

*THE*

# O RESOURCE

*NEWS, REVIEWS, INFORMATION TO USE*

*We're putting the "modeling" back  
in Model Railroading! ®*

*Volume 10 No. 3*

*January/February 2023*

# SCALE



**O Scale National  
Painting Figures**

**Cincinnati & Lake Erie Flat Car**

**Some Thoughts On Painting With A Brush**

**What Are You All Up To: Reader's Photos**

**New Tracks: Mentors Can Really Help Improve Your  
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Show: 8:30 am -12:01 pm  
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... SHOW ...

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Press Scale? Visit [MARCHMEET.NET](http://www.marchmeet.net) 2023 | 414-322-8043 or Facebook: <https://www.facebook.com/MarchOScaleMeet>

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# BILL OF LADING

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**January/February 2023**  
Volume 10 No. 3

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**Amy Dawdy**

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*Managing Editor*  
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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

*Rich Yoder's 44-ton in early O&W maroon paint is ready to depart as the O&W snowplow in the background has made sure the crossing is clear.*

*Photo by Steve Kite*

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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

Happy New Year! I am writing this just after Christmas, and having survived the last blizzard of 2022, we are looking at a 52 degree Fahrenheit day coming this Thursday. That's about a 70 degree swing in the past 6 days! Gotta love the Midwest here in America!

We hope your holidays were good and you all stayed safe. One of my modeling presents from Amy was a Dremel drill press rotary tool workstation. Now, before all you machinists out there poo-poo this as being "cheap", I know. But, I have two Dremels, one corded and one battery powered, and for what I am using this for is small quick jobs like reaming holes or drilling holes in resin kits that I am building. Pin vises and I don't get a long too well. I break a lot of bits because of not twisting straight. I have yet to break a drill bit, even a number 80, using the variable speed Dremel. I also have space restrictions, and while I do have a "portable" drill press, it's big, heavy and needs to be plugged in; so for my use, this this a great addition.



A while back we sent out word that we wanted your pictures with a short description of what you have been working on over the last year. We got a lot of responses and I want to thank all of you. I'll be sending a note to you just before we publish them. Doug Meyer and Brad Kowal also want to use many of these pictures to display at the **O Scale March Meet** during "Happy Hour", 6:00 pm – 12:00 Midnight on Saturday, March 18th. This will be a cash bar in the Foyer sponsored by O Scale Central and designed as a get together for all people at the show to mingle, get reacquainted and just relax. We will be showing these pictures on a large projector all evening. Your name will appear on the bottom of all displayed images.

So please continue to send your pictures along with a short description to [photos@modelrailroadresource.com](mailto:photos@modelrailroadresource.com), and we'll continue to feature them in each issue.

And speaking of the **O Scale March Meet**, we look forward to seeing many of you there. It's not that far away, so go online, register for the show and make your hotel reservations. See their ad in this issue.

Merry Christmas to me 😊

Also coming up is the **O Scale National Convention in Denver** this June 8<sup>th</sup> - 11<sup>th</sup>. Amy and I attended that last National in Denver and had a really good time. Now with Covid not as much of a concern, we are looking forward to more people and businesses attending. There is so much to do in the Denver area. By the time you read this, the online reservations for the hotel and convention will be up and running. Also, there is an ad in this issue along with a short article all about the show and contact information.



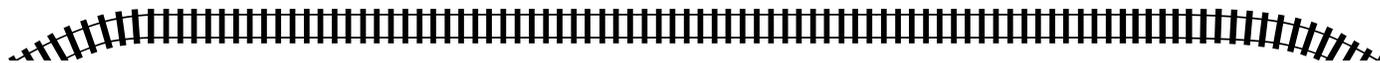
If you are in the area, don't forget **O Scale South 2023** coming up on February 25 in Roswell, GA. See their ad in this issue. It's a great regional show. Check out our show schedules in this issue for more upcoming O scale shows including the

**Harrisburg All O Scale Meet** on April 1<sup>st</sup>, **Strasburg 2 Rail Train Show** on April 15, **O Scale West - S West and Narrow Gauge West** on May 25-27 and others.

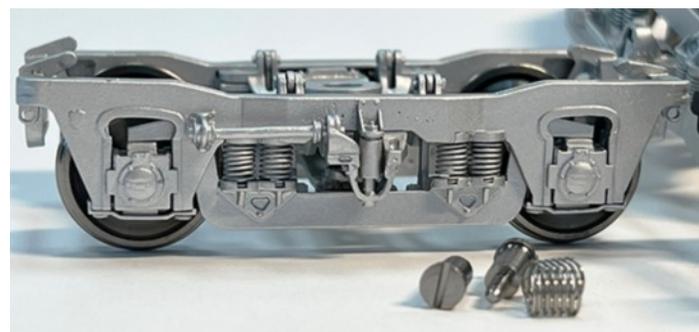
Happy Reading & Happy Modeling,

*Amy & Dan Dawdry*

# NEWS YOU CAN USE

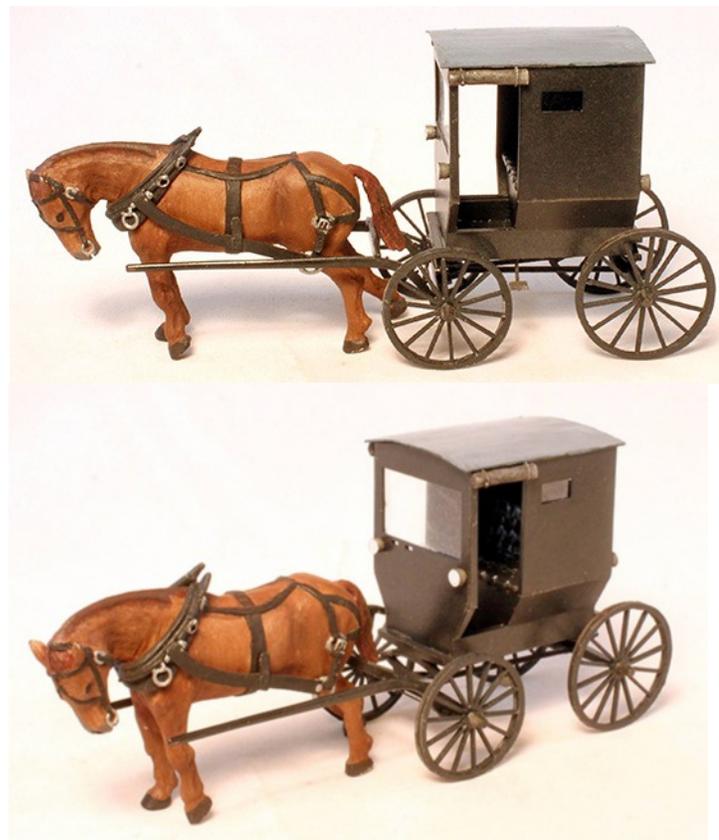


Richard Rands of [Berkshire Valley Models](#) has released an Amish Buggy in O scale, #269. Found throughout the East and Midwest, it includes safety features for those modeling modern times. Our buggy kit is comprised of laser cut wood and white metal parts. Horse available separately.



Please type or write in your choice of color with your mail-in order: \$149.95/pr

[See their Website for more great items.](#)



[Please see their Website for more great items.](#)



[Norm Buckhart of Protocraft](#) has some beautiful new passenger tracks available.

Budd Company's 41-ND disk brake passenger truck in Proto:48. 8'-6" w.b., single-pointed 36" steel wheels, tapered stainless steel axles mounted on ball bearings, fully equalized, removable keepers, all-brass, in black or silver - a very accurate model built in Korea by Boo Rim Precision Engineering, using Edw G. Budd Co. factory/builder plans dated April 1946.

New from [Tangent Scale Models](#): In 2007, Tangent Scale Models started the trend of offering unparalleled railroad freight car replicas in HO scale. Today we are announcing our first "Tangent quality" O scale brass offering. That's right – O scale! We bring our passion and knowledge for translating real 1:1 railroad equipment to our friends and fellow modelers in O scale.



Our tank car replicas are hand-crafted in brass in Republic of Korea by SamModel and are offered in both O scale 2-Rail and Proto-48 configurations – your choice!

Tangent's O Scale Brass GATC 6,000 Gallon 3-Compartment tank car replicas are AVAILABLE TODAY DIRECT ONLY from Tangent Scale Models in limited quantities (in both O Scale 2-Rail and Proto-48 configurations) plus painted unlettered options. These models are Ready To Run! These models are available today (direct sales only!) in the 6 schemes shown on previous page as well as undecorated!

[Click here to see these beautiful new cars!](#)



Jack Dziadul from [Ipswich Hobbies](#) has a new product. Now available on their website, Boston and Maine RR smokejacks. The 3-D printed products are based on B&M standard plans and are available in N, HO, and O scales.

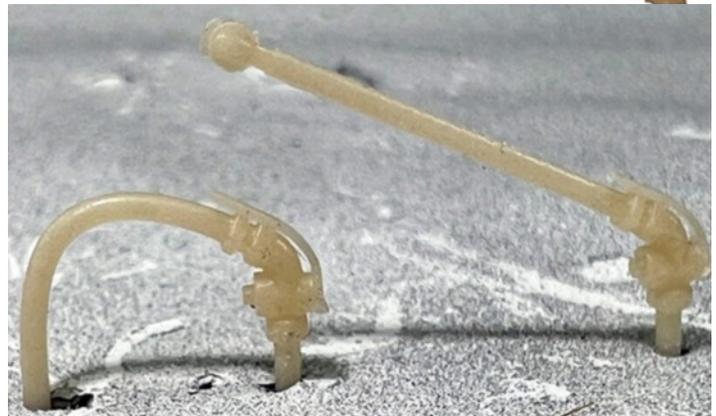


These are the perfect details for crossing shanties, yard offices, and section houses. The N and HO smokejacks come on packages of five for \$5.00. The O scale smokejacks are three for \$5.00.

[See their Website for all their products.](#)

[New from The Model Railroad Resource 3D Division.](#)

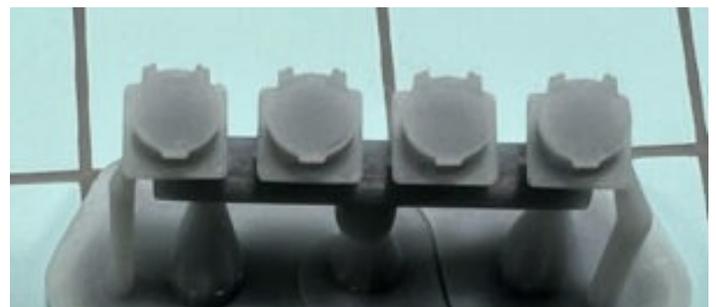
Air Hose w/Angle Cock & Glad Hand.



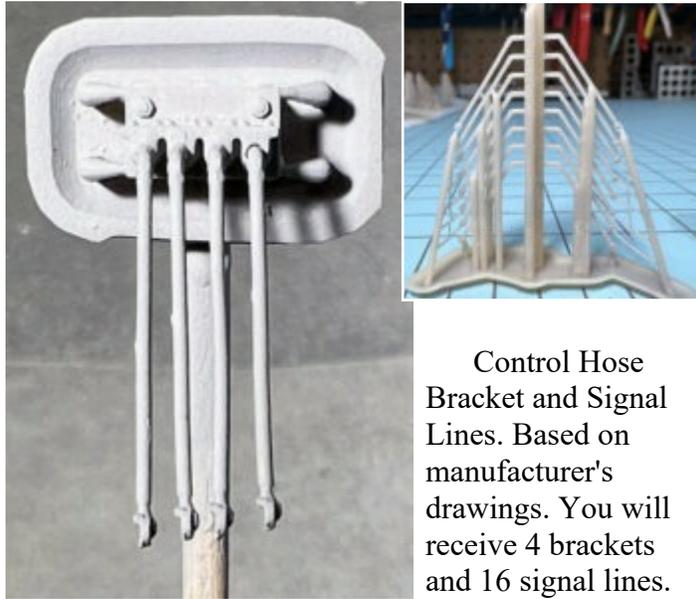
This resin has some flex and will not crack when pressure is applied. These take paint well after priming. We normally use Mr. Primer Surfacer 1000, but any good thin primer will work. 12 pieces per package or enough for 6 cars / locomotives.

NOTE: This is NOT offered in black resin because to add any type of rust color to the black for the angle cock and glad hand is difficult; therefore, we went with a more neutral color.

MU Housings. Based on manufacturer's drawings. You will receive 8 assemblies, enough for two locomotives.



They can be bolted onto the locomotive itself or using some type of easy to make bracket. The bracket is up to you. A few bits of brass or styrene, and you're done.



Control Hose Bracket and Signal Lines. Based on manufacturer's drawings. You will receive 4 brackets and 16 signal lines. They can be bolted

onto the locomotive itself or using some type of easy to make bracket. Most modern locomotives allow for four lines, however, some used three. Simply cut off one opening and lightly sand. The signal lines are made from a nylon type resin that has some flex and will not crack when pressure is applied.

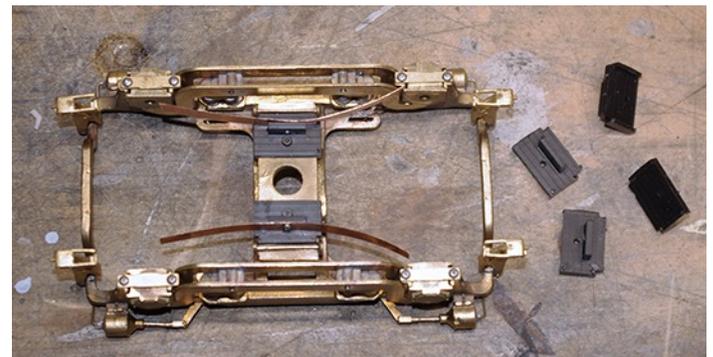
Locomotive Ditch Lights. Based on manufacturer's drawings. You will receive 8 lamp assemblies, enough for two locomotives. As seen in the accompanying pictures, they can be bolted onto the locomotive itself or using some type of easy to make bracket. The bracket is up to you. A few bits of brass or styrene and you're done.



Models by Brian Huang using these castings  
250 Gallon Propane Tank. Not only for modern day homes and businesses, this will also go nicely with track heaters that are used outside of yards and on the main. Scaled from manufacturer's drawings.



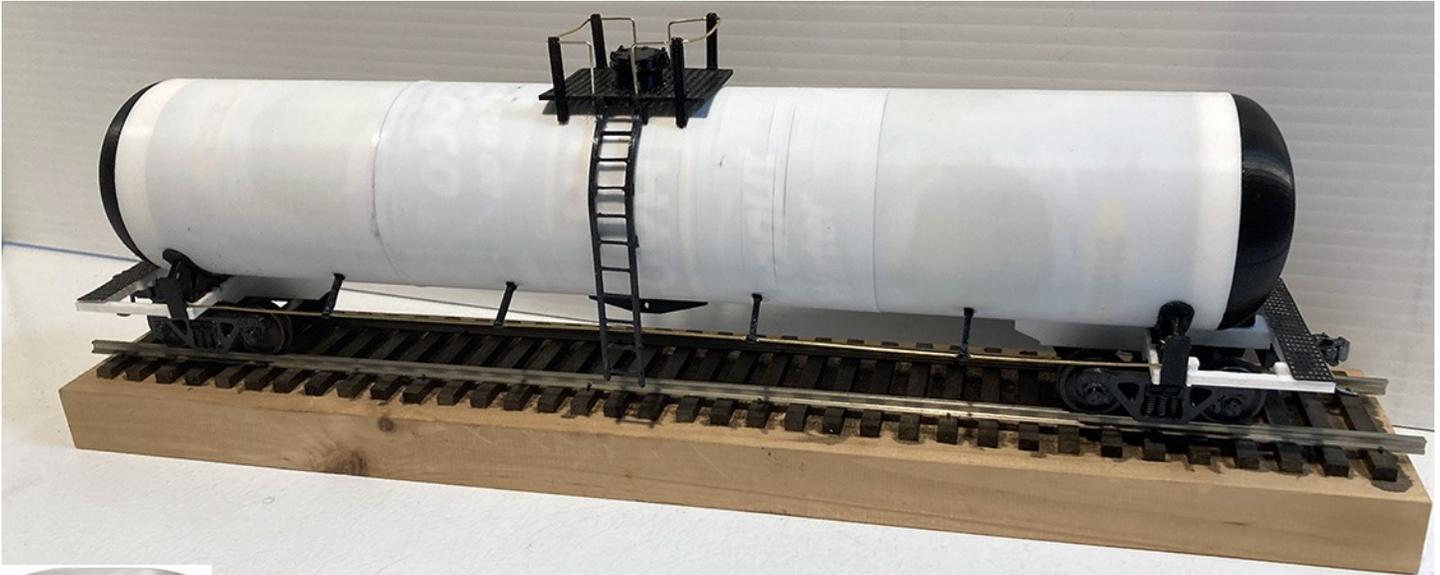
And finally, AAR B Truck Wiper Blocks. These are made for Central Locomotive Works AAR B type trucks, but will work on many others. 4 to a package. The material is easy to drill, tap and sand.



See all our 3D printed products on our Website.



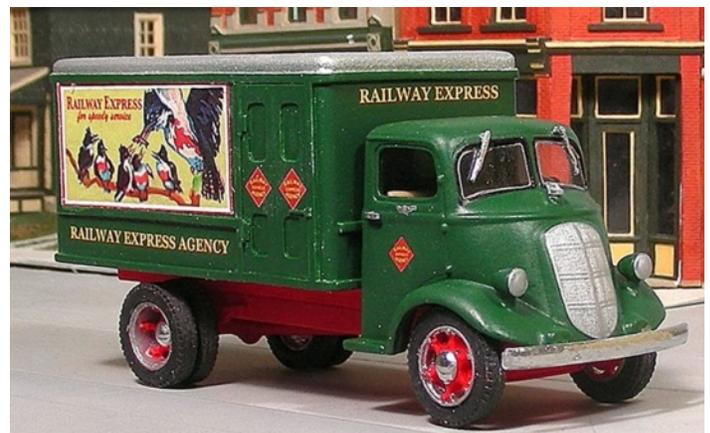
John Wubbel from All Nation Line as a new product. John says, "In keeping with our efforts to entice newcomers to try 2 Rail O Scale, we release another one in our series of model kits titled, "The Goya Tank Car, 2 Rail O Scale On The Cheap". Anyone wanting to test the O Scale waters, whether coming from a smaller scale or a newcomer deciding on a scale, you cannot go wrong giving this a try. As a very basic kit using steel cans from the recycle bin, the Goya 17.6 Fl. Oz. drink can is the right starting size and super strong for a modern freight car. All Nation supplies the basic parts, 3D Printed ends, tank skins and platforms, leaving the decision to the modeler for detailing.



The kit does not dictate what type or size of tank car to build. Rather, given 2 Goya tin cans, the modeler can innovate deciding the length or type of commodity to transport in a model. The modeler could even go the Bulk-tainer route for a unique finished model on a flat or spine car. The model conforms very closely to the max Plate C dimension of 10' 8", perfect for those ethanol cars you have been wanting. A couple of these sitting in your transload facility will turn viewer heads for sure.

On the cheap means to bring an affordable model kit to the new to O Scaler who may be on a short allowance. The advantage of taking on this project also allows the beginner to learn basic modeling skills such as drilling and tapping assembly work. Included is our new 13 Rung Flex Ladders to easily conform to the radius of the tank. This is what makes model railroading so much fun. For extended details and video, stop by our website for more information and the parts list."

[Sylvan Scale Models](#) has announced a new 1/48 scale truck. 1937 Studebaker cab over engine REA delivery truck will be shown at the upcoming Springfield 2023 show. This will not be available until the show. They do, however, have other O scale items on their Website including the 1929 CNR 40 Single Sheathed Box Car that I built back in the [November/December 2019 issue of \*The O Scale Resource\*](#).



# O SCALE NATIONAL CONVENTION RETURNING TO DENVER IN 2023

The [O Scale National Convention](#) will be held June 8-11, 2023, in Denver, Colorado, with a focus on making quarter inch scale more accessible, affordable, and available to modelers. The event will feature great layout tours, leading-edge clinics, and more than 100 vendor tables loaded with the newest products as well as common and uncommon models made during the past 70 years.



Among the clinicians for the 2023 convention will be Sarah Griessenböck, a European O scale modeler who is making her own detail parts to create incredibly realistic western U.S. steam-era trains. Santiago Pineda, a south American modeler, will present a workshop on putting together an “Impossible Train” – the Exposition Flyer – one car at a time. Other workshops will range from upgrading Weaver diesel drivetrains to designing layouts for moderate spaces.



David Stewart’s Appalachian & Ohio ([www.aorailroad.com](http://www.aorailroad.com)), a large freelance operation set in 1968 West Virginia will be on the list of layout tours. The A&O is notable for presenting a realistic environment that captures the feel of eastern mountain railroading.



The layout's impressive size and scope include a working hump yard and massive bridge spanning the river between West Virginia and Ohio. Jeff MacDonald's High Plains Route will also be open. This mid-size O scale layout shows how city and rural scenery really make a layout come to life and provide a showcase for well detailed steam and diesel powered passenger trains. The layout is based on the region of Omaha during the transition era. Several sectional layouts will be set up and running in or near the sales room.

“Denver and the Front Range are packed with world-class museums, great local foods, innovative microbrews, boutique shopping, and much more. The Rocky Mountains are minutes away and offer amazing outdoor activities to experience,” says Convention Chair, Bob Kjelland. “Colorado is also home to numerous narrow and standard gauge train rides and museums.”

Denver is home to a major airport that quickly connects the east and west coasts to the Mile High City. Amtrak's California Zephyr connects Chicago and San Francisco to Denver Union Station. And the “train to the plane” light rail connects the airport and the depot, with a stop at the convention location.

A judged model contest will be part of the convention. Two special-run convention cars are available. For details on the cars, contest, and clinics go to [oscalenational.com](https://oscalenational.com). Registration for the event remains the same at \$45, with table space being reserved at \$55. The Hyatt has a special rate during the convention. To obtain this rate, go to <https://www.hyatt.com/en-US/group-booking/DENHY/G-6OSC>

Watch their Website, <https://oscalenational.com/> and [O Scale National Convention Facebook page](#) for additional updates .

