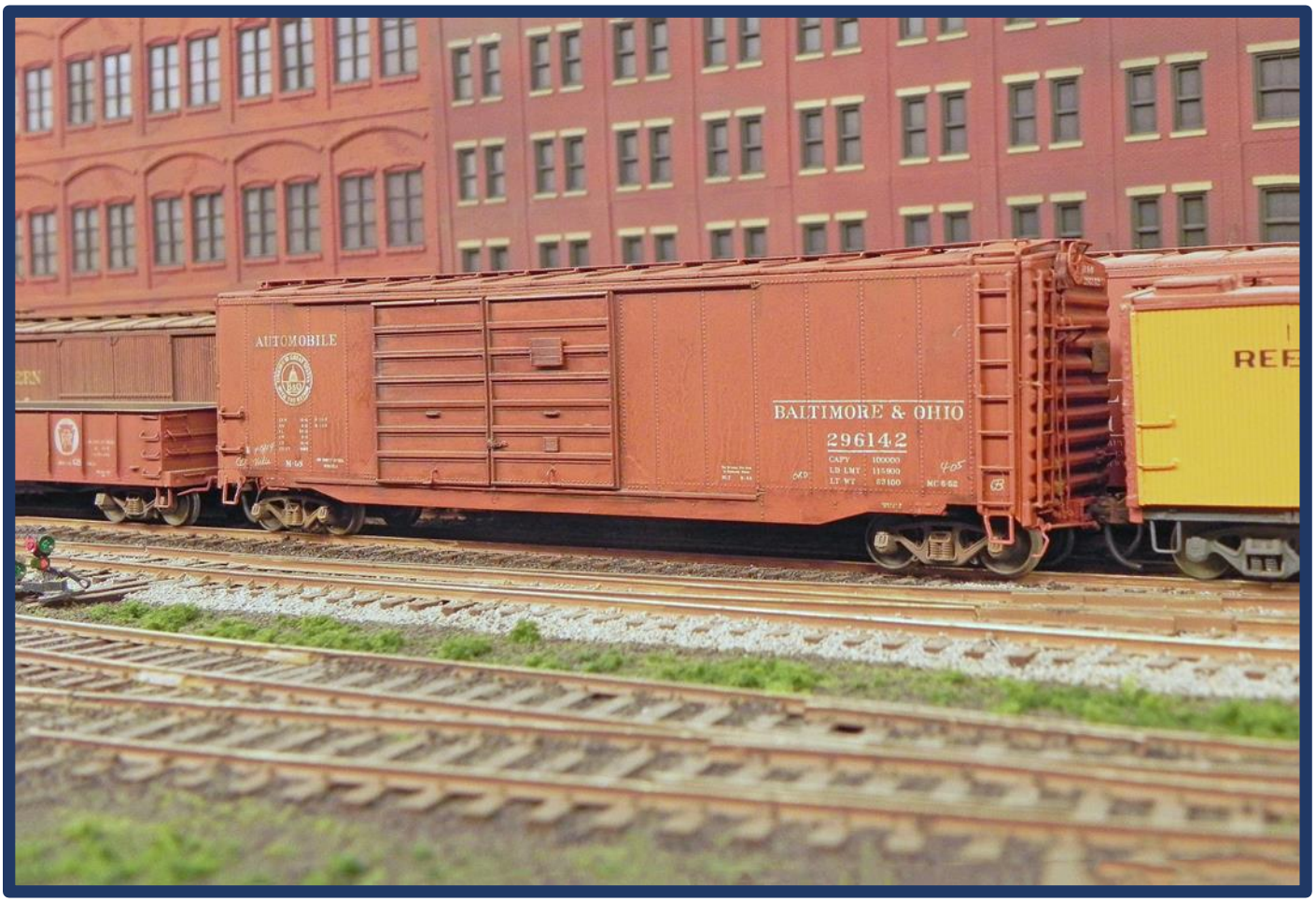
THE B&O MODELER

Number 56 SPRING 2023 - PUBLISHED MARCH 2023



Piedmont Division Cabs in HO Scale…P.4
Building Jessup…P.20
Auxiliary Water Car W133…P.29
Kitbash A B&O A-20b Coach…P. 33
Modeling B&O's M-58 Fifty-Foot Automobile Car…P.45

Editor—David Murvihill Davidmurvihill@gmail.com
Index Editor—Jim Ford jimford40@sbcglobal.net
Past Editor---John Teichmoeller Rmighpr@comcast.net
Proofreader---Richard Zeren
Modeling Committee Chairman–Greg Smith Publications@borhs.org
Committee Members— Jeff Birch, Ken Braden, Bill Carl, Bruce Elliott, Nick Fry, Joe Nevin, Travers Stavac, Mike Shylanski, Brian Rochon

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 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 can 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. Review membership options on the Society website print and complete the membership information and mail to:

B&ORRHS
ATTN: Membership
P. O. Box 1608
Sykesville, MD 21784-1608

FROM THE EDITOR
DAVID MURVIHILL

Here we go with the first 'real' issue of *The Modeler* under my editorship. Issue 55 was more of an introduction and announcement that we were restarting the magazine, and the only article was about my current obsession (which, incidentally I haven't made any further progress on; too cold in the garage). For this issue we have five articles that should be of interest to both modelers and B&O fans.

I plan on continuing *The Modeler* in the format it was provided previously, but there are two issues I'd like to bring up as changes:

First the new product announcement and article citations were a team effort of John Teichmoeller, Clark Cone and Scott Seders. I feel those are useful and informative staples for the magazine. And most of the other societies' e-zines also have these features. However, if the readership would like to continue to see some notification of new products and citation of articles relevant to B&O modeling, let me suggest some options.

- We could take a "formal" approach, which means a volunteer or volunteers would take over each of these columns. The volunteer would have to be a regular reader of the leading model publications (Model Railroader, Railroad Model Craftsman, Model Railroad News and probably others.)
  One of the issues that comes up often is "why do you cite so many obvious "foobies" in the new product listing (as Jim Mischke calls them). Well, John tells me that a fair amount of "weeding" was routinely done. But since anyone can slap B&O lettering and paint on a generic shell, it isn't always easy—without having the actual product and doing a formal review—to tell what's a "foobie." A new volunteer for this column might bring a fresh look at citation criteria.

- The informal option is a sort of catchall "What is New and What is News" section where I dump announcements provided by readers or that I notice incidentally. I'd expect it to be bulleted with one or two sentence paragraphs starting often with "Bob Duckenweave reports…"

Either way works for me, but I'm happy to hear input from the readership if they can think of a better way. If we don't get a volunteer for the formal way before next issue, I'll offer the informal option.

The other feature I'd like to implement is "My Favorite B&O Model". I can't take credit for the idea as I've seen similar articles in other publications. Old or new, scratch built, kit bashed, kit built or premade, if you have a B&O-related favorite send in a photo and a sentence or two explaining what it is and why it is your favorite. I'll stick it at the end of the magazine as a little lighter fare than the detailed articles in the body, sort of like desert after a heavy meal. Opinions on the idea would be welcome.

Enjoy this issue of the B&O Modeler Magazine, hopefully it will inspire your own efforts.

Feel free to contact me via e-mail (Davidmurvihill@gmail.com) or by phone (314-939-9028).

PIEDMONT DIVISION CABS IN HO SCALE

BY BRUCE ELLIOTT

(All photos by the author)

There are times when records and reality don't match. This seems to be one of them. SIRT caboose C845 was condemned at St. George 9-10-53 and retired. So how does it find itself on a mine run out of Somerset, rounding the single leg of the wye at POR on 10-2-53? Ether the date on the photo is wrong or someone botched up the paperwork again.

The Piedmont Division is an eclectic collection of five locations on the former B&O in the early '50s. The following is a list of the twenty-two different cabs on the roster. While this collection is somewhat large, it is quite diverse from around the system. A lot of times we tend to think that one, or perhaps two lettering schemes at the most were all that existed at any given time. Research has shown that over a five-year span, (1950-1955) there were many different lettering schemes, as well as trim applications (window/door, grab irons and marker lights). Lettering location also varied from class to class. Photographs are almost a must. There are a couple of cabs that were on the prototype that aren't represented here as I simply ran out of room on the layout for anymore. Just throwing any old cab at the end of a train doesn't work. Some cabs could be used in helper service such as the I-5ba, I-5c, I-5d, I-7, I-10, I-12 and I-17.

Cabs that had a short bolster spacing or did not have a steel underframe would not be suitable. Therefore, a variety would be necessary. Cabs were the exclamation mark at the end of the train. They were the conductor's office, crew quarters and kitchen when a train was in a remote location away from a terminal. Depending on their age and condition, they could ether be quite comfortable in the winter or an ice box.

There are four brass models and one R-T-R model in this group. The rest are ether kits or scratch built. As to lettering, almost always decals are provided with a kit. For the most part they're accurate right up to the point where you want a different lettering scheme or number. If I kept a record, I would probably find out that I have at least half a dozen different decal manufacturers. In the process of lettering, I often find myself using at least two or more different sources for things like dates, class, and reporting marks, especially on scratch built models.

There are only a few I-6 cabs still on the roster anymore. I was able to catch up with C1694 bringing up the rear of the eastbound Fairmont – Clarksburg local as it passed through the interlocking at Patterson Creek. It's off set cupola and the spread-out lettering make these former Cincinnati, Indianapolis & Western cabs really stand out alongside a standard B&O cab.

Over the years we have been blessed with many different manufacturers that have for the most part have put together some outstanding models:

- Gloor Craft
- Quality Craft
- Pro Custom Hobbies
- Spring Mills Depot
- Trains Inc.
- KTM
- Overland Models
- Precision Scale Co.
- Sunset Models
- Pacific Mountain Scale Shops
- Oriental
- Athearn
- Tangent

These manufacturers have brought us 44 different cab models, often duplicates of another manufacturer's. At this time the lion's share of these cabs are out of production, forcing either E-bay, train shows or scratch building as alternatives. Early wooden kits required cupola's to be added to the body, as well as windows to be cut out. While this sounds like a lot of work (which it was) it also allowed you to build some rather unique models that will never be seen by a commercial manufacturer.
Caboose decals have also been available from several manufacturers including:

- Champ
- Custom Acu-Cals

- Herald King
- Microscale
- Ed Sauers
- Mt. Vernon Shops
- Rail Graphics

This list of model and decal manufacturers spans 50+ years and many manufacturers no longer offer these products or are even in business. The greatest source of information are the caboose books that Dwight Jones has published. Many times I have resourced his books to build or letter an unusual model.

Those interested in modeling B&O cabs would do well to research the cab they want. Collect photos from your time frame as well as decals from as many sources as you can find. In looking at the models below, you will find that there really is a lot of diversity in cabs and lettering. You will also notice different shades of "Red". Weather, time, sun, paint manufacturers, and shops that may have had to mix paint to complete a job all add to a variety in what we see, as well as the lighting in our train room.

Cabs are listed in alphabetical class order.

I-1a C497

These were built in the Washington, In. shops in 1923. Shown here in the 1955 Billboard scheme with green door/ window trim and yellow grab irons and ladders.

- This cab was scratch built in the early '60s by Julian Barnhard and was purchased at his estate sale. He truly was a man ahead of his time.

I-3 C1605 CH&D

Originally built for the CH&D in the B&O Washington, In. shops to I-1 specifications, these cabs were grafted into the B&O when the CH&D was absorbed into the system and classed as I-3's.

Since there was virtually no visual difference between an I-1 and an I-3, the decision was made to build the model as an I-3. A Gloor Craft kit was used along with a pair of hand me down brass archbar trucks. The model has "K" brakes and stem winder brake wheel. The prototype photo indicated that the 13 Great States scheme that of that time didn't have green door/window trim but did have the yellow safety for step treads and grab irons.

