

THE

O

# RESOURCE

*NEWS, REVIEWS, INFORMATION TO USE*

*We're putting the "modeling" back*

*in Model Railroading! ®*

*Volume 10 No. 4*

*March/April 2023*

SCALE



**"Poor Man's Railroad" Backshop  
Adding Operations to Your Layout  
New Tracks: Mentoring Scholarships  
Upgrading the Atlas O California Zephyr Roof Vents  
Retrofitting Wasatch's Trucks with Generator Details  
And So Much More...**

20,000 sq ft Ballroom; 350+ Tables

# MARCH-O-SCALE-MEET

## March 16 - 19, 2023



# Westin Lombard Yorktown Center

70 YORKTOWN CENTER  
LOMBARD IL, 60148

Call 1-888-627-9031

Ask for March O Scale Meet

Rate \$118/night \*

\* Wednesday thru Sunday Night

## BUY SELL TRADE!

### Clinics, Discussion Groups, Contest & Layout Tours



#### Thursday

Fox Valley O Scalers  
Operating Session 12 noon-5 pm  
Layout Tours

#### Saturday

Show: 9 am -5 pm  
Model Contest, Clinics  
Layout Tours

#### Friday

Dealer Setup 1pm - 9pm  
Layout Tours  
Evening Discussion Meetings

#### Sunday

Show: 8:30 am -12:01 pm  
Layout Tours

#### DEALER SETUP

Friday 1pm - 9pm \*\*

... SHOW ...

Saturday Sunday

9am-5pm 8:30am-12:01pm

For more information, go to:

## www.marchmeet.net



PLEASE PRINT LEGIBLY

DETACH AND RETURN THE LOWER SECTION OF THIS FORM WITH YOUR PAYMENT

Name: \_\_\_\_\_  
*(Exactly as you would like badge printed)*

Business: \_\_\_\_\_  
*(Exactly as you would like badge printed-table holders only please)*

MAILING ADDRESS

CITY/STATE/ZIP

Phone: (\_\_\_\_) \_\_\_\_\_

Email: \_\_\_\_\_

Make checks payable to: **Pioneer Limited LLC**

Mail registration form to: **P.O. Box 643**

**Greendale, WI 53129**

Email: **chicagomeet@yahoo.com**

Registration (1 or 2 days) \$30.00 ..... \$ **30.00**  
*(Table holders also need to pay the \$30.00 registration fee)*

# of 6 ft. tables \_\_\_ @ \$60 ea/\$70 after 3/6/23 = \$ \_\_\_\_\_

Number of add'l. registrants \_\_\_ @ \$30. each = \$ \_\_\_\_\_  
*(Please list below—use back if necessary; children 15 and under free)*

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Electrical outlet needed for table(s) \$25.00 \$ \_\_\_\_\_

TOTAL AMOUNT ENCLOSED ..... \$ \_\_\_\_\_  
*(No refunds after 3/1/23)*

Spouse's Name (no charge — Only needed if attending the show)

**\*\*No trading Friday Night.  
Access to hall for setup purposes only.**



Questions? Visit **MARCHMEET.NET**, call 414-322-8043 or Facebook: <https://www.facebook.com/MarchOScaleMeet>

The parties whose names appear above, have agreed to hold harmless all of the organizers, the sponsors, Pioneer Limited LLC, the Westin Lombard Yorktown Center, and others, singly and collectively, for any injury, harm, loss, damage, misadventure, or inconvenience suffered or sustained as a result of participating in this March O Scale Meet 2022, or in connection with any activity related to this event, whether of negligence by agents under their employ or otherwise.



---

Published Bi Monthly

The Model Railroad Resource LLC  
407 East Chippewa Street  
Dwight, Illinois 60420  
815-584-1577

---

**March/April 2023**

Volume 10 No. 4

---

*Owner / Publisher*  
**Amy Dawdy**

---

*Managing Editor*  
**Daniel Dawdy**

---

*Advertising Manager*  
**Jeb Kriigel**

---

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

Front Cover Photo

*Updated Atlas dome observation car by*  
*Santiago Pineda*

# BILL OF LADING

- [3 Bill Of Lading](#)
- [4 From the Publisher's Desk](#)
- [7 News You Can Use - New Items of Interest](#)
- [21 Retrofitting Wasatch's 2410 Trucks with PSC's Generator Details](#)  
*By Santiago Pineda*
- [31 Adding Operations to Your Layout](#)  
*By George Paxon*
- [40 Upgrading the Atlas O California Zephyr Roof Vents the Unexpected Way](#)  
*By Santiago Pineda*
- [43 "Poor Man's Railroad" Backshop](#)  
*By Phil Camp*
- [52 The Ethelbert – A 1:48th Scale Project](#)  
*By Robert S. Robbins*
- [59 New Tracks: Where Mentors Help Modelers Build](#)  
*By Contributing Editor Jim Kellow MMR*
- [89 So, What Are You All Up To?](#)  
*Readers Photos*
- [95 Show Schedule](#)
- [96 Reader Classifieds](#)
- [97 Classified Ads](#)
- [97 Advertiser Index](#)



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

## **O Scale Shows, Do We Really Need Them?**

Do we need large hotel shows? Can't smaller shows with smaller venues do just as well? Shows cost too much these days. I can find most anything on ebay.

These questions and statements seem to pop up every so often. The short answer is you can not get the same satisfaction by only purchasing on-line. There is more to shows than just the buying and selling. When I started going to the Mundelein, IL show (way before the Hills took over), I did not know many people. I came, ran around "oohing and aahing", spent my money and left. Later on, I became friends with some of the dealers and started to see the same faces from show to show. The more times I went, the more connections and friends I made. To me, that is the largest benefit of going to shows.

These shows provide several benefits for businesses and individuals, including:

- **Networking:** Shows are an excellent opportunity to meet and connect with potential suppliers, modelers and other like minded people.
- **Market research:** Shows offer a chance to gain insight into new products, and emerging technologies within the hobby. It's an excellent opportunity to gather information.
- **Sales:** Shows can be an effective way to generate sales. You have stuff you no longer want knowing that someone else may. You are not fighting ebay and PayPal taking their cut, as well as, the shipping hassle. If you are a manufacturer or dealer, it's a chance to showcase your products to a highly targeted audience.
- **Education:** Shows often have seminars, workshops, and training sessions, which offer valuable educational opportunities for attendees to learn about hobby related topics, new trends, and technologies.
- **Social:** Shows are an opportunity to meet up with friends and make new ones. A time to talk about what and where our hobby is going, along with learning from others and, in turn helping, them with modeling issues.

None if this is possible without shows and the face to face interaction they allow. Now that shows are coming back, it's time we embrace them. I can also guarantee there are more deals and hidden gems at a show than you will ever find any other way.

Shows like the March Meet, O Scale West and the O Scale National do have a price tag associated with them, especially if you come in from a distance. I still contend that this is offset by the pricing of items at the show, as well as, the points above. Smaller shows like Strasburg, Harrisburg, O Scale South, Cleveland, Southern New England and others have a way of bringing out different sellers and things you may have never seen before. All are important and need our support. The old Indy Show did fall do to high pricing of hotels and low attendance, but that also brings the need for more regional and smaller shows. Last year's Danville Indiana Train Show opened up a new room for O and S scale.

So check out show calendar in this issue and get back out there.

Happy Reading & Happy Modeling,  
*Amy & Dan Dawdry*

# THE *A* ALL-NATION LINE

***Presenting the All-Nation Line Power Truck  
Transmissions, small gear units and parts now  
available!***

***<https://AllNationLine.com>***

***PHONE 570-580-7406***

AMERICAN SCALE  
MODELS



**Purchases and Sales of Scale Model Trains**  
*Estate and collection liquidations*  
**Consignment Sales**  
*Purchases of new, used, and unwanted equipment*  
**References gladly furnished.**

Bill Davis, P.O. Box 1011, Oconomowoc, WI 53066 • (262) 560-1619 • [bdavis148@aol.com](mailto:bdavis148@aol.com)  
Visit my website at [americanscalemodels.com](http://americanscalemodels.com) for models, detail parts, trucks, and more!

# TRAINZ

Trainz wants your O scale collection! With over 45 years of experience, we make it easy to sell your collection.

[sellmytrains.com/osr](http://sellmytrains.com/osr)  
(866) 234-1900



Looking for a great selection of new and used O scale trains?

Visit [trainz.com](http://trainz.com)

**Millhouse River Studio** Maker of Scale 2 **Made in USA**  
 Turntables • Transfer Tables & Coal Industry Items

**Products That Are Built to Last Generations!**

Manual or Auto Indexed    Lost Wax Brass Castings    TMCC Control

**(716) 830-5267**

Aluminum Construction    Rotary Coal Dumper  
 2 or 3 Rail

Turntables from 24" - 34"  
 Optional Turntable Railroad Specific Arches & Extra Bridge Details Available

**NEW**

O Scale Operating Coal Tipple Flood Loader

Scale Transfer Table  
 28" Weathered Version Shown

**Check Website for Details**

**www.millhouseriverstudio.com**

**Berkshire Valley Models**



Laser cut wood and white metal parts.  
 #212 Woody Wagon kit – O scale (1/48)    \$32.95  
[www.berkshirevalleymodels.com](http://www.berkshirevalleymodels.com)



**Norm's  
 O Scale Trains  
 Norm Pullen  
 P.O. Box 147  
 South Casco, ME 04077  
 207-655-2550  
[norm@normscale.com](mailto:norm@normscale.com)  
 Email us for our  
 latest sales lists!**

**SCALE CITY DESIGNS**

Formerly Kelt-Line & Walther's O Scale

DETAILS FOR  
 \*FREIGHT \*SCENERY  
 \*BUILDINGS \*FIGURES  
 \*LINESIDE \*DIESEL  
 \*SIGNALS \*TRACTION  
 \*PASSENGER \*VENTS  
 \*PASSENGER INTERIOR  
 \*TRUCKS & ++MORE

FREE CATALOG DOWNLOAD!  
[SCALECITYDESIGNS.COM](http://SCALECITYDESIGNS.COM)

\*\*\*NOW OFFERING\*\*\*  
 CUSTOM PAINTING & WEATHERING  
 See our examples at  
<https://www.facebook.com/justweatherit>  
 @justweatherit

**Wasatch Model Company**  
 The California Zephyr Passenger Train is in Production



**RIGHT-O-WAY**

'O' Scale First with Accurately Scaled Rail Since 1963  
 Now Producing Red Cliff Miniatures  
 & American Switch & Signal

Rail, Turnout & Crossing Parts, Switch & Track Parts  
 Wood Ties, Track Spikes, P48, Motors & Drives

2286 Hampton Way  
 Clovis, CA 93611  
 559.297.0505

[Jay@right-o-way.us](mailto:Jay@right-o-way.us)  
<http://right-o-way.us>




**YOUR SOURCE FOR  
 OVER 80 RAILROAD  
 LETTERING, RAILROAD  
 ROMANS, ALPHABETS,  
 SILHOUETTES,  
 DINGBATS, TRAINS,  
 PLANES AND MORE.**

**RailFonts.com**

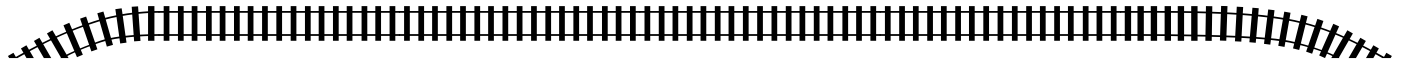
**OSCALE TURNOUTS™, INC.**  
 "Ready to Lay on your Right of Way™"

**Features:**  
 Designed to the NMRA, A.R.E.A. and 1921 Maintenance of Way Standards.  
 Cast frog, guard rails and points for a prototypical appearance.  
 PC ties resistance soldered to the rail to insure precise track gauge.  
 Solid (non-hinged) Points.  
 Prototypical tie spacing.  
 Staggered rail ends.  
 DCC compatible.  
 Insulated Frog.  
 Made in the U.S.A.



**CONTACT:**  
 P.O. Box 818  
 Hamburg, MI 48139  
 810.231.4461  
[wcm@oscaleturnouts.com](http://wcm@oscaleturnouts.com)

# NEWS YOU CAN USE



Erik Holt of Kappler Mill & Lumber Company sent us a note that he is retiring.



Kappler Mill & Lumber Co. has been a family owned business since Frank Kappler started it in the early '70's. After 25 years as stewards for Kappler, the current owners are retiring and are looking for qualified replacements to continue the legacy.

Those of you who are interested should be familiar with woodworking, machinery and production techniques.

Also for sale is Blackstone Valley RailWay, a kit manufacturer that specializes in the wooden RGS bridges and structures on the Ophir loop.

If you would like information about this business, you can request a prospectus. You may contact Erik at [office@kapplerusa.com](mailto:office@kapplerusa.com) and also check out their sale page here <https://kapplerusa.com/kappler-sale.html>

**Woodland Scenics** wants to let everyone know that their The Just Plug Traffic Lights are back in stock.

The Pedestal Traffic Lights are single-faced and ideal for busy intersections in a downtown area. They're hand-painted and authentically weathered. The Traffic

Lights are pre-wired and made for use with the Just Plug® Lighting System.

The Suspended Flashing Traffic Lights are perfect for rural areas where a flashing yellow warning signal is needed to caution traffic. They are ready to place right out of the package. They're hand-painted and authentically weathered. The Traffic Lights are pre-wired and made for use with the Just Plug® Lighting System.



The Mast Arm Traffic Lights hang over part of the intersection and are used for intersections located on suburban or small-town roads. They are ready to place right out of the package. They're hand-painted and authentically weathered. The Traffic Lights are pre-wired and made for use with the Just Plug® Lighting System.

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

**SoundTraxx** is excited to announce our next entry in the Blunami product line, the wireless BLU-4408 Digital Sound Decoder.

This decoder is just what our large scale railroaders need. Blunami opens the door to operation with on board battery power. This BLU-4408 features

8 function outputs and can operate in DC, DCC or wireless mode with the easy-to-use Blunami Mobile App. Get all of the realistic sounds and features from Tsunami2 with the ease of operation from the Blunami App. Learn more on our website or [YouTube Channel](#).

Blunami/Tsunami2 features:

- Reactive Dynamic Digital Exhaust
- Functioning brakes
- Over 50 individual sound effects in high quality 16-Bit sound with a 7-Band Equalizer
- Flex-Map functionality utilizing over 28-functions
- 28-function support, with directional and E-Stop functions
- The Blunami-4408 Wireless Digital Sound Decoder works for any S, O, or G- Scale trains, using either DCC command station or the Blunami App. The range reliably operates up to 100 feet and allows the user to easily connect multiple wireless devices.



Customers can use the Blunami App to control the decoder on a DCC layout, optionally DC power from the track, or a DC on-board battery. While the BLU-4408 is a fully featured DCC Sound Decoder, no command station is necessary, and no functionality is lost when used with the App.

Those using battery power, including running outdoors, can just purchase the battery and charger, then use the free App downloaded to an iPad or iPhone. BLU-4408 currently works on iOS 8.0 or higher.

[See their Website for all the details.](#)

Steve Worack from Circuitron, Inc. has a new product. The BR-3 Digitally Recorded Grade Crossing Bell.

Although Circuitron has had our BR-1 mechanical doorbell ringer for decades, we felt it was time to offer a more realistic option for grade crossings. Working with our friends at Iowa Scaled Engineering, the BR-3 is the result. Containing all the circuitry AND miniature speaker in a special design 3D printed enclosure, the BR-3 faithfully reproduces the ring of a typical mechanical grade crossing bell. It is FAR more realistic than our BR-1 and costs less because the pricey mechanical doorbell is not needed.



Measuring just 1.19" square by about 1.25" high, the BR-3 module is small enough to fit in many trackside structures. If no structures are located close to the grade crossing, the module can be mounted below the layout with the sound port projecting into a hole up through the layout. A model bush can be used to disguise the hole topside. The BR-3 requires a 8-18 volt AC or DC (DC is preferred) power supply and it has a white control wire that will connect to the output of any CIRCUITRON (or other brand) detection circuit as long as the output provides a connection to GROUND [-] when the train is detected. The BR-3 can also be manually controlled with a panel switch.

The BR-3 module contains a volume control to adjust the output level.



David Vaughn from [Wit and Wisdom Models](#) has a new product in the works. The Cementipede is coming. O Scale models of John Armstrong's famous, unique proto-freelanced articulated covered hopper will be offered by [Wit and Wisdom Models](#).



A capable and experienced builder has been engaged. Design is underway. Parts for details are in development. Trucks have been purchased. Delivery in June of 2023 is anticipated. The model will be detailed and authentic.



We are working from the original Armstrong model (owned by Wit and Wisdom), John's original drawings and photographs.

Models will be available initially only in kit form. This represents a change from the prior announcement. We are in discussions to have some models assembled, but quality assurance and delivery schedules are crucial, so arrangements are not final.

Models will be constructed of a combination of resin castings, three-D printed parts, photoengravings and metal castings. Models will come with decals, but without couplers. Kits (and any assembled models produced) will include two pair of Atlas 100 ton roller bearing trucks with metal wheels in traditional O Scale. Trucks can be removed for credit for P-48 or scale three-rail modelers who wish to use other trucks.

Models will be built only to reservations and will be numbered sequentially. Initial production run will be 25. We will wait until we are well on the way to 50 before starting the second production run. We will have parts for no more than 70 models.

Prices have not been set, but the model will not be cheap. In terms of molds, custom parts, kit material, kit assembly and instructions, think two and one half quality resin kits (the size and number of body castings plus detail parts) plus \$75 for the two pair of trucks.

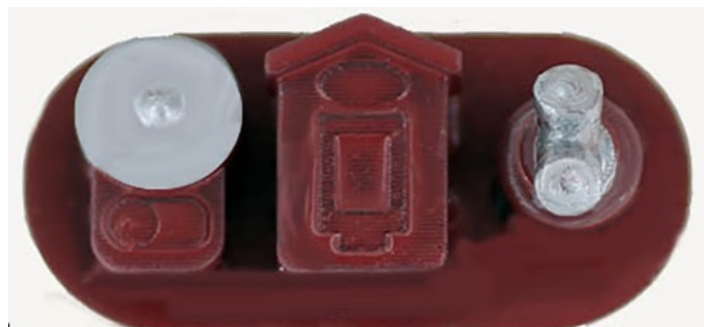
We are now taking reservations for these kits (and contingent reservations for assembled models).

Reserve your model or models by emailing [witandwisdommodels@gmail.com](mailto:witandwisdommodels@gmail.com). Give your name, contact information (email, phone and shipping address), how many models (kits or finished models) you want to reserve and any special requests or questions. You will receive a confirmation. If you do not receive a confirmation, circle back. Send no money. We will advise you as to price and when to send payment.

We have circulated sign up lists at various train shows over the past couple of years to express interest in the model. If you are on one of those lists, thank you. You should have received a recent "heads up" and will receive another one shortly. However, these are expressions of interest, not reservations. So get your reservation in. Sooner is better.



### New from Model Tech Studios LLC



O Scale FIRE SAFETY Pack of 3, Building Detail Essentials, Pre Finished. Detail your Structures for Fire Safety! These emergency pull handle boxes hang near doors either exterior or interior. Also includes Fire Alarm and Hose Stand pipe hook up.

O Scale People, Soda Pop Delivery Worker with Full Soda Case in hand. This O scale Figure comes painted and ready for your O scale Layout scenes.



[See their Website for all their O scale items.](#)

New model from Atlas O. Atlas O Premier Coalporter.

3 rail car shown



- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Schemes
- Operating Die-Cast Metal Couplers
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions

3 rail car shown



Also new is their PS-1 Box Car W/7' Door.

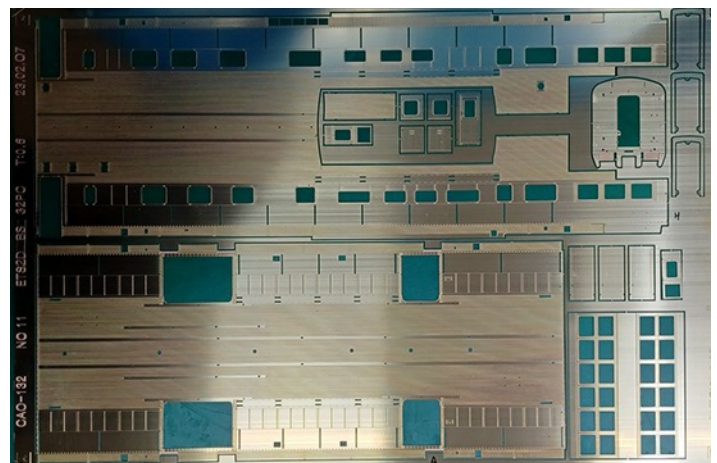
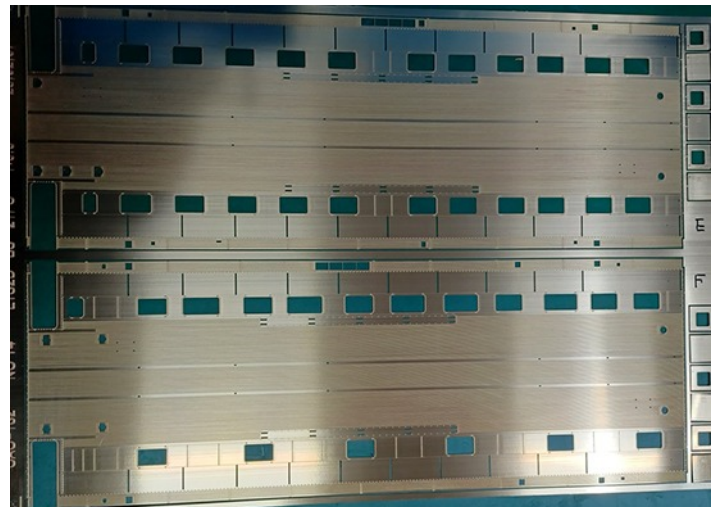
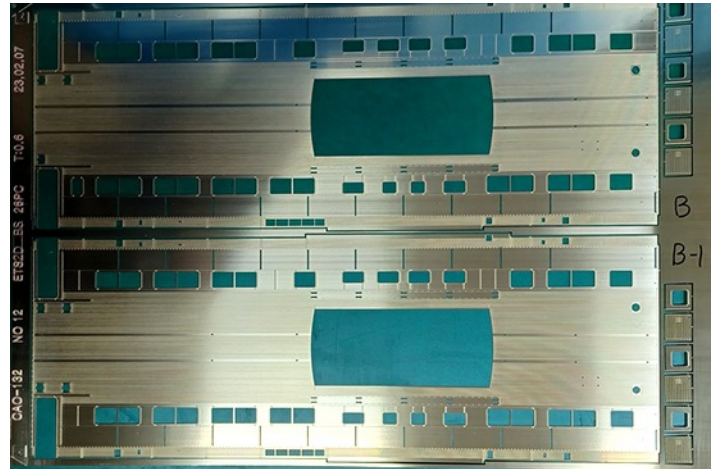
- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 11 5/8" x 2 5/8" x 3 3/4"

See their Website for all new cars and road names.



Roger Lewis of Wasatch Model Company hopes to have 4 pre-production models of his new California Zephyr Passenger Cars at the March Meet. Here are a few photos of the etchings for the cars.

These cars will be amazing. He also has 400 Pair of "O" Scale Passenger Car trucks sitting in his living room.



Drop Roger an Email for all the details and check his Website here.

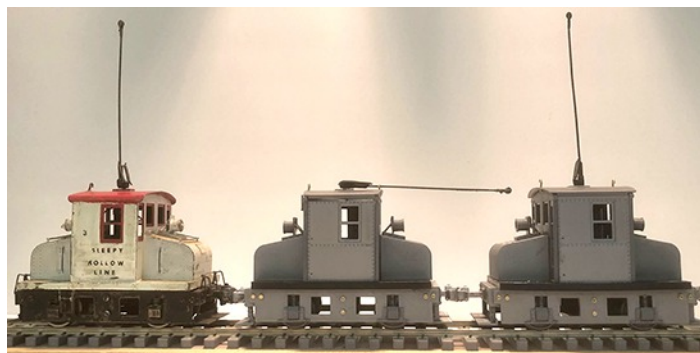
John Wubble from All Nation Line has a new item:

### Steeple Cab Traction Trolley Kit Unpowered



Both The Sleepy Hollow Line and The Lazy River Line ordered and utilized Steeple Cab Traction motors to interchange and switch cars with the mainline railroad as well for local switching of industries. Oh and by the way, both lines were fictitious.

It is often said O Scale takes up too much space. That is true if you are running transcontinental trains with DPUs in the middle and the end of your consist. However, in the era gone by, when equipment such as freight cars were shorter and steam switcher engines of the 0-4-0 or 0-6-0 make up pushed cars around, you can fit a lot of railroad in a small space in O Scale. This steeple cab is proof.



