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O

# RESOURCE

*NEWS, REVIEWS, INFORMATION TO USE*

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

*Volume 10 No. 5*

*May/June 2023*

SCALE



**March Meet and Model Contest Wrap Up**  
**Build A DCC Decoder Tester**  
**Designed for Operations**  
**Arrowhead Water Train**  
**New Tracks**  
**And So Much More...**

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# BILL OF LADING

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**May/June**  
Volume 10 No. 5

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*Owner / Publisher*  
**Amy Dawdy**

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*Managing Editor*  
**Daniel Dawdy**

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*Advertising Manager*  
**Jeb Kriigel**

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

Front Cover Photo

*It's 1980, and a Conrail train has arrived on the inbound track on Brain Scace's railroad.*



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

With summer right around the corner, many will stop working on their layouts and projects and hit the lawn care routine and other outside activities. Hey, it still rains some days, so don't stop altogether!

The next big show is **O Scale West - S West and Narrow Gauge West** on May 25-27. Unfortunately, Amy and I will not be able to make that show this time around, but we will be heading to Denver for the **O Scale National Convention**, June 8-11, 2023. 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.

I will be giving a clinic on 3D Resin printing. Topics covered will be resin versus filament printers, software for creating STL files for printing (as well as sources for files), printers of 4K, 8K, more K's of size etc, different resins, software for slicing, supporting and arranging, post printing, washing and curing, and anything else I can dream up! And don't forget two very special people coming in for this show.

Sarah Griessenböck is a well-known O scale "hands on" modeler. She will present a clinic on her approach to modeling. She models the Union Pacific in Proto:48.

Santiago Pineda from South America will present a workshop on putting together an "Impossible Train" – the Exposition Flyer. He is a passenger train collector focused on replicating transition era, named trains from the American Midwest. This clinic will be divided in three parts: ready-to run models that have been produced, models that have been produced but require further modifications, and prototypes of interest that have not yet been produced.

David Schultz will be back with his casting clinic. David is known for his first-place passenger cars he builds using exceptional detail parts he crafted by hand, then used as masters to create molds and, subsequently, castings made by the dozens.

Bob Sobol will share his accomplishments in P&D Hobbies upgrades and original Weaver chain drive mechanisms. David Vaughn will recall the wit, wisdom, and whimsy of John Armstrong and many others. There will also be special events and the Friday Night Banquet featuring Ed Dickens, the Director for the Union Pacific Steam Heritage Program.

In this issue, we wrap up the March Meet and contest winners, in addition to having a great article from James Harper and the water train he built for his good friend Leon Fairbanks, owner of Red Caboose. We will have this train displayed on our tables at the O Scale National, and of course, James will be there as well.

We hope many of you all can make this convention and look forward to seeing you there.

Happy Reading & Happy Modeling,

*Amy & Dan Dawdry*



# Guest Editorial

## My Concern and Theory About Why Modeling in Model Railroading is Declining!

By: **Jim Kellow MMR**

My first memories of model railroading go back to the early 1940s. For my parents, World War II and its immediate consequences were the conversation of the day. I don't remember model railroad magazines, or any discussion of the hobby by my mom and dad. The only actual model railroad I saw back then belonged to my mother's brother who had built a loop with a crossover using 4 Lionel 027 switches on a dirt shelf in my grandfather's basement. Yes, he used all very old Pre-War Lionel. I remember loving to watch him run his railroad.

Other than that, my only contact with model railroading was during Christmas when the large downtown department store had a big, at least to me, Lionel display layout in the toy department. That, and the Lionel catalogs, were my model railroading world.

Then Dad showed me an O scale box car he had built when he was a kid. I wanted to build one, but could never find a source that sold O scale kits. A Lionel hardcover book about model railroading was my complete library. I still have the it.

Mentors to teach me modeling skills? Forget it. Everyone in my early years, adults and older kids I knew, were all working. For me, going to school, playing outside with my friends, and building things, with whatever stuff I could find, occupied my days.

I kept getting more Lionel every Christmas from Santa, and even had a piece of plywood on rollers that fit under my bed. My first railroad empire! I was a model railroader.

About the 5th or 6th grade, I discovered HO and model railroading magazines. I found kits, and actually could build a model. HO was smaller so I could expand my empire. Lionel was put away, and I became a HO modeler. I started building everything. Locomotives, rolling stock, structures and scenery. I completed my first realistic, mostly hand built, model railroad. I was now not only a model railroader, I was a modeler and I loved it. But I was still a loner as far as I knew.

I made many modeling mistakes, and some of the models were really bad, but I kept at it and slowly got better. Back then, for me, building models required patience and a lot of "do overs and try agains". I learned to use my own creativity and imagination to solve my modeling problems, and consequently, my modeling got better and took up more and more of my time.

No mentors were around except in the magazines. Now those guys were true master craftsmen and I would have loved to meet them. I wonder how they got so good with their modeling? Who taught them? Trial and error? I read and reread those magazines, hoping some of what I read would rub off and help me learn their secrets.

I believe my model railroading modeling experiences and memories during my youth is why I am the dedicated modeler I am today. I am concerned however that modeling in model railroading is declining. I wonder why?

It may be that later generations of youth had different experiences and memories, like TV and computers, etc., than my generation, and modeling for them never was that important. Therefore, as adults they do not have modeling skills and have to learn them. This is why I believe mentors are so important to help modeling continue in our hobby. Read on.

I am now 84 years old now. Was my childhood and growing up years in the 1940s and early 50s so different than a kid who grew up later? Well let's see.

1. Was technology, TV, computers, YouTube, streaming movies, etc, different?
2. Were real railroads less visible and did they play a lesser role in our personal transportation?
3. Were the local hobby shops that carry model railroading material that I often visited still around?
4. Were model railroad manufacturers, like Lionel, as visible and just as important for Santa to give?
5. Did kids still play outside with things they improvised and created to play with? (Kick the can, stick ball, rubber guns, come to mind.)
6. Did model railroading become more of a hobby of "buy it, collect it, run it", rather than imagine it, create it, and build it to learn modeling skills, imagination, creativity and modeling freedom?
7. Were kids still always looking for stuff they could use to build a model of something, or do they just buy it prebuilt ?
9. Do kids build a model with their hands or design it on a computer and have another machine build it?
10. Is Lionel 3 rail and American Flyer high rail still considered model railroading today?
11. Is model railroading today still as popular a hobby with as it was in my youth?

I think answering these questions helps explain why we are currently in the declining state of modeling in model railroading. Maybe many kids just did not need modeling in their youth, and consequently, did not learn about model building like I did. Therefore, as adults, they do not have the skills to be modelers.

No question about it, when TV came into my life, my modeling kid's world changed. Our first TV had a tiny screen by today's standards, but my friends and I had a new exciting experience that was truly fascinating. One of the first TV shows I remember seeing was "The Lone Ranger". That required me to acquire my first 6 shot cap pistol, holster, and those red rolls of caps, along with my first cowboy hat. New Western history to learn. New games to play. I forgot modeling.

Oh sure, there were other distractions that came later and took me away from modeling – cars, girls, military service, and college. Followed by marriage and a family. No time for a hobby.

But then career and family became secure and I found some spare time and money. I immediately came back to my first love. Model railroad "modeling".

Therefore MY THEORY!

Sometime in the late 40s early 50s "The Lone Ranger" came on TV and more families bought TVs. Seems the lives of kids changed forever. Kids growing up in the 60s, 70s, 80s, 90s had totally different experiences than in my generation. Modeling and model building may not have been viewed or needed as a necessary part of a happy childhood. Almost anything a kid wanted was now available prebuilt, and TV and many other technological experiences (computers come to mind) were available. Was model railroading really a "first love" for them like it was for me and my generation?

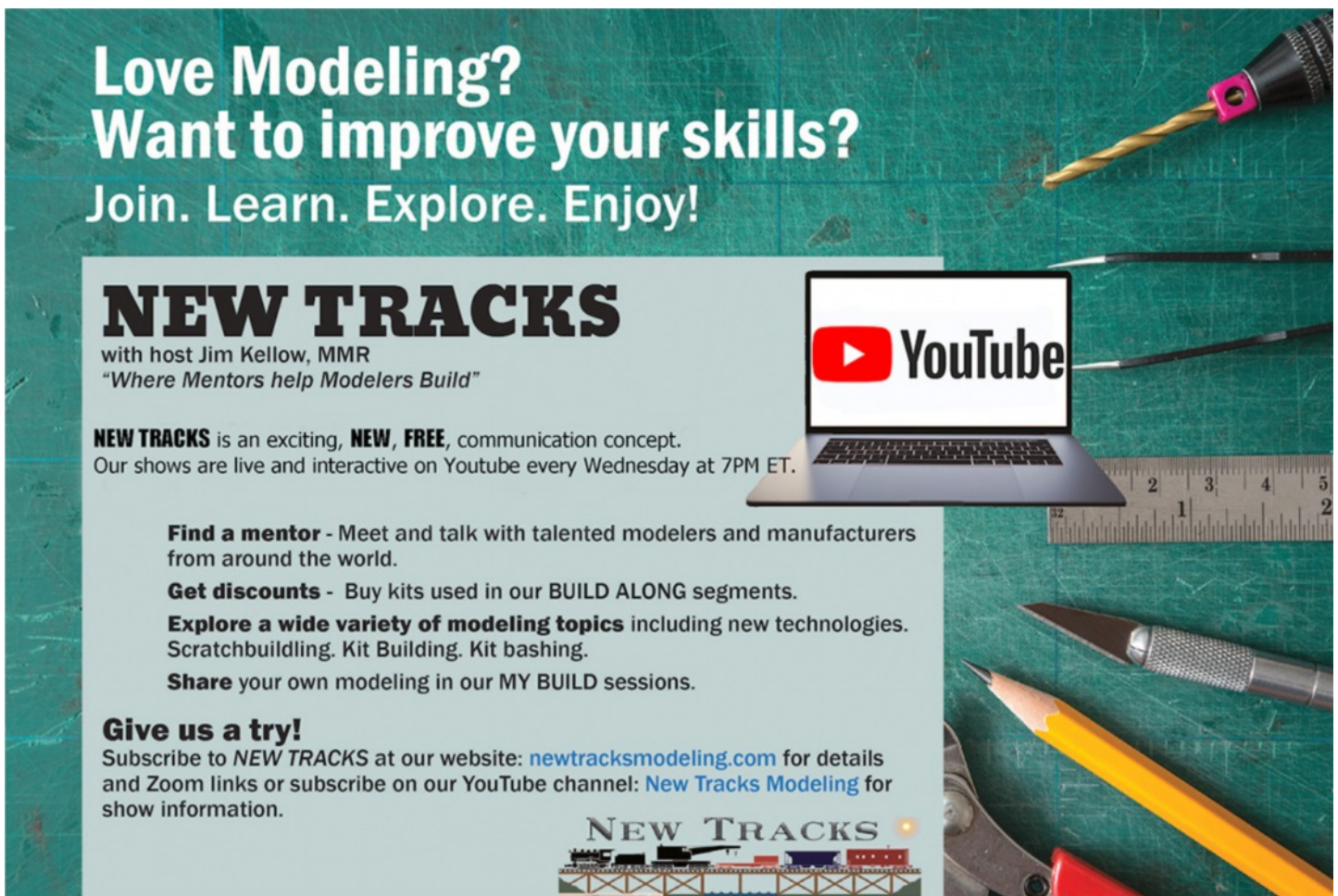
If not, will they return to modeling and model railroading later in their lives like I did? It appears to me they have not. So how can they be brought into the modeling and model railroading community? Exposure, education, and mentoring I believe is the answer. I am trying to do my small part how about you?

The Lone Ranger won many kid's attention. Will modeling in model railroading win their attention in their later life? I sure hope and pray so! Mentors I know can help. But I worry, can modeling have the draw of "Hi Ho Silver Away!"?

Your Opinion:

Well what do you think? I believe, "How do we bring back modeling to our hobby?" is a discussion model railroaders need to have in order to have modeling continue to be an important part of our great hobby. I will print in my next article all the comments and suggestions I get. My email is [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com)

Happy Reading & Happy Modeling,  
*Jim Kellow*



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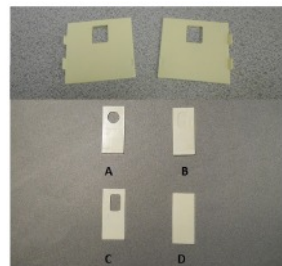
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# NEWS YOU CAN USE



Alan Zamorski from Millhouse River Studio has an exciting new product. Millhouse is pleased to announce we are now offering a new automatic coal flood loader available in two models. The classic wood version and a more modern version with simulated steel panels in place of the wood ones.

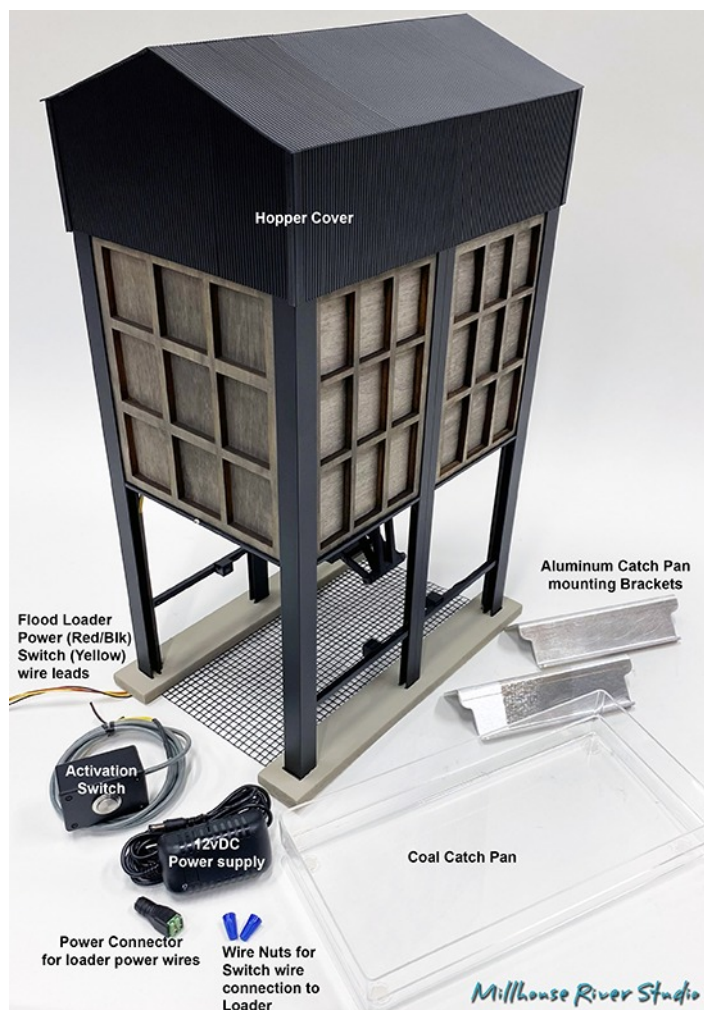
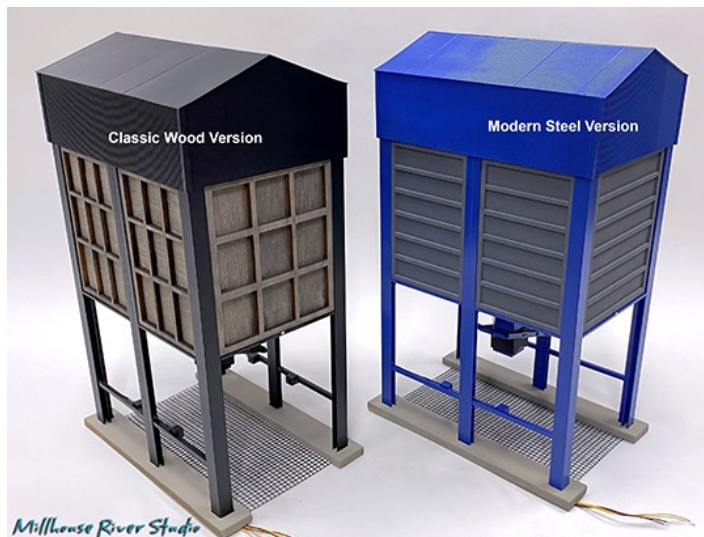
The flood loader has a large hopper contained within and the corrugated

top removes to refill the hopper. Hopper holds about 9-10, 12 oz bags of coal. The flood loader will automatically fill the train hopper cars as the train moves at a 3-5 scale mph under the loader. To start the sequence of loading cars, you depress the activation button and hold for 2 seconds while the engine or other car is beneath the loader blocking two sets of sensors. There is a LED signal light.

On the side of the loader that will light, letting the operator know the loading system is armed and looking for the very next car the sensors see to begin loading. This will continue until either the hopper runs out or the activation button is depressed a second time stopping the loading. We have a couple of videos of it in action on our website:

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

Anyone interested can call 716-830-5267 to order or ask questions they might have. The flood loaders are built to order.



