

THE O SCALE

RESOURCE


NEWS, REVIEWS, INFORMATION TO USE

We're putting the "modeling" back

in Model Railroading! ®

Volume 11 No. 6

July/August 2024



A Logging Railroad in the British Columbia Mountains
Modeling a CB&Q Budd Pre-War Chair Car Pt 2
Yulan Valley Railroad: Operation Planning
Fixing an Atlas 4 Wheel Locomotive Truck
An Oil Business for Jacobs Creek
Digital Twin Concept
June Harrisburg Meet
New Tracks/My Build
and so much more...

Published Bi Monthly

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July/August 2024
Volume 11 No. 6

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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

*Beautiful image of CB&Q modified chair car
"Silver Birch"
Photo and article by Santiago Pineda*

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

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Steam Locomotives

AT&SF 2900 Class 4-8-4, SS 3rd Rail, New, FP, 2 Rail, Can Motor, Lights, Road No. 2916	\$1195
AT&SF 5011 Class 2-10-4, SS 3rd Rail, FP, New, Oil Tender, Lights, No. 5022, Korea	\$1195
B&O C16 0-4-0T Docksider, Sunset, New, FP, Can Motor, Lights, Road No. 97	\$595
B&O EM1 2-8-8-4, MG, L/N, CP, Early Version, Added Detail, Lights, Road No. 7600	\$2295
B&O P7 4-6-2 Early, Custom/Ken Henry, L/N, Pro Paint, Green/Gold, "Pres. Tyler", No. 5308	\$2095
B&O S1a 2-10-2, OMI, Cat. No. 0147, EX, UP, Road Pilot, 6 Wheel Tender, Ajin Korea	\$1295
C&O C16 0-8-0 Switcher, Custom/MTH, EX, CP, C&O Detailing, Can Motor, 2R, No. 276	\$525
C&O H4 2-6-6-2, C&LS, New, FP, Can Motor, DCC/Sound, Lights, Road No. 1411, Boo Rim	\$3395
C&O H8 2-6-6-6, Kohs, L/N, FP, Late, Version 2, No. 1657	\$8495
C&O H8 2-6-6-6 Allegheny, SS 3rd Rail, New, FP, Late Ver, Anniversary Series, No. 1646	\$1650
C&O H8 2-6-6-6 Allegheny 1633 Class, USH/MG, L/N, CP, Can Motor, LEDs, No. 1637, KTM	\$1495
C&O J2 4-8-2, SS, EX, CP, "G. Washington", Can Motor, LEDs, Road No. 542, Korea	\$795
C&O L2a 4-6-4, OMI, EX+, FP, Poppet Valves, LEDs, Road No. 310, Ajin	\$1395
CB&Q 2-10-4, Proto48, Custom/Tom Mix, New, UP, No. 6322, One of a kind Model	\$9195
CB&Q 01a 2-8-2, SS 3rd Rail, New, FP, Elesco FWH, Freight Road Tender, Lights, No. 4978	\$895
CB&Q S4 4-6-4, PSC 317159-1, New, F/P, Can Motor, Lights, Road No. 3012, Korea	\$2695
CB&Q S4a 4-6-4, PSC #17159-2, New, FP, LED HL, Can Motor, Road No. 4003, Korea	\$2895
CCC&St.L 4-6-2, Custom, L/N, Pro Paint, Gray Boiler, Can Motor, No. 6467, Exquisite	\$3295
C&NW Class E5 4-6-2, Custom, L/N, CP, Road No. 1666, Unique One of a Kind Model	\$2195
D&RGW M-68 4-8-4, PSC #17247-3, L/N, FP, Green Boiler, Road No. 1803	\$2695
DM&IR M4 2-8-8-4, SS 3rd Rail, New, FP, Gray Boiler, Road No. 235	\$2095
Erie K5 4-6-2, USH, L/N, UP, Spoke Drivers, Pittman Can Motor, Tuned Drive, LED Lights	\$1595
GN H4 4-6-2, ORI, New, UP, Baldwin Version, Can Motor, Samhonga	\$1395
GN O8 2-8-2 Vestibule Cab, ORI, New, FP, Black, Lt. Weathering, No. 3377, Samhonga	\$1650
GN S2 4-8-4, Sunset, New, Pro Paint/B. Beedy, Glacier Park, No. 2588, Samhonga	\$1795