This kit is designed for the beginner modeler that wants to get into the traction and trolley or Interurban action on their layout. Assembly can be done in a matter of 2 hours with some basic tools. 3D Printed using ABS filament, the modeler will need a #60 drill bit and an 0-90 tap, a fine file and a tube of CA glue. Some brim and support material will need to be cleaned up by the modeler and the guide holes in the pilot for mounting to the floor will need to be cleaned with a drill bit. The pilots could be drilled and tapped if removal is desired for later servicing or coupler mounting.

The nice part about a fictitious model railroad, one can make detail refinements or special paint and decal jobs with all the imagination possible and no one can say you did it wrong.

The kit is unpowered, and does not come with couplers, trolley pole, lights or hand rails. The truck is a 2 axle configuration with 33" wheels insulated on one side.

The model is approximate 111.2 mm or 4.38" in length by 55 mm or 2.17" w<sup>3</sup> wide and 82.55 mm or 3.25".

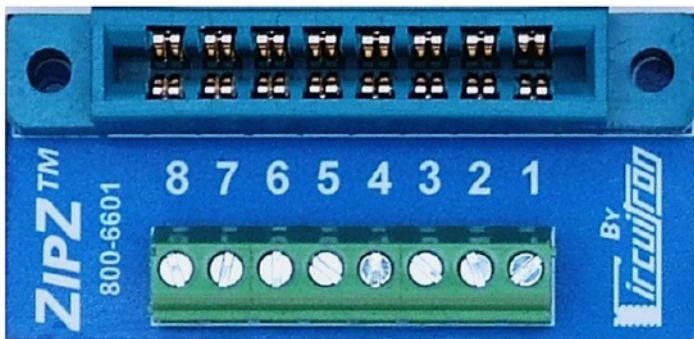


This one is a real joy. More information on this kit and parts list is available on our web site at: <https://allnationline.com/WP/?product=all-nation-steeple-cab-traction-trolley-kit-includes-truck-kit-unpowered-pn17k>



Steve Worack from Circuitron, Inc. also sent us information on their ZipZ™ solderless connection system.

In early 2020, we changed suppliers on our TORTOISE™ circuit board and in the process,



modified the design to comply with industry standards. And now that we are “standard”, we have decided to offer our own solderless connection system. Because it is SO quick and easy to use, we are calling it ZipZ™. Now layout wiring can be easily connected to the ZipZ™ terminal block and then the edge connector simply slides onto the TORTOISE™ or SMAIL™ circuit board. No soldering necessary to the machine. ZipZ™ also fits the older TORTOISE™ circuit boards (the tan ones).



Our friends up at Sylvan Scale Models have released some really nice 1/4” truck kits. Consisting of 1/48 O Scale 1937 Studebaker Trucks And 1937 Edwards Trailers.



OV-365 COE Highway Tractor and OT-024 Edwards 22' Dry Van.

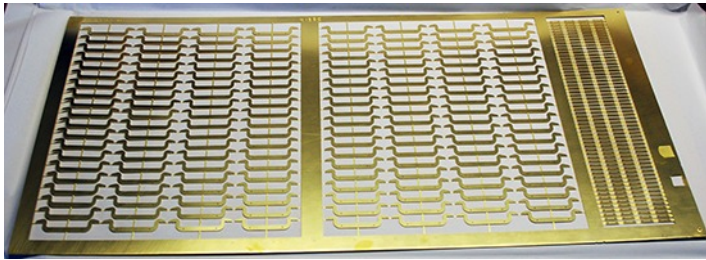
OV-367 COE REA Delivery Truck REA truck includes decals as shown. [Click this link to see their What's New page.](#)

Also coming is a Toronto, Hamilton and Buffalo Railway 1937 Studebaker bus due out in April.



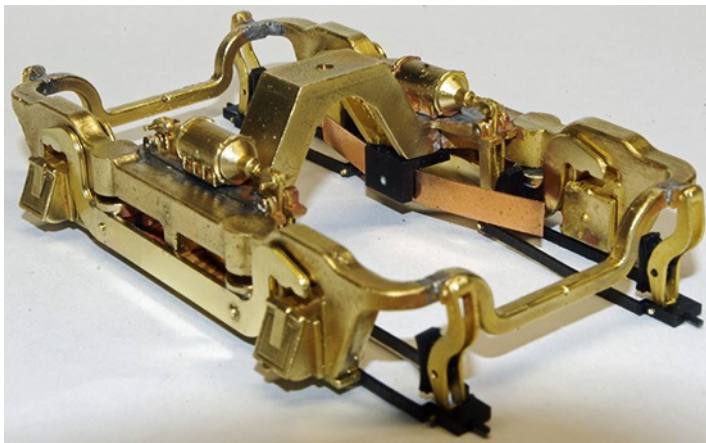
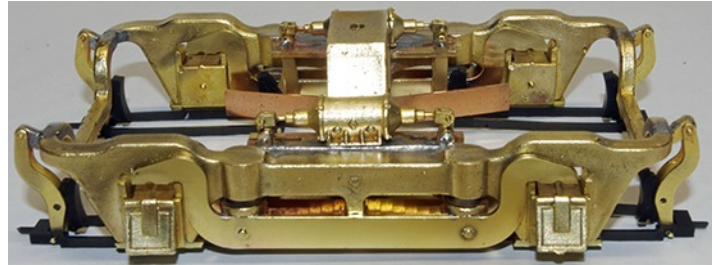
Glenn Guerra has a new [Website](#) and also new [Limited Run O Scale Models.](#)

Here are some photos of the new trucks that are being made for these models. They were designed by Glenn and assembled by him. The photos here show the first one completed. Notice the brake shoes and slack adjusters are black. These parts are made of a



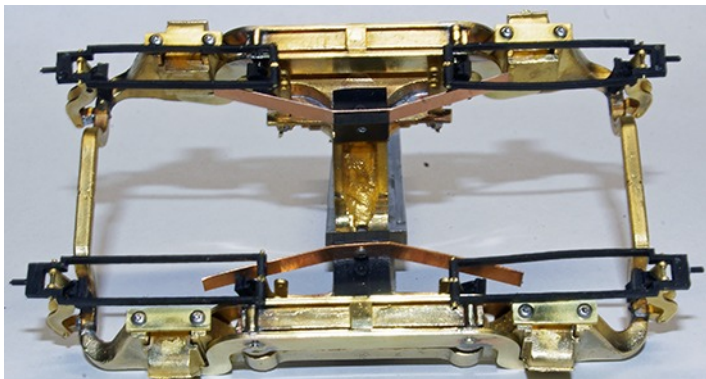
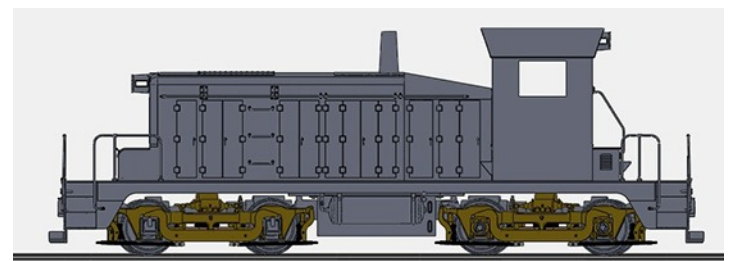
non conducting material to prevent shorts should they touch the wheels. The outer brake hangers are correctly spaced for P:48 or OW-5 track gauge depending on the purchasers preference. The electrical wipers are spring bronze and contact the back of each wheel for good electrical pickup.

The trucks are sold separately and are as shown here with no wheels or drive. If you are converting an existing model use your existing drive, the older All Nation drives with the .172" wide wheel will not work and they need to be updated with .142" wide wheels. After that, you can use these trucks on your older All Nation switchers.



The trucks will be available in May 2023. They are made entirely in the United States and will be assembled as they are ordered.

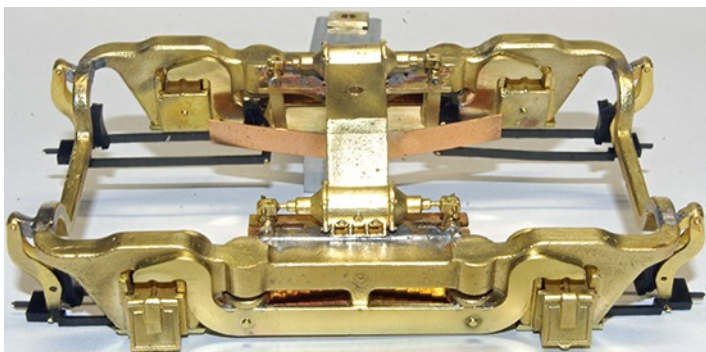
He is also taking deposits on the new SW-1 Switcher.



This will be limited run model constructed primarily of brass etchings and brass castings. Motor mounts and body bolsters will be a plastic type of material.

Preorder pricing available through April 3rd

Ready To Run Model based on options selected \$1500. Also offered is the Model Less All Drive Components Including Wheels \$1100. The prototype had a long production run and long service life. As a result, there are many variations in details. It is not the intent of this model to address all these variations, but a few major variations can be accommodated. The model can be had with arched cab windows or rectangle cab windows. The sloped hood at the cab can be had as a sloped hood or stepped hood. Lastly, the head lights can be the older style single or later twin seal beam variety. These variations will be noted on the order form.



The model can be powered by us or sold with no power, drive, or wheels so the owner can have a custom drive installed should he desire. We will supply a Pittman 8212 motor with a 19.1 to 1 gear reduction. The gear boxes on the axles will be a material similar to nylon with 10 tooth 1:1 drive 45 degree steel helical gears.

The trucks are our own new design with brass castings and brass etchings. They can be supplied in O Scale or P:48 track gauge. The brake shoes and slack adjuster are the same nylon type of material as the gear box. This was done to prevent shorting if the brake shoe or slack adjuster touches the wheels. The trucks are sprung and equalized. There are nylon type mounts for electrical wipers that contact the back of the wheels.

The models are made entirely in the United States from all new patterns and etching art work. These models will be assembled by me and sold through my S Scale Track Works web site. These are O Scale models. For convenience, I will be running all transactions through the S Scale Track Works web site. The models will require a deposit of \$700.00 when ordering. The models will be shipped in the order that the deposits are received. The balance is due when the model is shipped. Deposits open on February 6th, 2023 and close on April 3rd, 2023. A pre order discount of \$200.00 is applied to all models reserved and pre ordered prior to April 3rd, 2023. Any models that are produced as an over run will be sold at the additional \$200.00 until they are gone.

[Please check his Website for all the details.](#)

Richard Rands of [Berkshire Valley Models](#) has a new truck available. #212 1932 Woody Wagon - O Scale for \$32.95.



This kit is made of unpainted white metal and laser cut parts.

[Check their Website for all their getrat products in O scale.](#)



[New from Tru-Color Paint.](#) Here is the new product information for the paint sets for February-March, 2023. The sets comprise six (6) 1-ounce paint bottles of either all sprayable or all brushable paints (for now, anyway.)

#### **February, 2023 Railroad**

TCP-322: Chicago, North Shore & Milwaukee- Green  
 TCP-323: Chicago, North Shore & Milwaukee- Red  
 TCP-324: Chicago, North Shore & Milwaukee- Orange  
 TCP-325: Chicago, North Shore & Milwaukee- Maroon

#### **Paint Sets**

TCP-11005: Northeast Railroad Set, #1  
 043: New York Central- Jade Green  
 044: Penn Central- Green  
 056: Conrail- Blue  
 075: Pennsylvania- Brunswick Green  
 129: New York Central- Light Gray  
 130: New York Central- Dark Gray  
 TCP-10405: Railroad Layout Set, #1  
 403: Matte Mud, #1  
 408: Matte Aged Rust  
 412: Matte Steel  
 425: Matte Mud, #2  
 437: Matte Light Brown Tree Bark  
 440: Matte Light Gray Tree Bark

## March, 2023 Railroad

4200: San Diego Coaster- Dark Blue

4201: San Diego Coaster- Teal Blue

4202: San Diego Coaster- Gray

## Paint Sets

11006: Family Lines Set, #1

159: Louisville & Nashville- Blue

160: Louisville & Nashville- Gray

161: Louisville & Nashville- Yellow

263: Atlantic Coast Line- Royal Purple

278: Atlantic Coast Line- Yellow

377: Seaboard Coast Line- Red

10103: 2014-2017 Chevrolet Corvette

512: Arctic White

518: Velocity Yellow

533: Blade Silver

706: Metallic Sunrise Orange

725: Metallic Crystal Red Tintcoat

610: Interior Midnight Black

[See their Website for all their paints and accessories.](#)



### **O Scale National Convention** To Focus on All Facets of 1:48

From cutting edge methods using 3-D printers to sessions on building old-school kits, the O Scale National Convention will showcase all facets of modeling in 1/4 inch scale. The event will be held June 8-11, 2023, in Denver, Colorado.

Vendors will set up late Thursday afternoon and evening, June 8. The vendor floor will be open Friday and Saturday, June 9-10, with tear down late Saturday afternoon and evening. Sunday is set aside for layout

tours and visits to rail museums or ride Colorado tourist trains.

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>

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](http://oscalenational.com).

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.

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. 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'

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.



## Paint Sets

March, 2023

11006: Family Lines Set, #1

- TCP-159 Louisville & Nashville- Blue
- TCP-160 Louisville & Nashville- Gray
- TCP-161 Louisville & Nashville- Yellow
- TCP-263 Atlantic Coast Line- Royal Purple
- TCP-278 Atlantic Coast Line- Yellow
- TCP-377 Seaboard Coast Line- Red



April, 2023

11007: Southern Pacific Locomotive Set

- TCP-065 Lark Dark Gray
- TCP-066 Scarlet Red
- TCP-106 Daylight Red
- TCP-107 Daylight Orange
- TCP-134 Lark Light Gray
- TCP-135 Olive Green



Come Visit Us at Our [YouTube Channel](#) at: Tru-Color Paint. We are also on [Facebook](#) & [Instagram](#). Watch For Our Facebook Group Soon.



# Tru-Color Paint

Paints & Accessories

When Only the

## TRUEST

Color Will Do!

- ① Highly Saturated
- Precise & Accurate ②
- ③ Larger Content Spray Cans
- Easy Clean-up ④

P.O. Box 74524

Sales Phone: (714) 488-9779

Phoenix, AZ 85087- 4524 Info Phone: (623) 551-2548

website: [tru-colorpaint.com](http://tru-colorpaint.com)

e-mail: [tru.colorpaint1@yahoo.com](mailto:tru.colorpaint1@yahoo.com)

## BackdropsOnly.com

At Checkout Enter code **OSR-20**  
To 20% Off All Backdrops



[BackdropsOnly@gmail.com](mailto:BackdropsOnly@gmail.com)

or Call 800-320-5057

## AffordableModelRailroads.com

GETTING YOUR DREAMS ON TRACK

**Professional Layout Design & Construction**  
We Complete Unfinished And In Progress Layouts.  
Design, Build, Fix And Complete Any Size or Scale!



**We Can Build On Your Site or In Our Shop**

[MR@AffordableModelRailroads.com](mailto:MR@AffordableModelRailroads.com)

**(800) 216-9202**

## PC Ties

and hard to find  
SUPPLIES

- Sheet Metal – Barrels
- Hand Tools – Plastics – Poles
- Blackened Cable & Chain
- Window Glass – Wood Ties
- Eye Bolts & Rings – Paint
- Straight & Coiled Wire
- Black Nylon Filament
- Nylon & Brass Screen
- NMRA Standards Gauges
- Kits, Castings & Parts

### DRY TRANSFER LETTERING

Over 2100 Dry Transfer Lettering  
Sets for all Periods and Scales  
Shop Online - [cloverhouse.com](http://cloverhouse.com)



## Clover House

Box 215D, Veradale, WA 99037-0215

## The Public Delivery Track

5000+ O gauge items in stock

100+ PDT special run items

2 Rail and 3 Rail

Atlas ● MTH ● GGD ● Lionel

Weaver ● Williams ● Woodland Scenics

[www.PublicDeliveryTrack.com](http://www.PublicDeliveryTrack.com)

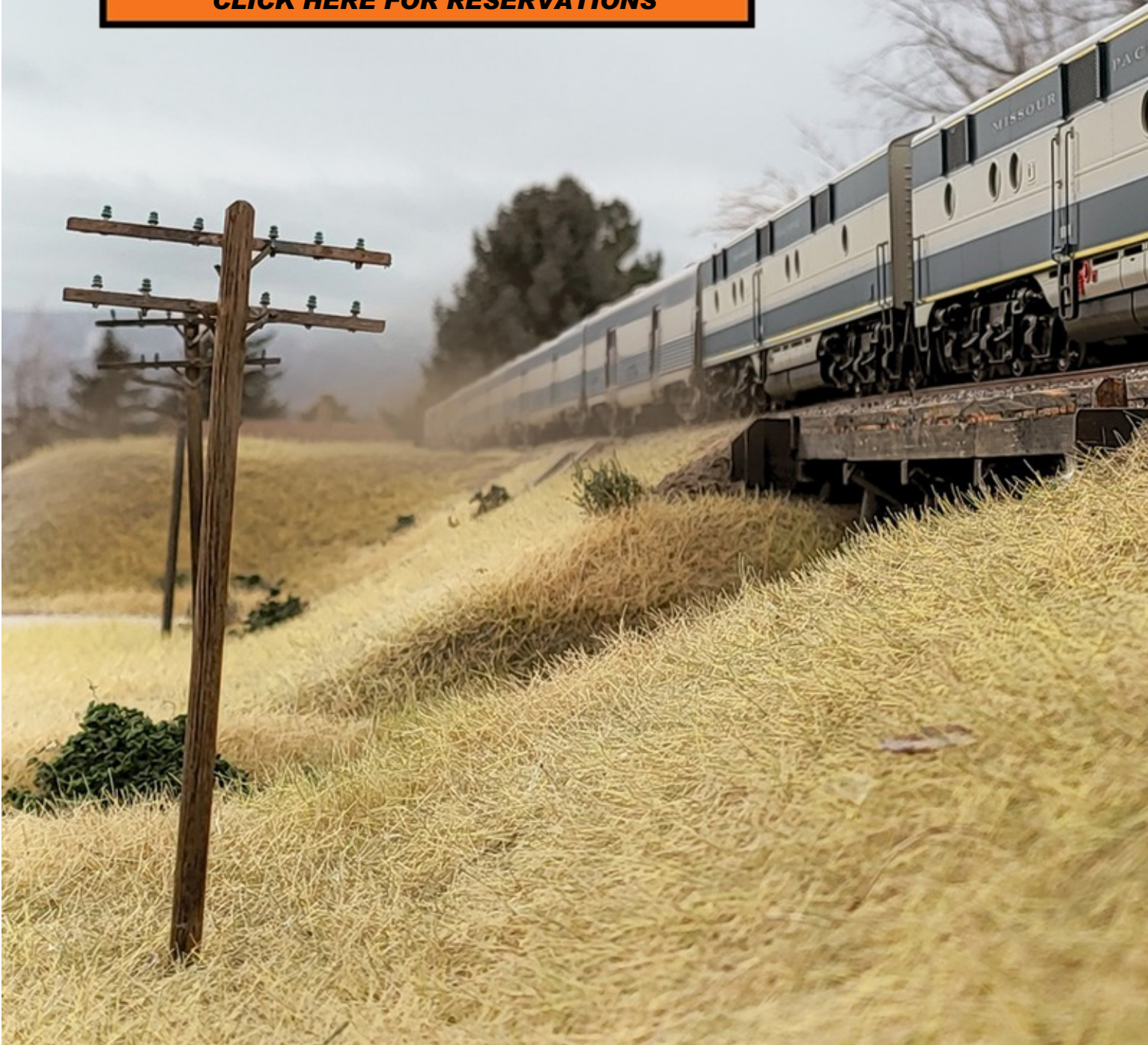
[pdt212@gmail.com](mailto:pdt212@gmail.com) . 805-226-0320

P.O. Box 2637, Paso Robles, CA 93447





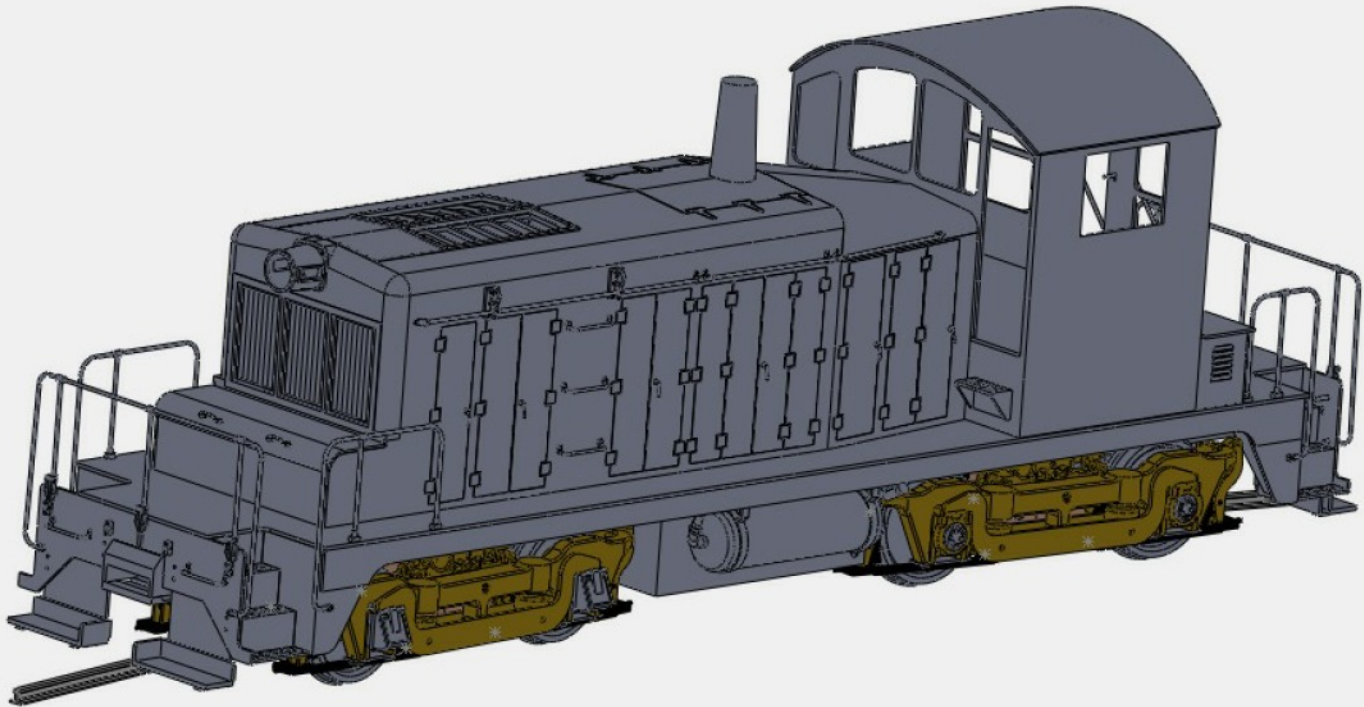
**O SCALE NATIONAL CONVENTION**  
***CLICK HERE FOR RESERVATIONS***





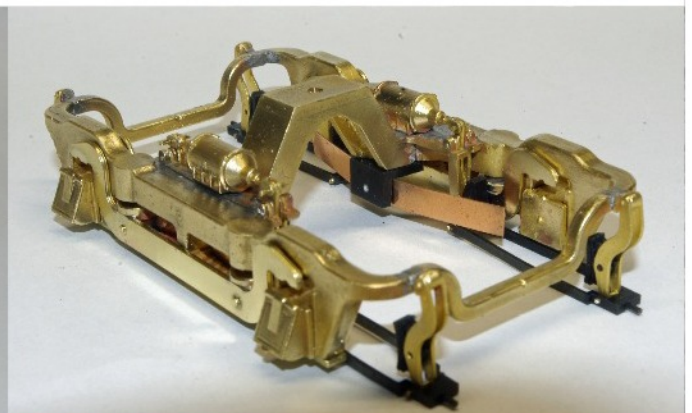
**JUNE 8-11, 2023**  
**DENVER, COLORADO**

# Limited Run O Scale SW-1 Switchers



The SW-1 switcher was used by many railroads and used for a long time. We will be making brass models of these locomotives from new designs and patterns created by us. The photo above shows one of our drawings. They will be built to order. There are a few options that can be specified and they are, cab window type, sloped hood type, head light type, and P:48 or OW-5 track gauge. The models can be ordered ready to run with our drive or no drive or wheels so the modeler can install a drive he may prefer.

These are limited models and when they are gone that is it. If you want to reserve one, with a deposit, we will take \$200 off the selling price. See the web site for more details. Advance reservations close April 3<sup>rd</sup>, 2023.



<https://sscaletrackworks.com>

## Stevenson Preservation Lines

### O Scale

Kits and Parts From Past Masters

Baldwin Model Locomotive Works  
Lobaugh  
Adams & Sons  
Lenoir  
Kansas City Kit  
Hines Lines  
Alexander  
Pearce Tool Co.