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



## May, 2023

### Railroad

259: EMD Demonstrator- Metallic (Early) Blue  
272: EMD Demonstrator- Non-Metallic (Late) Blue

### 3D-Printed & Cast Resin

9116: Wisconsin Central- Gold  
9117: Wisconsin Central- Maroon

### Automotive

573: Cameo White (For 1973-1976 Pontiac Firebird®)  
574: Carousel Red (For 1973-1976 Pontiac Firebird®)  
637: Engine Green (for Car Engines)  
638: Ford® & General Motors® Engine Blue (for Car Engines)

### Paint Sets

12000: Chicago-Area Freight Set, #1  
183: Chicago & North Western- Freight Car Brown, 1944-1960's  
189: Chicago & Eastern Illinois- Freight Car Brown, 1944-1960's  
190: Chicago, St. Paul, Minneapolis & Omaha- Freight Car Brown. 1944-1960's  
205: Illinois Central- Freight Car red; 1940-1960's  
213: Milwaukee Road- Freight Car Brown, 1930-1960  
240: Chicago, Burlington & Quincy- Freight Car Red, 1945-1960's

## June, 2023

### Railroad

341: New Brunswick- Green  
345: GE Leasing (GECX)- Blue

### Automotive

670: Athena Blue Metallic (For 1973-1976 Pontiac Firebird®)

671: Dark Green Metallic (For 1973-1976 Pontiac Firebird®)

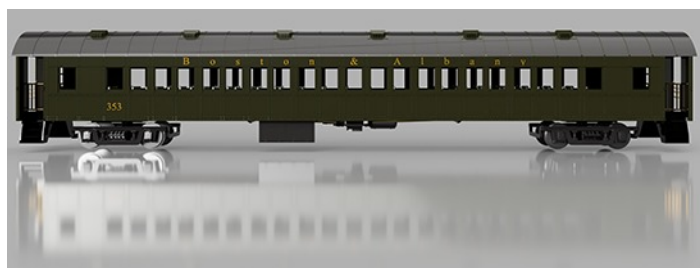
### Paint Sets

11008: Conrail Fallen Flags Set, #1  
027: Delaware & Hudson- Blue  
028: Delaware & Hudson- Yellow  
029: Delaware & Hudson- Gray  
133: Reading- Green  
232: Central of New Jersey- Austerity Green  
233: Central of New Jersey- Seafoam Green

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



Lambert Locomotive Works is proud to introduce our first O Scale 2 Rail coach design. And we're confident in saying we can't find an O Scale example of this car anywhere. Starting in the mid 1920s, the Osgood Bradley Car Company designed and produced an arched-roof coach for commuter services on the Boston and Albany's Boston-area routes.

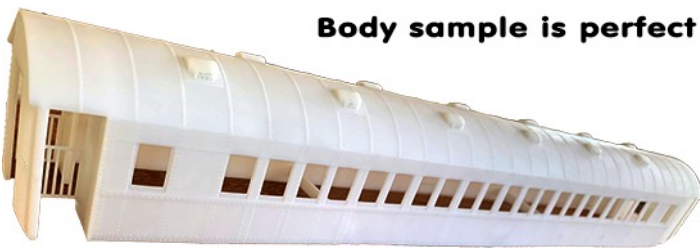
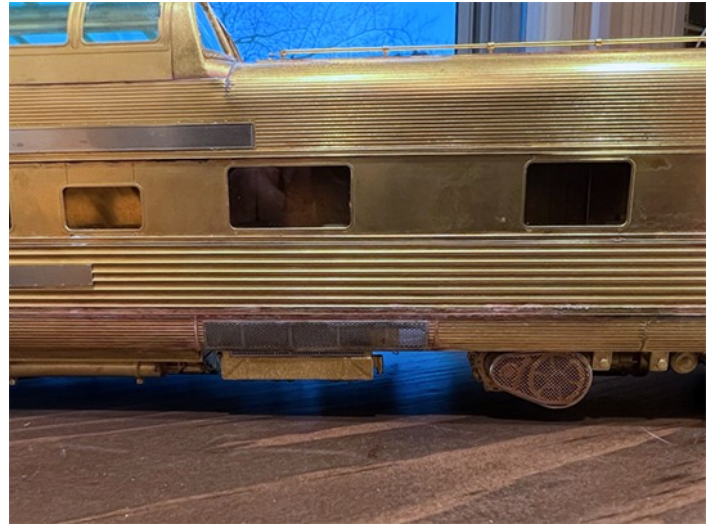


The basic design was later taken on for cars on the Putnam Division of the New York Central, and with some modifications later in the decade, was copied by the Chicago and Northwestern to fill the same roles as the B&A cars on their own network of commuter lines. Of course, the cars would see second, third and fourth hand users across the northeast, ranging from some examples working on the Long Island Railroad, to some carrying the corporate colors of the D&H for use on their named trains in the decade prior to the formation of Amtrak.

At present, we are finalizing the setup of the sprung trucks we've designed for use with this car to ensure proper function, but we can say with certainty that these cars will run. \$275/ea plus the shipping. However, we're not opening the order books until three things have been taken care of.

- I'm satisfied with the manufacture of the car body and frame (both of which are large 3D prints)
- The Commonwealth trucks work as intended
- The TPU diaphragm that will be included with each car functions as I intend.

The good news is that these three things are incredibly easy to take care of, and at this moment are really in the final stages of refinement. But fret not, we're taking down names on who would want some of these cars and how many you might want. Once we know that? My expectation is that within three months of opening the order books that we will have all parts on hand for the cars to begin shipping.



The cars might be better described as undecorated, but will come with all the things you'll need to put the car together. Metal wire for the brake pipes and grab irons, diaphragms, platform gates, vestibule doors, basically most everything you'll need bar the paint, glue and time to assemble the car.

If you're interested? We've set up a Google form to gather info so we can begin preparing for a production run of cars. [You can find that form clicking here](#) and [they also have a Website here](#).

I have two new Pilot Models that arrived the Monday after the Chicago Show. Yes, there are mistakes that will be corrected, that's why they are called Pilot Models. Any question about the quality should be obvious in the photos.



—•—

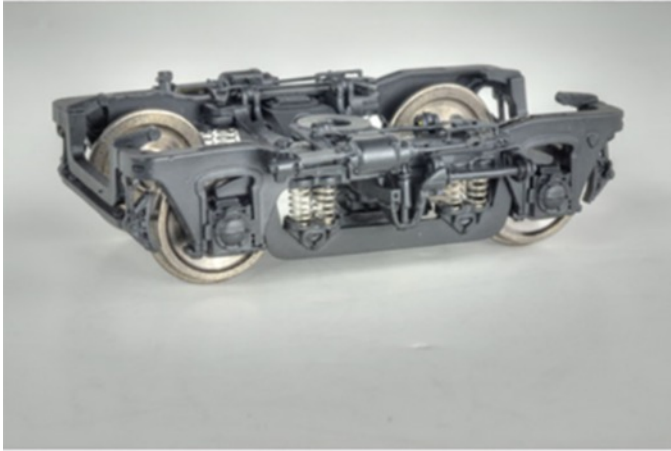
Roger Lewis of [Wasatch Model Company](#) sent us an update.



I had 400 Pair of "O" Scale Passenger Car trucks sitting in my Living Room. There are a few left. [Please Email here if interested](#). Here is a sampling of the trucks.



SP Napoleon Hat Trucks



41-CUDO Outside Swing Hanger Trucks



61-UDO Outside Swing Hanger Trucks



And of course the Most Popular trucks ever used on Passenger cars, the 41-N



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.

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](https://oscalenational.com).

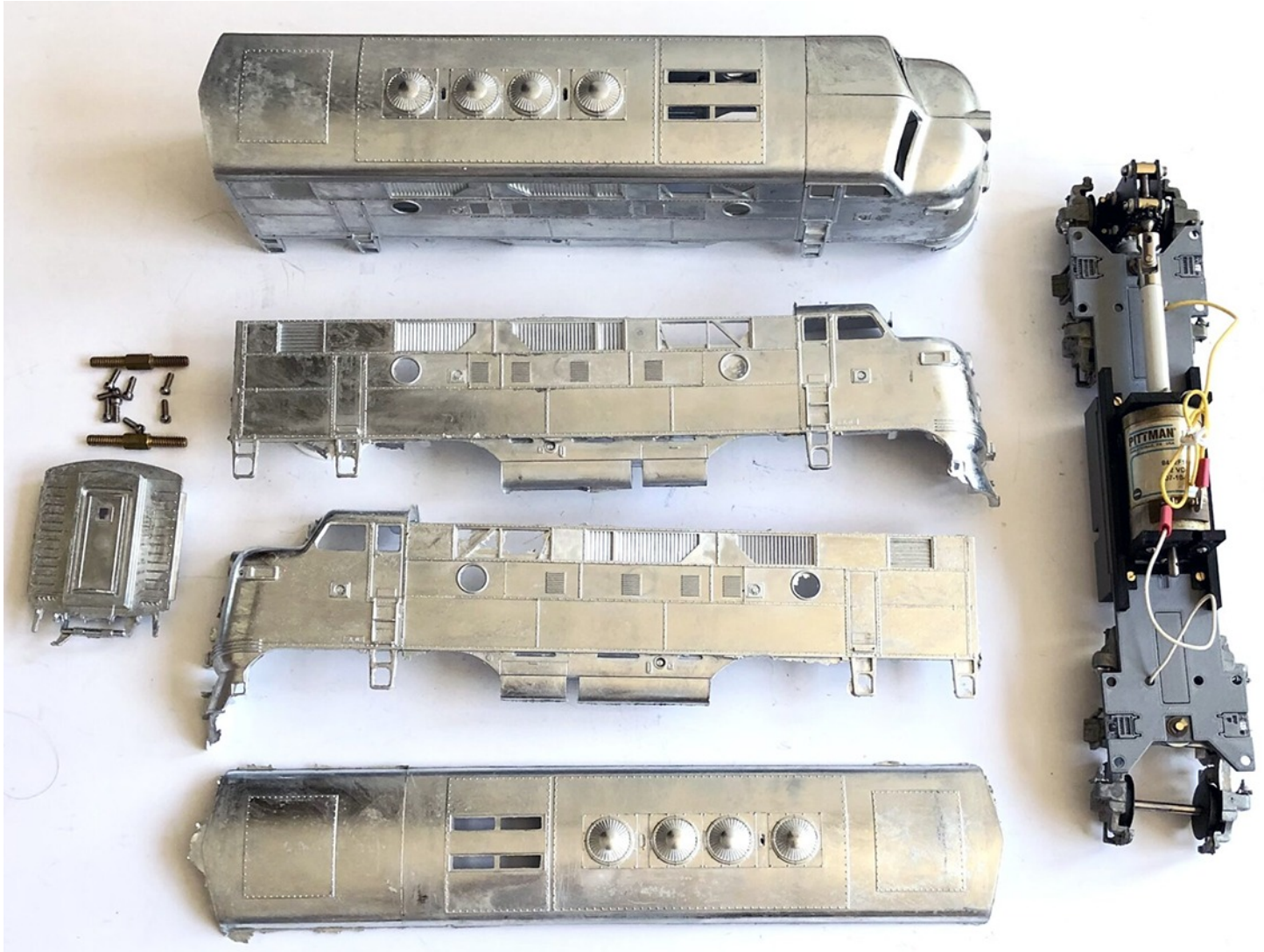
Denver is home to a major airport that quickly connects the east and west coasts to the Mile High City. Amtrak's California Zephyr connects Chicago and San Francisco to Denver Union Station. And the "train to the plane" light rail connects the airport and the depot, with a stop at the convention location.

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.

[See their Website for all the details!](https://oscalenational.com)

Great news from John Wubbel of [All-Nation Line](#). The famous All-Nation Line F7 A locomotive is back in stock. Die cast in pristine Zinc with its noted exquisite detail, a kit like no other.



A large variety of options are available to choose from whether a modeler needs individual parts or replace parts for mechanisms, partially processed and machined parts or ready to run. The "Do-it-Yourself" modeler can

start with the raw castings and tailor the model to their favorite road.

[CLICK HERE](#) to check our Online catalog or go directly to view options and pricing.



You cannot have a great road engine without a great pair of Blomberg Trucks to go with the F7. Newly minted Blomberg truck kits in Zinc from our original Atwater mold used to die cast all the parts are available for immediate shipment. Our wheel sets can be installed for non-powered engines or the All-Nation transmissions for tower or our direct drive units can

be installed in these trucks or as a 1 piece drop in unit into the engine body.

<https://allnationline.com/WP/?product=all-nation-blomberg-truck-sideframe-kit-pn292an>

The Blomberg truck now comes with ball bearings for the journals and an updated bolster mounting to accommodate all wheel electrical pickup if so desired.

Last but not least, for immediate shipment are the bottom operated couplers by Monarch Railroad Supply for the F7 engine, also cast in Zinc.

<https://allnationline.com/WP/?product=monarch-couplers-bottom-operating-1-pair-pn3818>



Pre-orders are not required. Some order configurations requiring processing if not immediately machined or pre-assembled may take a few days before shipping on special request items. Contact John Wubbel @ 570-580-7406 or Visit our website: <https://AllNationLine.com>

Richard Rands of [Berkshire Valley Models](#) has a new item available. They are releasing Mail Wagon #270 in O scale (HO shortly). Another of our high



The O Scale Resource May/June 2023

quality foreground kits constructed of white metal and laser cut wood. A couple of mail bags included.

Check their Website for all their getrat products in O scale.

New paint for Atlas O Scale refers. Based upon cars built by the General American Car Company for the Cudahy Packing Co. in 1925, the 36' wood reefer is representative of the thousands of cars that transported meat, dairy, beer and food products well into the 1960's.



Features:

- Accurate painting and lettering
- Highly detailed ABS body
- Separately-applied grab irons, ladders and stirrups, hatch styles and truss rods appropriate per road name
- Separately-applied door hardware
- Opening hatches and doors
- Die-cast chassis
- Detailed braking system
- 40-ton Bettendorf-style die-cast sprung trucks
- Die-cast scale couplers with internally sprung knuckles (2-rail)
- 33" scale metal wheels (2-rail)
- Minimum radius curve (2-rail): 24"

See these and all the new products from Atlas on their Website!



# March O Scale Meet 2023

By [Dan Dawdy](#) Photos by Amy and Dan Dawdy

After two days of an open house for our Richmond, Danville & Southern layout, with over 40 people attending, Amy and I headed up on Friday afternoon to Lombard and the 2023 March O Scale Meet. A six pack of 400 Honey, a reference to the Chicago and North Western passenger trains, from Titledown Brewery, brought to Amy by Bill and Barb Baur hits the spot during set up.

This year, our tables not only featured our 3D printed products, but Central Locomotive Works new AAR Type B trucks and a sample of the SDL39 project. Also featured was [Glenn Guerra's AAR Type A trucks](#) along with his SW1 switcher project.

After set up and a quick drink, there was a general O scale discussion meeting moderated by Dave Schultz, Brad Kowal and myself. I had no idea what to expect, but away we went.





We ended up having a very good discussion on many topics. Not sure why they did not want to sit with me...

Daniel Kohlberg, Tangent's Director of Product Development, was there and talked about their philosophy on their new brass models in O scale. Other topics were, people building again, new companies entering the O scale arena, the used market and many more. After that, there was a Proto:48 Discussion Meeting.



The show itself kicked off Saturday morning with a great crowd waiting to enter. The contest area was open, and we'll cover that in the next article.

Saturday, we have a Facebook Meet and Greet with Ken Burney, an O Scale Central Meeting

(formerly O Scale Kings) and a Midnight Cash Bar in Foyer sponsored by O Scale Central. Clinics included Designing and Building a traveling modular layout with Skyler Shippy and 3D Printing with Shaydin Anthony.



I was presently surprised at the turnout for the Midnight Cash Bar. Amy and I came in after 8 as dinner took longer than expected and things were going strong. They had a projector showing a rotating slide show of images sent into *The O Scale Resource Magazine*, as well as some fantastic modeling shots from Lee Turner.

Bottom right: The one and only, Ken Burney, and to his right Bill Baur, myself and Brad Kowal. Must have been taken later in the evening as I seem to be listing to the right...

Below a table of misfits including Bill and Darcie Lang, the unflappable John Dunn, Kerry Kime and others. We left at 11, and people were still going strong. This was a great idea and I hope it will be repeated.



OK, let's do some random show pictures for your enjoyment, then head over to the contest room.





Whatever I said must have been funny.





Dan and Michael surround their father, Richard Rusnak.



Marty Milner and his father, Marty Milner, Sr., from Scale City Designs.



