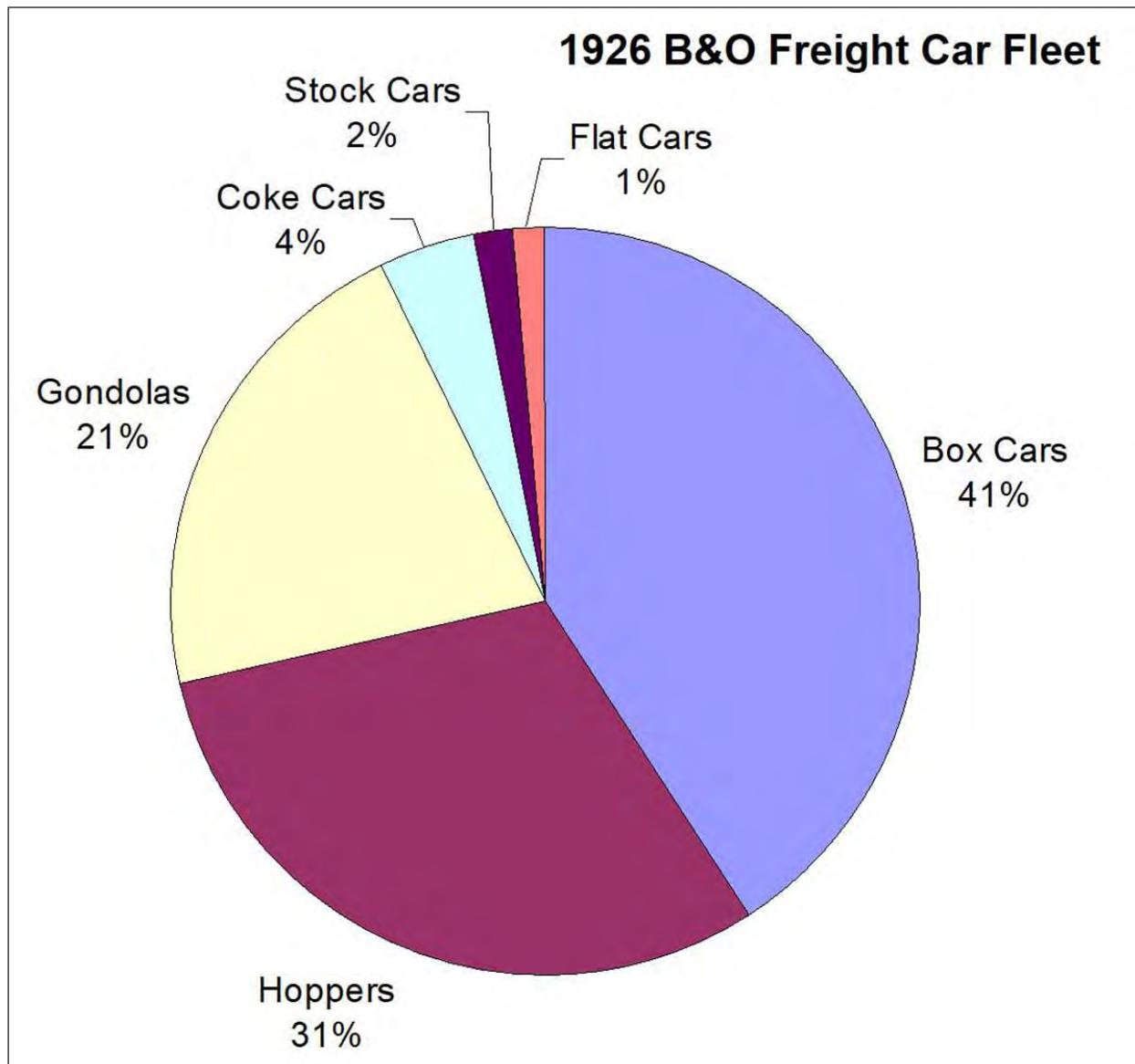
Acknowledgements

Thanks to everyone who has participated in this project: Brian DeVries Bruce Elliott, Will Jamison, Stan Knotts, Walt Mathers, Jim Mischke, Nick Powell, Mike Pyszczek, Terry Terrance, Ken Van Mechelen, Mike Watnoski, and Bob Weston and my apologies to anyone I've left out.