# O SCALE NATIONAL CONVENTION DENVER COLORADO JUNE 2023

*Model Contest, Vendor Tables, Clinics, Layout Tours, and Ride and Railfan across the Rockies. At the Hyatt Regency in Aurora, Colorado*



# O SCALE NATIONAL CONVENTION

DENVER COLORADO  
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*Model Contest, Vendor Tables, Clinics, Layout Tours, and Ride and Railfan across the Rockies. At the Hyatt Regency in Aurora, Colorado*



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Appalachian & Ohio (single door) by Atlas (2-rail or 3-rail, 4 numbers available)

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Pepper Packing Reefer by InterMountain (2-rail only, 3 numbers available)

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Pick up at Convention \_\_\_\_\_ or shipping for each car ordered \_\_\_\_\_ x \$10.00= \_\_\_\_\_

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OR: Register & order merchandise with credit card on-line at: <https://oscalenational.com>

Reservations for the Convention Hotel must be made through the Hyatt Regency, Aurora, Colorado website:

<https://www.hyatt.com/en-US/group-booking/DENHY/G-6OSC>

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# Estuary Trestle



Laser-cut wood parts and lots of nut-bolt-washer castings. Rail and spikes not included. Approximate size is a scale 14' x 90'. #17144 O \$129.95

## Ballasted Deck Trestle



Laser-cut wood parts. Track and ballast are not included. Approximate size is a scale 16' x 50' #17103 O \$39.95

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Don't forget that we also publish The S Scale Resource Magazine on opposite months from The O Scale Resource Magazine. More articles that you may find useful along with a different New Tracks column.  
Read free today!



**All back issues of The O Scale Resource Magazines are available here! Read on-line or download the PDF for off-line reading or printing.**

# CINCINNATI & LAKE ERIE FLAT CAR 3412

By George Paxon

Well, at least I think it is C&LE 3412. The only photo I have is difficult to read – even the large car number. But, from a review of several sources, the number appears to be correct for a 40 foot, steel flat car. Some references infer that the car was rebuilt to flat car configuration from a drop bottom gon of some sort. And, from my photo it looks like the car had a steel fish belly center sill.

The C&LE was a major 1920s and 30s Ohio interurban assembled from other lines. It ran from Cincinnati to Toledo and to Columbus, and connected with the Illinois, northeast Ohio and Michigan traction systems as well. It did a substantial freight business.

There is a story as to how we came to build this car. I saw an advert for an All Nation traction flat car body kit on the Internet. I try to support suppliers, particular those that provide traction items. So, I bought it. The side sills were seriously high at about 3/8 or even more, a scale 18 inches or better. Photo 1 is from an All Nation advert of the kit as it comes. Not certain exactly how thick the frame was to start with as I have thinned mine down quite a bit now without recording the initial measurement. Not many flat cars of the period would have side sills more than 12 inches high, with 9-10 inches being more common. The kit was intended to be an older wood frame car with steel “I” needle beams to accommodate queenposts and truss rods. The “I” needle beams were probably of a reasonable height, but the section was way too heavy. The deck for the car was a separate sheet of reasonable thickness, but the deck boards were sized at about 3 inches wide, which was way too narrow for any common car decking.



The first thing I did after inspecting was to begin to thin the frame down by sanding the top on my finisher to get a more appropriate sill size. The resin was gummy and difficult to sand, but I was making progress. That was, until I ran into steel rods that were embedded in the casting to keep it straight, I assume. It took some work to get them out so that the thinning operation could continue. Once the steel rods were removed the frame curled up somewhat like a pig’s tail. I like cars with a sag and add that feature often, but the sag here would be too much.

I have been pondering what to do with the kit as I could not stand the thought of not turning it into something I could use. And, please don't think I am rubbishing the product. We need all the traction products we can get. It will certainly serve a purpose for many as it comes. I personally found the frame too thick for my liking. You may have no problems with it. As it comes, it is quite strong and fairly well engineered. I would hope my criticism will be seen as constructive, as it was certainly meant that way.

When searching through my photo file looking for something else, I ran across a photo of C&LE 3412: see Photo 2. This photo came from the Scholes collection and it is Cliff's negative number CLE 2202. The idea eventually formed in my otherwise empty head that I could use the kit to build a reasonable model of this C&LE car. The All Nation kit was actually 44 feet long, but that's close enough – just like horse shoes and government work. Another project was underway.



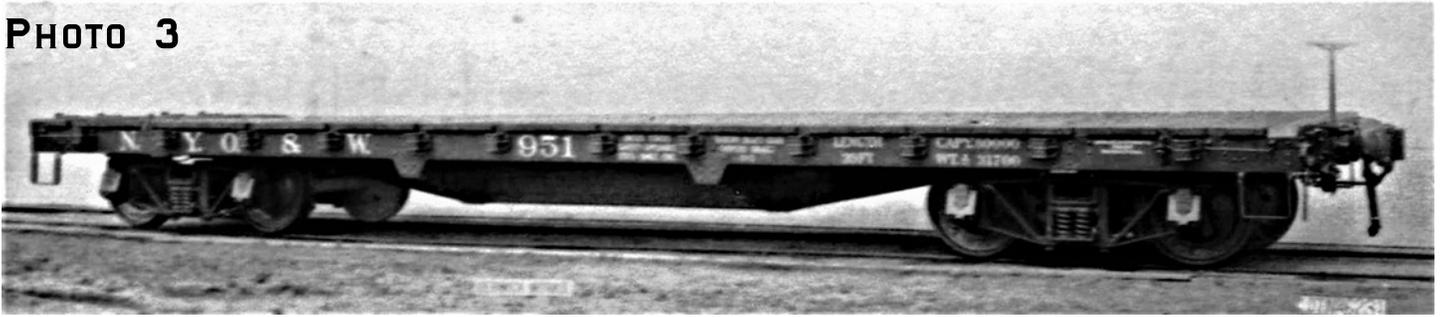
If you are of the steam or stink buggy persuasion, a very similar flat is shown in Photo 3 with square ends. Instead of the All Nation frame, you could build the NYO&W car using the following methods and an appropriately sized rectangular chunk of wood.

And, if you are also of traction persuasion, and you prefer to not buy the All Nation kit and rework it, the wood kit by Midwest, I believe is still sold by Brian Wiseman, Jason's Brass Poles. It can be used for this car as well. My trolley friend in North Carolina, Gregg Rapp, built up his Midwest kit into his model of C&LE 3412.

He and I were both working on a model of the same car, at the same time, but unaware of each other's efforts. See Photo 4 of Gregg's model. (Next Page)

A good study of the photo indicated I could fix several issues by using the kit to model C&LE 3412. First, the fish belly center sill would allow me to hide a length of 1/4 X 1/4 inch key steel under the car to straighten it. The key steel also will provide the needed weight with a low center of gravity. I needed more weight since I had removed the steel rods buried in the kit. Second, the C&LE car had rather deep steel sheeting over the sidesill so that would work well for the still over thick frame.

### PHOTO 3



This sheeting may have been the bottom of sides on the original car. Third, the car had small trapezoidal plates riveted to the ends of “I” cross beams that would cover the overweight needle beams on the kit body. After thinking about it, I probably could have built this car with the frame as it came.

### PHOTO 4



Of course, C&LE 3412 was a steel frame car so there would be no queenposts or truss rods. The needle beams on the kit can remain, but the pads on the needle beams that indicate queenpost position needed to be sanded off.

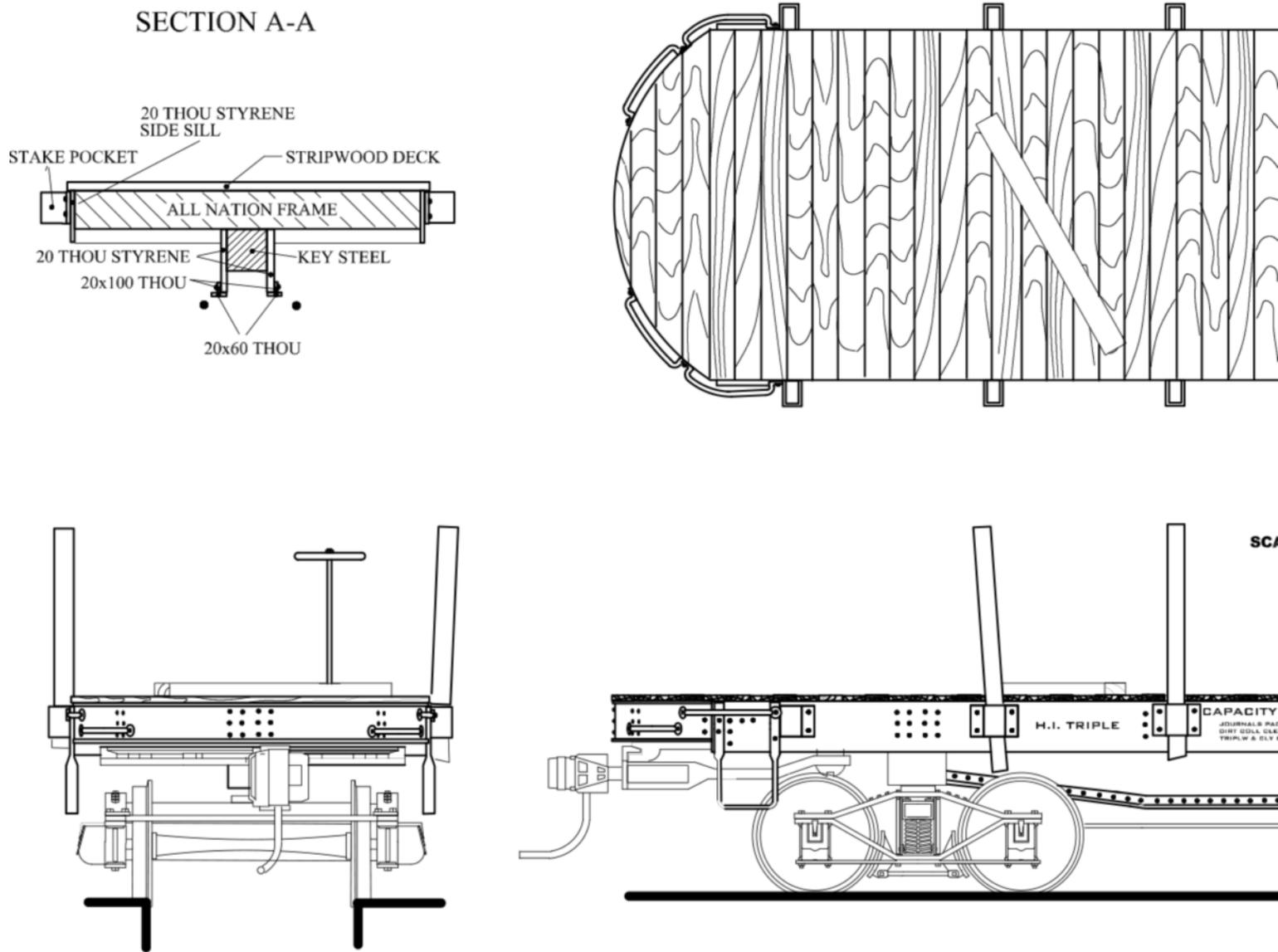
This is a traction car, but it appears to have all the requirements for interchange except for the rounded ends, radial couplers and lettering not fully in compliance with AAR rules. Since I am a traction modeler, I was happy to build it as it is shown in the photo – or at least as close to the photo as my interpretation and skills allow me to get. At least one steam road I know of had cars with rounded ends and radial couplers - the California dam construction line that had very sharp curves. But building the NYO&W car shown in Photo 4 will take care of any of these differences, and your car would be welcome anywhere on the greater North American rail network, except after the date when arch bar trucks were banned in interchange.

I have done a sketch of what I planned to build. I think this is a reasonably accurate portrayal of the C&LE car with a few minor adaptations to accommodate the All Nation frame. I don't think many compromises were made that were beyond reason. With only the one photo and a few dimensional details to work from, I cannot be sure I have captured all the details of the prototype. But, neither can anyone else when looking at the finished model either. The sketch of my model is shown in Figure 1. (Next Page)

All things considered, I believe this model is a good use for this All Nation kit and yields a reasonable and easy to build model. Building this car using the All Nation flat car kit would be an excellent first kit bash project to get a traction modeler off the ready-to-run treadmill and into the building game. It will yield a model of a car that has never been offered as a model in any scale that I know of.

First step, after a rest from thinning down the frame, for me was to cover the side sills with 20 thou thick styrene sheet. I cut side sills 7/16 inch high. You will notice that the side sill sheets step up to the shallower end sills in the drawing and the prototype photo. I gave the sides of the All Nation frame a good sand to get them flat and then roughed them up for better glue adhesion.

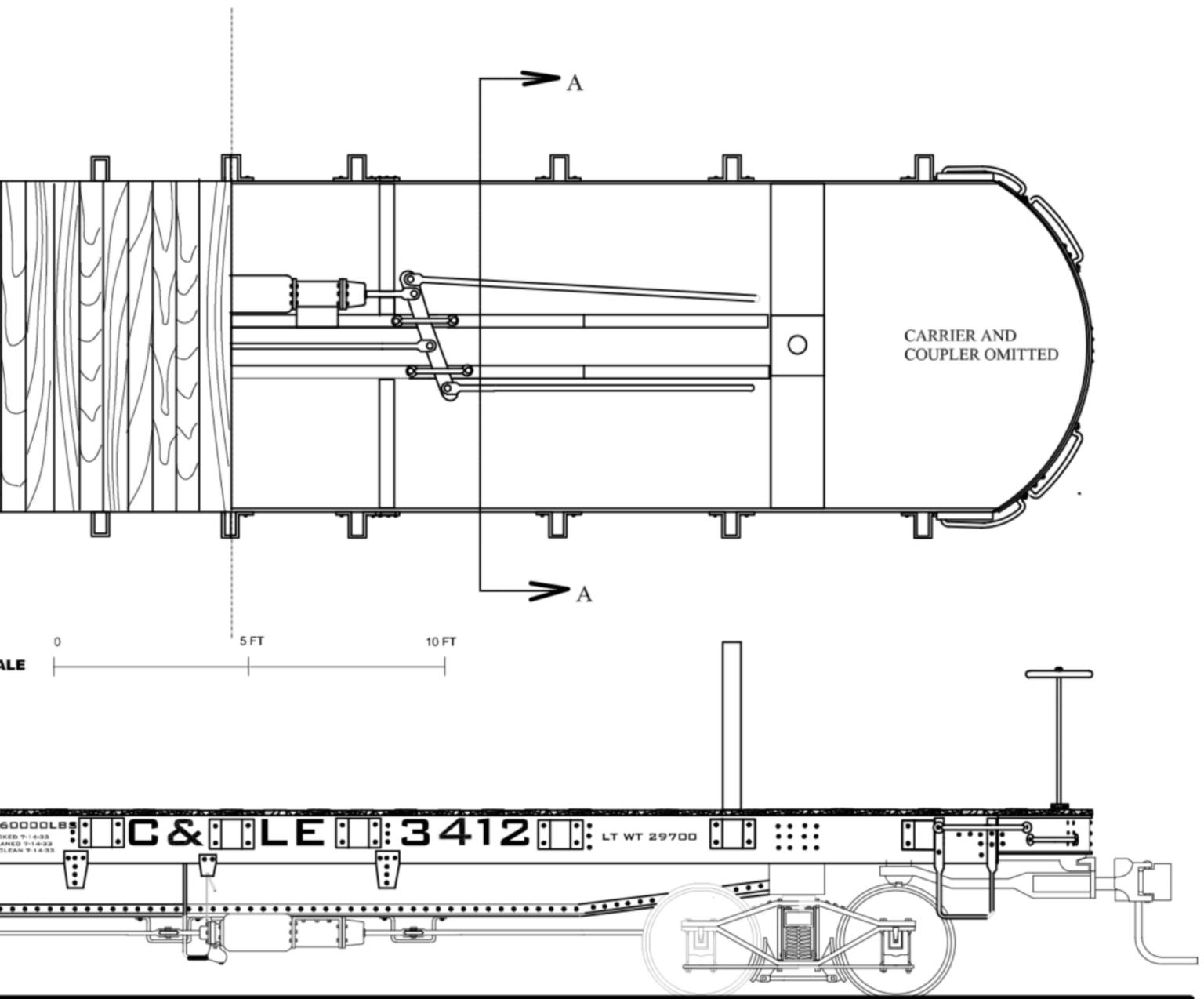
**FIGURE 1**



There was some overhang at the center of the All Nation side sill that needed to be smoothed to align with the top and bottom. Sandpaper made short work of this. The frame was ready, and the new side sill sheets were glued in place.

Note the end sills have beading or small flanges on the top and bottom. To model this, I applied strips of 30 x 30 thou square Evergreen styrene strips along the top and bottom edge of the curved end sills. To glue these thin styrene strips to the resin casting, I used super glue as I was not sure if styrene cement would work. Epoxy is always a good choice as well since epoxy will stick most anything to most anything. But it takes longer to set than super glue. I did rough up the resin surface, and the back of the styrene, to enhance the grab of the glue. Styrene cement and MEK were used for styrene-to-styrene joints.

I sanded off the pads that were meant to be under the queenposts as they are not required. I sawed the needle beams each in two places where the key steel and center sills would pass through. The cut bits of the needle beams were then removed. I drilled and tapped holes in the key steel and screwed it in place down the car

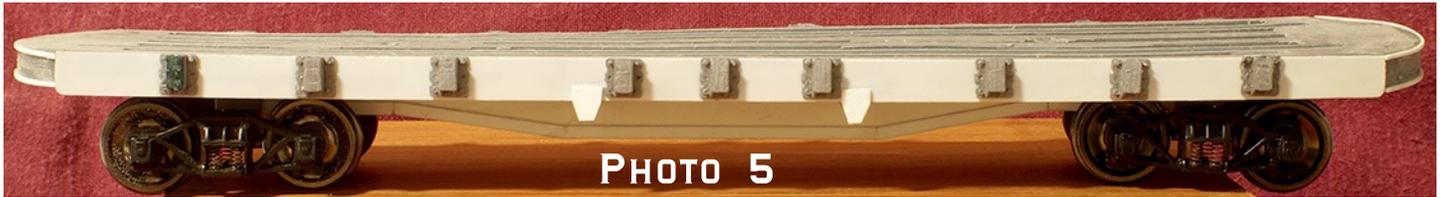


center. Some 40 thou thickness of styrene was cut to the fish belly shape for the centersill beams. Some thin styrene strip was used to model the angle on the bottom of the centersill.

I had assumed I would need to make stake pockets for the car sides. Bending these up by hand can be a time consuming and frustrating task since you need 18 of them the same size if you want the car to look right. When inventorying the kit parts, I found they had supplied some. They appear to be modeled as cast pockets while the prototype had them formed from flat bar about 12 inches wide. I worked out that I could sand off the cast on ribs and make the supplied ones look much like formed ones, so I used them. A simple paper template was made to lay over the car for placement accuracy. The stake pockets were attached to the side sill sheets with epoxy. Roughing the styrene a little where each stake pocket goes, and the back of the cast stake pocket, helps get a better joint. Stake pockets are easy parts to knock off cars if not affixed well. I guess you could drill and pin them to the sides, but the pin heads would be oversize for the rivet heads. The stake pockets were a bit larger than those on the prototype, but my thought at the time was they would be OK.

Trapezoid plates at the ends of needle beams were made from some sheet styrene. They were fixed with styrene cement to the sheets over the side sills and with a drop of epoxy on the ends of the needle beams. I had notched the tops of needle beams which overhang the sides when fitting the side sill sheets, so the needle beam ends are long enough to meet the trapezoidal cover plates. They were actually too long and overhung the side sill, so it was necessary to sand them flush to accommodate the little trapezoidal plates.

Photo 5 shows the progress at this point, and you can see that the stake pockets look a little on the large size. I hope that when painted and the contrast between the white and grey is gone, they will not appear so large. You can see the bow and the warp remaining in the car in this view, too.



The small trapezoidal bracket near the car center holds the brake cylinder release rod. It appears to be a miniature of the larger ones on the ends of the needle beams. I added this on my car, one on each side. Drill a small hole for the release rod before you install it on the car.

Brake rigging was next. Adding it to this car is a good idea as the car rides high and the brake gear is quite visible. Not having it under the car would result in a rather naked look under there. A “K” brake cylinder is appropriate for this car. Traction systems rarely made the switch to AB brakes. Usually a fish belly centersill has the brake beams pass through it in slots on steam road cars. Since traction cars ride higher to allow much more swing of the trucks on sharp curves, the brake cylinder is lower and the brake beams can actually pass under the center sill. A small square of 20 thou thick styrene was used to make a plate bracket to attach the brake cylinder to the center sill angle. I used a styrene Grandt Line brake cylinder as it would be easy to attach with styrene cement. Three step-like carriers, or straps, are used to support the brake beams and help keep the brake rigging from falling should a connection fail. They were made from brass wire with the ends glued into holes drilled in the bottom flanges of the centersill. You can add a nut-bolt-washer casting next to the wire to represent the forged ends of the straps and attaching bolt or rivet.

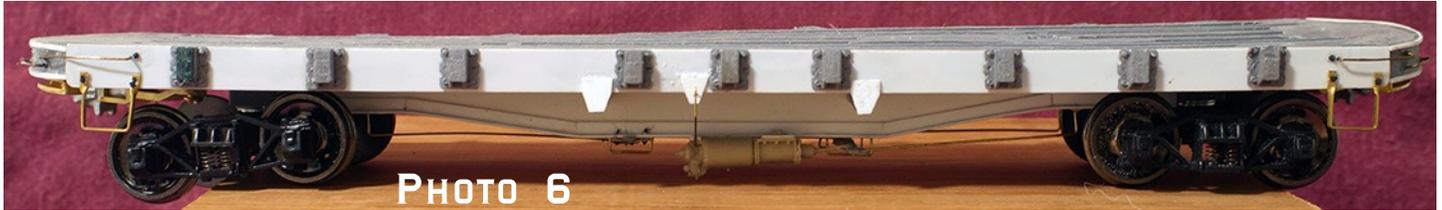
The rods from the brake rigging to the trucks and the brake wheel just extended to near the bolster where they were bent up and glued into holes drilled in the All Nation frame. I keep the ends of these close to the center sill to maximize the truck swing.