I-5 C1922

These cabs were built in the Washington, In. shops between 1924 and 1929. A result of early experimentation with the concept of Bay Windows, this cab was sent to the Keyser shops, had the cupola removed and two bay windows replacing the end windows, one on each side. During the Kuhler lettering scheme, the entire cab was red, including "L" shaped side grab irons, and Marker light housings were black.

-This is a Quality Craft model with Kadee archbar trucks. The bay windows were made from 1/8" Lexan cut and shaped to fit the window openings. The smoke jack is from Pacific Mountain Scale Shops.

I-5 C1946

Another as built example, lettered in the 13 Great States scheme with yellow safety appliances.

-I purchased this model "as is". A previous owner incorrectly lettered its reporting marks as an I-5b. I would have corrected this error had it not been for the fact that the railroad frequently made similar errors. This is a Sunset Models. Of note that at this shopping, green door and window trim was not standard practice yet.

I-5a C2501

Built as an I-1a and rebuilt at Mt. Clare after a wreck into a Wagon Top, it was again rebuilt with a 19' bolster spacing to withstand the forces of helper locomotives. This was the evolution of the I-7. A "one of", its

identifying feature was what I call a "drip rail" along the skirt of the body. This is the 13 Great States lettering scheme with the small emblem.

The body and steps are from Pro Custom, the underframe is from Pacific Mountain Scale Shops, Bettendorf truck frames are Athearn, leaf springs are from Walthers, wheels are Proto 2000 and couplers by Kadee. The drip rail is Evergreen Styrene.

I-5b C2502

Built as an I-5, and after an accident, rebuilt into an I-5b at the Mt. Clare shops, it still retains the narrow "as built" bolster spacing. As trains became longer and heavier the bolster spacing would be extended to 19' so that these could withstand the force of helpers.

This model is by Trains Inc. and is lettered in the 13 Great States scheme with Walthers leaf springs.

I-5ba C2504

Built as an I-5, this is the final evolution of the I-5ba, with the bolster extension to 19'. This cab rebuild was done at the Cumberland shops. Besides bolster spacing, the roof walk was changed from wood to metal grating and end ladders were extended up and over the roof ends. The prototype resides today at the Davis & Elkins College in Elkins, W. Va.

This model is by Overland Models and features a variation on the 13 Great States lettering scheme.

I-5c C2138

As trains became longer and heavier it became necessary to extend the bolster spacing to keep cabs on the track with a helper behind. Thus an I-5 became an I-5c, more suitable in helper districts. Sub class distinctions between "c" and eventually "d" was determined by when a cab went into the shops, not by number series. It still has a stem winder brake wheel.

This model is by Gloor Craft as an I-5 with the bolster spacing extended to 19'. The Bettendorf truck frames are Athearn with Proto 2000 wheels and Walthers leaf springs and Kadee couplers. Steps are by Pacific Mountain Scale Shops. This is an early Billboard scheme.

I-5c C2214

Built as an I-5, this cab was rebuilt as an I-5c with the extended bolster for use in helper districts. It still has a stem winder brake wheel.

This model is by Gloor Craft as an I-5 with the bolster spacing extended. Trucks are Andrews style by Kadee with Walthers leaf springs. End steps are by Pro Custom. This cab is lettered in the 13 Great States scheme.

I-5d C2083

Built as an I-5 and rebuilt as an I-5d. Besides the extended bolster spacing, the "d" subclass also received extra ballast in the form of steel and cement under the floor to increase the weight for use in helper districts.

This model is by Quality Craft as an I-5 with the bolster spacing extended. Central Valley Bettendorf trucks with Walthers leaf springs and Pacific Mountain Scale Shops end steps. This cab is lettered in the Kuhler scheme with early application of yellow safety grabs and steps. At the time marker lamps were still black.

I-6 C1694 CI&W

Built for the Cincinnati, Indianapolis & Western by Haskel & Barker and brought into the fold when that railroad was absorbed into the B&O in 1926. These cabs were always a bit of an abnormality in that by the time the B&O acquired the CI&W no two of these cabs were alike. Their high windows and off set cupola were their distinctive trademarks, along with the broken-up letter board lettering.

This model is by Ambroid as an AT&SF cab. Relocation of window openings and the cupola as well as end platforms from Ye Old Huff & Puff and all scratch-built ladders and railings were necessary. Window awnings were scratch built from Evergreen styrene. Kadee archbar trucks with Walthers leaf springs. This cab is lettered in the Kuhler scheme with early application of yellow safety grabs.

I-7 C2500

This was the first bay window cab on the B&O built in 1930 and was the first cab with a Duryea underframe. Seen here with its unique paint and lettering scheme. It would be years before green would be adapted for door and window trim as well as yellow which would eventually become standard for safety grabs and ladders. The only known cab to have B&O spelled out on the bay window. By the time of this rebuild the bolster spacing had been increased to 19'.

This model is by Varney. A new roof walk was scratch built as were the end platforms and all railings. End steps are from Gloor Craft. Platform end windows had to be cut in. This is an early 13 Great states scheme.

I-10 C2634 BR&P

These cabs were built by the Mt. Vernon Car Co. in 1918 for the BR&P and were brought into the fold when that railroad was absorbed into the B&O in 1932. This cab survives today in Orchard Park, NY.

This model is by Overland Models and is as built. It is lettered in the 13 Great States scheme.

I-12 C2407

These cabs were built in the Keyser shops in 1941 and were the follow up to the I-7, I-5a and the I-5b's. This particular cab has what could be called a "football goal post" smoke jack. This was to raise the smoke jack to a point above a high freight car to be able to get adequate draft in the stove. Completely unauthorized or approved of by Baltimore.

This model is from Pacific Mountain Scale Shops and features Proto 2000 wheels and a custom-built smoke jack. It is lettered in the Billboard scheme.

I-12 C2437

The I-12's carried on the Duryea underframe that was initiated on the I-7. Part of the prewar batch of I-12's in the 2400 series, this is its as built appearance with a wooden floor on the end platform. Built with green trim at the window frames and doors but yellow grab irons and roof railing would come at a later date.

This model is by Spring Mills Depot and is lettered in the "as built" Kuhler scheme.

I-12 C2811

These cabs were part of a second batch of 28 that were built in 1945 at the Keyser shops. As built, these cars were lettered in yellow that matched the safety appliances. By their first shopping, the yellow was changed to the standard white color. These were among the first cabs equipped with radio's and assigned to the Monongah Division.

The model is a combination of a Pro Custom body and end steps and a Pacific Mountain Scale Shops underframe. The smoke jack is from Precision Scale. The Andrews trucks are by Kadee. It is lettered in the 13 Great States scheme.

I-13 C1826 CI&W

These "War Babies" were built in the Washington, In. shops in 1941 from former Cincinnati Indianapolis & Western livestock cars to alleviate the cab shortage due to the heavy WWII traffic.

The model is from Oriental and is lettered in the as built Kuhler scheme. It features Kadee Bettendorf truck assemblies with Walthers leaf springs. It is lettered in the Kuhler scheme.

I-14a C1650

This was another war time conversion done at the Keyser shops in 1942 from an M-13a box car.

The entire model was scratch built. Windows are from New England Rail Service, the smoke jack and marker lights are from Precision Scale, ladders are from Tichy, side door steps are by Model Die Casting, Andrews trucks are from Kadee with Walthers leaf springs and end castings from the scrap box. This model was built from drawings. No known photo exists. This is lettered in the Kuhler scheme.

I-16 C2702

This was another war time conversion to meet traffic demands. These I-16's were converted from M-13 box cars at the Mt. Clare shops in Baltimore in 1942. In the early '50s this specific cab was assigned to the Monongah Div. and sports an early Radio antenna seen on the roof at the left.

The model is from Pro Custom and features a scratch-built Radio antenna. The Andrews trucks are from Kadee and marker lights from Precision Scale. This is lettered in the Kuhler scheme. Note the "as built" location and color of the marker lights.

I-16 C2784

This conversion was done at the DuBois shops in 1943, this time with updated safety appliances. Note the color and location of the marker lamps as compared to C2702. This was correct for this lettering scheme.

The model is from Pro Custom and features Kadee Bettendorf trucks. This is lettered in the 13 Great States scheme.

I-17 C2850

These were the last class built by the B&O in-house at the Washington, In. shops in 1952. The appearance is very close to the earlier I-7.

This is a heavily modified Athearn model, having panels removed from both sides of the bay window and underframe. End platforms were scratch built as were end railings and roof ladder grabs. Steps are from Gloor Craft and the smoke jack is from Precision Scale. The truck frames are Athearn with Kadee wheels and Walthers leaf springs and a Plano photo etched roof walk.

K-1a C845 SIRT

These cabs were built by the B&O in the late 19th century. They had been outlawed by most states for mainline service but found homes in transfer service in both Chicago and Staten Island, NY. This cab spent most of its life with the Staten Island Railroad, a subsidiary of the B&O and was retired in 1953.No emblem was used on these cabs.

This model is from Ye Old Huff & Puff. The ends and the roof were scratch built. Platform steps are from an Ambroid kit. Ladders are from Central Valley and the smoke jack is from Precision Scale. Truck is fitted with Kadee wheels. Railings and grab irons were scratch built.

BUILDING JESSUP

A Modeling Project 55 Years in the Making

BY TOM GRECO

(Photos by the author unless otherwise noted)

(Photo by Thomas Underwood courtesy of the John W. Barriger III National Railroad Library)

August 3, 1966, was a hot summer day in the Baltimore area. I remember because I did a lot of work to obtain a B&O artifact that I treasure to this day.

Actually, this story has its beginning about 15 years earlier when we lived in Arlington, VA. My aunt, uncle and cousins lived in Baltimore and my mom would regularly take my younger sister and me to visit them. As a good "Pittsburgh girl", Mom gravitated more toward the Pennsylvania RR for these trips ("they have more trains", she would say), but as often as not my entreaties to take the B&O would prevail. I became intrigued with stations along the B&O on the way to Baltimore: Laurel, Jessup, Dorsey; for some reason especially with Jessup.

So, I was watching intently on July 28, 1966 from the dome car of the eastbound Capitol Limited as the train approached Jessup. Perhaps I had my camera at the ready to snap a picture of the station as we flew past. But what I saw made my heart race. The station was in the process of demolition; it was basically a pile of rubble with the north wall still standing. And on that wall was a blue-and-gold metal station sign. I made up my mind that I had to have that sign!

I was on one of my "B&O vacations" from my home in Omaha, and had scheduled several days in Baltimore, where I would watch trains, visit the B&O Museum, and pester B&O railroaders. One evening found me at the Baltimore Society of Model Engineers, where I met another young fellow named Gary (why didn't I write his full name down?). I outlined a rapidly hatching plan and asked if he wanted to come along. He was "in"!

And so, on August 3rd Gary and I boarded B&O Train 173 at St. Denis for the 10-minute ride to Jessup. How I got to St. Denis and why we boarded there instead of at Camden I don't remember, but we disembarked from the RDC train at 11.06am and got to work.

