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Volume 10 No. 2

November/December 2022

SCALE



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A Pecos River Box Car Upgrade
Building the PPX 1229 Reefer
2022 Southwest O Scale Meet
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BILL OF LADING

Published Bi Monthly

The Model Railroad Resource LLC
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November/December 2022
Volume 10 No. 2

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

A local passes over a small creek on Bill Hadley's new layout. Photo by Dan Rousseau

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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

As I write this, the week before Halloween, we have already had our first trace of snow and then we hit 80 degrees (26°C) on Sunday. What a wild ride.

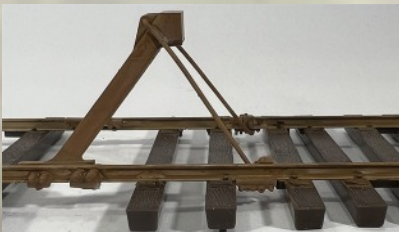
There are some shows coming up. The Cleveland O Scale 2-Rail Train Meet is being held November 5, 2022. New this year for O and S scale, The Danville Indiana Train Show, sponsored by the Central Indiana Division of the NMRA, is scheduled for November 19, 2022. This year they are adding an O and S scale sales and display room for 2000 square feet devoted to the O and S scale 2-rail modelers. Now this is not anything like the old Indy Show, but is a good start toward reviving something for the scale O and S enthusiasts. We will be going down to help support this new endeavor with our magazines and all our new 3D parts. If you are in the area, please stop by and help support the growth of scale O and S.

Upcoming in 2023: O Scale South 2023, Saturday February 25th; the March Meet, March 16-19; Harrisburg All O Scale Meet April 1; Strasburg 2 Rail Train Show April 15; O Scale West May 25-27; and the O Scale National Convention June 8-11 in Denver. Please see our Shows page in this issue for all the details.

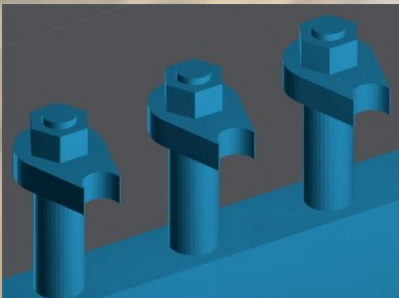
And speaking of shows, we have a report from the 2022 Southwest O Scale Meet which was held this past October 14 - 16. This year it was back in Fort Worth, Texas. Remember, we cannot go to every show, so please take some pictures and send them in along with captions. Let all the O scale community know what's going on.

In this issue, George Paxon is back with an article on Building an PPX 1229 Reefer. And Ed Bommer shows us how to upgrade a PECOS River Box Car. The final installment of "Punta Cayo", A Tropical Railroad of a whimsical nature. Plus New Tracks and a Workbench.

Finally, not to toot our own horn, well maybe, our 3D division has released some new products. The Buda No. 30 track bumper was used on North American railroads and can still be found all over, on customer sidings, yards and more. Our kit includes the clamping parts to attach to the rail.



Also, Grab Iron Ends with both nut/bolt and rivet versions. These small parts will really dress up an older Athearn/Reynolds/All Nation car as well as some new cast cars and, of course, your custom built equipment. Also, a new Deco end for InterMountain 1937 boxcars. See the News section and our ad in this issue!



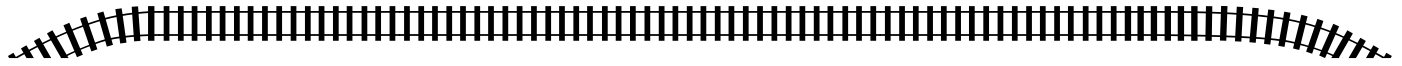
Let us know what you are up to. Send an Email to daniel@modelrailroadresource.com with any projects, large or small, and let's talk. Don't worry if you don't fancy yourself a great writer, we'll work with you and help get your thoughts down.

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

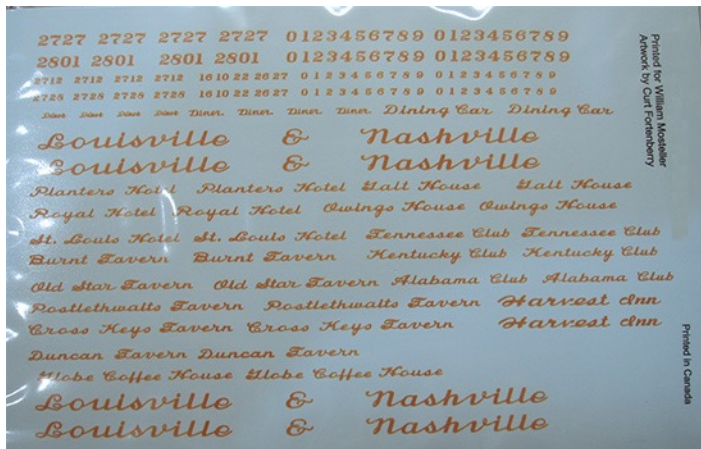
Happy Reading & Happy Modeling,

Amy & Dan Dawdy

NEWS YOU CAN USE



Bill Mosteller from Great Decals has a new O scale decals for Louisville and Nashville diner decals, in dulux gold. The sheet includes L&N road names, fifteen car names, and road numbers. Each sheet does at least one car. Artwork by Curt Fortenberry.



These are available in O-scale (set # 206) from Bill Mosteller, Great Decals, 3306 Parkside Terrace, Fairfax, VA 22031 for \$39.99 each. Virginia residents please include sales tax. See our website, www.greatdecals.com

will display in new window for viewing. It may take a few minutes to open as it is a big catalog. As the All-Nation Line Webstore grows and changes, the site generates, in real-time, the latest and greatest catalog information content so it is always fresh and up-to-date.

As always, we make kit instructions, specifics about our parts and videos that will aid in your modeling endeavors.

John Wubbel & The All-Nation Line Team
www.AllNationLine.com
Jwubbel@protonmail.com
 Telephone: 570-580-7406

White River Productions is pleased to announce the release of the 2022 On30 Annual. Now in its 17th year of publication, the 2022 On30 Annual features



All-Nation Line is pleased to announce our new Product Catalog available on our Webstore for your browsing convenience. The link is easily located on the HOME page. Clicking the Product Catalog link will generate the catalog in real-time as a PDF for viewing, downloading or printing. We are happy to be able to bring this catalog to you for an alternative navigation experience via Table of Contents and Index hyperlinking to exactly the parts or products you may be looking for on The All-Nation Line website. I would venture to say this update is as good as a Christmas Catalog every day!

You may access this catalog directly from the following home page link:
https://allnationline.com/WP/?page_id=5128 then click on "Export Complete Product PDF Catalog". The PDF

116 pages of exclusively On30 and narrow gauge prototype information. Printed on high-quality coated paper, this softcover publication is dedicated to great O scale narrow gauge model railroading! From exciting layout tours, including both club-sized, home, and portable show On30 layouts, to in-depth construction and kitbashing articles, there's something for everyone.

On30 continues to be the most active modeling group in the exciting narrow gauge segment and the On30 Annual is the flagship publication for active modelers. It retails for \$24.95 (plus shipping and handling) and is available through your local dealer, online at <http://shop.whiteriverproductions.com>, or by calling toll-free (US) 877-787-2467. Outside the US 1-660-695-4433.



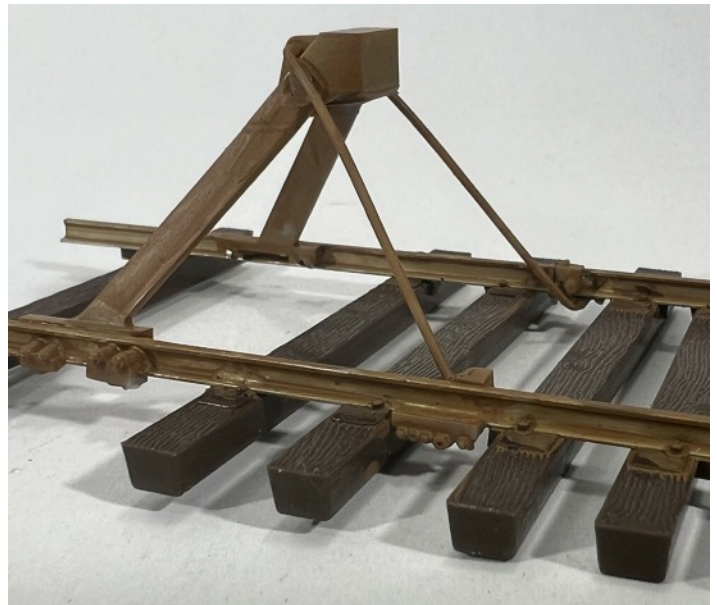
[John Hagen from OBS-CALS](#) has a new Glaser Crandell decal available. Atlas "O" did sell a Glaser Crandell reefer some time ago. Branchline Trains did an "HO" car also some time ago.

Due to the fine drawing of the horse head on the mustard car, it is a two-part decal. The brown background and the black horse head, which includes the 4 stars around the head. As the background decal also has those stars, getting the horse head in the correct position can be done by layering the stars over the stars.

Cars shown by John J. Mann MMR. These are available in O scale and S Scale. [Email John](#) for more details.



[New from The Model Railroad Resource LLC:](#) We have released our new BUDA No. 30 Clamp Type Steel Bumping Post. The Buda No. 30 track bumper was used on many North American railroads. They could be found all over, on customer sidings, yards and more. Our kit includes the clamping parts to attach to the rail. Designed for code 100/125 track, however, larger codes may be used by removing or filing the pieces. Once glued and ballasted in place, you will not notice the difference.



Also out, new Grab Iron Ends (Nut/Bolt) and Grab Iron Ends (Rivet). These small parts will really dress up an older Athearn/Reynolds/All Nation cars as well as some new cast cars and, of course, your custom build equipment. These represent the Nut/Bolt that attached a hand grab to a car. The bolt is a scale 5/8" with the nut 1/8". The stem is .020 and designed for .015 wire. There are 17 parts per sprue and four sprues per package.

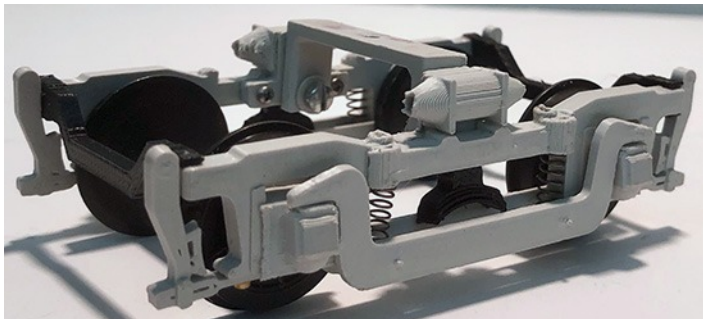
[Check out the Website for all their resin printed products.](#)



John Wubbel from All Nation Lines has a new product.

[All Nation AAR Type A Truck Kit Unassembled \(PAIR\) with Glue Jigs - without Wheel Sets PN#286ANK](#) can be found on our webstore by [clicking here.](#)

Including easy to learn assembly instruction via our online video here.



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Available today as a pair or single truck kit with or without 40" wheel sets and assembled ready to run pairs.

Also new on their Website is a downloadable full color catalog. It will take a few seconds, but will download all available products in an easy to read and save PDF. [Click here to get yours!](#)

[Check the Website for all their fine O Scale products.](#)



Scott Mann from [Sunset Models/3rd Rail](#) has three projects are currently in production. The E5/E6 Diesels, The 1948 20th Century Cars and the Milwaukee Road EP3 Electric. All 3 of these projects will be arriving in January of 2023.

Immediately following the above projects finishing, will be the production of the "CHESSIE" cars, and the GP79 Run #2. We are closing



The O Scale Resource November/December

reservations on these in preparation for ordering the required parts from all the vendors. Once we do that, reservations are closed, and we will accept stand-by



reservations which are filled if regular reservations are not purchased or are canceled.

We are currently working on the designs of the SD40-2 and the "Eagle Cars" These Projects will be produced following the above projects. The SD40-2 design is proving to be very challenging. We expect to have the first phase of design complete by the end of



October. Then we work on the painting and lettering while tooling works on their tasks. Production should begin in 2023 and finish mid 2023.

Everything that we have proposed to you, our customers, are being considered for scheduling for design, tooling and production. We don't take short cuts. We don't use other's tooling. We do it that hard way and make everything from new, state-of-the-art tooling and materials. To do it right takes time and is costly. But we feel the result is a superior product that we all can be proud of. We thank you for your patience while we work through these projects you so desire.

[Please check their Website for all new and upcoming products.](#)



New from Tru-Color Paint. Here is the new product information for the paint sets for November & December, 2022. The sets comprise six (6) 1-ounce paint bottles of either all sprayable or all brushable paints (for now, anyway.)

November, 2022

Railroad

- TCP-997: Pipettes, 8 Pack
- TCP-998: Pipettes, 20 Pack
- TCP-999: Rejuvenator (1-ounce, 2-ounce & 16-ounce bottles)

Automotive

- TCP-611: Matte Red Interior, #2
- TCP-612: Matte Maroon Interior

Paint Sets

- TCP-10502: Brick
- TCP-11002: Canadian Railroads Set, #1

December, 2022

Railroad

- TCP-4200: San Diego Coaster- Dark Blue
- TCP-4201: San Diego Coaster- Teal Blue
- TCP-4202: San Diego Coaster- Gray

Automotive

- TCP-613: Interior Deep Black
- TCP-614: Interior Matte Black

Paint Sets

- TCP-10102: 1969-1971 Ford® Mustang
- TCP-11003: Southwestern Locomotive Set, #1

We now have pipettes, so readers can play ‘mad scientist,’ and rejuvenator (use it when your paint is old and it seems to be sludgy). Because our paint never really cures, it can’t go bad in the bottle. Use the rejuvenator to bring it back to its original viscosity. This is what we use in the plant for old paint.



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2022 Southwest O Scale Meet

October 14 through the 16, 2022

By Michael Ross

Photos by Dan Rousseau, Phil Randall and Michael Ross

Editors note: Unfortunately, Amy and I can not attend every O Scale show around the country. We rely on others to send us photos and update us on the event. Michael Ross, Phil Randall and Dan Rousseau sent some pictures of the event, and allowed us to publish them for all of us who could not attend.



The weather was perfect, the venue outstanding, the food delicious, the two modular O scale layouts were running continuously, there was of trading, selling and buying aplenty, three home layouts were within a few miles to visit, but most of all, O Scalers from around the Southwest and a few from further away, just enjoyed the chance to gather and see each other again.

For over 30 years, O scale modelers have gathered in October for the Southwest O Scale meet. It started when O Scaler, Larry Muir, invited a few

Williams by Bachman GE 70 ton loco and train on DFW O Scale Modelers Traction layout.



Above: Ron Maxfield showing his scratch built O scale buildings depicting buildings no longer standing in Corsicana Texas.

Below: Dan Rousseau working on projects.



of his O Scale friends to join him in Dallas for a weekend of buying, selling, trading and (most importantly) running trains on Larry's fabulous O Scale layout. Model railroading was not as popular in the Lone Star state as in other parts of the country, and what O Scale modelers were here often seemed few and far between. O Scalers eagerly looked forward to Larry's annual get-together as a chance to hob-knob with their friends. Larry was quite the successful electronics entrepreneur – so successful he could bring special guests to Dallas on his private plane! As much a social gathering as swap and sales meet, Larry's O-Scale hoedown continued and grew for many years, eventually becoming the Southwest O Scale Meet.

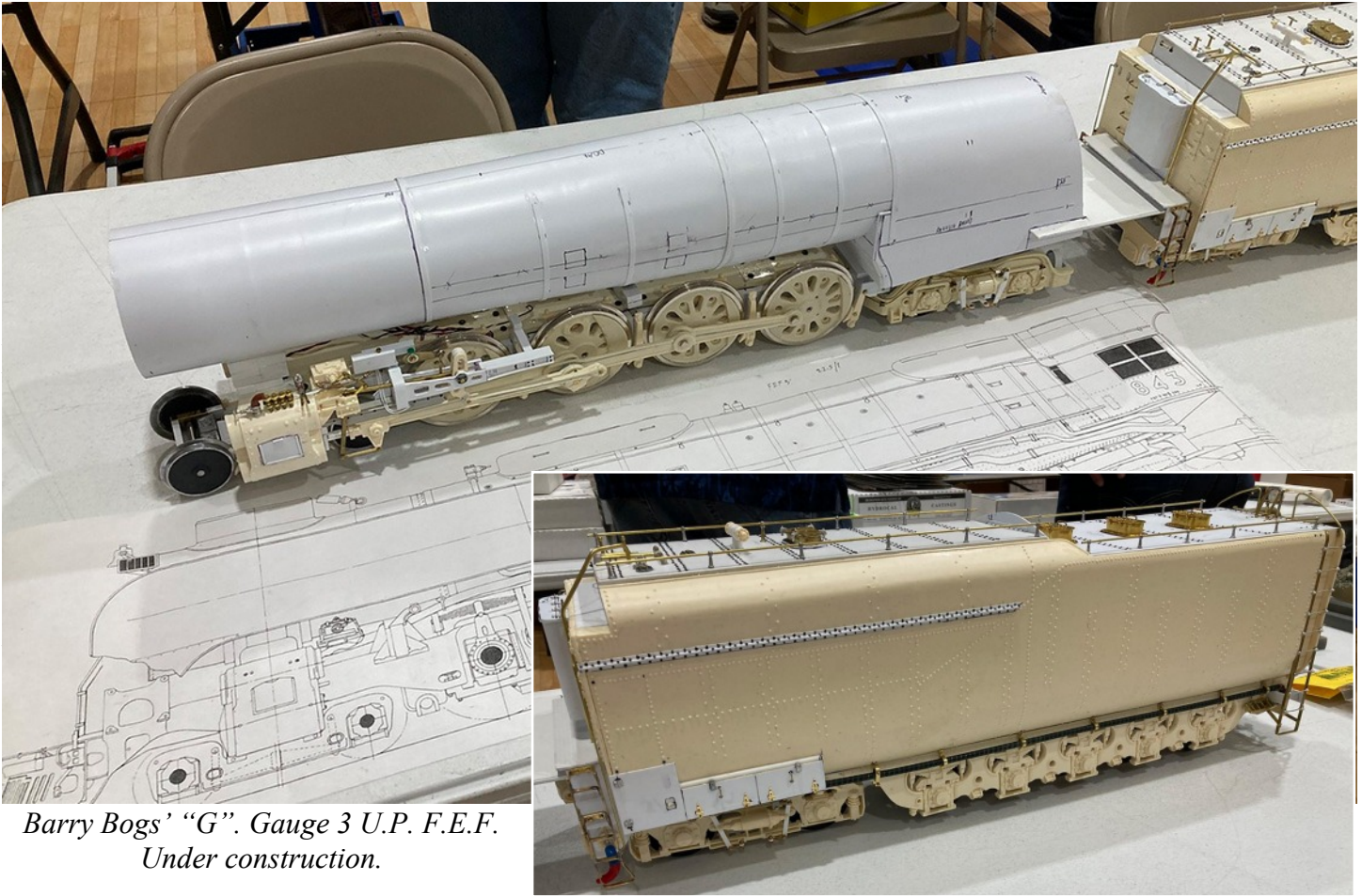
When Larry passed away, Southwest O Scalers did not want this once yearly chance to get together to end. The meet since rotated between various cities, the last several in Oklahoma City under the sponsorship of George Wallace. Mike Ross and Mile Walter, who hosted the meet so successfully in the pre-covid era, were "voluntold" by George to again bring the 2022 meet to Fort Worth, Texas.

The meet began Friday at 3:30pm as soon as students cleared the Fort Worth Academy gym. Table delivery was delayed when the low budget rental firm locked the keys inside their truck. It was another hour before chairs were delivered. Everyone laughed at the problems and chipped in with arranging tables. Everything was



Andy Scott sets up the "breezer" car to run while Michael Pitogo, Gary Steuben, and Frank Ceeko run trains on the DFW O railroad layout.

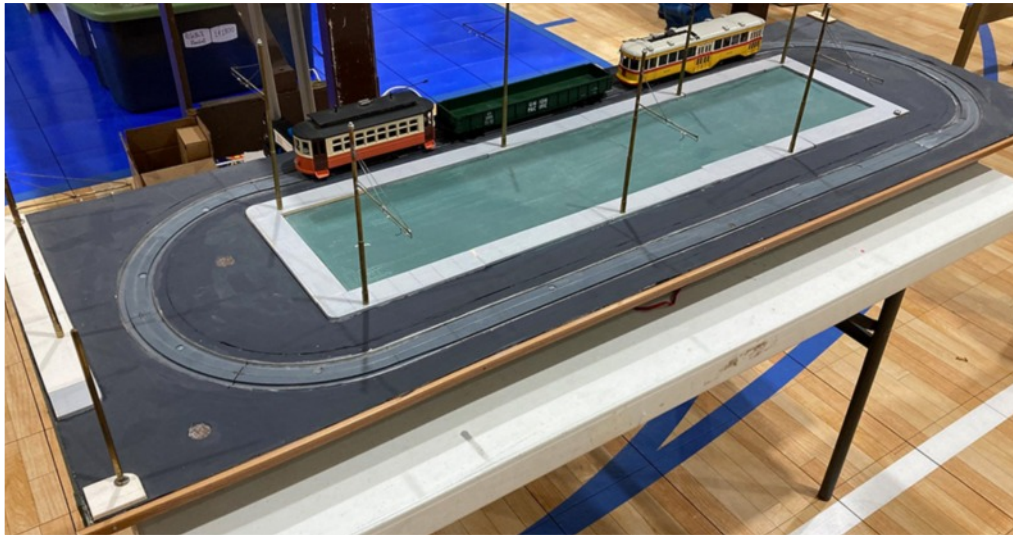
settled shortly, a catered Texas BBQ dinner delivered, and folks sat down to a slide show by famed railroad photographer, Ken Fitzgerald. Ken gave an update on the fate of famous Tower 55 at the BNSF / UP crossing in downtown Fort Worth.



Barry Bogs' "G". Gauge 3 U.P. F.E.F.
Under construction.



