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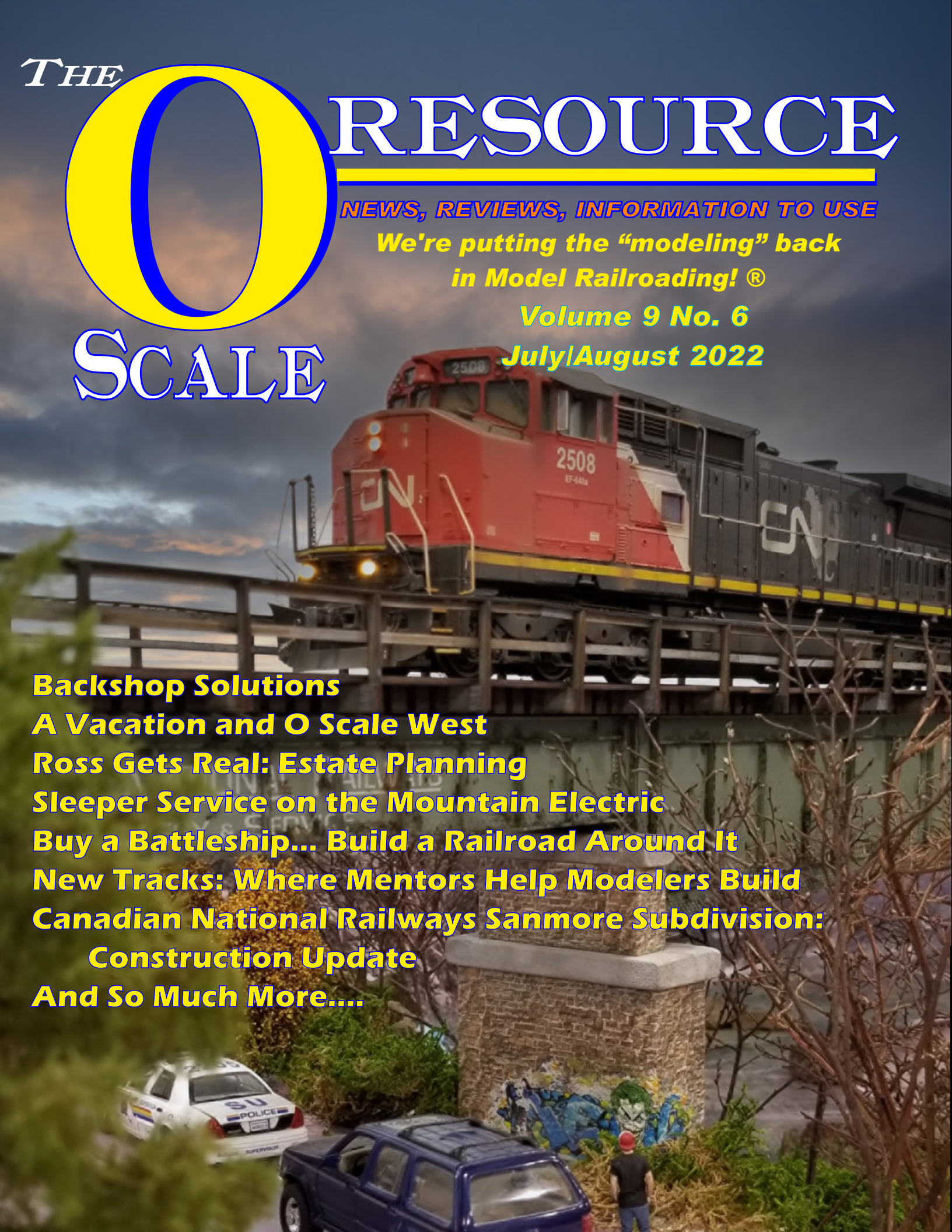
## SCALE

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**Volume 9 No. 6**

**July/August 2022**



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Ross Gets Real: Estate Planning  
Sleeper Service on the Mountain Electric  
Buy a Battleship... Build a Railroad Around It  
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**July/August 2022**  
Volume 9 No. 6

*Owner / Publisher*  
**Amy Dawdy**

*Managing Editor*  
**Daniel Dawdy**

*Advertising Manager*  
**Jeb Kriigel**

Welcome to the online O Scale Resource magazine. The magazine is presented in an easy to use format. The blue bar above the magazine has commands for previewing all the pages, advancing the pages forward or back, searching to go to a specific page, enlarging pages, printing pages, enlarging the view to full screen, and downloading a copy to your computer.

Front Cover Photo

*Beautiful scene from Serge Lebel's Canadian National Railways Sanmore Subdivision. Photo by the author.  
(Sky added by Dan Dawdy)*

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The Model Railroad Resource, LLC publishes *The O Scale Resource* and *The S Scale Resource*. Be sure to look at both of our magazines. There are many articles in our magazines that are not scale specific and will be of interest to you. Click the magazine title in this announcement to see the magazine.



# From the Publisher's Desk

---

After a fun trip, well not the airport nonsense, to California and back for O Scale West, it's summer in here in the Midwest! As I write this, Amy and two of her sisters and a niece, are at a quilt retreat so Harper and I are here alone, by ourselves, with no one to bother us. Topping 100 degrees Fahrenheit, that's almost 30 Celsius for the rest of the world, I don't feel much like yard work. Maybe we can just sleep for five days!!!



No, it's to the basement I go. I have so many projects and no clear plan. I get amused by shiny objects so I am all over the place. I have six cars to paint with the last two bought at the show. I have a car from Southern Car & Foundry and I started for an article and need to get back to. Speaking of that, I need to apologize to John Cagel and Ross Dando. I shot pictures of them and their products at the Chicago show, but somehow forgot to shoot them at O Scale West. I told Ross not to let me drink so much!

I am holding off one more issue for the 3D printing follow up article. I ordered a new printer and want to wait until that arrives. There are some amazing things going on in 3D printing in O scale and we'll recap next time.

This month we have the yearly update from Serge Lebel and his Canadian National Railways Sanmore Subdivision layout. I don't know how he does what he does, but it's always fantastic. For you trolley fans, George Paxon is back with his Sleeper Service on the Mountain Electric article. Also this time, what do you do when you acquire a 1/48 scale of the USS Wisconsin and haul it to your basement? Build a railroad around it! Of course, New Tracks has some more great modelers, and Ross Dando is in the Backshop. All this and more in this issue.

Good news on the show front! [The March Meet Website](#) is up and can take room reservations and on-line registrations for the show. Also, if you want to plan a great summer trip next year the [O Scale National](#) will be in Denver June 8 through the 11, 2023. Check our show list in this issue for all the O scale shows coming up.

I'm sure there are many more new items out there, so if you are a manufacturer, please send us your announcements for our *News You Can Use* section and get noticed!

Let us know what you are up to. Send an Email to [daniel@modelrailroadresource.com](mailto:daniel@modelrailroadresource.com) with any projects, large or small, and let's talk. Don't worry if you don't fancy yourself a great writer, we'll work with you and help get your thoughts down.

Thank you all for your support, and remember to tell our advertisers you saw them in *The O Scale Resource Magazine*!

Happy Reading & Happy Modeling,

*Amy & Dan Dawdy*



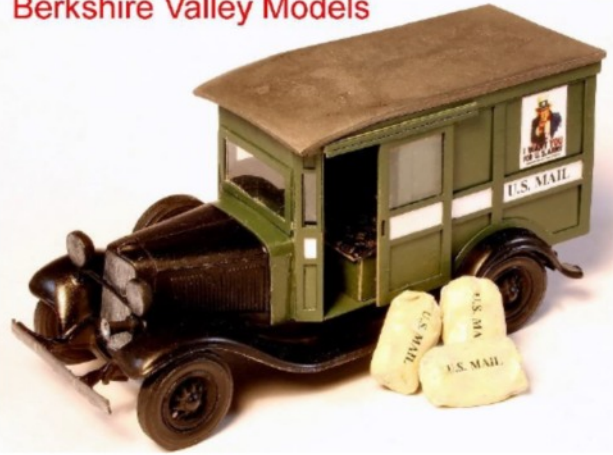




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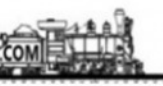
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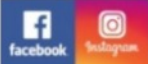



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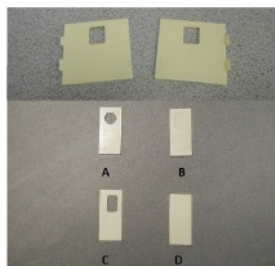
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# NEWS YOU CAN USE

**Ipswich Hobbies** has released its latest craftsman kit in O scale. Union Freight House is based on the freight house that once served the Boston & Maine Railroad in Union, NH. The restored freight house is now part of the Heritage Park Railroad Museum.



The kit has a footprint of 20" x 7" and features laser cut basswood, scribed interior floor, and loading dock details. Union Freight House was previously released in HO and N scales. The O scale kit is priced at \$120 and is available at [www.IpswichHobbies.com](http://www.IpswichHobbies.com).

**William Mosteller from Great Model Railroad Decals** sent us a note. Decals for Carolina & Northwestern diesel Alco locomotives (RS-2's 1-4, RS-3's 5-10 and RS-11 #11) and cabooses (wood X11-X16 and steel bay window X25 to X34) are available in O-scale (#204) Great Decals!



3306 Parkside Terrace, Fairfax, VA, for \$21.99 each, postpaid. Each set does at least one locomotive and two cabooses. PayPal accepted. Virginia residents pay sales tax. See their website [www.greatdecals.com](http://www.greatdecals.com)

**David Vaughn from Wit and Wisdom Models** says, "O Scale Nighthawks kits back in stock."



Wit and Wisdom Models is also offering Pullman Type 242 top equalized passenger trucks in traditional O (5') gauge. Check the offerings at <https://wit-and-wisdom-models.com> or click on our ad in this issue."

**Richard Rands of Berkshire Valley Models** has some great new products. #211 Mail Truck - \$29.95. This kit is made of unpainted white metal and laser cut parts. Included are the mail bags and signs.





#267 Hook & Ladder Wagon - \$29.95. Composed of laser cut wood and white metal parts. Easy to assemble kit. 3 ladders, hook/pike poles, and fire buckets included.



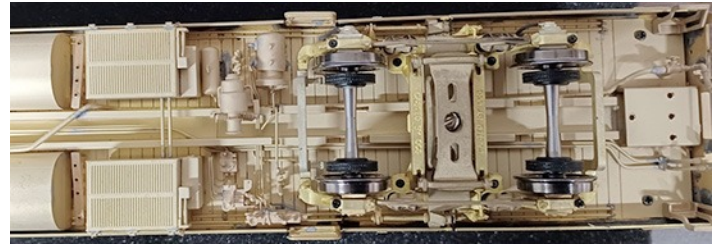
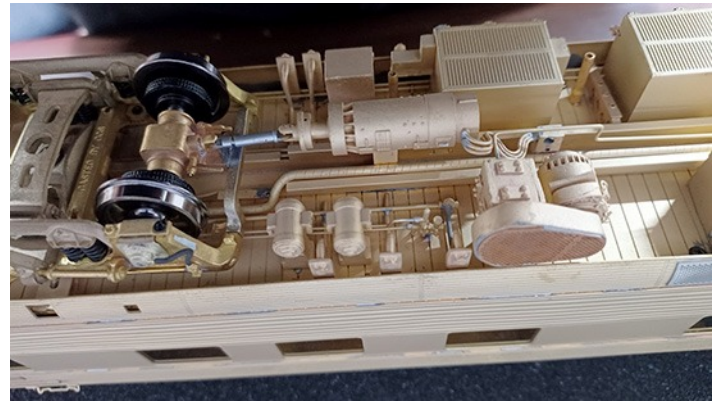
#874 Walsh/Duncan Bay Window House - \$129.95. One of the most famous houses in the west. The Walsh/Duncan Bay Window House is modeled after the still standing structure in Animas Forks, CO. This accurately reproduced kit is made from laser cut basswood. Includes walls, doors, and stairs for interior modeling if desired. Footprint is approximately 4" x 11". Outhouses #860 and #861 sold separately.



[See their Website for all their great parts and kits.](#)



Roger Lewis from Wasatch Model Company says, "The Pilot Models will be shipped from Korea by the time you read this. These photos are of the two Pilot Models.



Yes, there are mistakes that will be corrected, that's why they are called Pilot Models Any Question about the quality should be obvious in the photos. The mistakes will be corrected.



I have 400 Pair of "O" Scale Passenger Car trucks sitting in my living room. They arrived today. That's it for Trucks, OCS will not produce any more trucks for me or anyone. It's become too difficult because of the situation in Korea. You may also Email Roger at [wasatchmodelcompany@mac.com](mailto:wasatchmodelcompany@mac.com)

I just received 400 pair of "O" Scale passenger car trucks in 5' and Proto48. I received the following 5' trucks:



- 41-N
- 41-ND
- 41-CUDO
- 61-UDO
- SP-43
- 242 HW 3 Axle trucks
- 2410 HW 3 Axle trucks
- In Proto 48 I received the following:
- 41-ND
- 41-CUDO
- 43-R PRR

The Trucks are sold out and I need 200 more pair, but OCS will not build anymore trucks for me or for anyone! OCS has built thousands of pairs of trucks for me over 30 years, but it has become too difficult to produce them now. So OCS has closed their doors to ever again producing any more trucks. I suspect that the California Zephyr Passenger Train may be the last "O" Scale brass models out of Korea also.

Prices are increasing dramatically and it's impossible to make a profit importing brass from Korea today. Proof is the price of the California Zephyr Project that I'm producing only because that train needed to be produced correctly for the few modelers left that want it. I'm not making a cent from this project, and unless I can convince my builder to produce the Union Pacific Budd cars, this will be the end for me.

Please don't forget: The Dallas P.O Box is NO LONGER Active! New address is: 27 W. Hammond St., Mundelein, IL 60060

Here's the new product information for the paint sets for July & August, 2022. The sets comprise six (6) 1-ounce paint bottles of either all sprayable or all brushable paints from [Tru-Color Paint](#).

#### July, 2022 Paint Sets

1. TCP-11100- Great Northern
  - TCP-049: Empire Builder- Green
  - TCP-050: Empire Builder- Orange
  - TCP-051: Big Sky Blue
  - TCP-155: Glacier Green
  - TCP-214: Freight Car Red, Late 1930's- 1945
  - 273: Dark Gray

2. TCP-11101- New England Railroads, Set #1
  - TCP-031: Boston & Maine- Blue
  - TCP-036: New Haven- Warm Orange
  - TCP-037: New Haven- Hunter's Green
  - TCP-102: Maine Central- Pine Green
  - TCP-103: Maine Central: Harvest Yellow
  - TCP-104: Vermont Railway- Green

#### Railroad

1. 396- Metallic Burnt Iron
2. 397: Metallic Iron

#### August, 2022 Paint Sets

1. TCP-13000- U.S. Navy- Camouflage Measure 22: 1942-1944; Destroyer, Destroyer Escorts
2. TCP-13001: U.S. Navy- Modern Ships



As always, Tru-Color Paint is open to new ideas for paints. If there are colors that our readers need but aren't made, have shoot them an email at [tru.colorpaint1@yahoo.com](mailto:tru.colorpaint1@yahoo.com). If they can find enough information on the color, they could put it in the next year's production schedule. [See their full line up at their Website!](#)



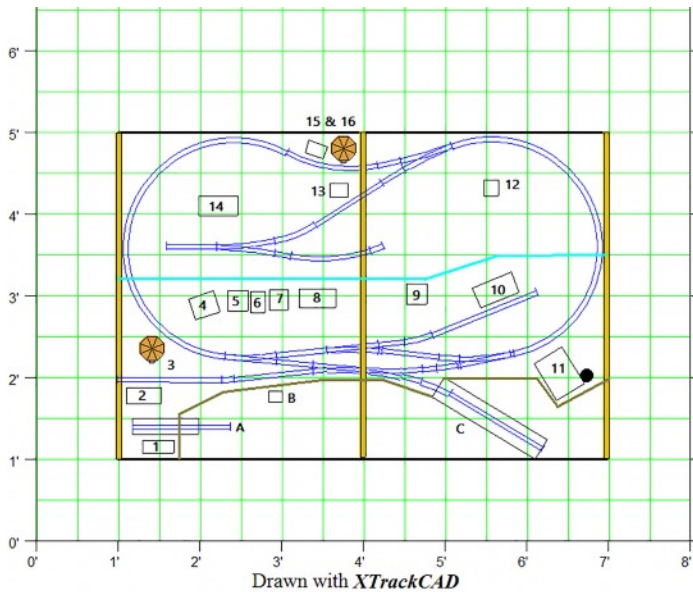
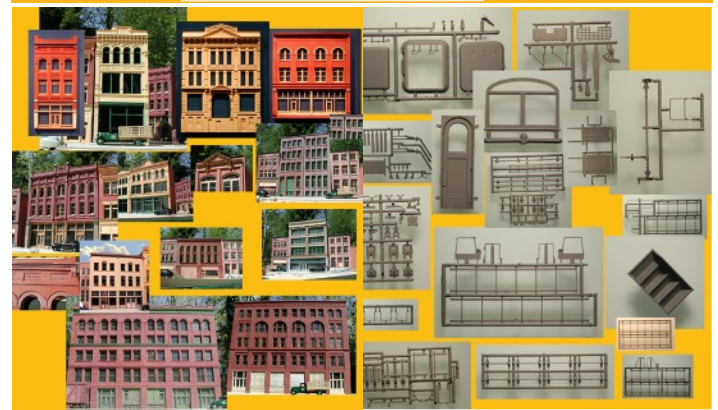
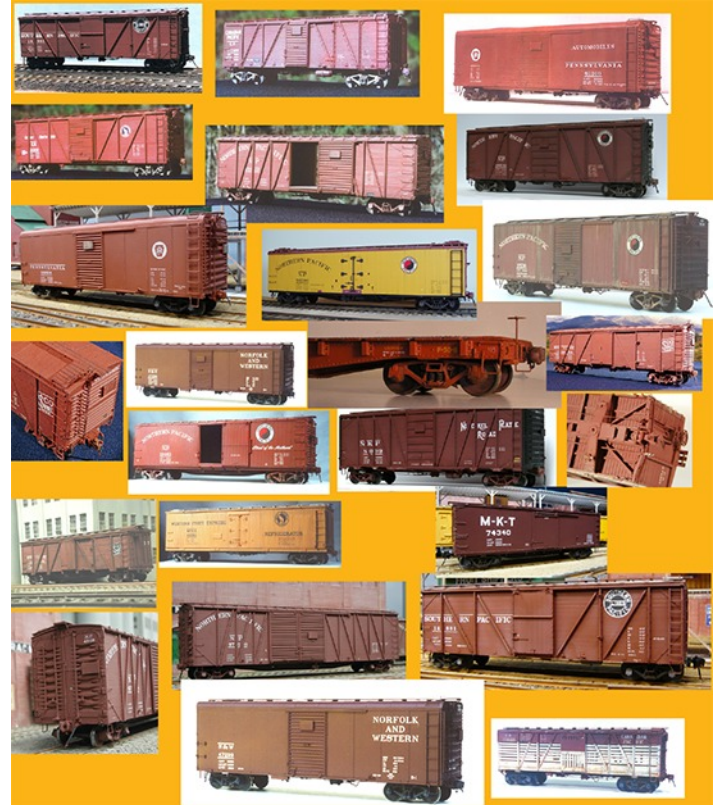
While we don't normally list things for sale here by private owners, I thought I would make an exception. [The article "Punta Cayo" that ran in the last issue](#) is up for sale. We have two more parts to this which will run in the next two issues.





Mike O'Connell from Chooch Enterprises is selling off the O scale line of cars, buildings and parts. The images that follow will show some of the products and lines for sale.

If you are interested in pursuing this with Mike, y Email him at [michael.c.oconnell48@gmail.com](mailto:michael.c.oconnell48@gmail.com)



Unfortunately, Mr. Stetz needs to move and will not be taking the layout with him. This is a truly beautiful layout. Serious inquires please feel free to contact Jon at this address [Jon.Stetz@oscaleresource.com](mailto:Jon.Stetz@oscaleresource.com)



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# A Vacation and O Scale West

By Amy & Dan Dawdy

Amy and I headed West and flew out to stay with my brother and sister-in-law near Rancho Murieta, California. We spent a few days there and Amy lined up a special tour and tasting of the “good stuff” at Robert Mondavi Winery in Oakville, and then we got a great tour of the storage buildings at the California State Railroad Museum with Kyle Wyatt. Between those excursions, there was a lot of wine tasting along the way.



A look behind the scenes at the museum was really an eye opener. We went back to the old historic buildings and saw so much equipment in storage or being worked on.

On Thursday, we boarded Amtrak at historic Sacramento station and headed South to Santa Clara for the show. With gas over \$6.75 a gallon and the cost of a renting a car, the train was much cheaper for us even with a few Lyft rides tossed in.



*Top: Robert Mondavi Winery, Amy was in seventh heaven!*

*Left: Kyle Wyatt and I pose in front of Santa Fe 347C.*

*Below: Our train south from Sacramento to Santa Clara where the convention was. Cheaper than renting a car!*







*Above: Gregg Laiben, Ross Dando and Amy Dawdy  
Below: Bill Yancey, Jay Criswell and Shawn Branstetter*

We set up in the ballroom and had dinner in the hotel. The menu was much more extensive than a few years ago and the food was good.

After setting up, we had dinner and drinks and helped solve the world's problems. Sometimes these conversations go on way too late.

The weather was great, but the show was a bit of a disappointment. It was not the promoters fault, but with people still wearing masks in their cars, this was California after all, the holiday weekend and stupid high gas prices, the attendance was down from the previous years we had gone. I hope for a rebound next year, but it depends on forces we can't control.

On the flip side, people were spending money and that's a good thing. You can't just spend money to eat and drink for the whole convention, you need to buy some trains!



One of the highlights was the Orange County O Scalpers modular layout. The sheer size and detail was amazing. Let's first take a look at their layout and then get back to the show.