WASHINGTON SUBDIVISION

TIMETABLE No. 95

In Effect 3:01 a. m. Sunday, April 30, 1967

		FIRST CLASS			
		111 Daily	161 Daily Ex. Sat., Sun. & Hol.	171 Daily Ex. Sat., Sun. & Hol.	109 Daily
		AM	AM	AM	AM
CAMDEN STATION	0.3	600	700	755	1130
HB Tower	0.4	601	701	756	1131
BY Interlocking	0.8	.....	.....	.....	.....
Carroll	2.6	604	704	759	1134
Lansdowne	1.6	.....	.....	.....	.....
HX Tower	1.0	608	708	803	1138
St. Denis	1.1	S 609	S 709	S 804	F1140
Elk Ridge	3.7	F 612	F 712	.....	.....
Dorsey	2.4	.....	.....	.....	F1146
Jessup	2.1	S 620	F 719	.....	F1150
Ft. Meade Jct.	3.4	.....	F 722	.....	.....
Laurel	9.0	S 627	S 727	S 817	S1157
Berwyn	1.2	.....	F 737	.....	.....
College Park	1.0	.....	F 739	.....	.....
Riverdale	0.7	S 640	S 742	.....	.....
JD Tower	0.3	641	743	829	1209
Hyattsville	3.7	.....	F 744	.....	.....
F Interlocking	0.7	644	750	833	Y1213
C Tower	0.8	647	752	835	1222
WASHINGTON		A 650 AM	A 755 AM	A 839 AM	A 1225 PM

Y-operate via Wye, F-interlocking.
Train No. 107 will stop at Riverdale daily except Saturday and Sunday

READ DOWN **WESTWARD**

FIRST CLASS		
105 Daily	131 Daily	107 Daily
PM	PM	PM
320	505	930
321	506	931
.....	.....	.....
324	509	934
.....	.....	.....
328	513	939
.....	S 515	.....
.....	.....	.....
.....	.....	.....
.....	S 525	.....
.....	.....	.....
.....	S 533	F 954
.....	.....	.....
.....	.....	.....
.....	S 547	.....
349	548	1008
.....	.....	.....
354	Y 552	Y 1012
357	602	1022
A 400 PM	A 605 PM	A 1025 PM

Train schedule from Washington Subdivision showing Jessup Station. Schedule in effect the year after the trip.

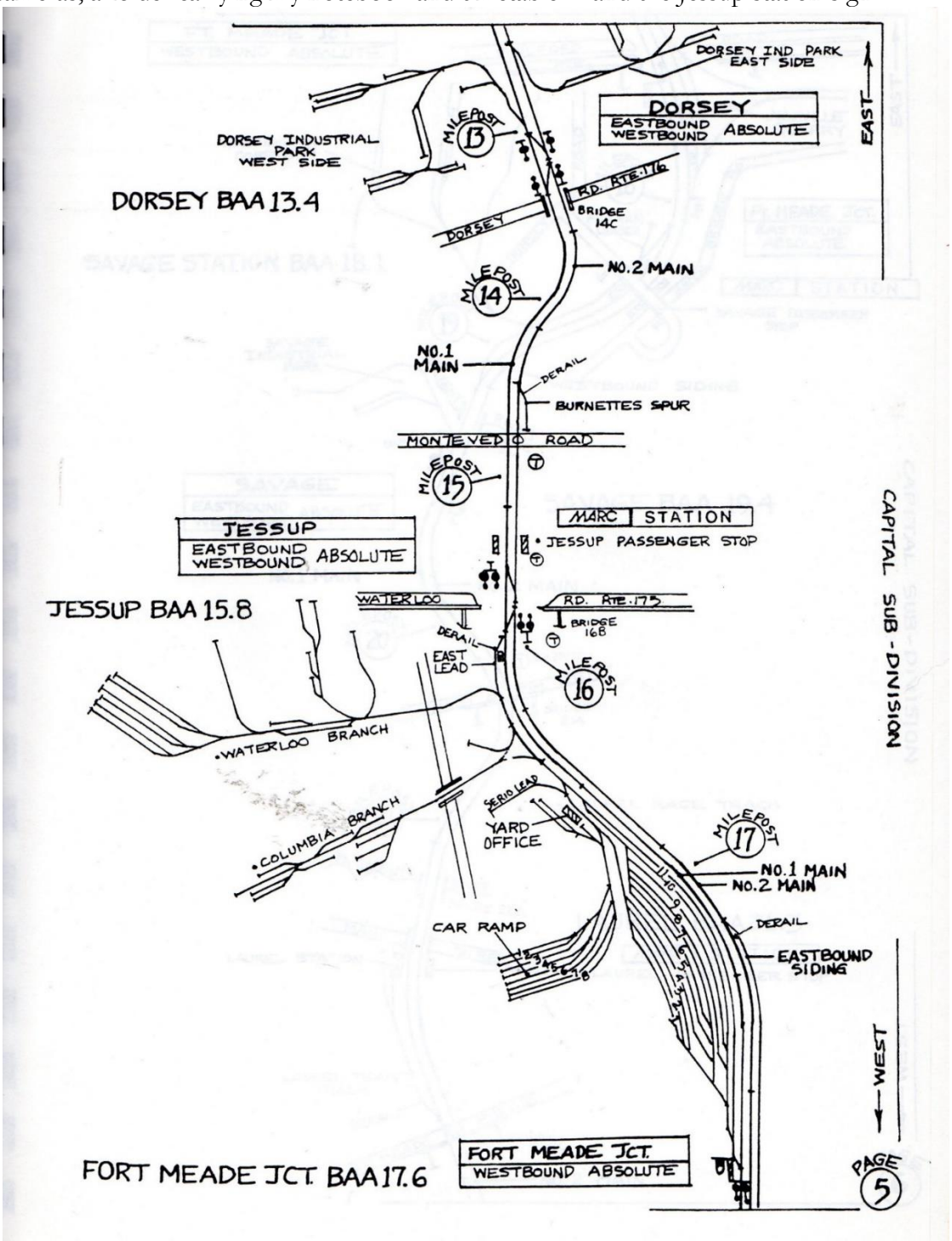
Fortunately, no more demolition work had been done and the station sign was still in place on the north wall. The problem now became how to get the sign off the wall; it was a good 15 feet above the ground. Fueled by a burning desire to have that sign and a more-than-healthy dose of teenage adrenalin, I dove into the wreckage of the station and came out with a long thin board. I carefully slipped the board under the sign and began prying.

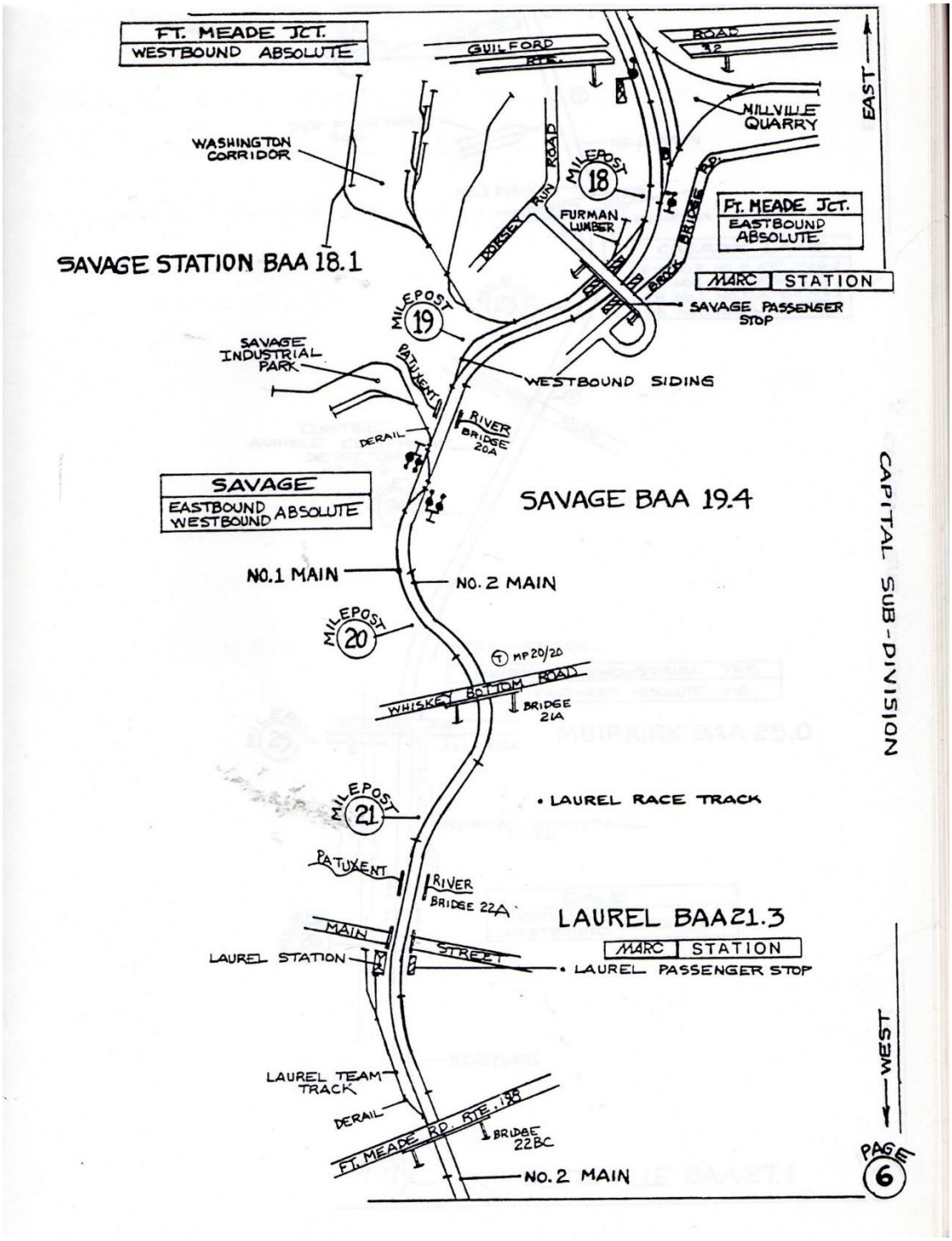
The metal sign was a bit recalcitrant at first, but then, perhaps realizing that I was its last chance for survival, it sprung off the wall and flew through the air above our heads. The loud "bang" I heard next was the sound of the sign bouncing off the side of a brand-new Pontiac GTO parked nearby, probably the pride and joy of some B&O commuter.

I should have taken pictures of what was left of the station, but all of a sudden the only thing I could visualize was the owner of that GTO appearing and demanding recompense for the dent in the driver's side of his new car. I remember being a bit miffed that my sign had suffered a bent corner in the exchange, but now that

teenage adrenalin was redirected…….to a hasty exit from Jessup. Really, that exit had been part of the plan, just not quite so hasty!

Gary and I started walking westward along the B&O, just a couple of young railfans out for an afternoon on their favorite railroad. It's 5.5 miles from Jessup to Laurel, which was still an open station on the B&O, and where I had planned to get rid of the sign. Even for an energetic 19-year-old that was a long hike, laden as I was with cameras, a folder carrying my notebook and timetable….and the Jessup station sign.