Model by Bill Hadley.



Left: Phil Randall's traction test track.



Below is Phil Camp's unloading trestle diorama which was on display.

[Click here to see the article on building this beautiful diorama.](#)



Bill Madley's Layout









Mike Walter's Layout













Michael Ross Layout



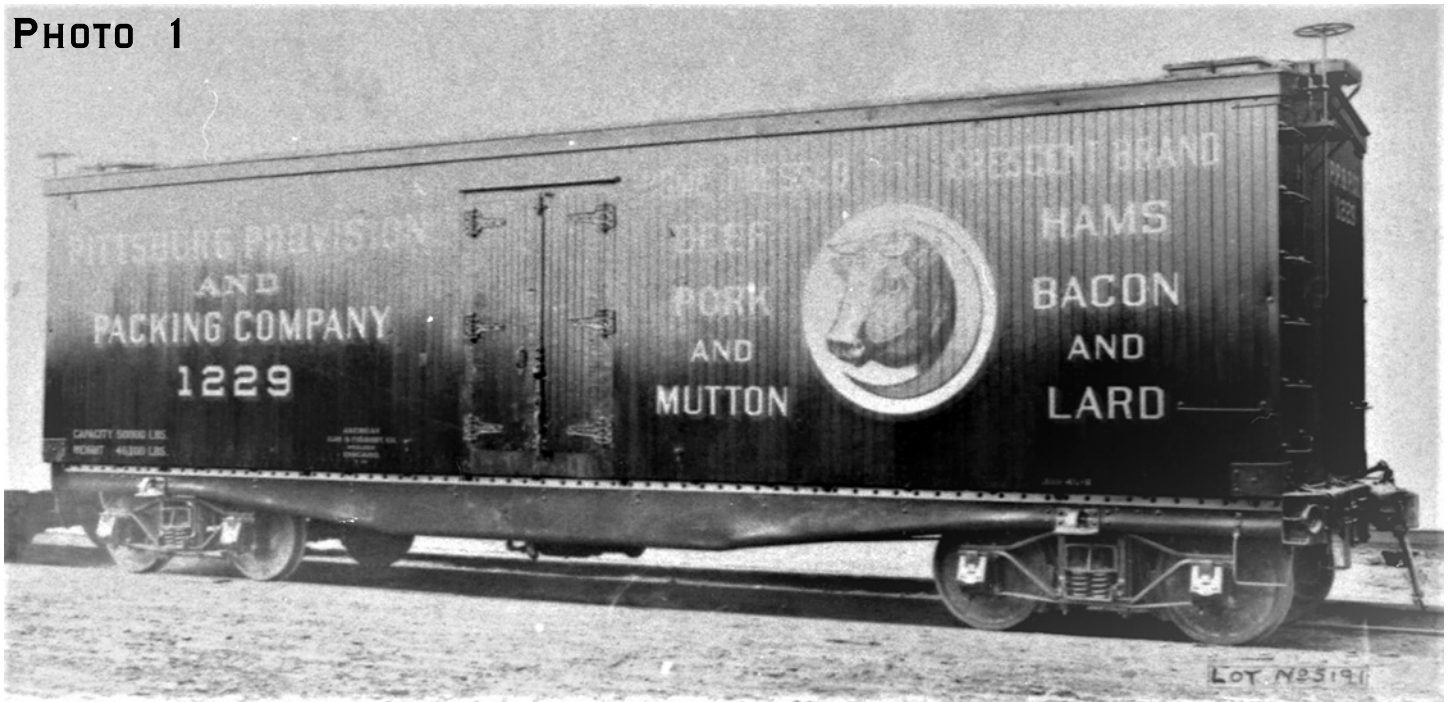
Building the PPX 1229 Reefer

By George Paxon

Period cars are my thing. Not everyone's preference I know, but many of us are modelling an era earlier than these modern times. Modern cars and stink buggies don't do much for me. If they are your cup of tea, so be it. We each have our own personal ideas of what is appropriate to model. There is room in the hobby for us all thankfully.

This project started when I ran across a photo of the car: see Photo 1. This photo was posted on the Pre-Depression Modelling Group Internet site to which I belong. The photo was posted by Raymond Breyer in November 21. With my layout in southwestern Pennsylvania, I try to find cars that represent local industries to give the layout an area feel. So, when I run across such a candidate car, it always results in a review for relevance and suitability for the Mountain Electric.

PHOTO 1



Some research revealed that Pittsburgh Provision and Packing was a local institution at one time. It was located on an island in the Allegheny River within the city limits and co-located with the big Pittsburgh stock yards there. PP&P advertised themselves as the biggest packing house between New York and Chicago. The firm operated from before the turn of the century until 1936, when they were purchased by Armour who continued to operate the slaughter and packing business there until near recent times. PP&P had an assortment of reefers to distribute the meat they butchered and packed. According to a 1926 equipment register, they still had 22 such cars at that time. I would suspect much of their output was trucked to feed hungry local Pittsburghers.

But some obviously was shipped to other towns in the surrounding area by rail. Due to primitive roads of the day, railroads moved many items modest distances as trucking was in its infancy. PP&P operated retail shop fronts as well as, I assume, supplying their products to other wholesale and retail firms. Photo 2 shows a PP&P owned retail outlet. This is a photo of a photo from an antique collection that was posted several years ago by an unknown person. Photos 3 and 4 are period advertisements obviously encouraging consumers to look for the firm's products when they shopped for food.

PHOTO 2

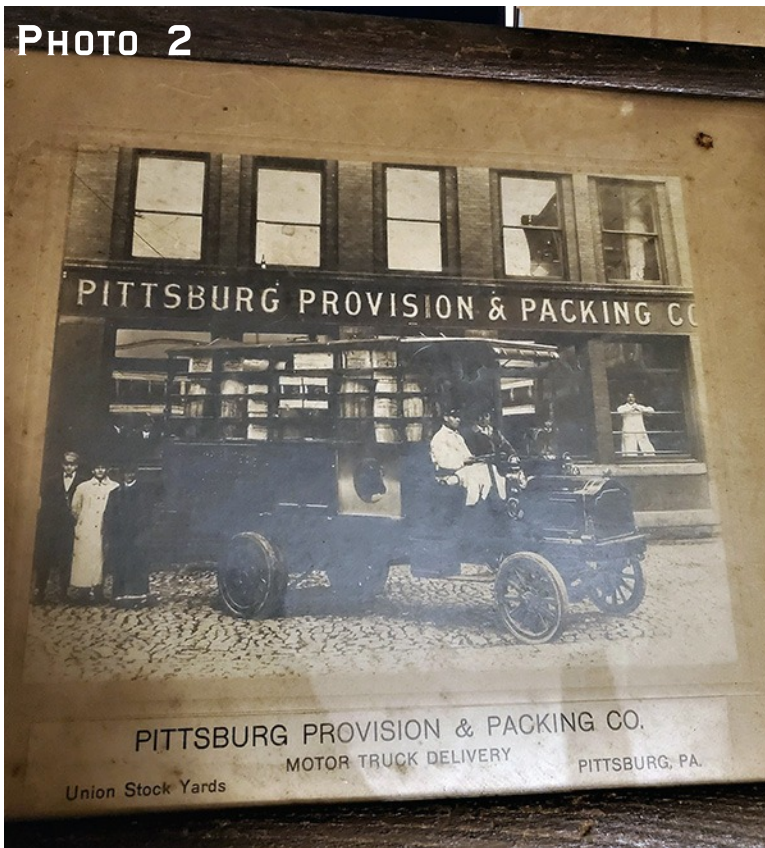


PHOTO 4

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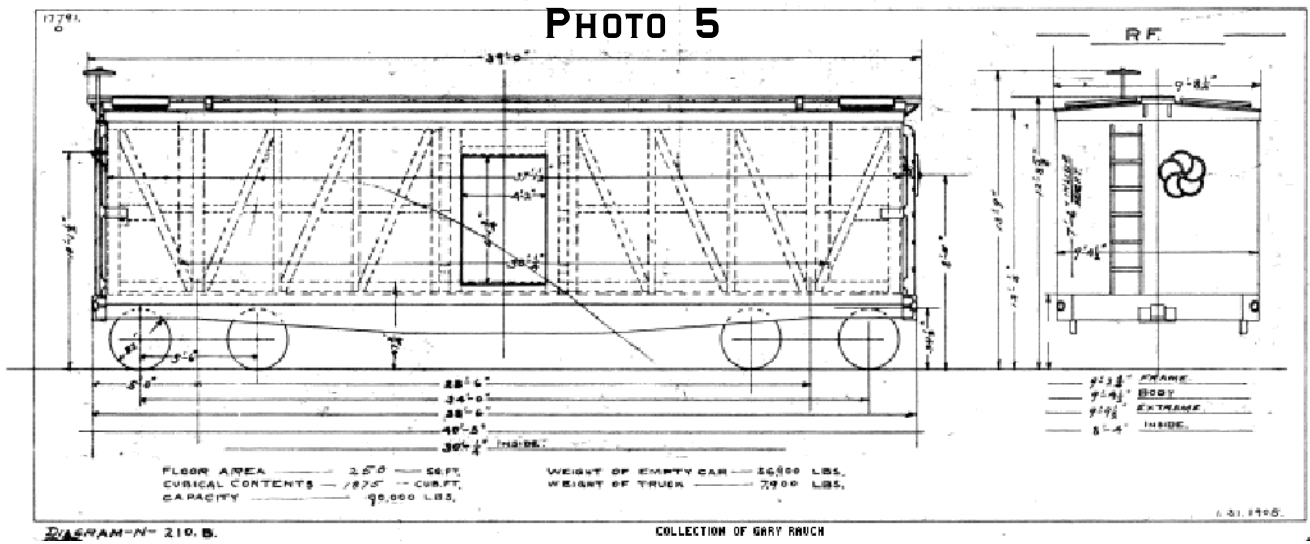
UNION STOCK YARDS HERRS ISLAND
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PHOTO 3

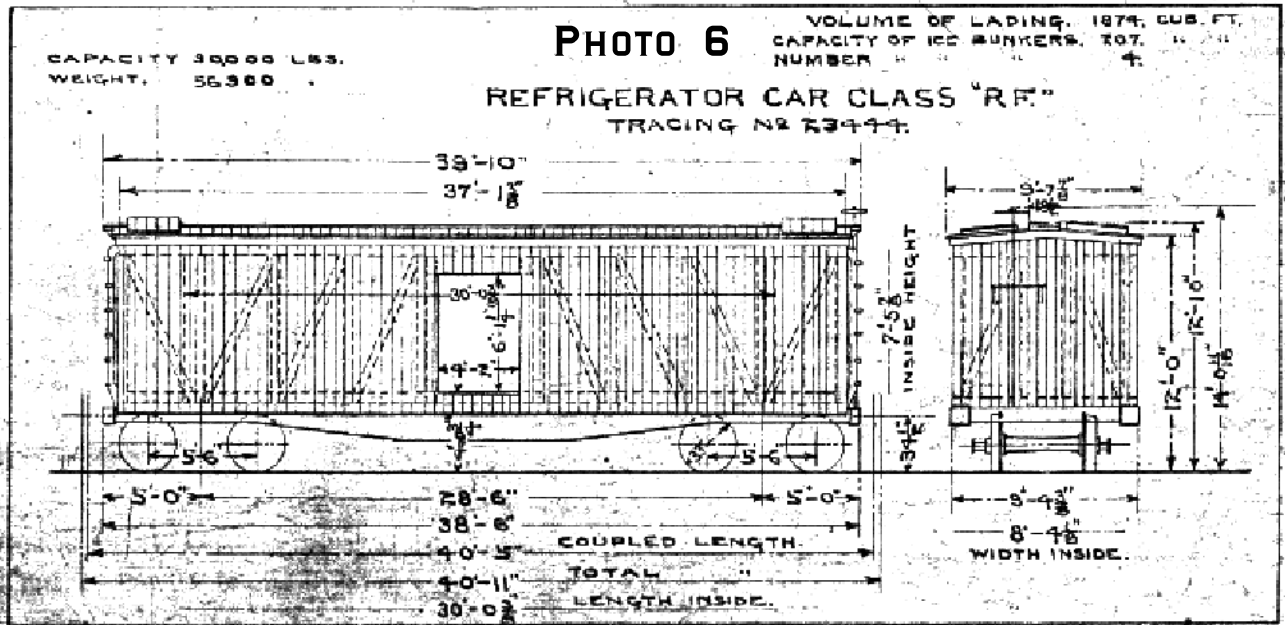


Once the relevance and suitability of the car for our layout was firmly established, the next step was to study the car photo and determine if we could build a reasonable representation of it. In this case, the car appeared almost identical to the early Pennsy RF class reefer. As far as I can tell, the car was built around 1907 or 08. The car was probably a counterfeit copy of the recently introduced Pennsy RF class car. Photos 5 and 6 are old diagrams for the Pennsy RF series of cars from the collections of Gary Rauch and Bob Johnson respectively. The diagrams would indicate the RF to be 38 ft 6 in length over end sills. I concluded these diagrams would be a good source of basic dimensions for my model. The Pennsy RF capacity

was 90,000, while I believe the car to be modelled was 80,000 lbs. This difference could be due to different wheels and bearings in the trucks that could reduce total allowable car weight. This reduced car capacity. The project was off and running.....tentatively.



collection of Bob Johnson

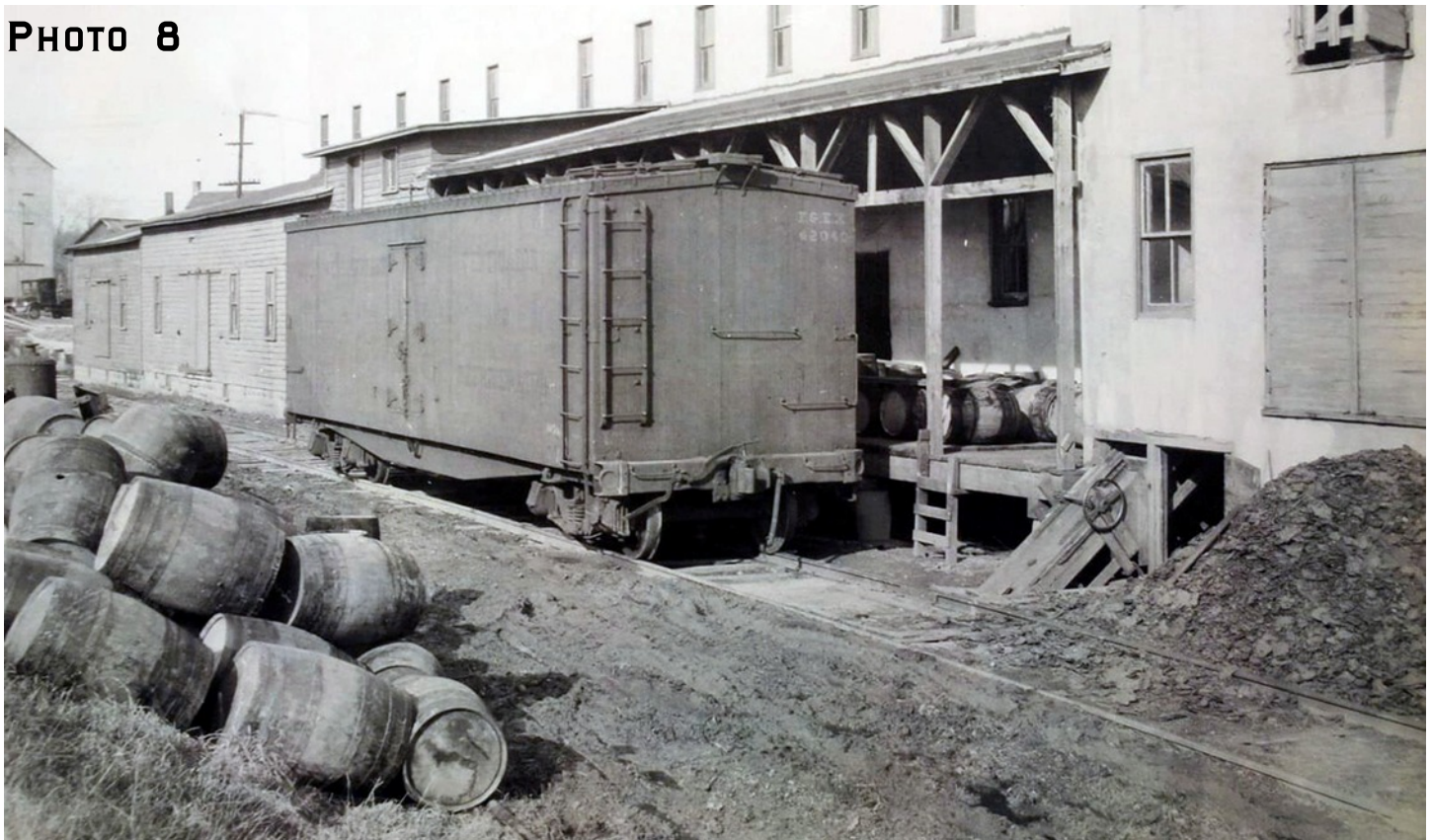


And, if you have no interest in the PP&P car but are a Pennsy fan, or just want a typical period reefer, this approach would build you a nice class RF reefer. Photo 7 shows a RF reefer still with the original wood end ladder in place. Pennsy reefers went everywhere. Many traveled the whole rail network moving freight, and some were eventually sold to other roads and used by them. Car builders would have copied the basic Pennsy design and manufactured cars of the design for anyone wanting them. Photo 8 shows a Fruit Growers Express, FGEX, reefer of this same design. The Pennsy may have been part of the FGEX consortium so may have contributed cars to the FGEX pool to move fruit and produce from Florida and California to the northeastern markets.

PHOTO 7



PHOTO 8



This basic approach could also be used to model a Pennsy XL box car with changes to the door and deletion of the roof hatches. The XL was a very common box car on the Pennsy and the basic design was copied by many car builders and railroads. Photo 9 shows an almost identical car built by Detroit for the Baltimore & Ohio in 1902. The ink on the initial Pennsy XL drawing would not have yet dried when the design was copied for this B&O car. Notice that standard outside hung doors are used here though.



And, have a look at Photo 10 which shows a Pennsy built car with an experimental “bullseye” steel end in 1912. Freight car end strength in the wood car era was always a problem. There were many schemes tried to strengthen ends. This experiment was only one. Photo 11 is a builder’s photo, Presses Steel Car Co., of an XL from 1906. Notice the car has recessed doors. Photo 12 shows a similar car built for the New Haven. Note though the side sills extend only to the car bolsters rather than through to the slightly different end sills. The standard XL underframe with the unique end sills appears to also be used under the Pennsy KE stock cars as well.



PHOTO 10

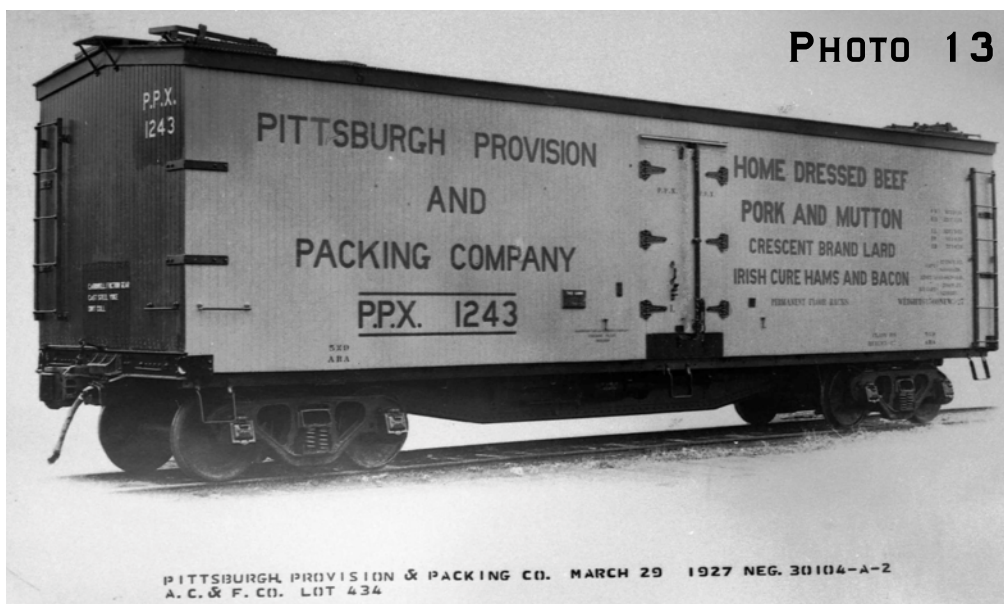
PHOTO 11



PHOTO 12



PHOTO 13



After I had this project well along, I ran across another photo of a much more modern PP&P car. This was a 1927 AC&F product, again with fish belly steel centersills only, as shown in Photo 13. It is not as impressive a car without the fish belly side sills and without the cow in the moon logo found on the earlier PP&P car. But if the Mountain Electric needs another reefer one day, this could be a candidate. And, we shall deal with that cow in the moon logo next.



PHOTO 14

The Decal Problem

One significant modelling issue was the lettering for the car. No such decals were available. Even Clover House, who has for many years done a great job of supplying a very large assortment of period car lettering, has not done this car.

I pulled the thinking cap well down over my ears and went to work on the keyboard. Most of the lettering was discernable on the photo. The car builder annotation was not, but Al Westerfield, who has quite a store of old car knowledge, and who designed and produced excellent period model kits for about a billion years, advised the car was built by American Car and Foundry.

A particular problem was the cow in the moon logo on the right side of the car. With nothing available commercially, we had to roll our own. Not being much of an artist, I needed to find a devious way to reproduce

this artwork. A Google search for “cows” provided a few possibilities. I picked a reasonable alternative and was busy trying to stuff it inside a crescent moon using Corel Paint. There was a lot of bad language, mis-adventure and late nights here. I dislike the Corel applications preferring CAD ones. While trying unsuccessfully to make

this first ill-conceived approach work, a nice fellow on the Pre-Depression Modelers site, William Moyer, posted a photo of a PP&P lard tin with the same logo as on the reefer. Well, this made the artwork quite a bit easier and provided a source for the exact logo on the car sides. My previous cow artwork probably would not have looked like much anyhow, so I was glad for this new input. William also sent the advert in Photo 3. Things you can find when you look hard enough. And due to the brotherhood of modelers, many of us who are more than willing to help each other, we finally got there. And I think with quite accurate results. Photo 14 shows the lard tin photo used to make the decals.