A rod for the brake cylinder air release can now be fitted.

The coupler system I used was of my own design. I have radial coupler carriers and radial guides cast in brass and then install Kadee 700 series or Monarch couplers into them. Any radial coupler will work. What I have in mind for this car is to use it as an idler car for placing and pulling freight cars from a car ferry rather than using it in revenue service. It will be stationed near the car ferry. Since it will do considerable pushing, I opted for Monarch couplers for this car. They provide a tighter joint when mated than do a pair of Kadees, and the radial coupler will be less prone to swing to the side with these during a push move. In the real world, dedicated idler cars were rare. Usually just any nearby flat of gon would be commandeered and used. Flats and gons were preferred since they provided a better view for the engineer or motorman of signals from trainmen during such switching. In our model world with less cars, I thought it best to have the car on hand all the time for switching as there very well may not be a flat or low side gon in the local yard when needed.

Trucks added now will protect the underbody from damage during further construction steps. I have a few old pairs of trucks from the blacksmith days of O scale railroading that would be useless for running. I use them as temp trucks when building and painting cars. They, like Joseph’s coat, have many colors from such repeated use, but they do a great job of eliminating damage while working on and painting cars. O scale cars are heavy and are best with left on trucks for such tasks. Later the car’s proper trucks will be painted and installed.

The corner steps and grabs shown on the sketch were then added to the car. Photo 6 shows further progress at this stage. You can see the brake rigging, brake cylinder air release, couplers, steps and grabs are now installed. I had also installed one of the flanges on the angle at the bottom of the centersill as it was not previously included in the last progress photos. And you can see the steps I used did not extend well up the sidesills as shown on the sketch. I could not find any in my parts hoard that were 2 bolt ones other than smaller narrow-gauge ones, and I thought the deeper ones looked better on this car in spite of the deviation from the prototype and plan.



Decal rivets were next, but first the car was cleaned and primed. I use a bit of warm soapy water and a small soft paint brush to scrub styrene well to remove hand grease and other contaminants for painting. The All Nation frame may have also had some mold release on it which could interfere with paint adhesion as well. Once scrubbed and rinsed, the car was set aside to dry well. Decal rivets stick better to a primed surface. Primer, or any paint for that matter, sticks better to a clean car. [A previous article in OSR dealt with applying decal rivets](#) and would be good for review if you are new to using them. They make the task of adding rivets much easier now that they can be had.

The standard color of flat cars on my Mountain Electric is black. The prototype C&LE cars were a freight car red. At this point I had to decide how the car was to be lettered. I opted for the C&LE scheme. In my model world, the car has been purchased second hand by the ME Ry, but has not yet made it to the shops for repainting and renumbering. This is a common occurrence on the ME Ry due to an unfortunate combination of car repair backlog and lazy shopmen. By this line of thinking, I can have cars from many roads on the layout.

I painted the underbody first a rusty brown. The sides, ends and top were painted weathered freight car red. Painting the top was done to allow me to later have a very distressed deck with a missing board or two and have some of the red showing through.

Stripwood was stained, raked with my Zona saw to add wood grain and cut to deck board length. Individual boards were further worked over to cut chunks from some edges, remove the ends of some, make a few knot holes, further add grain, etc. to yield some aged and weather-beaten boards. They were laid on the car frame top using epoxy.

A brake staff of brass wire, the ratchet and pawl assembly and brake wheel were assembled, painted rusty brown and installed in a hole on the finished deck. Note that the cylinder end of the brake cylinder points to the brake wheel. It is easy to put the brake wheel on the wrong end of a car: I have done that several times now.

No sign of a coupler release rod can be seen on the photo. Traction cars with radial couplers often had a rod at both sides of each car end, just near the corner step location, that provided this function. None is apparent on 3412 though. Nothing on the end sill either. I did not add them to my model either.

I had to guess at some of the lettering as it could not be readily read from the old photo. Some I based on photos of other C&LE cars. The light weight was nothing but a guess. I could not piece the lettering together from what I had of C&LE decals, so drew it and had it printed for the car. You might notice the car was rated at only 30 tons, which is a bit low for the deep center sill and steel frame construction. The frame appears capable of a greater load, but the capacity limit is probably due to the use of some old second hand arch bar truck with small journals.

This car justified a good bit of weathering. It has obviously been bought by the Mountain Electric off the C&LE scrap line, so the weathering needed to look the part. Chalk and paint were added.

I added a few stakes in some of the stake pockets as well as some debris and dunnage on the deck of the car. Final trucks were painted and installed.

It is good to take a few minutes and critique each model when finished. Asking yourself what is wrong with it, what could have been done better, what should have been done differently, etc., is a valuable exercise. In theory, each model we build should benefit for all previous experiences and be, in some way, a little better than those before. Being honest and recognizing faults, failures and shortcomings is an important step in improving our skills and techniques. If everything we build is rubber-stamped as “perfect”, there is little motivation to strive for better results; and, not surprisingly, our models will not improve.

For this flat car, I felt I could have been done much better. The finish was rough, and the stake pockets too large which crowded the decals. I ended up not happy with my efforts here. In asking myself what caused the issues, I surmise that starting this model only to make use of a less than fantastic purchase may have set me up for a lack-luster effort.

But, we shall not toss this car in the bin nor hide it away in a box somewhere. I will continue with Plan A and it will be an idler car for switching on and off the car ferry as intended. I hope that seeing it there with its faults will encourage me to do better work on future projects.

Photo 7 shows the finished car ready for service on the Mountain Electric. Now I just need to build the car ferry and adjacent yard. God willing, and if our editor sees fit, you may read more about the car ferry in the future.

Your traction system could probably use a car like this. Or if you are a steam sort of modeler, you can build the square ended NYO&W version for use on your layout. And, try and do a better job of it than I did. But you should take pride in whatever turns out, as each model is a learning experience, and you will have built it.



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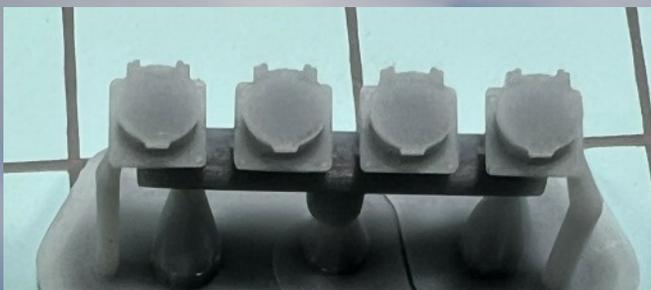
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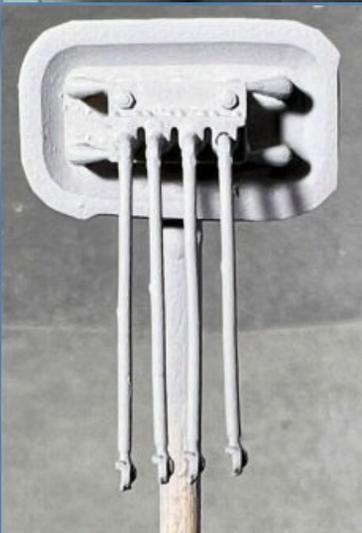
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- TCP-157 Soo-Line- Off-White



February, 2023

### 11005: Northeast Railroad Set, #1

- TCP-043 New York Central- Jade Green
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- TCP-056 Conrail- Blue
- TCP-075 Pennsylvania RR- Brunswick Green
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# Some Thoughts On Painting With a Brush

By Glenn Guerra



I decided to take some time and finish a few models I had started over 10 years ago. The flat cars were part of my old Mullet River line of kits, and the box car was something I was developing for myself. I like this older era of railroading, and have done a lot of reading. If you are interested in an older era of railroading, there is a lot of period literature that had been digitized. It is actually easy to find information from these older eras. If you are interested in pre-1900, I would recommend the Linda Hall Library in Kansas City.

<https://www.lindahall.org/>. Thanks to a grant from BNSF, the library has digitized every railroad periodical that was ever printed prior to 1900. Look in the digital collections. Railroad Car Journal is one of my favorites and was published in the 1890's for about 11 years. They are full of plans for cars, trucks and parts. In these magazines for this period, the Master Car And Locomotive Painters Association had all their correspondence published. This is an interesting group that was formed in 1875. They talk a lot about painting railroad cars, types of paint, pigments and so on. One of the things they talk about a lot is "blackening off" the iron parts. Why the iron was painted with black as opposed to other colors, they never say. Much of what they talk about relates to passenger cars, but some of it applied to freight cars. What I can't tell is how much this practice applied to freight cars, it is hard to tell in black and white photos. For my models, I assumed they left the factory with "blackened off" iron work. At the least the underbody parts were black.

The next thing I was considering was, the wood under the car. All old cars I have crawled underneath had no paint on the wood. Masking off the wood on these models was not going to work. Another concern was how to paint the brass detail parts and get the paint to stick. I was going to need to paint with a brush, and somehow, get some good primer on the brass parts.

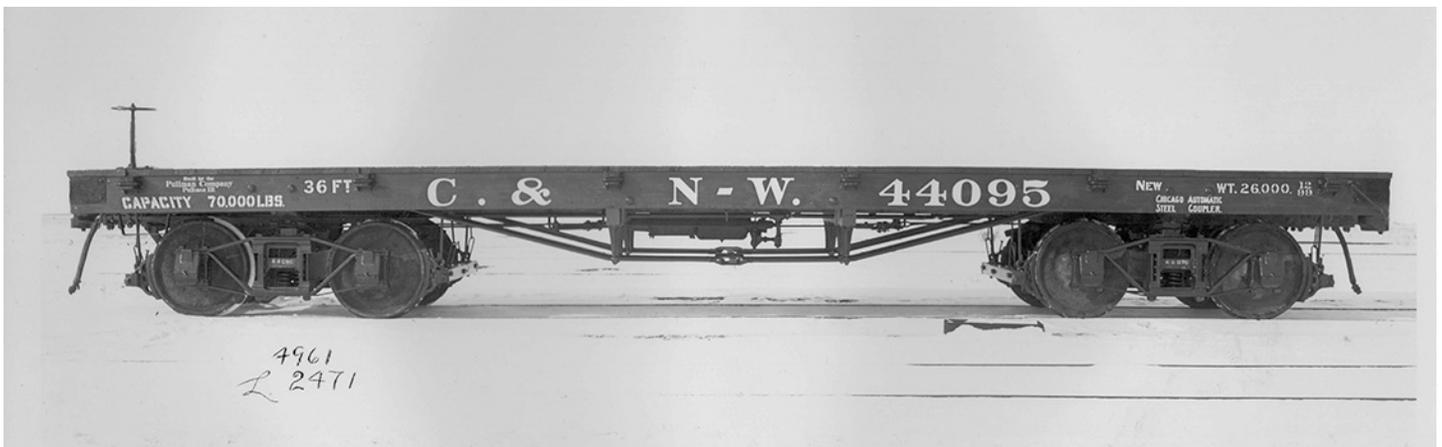
I watched some YouTube videos put up by David Damek from Czechoslovakia. He does some great modeling, and his videos are pleasant to watch. He goes by the handle Plasmo on YouTube. Take a look at some of his painting and other model work. One of his videos from a few months ago had some tips on how to

paint with a brush and make it look like it was sprayed. <https://www.YouTube.com/watch?v=DUhU-h4dZbY>  
This was the inspiration for me on how to paint my models, so off I went.

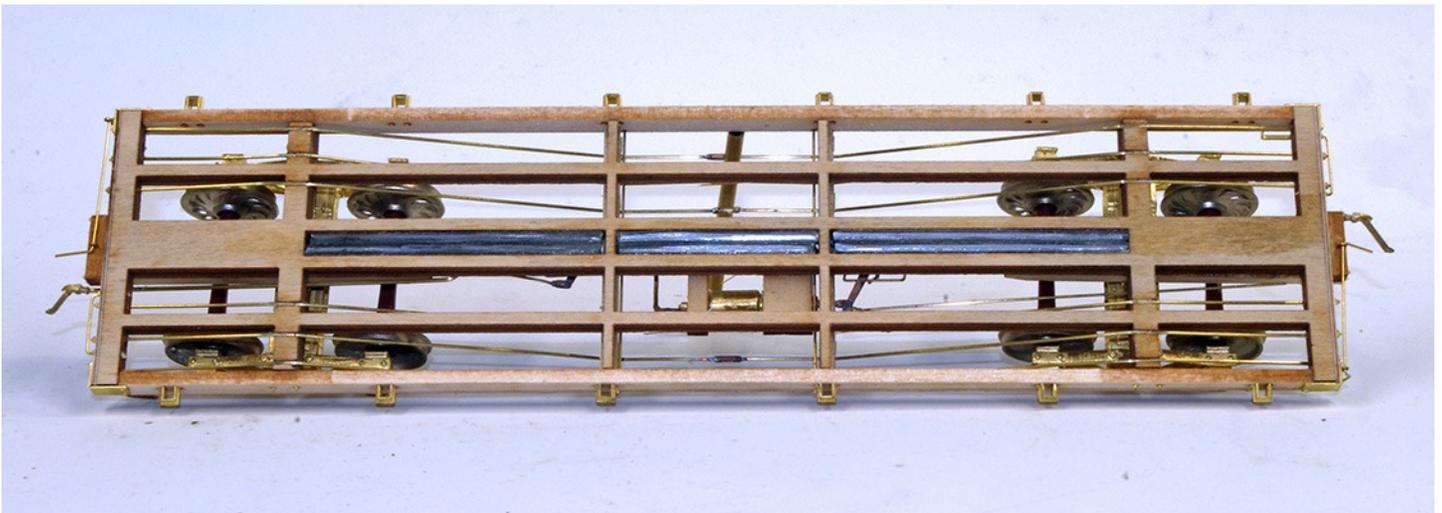
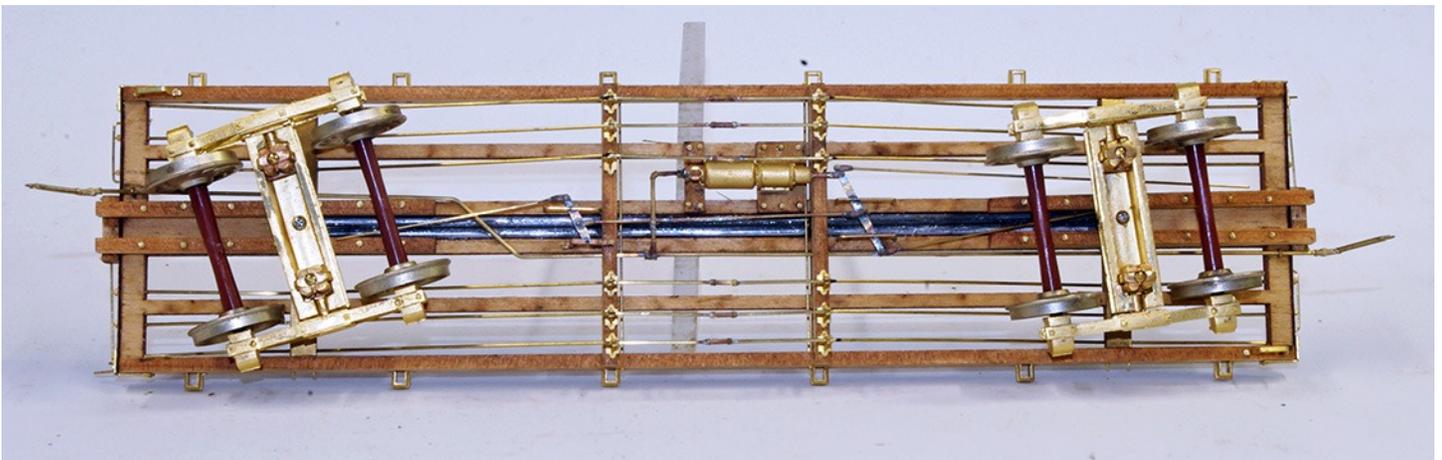
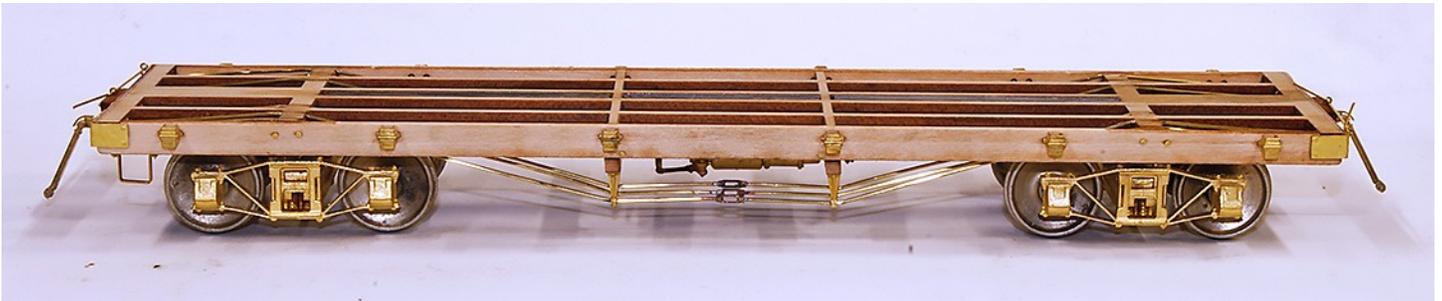
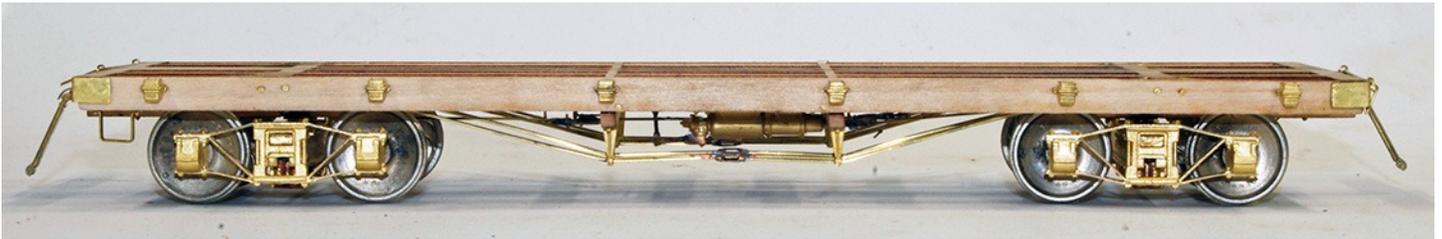
I use SEM self etching primer on metal models. It comes in spray cans or by the quart. I got mine from the local auto paint store. This is what I would spray the whole model with first. The primer has very little solid in it and it sprays from my air brush like any other paint. One of the concerns was, it has a light gray color. I wanted to tint the primer to more of a weathered wood gray. This is a Lacquer type of paint that uses lacquer thinner to thin it. Lacquer thinner is predominantly based on Acetone. There are small amounts of other solvents to slow down the drying added to Acetone to make lacquer thinner. When we talk about Lacquer, we are usually referring to the characteristics of the paint and not the composition. For most of our purposes, Lacquer means a paint that will set up by the solvent evaporating. Many of us use True Color paint on our models. They call this an Acrylic Lacquer. To me this means the binder in the paint is Acrylic and not Nitrocellulose like early Lacquer paints. Whatever it is it dissolves in Acetone, which is Lacquer thinner. What I am getting at here is, I tinted the SEM primer with True Color paint to get the desired shade. It worked. So you can tint your primer to help with your body color covering.



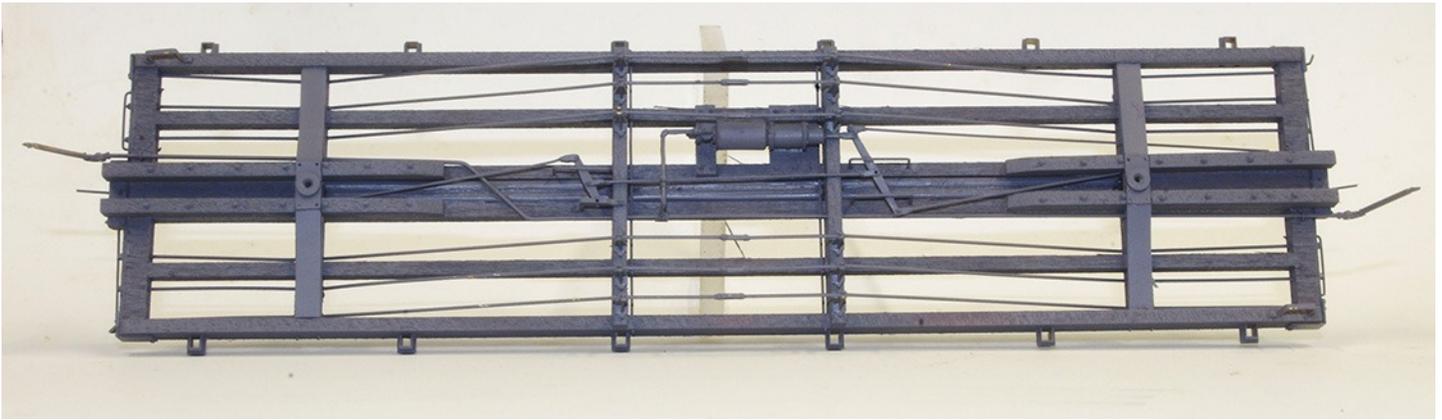
After thinking this all through, I came up with a general plan. Spray the whole car with SEM tinted primer first. Then I would try using the Vallejo acrylic paint. I would put the Vallejo paint on with a brush. Now that we have a plan, let's go to a photo article to see how the steps turned out.