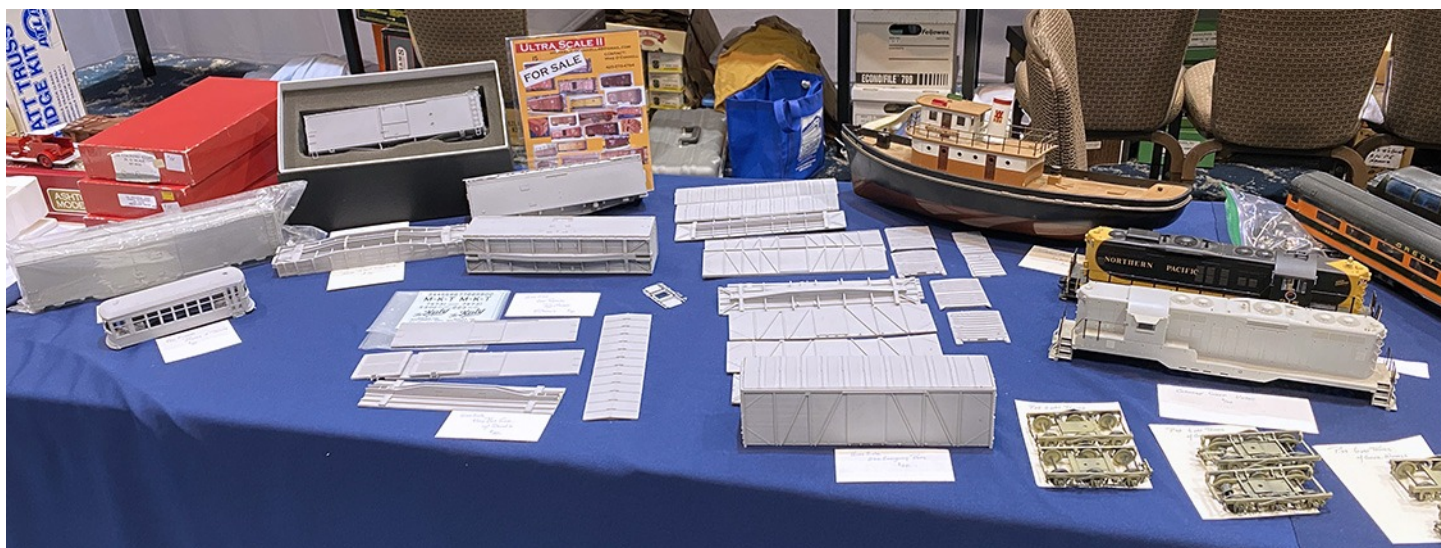
*Left: We were showing our new line of 3D printed signals and relay boxes that are available for purchase.*

*Right: These came down in price as the show went on. Still better than eBay.*

*Below: Offers Welcome! Nice variety of cars and locomotives and willing to deal.*







*Mike O'Connell was there and selling off his Chooch inventory, as well as the company.*



*Jay Criswell and all his wonderful Right-O'-Way products.*



*Many nice looking buildings ready to place on your layout or diorama.*





*Oldies, but goodies, were all over the show this year and pricing was not too bad. They were even better if you flashed a wad of bills and started to haggle.*

*If was a pleasure to meet Alan Rogers of New Creations Victorian Railway Buildings and see his line of O and new S scale buildings.*







*The poor guys from Just Trains in Concord, California had to put up with us being next to them. On the bright side, I did buy two cars so hopefully that made it better.*

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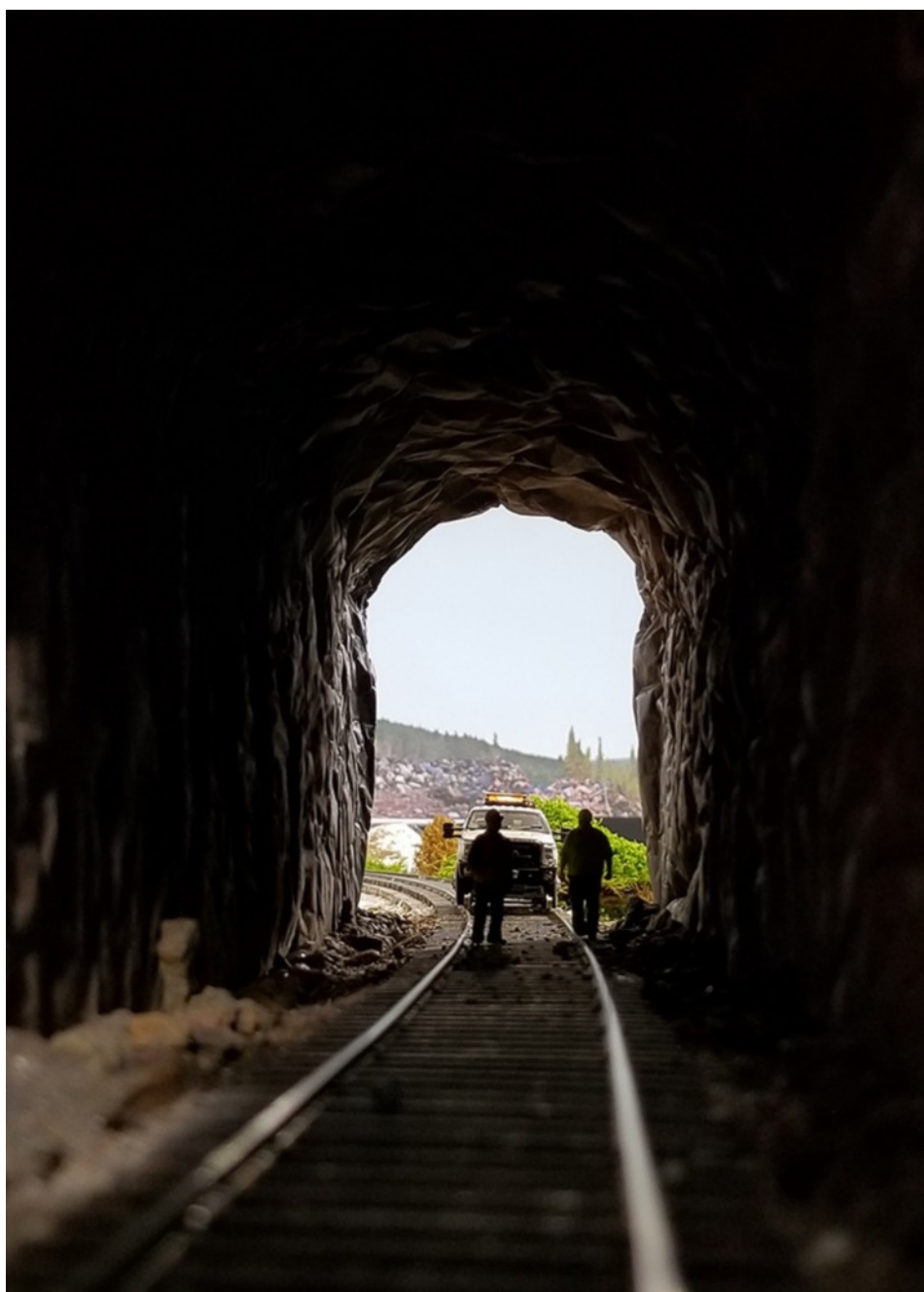
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# Canadian National Railways Sanmore Subdivision

## CONSTRUCTION UPDATE – TWO STEPS BACK

By [Serge Lebel](#), photos by the author



Not very long ago, I was talking with a very good friend of mine about the progress we are making on our respective layouts. It is during this Zoom meeting that he mentioned being very disappointed in himself for not doing as much as he would have liked on his layout. He was in a slump, lacking energy both physically and creatively. It was to the point where he was feeling depressed. That made me seriously question my own sanity. Are we, as model railroaders, putting too much pressure on ourselves to being productive?

This past year has been one of my least productive modeling wise to date. When I started writing this article, my first line was an apology for my lack of progress... well, I erased the paragraph. This will be my shortest progress article to date, but I am proud of the very few things I did. So here is, very unapologetically, the work that I was able to do over the tumultuous months that just passed.

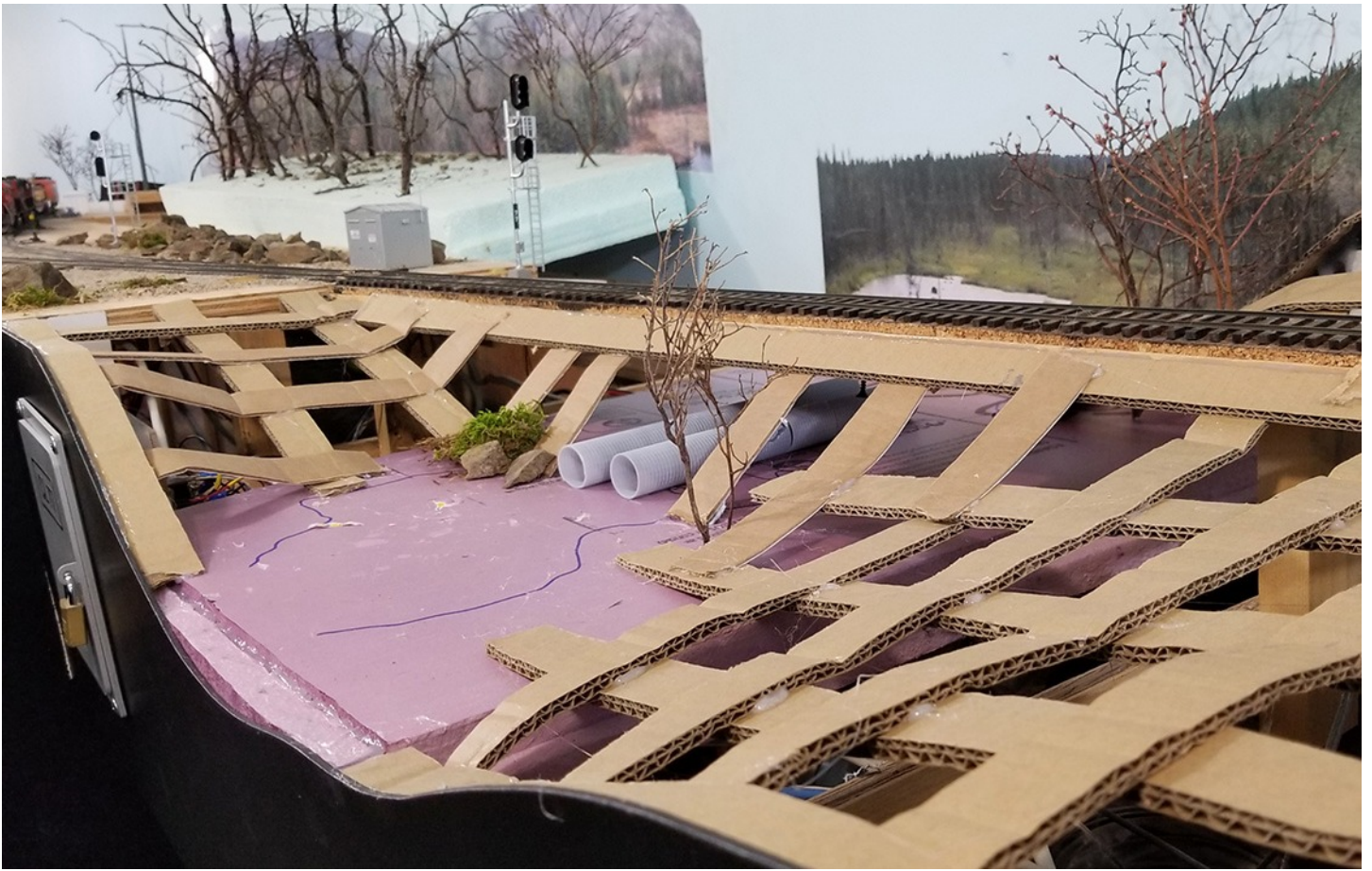
In my last progress report article, I mentioned wanting to finish covering all the bare benchwork with at least the first coat of hardshell scenic base. The only thing keeping me from being able to do



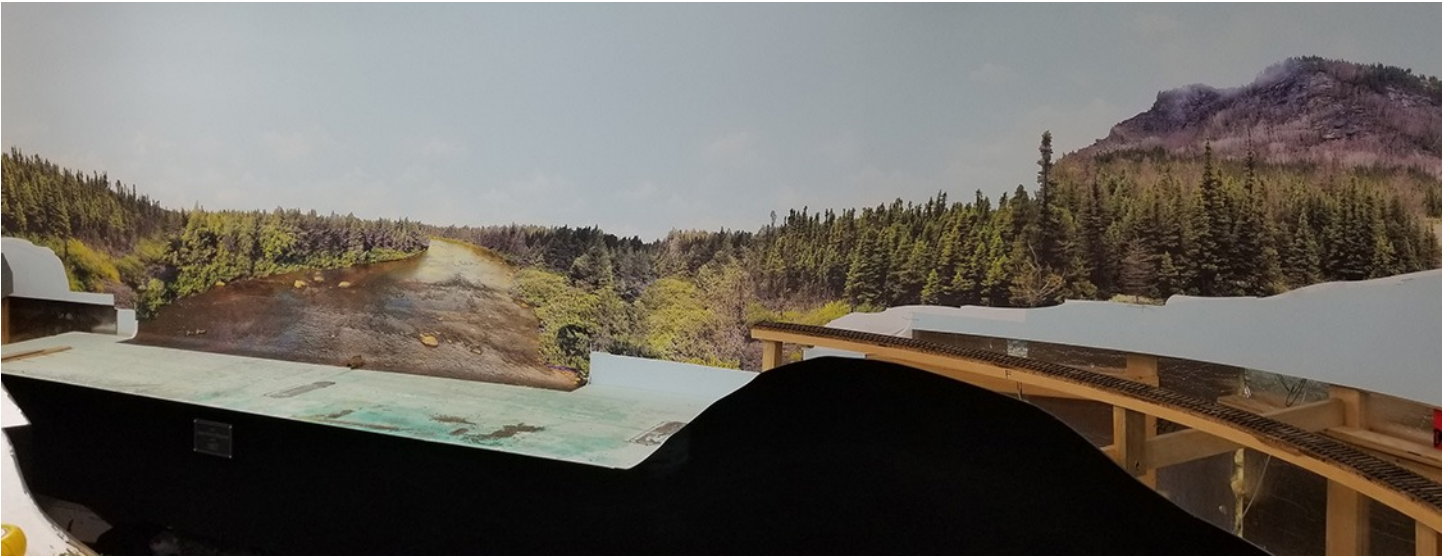
this is the fact that the photo backdrop was not done yet in most places. Fortunately, I had taken a lot of photos during the previous year, so I had plenty of photos to work with. Doing this one section at a time, I created, printed and installed the backdrop, then proceeded to do the cardboard support for the scenery. The following photos show the steps taken to cover the mainline area between Campbellstoke and Chattaway Falls.















Once this was done, I had one more large area to cover. But this area required the construction of yet another bridge, which would have to wait for a very specific reason...



#### A new tool in the studio:

As most of you already know, my studio has a reasonable arsenal of tools. The only tool that I felt was missing was something that I could use to cut brass sheeting. Etching does work, but my equipment is not well-suited for large parts, or for cutting through thick brass sheets. This is a job for a CNC machine, which I purchased and installed last October. Here is my new Carbide 3D Shapeoko 4 on left.

I did purchase another smaller “hobby” type CNC before this one, but I soon realized to cut and mill brass requires more power on the spindle (motor) and a LOT of

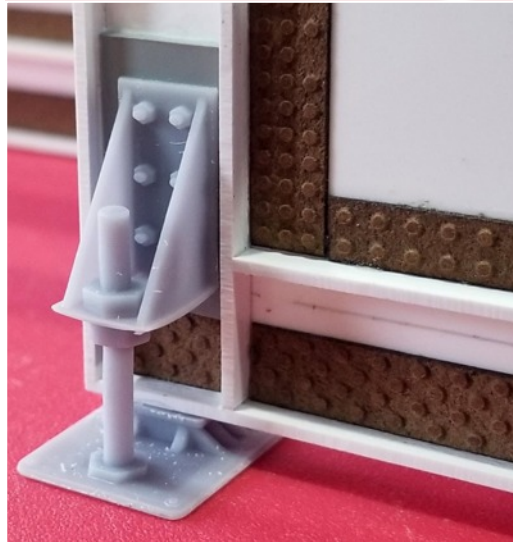
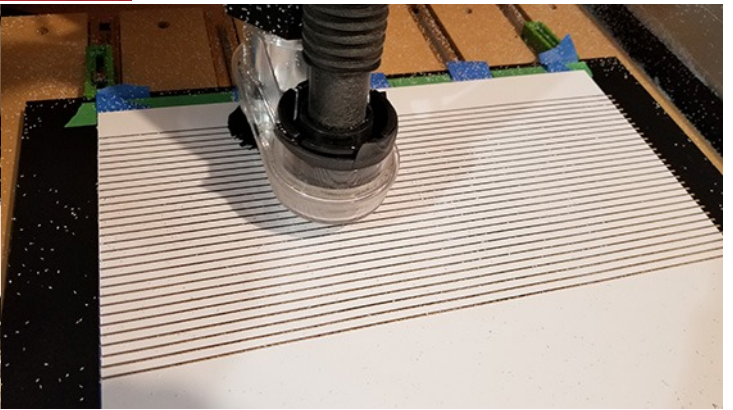
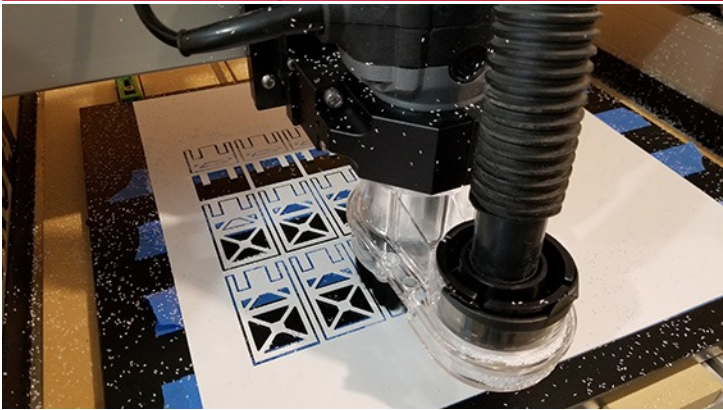
rigidity on all of the moving parts. Now that I had this one set-up, it was time to create a new project, and what better project than a new bridge! No, I did not build it out of brass, even if my CNC was designed for that purpose, but instead I used 0.060” styrene. I was never very successful at cutting styrene of that thickness on the laser as the heat would make the styrene fuse back together and I could never get a clean cut, but the CNC... Oh boy!

I will not bore you with the details and steps of how I built this bridge, I think the following photos will give you a general idea. This first photo shows all the materials that went into building the bridge: wood, cardstock, styrene, resin (for the 3D printer), rail, glue, paints and stains.





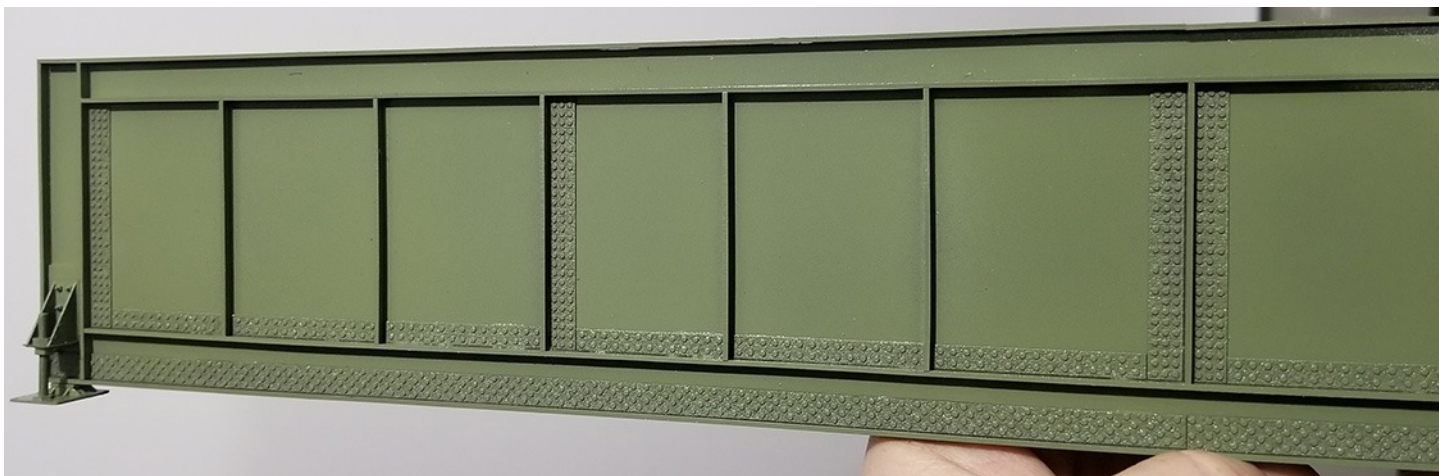
Everything styrene is cut on the CNC, and I completed the model with some 3D printed parts, some laser cut wood and home made ties and tie plates.



I then painted and weathered the model. The next series of pictures shows this process.











The bridge pillars were made very simply from blocks of wood covered with embossed printed paper glued in place.



As for the abutments, they are made with high-density foam and finished with acrylic paint and graffiti decals I purchased from a company called Decals by Dave (found on-line).





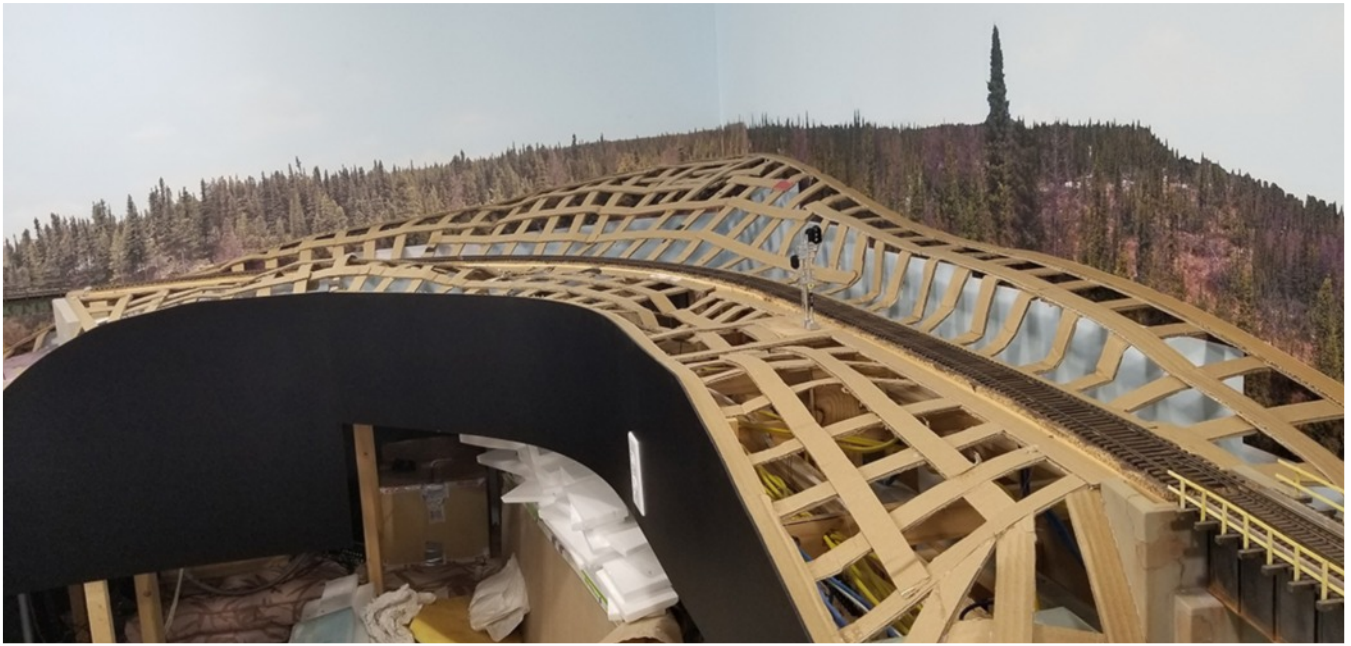
After the bridge was in place, I printed more backdrops, and then covered the bare benchwork that was left. I am proud to say that I can now run trains from one end of the layout to the other without fear of having anything derailing and falling to the floor!