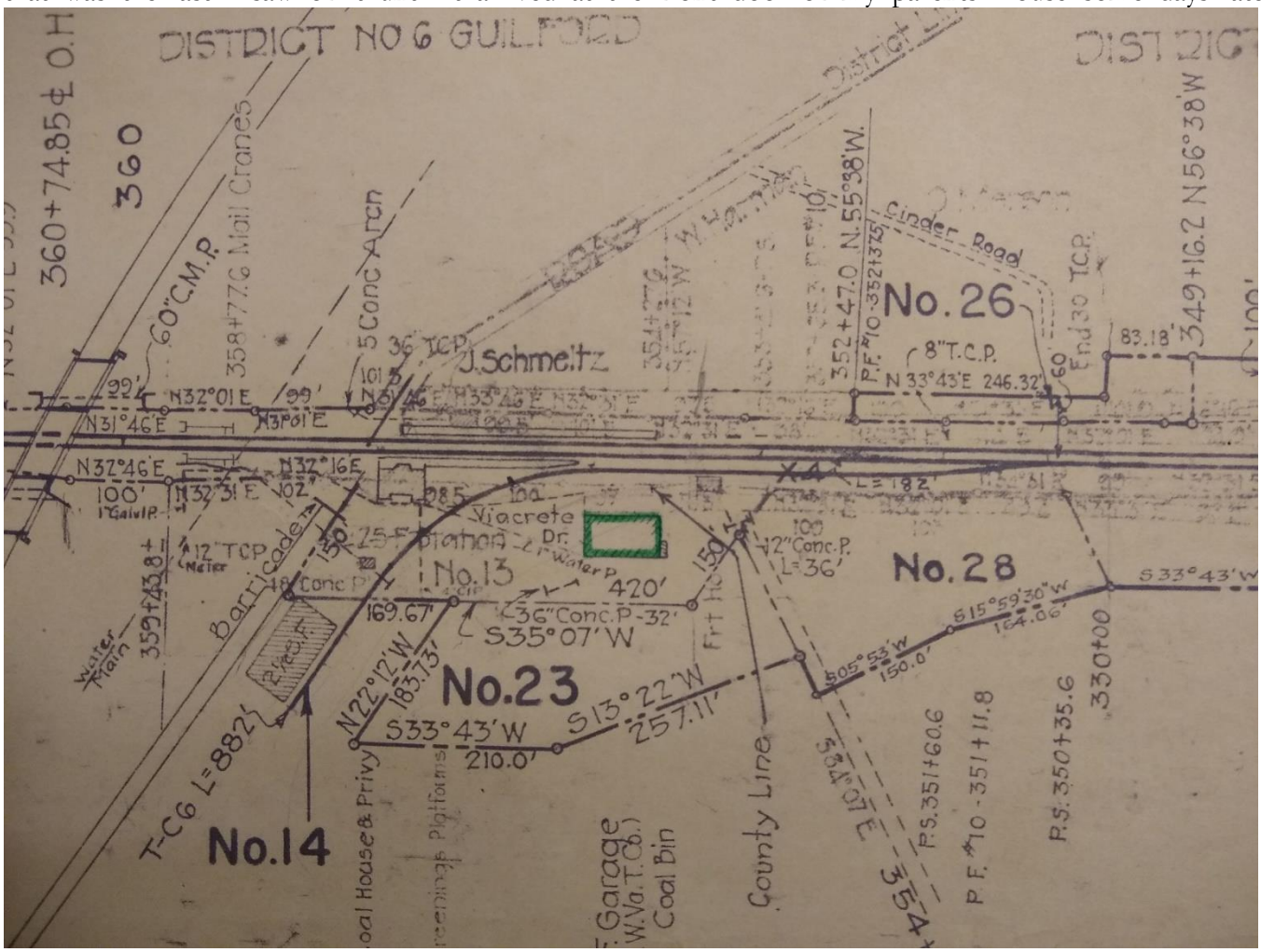


Subdivision track diagrams of the era.

My notes don't reflect whether we saw any trains along the way, but we walked through Ft. Meade Junction (did the operator in "PA" Tower see us carrying that sign, or did we detour around the tower on the road?). We passed Savage and Laurel Racetrack, finally arriving in Laurel about two hours after leaving Jessup.

Walking into the station, I screwed up all the courage and nonchalance I could muster as I approached the ticket window. "I'd like to send this via Railway Express to my home in Omaha", I announced. Although I had been steeled for all manner of questions or objections, the B&O agent didn't say a thing about my prize. He simply made out some paperwork, charged me some relative pittance and put a sticker on the back of the sign. And

that was the last I saw of it until it arrived at the front door of my parents' house some days later.



Gary and I hung around the station at Laurel for a while, catching Train 174 back to town. I rode all the way to Camden station and hiked to my room at the downtown YMCA hotel. I hope I got a good shower after all that exertion. Back in Omaha, a little work with my dad's pliers straightened the bent corner of the station sign, probably a much easier fix than the owner of that GTO faced!

It is indeed a "fast forward" to March of 2021, nearly 55 years after Gary's and my adventure at Jessup. The station sign has graced the wall of my train room these 30 years, and all the while I've wondered what the station

at Jessup looked like. Occasional queries to the B&O internet news group had proved fruitless, but on March 6th I tried once again. Did anybody out there have a picture of Jessup?

This time I struck oil. Nick Fry at the St. Louis Mercantile Museum was beginning to post photos to the group from the recently acquired Thomas Underwood collection, and he announced that Jessup would appear the next day. I held my breath!

What I beheld the following day looked like no B&O station I had ever seen. Tall and "fat" (as Jim Mischke termed it), it was made of board-and-batten siding with rolled roofing material. The typical bay window fronted the tracks sporting a little hip roof beneath a larger gable on the main roof. Aside from the "carpenter's lace" vergeboards on the ends of the roof and gables, the station looked like a fairly straightforward modelling project, as did a small freight house that shared the same architectural nuances as the station. Quickly I ordered doors and windows from Tichy Train Group and headed for the local train store to stock up on board-and-batten siding!

The first step was determining the dimensions of the structure. I used the simple expedient of counting the vertical boards on each wall in the Underwood photos. Doors average three feet in width, which conveniently made each board a foot wide, which in turn gave the station a basic footprint of 45 x 35 feet.

I drew tentative elevation plans and made a mockup of cardboard and paper to get the correct proportions, setting the height of the ends at an even 25 feet. I adjusted and readjusted my mockup trying to zero in on the height of the front and rear gables, finally settling on 21 feet 6 inches.

The Northeastern Scale Lumber siding was only 25 feet wide, so I glued double widths together, reinforcing the joints with blue painter's tape before cutting out the sides and ends. When the Tichy doors and windows arrived, I cut holes for them in the sides, maintaining the proportions shown in the Underwood photos. I used Northeastern 1 x 6 inch strips for the corner and horizontal trim and 6 x 6 inch strips at the top of the ends. The bay window was dimensioned based on the size of the Tichy windows.

Before starting assembly, I painted all the parts. I model the B&O in 1929, so reverted to the "Indian red" scheme in use prior to 1947. Scalecoat II "PRR Caboose Red" is a good approximation of the B&O's color, and I painted the sides, bay window, doors and windows with a spray can. I used a black "Sharpie Magnum" felt-tip marker to paint the 1 x 6 inch trim boards, and after the red paint was dry I did the black window and door trim with a gel pen.

I viewed the rolled roofing material as a latter-day expedient, perhaps even as a sign of the decline of the B&O's fortunes in general and passenger service in particular. Wanting to model the station in better days, I decided to add a slate roof. The Sketchup Textures website offers prints of a variety of building materials, and I chose

a variegated "slate roof" texture. I printed out a sheet of this texture and glued it to a base of Evergreen .030" sheet styrene. I mounted the station on .125" square wood strips, as shown in the photos.

Assuming that the small freight house shown in the Underwood photos was also located at Jessup, I built it the same way, counting boards to arrive at a 25 x 13 foot footprint. I made a paper mockup and decided on a height of 21 feet 6 inches above the freight platform.

The finishing touches for the station included the Railway Express sign and train arrival and departure board, which I cut out of the Underwood pictures. And of course, there were the station signs for each end. To get these I simply took a picture of my sign and reduced it to HO scale. When I mounted the signs as shown in the Underwood photos, they turned out to be 16 feet above the ground; I must have indeed found a long board on that August day in 1966!

I'm happy with the way the station and freight house turned out and have received some nice compliments from other B&Oers who feel the same. But there are a few things I'd do differently…….

I'm willing to bet that the double window was centered on the north end, as it is on the south. Somehow it didn't turn out that way, and I can only say that I'm glad the Underwood photos didn't give a clear view of that end. A bit of faulty measurement resulted in the windows and horizontal trim of the operator's bay being a bit lower than on the rest of the building. I didn't feel like correcting either condition and forged ahead "as is".

Then there's the freight house, which to me looks like a tower after mounting it at the height of the freight platform. Paper mockup notwithstanding, I'd make it 12 – 18 inches lower if I had it to do over.

All I need now is a model railroad on which to put Jessup station and freight house. But…….my station sign is mounted above the door leading to the garage, and plans call for remodeling that garage into a livable space for a layout. There will be a couple of teenagers on the station platform watching trains and waiting to board the next local that will stop to take them back to Baltimore!

LIST OF MATERIALS

Board and batten siding	Northeastern No. 18BABB
Trim boards	Northeastern 1 x 6 inch strip wood
Station base	.125 inch square strip wood (from Michael's)
Transom doors	Tichy No. 8196
Non-transom door	Tichy No. 8049
Single window	Tichy No. 8028
Double window	Tichy No. 8070
Freight house door	Tichy No. 8038
Freight house window	Tichy No. 8010
Roof substrate	Evergreen No. 9104
Freight house base	Northeastern 1 x 12 inch strip wood
Freight platform	Northeastern 1 x 6 inch strip wood
Platform support posts	Northeastern 8 x 8 inch strip wood
Stair risers	Northeastern No. HOSTRING
Roof texture	Sketchup Textures No. 04017

AUXILIARY WATER CAR W133

BY BRUCE ELLIOTT

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.

Auxiliary water Car W133. Photo by J.J. Young

Recently Tangent released a model of a diesel fuel supply car which of course I needed to upgrade and replace a decades old Athearn model. Recent discussion on the B&O Yahoo Group regarding auxiliary water cars, along with several photos of the cars gave me the idea to convert the Athearn single dome tank into an auxiliary water car. All water tank cars on the B&O are not the same. This should be no surprise to those of you who model the B&O. None of the photos were spectacular, in fact they were rather on the poor side, but were of sufficient quality to see the details necessary to build the car. I chose to model aux. water car W133. Its photo was the best of the lot, and this particular car had a light on the A end for back-up movements. I have always liked things that are different.

Photo from Ebay courtesy of klko8068

So, getting down to the rebuild. First was to remove the handrail around the tank itself and the ladder. Next was to remove the small, short platform on the side of the tank below the dome. I carefully started with a Dremel grinder, followed with an Xacto chisel blade and finally a flat jewelers file. Next was the removal of the three vents on top of the dome, leaving only the access hatch. Next was to build a pair of platforms that set on the top of the tank on each side of the dome. There are no drawings for these cars that I'm aware of, so there is a lot of guessing in this project. In the end, the platforms were made from .020 Evergreen styrene sheet, part number 9020, and cut to 5'x5'. They set on top of the tank behind the dome rivet course. The model has a line of rivets across a band that runs the length of the top of the tank.

Since these platforms set on top of the tank on each side of the dome, I decided that the removal of 5' of that top band on each side of the dome would help in securing the platform to the tank. Legs for the platforms were made from 1"x4" Evergreen styrene, part number 8104. In the end, I used the steel tank handrails that come with the model and added a short 15" piece to connect the handrails. The side ladders on the model are centered under the dome. On the rebuild it was necessary to move the side ladders approximately 54" to the right of center on both sides.

Bending and cutting the handrails that go up to the platforms at the top of the tank proved to be challenging. These were fabricated out of one piece of .022 brass rod from Detail Associates and bent as per the photo. The vertical brace fits in a hole that was drilled at the end of the platform in the center of the band across the top of the tank. The real challenge of this entire project was super gluing these rods together and super gluing them to the handrails. Next came the back-up light. This was a part that I have had for so long, that I no longer remember the manufacturer. The last detail was a pair of grab irons that go between the top of the ladder and the platform on top of the tank on both sides.

Athearn car with all modifications, waiting paint and lettering

Painting was rather straight forward, black paint on a black car. It has been years since I considered stripping paint from a model. Only the very older models from 30+ years ago had heavy paint and heavier lettering that actually hid rivets and detail. But of course, strip if you like. I still use a lot of old school techniques and this model was painted with Floquil "Engine Black". Lettering was from Ed Sauers and Micro Scale. The lens in the light is from MV Lens.