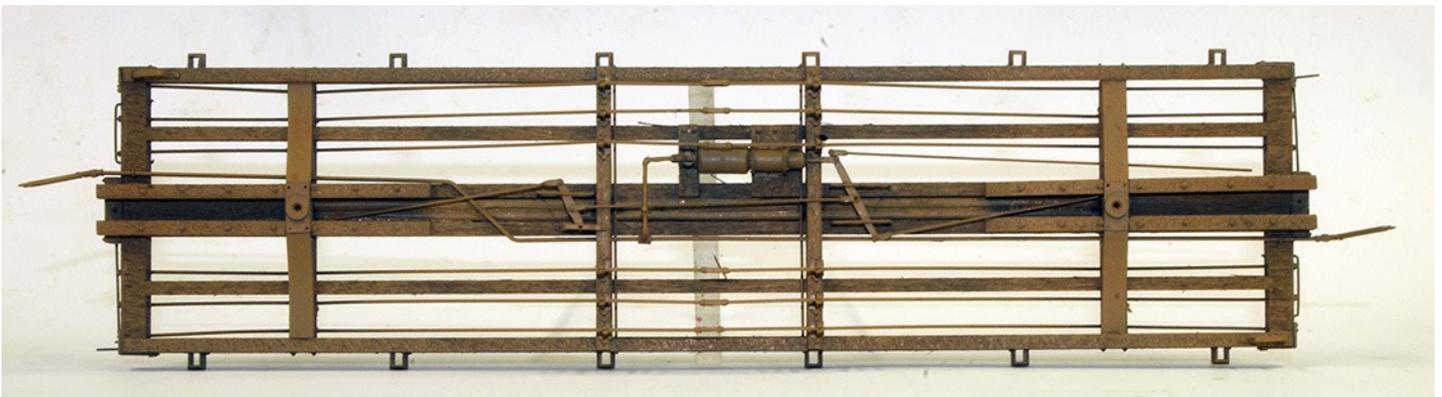
*This is a builders photo from the Pullman Collection at the Smithsonian. These are the types of cars I am interested in. I am assuming the body is Iron Oxide as the C&NW specified their freight car paint as Iron Oxide from the mines at La Rue, Wisconsin. What you can't see in these photos is whether the iron is black, which would include the trucks.*



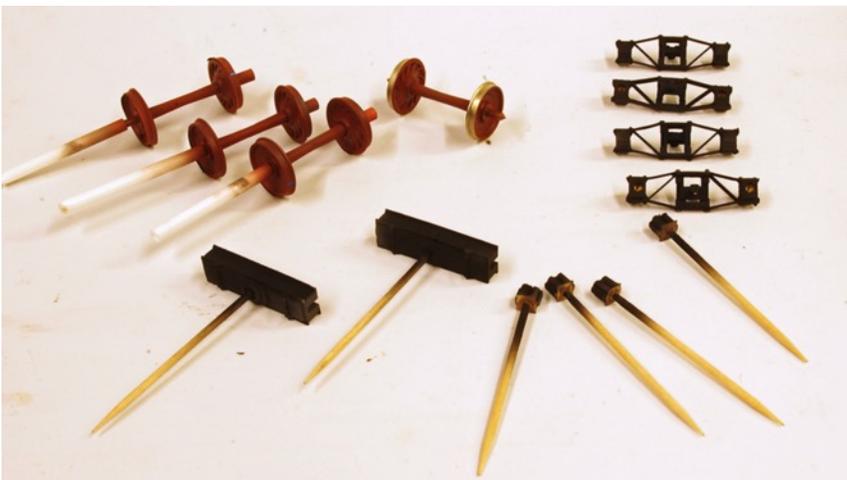
*This is the 36' flat car before I started painting. You can see all the brass details that needed to be primed. This would not work with a brush so I decided to spray the whole model with the SEM primer. This worked well and the primer held to the brass.*



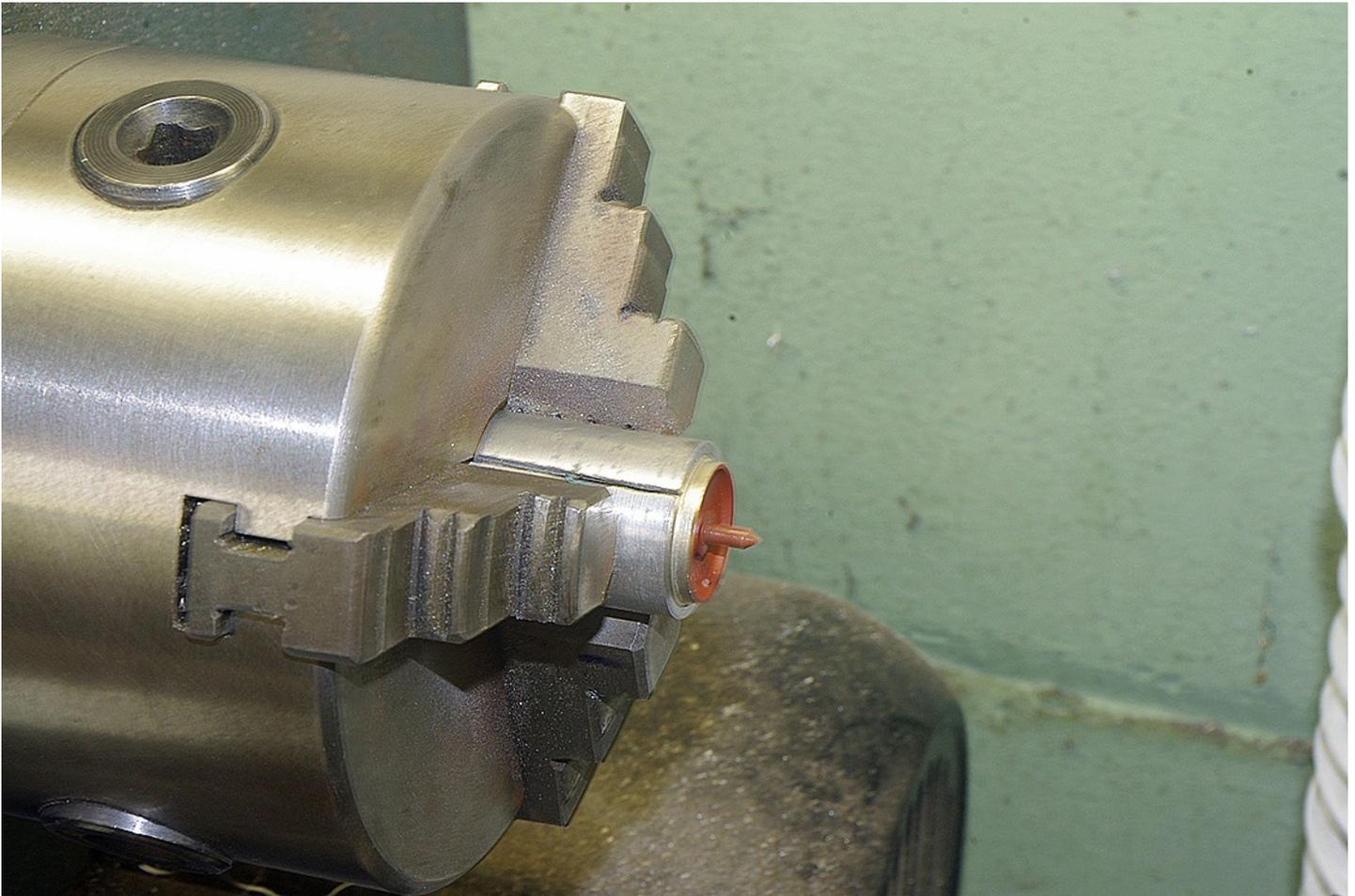
*This is the frame after I tinted the SEM primer with some True Color black. The spraying kept the primer thin and I did not lose detail. I thought the color was a little dark and not enough like wood thought.*



*I sprayed the whole model with a very dilute True Color tan. What did I use you ask? True Color TCP-875, Flat Lt. Wooden Rifle Stock. Don't be afraid to look beyond the model railroad hobby. By making the paint real thin, I was able to have some of the dark gray bleed through. PlasmO uses techniques like this to keep the finished model from being a monotone color. After he sprays the model, he may come back with a slightly different shade of the same color and spray areas lightly. This tends to highlight panels on an airplane for example. I achieved a similar result by spraying the tan over the dark gray. I did not cover the dark gray completely and some of it shows through.*



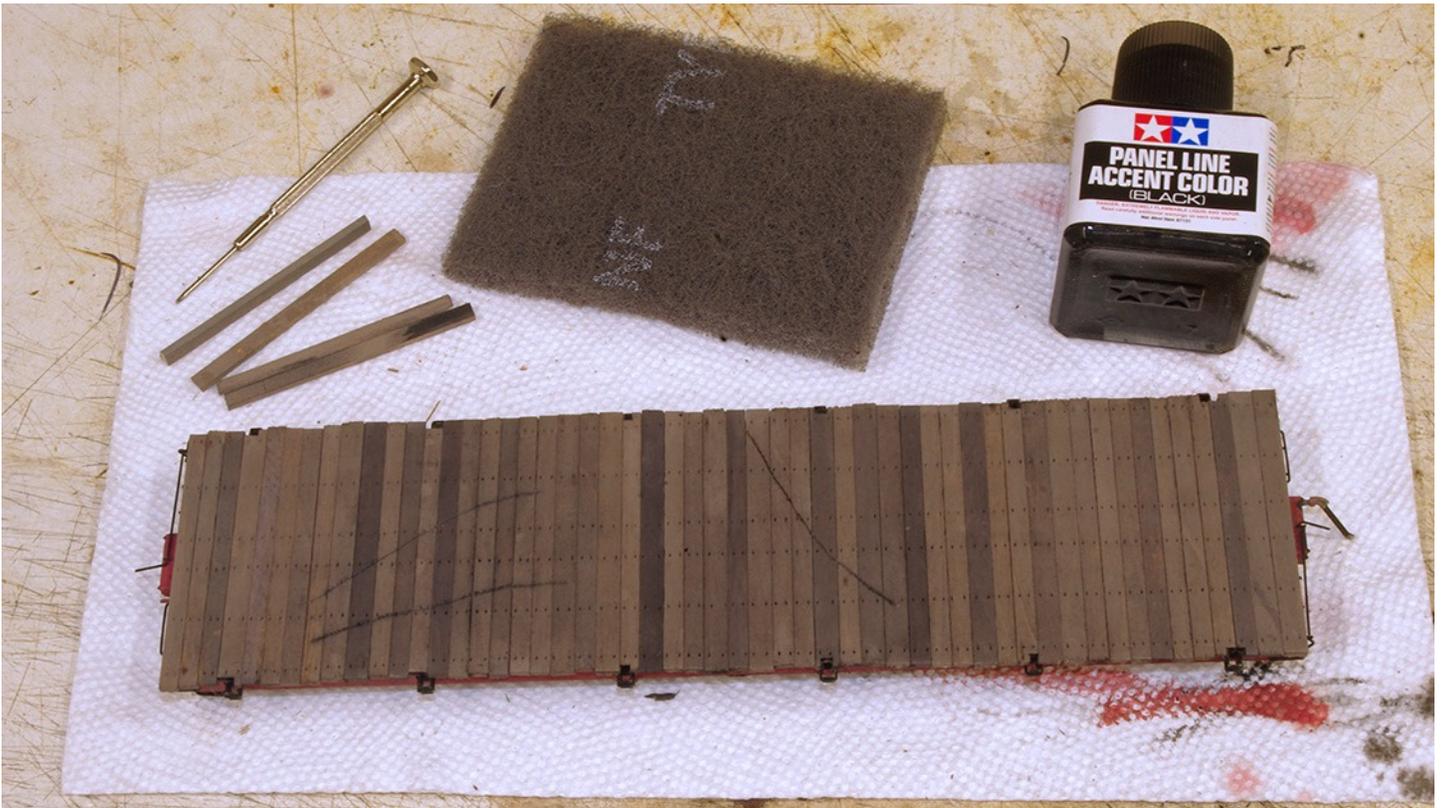
*I sprayed the trucks with True Color black and some rust color I mixed up. The wheel treads were masked so the Nickel Silver would show a shiny tread on the finished model. These are San Juan Co. plastic wheels and axles. I send the plastic wheel to Valley Brass & Bronze in California and they cast them in Nickel Silver for me. I put them on the plastic axles with green Loctite. If you are careful, they will run true. A little wobble probably will not hurt. This is a toy train wheel not a turbine fan.*



*This is how I polish the treads on my wheels. Make a tube that the wheel set will just fit in. Then slit the tube with a hack saw. Now when you put the tube in the lathe chuck it will clamp down on a wheel set. Use some real fine wet dry sand paper.*



*I painted the deck boards with some dilute Vallejo acrylic paint before I put them on. This gave me some variation in color of the deck boards. I wanted some other detail as this looked too clean and plain, so I poked pin holes in the deck to look like nail holes. A nice touch, but you can hardly see them.*



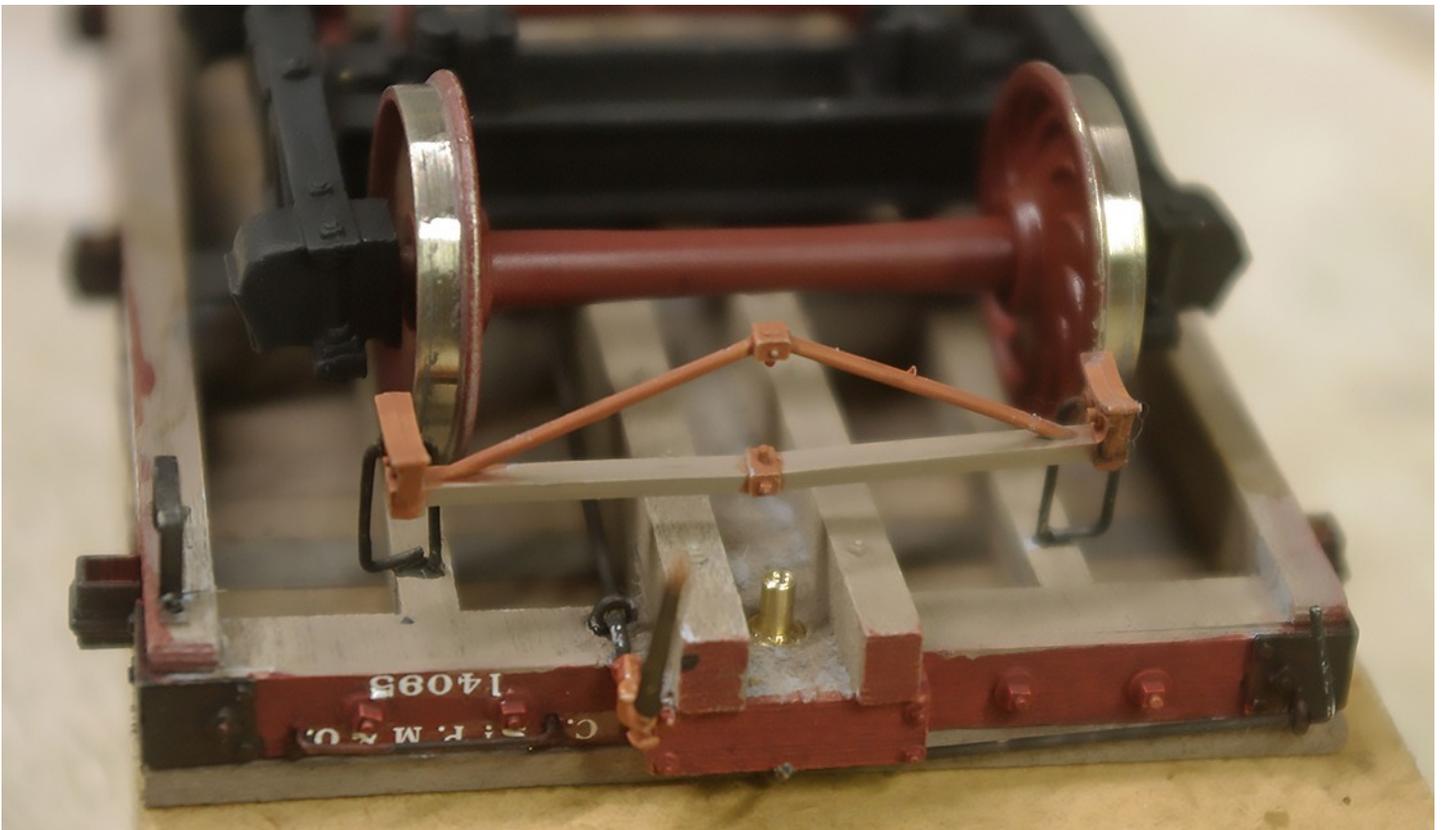
*Plastic model people to the rescue. I picked this up watching Plasm0 on YouTube. Tamiya, who make lots of plastic model stuff, makes Panel Line Accent Color. They make it in black and brown. It is very thin like India ink, but flows better and covers better. The idea is you put it on your painted model and it wicks into all the cracks. Then you wipe it off and the paint in the cracks will stay highlighting them. I scratched the deck with a small screw driver for some additional wear. The accent color will darken the whole model so I used some fine Scotch Brite on the deck and that took the film off the deck and lightened it up again. See how the nail holes show up better in this photo than the previous photo.*



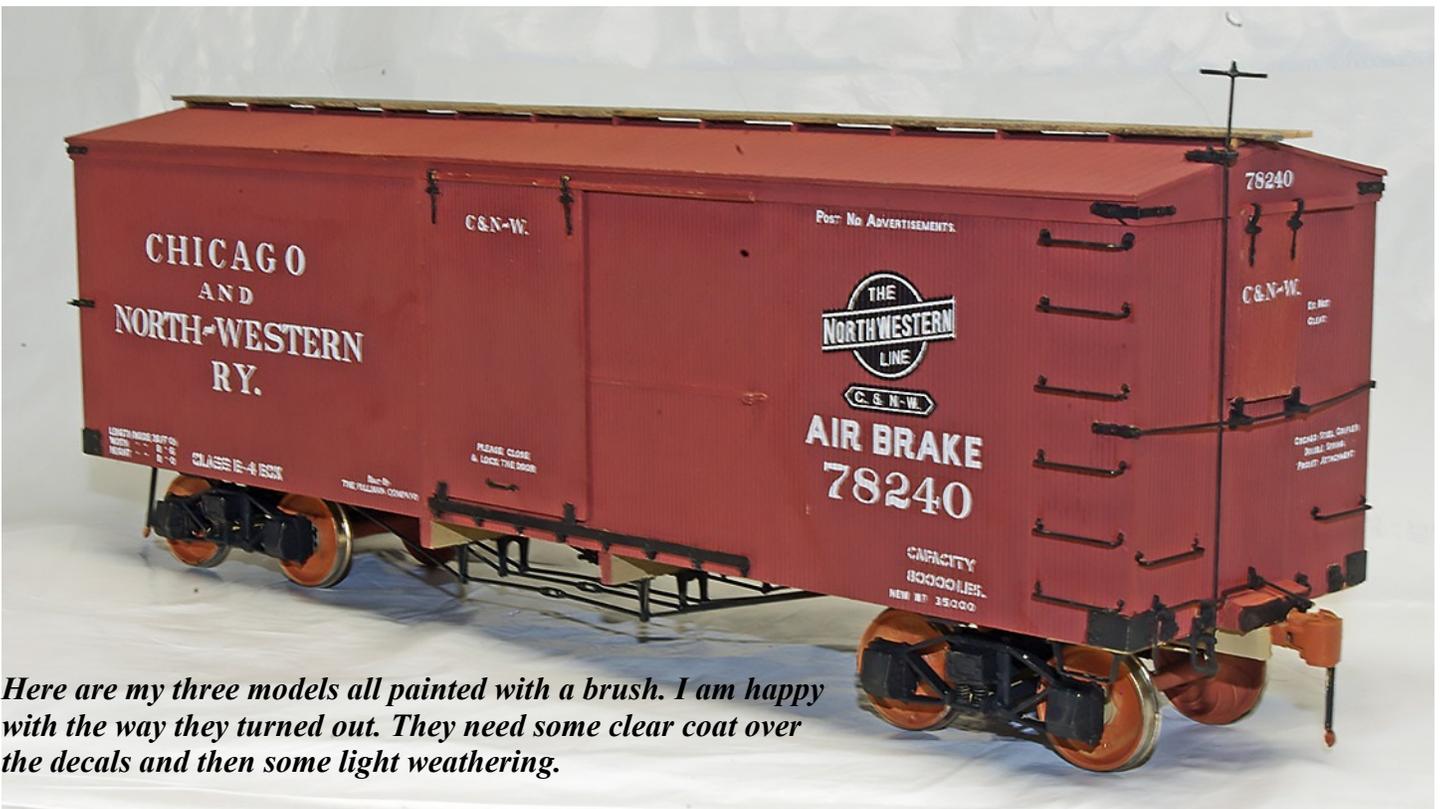
*I painted all the “metal” parts of the car with Vallejo acrylic black paint. Make the paint a little on the thin side as Plasm0 shows in his video. It will take a few coats to cover, but it will not cover the detail. I used an Iron Oxide color on the side sills and ends of the car for the body color.*



*Here is another photo of the finished deck on the 36' flat car. I tried some chalk on a sample, but that did not work. It darkened the wood and did not accent the nail holes. The Panel Line Accent Color worked the best.*