MILW F6a 4-6-4, Custom/Frank Miller, New, Pro Paint, Can Motor, No. 146, Exceptional	\$5750
NH I-5 4-6-4 Streamlined, Weaver, G1704S, L/N, FP, Can Motor, 2 Rail, Road No. 1409	\$850
NYC F12a 4-6-0, PSC, L/N, FP, Canted Cyls., 5K Gal Tender, No. 820, D&D Models	\$1395
NYC J3a 4-6-4 Late, Kohs, New, FP, Mixed Drivers, Scullin/BoxPox, No. 5451, SJ Models	\$6595
NYC J3a Dreyfuss, As Blt, Lionel Smithsonian, L/N, FP, Wood Case, No. 5454, SJ Models	\$2095
NKP S2 2-8-4, Custom/USH, L/N, CP, Detailed, KES Drive, Can Motor, Lights, No. 763	\$1575
N&W S1a 0-8-0, PSC, Cat No. 15699, L/N, CP, Weathered, Road No. 2247, Korea	\$1575
N&W Y6a 2-8-8-2, Kohs, Ver. 2, New, FP, Ser No. 1 of 50, Road No. 2164, SJ Models	\$7495
N&W Y6b 2-8-8-2, Kohs, Ver. 4, New, FP, Ser No. 25 of 100, No. 2190, SJ Models	\$6495
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NP A4 4-8-4, OMI, Cat. No. 0141, L/N, FP, Gray Boiler, Lights, Road No. 2677, Ajin, Korea	\$1695
NP Z5, SS 3rd Rail, New, FP, Black Boiler, Anniversary Series, Lights, Road No. 5003	\$1595
NP Z5 2-8-8-4, PSC, New, FP, Early Version, Upgraded Detail & Drive, Lts, No. 5001	\$3195
PRR B28 USRA 0-6-0, Custom/SS, New, Pro Paint, Lights, Detailed to Represent No. 9215	\$895
PRR H6sb 2-8-0, WSM, L/N, UP, Can Motor, KTM GB, Updated Drivers, Samhonga	\$895
PRR H9 2-8-0, Key/Custom, L/N, CP, Post-War Detail, I-1 Tender, Marcus Drive, No. 8014	\$1525
PRR I1sa 2-10-0 Postwar, SS, New, UP, Short Tender, Doghouse, Korea	\$1295
PRR K4 4-6-2 Prewar, KTM-USA, New, UP, 1 of 5, KTM, Japan, Unique	\$7995
PRR K4 4-6-2 Postwar, Kohs, New, FP, 130p75 Tender, Road No. 3863, SJ Models, Korea	\$5495
PRR K4 4-6-2 Prewar, Kohs, New, FP, 130p75 Tender, Road No. 5339, SJ Models, Korea	\$5395
PRR K4sa 4-6-2, Kohs, New, FP, 130p75 Tender, 1 of 10, Road No. 612, SJ Models, Korea	\$6495
PRR M1a 4-8-2 Prewar, OMI, New, UP, 210p75 Tender, Can Motor, 1996 Run, Ajin, Korea	\$1895
PRR Q2 4-4-6-4 Duplex, SS 3rd Rail, New, FP, Can Motor, Lights, Road No. 6131, Korea	\$1250
PRR T1 4-4-4-4 Duplex, CB, New, UP, 2 of 10, Porthole Version, Can Motor, No. 5533	\$2495
SP 2-8-0, SS 3rd Rail, New, FP, Can Motor, Lights, Road No. 2843, Korea	\$725
SP AC-5 2-8-8-2 Cab Forward, PSC, New, UP, Flat Face, Upgraded, D&D Models	\$3295
SP GS-3 4-8-4, OMI, EX+, CP, Daylight Scheme, Prewar Lettering, Can Motor, No. 4421	\$1295
SP GS-4 4-8-4, PSC, New, FP, San Joaquin Partial Daylight, De-Skirted, Road No. 4439	\$3250
SP MT-4 4-8-2, SS 3rd Rail, New, FP, Postwar, Can Motor, Lights, Road No. 4360, Korea	\$1195
SP T-31 4-6-0, PSC No. 15287, L/N, UP, 10K Gallon Vandy Tender, D&D Models	\$1195
UP Big Boy 4-8-8-4 Early, USH, L/N, CP, C&LS Gearboxes, Twin Cans, LEDs, No. 4006, KTM	\$2195
UP Challenger 4-6-6-4, Key, New, FP, TT Gray/Yellow, Oil Version, No. 3978, Samhonga	\$3095
UP FEF-3 4-8-4, Key, L/N, FP, TT Gray/Silver, Oil Version, Lts., No. 844, Samhonga	\$1750
UP FEF-3 4-8-4, KTM-USA, Mint, UP, 1 of 10, Oil Version, Road No. 8444, KTM, Japan	\$9995
WM I-2 2-10-0, OMI, L/N, FP, Lagged Smokebox, Can Motor, Lights, Road No. 1125, Ajin	\$1750