One more important project that came to completion for the layout is a remote controlled hi-rail truck. This one was not made by me (which is probably why it was done!). I wanted to have a road foreman's pickup truck for track inspections and to assist work trains, but being the dreamer that I am, I wanted to be able to take this truck from the station, drive it down the road, set it on the track and drive it to destination... Tall order, I know! But a fellow by the name of Jeff Pike from the UK was gracious enough to convert a 1:50 Sword diecast model to RC for me. Using my 3D printer, I created the hi-rail parts to snap-fit onto the model so I could run the truck on roads with the gear up, then swap it for gear down and run it on the rails.



I don't know if Jeff does this as a hobby or a business, but for anyone interested in having a RC conversion done, you can find Jeff on Facebook under "JP Models". Anyone needing the hi-rail gear can contact me in private.

So there it is. Perhaps not a lot by most modelers' standards, but still very happy with every inch of progress being made. This coming year does not look much better for me in terms of free time for my modeling, so I will be taking two steps back and a pause to breathe a little. There is even a chance there might not be a progress report next year, but that is okay. As for my friend who was in a slump a few months ago, I am happy to say he is now back in the layout room with renewed energy and enjoying all the magic of model railroading again!













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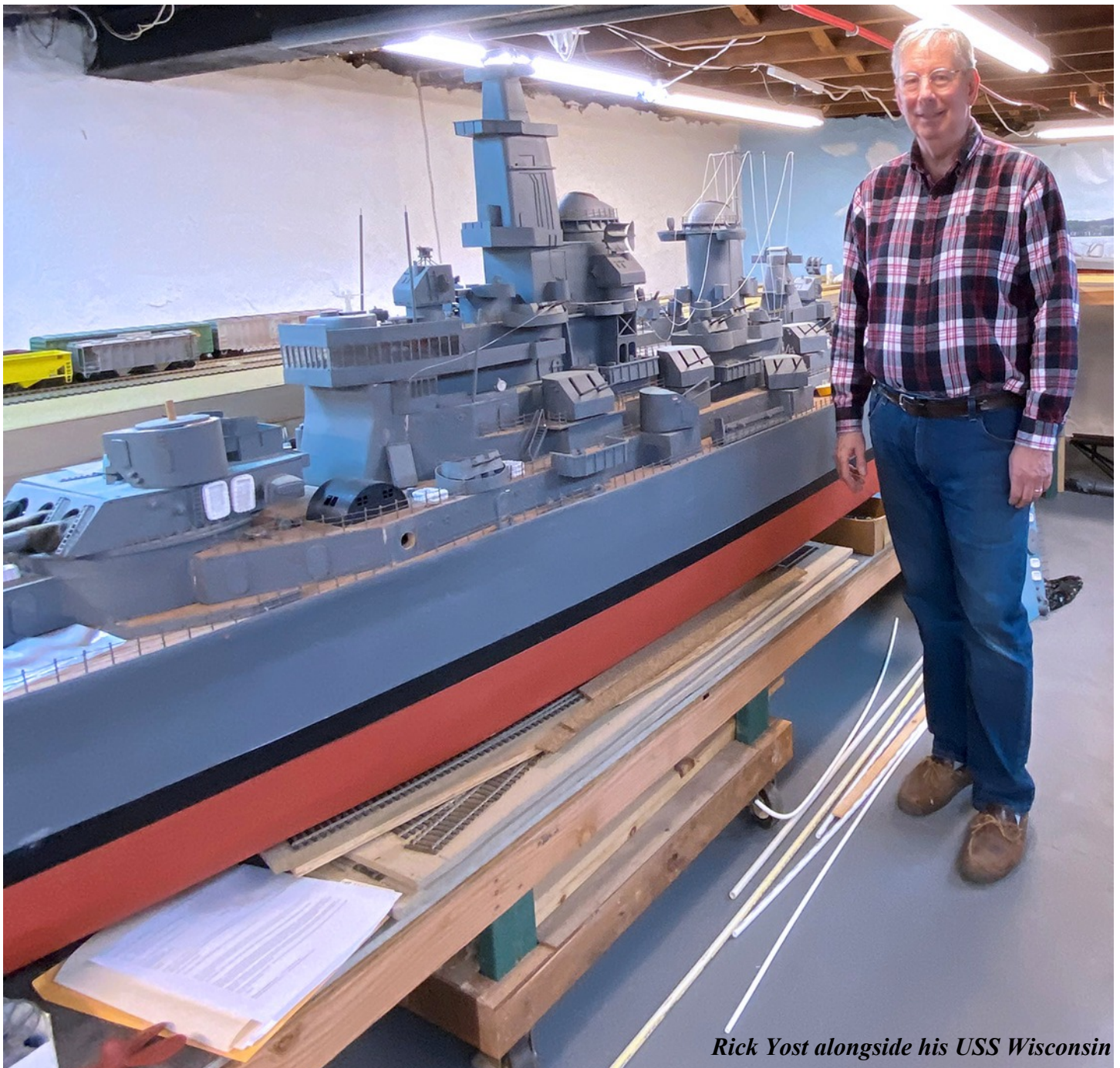
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# BUY A BATTLESHIP... BUILD A RAILROAD AROUND IT

By Amy Dawdy as told by **Rick Yost**  
Pictures by Amy and Dan Dawdy

*Editors note: Rich Yoder called a while back and said that Amy and I should really take a trip up to see Rick Yost. "He started his layout 3 years ago needing something to do during Covid. His layout has a Naval theme with a 1:48 scale Battleship (15" x 18 1/2'). Very different and interesting." So on our last trip in April to the Strasburg 2 Rail Train Show, we took a side trip to see Mr. Yost, and what an adventure it was!*

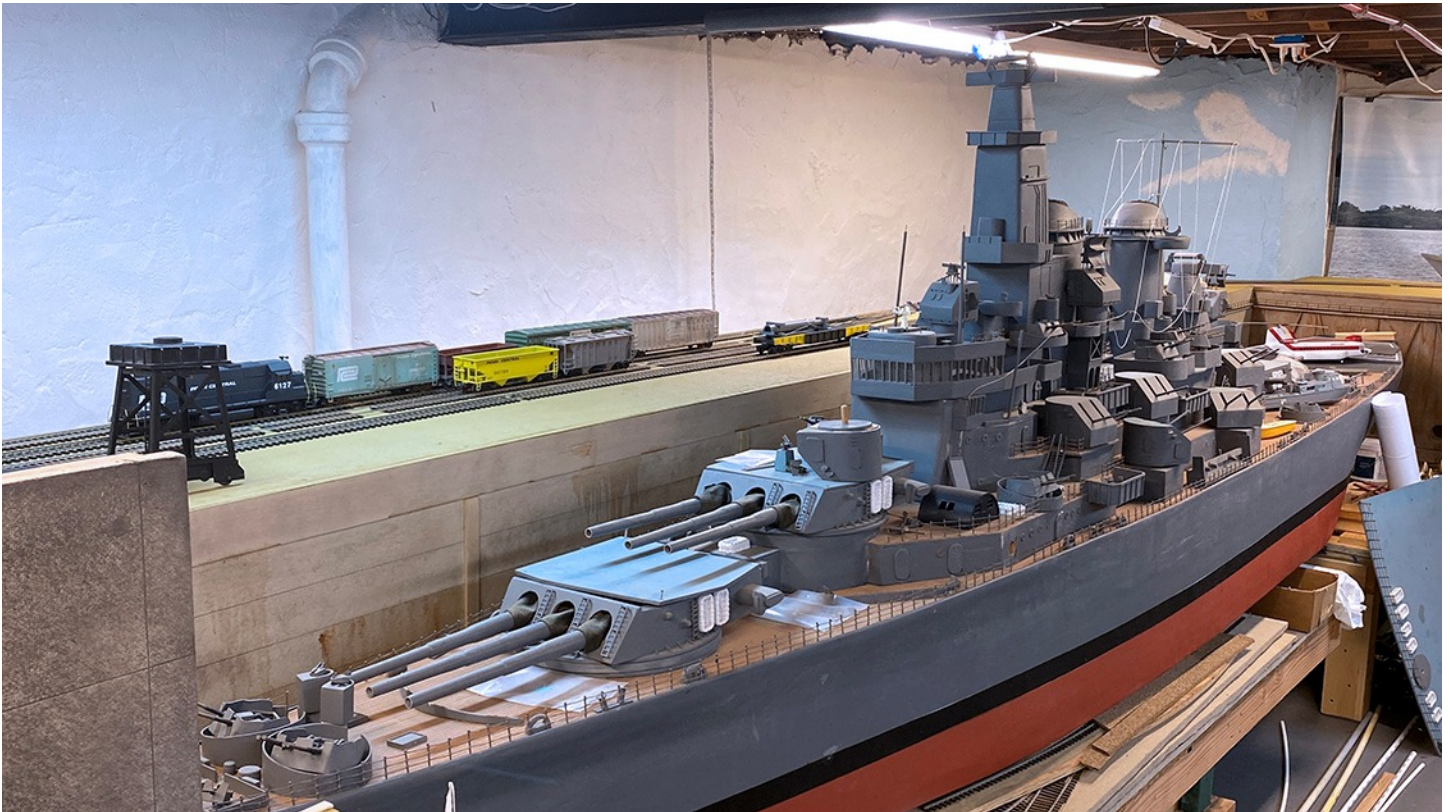


*Rick Yost alongside his USS Wisconsin*



Rick was contacted by his cousin who is into radio controlled sailboats about a blurb in his club newsletter, from another club newsletter, that said a battleship was looking for a home. Knowing Rick was crazy enough to want it, he contacted him. The catch was it was in Milwaukee, Wisconsin and Rick was in Pennsylvania. It's a little primitive, but Rick thought someone should save it. The guy that built the battleship told the person he left it with in Milwaukee "If somebody doesn't pick the battleship up by spring, chop it up and throw it away."

So began Rick's journey to save the USS Wisconsin. He knew he couldn't get the ship here on his own... he was going to need a professional hauler with an enclosed trailer. After doing a lot of research, Rick found someone that made some sense and whose price was fair, but Rick decided it was pure folly on his part, and he could not justify the money to ship the battleship.

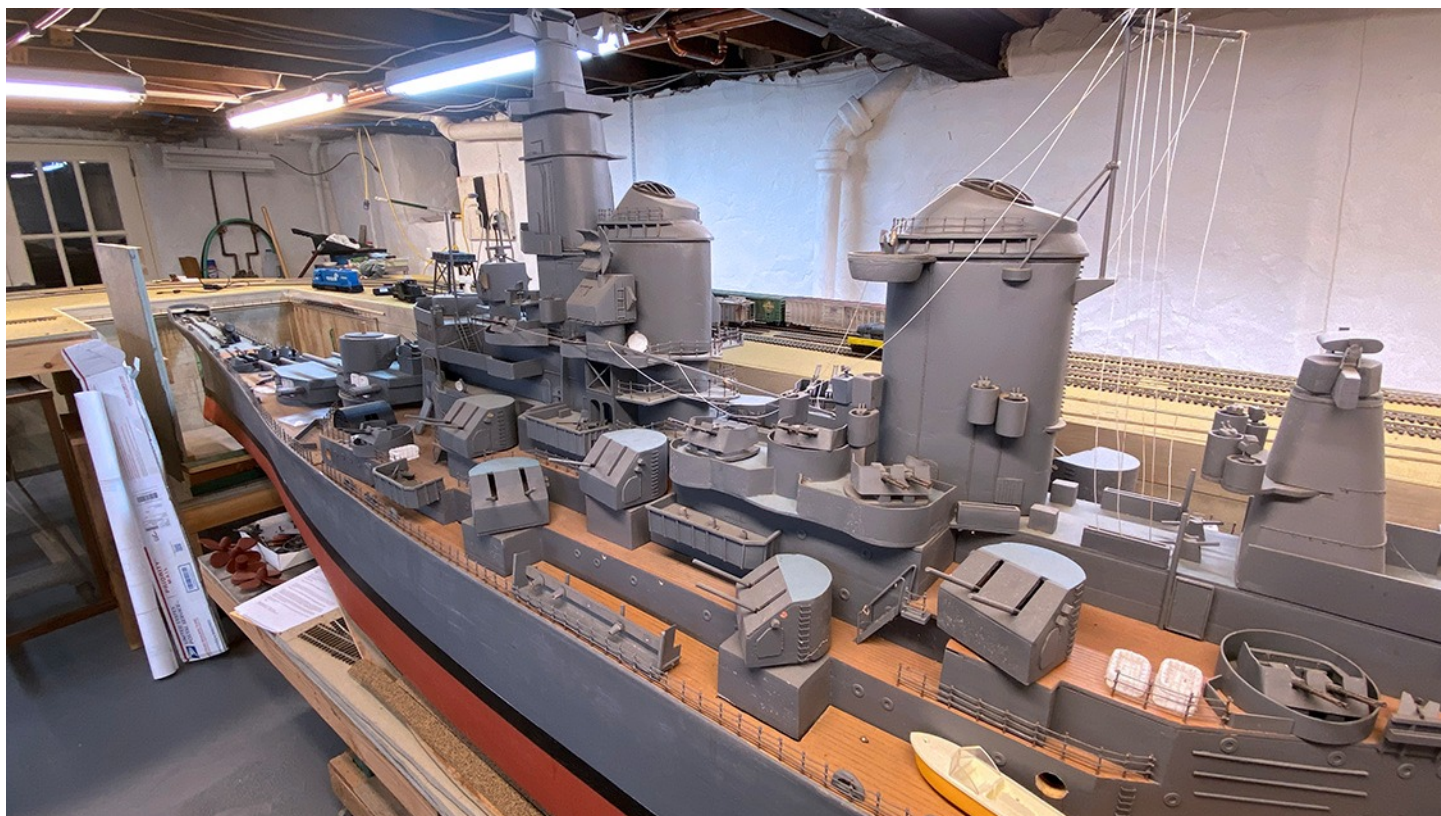


However, all was not lost. After a little more research, Rick decided to try again, and after a more in-depth search, he was able to coordinate the shipping of the USS Wisconsin. As things worked out, a shipper was located at an agreeable price. The shipper had a 30 foot enclosed trailer, was in Los Angeles on a Sunday morning, and by Thursday morning, the battleship was in Rick's driveway in Pennsylvania.

The battleship preceded Rick's idea for a model railroad. He had it in the barn, and it never dawned on him that it was the same scale as his model railroad – 1:48. Unless he moved the battleship, it would just sit in the barn. After starting the railroad, he wondered if he could get it down to the basement.

Just to see the sheer size is amazing, but Rick said you see so many photos of model railroads (all scales) with ships in them and the ships always look too small. The space taken up by a scale ship can be daunting. Construction was complicated. The whole super structure comes off and the battleship was originally radio controlled and ran with a trolling motor. The entire hull is fiberglass. With some help, he was able to open the door to the basement and placed it on sawhorses.





When Rick got the battleship in, he thought “What am I going to do with it?”. He said you see all those neat photos online about people making water and making it look real, but he knew he was never going to figure out a way to make the battleship look like it was floating. His solution was to make a dry dock. The center portion is on wheels with two inserts so it ends up looking like a dry dock. The only catch is that in order to work on the other side, you have to move it. The only way to move it is to maneuver it out by tucking the stern into a hole, then spinning the bow of the boat around”.





The USS Wisconsin was built in Philadelphia and commissioned in 1944. Rick is trying to retrofit it to the way it looked when it was decommissioned in the early 1990s. He is swapping out all the 1944 accoutrements with more current details. For instance, it never had a helicopter pad, it had catapults. Photos from the actual helicopter pad were printed to fit the stern of the ship.

The toughest thing Rick has come across is finding 3D printed parts without spending thousands of dollars, so he is trying to find someone that wants to tinker with printing the parts at a reasonable cost since a lot of the parts drawings are available for free download. He did have one person who made up the barrels (that still need to be cleaned up), and that person also made the close in weapon systems. Rick said in the movie *“Under Siege”* it was the system that took out the helicopter that was trying to save Steven Seagal. Rick said he is too old to undergo another learning curve, and he may never see this project exactly the way he wants to see it, but he would like to find someone who would be willing to work with him. His other option might be to have an individual part that he needs multiples of produced 3D printed once and then, in turn, use the part as a master for resin casting multiple parts for his own personal use.

Once Rick got into the battleship, he started looking around, *“for no better reason that he probably shouldn’t”*, at other other ships that were the same scale. He stumbled upon a destroyer (originally radio controlled) that was owned by a gentleman who was told by his wife he couldn’t bring in any more boats until he got rid of one.

Rick’s main business is buying and selling plastic model kits, and had a friend that collected more things than he did. Rick’s friend unfortunately died of Covid, but in buying some of his kits from the widow, he found that he had a bunch of scale ships. One of these was a scratchbuilt Coast Guard Cutter that had the tag on it saying it was 1:48 scale.





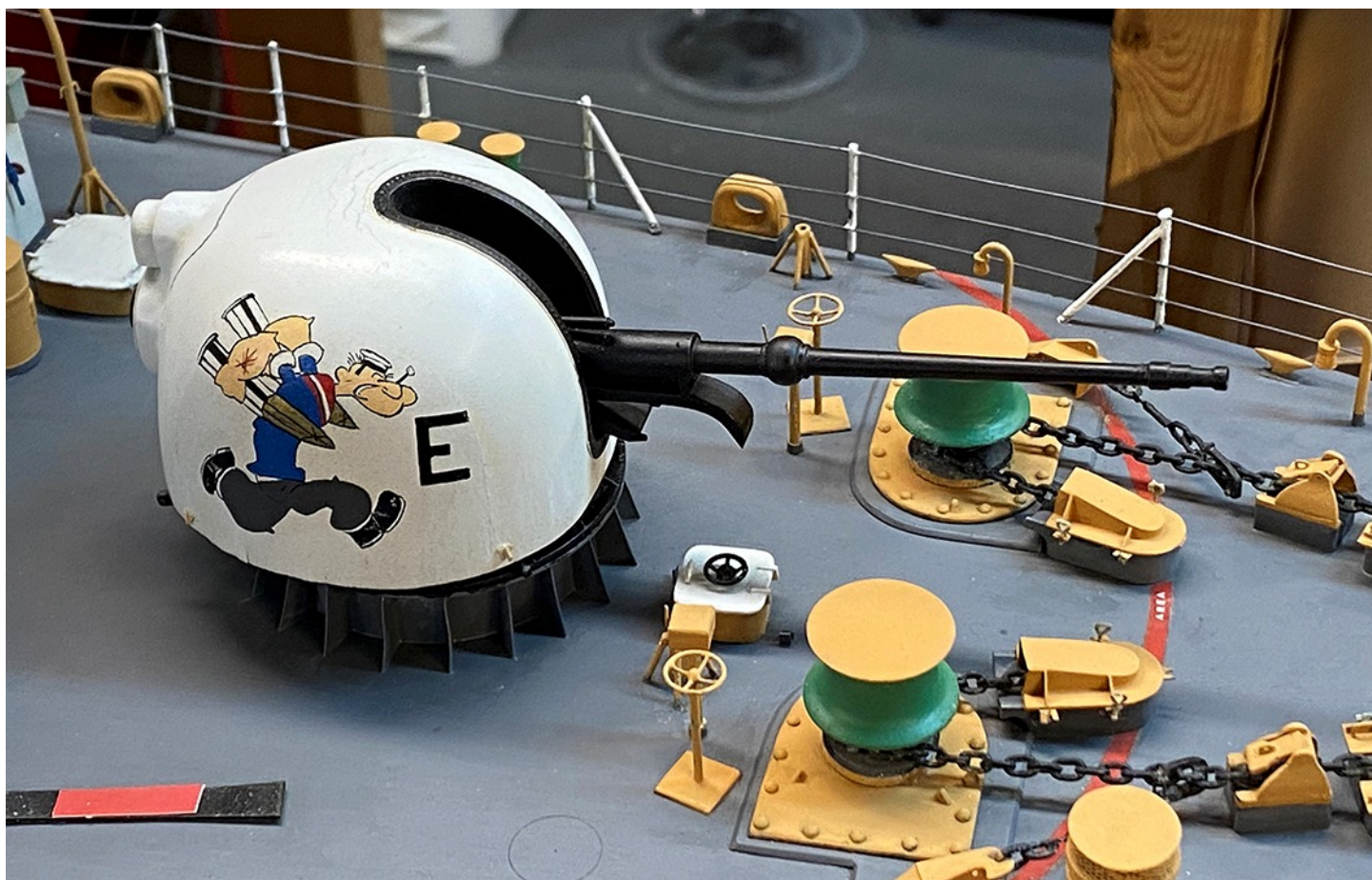


The only thing manufactured on the cutter was the helicopter. Rick was able to track down the original builder who didn't know what happened to the ship after it went to auction. The builder was located in Delaware and came to see the cutter at Rick's house. Rick commissioned him to make some brass propellers in the correct scale for the battleship. He turned the center of the props and cut the blades out of brass and soldered them all together.

The theme of Rick's railroad is a very loose representation of the Philadelphia Naval Yard. The picture on the far wall (shown below) is actually a photo banner that was made from the Philadelphia side of the Naval Yard looking across the Delaware River that was given to Rick by his cousin.