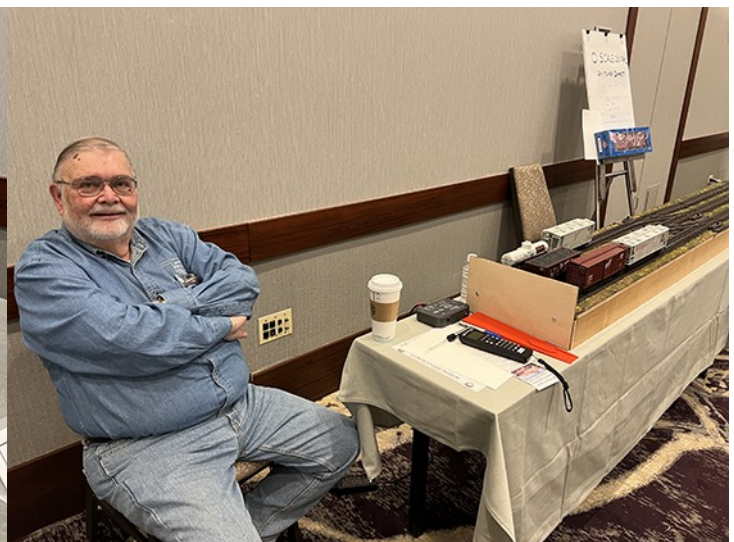
Rich Yoder talks with a customer.



Lee Turner and his posse.



Rod Miller and Bo Liljeberg.



Joe Norman brought a "time saver" type switching layout for people to have a go at.



The O Scale Resource May/June 2023



Barb Baur and Amy... I have no idea what's going on. Ben Elmore and Greg Amer look over the SDL39 from Central Locomotive Works.



Our old friend Dr. Nick Mannarino and Rusty Dramm.

Above: Larry Stanley, All Aboard Trains, in deep discussion.



Brian Huang with his portable switching run using the ProtoThrottle



Right: Al Collins & Brad Makaric from Ultimotion



Eric Peterson manning the table for O Scale Central, formally The O Scale Kings.





Mark Lundgren is not listening to Merlyn Lauber of Caboose Stop Hobbies.



**Don't miss our YouTube video covering the 2023 March Meet. Great pictures and video of the whole affair.**

**Click here to view!**





# 2023 MARCH MEET CONTEST RESULTS

By **Dan Dawdy**

We had a good turnout for contest models this year. There were a few categories that did not have any entries, so keep that in mind for next year. Our two judges this time were David and James Schultz and we want to thank them again for a wonderful job.

One thing I will stress again, as it came up again this year, is documentation. You really can't enter a model without saying anything about it. Was it scratch built or kit bashed? What does it represent, and what all did you do to enhance it? The forms we provide are there for a reason and without them, a model can't really be judged. OK, stepping from my soapbox, below are the models in this years contest.

## STEAM 1ST PLACE



*Ed Truslow for his  
outstanding model of #943  
Chicago Milwaukee St Paul  
& Pacific*

# DIESEL 1ST PLACE



*Shaydin Anthony for his CP SD70ACU*

# FREIGHT CAR 1ST PLACE



*Jim Zwernemann for his CB&Q 11988 Boxcar*

# CABOOSE 1ST PLACE



*Jim Zwernemann for his Gulf, Mobile & Ohio #2871 (perfect score)*

# NON-REVENUE 1ST PLACE



*Jim Zwernemann for his SSW 96186*

# SINGLE STRUCTURE 1ST PLACE

*Gregory Cygnar, Neglected Warehouse*



# DISPLAY DIORAMA 1ST PLACE



*Larry Alfred, Gas Station*



# DIESEL 2ND PLACE

*Dick Donaway, SW1 Milwaukee Rd #1634*



# STEAM 2ND PLACE



*Bob Turner SP 0-6-0 from a Stevenson Preservation Lines kit*

# FREIGHT CAR 2ND PLACE



*Paul Hecht/Jim Wolf (owner), C&G 3215 Boxcar*

# CABOOSE 2ND PLACE



*Ron King,  
PRR #478120*

**SINGLE STRUCTURE  
2ND PLACE**



*Jim Kehrein, East Broadtop Sandhouse (ON3)*

**DISPLAY DIORAMA  
2ND PLACE**



*Jim  
Zwerneman,  
Swift Packing  
Plant*

# DISPLAY DIORAMA 3RD PLACE



*Rusty Dramm, Elevated Crossing Shanty*

PASSENGER

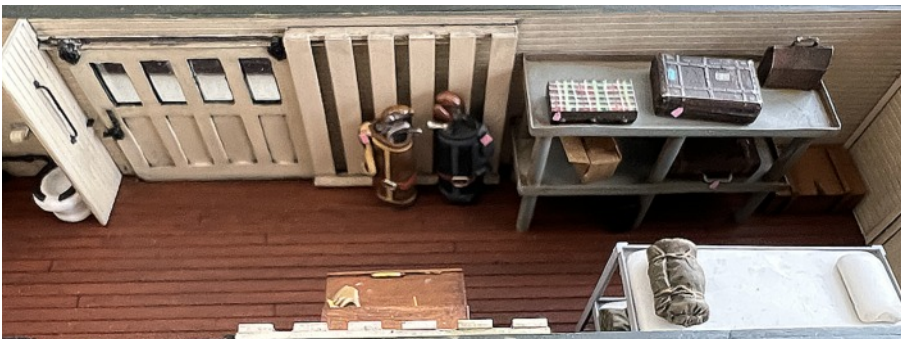
CAR 1ST

PLACE -

BEST IN

SHOW





*Lee Turner for his magnificent Southern Central Tavern/Baggage with full interior.*





# DISPLAY ONLY MODELS



*A grouping of models by Ron Gribler brought in by David Vaughn*



*Boeing 737 fuselage on flatcar by Brian Huang*



*Herman Lohe's Meat Market by Rusty Dramm*



*Our judges this year, David Schultz and James Schultz, as Bob Kjelland from the O Scale National looks on. A big thank you to our judges and everyone who entered the contest or brought in display models. Looking forward to next year!*

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

# SOMETHING DIFFERENT ARROWHEAD WATER TRAIN



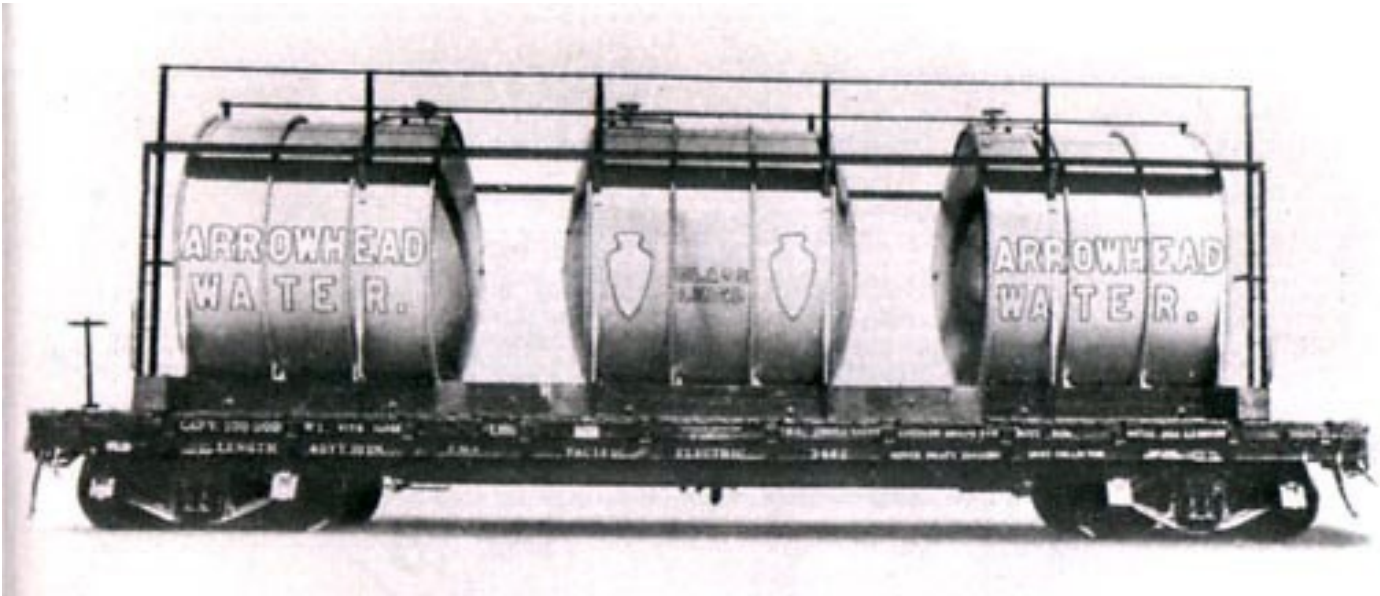
By **James Harper**

“**You want a what?**” I said? The unusual request was from my good friend Leon Fairbanks, owner of Red Caboose, who I had done several custom model jobs for in the past. He said, “I want a model of the Arrowhead Water Train. The Pacific Electric moved spring water from Arrowhead Springs above San Bernardino, California into Los Angeles to the Arrowhead bottling plant. I used to work near Lake Arrowhead when I was young, and several times I watched them fill the Arrowhead tank cars with water from the springs. Arrowhead used some very unusual tank cars over the many years of using the Pacific Electric to transfer the water. Recreation of those unusual cars would be an interesting piece of memorabilia, a piece of history, and an interesting project for both of us. Will you build it for me?” After several impassioned pleas from Leon, and an offer from Bill McClung, Red Caboose manager, to provide some Red Caboose flat car and tank car kits as a beginning, I decided to seriously consider the project.

Arrowhead Spring Water originated in the late 1800s from a natural spring located near a bare hillside area shaped like an arrowhead on the side of a mountain just North of San Bernardino. Early operations were small, but soon the Pacific Electric extended a branch up to the spring and began transporting the water into Los Angeles to be purified and bottled. This operation lasted until the late 1950s. The first order of business was some research for information on the special glass lined tank cars that PE developed to transport the water. This turned into an interesting search. Since I had owned Harper's Hobby Shop in Riverside and San Bernardino from 1967 to 1982, I had absorbed a lot of the history of the local AT&SF and UP operations, but very little on the former Pacific Electric operation. As a result, I knew nothing about the history of the Arrowhead Water train. Searching the net, I found sufficient local historical articles on the origin of Arrowhead Water and the beginning and end of the water train service, including pictures of various tank cars used during the existence of the operation. I also found several helpful pictures in books on the Southern Pacific and Pacific Electric. Unfortunately, I was unable to find any drawings of the various unusual cars so would have to build the train using pictures only for reference. With the information I found and the encouragement of Leon and Bill, I decided to go ahead with the project.

My initial research on the Internet, along with SP and PE books, turned up pictures of at least three major types of cars used from the beginning to the end of the water train service. I was unable to find specific data for time periods when the various cars were used. With the lack of drawings, good colored pictures and lettering schemes, I can't claim prototypical accuracy for any of the cars I built. I decided to build one of the original car(s) and two each of the other variations that I found information on. After completing the project, I belatedly found pictures of several less documented cars confirming that Arrowhead seemed to make do with whatever they and Pacific Electric could put together. As esoteric as these cars are, there will probably be no one interested in duplicating my efforts in building a multi-car train. But hey, it was an educational and fun project. By guess and by golly, I tried to reproduce them as close as possible with the information I was able to find. Leon was, and still is, happy with the results. He is probably the only person in the world with an O Scale Arrowhead Water train.

An early 1900s Arrowhead advertisement, found online, of what I believe was the original car, probably the only one, pictured a straight sill 40' PE flat with 3 large steel tanks of maybe 1000 or 2000 gal. each supported on wooden support beams.



The original car was followed with various 40' PE flats with long steel 10K or 12K gallon tanks supported on wooden cradles. Several B&W pictures of these cars were found online and in various SP and PE books.

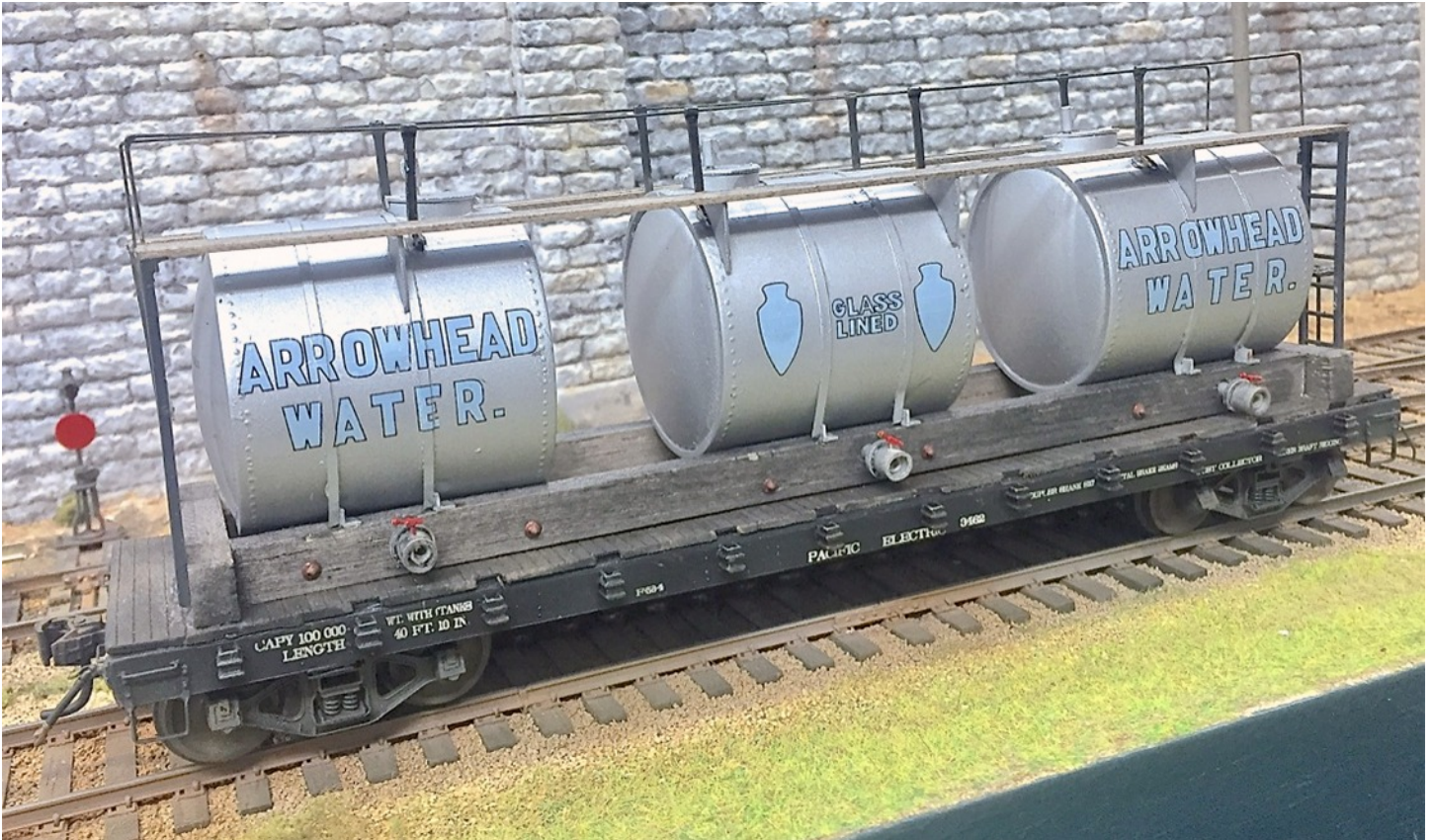


The final 1950s cars modeled were ordinary 10K gallon PE tank cars, painted black with wide gray bands using multiple pictures for reference. Red Caboose kits were used for these cars.