We are moving. Check our web site for details

[www.stevensonpreservationlines.com](http://www.stevensonpreservationlines.com)

**ALL-ABOARD-TRAINS.COM**



**First time ever in O, On3 scale. The New Century manual switch stand. \$28.95**

## Model Trolley Specialist For Over 40 years

St. Petersburg Tram Collection  
Car Works \* MTS \* Q Car \* Bronze Key  
Ken Kidder \* LaBelle \* Clouser \* Ashland  
Parts \* Trolley Poles \* Power Trucks  
Kits \* Overhead Wire & Fittings

**NEW TORONTO CLRV KITS ARE NOW SHIPPING!**  
KIT INCLUDES INTERIOR, UNDERBODY AND NEW DECAL SHEET  
NEW PCC KITS, ILLINOIS TERMINAL INTERURBANS  
& MORE COMING!

## The Berkshire Car Shop

505 Morning Dove Road, Audubon, PA 19403-1807  
610.631.9751 Evenings and Weekends  
Email [berkshirecarshop@comcast.net](mailto:berkshirecarshop@comcast.net)

## O Scale Decals plus limited HO decals



for steam-diesel era freight cars for  
"as-delivered and repaint schemes"  
from 1930 to 1960, with over 650  
decals representing 200 roads.

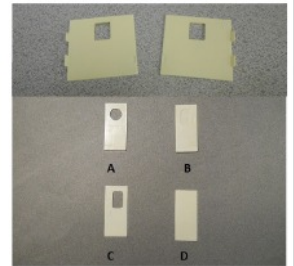
Available at [protocraft.com](http://protocraft.com)

**PROTOCRAFT™ DECAL LINE**

## Delta Models

**Cast Resin Parts for  
O Scale Passenger Cars**

Baggage Doors  
and  
Vestibule Doors



**MADE IN AMERICA**

Visit Us at [www.deltamodelsusa.com](http://www.deltamodelsusa.com)



*Excelle Lubricants distributed by JT's Mega-Steam*

# Excelle<sup>™</sup> Lubricants

- Designed specifically for model railroads
- Oils are plastic compatible and conductive
- Convenient 4-pack; or purchase individually
- Different viscosities for specific applications  
*Usage guide provided*
- Featuring precision needle point applicators
- Developed, tested, and packaged in the U.S.A.

**MEGA-STEAM** • 11 Out of Bounds Road  
Palmyra, VA 22963 • email: [jkmegasteam@aol.com](mailto:jkmegasteam@aol.com)  
For Visa / MC orders and info:

(434) 589-2660 • 10am to 6pm EST



[www.megasteam.com](http://www.megasteam.com)

# Retrofitting Wasatch's 2410 Trucks with PSC's Generator Details

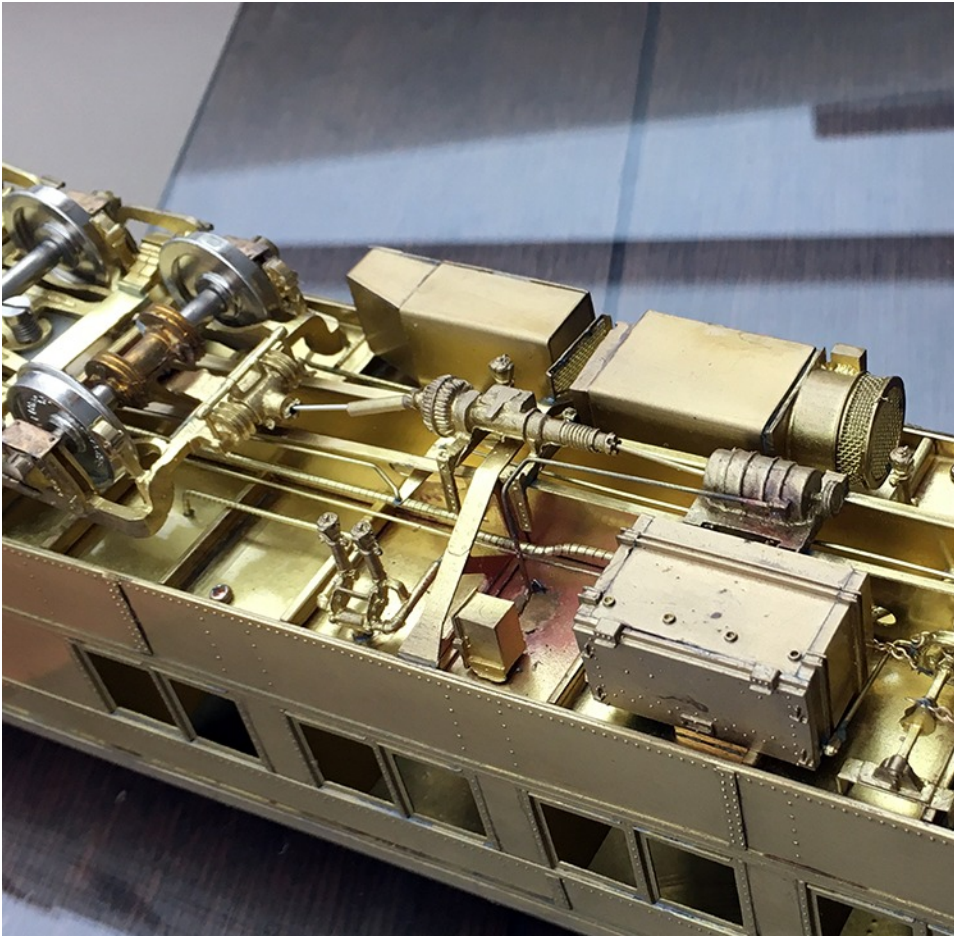
By Santiago Pineda



*10-1-2 LAKE CLARK with a fresh set of Wasatch trucks is ready to polish the rails.*

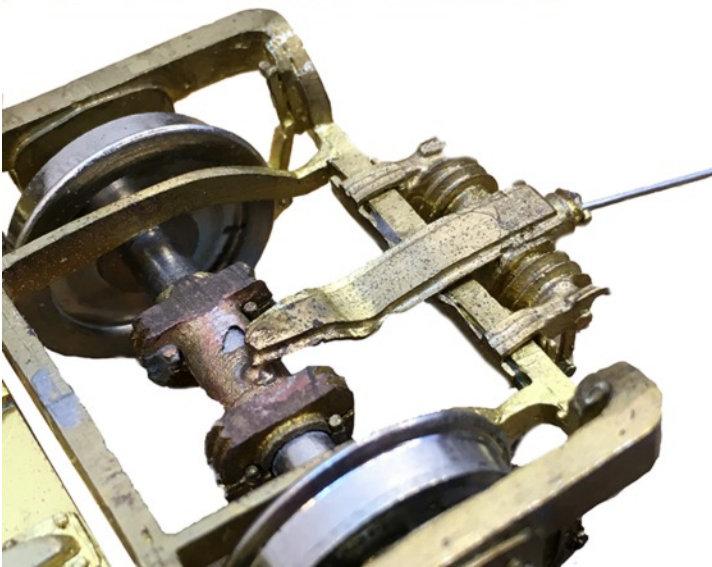
Precision Scale's O scale brass Pullman heavyweights are known for their outstanding degree of detail and fidelity. Yet, one of the small downsides of these fine models is the poor reliability and running qualities of their three-axle trucks. Enter Wasatch Model Company, the source for the best passenger trucks in the market! Last year, Wasatch imported their latest run of, among others, superior and ball-bearing-equipped 2410 trucks. I got my hands on a few of them and, coincidentally, also snagged a 10-1-2 LAKE series sleeper that I've been wanting for years. This provided me with the opportunity to determine the possibility of retrofitting Wasatch's trucks with PSC's drive and belt generator details before jumping on my already painted and finished PSC heavies. It's actually pretty straight forward.

Most of the attention was focused on how to transfer the shaft-drive details from the PSC trucks to the Wasatch ones. After taking off the drive unit truck from the PSC car, I unsoldered the coveted parts from the trucks. My 180-watt soldering iron was more than fit for the job and the parts were easily obtained.

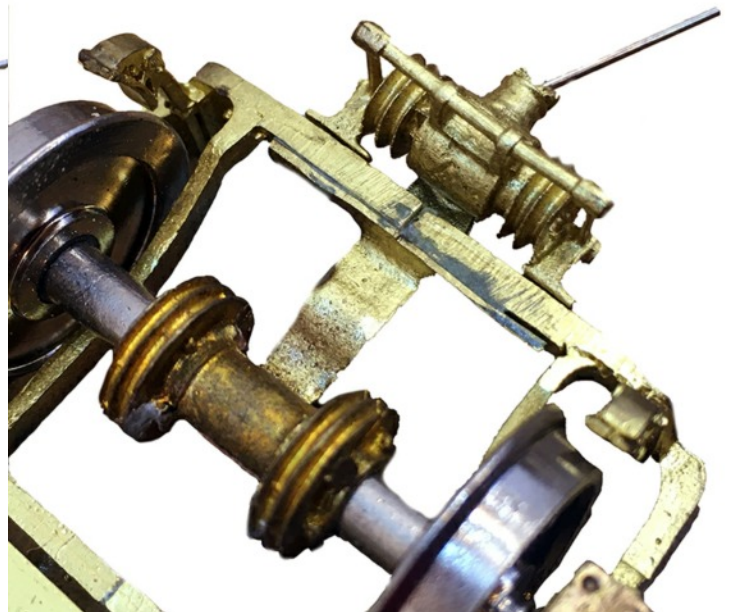


Once these pieces were detached, I was left with three separate brass castings. The large drive differential, and two smaller parts that wrap around the axle when put together. After test fitting the parts on the Wasatch trucks, two small adjustments needed to be made.

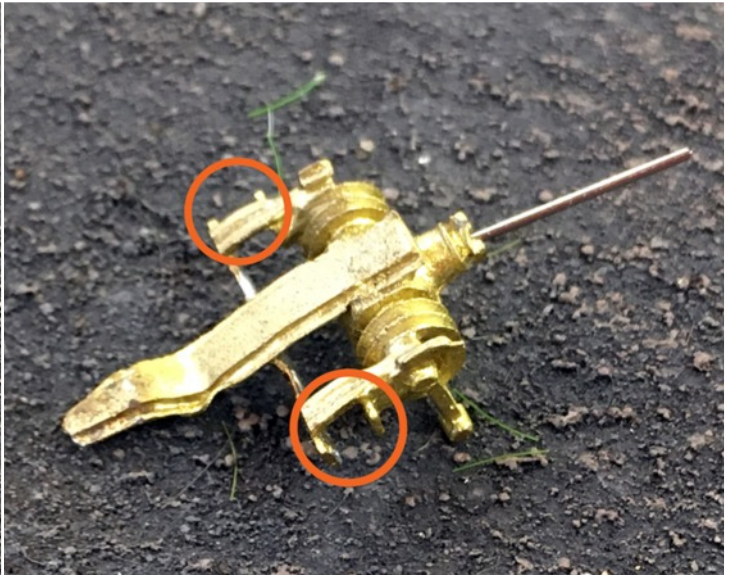
*The undercarriage detailing on PSC heavyweights is a feast for the eyes. Note how the drive system actually connects all three parts: the shaft-driven Pullman drive, the speed control and the stand-by motor.*



*Unpainted brass reveals the soldering spots that need to be addressed to remove the drive parts.*



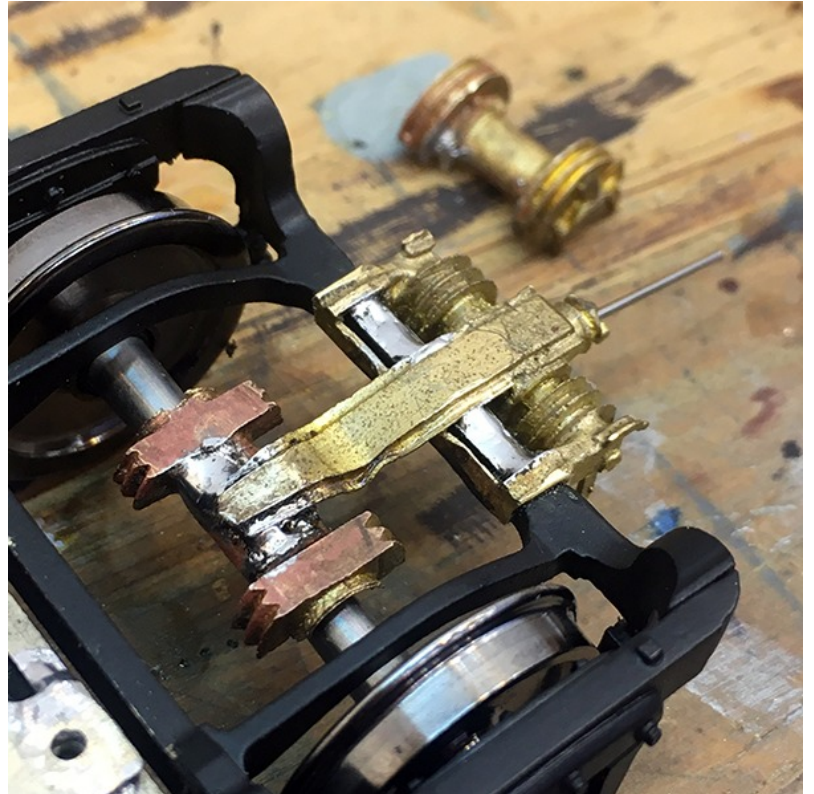
First, two small flat extensions needed to be trimmed for the support to sit on the Wasatch crossbar properly. Second, the axle-mounted parts needed to be drilled to expand their inner circumference. These castings close too tight around both PSC and Wasatch axles, and often cause undesirable friction and noise. Thus, altering them guarantees free-spinning axles even in the event of equalization. Next, I scraped off the black paint on top of the crossbar, and soldered the parts together.



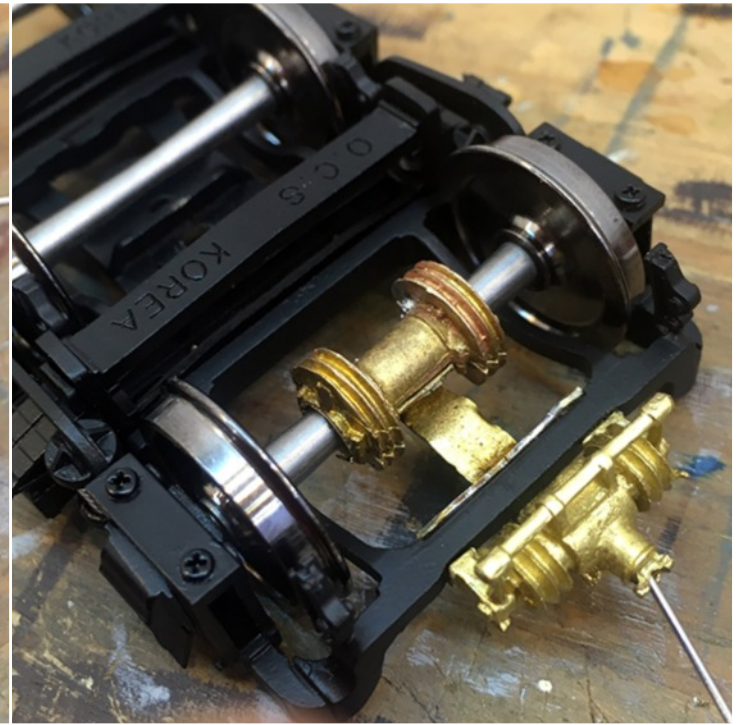
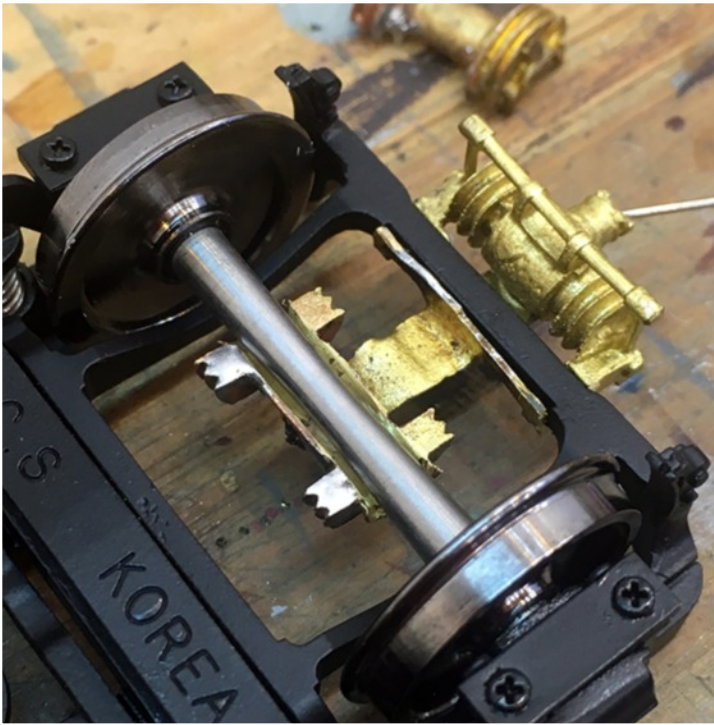
*Once freed from the PSC trucks, these three pieces made for the Pullman drive components. The orange circles indicate the extensions that needed to be trimmed.*



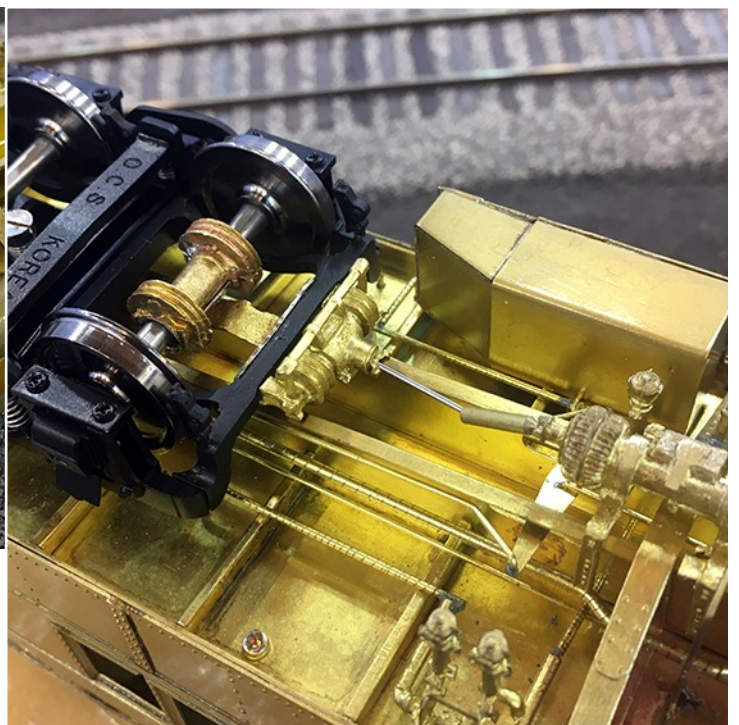
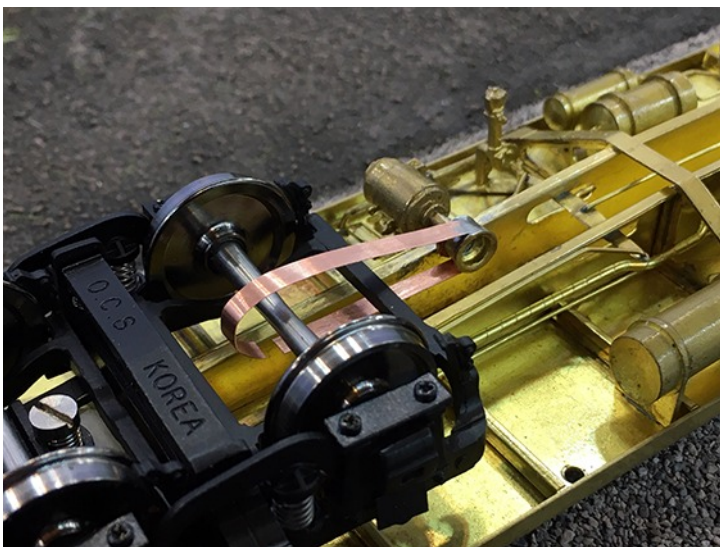
*A 5.00 mm drill bit expanding the axle-mounted hole.*



*All three pieces (above and top of next page) finally placed and soldered. Small adjustments can be made at this point to make sure the axle remains free-rolling.*



Turning my attention to the belt driven generator system, I quickly realized that a relevant decision had to be made. The driven pulley that engages the PSC axle was a one-piece casting. This meant that in order for it to be reused, the trucks needed to be dismantled and one wheel would have to be pulled off the axle. Moreover, the PSC trucks were soldered together and there was no way to drop the axles off without a major intervention. Taking this into consideration, I chose not to reuse the driven pulley. I did, however, add a simulated belt to the mechanism. To do this, I cut a copper strip and formed it to go around both the driving pulley and an imaginary driven pulley. Once ready, I simply soldered the copper strip to the driving pulley, making sure it didn't interfere with the truck's rotation. Note that this small upgrade can be performed on PSC cars regardless of the trucks you're using, and it improves the look of the model significantly.

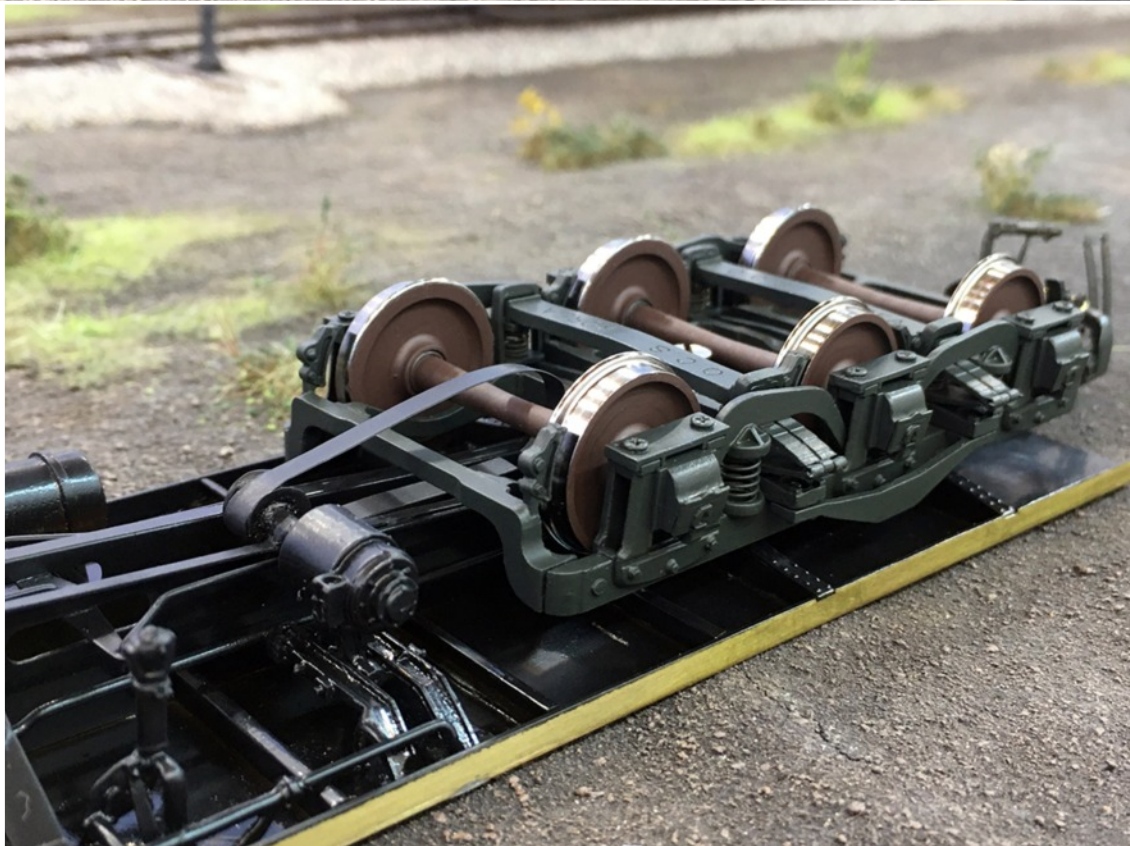
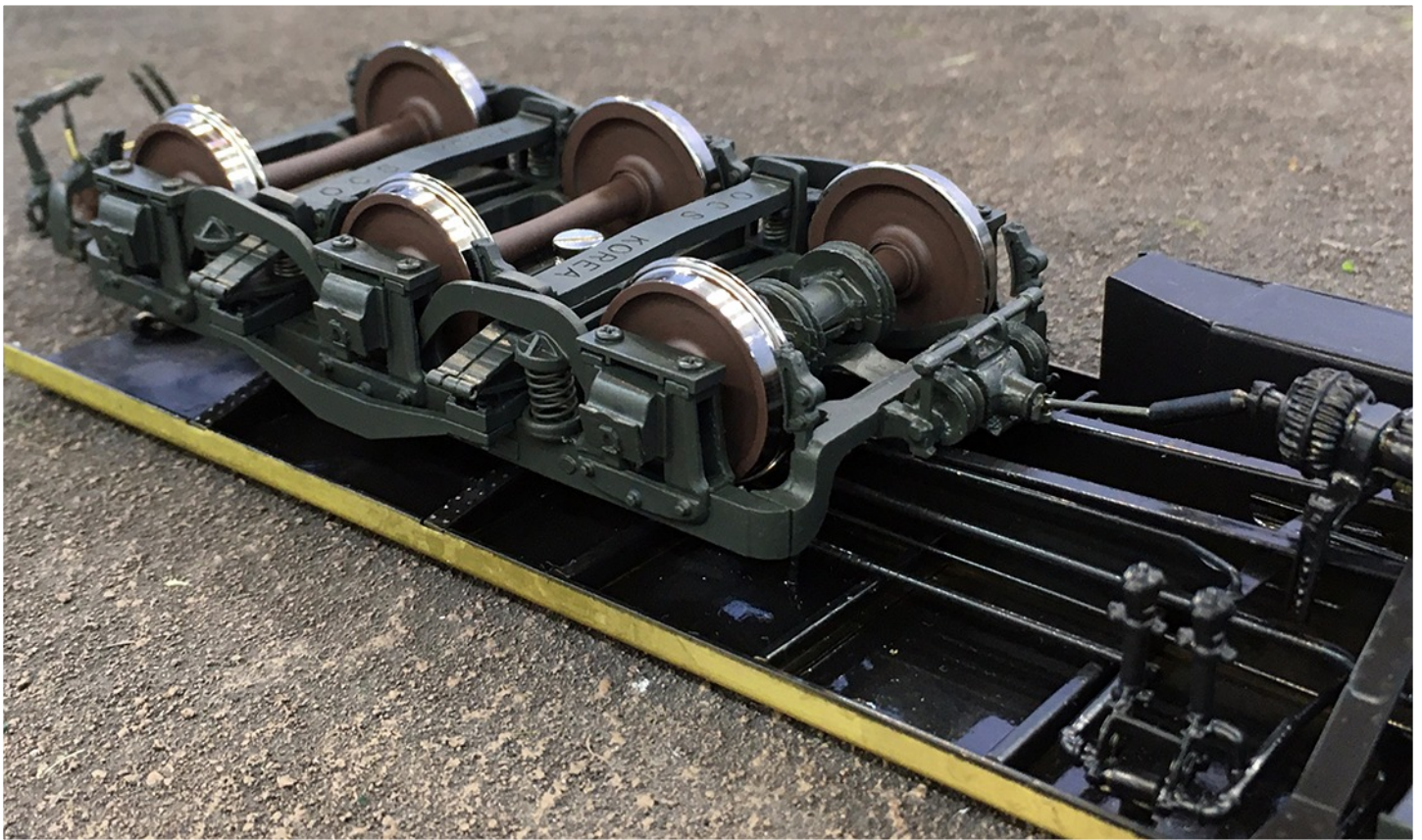