Diesel & Electric Locomotives

ALCO RS-1 Road Switcher, CB, New, UP, AAR Type B Trucks, Cab Detail, Korea	\$695
ALCO S-1 600 HP Diesel Switcher, CB, L/N, UP, Blunt Trucks, Can Motor, KMT, Japan	\$725
AT&SF EMD F-3 PH I A-B-A Set, Atlas, New, FP, Warbonnet, 2 Units Pwrd, DCC Sound	\$1250
B&O F-M H-10-44, OMI, L/N, CP, Blue Scheme, Cab Detail, Can Motor, Road No. 304, Ajin	\$850
CB&Q 44 Ton Diesel Switcher, Phase IIa, W&R, L/N, CP, Weathered, No. 9107, Samhonga	\$650
Conrail (ex PRR) ALCO C425 Phase II, OMI, New, UP, Can Motor, Nos. 2416-2446, Ajin	\$975
DM&IR EMD SD9, SS 3rd Rail, New, FP, 1st Run, Can Motor, DC analog, Nos. 102-110, Each	\$795
Erie Lackawanna F7A-F7B, Atlas, New, FP, Road No. 7114(A)-Powered - No. 7123(B)	\$595
GE 25 Ton Industrial Diesel, RYM, L/N, FP Black, Unlettered, Can Motor	\$450
GE 44 Ton Diesels, RYM, Phase I&IV, New, FP Black, Unlettered, Cab Int., Can Motor, Each	\$550
NH Budd RDC-1, RDC-2 SS 3rd Rail, EX, FP, Powered, Interiors, Road Nos. 30 - 120, Each	\$495
NYC EMD E7 A-B Units, OMI, EX, CP, Black Lightning Stripe, H. Cox Drives, Nos. 2875-4002	\$1275
NYC EMD F7 A-B Units, Key, 1st Run, EX, UP, Can Motors, Samhonga, Korea	\$1250
NP EMC FT A-B Units, OMI, L/N, CP, Black, Can Motors, Fly Wheels, Nos. 6002C-6002D, Ajin	\$1395
SP EMD SW-1500, OMI, New, UP, Flexicoil Trucks, Full Railing, Ajin	\$895
UP GE Dash 8-40CW, OMI, Cat. No. 0452, L/N, Pro Paint, Wide Cab, DCC/Sound, No. 9357	\$1595
UP EMD SD70ace Heritage Diesels, MTH, L/N, FP, 2-rail, C&NW-MP-WP, Each	\$395
UP, SP, C&NW EMD E3 A Unit, OMI, New, UP, Late Run, Can Motor, Ajin	\$750
WM Baldwin AS-16, OMI, EX+, CP, Can Motor, Single Truck Drive, Lights, Road No. 173	\$695
AT&SF RDC-1 Coach, DVP, New, FP Stainless, Interior, Can Motors, Road No. 191	\$1095
PRR Gas Electric, SS 3rd Rail, L/N, FP, Tuscan, Interior Detail, Passengers, Road No. 4666	\$595
Amtrak AEM-7 Electric, Atlas, L/N, FP, Silver/Blue/Red Scheme, Can Motor, No. 908	\$350
PRR GG1, Kohs, New, FP, Brunswick Five Stripe/Clairendon, Drop Couplers, No.6873	\$5395
PRR GG1, Kohs, New, FP, Brunswick Five Stripe/Futura, Fixed Couplers, Road No. 4801	\$5395
PRR GG-1, CB, L/N, CP, Tuscan 5 Stripe, Wolfner Drive, Can Motors, LEDs, Road No. 4912	\$825
PRR O1 Electrics Twin Powered Units, SS 3rd Rail, L/N, FP, Brunswick, Nos. 7850 - 7851	\$750
PRR P5a Box Cab Electric, OMI, Catalog No. 0209, New, UP, Can Motor, Ajin, Korea	\$850