BALTIMORE & OHIO 1926 GONDOLA FLEET

BY ERIC HANSMANN

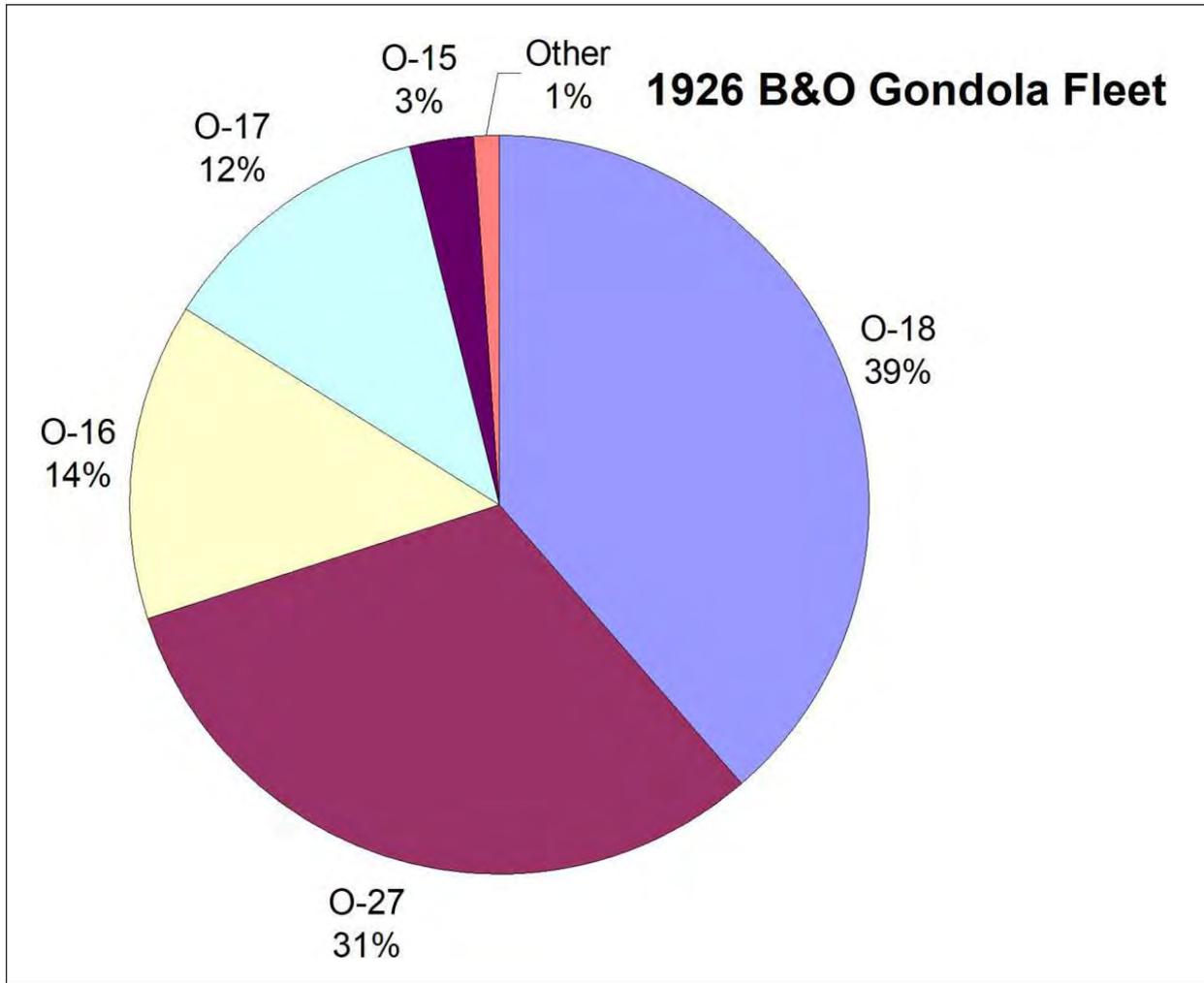
B&O Modeler No. 48 began our look at the B&O's 1926 freight car fleet. This fleet clearly has a different if not archaic look compared with what we are used to. There are not many modelers who model this era. Part of the reason for that may be the lack of information. Hopefully this and future companion articles will help. For continuity we repeat the following graphic compiled from the October 1926 *Official Railway Equipment Register* which indicates there were 101,227 B&O freight cars in service. These cover a variety of car types and car classes. The pie chart illustrates the various car types of the B&O fleet.