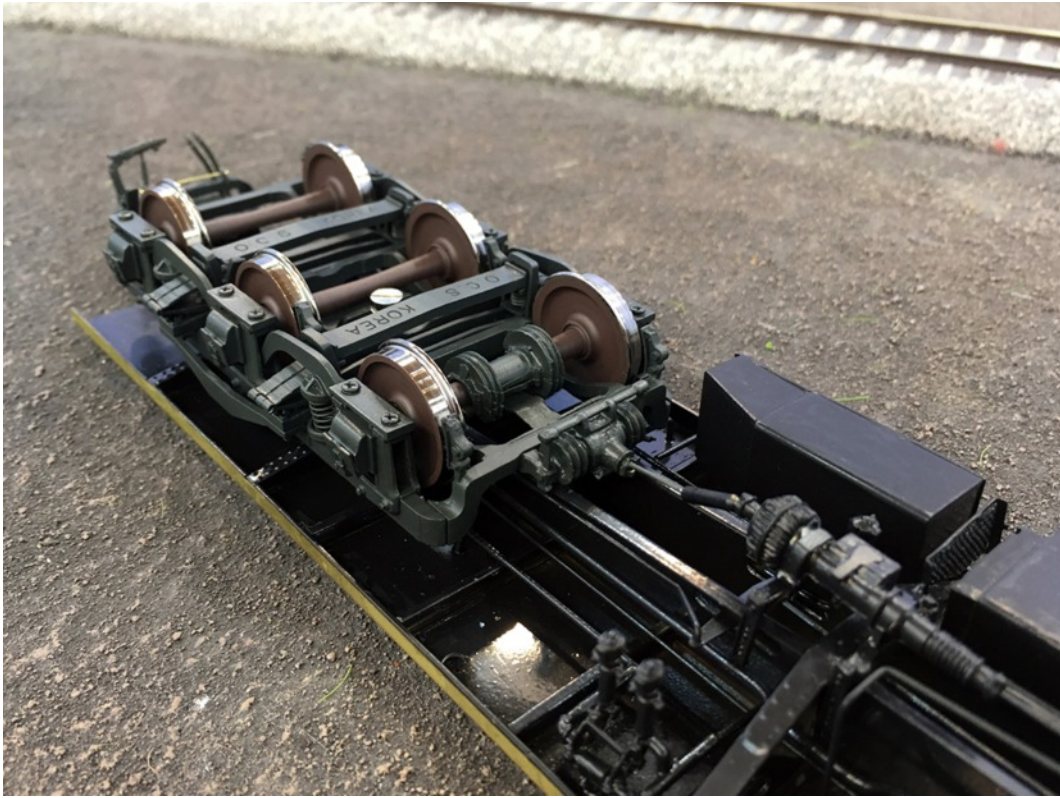
*Testing the retrofitted trucks is a crucial step.*

*I made sure there were no conflicting parts that would require fixing after the car was painted.*



As soon as I determined that the car was operationally ready, the trucks were painted Pullman green, and the wheels and axles dark brown. After everything was painted, the Wasatch trucks really enhanced both the looks and running qualities of the car. Wasatch trucks conveyed a sense of robustness that was lacking in the more skeletal PSC trucks. Anyway, now that I know how to go about these retrofits, I can comfortably start the process of upgrading my PSC heavyweights with Wasatch trucks.





*Close-ups of the final assembly.  
The Wasatch trucks further improve the already busy and plan-specific PSC undercarriage.*







*The simulated belt detail is highly visible, even when the car is on the track.*





*Even though the brine tank obscures the shaft drive mechanism from one side, it is completely exposed from the opposite side.*

# Adding Operations to Your Layout

By George Paxon

Just running trains vs. operating a model railroad realistically, as if it had a purpose, are two different things. If you get your thrills watching trains scream along the main, or just dragging hoppers up a steep grade, maybe operations is not your thing. Some of us just like to watch the trains go by, which is fine. But many of us, once we get trains running, look further and get into operations so our layouts better mimic the real thing. To each his own. Our hobby is big enough to cater to all needs and wants thankfully. If interested in moving on to prototype operations, you may find the following helpful. If someone had told us all this, before we learned most of it the hard way over the years, it would have been good. All of the following information may have been available earlier, but maybe at that point in time, we had no idea where to find it.

Before contemplating serious operations, get your layout running well. Trying to operate with repeated derailments, couplers that don't match, bulky locos, dirty track/wire, etc., is very frustrating to yourself and an operations crew. You certainly can't keep to a schedule or even get from point A to B if the trains won't stay on the track and run reliably. All layouts experience derailments and other operational problems. The real railroads seem to have their share of them, too. But they should be the exception rather than the rule.

Organize a crew. You can't run many trains without some help. Train friends are good prospects for crew members. Others that visit hobby shops and some that are not into model railroading, but would like to be, are very good candidates. Many model railroaders have some trains, but no room to build a layout. They probably would love a place to run trains. And, crew members can come from other gauges and persuasions, but they can be just as effective and useful as those with modeling interests the same as yours. Be open minded, and you will probably easily form a crew. Once the word gets around that you are looking for a crew, they may appear out of the woodwork. A small crew makes for a good start. You can grow the crew as you grow in experience as a team. Always keep a look out for potential new crew members as some regulars will drop out from time-to-time and need to be replaced. You can accommodate extra crew members by having two-man crews on some trains. As addressed below, you can add trains to the operating schedule as your crew grows in size. Having a good operations design, that allows flexibility based on the number of crew members available, will allow you to adjust for extra/new crew members easily.

After finding a crew, you need to keep them. Don't be a Hitler-type. Yes, it is your layout, but be democratic and diplomatic. Remember, you can't have much in the way of operations if you drive all your crew members away. Keep in mind the crew is helping you to achieve realistic operations as much as you are helping them by providing train running fun. It's OK to have some rules such as where to put cups and glasses, what not to handle, no fast running, policies on not bullying others, use of bad language, etc., But keep it low key and keep it reasonable. Accidents will happen: be tolerant and forgiving. Your railroad can even have a demerit system for mistakes, but keep it humorous to avoid a stigma of fault and failure. Some crew members may take these very seriously and decide not to take part.

Design for a variable number of operators. Different timetables can be used for different crew sizes. Design operations for from 1 to n operators. You can exercise the 1 operator case when you feel the need to operate your layout alone as this will provide a sense of purpose to such a personal session instead of just running trains around in circles. You don't need a different timetable for every increment of operators. You can have a few and just annul some trains to make sure the workload can be readily handled by the number of crew members on hand at the time. Schedule trains as "jobs" as does the real railroad. Have varnish, important freight runs, drags, mine runs, switching assignments, etc., to mimic the real railroads of your choice or era. Give the trains names, numbers and/or symbols to add a sense of reality to your operations. You might be copying the trains of your favorite railroad. Schedule to allow breaks for crew members between jobs. Try to have many short jobs. A long job or two is OK, too. Short jobs provide more scheduling flexibility though. Crew members can then

have several jobs in a session. This will yield more variety and avoid monotony. Don't try to cram too much into early sessions. Start with short sessions, then make them longer as you and your crew gain experience. When working out the planned length of a job, leave lots of time for any switching. You can adjust the job time as you get experience with it. And make sure you leave an hour or so for the crew to go to eat at meal times! Initially there will be an intensity and some stress to operating sessions that you need to manage to keep your crew comfortable and motivated. Remember, this is fun – not really work.

Provide a thorough introduction to the layout for newbies. Track route, station names and locations, industries, electrical system, controls, communications system/protocols, hand signals if used, etc., can all be quite baffling and intimidating to others. All this might be easy for you to understand, but then you are the fellow that built it all. Others need some help to understand it all. Look at this task as an important investment, because the sooner they understand it all, the sooner they can make meaningful contributions to your operations. Much of this knowledge could be included in a model rule book, to be discussed later, for reference and future use.

Consider having work days/social days without operations where crew members can come around and help with layout work and problem solving. At these sessions, track/wire and wheels can get cleaned; errant coupler heights adjusted, journals oiled, etc.; new operations ideas can be discussed/developed; timetable and rules changes discussed; operations experiences discussed/critiqued; etc. Such sessions provide opportunities to build teamwork and a sense of belonging to the group for crew members. Even if you are the one doing most of the work, having others there during your work will do much to build a cohesive and motivated team.

Figure 1

The Rio Grande Western Railroad Company Timetable No 11 1 June 1939										
West					East					
Mixed	3M	RGW	Station			RGW	3M	Mixed		
Train	Spec	Exp	Sml s to NR	Sy m		Svc	Sid g Cap y	Exp	Spec	Train
23	21	1						2	22	24
Denver via D&RGW										
Lv 805	Lv 615	Lv 1100	0	NR	Noo Roo Jct	CPS TW	Yar d	Ar 1000	Ar 456	Ar 341
£ 811	£ 620	n 1105	2	NX	Denver Jct (D&RGW Interchange)		45	n 955	£ 451	£ 335
Ar 829	Ar 634								Lv 437	Lv 317
Lv 839	Lv 644	£ 1119	8	DA	Coaldale	PW	12	£ 941	Ar 427	Ar 307
	Ar 651								Lv 420	
£ 846	Lv 701	n 1126	11	WS	Coal Washer		Yar d	n 934	Ar 410	£ 258
£ 849	£ 703	n 1128	12	LM	Lumber Mill		-	n 932	£ 412	£ 255
Ar 855	Ar 707	Ar 1132						Lv 927	Lv 407	Lv 249
Lv 915	Lv 722	Lv 1142	14	CO	Chilli Verdi	P	10	Ar 917	Ar 352	Ar 229
Ar 927	Ar 732								Lv 347	Lv 217
Lv 942	Lv 742	£ 1152	18	RF	Rattlesnake Flats	W	10	£ 907	Ar 337	Ar 202
£ 1042	£ 830	n 1240	38	A	A Siding		8	n 819	£ 249	£ 102
£ 1057	£ 906	n 1252	43	B	B Mine		4	n 807	£ 237	£ 1247
Ar 1142	Ar 942	Ar 128	58	3C	Silver City	PW	10	Lv 731	Lv 201	Lv 1202
Lv 1202		Lv 148						Ar 711		Ar 1142
£ 1232		n 212	68	D	D Siding		6	n 647		£ 1112
£ 1258		n 231	76	E	E berg	W	8	n 628		£ 1048
£ 116		n 245	82	F	F ton		6	n 614		£ 1030
£ 216		n 309	102	G	Dixie Jct		6	n 550		£ 1000
Ar 234		Ar 323						Lv 536		Lv 942
Lv 254		Lv 338	108	MB	Mount Bertha	PSW	12	Ar 521		Ar 927
			108	--	C&S Interchange		30			
£ 312		n 345	111	H	H Siding		6	n 514		£ 918
					Paradise Jct		0			
					Muttonsberg		7			
Ar 327		Ar 359	117	BD	Paradise City Black Diamond	CPS TW	Yar d	Lv 500		Lv 900
			117	--	Durango Jct (D&RGW Interchange)		40			
					Durango via D&RGW					
			120	I	Truck Loader		3			
			122	J	Mine 19		18			
7:22	3:27	4:59			Schedule Time			5:00		
15.9	16.8	11.6			Avg Speed (S/Hr)			11.6		

Symbols used in Time Table:

Ar	Time of scheduled arrival	P	Telephone
Lv	Time of scheduled departure	S	Sand
n	Train does not stop	T	Turntable
£	Train stops when flagged only	W	Water
C	Coal	Y	Wye



Start simple. Running trains to a sequence with meets at specified locations is a good way to start. You can add extras as the crews get more proficient and experienced. Doing too much initially may kill the desire of others to participate. Trying to do too much at first will almost certainly result in chaos. Let your operations grow with the crew's numbers, experience and interest.

You can add a timetable eventually. The relevant timetable should be provided to all crew members at the start of each session. Just try and get them back at the end of each session or you will spend most of your hobby time making new ones! Don't ask why I know about this one. Make enough copies of them to go around. And, there can be several different ones used as needed. Put a number/date on the front as you need to make sure everyone is using the same timetable or you will be like a parade trying to march to different drums! Remember that real timetables changed from time to time. Having only one could make your operating sessions stagnant and uninteresting with time. Figure 1 provides a copy of one of several timetables in development for our last narrow-gauge layout. The first timetable for the new layout is still in work as the Super is slow at getting things done these days.

Real railroads all had rules that were published in a book. All operating personnel were required to have a copy of the current book of rules in their possession when on duty. Personnel were regularly examined to insure they understood all the current rules. You can model the rule book and provide one to each crew member. It would be best to keep it light, even humorous, so the rules are not seen as oppressive. Any strange quirk on your layout can be included for the benefit of crews, such as "stand only on your left foot and hold your mouth a certain way while trying to spot a car at Perkins Produce". An easy way to make a rule book is to get a copy of one from your favorite railroad, or any railroad, and copy/paraphrase the needed parts of it for your layout. Our rule book for the new layout, still in draft form, has my German Shepherd, Freida, as the Chief of Security for the Mountain Electric. The domestic manager is the Company President! You can have a bit of fun with yours, too. It should not be 100 pages long as are many real rule books. Make it manageable, and make it fun. On the Mountain Electric we have reworked a standard rule to say that "No Company employees may die as the result of work-related injury until after they see a Company appointed doctor".

Photo 1 has several timetables and a P&WV Rule Book shown. On the right is the printed rules from our last narrow-gauge layout. The master for the inside cover page of our old rule book is Figure 2. In the glory days of railroading, most timetables and rule books were about the size of a letter folded in half length-wise. This allowed them to be carried in a pocket. Now many are in book form.

**Photo 1**



To use a timetable effectively you will need to introduce the concept of time. Many layouts have the dreaded fast clock. Clocks were very important on real railroads and provide quite a bit of extra operational realism to layout operating sessions. But they can create problems as well. You should probably only add a clock after operating sessions, based on train sequence without time constraints, are

Head Office- 3 rd Floor, Woodford Building  
 33 Second Avenue, Denver, Colorado

IM Dead, Pres  
TIC Miller, V Pres  
HA Goodpen, Sect  
BG Spender, Tres  
AM Crooked, V Pres, Legal

Operating Offices- Passenger Station,  
 105 Main Street

Noo Roo Jct, Colorado  
GA Paxon, Superintendent  
IB Late, Chief Dispatcher  
CHH Paxon, Rules Examiner  
Lucifer, Chief of Railroad Police  
Angel, Public Relations  
Gabie, Garbage Collector  
Railroad Surgeons

Noo Roo- Dr T Bones, 156 Main St  
 Black Diamond- Dr Butcher, 17 Third St  
 Rattlesnake Flats- Dr Quack- 29 1st St

Standard Time Clocks located at-

Noo Roo Jct  
Mt Bertha  
 Seldom Seen

Railroad Watch Inspector

Noo Roo- IM Timely, 21 Main St

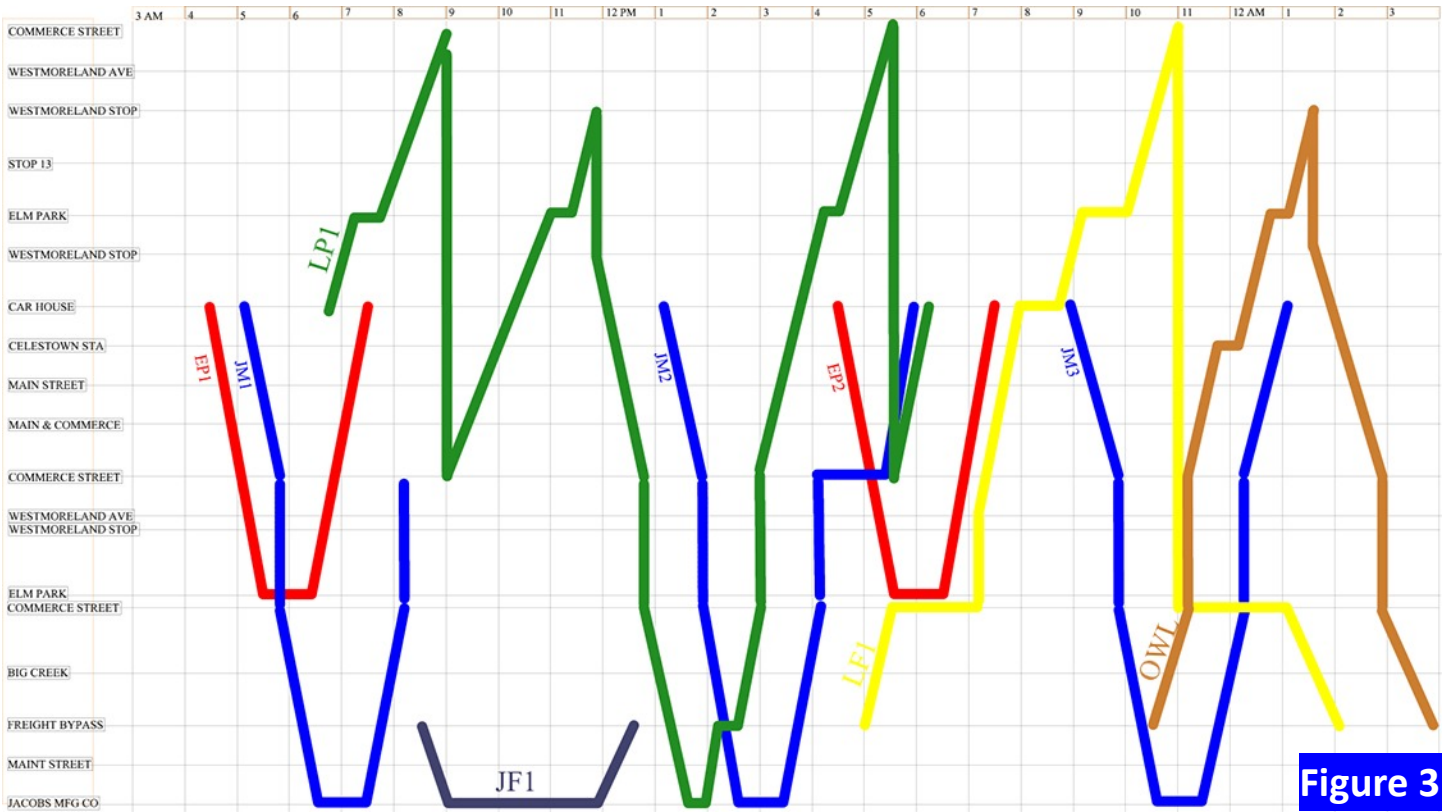
working well. Consider a rubber clock at first. This is a clock on which you can vary the rate. Or plan to turn the clock off when issues present themselves, and until such an issue is resolved. Remember that the clock can add a sense of urgency and considerable stress to what should be fun. Take care with its introduction and a clock will make your operating sessions very realistic.

Vary the roles of your crew members. Don't let the same individual always do the same job. This denies other a chance and limits learning and experience. It also can make that job boring after a while for the fellow that always does it. Share the work and the fun. One idea I have heard of is to have a job bidding approach, as do most real railroads. For layouts, the first to arrive for the session can pick his jobs. But, again, avoid the same crew member always getting the same job. Another policy employed on some layouts is to encourage each crew member to rotate through all the jobs.

Does your layout need a dispatcher role? This is a function of layout size and complexity as well as the number of crew members. Other issues to consider include the train control system you will be using and the availability of communications.

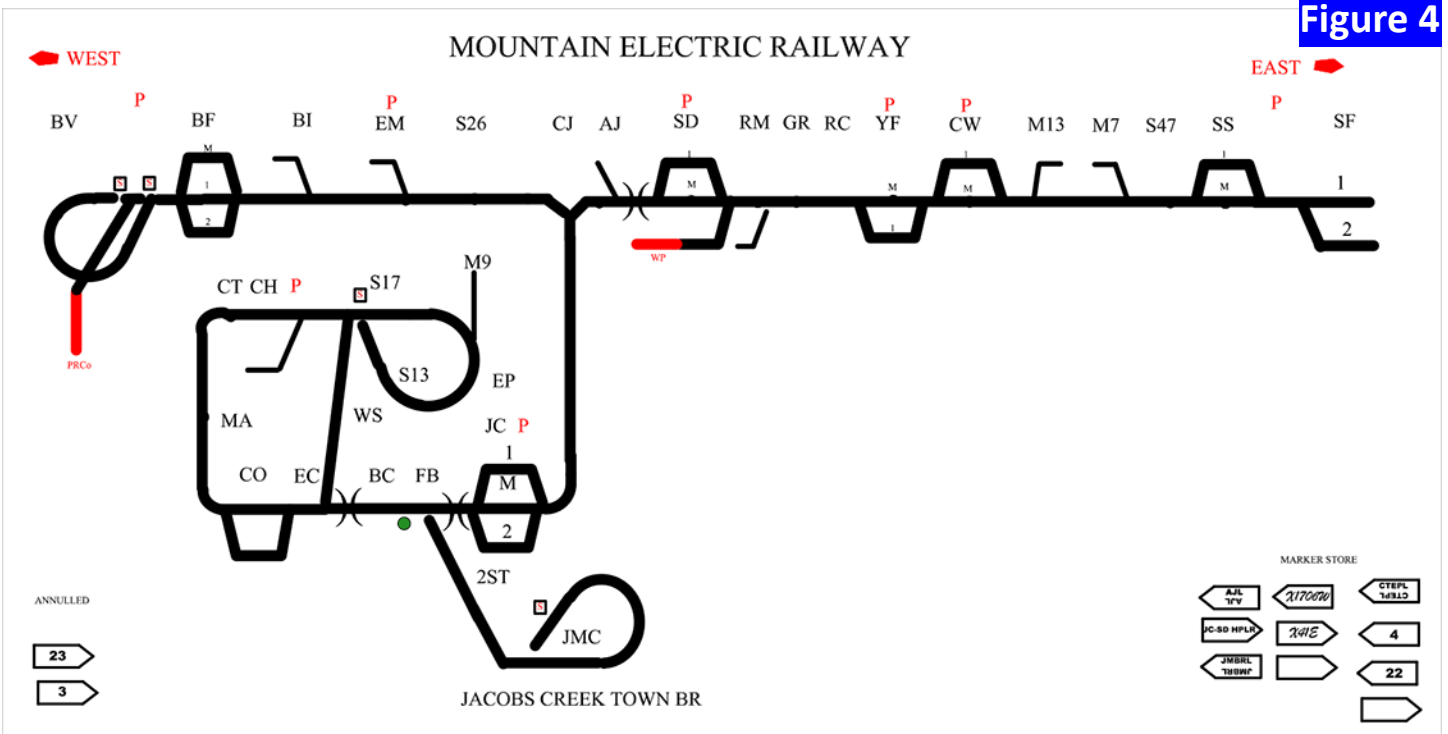
Manual train control on real railroads historically used a train sheet which is often modeled as a train graph. A train graph is based on the timetable and merely plots the station and time relationship so you can see which train should be where and when, and all points where trains will pass and meet. Extra trains, and late trains, can be plotted on a copy of the train graph using a colored pen or pencil. The train graph just allows the dispatcher to readily see where trains are at any given time. There is much written about how to make and use a train graph, so we will not go into that here. It is a subject in its own right. A very good source of this information in exacting detail is the Bruce Chubb book, *How to Operate your Model Railroad*. Chapter 8, deals very well with making and using the train graph and is recommended reading. I can't seem to find a soft copy of the train graph we used on our last narrow-gauge layout to show you. But Figure 3 is a rough train graph we have been tinkering with for running on the early constructed part of the new layout.