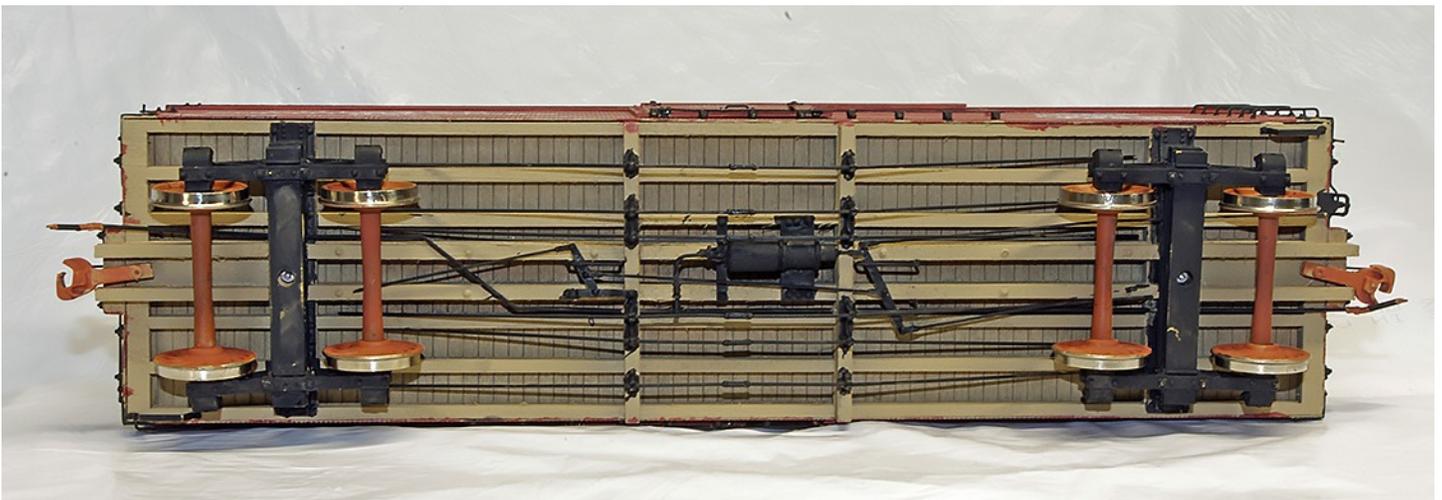
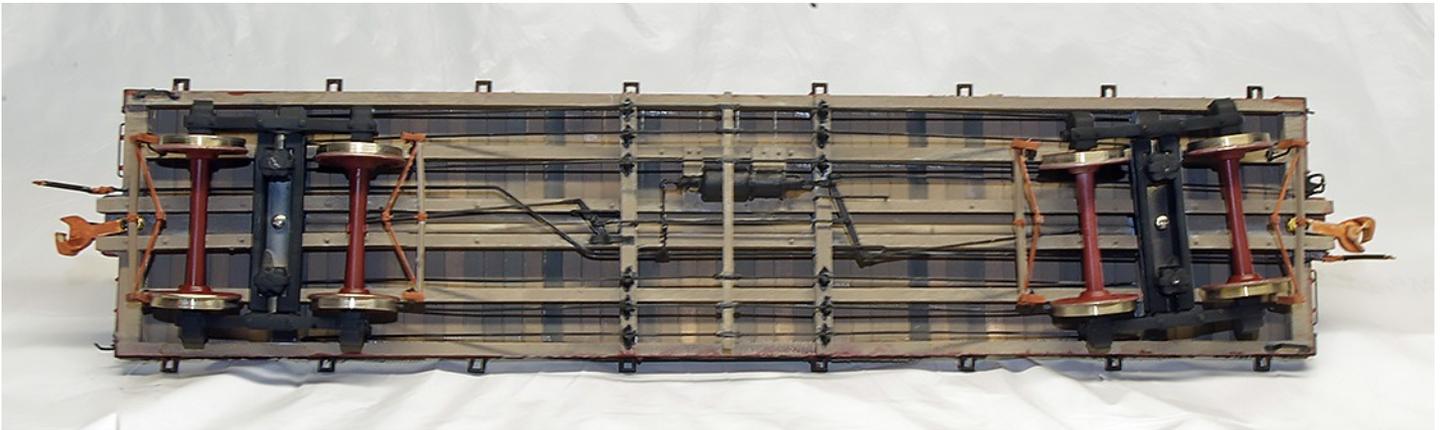
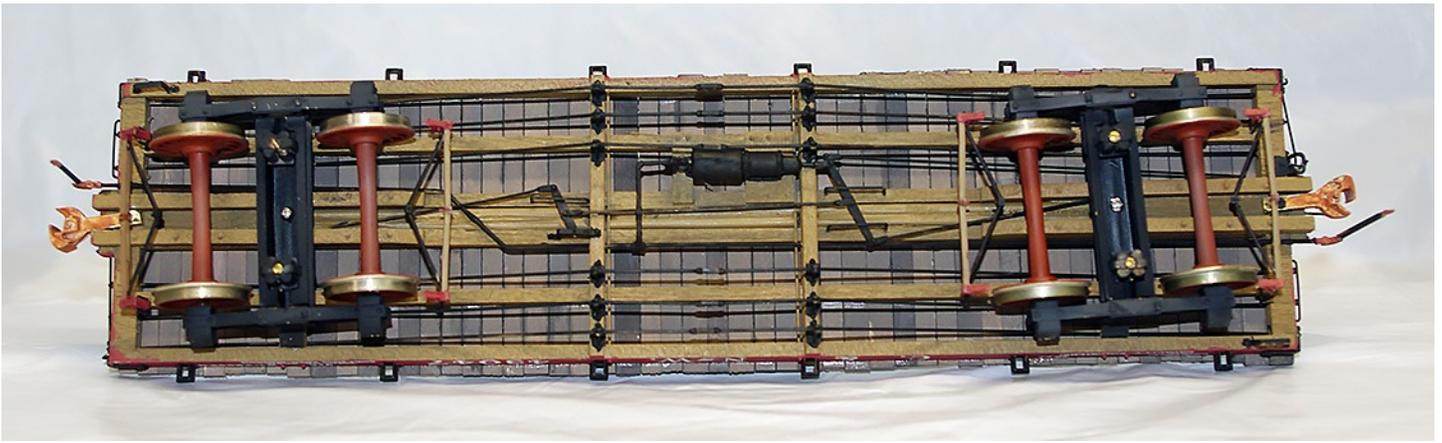
*This is the end of the 40' flat car. On these wood cars, I make a pin that glues into the wood rather than trying to screw into the wood for mounting the coupler. You can see how I only painted the sides of the car with iron oxide paint. This is how I think the cars looked.*



*Here are my three models all painted with a brush. I am happy with the way they turned out. They need some clear coat over the decals and then some light weathering.*



*Here are the three cars. The brushed on Vallejo paint was a good enough base for decals just as it was. I did not clear coat the cars before decals. There is no clear coat applied to these models yet. I will clear coat them now to protect the decals. Then I will add some weathering to tone them down a little.*



*The 36' flat car at the top was the first. I painted the frame with a dark gray tint to the primer. Then I sprayed a thin coat of tan over it. Not bad. I like the different tone ranges I got.*

*The 40' flat car in the center was the second car I did. I tinted the SEM primer a little different and got a better result with only a first coat of primer.*

*The box car on the bottom was the third try. For this one, I tinted the primer to more of a raw wood color first. This car only has the primer on the wood parts. You need very little primer to get a bond on the metal so put a very thin and light coat on. The primer will soak into the wood and you will have some wood grain effect and some color tone variations. I thought this worked the best, and it was the quickest.*

Well that's it, how I painted some models with a brush. I am glad I experimented with this. This opens up a lot of possibilities for painting multiple colors on a model. The Vallejo paint works great, no fumes, and cleans up with water. You can get this at Hobby Lobby if your local hobby store does not carry it. Rose and I get the plastic pallets from the dollar store. When the paint dries you can pop the left over paint out. Think of painting the railings on a model and how you would mask them for spraying. No need to do the



masking if you paint with a brush. Another consideration is, if you painted your model with Lacquer and then painted the railings with more Lacquer you will have a mess. Remember Lacquer sets up by the solvent evaporating. When you reapply the solvent the paint will dissolve again. The solvent in the railing color will dissolve the base color and you will have a mess. The Vallejo Acrylic will not dissolve the Lacquer base color. The thin Vallejo paint may take a few coats to cover, but it will not obscure detail. Give it a try.

I like the SEM primer and have told other people about it. They tried it and like it a lot. This is a Lacquer paint that does have some fumes so you will need to paint outside or in a paint booth. I paint out in the garage with the door open while I am in Florida with Rose for the winter. When we are back in Wisconsin for the summer, I have my paint booth in the basement. The idea of tinting the primer with True Color paint also worked very well. Some colors, like reds and oranges, do not cover very well. Tinting your primer to a darker gray will help your body color cover better.

Lastly, look outside the train hobby for ideas. There are a lot of good model builders doing plastic models. These people also build dioramas to display their models. I get lots of scenery ideas from them. When I am watching Plasmo make a diorama, it looks like it will be awful. Globbs of glue and sticks scattered around, but when it's done it looks great.

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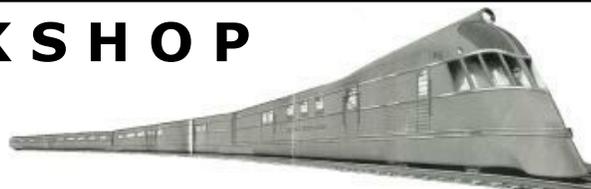
Howard Serig  
with  
Kent Loudon

*Along the Railroad* features the exciting and unique railroad images of photographer Howard Serig who has captured the special time "when trains were really trains!" Many have claimed it to be "The best railroad book out there!" To see a video preview of the contents of the book please click on the image above. This is a limited edition hard cover book containing 222 pages of content. Copies are available for \$49.95 plus actual shipping. Orders may be placed by contacting the seller below:

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# Painting Figures in O Scale

By Bill Yancey



Everyone has their own way of painting figures. However, some published techniques of painting larger figures in 1/35th scale and up, don't translate well into 1/48th figures. I am going to cover some simple methods you can use to make well detailed credible figures in 1/48<sup>th</sup>, even including a plaid shirt.

I use [MODELU](#) figures from the UK. MODELU mostly makes UK prototype figures but now they have a series suitable for North American Railroads. 3-D printed figures have all the detail you might need. Injection molded figures have much less sharp detail. 3-D is more costly, but having fewer figures will make your layout a little less "busy".



Each figure is started by drilling a small hole (#65) in the foot. It will be easy to hide later. CA a toothpick in place.

The toothpick can then be used to handle the figure while painting. It can also be stuck in foam or Styrofoam to dry in between colors.



Time to prime the figures. As 3-D figures are being used, True Color Paint (TCP) produces a primer for 3-D resin. TCP #9256 Light Grey is one of the colors that is made for 3-D resin. Pick out all the figures you want to paint and airbrush them all at once.

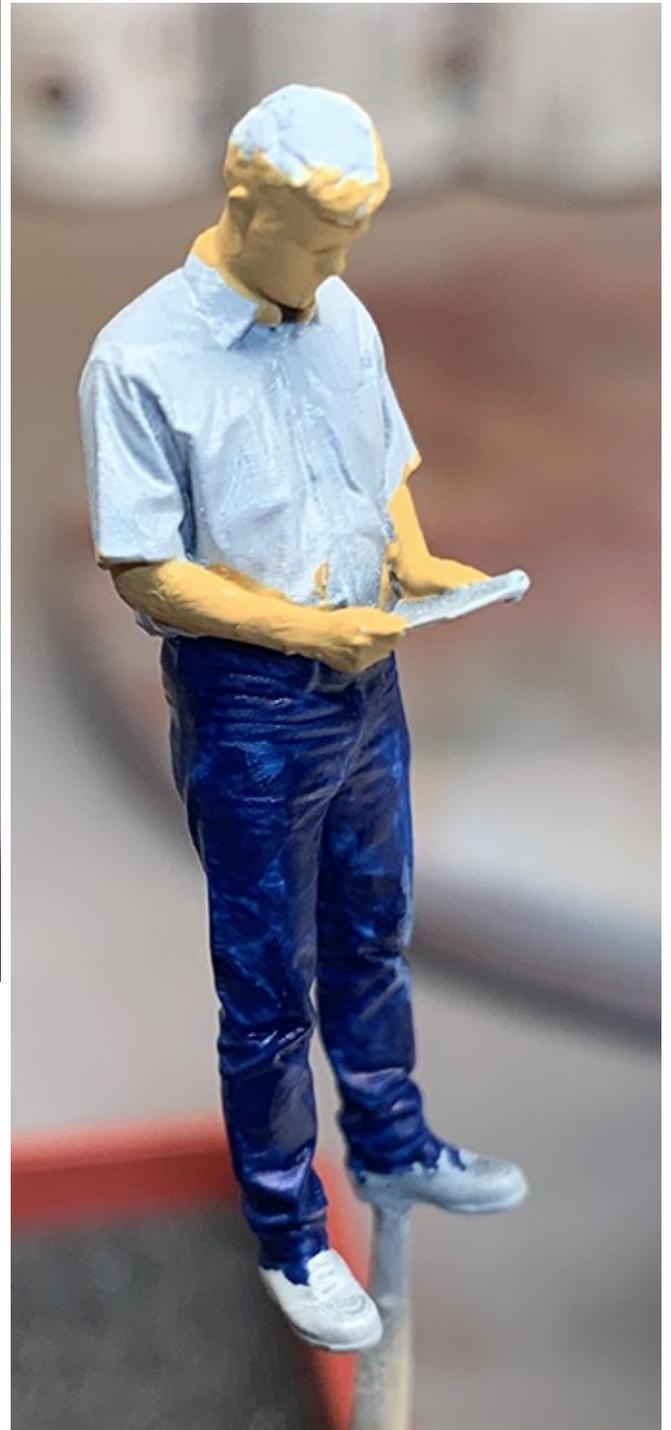
Once the primer is dry, it is time to start painting the figures, and my choice is Vallejo Acrylics. In painting, placing a dot of paint on a piece of parchment paper will suffice for a palette.



Begin by painting all flesh areas, utilizing medium flesh tone acrylic. It may look a little orange by itself until the rest of the colors are placed on the figure. It has been my experience that the basic flesh tone makes the guys a little too ghostly. Do not bother trying to paint facial features like you can with a larger scale, in 1/48 it looks fake. Even trying to paint shadows under the eyebrows for instance makes it look like they have a skull for a head. Ambient light will make enough shadow for you.



It is now up to you to decide what the figure will wear such as jeans, Carhartts, khakis, etc. Unless the circus has come to town, choose colors that will look plausible. Begin by painting the large areas first such as pants.





The jeans were dry brushed with a light blue. Make sure there is very little paint on your brush or the effect will not work. Lightly brush over the high areas on the jeans at a right angle. This will bring out the detail and make the jeans look worn.



Next large area to paint is the shirt. Again, the color is up to you, taking into account the job of the figure. At this point, the figure is mostly done. Finish with the smaller details such as shoes, gloves, hair and any accessories. Dry brush the shoelaces too if appropriate. Maybe even add a wrist watch. Now go back and touch up any mistakes (yes there is always a few). If there are any shiny areas, use a light spray of flat coat. Nip off the toothpick flush with the bottom of the foot. Sand lightly with a fine grit sandpaper until you have the spot flat. The figure can be stood in place on your layout with just a dot of Goo on the bottom of one foot. The figure is finished, it is that simple.



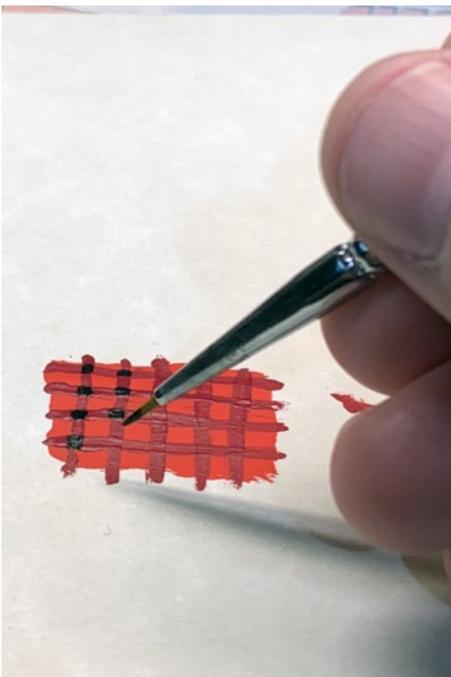
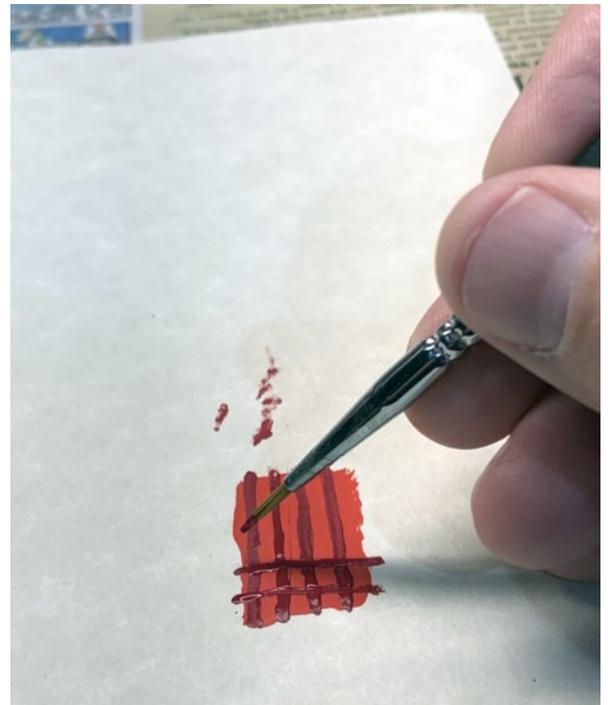
Now for a short tutorial on painting a simple plaid. Not all shirts are plain, and for variety, a plaid shirt is always fun. A 'Buffalo Plaid' in red would be a good first choice. It involves red, black, and a red/black mix. A red/black mix might only yield a sickly brown so best to choose a light red and a dark red.

Start with a clean sheet of parchment paper and practice by painting a square of light red (vermillion).

Let the vermillion dry, then paint the dark red lines, first horizontally, then vertically.

After that dries, paint a small square of black where the vertical and horizontal lines cross. At this size, the black doesn't have to be exactly square but you get the idea.

Once you are comfortable with your practice square, do the same thing to your figure. Start with the larger flat parts first. Then when that is dry, move over to doing the sleeves.



You can always paint over something you do not like, but keep in mind these figures are not going to be viewed under magnification. Normal viewing distance in O Scale will be at least 40 scale feet!

Bring your figures to life and have some fun.



Left: Using a leased BN switcher, Alberta Prairie conductor/brakeman Joe Tennyson backs down to the grain elevator in Otter Creek. After picking up 2 loads, they will set out 3 empties. The APRR is proving its worth to local grain growers.

Below: An afternoon's work.



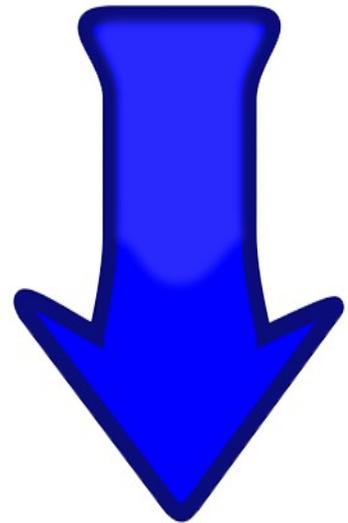


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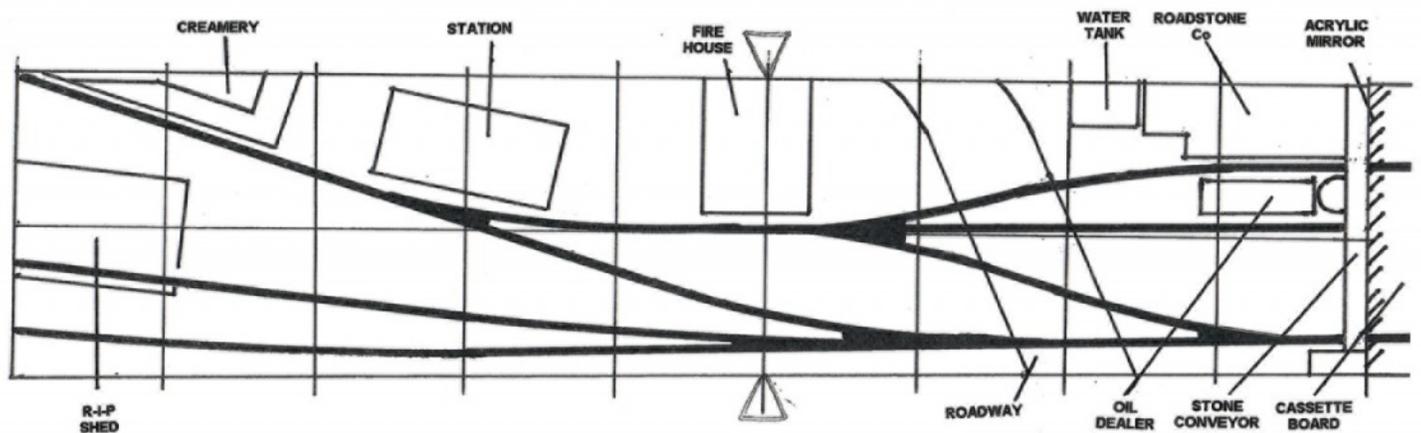
# So, What Are You All Up To?

*A new year is beginning, so we thought we would take a look at what our readers are doing and what they have accomplished. Hopefully, this will remain a column going forward where you can showcase your projects. Please Email us your pictures and captions to [photos@modelrailroadresource.com](mailto:photos@modelrailroadresource.com). And remember, a little bragging never hurt anyone!*

When we asked our readers for pictures of what they have been working on, I did not think we would get so many responses, and they are all so good! We will be featuring these here and in upcoming issues. Thank you all for sending in your shots and keep them coming.

## From Steve Kite:

Greetings from across the pond in Norfolk, England. I have followed your magazine avidly, so I hope the quality of the attached is OK by way of thanks for your efforts.



*This shows the fiddle yard end with an acrylic mirror disguising the 2 exits before being 'snowed up'. The cassettes and the unfinished cars show the cassettes that can be shifted around so that stock doesn't need handling.*

Here are two, plus the cover shot, photos of a lockdown project that took me 8 weeks to construct at the end of 2021/start 2022, which I think qualifies for 'last year'! I wanted to test out snow effects for a bigger (but still small in O scale) layout, so I dug out a couple of boards I had with some track on already, made a few alterations, constructed a flat board for the fiddle yard and then made cassettes to go on it. I use radio control/sound, so no electrics were necessary. The layout is 13' 6" x 2' in total with a scenic area of 9' and is in the "flavour of" New York Ontario and Western branchline.



*Looking in the other direction, the 45-ton has run around the (now finished) cars, but won't be departing for a while. 45-ton on the O&W? Blame Rich Yoder for making good locos...and modeller's licence!*



**From Norm Buckhart:**

This is the beginning of the end - but the start of a new layout - so a different slant to what most are experiencing.