We will now focus on the gondola fleet. Boxcars were covered previously in *Modeler No. 48* and can also be reviewed on the B&O Freight Car Fleet of 1926 page of the [DesignBuildOp blog](#). Additional sections on hoppers and possibly other cars in the fleet will be published—and hopefully articles about models of some of these classes as they become commercially available or are scratch built or kitbashed. These summaries do not cover all of the car classes in service, just those with significant quantities or for which a representative commercial HO scale model is or has been available. This document was completed in March 2018 with details current to that time.

Gondola Cars

20,730 B&O gondolas are listed in service across 22 car classes and subclasses in a 1926 *Official Railway Equipment Register*. The following pie chart illustrates the proportion of the gondola fleet for the car classes covered in this summary.



The majority of the 1926 B&O gondola fleet was built and installed before World War One. A few thousand of the O-27 subclasses were built in the 1920s. Gondolas are the pick-up trucks of the rails and hauled nearly any load that did not need protection from the elements. Coal and other aggregate materials were very common loads, as were structural steel shapes, scrap, plate steel, cast iron pigs, rough cut lumber, vehicles, equipment, and even manure. All of the major B&O gondola classes covered in this summary were built with steel underframes. All but the O-27 car class rapidly disappeared from in-service duties through the 1920s.

The following data were collected from an October 1926 *Official Railway Equipment Register*, the July 1926 *B&O Summary of Equipment*, and *B&O Fifty years of Rolling Stock Rosters, 1905-1954*. The last publication will show you the in-service timeline of a class. The latter two books were purchased through the [B&O Railroad Historical Society](#). (The Society offers reprints of many official B&O documents and publications to assist with your research and modeling efforts. Visit their Company Store for more details. The offerings may seem overwhelming to some folks but to help you out, *B&O Summary of Equipment* books are found under the Equipment link on the Company Store pages.) Also, if you are interested in modeling some of these gondola classes, you are encouraged to contact the editor who can provide you with copies of the clearance diagrams for most of these cars. These diagrams are not scale drawings and must be used with care but still contain much useful information for modeling. As with the boxcars, the following gondola classes are presented in decreasing proportions in the fleet.

O-18 and Subclasses

8,023 cars, 39% of the gondola fleet



O-18 at the City of Pittsburgh asphalt plant in 1914, with another O-18 to the right and an O-15 car in the background.
(715.144303.CP Pittsburgh City Photographer collection)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
O-18	139000 - 140999	1818	84	1912	Drop Doors
O-18	236000 - 238121	1818	67	1913	Drop Doors
O-18b	240500 - 241999	1818	997	1912	Wood Bottom
O-18a	336000 - 338121	1687	1757	1922	Wood Bottom
O-18a	339000 - 344999	1687	5118	1922	Wood Bottom

The O-18 steel gondolas had ten side stakes, and a 41-foot, 5-inch inside length. The original cars had drop doors to ease unloading of coal and aggregates. By the mid-1920s, most of the O-18 gondolas had been rebuilt with flat wood floors. The O-18a cars were also reduced four inches in height to a 4-foot, 4-inch interior height, which reduced the cubic capacity. The *B&O Summaries of Equipment* indicate a 1922 build date for these O-18a cars, but I suspect this was when they were modified and rebuilt.

Currently, there are no HO scale models available for these gondolas and prototype images are difficult to find.

O-27 and Subclasses

6498 cars, 31% of the gondola fleet.



O-27a 254000 in a Standard Steel Car Company builder image from May 1925.
(Keith Retterer photo collection)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
O-27	250000 - 250499	1311	500	1919	USRA assigned
O-27a	250500 - 253499	1311	5998	1922-25	

These were the first all-steel, 46-foot interior length mill gondolas on the B&O. The initial 500 cars were built by the Standard Steel Car Company and assigned to the B&O in 1919 by the USRA. These 70-ton capacity flat bottom cars had drop ends to accommodate longer loads. The B&O liked the design and added several thousand similar mill gondolas from 1920-1927.