**Figure 2**



**Figure 3**

Another alternative train control aid we plan to use on the Mountain Electric is a train control panel. This concept we borrowed from others and consists of painting a thin sheet of steel with your track plan. Not all your tracks need to be included; just those tracks subject to train control – the main and passing sidings. Small markers, like in Monopoly, are made up of styrene or wood with magnets glued to their backs. These then can be moved along the painted track plan to indicate where each train is located. We have used the train graph in the past on our previous layout, and are switching to the painted steel train control panel in hopes of simplifying the administrative work for the dispatcher.



**Figure 4**

The draft of the artwork for the new train control panel for the Mountain Electric is included as Figure 4. Controlled tracks are in wide black lines. The wide red lines are interchange tracks that the Mountain Electric uses. The narrow black lines are uncontrolled sidings that could be used to meet two trains if needed. The green dot between BC (Big Creek) and FB (Freight Bypass) is a remote signal indication. A signal is located at this point on the layout to control passenger cars headed for the Jacobs Creek Town Branch. An electric staff control system is in effect on this branch and used only when freight switching is needed on the branch. We can foresee crews forgetting to return the staff switch to normal which would continue to hold cars at the signal unnecessarily. Having this signal indication on the dispatcher's panel will alert him to a crew oversight, and he can take action to rectify the error and keep traffic moving on the line. And, you can see the areas where the markers for annulled trains and for the storage of markers will be located. The markers are large enough that a four-digit train number can be written on it using a grease pencil. We have built a model of an ex-British Columbia freight motor numbered 1706, as it was on the actual British Columbia Electric. We need room for the "X" the "1706" and either a "E" or "W" depending on the train's direction of travel. All this will be needed when the freight motor powers an extra train. If the Mountain Electric carshop crew were not the lazy buggers they are, this car could have been painted and renumbered into the Mountain Electric 400 series with other freight motors and the markers could have been a little smaller. But, come to think of it, we also have leased Illinois Traction System motors with four-digit numbers as well. One thing to note is that the vertical scale of the track diagram is such that markers can be placed on the main and on sidings, one above the other, as required to show their position for a pass or meet. And some regular trains have their train symbols permanently written on the markers. They are written right side up and upside down so the marker direction may be turned as needed to show train direction and still be easy to read.

For more modern railroading, the train control panel concept can form the basis of a neat manual CTC system. With signals at passing and meeting points, signal control switches can be included on the train control panel. The dispatcher can then set signals to control the flow of all trains. This really reduces the need for a communications system. There are no special rules for extra trains, etc., and all your layout trains just obey the signals as is the case with CTC systems. One problem is that the dispatcher needs to know when trains pass certain locations. This may require some detectors along the track and indicator lights on the panel. A second issue is that unless turnout controls are also included on the train control panel, train crews will need to throw them as they go. Some early CTC systems used this same approach to avoid the need to remotely control all the turnouts. Most modern CTC systems do have dispatcher-controlled turnouts though.

Having an older manual train control system is best implemented if there is some sort of a communications system between dispatcher and trackside. This avoids the need to shout across the room. A simple phone loop will suffice.

The role of dispatcher can be seen as a hard job by some layout crew members, and they may be reluctant to take it on. It can require a little more knowledge and experience than just operating a train if the layout is complex. Assigning a crew member to the dispatcher job for his/her first time justifies a limited activity session. Just annul some trains and slow/eliminate any clock to introduce new/relevant crew member to the dispatcher role. You can do this on a small crew night/day. Having an experienced helper for the "trainee" dispatcher is good idea.

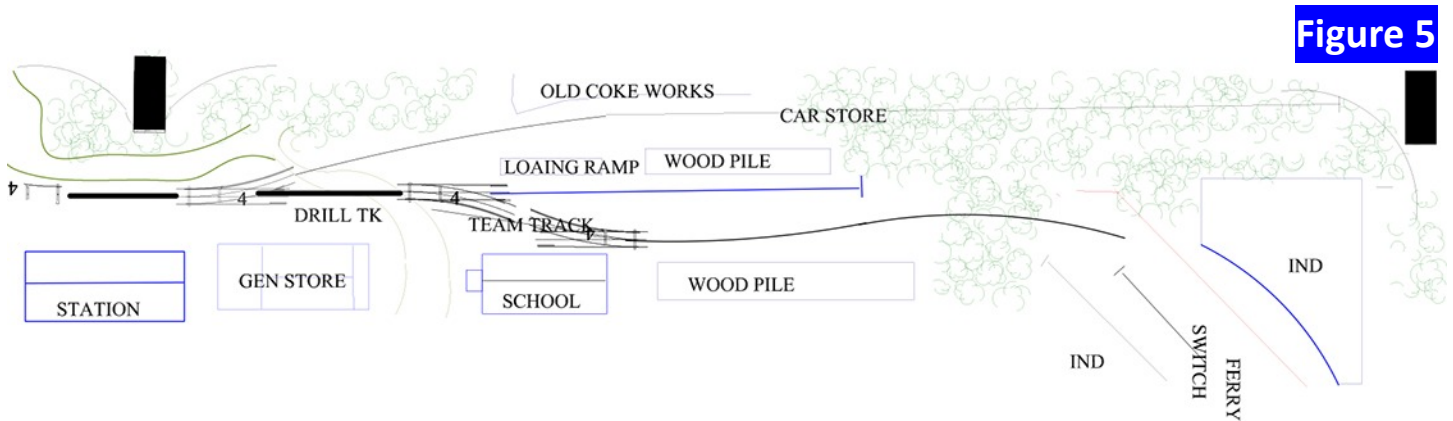
Plan ahead to have appropriate car types and numbers, room for switching and spotting, and to accommodate siding lengths.

Your operational design needs to take into account the available car types and numbers. You can't have much of a coal drag if your car fleet is all intermodal cars.

You can't operate a layout effectively if it has every foot of track occupied by standing cars. Put excess cars in storage/staging, or move them off the layout during operating sessions. Have empty tracks for making up trains in yards. Remember a yard is a place to switch and classify cars and make up trains; not a place to store cars. On the prototype, car storage was done on disused country sidings and other places where they were not in

the way of railroad operations. On the Mountain Electric we will have such a storage track at a now disused coke works at a place named, funny enough, Old Coke Works. See Figure 5. The most efficient yard is an empty yard, as that means the yardmaster has moved the cars out in trains as fast as they have arrived. Usually, any cars stored in a yard were there only in anticipation of very near-term use. Yardmasters talked to traffic department personnel and, if they saw a need for a certain type car in the near future, they made arrangements to obtain them and parked them in a yard so they would be ready for eminent use. Cars not needed in the very near term were sent to long term storage. Coal cars during the summer and grain cars outside grain harvest time are examples of cars often going into long term storage.

CAR STORAGE AT OLD COKEWORKS



And, there should not be a car parked at every industry on your layout. At any point in time, many industries, probably most, had no cars present. Granted, a few, mostly large industries, seem to always have cars: some just delivered, some being unloaded or loaded, or some awaiting pick up by the servicing railroad. Few industries get a car every day. Some receive a car once a week, some once a month, or, if a seasonal industry such as a food canning plant, it might only get cars for two months of the year and none the rest of the time. Once a car was spotted, several days were needed to unload it. When unloaded, the railroad would be advised the car was ready for pick-up. It may take a day or longer for the railroad to call and pull the car. Copying this sort of pattern does much to add realism to operations. It also will provide empty places at industries to avoid the need to remove a car every time you need to spot one there. Setting out and picking up cars are independent rather than interdependent events. A car arrives at an industry when a shipper sends that industry some goods, or when the industry requests an empty car for loading. A car is picked up, pulled from the industry, only when the industry is done with it – either it has been unloaded and ready for return to the railroad as empty, or it is loaded and ready to forward to the consignee. Occasionally, cars were actually held for longer periods of time when an industry found that paying the daily demurrage was a cheap way to warehouse their goods. And, quite regularly, a car would arrive for an industry, but could not be spotted there as the siding was occupied with cars either for that industry or, for some other reason, in the way. Sometimes a road or track was under repair or some other construction underway, and the siding was temporarily impassible by trains. Sometimes road trucks or trailers were parked at loading docks and blocking the siding. The siding might have been used by the railroad to spot a bad order car until it could be moved to a better place for repair. In any such cases, the car would then be shoved into a nearby “local” track to wait there for an opportunity to move it to the intended recipient. This is a rarely modeled concept, but a very prototypical one that provides considerable switching interest and increased volume. Don’t make setouts and pickups mechanical and routine events or it could get boring.

Make sure train lengths can be accommodated by passing sidings. It would be OK to add a train too long for a passing siding as an “extra” challenge once the crew has experience. This will require a saw-by maneuver to get the too long train past the other train. Such a maneuver will take time and could put those trains behind

schedule which is what happened in real life. But this is a complication you do not need when starting your operating sessions.

Freight Forwarding systems (with waybills) add much realism to operations. Implement them only after your crew has some experience with train operations, as associated paperwork can divert attention from train running and can cause unneeded early frustration. Consider a two-man crew at first (an engineer/motorman and a conductor) when starting to use waybills. This will allow one crew member to run the train and the other to work the paper. Prepare crew members for freight forwarding. This would be a good topic for one or several of the none operational work/social sessions. Make sure crews know where industries are located, what cars go to which industries, how to read waybills, and how waybills are filed and used. Usually, waybill systems have racks or pockets to hold waybills, and their use need to be understood by all before starting. For example, will there be a “priority” pocket for urgent movements? Using the initial two-man crew would be a great training approach to begin freight forwarding. It will also give you and the crew time to fine tune the system for long term use.

Many see the paper associated with freight forwarding as an annoyance rather than fun. And, fun it what it is supposed to be all about here. Real railroads were very paper intensive. Much paper had to do with freight charges and billing which, of course, is no concern on a layout. But much other paper was needed to keep track of freight cars as well. Railroads were not always successful in keeping track of their cars even with all the paper. Once when young, I was weary of a job I currently had in the Air Force working as an engineer in methods and procedures. I applied for a trainee trainmaster position with the Southern Pacific Railroad. Working for a railroad was always my childhood dream, and this was a flight of fancy in that direction, I guess. The SP sent me to the Division Point at Lafayette, Louisiana for a week of evaluation. While there, and shadowing the Assistant Super, one task we had was to sort out a box car of drums that had gone missing and was found as the 2nd car in a 150-car long string of stored, supposed empty, boxes on a siding, in a swamp, and in the middle of nowhere. Rather than shift all those cars, with their stiff bearings, and probably rusted to the rails, which, when moved, would likely result in an untold number of derailments, and several fights with local rattlesnakes, to get the errant car out, he just had Southern Pacific Motor Transport, the line’s motor truck subsidiary, come and unload the car into some trucks and deliver the goods. So much for all that paper helping steer that load! Well, the economy was tanking at the time, and the SP decided to not start any new operations managers that year. They offered me a job as methods engineer at the San Francisco HQ instead. All I could see

ahead with that offer was much the same as I already had with just a switch from the smell of kerosene to that of heavy oil, so offer was declined. My chance to play with real railroad paper passed me by. I now need our freight forwarding system on the Mountain Electric to act out my childhood fantasy. We had a nice freight forwarding system operating on our last narrow-gauge layout, and you can see waybills stashed in Photo 2. We learned a lot from this first system, and have many ideas to streamline the paper and make the system more effective and interesting on this new layout. Block movements of car, cars all from one shipper and

**Photo 2**



destined to the same consignee, is an example of where substantial streamlining can apply. On thing we noted last time is that you can end up with a fist full of waybills that makes for more work than is necessary or wanted.

Adding special trains for variety/challenges as the crew gains experience will enhance and diversify operations. Winter weather means snow removal trains, extra power to shove through drifts, and reduced train length; special trains such as excursions, political campaigns, shopper's specials/holidays requiring extra coach(es), football games, fraternal order and union picnic specials, stock rush extras; etc.; work trains, track outages for repairs; are all ways to add variety to operating sessions once the crew has the experience to deal with these extras. Don't let operations sessions get routine and boring. Keep experienced crews busy and challenged. Be careful a new operator does not get overwhelmed though when trying to challenge others.

Operations is an exciting extension to just building and running your layout. It will work well for you, and your train friends, if you prepare and follow some basis common sense guidelines.

## ALLEGHENY SCALE MODELS

O SCALE LOCOMOTIVES & ROLLING STOCK

**Sales, Collections, Consignments, Appraisals  
Brass, Custom Built Models, RTR, Kits, Decals**

470 Schooley's Mountain Road, Suite 8-117  
Hackettstown, New Jersey 07840

**[www.alleghenscale.com](http://www.alleghenscale.com)**

PH: 908-684-2070 FAX: 908-684-8911  
[oscale@alleghenscale.com](mailto:oscale@alleghenscale.com)



If you live the South anytime between 1918 and the late 1970's you may have seen these signs. Harrison Mayes started placing these signs around the Appalachia area back in 1918 all the way into the 1980's. Since I model part of that area in 1947, I thought this would be something unique and a bit of real history. Sign is double sided with two sayings just like the real ones.



Many more 3D items for freight cars, locomotives, signals and a few surprises on our Website.

<https://modelrailroadresource.com>

# DES PLAINES HOBBIES

**Kits or RTR  
Brass  
Books  
Supplies  
Structures  
Detail Parts**

3-½ Miles north of O'Hare airport on Lee St.  
1524 Lee St., Des Plaines, IL. 60018  
Ph. 847-297-2118 Open Week Ends  
[www.desplainshobbies.com](http://www.desplainshobbies.com)

*Check our on line store. We ship daily.  
International sales welcome. Thousands of items listed.  
Call our friendly staff*



# UPGRADING THE ATLAS O CALIFORNIA ZEPHYR ROOF VENTS THE UNEXPECTED WAY

By Santiago Pineda



*A digitally weathered D&RGW Silver Sky fletches the gleaming arrow known as the California Zephyr.*

There is a well founded consensus that the Atlas California Zephyr cars are among the best ready-to-run passenger cars we've seen in decades. Over the years, I've seen modelers populate their consists, upgrade the observation's coupler look, and install thinner name plates with great success. Nonetheless, there is a particular area where I've always thought that the body car shells came up noticeably short: the roof vents.

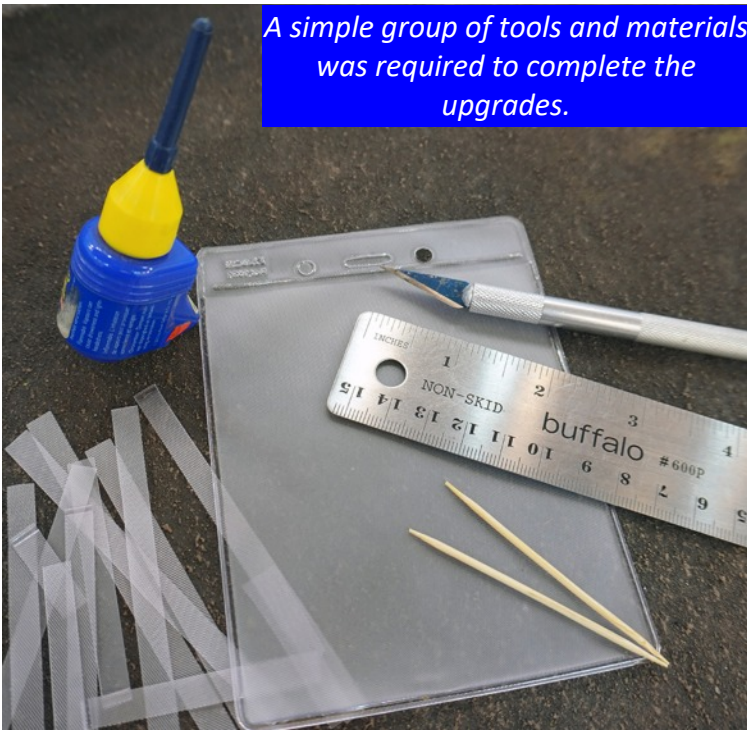




The factory finished, molded in vents left a lot to be desired.



A close-up of the vents on the prototype reveals the screen that was used on the cars.



A simple group of tools and materials was required to complete the upgrades.

The reason I found them offending, is because they appeared conspicuously low-resolution when compared to the rest of the car's highly detailed bodies. If you isolated them, they really looked toy-like. For a long time, I pondered at how to improve these misbegotten depictions. Only one solution, a rather unorthodox one, satisfied me.

Traditionally, the go-to material to model see-through vents is wire mesh. At first, I attempted to upgrade the cars using this material, but the fact that the wire mesh had to sit on top of the plastic body and not behind it rendered this option unusable. Besides, wire mesh was expensive and difficult to manipulate at the required sizes. Making etched metal parts was also considered, but going that route by myself would have been too laborious and costly. And, with eleven cars to work on, I was looking for a relatively straightforward, budget-friendly solution.

While on the lookout for a suitable material, I came across an interesting opportunity: ID card holder clear plastic. A few characteristics about this alternative caught my attention. First, the finely molded texture reflected light in a way that resembled shimmering screen. I found this effect highly compelling. Second, it was clear plastic, which meant it would effectively act as a visual



To enhance the overall upgrade effect, I hand painted the molded circular vent hole on the car shells black. These remained visible because the ID card holder plastic was see-through.

layer. Third, it was thin enough to sit flush inside the vent's frame. Moreover, this material was inexpensive and effortlessly manipulated.

Once I made the decision to go with this clear plastic, I had to figure out a way to place them securely. Clearly, the best way to do this was plastic cement. Revell's version, Contacta Professional, did the job flawlessly. Yet, Tamiya's Extra Thin Cement was my second choice. Applying a tiny dab at the corners inside the vent's frame, and then placing the cut-out plastic with the textured side facing outwards attached the pieces firmly.

I'm well aware that fixes such as this are looked down on by purist modelers. But sometimes, the established ways of modeling are neither feasible nor satisfactory. And, we are compelled to explore out-of-the-box approaches until we find a fitting way forward. Coming up with this eccentric solution reminded me of that, whilst allowing me to enjoy the beautiful Atlas California Zephyr cars all the more.



*A complete installation certainly elevated the cars look.*

*The upgrade remains compelling from varying angles.*



# "POOR MAN'S RAILROAD" BACKSHOP

By Phil Camp

This diorama is a generalized presentation of a backshop set-up for a railroad that operates on a budget. This article is not intended to demonstrate a step-by-step construction process; but rather to show a completed project with photos and text. As this exact diorama does not exist in the real world, there are probably facilities similar to this for railroads in the past or possibly short line railroads.

Structures include a single stall engine shed (76 scale feet long x 25 scale feet wide x 24 scale feet tall at roof apex), outdoor toilet, office/place for crews to eat and have weather protection on rainy or cold days, elevated fuel storage tanks and piles of junk (rail, barrels, pallets). This is an O Scale (1/48) (1/4" = 1') diorama, but could easily be a narrow gauge diorama with a few modifications.



The majority of the diorama is scratch-built, except for the Atlas Flex Track section and some commercially available products. The overall dimensions are 36" wide (left to right) and 18" deep (front to back). All wiring is underneath with connecting phono plugs. A terminal block is mounted at the rear. Use of phono plugs allows the structures to be disconnected and transported in protective boxes.

The lamps on the engine shed are 14V connected to a variable DC outlet (to control brightness) on a Tech II power pack. The lights on exterior are equipped with a Plastruct lamp shade, while lamps in the engine shed are mounted underneath the roof (roof is not removable). Shed walls are board and batten styrene by Evergreen Scale Models.



The scratch-built structures utilize Kappler brand O Scale dimensioned lumber (2x4, 4x4, 6x6, 4x8, etc.) Windows and doors on structures are Grandt Line products. Ballast and scenery products, (including workers) are Woodland Scenics brand. The lamps are Miniaturics Corp brand (incandescent). There are several LED lamps available on the market, but I chose to use the incandescent version (“old school”).



As with any hobby, there are various aspects of each hobby that might or might not interest you. The same is true with model railroading. My interests are in scratch-building, photography and history of fallen flags. I do not like to install hand-laid track (rails and spikes). So, I stay with what I like to do in the model railroad hobby.

My wish is that you might be inspired to try something simple as scratch-building – starting with a small structure and experiment with wood cutting, assembly, coloring and weathering (chalks or paints). It might be just the ticket to getting started in the model railroad hobby – ENJOY!













# McCabe Fire Train

HO Model Shown

Laser-cut standard gauge kits consisting of basswood and plywood with brass, plastic, & white metal detail castings. Less trucks and couplers. More photos on the web!

- #19275 McCabe Firefighting Car \$179.95
- #19276 McCabe Water Car \$ 99.95
- #19277 McCabe Tool Car \$129.95

Order before  
**April 15, 2023**  
 Get the 3-Car Train  
 (One of Each Car)  
 for **\$299.95**  
 + shipping

**B.T.S.** 1782 Trinity Rd  
 Belington, WV 26250  
 Phone: 304-823-3729  
*Better Than Scratch!* [www.btsrr.com](http://www.btsrr.com)

Shipping \$5.00 / order in the U.S.  
 Everywhere else actual amount.



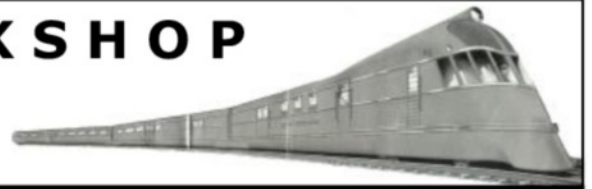
**SIGN UP**

**Did you miss an issue of The O Scale Resource? Forgot to look? Well, sign up here and never miss another exciting issue. We'll send you an Email when the latest issue is loaded to our site. Don't worry, we won't sell or post your Email address to anyone!**

**[Click Here to sign up today!](#)**

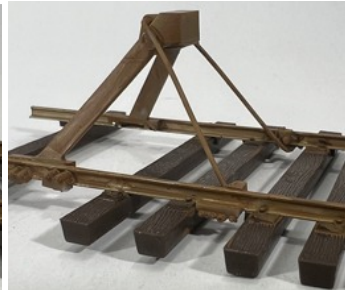
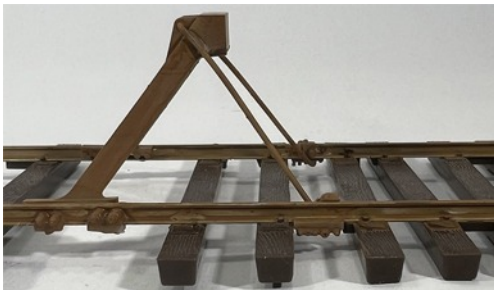
# STREAMLINED BACKSHOP

Sales ... Service ... Solutions ...