Building was begun on the railroad at the beginning of the pandemic, and for a while it was called the PRR, short for the Pandemic Rail Road. Rick found a club that was doing Zoom calls, and when things eased up a little, they came over and asked Rick if he realized he had built a closed circle; something the train could not come out of. As a result, the other half of the layout was built. It has been designed as a large switching layout; you will never see the Broadway Limited or anything similar, and is based on Penn Central into the Conrail era. (Shhhh....he doesn't like to tell people since people seem to hate Conrail). That is the era that this battleship







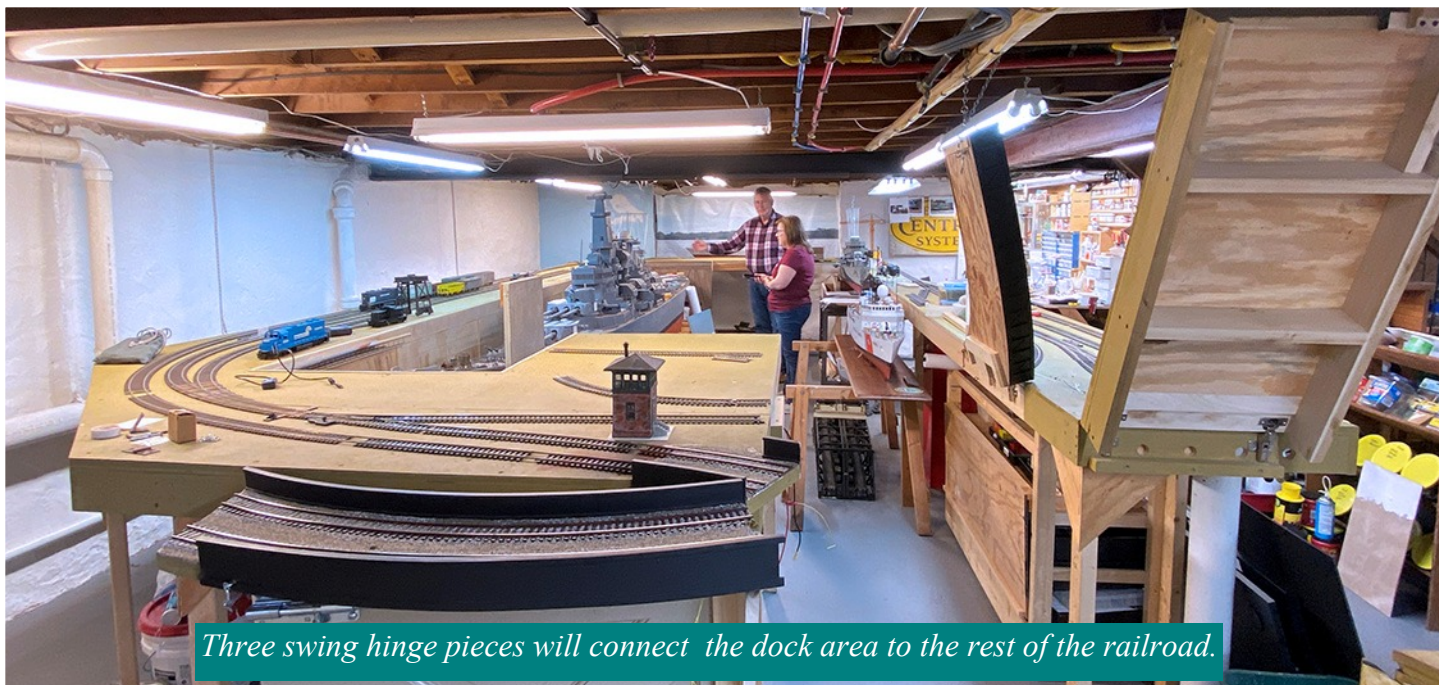
would have been retrofitted in when Penn Central was ending, or “close enough” in his words. When I told Rick it was his railroad so he could do whatever he wanted, he replied “I hear that a lot, but it would be easier if I had stricter rules.”.

Rick had gotten out of scale modeling for about 20 years, and got back into it because he missed the fun of model railroading. He started this layout on a lark and over the years had managed to keep some of his original collection. Once he built half of the layout, he thought “now what am I going to do?”. Then the battleship arrived and turned everything upside down, so a lot of the railroad is based on what to do with the battleship. An inordinate amount of time was spent trying to decide which side to put the battleship on because it can only go one of two ways. The location was finally selected based on accessibility and being able to “tuck away” an 18 foot battleship.

Rick basically started from scratch, and is just beginning the learning curve. YouTube has been a great resource for him. The railroad is dead rail, and the track is all Atlas due to the ease of getting started. Track is laid on Homosote that has been painted. He originally wanted to use PECO track and turnouts, but availability and local knowledge was limited. Rick has a curved template that was made by Brad at Signature Switch based on Rick’s drawing. He got into dead rail by accident after reading an article in *Model Railroader*, and with the help of his friend, [Bob Buck of G-Scale Installations in York Pa.](#), learned about dead rail. One of his prime reasons for going with dead rail was the simplicity it offered, not having to worry about wiring, dirty track, etc. Operating sessions were new to Rick until stumbling upon the club.

Per Rick, the cardinal sin of his layout is that “he didn’t have a design plan, he just started building benchwork”. Once it was decided to add on to the layout from the original closed circle, an access door was needed. He got the idea for the door in the layout from a fellow O Scaler. It is half of a dutch door that Rick had laying around.









He started with the hinges on top because it was easier, and then swapped them out for hidden cabinet hinges making them adjustable, along with a latch system which is very helpful when changes in seasons and humidity affects the track alignment. The basement sits low, and there was a soil pipe that went at an angle into the basement, so over the course of three years, Rick, with the help of a plumber, has been raising everything. Water has also been an issue and Rick has put drainage out front, covered window wells, and a sump pump has been installed by the stairs that lead outside.

If Rick were a writer, he said he would write "Saving the Wisconsin". He has a tendency to go off on tangents, and the detail on the ships is equal, and in some ways better, than the detail

you can do in model railroading. Rick doesn't know of a lot of people in O scale that have ships because of the size and space requirements. While the dry dock is his current option, ultimately he wants these ships to be in a dock situation in water, and hopes to learn the techniques needed to create realistic water. His greatest fear is that he will put the ship in the water and it will be stuck there forever with water that he doesn't like.

Stay tuned as we'll be going back next year to see Rick's progress and focus more on the railroad itself.



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# SLEEPER SERVICE ON THE MOUNTAIN ELECTRIC

By **George Paxon**

Steam railroads almost all had sleeper service at one point in time. Many short lines like the Yosemite Valley and even the narrow-gauge lines in Colorado had it too. Well, when plodding along at 15- 20 miles per hour, you probably needed sleeper service since a ride to most anywhere was probably overnight. Sleeping cars on steam roads were almost always built and owned by the Pullman Company. They were included in trains and moved by most railroads for a percent of the revenue I understand.

Sleeper service on traction lines was somewhat of a rarity though. Three system I know of had such a service. The Illinois Traction System, one of my favorite lines, had seven cars providing sleeper service from St Louis to several points within Illinois. This service operated from 1907 through 1940. The Interstate system had sleepers as well. Three new cars were purchased in 1924 for their service from Indianapolis, Indiana to Louisville, Kentucky, a run of only 150 miles. And, out in the Pacific Northwest, sleeper service was offered on the Oregon Electric Railway. Unlike steam road sleepers, all the traction sleepers were owned by the road that operated them.

The ME Ry is always looking for new ways to increase its meager revenues. Occasionally, brain storming sessions are held by the management group of the railroad to un-earth new ideas for increasing railroad business. It helps the creativity of the group when several jars of home-made whiskey, known locally as white lightning, are passed around for all to enjoy.

At one such session, the management group resolved to give sleeper service a try. Like the Interstate, the length of run from Belle Vernon to Somerset was short. As the crow flies, the distance is only about 60 miles. But, thanks to the crooked and meandering track which resulted from cobbling together lots of previous independent short lines, the run is quite a bit longer. And, like the Interstate Public Service in Indiana, the ME Ry management decided the way to implement sleeper service was to park the sleeper somewhere along the run during the night and later take it to the end of the line so awakening passengers would arrive at the destination in the morning instead of in the middle of the night. The Interstate switched their sleepers onto a siding at Scottsburg, Indiana during the night, and then a following train picked up the sleepers at about 5:30 AM and hauled them the remainder of the run to either Louisville or Indianapolis. The ME Ry managers surmised that if the Interstate could do it, so could they.

To test the water and see if such a sleeper service would work on the ME Ry, in typical penny-pitching ME Ry fashion, a search was made for a suitable second-hand sleeper. An old wood sleeper, built in 1910 by American Car and Foundry, Danville, for the Illinois Traction System, was surplus to their needs and purchased for use on the ME Ry.



**Photo 1**



Photo 1 shows the ME Ry 236, the ex-Illinois Traction System sleeper, after a few rudimentary repairs, and painted and lettered for ME Ry service. It carries the name Somerset on the ME Ry. While in service on the ITS, it was named the Peoria. This model was scratch built.

The service on the ME Ry was reasonably successful and well patronized by the public to the surprise of many critics. But, with only the one car, there was a problem meeting the demand for service when that one car needed to undergo some maintenance. The ME Ry has a parlor car, numbered 234, that has a few bunks and it was used for sleeper service when the 236 was not available. Photo 2 is of the parlor car 234, also known as the Belle Vernon. This is another scratch-built model based on Illinois Traction System business car 234. I hope none of the passengers need to use the toilet facilities in the front of the car as they may get tangled up in the wiring mess trying to get there! I need to deal with that wire to the decoder as it is an eyesore.



**Photo 2**

There were several problems with the ME Ry's approach though. Since the 234 had only a few bunks, it was necessary to turn down business as the demand for berths almost always exceeded the capacity of the 234. And, the 234 was a motor car. The grinding of gears, whining of the motors, and thump-thumping of the air compressor kept the passengers awake most of the night which did little to impress the riding public. As a matter of fact, when attempting to book passage on the sleeper service, many would-be riders actually ask if the sleeper or the parlor was scheduled to make the run. If the service is to be provided by the parlor car, many riders would defer their trip or travel a more round about journey by steam roads.

The ME Ry did not like using the 234 for the sleeper run as the normal use for the car was as a parlor on the newly implemented, and very successful, daylight express trains: the Blue Ridge Rocket eastbound and the Mon Valley Flyer westbound. When the car was pulled from express train service for use as the backup sleeper, patronage on the express trains suffered as riders really enjoyed the trip on the 234. As a result, using the parlor as a sleeper hurt the revenue of two services instead of one.

And another major problem, not related to ME Ry's antiquated and inadequate equipment, was that many potential passengers for Somerset actually began their trip in Pittsburgh. With the ME Ry extending only from Belle Vernon to Somerset, it was necessary for such passengers to ride a sit-up interurban coach of the Pittsburgh Railways, PRCO, from downtown Pittsburgh to Charleroi, take a local car of the Webster, Monessen, Belle Vernon & Fayette City Street Railway across the river to Belle Vernon, and then board the ME Ry sleeping car for what remained of the trip to Somerset. To simplify this, the ME Ry obtained running rights over the Webster, Monessen, Belle Vernon & Fayette City Street Railway from Belle Vernon into Charleroi to meet the PRCO there. This eliminated one change of cars. But the ME Ry was still losing business to the Pennsy, Pittsburgh & Lake Erie, and the Baltimore and Ohio steam roads; all of which provided service variously between Pittsburgh, Belle Vernon and Somerset even though the route via steam railroads was not as direct.

At another management brain storming session, the group decided to approach the PRCO about obtaining running rights from Charleroi all the way into downtown Pittsburgh for their sleeper service. Such discussions



were duly held with the PRCo following the session. For a small fee, the PRCo was happy to oblige as such a service would in no way interfere with their traffic or revenue.

But the single sleeping car was still a major obstacle. The planned increased usage, due to running an additional 45 miles each way into Pittsburgh and then back to Charleroi, would require more maintenance on the single sleeping car, making it unavailable more often, and requiring increased use of the unpopular parlor car substitute.

The ME Ry master mechanic and trainmaster were quickly dispatched to inspect the traction sleeper services in both Illinois and Indiana. They returned from their trip and recommended the purchase of a new car similar to that in service on the Interstate.

In a rare splurge of cash, the ME Ry ordered a new sleeper from American Car and Foundry in St Louis for immediate delivery to supplement the 236 in sleeper service. The car was to be much like the three cars currently in use on the Interstate. But it needed to be shorter to accommodate the ME Ry sharper curves. The Interstate cars were 62 feet long. AC&F was asked to build the ME Ry car to 57 feet which was done. The car was named the Pittsburgh in honor of the new through service and it was numbered 235. After a bit of scratch building, this car was also ready for service on the ME Ry. Photo 3 is the new sleeper Pittsburgh when it entered service on the ME Ry.



Photo 3

The introduction of the Pittsburgh resulted in several firsts. It was the first all steel car on the ME Ry. And the car was the first to have air conditioning. The ME Ry management debated the air conditioning issue long and hard before placing the order for the car. Some managers were concerned about spoiling the riding public resulting in them wanting air conditioning on all the ME Ry cars.

With the two sleepers available, the through service from downtown Pittsburgh via the PRCo to Somerset was successfully implemented. It generally operates eastbound on Monday, Wednesday and Friday nights and westbound on Tuesday, Thursday and Saturday nights. Runs are sometimes made on other days when traffic forecasts warrant such additional services. Of the 20 berths available on the car, usually at least 16 are full, and often all 20, which is a very good utilization rate. The service is well received by the local business people who are regular users of the luxury service. As a matter of fact, on some nights the patronage of the sleeper service is such that both sleeping cars are needed on the train. And sometimes the Belle Vernon, car 234, is added to the train to provide a few additional berths. With the 234 normally used in express service during daylight hours, the car can be used occasionally for sleeper service at night with just some careful scheduling without adversely affecting the also popular express daytime service.

One recent topic being discussed by the ME Ry managers is the potential to operate the sleeper service via West Newton as well. This would require the sleeper to be moved across the river via the new ferry service. A



### ME Ry Law Problems

The Somerset County Sherriff was called to the westbound sleeping car train by several passengers one night last week when the train stopped at Boswell in the wee hours of the night. The sleeping passengers had been constantly disturbed by the giggling, thumping and banging coming from several of the occupied berths. Investigation revealed that several of the girls from the Celestown whorehouse had boarded the train with several male passengers and were using the sleeping car to ply their trade. In Celestown and Westmoreland County the legal establishment tends to look the other way when this sort of problem arises as the Celestown whorehouse is a long established business and a local tradition dating back to before the formation of the town itself. But the Somerset County officials were not as obliging and quickly took the girls and their male customers, all of whom were roaring drunk and unclothed, off the train and to the county jail in Somerset where they were held for the remainder of the night until a meeting with the Justice of the Peace the following day. In the courtroom the next morning his honor found the girls and their male customers guilty of several offences to include prostitution, soliciting prostitution, disorderly conduct, disturbing the peace, public intoxication, and indecent public conduct. He also admonished the male customers for selecting such ugly girls. This did not go over well with the girls but did provide all in the court room with a bit of entertainment. The penalties assessed by the court totaled \$700 and 14 days in jail. The girls quickly paid their fines and left on the next westbound trolley. Their male customers were dispatched to the County work farm to serve off their sentences as they were broke. The Justice of the Peace also issued a summons for the Mountain Electric Railway officials to appear before the court. When that occurred several days later the Railway officials were charged with keeping a house of prostitution and fined a further \$500. The Railway plans to appeal the verdict and has turned the matter over to their lawyer in Pittsburgh. The Railway did agree that they would do a better job of screening passengers boarding the trains in Celestown to insure none of the local "girls of the evening" joined the train there.

few issues remain to be considered before deciding if this would be worthwhile. There would be sufficient time for this added stop as the sleeper is parked for part of the night to avoid arriving at the destination too early. But, the hours of ferry service would need to be increased as normally there is no service in the middle of the night. And, the number of passengers desiring to join the sleeper may not be great enough to justify this service. After all, the stop at West Newton would be in the middle of the night, and few might be interested in joining the service then. Another issue one member of the ME Ry management team raised was that the ferry crossing could make the sleeping passengers sea sick. Not sure what they were drinking when that issue came up.

The ME Ry is quite pleased with the current sleeper service as it is making reasonable money for the road. It is also a source of good publicity, an unusual occurrence on the ME Ry. But, we do recall one incidence of bad press not long ago where the ME Ry sleeper service made the local newspaper. On the left is the article as torn from the local Celestown Chronicle. One detail in the article is incorrect by the way: it was an eastbound train.

Photo 4 (Next page) is of the Celestown Social Club on Commerce Street in Celestown. This is one of the oldest buildings in town and has operated as a brothel longer than anyone can remember. The Social Club and Smoke Shop buildings were built from a Tom Yorke kit.

The management of the Mountain Electric is looking forward to continuing the successful operation of its sleeping car service, and will try to avoid further occurrences of bad publicity.

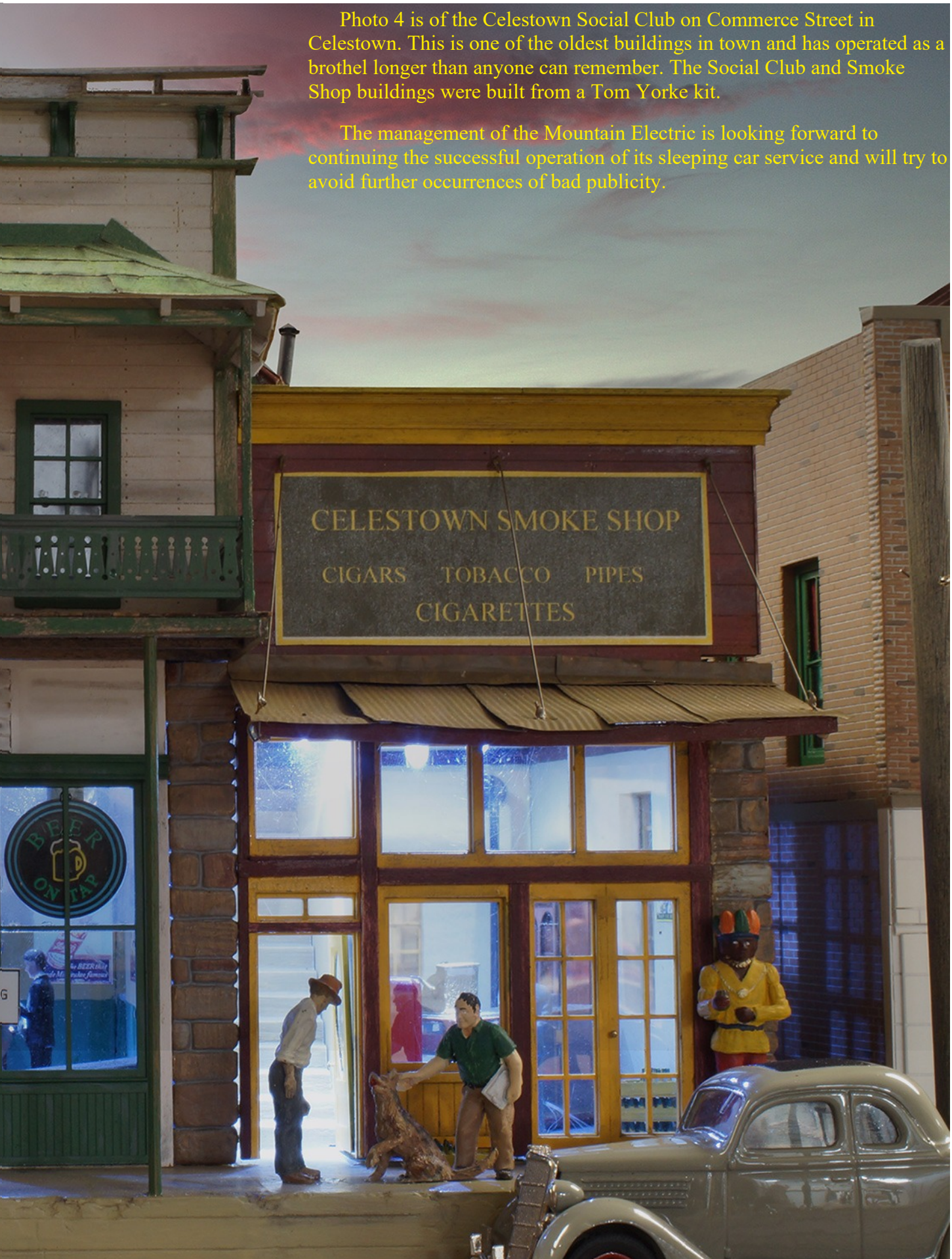






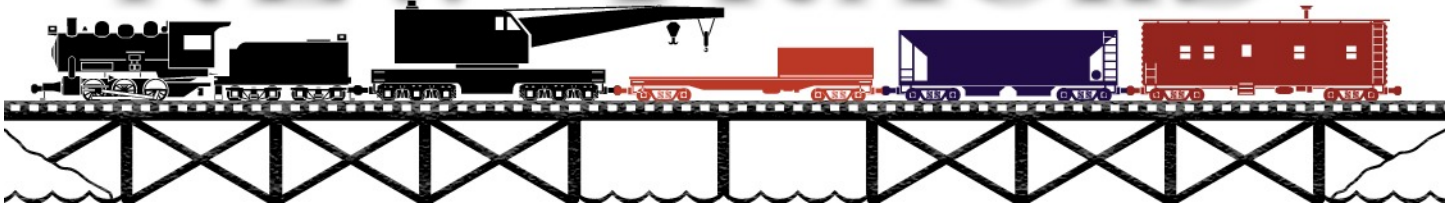
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# NEW TRACKS



**Mentor Definition: A Trusted Counselor or Guide**



**By Contributing Editor Jim Kellow MMR**

## MODELERS WHO MAY BE ABLE TO HELP YOUR MODELING!

### Where Mentors Help Modelers Build

**“New Tracks” Announcements: “New Tracks” is the longest running series of Articles about Mentoring for Modelers.**

I am extremely proud that this magazine has allowed me to continually publish the “New Tracks” series for over four years. Thank you to Amy and Dan Dawdy and all the outstanding modelers who have allowed me to include their profiles and their modeling for you to enjoy and learn from. Also, thank you to all the people who have given me help including ideas, contacts, and overall guidance over the years that have helped immeasurably in producing the articles. It has been great fun and a fantastic journey for me to meet all of you, and to hear reactions from readers of this magazine.