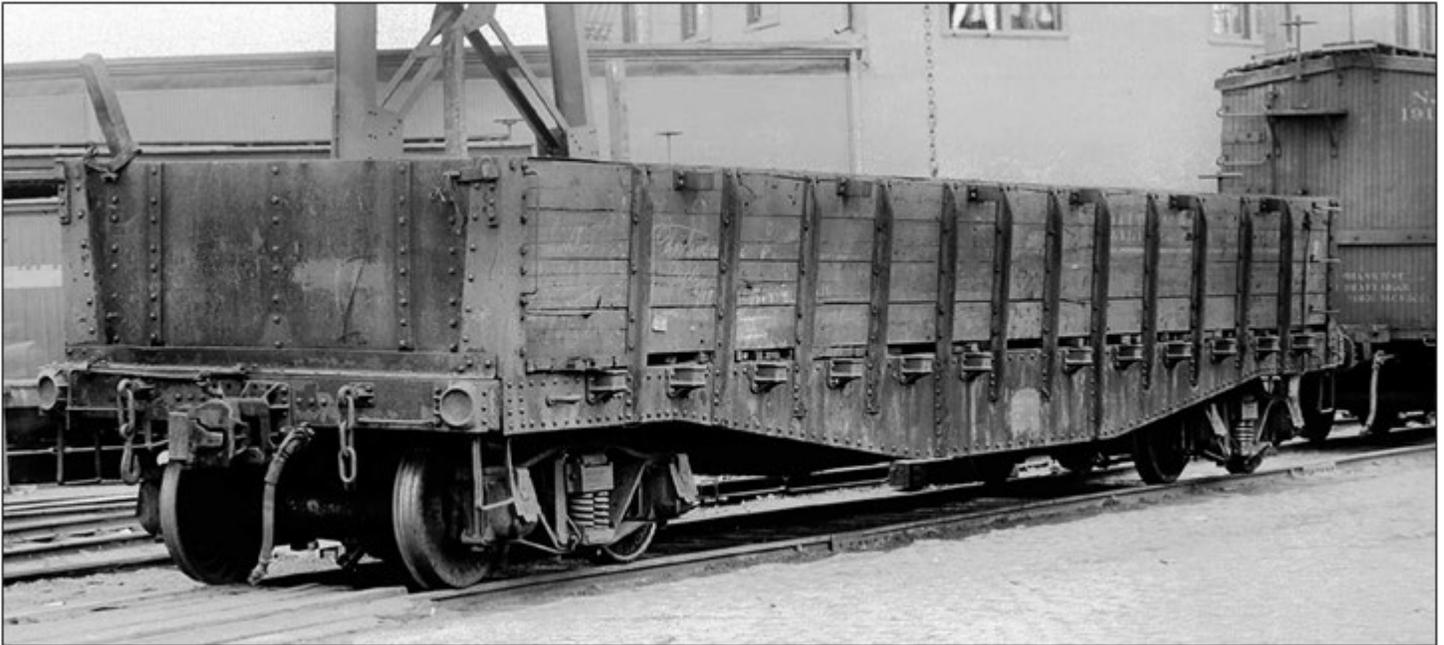
[Westerfield Models](#) offers an HO scale resin kit for the O-27 that covers a number of subclasses. Walthers has produced a plastic HO scale version.



B&O O-27 254365 Westerfield kit, model and photo by Bill Hanley at B&O Historical Society 2018 Eastern Mini-con.)

O-16 and Subclasses

2877 cars, 14% of the gondola fleet



A well-worn O-16 sits at the DL&W Harlem Transfer. (Steamtown/NPS photo collection)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
O-16	146050 - 147499	1125	1060	1906	
O-16a	147500 - 149499	1155	1246	1911	
O-16b	149500 - 150999	1168	571	1912	

O-16 gondolas were introduced in 1906. Their twelve side stakes, wooden sides, and heavy steel fish belly side sill bear resemblance to the Pennsylvania Railroad GR and GRa class gondolas. The B&O was under the control of the PRR when these gondolas were first ordered. Side stakes 5 and 8 drop to the bottom of the sill compared to the PRR GR gondolas. The O-16 sides themselves have a “flat” as opposed to curved-edge “pressed steel” appearance of the GR/GRa and careful study would certainly reveal more differences. Drop end doors enabled hauling of longer loads.