E AND. OHIO
W133
BALTIMORE AND OHIO

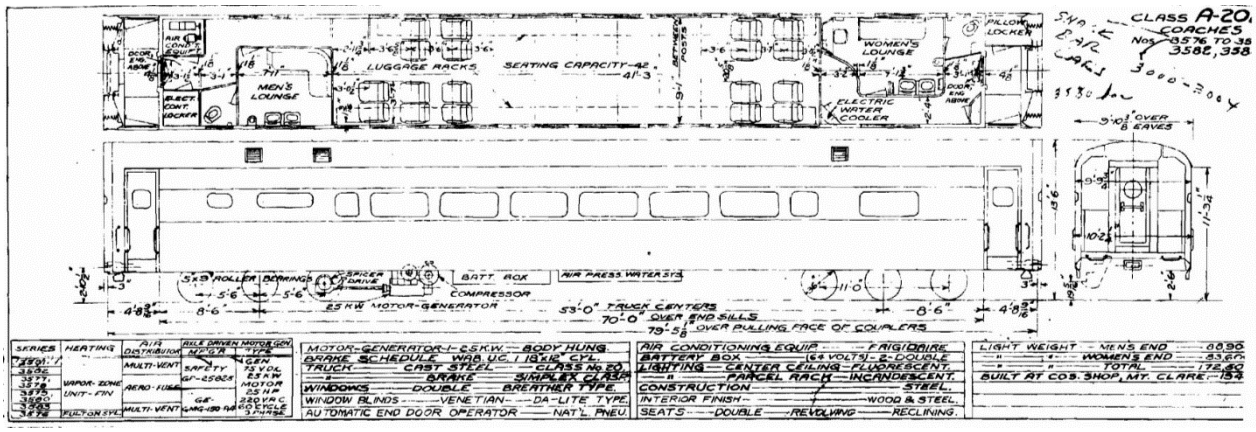
KITBASH A B&O A-20B COACH

BY BILL HUTCHISON

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.

THE PROTOYPE

In 1948 the B&O rebuilt eight old A-20 coaches into updated streamlined 42 seat cars with restroom lounges. They were nearly completely streamlined with skirting, picture windows and a new roof. Most rivets were eliminated, and the only giveaway were the six-wheel trucks they rode on. These cars were numbered in the 3576-3584 series, and some were still in service up to the end in 1971.



THE MODEL

The only true model of the A-20b coach was a kit offered by Nickel Plate Car Company, which has long since been out of production. These rarely show up for sale and are quite pricey. I was lucky enough to find one, but I wanted at least a couple more, so I settled on a kitbash based on the Walthers modernized plastic coach, which is a B&O A-18 design, as shown below.

(Photo from Walthers)

These cars have paired thermopane windows and come with either an arch or clerestory roof. Unfortunately, they are out of production, somewhat hard to come by and command a higher price but one can still get them occasionally on eBay. My car started as a Wabash coach and it took a while for me to get past my reluctance to bash a fine coach, but I finally went ahead.

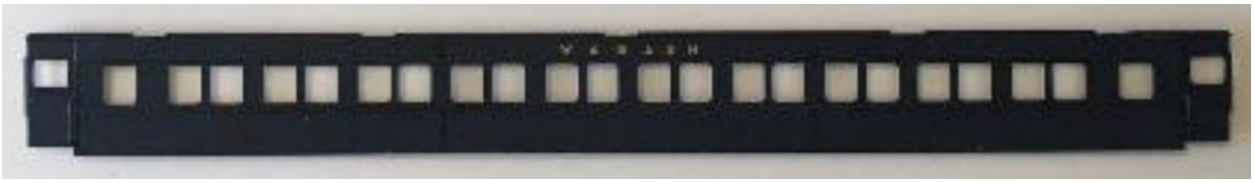
I should mention that many of the techniques here are based on the fine work done by Bob Chapman, who has written several articles on the subject. I highly recommend reading them, especially an article in Jan-Feb 2009 issue of B&O Modeler, dealing with the bash of a Walthers standard heavyweight A-18 coach into a streamlined A-18cd. This car had skirting and other features I drew on to build this car.

SIDES

Begin by disassembling the car, setting aside the roof, steps, and window glazing (be sure to save these and any other unneeded parts for other projects!), while removing the interior to save for reinstallation later. Also remove the handrails for reinstallation after painting. I left the sides and ends mounted to the car. It is very important to note the underbody water tank is mounted on the double door side. Refer to underbody diagram below.

Once this is done, remove the center posts between each pair of double windows as shown below. Use a pair of rail nippers and file off the remainder of unwanted material achieve a uniform look. At this point both sides will be identical.

Both sides - Before



Both sides – After – note that the seat section has six large windows

Next, we will blank windows on each side (shown in red – see below) and cut rectangular sections from .040 styrene sheet and trim to fit each window opening. Round the corners with a file for good fit and keep filing the sides until the piece fits the window opening exactly. It's tedious, but it pays off since the insert will be hard to see once paint is applied. Push the insert into place until it's flush with the exterior of the car body and apply Gorilla gel super glue to the joint from the inside of the car body. Important: Make sure the insert is flush with the exterior of the car body before gluing.

Important: At this point, the sides begin to differ.

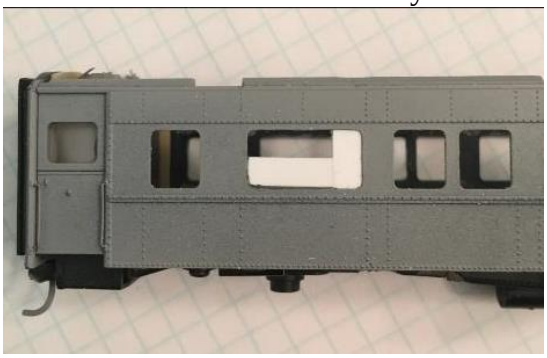
One side will have a door blanked and replaced with styrene sheet or a section of a side from a cannibalized car. A small half window for the restroom and a wider lounge window is located near this end at the location of current window openings, but the lounge window is somewhat narrower than the opening.

SINGLE DOOR SIDE

Blank the window openings shown in red with .040 styrene sheet:

After that, use .040 X .156 styrene strip to form half windows for the restroom and lounge. As with the other inserts, cut, shape and file until you get a good fit and then glue from the inside. Once the glue has set, use a small round file to make the rounded corners at the bottom corner of each window opening. Go slow and careful, using just the narrowest end of the file until you have the round corners done. This will leave a raised center section of the styrene. File this down to match the round corners – carefully.

Add the vertical .040 X .156 section first

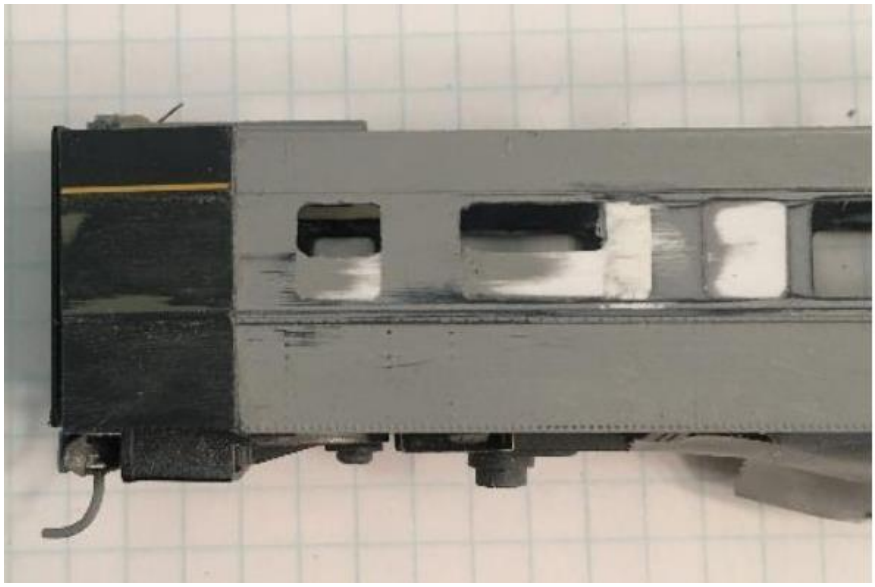


Add horizontal .040 X .156 section next

Next, add a horizontal section of .040 X .156 styrene to the bottom of the opening for the lounge and restroom window to the left in the above picture. File corners with a round file carefully, same as for the large half window. This will leave a section of excess material which will be filed down to make the bottom of the opening flush with the bottom of the corners. Again, take your time and work carefully. Use body putty to fill in cracks around the windows and sand until smooth with fine sandpaper. Repeat as needed.

After this is done, remove one door (save it for other projects!) as shown below and cut and trim a section of .040 styrene or use a part of a side from a cannibalized Bachmann combine or another car as I did. This

section should be approximately 4’-6” wide and the side will be flush all the way to the end of the car, once mounted. Feel free to make it slightly wider to be sure it’s wide enough and file off the excess later.
File or trim away enough of one corner of the end section of the car to ensure a good fit. Cut the side piece and file to fit and then glue in place. The end of the new side sheet should extend beyond the tapered plane of the end to match the center section of the end.



View of blanked end also showing half windows. The large half window should be about five feet from the next opening to its right.

For the opposite end, which still has a door, add a strip of .040 X .060 styrene, beveling the side to be glued to the end as shown below. Nip off the ends after gluing and file to match the car body:

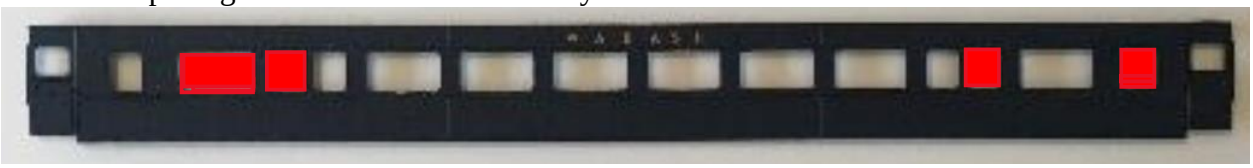
View of door

Once this strip is glued, fill the crack between the existing end and the new vertical section with body putty and sand. Take care to not fill the holes for the handrails. These will be remounted later.

At this point the single door side should be done, except for the rivets and welt plates, which should be scraped or sanded off. The prototype only had a strip of rivets along the bottom of the car body. After this, we mount the skirting, which will be explained below.