Now moving into our 5th year, I look forward to many more years of being able to continue “New Tracks” with your continued help. Join in and let’s see just how far we can go together down some “New Tracks”.

“New Tracks” Zoom shows are over two years old, and are the original ground breaking, weekly live streamed, modeling show, where mentors help modelers build. It is unique, always different, non-judgmental, and a fun experience.

I am proud to say that the “New Tracks” Zoom shows have provided live mentoring weekly for over two years. As with my articles, I want to thank many people for making this possible. First are the volunteer members of our management team, both past and present, who produce, direct, develop our website, and do all the other various jobs our shows require. Their help, advice, and commitment to our shows is something I will never be able to repay. Saying thanks does not even come close to how much I appreciate all their involvement and help.

Again, I offer special thanks to Amy and Dan Dawdy for putting up with me and offering their help, as well as, all the outstanding modelers who have participated and shown their modeling for you to enjoy and learn from on our shows. Further, thank you to all the people who have given me ideas, contacts, and overall



guidance over the years that have helped immeasurably in developing the shows. Like my articles, the shows have been great fun and a fantastic journey for me to meet all of you and hear your reactions about the shows.

Now moving into our 3rd year with twice weekly “New Tracks” live Zoom shows, I look forward to this and many more years of being able to continue, and even grow them further, with your help. Join us and let’s see just how far we can travel together down some “New Tracks”. Speaking of expanding our shows!

**Modeling Lifestyles:** Sponsored by Narrow Gauge Modeling Company (NGMC)



*[Click image to view Narrow Gauge Modeling Companies video introduction.](#)*

Starting June 2, 2022 at 7pm Eastern Time “New Tracks” began offering a new bi-weekly livestream series on our YouTube channel called: Modeling Lifestyles. It will be broadcast by our Producers Phil Edholm and Dylan Lambert, and will be available to watch live on our YouTube Channel, New Tracks Modeling.

The shows will introduce you to a different featured modeler each show, along with some of their friends. They will discuss their life in modeling, some of their favorite stories, their modeling experiences, and opinions about the hobby. Their suggestions will help all of us improve our modeling. In effect, we will find out how modeling has become a part of their lifestyle.

Some of these modelers you may have heard about, and always wanted to meet. Others you may not have heard about, but I know you will be glad to have an opportunity to meet them.

To join live on these new shows, subscribe to our [YouTube channel](#): New Tracks Modeling, and ring the bell to get prior notification of the shows.

To help with developing and guiding this new program, I have asked the following modelers to serve as an advisory Board. I am pleased that they all agreed.

#### **Advisory Board Members**

1. Joe Fugate, Owner, MRH Magazine
2. Martin Brechbiel MMR, Editor, O Scale Trains Magazine
3. Dan Dawdy, Co-Publisher and Editor, The Model Railroad Resource LLC
4. Gordon Robinson, President, NMRA
5. Kevin Macomber, Owner, Narrow Gauge Modeling Company (NGMC) \*\*
6. Phil Edholm, Superintendent, NMRA PCR/Coast Division \*
7. Dylan Lambert, Owner, Lambert Locomotive Works \*
8. John Burchnall P.E., ret. lifetime rail modeler

\* Producer of shows.

\*\* Founding Sponsor



On June 2, 2022, our first featured modeler was Allen Littlefield. I have had the honor to know Allen and have seen some of his outstanding modeling in On30. Allen is not only a modeler who needs to be heard and learned from, he is also to be recognized as a major artist, historian and promoter of model railroading, and particularly On30 modeling.

Allen will be followed in later biweekly shows on Thursday evenings at 7pm Eastern Time by Howard Zane, Lou Sassi, John Burchnall, Cheryl Sassi, David Vaughn, and many more who are making real differences to our great hobby in these early years of the 21st Century. For a complete list of the modelers and their friends who will be on our shows, please visit our website at [newtracksmodeling.com](http://newtracksmodeling.com).



#### **Door prize on July 20 Show, Must be present to win.**

Alan Rogers, owner of “[New Creations Victoria Railroad Building LLC](http://New Creations Victoria Railroad Building LLC)”, is offering an HO kit of The Southern Pacific Handcar Shed that once stood at Woodford, California. This kit includes laser cut walls and roof substructure. Roofing felt and fascia boards are included. The footprint on the completed kit will be 3" x 2". It is 2" tall.

Please visit Alan’s website to see the other models he has created. Thank you Alan for your interest in mentoring and in our shows.

## **HELP WANTED**

If you watch our “New Tracks” shows, we need you to be part of the team that makes them happen.

We are fortunate to have as many volunteers we have who make our programs possible. But as our show’s audience continues to grow, and the types of segments viewers ask for increase, we are always in need of more volunteers. Please help.

Everyone who watches our shows has a contribution to make. Offer your help in participating as a mentor, or help making and producing our Zoom and YouTube shows, or help with our website and digital marketing, etc. Any amount of time and help you can provide is greatly appreciated and definitely needed. Contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) and let’s discuss.

### **“NewTracks” MY BUILD: [Sponsored by Model Railroad Resource LLC](http://Sponsored by Model Railroad Resource LLC)**

These are the photos modelers shared on our recent May 18 MY BUILD. Each of the participants has an email address included on the website, and would welcome your comments.

Mike Warman: S scale Hunterline 50 ft covered Queen post railroad bridge Built with the Rick and Maureen Hunter recent Build Along series on our show.





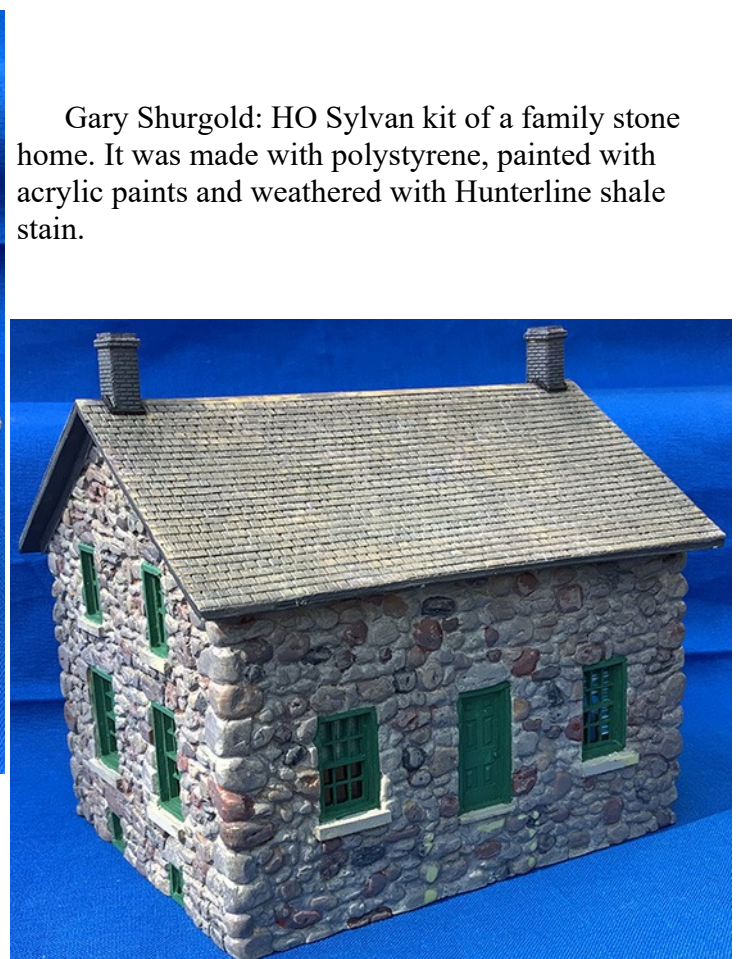
Jeff Jordan: O scale Diesel steam powered shovel made by Lionel. Highly detailed and weathered.



Bob Farquhar: HO scratchbuilt Bobber Caboose with detailed interior. Model won the “Bobber” contest at the NMRA Regional Convention in Ottawa Canada several years ago.

John Garaty: (Next Page) Modular layout in 7mm scale. John lives in Australia where 7mm is common. John told me: “The scale is 1/43 (7mm = 1’ O scale). Track gauge is 16.5mm, the track is Peco code 100 track buried in “dropped coal dust”. This combination of scale and track gauge is colloquially known locally as O-16.5. This scale/gauge combination is representing 2’ gauge trackage as “near-enough” rather than the “true scale” track gauge of 14mm between the rails. This allowed the use of commercially available HO/OO mechanisms to be under our O scale narrow-gauge locomotives. The mechanism under “Burra”, the green locomotive is from a HO Bachmann “Percy”. The big white battery-electric locomotive uses a Bachmann HO 45-ton GE switcher as its mechanism.”





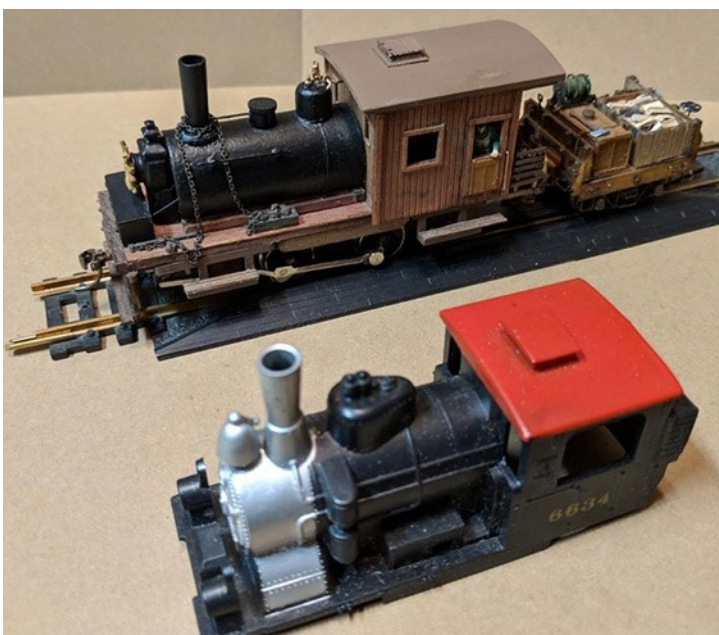
Gary Shurgold: HO Sylvan kit of a family stone home. It was made with polystyrene, painted with acrylic paints and weathered with Hunterline shale stain.



Martin Brechbiel MMR: O scale Plumbing Supply Warehouse made with left over bits and pieces from various kits, lots of detail parts, and scale kinds of lumber. All put together to create a one of a kind model structure. Structure design was created by Martin.



Rick Wolfanger: This one is a Playart engine, that I removed the shell and replaced it with a scratchbuilt cab and also constructed a tender from scratch.



HO Structure is a Lumber Company from a Fine Scale Miniatures kit with added details.



Bill Stenson: Some photos of my latest N scale build – Aultman Machine Shop. It is a Thomas Yorke design scaled down to N scale and covered with Builders in Scale aluminum siding.





Also from Bill Stemson: an update of the Frijole Flats wall I showed off last month with an HO scale diesel bell installed. And the last picture is an update on the Irish Rose mine.



Phil Edholm: O scale 3-D printed model of a California Coastal Warehouse.

Our monthly “New Tracks” MY BUILD segments provide opportunities for viewers to have their work featured. They can show their latest project, discuss their modeling technique, or a new tool they found, or give a tip they learned that helped their modeling. Modelers can use this opportunity to engage with the “New Tracks” modeling community. Join us to see and discuss their modeling with other model builders. They are sponsored by Amy and Dan Dawdy, owners of The Model Railroad Resource LLC, the publishers of this magazine. The MY BUILD is moderated by Chris Course, an excellent modeler and owner of [Conowingo Models](#).



If you want to participate in our next monthly MY BUILD, send your model photos with a brief description and your name to Chris Coarse [atrailrunner130@hotmail.com](mailto:atrailrunner130@hotmail.com). The next MY BUILDS are scheduled for July 20, and August 17, 2022. This is the time to plan for which projects you want to share at these events.

Chris will incorporate your photos into the show. When your photos come up, you will have time to share your experiences from building the model with the “New Tracks” community. I believe each of us has unique modeling talents and skills, and showing your modeling can be a great motivator for other modelers. Sharing your modeling is a significant part of mentoring. Please participate in these programs designed to help other modelers improve their skills.

### **“New Tracks” Saturday Scratchbuilding Workshops**

Our Saturday afternoon (1pm Eastern Time) Scratchbuilding Workshops are designed to show modelers HOW to scratchbuild a model, as well as, the specific modeling techniques involved. You can learn the steps, skills and techniques involved in scratchbuilding a model in any scale you want. There are no kits to buy, only the needed scratchbuilding supplies, so cost is at a minimum. Scratchbuilding opens up a totally new modeling opportunity for model builders of all skill levels or scales.

I personally believe that scratchbuilding is one of the most creative parts of model railroading because of the research and original construction and planning involved. I think you will agree when you try it. Here is your opportunity to work with skilled modelers, learn their tips, and see how they scratchbuild. This short video shows what our Scratchbuilding Workshops are all about: <https://youtu.be/aKmQxRv1FVg>

If you are a beginner, join in and experience the thrill of building a scratchbuilt or kitbashed model and being able to say “I created and built that!”. If you are a more experienced or advanced modeler, join in and offer your advice and knowledge to less skilled modelers and even get some fresh ideas yourself.

These shows will be live streamed and recorded on our YouTube Channel, New Tracks Modeling. Please subscribe so you do not miss any and so you can refer to a video of the information later if needed. I hope you join us and help make this new project a success. Any ideas contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

### **New Weekly Wednesday Show Segments**

#### **Women in Modeling**

I am developing a segment for “New Tracks” about women in modeling which will introduce some women who are talented model builders, who could become your mentor, and who are helping to make our hobby great. I need a lot of help developing this project. Below is the post I have on my Facebook page. If you are interested in helping, please contact me at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

“Are there any women model railroaders? Yes, I know there are. But who are the talented creative women who could be mentors for less skilled modelers? Let’s meet them.

I want to start a segment on my “New Tracks” Zoom shows Wednesday evenings at 7pm Eastern Time introducing talented women and discussing their modeling skills and techniques. To do this segment, I am looking for a woman to moderate and promote it. The segments could be weekly, bi-weekly or monthly. If you are interested, or would like to help me develop these segments, please email me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

### **NMRA CLUBS and DIVISIONS: Sponsored by the NMRA**

A bi-weekly segment which started April 27, 2022 is based on one of the ways I, and many others, were able to get modeling help and meet some really outstanding modelers. I have been honored to have served on two NMRA Regional BOD and as Superintendent for one NMRA Division, AP chairman for three Regions, and Contest Chairman for two Regions.



I believe at its core, mentoring is best done one on one at a local level with a talented model builder who can guide a person in learning the skills, techniques, and gaining confidence in their modeling efforts. These are some of the greatest memories I have.

A mentor does not have to be an MMR or a famous model railroader, he or she just needs to be able to build models you admire or have some skills you want to learn. Ultimately, a mentor wants to help you improve your modeling. Those were the people and friends I learned modeling from.

Since most of my “New Tracks” efforts are focused on mentoring, I have been trying to figure out how to communicate with you, the “New Tracks” audience, the value of seeking local mentoring and how to find it.

This new segment is based on my personal experiences, and is my answer to how you can find a local mentor and meet some great people in the process. Join us in this special segment of our show.

I have asked Phil Edholm, NMRA Division Superintendent of the NMRA PCR/Coast Division, which includes the San Francisco Bay Area down to Monterey, California, to lead this segment. We will kick off the series with Gordon Robinson, NMRA President, to discuss the value of NMRA Clubs and divisions to improving the modeling abilities of their members.

We will be inviting NMRA Divisions and clubs from all over the world to talk about what activities and mentoring opportunities they offer. If you hear something that sounds good, see if your local club or division offers it as well

### **Let's Go To Our Hobby Store: Sponsored by the [National Retail Hobby Stores Association \(NRHSA\)](#).**

Starting October 19 Mark Poggendorf, an NMRA member working on his MMR, manufacturer, owner of Poggies Trains and a member of the National Retail Hobby Stores Association (NRHSA), will moderate a monthly segment concerning common issues facing hobby shops and modelers. The focus of these segments will be on how both groups can work together for their mutual benefit and hopefully introduce the value of your local hobby store to help you become a more knowledgeable and more skilled model builder.



his insights into the problems and issues facing both the hobby shop industry and modelers. Even though I live in Florida, I use Poggies as my local hobby shop. Great service, knowledgeable personnel and competitive prices. I can not go down the street to the store, but for me, Poggies is next best thing. Who knows, you also may find a new source for your modeling products from this series.

This segment will provide a forum where modelers and hobby shop owners can better understand each others positions on hobby issues, and hopefully help each other solve the issues for both of their benefits. Please join us in these discussions and make your voice heard.

I guarantee the industry will be listing. After all, they are the sponsor of this segment. If local Hobby Shops are successful and meet modelers needs, everyone benefits.

If viewers have a hobby shop to recommend be on our show, or you are a hobby shop owner who is interested in being on our show, please let Mark know at [Mark.Poggendorf@newtracksmodeling.com](mailto:Mark.Poggendorf@newtracksmodeling.com) or contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).



## Remote Switching Layout Operation

On July 13th, Heath Hurwitz will show us his small, 48" x 10" switching puzzle he calls Human (c)ity Junction, a variation on John Allen's Timesaver. What makes this layout special is that it can be operated 100% remotely. One viewer will have the opportunity to operate the layout, including coupling and un-coupling the boxcars from the comfort of their own home, controlling the locomotive and turnouts while seeing it all in real time over the Internet.

One day, maybe not too far off, we may all be able to operate layouts of all different scales remotely from all over the world. Having dedicated space for a switching layout will no longer be an obstacle to engage in operating a model railroad layout.

Join us on July 13th to see how it works, and the technology that makes it possible. Then, starting on August 10th, and every two weeks thereafter, we will be offering our viewers the chance to operate on the layout with different puzzles at changing difficulty levels. Operators of all skill levels are welcome.

Please subscribe to our YouTube Channel, New Tracks Modeling, click the BELL and hit ALL to get notices about our weekly Live streaming YouTube shows

“New Tracks” shows introduce modelers to talented experienced modelers who could become your mentor, or at least give you ideas to improve your modeling and the confidence to try new techniques.

Our Website: [newtracksmodeling.com](https://newtracksmodeling.com) provides the latest information about our upcoming events and provides Zoom links by email to subscribers.

Please tell your friends so they can also join in the mentoring and fun of our shows. Thanks in advance for your help and support. Word of mouth is the best way to advertise our shows.

“New Tracks” BUILD ALONG modeling experiences give you a personal mentor. Join in this great learning experience.

## CAD BUILD ALONG

Starting July 13th, a Two-Step Modeling BUILD ALONG with Earl Hackett

Step 1. A CAD produced model BUILD ALONG using a free downloadable CAD program to produce the parts needed to build the model. Earl will present either Fusion or Onshape pending the outcome of his comparison of the two applications.

Step 2. Get the CAD parts printed and build the model.

Who is Earl Hackett and what is this all about?

Earl answers: “I have been a scratch builder most of my life. I've also been using CAD systems since AutoCAD v1.0 that I used to design our current home.

Years ago I made CAD models just to get dimensions for a model, but with the improvements in 3D printing, CAD has taken on a much more important role. The models I produce on my Elegoo printers are as good as any injection molded commercial models. I believe the thing holding people back from using this technology is the startup cost, particularly the cost of a CAD system that they may not be able to figure out how to use.

Whenever we have an NMRA division meet and I give a presentation or show my latest model, I'm usually asked what CAD systems are available for hobbyists. My recommendations for a free CAD program are either OnShape (out of the UK), or Fusion 360 from AutoDesk. Everyone I know who tried them came away frustrated, unable to produce anything useful.



Therefore, I came up with an idea for a series of presentations that would document me learning how to make Fusion 360 or Onshape work and finishing with the construction of a small model of a short deck girder bridge.

This presentation will be very different from the usual tutorials. Those I've seen are given by one of the program developers who: goes so fast you can't understand what he's doing, or they skip over some little, but critical detail because 'everybody knows that...'.

Since I'll be learning the system along with everyone else, it certainly won't be going too fast to understand, and critical details will certainly be pointed out. Think of it as a digital BUILD ALONG."

I told Earl I loved the idea. I think this will be exactly what many modelers, including me, need to see. It is how a mentor would do it – slow and detailed. I also liked the idea that the CAD program would be free.

But most of us do not have a 3D printer, so how do we get our CAD items printed? No problem – Earl will discuss this and we have some ideas we are discussing. Of course Shapeways is the most well known custom printing house. However, here in Wilmington, there are dozens of home businesses that do custom printing, but most use filament extrusion printers that are useless for detailed models. You have to shop around to see what's available. I'm sure that is the case in most towns in the US. You could probably find another model railroader with one. Plus, if a viewer wanted to purchase one, the prices have come way down.

Here are prices for Elegoo printers on Amazon (\* in my shop)

- Mars 2P \$299, print volume 129 x 80 x 160 mm \*
- Mars 3 \$349 print volume 143 x 89 x 175 mm
- Saturn \$499 print volume 192 x 120 x 200 mm \*

Earl and I will give more information about what will be involved in this BUILD ALONG on the June 8, 2022 Zoom show. Then, Earl will start the CAD BUILD ALONG program on the July 13, 2022 Zoom show and continue the segments every two weeks to make sure that everyone has sufficient time to complete each task. Each show will be 30 minutes and we encourage questions.

Step 2: Earl wants to do something that is complex enough to show all the problems that can be encountered during a design. A 50' plate girder bridge would be a good topic. Earl searched his digital copies of *Model Railroader* and found drawings and dimensions. It looks complicated, but there are only 7 or 8 parts that you have to design that are used over and over. Rather than building it in one big print, it will be printed as a kit with a bunch of parts to be assembled. The biggest challenge is putting in all the rivets.

Once you get the parts that Earl will use to build the bridge, everyone will be able to build along with him. To give everyone time to get all the parts made, we anticipate this will start on the September 21 Zoom show and go for four shows.

## Inter-Action Hobbies

Starting July 13, 2022, Darryl Jacobs, owner of Interaction Hobbies, will be doing a build along of his HO scale Keeger's Garage HO Scale Kit: Keeger's Garage & Repair-HO-3103. This is a very detailed kit front and back, optional awning/signage and has a basic interior with lighting. There are lots of parts and it is a fun build with a unique and charming look. The HO footprint is 3.6" wide by 4" deep with the shed and car bay. The kit is also available in O scale for those who model 1:48. O Scale Kit: Keeger's Garage & Repair-O-3103.