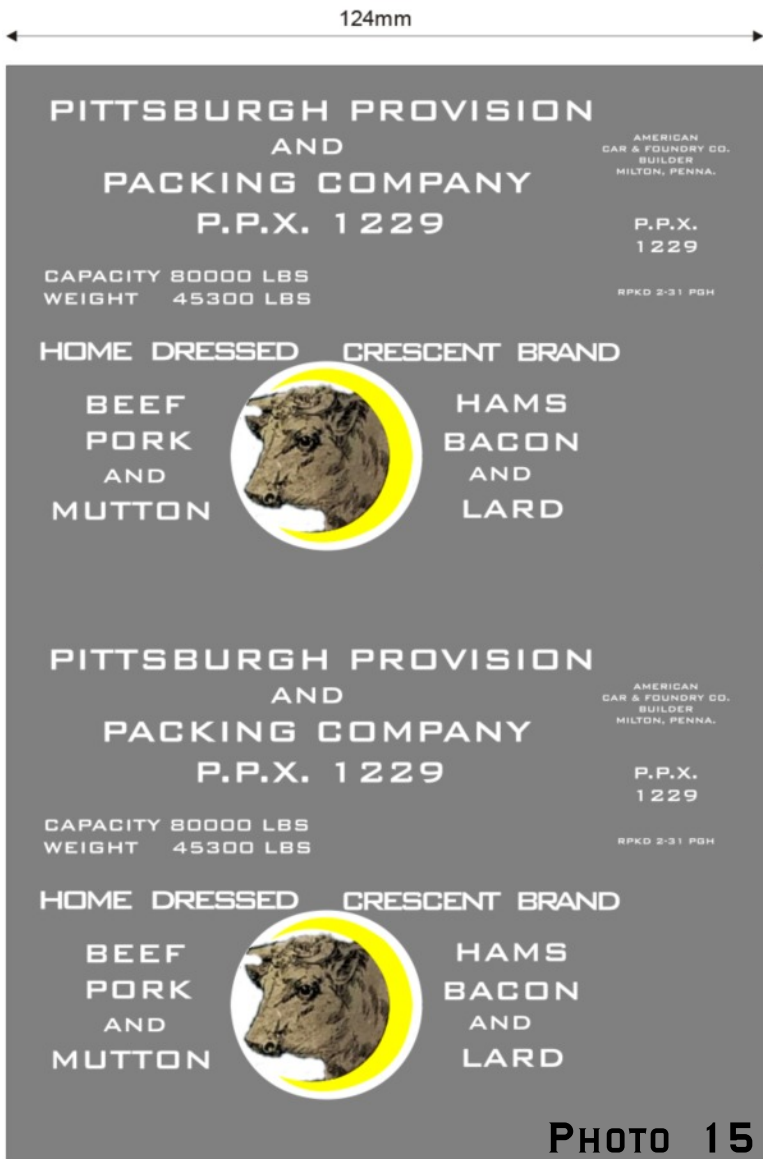


PHOTO 15

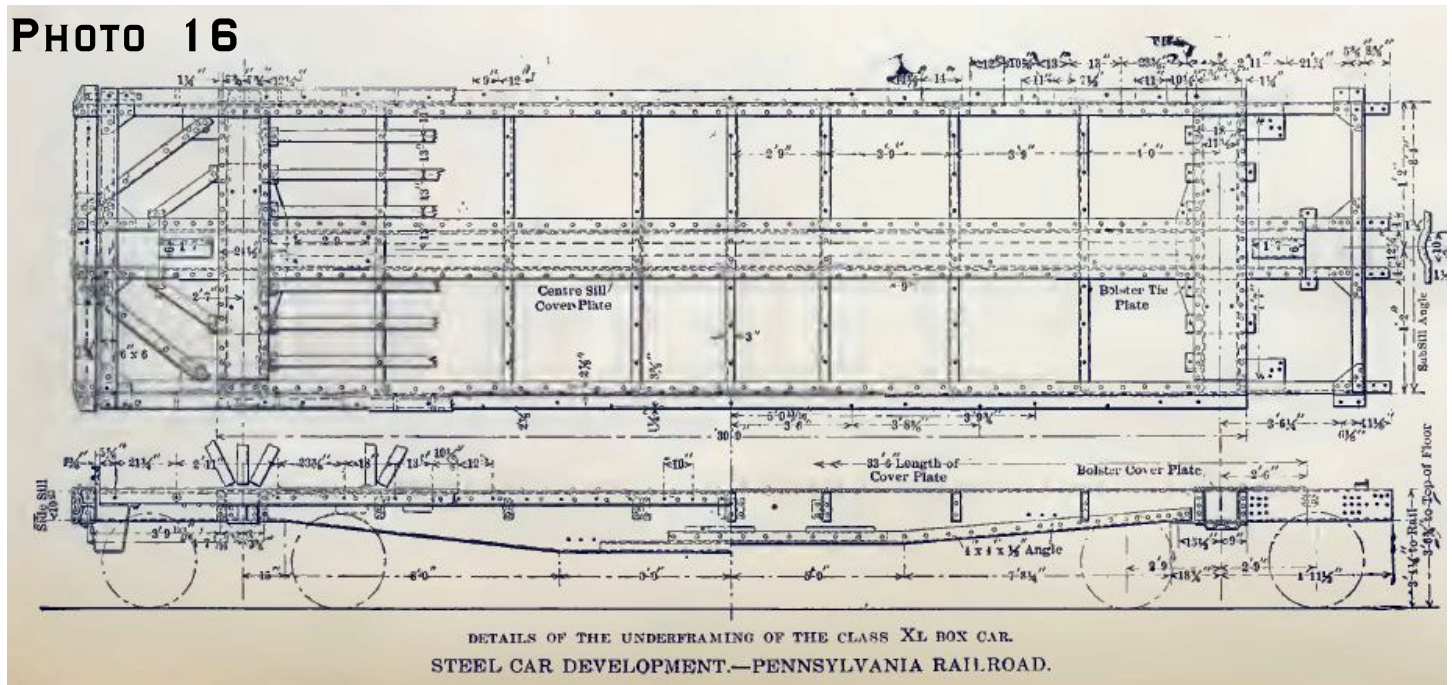
About the only change made to the lettering in the car photo was to incorporate the reporting marks, “P.P.X.,” as they would have been added sometime before my mid-thirties modelling period in compliance with AAR rules. Can’t remember just when they came in. You might notice they are on the PP&P car of 1927 in Photo 13. I did the initial decal artwork and then a rail friend down here who prints decals for me put his expert touch to the project and turned it into a very professional product. The finished decal artwork, ready to print, is shown in Photo 15.

The other issue I needed to deal with at this same time was to guess the car colors. No information was available. It was obviously not the traditional reefer yellow. I decided on green sides and freight car red ends and roof. The red ends and roof were quite common on reefers. My choice might not be correct, but at least it will be pretty.

One lettering item I am still unsure of is the exact font. The poor photo of the car could be interpreted as having shadow lettering. Or the shadows may be from an illusion in the old photo. I did not use shadow lettering on my car as you can see.

With the decals sorted it was full steam ahead on the car project.

Next, we did a bit more digging to learn what I could about the car's construction, Available information on the PP&P car was zilch. But, since the car was almost a dead ringer copy of the Pennsy RF cars, I diverted my attention to those. It seems the RF was a reefer re-work of the earlier 1902 XL box car and had the same steel underframe. Photo 16 is a drawing of the XL underframe which I used as an info source This drawing came from an early Car Builders Cyclopedia.

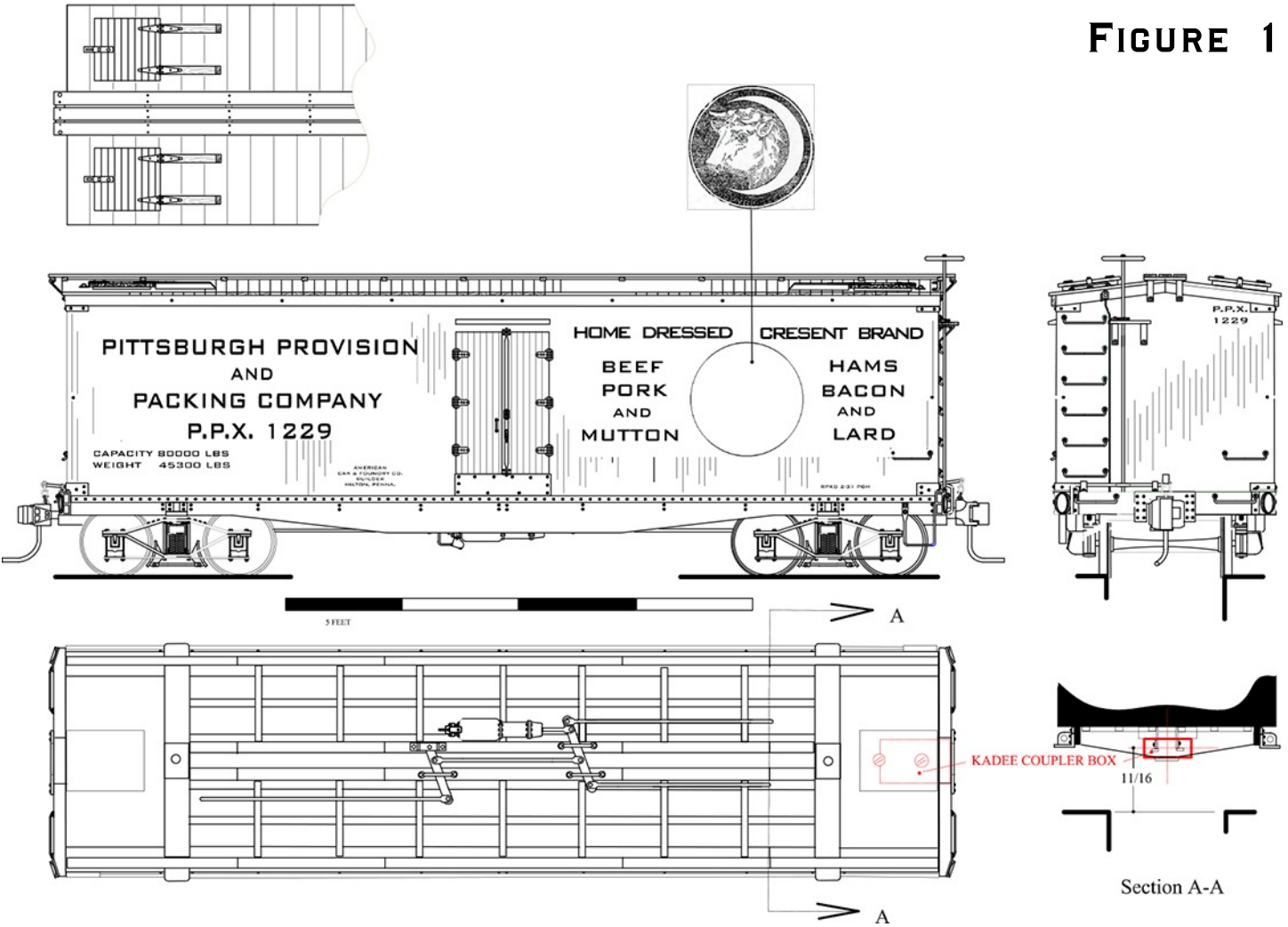


A search of my filing system also uncovered plans for an XL from the August 57 edition of MR. The underframe drawing, MR plans, and the two diagrams in Photos 5 and 6 provided the info needed to produce the sketch at Figure 1 which was to be my planned version of the PP&P car. When done, I compared my car to this plan and we came fairly close for a change.

I made a few minor alterations to some car dimensions to accommodate my model world. On the prototype XL, the side sills were well inside the side sheeting, about 8 inches. This made the outside width of the car quite a bit wider than the underframe. The thickness of the prototype side sill appears to have been about 5 inches or so as well. I was concerned about truck swing between the very deep and narrow side sills. As a result, my side sills are a scale 3 inches thick. Remember that I am a traction modeler, so we have very sharp curves, particularly for standard steam road freight cars. We need to be more careful of truck and coupler swing than some of you fellows that have 6-foot minimum radius curves in your basketball stadium sized layout rooms.

I could not use my standard approach of making a laser cut carcass of 1/8 inch thick MDF. My laser cutter has pulled up stakes and moved his tent on, and I am still looking for a replacement – so far with no luck. I had to cut all the carcass parts the old fashioned way by hand. Not really a hard job – I am just spoiled from having the laser to assist with such tasks. For this car, I used some 60 and 80 thou styrene sheet I had on hand for the

FIGURE 1



carcass. My carcass parts are shown in Figure 2. I ran a length of 1/8 x 1/4 inch styrene strip through the notches in the end and intermediate body formers to provide a ridge for later roof panel mounting.

On the prototype, the side sills were large pressed steel parts. The flanges and web were press formed from a single flat sheet of plate, probably about 1/2 inch thick steel. You can see the rippled and irregular face of the side sills in the prototype photo. It looks like the side sill was formed by a few fellows with sledge hammers, and appears to be quite rough construction. Notice that the bottom of the sill had a pronounced curved edge where the web was turned back to form the bottom flange of the beam. To model this, I had cut the fish belly shape into the 60 thou styrene sheet used for the carcass sides. Fine sand paper was used to knock the outside corner off the bottom of the side sills to model the curve there.

Unlike the side sills, the fish belly center sills on the prototype XL and RF cars were not pressed steel parts, but were fabricated channels of flat plate for the webs with angle iron riveted on the top and bottom to form the flanges at top and bottom. I just used some styrene for these and added a bit of angle detail to the bottom edge. Pennsy was an early user of steel underframe cars, and did quite a bit of experimentation. They found that pressed steel center sills were weaker and did not hold up as well as structural steel ones. The early Pennsy GL all steel hopper, first built in 1898, used pressed steel and, due to weakness, the center sills were changed to structural rolled steel components and the hoppers converted to class GLc. Some GLc hoppers lasted into the 1950s, which was a very good lifespan for a car as mistreated and overworked as a hopper.

The side sills on this PP&P car are deeper than the center sills and the center sills aren't even visible when the car is upright and on the track where it should be most of the time. As a result, the center sill and underbody detail is hard to see.

Figure 2 CARCASS PARTS

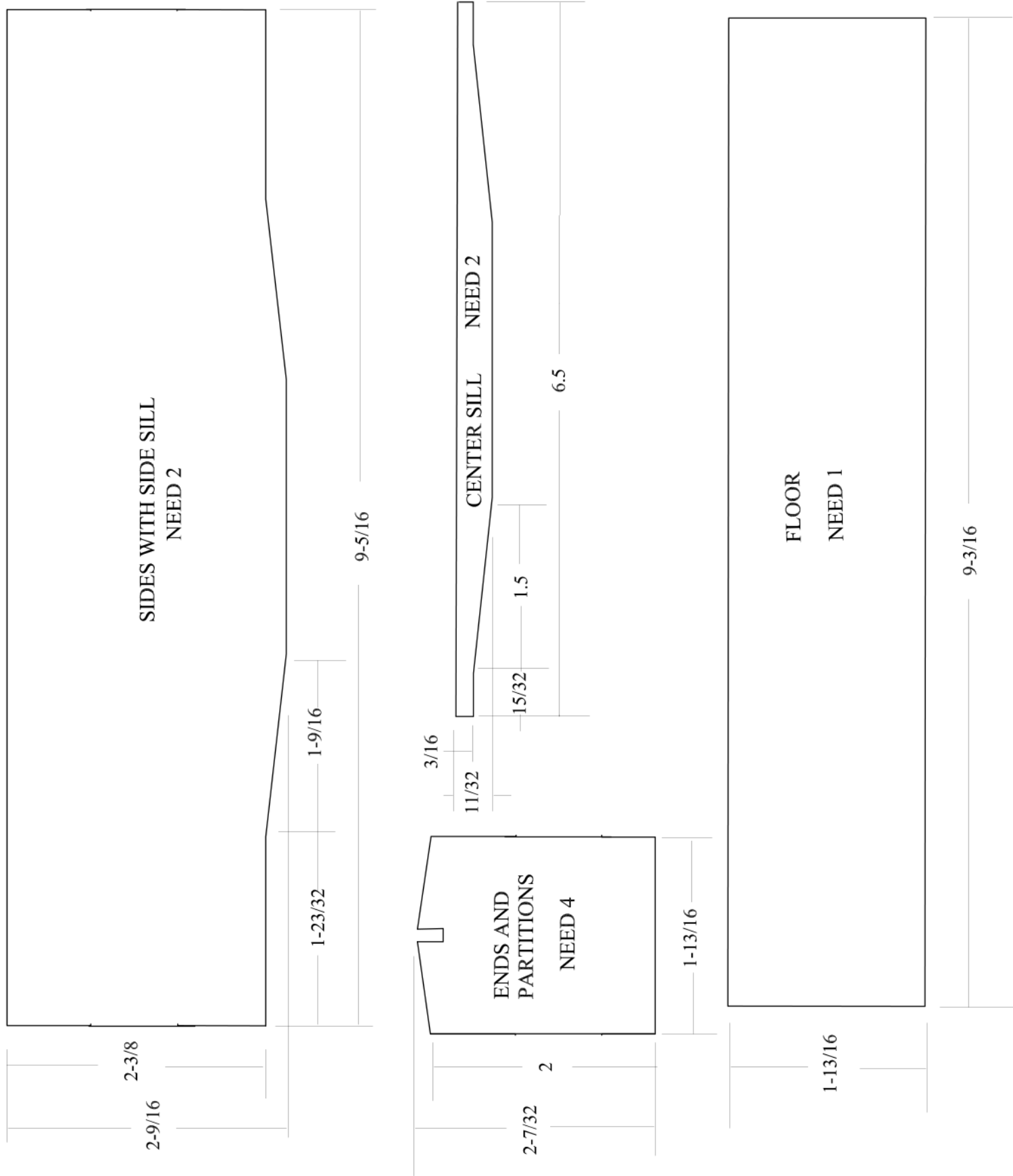


FIGURE 2

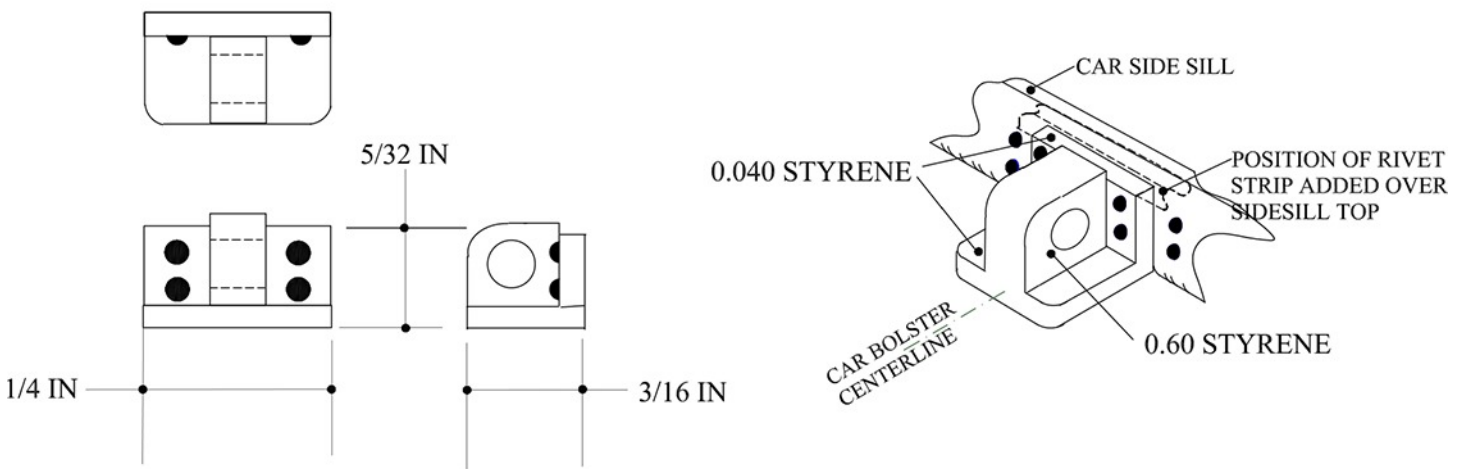
Six strips of styrene were placed on the underside of the floor to represent the timber nailing strips to which the floor boards were attached when assembling the prototype car. The cross members between center and side sills were made of some Evergreen channel. One thing I had to do at this stage was work out the brake rigging to determine if and where the brake beams needed to pass through the center sills as was usually the case with fish belly center sills. Since the center sills were not as deep as the side sill, the brake beams could actually pass under the center sills. This was an unusual arrangement as center sills were usually deeper than side sills. But, this did mean it was not necessary to cut slots in the center sills for the brake beams.

Car bolsters came next. You always need to coordinate the car bolster with coupler and truck mounting to get the coupler center line at 11/16 inch above the rails. To achieve this, the car bolster, the mounting pad above the coupler box, and the trucks to be used, need to be fiddled with to get the bolster height correct. I note some recent trucks, the very nice Fox trucks by RY Models come to mind, have a higher truck bolster than usually found on most model trucks. I think these are accurate for the prototype, but, as a little different, requires the car bolster to be adjusted accordingly. I aim to err on the low side when working the bolster height out as a washer can always be used to raise the car just a little. If the bloody thing is too high, some major rework might be needed to lower it.

One signature detail on both series of Pennsy cars and the PP&P car were the car bolster ends. There appears to be castings riveted to the outsides of the side sills and certainly would have been riveted through to the pressed steel car bolsters inside the side sills. These castings look a lot like jacking pads. Since they are quite prominent, I thought they were essential. Figure 3 shows a sketch of how I made the 4 of mine from some scrap styrene.

FIGURE 3

CAR BOLSTER ENDS



Brake rigging is really not important on this car due to the deep side sills which block your view of most all underbody details. Only the brake cylinder seems to hang down low enough for its bottom to be seen. Nevertheless, we thought it best to model some typical brake rigging. You can see our version in the bottom view on Figure 1.