**From Jim Dierks:**

I grew up on the Milwaukee Road, and Chicago Union Station always held a special fascination for me. I built my layout so I could recreate a platform and two tracks of the station. Using photos and some structure drawings released when the station was opened in 1925, I designed the railings, skylights and skylight supports and had the parts laser cut. I would have gone nuts if I'd had to cut out all those panes in the skylight! Here are a couple of shots.



**From Richard Bourgerie:**

Attached are some photos of The P48 Maumee Basin Lines built by Warner Clark and Rich Bourgerie. The photos show progress made on the last leg of the railroad, the upper level where the Ohio & Morenci short line is located. The O&M RR is a 20 mile long freight line and vestige of the former Toledo & Western Electric Railway that once ran interurban cars. A scrap iron company from Columbus bought the line and converted the rails between Berkley and Morenci to a freight line. Three photos by Rich Bourgerie follow:





**From Ed Kurzenski:**

I saw your call for photos on current O scale projects. Here are a few from my 2-Rail OW5 outdoor layout. I am about 20 months into the construction of it. It's 150' x 45'. The framework is all TIG welded and powder coated steel. The subroadbed is concrete Hardie Board (house siding). The roadbed is a double layer of cork with Atlas flextrack. When complete it will be DC/DCC.





**From Dr. James Liemberger:**

Here is a photo of a boxcar model that I worked on this year. I started with a Precision Scale PS-1 forty-foot boxcar #15769 in O scale. Early New York Central Pacemaker boxcars had no dimensional data since the cars were to stay in house. But, as some of the Pacemakers traveled to other railroads, those railroads complained about the lack of data. The Central System started to add the dimensional data in white over the gray lower half. Then, there were complaints that it was difficult to read the white lettering. Starting around 1951, the New York Central changed the lettering to black.

My model represents a Pacemaker boxcar built in February of 1954. The Precision Scale brass model originally had a Youngstown eight-foot door. However, the prototype Pacemaker car number 175002 had a Superior door. So, I began by changing out the door to the correct Superior door. I painted the boxcar using Tru-Color Paints purchased through Arizona Hobbies. The vermilion red is TCP-268 New York Central Pacemaker Red, and the gray is TCP-269 NYC Pacemaker Gray. I decaled the car using Protocraft NYC Pacemaker-3 Supplement B black data. Right now, the boxcar is in "as delivered" condition. Eventually, I will weather it.



Well, that's it for now, but be assured if you sent us pictures, we will be getting to them and letting you know when they will appear. Also, if you are planning on going to the [March Meet](#), many of these will be displayed during the 6:00 pm – 12:00 Midnight Cash Bar in the Foyer sponsored by [O Scale Central](#).

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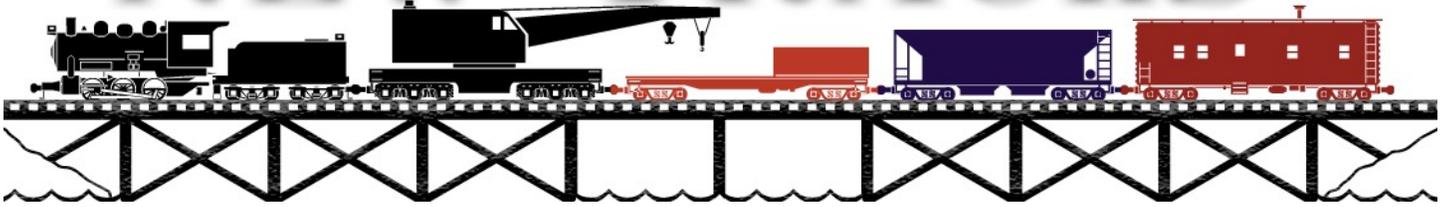
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# NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR



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

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#### Special Message to All “New Tracks” Readers

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- Equipment/Software (new computer for Jim?)
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- Click Throughs

To kick off year six of my articles in this magazine, I have an announcement I hope every “New Tracks” reader and viewer will support!

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/or used the revenue we earned from the participating manufacturers in the 2020 “New Tracks” digital Train Shows we produced. Unfortunately, the Train Show money is almost depleted, and therefore, we need to develop a sustainable independent funding source. This is what we are working to create.

I believe (hope and pray) the level of viewer support we currently are seeing on YouTube will

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

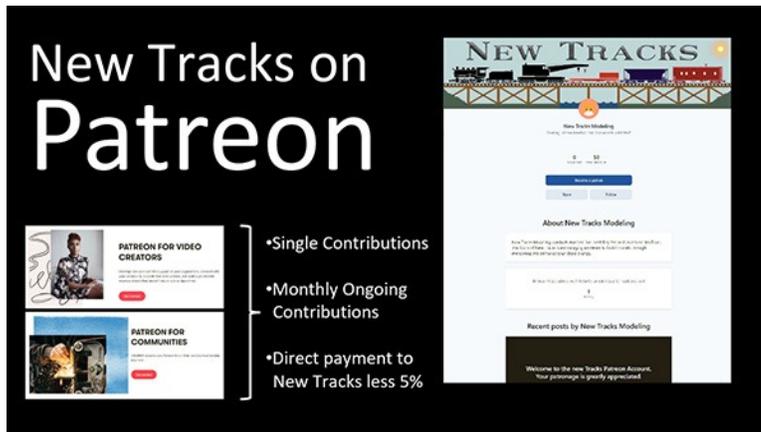
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- Scope: US and Canada Initially – Global Expansion in year 2
- Modeler Criteria and Selection – TBD
- Will report quarterly to the New Tracks Community

• Annual Fund Goals  
• All Excess Income

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

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.



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 “New Tracks Modeling”](#) where viewers can make contributions directly to the show. Our hope is that viewers will become “Patrons” and make contributions to help continue our shows.

All the 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 continue their post High School education in a STEAM 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 endeavor.

The goal of the program is to provide scholarships to students pursuing a STEAM 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 of scholarships in subsequent years. We have established a committee, led by Bob Davison, to define the requirements for participation, and criteria for recipients to receive the scholarship. While we will focus on the US 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 we all should have a way to make an impact on the future education of today’s young modelers and our scholarship program is a small step in that direction. With the New Tracks mentoring Scholarship, there is now a way for everyone to contribute to the future of modelers in the model railroading hobby.

Therefore, I am asking each of you to help get “New Tracks Mentoring Scholarship” Program off the ground. Please help by doing one or both of the following options:

1. Watch [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 our Patreon account New Tracks Modeling](#). Any contribution is greatly appreciated. We thank you in advance for your generosity.

This is the first time we have ever asked for your financial support to help make our programs successful. We hope you enjoy our programs, and feel the value New Tracks delivers is worthy of your support. Naturally, we also hope you will encourage others to join our show. More viewers 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 continue their modeling. This is an opportunity for all of us to help, in a small way. I hope you will help make that happen.

Our “New Tracks Mentoring Scholarship” Program is also an opportunity for hobby manufacturers, Associations, Clubs, and businesses to show their support for our efforts by helping increase the scholarship program’s reach and funding. If you are a company, association, club, or magazine that would like to contribute to or just support the New Tracks Mentoring Scholarship. Please contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com). We are establishing a Scholarship Sponsors program, and would love to have you participate and be recognized.

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](mailto:jimkellow@newtracksmodeling.com)

### Establishing our Scholarship Program as a 501(c)(3) organization

We recently starting getting input from some of you that we needed to consider establishing our “New Tracks” Scholarship program as a 501(c)(3) non profit organization. Step 1 was we needed to find a Volunteer to lead this effort. We are very fortunate to have Jeffrey Jordan, a modeler who is also an attorney who is very familiar with the 501(c)(3) program, agree to provide the professional help to lead our effort on a pro bono basis. Thank you Jeffrey Jordan and your law firm, ArentFox Schiff, LLP, for providing the pro bono professional help we so badly need to obtain this critical designation for our Scholarship program.

Naturally, he can use some help, so if you have any experience in a nonprofit organization and can spare a little time, please let me know: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

Also there are both State and Federal fees required to obtain this nonprofit designation so please consider a contribution to our Patreon account, New Tracks Modeling.

We will keep everyone updated about this major “New Tracks” Project.

**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

### More Volunteers Needed In A Lot Of Areas

If you watch our “New Tracks” shows, we need you to become a part of our volunteer team that makes our shows happen.

We are fortunate to have as many volunteers as we do who donate their time to 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. Specifically, we need help with our website to keep it up to date, help being a part of

the Production Team who run our shows, and help with ideas and preparation of our advertising for our shows and fundraising efforts. Please help us keep the shows going.

Everyone who watches our shows has a contribution they can 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. Any amount of time and help you can provide will be greatly appreciated and definitely needed. Contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) and let’s discuss.

## Upcoming “New Tracks” Zoom Show Events Wednesday Evenings 7pm EST

Subscribe to our website [newtracksmodeling.com](http://newtracksmodeling.com) to get all the current information about our shows and emails with weekly emails with the Zoom log in links for our shows. Join us live on Zoom, or if you prefer, on our YouTube channel New Tracks Modeling



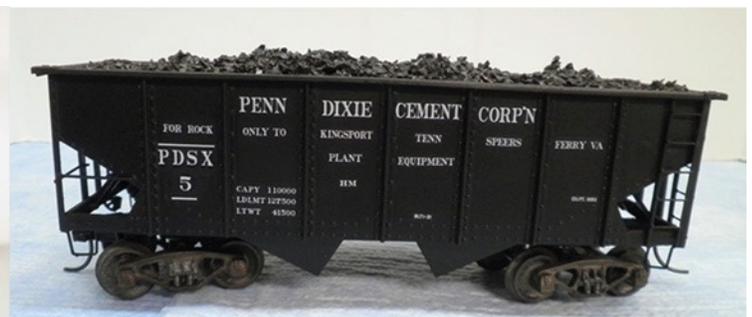
### “NewTracks” MY BUILD

Sponsored by [Model Railroad Resource LLC](http://Model Railroad Resource LLC) and presented by Chris Coarse of [Conowingo Models](http://Conowingo Models).

Join our weekly Zoom shows with our host Chris Course. 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

These are some of the photos modelers shared on our recent November 23, 2022 My Build. Each of the participants has an email address included and would welcome your contact. You can see all the MY BUILD models shown and the modelers comments on our YouTube channel New Tracks Modeling: <https://youtu.be/E3prW3gXy-Q>.

Martin Brechbiel - [martin.brechbiel@newtracksmodeling.com](mailto:martin.brechbiel@newtracksmodeling.com) - O scale - Rebuilt three scrap cars. Two made from tin plated steel and one mostly brass. Shown are the cars before and after.



Bob Davidson - [y2kflstf@twcny.rr.com](mailto:y2kflstf@twcny.rr.com) - HO scale - Rework of an old Atlas Warren Truss Bridge to fit a historical scene on his layout. Shown (next page) is a historical scene, and modified Atlas bridge kit.



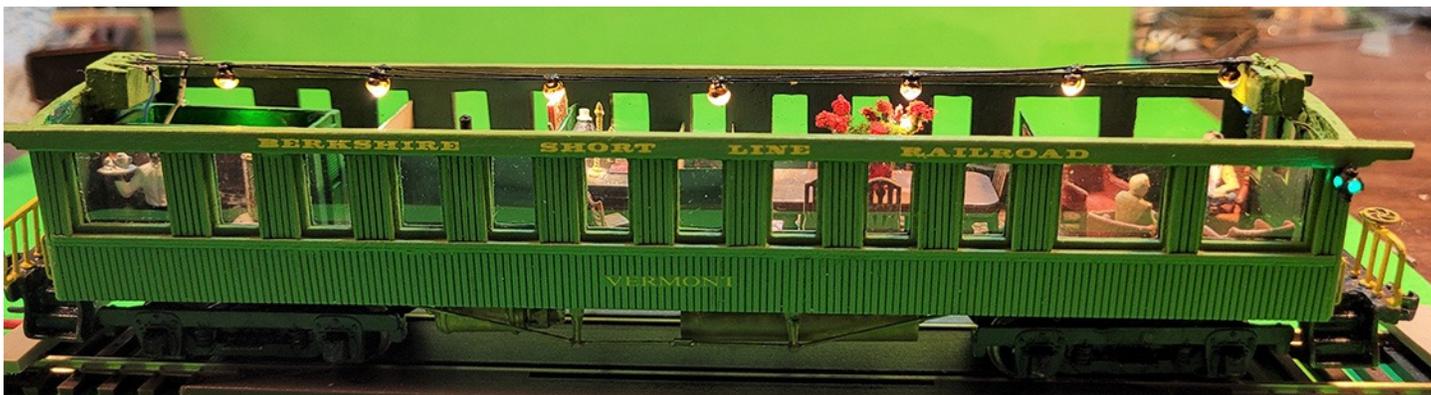
Tony Dixon - [Tony.Dixon@newtracksmodeling.com](mailto:Tony.Dixon@newtracksmodeling.com) - HO scale - Items built for Chris Steeb's National Farm Toy Show competition. Chris took 2nd place in the contest.



Jeff Jordan - [Jeff.Jordan@newtracksmodeling.com](mailto:Jeff.Jordan@newtracksmodeling.com) - HO scale - Rework of a Bachmann combine and Athearn rotary snowplow. Snowplow and Tender shown. (Several photos)



Jim Murphy - [Jim.Murphy@newtracksmodeling.com](mailto:Jim.Murphy@newtracksmodeling.com) - HO scale - NMRA Mid East Region Competition winning models build of an old LaBelle kit from a New Tracks Build Along, and a model if the Nighthawk cafe by Wit and Wisdom Models.



Rich Wolfanger - [Rich.Wolfanger@newtracksmodeling.com](mailto:Rich.Wolfanger@newtracksmodeling.com) - HO scale - Build of the New Tracks Modeling Scratchbuilder show Ice House with several 3D detail parts. (Several Photos



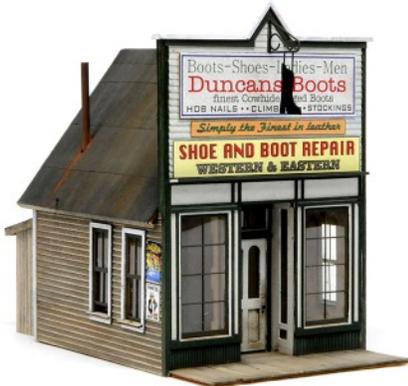
If you want to participate in our next monthly MY BUILD, send your model photos with a brief description and your name to Chris Coarse at [Chris.Coarse@newtracksmodeling.com](mailto:Chris.Coarse@newtracksmodeling.com). The next MY BUILDS are

scheduled for January 28, 2023 and February 15, 2023. This is the time to plan a projects you want to share at these upcoming shows.

## “New Tracks” Build Alongs

Our "Build Along" Modeling experiences provide you a personal mentor and great discounted prices on the models to be built. Join us on our weekly Zoom shows for a great learning experience that will help you improve your modeling.

### Happy New Year 2023 Build Along Models



#### Banta Models

Starting January 25, 2023 Bill Banta will begin a Build Along of Duncans Boots.

Bill is giving a 15% discount off the kit from January 1 to February 1, 2023. The kit is available in HO, S, O, and F/G scales. Additional information is available on the Banta Website <https://www.bantamodelworks.com/> and on our website [NewTracksModeling.com](https://NewTracksModeling.com).



#### 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/>.



#### Rockin Farm Toys

Starting February 22, 2023, Eric Haselhorst owner of Rockin Farm Toys, will begin a Build Along of a S Scale (1/64) Kenworth T370 service truck that is in Frederick Harvesting's Fleet. The whole model will be 3D printed. Eric will have everything a modeler might need (less paint) listed and available on his website by December 31st. There is a 15% discount off the model, parts, and supplies to build the model. Use the Coupon code “buildalong” to get the discount. The discount will be

available from the time you receive this message until March 31 2023. [Please visit Eric’s website for more information.](#)

#### Rail Tales Hobby Shop

Starting March 1, 2023, Bret Jones of Rail Tails Hobby Shop will begin a Build Along of one of his kits. More information and details will be available soon on our website.



## Touch Toggles

Starting March 22, 2023, Kevin Hunter, owner of Touch Toggles Company, formerly Berrett Hill Trains, will announce his Build Along starting April 19, 2023 using his Touch Toggles. A “New Tracks” viewer who wants to Build Along with Kevin will need at a minimum, a 4 channel package of any of the turnout machine operation packages.

Kevin is offering a one time 15% discount off of the total purchase made for the Build Along. So a modeler will be able to purchase as much additional product as needed and get the 15% discount off the total purchase. In order to get the 15% discount, please send an email to Kevin: [kevin@berretthill.com](mailto:kevin@berretthill.com). Kevin will send you a one time coupon to use for your order. Please visit the Touch Toggle website at: <https://www.berretthill.com/controls/>

## 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.

## Tom Yorke



Starting May 10, 2023, Tom Yorke is coming out of retirement, a little, to do a Build Along for one of his Structure Kits called the White Front Grill. There is a limited number of 25 O Scale kits available to “New Tracks” viewers, at a price of 50% off the normal retail price for the kit. Viewers may start ordering the Kit on March 1, 2023 by Emailing Tom at [tom.yorke@newtracksmodeling.com](mailto:tom.yorke@newtracksmodeling.com) using the code word ‘*White Front Grill*’. When I talked to Tom last night (10/28/2022) while he was working on the prototype model for the kit, his enthusiasm for the kit and building it on my show made me realize that here was a true lover of our hobby, and this opportunity might be your last chance to get a Tom Yorke kit.

## 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. So if you have been sitting on the sidelines for awhile give model building a try.

I am looking for more Modelers and Manufacturers to be involved in future "Build Alongs" in 2023. Contact me if you are interested at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

## “Watch Me Build”

- Starting January 4, 2023, learn some workshop tips & tricks from Bob Davidson.
- Starting January 4, 2023, Tom Ferrel will show his scratch-building artistry in building his new layout.

- Starting January 11, 2023, Philip Crews, owner of “Miniatures By Philip”, <https://miniatures-by-philip-crews.square.site/> will build one of his structures and asks you to watch him build it. I am very impressed with his modeling.
- Starting March 22, 2023, learn figure painting from a master craftsman, Ian Fainges.

These segments are meant for modelers who want to share their modeling efforts, show their skills, 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.

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

## Talented Modelers and Manufacturers

Now let’s meet some talented modelers and manufacturers who are offering readers Contest Drawings. You may find a mentor to work with. I hope so.



### **Rick Barton: Tennessee Valley Custom Models**

I've been playing with trains since I met my friend, Tim Dickinson, in Kindergarten growing up in the L.A. area. (He was likely born with a train in his hand, and he got me hooked.) I built a few childhood layouts, then discovered girls and cars (necessary to have a cool car to get the other). I built a few other layouts over the years after getting married, but moves and work limited them. And then I lost everything from my childhood on in the fire that destroyed Paradise, California in November, 2018. Fast forward, moved to Maryland in January 2000, bought a house and remodeled it from the basement up and am now building! I model HO. I toyed with going to N or S or O proto, but decided on HO for its size in my limited space and ability to super detail.

I owned a small hobby shop in Paradise in the mid 1980s and loved it, but working full time as a cop did not lend itself to maintaining a full time store, so I gave that up. I have always thought about doing something again, and when Ian Pugliese put Tennessee Valley Custom Models up for sale, I thought this was the opportunity for me to get back into it. It's a small business, making HO and N scale road signs and generic railroad signs, and the equipment doesn't take up much space.

My short term goal is to learn and be comfortable with re-issuing and making the HO and N scale signs Ian already created, and keeping them in stock. Since these are already created in a CAD file, I should be able to enlarge them into exact S and O scale and offer them quickly.

My longer term goal includes obtaining a bunch of standards and plans for railroad and roadway signs from whatever sources I can find, focusing on railroads from the past like SP (near where where I grew up) and Wabash (my grandfather and great grandfather both worked for Wabash), as well as many others. I want them to be as scale and realistic as possible. And offer custom signs, e.g. city limits, street name signs, etc. The joy is that I am financially stable, and I won't need to depend on the business for income.

I am happy to tell you that Rick is now offering S and O Scale signs so I asked him to hold a Contest Drawing for his O scale signs and he readily agreed. Rick sent me some of his O scale signs and I will absolutely be using them in my modeling. They are nice looking and a great variety of text size and texture of wood metal and painted stands. Here are some photos of the signs I received. I hope Rick keeps diversifying his types of signs for us.



The winner can have his/her choice of roadway and railroad signs, such as warning signs, crossbucks, stop signs, private property crossing signs, whistle signs, railroad crossing warning signs, up to \$30 worth from the [TVCN website](http://www.tennesseevalleycustommodels.com). How to Enter Rick's Tennessee Valley Custom Models Contest Drawing

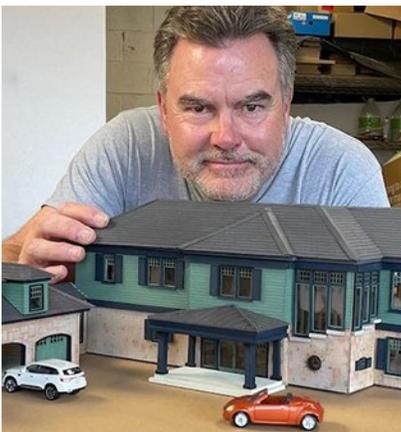
To enter the Tennessee Valley Custom Models drawing, each modeler must complete the form [here](#).

I am looking forward to seeing what the winner selects and how he uses them in his modeling. I will share his information with readers in a future article.



Thank you Rick for your help and interest and good luck with your new Company. Rick can be reached at: [Rick.Barton@newtracksmodeling.com](mailto:Rick.Barton@newtracksmodeling.com).

### Christopher Petersen: Scale Model Homes



I love architecture, especially the old craftsman style, and I've been able to hone my skills in creating miniatures of existing houses. Several years ago, I discovered that Sears used to sell lumber as a kit to build actual homes. I have re-created a number of Sears homes and just love that craftsman look. Years ago, I used to create my models using one 16th of an inch basswood and an X-Acto knife; however, I was frustrated that I could not create windows and other details to the same degree as professional modelers I saw online. As I researched some of their methods, I soon discovered the use of laser cutters which, at the time, were very expensive.