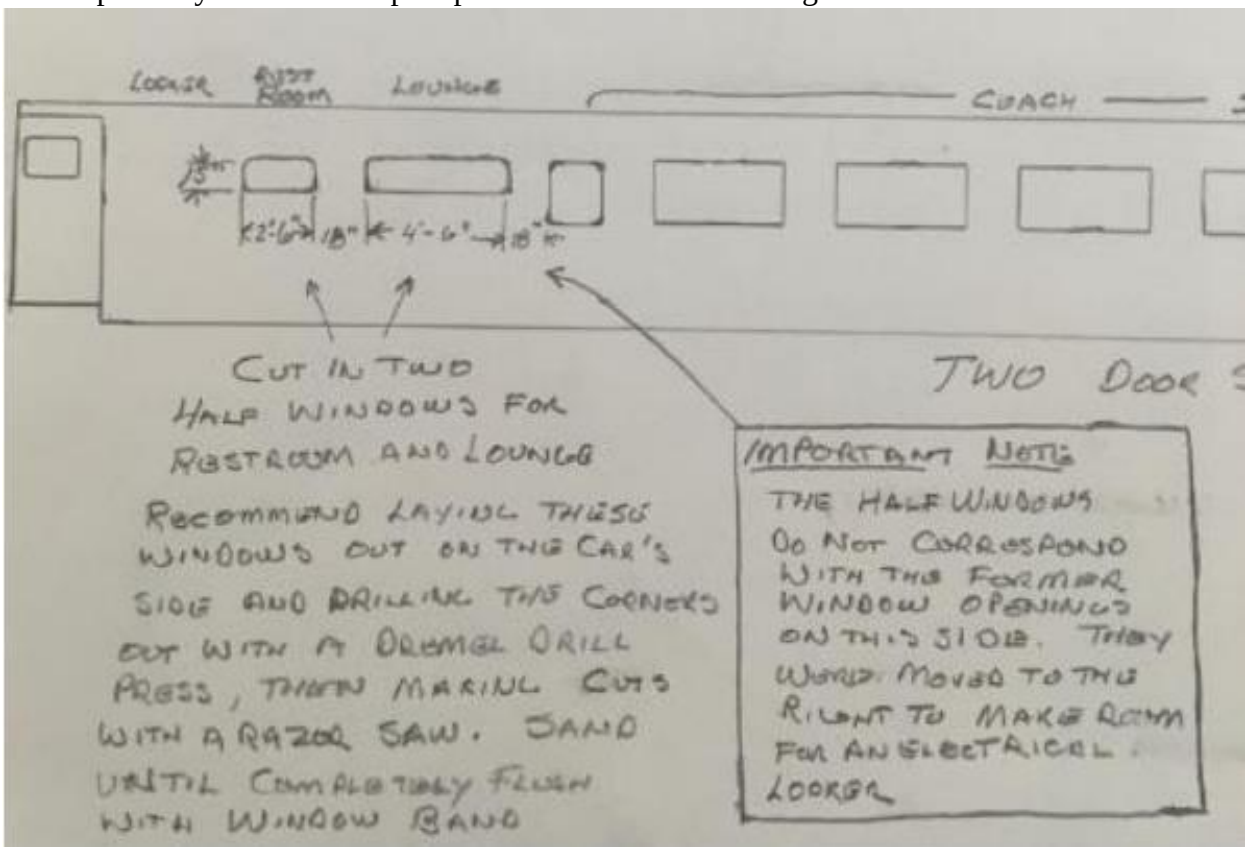
DOUBLE DOOR SIDE

Blank the openings shown in red with .040 styrene sheet:



Note that the window openings at the left end where the restroom and lounge is located are completely blanked. These windows were moved to the right by the B&O to make room for an electrical locker and we must do likewise. Because of this, they will not correspond with the current openings and that means we must cut new ones.

This is probably the most complex part of this kitbash. See diagram:



The large half window is the same width as the large window openings in the rest of the car and should be 18” from the single window to its right.

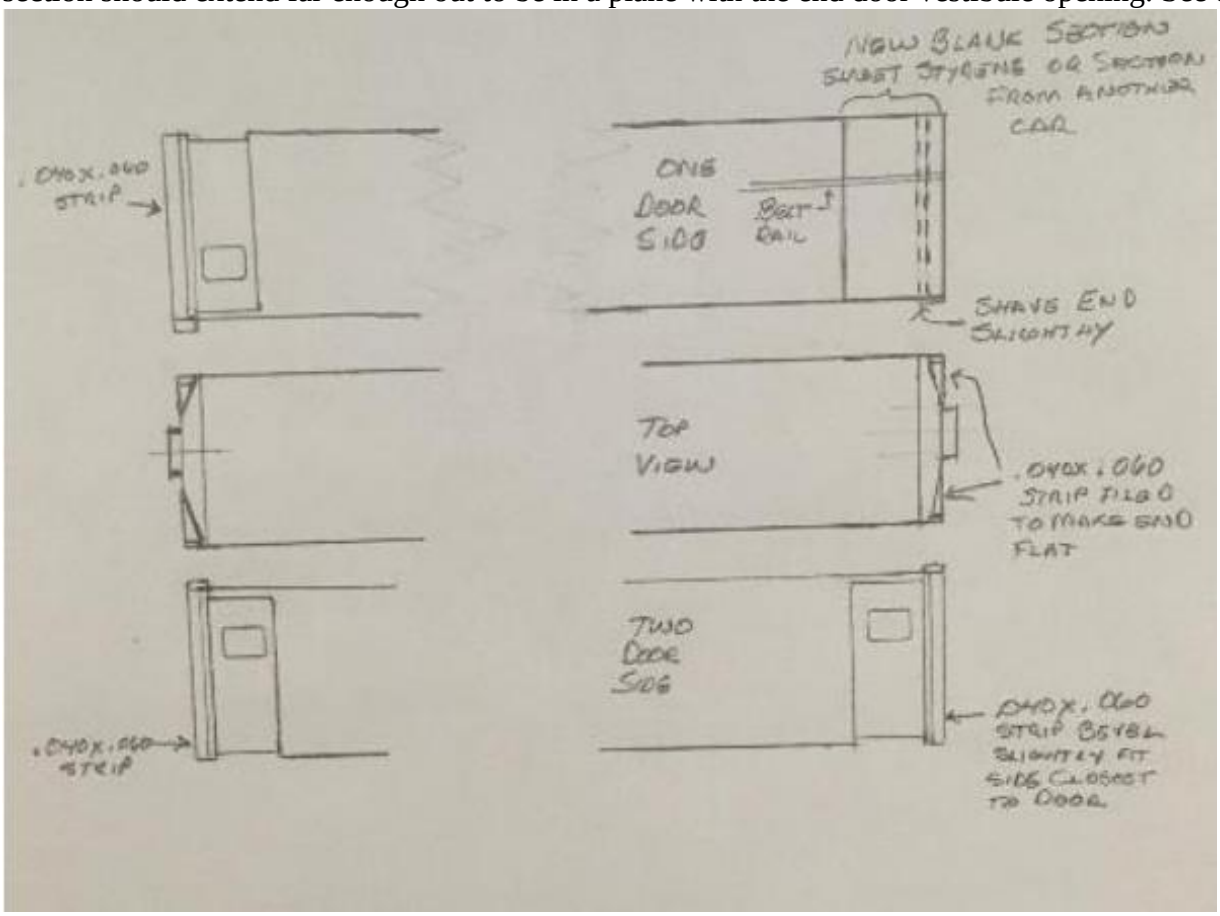
Drill the corners of the two half windows with a Dremel drill press. I highly recommend using a drill press to keep the bit from wandering. Then drill out the ends of the opening and use a razor saw to cut the horizontal opening. Some filing will be needed.

The final step for the two-door side will be to add .040 X .060 vertical strips the same as was done for the single door on the other side. The mounting tabs along the top of the sides should be trimmed off so the new roof will fit. Sand off rivets and welt plates and both sides are finished, other than skirting.

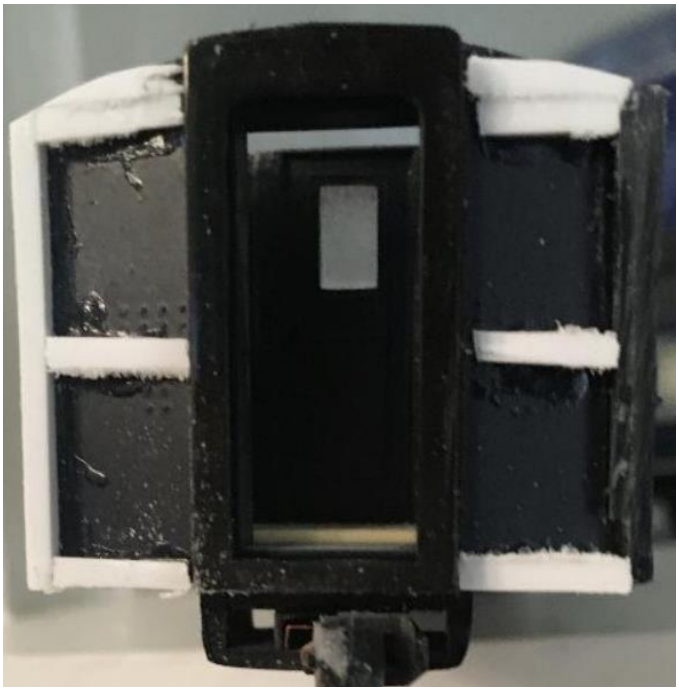
After finishing the sides, wash the car with soapy water, rinse and allow to dry. This step should be repeated after every time the car is sanded, so paint will adhere. Spray a coat of Tamiya gray primer to see how the car looks. Odds are that you will see imperfections. Address these and spray again. You may have to repeat this process a couple of times.

SQUARING THE ENDS

For this car, the ends will be squared instead of tapered. The extensions at the doors and the blank side section should extend far enough out to be in a plane with the end door vestibule opening. See diagram:



IMPORTANT! The squared ends of this car requires broad radius curves of at least 36". If your railroad has sharper curves, you may have to add long shank couplers or leave the original ends as they are. Some modelers find it desirable to replace the stock McHenry couplers with Kadee #5 couplers and some go so far as to have a #5 at one end and a long shank Kadee coupler at the other end.



View of end with blanked door section to the right

Cut triangular pieces from .060 X .080 strip and glue and then file smooth. They should be in the same plane as the existing doorway. Next, trace the outline of the car end on each side of the door from .020 Styrene sheet and cut. Then glue the styrene sheet sections to the framing to close in the ends. Add a small section of sheet above the doorway. Fill gaps at the top of the end with body putty and sand. At this point the ends will be flat and ready for skirting to be added.

UNDERBODY

Because underbody detail such as tanks and battery boxes must be removed and remounted to clear the skirting, we will work on that part next. In addition, the underbody must be redetailed since the layout of components differs from the stock Walthers coach. See diagram:

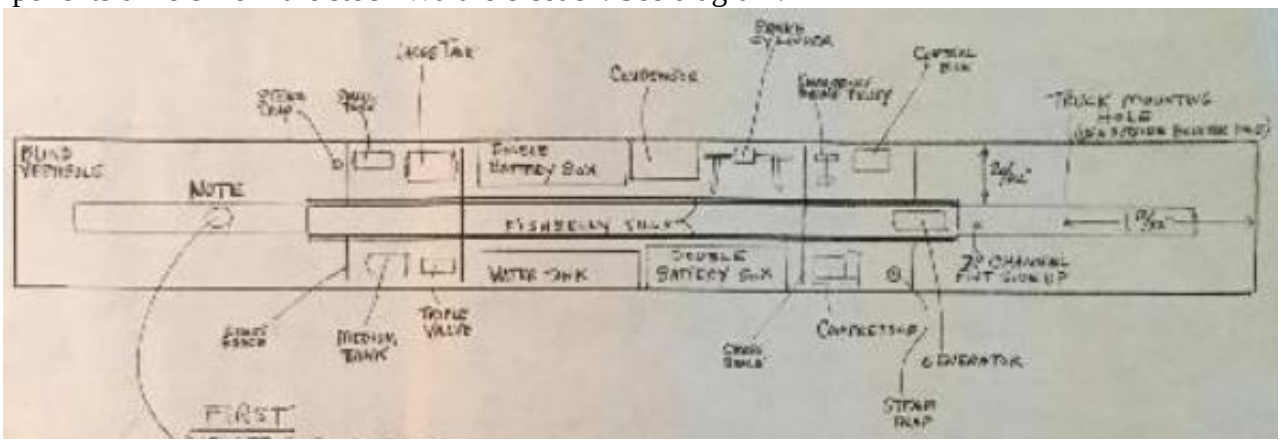


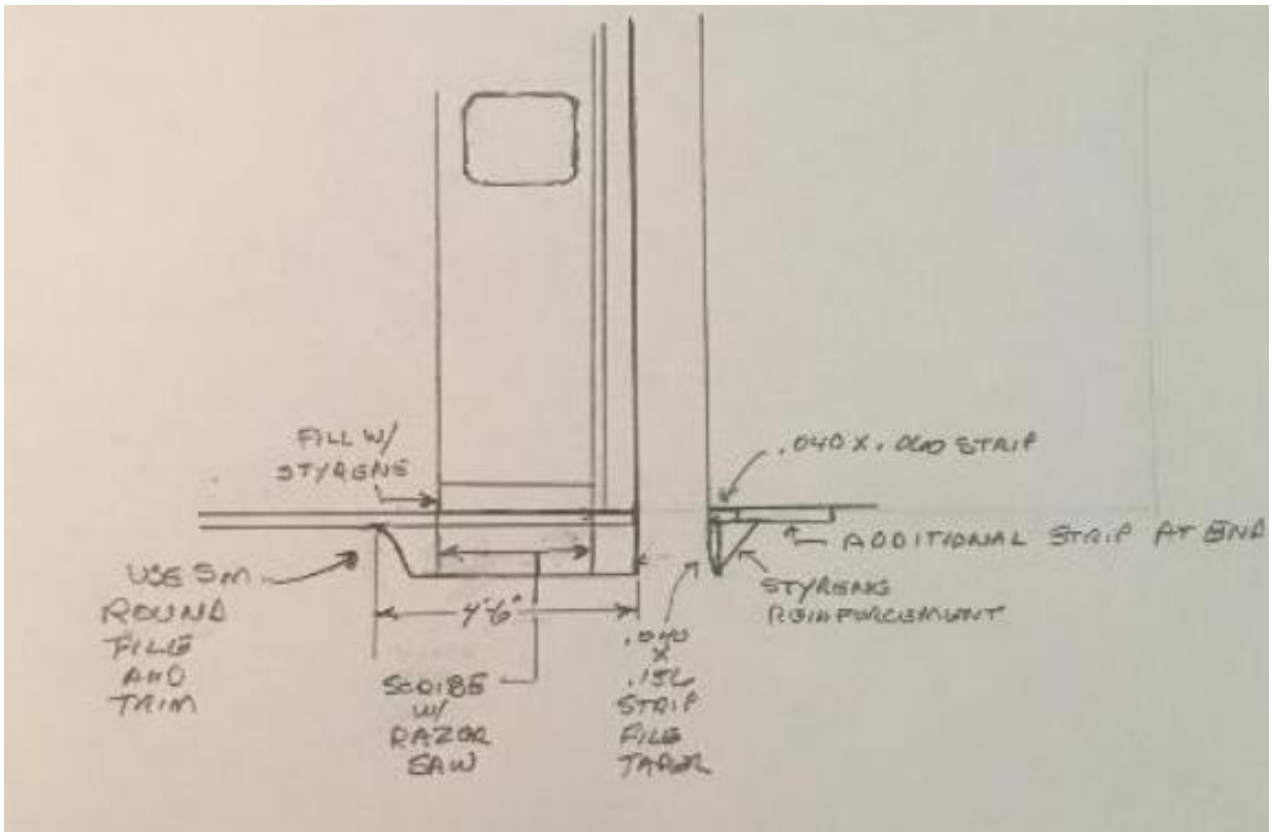
Image courtesy of NKP Car Company

Begin by removing the large and small generators and save for another project. Add a Cal Scale #190-353 generator and drive shaft. The base must be filed to fit between the fishbelly sills and the shaft trimmed to clear the swing of the truck.

Next, move the large tank back approximately six inches and remove the two single battery boxes. Note that the large tank is on the side opposite from the blind vestibule. Reposition the two single battery boxes next to the large tank as a double box.

On the side opposite of the large tank, add a new double box (I used a pair of Branchline single boxes I had on hand) and place one of the screened condenser boxes next to them. Reposition other parts per the diagram. These parts were applied individually by Walthers and can be pried off. Take care to file off any protrusions on these parts and the underbody for a good joint. This part of the project took about an hour and once done, the car was ready for skirts.

SKIRTING



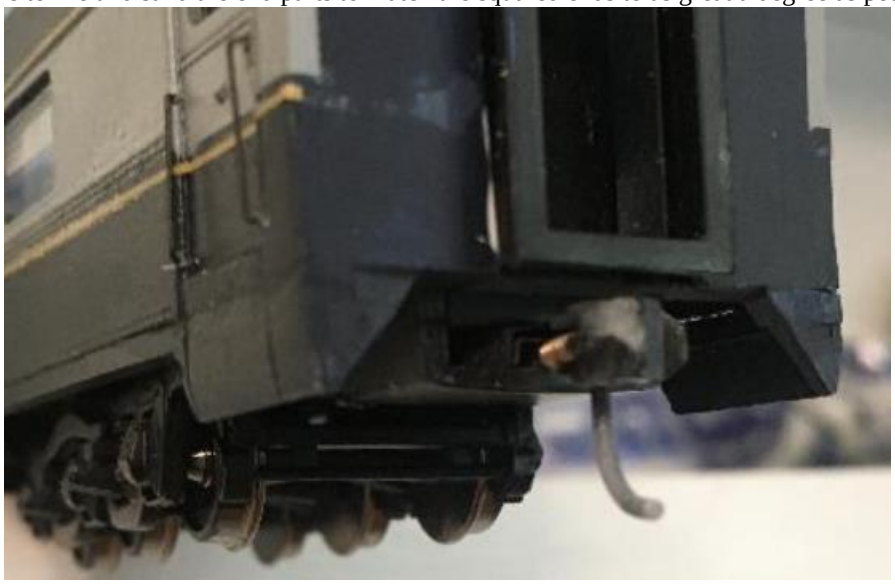
Add skirting as shown in diagram, starting with short sections of .060 X .080 strips mounted at the bottom of each door, with the .080 being the vertical portion. File to match the bottom of the car body until smooth and uniform. Then add the long .040 X .060 strip that will run the length of the bottom of the car body. Glue this strip on and nip the ends off and file to match the ends of the body.

The next part will be to add the partial skirts at each end of the sides, under the doors and the blank end. I used sections .040 X .156 styrene strips 5' long (disregard the 4'-6" dimension in the diagram) and glued them to the long .040 X .060 strip at the bottom of the car body. I also glued an additional .040 X .060 section under the end, butted at a 90-degree angle to the long .040 X .060 strip at each end and added a triangular piece of styrene to reinforce the skirting.

After that, it's a matter of using a small round file to form the curved cutout nearest to the trucks, taking care to not cut into the long .040 X .060 strip. Once this is done, trim the excess at an angle to form the rest of the cutout end of the skirt and file.

Finally, use a flat file to form the curved scallop at the bottom of the skirts and scribe the vertical grooves that represent the bottom of the doorway with a razor saw. Once done, the ends should like this:

Be sure to file and sand the end parts to match the squared ends to as great a degree as possible.



ROOF

Use a secondhand streamlined roof from a lightweight car or new roof from Union Station or another supplier. Add louvered vents (if you can find them) as shown below:

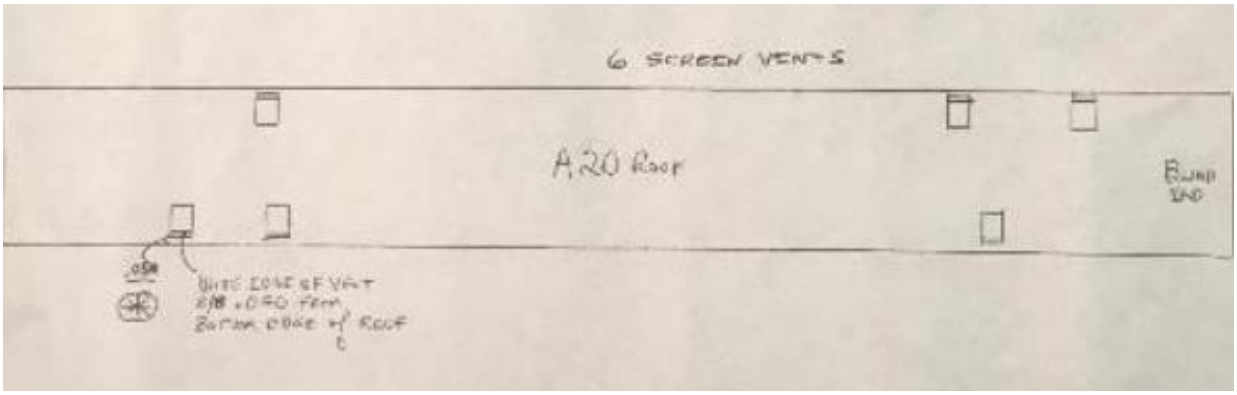


Image courtesy of NKP Car Co.

Make end caps from .060 styrene sheet, filing them to match the roof contour and that of the top of the car body ends. Glue to the ends of the roof after cutting the latter to length. Attach an end cap at one end of the roof and check for proper length at the other end. Cut or file the roof if needed and place the other cap at the end to check for proper length and fit. Once satisfied the roof and ends are correct, glue the second end on, file and sand the ends to match the roof and paint.

You may want to attach the roof by adding a section of .060 sheet and gluing it at the center of the underside of the roof and then drilling a hole for a screw which would go up from the center of the car body (there is an existing hole there) and use a 1-3/16" self-tapping screw to attach the roof. This is one item that was the hardest to find. Years ago, Walthers supplied these to attach the plastic roofs that came with those old wood and metal kits. If this is too much bother, hold the roof in place with a tiny dab of Gorilla glue at the middle top of each side.

The streamline roof is correct for this car, but I like arch roofs, so I made one from a pair of old Roundhouse Harriman coach kits. I cut the tapered ends off and trimmed one section to get the proper length, sanded off the rivets and filled in the two rows of holes intended for vents. I then glued the two sections together and added new styrene ends.

The Roundhouse arch roof comes with mounting tabs that run the length of the roof on each side. Trim 12' of the tabs off each end, leaving a 54" center section. Then remove approximately 58' of the inner body insert. This should be centered, the same as for the roof tabs. I ended up with a snug fit for the roof on to the car body, which eliminated the need for a mounting screw.

PAINTING THE CAR

After you are satisfied that the car body is complete and has imperfections addressed, wash it a final time and mask it with clear Scotch tape to keep paint out of the interior and off the underbody and spray a final coat of gray primer to give the entire body a uniform undercoat. Then spray a coat of Royal Blue on. I use out of production Floquil and Poly S Royal Blue since it had that deep dark finish, which is not cheap, but

worth the price and having to search for it on eBay. Scalecoat Royal Blue is another possibility but is somewhat lighter. I use the Poly S for touch up.

Once the paint has dried, leave the tape on the car and tape off the letter board above the windows and below the belt rail beneath the windows for the gray window band. This band includes the batten above the windows and the belt rail below then and wraps around the ends of the car body by about 9". Smooth the tape down to eliminate bleeds with the end of a toothpick. Then spray gray primer for the window band.

At this point you can tape off the car body completely and paint the underbody flat black or whatever paint you wish.

Once the paint has set---give it plenty of time---carefully peel the tape off and then spray a clear gloss coat to give decals a smooth surface to adhere to. Then apply decals and spray an overcoat of Dullcote to finish the exterior. I found that a toothpick really helps when it comes to positioning decals, especially those itty-bitty numerals.

Speaking of those itty-bitty numerals, I have found that it's much easier to apply them by cutting them out and placing them on the car body dry and then putting a drop of water on them and when ready, pushing them off the paper backing with a toothpick and moving them in place. I also put a drop of Solvaset where they are to go and wick up the excess drop with a pointy end of a paper towel after the decal is in place.

I prefer Bethlehem Dulux Gold B&O Passenger car lettering or Champ B&O Dulux Gold lettering. Both can be found on eBay. I also like Champ Dulux Gold 1-1/2" striping.