There is a 20% discount for both the HO and O scale kit for BUILD ALONG modelers who use the code NEWTRACKS on their orders for the kit from 15 June 2022 through to 20 July 2022. Shipping is a flat rate of \$12.00USD for anything else you buy at the same time.



## Card Model with Paul Egri and John Thomas Reynolds

Starting July 23, 2022, a BUILD ALONG of a Paul Egri created card model of a Service Station by both David Rarig and Fr Ron Walthers using different techniques. The FREE model can be downloaded as of June 15, 2022, in any scale from our website, [newtracksmodeling.com](http://newtracksmodeling.com). There will be a presentation on our June 5, 2022 BUILD ALONG segment of our Zoom meeting. Don't miss this as you will find out how to do the scaling and downloading of the model, plus tips to help you get started.



The model on our website is in HO scale so you will need to use the provided scale chart to download it into your preferred scale. If a modeler wants to customize his model with different signage graphics, please contact Paul Egri at [paulegei@newtracksmodeling.com](mailto:paulegei@newtracksmodeling.com) and he will work with you to provide your needed graphics. Again, Paul is doing this for FREE. Any questions for John Reynolds about the build should be sent to him at [johnreynolds@newtracksmodeling.com](mailto:johnreynolds@newtracksmodeling.com) If you have never built a card model, this is your opportunity to learn from some very talented modelers how it is done.

## Sea Port Model Works

Starting August 17, 2022, Bruce Nickerson, owner of Sea Port Model Works, will start building Kit #H136W, a Waterline kit of a 53' Coastal Steam Passenger Ferry in HO scale. Bruce is offering a 25% discount off the price of the kit to New Track modelers who want to build the kit along with him.

This specific vessel would have been designed, built, owned, and operated by local families, captains, railroads, or investors, etc. The steamer that we present through this kit is similar to the one we are familiar with called the Sabino, or originally called the Tourist. The Sabino is up and running in Mystic, Connecticut at the Maritime Museum. This model is not a model of the Sabino, but similar, and would have been used for very similar purposes. It will carry a lot of passengers, mail, and heavy cargo and attempt to keep schedules. It will

make multiple stops at various islands and mainland harbors to deliver and pick up mail, produce, dry goods, livestock, groceries, etc. etc. This kit, with some minor modifications, could be converted to a double decker to increase passenger capacity.



This kit represents a small steam powered vessel working on the east or west coast, lakes, rivers, or oceans carrying on commerce that was vital to the growth of our nation, from the mid 1800's to mid 1900's.

There is so much to say about these steam powered vessels that have a distinct parallel with our nation's history. I strongly recommend that you read up on the subject. Here are a few great books that you might have a hard time putting down.

- STEAMBOAT DAYS by Fred Irving Dayton
- STEAMBOATS YESTERDAYS (ON CASCO BAY) by Capt. William J Frappier
- STEAMBOATS of GLOUCESTER and the NORTH SHORE by John Lester Sutherland
- STEAMBOATS COME TRUE by James Thomas Flexner



Bruce was recently on our Zoom show and this “BUILD ALONG” is a result of modelers’ interest in his models during his presentation. If you have not built a ship before, Bruce says don’t worry, it is not much different than building a craftsman structure kit since the hull is a resin one piece part and there is very little rigging to do. I am looking forward to this as it is our first ship building project for the show. Thanks Bruce for your help.

## Apogee Locomotive Works



Starting August 24, 2022, Arron Piotraschke, owner of Apogee Locomotive Works, will build one of his (ALW) locomotive kits in a BUILD ALONG. The kit is the ALW 28-Ton Boxcab: ALW 28-Ton Freelance Boxcab for Northwest Shortline Stanton Drive with 6’6” Wheelbase & 33” drivers. Accepts standard Kadee coupler boxes & couplers (preferably #58 couplers and #242 coupler boxes) Tichy Train Group phosphor bronze wire (.020) recommended, plus any additional details (up to modeler)

Recommended tools: needle files of various shapes, pliers, CA glue, Tamiya masking tape, paint of choice. There is a 10% discount starting on May 26, 2022 for “New Tracks” viewers on both the

Boxcab and the B unit. Use this discount code when ordering: NEWTRACKSALW28. For more information about the company, visit: [Apogeelocoworks.com](http://Apogeelocoworks.com).



## Berkshire Valley Models



Starting August 31, 2022 Richard Rands, owner of Berkshire Valley Models, will join with Martin Brechbiel, MMR to build his On30, On3 Ore car kit. There is a 25% discount on the purchase if the kit is for “New Tracks” members who order between July 27 and September 7, 2022 using the order code NEW TRACKS.

Kit #351 a 16’ On30/On3 Ore Car. The kits are precision laser cut wood that assemble easily. The detail parts are made of white metal. Trucks and couplers are not included. The ore car we have designed does not follow a specific prototype, but is patterned after the many types found around the turn of the century.

A good place to see examples are the “Car Builders Dictionary”. The shorter cars were made to carry the heavy precise metal copper, & iron ores.

## Sylvan Models

Starting September 7, 2022 Claire Gilbert the owner of Sylvan Models will have his CNE 1937 Boxcar kit built by Bill Davis. The model is available in HO and O Scale, and Bill will be building the kit in both scales. More details will be available soon concerning the available price discount and other details on our website.

## Mudd Creek Models

Starting September 7, 2022 Frank and Nataly Saladino owners of Mudd Creek Models will build one of their kits. More details will be available soon on our website.



## Motrak Models



Starting September 7, 2022, Jeff Adan, owner of Motrak Models, and Greg Cassidy will team up to build the Alton Fire Station in S scale. It will be available in all 4 scales. There will be a 15% discount off of the price of the kits for "New Tracks" modelers between August 15th and September 30th when the code word ALTON is used. More information will be available on this project soon.

## Narrow Gauge Modeling Company (NGMC)

Starting October 5, 2022, Kevin Macomber owner of the Narrow Gauge Modeling Company (NGMC) will begin a BUILD ALONG with Martin Brechbiel MMR of one of his Wagon kits. More information will be available soon. Please see the information below about Kevin's company.

NEWS RELEASE: Narrow Gauge Modeling Co. is pleased to announce the acquisition of Grizzly Mountain Engineering O Scale wagons. This new product family makes NGMC the largest provider of horse and people drawn wagons in the hobby market place. With over two dozen designs including Globe Circus and others, this will permit the expansion of a very broad range of wagons for all applications including freight, transportation, circus, military and others. Wagon drivers from our McKenzie Iron & Steel line that is being released March 1<sup>st</sup>, will further complement these. Wagons start with V201, but there are many more not shown. <https://www.narrowgaugemodeling.com/wagons-carts-cars/>

## Poggies Trains

Starting September 21, 2022, Mark Poggendorf, owner of Poggies Trains will use several of his molds to build a rock wall and bridge. More information on this BUILD ALONG, and the dates the 25% discount on the molds for "New Tracks" viewers is available, will be posted soon on our website.

## Hangman Creek Dioramas

Starting October 26, 2022, Jess Dozier owner of Hangman Creek Dioramas will build one of his kits.

## New Creations Victorian Railroad Buildings



Starting November 16, 2022, Alan Rogers, owner of New Creations Victorian Railroad Buildings will begin a BUILD ALONG of his kit, the St. Mary Star of the Sea Catholic Church of Ocean City, Maryland. He is offering a 25% discount off the price of the kit in both O and HO scales beginning November 1st and ending December 31st, 2022. To get the discount, use the code "NewTracks."

More details can be found on his website at New Creations Victorian Railroad Buildings - Home, and by contacting him directly at [Eauchiche@gmail.com](mailto:Eauchiche@gmail.com).

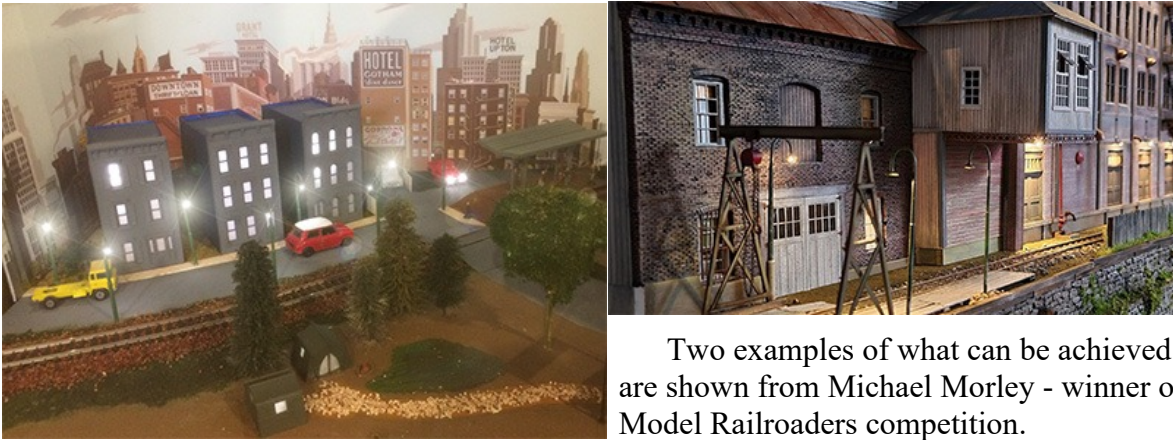
## Dwarvin Lighting Without Wires

Starting November 23, 2022, Michael Groves will begin a BUILD ALONG project using his Lighting Without Wiring system. He will explore what this paradigm shift in lighting will do for you. Michael is offering any of the Lamplighter Starter kits, a month before the first Build Along event in





which you will need to use it. The kits will “go on sale” using the code “NewTracks” for 20% off the regular price from October 23rd through November 23rd, 2022.



### Berkshire Valley Models

Starting December 7, 2022, Richard Rands, owner of Berkshire Valley Models, will join with Bill Davis to build his kit of the Walsh/Duncan Bay Window House in Animas Forks, Colorado. The kit is available in both HO and O Scale. A 20% discount on the kit is available from November 2 through December 15, 2022 by using the Code "New Tracks I" when ordering.



### More BUILD ALONG segments to come.

I hope you want to participate in all the "Build Alongs". The modelers and manufacturers, who are making these events possible, are doing them to try to help you improve your skills and have more enjoyment and confidence in your modeling. They are a true learning experience that have helped many modelers. Join us.



Please show your support for these events by your active participation. Thank you.

I am looking for more modelers and manufacturers to be involved in future "Build Alongs" in 2023. I have several scheduled so far, and if you are interested, please let me know. Remember, a model builder can select the dates, manufacturer, and specific kit, they want to build. A manufacturer can build his own kit, find a modeler or provide a model builder, or I will find someone to build their kit. Contact me at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com)



We have several Other Regular Modeling Segments on our Zoom shows.

## "Watch Me Build"

These segments are meant for modelers who want to share their modeling efforts and discuss their modeling techniques so others can benefit. These segments can be for one or more shows depending on the details included for the model building presentation.

July 6, 2022, Pat Rivard and Paul Hurly will do a segment "Making Coniferous Trees". This will be a 40 minute DIY PowerPoint presentation by Pat and Paul where they will share their easy-to-follow six steps to build realistic foreground and mass planting coniferous trees in O and HO scale. They will show how to use a variety of tree branch materials to recreate species that are seen throughout North America. You may never have shown your modeling before in public for a variety of reasons. I assure you I think you will enjoy and benefit from participating in these segments. My email is [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) if you would like to discuss your idea by telephone you can get my contact information off our website.

## "Ask Your Modeling Question"

These segments are where viewers can ask modeling questions and get answers from other modelers on the show. It is a forum where viewers can help each other solve specific modeling problems or offer advice on modeling techniques. We have a form on our website you can use to ask your questions. This allows us to schedule the appropriate time for this segment on each show. Don't hesitate to ask questions, after all, that is how we learn new things.

## "Remembering Old Kits"

Modelers will be building kits from our distant past that are either no longer manufactured or hardly available. Kits whose names we may have forgotten, but when we hear their name again, bring back great memories from our youth, and remind all of us what modeling used to be like.

The first two segments had Martin Brechbiel, MMR building a Van's Car Shop and a Train Craft kit. Martin has plans to build more old kits shortly. If you have an old kit and want to build it let me know at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com)

Now please see the Leadville Model made by Steve Harvath, the "New Tracks" Leadville Design Contest Drawing winner.

Congratulations to Steve Harvath on a great looking model.

Steve Told me: "Building the Leadville Design 1:48 model FCM boxcar. I model in 1:48 scale and am fascinated by the ferrocarriles of Mexico. Ferrocarril translates as "iron rail". So when I won the drawing in *The O Scale Resource Magazine* for a kit from Leadville Designs, I was thrilled to see this diminutive, 30 inch gauge FCM box car in their catalog.



This prompted some research about this little narrow gauge rail line. The 30" Zacatlan line was a branch of the Ferrocarril Mexicano (FCM). The branch ran for 34 miles from Muoz on the standard gauge mainline to the town of Chignahuapan in the state of Puebla. One of the 2-8-0 engines of the line is preserved in the United States at Alder Gulch, MT.





The kit is fantastic and was a good challenge for me as it is a true craftsman kit. Placing those little NBWs that represent the bolts for the hand grabs was a challenge for me.

Everything from the etched brass representing the iron hardware to the injection molded brake cylinders and piping, 3D printed details, decals and laser cut wood components is included. You have to provide your own trucks and couplers, but that makes sense since your railroad will have its own standards for those items.

There are 55 different steps in the instructions that take you through the assembly process. Despite the comprehensive instructions, there are things you do have to figure out on your own. It helps if you have knowledge of wooden car construction from the wood car era. Some are just common sense like painting the under side of the roof walk before you glue it to the roof.

Here is a photo essay of some progress images. I am probably slower at doing this. But my experience trying to glue too many parts on at one time often led to disaster.

Instructions for painting the model are not provided. I painted the body of the car a kind of iron oxide brown and the corrugated iron roof a sort of red lead color. I noticed in some color images of Mexican railroad buildings that the roofs seemed to be painted red. Maybe someone out there can correct me.

I want to thank Leadville Design for creating this kit of a fascinating piece of railroad history.”







### **Jim Kellow MMR Builds in Brass**

In April, I showed some of my models which were scratchbuilt in card and brass. I hope some of you who have never tried scratchbuilding in Card or brass will give it a try.

### **I Build in Card First Then in Brass**

I am personally in the habit of building a model in card first, working out any issues, and then using the card plans as modified to build the final model in brass. It sure saves me money. Everyone has a favorite modeling material mine is brass, It is what my mentor used and taught me.

### **Brass I Normally Use**

Primarily, I use K&S .005, .010, .015 sheet brass, and most shapes from 1/32 up to 1/4. I can't get 1/32 bar anymore or almost any 1/32 shapes so I have to make my own.

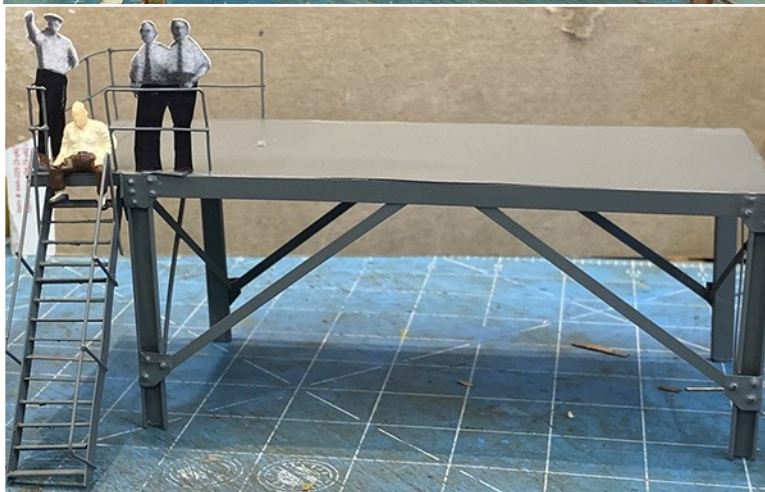
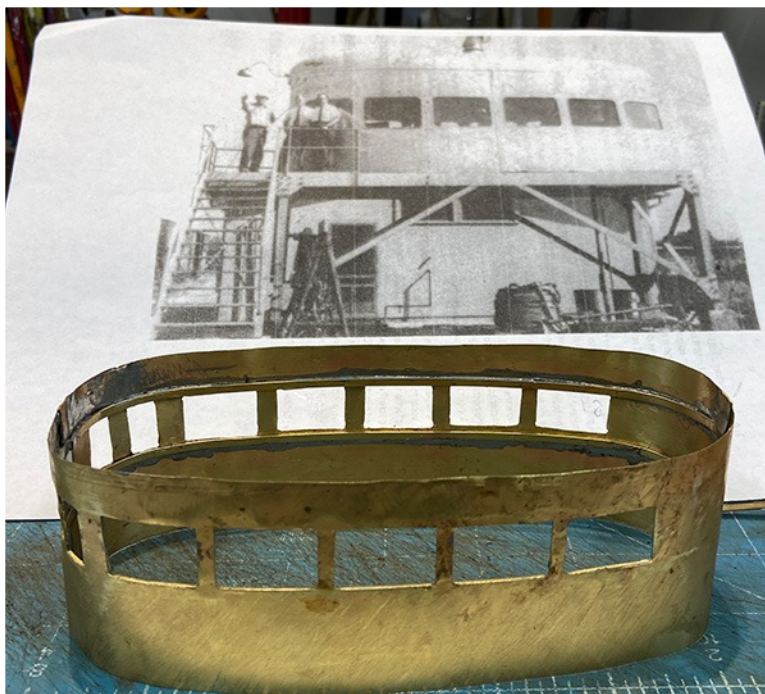
### **My Tools for Brass**

Tools include: Dremel which I use mainly with cutting and shaping wheels. A bench grinder and sander, a very old Unimat combination lathe/milling machine (owned by my mentor) drill press, American Beauty Resistant Soldering unit, Micro Mart variable heat, and a Weller professional variable temperature soldering units. Also a flame that uses cigarette lighter fluid. Lots of files, drill bits, scissors (big medium and small). Exacto #11 blades and several other miscellaneous blades, nibbling cutter, machinist anvil and Jewelers Chasing hammer, metal ruler, 1-2-3 blocks, small metal angles magnetic table with magnets. Lots of clothes pins converted to alligator clips, and jigs (I make a lot out of wood). For solder, I use resin core 60/40 tin/lead and 50/50 tin/lead (called body putty). For flux, I use a paste flux.

### **How I Build in Brass:**

1. Get a photo, plans or an idea of something I want to build.
2. Scale the photo and/or draw a plan to scale on paper. For me either S or O scale since I write articles for both *The S Scale Resource* and *The O Scale Resource* magazines.
3. Cut out paper pieces, test fit and make corrections. Redraw and build again until satisfied.





4. Transfer final drawing to brass sheets. What brass thickness to use depends on what I am building. I normally use a thicker brass for the floor or base of a model .010 or .015.

5. Cut out brass pieces. Scissors, Exacto #11 primarily and nibbler.

6. File as needed to finish and to get square. I use medium and then fine files. Check and recheck. Correct shapes and dimensions are critical.

7. Start building at floor of model, build base, build up. File and shape again as needed for fit.

8. Clean and "flux" both pieces of brass to be soldered. This is critical.

If you are new to soldering, practice on scrap brass. For example: always use something to hold brass pieces to protect fingers. I usually use my converted clothes pins. Position the brass firmly in place. Clean and flux both pieces of brass to be soldered. Don't worry about using too much flux. It is easy to clean up. Worry about not using enough. The biggest problem I have ever had was due to lack of flux. OK, now apply heat and solder any two small pieces of brass together. Easy wasn't it! Now solder a straight piece of brass to another straight piece to make an "L" shape. Move the heat down the solder line and watch the solder flow into the joint. Is the joint completely soldered from end to end, and is the soldered line straight? If not, reheat to correct it. Then take it apart and try again. Take a round brass shape and solder a flat piece to one end to cover it. Can it hold water? If not, why not? Reheat to correct the problem. Try again. See it's easy, really no magic in soldering, it just requires a little practice.

9. Details. Buy or build, depends on availability, cost and how complicated the part is to make. You can always buy it, so build your skills and try making it first. Soldering details is not difficult, but practicing soldering small pieces of various shapes close to each other helps learn easy ways to do it. I normally use a heat sink to draw the heat away from where I am soldering a detail part. Small strips cut off coke cans work best for me. Again, don't forget to use flux on the part and the brass.





10. Clean up the model. Remove any excess solder, fill any gaps and resolve any imperfections, reheat a part as needed.

Photos taken from my cell phone help me to see things my eye missed. I take a lot of photos with my cell phone at each major step. It really saves me from a lot of frustration later. Finally, I clean the model using lacquer thinner. You need great ventilation. (I do this and let the model air dry outside).

11. Install and test power if used. (I primarily use NWSL magic carpet underbody power units as I build traction models). If only building for scenery, I make card wheels and axles and no power.

12. Paint, decal, finish, final assembly.

13. Take some more photos. Model is done. You did it! Congratulations.

As you can see, there is no magic in building in brass. You just need to learn a few skills by trial and error. Start by learning to solder.

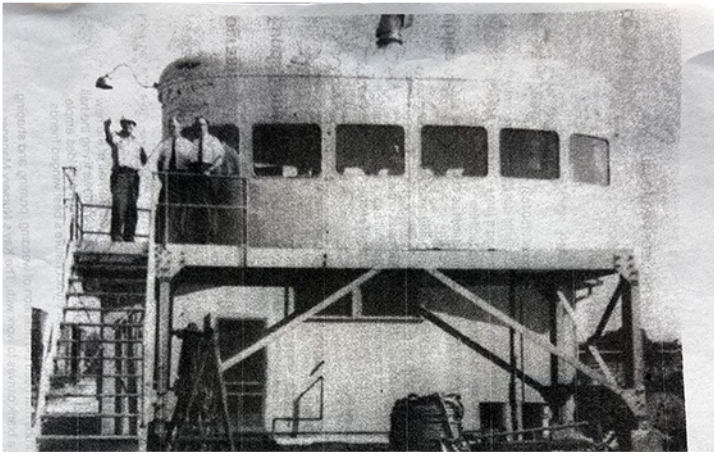
I try to create a scene with each of my models. I like to build unusual or different models that I hope people will want to stop and look at, and maybe want to build one like it.

For example: Model Prototype

Thank you Bachmann for providing the prototype photos for the Eggliner and for making a really creative Easter gift. This was a fun project for me to scratchbuild in brass and basswood for my new grandson, William. I doubt you will see many of these on a model railroad!