*History in the hobby.* All my models are made using 1/16" thick basswood. The larger O & S scale models also have a 1/8" thick basswood inner walls for strength and to prevent warping. I started building scale model homes around 30 years ago. Most of them were models of my own houses or friend's homes, and I did a fairly decent job on them considering I used an Xacto knife. Up until about two years ago, I only had time to build one or two a year, but then I retired. Last year I bought a hobby Laser and rented some garage space that I use as a studio. It's easier to paint year round in there without stinking up my house or garage with the paint.

*How you learned to build.* I am self taught, but read a number of books on model building and residential construction. I have learned some techniques on YouTube, but mostly developed a process on my own. Roofs were always a challenge, so I purchased some architectural software to help, and now use it every time I build a model. It calculates the roof pitches for me and adheres to building standards. It allows me to make adjustments quickly and accurately.



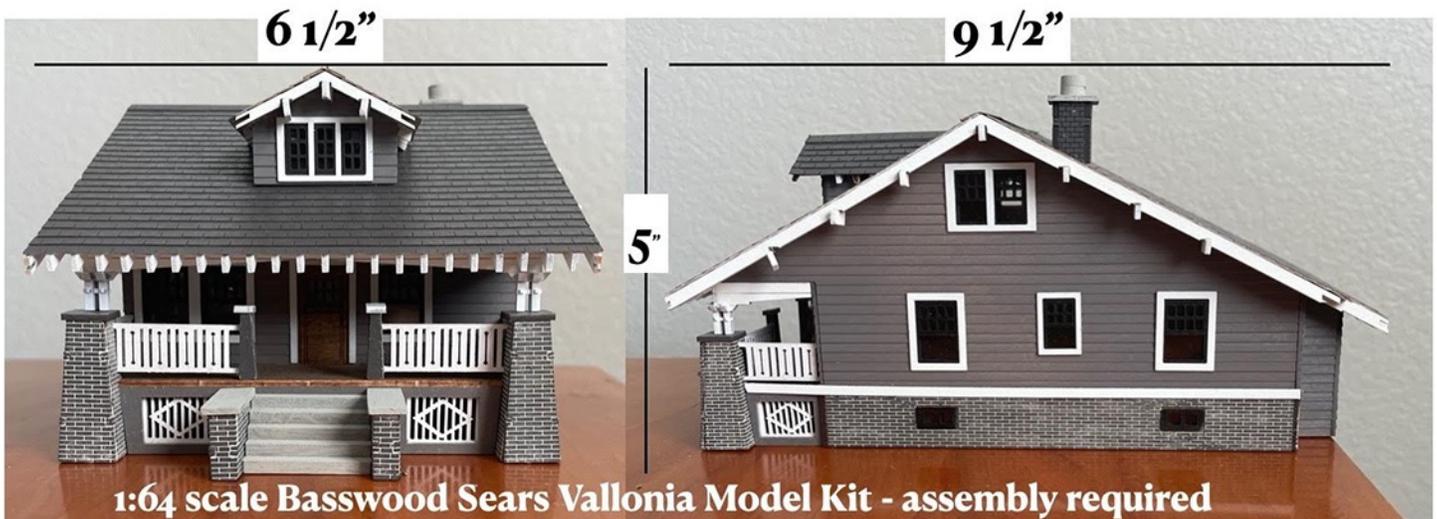
*Did you have a mentor or just trial and error?*

There is plenty of trial and error when I start fitting complicated pieces together. Almost all of my models are one offs, and in virtually every case, I would make changes if I were to build them again. Since 95% of what I build are custom requests from other people, I feel like a surrogate mother spending time doing these works of art for my customers.

*What scale and why that scale.* I suggest O scale to most of my clients for a typical house and S scale for larger homes. It really depends on how much space they have to display a model. Clearly O scale provides a better opportunity for details and is easier for me to work with. The bed of my Laser is 12" x 20", so there are some limitations to what I can build. I have built HO, 1/6", and I made a large 1:12 scale facade for a TV production company.

*What areas will you help other modelers by mentoring?* Mainly overall technique or process. I feel a model needs to look great from across the room, but also have details you would not notice unless you're an inch away. I've seen a lot of homes that look great from afar on Instagram; however, they look awful or sloppy when I zoom in.

*Talk about your company, when and why started, products and services provided and future plans.* For starters, I was fortunate enough to find [scalemodelhomes.com](http://scalemodelhomes.com) was available as a URL as was scalemodelhomes on Facebook, Instagram, and Gmail about 2 years ago. All of my commissions have been generated through word-of-mouth, Google, or social media. I've added about 11,000 followers on Instagram since January alone. For some odd reason, several of my posts have received over 17,000+ likes on Instagram. I think because they were the Sears craftsman style – people really enjoy seeing those. I did convert a Sears house into a kit in both HO and S scale. Since Sears delivered the lumber for their homes on rail cars between 1910 and 1940, most small towns that have Sears homes also have a railroad line running through them. I thought a line of Sears



homes would be a perfect fit for model train folks. I have recognized, however, that most kits are for buildings in town like your typical lumberyard, barber shop, fire house, etc.

I then asked Christopher if he would offer a Contest Drawing for our readers. Unfortunately he does not offer an O scale kit and all his work is by custom order. Then he said he would be glad to offer a 25% discount of of his normal price to build a custom model for the Contest Drawing winner. The winner sill of course need to provide a photo, and hopefully some dimensions, for Chris to start with. Naturally the more information on the prototype the better.

To enter the Scale Model Homes drawing, each modeler must complete the form [here](#).

I am looking forward to seeing the finished model and how it is used by the winner on his model railroad. I will, of course, share this information with all of you in a future article.

**ENTER HERE TO WIN OUR  
SCALE MODEL HOMES  
DRAWING**

Thanks Christopher for sharing your modeling experiences, your talent, and your company with us. You can reach Christopher at: [Christopher.Petersen@newtracksmodeling.com](mailto:Christopher.Petersen@newtracksmodeling.com).

Thanks to the NMRA President, Gordon Robinson, I found the next modeler and his company on the other side of the Atlantic Ocean. Please meet:



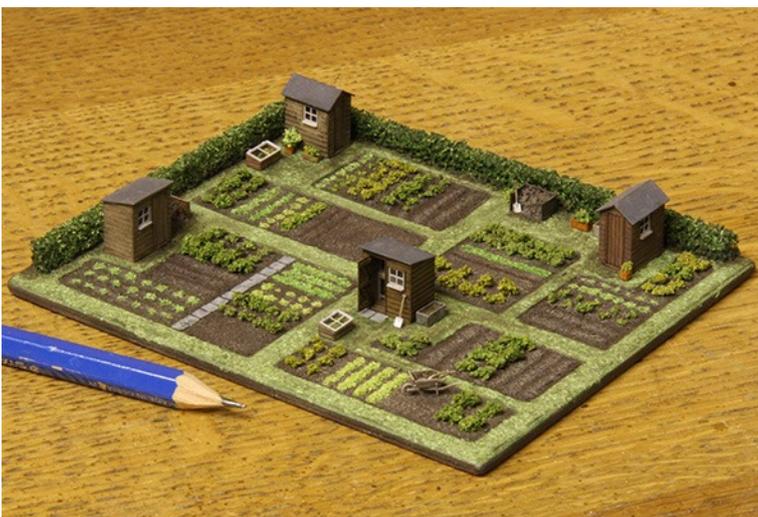
**Andy Vaughan: Severn Models, in the UK**

I have always been a maker of things, though the nature of those things has changed many times. I was always interested in making models firstly from paper and card, then progressing onto plastic kits, radio control and aircraft. The aircraft one was short lived - I spent longer repairing crash damage than actually flying them - so my interest shifted back to models that did not fall from the sky! Otherwise, I made things from wood - furniture, puzzles, woodturning, etc.

My work life was also in the realm of making things - furniture design and cabinetmaking, then commercial and retail interiors and architectural detail - from which I began to use computer aided design (CAD).



After having explored these other model genres for years, I arrived late to railway modelling. Some local friends do some, and I thought I would give it a go, so I began looking at the idea to make a small N scale layout. For this layout I would need some houses, so I began to look for kits or methods to make some that looked realistic. Kits of British homes are very few and far between, and those that did exist looked like no home I ever saw, so I had a go at building some from brick embossed plastics, card, and other materials, but was not really convinced of my results. They lacked real scaled texture, and the plastics were too thick to represent walls at N scale. Then in one of the kits I had, there was a tiny piece of photo-etched brass. It was the doors and windows for a station building and I was impressed how tiny the details were - how crisp, clean and realistic they looked. I wonder if I can etch bricks like this....



So this is where the Severn Models story begins. I did some reading on the design of photo-etch tooling, and set about to design a house etched kit on CAD that would fold up as if it was cardboard, that I could glue together. I could realistically draw scale mortar lines on my bricks, set detail lines around windows, and represent lintels, tiles and other building details. The first one mostly worked - I made a few mistakes, but re-tooled it, and the second time around it built up a rather nice cottage.



If that works then, I figured let's do some more and make a little hobby business out of it. At that time, the crowd funding site Kickstarter was already very much up and running, so I made a project to create ten N scale kits. It was a modest target, and in due course received sufficient funding to go ahead. Over the following couple of months, I designed the rest of the kits, tooled and tested them, and shipped them out to the project's enthusiastic backers.

That was in 2014, and the product range grows slowly but surely - ironically I am often still drawing buildings and furniture - just in much smaller scales. I enjoy the process to invent a new kit, working out how to represent the details in a way that captures the essence of the building or object. It's fascinating to work on things in multiple scales too - like an N scale door will rarely get a door handle, but in OO / HO the handle

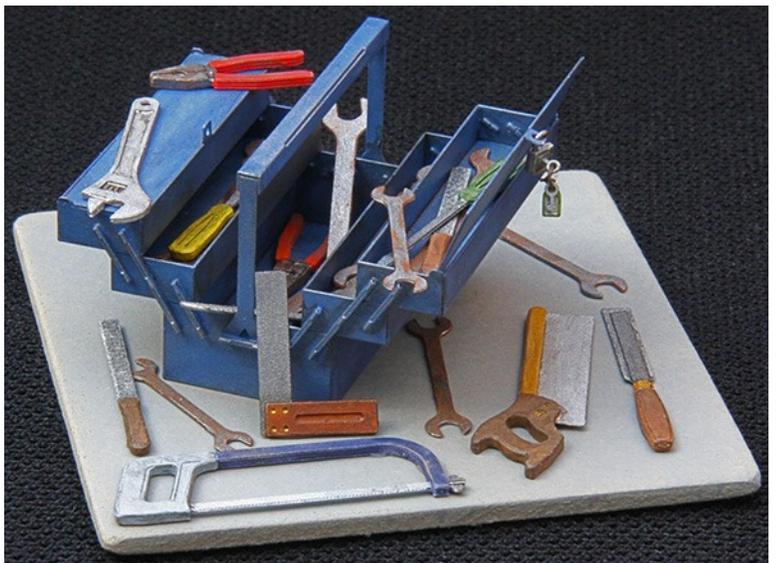
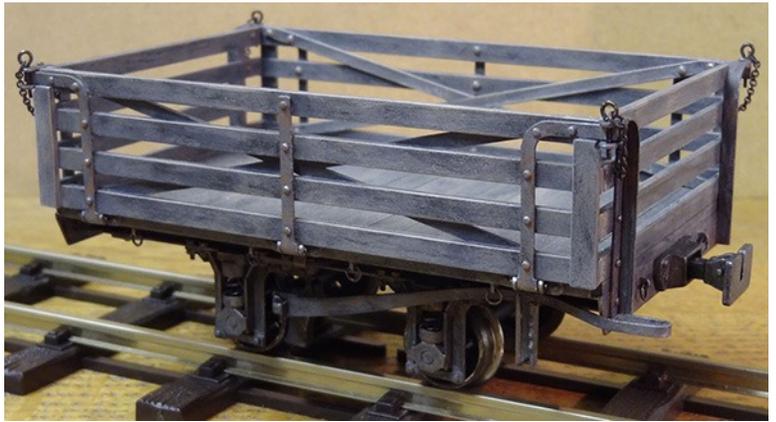
is fiddly but feasible. As it goes up, by the time you get to O scale you can see the keyhole. Beyond that to the larger modelling scales it may even get a key. I have a few kits for 12th and 24th scale dolls house modellers too, as the scale goes up, so does the amount of detail needed.

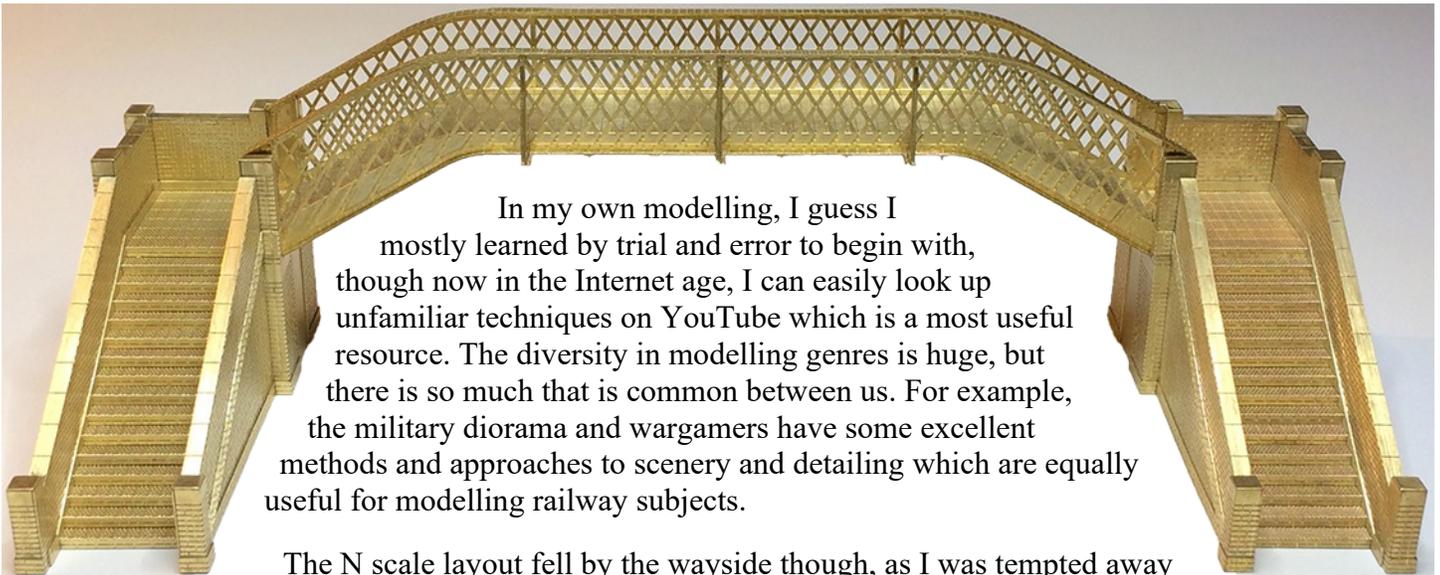
I try to design the kits from the builders perspective - its only a few years since it was me shopping for kits - it is important for me to design it in such a way that it is interesting to build it, is relatively assured to produce a fine and pleasing item, and that the modeller enjoyed it so much that they come back for another one.

Most of the kits can be glued together if soldering is not your thing - I wanted to make etched brass detail available to as many modellers as possible so there are tabs on joins to provide gluing area. If the brass is roughened with a bit of abrasive paper, then cyano liquid superglue works well. My favourite method is to dry-assemble the part using self-close clamping tweezers to hold it, then run the glue into the join one drop at a time from the tip of a scribe, and just allow capillary action to draw the glue into the join. This method gives a very accurate assembly - and keeps the cyano glue much more under control.

I go to a number of model rail exhibitions across the country here in the UK where I take my tiny trade stand display. I always have an assorted pile of part-made kits on the desk to demonstrate some assembly for those unfamiliar with metal kits, and often engage in discussions of assembly and painting techniques. I wrote down a painting guide on my website in the end - then it's easy for people to look it up rather than having to remember it all. I'll try to do some demo videos of how I go about it. The main thing for a new subject is just to have a go - the more practice we get, the more accomplished we become.

Severn Models is still a one-man business and with its small specialist nature, will likely remain so. For the future I will just keep adding to the diversity of the range - I have a list as long as my arm of potential new kits and if I ever run out, there are several more scales I do not work in yet. As always, I invite suggestions from people for new kits - I can't guarantee to produce it, but there are several kits in the range now that came about from customer suggestions.





In my own modelling, I guess I mostly learned by trial and error to begin with, though now in the Internet age, I can easily look up unfamiliar techniques on YouTube which is a most useful resource. The diversity in modelling genres is huge, but there is so much that is common between us. For example, the military diorama and wargamers have some excellent methods and approaches to scenery and detailing which are equally useful for modelling railway subjects.

The N scale layout fell by the wayside though, as I was tempted away by larger models at 16mm to 1 foot scale (1:19) representing 2 foot narrow gauge. It's a popular garden rail scale here in the UK and is fairly well supported with manufacturers. The subject that has really caught my interest now is the military narrow gauge supply railways of northern France in World War 1. I am starting with the British lines, but can easily see my interest diversifying to include the other nation's narrow gauge supply lines also. Some things are available as kits, and I am scratch building or kit-bashing others.

I am always happy to help someone wanting to get started, and welcome feedback. While it's perhaps not realistic to see you at a show for a demo, what with being 'across the pond' in the UK, but there are some notes about the kits, techniques and a painting guide on the website at [severnmodels.com](http://severnmodels.com) or email me at: [Andy.Vaughan@newtracksmodeling.com](mailto:Andy.Vaughan@newtracksmodeling.com).

At this point I suggested To Andy he offer a Contest Drawing and he immediately agreed. The winner of the Contest Drawing will receive a voucher for Andy's website to a value of £15 GBP. Andy will also cover the shipping to the US (assuming its a US winner). The winner can choose from any scale, or use it towards a higher cost item on his website. The only things he can't export is the glue and raw brass materials due to some export paperwork limitations.

To enter the Severn Models drawing, each modeler must complete the form [here](#).

Thanks Andy and good luck to all the readers who enter this contest. I look forward to seeing the model the winner builds so I can share it with everyone in a future article.

Thanks Andy for sharing your modeling experiences, your talent, and your Company with us. You can reach Andy at: [Andy.Vaughan@newtracksmodeling.com](mailto:Andy.Vaughan@newtracksmodeling.com)

The next modeler has done it all in our hobby. He is still very active in the NMRA and in helping in so many ways to promote our great model railroading hobby and encourage individual modelers to build models and improve their modeling skills. I was fortunate to have him as a guest on my Modeling Lifestyle YouTube show. You can see a video of his appearance on my YouTube channel New Tracks Modeling.



## John Burchnell, P.E. Ret.

John is a retired licensed Professional Engineer, retired Research Fellow at Procter & Gamble and founding member of the Eastern Loggers modeling group. He is a lifetime model railroader, innovator and railroad and technology enthusiast, and is very active in the National Model Railroad Association (NMRA) including the vibrant local chapter in Cincinnati.

John was raised in Wilmington, Delaware, where as a teenager he worked in the hobby in both manufacturing and retail. He received B.S. and M.S. degrees in Civil/Structural Engineering at Virginia Tech, within the beautiful mountains, rivers and railroads of Virginia and West Virginia. John lives in the Cincinnati, Ohio area where he had an accomplished 35.5 year career in Engineering, Research & Development and Mathematical Modeling at consumer products giant Procter & Gamble.

He enjoys most every aspect of this incredible hobby, including photography, research, design, scenery and innovation. John has 12 patents, several publication credits in model railroad magazines and has taught and presented at many national and regional conventions. He has led several large conventions and many other excursions. John has a long-time understanding wife, Ruth Anne, and they greatly enjoy the families of their two adult sons. (*John Burchnell photos of the Eastern Loggers Model Railroad*)

## Modeling History and Achievements



John's modeling began at 3-5 years old when his Dad surprised him and his year old brother, Rick, at Christmas of 1956 with a starter Lionel layout on a 4x8 sheet of plywood on two sawhorses – John still has those sawhorses!

- A year or two later, John's parents gave Rick and John a Tyco or Mantua HO train set in a box – leaving it up to them to build the new layout on the same piece of plywood.
- John's brother migrated to audiophile and ham radio interests, while John continued with trains and model railroading, even during teen years, college, marriage, work and raising kids.
- As a child, John built two table-top layouts, then a partial double-deck open-grid layout with hand-laid track and a mobile control panel with diode driven block occupancy indicator lights.

- John learned about real and model trains from handbooks, magazines and the hobby store.
- John's mom encouraged his passions and plans about modeling and gave artistic coaching.
- Childhood mentors included a local adult modeler, Dave Clinton, and Friday night gatherings with home movies of real trains at a local modeler's home (also PFM Sound System testbed).
- John had multiple newspaper routes and worked at Mitchell's Family Store (then the largest seller of brass locos in the world) – he designed and built their above-cabinets display layout.
- As a teen, John was the lead designer of a commercial model rail structure kit company.
- In college, John co-founded the Virginia Tech Rail Transportation Association.
- In 1978, John started developing a new layout with domino-like sections using horizontal layers of thick sheets of Styrofoam, with trenches carved for the track areas – this became the Foamboard Layout Construction Method that John has published and taught ever since.
- In December of 1979, John joined with Jerry Strangarity and two others to found the Eastern Loggers modeling group – they were quickly joined a year later with several others, built a unique awarding, nearly all scratch-built, museum-quality portable model railroad, perfecting the Foamboard Layout Construction method, as well as, several other of John's design ideas – culminating in a recent donation to the Pennsylvania Lumbering Museum.
- With the Loggers layout now gone, John has big plans for finishing the rest of his basement and building a new even larger layout, this time centering on Appalachian railroads in 1959.
- John has earned 3 NMRA Achievement Award Certificates – Author, Official and Volunteer.