# DCC ?

WWW.SBS4DCC.COM



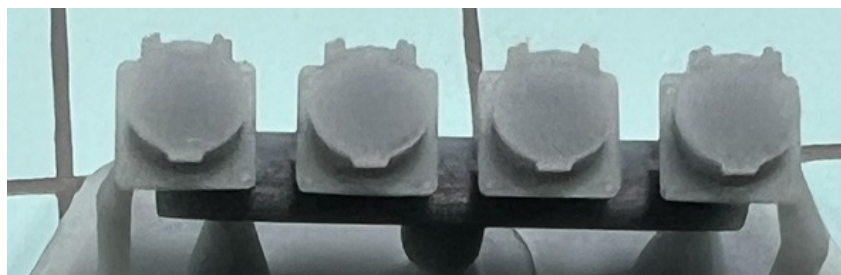
**MU Housings**

**Grab Iron Ends  
(Nut/Bolt) 5 Types**

**Air Hose w/ Angle Cock  
& Glad Hand**

**Signal/Relay/Phone Cabinets  
6 Types**

**BUDA No. 30  
Clamp Type  
Steel  
Bumping Post**



**Many more 3D items for freight cars, locomotives, signals and a few surprises on our Website.**

**<https://modelrailroadresource.com>**

# The Ethelbert

## A 1:48th Scale Project

By Robert S. Robbins

**BEFORE**



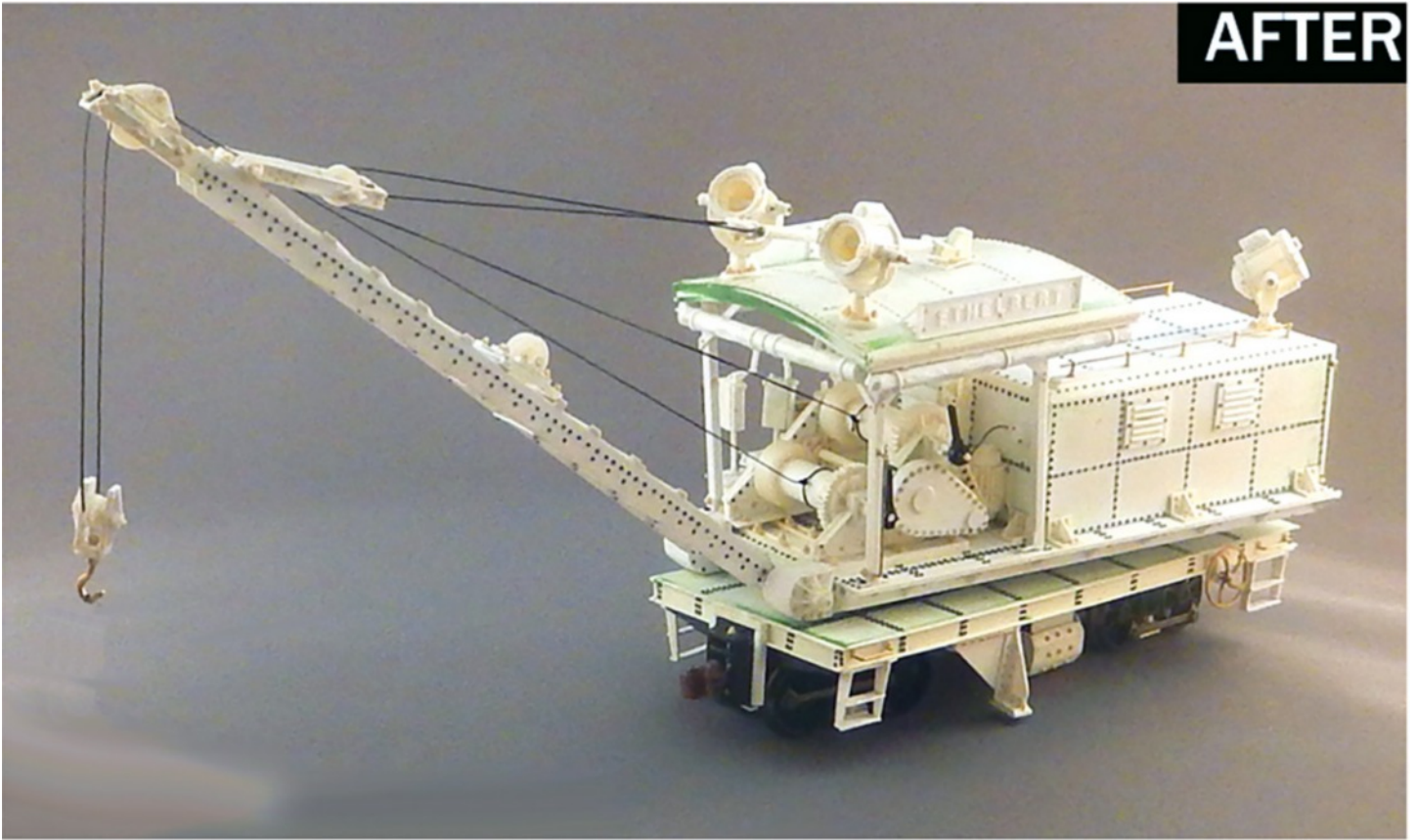
*Editors note: When Robert first sent us the article, I was stunned. He did not write it up with a few pictures, but photographed every step with a description. This involved over 650 pictures! Even for us, that way too many pages for a magazine. So, we are trying something totally different. We'll start the article with Robert's explanations and notes and then link to the slide show on-line with over 665 slides in step by step order.*

Having for many years worked in 1:24th scale Illinois Traction System interurbans, and many years of ultra fine detailing, a break was needed. The 29½" gauge Tie That Binds Creosote Co. was formed. The third project for the company is a company built battery powered yard crane. I figured going smaller I could eliminate the little things. Starting with a Bachmann 14 ton Heisler it would be a simple, easy job using commercial parts. BOY WAS I WRONG!!!!

**The Tie That Binds Creosote Co.**  
Purveyors of Quality Railroad Ties

In the early thirties, the company deemed that the manual labor used for the movement of the railroad ties was too inefficient. The company could not afford a new yard crane. They decided to build their own. Owing to the success of their battery locomotive, The Hugo, they started to build The Ethelbert, named after the company's founder. A derelict Heisler was found in the scrap line of Maryland's Deep Run Railroad. The locomotive was stripped to the chassis and the trucks were re-gauged to the company's 29½" track gauge;

**AFTER**



batteries were obtained from GE; the 30 hp traction motors and controls were obtained from scrapped trolley cars; the winches from a bankrupt logging company; and the rest of the crane was built in the company shop. The Ethelbert went into service late in 1934.

[To view the slide show, please click here.](#)

[To download a full PDF booklet please click here. \(67 Mb file\)](#)

### Notes on building The Ethelbert

The methods in this project were developed over many years of building in 1:48th scale over 100 Illinois Traction System interurbans and refined in 1:24th scale building prize winning interurbans. This project is 99% scratch built.

This project is to give ideas of the methods that styrene can be used in model making. 99% of the parts are made using simple hand tools. A Sherline lathe and milling machine are used to make around a dozen parts, all of which can be piece built if needed. All measurements are in feet and inches.

Testors plastic cement is used for all of the styrene construction because it gives a very good fudge factor. The supplies for the model are from:

- Evergreen Scale Models
- Grandt Line
- Testors
- Plastruct
- Gorilla Glue
- Squadron Green Putty
- MSC Industrial Supply Co
- Metal Works
- K&S Precision Metals

- Precision Scale Models
- Bachmann
- Tichy Train Group
- San Juan Car Co
- Rusty Rail
- M.V. Products
- Nymo Thread

Styrene is cut using a "Calabre Cutter" for styrene thinner than .060 and a micro lux chop saw for thicker. Exacto #11 and razor blades are used by the hundreds.

In the photos:

● The notes in yellow are for the construction of the model.

● The notes in red are warnings.

● The notes in blue are explanations when building in styrene, gluing can soften the plastic when many joints or layers are fastened together. Then let dry! Warning is made to let everything set and dry thoroughly.

Some processes rely on the slow setting time of the Testors glue. Jigs are designed and used for these steps. Jigs are also used for drilling and alignment of some of the assemblies.

The crane is built as a series of assemblies that have removable parts that are glued after painting.

The use of the complete Bachmann Heisler was made as the complete engine was cheaper than buying the parts.

The Evergreen styrene used is mostly strip with some sheet being used. The hundreds of nbws and rivets are Grandt Line, now San Juan Car Company.

All measurements are in feet and inches.

Being a battery powered crane, to be prototypical, it will be battery powered and radio controlled. So to start the project the locomotive is stripped.

## **Bibliography**

**CAR BUILDERS DICTIONARY**

**1906**

**THE RAIL ROAD GAZETTE**

**REPRINT 1971 NEWTON K GREGG PUBLISHER**

**CAR BUILDERS DICTIONARY**

**1919**

**ROY V WRIGHT EDITOR**

**SIMMONS-BOARDMAN PUBLISHING CO**

**ELECTRIC RAILWAY DICTIONARY 1911**

**RODNEY HITT EDITOR**

**MCGRAW PUBLISHING**

**REPRINT 1972 NEWTON K GREGG PUBLISHER**

**GENERAL ELECTRIC CATALOGUE**

**1925**

**CATALOGUE 6001B  
GENERAL ELECTRIC COMPANY**

**MATERIAL HANDLING CYCLOPEDIA  
1921  
ROY V WRIGHT EDITOR  
SIMMONS-BOARDMAN PUBLISHING CO**

**WHITING CRANE HANDBOOK  
1967  
H G GREINER CRANE ENGINEER  
WHITING CORPORATION**

**INDUSTRIAL WORKS CRANES  
1923  
INDUSTRIAL WORKS  
BAY CITY MICH**

I haunt old book stores for old railroad trade books from the late 1890s through the mid 1930s. Sometimes you can get very lucky.

The best site to locate industrial trade books, pamphlets and catalogues on the web is the [Hathi Trust Digital Library](#).

**Side Bar**

This project started with the idea of building a battery crane using the absolute minimum of commercial parts. I wanted to show what could be done using basic styrene sheet, shapes and strip.

The model has no prototype, and when started, there was no idea what it would look like. (There are no plans or drawings.)

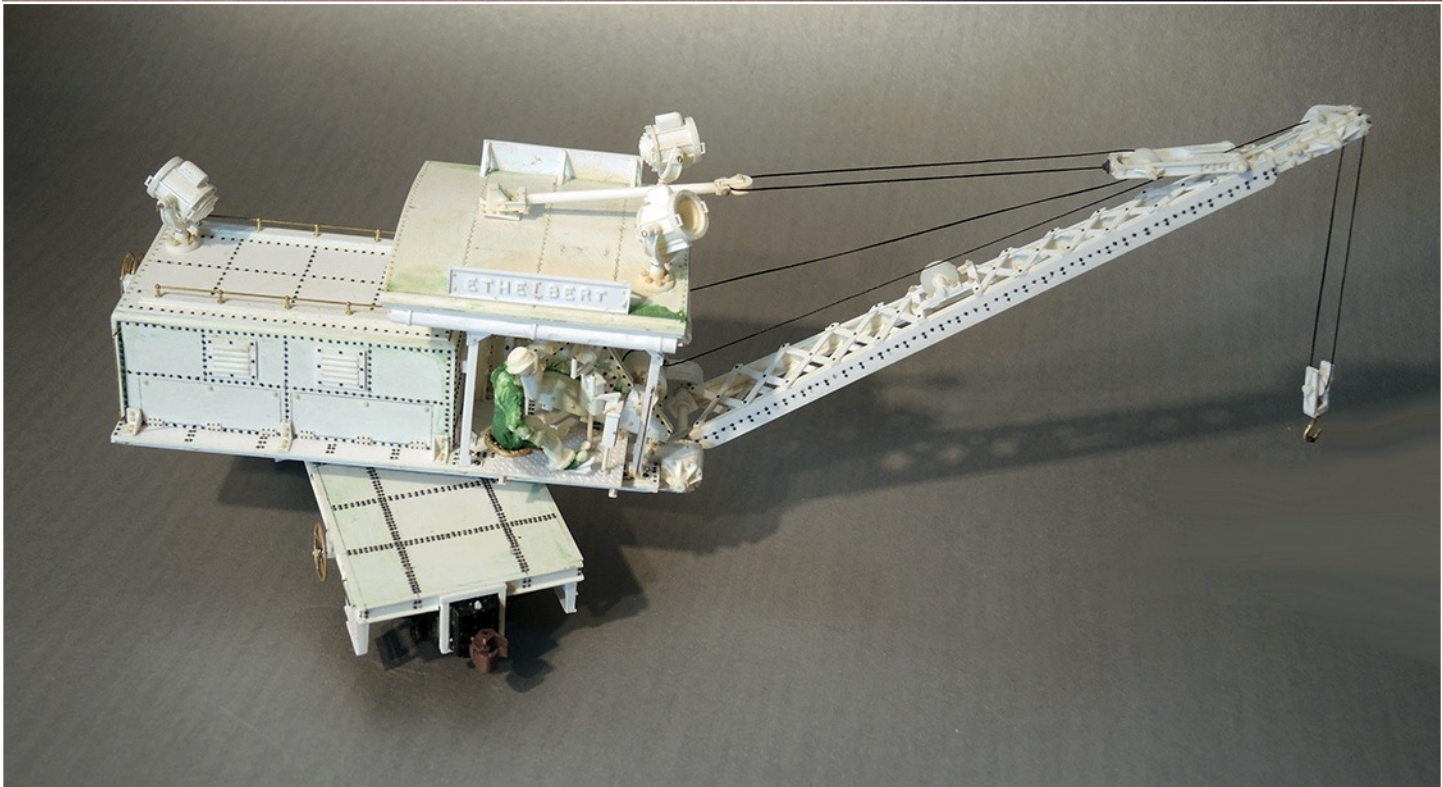
The Heisler was chosen because the trucks had side rods. Having never seen a Bachmann chassis before, it was fun figuring if and how the project would work.

The project was started in early august 2017 and has progressed into April 2018, with no end in site.

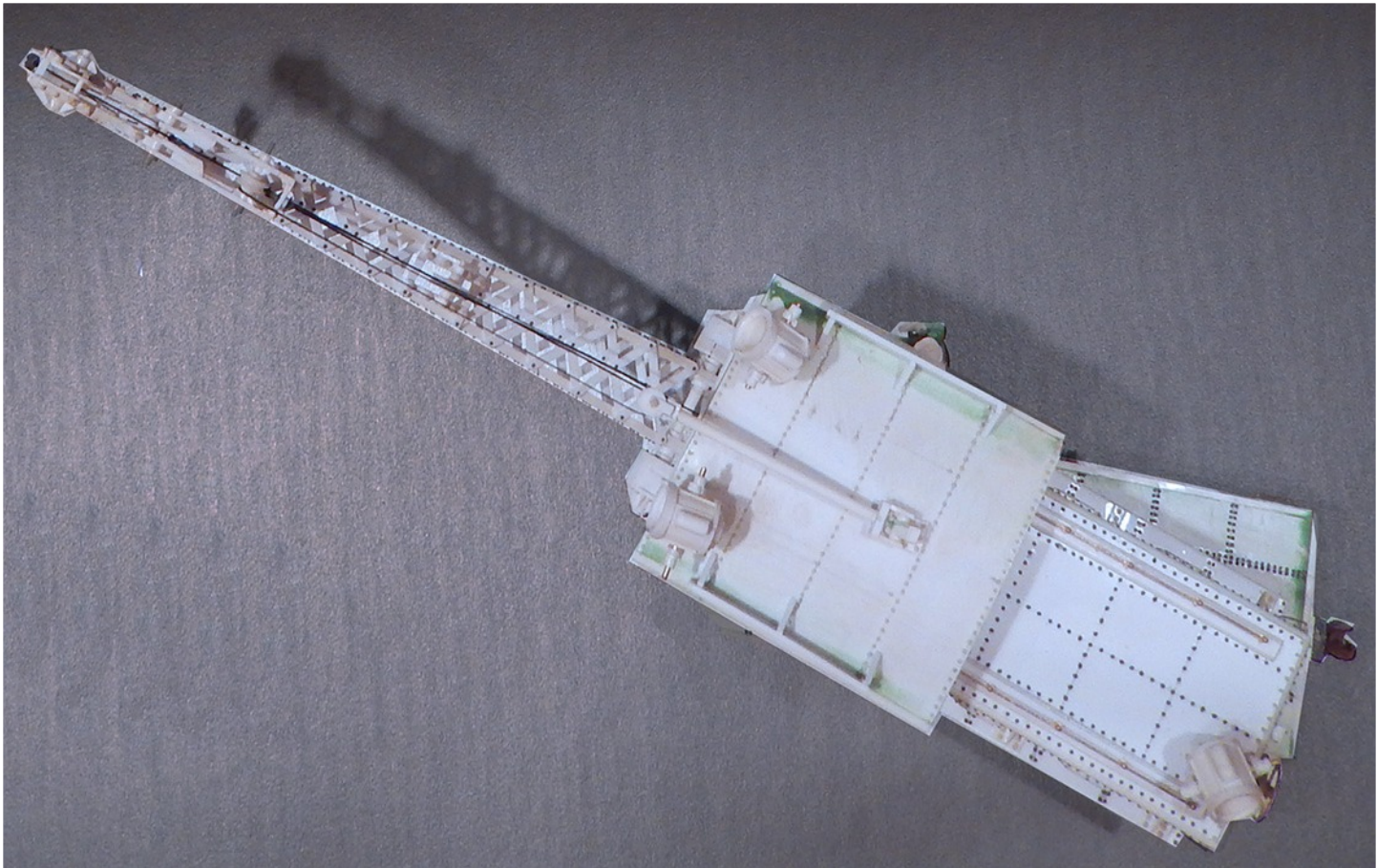
Aside from the thousands of Grandt Line rivets and nbws there are around a dozen commercial parts. Conservatively there are over 500 hours in The Ethelbert.

**[To view the slide show, please click here.](#)**

**[To download a full PDF booklet please click here. \(67 Mb file\)](#)**







# Along the Railroad

A North American Rail Journey  
1958 - 1978



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:

[kjkriigel@aol.com](mailto:kjkriigel@aol.com) (mention book title) or by phone: 434-589-2660.



Click and subscribe to our YouTube Channel. We have show videos, layout tours, how to videos based on articles and lot's more.

Please check it out and hit that subscribe button so you never miss a new release.

## Get Real Productions

O Scale model building services by Jeb Kriigel  
Custom high quality railroad buildings

Kitbashing  
Scratchbuilding  
Craftsman kit building  
Custom painting  
Realistic weathering  
Super detailing  
Quick turnaround with progress updates  
Commissioned & freelance work  
Creative, Imaginative, and Realistic  
Specializing in unique & one-of-a-kind creations  
All work guaranteed by a Model Railroad Craftsman

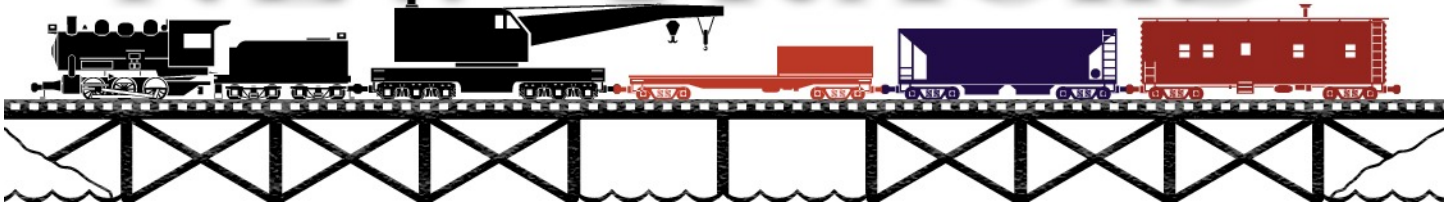
"We photograph what we build!"



Call or write for a free quote:  
Get Real Productions  
11 Out of Bounds Road  
Palmyra, VA 22963  
Voice: 434-589-2660  
Fax: 434-589-4898  
[kjkriigel@aol.com](mailto:kjkriigel@aol.com)



# NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR



## MODELING WITH MENTORING FROM TALENTED MODEL BUILDERS AND EVEN FROM MODELERS IN OTHER HOBBIES

**“New Tracks” Mentoring Scholarships: You Made It Happen!  
Thank You**

*Are You a Model Railroader?  
Are You a Modeler?  
Are You Pursuing a STEAM Degree?*

Apply for the  
**New Tracks Modeling  
Mentoring Scholarship**

A unique scholarship focused to Model Railroaders and other modelers pursuing a STEAM related college degree or technical school credential.

**The 2023/2024 academic year  
scholarship is US \$1,000.**

To learn more, scan the QR code or visit:  
[www.newtracksmodeling.com/scholarship](http://www.newtracksmodeling.com/scholarship)  
Questions? E-mail us at:  
[NTMMS@newtracksmodeling.com](mailto:NTMMS@newtracksmodeling.com)



We have successfully raised contributions for “New Tracks” to pay the direct costs for “NewTracks” future shows and to fund “New Tracks” Mentoring Scholarship program. The Scholarship is an exciting new program to help young model railroaders continue their post High School education in a Science, Technology, Engineering, Art, or Math (STEAM) program at an institution of higher learning. Thank you everyone who contributed to make this happen.

### Getting Applicants for our Scholarship

Now we all need to turn our attention to notifying potential applicants about the availability of our Scholarship, and encourage them to apply. As I write this, we already have 2 applications. **The deadline for submitting an application is July 1, 2023.**

### Actions Being Taken

Bob Davidson donated three banners through his company, Exhibits And More, which will be shown at train shows and rail expos across the country.

Each banner is 3’ wide and about 7’ tall and has a QR code on it to link you directly to our website to get more information including the application to apply.



It's a retractable unit that is very easy to ship and set-up. So if you want one for your event, let Bob Davidson know at [bobdavidson@newtracksmodeling.com](mailto:bobdavidson@newtracksmodeling.com). Please Look for our banner at Train Shows and other events and tell your sons, daughters,



grandkids, and all other possible applicants about our Scholarship and encourage them to apply. The more applicants we have this year the more scholarships we will try to provide in the future.

One banner started out on the East Coast at the Amherst Railroad Hobby Show in Springfield, Mass January 28/29, 2023.

Chris Course, owner of Conowingo Models and a Member of the "New Tracks" team is a vendor/participant at the Amherst show, and volunteered to transport and set it up. Dylan Lambert owner of Lambert Locomotive Works set up and represented us at our Amherst show booth.

The banner was then sent to Earl Hackett, also a team member of "New Tracks" who displayed it at our table at the Great Scale Model Train Show (GSMTS) in Timonium, MD on February 4-5, 2023. From there, the banner was picked up by Kevin Macomber and will be taken to several shows in Pennsylvania including Allen Littlefield's Mid Hudson On30 show, April 14-15, 2023, The March Meet O Scale Show, March 16-19, 2023 in Chicago IL, Al Judy's show: The Harrisburg Narrow Gauge Summer Meet June 9-10, 2023 in Harrisburg Pennsylvania, and at the O Scale National Train Show in Denver, CO June 8-11, 2023. We will be back in Timonium MD for the April 29-30, 2023 GSMTS. Henry Primas will also be displaying our Banner at the Piedmont Division Model Train Show March 11-12, 2023.

Another Banner will be at the Association of Professional Model Makers (APMM) Conference in Dayton, Ohio on March 3-6, 2023. And the third Banner still be with Mark Poggendorf owner of Poggie's Trains in California. Mark is traveling to 20 different train shows in the Western states, and will be displaying our Banner at each show. Thank you Mark.

Look for "New Tracks" at any show you attend. We hope to be represented at as many shows as possible. If you want to take one of our banners, or help man a table, or let us be a part of your table, contact Bob Davidson at: [bobdavidson@newtracksmodeling.com](mailto:bobdavidson@newtracksmodeling.com).

Thank you to everyone who helped us display the banners at shows around the Country.

**Are You a Model Railroader?  
Are You a Modeler?  
Are You Pursuing a STEAM Degree?**

Apply for the  
**New Tracks Modeling  
Mentoring Scholarship**

A unique scholarship focused to Model Railroaders and other modelers pursuing a STEAM related college degree or technical school credential.

**The 2023/2024 academic year scholarship is US \$1,000.**

To learn more, visit: [www.newtracksmodeling.com/scholarship](http://www.newtracksmodeling.com/scholarship)  
Questions? E-mail us at: [NTMMS@newtracksmodeling.com](mailto:NTMMS@newtracksmodeling.com)



**New Tracks Modeling Mentoring Scholarship**

Qualified applicants **MUST** meet the following criteria:

- Must currently be either a current high school senior or a high school graduate living in the United States.
- Are planning to or currently attending a two-year or four-year university, college or accredited technical school in academic year 2023-24 with an intent to pursue a degree in one of the STEAM fields.
- Have a current GPA of 3.0 or higher.
- Demonstrate participation in either a Model Railroading or other modeling youth activity program such as Youth in Model Railroading®, Scouts MRR program, 4H model railroading, MRR Youth clinics, active participant in building a home layout, or belong to an organized model railroad club. Participation in general modeling clubs and activities will also be considered.
- Write an essay of at least 500 words describing how their involvement in modeling and model railroading as a hobby has impacted their lives and benefited their education within one or more of the STEAM areas of academic pursuit.
- Demonstration of having designed and/or built models by submitting photos and descriptions of at least two models completed by the applicant.
- Provide two references to affirm applicant's involvement in railroad or other modeling activities. (NTMMS will be contacting any listed references, so please let them know ahead of time).

**How to Apply:**

Applications can be submitted on-line or by mail. Scan the QR code to download an application, or visit [www.newtracksmodeling.com/scholarship](http://www.newtracksmodeling.com/scholarship) for more information and the on-line application forms.



**NEW TRACKS MODELING**

New Tracks Modeling is the premier organization promoting mentoring in the modeling and model railroad community. Through on-line meetups and other activities, New Tracks Modeling engages modelers with mentors to build more and better models. New Tracks Modeling is the sponsor of the 2023/2024 NTMMS.