If you want to discuss modeling or send me photos, plans, etc, for me to build, my email is [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com). I am always looking for a new something to build. Email is great to first meet, but if possible, I prefer talking by phone. I will be glad to give you my number after we have met by email. I look forward to hearing from you.





Now please meet some really talented modelers.

### Jeff Jordan

I have been a practicing lawyer for more than 40 years. I am now mostly retired, but continue to do a little legal work. I have been married for more than 40 years and have three children and two grandchildren. While I was working full time, I also owned a small share in a hobby shop specializing in model trains and plastic model kits. I often worked in the hobby shop on Saturday afternoons just for the fun of it.



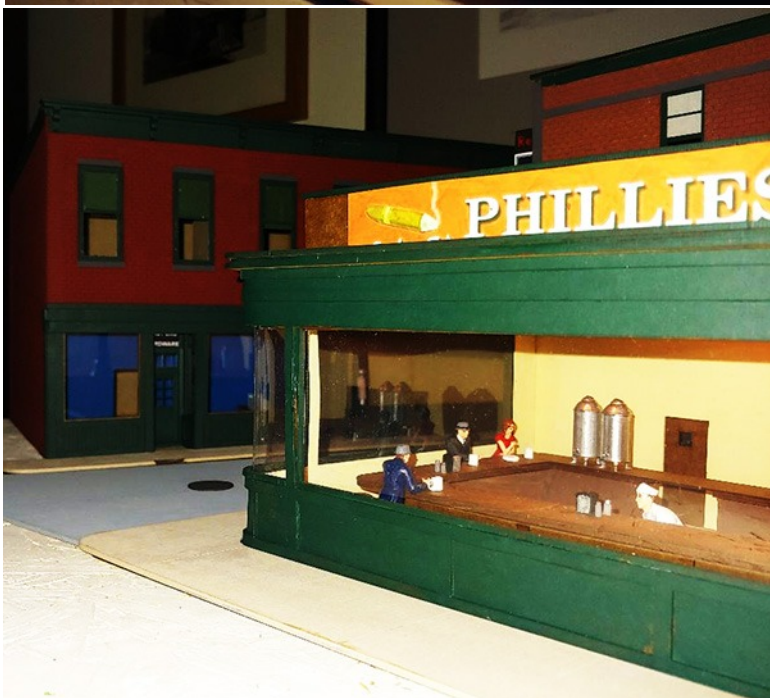
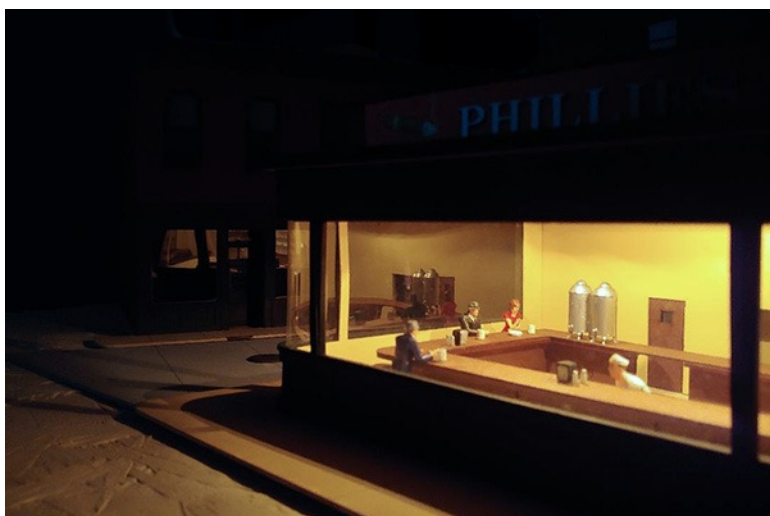
*HO scale Lehigh interlocking tower and Lehigh Valley doodlebug. The tower is completely scratch built from Evergreen styrene. The doodlebug was a Bachmann model which I stripped, repainted, and lettered. The zebra stripes are decal stripes, laboriously applied one at a time. The diorama won a prize at an annual meeting of the Anthracite Railroad Historical Society.*

I pursue a number of interests, including keeping and riding horses, maintaining and driving a classic British sports car, building plastic model kits and, of course, model railroading. I am a long-time model railroader. My model railroading skills are mostly self-taught. I am not a master craftsman, but am studious, patient and careful and obtain good results. I am very pleased with the hobby's creative outlet and the pride of being able to say "I built that."

Although I had HO model trains as early as age 5 and built more than one HO layout while in high school, I really became a serious model railroader once my wife and I owned a house large enough to set aside space for a model railroad (in about 1988). That model railroad was HO scale and only 4 feet by 8 feet, but it was more than one level and eventually had full scenery. The theme was a small railroad with a logging branch.

Three years later we moved to a larger home, and the 4x8 railroad moved with me. Eventually, the 4x8 railroad was incorporated into a much larger HO layout using half the





*O scale Wit & Wisdom Night Hawks café and surrounding buildings. I built the kit with slight modifications, including lighting the café and adding scratch built warehouse freight doors.*



*Bachmann On30 scale combine converted to a drover caboose. I stripped a damaged "Holiday Express" car, painted and lettered it, replaced the damaged details with after-market parts, added the roof walk (partially scratch built) and added the cupola from a detail kit.*

basement of the new house, nearly 15 by 20 feet around the walls of the basement. The theme was the Lehigh Valley RR from Bethlehem to Lehigh. It was never really fully finished, with work continuing until we decided to sell the house (down-sizing as part of retirement). I had to demolish much of the layout, but salvaged large sections of bench work and also saved a lot of flex track and switches, which I moved to our new home. The new home has a large, insulated, heated, heated, lighted and finished outbuilding, and I decided to use the new space as an opportunity to make an entirely new start (rather than try to reconstruct some part of the old HO pike). I used the bench work and track to start building an entirely new On30 layout that is about 10 x 12 feet. I used both old techniques (reusing the old school style bench work) and new techniques, such as foam roadbed and gluing down track. The bench work is reassembled, roadbed and track is laid, and soon I will start on scenery. The rolling stock is mostly Bachmann and the locomotives have DCC and sound (one of my long-time favorite features).

I am pretty much self-taught. I have found that I have a knack for teaching myself how to do things, whether it is model railroading, classic car repair or home and farm maintenance. I try many things, am willing to try again to improve the prior effort, and regard mistakes as a learning opportunity. I had the good fortune to own a small share of a hobby shop for 10 years and to participate in a round-robin model railroad group for a number of years. The group met at each other's homes and helped to build two other large HO layouts in addition to my own. I was the junior member of this group, and sadly, all but one of the others has passed on. So today, I'm back to on my own, though the last other remaining member of the group and I stay in touch, visit train shows together and support each other's modeling.

My first serious pike and the latter half-basement pike were HO scale, standard gauge. I worked in this scale because it was what I knew, there was a large variety of available kits and ready to run equipment and, with half a basement, I was able to have more than a scale mile of mainline. Also, I enjoy adding details, and I found HO scale good for this.





*O scale Blair Lines country store. It was built straight out of the box, except that I scratch built the sign on the porch roof. The gas pump and the auto were added from separate kits.*

My new pike is On30. During my hobby shop days, I had acquired some On30 rolling stock because I liked the look and just displayed it. With the idea to start over, On30 was an easy choice. I had always loved Colorado narrow gauge railroading, but had never had an opportunity to model it. I had some equipment ready to run, and this plan would enabled me to reuse my large supply of salvaged flex track and switches. Also, as On30 modelers like to observe, as I got older, my eyes have become too small and my fingers have become too big, so the move from HO to On30 made model building and detailing easier.

Model railroading calls for learning a lot of crafts. I have experience with building old school style benchwork (one of my group members used

to say “build your benchwork strong enough to stand on because some day you may need to stand on it”), installing basic wiring and soldering, building basic scenery, installing DCC with sound (learning as I go), building rolling stock from kits and building structures from craftsmen level kits.

I have a strength and particular interest in building craftsmen level structures. In addition, I have some experience with scratch building with Evergreen styrene and also with wood.

In my HO days, I built resin freight car kits, painted them with an airbrush and decaled them. Recently, I have been busy decaling Bachmann un-lettered cars with high quality decals and modifying them (replacing couplers and frames).

Thanks, Jeff, for sharing your modeling with us. You can reach Jeff at [Jeff.Jordan@newtracksmodeling.com](mailto:Jeff.Jordan@newtracksmodeling.com)

I met Kirk, the gentleman featured next, on one of my Zoom shows and was really impressed with him and his great club.



**Kirk Bucher**

I started out in the hobby building 1/24th scale cars. I can remember getting glue all over my fingers and also the car body itself. It was a challenge for someone my age, about 12, at the time.

That experience led me to HO trains. You could buy the cars built or in kits. All I had to build was the bench work, track work, buildings and scenery. HO scale was more affordable, more available and small enough.

Fast forward... one day my wife and I decided to visit Greenfield Village. We walked into a building and saw a modular layout that I thought was pretty impressive. That was in the late 1990's. I decided to join the South Oakland Railroad Club.

The club had recently gotten a lease on a building and renovated it, and then lost the lease shortly after we had started building the layout.





We were without a building for a good while after. Then, in about the year 2002, we found another building and bought it. That is where we are today.

This layout represents the Grand Trunk Western from Detroit to Durand in the 1970's. It is a double deck 17 scale miles of mainline track. Three large yards, Detroit, Ferndale and Pontiac. It has two helixes and a dispatcher panel inside one of the helixes. It's HO scale with DCC and an operating signal system.

Building a layout this size required a lot of careful planning and experience. It could not have been done without the combined skill of everyone involved. I received my mentoring through the team effort and participation in the construction process.

Today, most of those members are no longer with us for various reasons. We created a great operators layout with scenery for continued use. I am fortunate enough to still be able to use it with both newer and older members.

For more information you can visit the website at [SOCMRRC.ORG](http://SOCMRRC.ORG)



*Pleasant Ridge Cement Company, scratch built.*



*Walthers Cement where I got the dimensions for the Pleasant Ridge Cement Company.*



Thank you, Kirk, for your help and interest. You can reach Kirk at [Kirk.Bucher@newtracksmodeling.com](mailto:Kirk.Bucher@newtracksmodeling.com).

Stephen Fisher is an On30 modeler who read one of my articles and sent me an email. I think you will find him very interesting.



**Stephen Fisher**

I have been reading your column about On30, and even though I am not an expert on On30, I have an almost 50 year relationship with this scale and gauge. I should say that having almost 50 years in this, I have met so many good modelers and friends that for me this is what the hobby is really about, regardless of scale and gauge. So with that said, let me bore you with my history and opinions, never advice, and all for free.

I became interested in On 2 1/2 as it was then known, after reading and seeing photos in *MR* and *RMC*. My motivation was modeling in something that few others were doing and as it was larger, cheaper, and easily seen became an interest. Yes, we used HO mechs, trucks, and KD 5&10 couplers, the look seemed right. At the Narrow Gauge convention in Valley Forge, I met a fellow modeler who was interested in this as well, and as it turned out, he was relatively close by. I also was involved with a group that started a module meet here in Maryland. We invited anyone, regardless of scale and gauge, and it was through this that I formed a module group known as the Manchester Mini Bunch. Our motto was, “we’re not just cheap” “we’re also particular”; we were the class clowns, but the modeling was of a very high caliber. We established a set of standards, which we would hand out to anyone that was interested, they were intentionally kept simple, could be built with most hand tools, and were cheap. Yes, the motto! We exhibited our modules at numerous shows, meets, and conventions. The one reoccurring comment we would hear is, “I couldn’t do that” and I had to explain that you should see the failures.

When we exhibited our modules, the control systems were as simple as we could make them, hand held, using a door bell transformer, one for each of the two blocks. When we went to shows and conventions, if a kid was interested, we would give them a throttle, a few instructions, and would leave to enjoy the show ourselves, stopping back to check on our engineer. After about 10-15 years of this we decided enough was enough, and we quit showing the modules. Some were simply stripped and scrapped, and others incorporated into home layouts, but the railroading never stopped; and even today, many of the guys who were in the MMB now come here once a month to operate my railroad. Today, my current railroad occupies a basement space of 1900 square feet, and 95% is railroad. I have, over the many years, built at least 10 railroads, in at least 6 homes, but once I walked away from the public showings, I never built another module.

I have embraced all of the technology to control my railroads – hand held and blocks, DCC, and now battery R/C control, and for me, this has been the very best way to operate. I still adhere that keeping it simple is the best for me. Yes, I gave up sound, not because I can’t get it, I can; but my group didn’t care, their focus is operating. We use train orders, car cards, and a dispatcher, with a single light system. This was based on an 1800’s era B&O signal system, light out stop, light on continue, all controlled by the dispatcher. Not only are my locos battery R/C, but so are the turnout controls, I use R/C servos with a “C” battery; again our motto.

I have been fortunate over the years to have had my old layouts in the model railroad magazines, including *Narrow Gauge Downunder*, being I believe one of the first Americans to be so honored. I do agree that sharing is keeping alive the hobby, and I applaud those that established the mentor program, it is a good idea and I hope it continues. With that said, many years ago I was turned off by the turn in the hobby and particularly the new group of “experts”. These being those that didn’t understand, have the experience, or decided that they knew best. As an example, the issue you cited in regards to tunnel portals, water tanks, and wheel sets. As also stated, O scale is O scale, On30 is O scale with a track spacing that is close to 30”, the rest is O scale 1/4”=1’. The difficult part I think for these folks is that the track and equipment, i.e. locos and cars, are but one of the elements, the scenery isn’t scaled down and neither are the supporting structures. At one of the gatherings, at one of the NG conventions, a somewhat known modeler held up a Model Power HO 4 wheeled diesel and



emphatically stated this was the ONLY true On30 loco. Again ,it is this attitude that hurts our hobby by causing confusion.

Needless to say I could go on, but it is the reason that I have retreated into my own group of modelers. Many of them don't have any layout, one has an incredible mixed gauge O scale logging railroad, one is a Lionel modeler, and one is collecting and builds On3 equipment for his future retirement railroad. The one thing we all have in common, our love for railroading and model trains and the enjoyment of getting together and running my railroad, for the good natured jabs, having conversation together, sharing and simply being in each other's company. Today with the health issues, we regularly meet once a month on Zoom and you can see the enjoyment of being together. The other benefit, we all get to show and tell our railroads, something we didn't do, because of the travel distances. This, to me, is the hobby. I could continue, but I think you get the idea. On30 is what one thinks it is to them, neither right or wrong, as long as you don't try to promote that your idea is the only way. Keep your column going and good job on all of those who mentor. With the fondest of regards.

This is the town of Chestertown, and was one of the first sections built over 15 years ago, it was torn out back in March and is now under reconstruction. The stone engine house, the overhead crane in front of the green shop building, the ash crane in picture 6 and the sand bin in picture 7 all go back 50 years when I started in On30. Motive power and cars are either Bachman or kit bashed or scratch built. I think the 4 wheel shop

switcher in picture 8 could have been built by Alan Littlefield. I am going to send you a series of shots around the layout with verbiage at the end.



In regards to where I live, I am on the Eastern Shore of Maryland, across from Aberdeen and Havre D' Grace. We are in Kent County, the smallest county in MD with a population of less than 20K people, it's been like that since the early 1700s. We have one high school/middle school and three or four elementary

schools. We have no big box stores, one Mickey D's and a KFC/Taco Bell, a Tractor Supply, a Verizon store, and a handful of traffic lights; everything else is pretty much mom and pop. We do have Washington College, a liberal arts school,

and the only one that George allowed to be named after him other than Washington and Lee and I don't think he was alive when it was founded and named. My wife and I live in the woods, within eyesight of the Sassafras River, we are not boaters, but beg the occasional ride from a neighbor or two. We did at one time have three



cats and a dog, but all have died with the exception of one cat. So at 73 life is quiet, but still full of all types of adventure which suits us both just fine.

As far as my history I think I pretty much covered it, did the traditional boy train adventure, Lionel/American Flyer as a boy, changed over in pre teens to HO, and at 21 changed over to On 2 1/2 and been there ever since. I also build 3/8n40 dioramas, using all scratch built locos and freight cars. I did have a railroad in a 12' x 25' shed, but last year changed it over to my modeling workshop. It is climate controlled and well lit. I like to refer to it as, "The Land Where Magic Happens".

Maryland Rail Baron (another story for another time)

Ok, here we have the Towns of Betterton and Whorton, which is home to the Wisenheimers Brewery. The brewery buildings are plaster castings by Dan Wolschon and Dave Kunz and were given to me as a gift because they thought the space needed a brewery. The harbor, and its small waterfront town is Betterton, it is a fishing town, but also the terminus for the Bay Shore Lines ferry and barge service. The last photo is Langdon Mills,



named after long ago neighbors. The bulk of the buildings are either scratch built or reworked commercial pieces. This section too, has not only been stripped and relocated, but totally rebuilt.



Most of the town and place names are actual places and towns here in Kent County, I am using the name, but not modeling the towns. We do have a single track railroad that at one time was part of the Pennsy, but now owned by the State and operated by the Maryland and Delaware Railroad.

This is another section two years ago that I tore out and decided to rebuild as a lumber company. As you can guess, there isn't any hills of this size on the Eastern shore, so I had to "move" the railroad to somewhat more north along the coast. I do have three versions of the railroad story on the computer in case I ever decide to write another article.



Here is one of critters built on top of a Bachman On30 trolley mech. I do have a full set of critters, trucks, and buses as well. The trestle is scratch built and the curved steel bridge, finally got its underpinnings. OK, I think this is it for awhile, maybe tomorrow, as I need to do some more modeling, my only full time job, after that of wife helper, hole digger, and whatever other tasks assigned.

Thanks, Stephen, for reading my articles and for sharing your modeling with all of us. I am looking forward to our future correspondence. I so enjoy hearing from modelers. Stephen can be reached at [Stephen.Fisher@newtracksmodeling.com](mailto:Stephen.Fisher@newtracksmodeling.com).

Well it's time for me to return to my workbench and start working on something that I fell in love with and had to model. Happens all the time!

Please subscribe to my [YouTube Channel](#), [New Tracks Modeling](#), and ring the bell our website. [NewTracksModeling.com](#) provides log in links to our Zoom events and has information about what "New Tracks" you can travel. I love getting your comments, suggestions, and modeling ideas. I so enjoy hearing from you and having conversation. My email is: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

Till next time keep going down "New Tracks"!



# ROSS GETS REAL

## ESTATE PLANNING

By Ross Dando



My estate can deal with it. It's just another model.

I often joke that a project I am working on may never sell or that I may never build a model I buy and that my estate can deal with the disposition of it all. Kidding aside, that's not a very nice thing for me or you to do. So what are we supposed to do?

The first thing I would hope you are doing is keeping some sort of record. I am as guilty as the next guy of getting that shiny new whatever it is only to stack it on the shelf next to the last one I found. All without a record of what it is or how much I paid for it.



My wife knows that I have a sizable investment stacked along the walls, in the boxes and parked in the garage. But does she really know how nice of a vacation she could go on if she were to have me knocked off? She doesn't have a clue. Now some of you are saying, "There is no way in hell I am going to tell her that!" But do you really want your better half or your kids to have to fly blind when it comes time for the disposition of it all?

Case in point, I recently dispositioned an HO collection for a family that had received the piles from an estranged family member who said they didn't want to deal with it. I was suggested as a contact to maybe buy them. My wife told me before my first visit that under no terms was I to buy the collection. We had trouble connecting and finding a good time to meet. They finally gave me the ultimatum that they were going to head to the landfill with it. I made it over, and we went into the garage. After looking over my first box of AHM passenger cars, I was close to agreeing that the landfill was a good idea. But then he said, "I don't understand why people would paint the models gold".



It was at that point, that things got real. There were many boxes of brass. Mind you, they were going to landfill all this. We spent a couple hours looking in boxes and then came the question, "How much is all this worth?" I was honest and said I had no idea. Then came the "well I want this gone and I'm ready to go to the dump". I then went into persuading mode to not go to the dump. He wanted me to pay him \$500 and just take it all away.

That wasn't worth my wife being mad at me, but we did agree that I would remove all of it from his garage and sort, toss and sell the contents of all the boxes. Now my wife was still not very happy, but I explained the deal. I was to be paid for sorting, there was a place to sell the brass and I had a dealer ready to buy the rest. What I did not know is how much time it was going to take and what would be involved in shipping all the brass off to a new home. 100 hours, \$1000 in shipping and then a day spent with the dealer going through all the boxes. In the end, there was \$18K in brass and \$10K in remaining items. So what did I get and what did he get? If you do the math I made \$50/hr and the costs to pack and ship it all. The remaining funds are split 50/50. Robbery you say? No, it's a business transaction just like a lawyer your estate pays \$125/hr to tell you what the will says and then keeps track of it all. He was happy there was a Mexico trip for him and his wife out of it all.

So now that you have read that. What should you do? My first suggestion is to develop a plan now, no matter your age. I am working on mine. An inventory of all the big things that would be worth something and should not be taken to the dump. Then there is the rest, tools, parts, decals, materials. You name it, someone probably would like to have it for their adventures in this hobby.

The next thing to do is get someone who you trust to help with the whole process. Make sure your better half knows who they are and that they will be the designated victim that will be dealing with everything for them. This is often the hardest part, because in some cases it may take awhile before they are ready to part with that aspect of their loved one. Or in one case I dealt with, the layout could not come out of the house fast enough. I was to be there the day after the funeral with the tools needed to get the layout out and into the waiting dumpster. This guy was as friend and his wife hated the trains and wanted them gone. It happened and the rest was sold for pennies on the dollar just to get them gone.

What I have given here I hope will be food for thought, and you will make a plan to ensure your wishes are heard and there is some chance of it happening.

Give it a chance. They don't know unless you tell them.