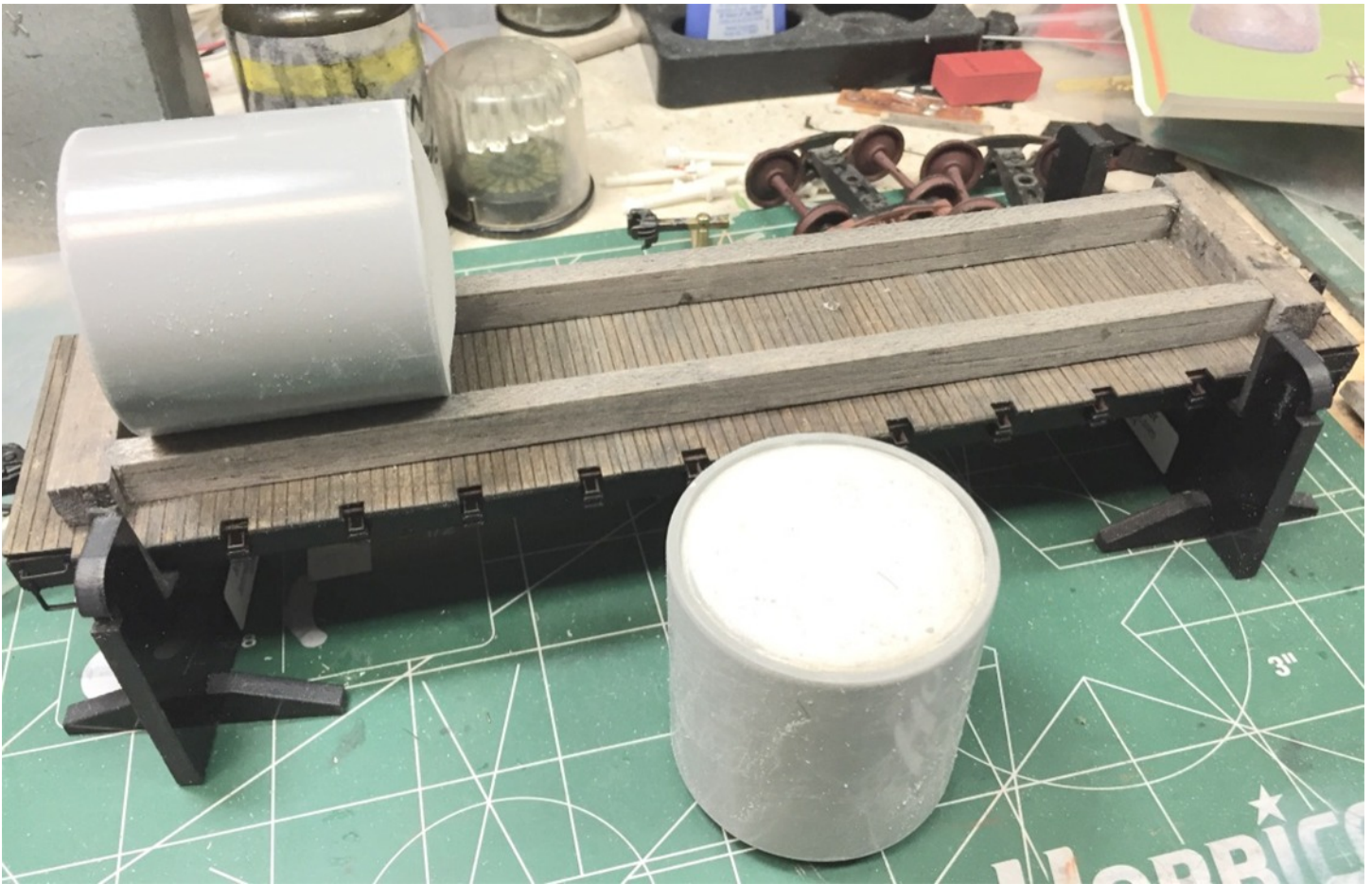
The “original?” car was cobbled together using an ancient straight sided flatcar generously donated by my friend bob Jarvis. The tanks were formed from 2” Plastruct plastic tubing supported on a 1/4” x 3/8” balsa frame. Plastruct ladder stock was used for the ladders and Precision Scale diesel stanchions were used to support the top handrails. Other details included Plastruct pipe fittings, Grandt Line NBWs, basswood walkways, and Evergreen plastic strips for hold down straps. Archer rivet decals were applied and tanks were painted aluminum.



The car body was painted black and lettered with the correct PE lettering and number. Custom decals were printed by a friend on an Alps printer for all of the cars with artwork and colors provided by George Huckaby of customtraxx.com.

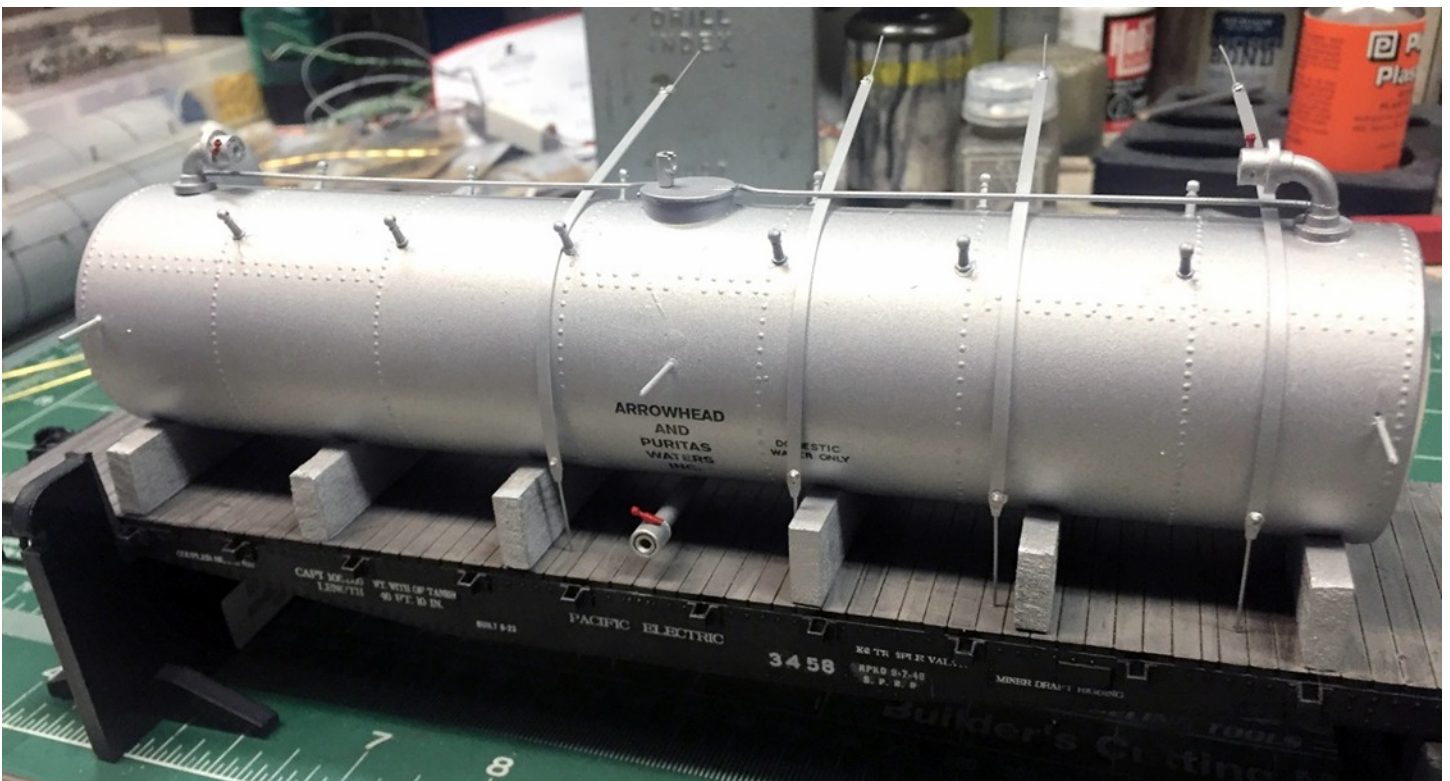


Three tanks were built with 2" Plastruct tubing for the original straight sill flat car. Ends were scavenged from extra Red Caboose tank car ends. They fit perfectly inside the tube after wrapping 2 strips of .005" x 1/4" plastic shim material around the outer edges.





Red Caboose flatcar kits were used for the basis of the 12K gallon tank cars. Plastruct 1-3/4" tubing was used to construct the proper tank size and 3/16" x 1/2" basswood was used for the timber cradles. Basswood strips made up the sideboards and walkways, and brass ladder stock and wire handrails supported with PSC stanchions provided upper details. Evergreen plastic strips with NBWs and wire formed the tank hold down straps. Plastruct pipe fittings were used for vents and the discharge piping. Two cars were painted aluminum and finished with custom printed black and white decals.





Four tanks were built from 1-3/4" Plastic tubing. Extra Red Caboose ends were added and filed to fit. Tubes were marked for pipe fittings, handrails and walkway supports and holes drilled where necessary. Two tanks were painted aluminum and lettered with custom decals. Details added included Archer rivet decals, Plastruct pipe fittings and filler hatch, PSC stanchions for the handrails, Evergreen straps with Grandt Line NBWs and wire supports for the walkways.





Two of the 12K gallon tanks were painted white with black ends and lettered with custom decals.

The final cars used by PE were Red Caboose 10K gallon tank car kits built as per the instructions with a few added details. I had to wing it for the black paint and gray stripes and lettering. I found some PE tank car numbers that fit the era. Custom printed Arrowhead decals were supplemented with scrap decals to complete the cars.

The 7 car finished train is shown below, from the original car at the far end to the final cars PE used until the Arrowhead Water train ceased to exist in the late 1950s. I did not prepare a list of parts and their origin since most of the components were from Red Caboose kits, Intermountain wheelsets, Kadee couplers, custom decals and my extensive spare parts stash.



**We will have this train displayed at the Denver National Convention this June 9-1, 2023.**

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CONVENTION**  
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## Paint Sets

May, 2023

**12000: Chicago-Area Freight Cars**

- TCP-183 Chicago & North Western- Freight Car Brown, 1944-1960's
- TCP-189 Chicago & Eastern Illinois- Freight Car Brown, 1944-1960's
- TCP-190 Chicago, St. Paul, Minneapolis & Omaha- Freight Car Brown, 1944-1960's
- TCP-205 Illinois Central- Freight Car Red, 1940-1960's
- TCP-213 Milwaukee Road- Freight Car Brown, 1930-1960
- TCP-240 Chicago, Burlington & Quincy- Freight Car Red, 1945 to Current



June, 2023

**11008: Conrail Fallen Flags Set, #1**

- TCP-027 Delaware & Hudson- Blue
- TCP-028 Delaware & Hudson- Yellow
- TCP-029 Delaware & Hudson- Gray
- TCP-133 Reading- Green
- TCP-232 Central of New Jersey- Austerity Green
- TCP-233 Central of New Jersey- Seafoam Green



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# DESIGNED FOR OPERATIONS

By Brian Scace



*An overview of what you see walking into the space as Kerry Kime and Kent Haberle do their work. Kerry makes wonderful trees, several of which are on the railroad here.*



*It's the end of October and our last session before shutting down over the holidays for the scenery marathon.*

Back in Vol. 9 #1 of *The O Scale Resource Magazine*, we looked at the railroad building here as part of a series Dan ran on those of us who he referred to as the “Gettysburg Five”. In that article, we looked at the construction in its early stages, indeed in-the-raw. Some time and not a little effort later, we can now present the railroad in a more finished form and see if any of these thoughts might be useful to you.

The general design follows nodal rather than linear principles where, rather than having a space large enough for a classic linear design with staging yards and some sort of theatre in between, we’re working with only a modest space, some 13’ x 38’, but still with the goal of having an operations platform.



*Above: After the fascia was run and painted, the tide of ground cover started to flow from one end of the railroad to the other.*

*Below: The scenery took three months of steady work to bring up from bare benchwork to the level you see in the rest of the photos. We were back in operation in early February. I'm not sure I'd recommend such a schedule, especially if you are like me and learning as you go.*



Nodal design, with a central node supplying traffic and some number of destination nodes to receive that traffic, lends itself to that goal with a very efficient use of that modest space, especially when modeling in the larger scales.

In our case, we have one central node, a fully functional (albeit simplified) half of a freight yard with a classification bowl and advancing/receiving functions adjacent. The yard also features a diesel terminal and passenger facilities. There are two destination nodes in the overall design; the design philosophy more focused on the terminal operations that give purpose to a division point yard rather than the more mainstream-modeled mainline ops in and out of that yard.

With little room to waste on track flowing nicely between scenes, each node is scenically treated as a discrete diorama. Some of the more visually implausible trackage between scenes (as well as the breaker panels for the house) are merely hidden behind a black shower curtain on a curved rod.

The setting is urban, not exactly concrete jungle, but more the industrial and commercial areas outside a city's center. The locale is generically northeast US. I say "generically" because this was designed as a proto-ops platform upon which we operate any of a number of different scenarios, rather than a single modeled subject in and of itself. An ops-session might entail an Upstate New York regional railroad in 1980 this time, next time Reading and Western Maryland in southern PA in 1975, and the time after that LNE and LV in 1960.

This approach not only maintains variety and interest for the operations group that meets here, but gives me lots of opportunity to build models at the workbench to use in any of a growing number of scenarios. As an aside, if you do try this multi-prototype approach, you will have to plan for storage of the stock not in the limelight at the moment. Mine is overhead; shelves in the joists of the floor above.

Back to the layout itself, when last you saw it the track-work was pretty well in place and we were beginning to prove it out in operations sessions. The design has stayed mostly the same as a result, though there have been some tweaks for ease of operation, accessibility, and reliability. I cannot stress enough the value of those three qualities in a track design (or indeed the entire railroad design) intended as an operations platform.



*We'll start in the yard and head east, over several scenarios: Mid-70s WM and B&O road power on the rack.*



*Tools on hand to quickly change out an airhose or nozzle.*

The prototype goes to some length to design trackage so that the work is actually easier and more intuitive, yet some modelers seem to think some sort of switching-puzzle-style complication is a good idea. If anything, we've tried to favor the prototype in any redesigns.

I have made some concessions to these qualities of reliability, ease of operation, and accessibility over a strict replication in miniature where those concessions are worth it. Where a more model-focused layout might be built at eye level, I chose a 40" height with a depth no more than 32".

This allows operators a full convenient reach over stock and



*Attalee Taylor and Ken Kime in deep discussion at my workbench, which serves as one of several places for such inevitable analysis located out of the way of the operation.*

with the older Roco/Atlas flex, robust and reliable. The minimum radius is something near 54". All the turnouts are hand-thrown Peco, wired for hot frogs, and the trackwork is soldered at the joints with electrically jumpered expansion joints placed where appropriate. This gives us extremely satisfactory electrical and mechanical reliability.

scenery to do their work, not to mention making the building and maintenance a lot easier.

Lighting is LED, plenty of it, and shaded from the operators' eyes by merely tilting the fixtures. Again, there are concessions with this approach, but being able to see down between the cars to manipulate couplers and work without eye-strain win out over replicating shadows cast by the sun and color-balance for appearance.

Mechanically, couplers are standardized on the older and dead-reliable 800-series Kadee, manually manipulated by handheld uncoupling tools. Wheelsets are standardized as much as possible, and certainly gauge is maintained almost to the level of a neurosis.

The track-work is perhaps an odd choice but, with my background, I'm very used to working with Peco and have no trouble making it, combined



*A dimensional extra ready to depart on one of the advancing tracks. The GP35 is a CLW kit built by an old friend, Roy Brakman.*



*A Reading Geop works the advance/receiving yard. It's a recent Sunset import, re-detailed and re-painted.*



*The station complex straddles the advance/receiving tracks. Several scenarios feature passenger traffic.*

The control system is a hybrid. The layout itself is wired for conventional DC, each block having the traditional power selector in the form of a rotary switch. One can select either the road throttle (available to all blocks) or a dedicated local throttle at each node (two at the yard/central node). I say a hybrid system because we use radio throttles, and the only ones really suitable for switching and available today are those made for DCC systems. Each throttle/cab is, in reality, the variable outputs of an eight-amp decoder intended for garden railway use wired into the power selectors of the railroad itself. They, in turn, are hardwired to a five-amp radio DCC system so we can take full advantage of the modern knob-and-reverser type wireless throttles available with these systems. The capacity of the decoders being higher than the output of the system is important as is appropriate circuit protection, the latter no more so than in any DCC application, and the result for us has been very reliable so far.

Still, belt-and-braces thinking predominates, therefore, each cab also has a toggle selector so, should some component quit in a snit and release its magic smoke, operations do not come to a halt. That toggle allows one to switch over to a different power supply with a tether-throttle and continue on as before, and I keep a stock of pre-programmed decoders in a drawer so the radio throttle might even be brought back on-line during the session. So far, in over a year's operations, we haven't had to resort to either.



*Lee Davis works the advance/receiving tracks while Rich Randall classifies cars in the bowl.*

No matter the type of control systems employed, I recommend giving thought to installing such redundancies. Having overlaid systems able to be switched in at the throw of a toggle or rotary is really good insurance against a session coming to a permanent screeching halt due to a control system failure, no matter the systems chosen.

It isn't just control systems that benefit from some level of redundancy and over-engineering in the quest for reliability. Locos and rolling stock are checked and run before each session, and spares are always to hand. Each scenario is run repeatedly to check everything, even the scenario itself. I tell folks I've run the scenario they are about to embark upon at least a half-dozen times before they see it, and it more often is something nearer a dozen.

Ease of operations is a quality worth a paragraph or two. The controls on the fascia are kept to a minimum, pretty uniform in their presentation, and as intuitive as I can make them. Along with the controls and their layout, ease of operation has had me to install model-boards at eye level at every node (again there are two at the yard). Each board has places for location names (which change with the scenarios) and cab addresses. The trackage has markings and signage for blocks and isolation sections matching and keyed to the model boards.



*It's 1980 on an Upstate New York regional. The class yard power stands by at Church Hill.*





*This time, it's 1975 WM, and a BL2 drills the class yard.*



*Rich Randall works the classification yard on our first session after the scenery marathon.*

The track forms are also kept as intuitive as possible with the arguable exception of the now-infamous “puzzle-switch”, a double-slip at the entrance of the interchange yard which allows for broader radii in a very constrained location. There really was no good option there, and that switch is now the stuff of legend, having somewhat acquired the reputation of a merciless and angry god.

It is easy to supply too much information at a shot, a trap I fell into with the train-order system we started with. Every detail about a train to include switch lists, orders, etc. was bundled in a book which someone (Good man, Lee!) finally had the testicular fortitude to say was just too much confusing info in one slug. Now everything is distilled down to a half-page simplified train-order on a small clipboard, and works much smoother.

By the way, don't forget hooks on the fascia on which to hang the boards, which brings us neatly to that last quality, accessibility.