Next we mounted the car on some “shop trucks”. Shop trucks will help protect car details as further construction continues. The car can then sit nicely on wheels and will not need to lie on any details and risk damage to them. I cut some 5/8 X 7/8 inch, pads from several thicknesses of styrene and glued them in position behind the end sills to shim the coupler draft gear boxes to the right height. The couplers can then be screwed through these pads and the floor to mount them.

Some extra weight was added by epoxying it to the top of the floor just above the trucks.

Three 100 x 250 thou styrene strips were glued to each carcass side to pack out the siding to get the overhang of the prototype. The bottom strip is aligned with the bottom edge of the side sheeting.

Styrene “skin” using scribed 40 thou thick Evergreen freight car siding was applied over the packing strips on the sides. The car siding was also glued to the car ends. These were cut slightly over length and then sanded back to get good corners. One great benefit of the laser cut MDF carcass is that the car has considerable precision and the corners are dead square and plumb. When cutting carcass parts by hand there always seems to be a little error and the vertical boards of the siding can make the error, even when very slight, all that more obvious. Care is needed when fitting the siding material to sides and ends to minimize the visual impact of any carcass cutting errors.

One thing I am not certain of is exactly how the roof on the PP&P car was constructed as it is not clear in the less-than-ideal photo. The Pennsy cars, from drawings in old Car Builders Cyclopedias, appear to have been of less conventional single board wood construction with a curved metal roof under the wood one. Sheet metal also covered the wood top layer on many. In photos, you can see the many clips that anchored the sheet metal covering to the fascia. Note in the drawing of the RF, the roof was plain wood. And Photo 10 shows this XL car to have a plain wood roof without steel sheeting as the clips along the fascia are missing. What is on the fascia in Photo 10 is the hardware with bolt heads that connect the roof supporting carlins to the car sides.

For our roof, I used 1/8-inch scribed 40 thou thick styrene sheet. Many reefers of the period had a roof made with double layers of wood. The PP&P prototype roof could have been two layers of one-inch boards with tar paper between the layers, and with the joints in the board layers staggered, all to waterproof the roof. If you are a real purist, you could model your roof the same way using two layers of 20 thou scribed sheet styrene. Adding the cuts in the board ends with the knife, see below, will be a bit more challenging then. Slightly oversize roof sheets were added using the styrene scribed sheet. When dry, the overhang on the roof was sanded back to the appropriate point. I use my Xacto knife to cut between the roof boards along the overhang so the roof looked more like it was made from individual boards. I find it helpful to install the side and end fascia/letterboard while sanding the roof to size. Some 1/8 x 20 thou styrene was used for this. Doing so now makes it easier to get just a very small overhang on the roof boards when sanding them. I use the knife to add the board detail before installing the fascia to keep from marking the front of the fascia.



At this point, the basic car body was together and detailing could begin. Photo 17 shows the car body at this point.

Just below the side sheathing, you will see a rivet strip. I believe this was one flange of a heavy angle that was riveted to the side sill with the other flange providing the base for the car side framing. I used a 20 x 100 thou styrene strip for this detail with rivets to be applied later using decals. If modelling a Pennsy XL or RF, it

appears the angle was used for the same purpose, but the siding extended further down and the rivet row was not visible. You can see that angle on the drawing on Photo 16.

If you look closely at some of the photos and drawings, you can see rod ends with nuts just below the side sheeting. These would have been the bottom ends of the vertical steel rods in the side framing that served as tension rods for the wooden side trusses. The sides of house cars provided much of the car's strength so the underframes could be built lighter and cheaper. These rods would have run from the top of the sides and down through the angle riveted to the side sill. They are quite visible at the right of Photo 10. They appear to be present in the photo of the PP&P car as well. You can add these by drilling holes in the bottom edge of the 100 x 250 packing strip and inserting styrene nut-bolt-washer castings. This is why the bottom packing strip needed to be even with the bottom of the siding.

Angle brackets to reinforce the car end to side joints were usually found at the top and bottom of the sides and ends of wood body cars. Some cars had 2, some 3 and some even 4 such angle brackets at each corner. The XL and RF cars had them at the mid-point and bottom. They also could have been at the top under the fascia. On the prototype PP&P car photo, I can see what I believe to be a bolt head at the mid-point, but the angle bracket is not obvious there. The brackets were fabricated from some 10 thou thick styrene strip. The top and bottom of the doors were scribed on the side sheets with an Xacto knife. I also added the drip rail over the door tops as well as the "steel" plate below the doors.

The door hinges, the handles, and the hooks which held the door open during loading/unloading were Grandt Line plastic castings. The door closer/latch was made by reworking some on-hand Grandt Line parts. Modern reefer door closer/latches are the common "T" on its side shaped affairs. The short horizontal bar swings out away from the car, and in so doing rotates the vertical part of the mechanism which, at the top and bottom, has a cam that engages in sockets above and below the doors. The cams serve to pull the doors tightly shut. Older reefer hardware seemed to provide only the latch function. I assume getting the door closed relied on the brute strength of the person doing the closing. These early mechanisms had just a vertical component. A hinge arrangement causes the vertical rods to swing to the side which pulled the latching pins at the top and bottom out of sockets above and below the door and allowed the doors to open. It appears it was necessary to push the doors far enough closed to re-engage the pins to hold the doors closed. To make mine, I cut the horizontal portion from the newer type Grandt Line parts, glued the vertical portion in place on the car side, then glued the removed horizontal portion over the vertical portion to depict the old-style door lock.

The end sills on the Pennsy XL and RF cars, and on the PP&P car, were novel, prominent, and I tried to model the details. They appear to have end castings with poling pockets riveted to heavy pressed steel channel section. A heavy steel plate formed the striker around the coupler notch and would have been riveted through the end sill channel and to the ends of the center sills. On the Pennsy cars, the end sills appear to be about the same width as the car sides while on the PP&P car they appear just a little wider. To model these, I built mine up of styrene channel, strips and tube. They could also be made of brass, also. I have tried to illustrate how they were made step-by-step in Figure 4 as well as provide a three-view drawing of the part with dimensions.

Pennsy, in the early days, used the Carmer cut levers on many cars. From the photo, the PP&P car had rod type levers. If you are doing the Pennsy RF or XL car, the push down Carmer type would be appropriate. Mine were the lifting rod type fabricated from some brass wire as shown in the photo of the PP&P car. The Carmer cut lever details and approach to making them is shown in Figure 5 if you are doing the Pennsy cars.

The finished end sills for my reefer can be seen in Photo 20 in place on the finished car.

I had no idea what the roof hatches were like on this car. I did some searches of old Car Builders Cyclopedias to find something that could have been from the early years of the 1900s. Mine were planned as sketched in Figure 6 as I was not all that impressed with the two chunks of wood used as roof hatch rests on the Pennsy RF photo. We needed something a bit fancier. Then, while looking through my reefer parts hoard for some door closer/latches, I ran across some Grandt Line roof hatches for a narrow-gauge C&S car which were very similar to what I had conjured up in the sketch. I just used them.

FIGURE 4

Figure 4. STEP-BY-STEP INSTRUCTIONS FOR BUILDING THE END SILLS

1 FIRST GATHER MATERIALS TO INCLUDE FOLLOWING EVERGREEN STYRENE: 1/4 INCH CHANNEL, 20 X 40, 20 X 250, 80 X 80, AND 40 X 250 THRU STRIP. YOU WILL ALSO NEED SOME 7/32 OR 3/16 OD STYRENE TUBE AND A LITTLE SCRAP 40 THOU SHEET.

FIRST CUT SOME PIECES TO LENGTH. CUT TWO PIECES EACH OF CHANNEL, 20 X 60 AND 40 X 250 TO JUST COVER 2-3/8 INCH LONG. CUT 80 X 80 TO 1-7/8 INCH LONG. IF YOU CAN FIND 60 X 80 INSTEAD OF 80 X 80 IT WILL SAVE YOU SOME SANDING LATER. I DID NOT HAVE ANY.

MAKE A BOX BY GLUING THE 80 X 80 (OR 60 X 80) CENTERED AT TOP OF CHANNEL. THEN GLUE 20 X 60 TO BOTTOM OF THE 80 X 80. SAND THE 80 X 80 DOWN TO HEIGHT OF THE CHANNEL FLANGES AND THE 20 X 60. THEN GLUE ON THE 40 X 250 TO CLOSE THE BOX.

SEE SKETCHES BELOW FOR FURTHER CLARIFICATION.

2 AFTER GREY STRIP IS ADDED AND GLUE IS GOOD AND DRY, SAND TAPERS ON THE CHANNEL SIDE AS SHOWN. THE SIDING ON CAR END WILL COVER THE JOINT BETWEEN THE GREY STRIP AND THE CHANNEL.

3 COVER THE TAPERED SANDED SURFACE WITH SHORT OF 20 X 250 THRU STYRENE STRIP. ALLOW THE STRIP TO EXTEND PAST THE END OF THE TAPER BY .532 ONTO THE FRONT FACE. THE WEB OF THE CHANNEL LIGHTLY SCRIBE A VERTICAL LINE AT THE END OF THE TAPER TO PROVIDE FOR A NEAT AND SHARP BEND IN THE 20 X 250 THRU STRIP. IT IS USUALLY EASIER TO MAKE SUCH ADD-ON PIECES SLIGHTLY LONGER THAN REQUIRED AND SAND BACK TO EXACT SIZE AFTER GLUE HAS DRIED.

4 SAND A TAPER ON END OF A 10 THOU STRIP OF STYRENE TO MATCH THE END SILL TAPER. THEN CUT TO LENGTH A TOP PLATE AS SHOWN. THE CASTING ON THE ENDS OF THE END SILL STAND SLIGHTLY HIGHER THAN THE STEEL CHANNEL. THERE ARE TWO RIVETS ON TOP THAT ATTACHED THE CASTING TO THE CHANNEL.

FOR SUCH A PIECE IT IS USUALLY EASIER TO GLUE THE PART IN PLACE OVERSIZE AND SAND BACK TO CORRECT SIZE ONCE IN PLACE. THIRD AVOIDS THE TRIAL AND ERROR TASK OF TRYING TO GET THE PART THE EXACT SIZE AND THEN GLUE INTO PERFECT POSITION.

- RIVET LOCATIONS TO BE WORKED LATER.

5 USING HOBBY SAW, CUT AS SHORT A RINGS FROM STYRENE TUBE AS YOU CAN AND GLUE THE RINGS CENTERED ON THE STYRENE STRIPS.

6 WHEN GOOD AND DRY, SAND THE TUBE RING TO AS LOW A RING ON THE FACE OF THE COVER AS IS POSSIBLE. MAKE SURE THE RING ON BOTH SIDES IS THE SAME.

7 CUT THE NOTCH FOR KADEE COUPLER DRAFT GEAR BOX IN BOTTOM OF SILL USING SAW, KNIFE AND SQUARE FILE.

8 GLUE THE STRIKER PLATE CUT FROM 40 THOU THICK STYRENE SHEET IN PLACE.

9 USING ROUND NEEDLE FILE, CURVE THE ENDS OF THE CHANNEL BETWEEN THE TOP FLANGE AND THE STRIP AT THE MIDPOINT AND THEN AGAIN BETWEEN THE MIDPOINT STRIP AND THE BOTTOM CHANNEL FLANGE. THESE CURVES ONLY APPEAR TO BE AT THE FRONT OF THE ENDSILL AND NOT IN THE GREY COVER STRIP AT THE BACK.

10 PRIME AND ADD THE DECAL RIVETS - FOR SOME LOCATIONS I USE VERY SMALL GRANDT LINE NUT-BOLT WASHER CASTINGS INSTEAD OF RIVETS SUCH AS AT GRAB IRON ENDS AS THE WASHER IS NEEDED TO MODEL THE FORGED END OF THE GRAB IRON.

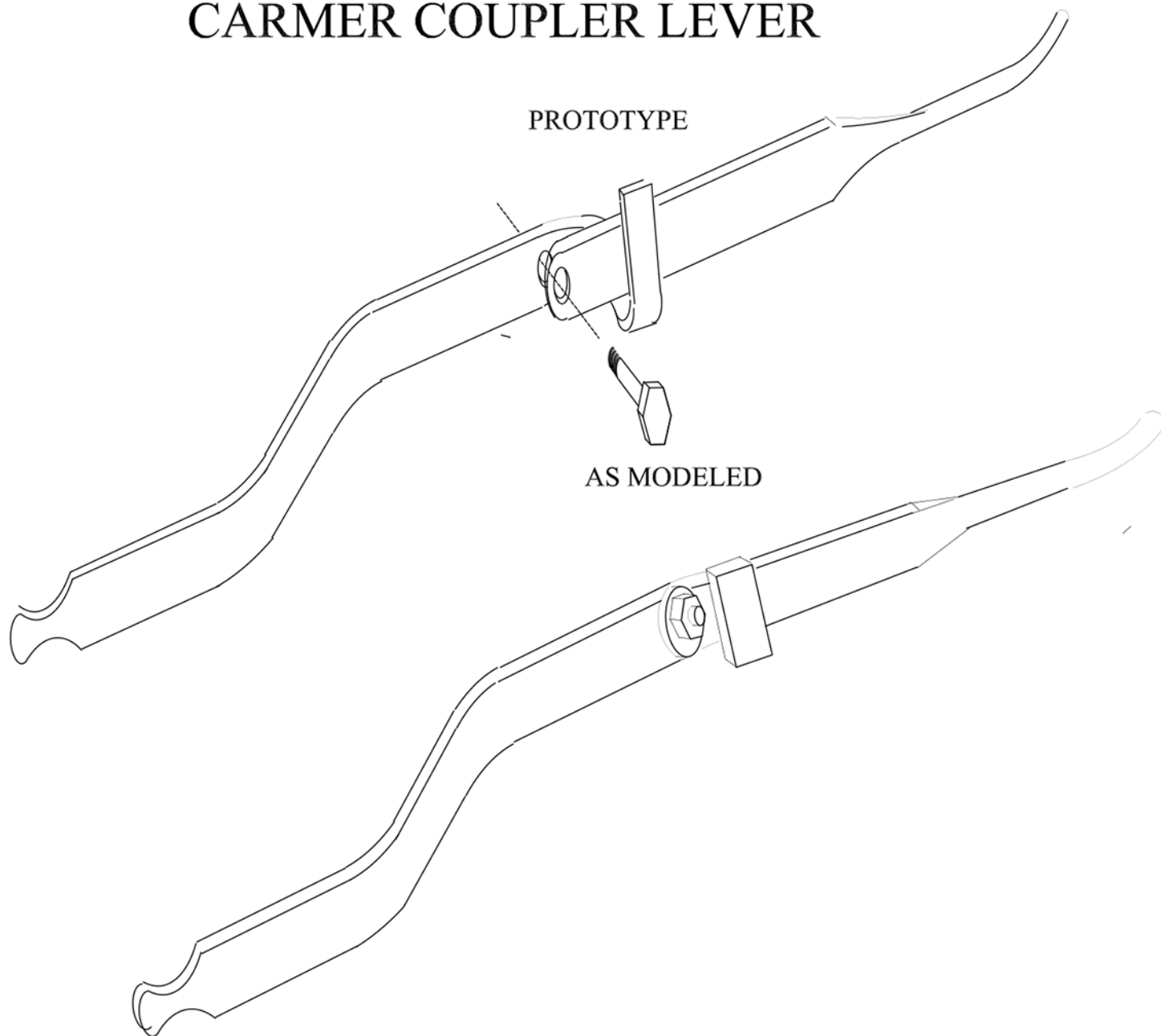
11 DRILL HOLES AND ADD THE GRAB IRONS

12 ADD COUPLER LIFT ROD USING WIRE, BRASS STRIP AND N-B-W CASTING

The grabs and ladders on many cars in the good ol' days were sparse. Train crew safety was less a priority than keeping car costs low. Beginning in the late teens and continuing on several later occasions, new AAR safety standards came in. And as cars were shopped, additional grabs and ladders were added to comply with the newer rules. The early XL box cars even had crude wood ladders on car ends only, but these soon became steel grabs or ladders on ends and then also on the right end of both car sides. I modeled the grabs and ladders on my car in the early configuration shown in the photo of the prototype PP&P car. You can adjust this to suit your modelling era or preference. I bent up my grab irons from scale 3/4 inch dia brass wire and used Grandt

FIGURE 5

CARMER COUPLER LEVER



ROOF ICE HATCHES

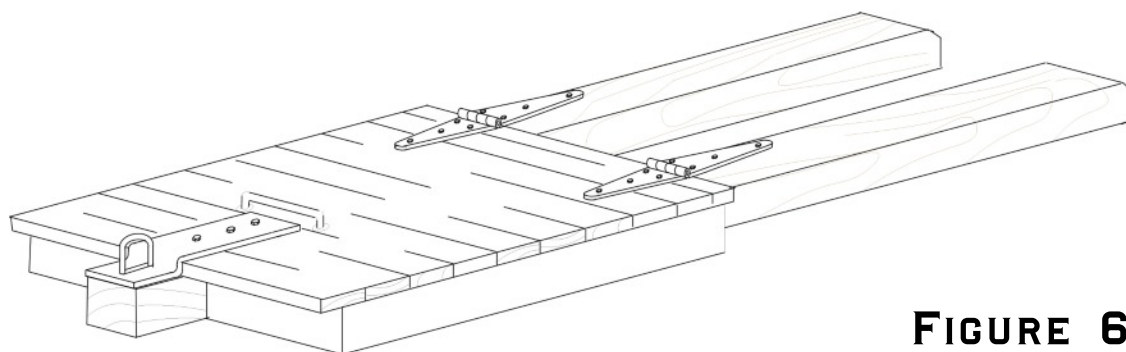


FIGURE 6

The O Scale Resource November/December

Line nut-bolt-washer casting for the grab iron end detail. The grab locations were marked on the car, holes drilled and the wire and N-B-W castings installed.

Note in the Pennsy RF and FGEX photos there is a step under the reefer door. This does not appear on the PP&P car though.

The roof walk was made by first cutting short lengths of 60 x 125 thou styrene strip to length for the saddles between the roof walk boards and the roof itself. A heavy scribe at the center of each saddle was made with the knife to allow each one to be bent to form the roof ridge angle. The saddles were glued into position on the roof with the narrow edge down. When dry, the now tapered tops were sanded flat. The roof boards of 30 x 125 thou styrene were scraped with the Zona saw to add wood grain and then glued to the saddles. A scribe made nail holes above each saddle. Small lengths of 20 x 80 thou strip were glued under the ends of the roof boards and the roof walk supports added.

The brake wheel and platform were about the last thing installed as per the PP&P car photo. I usually do the brake wheel very late in the build. In the good ol' days, when they were added early, they usually got all bent up during later construction, looking more like a pig's tail, and had to be replaced.

The Pennsy RF and XL were of unconventional construction here. Many in the early days had brake wheels on both ends with a high brake wheel on one end and a low brake wheel on the other end as per drawing in Photo 5. And then the Pennsy, in typical Pennsy fashion, at one time had their brake staff and wheel on the right side of ends instead of on the left like most everyone else in the free world. I used a single brake staff and wheel on the left side of the end as per convention and, I believe, the prototype. In the photo, it appears there is a brake wheel on the far end of the car as well. I don't think this to be the case. I believe there was another car coupled to this one and the photographer erased it – except for the brake wheel. The brake wheel would be on the wrong side of the end if there were two brake wheels on this car. If you look closely at the photo, you can see that the photographer has even whited out the end sill on the left end of the PP&P car. He may have been a fair photographer, but he didn't know much about freight cars!



Photo 18 shows the model at this stage with most details added. It still awaits the brake wheel, the end sills and the corner steps as the fitting of all these is interrelated. After those remaining bits are installed, it will then get a good clean and be off to the paint shop for primer.

Paint, Rivets and Weathering.

Hallelujah, I have seen the light. And, I have just about given up pressing rivets into sheet material as the decal rivets now available are easy to use and really look the part. All the rivets on the "steel" surfaces of this car are decal rivets. First the styrene was scrubbed clean to get rid of finger grease, etc., and then it was dried and primed. The decal rivets were then added as required by the sketch.

When good and dry, the green and red were airbrushed. Before the sides, ends and roof colors were applied, the underside of the car had been airbrushed a medium brown. I cut both the green paint on the sides and the red on the ends and roof with a fair amount of white to get a faded, aged look to the basic colors. Even a little yellow was added to the red. This will make weathering easier later.

After the major colors were sprayed, some brush work was used to do the door hinges and latch. The end sills and the grabs in weathered black.

Weathering would be appropriate for this car. Since it is still in as-built configuration, it would have seen at least 25 years of service since a major shopping. I tend to do a bit of pre-weathering before adding decals so the weathering will show through the decals. This is mostly vertical streaks to represent the differential weathering of some siding boards. To do this, I add a few drops of black to the basic green and paint some vertical boards with a very small brush. Then I add a few drops of a grey, or even white, and paint some more boards. Sometimes, I do this with several shades of grey. The red on the ends and roof were pre-weathered in the same way using mostly grey. Add a few drops of water to the paint to make sure it flattens out and does not form a blob on the car side. I keep a few old paint lids from Floquil jars and into these I put a little of the basic car color, then a drop or two of the black, white or grey. I mix the color variation with the brush adding the few drops of water. Paint a board and have a look. You can add more black, grey or white to vary the weathering a bit. When done, I just wash out both the brush and jar lid and it is ready for the next session. Sometimes this pre-weather takes a few such sessions to get it looking right. I also add some very short, but random length streaks of the various weathering colors along the bottom edge of the sides as the bottom edge tend to weather quite a bit more than most of a car side.

I am struggling with my weathering of late and tending to over do it a bit. In the good ol' days, I would use Floquil solvent based "Dust" to overspray cars and buildings after weathering and decaling. Dust would blend and tone down the weathering quite nicely. It was also flatter than any flat finish I could find. Now I use Micro Mark flat which is not as flat, and since it has no color pigment, does not affect the weathering intensity. I also find the acrylic flats can be a bit sticky and collect dust for some reason. The old system I used was developed over many years and depended on the Floquil "Dust". I am trying to adapt to a new system which requires a more subtle weathering to avoid the over-do. And, I am still re-learning as artistic stuff does not come easy to me.