*Please note: Scholarship funds will be disbursed directly to the Bursars Office of the school where the student will be attending. Any NTM staff member or relative is prohibited from applying for this scholarship.*



**Attention all  
High School Seniors &  
College Students!**

**Are You a Model Railroader?  
Are You a Modeler?  
Are You Pursuing a STEAM Degree?**

**New Tracks Modeling  
Mentoring Scholarship**

A unique scholarship focused to  
*Mock up of Atlas Email sent to their customers.*

For your additional information, here is a handout with basic information about our 2023 Scholarship you can duplicate and/or pass on to applicants. More detailed information is available on our website at: [newtracksmodeling.com/scholarship](http://newtracksmodeling.com/scholarship). Again, your help and support is needed to reach as many qualified applicants as possible.

**“New Tracks” Mentoring Scholarship Program Handout**

Please help us to get young model railroaders who can directly benefit from the scholarships to apply. Tell your kids and grandkids about our program, encourage, and help them apply. After all, this program is for their benefit. The deadline for submitting an application is July 1, 2023.

Also, please let businesses, your club, Train Show Promoters, or other organizations you belong to know about our scholarship program and show our Scholarship Banner and pass out our handouts at their events.

Advertising such as this by the Atlas company is exactly what we need to get our message communicated about the Scholarship program. Thank you Atlas.

We want to reach out to as many young eligible students as we can and encourage them to apply. We need your help to get our Scholarship availability message out. If you don't see our Banner at an event you attend please consider helping us by being our representative at the event next time it is held.

### **Scholarship program and the 501(c)(3) designation.**

Your generous contribution to the "New Tracks" first Scholarship Program has allowed us to have it fully funded, and has also provided funds to form a new non-profit corporation, which will seek recognition from the IRS as a 501(c)(3) charity and grant similar scholarships in future years. Thank you so very much for your support. We will keep you informed about the status of our Scholarship program and 501(c)(3) designation. As of January 12, 2023, the State of Florida has approved the incorporation of our new nonprofit corporation, New Tracks Mentoring, Inc., and we are completing the steps to organize the corporation. Our next step will be to apply for our IRS recognition.

Needless to say, without the probono legal help provided by Jeffrey Jordan Counsel at ArentFox Schiff LLP, we could never be as far along in our Scholarship program as we are now. To justify all the financial and other support "New Tracks" is receiving for our new Scholarship Program it is obvious to me that "YOU" the volunteers who produce our shows, and do all the many jobs necessary to participate in our shows, and create the website, YouTube, zoom, etc are doing an outstanding job.

Thanks everyone for all that you do to make our shows possible and successful. I truly hope each of you are as proud as I am of your contributions and that together we are creating "New Tracks" as the Mentoring place to be for current and future model railroaders. This is what sets us apart: "Mentors Helping Modelers Build". And the great part is we are only getting started in helping the younger modelers develop into the mentors of tomorrow.

Please meet the "New Tracks" Mentoring Scholarship Committee who is guiding us as we offer our first \$1,000.00 scholarship in 2023, and getting our 501(c)(3) organization for our future Scholarship programs.

### **Chairman Bob Davidson**

Bob was born and raised in the Metro New York area where he began his love of trains and model railroading riding the New York City subways. After attending college at SUNY Brockport and graduating with a degree in Technical Theater and Design, Bob's career took him to the Alley Theater in Houston, the University of Wisconsin at Milwaukee and then to Syracuse University where he served as an Associate Professor of Theater and Production Manager for Syracuse Stage.

In 1985, Bob was one of the founders of Exhibits And More, a full-service exhibit house specializing in trade show and museum displays. The company maintains offices and a production facility in Liverpool, NY.

Bob is a Past-President of Make-A-Wish Foundation of Central New York, Past-President of Safe Haven Holocaust Refugee Shelter Museum and current board member of the International Boxing Hall of Fame. He is a long time member of NMRA and the NRHS, and currently models in HO scale. His "Gowanus & Northern" railway is a freelanced switching layout based in Brooklyn, NY and features an elevated subway line.

Bob lives in Cicero, NY with his wife Laura. In his spare (non-snowing) time he is an avid motorcyclist, having ridden more than 250,000 miles on his Harleys.

### **Phil Edholm**

Phil Edholm is an active model railroader. He is part of the California Central Coast On30 Modular group and the ACCRS club that operates layouts at the Alameda County Fairgrounds. While his primary focus is on O

and On30, Phil also models in HO. Phil is the Superintendent of the NMRA/PCR Coast Division and helping drive the NMRA and railroading forward as a hobby.

Phil Edholm is a retired visionary and leader in the Enterprise Communications market. In 2007, he was recognized by Frost and Sullivan with a Lifetime Achievement Award for Growth, Innovation and Leadership in Telecommunications for an essential role in creating the VoIP industry. He has been recognized by the IEEE as the originator of “Edholm’s Law of Bandwidth” as published in July 2004 IEEE Spectrum, one of four Laws of technology. He was a leader in the market adoption of webRTC, the technology underlying much of today’s video collaboration solutions. Phil has 18 granted US patents and holds a BSME/EE from Kettering University.

### Kevin Macomber

Kevin Macomber is the owner of NGMC, which includes eight former model railroad brands and Narrow Gauge Modeling Co. The company founded in 2015 has risen to become one of the top leaders in 1/4" scale product, hobby supplies and quality model paint.

Prior to this, he was an engineer and product manager for two Fortune 100 companies. NGMC is the sponsor of the Harrisburg Narrow O Meet and New Track's Modeling Lifestyles. Kevin is also known for his concept 'Modeling 1940s Style' gaining broad acceptance in the hobby.

### Jeff Jordan, Legal Counsel

Jeff Jordan is an attorney who has practiced corporate law in Washington, DC for more than 40 years and is now mostly retired. He has had model trains since childhood and has been a serious railroad modeler for more than 35 years (mostly HO, but recently in On30). Other interests include driving and maintaining his 1959 Morgan Plus 4 and horseback riding. He is married with three children and two grandchildren and lives in the Shenandoah Valley, Virginia.

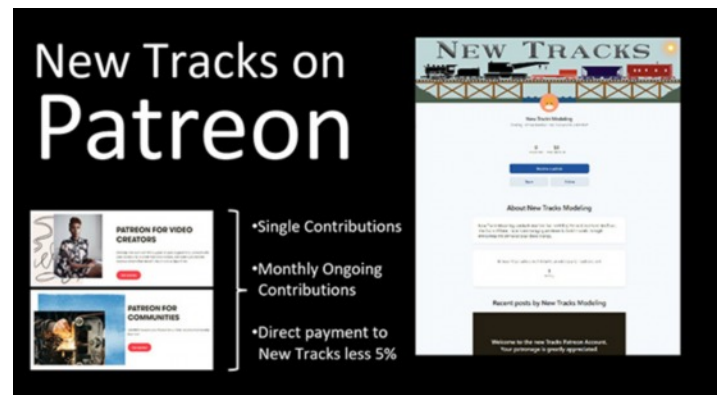
### Some Other Good News

Several of our “New Tracks” supporters offered Challenges to other viewers to match their financial contributions for our Scholarship.

Jeff Zibley pledged to match all donations to “New Tracks” dollar for dollar, up to a maximum of \$250.00. Jeff’s challenge was matched by Scott Geare, Owner of the Great Scale Model Train Show (GSMTS) in Timonium, MD. Thank you Jeff and Scott.

David Schultz pledged to match all donations to “New Tracks” dollar for dollar, up to a maximum of \$100.00 for the scholarship program. David’s very generous challenge was also matched by contribution from Phil Edholm, and a modeler who wished to stay anonymous. Thank you Phil and Anonymous for your contributions to meet David’s challenge.

These Challenges are a great idea and I hope we get a lot more of them when we start our 2024 Scholarship Program later this year after we get our 501(c)(3) organization. Stay tuned.



## Your Help Needed In Other Areas

*Help Fund our Shows:* As with any volunteer operated effort, there are always out of pocket costs that must be paid. These costs are not associated with our Scholarship program, but cover the out of pocket costs of just getting the show to you be it Zoom, YouTube, or our Website. We have a Patreon account, NewTracks Modeling, for your donations to help fund our shows. We hope you can make a financial contribution.



**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

We also have a monetized the YouTube account, New Tracks Modeling. If you like the advertising placed on our videos, click and watch them so we can earn a little money from YouTube. Thank you in advance for your consideration and help.

*Volunteer your time to make our shows possible:*

We are fortunate to have as many fantastic 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" Live Events Every Wednesday Evening at 7pm EST

Subscribe to our website [newtracksmodeling.com](http://newtracksmodeling.com) to get all the current information about our shows and weekly emails with the log in links for our shows. Join us live on Zoom or on our YouTube channel, New Tracks Modeling. We have over 800 videos of our past shows on our YouTube channel for you to enjoy. And, they are all free!



## "NewTracks" My Build

Sponsored by Model Railroad Resource, LLC.

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

Following are some of the photos modelers shared on our recent January 18, 2023 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/7u9McRGftb4>





Top Left: Martin Brechbiel - [Martin.Brechbiel@newtracksmodeling.com](mailto:Martin.Brechbiel@newtracksmodeling.com) - O scale - Built an old Harley Models Work Train Utility Car.

Top Right: Phil Edholm - [Phil.Edholm@newtracksmodeling.com](mailto:Phil.Edholm@newtracksmodeling.com) - On30 scale - Scratchbuilt Moss Landing On30 Module. Pajaro Valley Consolidated Railroad.

Left: Jeff Jordan - [Jeff.Jordan@newtracksmodeling.com](mailto:Jeff.Jordan@newtracksmodeling.com) - On30 - Rework of a Bachmann 2-6-2T into one replicating Winchester Lumber Co. #5, which operated near his home.





Greg Cassidy - [Greg.Cassidy@newtracksmodeling.com](mailto:Greg.Cassidy@newtracksmodeling.com) - HO scale - Completed an early pilot model of Conowingo Models BD-5, a debris boat/push boat used by the US Army Corps of Engineers. Also did two American Model Builders kits (Two Story Farmhouse and Two Story Section House) and built a base for Conowingo Models St. Mary's Gate Lighthouse.

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, March 15, and April 26, 2023. This is the time to plan a project 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.



## Rockin H Farm Toys

Starting February 22, 2023, Eric Haselhorst, owner of Rockin H 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 has everything a modeler might need (less paint) listed and available on his website. 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 until March 31, 2023. [Please visit Eric's website for more information.](#)

## Rail Tales Hobby Shop

Starting March 1, 2023, Bret Jones of Rail Tales Hobby Shop will begin a Build Along of his zero depth Water demonstration. More information and details concerning discount pricing will be available soon on our website.

## Touch Toggles

Starting March 22, 2023, Kevin Hunter, owner of Touch Toggles Company, formerly Barrett 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 your 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 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.

“Jim, Here are the finished photos...



I apologize for the delay, however, Covid didn't care. Got it on Nov. 28th and it sapped all of my energy for almost three weeks. Good thing I had 5 shots. I shudder to think what would have happened if I hadn't had those shots! Finally feeling better.

The kit is available starting March 1, 2023 for \$40 post paid in the U.S., signed and numbered kits up to 25 (the entire run if needed). The Build-Along will be mainly focused on the painting and weathering of the model resin kit. All signs shown included - just not the '36 Buick. My goal is to take the fear out of painting and weathering a resin kit. It's really quite simple. Thanks, Tom”.

We O scale modelers all owe Tom a “thank you” for this one great opportunity to watch a Master Modeler at work. Don't miss his Build Along or the opportunity to get his last kits at a great price.

### **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 if you are interested me at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

### **“New Tracks” Watch Me Build**

These segments provide modelers the opportunity to build a model to demonstrate their modeling skills and techniques. Viewers can ask questions and learn from experienced modelers in various facets of our hobby.

### **Upcoming Segments:**

March 22, 2023 – Learn figure painting from a master craftsman Ian Fainges

May 3, 2023 – Ralph Renzitte Weathering

These segments have modelers who want to share their modeling efforts, 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 experience in this segment so other modelers can benefit from your knowledge and techniques.

## **Mentoring Modelers and Manufacturers:** Let's meet some very talented modelers.

This married couple are dedicated 3 rail modelers in 1/4 inch scale. They are both working on the NMRA Master Model Railroader, MMR, award, and by the time this article comes out John will already have the award and Connie will be close behind him. Please meet two very accomplished and dedicated Model Railroaders.

### **Connie and John Coy**

Connie and I are forever evolving. We started with Christmas trains in what seems like our last lifetimes and are now rapidly closing in on both of our MMRs. I am told that Connie and I will be the first 3-rail couple to ever earn MMRs. We may be the 4th married couple ever, unless someone gets there before us.

We have been in O scale for approximately 13 years. It was a steep learning curve for us because prior to that we were in HO scale pretty much forever. In fact, we learned on our honeymoon that we shared an interest in model trains, bought our first HO engine and built a small layout before we moved to Montana. We modeled HO and focused mainly on the Great Northern Railroad as we studied the railroads that shaped Montana and Glacier National Park.

There are many differences between 2 rail DC powered trains and 3 rail AC powered trains. O scale is definitely NOT what it used to be. Pre-1990s it was pretty much undersized toy trains under the Christmas Tree stuff.

When we moved into our current home, we set up a Lionel layout for our son. It was a nice toy layout, but we preferred more realistic modeling. Since neither of us was getting any younger, because O Scale is easier to see, and because companies were producing prototypical engines and rolling stock, we chose to model our Glacier Line in O Scale. We have never looked back.

How we learned to build. Did you have a mentor or just trial and error? Strictly trial and error. Connie and I are doers. We try it. If we don't like it, we try again. Connie had enjoyed painting and crafting in her early 20's which helped her in modeling trains, scenery and buildings. Connie didn't have a mentor, but learned by putting together kits of buildings, bridges, water towers and so forth. She also had paint experience using various types of paint and techniques learned in high school art class, as well as, learning from Bob Ross and other artists on PBS.

Someone once asked me (John) how I had the knowledge to write an entire model railroad design book. The answer was easy: I made every error that could be made and learned to never do it again!

Initially HO because of cost and space. Later, 2010, O scale because we greatly prefer the size and the trains have details that are more easily seen; and most importantly, O scale trains stay on the track!



What areas can we help other modelers by mentoring? Any area we can. And, we have done this by encouraging, helping, assisting others in their NMRA Achievement Program journey. I (John) have been known to twist an arm or two!

Our railroad is named: The Glacier Line and depicts the prototype running through Marias Pass, Montana. O Scale Glacier Park Station.

*Connie and I received the building portion of this station intact. However, roof supports/pillars were gone and there was no base or decking. 1100+ scratch-built pieces later, there are: roof supports/pillars, base and board by board decking.*



*Coy photos and constructed by Connie and John Coy. There are about 150 S.B. Pieces. This is a 100% scratch-built (less windows and doors) O Scale Great Northern Railway Section house. This was made from actual diagrams and photos of the one that is still in Essex, Montana today. Originally constructed in 1891 or 1892.*



*There are 9 trestles. The 3 largest have 180 individual pieces. Connie's bridge is by far the most photographed section of the Glacier Line.*

*The Glacier Line: John Coy's scratch-built wooden trestle. 7 feet long. 21 Bents. (Connie running steamer into Essex, Montana.)*

*O scale with HO Scale Micro-Engineering Trestles supporting upside down HO Scale Atlas plate girder bridges. This is ALL Connie Coy's work that has graced the centerfold of a magazine and the cover of a professional video.*









Connie and John Coy on an actual Red Jammer Tour Bus on top of the world at Logan Pass in Glacier National Park. This journey included traveling the length of the world famous Going-to-the-Sun-Road.

but in truth, I bought the book because it was cheap. It was only after I got home that I realized that it was about model railways, triggering off a life long passion, which ironically has been anything but cheap!

That book triggered a manic obsession. Today, its hard to imagine what it was like in the 1980s: India's currency was not convertible, credit cards didn't exist in India, and if you wanted to go abroad, you got seven dollars as your Foreign Travel Allowance! Returning Indian travelers routinely had their bags opened and their trinkets impounded. You needed to be an exporter, a smuggler or find a rich uncle to get anything from overseas. But then again, Delhi had second hand garage sales run by returning Diplomats selling their junk. There were pen pals to make and run trades with! To quote the blurb in Jurassic Park, then as now, 'life will find a way'!

So I did what I could. Before the year was out, I had built a basic HO scale building using cheap detergent box cardboard, toothpicks, soda straws, ballpoint pens and wood glue. In time, I discovered a toy-like made-in-India train set, its primitive 0-4-0T locomotive running on a crude six-volt motor. My first layout was laid on plywood over automobile gasket material using folded brass track and stock. It didn't work much, if at all.



Solan station in O scale (built 2002)

Thanks Connie and John for all your help. Congratulations to both of you on your MMR awards. Contact them at [Connie.John@newtracksmodeling.com](mailto:Connie.John@newtracksmodeling.com).

I found the following modeler after a friend in India, Kaustav Chatterjee, who I have Profiled in one of my previous articles, send me this YouTube video of this model railroad. Take a look and then meet the modeler who created it. <https://youtu.be/dDIpkscPAvQ>

### Ranjeev Dubey

A modeler's life in an exotic land!

A successful life, they say, is often just a succession of happy accidents. Back to September 1984, I spotted in a New Delhi market, a sparkling coffee table book on the railways for Rs. 5/- (6 cents USA\$ at prevalent exchange rates). The railways fascinated most everyone those days,

Then, by a happy accident, I found someone with business interests in Germany and a mother lode of N scale rolling stock and a shelf full of *Model Railroader*. I begged some rolling stock off him and voila, I was an N scaler. A couple of locos and wagons were enough. By 1985, I had developed a 14 square foot nameless N scale layout past the scenery stage with scratch built everything else using common household stuff.

Since I was a long way from owning a home, I gravitated to building 1 x 4 foot lightweight N scale modules from an article about 'Bookshelf Railways' I read in



*Kalka ES general view*



*Railcar No 5, 6 and 14 at the Shimla*

*Model Railroader* (Jan 1977 issue maybe). Eventually, this grew into an interconnected modular wall hung 1 x 24 foot empire which traveled from bed sitter to bed sitter as I chipped away at my professional profile. It was a paradigm shift. This format allowed me to experiment with electrical, track, and scenery. I had track with turnout motors, then motorcycle brake cables and finally bicycle spokes. I had hill railways and desert railways...it was the idiot proof road to sensibly explore the hobby at low cost: I made mistakes, scrapped modules, built new ones, and got better at everything. It also allowed me to have the complete layout building experience 4 square feet at a time. This was a great innovation and remains my advice to start-up model builders everywhere.

This period was a time of tremendous learning, and I developed my modeling philosophy: Minimalism. This meant shoe stringing, import substitution, minimal circuitry, no turnout motors, no working accessories of any kind and no lighting in models, then or now. I still built shelf railways a module at a time; only the shelves are getting bigger and more sophisticated.

The years went by, my thinking evolved: I wasn't building a model of anything real: just American wagons and German engines on English track running through an Indian countryside. By now, it was also clear that mainline trains did not work for me. It was time to move on, and HOn30 is where I went. This meant that I now had to scratch build locos too. My first efforts were all made in varnished cardboard. Loco lights were usually buttons of various kinds, the pipes were wire and fittings that were all scratch built with odds and ends. About this time, HIP, a styrene like material appeared in India and I jumped to it immediately. It became my primary building raw material and has remained for the last 30 odd years.

Go "Woo" to the the day I discovered that a great American scratch builder (whose name I forget) that used to make springs for his HO locomotives' driving wheels employing used shaving blades, I have tried to believe that with no power tools and little talent, you can build anything if you break it down into its components and take it one step at a time. So far, it seems that how accurate your model is, and how good it looks, depends mainly on how much patience you possess.



*ZDM-1 No 704 stops at Taradevi*



*Dharampur Goods Shed*

What emerged was Rheasganj, a book shelf railway inspired by Shimla station (and published in the *British Continental Modeller* magazine in July 1995). As modules got added, Rheasganj grew and transformed into first Rohinpur (*Continental Modeller* September 2000), and then Ritu Valley Railway (*Continental Modeller* August and October 2006). By then, it was a dual gauge double decked layout with a variety of Indian "broad gauge" locomotives in plastic over proprietary HO mechanisms. I scratch built relentlessly and indiscriminately. Inevitably, I ran out of kingdoms to conquer and burnt out!

Did that mean I would stop? Not at all. A new century had dawned that year, I was in my mid-forties and middle age seemed to have arrived. It was time to become a little more prototypical, imagine the near future bringing vision challenges, and switch scales. Off I went On30 scale. At the same time, I focused my attention totally on (for me) the perfect prototype: the British era Kalka Shimla Railway in the western Himalayas. As



*ZF 107 Bursts out of the tunnel at Barog (built 1998)*



*ZDM1 No 743 crosses ZDM2 No. 130 waiting at Dharampur*

usual, I built it one station and module at a time, first Solan station, then Barog station and finally Dharampur station. It took 7 years, at the end of which, I had 56 Square feet of scratch-built O scale trains to gloat over. This project pursued prototypical accuracy to the point of 'realism'. If it was on my layout, it was out there on the railway. I was also time accurate. Everything that existed on my railway was on that line in the year of my birth.

But then, what constituted realism on this layout? Face it, all my layouts are no better than cheap hobby cutters and kitchen table

modeling. Over the years, I have concluded that for me 'realism' means a set of achievable standards, consistently applied, not anal-retentive excess. In context, it has meant flex track, scratch-built stock in plastic over proprietary chassis often without rivet detail, standard couplings for the scale (chopper, knuckle, hook and



*Railcar No. 6 exits the bottom of the Dharampur loops*

loop, etc), tree bark for rocks, real dirt for ground cover, ground foam and wire trees and so forth. For 40 years, I have built to lax standards, and every layout I ever built since 1990 has been published in more than one print media magazine. A model need not be about eye popping details; it will do if it has realism (as I define it!).

And then it all changed again. In 2009, I decided I wanted to build an empire version of the Kalka Shimla Railway, not highly condensed versions of isolated stations. I wanted prototype length trains running up the mountain,

reasonable runs between stations, etc. Obviously, this wasn't going to happen in a 500 sq foot 'train room' in O scale. It was time to change scales again. Back I went to HOn30 and launched my lifetime project.

Built between 1898 and 1903, at a time when the only realistic form of wheeled transport was an ox drawn cart, the 2'6" gauge Kalka Shimla Railway spans 988 bridges and 102 tunnels as it gains 4656 feet of altitude over its 96.6 km of route length. Consider that we are talking about the sunset years of the 19th century. The Himalayas had been penetrated only by a smattering of Europeans. Here, in an exotic third world country over one of the world's youngest and most unstable mountain chains, British visionaries built a marvel of human ingenuity.

On July 8th, 2008, UNESCO added this dramatic line to the Mountain Railways of India World Heritage site. That is when I decided to retrieve this long pending 'lifetime project' out of my bucket list and implement it. It took ten years. Work began on Sept 26th, 2009 and the first complete run occurred on October 2nd, 2019. I have a video of that date up on YouTube!

If you have questions or think Ranjeev can help you, email him at: [Ranjeev.Dubey@newtracksmodeling.com](mailto:Ranjeev.Dubey@newtracksmodeling.com)

The following husband and wife modelers were referred to me by Lou Sassi. I know you will enjoy meeting them and seeing some of their beautiful modeling. Please meet Ray and Renee Grosser. Two very talented and gracious modelers.

### **Ray Grosser MMR**

I am Ray Grosser, a modeler in railroading since 1949.

My dad was a Soo Line brakeman and we lived at Glenwood, Minnesota right across the road from the depot. It was a rental building that had four apartments and we lived in three of them at one time or another. The owner of the old building, that was originally the Soo Line depot at Glenwood back in the late 19th century, decided to build a basement under another part that was finished with a concrete floor. It turned out that he was not using it, so my first HO model railroad began in that mostly unheated basement room in 1954. I dismantled that layout before going into the Navy in 1958.

Fast forward to our move to Kentucky in the late 70s, and our picking up the hobby together. That history is found in what Renee has done in her modeling.



I did finally get to Master Model Railroader with the NMRA and awarded #362.

I personally have tried a number of different modeling hobbies over the years. Model aircraft, ships, and trains, and the railroading stuck with us the longest.

We were honored to have Allen Keller come to video our HO sectional layout outside, something that Allen told us was the only one he got to do that with. We were also honored by Lou Sassi coming to photograph our O scale layout for *Model Railroader*.

However, in between the HO and O scale layouts, I built an RC controlled

1:24 scale kit model of HMS Surprise, the three mast Frigate featured in the movie “Master and Commander”. I had to learn how to sail a square rigger even if it was by radio control, and we had some very enjoyable outings with several others from Minnesota who had square rigger models in the same scale. One of the modelers, Dan Lewandowski, from Minneapolis, invented some firing carronades that he mounted on his brig USS Syren. Naturally, to have a gun fight at sea, Surprise had to be fitted with these operational carronades.

We had several gun fights on different lakes while visiting one another in the summer months for several years. One day, a man from California got in touch with me and asked if I would build him a model of Surprise, I told him no – I was done building ships, but I would sell him my model. We agreed on a price and he drove all the way from California to Kentucky to pick it up. I asked Renee what she wanted to do with the money. She answered, “I always wanted a riding railroad”, and that started the outdoor layout.