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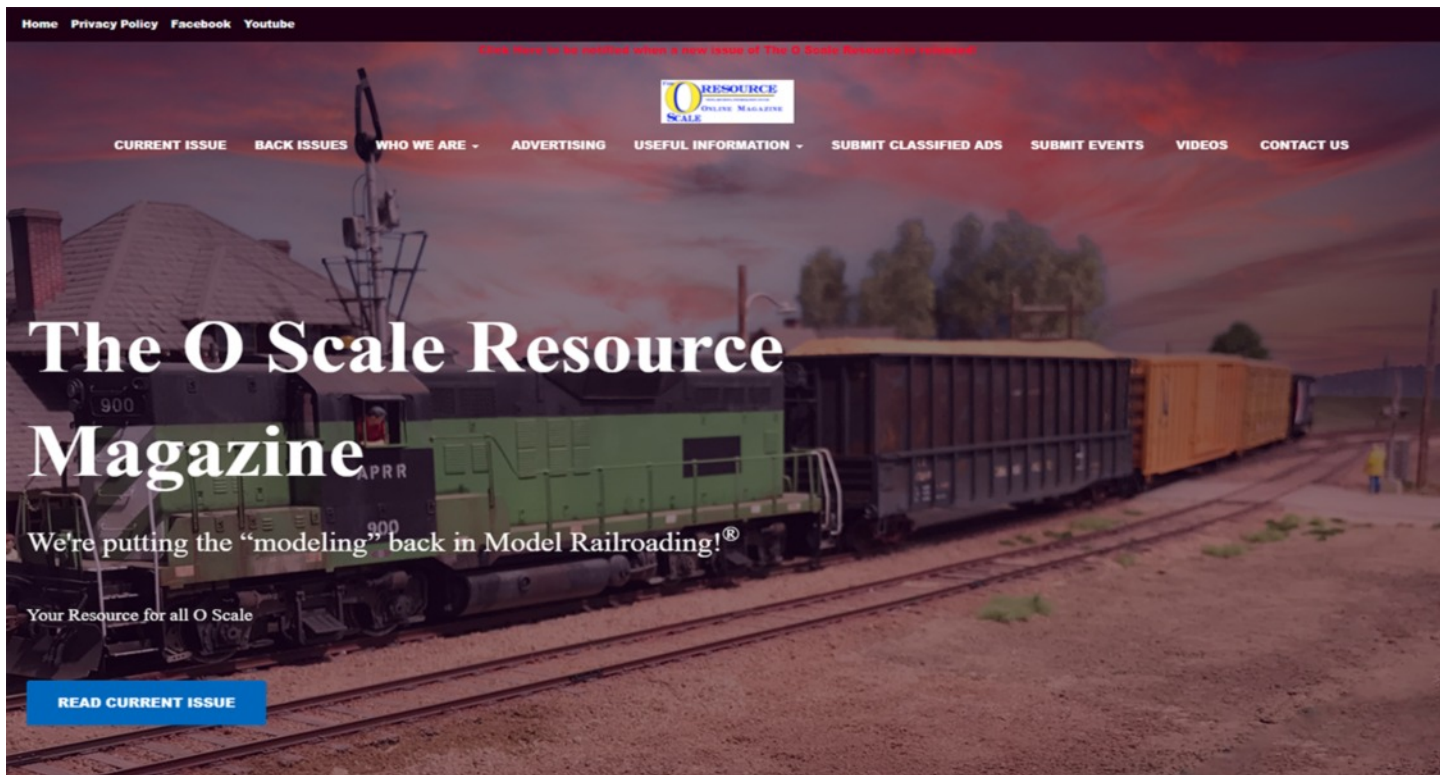
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# SCENE AROUND THE LAYOUT

Photos copyright by [David Vaughn](#)



Four Nickel Plate Alco RSD-12s work 45 70-ton hoppers upgrade through Photographers Curve on David Vaughn's layout.

The RSDs are Car and Locomotive Shops, lettered with custom Microscale decals. The scenery is original from John Armstrong's Canandaigua Southern, restored and integrated into David's layout. Nickel Plate operates on the CSRR using trackage rights.

David's layout was featured in Great Model Railroads 2016 (Kalmbach)."











# BACKSHOP SOLUTIONS

By Ross Dando

Have a modeling question for our experts? Please send a description of your modeling problem to [backshopsolutions@oscaleresource.com](mailto:backshopsolutions@oscaleresource.com).

## JUST ANOTHER DAY IN THE WORKSHOP



I really didn't know how to start off the column this time around so let's start with safety.

We all use a lot of tools, and let's be honest, some can do some real damage. I recently was having one of those days and should have just gone in the house. But no, I was determined. So determined, in fact, I skipped one step and that led to frustration, which in turn made me mad. So the end result is a broken tool, a couple days lost waiting for a new tool and an increased appreciation for basic physics.

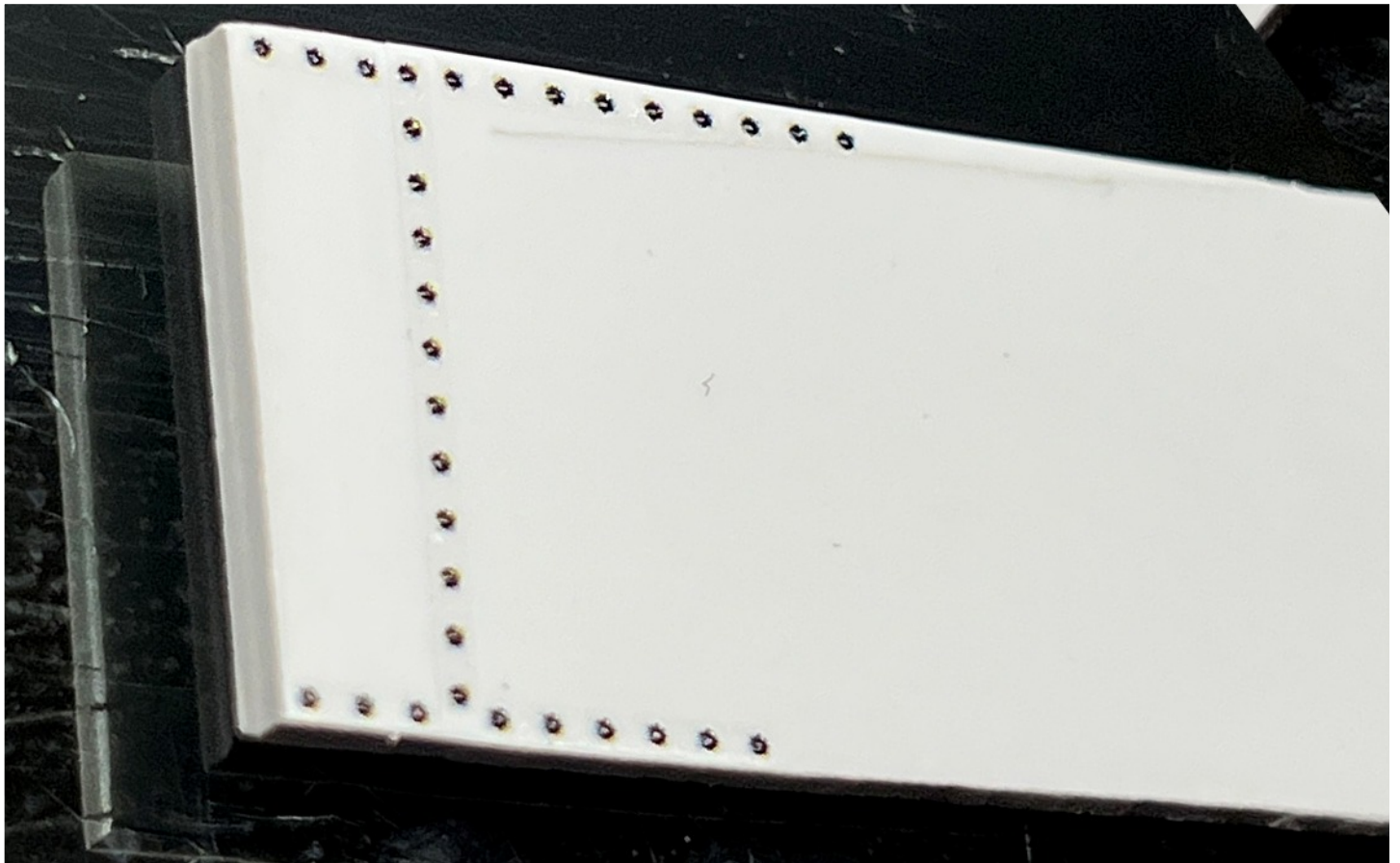


An object truly will stay in motion until it reaches one that is not in motion, and thus it will come to rest. Lucky for me it was all over my head, and the direction the handle flew missed both cars parked in the shop. In this case, safety glasses would not have helped, but rather full body armor. I managed to not remove the shaft lock and turned things on. Sigh.

So what else have I been up to? The master for the USRA rebuild project slowly moves along as I build out the side. I still have a few more steps before the real fun of Archer rivets becomes my reality. SO, I made a test piece to make sure I was comfortable with using them. You can see where I have applied them directly to the styrene and then later where I have primed with Alclad primer in light grey and black. Additionally, I have tested how the grab iron will be applied to the finished model, and I am very happy with how everything has turned out. Once a few more details are built on the side, I will be able to start applying the rivets.



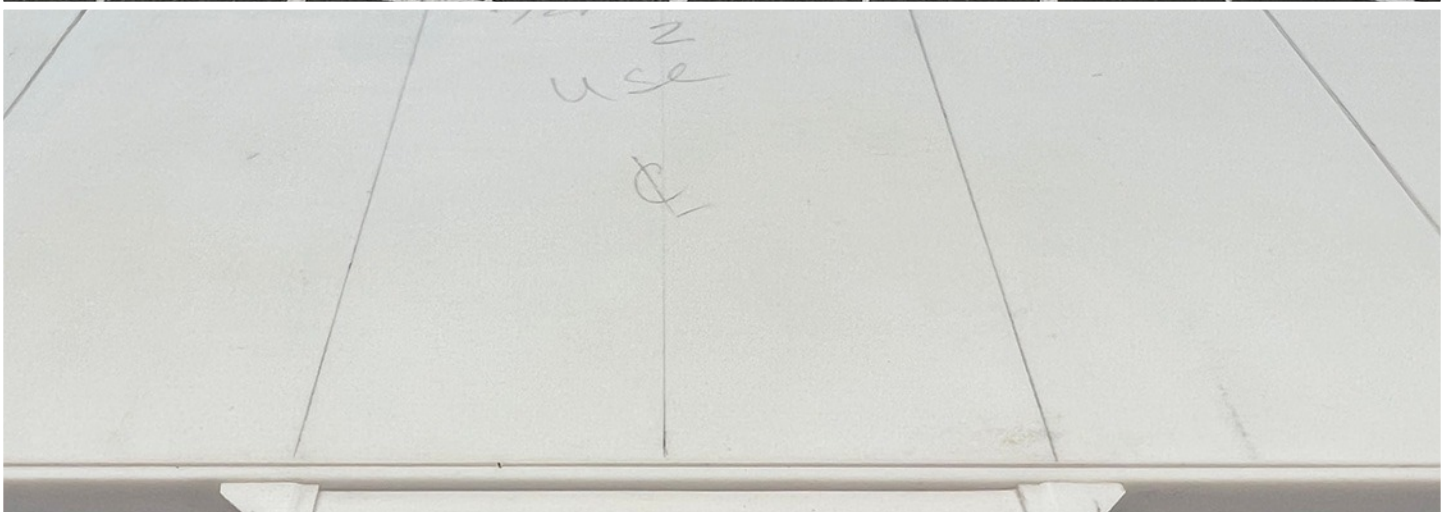










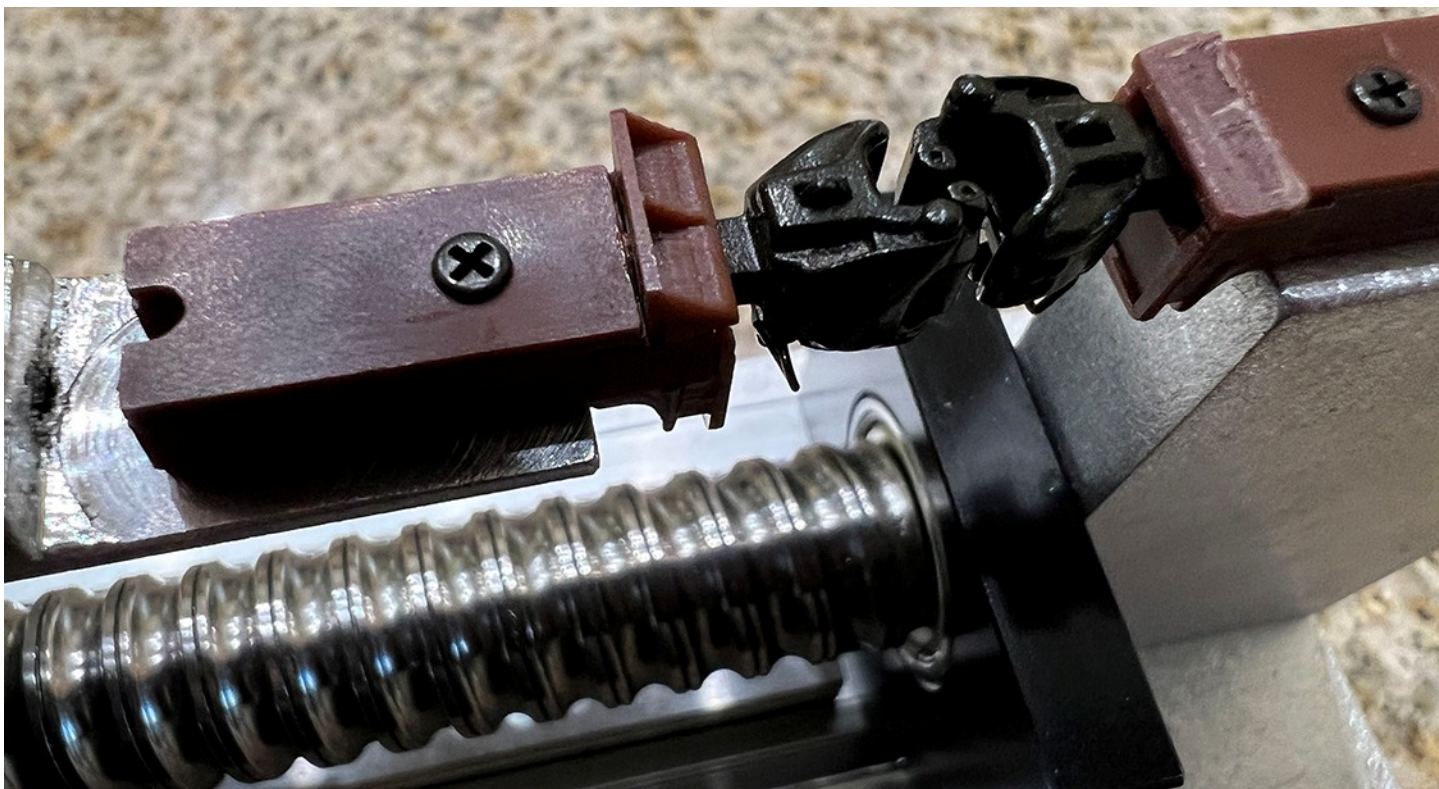






Another project that I got interested in was coupler strength. I remember as a kid that the Kadee #5 could hold X amount of weight before breaking.

While I have a few numbers from my tests, I am going to just show you the contraption I came up with; and later, we will revisit the actual strength of various brands of couplers. I first had to figure out how to make something that was repeatable. SO, a ball screw and stepper motor seemed the logical direction. We had these in the workshop from another project. Then for measuring, a force gauge was needed. This was found on Amazon and ordered. Then came some time at the mill to make a stand and method to hold the couplers while testing. So far the data is repeatable, just need to grab a couple more manufacturers to see how they compare. SO, if you are not using some Atlas or Kadee couplers, and you don't want them back, I could use a few sets for testing.







In closing, I spent a couple days playing trains with the grand kids. Now, go have some fun and send me some questions to answer!

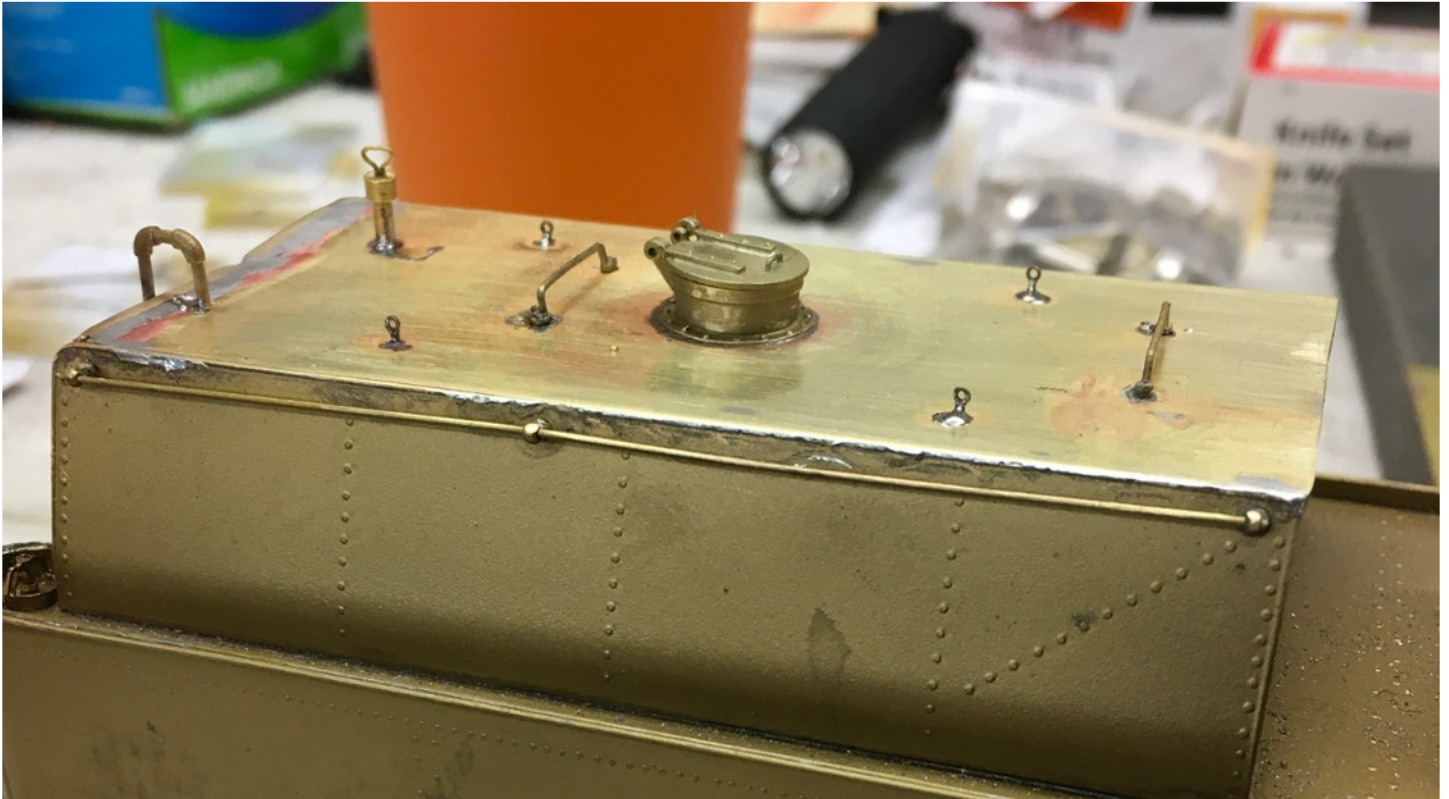




# WHAT'S ON YOUR WORKBENCH?

By **Aaron Hubertz**

I recently finished a Sunset Models USRA Union Pacific/OSL 0-6-0 switcher, #4753. The model was a bare brass, coal burner when received. I converted to oil, soldered appropriate parts together, then painted and weathered (my third attempt at weathering). 4753 was the last USRA switcher on the UP.







This series shows our readers what other modelers are working on. All that's needed is a simple snapshot of what your workbench looks like and the project on it. Send us a picture or two along with a short description of what you are working on so we can share it here. If it's a project under construction, send it in. Repair job, send it in. Completed project, send it in. Send your pictures and descriptions to [daniel@modelrailroadresource.com](mailto:daniel@modelrailroadresource.com)



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Have an upcoming O Scale event? We would like to help publicize it. Send us the information up to one year in advance, and we'll place it here along with a direct link to your Website and/or Email. [Click here to send us your information.](#)

## **The 2022 St. Louis RPM Meet Jul 29 - 30, 2022**

The St. Louis RPM Meet will happen at the Gateway Convention Center, One Gateway Drive, Collinsville, IL 62234. Collinsville is 12 miles east of metro St. Louis on I-55/70. The meet starts at 9 AM both days.  
Website: <https://www.stlrpm.com/>

## **Strasburg 2 Rail Train Show August 6, 2022**

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm. Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068  
[Click here for info.](#)

## **O Scale 2 Rail at Gateway 2022 St. Louis NMRA National Convention August 7 - August 14, 2022**

The NMRA National Convention, Gateway 2022 St. Louis, will include O Scale layout tours, clinics, display layouts in the convention hotel and in the National Train Show August 12-14. Registration is now open and the website includes listing of the layouts, clinics, operating sessions, prototype tours, hotel and registration as well as other activities available in St. Louis.  
Website: <https://www.eventsquid.com/>

## **42nd National Narrow Gauge Convention September 1-4, 2022**

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## **Southern New England 2 Rail O Scale Show September 24, 2022**

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Web Address: <http://www.snemrr.org/index.html>

## **Southwest O-Scale Meet October 14-16, 2022**

The Southwest O-Scale Meet is returning to Fort Worth this year. Event includes dealer tables, swap meet, mainline and traction modular layouts, Friday evening dinner, Saturday box lunch, and local layouts tours. Email: [swoscalemeet@gmail.com](mailto:swoscalemeet@gmail.com)  
Web Address: [oscalesw.com](http://oscalesw.com)

## **Strasburg 2 Rail Train Show October 15, 2022**

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm. Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068  
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## **The Cleveland O Scale 2-Rail Train Meet November 5, 2022 @ 9:00 am - 2:00 pm**

The website (<http://www.cleveshows.com/>) has updated information on the show. The show will still be at the UAW Hall (5615 Chevrolet Blvd., Parma, Ohio 44130) and happens from 9am to 2pm. Admission is \$7.00. Contact Sam Shumaker at (440) 248-3055 for table and additional show information.  
Email: [j3a5436@gmail.com](mailto:j3a5436@gmail.com)  
Website: <http://www.cleveshows.com/>

## **O Scale March Meet March 16-19, 2023**

Westin Lombard Yorktown Center  
Lombard, IL  
The March O Scale Meet is a 3 day gathering of vendors, customers, clinics, and fun held annually in March in the Chicagoland area. This is the Chicago O Scale train show you've heard of.  
Website: <http://marchmeet.net/>  
Email: [ChicagoMeet@yahoo.com](mailto:ChicagoMeet@yahoo.com)

## **Strasburg 2 Rail Train Show April 15, 2023**

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm. Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068  
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## **O Scale National Convention June 8-11, 2023**

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