Rolling Stock

Joe Fischer HWT Complete Passenger Consists - NYC, N&W, PRR	Call
AT&SF 6 Car 1938 Santa Fe El Capitan Passenger Set, PRB, EX, FP Stainless	\$2595
NYC 1939 20th Century Limited LWT 9 Car Set, Custom/Sunset, EX, CP, Detailed, 2 Diners	\$2250
SP Daylight 5 Car Set, SS 3rd Rail, New, FP, 2 Rail, Aluminum Const., Non-Articulated Cars	\$995
AT&SF HWT Business Car, PRB, Cat No. 4811P, New, UP, Road No. 9	\$575
AT&SF HWT Diner, PRB, Cat No. 4816P, New, FP, Coach Green, Road No. 1404	\$595
GN HWT Empire Builder Baggage Mail Express, ORI, New, UP, w/ Trucks, Nos. 52-71, Korea	\$425
GN HWT Empire Builder Diner, PSC, New, FP, Interior, "Washington"	\$950
PRR Horse Express Car, SS, Mint, UP, 6-wheel trucks, KMT Japan	\$350
Pullman 12-1 Sleeper, Plan 2411, PSC, New, UP, Late Run	\$450
Truman Era Presidential HWT Campaign Car, OMI, New, FP, Interior, Lights, "Magellan"	\$1495
UP LWT Café Lounge, Wasatch, New, UP, 6-wheel Trucks, Road Nos. 5000-5006, Korea	\$895
UP LWT Passenger Cars, Wasatch, L/N+, FP, Yellow Scheme, Multiple Car Plans	Call
Indiana Railway Post Office, Car Works, New, UP, Road No. 375, Powered	\$450
N&W C2 Steel Caboose, Kohs, Ver 1, New, FP, Red Scheme, Era 9/49 - 1/64, No. 518438	\$725
N&W Wood Caboose, Ver CF-1, Kohs, New, F/P, Red/Brown, "&", Road No. 518130	\$875
N&W Wood Caboose, Ver CF-4, Kohs, New, F/P, Red/Brown, "And", Road No. 518300	\$850
PRR N5 Cabin Car, Kohs, Version 4, L/N, FP, "Buy War Bonds", Road No. 477418	\$675
UP CA-11 B-W Caboose, OMI, L/N, Pro Paint, Weathered, Full Interior, No. 25878	\$395
ACL Class 0-17 Ventilated Box Car, RYM, New, FP, "Watermelon Car", Road No. 18521	\$450
ATSF Gunderson Double Stack 5 Container Car Set, PRB, New, FP, Red w/Containers	\$1195
ATSF, FEC, UP Safe-Pak Tri-Level Auto Rack, OMI, Mint, UP, Open Top/Ends, w/ Trucks, Ajin	\$395
WM 55 Ton Channel Side Hopper, RYM, New, Pro Paint, Early Lettering, Road No. 16107	\$425
PRR GLe Cement Hopper, Kohs, Ver. 3P, New, FP, FC Red, Circle Keystone, No. 253251	\$725
PRR GLe Cement Hopper, Kohs, Ver. 3S, New, FP, Gray Placard, Road No. 518132	\$725
PRR H25 Quad Hopper, KMW, KMW CP, Circle Keystone, S Series, AB Bks, No. 169845	\$495
PRR G22b Container Gon, Kohs, Ver 4, L/N, FP, HB1 Cont., No. 353313, Pro Weathered	\$725
PRR "Queen Mary" Depressed Center Flat Car, Kohs, Ver. 1, New, FP, Westinghouse Load	\$1995
UP Depressed Center Flatcar w/ Bulldozer Load, OMI, New, FP, China	\$1295
Large Selection of Pacific Limited Brass Freight Cars	Call
PRR 2D-F8 Truck Kit, SMG, Detailed Styrene Castings, Prototypical Wheelsets, Limited, Pair	\$55