You could call accessibility “comfort” if you want, but planning wide enough aisles, adding drinks holders to the fascia, some place to just go away and eat a doughnut after having to deal with that curiosity switch again, a little fridge full of drinks, all make things just much more attractive and agreeable. It's time, thought, and effort well spent.



*Top Left: A couple rail photographers sun themselves waiting for the perfect shot.*

*Top Right: We leave the central node, and there was an annoying scenic and track design issue. It occurred that penetrating the viewblock at the end of the diorama could be visually elegant by shooting through what is a nod to the State Line Tunnels on the old Boston & Albany. The left bore actually conceals the class yard lead and the right-hand bore is the running track to the next node.*

*Below Left: The space between the tunnel faces and the next diorama contains not only the improbable track arrangement that makes this all physically work, but the electrical panels to the house. There is an old theatre scenery trick that says if you don't want the audience to "see" something, paint it black. A black shower curtain on a curved rod, and we move on.*

*Below Right: The next diorama is the first destination node, where trains from the yard make set-outs and pick-ups according to the scenario we're running. Here, Paul Raith is bringing his train into town.*





*Top Left: The dimensional extra you saw in an earlier photo has delivered these loads to be handled by this big beautiful crane built by Nev Rossiter for his Bay Ridge Harbor.*

*Top Right: It's now 1966 and an NYC RS-3 with a single coach holds down the westbound Beeline. The station was scratchbuilt by an old friend, George Eschbach.*

*Below: I cobbled this Geep together from old Kemtron and Max Gray parts, slid a chain-drive in and gave it a lick of paint and Micro-scale decals. Building locos and rolling stock is as much an interest as designing layouts and operations. The freight house was scratchbuilt by Phil Opielowski.*





*An overview of the interchange yard and the infamous “puzzle switch” in the next destination node. Some of you will recognize Ben Brown’s “Roberts Tap & Die”. There are flats and low-relief buildings here from John Armstrong’s and George Eschbach’s layouts as well.*



*Back in the steam days, you could receive freight yourself on that now-decaying public-delivery platform. The old access road is getting overgrown, too.*

Lastly, a word about what you didn’t see last time, which is the scenery and a somewhat “finished” appearance (there’ll be much more detailing to come, I’m sure). We’ve really gone for a visual “blend” and “balance”. If the railroad is to be an effective stage, all the elements need to be there and importantly need to blend with each other as a cohesive whole. Consider that scenery, structures, vehicles, a backdrop, are all visual environmental elements you’d expect before your brain can settle in to focus on the task at hand. Not only should they all be there, they should complement each other rather than compete with each other. It’s arguable that a super detailed element (one you are really good at, usually) by itself can easily be as distracting as a completely missing element or some visual clanger like an autorack behind a Hudson.



*It's 1980, and a Conrail train has arrived on the inbound track.*



2198

CON



S  
45



*Petro-chem figures large in our operations, which complicates things a bit with handling rules for those tanks.*

As an ops platform running many scenarios, rather than a model of a particular place at a particular time, individual identifiable scenes are something to avoid. I almost pulled that off, before what was a perfect solution to a vexing scenic problem appeared in my head in the middle of the night, and I weakly succumbed to building at least a tacit nod to a well-known New England landmark. I do hope those who might recognize it will forgive me my transgression.

The importance of "balance" of all the elements of a model railroad was a discussion Lee Davis and I had at great length when he, our artist in residence, painted the backdrops. I'm one of those guys who wants to do everything himself, but the backdrops were the one thing I had to accept my total uselessness at and let someone else do in order to achieve the overall balance I was after. My only contribution to that exercise was priming the surfaces and being steadfast in my demand that the horizon could not be below eye-level.

The backdrops, along with several structures and pieces of rolling stock, represent many friends in this journey. To them, and to the members of the Susquehanna Valley Switching and Supper Society who crew this thing, my gratitude.

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# BUILD YOU OWN DCC DECODER TESTER

By [Brian Huang](#)

When I began my DCC Decoder installation journey about two years ago, I knew I was going to have many questions. I was incredibly fortunate to have found two extremely gifted and knowledgeable mentors – Dan Dawdy and Mark Herzog. Of course, Dan needs no introduction, as it seems everyone knows of him in the 2-Rail, O-Scale modeling community. Mark, on the other hand, is a multi-scale DCC installation expert who lives in Iowa and does model train repairs and decoder installs for Caboose Stop Hobbies in Cedar Falls. Even when asking my “stupid” questions of them, these two gentleman were always polite, courteous, and patient with me. These guys know more about DCC than I ever will!

After performing about two dozen DCC Decoder installs, I decided to standardize on SoundTraxx decoders in my 2-Rail O-Scale locomotive models.

Why SoundTraxx decoders? I have found their support documentation to be exceptionally well written and easily understood. Their set-up, programming and How-To examples, whether they be written or on video, I find very well done and very helpful.

What I don't like much is the 90-day warranty period for their decoders! By the way, this is the shortest amount of time of all large-scale decoder manufacturers. SoundTraxx calls this their “Safety-Net” Service Warranty. The 90 days begin immediately after purchase and the original sales receipt is required for warranty repair or replacement. To me, this is very limiting, as I probably wouldn't get to the decoder installation until the 90 days have come and gone!

Other decoder manufacturers do not have this 90-day limitation. ESU decoders have a two year warranty. TCS decoders have a one year warranty from the date of manufacture of the decoder. Original sales receipts are still required. TCS also requires you to register the warranty of the decoder. Digitrax offers a one year “No Worries” warranty.

So I desired a way to be able to test SoundTraxx Econami, Tsunami, and Blunami decoders within that 90-day period. This would, at least, provide me with the peace of mind that the decoder “worked-when-I bought-it”!

I did research of several commercially-produced DCC Decoder testers. Most of the time these testers were either out of stock, only came with one motor, were limited on the number of lighting function outputs, incorrect impedance for the speaker (SoundTraxx specifies 8 Ohms), or included so many different interfaces that if something didn't work, you wouldn't necessarily know if the problem was with the decoder or the tester! Testers like the ESU 53900 were overly complicated for my needs.

The new 4-amp SoundTraxx Blunami (BLU-4408) decoders have 8 lighting function outputs!

## Parts Used:

- (1) Decoder to test
- (1) 12” Square Board
- (2) DC Motors
- (1) 8 ohm Speaker
- (8) 14v Light Bulbs
- 3M Command Strips
- Wire: Stranded 20, 22, or 24 AWG
- Wire Connectors
- Masking Tape to label everything!
- Colored Electrical Tape (used to show movement of the motors)

I decided on a 12” square board somewhat by accident. I laid all the components out on the workbench and saw from the 1” grid squares on the cutting mat that 12” square would accommodate everything nicely.

I went with two DC motors simply because all the decoder installs I have completed have the two vertical motor set-up powering the model locomotive. I found a great selection of DC motors on Amazon, and ended up choosing a 12V DC, 40 RPM, Worm Gear motor that was oriented horizontally. I also purchased the mounting brackets for the motors so I could ensure a secure mounting to the board.

Amazon Search: JGY-370 12V 40rpm for the motors. The bracket is also found and selectable from the motor listing.

The speaker is from SoundTraxx. It is described as a 50mm x 90mm Oval Speaker. The power is 5 watts peak. The impedance is 8 ohms.

The light bulbs are by Miniaturics. They are described as 14 Volt, 80mA, 5.5mm Dia. Incandescent Lamps. The Model number is 18-028-10. I chose light bulbs so I would not have to use resistors and worry about polarity. Being completely honest, these bulbs had been sitting around for years and were just too large to use in an O-Scale locomotive model.

I also raided my wife’s Command Strip supply. These strips have a Velcro-like fastener on one side with a non-permanent adhesive on the back side. These work well in securing all components to the board. I consider the Command Strips on permanent loan from her.

For the wire connectors, I went with Wago Lever Nuts in 2-, 3-, and 5- conductor arrangements. I purchased these from Menards. The 5- conductor is used for the “Common” connection for the light bulbs. The 3-conductor ones for the motor connections. Interestingly, when I first “assembled” the tester, I did not use any 2-conductor lever nuts. These became more prevalent when I needed to test a SoundTraxx TSU-2200 decoder. If you don’t already know, these decoders come with a wire harness on each end of the decoder. There are no screw terminals as provided with the TSU-4400, BLU-4408, or ECO-400 family of decoders. Essentially, these 2-conductor lever nuts serve as a stand-in for the screw terminals. I would insert the proper color-coded wire from the decoder into one conductor of a lever nut and other conductor would contain the wire from the component: speaker, bulb, motor pickup, rail pickup, etc.

I made labels using the Masking Tape for all the wires for the specific lighting functions (HL, BL, FX3-FX8), Function Common, Speaker +/-, Motor +/-, and Left/Right Rail Pickups. I used a black, Ultra-Fine Point Sharpie to label each of the lever nuts.

Colored electrical tape (blue and red) was used to make a “movement flag” by wrapping either tape color around the output shaft of each motor. These “flags” provide an immediate visual indication that the motors are turning.

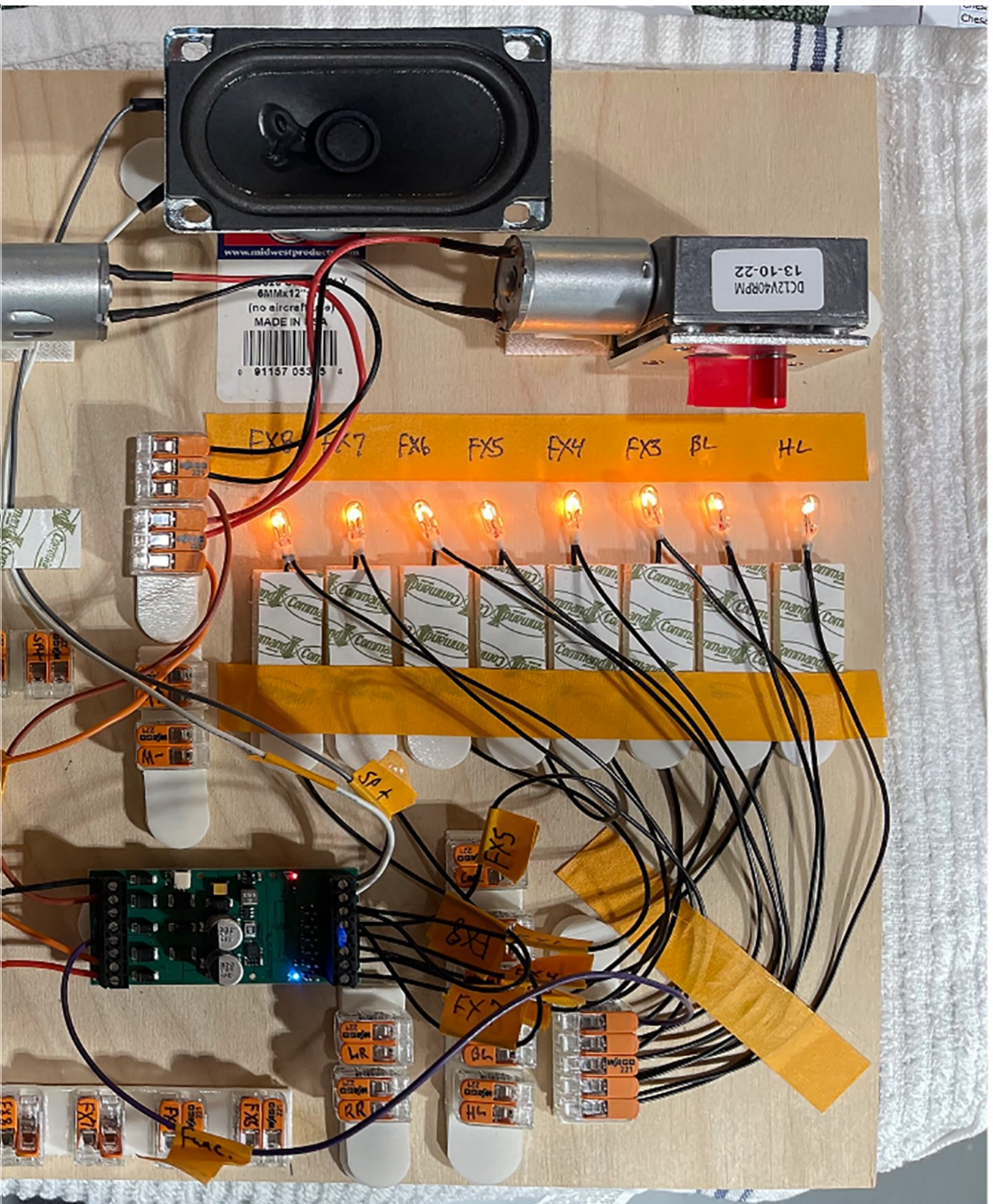
Shown on the next page is the completed DCC Decoder Tester. Being tested is an Econami Diesel decoder, ECO-400. Looking at the decoder, you’ll see a blue LED and a red LED. Both are lit. The blue indicates the decoder is receiving electrical power. In a testing or operation context, the red indicates F27 is On. The red LED also serves as the decoder’s “error” or fault light. By default, F27 corresponds to the FX6 lighting output. Additionally, if you “reset” the decoder to factory defaults, the red LED and all lighting outputs will flash sixteen times once the decoder is receiving power after the reset.

Another thing to point out are the bulbs for FX7 and FX8 are lit. The ECO-400 decoders only have six lighting outputs. Here I just doubled up the FX7 and FX8 bulb wires to the FX5 and FX6 outputs, verifying the bulbs do indeed light. The FX7 and FX8 light bulbs are there to test with the Blunami 4408 decoders.

You will also notice that both the HL and BL bulbs are lit. This is not the default behavior of the ECO-400 decoder. I modified two CVs (57 and 58) to a value of 255.

This change allows the HL and BL function outputs to be lit in both directions. The programming was done using OPS Mode (POM-Programming On the Main) using a Digitrax DT402D Throttle and the decoder hooked-up in the tester.





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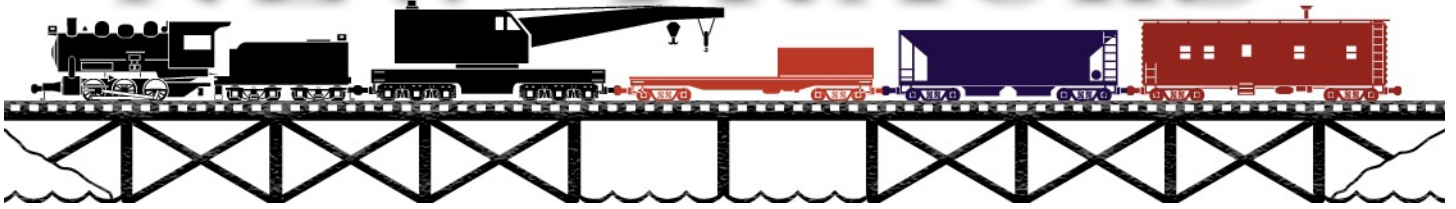
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# NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

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



## Where Mentors Help Modelers Build

### Announcements

Please Follow my Facebook Page Jim Kellow MMR to keep up to date with “New Tracks” and our programs. Something new is always being developed for modelers like you. For example:

### “New Tracks” Gets Local Newspaper Coverage

I am doing everything I can think of to promote modeling and mentoring by “New Tracks”. Even got our local newspaper, the Citrus County Chronicle, involved. This article ran in the March 22, 2023 edition and as I hoped generated local interest. You can see the total article here: <https://tinyurl.com/436h8ap8>.

I hope this kind of visibility helps get the message out about “New Tracks”, and particularly our new Scholarship program. Any help you can think of to get the word out is greatly appreciated. We will never know what really works, so let’s try everything we can think of to communicate what “New Tracks” is and what we are trying to achieve. Next step! I talked to a person at the Associated Press (AP) office in Miami Florida and sent her information. We shall see if there is national coverage. Fingers crossed.

### Don’t miss the “New Tracks” Build Along at the 2023 NMRA National Convention. It will be Live.

“New Tracks” is honored to be asked by the NMRA 2023 National Convention Clinic Chairman to host a Build Along with Phil Edholm at the





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upcoming NMRA National Convention in Dallas Texas on August 21 through 26, 2023.

The Clinic will be on Thursday evening of the convention and last approximately three hours. Alan Rogers is the manufacturer of New Creations Model Railroad Building LLC whose Handcar shed kit will be built.

The kit is available in N, HO, S, and O scale at a significant discount to NMRA members attending the convention to Build Along with the “New Tracks” Mentor Phil Edholm. Phil will build the structure and offer help and advice to the modelers participating in the “Build Along”.



I look forward to working with the Long Beach California Convention Clinic Committee and offering other “New Tracks” clinics at their convention in 2024.

### Other Great News. It’s Official!

The IRS approved our 501(c)(3) application.

The Department of the Treasury, IRS, has approved our nonprofit company, New Tracks Modeling Inc, as a Tax Exempt 501(c)(3). This enables us to receive Tax Deductible bequests, devices, transfers, or gifts, from donors for our future “New Tracks Modeling Mentoring Scholarships”.