## Presentations and Publications

- Eastern Loggers layout Co-authored four feature articles in RMC, GMR, NMRA and MR.
- Other photos published in NMRA Calendar, NMRA Magazine (cover) and N Gauge Gazette.
- “Split Level Aisle Concept” section of MR’s 2022 book “Multideck Design for Model Railroads”, some including new methods John developed early all are posted on the website of Cincinnati Division 7 of the Mid-Central Region, NMRA ▪ Modelers Guide to Historical Timelines - Parts 1 and 2.
- Engineering Secrets of the Eastern Loggers Layout.
- Introduction to Model Railroading.
- Foamboard Layout Construction.
- Modeling Scenery.
- Making Quick Deciduous Trees.
- Layout Design & Track Planning.
- New Ideas in Modeling Roadbeds.
- Guide to Today’s Scenic Western Passenger Trains.
- Mini Clinic – Modeling a Wood Skeleton Log Car – with friend Mike Tener Mini Clinic – Keeping Geared Logging Locos Running.
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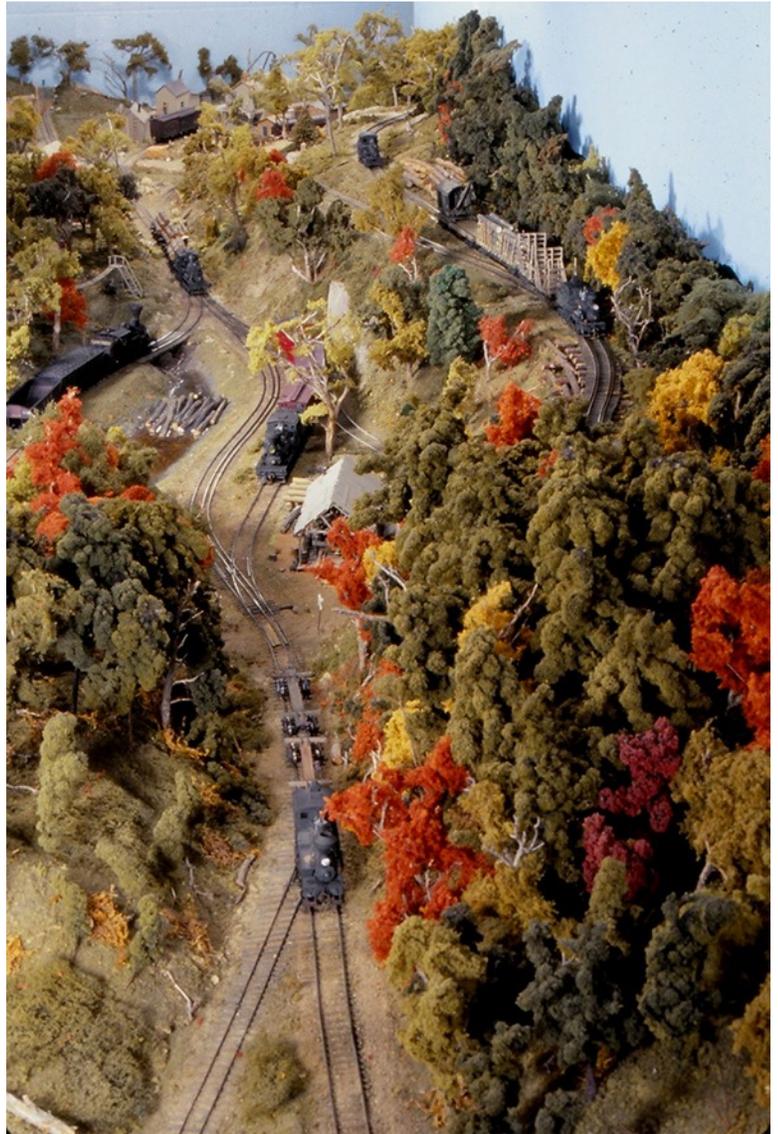
## NMRA Contributions

Cincinnati Division 7 of the Mid-Central Region, NMRA has had and continues to have many capable members who have volunteered their time and talents. John exemplifies them. An NMRA life member since 1971, and Division 7 since 1977, John has served in a multitude of key responsibilities, all promoting our great hobby. John’s contributions of knowledge, expertise, guidance, initiative and volunteerism has been and continues to be extraordinary and invaluable.



## NMRA Officer and BOD Positions Held

- Past Superintendent and Assistant Superintendent of Division 7, for two terms each.
- 2003 MCR and 2005 National NMRA Convention Vice Chair – led the teams that created and conducted all rail, layout and general interest tours, including budgeting, printing all convention tickets, coordinating with SIGs, designing and compiling all bus tour guide books, drawing all tour maps, designing marketing materials, and personally recruiting about 100 layouts.
- 2018 MCR NMRA Convention Co-Chair – led nearly all Convention planning, marketing and execution activities, plus a post-convention analysis to see why we had such a large turnout.
- Board of Directors Trustee – John is the longest serving member of Division 7's BOD, and a strong leader and contributor to nearly all Division 7 plans and operations.
- Fall Show Chair – John served 9 years as the Chair of our large highly successful 2-Day Fall Model Train Show, when we set our record attendances of over 9,000 happy customers – this show continues to be believed the longest running model train show in the nation!
- Nominating Committee – served on our recent Officer nominating committee, providing much leadership and superb candidate options and selections.
- Division 7 Regulations & Bylaws – a main contributor when revisions are under consideration.
- Virtual Meetings Leader – When we suspended in person meetings, John researched, learned, established and conducted all our Zoom Meetings, every month for 1.5 years, including all administration, hosting and twice monthly notice activities.
- He also designed and co-conducted our Virtual Model and Photo Contest during those meetings, including all submission, voting and results sharing procedures.
- John also created and presented Virtual layout Tours at all those virtual only meetings, as stimulating substitutes for our normal in-person layout tours.



- Although in-person meetings are back, we continue to conduct our monthly meetings on Zoom as well – to enable this, John led the development of our new Audio/Video Simulcast System, including research, design, authoring proposals and manuals, A/V Team recruiting and he continues to serve as co-instructor and coach.
- John also continues to Administer our Zoom Account – including monthly simulcast meetings, bookings and notices, plus administering and hosting our quarterly BOD Zoom meetings Webmaster.
- About 10 years ago, John stepped up to become our webmaster, despite having little such expertise – He quickly self-learned the ropes, and also fixed and improved nearly everything, plus added more security, while reorganizing and adding more content and features.
- The content John added for our 2018 Convention was a major factor in that event’s success, with about double the normal number of expected attendees.
- John continues to expand content, and always makes frequent and timely updates to meetings, events, programs, Oil Can, contest and layouts postings, and much more, all keeping this vital instrument useful to our members, officers, friends and prospects.

### **Excursions and Monthly Programs**

- Building from our successful 2005 National NMRA Convention, John created and conducted 10 highly successful annual bus tours for Division 7’s members and guests, enabling all to experience great regional layouts and other stimulating rail and general interest attractions.
- John is very active in helping develop most aspects of our monthly gatherings, working with and advising our Asst. Superintendent, including securing most outside clinicians and providing advice on layouts, dates, maps and meeting venues.
- John designs, updates and posts our annual Program Schedules, which is crucial in providing accurate, complete and accessible information to everyone on all our upcoming gatherings.
- Helps secure speakers and monthly layout tours in coordination with Asst. Superintendent.
- Co-designs the annual Contest Topic Schedule, working with our Contest Chair.
- Formatting and proofing the Monthly Contest Results Report.

### **Layouts Coordinator**

- John scouts local and remote layouts, predominately for referral to Lou Sassi for his full article shoots and subsequent publication in Kalmbach’s MR, GMR or MRP magazines, bringing national attention to those layouts and to Division 7 and its modeling members.
- John photographs layouts, or layout portions, and authors or co-authors articles for modeling magazines, providing recognition and encouragement for those modelers.
- John creates and posts photo collages of each local layout on our website (~65 now!).
- Since 1991, John has coordinated all layout activities at all Division 7’s conventions, Clinician and Innovator.
- John has a passion and talent for analyzing modeling techniques and devising better approaches, including inventing the foamboard layout construction method and several other innovations, most applied to the Eastern Loggers layout.



- John is an accomplished creator and presenter of interesting and well-received clinics – each takes weeks or months of detailed research.
- His recent pair of highly insightful clinics on “Using Timelines to Select Eras & Focus Your Modeling” are incredible contributions to the entire hobby of model railroading.
- John also advises and coaches others on how to create Power Point presentations, including design, photography, uploading and editing.

### **Newsletter, Marketing and Publicity**

- John co-designs flyers for Division 7’s Spring Flea Market and Fall Train Show.
- He spearheads the design, distribution and posting of our large and highly effective Street Signs for our Fall Show, including personally placing and removing about 40 signs each year!
- John is a frequent contributor to Div. 7’s Oil Can newsletter, including Program Table, Contest Report, maps, layout visit photos, award presentation photos, special articles, and more.
- He also proof reads nearly all Division 7 publications – including the entire Oil Can, three specific columns, contest reports, special notices, etc.
- John devises Div. 7’s postcard Oil Can each month, including electronically drawing each map.

### **General**

- John was a recipient of the prestigious “Russ Wenderfer Award”, given to one person each year in the MCR for extraordinary service in promoting the hobby of model railroading.
- John is an always available advisor to new Superintendents and Asst. Superintendents.
- John coaches widows of modelers on how to dispose or sell their model railroad estates.
- John is always an active Ambassador, promoting Division 7, the NMRA and model railroading to any and all he encounters, whether at shows, sales, hobby shops or virtually anywhere else he meets people.

Thanks John for all your help and interest. If you believe John can help you with your modeling please email him at [John.Burchnell@newtracksmodeling.com](mailto:John.Burchnell@newtracksmodeling.com)



Now meet a true dedicated model builder that truly loves modeling and helping others:

### **Larry Patch**

I started building all kinds of plastic model kits in the mid '50's. Train sets were very cool for young boys & I got an American Flyer set for Christmas. I remember setting up a loop of track on a ping pong table & adding trees made from our Christmas tree twigs stuck in wads of clay. HO came along & I started with a Revell 0-6-0 steam set. Such realism! I read an article about small O scale trains running on HO track (On2-1/2 - now On30) and was hooked! Below are some recent pictures, mostly all bashed.



I scratch build cars from scribed wood & HO trucks, all usually free lance - but sticking with prototype practices. Alan Armitage articles about styrene converted me to scratch building in plastic. I've built 3 or 4 small layouts, but only had them a short time. On30 has been my favorite scale & I love taking cheap, (well...not anymore) plastic models & hacking them up - then "kit bashing" into a more realistic loco, car, structure, or whatever. I especially enjoy turning old Plasticville into award winning models! Weathering these creations is another aspect of the hobby I really get into.

Being a builder, not an operator, has always been my favorite. Used, beat up, & rusted equipment is my forte'. Truth be told, I'm not sure I could build & finish a model of anything that is brand new - shiny & spotless!



My greatest mentor by far was John Allen. His detail & realism back in the 50's was way ahead of his time. As a youth then, I was stunned. It took quite a few years before modelers we're creating at his level.

Anything I can help somebody with, I will. I am on the On30 Railroading & On30 Kit bashing sites.

Thanks Larry for your interest and help. Larry can be reached at: [Larry.Patch@newtracksmodeling.com](mailto:Larry.Patch@newtracksmodeling.com).

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### Now some New Tracks Announcements

#### Modeling Lifestyle

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

“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. You can see all of the interviews we have conducted so far on our YouTube channel, New Tracks Modeling.

For a complete list of the modelers and their friends who will be on our future shows, please visit and subscribe to our website [newtracksmodeling.com](http://newtracksmodeling.com)

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.



### Local NMRA CLUBS and DIVISIONS: A Bi-Weekly Segment about Local Organizations Sponsored by the NMRA

Sponsored by the NMRA, this bi-weekly segment introduces local model railroading organizations where many of us have found 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 credit these local organizations with providing much of my modeling education and believe such organizations can also help you.

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 from participating in local clubs and NMRA Divisions.

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 all of my “New Tracks” efforts are focused on modeling and 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 (left) a NMRA Division Superintendent of the NMRA PCR/Coast Division, which includes the San Francisco Bay Area down to Monterey in 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.

Phil 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, why not take advantage of it?



### Let's Go To Our Local Hobby Store: a monthly segment with hobby store owners

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](mailto:Mark.Poggendorf@newtracksmodeling.com).

Well, it's time for me to return to my workbench and start working on something that I fell in love with and just have to model. It happens all the time, and in fact, just happened!

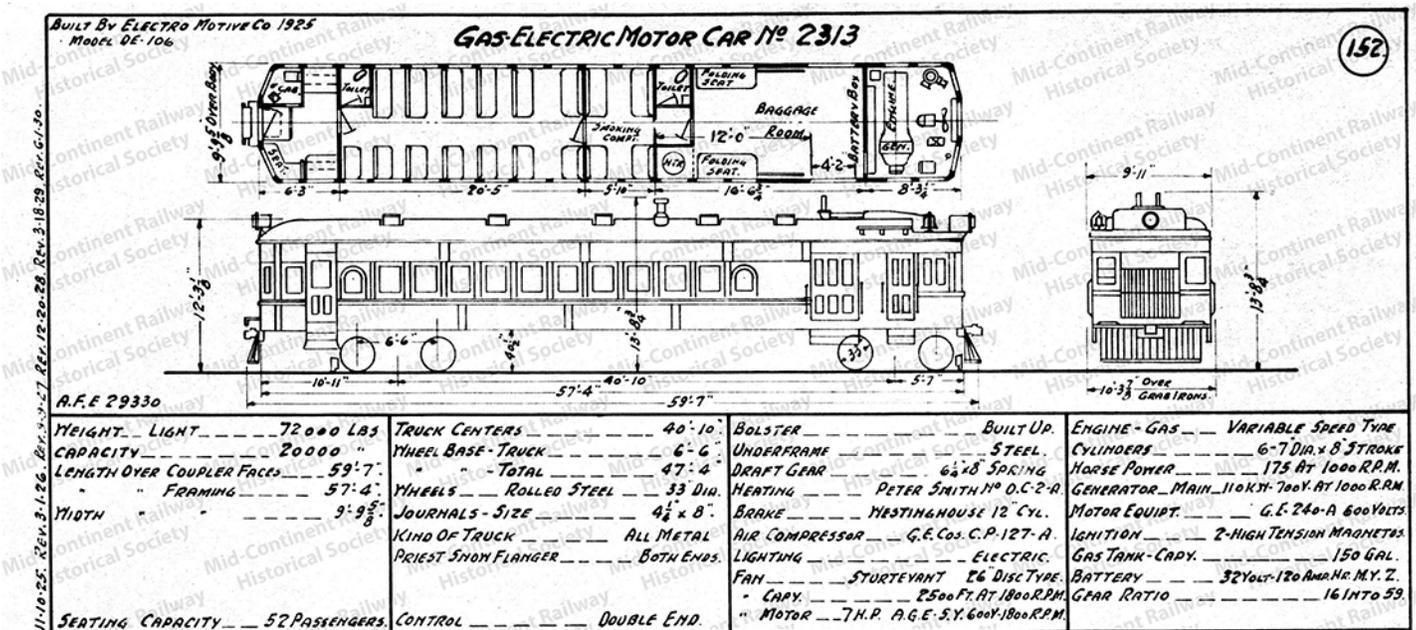
Another prototype I just have to scratchbuild in brass for the O scale JN&P RR. One minor change, however – add trolley poles!



Bill Buhmaster photo

Montana Western 31 was built for the Great Northern and later sold to Montana Western. It was donated to Mid-Continent in 1965. Photo by Bill Buhmaster/Courtesy of Mid-Continent.

I just started researching with the [Mid-Continent Railway Museum](#) and its fantastic staff. Andy Spinelli, who is in charge of restoration of this project, sent me this plan. Take a look at the museum when you have a chance.



Please consider a contribution to our Patreon account and subscribe to our YouTube Channel, New Tracks Modeling, and ring the bell. A subscription to 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](mailto:jimkellow@newtracksmodeling.com).

Till next time on “New Tracks”. Happy Modeling!

## Jeff Zibley “New Tracks” Challenge

Jeff Zibley has pledged to match all donations to “New Tracks” dollar for dollar, up to a maximum of \$250.00 during the period from December 8, 2022 to January 31, 2023. Therefore your donation of \$1.00 is worth \$2.00 to us during this period. Our Patreon account is New Tracks Modeling.

Modelers, please accept Jeff’s challenge and make a contribution to the “New Tracks” Patreon account before January 31, 2023 so we can meet his challenge of raising \$250.00 in this short period of time. All contributions go to help “New Tracks” meet its 2022/2023 budget goals including funding our first Mentoring Scholarship. Thank you Jeff and all of you who donate to meet Jeff’s challenge.

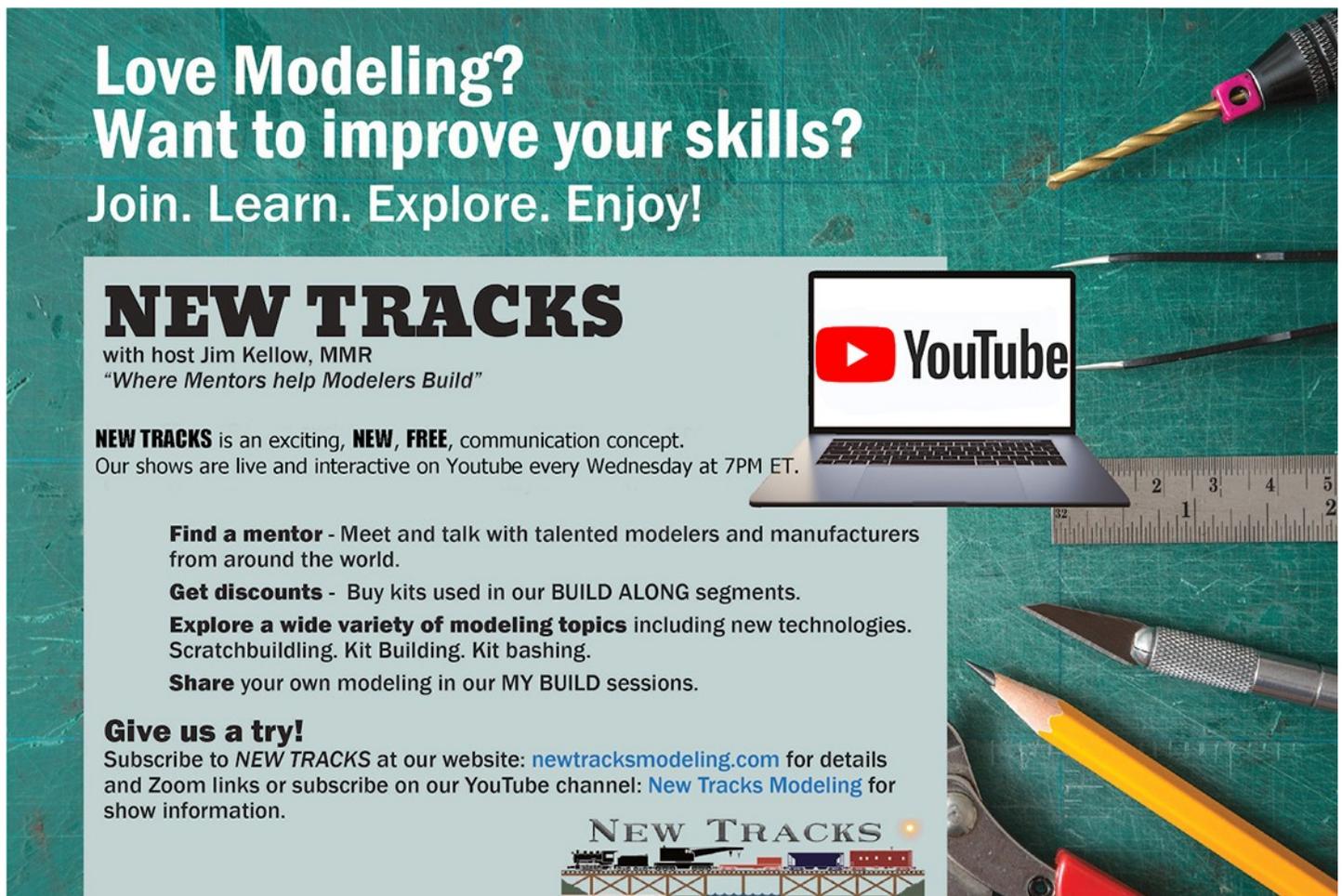
## WOW! WE DID IT! WOW!

I told you a few days ago that Jeff Zibley pledged to match all donations to “New Tracks” dollar for dollar, up to a maximum of \$250.00 during the period from December 8, 2022 to January 31 2023.

Well the match has been made by Scott Geare, who Owns and Produces the GSMTS In Timonium Md. Scott matched Jeff’s challenge which gave “New Tracks” a total of \$500.00 for its Scholarship and operational programs.

Thank you Jeff and Scott for your very generous support for our efforts and to Jeff for a really great idea.

We welcome anyone else interested in offering a “New Tracks” Challenge of some amount to be matched by other supporters. The more we get from, Supporters the more Scholarships we can offer. If you are interested, let me know at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).



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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.](#)

## **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](mailto:daniel@southernoscalers.com) or 770-337-5139 to reserve tables and information on 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](mailto: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

6490 Linglestown Road

Harrisburg, PA 17112

See the [Facebook page](#) for more information.

## **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 \$7, wives/children/military w. ID free, tables \$35 for first table, additional \$30 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](http://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.

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

## **43rd National Narrow Gauge Convention**

**August 30, 2023 – September 2, 2023**

Denver, CO

Full roster of informative clinics presented by well known model railroaders and railroad specialists, to the largest dedicated narrow gauge retail space anywhere, the convention hotel will be the hub of the week's activities. Both on-site model railroad displays as well as home layouts will be on the schedule for those wishing to experience state of the art narrow gauge model railroading.

Website: <https://www.43nngcdenver.com/>

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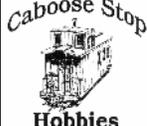
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## SHOWS & MEETS

**March O Scale Meet**  
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<https://marchmeet.net/WP/>  
Ph. 414-322-8043

**O Scale National Convention**  
**June 8-11, 2023**  
<https://oscalenational.com/>

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