Currently, there are no HO scale models available for these prototypes. Railworks did a brass car with, I believe, some features of both the GR and GRa. The Funaro & Camerlengo PRR GR or the Westerfield Models GRa gondola kits might be used as stand-in models for the O-16. In the stone age of HO, Main Line Models offered a wood and soft metal kit that could be used also (this product was later taken over and offered for many years by Ye Olde Huff & Puff, and most lately is in the line of Labelle Woodworking Co.) Prototype images are difficult to find.



B&O X659 -Gondola similar to O-16 depicted in maintenance of way/tie service. Model built by Julian Barnard of Shelby, OH in the early 1960s, John Schletzer collection. This may have been scratch built or may have been the Main Line Models kit, first-hand inspection of the actual model would reveal more insight.

O-17 and Subclasses

2543 cars, 12% of the gondola fleet



O-17 137149 in a 1905 Cambria Steel Car Company builder image.

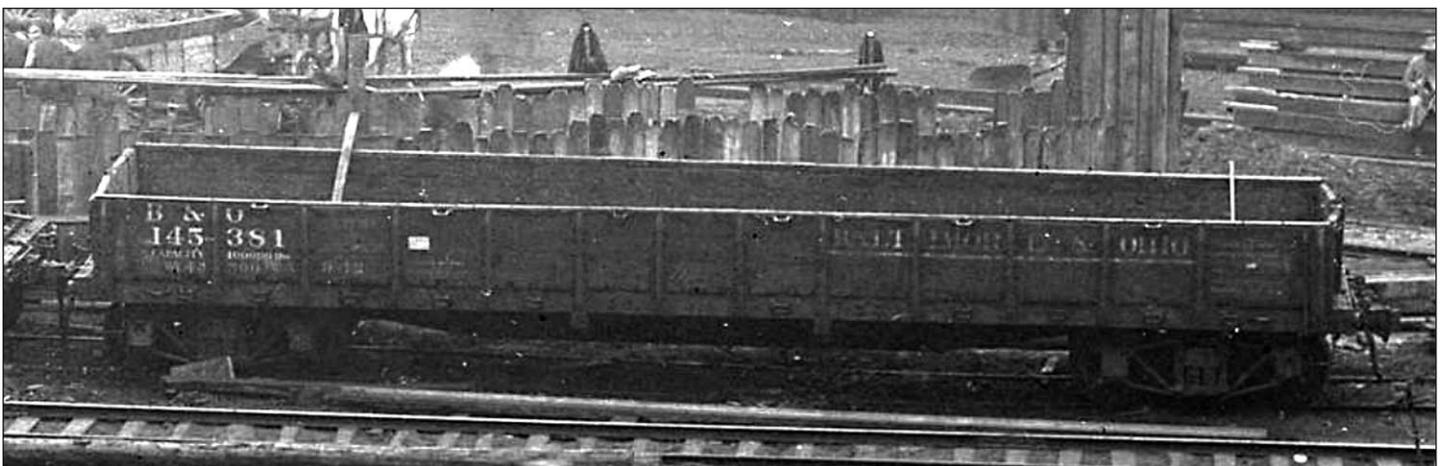
Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
O-17	136000 - 138999	1658	2307	1906	Hopper drop
O-17a	436000 - 438999	1435	236	1923	Wood Bottom

The O-17 car design seems similar to the O-18 cars at a glance, but there are fourteen side stakes on these hopper bottom steel gondolas, compared to ten side stakes on the O-18 cars. The O-17 cars were part of the coal hauling fleet but the B&O was buying more self-clearing hoppers for the coal trade. The O-17a cars have had their hopper bottoms removed and the sides were reduced a couple of inches to a 3-foot, 10-inch interior height.

Currently, there are no HO scale models available for these gondolas, and prototype images are difficult to find.

O-15 and Subclasses

547 cars, 3% of the gondola fleet



O-15 145381 sits near Pittsburgh Junction during clean up after a 1913 sewer explosion in Pittsburgh.
(715.133873.CP Pittsburgh City Photographer collection)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
O-15	145000 - 146049	844	547	1905	Drop Ends

The O-15 gondolas were introduced in 1905. These gondolas had a straight side sill, fourteen side stakes, wooden sides, a steel fishbelly centersill, and drop end doors to handle hauling longer loads.