From the Publisher's Desk

The weather here in central Illinois is heating up. Working in the basement feels good.

A few weeks ago I posted on Facebook that I was doing routine maintenance on my fleet of Atlas RS-1s. Routine maintenance for me is, well it's been 10 years, so maybe I should clean these things.

I had two where one truck was locked up. I received a few comments and Emails like, "I have had trouble getting the motor to sit perfectly vertical when putting these back together."

My first attempt was a mess. Something so easy should not be so hard. After figuring out the first truck, I took pictures and wrote a description of what needs to be done so the thing goes back together properly.

Some of you may know these tips, but if not it's an easy fix, assuming you don't have broken gears, and should take less than an hour to clean and get them back in the locomotive.

Also, this is a good time to clean up some of projects we all start and then move on to something more exciting. I have a lot of those.

Lots of great stuff this month.

Santiago Pineda continues his saga of modeling a CB&Q Budd pre-war chair car. Also another very successful Harrisburg Narrow O Summer Meet and Al Judy filled us in. Bruce Temperley fills us in on the operation planning on Neville Rossiter's Yulan Valley Railroad. George Paxon shows his oil business on the Mountain Electric Railway.

As always, we love hearing from you. Whatever you are working on, building, or just thoughts on O scale, please let us know. daniel@modelrailroadresource.com / amy@modelrailroadresource.com

Also a very big thank you to those who saw our "Buy us a Coffee" ad in the last issue. Many of you were very generous and we appreciate every one who donated. And you still can, see the ad in this issue. This helps us maintain our ad rates as well as all costs associated with on-line publishing like Web services and such. Even a couple of bucks helps the cause. No need to wait a year to see what's new or read great articles on O scale. We are still bi-monthly and of course free to read, download and print.

And yes, Amy and I promise, no money will be used for scotch, cigars or fabric! ☺☺

Happy Reading & Happy Modeling,

Amy & Dan Dawdry



Buy US A COFFEE

Traveling to layouts, web services, storage, and hosting fees have all gone up. So we thought we would try "buy us a coffee" in hopes of helping with these extra expenses.

Therefore, if you are getting a good read and enjoying the information please "buy us a coffee" and help us continue to bring you the best in O scale information.

[Hey, even a buck an issue every few issues will help.](#)

In Memoriam

O Scale Central confirms and mourns the passing of George Wallace in Oklahoma City, OK on May 25th at the age of 92. He was receiving hospice care after a decline resulting from cancer and died peacefully. George was predeceased by Nancy, his wife of well over 50 years. He leaves three children: Susan of Aberdeen, WA; Karen, of Arlington, VA; and John of Chicago, IL, as well as grandchildren.

George was well-known in the O Scale community. He was an accomplished modeler - mostly favoring MKT and Milwaukee Road. George had an unflinchingly positive attitude about the hobby and OS2R. He never met a model railroading stranger. George was also a leader in the Oklahoma City Model Railroad Museum, whose members are building a new OS2R club layout.