Thanks and congratulations go to all our New Tracks members and particularly to our Scholarship Committee: Chairman Bob Davidson, members Phil Edholm, Kevin Macomber and Jeffrey Jordan, our fantastic attorney. They have done an outstanding job and deserve our sincere thanks and appreciation for all their hard work. Thanks to everyone for your support. See more about this later in this article.

### Starting July 19, 2023.

A new segment on “New Tracks” hosted by Steve Sherrill “What do you want to talk about?”

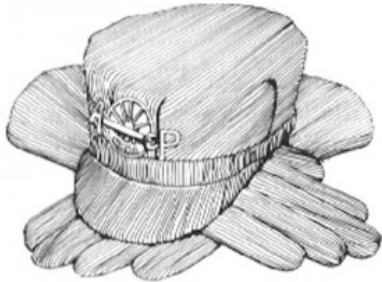
Several modelers have suggested we have a segment on our weekly Zoom show that is about any modeling or model railroad subject anyone wants to discuss. Sounds like a good idea that we have not tried before, so we are going to see where this goes.



If viewers like this idea, as we hope they will, it may open “New Tracks” to model railroading subjects we have not previously explored. That would be great. The more we can respond to viewers’ questions and issues, the better. Tell us: “What do you want to talk about?”

It’s Official:

“New Tracks” presentations may earn you NMRA Achievement Program points for either the Author or Volunteer Certificates.



I am pleased to announce that “New Tracks” presentations including BUILD ALONG, WATCH ME BUILD, and other modeling presentations are eligible to be counted as a regional clinic toward earning either the NMRA Author Certification, or Volunteer Certificate points. I want to thank Pat Rivard for bringing this issue to my attention and to Frank Koch, the NMRA National AP Chairman for his help in outlining what the presentations need to include to be awarded points.

Frank explained eligibility: “If the presentation meets the requirements as a clinic - 30 minutes instructional or educational (not just a blog or discussion) and has a reference handout that is available online to anyone, the fact that all our presentations are recorded and available on our YouTube channel meets this requirement, then it can be counted as a regional clinic and earns 4 points toward Author. Since it is an electronic presentation, it is covered by the 50% of total points for that type of “publication”. If it is a clinic that has been presented before in any format, then subsequent presentations earn Volunteer points, but no additional Author points.”

Frank then outlined this exception: “The only caveat is that if it is just basic kit building, then “no” it won’t count, as there is no original planning or work involved. There are many simple blog videos on “how I built and finished this kit”. They would not count. If it were more than that - tips that one might not consider, how to learn a new weathering technique (more than “apply and wipe white paint off bring to simulate mortar”), kitbashing is good, etc. It has to be more than a basic narrative of 1, 2, 3, etc.”. Since I believe “New Tracks” presentations go far beyond a simple 1, 2, 3, etc. basic build narrative, I am not concerned about our presentations meeting this exception.

I have appointed Pat Rivard our AP Chairman to implement this “New Tracks” NMRA Achievement Eligibility Program for our show. Thanks again Pat for your help. Pat can be reached at [Patrick.Rivard@newtracksmodeling.com](mailto:Patrick.Rivard@newtracksmodeling.com)

Therefore, if you have made in the past, or want to make a presentation on one of our shows in the future, and want it to be given NMRA Achievement Program Author or Volunteer point credits, please let Pat know and he will provide you the documentation you need for the NMRA award.

Anyone know how to use Blender 3D Program?

I received this email from Earl Hackett, a member of our “New Tracks” team. “Blender is a 3D free form modeling program that has great potential for creating figures and other amorphous shapes, shapes that are not defined by numerical measurements. I have it on my computer, and every so often, I pull it up and kick the tiers. I haven’t been able to get it to do anything useful, but I’ve seen results that are incredible. Can you ask if anyone can give a presentation on using this program?”

This sounds interesting to me especially if we can use it to create figures. If anyone knows how to use this program, and would like to do a presentation on our Zoom show to help Earl and others learn how to use it for our modeling please, let me know at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

Thanks Earl for asking about this 3D program’s capabilities. I had never heard of it before, but I am definitely interested if it can design figures for me.

## Starting another new Zoom Show Segment:

“Youth Modeling”



We have started a Youth Modeling segment on my Zoom “New Tracks” shows. Mike Davis started it off on the show a few weeks ago. I want to also recognize Youth modelers, in these articles. Here is our first Youth Modeler to be recognized.

Brian Bollfenger’s daughter, Ayla, started building models with him (then on her own) when she was 8. She's 10 now. Here is a photo of her at age 9 with a model she built 100% on her own.

Great looking model. Congratulations! Thank you Brian and Ayla for sharing your modeling with us.

I hope we can recognize a lot more young modelers. If you have, or know of, a young modeler please send information to: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com). Again, the young modelers of today will hopefully become the future modelers of our great model railroading hobby. We need to recognize these young modelers, and encourage their contributions to our hobby.

## Next up on the Agenda:

“NewTracks” Merchandise Program

“New Tracks” is responding to suggestions to start offering Merchandise with its logo on it for for sale and to use as incentives for specific programs. This is the design we will be using. I believe it says what “New Tracks” is all about.

All of the money “New Tracks” earns will go toward paying for its operational and programing costs. But, as usual, we need help.



If you have experience or knowledge that can help make our merchandise program successful, please contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) We need all the volunteer help we can get to help us develop our new merchandise marketing program.

We want this merchandise program to meet with your approval. and hope we sell a bunch of stuff. Not only do we hope you buy it, we hope you wear and use it. In doing this, you become a visible member of our “New Tracks” team of mentors and supporters. You will be easily recognizable by other team members. Please help us take “New Tracks” to the next level of mentoring and modeling in model railroading. Let’s make sure the next generation of modelers learn and use the modeling skills and techniques, and experience the emotional thrills only viewing a model you have built can provide. This is what has made the model railroading hobby as great as it is today. Thank you.

### “New Tracks” Mentoring Scholarships:

You made it happen, “Thank You”! Now let’s tell potential applicants about our 2023 Scholarship.

We have successfully raised contributions for “New Tracks” to pay for the first year of our “New Tracks” Modeling 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 everyone who contributed to make this happen. Last issue I thanked Atlas for their support, and now I want to thank the NMRA for their Facebook posts of support for “New Tracks” and our scholarship program. This appeared on Facebook from the NMRA:

NMRA - National Model Railroad Association tagged you in a post.

*NMRA - National Model Railroad Association  
February 14 at 10:21 AM*

*Jim Kellow MMR and NMRA member, is looking for students interested in applying for a scholarship sponsored by his New Tracks Modeling shows. If you know someone, please share this with them. For more information on Jim's weekly shows or the scholarship, please use the QR code or visit <https://newtracksmodeling.com/scholarship>. #NMRAExperience #NMRAFamily*

And the other day, I got the GSMTS, Timonium Show, report from Scott Geare, which included he following comments about our Scholarship Program. Thank you Scott for your help and interest.

“I write to all our exhibitors, whether or not you were present at our February 4th and 5th Great Scale Model Train Show (aka “The Timonium Show”).

“JIM KELLOW and the STEAM SCHOLARSHIP: You know what “STEM” stands for, don’t you? Of course you do: Science, Technology, Engineering and Math. That’s the current emphasis of the national educational agenda. But what does “STEAM” stand for? Same thing, with the addition of “ART.”



Jim Kellow, himself a credentialed Master Modeler, has been working to establish a scholarship program for youth who are involved with serious modeling. Thus, he and his associates have established the “STEAM” scholarship program, which adds “ART” to the STEM program, making it “STEAM.” And indeed, what is model railroading, if not art, even “fine art?” (As Howard Zane would say).

Learn more, here: <https://newtracksmodeling.com/scholarship/>

Are you the parent or grandparent of a kid who needs some financial help with college? Or do you know such a youngster? If that youngster is involved in model railroading, or any modeling art, connect him or her with Jim’s scholarship program. You may also want to contribute to the fund yourself. I did.

Visit this web page: <https://newtracksmodeling.com/scholarship>”

Thank you Scott Geare for including “New Tracks” in your show and also in your show’s report which goes to all your vendors. We look forward to being in your upcoming Timonium show.

I am pleased that the National Retail Hobby Stores Association (NRHSA) included New Tracks and our scholarship in their monthly magazine, *Hobby Merchandiser*. Having the support of this association and local hobby stores will help get our message out to potential applicants.

So now, with your help, let’s make sure every potential model railroader, applicant, knows about our program and, if needed, gets help in completing their application. The deadline for submitting an application is July 1, 2023. What can you do? Find out below.

### **What the “New Tracks” TEAM can do to help:**

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.

If you don’t see our banner at an event you attend, please consider helping us by being our representative at the event and displaying our banner at the event the next time it is held.

This year our banner started out on the East Coast at the Amherst Railroad Hobby Show in Springfield, MA 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. We will also have our banners at Allen Littlefield’s Mid Hudson On30 show, April 14-15, 2023, 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 Colorado June 8-11, 2023.

We will be back in Timonium, MD for the April 29-30, 2023 GSMTS. Henry Primas also displayed our banner at the NMRA SER Region’s Piedmont Division Model Train Show and David Schultz had it on displayed at the Chicago, Illinois O Scale March Meet.

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 is 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, let Bob Davidson know at: [bobdavidson@newtracksmodeling.com](mailto:bobdavidson@newtracksmodeling.com).

Thank you to everyone who helped us display the banners at shows around the Country. We are currently taking reservations for our banners for our second year’s (2023/2024 Scholarship Program. Stay tuned for more details on it.

You can also use this handout with basic information about our 2023 Scholarship to 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.

Remember, one of these years your younger kids or grandkids may benefit from the “New Tracks” Modeling Mentoring Scholarship program that you helped start this year. Thank you.

### “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.

**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.*



Also please let businesses you buy from, 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.

### Scholarship Program and the 501(c)(3) designation.

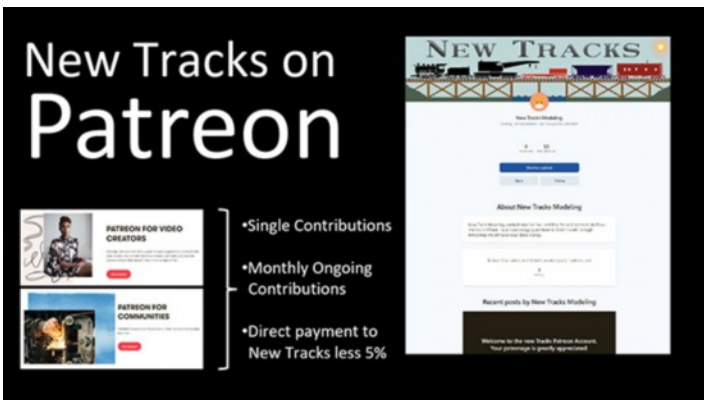
Your generous contribution to “New Tracks” first Scholarship Program has allowed us to have it fully funded, and has also provided funds to form a new non-profit corporation, New Tracks Modeling, Inc. which sought recognition from the IRS and was approved as a 501(c)(3) charity for soliciting scholarship funds in future years. Thank you so very much for everyone’s support.

- As of January 12, 2023, the State of Florida has approved the incorporation of our new nonprofit corporation, New Tracks Modeling, Inc., and we have completed all the steps to organize the corporation. We applied for our IRS recognition as a 501(c)(3), and on February 8, 2023, we received the approval of our application by the IRS. Thanks to our great Scholarship team we obtained the IRS approval in record time.
- Thanks to every “New Tracks” viewer and reader for your support and help in completing these significant accomplishments. We can now start tax deductible fund raising for our ambitious 2024 Scholarship program. You will be hearing much more about this effort shortly.

Our Scholarship Committee is currently hard at work obtaining applications from young High School graduates for our 2023 Scholarship, as well as, finalizing the plans for our 2024 program. Needless to say, without the pro bono legal help provided by Jeffrey Jordan Counsel at ArentFox Schiff LLP, we could never have achieved these goals. Thanks Jeff for volunteering your legal expertise, and for being a very talented model railroader. It is an honor for me and “New Tracks” to be working with you.

To justify all the financial and team support “New Tracks” is receiving for our new Scholarship Program, it is obvious to me that “YOU”, all the volunteers, who produce our shows, and others who do all the many other jobs necessary to participate in our shows, create the website, YouTube posting and marketing, Zoom posts and other marketing, etc., have done, and are doing, an outstanding job. I know this because of the favorable emails I get, the growth of our viewer community, and the interest shown for our programs by the wider model railroading community. Thank you all.

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 modelers and mentors of tomorrow. We have a lot more to come.



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 on Zoom, YouTube, and 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.

## Monetize our YouTube “New Tracks” Modeling Videos

We have a monetized 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 you can see, “New Tracks is growing rapidly. 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 “New Tracks” going strong.

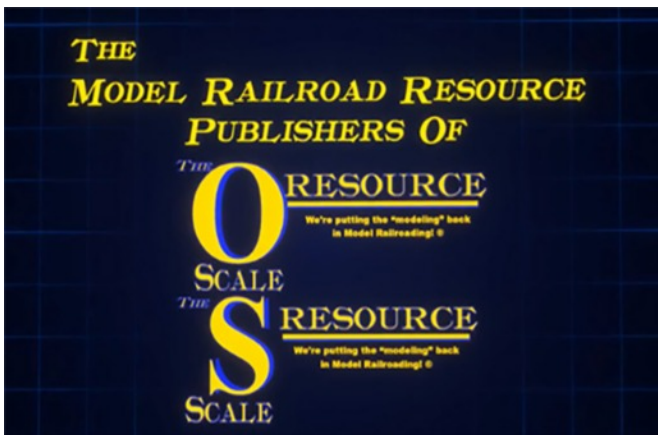
Everyone who watches our shows has a contribution they can make. Offer your help in participating by sharing your modeling skills, or help make and produce our Zoom and YouTube shows, or help with our Website and digital marketing, etc. Any amount of time and help you can provide will be greatly appreciated and is definitely needed. Contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) and let’ discuss.

## Upcoming “New Tracks” Live Zoom 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. By the way we, have over 800 videos of our past shows on our YouTube channel for you to enjoy. They are all free!

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

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



These are some of the photos modelers shared on our recent 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.

Thanks to all the modelers who participated and shared their modeling skills our with viewers.

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 [Chris.Coarse@newtracksmodeling.com](mailto:Chris.Coarse@newtracksmodeling.com). The next MY BUILDS are scheduled for, April 26, 2023 and May 24, 2023.

This is the time to plan projects you want to share at these upcoming shows.



Top Left: Martin Brechbiel - [Martin.Brechbiel@newtracksmodeling.com](mailto:Martin.Brechbiel@newtracksmodeling.com) - O scale

1. O Scale All-Nation gondola, Purchased for \$1.00. Applied K4 decals.

2. O-scale, Walthers gondola, Purchased for \$15.00, AB Brake system installed.

3. O-scale, continuation of his previous interior build. Detail parts from various vendors.



Bottom Left: Greg Cassidy - [Greg.Cassidy@newtracksmodeling.com](mailto:Greg.Cassidy@newtracksmodeling.com) - HO scale

Nick and Nora Designs - Annie's Lunch Counter. Detail parts from various vendors.



Below: Fr. Ron Walters [Ron.Walters@newtracksmodeling.com](mailto:Ron.Walters@newtracksmodeling.com) - HO-scale  
 Reproduction of the Palace Theater. It was located across the street from the Alamo in San Antonio, TX. Scratch and bash utilizing DPM windows and a Rix kit.



**Let's meet some modelers**

This first modeler has a philosophy that I really like and think it will make you consider his ideas in your future modeling. Please meet:

**Matt Woods**

My name is Matt Woods and I live in Wooster, Ohio. Like most model railroaders, I had my first introduction to model trains at a young age. We lived in Lafayette, Indiana and there was a big snowstorm.





The whole family took the city bus downtown and we came home with a Tyco starter set, which we set up on the dining room table. My Dad had always been interested in railroads and had many experiences riding steam locomotives and in the caboose as a kid. He transmitted that passion for trains to me. I had a variety of Lionel and HO layouts until about the age of 12, but became a serious track and cross country runner during junior high, high school and college, which took me away from model railroading for a number of years. I always had some interest in the hobby, despite not actively pursuing it.



In the early 2000's, I began to revisit the hobby going back to my childhood days as a Penn Central fan. As I returned to the hobby, I found myself drawn to the artistic aspects, mainly weathering of structures, rolling stock, and locomotives. I became a prolific modeler looking for new canvases to practice and perfect my ever-improving skills. Admittedly, my early efforts were heavy handed and lacked the subtlety that I eventually developed. Along with this artistic pursuit of the hobby, I gravitated towards the steam era and, ultimately, more towards narrow gauge.

Despite having the opportunity to work on my Dad's HO layout, which was a continuation of one of my childhood layouts, I was constantly building new modules or dioramas seeking an elusive level of realism and perfection. With each effort, I believed that it would be the one I finally got it right on. Whether building structures, scenery, or rolling stock, the desire to have new and fresh projects created a pretty substantial accumulation of models, which continues til this day.