The 1.6 scale railroad, 7-1/2” gauge railroad in the yard ended up being about 2,500’ feet of mainline with automatic signals so several apposing visiting train engineers could be running at the same time by using passing sidings and storage facilities for our rolling stock.

Over the years, I have written over sixty articles for the modeling magazines, *Mainline Modeler*, *Model Railroader*, *Model Railroad Craftsman*, *O Scale Trains*, *The Soo Line Historical and Technical Society*, *Ships in Scale*, and *Live Steam and Outdoor Railroading*. Building and writing articles for these magazines was extremely rewarding for me personally.

Renee and I still enjoy a yearly visit from the NMRA Division 10 group from Lexington, KY even though now it is more arm chair modeling for us.

### **Renee Grosser**

I am Renee Grosser, a modeler since 1992.

In 1990 my husband Ray, began an HO model railroad that was dated in the mid-1950s. I had made several kits that I really enjoyed, but nothing matched the home I grew up in or the general area of our homes in Minnesota.

I grew up on the Great Northern at Waite Park MN and Ray grew up on the Soo Line at Glenwood MN. Four generations of my family worked for the Great Northern beginning with my great grandfather who was employed building the GN. The GN car shops were across the street from my home in Waite Park and three



*Renee with her model of her folk's home in Waite Park MN*



*Our N scale large scale riding railroad on the O scale layout*

generations of family members walked to work at the “Shops”.

In 1992, I wanted a model of my family home. To do this, I had to find the materials that I would need to scratch build my childhood home, this included manufactured doors and windows and other materials.

We wanted to replicate our childhood homes on an HO layout. Several people wished me luck on this endeavor, but I found through trial and error, a way to begin learning how to build these structures. The greatest thing I found to help was calling on the Living God who we serve. I wanted my hobby to be a blessing, as well as something physically I could do with my hands.

I knew Ray could help me, at the time he was employed as an Architect’s Site Observer (Inspector), and I knew that if I let him do my work, I would not learn, so I accepted his help in answering my questions about construction, but I wanted to do the work myself. This brought a wealth of information and knowledge, and it was extremely fulfilling.

Over the years, we have modeled in almost every scale and gauge that was available. We had a small N scale layout in one room of our house for a while. We sold all of that off and started in HO, as part of a group of modelers from Danville, KY, but we soon realized that modeling with others was limiting and too far away

to be part of the group very often.

We started our own sectional modular model railroad in our old barn, something that eventually we could take to train shows and conventions. We called it our Grosser’s Nostalgia Trip, and the first one was 8’ x 24’, which soon became too small for all the scenes I wanted to model.

We enlarged the layout to 18’ x 24’ to include my childhood home town 3rd Street in Waite Park and the car shops across the road, and on the other side we modeled the Soo Line yard and roundhouse at Glenwood MN.



*Magnificent structures on the O scale layout*



*HO model railroad last photos before dismantling*

One of my first models was the house my parents owned, which I built over four times before I got it 'right', and then the house next door where my grandparents lived.

I then knew I could build whatever I put my heart into. Over the years, we were touring with our modular layout to GATS Shows, NMRA conventions, and some of the Soo Line conventions.

In 2002, we decided to stop traveling to shows and we built a place we call "The Train Room." We moved the HO layout into the new home and enlarged it yet again, to 18' x 30' and added a peninsula in the middle since we were not tearing it down and hauling it in a trailer.



We continued modeling in HO and hosted a number of club visits, as well as, writing a number of articles for modeling magazines which were published in *Mainline Modeler*, *Model Railroad Craftsman*, *Model Railroader*, *The Soo magazine* and some others we have forgotten.

Ray started to model some O scale cars that were Mullet River kits of a Soo Line Caboose and a couple of boxcars from Chooch. The next thing we knew we had a model railroad in O scale in the old barn, but we could not do much scenery because the barn, well it was a barn.

We ended up selling the HO layout and all of the equipment, but I kept my scratch built houses and structures, and Ray made me a 4' x 16' diorama to make my home town street on. We still have that in the train room.

We moved the O scale sections into the train room and stared over. By then, I had built several O scale houses and discovered how much detail could be built into these larger models. Soon we had an 18' x 34' layout with lots of room for more houses.

About 10 years later, Ray decided to build a 1.6 scale outdoor riding railroad, again starting with a model of a Soo Line caboose and boxcar. That led to an F7 diesel, some track, then more track, then more track and more train cars which required yet more motive power, so we added a GP9.



In 2021, we discovered that we were no longer were building and working on the O scale layout, so Ray built me a 5' x 24' diorama in three tables to put my buildings on, and we sold all the rolling stock and dismantled our O scale layout.

We also found that maintaining the outdoor railroad was more than we physically could do, so we sold all of our equipment and rolling stock. We kept part of the track for a friend to run his trains on when he wanted.

I had a lot of fun building and modeling my home town area on the new diorama. We kept the N scale train and interior model railroad that was part of our riding railroad on the O scale layout, and we still have that to run from time to time. That little layout was built with O scale buildings and people figures to represent our outdoor railroad in O scale.

I am sort of retired from building now, and I just enjoy looking at what we have had over the years.

Thanks so much Ray and Renee for your help and interest. If you want to contact this couple please use this email: [ray.grosser@newtracksmodeling.com](mailto:ray.grosser@newtracksmodeling.com).

Like so many of us, please meet a modeler who started with an American Flyer train set and later moved to O Scale.

### Steve Harvath



Photo by Claudia Collignon

Like most of us, I was hooked on model railroading as a child. Mine was an American Flyer set. I graduated to HO, and then in my adult years, as my fingers became less nimble, I switched to O-scale. I think I liked it because I could put detail on models and was forced to scratch build the cars and structures I wanted. I am fascinated by the Victorian era and decided that I would narrow my efforts to modeling the year 1906. Here, I could build models of wooden cars, interesting steam engines and the smokey, dirty factories of the industrial revolution as well as the early all-steel freight cars.

My fictional railroads are in the Midwest: the Deepwater and Inland and a narrow-gauge feeder line called the Oolitic and Zincville.

I was a lone wolf for many years, but helped along by model railroading magazines and a comprehensive collection of engineering journals and books

from the 1880s through 1900 that were in the open stacks of the science library of the University of Arizona. I found a great source of inspiration in the Clover House catalog of dry transfer lettering. I could match them up with engineering drawings and build cars and structures.

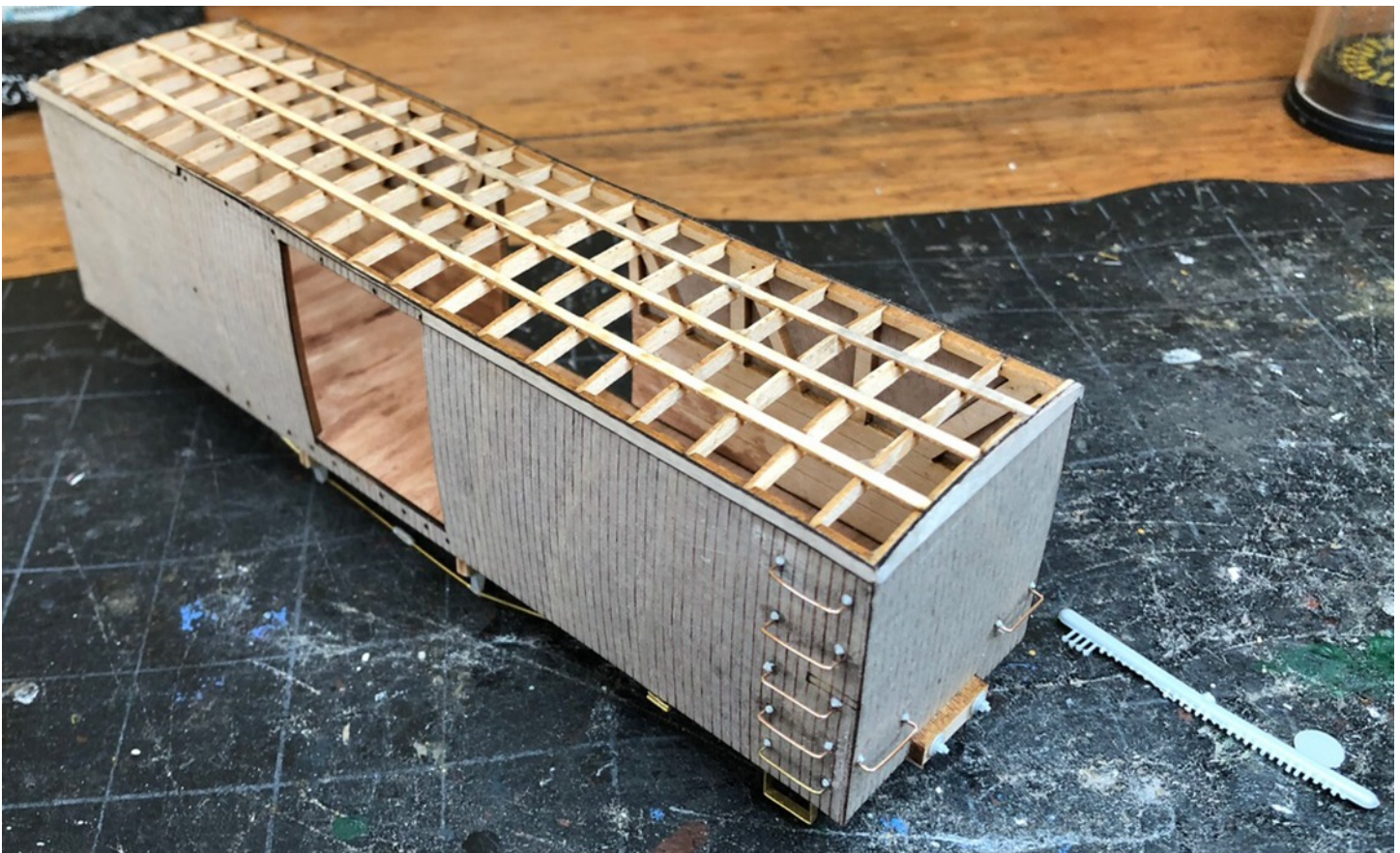
I joined the NMRA in 2015 and found some great mentors in the Pacific Coast Region and in an on-line community called EarlyRail group.





Since joining NMRA and sharing my models in contests, I have earned Certificate of Achievement in cars and structures.

I like to scratch build in basic materials like bass wood, brass, copper and styrene. I have also dabbled in craftsmen kits. I build period waterline model ships, boats and waterfront scenes like transfer bridges and pier warehouses. I would be open to helping fellow rail modelers with maritime railroad challenges and turn of the 19th century railroading.



Steve also was the winner of the Leadville Design contest drawing in a previous “New Tracks” article. Here are his comments on building the model he won.

### Building the Leadville Design 1:48 model FCM boxcar

I model in 1:48 scale and am fascinated by the ferrocarriles of Mexico. Ferrocarril translates as “iron rail”. So when I won the drawing in O-Scale Resource for a kit from Leadville Designs, I was thrilled to see this diminutive, 30 inch gauge FCM box car in their catalog.

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



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

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



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



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

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

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

Thanks Steve for a great article on your Leadville Design build and your profile. You can reach Steve at: [steve.harvath@newtracksmodeling.com](mailto:steve.harvath@newtracksmodeling.com).



## Now some more “New Tracks” upcoming Show Announcements

### Modeling Lifestyles

Sponsored by Narrow Gauge Modeling Company (NGMC).



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

This is a NEW bi-weekly YouTube SHOW Thursday evenings at 7pm EDT on Our YouTube channel New Tracks Modeling channel: **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.

Here are some of the upcoming modelers on our show:

March 2, 2023: Joe Lavender, A great ship modeler and model railroader who writes for a N scale magazine and a German Railroad magazine.

March 16, 2023: Great Tractor and farming equipment modeler. Beautiful detail and operation of equipment.

March 30, 2023: Charles Rausch, MMR, Beautiful artistic modeling.

April 13, 2023: Bob Brown, editor of *Gazette* and long time modeler and promoter of model railroading.

April 27, 2023 Bob Mitchell. Yes, there are some outstanding modelers in Florida. Meet one.

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

Please also 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.

New weekly Wednesday Show Segments

Find your Mentor at Local CLUBS and NMRA DIVISIONS

A Bi-Weekly Segment about Local Organizations

### Supported by the NMRA



This is a bi-weekly segment introduces local model railroading organizations where many of us have found mentors, 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 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.

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, hosts 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 recently sent this short article to all NMRA Regional publication Editors and asked them to include it in one of their publications. I am including Phil’s short article here and asking readers to make sure your local club or other group, is aware of our special show segment and participate. Thanks for your help.

### **Local Clubs and NMRA Divisions on New Tracks Modeling**

For anyone looking for ideas to improve your club or division, there is a new resource. On Wednesday nights, New Tracks Modeling has a meet-up every other week and there is a segment called Local Clubs and NMRA Divisions. The segment features an NMRA Division or Local Club leader to discuss what they are doing. The segment focuses on key areas for all of us: what activities they do, how they engage with members, how they recruit new members, and other topics. The focus is a discussion around what they have done that is successful and unique. The goal is to have actionable ideas come out to be used by other organization in their local activities. Each time we try and identify a few key nuggets that all of us in model railroading leadership positions can use. Each person on the show is interviewed by Phil Edholm, Coast Division Superintendent. The segments are typically 15 minutes and are live on the New Tracks Modeling Zoom meet-up and the New Tracks YouTube channel, and are available later on YouTube. To date we have hosted 14 interviews and will continue with many more in 2023. You can see all of the previous interviews on [YouTube HERE](#).

If you, or someone you know, is actively involved in an NMRA Division or a Local Club and you would like to discuss how your organization is thriving (or surviving) in the new world, please contact Phil Edholm at [coastsup23@gmail.com](mailto:coastsup23@gmail.com) or at 408-832-5618.

New Tracks Modeling is the premier organization promoting mentoring in the modeling and model railroad community. Through on-line meetups and other activities, New Tracks engages modelers, mentors to build more and better models. You can join the live Wednesday night meet-ups on the New Tracks website.

### **Let's Go To Our Local Modeling Hobby Store**

A monthly segment with hobby store owners

Supported by the National Retail Hobby Stores Association (NRHSA).



“Local hobby shops need modelers and modelers need local hobby shops”. This segment shows just how true this statement is.

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. Happens all the time.

**While I am modeling:**

- 1. Please consider a contribution to our [Patreon](#) account to help pay for our out of pocket cost to run our shows.
- 2. Please subscribe for free to our [YouTube Channel](#), New Tracks Modeling, and ring the bell to get advance notices to our YouTube shows. If the advertisements on our YouTube videos are of interest, please watch them so we can gain a little revenue to produce our shows.

3. Please get a free subscription to our website [NewTracksModeling.com](http://NewTracksModeling.com) which provides log in links to our Zoom events and also provides information about what “New Tracks” you can travel.

4. Please spread the word about our New Tracks Mentoring Scholarship program to every young model railroader you know or you meet. Get the word out. Details at [newtracksmodeling.com/scholarship](http://newtracksmodeling.com/scholarship).

5. Please write me! 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)

Thank you again for reading this far.

Until next time with more “New Tracks”. Happy Modeling

NOTE: Winners from the last New Tracks O Scale Resource drawing: **Scale Model Homes:** Ron Maxfield, **Tennessee Valley Custom Models:** David May and **Severn Models O Scale:** Name: Jim Miller. We look forward to hearing from the winners, and seeing their projects.



# So, What Are You All Up To?

*A new year is here, 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 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 David Barnkow**

I have been working on a Marx 70-Ton locomotive kitbash. I started with an O-27 Marx 70-Ton Industrial Switcher Shell. The cab was widened to 9 feet and a scratch-built locomotive frame was made from styrene. The locomotive's four-wheel trucks were kitbashed from Athearn Blue-Box 6-Wheel powered truck and O-Scale freight car wheelsets. Brass handrails, Kadee couplers, and K4 Decals finished the project.



Daniel M. Bigda

Here are some pictures around his Hampden Terminal layout.



## From Jeff Pletcher

In response to your recent email, these photos are not "current" since I have exited the hobby. However, maybe you will be interested in them for historical purposes.

The photos show my two Missouri Pacific E-7A units as imported by Overland at least 15 to 20 years ago. I have long since sold them on consignment through Caboose Hobbies here in the Denver area (the original Caboose, not the current business), so I don't know who owns them now. I believe they may be of interest because of their rarity, both prototype and model. Overland reproduced the porthole side windows unique to MoPac's E-7's. I was told by Caboose that there were a very limited number of these produced by Overland, perhaps only 10 or 20(?). Undoubtedly this reflects the limited interest in MoPac prototype by modelers.

Also attached is a prototype publicity photo for comparison -- my favorite train, the Texas Eagle.

The units were beautifully decorated by an individual at Caboose whose name escapes me now. He used my authentic MoPac "Eagle" Dulux paints from DuPont.



I apologize for the highly unfinished nature of my layout in the photo backgrounds. Maybe you can "blur" it out if you elect to print the photos!

Anyway, maybe you will find these useful in some future treatment of historical O Scale models, a somewhat unusual prototype and a unique, and rare, model, especially for O Scale.



**At B.T.S., 2023 Means . . .**  
44 Years in the Hobby Business  
and 25 years in Manufacturing has created ...

- 184 HO Scale Kits,
- 113 S Scale Kits,
- 174 O Scale Kits,
- 5 TT Scale Kits,
- And more than a few hundred Detail Parts.

Currently, there are over a dozen new kits in development for release this year!  
Oh, yea, I recently published two **Military Crime Novels**. Writing #3 now.

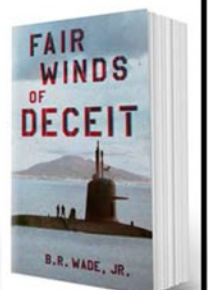
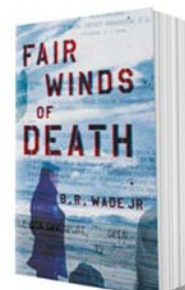
Yep, I've been busy! Thanks for keeping me that way!!

**B.T.S.**

*Better Than Scratch!*

1782 Trinity Rd, Belington, WV 26250  
Phone: 304-823-3729

[www.btsrr.com](http://www.btsrr.com)



**From Rich Randall:**

Milwaukee Road F7, in an early color scheme, leading a westbound freight, will be stopping at Plummer Junction for orders.



Milwaukee Road Substation at Avery, Idaho. Model by Stu Gralnick.



Milwaukee Road depot at Avery, Idaho. Model by Leonard Davis.



A quiet day at Milwaukee Road Avery, Idaho west yard.



# 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 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](#)

New Hope Church

584 Colonial Club Drive, 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.](#)

## **26<sup>th</sup> National Model Model Trolley Meet**

**May 19-21, 2023**

The East Penn Traction Club, Allentown Fairgrounds  
Theme: Cars of the St. Louis Car Company  
Manufacturer and Dealer Tables, Awards for Modules and Displays, Operating Layouts (All Scales), Clinics, Slides, Movies, and Videos, Model Contests, Door Prizes and more.

[See their Website for more information.](#)

## **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. 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/>

## **Harrisburg Narrow O Summer Meet**

**June 9-10, 2023**

Friday June 9, 11am to 6pm

Saturday June 10, 9am to 3pm

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

New Hope Church

584 Colonial Club Drive, Harrisburg, Pa. 17112

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

## **Strasburg 2 Rail Train Show**

**August 12, 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.](#)

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

# READER CLASSIFIEDS

## BUY ~ SELL ~ TRADE

To submit a wanted to buy or sell non business classified ad please click the link below.  
<https://ribbonrail.com/railroadresource/Classified/> 725 Characters \$10.00 less contact information.

Please read all instructions on the classified page form.

**WANTED:** Union Pacific O scale 2-10-2. Used is fine/not abused. Prefer RR Roman lettering.

**CONTACT: BILL GALLAGHER**  
[wahsatch@mail.com](mailto:wahsatch@mail.com) E-mail only.

**FOR SALE:** Harry Roberts one of a kind 114 scale foot Transfer Table. The table can be powered with either a DPDT toggle switch or the included solid state transfer table controller. This table will handle any passenger car or diesel up to the UP Centennial DDA-40X or two SD's or GP's, F units. Adaptable to 3 rail too.

**Video link:** <https://youtu.be/-IVG28fUYME>  
\$2,500.00. Free local pickup near Flint, MI or FedEx Ground shipping at your cost.

**CONTACT: Terry Paige**  
**E-mail:** [uptrainman@aol.com](mailto:uptrainman@aol.com)  
**Phone:** 810-618-7311

Love Modeling?  
Want to improve your skills?  
Join. Learn. Explore. Enjoy!

## NEW TRACKS

with host Jim Kellow, MMR  
"Where Mentors help Modelers Build"

**NEW TRACKS** is an exciting, **NEW, FREE**, communication concept.  
Our shows are live and interactive on Youtube every Wednesday at 7PM ET.

**Find a mentor** - Meet and talk with talented modelers and manufacturers from around the world.

**Get discounts** - Buy kits used in our BUILD ALONG segments.

**Explore a wide variety of modeling topics** including new technologies. Scratchbuilding. Kit Building. Kit bashing.

**Share** your own modeling in our MY BUILD sessions.

### Give us a try!

Subscribe to **NEW TRACKS** at our website: [newtracksmodeling.com](http://newtracksmodeling.com) for details and Zoom links or subscribe on our YouTube channel: [New Tracks Modeling](#) for show information.





## MANUFACTURERS

*"the people people"*  
**Fun & Games**  
*unparalleled craftsmanship*

Phone: 573-619-8532  
Email: [orders@scalefigures.com](mailto:orders@scalefigures.com)  
Web: [scalefigures.com](http://scalefigures.com)

**PRE-SIZE** **Free Shipping**  
MODEL SPECIALTIES See our web site for details

Cast resin items for your S & Sn layout.  
Tunnel portals, bridge piers, abutments, culverts, and retaining walls.  
Trackside details and sage brush tree armatures.

**WIT AND WISDOM MODELS**  
**JOHN ARMSTRONG'S**  
**CEMENTPEDE**  
**COMING SOON**  
[WITANDWISDOMMODELS@GMAIL.COM](mailto:WITANDWISDOMMODELS@GMAIL.COM)

## SHOWS & MEETS

**March O Scale Meet**  
**March 16-19, 2023**  
<https://marchmeet.net/WP/>  
Ph. 414-322-8043

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

## DEALERS

**Caboose Stop**  
  
**Hobbies**

[Caboose Stop Hobbies](http://www.caboosetophobbies.com)  
301 Main St.  
Cedar Falls, IA 50613  
Phone: 319-277-1754  
[trainguy34@gmail.com](mailto:trainguy34@gmail.com)  
Web: [www.caboosetophobbies.com](http://www.caboosetophobbies.com)

**RIO GRANDE SOUTHERN RAILROAD HOBBIES**  


RGSRR Hobbies  
1102 Dyer Rd  
Whitewater, CO 81527  
PH 970-245-5100  
[www.rgsrrhobbies.com](http://www.rgsrrhobbies.com)

## PROTO 48

**PROTOCOLRAFT**  
Model Railway Engineering in 1/4" Scale AAR Prototype Standards

**18498 Half Moon Street, Unit 203**  
**Sonoma, CA 95476-4835**  
**Phone: 707-935-7011**  
**Email: [norm@protocraft.com](mailto:norm@protocraft.com)**  
**Web: [www.protocraft48.com](http://www.protocraft48.com)**

## Advertisers Index

Affordable Model Railroads	Pg. 16
All Aboard Trains	Pg. 20
All Nation Lines	Pg. 5
Allegheny Scale Models	Pg. 39
Along the Railroad by Howard Serig	Pg. 58
American Scale Models	Pg. 5
Back Drops Only	Pg. 16
B.T.S.	Pg. 49
B.T.S.	Pg. 92
Berkshire Car Shop	Pg. 20
Berkshire Valley Models	Pg. 6
Clover House	Pg. 16
Delta Models	Pg. 20
Des Plaines Hobbies	Pg. 39
Excelle Lubricants	Pg. 20
Get Real Productions	Pg. 58

March O Scale Meet	Pg. 2
Millhouse River	Pg. 6
Model Railroad Resource 3D	Pg. 39
Model Railroad Resource 3D	Pg. 51
New Tracks	Pg. 96
Norms O Scale	Pg. 6
O Scale National Convention	Pg. 17
O Scale Turnouts	Pg. 6
Protocraft	Pg. 20
RailFonts.com	Pg. 6
Right-O-Way	Pg. 17
Scale City Designs	Pg. 6
S Scale Track Works Special O Scale	Pg. 19
Stevenson Preservation Lines	Pg. 20
Streamlined Backshop	Pg. 51
The Public Delivery Track	Pg. 16
The S Scale Resource Magazine	Pg. 98
Trainz	Pg. 5
Tru-Color Paint	Pg. 16
Wasatch Model Company	Pg. 6



# The S Scale Resource Magazine

Your Source for all S Scale



**Don't forget we also publish The S Scale Resource Magazine. Click here to see what's going on in the scale S world as well as other articles of interest to all model railroaders.**