George was a long-time officer of O Scale Kings (now O Scale Central). He was dedicated to the organizations and to the OS2R community. As O Scale Kings took tumbles, George was often the only person maintaining its continuity and holding off its dissolution. He continued to be active in O Scale Central in its resurgence and served as Heritage Advisor to OSC until his death. OSK and OSC members each and all count George Wallace as a friend.



*Standing left to right: David Vaughn and Joe Norman.
Seated: George Wallace taken at the 2021 St. Louis RPM.*

As an Air Force officer, George flew F-105 Thunderchief fighter bombers on approximately 100 combat missions in Vietnam. He never talked about the chest full of medals he won, including a Distinguished Flying Cross. George retired from the Air Force as a Lieutenant Colonel. He remained active in Air Force veterans groups. George was a true hero. We thank him for his service.





George Wallace talking with Rosemarie Fischer Quintero, daughter of car builder Joe Fischer, at the 2017 March Meet.

George's funeral was June 15th and was attended by many OS2R modelers.

It is customary in model railroading obituaries to wish the deceased clear track and green over green signals. If there is anyone who deserves such a sendoff, it is George Wallace. High green, George!

David Vaughn
President
O Scale Central

In lieu of flowers, please make any memorial tributes to George's beloved fighter pilot group or model train group: River Rats <https://www.river-rats.org/donations/>; Oklahoma Model Railroad Association and Museum <https://www.omratrains.org>

ORESOURCE

THE **SCALE**

NEWS, REVIEWS, INFORMATION TO USE

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Indianapolis O Scale Show 2024

2 Rail O Scale Swap Meet

O Scale 2 Rail/P48, Narrow Gauge/On30, O Scale Traction, and 3 Rail Scale

Friday September 20, 3:00 to 7:00 PM

Saturday September 21, 9:00 AM to 3:00 PM

Dealer setup September 20, 12:00PM

Limited trading tables still available.

Cost of admission is \$20.00 per person, spouse and children under 16 free.

La Quinta Inn & Suites Indianapolis South, 5120 Victory Dr, Indianapolis, IN 46203

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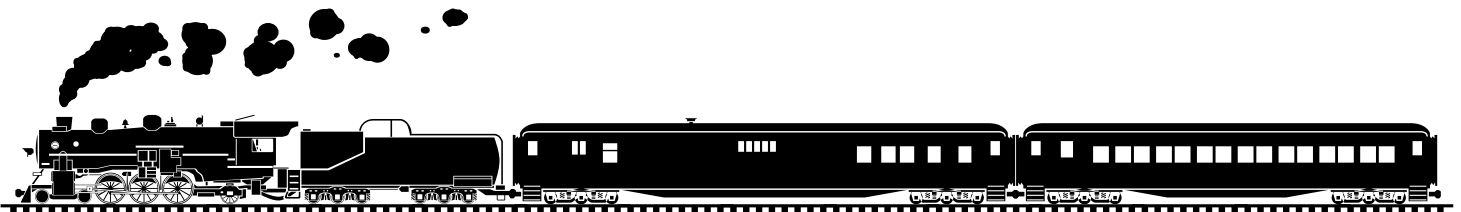
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NEWS YOU CAN USE

James Cleveland of [Frenchman River Model Works](#) has announced a new kit by Thomas Yorke called the M. Spillane Building.

“This Victorian Building is perhaps the most complicated design I have attempted in my career. Many hours of design and redesign were logged into the creation. All in all, it was a fun project, but very time consuming. The building was built in 1891 as a two-story affair with a corner entry and turret. Fancy stonework along with brick are the materials with stamped and cast metal architectural trim details added. Very typical of the era. Examples of buildings such as this can still be seen across America. Some are in especially fine shape ,while others are run down or abandoned.” ~Thomas Yorke



This is a brand new, never before produced Thomas Yorke kit featuring a two story Victorian era brick corner building with a cut stone facade and a corner entrance. The second story corner turret with a witch's hat roof makes this building a unique addition to your layout. Street Level boasts a Soup Kitchen while the second story is home to M. Spillane, Private Eye, T. Alper Accountant and Universal Exports. The Soup Kitchen can be easily rebranded into a cafe or any type of business you desire.