As far as my modeling influences, I have always read the popular modeling magazines and was inspired and influenced by numerous modelers whose work appeared in them. Modelers such as George Sellios, Lance Mindheim, Bill Henderson, Rand Hood, and Tom Johnson have all been inspirational. Around 2007, I had the good fortune of meeting Sam Swanson at a train show in Dayton, Ohio. I was blown away by his Windes Inlet HOn30 module that was part of the Great Lakes Modular Group. I would see Sam every year at Gary Kohler's Midwest Narrow Gauge Show in Greenford, Ohio. I became good friends with Gary Kohler and met a number of talented modelers through him, such as Kevin Kuzman.



*This is a scratch built elevator at the small northern Michigan town of Antrim on my freelanced Au Sable & Antrim module. Although there are no moose in the lower peninsula of Michigan, it looks good having this one in the photo. The vegetation is a mixture of static grass and Martin Welberg thicket. The boxcar is a Mount Blue models kit.*

Over the last 10-15 years, I have approached the hobby very much as an artistic pursuit, focusing mainly on the visual aspects of modeling and trying to create models that held up well to photography. Through the feedback and affirmation of modelers within my NMRA division (MCR Division 1) and a growing sense of confidence in my own skills and techniques, I believe that I have evolved into a pretty good artist/modeler.

Over the last 2 years, with Sam Swanson's urging, I have submitted articles to the *HOn3 Annual*, the *On30 Annual*, and the *Narrow Gauge Gazette*. I was fortunate enough to have articles published in the *Annuals* and I write near monthly articles for our division newsletter (*The Peddler Freight*), along with the *Mini-Bunch Newsletter*.

My basic approach to the hobby is more of the art of the diorama. I'm not interested in electronics or



*This is a photo on my freelanced HOn3 Old Mission & Leelanau module. This short freight is passing the enclosed water tank at the small town of Archie out on the Old Mission Peninsula. Both the plymouth and boxcar are Funaro & Camerlengo resin kits. The scenery is static grass with SuperTree material in the background.*



*This photo depicts a whistle stop passenger shelter out on the Old Mission Peninsula near Traverse City, Michigan. The On30 rail line runs close to the shore, allowing tourists easy access to the beach. Heavy use of grass tufts portrays beach grasses found on the sandy shoreline. The evergreens in the background are all scratch built from artificial steel wool.*

have a consistent uniform scenery approach and, when photographed individually, they look like they are part of a much larger unified layout. Without disclosing that it is not an actual operating layout, the viewer would have no idea that the scenes are a collection of individual dioramas.

I like having small, discreet projects that can be completed in a reasonable amount of time and are not an overwhelming burden to maintain interest in. This is not to say I wouldn't like a larger operating layout of a very high quality and standard, but currently I don't have the space to pursue that.

operations. I don't even care whether my models are operational or remain static. I am driven by realism and trying to perfect the coloration and weathering techniques that represent highly aged prototypes, but not overdone in a cartoonish way. I like very obscure and early 1900's prototypes, but because of a highly varied interest, most of my stuff is freelanced based on either logging or agricultural themes. I very much like waterfront scenes and have done, or will be doing, more of those. I also subscribe to the idea of modeling the ordinary and creating simple, familiar scenes. I have been influenced by the philosophies of Lance Mindheim.

After years of trial and error and many models that look poor in retrospect, I have come up with some basic repeatable and reliable techniques that I use to one degree or another on most projects. I am very much a believer in a modeler having a signature style that is easily and consistently recognizable. I have done some projects that were vastly different than my main interests, but the stylistic and technical qualities are still evident.

Over time, I have evolved with my modeling to where I don't want to buy any commercially made products, unless I have to. I would prefer to scratch build most everything and utilize materials or supplies that can be obtained from craft stores or in nature. To be a good modeler, I think you need to be constantly observing and studying nature and the real world. If you use the prototype or the natural world as your guides, it is difficult to go wrong.

I would like to see model railroading perceived as a serious art form and an important creative pursuit.

In the future, I may do some historical dioramas or different scenery or terrain related projects. I am very impressed by the top military modelers and the dioramas they create. I have attempted to translate some of that approach for detail and realism into model railroading.

I have also taken a somewhat virtual approach to modeling, whereby I create modules or dioramas that



*This project was a significant departure from my regular subject matter. It depicts a small outpost in Mexico along a Mexican two foot line. The structures were all scratch built. An article conveying the techniques appeared in the 2022 On30 Annual.*



*This is the depot at Overton on the freelanced Killbuck Valley Railroad. This scene is deep in central Ohio in the fall of 1920. The structure is a resin kit with a variety of scratch built details. Heavy use of grass tufts and SuperTree armatures complete the scene. This is On30.*



*This module is also HOn3 and is a harbor scene on my Old Mission & Leelanau Railroad. The line's lone plymouth has arrived in Suttons Bay with a load of potatoes ready to be shipped out. There are a number of fish houses at this port. The old Mack tank truck is delivering fuel for the Plymouth.*



*This is the passenger shelter at the small whistle stop of Old Mine on the Killbuck Valley line. The shelter is scratch built. The tree is from MBR.*

My hope is to continue improving my basic skills and creating additional realistic scenes that people find interesting and believable. I think if more people saw model railroading as a serious visual art, that we could

expand the interest in the hobby and attract many crossover artists from other fields and backgrounds. The Internet is full of great modelers from around the world coming from the war games and fantasy realms, along with military modelers. These people, many of whom build terrain and structures, could be potential converts to model railroading.

Although I've worked hard to get to my current standard of modeling, I know that I can always do better and am willing to share my techniques and knowledge if people are interested.



*This is a modified Bachmann porter with a Banta wooden cab. The flatcar is scratch built. The scene depicts a fall day on the Killbuck Valley line.*

*This photo contains an entirely scratch built depiction of a coal, livestock, and hay dealer along the Ohio & Erie Canal in the late 1800's. The water is resin with much of the foliage being jute twine. This was a small foray into modeling a canal. It is O-scale.*

Matt, thanks so much for sharing your modeling and philosophy with us. Matt can be reached at [Matt.Woods@newtracksmodeling.com](mailto:Matt.Woods@newtracksmodeling.com).

### **Now, how about Building a Diorama?**

Jess recently built one of his dioramas on “New Tracks Wednesday Zoom shows. A video of his build is on our YouTube Channel New Tracks Modeling. One nice thing about his diorama kits – is he including everything you need to build them.

### **Jess Dozier**

I was, for a very long time, all over the place as a modeler, HO, O scale 2 rail. When I moved to Spokane WA, I was part of an HO club that I found interest in structure building especially. I learned a bit about realistic weathering from a couple members and started to find my interest in making things look as real as possible. Jim Smith, a local hobby shop owner pointed me to O scale Thomas Yorke kits and I was hooked. The realistic, run down kits really got me into a more backwoods and run down style of modeling.



About the same time, Jim introduced me to Stan Oxendahl. Stan had a complete 24 x 36 foot layout called the Ithaca Bay Transportation Company in On3. I sold all my O scale 2 rail and started to work only on On3. The size was perfect. Larger buildings, and since it was narrow gauge, I could build in a manageable size. I really started to research other modelers and their techniques.

Railroad Line forums was a great resource and I found layouts like the Red Stag Lumber Company in On3 that really grabbed my interest.

A focused layout with a theme became a goal. In late 2009, we were all just hanging out and discussing the 2012 National Narrow Gauge convention in Seattle and talked about building a portable layout to take to that show. We knew Paul Scoles and asked if we built something, could we show it? The convention team was nice enough to agree. I had done a lot of research on portable layouts, and Wes decided on a theme (logging), and of course, a scale – O scale with On3 track work. Over the next 2 years and 6 months, we were able to complete the Hangman Creek Lumber layout and show it at the 2012 convention.



*One of Jess Dozier's diorama kits. The centerpiece of the kit is this Log Bronco, figure is included. The broken window, the rust on the bracing, the tarp in the back are all simple touches to add life and tell a story. You get everything to build it, even the dirt.*

About a year or so after the conventions we had a private individual inquire about buying the layout and we sold it. I made a handshake seal that if he wanted to part ways with it. I could purchase it back.

From 2014-2019 I created a Facebook page as folks had requested to see more of the layout. It has developed a bit of a following which we all were surprised by.

Nevertheless, I started to get inquiries about turning some of the scenes on the layout into kits. I have known Keith Wiseman of Wiseman Model Services for a number of years, and did my best to learn a bit about what would work and how to maybe do something a bit unique. I decided to call my venture "Hangman Creek Diorama Company" and offer complete diorama kits. All the scenery is included. The diorama kits are also broken down into 2-4 smaller kits that can be purchased without the scenery as well. I really try and follow a very process based style of modeling that achieves very realistic results by following steps.

I believe very artistic results can be achieved by following proven process. My kits are all very step by step, and my manuals are all color and in great detail with hundreds of images and process based results. I really want modelers beyond the, "I could never do that" thinking when seeing very detailed models. I was, after all, in that mindset until I really studied how the modeling achieved their results. I realized it was all experience, but more importantly following process. I have 3 full diorama kits out presently and they are broken down into 13 smaller kits. I have more plans than time to build more. I will hopefully release 1-2 full kits a year, and when I retire in 4 years, I may branch into other scales. HO, and possibly S, with releases of my O scale kits in those scales. I like to work in small complete scenes, hence the diorama approach. So each diorama kit will always be 100% complete and be able to be finished. Scenery and even dirt is included!

### How to Enter the Hangman Creek Diorama Co. contest Drawing

Modelers must fill out form, agree to photograph the model and write an article on their experience that I will include in one of my future "New Tracks" articles.

**ENTER HERE TO WIN OUR  
HANGMAN CREEK  
DIORAMA CO.  
DRAWING**

**Click Here To Enter**

The contest drawing winner will receive a MOW DR Kit. Details about this model are available on Jess's website: <https://hangmancreekdiorama.com>



Winner will receive this unique MOW car that has tons of character. [See more about this kit here!](#)

Good luck to all of you. I am looking forward to sharing photos of the completed diorama by the winning modeler in a future article.

Thanks Jess for your help and interest. You can reach Jess at: [Jess.Dozier@newtracksmodeling.com](mailto:Jess.Dozier@newtracksmodeling.com).

Next, let's meet a modeler who is back in our hobby after being away for 60 years. His last model railroad was when he was 12 years old. Now retired, he came back to model railroading. Sound familiar? I meet modelers like this all the time. It just shows the influence that model railroading used to have on us older guys when we were kids. We need to help today's kids to have an early model railroad experience so they too, will remember the fun and return to the hobby later in life. Just my opinion. What do you think? Now please meet Frank.

## Frank Amatangelo

After 42 years in the Electric and Gas Utility Industry, I was approaching retirement, circa 2014/2015, and I was considering, “What am I going to do with my time.” I knew I was going to pursue a hobby where I would be building things. In my career, I was most satisfied in Operations as that’s where the action was. As a kid, I used to build models and thought I’d enjoy getting back into that. I am pretty handy around the house, and I used to do things for my neighbor across the street. He had an O gauge Lionel railroad in his living room and I thought that was pretty cool.

For Christmas one year he gave me an O Gauge Lionel Christmas train. I took my wife’s Dickens Village and set up a Christmas village in the living room with

some track running around the room and around the Christmas tree. That’s all it took, and I was on my way. I decided on O Gauge due to its size. My Lionel set from the late 1950’s was 027. I don’t have that set, my



*Editors note: Frank’s beautiful layout is 3 rail; however, we are really focusing on his scenery which has nice looking buildings and his techniques. I think we all can take away ideas from the work he has done.*

brother does. I have the American Flyer set from the mid 1950’s. I decided on 3 rail and thought that building the O gauge structures would be easier and not require magnifying glasses and tweezers.

I had spent some time looking at layouts and had settled on a layout for the basement of our house. We ended up moving a year later to be near our children and grandchildren, so I had to start all over again. When I finished the basement in our new house, I specifically built a “Train Room”. The room is 16’ x 14’. I wish I had built it bigger, but another resident wanted an exercise room. At the time, I thought that a 14’ x 10’ layout would be pretty big, but now that my wife has seen it, she suggested that I knock a wall down, and expand it into the other part of the finished area.

I started looking at different track plans, mostly from a Lionel book from the 50’s and 60’s and after six months of experimenting with different sketches; I ended up drawing it out to scale on some poster paper. After I was satisfied with the layout, I contacted a guy from an online model railroad group I am in, and he converted in one of those software packages.

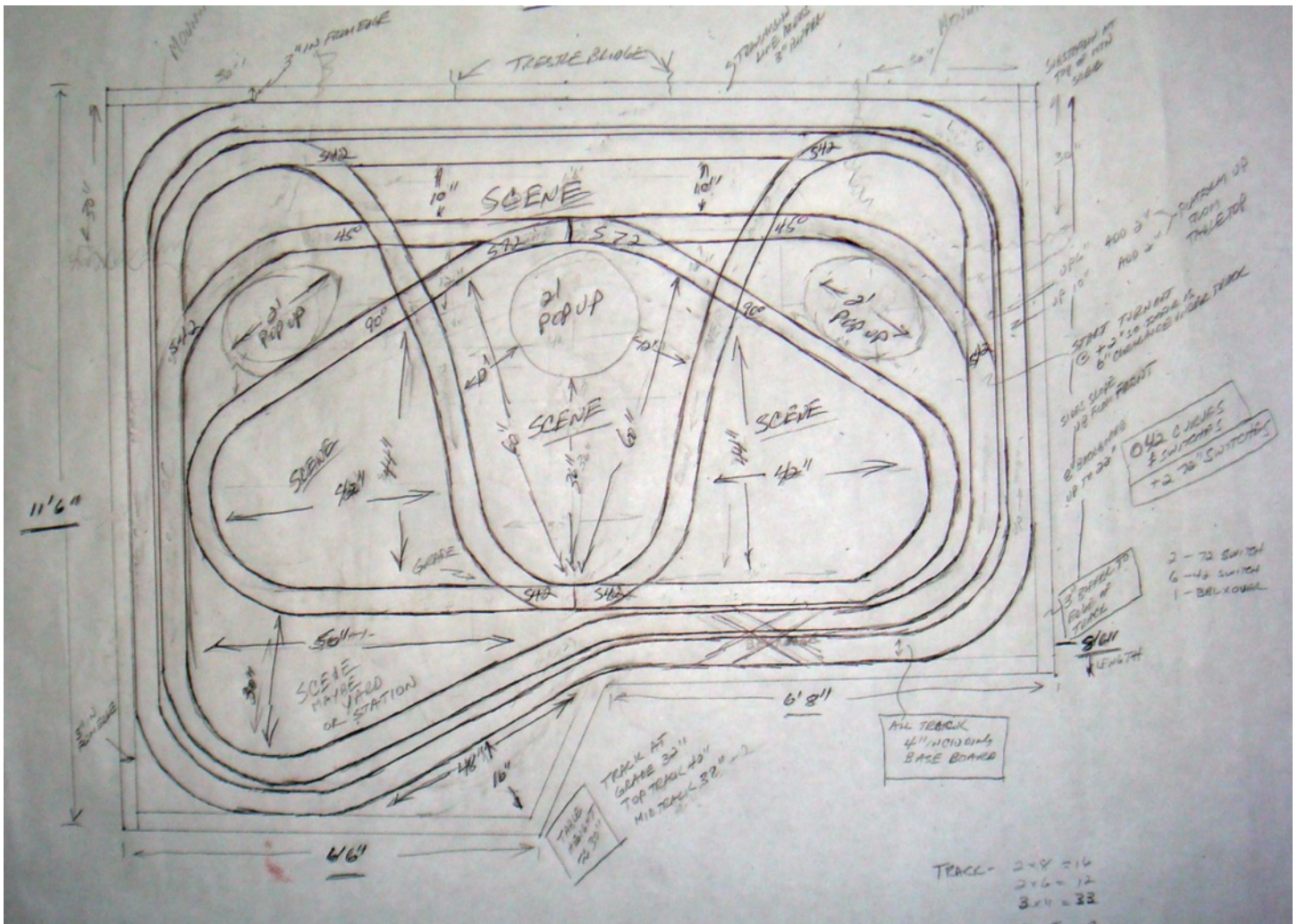
I decided on Gargraves track and Ross switches. It seemed to be the best value for the money.

I had not decided on what to build in the areas I had designated as scenery, but I thought I’d install the track first and get things up and running. At this time, I only had the Christmas train that my neighbor had given me and nothing else.

During breaks from installing the track, I made about two dozen pine trees. I purchased some sisal and 18 gauge wire. Cut the sisal into about 3 – 4 inch lengths. I folded the wire in half and inserted the sisal between the wires. I set it in a vice and twisted it until it was tight. I then combed the sisal into a pine tree shape and trimmed with scissors to get a nice shape. I sprayed them with hair spray, sprinkled colored saw dust on them and painted them with a green spray. For the trunk, I scored a dowel on a trim saw and painted them brown with some dry brushing with green and black for character. I inserted the wire end of the tree in a hole I drilled in one end of the trunk. In the other end, I drilled a small hole and inserted a nail for placement on the layout.