FINISHING UP

Inspect the car for any last-minute touch ups. You may want add cut levers, grab irons, steam and air lines at the ends at this point. Refer to articles by Bob Chapman in B&O Modeler for this. Drop in the original interior or use the diagram of the prototype to add a correct interior (seats face toward the two-door vestibule end), add glazing, Venetian blind decals, white paper to simulate frosted restroom windows and reinstall the handrails and your car is ready to roll!

####

LIST OF ITEMS

Styrene:

Evergreen #143 .040 X .060 styrene strip
Evergreen #154 .060 X .080 styrene strip
Evergreen #157 .060 X .156 styrene strip (for full skirting at car ends)
Evergreen #9008 assortment .010/.020/.040 styrene sheet
Evergreen #9040 .040 styrene sheet (window blanks)
Evergreen #9006 .010 Clear Polystyrene Sheet (windows)

Parts:

Roof: Secondhand streamline roof or Union Station or other supplier
Roof vents: Mt Clare Shops B&O louvered vents – out of production – try to substitute if possible
Generator: Cal Scale #190-353
Double Battery Box: Branchline or similar
Car side section: Bachmann combine or similar plastic car or .040 styrene sheet, cut to size.

Glue and body putty:

Gorilla micro precise gel super glue
Walthers Goo
Tamiya #87095 White Body Putty

Paint:

Tamiya #87042 Gray Primer (spray can – also used for gray window band)
Testors spray flat black (roof and underbody)
Floruit Royal Blue (long out of production but can be found on eBay at a high price. I bought both the enamel and Poly S. The latter was used for touch up.
Modelmaster #2936 High Gloss Clear Coat spray or Testors gloss spray
Testors #1260 dullcote spray

Decals:

Bethlehem #203 B&O Dulux Gold passenger car decals – out of production but available on eBay.
Circus City or Rapido white Venetian blinds – buy direct or on eBay

MODELING B&O'S M-58 FIFTY-FOOT AUTOMOBILE CAR

BY BOB CHAPMAN

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.

(Cast resin mini-kit parts from Chad Boas Resin Car Works along with a Branchline 50' double-door boxcar core build into a fine HO scale prototype model of B&O's class M-59 auto car.)

THE PROTOTYPE

Among B&O's first postwar equipment purchases were 700 class M-58 automobile cars, built in 1945 by Greenville Steel Car Co. of Greenville, Pa. The cars were built in two groups -- #296000-296199 and #296500-296999, with differing doors, ends, and hand brakes. The first group featured Superior seven-panel doors, "B&O" ends, and Equipco handbrake, while the second group was equipped with Youngstown corrugated doors, Improved Dreadnaught ends, and Ajax handbrake. All were equipped with Evans unloaders, Duryea underframes, and Morton running boards.

(Builder's photo, B&O class M-58 auto car.)

THE PROJECT

A growing category of prototype model kits is the "hybrid," with cast resin detail parts customizing an off-the-shelf styrene model to represent the features of a specific prototype. Such is the case for the B&O M-58, with a cast resin parts "minikit" offered for each version by Chad Boas, to be applied to a Branchline 50' double-door boxcar kit. The minikit consists of doors, ends, roof, and underbody parts. Contact Chad at <chadboas@yahoo.com> for price and ordering instructions.

At this writing, Branchline Blueprint-Series 50' double door boxcar kits are available on eBay at reasonable prices. B&O 50' boxcar decals are available from K4 Decals <k4decals.com>. You'll also need a Plano 50' runningboard, along with a few other odds and ends (see parts list).

For our model, we'll build the #296000-296199 version; note that most steps will apply to either version.

The project is not "shake the box," but with time and patience will be within the skill set of modelers who have a cast resin kit or two already under their belts.

BUILD THE CARBODY

File and sand away the riveted gussets adjacent to the door opening. Cut away the molded towing staples.

Test fit the roof. On my roof the "plug" molded to the roof bottom was a bit wider than the carbody sides; file the plug narrower until it fits. Check the plug's length; it should be equal or shorter than the length of the sides. Remove any flash from the doors. Wash the parts in a non-oily detergent such as Ivory Liquid.

Glue the weight nuts to the floor. The cast resin doors will look better if you sand them a bit thinner (drag them across sandpaper on a flat surface); glue them centered on the door opening. Glue the roof centered atop the carbody.

My cast resin ends were a bit thick, extending a bit beyond the roof overhang. Thin them by sanding their backs (sandpaper on flat surface). When they match the overhang, check the fit of their tops vs. the roof, then glue them to the carbody.

(Branchline carbody, assembled with mini-kit roof, ends, and doors.)

DETAIL THE UNDERBODY

Remove the large round sprue remnant from the center of the Branchline floor. Cut the bolsters from the underframe, and glue them to the floor; discard the underframe. Cut Evergreen .156" channel (#265) to fit between the bolsters, and glue to the floor.

Glue the cast resin crossbearers 5'6" apart, half facing each end. Glue .015" x .040" x 7'0" (#112) styrene strips across the tops of the crossbearers. Add the Branchline brake system; suspend the reservoir from .020" x .156" styrene strip (#127).

(Underbody, with mini-kit crossmembers and styrene channel centersill.)

DETAIL THE CARBODY

Add the BL tackboards, ladders, and grabs to the sides. Simulate the door latches with .015” wire. We’ll install the fragile stirrups as a final step.

(Completed unpainted carbody, left side.)

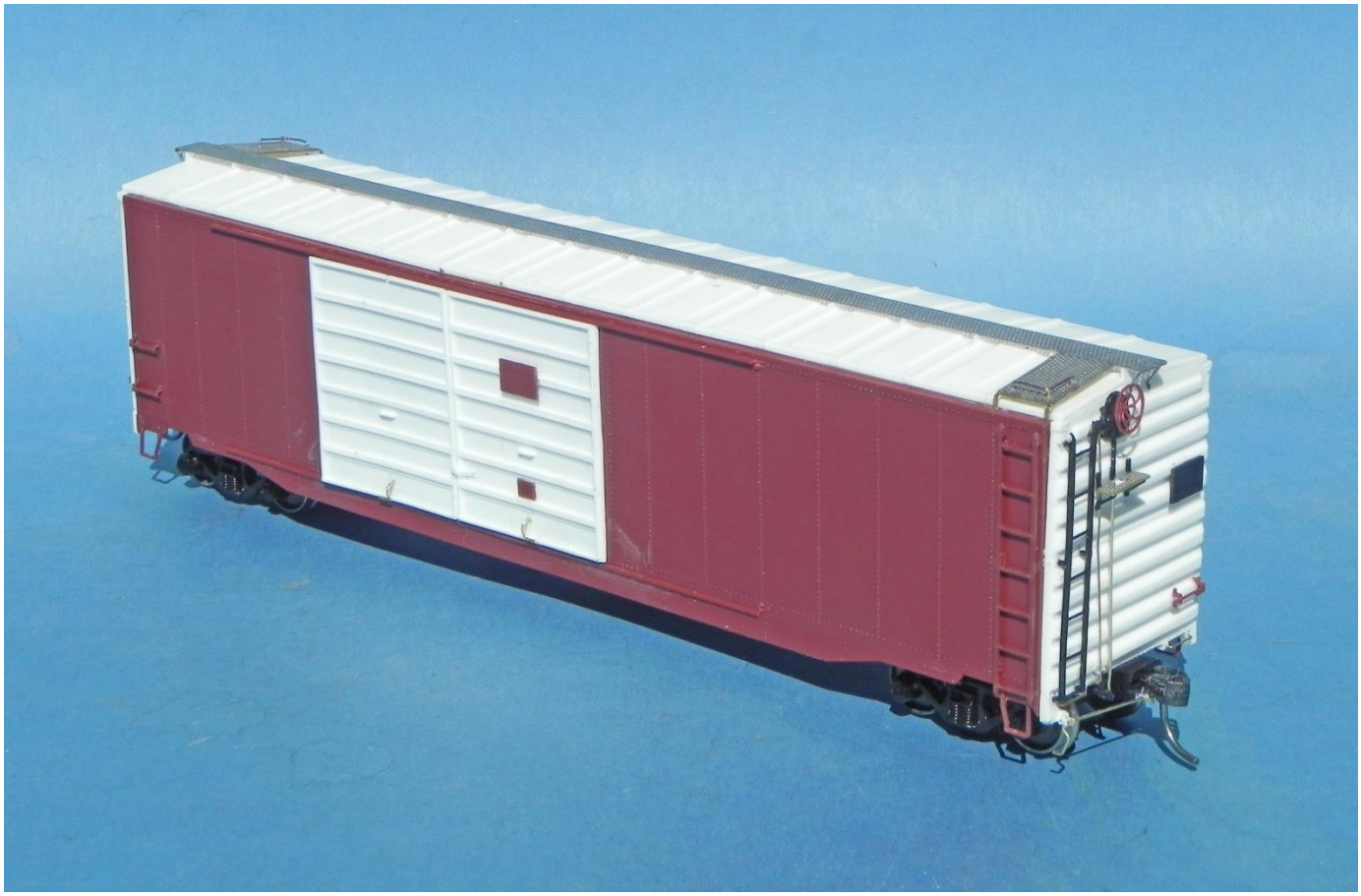
(Completed unpainted carbody, right side.)

Add Westerfield 18” straight grabs (#1198) at the bottom of the ends. The BL end ladders are a bit narrow, but I used them; drill the ends to accommodate the ladder standoffs and glue them. Add the kit tackboards. For the #296000-296199 series, add a Kadee Equipco brakewheel (#2031) to the kit gearbox; the brake rod is .015” wire. The retainer is BL, with a .012” retainer line.

(Unpainted "B" end.) *(Unpainted "A" end.)*

ROOF, AND FINAL DETAILS

Follow the Plano instructions to Install the Plano 50' Morton runningboard (#193); I have found canopy glue to work very well for securely attaching a metal runningboard to a plastic roof. Add Westerfield #1196 corner grabs.



(Unpainted model, roof detail.)

Bend uncoupling levers from .015 wire and suspend them from Detail Associates eyebolts (#2206). Glue the stirrups.

PAINT AND LETTERING

Wash the model in Ivory Liquid; to prevent water inside the carbody, avoid immersing the model.

Color can be very subjective. B&O's freight car color varied across eras, and often across paint shops within-era. Our layout lighting and how we perceive color can also affect our color choices. It's said that the cars were among the last delivered to B&O with a brownish freight car red, similar to ATSF Mineral Brown. For my circa-1950 era repainted car, I leaned toward an orangish variation of Oxide Red, which I duplicate with a mix of out-of-production Floquil Oxide Red and Zinc Chromate Primer. If you have a favorite B&O color, go for it. If not, try your brand's Oxide Red; there's probably a B&O prototype boxcar somewhere that will match it. Before applying body color, consider priming the model to offset the difference in color of the components.

Good news – the K4 Decals 50' boxcar decals include what you need for the M-58. Apply them based on the prototype photo. Weather the car as needed (mine is lightly weathered, assuming a recent repaint), and she's ready to join the consist of your manifest.

(Completed painted model. left side.)

(Completed painted model, right side.)

(Completed model, with weathering.)

PARTS LIST

Manufacturer	Catalog No.	Description
Branchline	Various	50’ Double Door Boxcar Kit
Chad Boas		B&O M-58 MiniKit
Evergreen	112	Styrene Strip, .015” x .040”
	127	Styrene Strip, .020” x .156”
	265	Channel, .156”
Kadee	2031	Brakewheel, Equipco
K4 Decals		B&O 50’ Boxcar Decals
Plano	193	Runningboard, 50’ Morton
Westerfield	1196	Corner Grabs
	1198	Grabs, 18” Straight
Various		Wire, .012”
		Wire, .015”

COMING:
MODELER NO. 57 and Beyond:

BUILD A B&O 1035 DINER
WE WELCOME YOUR ARTICLES.