Sections of sidewalk are included with opening doors for the freight elevator to the basement. The rear addition serves as the kitchen for the cafe. This kit also comes complete with a fire escape for the apartments on the second floor. The patterns are hand carved by Tom himself. This extensive kit boasts over 60 resin pieces, 3D printed parts, decals and signs and will become a show stopper in any scene! [See their Website for more details!](#)

Richard Rands of Berkshire Valley Models sent in a beautiful shot of their new O scale horses.



These are the #294 Grazing Horse set. Retail is 7.50.

Also new: Berkshire Valley Models is releasing an O scale 1934 Milk Truck kit #214 1934. The vehicle is made of detailed white metal castings and laser cut wood. Comes with two different sets of decals and signs, Pevely Dairy and Hoods Milk. Also included are two of our #514 Milk Cans.

[See their Website for information.](#)

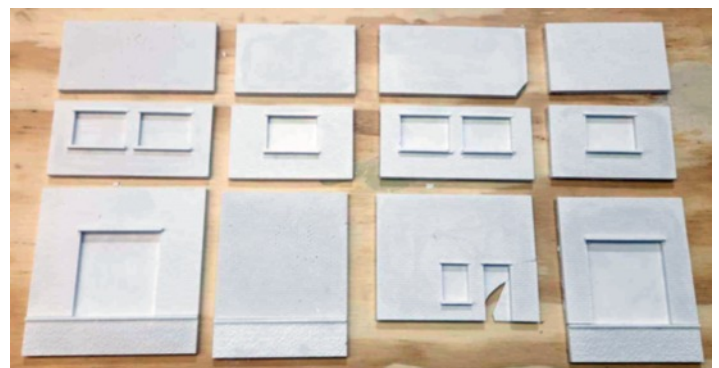


W.K. Burney Scale Models is pleased to announce our new project. E-Z wall is a system for building large format buildings quickly and at an affordable price. Masters were made and then cast in Hydrocal making for a crisp easy to use wall section. These sections along with trim parts can be joined together on a base you build out of 1/4 inch plyboard.



Wall sections come in two lengths four and five inches. The four inch sections will make the building appear taller and the five inch sections will make it look longer. All window and door openings are sized for Tichy products, we will be offering a line of laser cut doors and windows, but they are still being developed.

I developed this system because there was a shortage of large modern brick industrial buildings.



This system will allow you to go as long, tall and deep as you have room for. It is also great for building flats they will go against a wall or backdrop.

We should be in full production in the first week of July 2024 and ready to ship any orders by mid-month.

Wall sections available in 4 and 5 inch length

- Blank brick 1st Floor
- Overhead Door 1st Floor
- Window and Walk Through Door 1st Floor
- Blank Brick 2nd Floor
- Window 2nd Floor
- Foundation Wall
- 12 inch Dock section
- All trim is cut to size for the structure you are building, it is made to order.

Check out his [Facebook page](#) or [Email Ken here](#).



Nice Fish Model Company is offering a new Canadian National 52'-6" Flat Car. Ready to run model. This model comes equipped with Kadee couplers, and Intermountain metal wheels. Metal grab irons and stirrup steps. The model has a CRS backbone for strength and can support 11lb weight constantly. Decorated in 1961 Canadian National livery. OW5 or P48 versions are available.



See their Website for more details.



MRMUFFIN'S MIDWEST BEST TRAIN & HOBBY SHOW

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OCTOBER 26th | 10am to 4pm



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JUNE HARRISBURG MEET

By Al Judy



The "Red Shirt" crew that make all of this possible.