A gloss finish was applied where the decals would go. The home-made decals were added and, after the decals were well set and dried, a very sharp knife used to slit the decals at each board joint. More decal set was again applied to get the slit edges to lay down into the siding grooves.

One item I noticed after decals were on, was that the major lettering could have been a little taller. It was certainly wide enough. There are always compromises to be made when modelling. I go to a web site, dafont.com, when I am looking for lettering for cars and buildings. This site has about a billion different fonts of all sorts that are free for you to use on a non-commercial basis. But even with the great variety, sometimes you cannot find a perfect font to duplicate the prototype. I definitely recommend having a look here for lettering though.

The roofwalk top was weathered by dry brushing with grey as foot traffic and weather on this flat surface would have cleaned much the paint off this area. Some black chalk was scrubbed onto the roofwalk as well.

When the car was decaled, a bit more weathering using chalks was added as well. The car was then sprayed with flat to kill any shine and set the decals and chalk.

I was planning to add some yard graffiti, the chalk and crayon marks added by yard crews when switching cars, along the bottom of sides. I ended up adding the flat before I remembered the graffiti though. Photo 19 shows an XL box car with considerable yard graffiti. Note also all the remains of car routing cards that had been tacked to the car ends and side door. These are nice details to include if your memory is better than mine.



I have been experimenting with making my own version of “dust”. I added just a little tan color to some of the MicroMark clear flat for the last coat of clear on this car. Previously I had learned the hard way to not use a dark color as the additive, as when sprayed the car looked like it had been seasoned with salt and pepper for cooking. We shall continue to experiment with this. So far I have not been able to increase the degree of flatness though.

The shop trucks were swapped for the correct arch bar trucks after they had been brush painted the same medium brown as had the underside of the car. I find brush painting trucks a better option than spraying them. I feel a need to keep paint off the tread and flange as when paint is there it just transfers to the rail as gunk. Brush painting is faster and just as good as going to the bother of masking the treads and flanges for air brushing. Kadees were installed in the draft gear boxes.

This was quite an easy car to build and it was inexpensive to do so. The material consisted of a few dollars worth of Evergreen styrene, a few Grandt Line reefer parts, some brass wire and strip, and some decal rivets. I found my Grandt Line parts in my scrap box, but you can purchase a reefer detail set for a few dollars. The most expensive item was a nice pair of arch bar trucks for the car. I used RY Models arch bars on mine. Rich has done a nice job providing us with some quality trucks, some not readily available otherwise, for many years now.

With that done, the car was ready to move fresh dressed meat from Pittsburgh to the coal towns along the Mountain Electric. The finished car is shown in Photo 20 on the layout.



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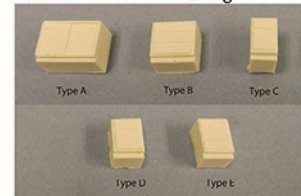
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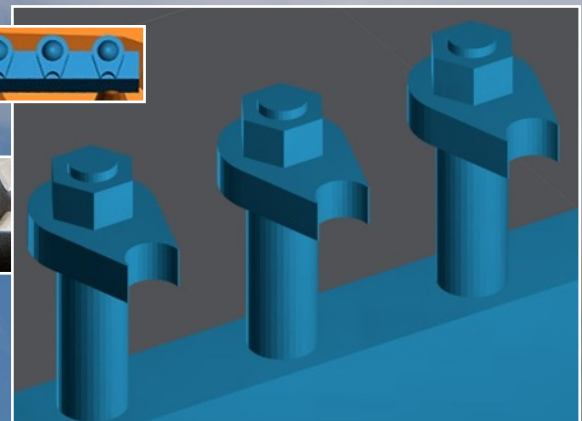


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“Punta Cayo”

A Tropical Railroad of a whimsical nature

Installment three. “The rest of the story”.

By Jon Stetz

Editors Note: If you missed Part one, [please click here](#). And if you missed part two, [please click here](#).

In the last two installments, the railroad has progressed along to where we are at today, the finishing touches. All the background and foreground scenery are now completed, the track tested and re-tested, buildings and lighting installed, and the pier is well under construction. What remains is finishing the pier, adding the banana trees at the plantation, a few more palm trees here and there and finally details, details and more details, as that’s what brings any model railroad to life.

Figure 25. The pier was built using the combination of a wood trestle and concrete structure from Evergreen plastics. Flex track was added to the top of the wooden stringers and then a section of ties was removed for the portion of rail that ran atop of the concrete section.



A pivot, bearing block was added at the end of the pier for the loading crane. Ladders and stairs were also added along with planking between the rails. Bollards were installed and junk floating underneath the water. Figures 25A-D.



Figure 25A



Figure 25B



Figure 25C



Figure 25D

Figure 26



Figure 26A

Figure 26. The water and waves on “Punta Cayo” were another experiment. In the past I’ve used Envirotex Resin, but with much disappointment after it would creep up the banks and sometimes discolor. This time I chose Woodland Scenics Realistic Water with limited success, as bubbles, big and small showed up weeks after a pour. I managed to fix the bigger ones by cutting them open and brushing in more Realistic Water, but the smaller ones persist.



Figure 26B

As for the waves, they were made by dabbing full strength Matte Medium onto the water with a stubby 1-inch brush. Once dry, I gave them a dry brushing of white paint. By adding the waves, it helped in covering some of the smaller bubbles. I then poured another very thin layer of Realistic Water over everything. There are four layers (pours) of Realistic Water. Figures 26A-B.

Figure 27. Finishing the plantation area was the last major project on the railroad and it consisted of re-making 35 banana trees from Pegasus Models. While the branches were the correct size and shape for O-Scale, the trunks were too skinny and short based on real banana trees. I used straight sections of branches from a dying bush in my yard to resolve this. Next, I made about 200 bananas using an oven-drying clay, by rolling out a long string, then cutting off pieces about 1/4" long and giving them a slight bend. Once baked they shrank just enough and with a touch of dirty yellow paint and they were spread under the trees and loading dock and secured with a matte medium wash. Figures 27A-B.

Figure 27



Figure 27A

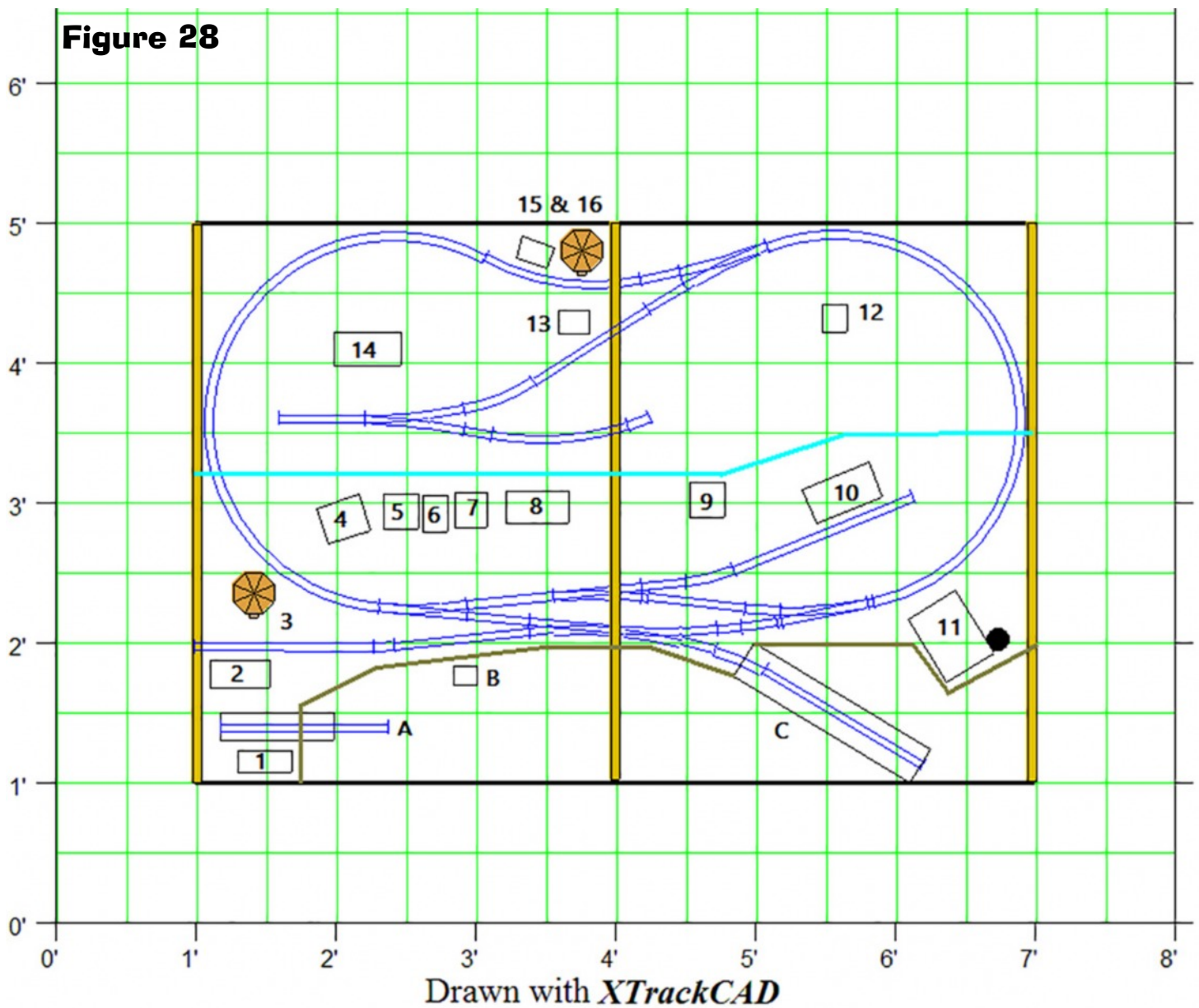


Figure 27B



Figure 28. The layout's buildings and structures: I love buildings, and even more, so not using them out of the kit box for their intended purposes. I also like to create a building from my treasure trove of parts, pieces, and leftovers from kits. Every building on the railroad, except for the log cabin and water tanks, is detailed and LED lighted. Below are the buildings used on the railroad: Original kit name, manufacturer, finish, and it's purpose.

- 1) Saw Sharpeners, RS Laser, Modified decks, Harbor masters shack.
- 2) Jerry's Small Engine, Bar Mills, Stock kit, Boat motor repair.
- 3) Parts box treasures, Scratch built, wooden water tank.
- 4) The Tavern, Rich White Models, Stock kit, Bruce's corner bar.
- 5) Kee's Laundry, B.T.S., Modified size, Island Fish market.
- 6) Locksmith Shop, Rich White Models, Modified walls, Jail-City Hall.
- 7) Parts box treasures, Scratch built, Kimballs General Store.



- 8) Bulls Salvage, Bar Mills, Modified size, Bulls Garage and Gas.
 - 9) Hinkle's Package Store, Stock kit, Post Office, and Liquor store.
 - 10) Parts box treasures, Scratch built, Gordon's HWD Store.
 - 11) Light House, RS Laser, Modified deck's, Café, Hotel, Light House.
 - 12) Log Cabin ruins, manufacturer unknown, resin.
 - 13) The Lunch Shack, Berkshire Models, Stock kit, Lunch Shack.
 - 14) Company house, Blair Models, Stock kit, Plantation House.
 - 15) Parts box treasures, Scratch built, Coal Shed.
 - 16) Water tank, manufacturer unknown, resin.
- A) Parts box treasures, Scratch built, Boat launch.
 - B) Parts box treasures, Scratch built, Fish Icehouse & dock.
 - C) Parts box treasures, Scratch built, Main Pier & Crane.



Figure 29

Figure 29. I cannot say it enough, details make the difference. Regardless if it is people, autos, trucks, junk, boxes, barrels, crates, scraps of paper, tools you name it. Model railroads need details and not that sterile look that you sometimes see in architectural models.



A perfect example is the real world around you, everywhere you look you will find details, and they are simple things we take for granted. Besides my adding of everyday details, I've added a bit of humor as well to "Punta Cayo", from cattle running down the coral shell street, to a chain gang clearing brush along the road, to a mermaid on the rocks. Figures 29A-F.

Figure 30: As my "Punta Cayo" test railroad project comes to a close, I can honestly say I learned a lot by building it without using the traditional benchwork, screen wire, plaster cloths and tons of heavy rock castings. First and foremost, while using the insulation foam for the base and all the scenery it was an enjoyable change to work with and shape. I did,

however, discover one issue, and somewhat a major one at that. Without the availability of Homasote for my sub roadbed and replacing it with cork, I found cork has no sound deadening capabilities when attached to 2-inch foam. The sound of the running trains transmits thru the foam and into the rest of the layout. The solution I



came up with to fix that was by cutting a slit all the way thru the foam next to the railroad right-a-way. A hand-saw blade width worked just fine, and while it was difficult in some areas to do so, it will lessen the transmission of the track noise from the rest of the railroad. The next minor issue was the Realistic Water. The extra work caused with that product by the surfacing of gas bubbles between pours was not worth trading it for the creeping Envirotex along the banks. This will be my next challenge to find and conquer, wetter, better water. Finally, ending on a positive note, the installing of the “Frog Juicer” was well worth the time and monies spent. It made operating the railroad more enjoyable with switching moves and the use of hand thrown ground throws. I’ll be taking a hard long look at both of those products as I plan the building of my next railroad in Sn3.

All in all, “Punta Cayo” has been an enjoyable project. I finally got to build my waterfront railroad with a tropical jungle twist along with trying my hand at modeling and building in O-scale and working with RTR DCC equipped locomotives and rolling stock out of the box. I hope you too enjoyed following along with my experiment and found some take-a-ways from it as well. Now it’s time to run some trains...

Cheers, Jon

PS. Unfortunately, due to an unplanned household move, the complete “Punta Cayo” is available to purchase. Serious inquires please feel free to contact me.







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A PECOS RIVER BOX CAR UPGRADE

By Ed Bommer

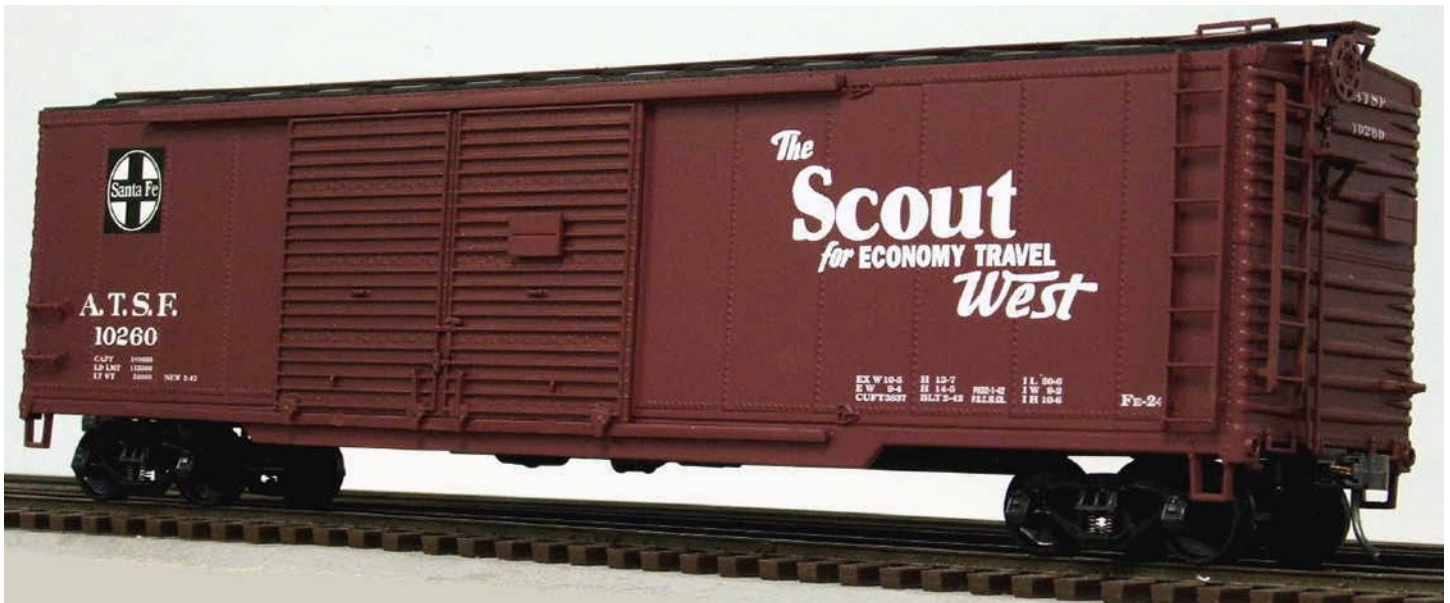
John Smith of Pecos River imported a line of 50' 50-ton 1939/40 ARA design box cars at the turn of the 20th Century to the 2000's.

They had plastic bodies with a steel floor and underbody details, filling niche in the O scale box car lineup that was dominated by 40' cars. Other than the Athearn 50' kits and brass imports, 50' O scale box cars were scarce.

Pecos River offered them pre-painted and pre-lettered for different railroads, as well as, un-decorated kits. The models followed a design used by the Santa Fe, but they could well represent other roads too.

Some O scale modelers at the time were critical about the car's steel floor and multiple screw assembly. Their opinion was that the design was primarily meant for 3-rail modelers. Yes, these cars could run as 3-rail as well as 2-rail. Addressing both types of users enabled a lower end cost per car by enlarging the market for them.

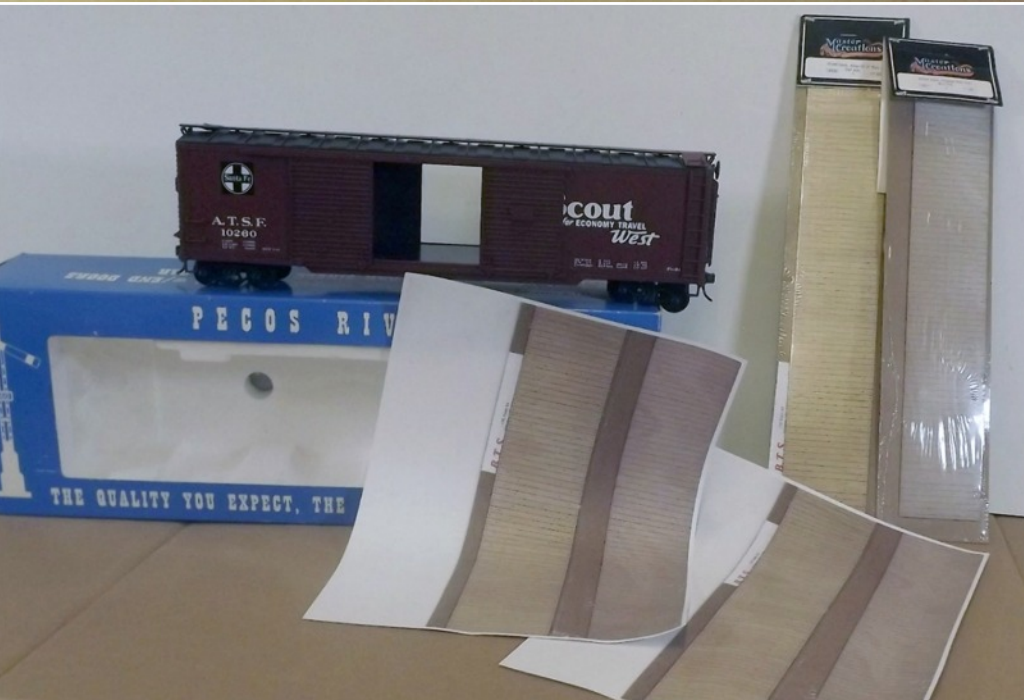
Yet they were good-looking models, as seen with this one bought in 2001.



In looking this car over again, there was a unique improvement that came to mind. In rebuilding a 1947 Athearn New Haven box car, I put a scribed wood floor inside and scribed wood floor detail on the underside that was unpainted, like prototype boxcars. The Athearn underframe and brake details were painted black and mounted. Someday, I will get back to it and complete the air brake piping and rigging.

On the next page, is a photo the underside of the rebuilt New Haven boxcar. The unpainted wood flooring is a prototype feature most O scale box cars do not have.

So, why not upgrade the steel floor Pecos River car to model that? It would improve the Pecos River car interior and underside as well, as both sides are painted black.



As a start, two different a 50' wood gondola decks made by Master Creations from BTS became the subjects. Both decks were scanned and printed on paper to capture their color and markings. Paper print copies would not change the floor plate or coupler height, which would happen with scribed or strip wood flooring.

A scanned print of Number 12600 for the Atlas 52' 6" gondola deck became the top side interior floor of the Pecos River box car. It is

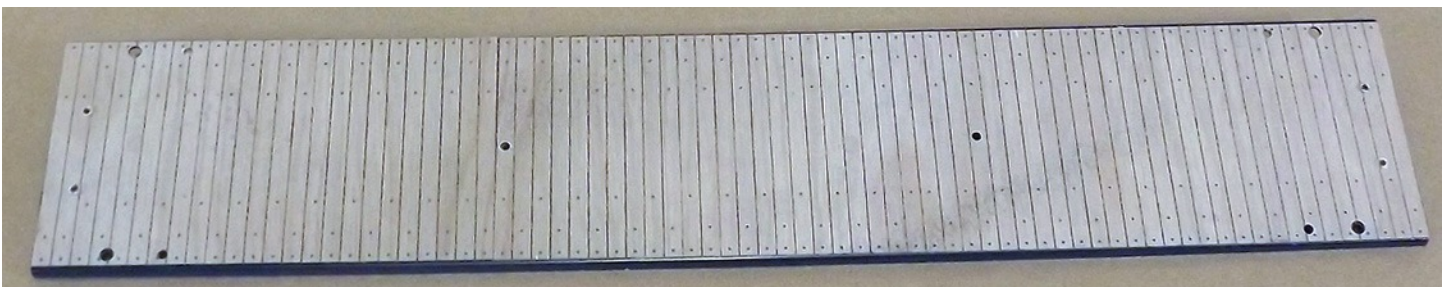


wide enough to cover the steel panel's width. For detailing the underside of the steel plate, I used the wood deck for a Weaver wartime gondola, Number 12611. It is narrower than the Atlas deck. With slight trimming to create a 1/8" space between the deck print edges and the plate's sides, when applied the black side gaps showing become the underframe side sills.