Once I got things up and running, I started thinking about the two mountains and the sideboard cliff walls. A serious train layout has to have a mountain with tunnels, right? I wanted to do things economically and didn’t want to purchase readymade trees, shrubs etc. I thought it would be more fun figuring out how to make them.

For the mountains and sidewall cliffs, I sketched out what I was thinking of doing and used some ½” square stock to make the frames to which I stapled crushed screen. I had read about all of the Sculptamold® and other



stuff available, but decided to go “Old School” with plaster of Paris and paper towels. A little messy perhaps, but with blue painters tape covering my track and switches it ended up looking all right.

Since I am a DIYer, and didn’t want to spend a lot of money, for ground covering, I ground up Styrofoam in a blender with some paint to color it green. I had read about this online. For my trees and bushes, I snipped the flowers off artificial flower arrangements, dipped artificial flowers, from Hobby Lobby or Michaels, in glue, sprinkled the colored sawdust on them and hit them with spray paint as needed. I had yet to discover Supermoss products.



For my rock colors, I mixed several colors and tested them on some cardboard. When I was satisfied, I laid the base coat down. Then using some greens and white, I dry brushed to give the rock some character. I never thought I was artistic, but after some trial and error, I think it turned out well.

I now started looking seriously at various buildings. I wanted to do a power plant, substation and transmission line. My first build was a Korber Power Plant, substation and short transmission line. To get the mortar look in the bricks, after painting with the base color, I brushed some joint compound on the walls. After it dried, I lightly sanded with a plastic





scouring pad to remove the mortar from the face of the bricks. There are other methods that I read about, but this worked for me. Unfortunately, I had no knowledge of the various led lights available, so I used some incandescent lamps that were available. I am now a fan of Modeltech studio, Evans Designs, and Superbright LEDs.

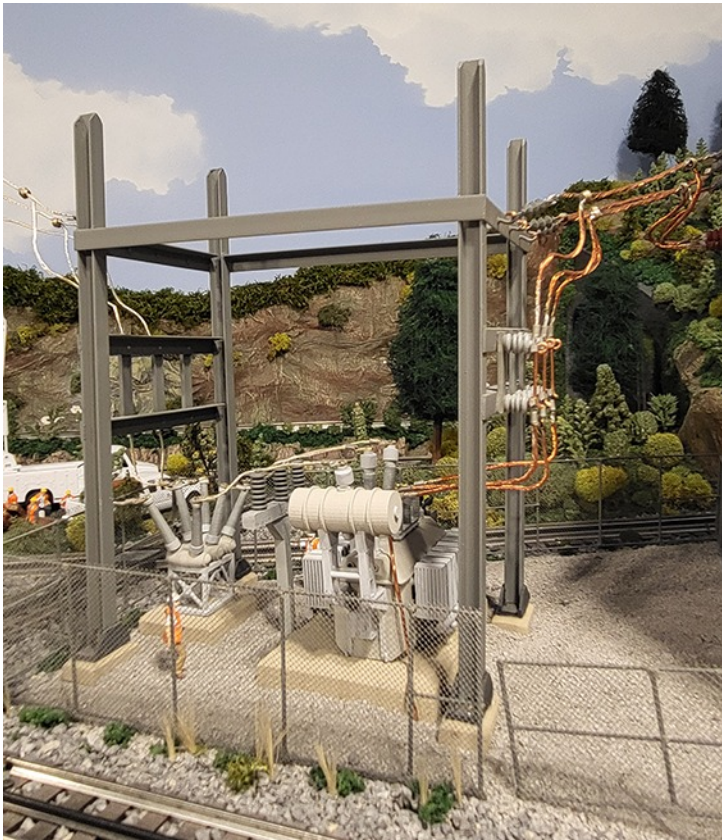
The substation was my own design, and I could not find any decent transformers or circuit breakers that were to O scale. I purchased some Plastruct for the structure and ended up purchasing some HO and S equipment and I think the results are OK. I wanted a transmission line in the scene, so I made the poles out of dowels and the insulators out of beads that I painted.

I started thinking about my downtown area and looked at quite a few manufacturers of buildings. I figured that I'd need about 15 structures, and I wanted all of them to be similar in construction so that it looked like it was built in the same timeframe. I ended up with Ameri-Towne buildings. I couldn't find a decent gazebo, so I ended up scaling it and scratch building it.

I used the same techniques on the brick as I did on the power house. For the windows, I copied the various templates from their website on to some tracing paper. I felt that it would mute the light from the LEDs and "wash" the light. I also glued a piece of aluminum foil to the underside of the roof to reflect the light. Now that I was aware of what Superbright LEDs offered, I ended up using a 4 module LED in each building. I added some roof details, ductwork; chimneys and vent fans and fire escapes from







Modeltech Studios. I spray painted them flat gray primer or black and then used chalk powders and a rust wash for the rust look.

I had initially wanted to put a pond in the “Central Park”, but the space ended up not being big enough, so I ended up scratch building a gazebo. I had seen Supermoss products at my local hobby store and

started using the grass matting as ground cover and reindeer moss for shrubs. I had thought about static grass, but ended up with the matting. I ended up purchasing some Supertrees from scenic express. I sprayed them heavily with hair spray then sprinkled the colored sawdust on them. I gave them another heavy spray of hair spray and then hit them with some spray paint for color shading.

The remaining structures on my layout are from Bar Mills Models. I tried a couple of their buildings along the backside of my layout and liked the way they turned out. They have quite a few different buildings in O scale. I looked at their catalogue and picked out the buildings for the remaining areas of my layout. I'll end up with 20 Bar Mills buildings on my layout. I started using chalks to age and blend colors, also started using washes and more dry brushing on my buildings.

I still have two more structures to build. One of them is an Engine Maintenance Barn from Altoona Model Works along with one of their brick look chimneys. The other structure left to build, ironically is the first model I purchased before I had even thought about track layouts or scenery, is a square water tower. I thought it looked interesting.

Frank thanks for sharing your modeling experience and help. Frank can be reached at: [Frank.Amatangelo@newtracksmodeling.com](mailto:Frank.Amatangelo@newtracksmodeling.com).

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

### Modeling Lifestyle

NEW bi-weekly YouTube show Thursday evenings at 7pm EDT on our YouTube channel, New Tracks Modeling, sponsored by [Narrow Gauge Modeling Company \(NGMC\)](#).



This new, bi-weekly live series called Modeling Lifestyles 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.

[Click image to view Narrow Gauge Modeling Company's video introduction.](#)

Here are some of the upcoming modelers on our show.

- April 13, 2023: Bob Brown
- April 27, 2023: Ian Fainges
- May 11, 2023: John Weigel
- May 25, 2023: Ted Van Pelt
- June 8, 2023: Keith Wiseman
- June 22, 2023: Mike Ross

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 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 and mentors to build more and better models. You can join the live Wednesday night meet-ups on the New Tracks website.

### “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.

### Rail Tales Hobby Shop

Bret Jones, owner of Rail Tales Hobby Shop, informed me of an illness in his family that has required him to postpone his Build Along until later this year. I will let you know as soon as it is rescheduled. Bret apologizes and hopes everyone understands this delay. Our prayers go to Bret and his family during this difficult period.

### 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 words ‘*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 he was a true lover of our hobby, and this opportunity might be your last chance to get a Tom Yorke kit.

Tom says “I apologize for the delay, however, Covid didn’t care. Got it on Nov. 28<sup>th</sup>, 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. Jim, Here are the finished photos...”

“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.”

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.



## A Very Special BUILD ALONG/MY BUILD Combination

### Bollinger Ederly Scale Trains



On May 31, Brian Bollinger, owner of Bollinger Ederly Scale Trains, will begin a very special Build Along using some of what he calls his “Just the Basics kits”. All the kits will be in HO scale. He will demonstrate how to use the 4 walls, roof, interior walls, and roof shingles in the kit. Richard Fall will join the discussion with some suggestions for kitbashing and using these kits as a basis for scratchbuilding projects.

Here are the various kits he will make available during the period May 1, through June

30, 2023 at the special price of \$24.95 for whichever kit you want to select. Only one kit per “New Tracks” modeler at this special price of \$24.95.

Details of special price:

\$19.95 - Regular price of the Basic kit

\$5.95 - Shingles (dark gray 3-tab)

\$7.00 - Interior Walls

\* Shingles and interior walls are not normally part of the kit but are being added to make assembly easier. They are being created especially for this online class.

\$32.90 - Total Value Regular price.

\$24.95 - New Tracks Special for the video build along and only for “New Tracks” modelers.

List of HO kits, Brian is making available at this special price:

Crossing Shanties: [http://besttrains.com/basics\\_ho\\_2010.html](http://besttrains.com/basics_ho_2010.html)

Small Shack #1: [http://besttrains.com/basics\\_ho\\_2015.html](http://besttrains.com/basics_ho_2015.html)

Small Stable: [http://besttrains.com/basics\\_ho\\_2027.html](http://besttrains.com/basics_ho_2027.html)

Anaconda Shack - Clapboard: [http://besttrains.com/basics\\_ho\\_2035.html](http://besttrains.com/basics_ho_2035.html)

White Haven Shed: [http://besttrains.com/basics\\_ho\\_2041.html](http://besttrains.com/basics_ho_2041.html)

West Hopkinton Station: [http://besttrains.com/basics\\_ho\\_2050.html](http://besttrains.com/basics_ho_2050.html)

Brian will focus on building techniques that can apply to any of these, or any other, structures. He will build the Small Stable and the Clapboard Anaconda Shack on the show.

The selections should allow for the personal tastes and needs of each modeler to be met, rather than Brian just saying - "Like it or not, build this with me." For more information, Brian is making a special page on his website just for “New Tracks” modelers to use when ordering. The special price will be available only for the dates of the Build Along. Visit <http://www.besttrains.com/>.

But it gets even better! Every “New Tracks” modeler who buys one of the kits will be invited to a special segment of our “MY BUILD with Host Chris Course and Brian Bollinger on August 23, 2023, to show the model built from one of the kits and discuss how it was customized it to suit the model builder’s needs. Everyone who is part of this Build Along will get their model included in my next “New Tracks” article.

If you like this approach to combining our Build Along with our My Build show segments, please let me know at: [Jimkellow@newtracksmodeling.com](mailto:Jimkellow@newtracksmodeling.com).

This next Build Along is very special to me. This is the first plastic kit we have had as a Build Along. Also I have never had much success with building a plastic model. As many of you know I prefer brass, basswood, or Card for my modeling. Well, that may change now that I have met Gary Shurgold MMR, and observed how he builds and finishes his plastic models. Take a look, it's worth your time.

### **Wm. K. Walthers Inc.**

Starting September 6, 2023, Gary Shurgold MMR will build one of the Walthers Cornerstone Company House pkg (2) Kits. Gary will be building and finishing the model using modeling techniques that make the completed structure appear to be made out of wood and stone not plastic. Gary's work is absolutely amazing!



Plus, Walthers is offering "New Tracks" modelers who Build Along with Gary, a 30% discount on the kit starting August 1, 2023 and ending September 23, 2023. Please visit [Walthers Website](#) during this period to order the kit. You will need to enter the code "NTRACKS" at check out to get the discount.

A Walthers representative and Gary will appear on our July 26, 2023 show to discuss the Walthers Company, the kit, and any special tools, stains, paints, glues, etc, needed by a modeler to build the kit.

In addition, on the July 26, 2023 show, Walthers will award one of the kits as a door prize to one lucky viewer. To win, you have to be watching the live show

on Zoom or our YouTube channel, New Tracks Modeling.

Also, every "New Tracks" viewer who builds the kit will be invited to join Gary on the "New Tracks" My Build segment on October 18, 2023. I hope everyone who builds this model using the techniques Gary demonstrated will show us their models. I hope every modeler, regardless of scale or gauge, views Gary's demonstrated techniques on finishing plastic models. These techniques will work on all scales and gauges. Thank you Walthers and Gary for opening our eyes to, at least for me, a new modeling material to use, and new kits to investigate, plastic.

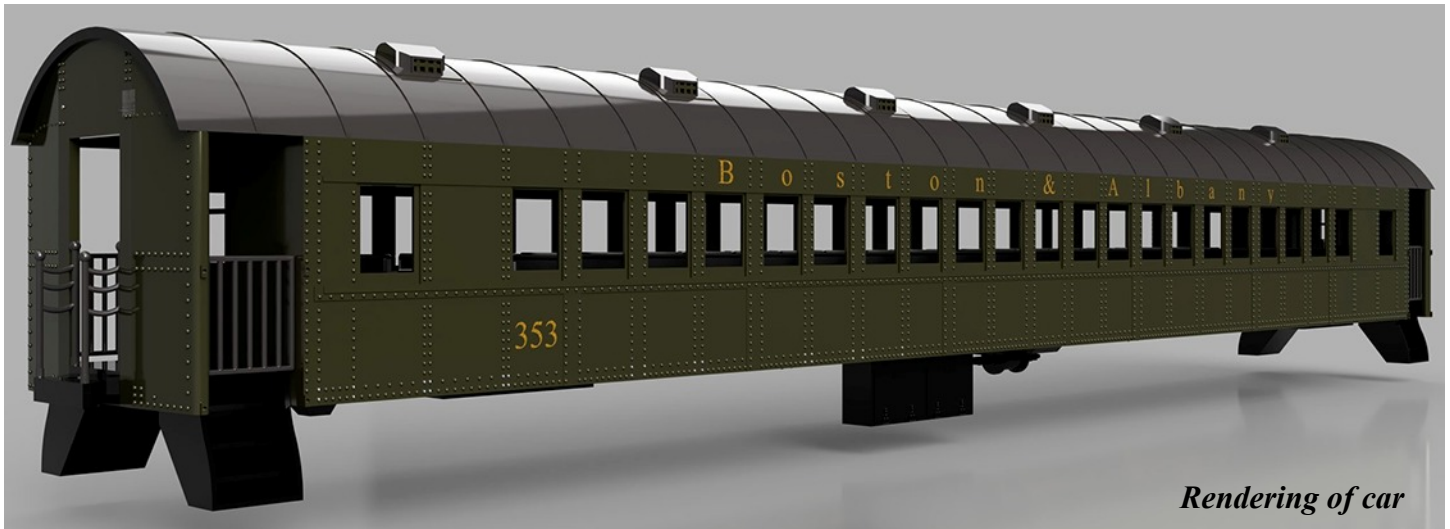


### **Dylan Lambert Locomotive Works**

Starting October 4, 2023, Bill Davis will build Lambert Locomotive Works new O Scale Commuter Coach. Have you ever seen this model in O Scale? Take a close look.

Dylan Lambert, owner of the company, told me: "So I'm actually working on the jigs for under-frame piping at the moment. Photos of the car as it sits presently are attached. I should have parts for the prototype Monday or Tuesday so I can get it ready for Harrisburg next Saturday. I've tried to keep it simple





to assemble. The frame actually has notches to accept the baseplates for the seats at the proper spacing base on the plans for the car.”

More details concerning price, discount for “New Tracks” modelers and ordering dates will be provided soon on our website.

### **More “Build Alongs” to come**

I hope you want to participate in all the “Build Alongs”. The modelers and manufacturers, who are making these events possible, are doing them to try to help you improve your skills and have more enjoyment and confidence in your modeling. They are a true learning experience that have helped many modelers. So if you have been sitting on the sidelines for awhile give model building a try.

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

### **“Watch Me Build”**

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

### **Upcoming Segments:**

May 3, 2023: Ralph Renzitte – Weathering

September 6, 2023: Pete Steinmetz – Glues to Use

September 13 and September 20, 2023: Charlie Rausch MMR and John Sokash – Brass Modeling

September 27, 2023: Pete Steinmetz – Paint Brushes to Use

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.



## 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. It happens all the time. I won’t show a photo yet, but my current project is a 1938 Buick “Y” model in brass. While I am modeling, you can help “New Tracks” by:

1. Volunteer to help us produce and develop “New Tracks”.
2. Please consider a contribution to our Patreon account to help pay for our out of pocket cost to run our shows.
3. Please subscribe for free to our YouTube Channel, New Tracks Modeling, and ring the bell go 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.
4. 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.
5. Please spread the word about our New Tracks Modeling Mentoring Scholarship program to every young model railroaders you know or you meet. Get the word out. Details at [newtracksmodeling.com/scholarship](http://newtracksmodeling.com/scholarship).
6. Subscribe for free to [The O Scale Resource](http://TheOScaleResource.com) online magazine so you don’t miss any of my articles, and also see some great modeling.
7. 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.

Till next time with more “New Tracks”. Happy Modeling!

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**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.**

# 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 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/>

## **Strasburg 2 Rail Train Show October 14, 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.](#)

## **2023 Cleveland 2rail O Scale Meet Nov 4, 2023 9AM -2PM**

6' tables \$47 / \$50 after Oct 1st  
Admission to all \$7  
Friday night load in 1PM to 5PM 440-248-3055  
Website [cleveshows.com](http://cleveshows.com) plenty of free parking.

## **O Scale March Meet March 14-17, 2024**

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)



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## SHOWS & MEETS

**March O Scale Meet**  
**March 14-17, 2024**  
<https://marchmeet.net/WP/>  
Ph. 414-322-8043

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

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