Currently, there are no HO scale models available for these prototypes. Many years ago the Rensselaer Model Railroad Society and [Funaro & Camerlengo](#) produced resin kits for these prototypes but they have been long out of production.

Remaining Gondolas

The remaining 1% of the B&O gondola fleet covers 242 cars spread over a handful of car classes. Nearly all of the remaining gondolas came with the acquisitions of two railroads. The Cincinnati, Hamilton & Dayton became a B&O property in 1917, while the Morgantown & Kingwood became part of the system in 1922. Some cars also came from the Jamison Coal & Coke Company, just before World War I.

- O-22 & O-22a - 87 cars, ex-CH&D, original cars built in 1910
- O-31 & O-31a - 62 cars, ex-M&K, original cars built in 1905
- O-23a - 47 cars, ex-CH&D, original cars built in 1910
- O-20 & O-20a - 22 cars, ex-Jamison Coal & Coke, original cars built in 1904
- O-25 - 15 cars, ex-CH&D, original cars built in 1910
- O-32 - 7 cars, unable to determine original owners

In nearly all of these cases, the subclass represents a modified version of the original car. In general, these are pretty rare cars in a fleet of 20,730 gondolas.

The 1926 B&O Freight Car Fleet Summary is project has been on my mind for over a year. Several modelers and historians have assisted with this project. It would not have progressed this far without their assistance. I owe gratitude to James Mischke, Bob Witt, Ed Kirstatter, and Ray Breyer for sharing details, photo and proofreading of the original blog posts as this project has lurched ahead over the months.

WINTON PLACE

BY JOHN TEICHMOELLER

When the 2018 Society convention was being planned, it was contemplated that the itinerary would include sites in and around Cincinnati, including a visit to the Winton Place suburban Cincinnati station now preserved in Sharon Park Heritage Village in Sharonville, Ohio. As it turned out, our 2018 convention ranged only in the Dayton/Hamilton corridor and didn't make it to Sharon Park. Harry Meem has suggested we try to coordinate coverage in *The Modeler* with coverage of similar subjects in *The Sentinel*, wherever possible. Unfortunately this actually has NOT been possible, but a possibility of such coordination did offer itself since a commercial model of the Winton Place station has been produced. See the Vol. 3, No. 2/March-April 2007 issue of *The Modeler* for Bill Cramer's comprehensive review of the kit produced by Mountaineer Precision Products, sadly no longer in business. Accordingly I pinged the Yahoo list members and solicited photos of the built-up Winton Place station model. I was pleased to receive albums from Ed Lorence and Phil Rockwood. Since we didn't visit the restored station and since the model has been covered in *The Sentinel* and since it's not even in production any more, it doesn't seem appropriate to take up space in *The Modeler* with a photo feature of the model station. Nevertheless, we share the following sample of the photos submitted out of respect for Ed and Phil.



South view of station on Ed Lorence's model railroad with lots of passenger activity.



Rear view of Phil Rockwood's model. Mountaineer Precision Products offered kits for a number of the associated outbuildings at Winton Place including a passenger waiting shed that has broad applicability on model railroads.

COMING FUTURE ISSUES

Coming soon...

Caboose, yes we have cabooses. You're seeing three here but you only need one I-7. Look for Bob Chapman's approach in *Modeler* No. 50.



Bruce Elliott



Bob Chapman



Dan Christianson

Here's a list of articles for which a) material is in hand or b) is backed by credible author promises, along with prospective publication issue. If you can help or have anything you feel might contribute to the strength of articles on these topics, please contact the editors.

- I-7 caboose by Bob Chapman/50**
- Poage water column by Bruce Griffin/50-51**
- Modeling the Sunburst by John Teichmoeller/50**
- Tangent Gondola by Bruce Griffin/50**
- M-26d boxcar improvements by Bill Welch/50-51**
- The B&O at Cincinnati Union Terminal by Bob Chapman/51**
- I-5ba caboose by Jeroen Gerritson/51**
- P-31c flatcar kitbash by Jim King 51-52**
- F-4bm diner by Bob Chapman/52-53**
- B&O Track Scale by Ed Bommer/52**
- The 1926 Freight Car Fleet—Hoppers by Eric Hansmann/53**