Cut and trimmed to fit, the scanned and printed wood flooring sheets were applied to the steel floor panel with spray adhesive.

Since my scanner does not reach legal paper length, it took one and a half sheets to cover one floor on each side. Below,

the wood paneled bottom, with all assembly screw holes reamed out using an awl. Note the exposed black edge along the top, representing the side sill. The bottom edge is the same. The paper covered steel floor was given a spray of Dull Coat on both sides to reduce the chances of becoming stained from handling.



The top side done this way as well. Notice how it covers the floor close to the side edges. The steel floor is at the correct height at the door sills. If real wood flooring was used on both sides, it would stand too high, and the coupler height would be affected as well.

The underside of the Pecos River box car with the wood flooring print in place. Still to be added are diagonal corner braces of the underframe, a train line air brake pipe and air brake hoses at each end.



Having a wood floor show in place of black steel improves the car's appearance when the doors are open. Two small screw heads show inside. Cover them with leftover dunnage, such as pieces of wood bracing or cardboard. Add floor wear and forklift truck marks at the doorways as well. The walls are visible when the doors are open. Cover them with 6" or 8" horizontal scribed wood sheathing. Add the car's reporting marks about 6' up and left of the doorway on both sides. This was important for loading and unloading cars at terminals where crews could not see a car's exterior. It's also a detail few model boxcars have.

Simple touches like these will upgrade a Pecos River box car and set it apart from other O scale box car models.

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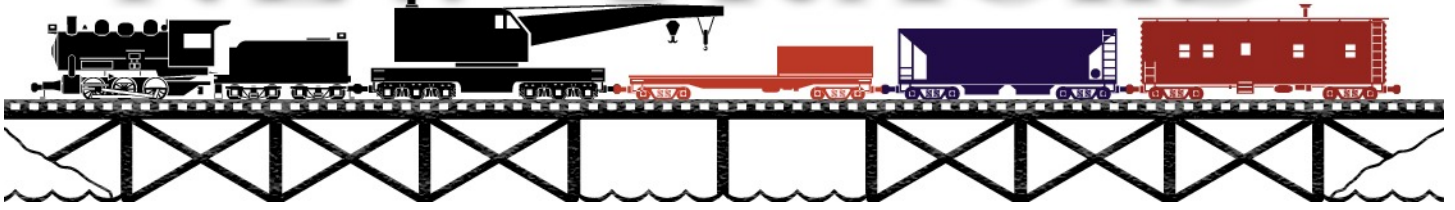
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NEW TRACKS



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By Contributing Editor Jim Kellow MMR



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“New Tracks” Announcements

This article completes my Fifth year of writing the “New Tracks” series. Thank you for reading my articles and encouraging me to keep going and even to start the live zoom shows. I enjoy hearing your suggestions and ideas. Thanks also to Amy and Dan Dawdy for their patience, for publishing my articles all these years, and supporting my Zoom shows.

As most of you know by now. “New Tracks” is all about modeling and learning from talented modelers how to improve your modeling.

I write about modelers in all scales, gauges and, yes, even other hobbies to try and show modeling skills and techniques that we all can use to improve our individual creative modeling efforts. For example, I have previously written about O gauge 3 rail modelers because of their modeling skills and techniques which are just as applicable, in my opinion, to O Scale 2 rail or any other modeling scale. Take a look at a portion of this 3 rail model railroad video and judge for yourself. <https://www.YouTube.com/watch?v=YwIXRM4hP2Yi> I think it is absolutely beautiful modeling.

So I hope you will keep an open mind about the people and subjects I write about; because hopefully, you will learn something, or meet someone, who can help improve your modeling. At least that is why I write about them. So keep reading here we go for year six.

Special Message to All “New Tracks” Readers

To kick off year six, I have an announcement I hope every “New Tracks” reader and viewer will support!



YouTube

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I know many of you have noticed we have gained sufficient YouTube subscribers to monetize our YouTube Channel, “New Tracks Modeling”. This allows YouTube to place advertisements on our videos and website so we can earn a little money from YouTube each time a viewer watches any of the advertisements.

We will use these funds to pay the direct costs for “NewTracks” future shows. Up to this point, I have paid these costs out of my own pocket, and using the revenue we earned from participating manufacturers in the 2020 “New Tracks” digital Train Show. Unfortunately, this money is depleted and we need to develop a sustainable, independent funding source. This is what we have been working to create.

I believe (hope and pray) the level of viewer support we currently are seeing on YouTube will be able to sustain our show’s direct costs including the website, email, and Zoom capability. Personnel costs are not included as they are currently donated by our fantastic volunteers who help develop, promote and produce our shows.

What are we going to do if there is extra money?

New Tracks Mentoring Scholarship



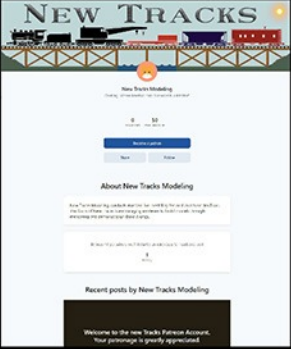
- Use all excess income (beyond expenses) for a great purpose
- Goal: \$1,000 Stipend (annual)
- Awarded to a single modeler pursuing a higher education to enable a career in modeling
- Given to the Modeler’s Institution of Higher Learning
- Scope: US and Canada Initially – Global Expansion in year 2
- Modeler Criteria and Selection – TBD
- Will report quarterly to the New Tracks Community

• Annual Fund Goals
• All Excess Income

July 28-October 4 total
YT revenue is \$47.53

Recently, several regular viewers have asked how they can support the New Tracks community. To enable direct donations to support the New Tracks shows, we have also established a Patreon account for “New Tracks Modeling” where where viewers can make contributions directly to the show through the link: <https://www.patreon.com/user?u=80691578>. Our hope is that enthusiasts will become “Patrons” and make contributions to help continue our shows. Because the fund sources are variable, we

New Tracks on Patreon



- Single Contributions
- Monthly Ongoing Contributions
- Direct payment to New Tracks less 5%

are setting a goal to exceed our expense needs. Any funds received in excess of those needed to run the show will be dedicated to a “New Tracks” Mentoring Scholarship program. This is an exciting new program to help a young Model Railroader to continue their post High School education in a STEM program at an institution of higher learning.

New Tracks Mentoring Scholarship Program

We really want “New Tracks” to do more for modelers and our hobby, so we are developing this new program called “New Tracks Mentoring Scholarship”. I want to thank Phil Edholm for suggesting this new effort. The goal of the program is to provide scholarships to students pursuing a STEM program in an institution of higher learning. Our 2023 goal is a single \$1,000 scholarship, with an intent to grow both the scholarship size and number in subsequent years. We have established a committee, led by Larry Price, to define the requirements and criteria for recipients of the scholarship. While we will focus on the US and Canada in 2023, the goal is for the program to become international in subsequent years.

I have repeatedly said how much I admire the Walthers Corporation for developing their groundbreaking Scholarship Program. I believe all modelers should have away to make an impact on the future education of today's younger modelers. With the New Tracks Mentoring Scholarship, there is now a way to contribute to the future of the model railroading hobby.

Therefore, I am asking each of you to help get "New Tracks Mentoring Scholarship" program off the ground. Please do one or both of the following options:

1. Watch more New Tracks YouTube videos and visit our website. If you see advertisements that are interesting to you, please check them out and view. On YouTube, liking our videos increases their appearance in the algorithms. Please also recommend to your modeling friends and associates that they join our efforts and become subscribers and viewers of our YouTube Channel and join the growing New Tracks community.
2. Become a Patron of New Tracks on the Patreon site. We thank you in advance for your generosity. Every dollar contributed will go either to New Tracks costs or to the scholarship fund.

This is the first time we have ever asked for your financial support to help make our programs successful. We are still only asking that you consider watching the advertisements on our videos and website and to consider a donation to our Patreon account. Hopefully, the value New Tracks delivers will make this task very easy. Naturally, we also hope you will encourage others to join our show. More modelers equals more mentoring and more model building!

After all, we are all modelers who share a mutual love for our modeling hobby, want to improve our skills, and want young modelers to have the education and motivation to succeed in their future careers and their modeling. This is an opportunity for all of us to help, in a small way, make that happen.

Our "New Tracks Mentoring Scholarship" Program is also an opportunity for hobby manufacturers, Associations, Clubs, and individuals to show their support for our efforts by helping increase the scholarship program reach. If you are a company or individual that would like to contribute directly to the New Tracks Mentoring Scholarship, please contact Jim Kellow. We are establishing a Scholarship Sponsors program and would love to have you participate and be recognized.

If you have ideas of how to raise money for the New Tracks mentoring Scholarship Program or would like to participate in either New Tracks or the scholarship. Please contact me.

You, our "New Tracks" readers and viewers, have gotten us this far and we thank you. Now we want to thank you in advance for your continued help and support for our future growth and development. Let me know if you have any questions or ideas. My email is jimkellow@newtracksmodeling.com

APMM Ambassador for Model Railroaders



As the Ambassador for Model Railroaders, I get the communications from the organization. The President's letter I just received contained a short paragraph that I feel is totally applicable to "New Tracks". Michael Scribner (photo left) wrote this as part of his President's message:

“ ‘Once you stop learning you start dying’, or so the great Albert Einstein is said to have asserted. Words to live by, my friends. And it just so happens that the newsletter you're reading right now contains more than a few opportunities for you to expand your knowledge, gain some new skills, and become more involved with your professional community.”

Michael continued: “APMM is doing more than ever to give you opportunities to broaden your skills and your horizons. Only you can make those opportunities into something tangible for yourself. Attend the next Meet-up if you’re able. Seriously consider attending Dayton in 2023 if you aren’t already. Take advantage of our Forums on the website the next time you run into a challenge with some technique or are considering purchasing a new piece of equipment and want a recommendation from your colleagues. Contact me personally and suggest topics for future meet-ups you’d be interested to see. If you really want to be a rock star, talk to me about presenting a Meet-up of your own – all you need is a unique skill or shop space, a collection of tools or something else you think several dozen professional model makers would find compelling for an hour.”

Please consider joining the APMM and participating in its activities to keep you learning from Professional modelers. I know it has certainly helped me. Here is the APMM website: <https://www.modelmakers.org/>

Also, please read on and keep learning. I promise all the “New Tracks” team are doing everything we can think of to make reading “New Tracks” worth your while.

Modeling Lifestyle

NEW Biweekly SHOW Thursday evenings at 7pm EDT on YouTube channel New Tracks Modeling Sponsored by Narrow Gauge Modeling Company (NGMC).



Click image to view Narrow Gauge Modeling Company's video introduction.

“New Tracks” has started a new, bi-weekly live series called: Modeling Lifestyles. It is available to watch live on our YouTube Channel, New Tracks Modeling. This is your opportunity to meet and chat with some of today’s outstanding modelers and a few of their friends.

Each show will introduce you to a different featured Guest modeler along with some friends. You will hear them discuss their modeling, share stories of their modeling experiences, and give their opinions about the hobby. You can see all of the interviews we have conducted so far on our YouTube channel, New Tracks Modeling.

We have many great modelers scheduled 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 and subscribe to our website newtracksmodeling.com.

Some of the modelers we feature you probably have heard about and always wanted to meet. Others you may not have heard about, but I know you will be glad you have an opportunity to meet and chat with them.

Please subscribe to our YouTube channel: New Tracks Modeling, and ring the bell to get prior notification of the shows and be able to join us live.

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 as we do 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 us keep the shows going.

Everyone who watches our shows has a contribution to make. Offer your help in participating by sharing your modeling skills, or help make and produce our Zoom and YouTube shows, or help with our website and digital marketing, etc, etc, etc. Any amount of time and help you can provide will be greatly appreciated and

HELP WANTED

UNDER CONSTRUCTION

Volunteer and help the New Tracks Team

- Show Producers
- Web site management
- Web Site Content
- YouTube Operations
- Promotion
- Video Editing
- Build Along Modelers
- Segment guests

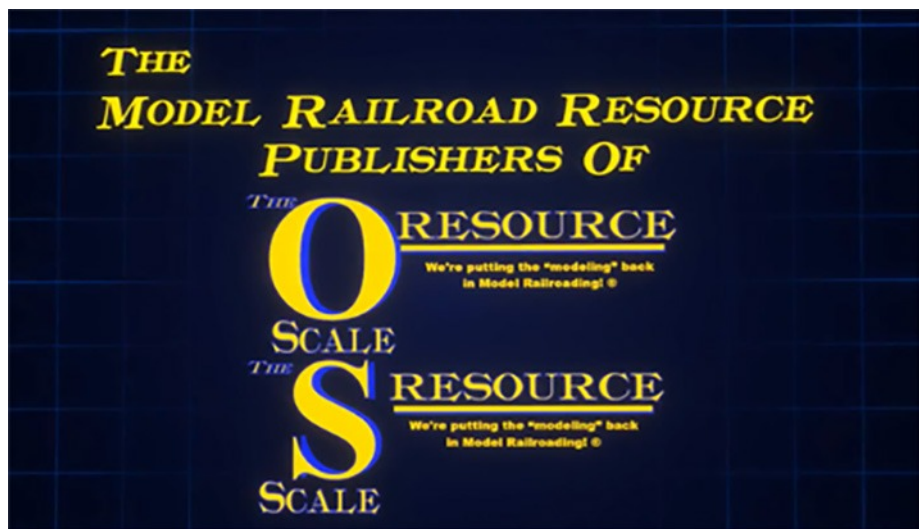
definitely needed. Contact me at jimkellow@newtracksmodeling.com and lets discuss.

“NewTracks” MY BUILD

Sponsored by Model Railroad Resource LLC

These show segments 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. Greg Cassidy filled in for Chris for this show. Thanks Greg for a great job.



Click image to view The Model Railroad Resource LLC video introduction.



Chris Coarse of [Conowingo Models](#) is our host for this series.

Beginning on the next page are photos of the modelers and the models they shared on our recent September 21, 2022 MY BUILD segment of the “New Tracks” Zoom show. Each of the participants has an email address included and would welcome your comments. A complete video of the show is available on our YouTube Channel New Tracks Modeling.

Our monthly “New Tracks” MY BUILD segments provide opportunities for viewers to have their work featured. You can show your latest project, discuss your modeling technique, or a new tool you found, or give a tip you learned that helped your modeling.

Modelers can use this opportunity to engage in discussions with the “New Tracks” modeling community. No judging is done, only helpful modeling discussions. Join us to share and discuss your modeling with other model builders.

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. The next MY BUILDs are scheduled for November 23, 2022 and December 21, 2022. This is the time to plan a projects you want to share at these upcoming events.

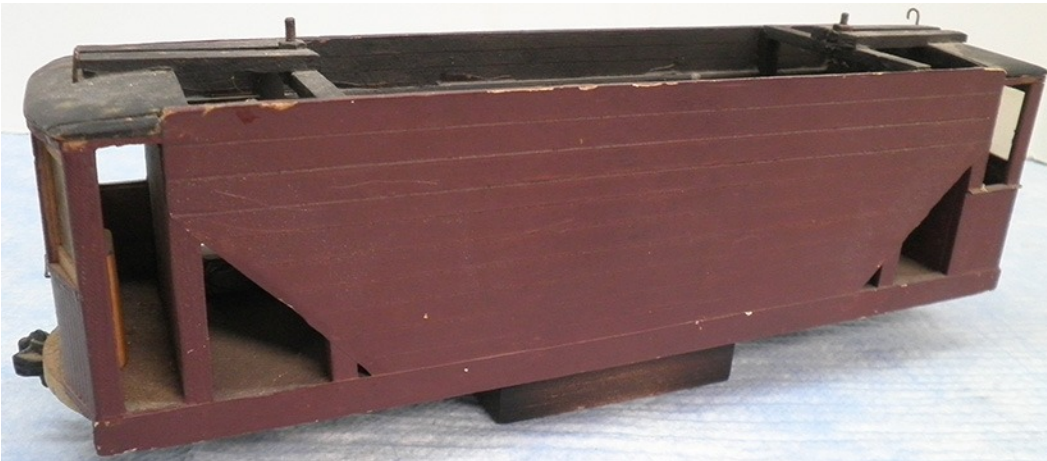
Chris will incorporate your photos into the show. When your photos come up, you will have time to share your experiences from building the model with the “New Tracks” community. I believe each of us has unique modeling talents and skills and showing your modeling can be a great teacher and motivator for other modelers.

Sharing your modeling is a significant part of mentoring. Please participate in these programs which are designed to help all of us improve our modeling skills.



*Ed Cady -
jayceerail@gmail.com*

*HO Scale - Hunterline
queen post and trestle
bridges, Conowingo Models
cars, Tyco locomotives.*



*Martin Brechbiel -
Martin.Brechbiel@newtracksmodeling.com*

*O scale - Restoration
project - motor hopper and
wooden covered hopper.*



*Tony Dixon -
tex50613@gmail.com*

*S scale - Wood grain
elevator with brick annex
work in progress.*



Phil Edholm -
Phil.Edholm@newtracksmodeling.com

O scale - Fuel house on dock.

Bob Farquhar -
bob.farquhar@newtracksmodeling.com

HO scale - 53 foot Passenger Steam Boat.



Jeff Jordan -
Jeff.Jordan@newtracksmodeling.com

O scale - JV Models bunkhouse.



*John Sherwood -
johnsdmd@gmail.com*

O scale - Jerry's Tractor & Repair.

*Gary Shurgold -
gshurgold@gmail.com*

*HO scale - Bar mills
Shipping & Storage and
North East Scale shed.*



*Ron Walters -
fronw186@gmail.com*

*HO Scale - Ft. Worth
control tower.*

Local NMRA CLUBS and DIVISIONS Sponsored by the NMRA

This is a bi-weekly segment which started April 27, 2022. It is based on one of the ways I got, along with many others, modeling help and met 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 gain 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 who helped me become a modeler.

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](#), a 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 kicked off the series with Gordon Robinson, the President of the NMRA, who discussed 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. If they do, take advantage of it!



Phil Edholm

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

Mark Poggendorf, a NMRA member working on his MMR, a hobby manufacturer, an owner of Poggies Trains Hobby Shop, and a member of the National Retail Hobby Stores Association (NRHSA), started a monthly show 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.



Mark’s involvement in our hobby as a modeler, manufacturer and, hobby shop owner, who not only has a brick and mortar store in California but also attends, as a vendor, many of the train shows throughout the country, makes him well suited to lead these discussions and provide insights into the problems and issues facing both the hobby shop industry and modelers. Who knows, you also may find a new source for your modeling products from this series.

If viewers have a hobby shop to recommend to 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 or jimkellow@newtracksmodeling.com.

Remote Switching Layout Operation

On July 13th, Heath Hurwitz showed us his small, 48" x 10" switching puzzle layout he calls Human[c]ity Junction. It is a variation on John Allen's Timesaver. What makes Heath's layout special is that it can be operated 100% remotely.

One fortunate "New Tracks" 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 locomotives and turnouts while seeing it all in real time over the Internet. WOW!

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 layout will no longer be an obstacle to engage in operating a model railroad layout.



View our YouTube video on our channel New Tracks Modeling of the July 13th, 2022 show to see how it works and the technology that makes it possible. On future scheduled shows, we will be offering our viewers the chance to operate on the layout with different puzzles at various difficulty levels. Operators of all skill levels are welcome. If you want to be a remote operator, please email me to get on the schedule at: jimkellow@newtracksmodeling.com

"New Tracks" Build Alongs

Our "Build Along" modeling experiences gives you a personal mentor. Join in a great learning experience.

Hangman Creek Dioramas



Starting October 26, 2022 Jess Dozier, owner of Hangman Creek Dioramas, will build one of his kits. The diorama kit is called "Log Boat at Lame Deer Mill". Jess is offering this kit with a 50% discount starting October 1, 2022 through November 30, 2022. When ordering, use the code word "BUILDALONG".

Jess tells me it's an easy kit to build and has a lot of different materials, resin, wood, hydrocal, and scenery to complete the 12" x 12" diorama. Please visit [Hangman Creek Dioramas Website](http://HangmanCreekDioramas.com).

Merry Christmas Modelers

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 from November 1st through December 31, 2022. To get the discount, use the code "NewTracks." <https://newcreationsvictorian.com/shop/ols/products/st-mary-star-of-the-sea-catholic-church-o-scale>. More details can be found on his website and by contacting him directly at Eauchiche@gmail.com.



Dwarvin Lighting Without Wires

Starting November 23, 2022, Michael Groves will begin a Built 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. Two examples of what can be achieved using the product are shown from Michael Morley - winner of Fiber Guild for Model Railroaders competition.



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.



On the left is a photo of the prototype the structure in Colorado, along with a photo of the model next to it.



Happy New Year 2023 Build Along Models

Atlantis Models

Starting February 22, 2023, Atlantis Models owner, Peter Petri, will build an O scale gasoline truck. There is a 15% discount available to “New Tracks” modelers building this model who place orders between September 1, 2022 and Aug 31, 2023. This is the first truck model we have built on the show, and I believe it will appeal to many viewers. Please visit the Atlantis website and see this and other O scale models they offer.

<https://atlantis-models.com/white-fruehauf-gas-truck-sinclair-us-army-plastic-model-kit-1-48/>

Modeling with Inkscape

Starting March 29, 2023 Fr. Ron Walters will begin a Build Along series on how to use the “FREE” software called Inkscape. He will start out with three segments: one on how to design windows with fine mullions using Inkscape and self adhesive labels; one on using Inkscape to change signage; and one on using Inkscape to plan walls for a scratch build. If viewers like these, he will look at a couple other uses of Inkscape for modeling. Each segment will last 15 minutes so you can learn a little at a time.

More “Build Alongs” 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.

This program is providing modelers, their own personal mentor on our shows. So if you have been sitting on the sidelines for awhile, give model building a try. I believe you will have some fun. It is really great for me to hear the enthusiasm and excitement from first time or previous armchair builders from their experiences by participating.

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, provide a model builder, or I will find someone to build their kit. Contact me at: jimkellow@newtracksmodeling.com.

Other Regular Modeling Segments on our 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.

For example, Pat Rivard and Paul Hurly did a segment “Making Coniferous Trees”. They demonstrated how to use a variety of tree branch materials to recreate species that are seen throughout North America.

I hope you will share your modeling experience so other modelers can benefit from your techniques. Please let me know of your interest by email to: jimkellow@newtracksmodeling.com.

“Ask Your Modeling Question”

These segments encourage viewers to 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 build 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. These builds will definitely remind all of us what past 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.

Now let's meet some modelers and manufacturers

This modeler participates in my Zoom shows and is a member of our show's production team. I am very impressed with his modeling and the products his company produces. Please meet:

Alan Rogers: How a Hobby Launched a Career

I was born in Miami, Florida in the old Florida East Coast and Seaboard railroad territories. One of my earliest memories was with my mother on a trip on the Silver Meteor train to North Carolina to stay with my dad, who was there working for the summer.

Later, my Dad helped me build a 4'x8' HO scale layout at our home in Belle Glade, Florida. We followed a plan from a Kalmbach publishing book for the construction. It was a very eclectic layout for equipment, and freelance in design and locale. Most of the structures were Plasticville. In 1970, my dad got a job offer in California.



Alan at the Golden Empire Historical and Modeling Society train show. March 2022.

We moved cross-country to Bakersfield, California in the middle of the Santa Fe and Southern Pacific systems. In many ways, I suffered from culture shock. The kids at school had trouble understanding my strong regional accent. The house in California was smaller, so we sold off my HO trains and began an N scale layout.

My Mother took us to Pioneer Village at the Kern County Museum. Located on the old Kern County Fairgrounds, this museum features a collection of historic buildings from the area. I was interested in the Western architecture with false fronts and wanted copies for my new layout. Armed with only an Exacto knife and 12" ruler, I began building models of those buildings,

By the mid seventies, my life had become consumed with classical music. I lost interest in model railroading. When I wasn't working, I spent many hours in organ lofts learning the great literature of the organ. I won some regional awards and ended up on the local concert scene, where I have played for over 40 years.

The parents of my best friend during Junior High and High School were from Noord Brabant in the southeastern Netherlands. I began learning the Dutch language so I could communicate with their non-English speaking relatives. Later, I continued learning and practicing Dutch with other friends from Friesland, a northern province. Today I am quite fluent in that language.

In the early 1990s, I decided to construct a small HO scale layout, based on the Southern Pacific. I revisited the Kern County Museum grounds and made scale drawings of the structures I wanted to copy. I enjoyed making the drawings as much as modeling the buildings. Today, those early drawings are a part of my company logo.

After another short hiatus from model railroading, I re-emerged as an O scaler, because of the level of detail possible on the buildings. I began scratchbuilding, using mostly styrene. While I wasn't mentored directly, the articles I found in model railroading publications inspired and helped me with techniques.

After working 30 years in healthcare, I started contemplating what retirement should look like. I had dabbled briefly in rolling out my modeling hobby as a business earlier, but the Covid shut down proved to me that I needed to work in retirement. One of my patients, a successful business-woman in her 70s, admonished me to "do what you love." As the corporate healthcare structure, familiar to many of us, started to rapidly deteriorate around me, I made the decision to leave that industry and begin kit manufacturing full time in 2022, starting [New Creations Victorian Railroad Buildings](https://www.newcreationsvictorian.com/).

In 2021, I acquired my laser engraver and 3D printer. I wrote a business plan and filed my LLC. I learned four different software packages, including two CAD programs and a website designer. Learning all of this technology was a trial.

I am in my early 60s, and hate technology. With a lot of moral support from my friends, I officially opened New Creations Victorian Railroad Buildings on the first of December, 2021. Originally, I wanted to serve just

the O scale market, which I believed was under-represented in the industry. I also wanted to target the holiday village market, as O scale is compatible with those pieces.

I was a vendor at my first model railroad show in March of this year. The experience at that show was thrilling for me. Many HO and S scalers asked me to start producing kits for them. Currently, I am learning the skill sets necessary to produce kits in those scales, as well as O scale

In my business plan, I envisioned the founding of clubs in local craft stores to draw people into the model railroading and holiday village hobbies. At the time, I had not heard of New Tracks modeling, but the “Build Alongs” we enjoy there represent this concept perfectly. Please watch my “Build Along” starting on the November 26, 2022 Zoom show of “New Tracks”.

Alan’s Contest Drawing

When talking with Alan I asked him to offer a Contest Drawing for our readers and he immediately agreed. The prize for the winner of the contest drawing is his SP Handcar shed that stood at Woodford, California until the UPRR razed it after their acquisition of the SP.



To enter the New Creations Victorian Railroad Buildings,LLC contest, each modeler must complete the form here. The company will notify the winner and make arrangements for delivery of the kit and mentoring. Please show your appreciation to New Creations Victorian Railroad Buildings,LLC by entering their contest. I wish all of you good luck in the New Creations Victorian Railroad Buildings,LLC contest and a great mentoring experience in building the kit. I look forward to seeing your finished model.

NEW CREATIONS VICTORIAN RAILROAD BUILDINGS,LLC DRAWING

Click To Enter the New Creations Victorian Railroad Buildings,LLC contest.

advice and counsel. You can reach Alan at Alan.Rogers@newtracksmodeling.com.

Mentoring is a huge part of my company philosophy. I believe new careers can be launched for young people who start out as hobbyists. I would like to see my company continue under the leadership of someone I mentored after I am gone. In the near future, I plan to use my skills in the Dutch language to market my products in Europe.

Thanks Alan for everything you do and particularly for our



Left: St. Mary Star of the Sea Catholic Church, Ocean City Maryland, in O scale. Photo by Alan Rogers

Above: Southern Pacific Signal Maintainer’s House in O scale Photo by Alan Rogers

This next couple has been very supportive of “New Tracks” Zoom shows and now is also supporting my readers. Please meet two very talented and dedicated modelers. I ask your prayers for Kristin as she undergoes surgery in the near future.



David and Kristin Kemick: 3DP Train

David began modeling at an early age, his father collected trains in many scales, but focused largely on American Flyer S Gauge. He joined local modelers and built a modular layout that they took to a few shows. From an early age, David fell in love with narrow gauge having visited the East Broad Top as a young child and began modeling in HO_{n3}.

After getting married, Kristin learned about the hobby, and at first, was reluctant to become involved. Slowly she discovered her love for scenery, weathering, and other parts of the hobby. Through trial and error and Google, she figured out how to do everything. Her real challenge came when we began designing and building our first modular layout to present our models at shows.

She figured out new techniques for water falls, and rock formations. The modular set gets high praise when it is displayed.

Our business really started about 10 years ago. David had designed a few models for personal use and printed them through 3D printing service. They had the option to sell your model, and, on a whim, he checked that option and forgot about them. About 4 years later we had our first sale. We were both working full-time jobs outside the home at the time, so it was a great way to make a little extra money. In 2018, the print service went through changes and its prices doubled on many of our models overnight. We were designing about a product a month at the time and gaining momentum. It was devastating, we could no longer make a profit and keep our prices competitive.

We were at a crossroads, close or invest in the equipment and move the printing in-house. At the time, we were still operating as Western Rails Company and printing our models exclusively. As we grew, we began to



team of vendors and hundreds of customers spanning the globe. We are adding new models to our catalog constantly and currently have models from Nn3 to On30.



receive requests to print models for customers and other designers, so in 2021, we launched 3DP Train. Through the launch of 3DP Train, we have been able to make it our full-time jobs. We have now transformed into a 3D marketplace specializing in model trains where you can buy

models from our growing team of creators, or have your creations printed as well. Our business has exploded, we have a growing

Our Contest Drawing

I asked Kristen and David if they would offer a Contest Drawing. They agreed. The winner will receive a \$10.00 credit off of any of their 3D printed parts shown on their [Website](#).

To enter the 3DP Train contest, each modeler must complete the form here. The company will notify the winner and make arrangements for delivery of the kit and the mentoring. Please show your appreciation to 3DP Train by entering their contest. I wish all of you good luck in the 3DP Train contest and a great mentoring experience in building the kit. I look forward to seeing your finished model.

Thanks to both of you for your help and interest. You can reach them at their company or individually at: KristinKemick@newtracksmodeling.com or David.Kemick@newtracksmodeling.com.

3DP TRAIN DRAWING

Click To Enter the 3DP contest.

about 1947-8 (still have a couple – remember Strombeck-Becker?). I saw that the models in the kits had less detail than the illustrations of the prototypes on the box tops, so I began adding my own. The photo on the next page shows the De Witt Clinton I built and super detailed in 1948 from a Strombeck kit (preserved by my sister, fortunately). By age ten, I was scratch building, and still have two of those models. But by age thirteen, girls and cars had taken center stage – I bought a '38 Pontiac for \$30 at fourteen, then went home to tell my parents, who were not happy!

I kept building model trains, off and on, until college, then marriage, then a move to California (I was raised in Pennsylvania) which finally led to settling down there. I remember my wife's shock when I pulled out a half-

Now meet an exceptional modeler who has entered contests in both US NMRA events and in the UK. See what he says about his contest experiences in both countries.

Scott Maze

I was born in 1940, making me a contemporary of John Allen. I began building models



built Red Ball HO kit from a decade earlier and finished it. We'd known each other for a long time, but she never had known about my modeling.

From that time on (about 1967), I've been building and collecting models, first American prototypes, later lots of British and a few South American prototypes. I've been in the NMRA, the Gauge O Guild, the Train Collectors' Association, and have been involved in putting on local and national conventions. I'm also an original member of the Yosemite Short Line On30 Group – our sectional exhibition layout has appeared annually at O Scale West in San Jose, CA, as well as winning prizes at several NMRA and National Narrow Gauge Conventions since we built it in 2004.

As for scales, I started in HO. I have built, bashed and scratched many models in that scale, all American prototypes. In the 1980's, I got into contest modeling in the NMRA, where I usually won my class at the Nationals when I could get there, and often won Best of Show at the Pacific Coast Region. In the 1990's, I met several fellows from the UK and soon I was building nothing but British prototypes, all in British O scale (7mm).

In 1997, I was able to attend the Gauge O Guild's "Guild Ex" annual convention in England, so I entered my NMRA contest-winning model in their Annual Competition. I learned the British are better modelers than we Americans--my entry, a locomotive that had won its' class at the NMRA's Pacific Coast Region contest, received only an "Honorable Mention"! I knew I was going back the next year and I knew I had to up my game, so I did.

For the next several years, my models won their class at Guild Ex, as well as winning PCR and National NMRA contests. I made many friends in the UK, where I was viewed as an anomaly – an American who could

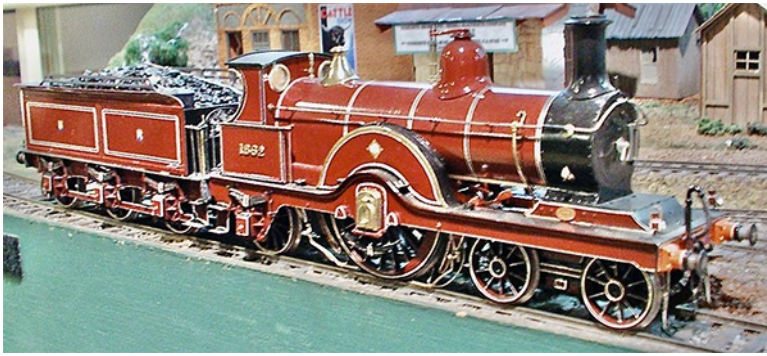


actually build a decent model of an English prototype. The example pictured on the next page is my South Eastern & Chatham Wainwright D Class 4-4-0 with full working inside motion, which began as a basic kit and ended as a national contest winner in both the U.S. and the UK. I was also a member of a California-based group of mostly Britishers who built and exhibited a British 7mm layout at O Scale West each year. We were an informal, but international group, as most of us crossed the pond each year to attend Guild Ex.

This is my first real effort at superdetailing, a Strombeck Becker O scale kit from about 1950 (I had been building models for about two-three years at that point). I wrapped the boiler, domes and stack with thin lead sheet from an emptied toothpaste tube, after imprinting rivet heads in the sheet. I cut out coach body frame outlines from shirt cardboard, painted them black and glued them to the coach body sides. I added broken pieces of stripwood for fuel, other metal shapes for whistle and safety valves. More interesting for the date than the work quality!

That all began to change with the new century, when I picked up a couple Bachmann On30 models, just for kicks. Soon, I was enjoying a new gauge that combined elements of HO and O scale, the two scales I had modeled for decades. On30 allowed me to kitbash, something almost unknown to the British, and I found I had missed the challenge and artistic freedom of modeling prototypes that had never existed. Time took its toll on my British friends in California and I retired and re-married in 2006, which meant no more trips to the UK. Soon I was building and kitbashing

Several decades followed, along with girls, cars, college, jobs, a move to California, then a long time with HO.



These date from my British modeling times, 1980's thru 2006 or so. Both are heavily modified/super detailed British kits, both won BOS at the NMRA's Pacific Coast Region, both won their classes at the NMRA Nationals. But given the superior quality of British modeling, I am proud to say both won their class at the Gauge O Guild's Annual Competition in England! I won several Guild Competitions in England over the years, but that ended with my retirement in 2006 when my free airline tickets went away. I had tired of competition modeling anyway by then, and I gradually switched to On30.

What a difference! Almost NO prototypes to follow, complete freedom to kitbash, scratchbuild, bend or break modeling rules and without fear of criticism. My motto became "If it LOOKS good, it IS good!" That was also about the time I got into digital cameras, allowing me to take lots of photos at no cost, so the remainder of these photos are from my On30 era, which continues to this day.



A 2-8-2 I kitbashed from a Bachmann Mogul and an HO PFM Santa Fe Consolidation mechanism, the start of my On30 bashing, which I described in some articles I wrote for the Short Line Narrow Gauge Gazette.

only in On30, setting the stage for my next modeling adventure.

On30 has been popularized by Bachman in the tradition of Varney and other old-line manufacturers, affording many of us the opportunity to be creative in new ways without breaking the budget. While they can be exquisite, British models are quite expensive – a kit usually requires the separate purchase of motor and wheels, with the total cost sometimes approximating that of a brass import, if one was even available. I found myself kitbashing Bachmann locomotives into more and more variations, building an On30 layout, writing a few articles on On30 kitbashes for the *Narrow Gauge & Short Line Gazette*. I had already joined the group building the Yosemite Short Line On30 exhibition layout for the 2004 Narrow Gauge Convention in Santa Clara CA, and was the Treasurer for that Convention, as I had been earlier for the 2000 NMRA Convention.

The combination of On30 and a friend's expertise in 3D printing also encouraged me to experiment with becoming a cottage manufacturer when my friend needed a place to set up his printer (my garage). Soon I was assisting him and learning about this new process, which is well-suited to our hobby's requirements. For example, I once asked my friend about creating a set of off-beat arch-bar trucks for a gas-electric I was kitbashing. Forty-five minutes later, he had designed and 3D printed those trucks and I was installing them! Thus was born the KitBash Brothers; we design and market kits that provide a modeler the parts that are difficult to build so he or she can focus on the creative aspects of kitbashing, what we call a Bash. We are very much a small time cottage manufacturer, but we are in it for the fun, not the money. At least we were, until the pandemic hit, and business all but disappeared. I am still kitbashing, enjoying the hobby and looking forward to resuming show activities when we exhibit our Yosemite Short Line layout at O Scale West.

So that's it. I hope I haven't crossed the line between "full answer" to your original question about scales and "BORING!" If you really want more, visit my Facebook pages, one called "The Yosemite Short Line" and one called "KitBash



Three locomotives on my sections of our Yosemite Short Line exhibition layout. All these locomotives began as Bachmann Moguls, but I kitbashed them into different types of tank locomotives, including two 2-6-2T's and an 0-6-0T, with the help of Calvin Witt, who turned my scratchbuilt cabs and other parts into 3D prints. That was the start of our KitBash Brothers line.



A McKeen switcher, built entirely of styrene with part of the mechanism from a Bachmann gas mechanical. The prototype is almost unknown, as McKeen built only two such switchers, both standard gauge. I designed the model to use Mike Sharman's "Flexi-Chas" suspension system, also almost unknown in the U.S.

Her Majesty's Royal Navy leaving as a Lieutenant, and then

Fast forward: I worked a stint with IBM, met my future-wife Lori, moved to Dawsonville GA, retired as a Chartered (Certified) Information Technology Professional Member of the British Computer Society, and have taken up model railroading once again.

Brothers" where you'll see several completed models.

Thanks Scott for a real education about contests in the US versus the UK, and for all your help and interest. You can reach Scott at: Scott.Maze@newtracksm modeling.com.

This next modeler is really into operation. We can learn a lot from him.

Peter Thomas

As a teenager in my home country of England, I was introduced to model railroading through community programs and had my own OO scale layout. Like many, I put the hobby on hold during my early adult years as I started a career first with in the computer industry in many different roles.



I joined the NMRA because they offered the best information, from how to create bench-work to wiring DCC, and much more. I have attended several Train N Camps and most Piedmont Division monthly meetings.

I am building an HO scale modular layout based on the town of Dawsonville in the mid-1920's. The construction follows the principles of TOMA – The one Module Approach <http://mrhpub.com/2015-10-oct/port/html5/> (page 11) and here mrhpub.com/2017-08-aug/online/?page=22. I exhibit my model at local train shows with others from the Piedmont Division.



Engines lined up ready for jobs. I enjoyed researching railroads for my layout and realized that American railroads are operated differently from UK railroads. Whilst there is a lot of material about Timetable and Train Orders, it took some searching to find information to cover all other aspects of operation.

I asked: how are UK and USA operations different? Peter said: The UK prototype gave the responsibility of moving over the railroad to the tower operators <https://tte.fandom.com/wiki/Signalmen> in the late 1880s.

The future of On30 and kitbashing, IMO. It is an assortment of parts 3D printed by my friend Fran Foley (Foley locomotive & Car Works on FB) on which I performed some massive surgery, shortening the cab, adding the fuel tank, etc. So this is a one-off, 3D print of a locomotive that never existed – as 3D printing becomes more popular and less expensive, more variety should be available at lower prices, encouraging more modelers to try their hand at creating their own model.

Then I got this special photo showing the level of modeling detail needed to Win a contest in the UK. “Most British steam locomotives are inside connected, with inside cylinders driving a cranked axle. This must be modeled if you plan to win a British model contest. I did that and modeled working leaf springs on the drivers and all other wheels, which nobody had done before.

realistic Operation” by John Armstrong.

Having gained a reasonable knowledge, I wanted to share it with beginning model railroaders as well as long-time hobbyists.

I asked Peter: What is the main hurdle for layout owners to develop an operating plan? Peter answered: The problem is the lack of step by step guidance on what to do. Having reached an understanding of what is required based on my research, I am now working on that.

Each section is protected by block instruments https://en.wikipedia.org/wiki/Signalling_block_system

Where there is a single line, there is usually a token/key which locks the signal frame, travels with the train, and is handed to the signalman on arrival to unlock their frame.

In the UK, traffic density and speeds, like our model railroads, are much higher than the US prototype. For example, Clapham Junction which is the confluence of several double and quadruple main lines has about 2000 trains per day.

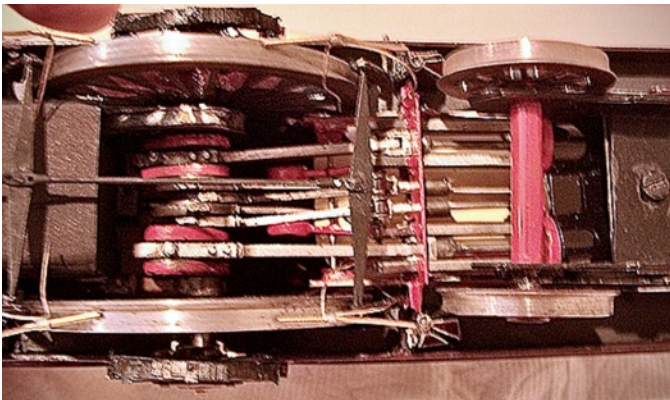
He continued: I work part-time with [Train Installations, LLC](#), helping with building layouts and designing layouts on CAD. This triggered me to do more research on layout planning, including, of course, the acquisition of “Track Planning for



Modules in storage.



Wye module.



This is the view of my MR 4-2-2 single, looking up. All that motion works, all is powered by a hidden worm gear drive, while the driving axle and all the rest are sprung by working leaf springs, as on the prototype. Did the same with the SE&C Rwy loco, but twice was enough!"

However, many layouts do not need an operating plan or they are happy using the "NASA method". Start a train running around the circuit. Stop and add another car. Repeat until ready to swap to a new locomotive. This provides all the rail fanning they want.

Peter continued: I was invited to work with the NMRA Education Department to develop guidance papers for beginners on layout planning and operations.

<https://www.nmra.org/beginners-guide-part-2-layout-planning>

<https://www.nmra.org/beginners-guide-part-9-operations>

I have also presented an operations fundamentals clinic to my Division.

This experience, and the positive feedback, made me brave enough to volunteer to join Jim Kellow's team of excellent railroad modelers who share their knowledge on New Tracks Modeling.

I plan to share my Division Clinic which introduces the terminology of railroad operations and the process used by the railroads to move loads from shipper to customer.

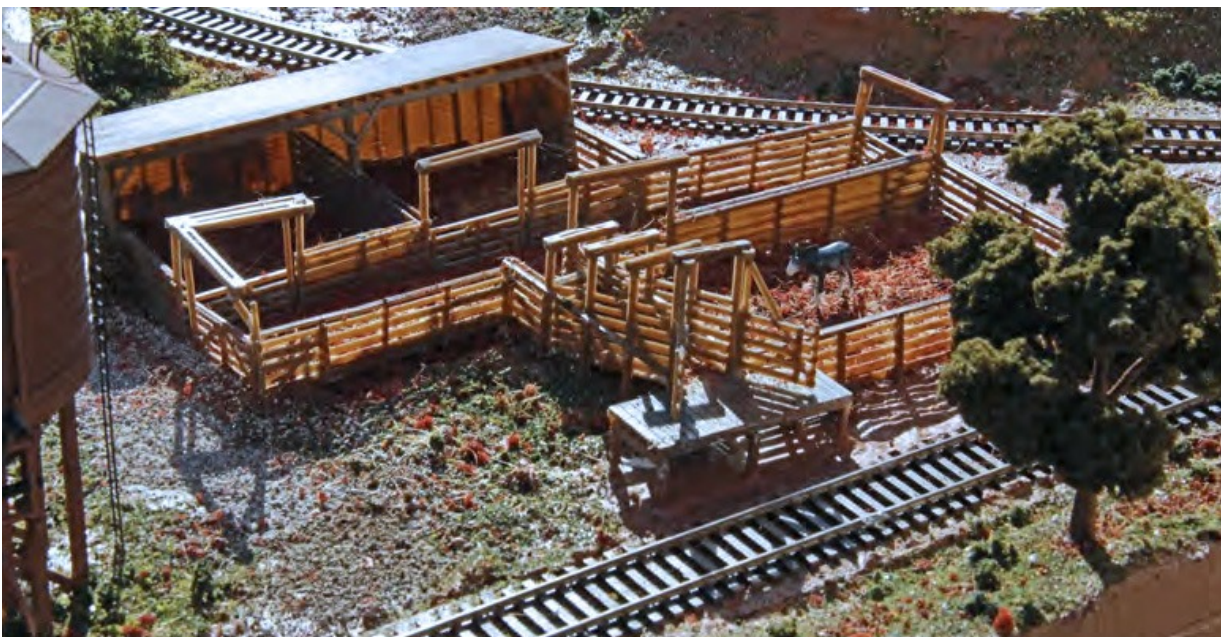
Given an understanding of the fundamentals, I will give shorter sessions covering the following topics and more:

- Creating a schematic of your layout and the interchange railroads which provide and take cars to understand the routes for the trains that will run on the layout.
- Reviewing train types and their associated eras to enable a layout owner to decide which trains to run.
- Creating the "train card" which describes the train type, route, and other instructions for the train crew.
- Roles and responsibilities of a train crew.



- Cars – types, era, and other considerations for being used on the layout and on trains which pass through.
- Do's don'ts hints and tips to build trains
- Strategies for creating traffic – build trains, simulate customer demand, create a to do list And several more)

Thanks Peter for your help and interest. Peter can be reached at Peter.Thomas@newtracksmodeling.com.



*Peter's
Layout.*



Well, it's time for me to return to my workbench and start working on something that I fell in love with and just have to model. It happens all the time. In fact, this is my latest scratchbuilding O Scale model in brass. Wheels are Card. Headlights basswood dowel.

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 a conversation. My email is: jimkellow@newtracksmodeling.com.

Till next time on "New Tracks". Happy Modeling!

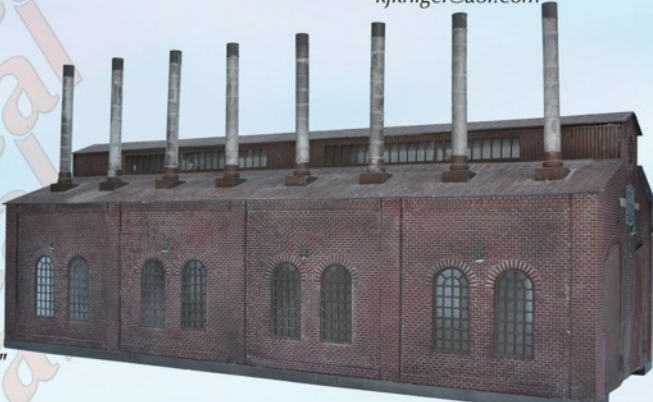
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- TCP-112 CP Rail- Action Yellow



December, 2022

11003: Southwestern Locomotive Set, #1

- TCP-020 Santa Fe- Blue
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WHAT'S ON YOUR WORKBENCH?

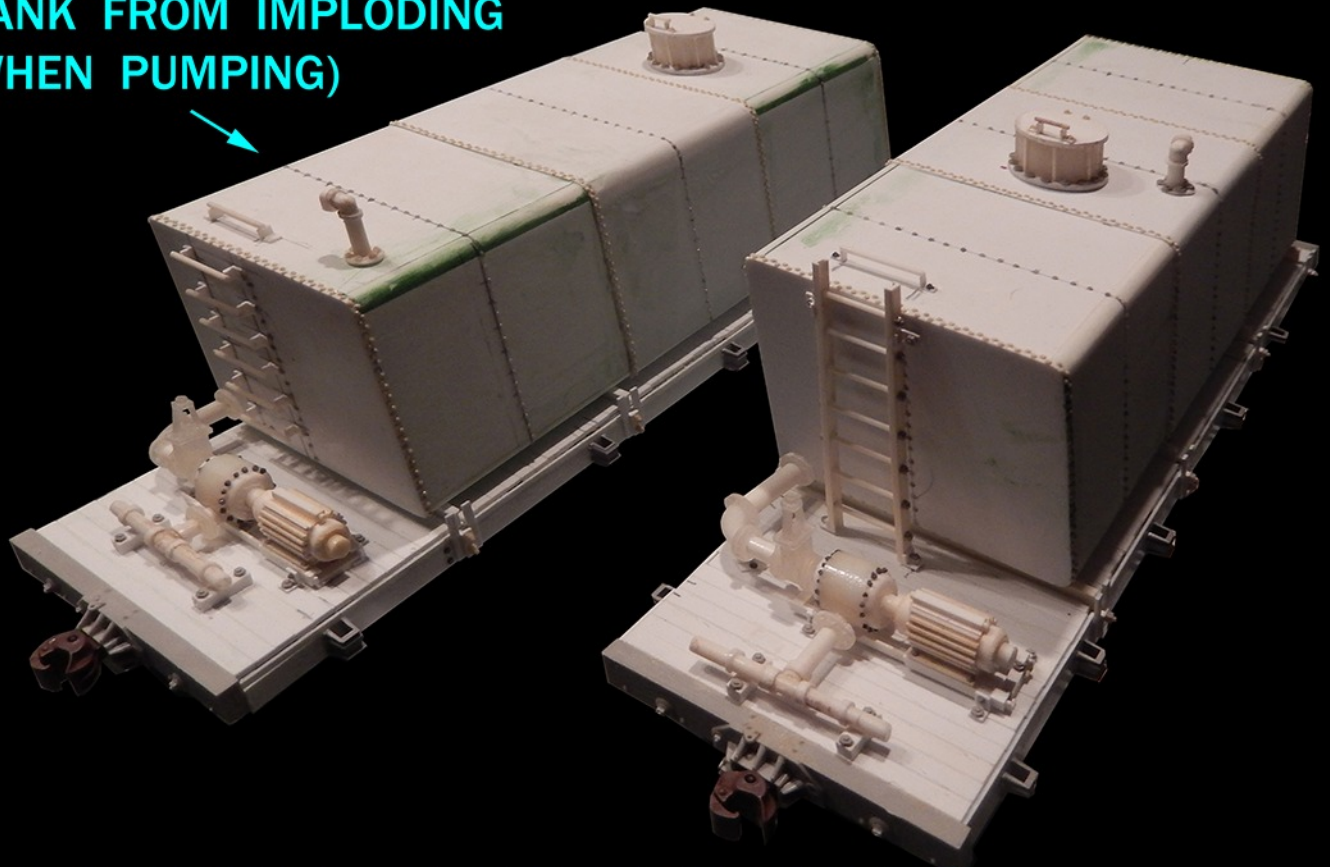
This series shows our readers what other modelers are working on. All that's needed is a simple snapshot of what your workbench looks like and the project on it. Send us a picture or two along with a short description of what you are working on so we can share it here. If it's a project under construction,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

By Robert Robbins

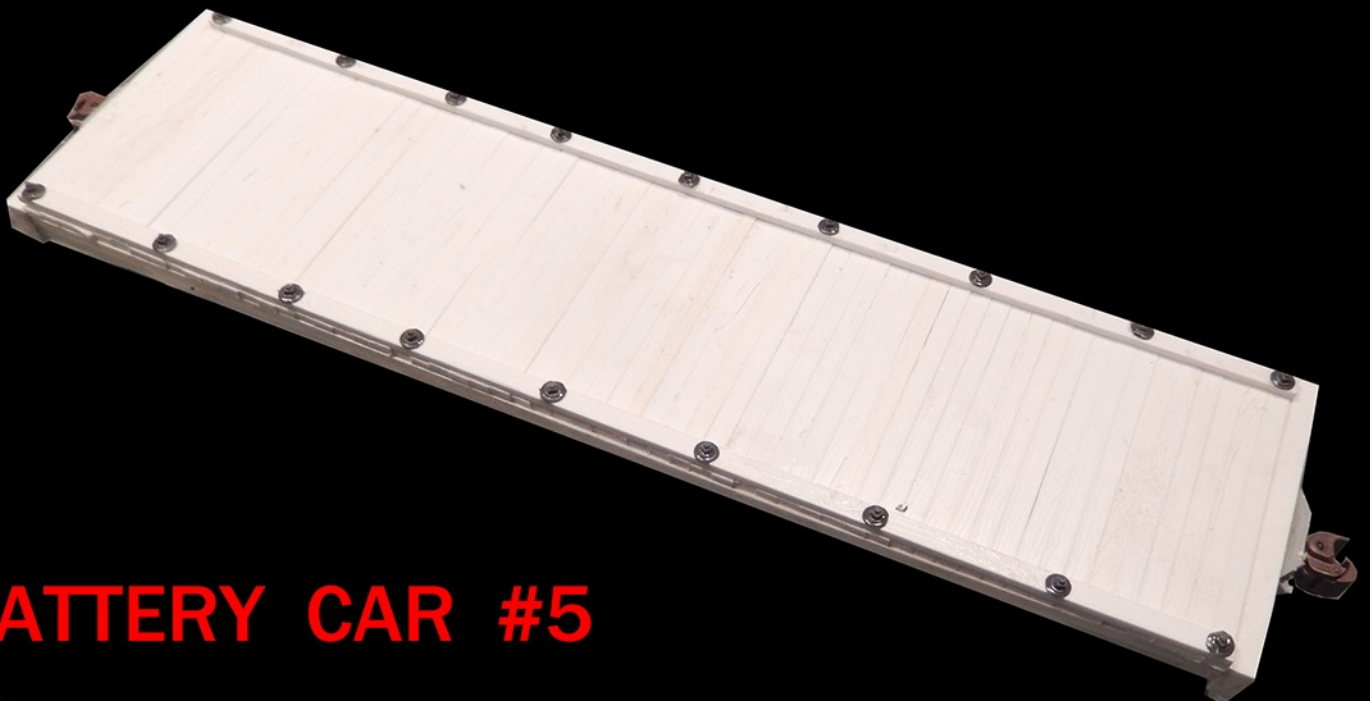
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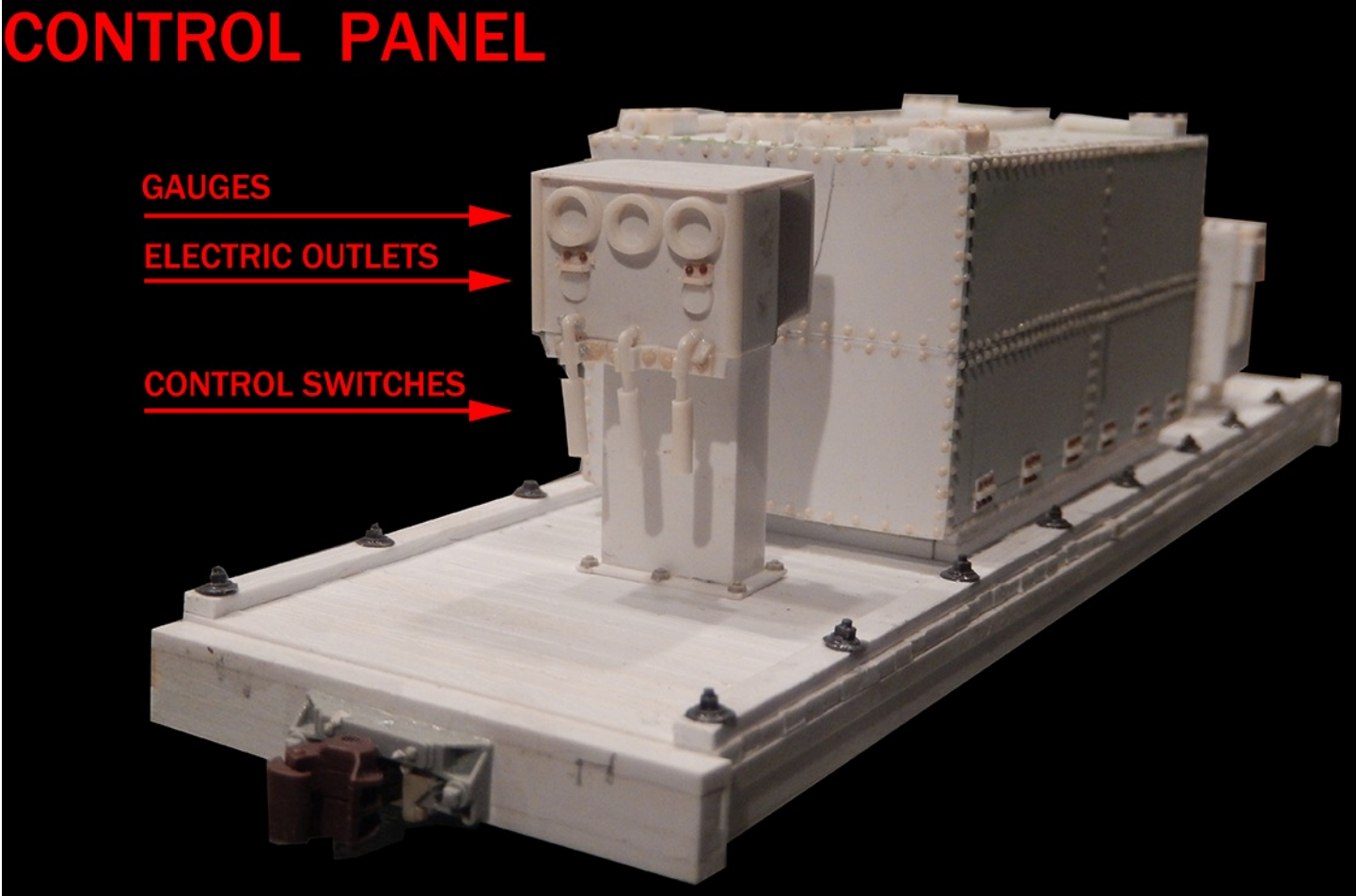
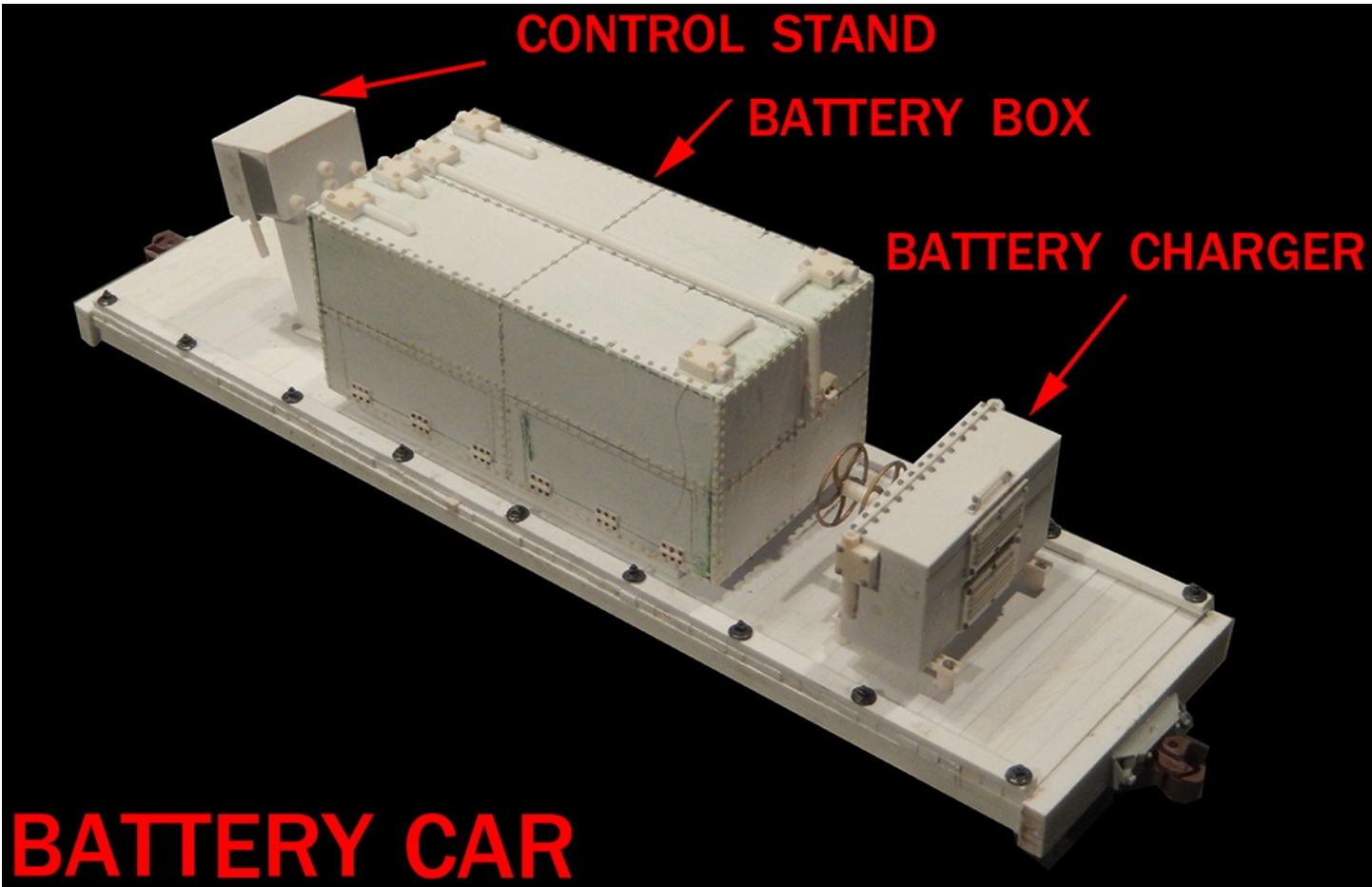


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O SCALE SHOWS & MEETS

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 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

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

Danville Indiana Train Show

November 19, 2022

New this year, O and S scale 2-rail sales and display room! 2000 square feet devoted to the O and S scale 2-rail modelers. The 15th annual Danville Train Show takes place on November 19, the Saturday before Thanksgiving. Presented by the Central Indiana Division of the NMRA, the show attracted more than 1,000 visitors last year, including model railroad hobbyists of all levels and interests, and many families. Website:

<https://www.cidnmra.org/>

O Scale South 2023

Saturday February 25, 2023, 9am- 2pm

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

Swap Meet & Modular Layout Display Layout tours information at the meet \$5 admission(spouses and children free)/\$25 per 8ft table(includes admission) Sponsored by the Southern O Scalers and the Model Railroad Club of Atlanta On3, On30, On2, Proto:48, and 3-Rail Scalers Welcome!Contact Dan Mason at

daniel@southernoscalers.com or 770-337-5139 to reserve tables and info information information O Scale South 2023 8th Annual Atlanta O Scale 2 Rail Meet

<http://www.oscalesouth2023>

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

Harrisburg All O Scale Meet

April 1st, 2023

9am to 4PM

Sponsored by: [Narrow Gauge Modeling Company](#)

St. Thomas United Church of Christ

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[Facebook page](#)

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

[Click here for info.](#)

O Scale West - S West and Narrow Gauge West

May 25-27, 2023

Hyatt Regency Santa Clara (San Francisco area)

O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held west of the Mississippi since it's founding by Rod Miller in 1991. Plan to join us over the Memorial Day weekend in sunny California.

Website: www.oscalewest.com

O Scale National Convention

June 8-11, 2023

Denver, CO

The O scale community will head to Denver June 8-11, 2023 for the annual convention of all trains scaled 48 to the foot. This will be the main event for O scale modelers looking for great layout tours, modeling clinics, and hundreds of vendor tables loaded with new products, as well as, treasures going back for more than 70 years. More details coming soon.

Website: <https://oscalenational.com/>

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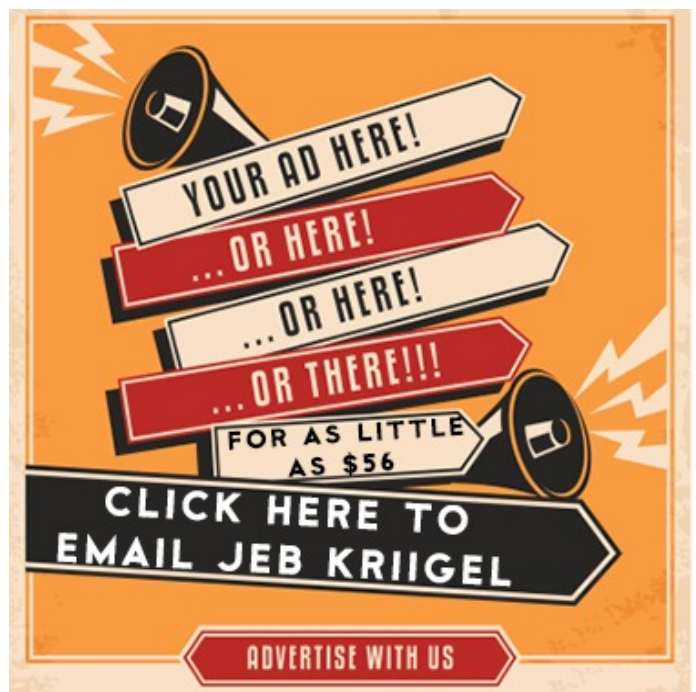
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