On June 7th & 8th, 2024 the Harrisburg Narrow O Summer Meet was held in Harrisburg, PA. It was a beautiful weekend, and we had a great turnout for the event. The meet featured 120 vendor tables offering a wide selection of O scale and narrow gauge goods. There were eight "Makers Spaces" which are ongoing, hands-on demonstrations on a wide variety of topics from 3D printing to figure painting by the world-renowned Australian painter, Ian Fainges. The meet also offered 45-minute clinics on subjects like dry brushing and stencil lettering to railway safety tips for the kids. Although geared towards the young attendees, this clinic was also very well received by many of the adult guests. The meet was joined by two large layouts. A 60' long, On3 EBT layout and the Connecticut On30 Shoreline modular layout. We also saw over a dozen small and micro layouts in On30 and On18. Many featured Dead Rail operations using battery powered equipment.



The main vendor hall at the event.



Steve Sherrill was awarded the 2024 "Lifetime Achievement Award" presented by the On30 Modelers Association. Steve and two of the young modelers he mentors.

Special events at the meet included a 5"x5" model contest which had nearly 20 entries in a wide range of artistic themes. Voted on by everyone in attendance the Best of Show award went to Tom Farrell with his "Whistle Stop Saloon". Ben Poole from Atlanta, GA took second place and third when to New Jersey's Art Bloomer. The contest was very well received, and plans are in the works to hold something similar again in 2025.

Another unique feature was the On30 car swap. In this event, On30 rolling stock in your home railroad's lettering was offered for trade to another modelers.



Guests check every table for that one special goodie.



A 60' long On3 E.B.T. layout was on display and operating all weekend.



The Connecticut Shoreline On30 modular layout.



Joining us from Australia, the world-famous figure painter, Ian Fainges, entertained guests throughout the weekend event.



*Left: The Best of Show award went to Tom Farrell. Tom's winning entry and his prize donated by B&B Hobby.
Center: Second place in the 5x5 went to Ben Poole.
Right: Art Bloomer took home third place in the 5x5 model contest.*



A few of the entries in the 5x5 model contest.

Once all of the pieces were entered, the participants drew numbers from a hat to determine the order in which they chose the car they wanted to take in exchange for their offering. As the meet wraps up at 6:00 pm on day one guests, presenters and vendors could purchase tickets for the Friday evening picnic held in the large 90 seat pavilion on site at the venue. This year's menu featured a Pennsylvania fare with a wide variety of local favorites.

And of course, there was the "Red Shirt" crew. They help with all aspects of the event, but their most notable contribution is helping vendors and presenters move their goods and supplies in and out of the venue. This makes one of the most challenging aspects of setting up at a show a much more enjoyable experience.



Glen Gollrad showed of his beautiful O scale roundhouse that he designed and 3D printed.



One of our 8 "Makers Spaces" featured the scanning and 3D printing of Les Davis.



Friday offered a beautiful evening for the event's picnic.



Sunday morning was a full house at Al Judy's open house. Guests asked many questions and took even more photos of the layout and displays.

The weekend wrapped up on Sunday with an open house at the home of the event's promoter, Al Judy. Everyone was invited to stop at his home for a tour of his workshop, On30 layout and to view his extensive collection of custom locomotives.

The meet is in its sixth year here in the Harrisburg area. Each year it grows in popularity with within the O scale narrow gauge community. This year we had guests from 5 countries on 3 different continents. As for US guests, we draw from nearly all of the continental 48 states with many returning every year to this unique modeling destination event. It has grown to the largest all O scale narrow gauge event in North America and features what has been called "the best train show food in the country". Here you can meet some of the best, well known modelers whose work you have seen in magazine articles, on the covers and all over the modeling sites on the Internet. In the laid back atmosphere of this two-day event, you can sit and chat with many of the narrow gauge modeling legends of our time and talk trains, ask questions or just get to know them in person. The Harrisburg Narrow O meet is a great way to spend a day or two even if you are not into O scale narrow gauge. Modelers from other scales and gauges can also enjoy the exchange of modeling ideas and techniques that we all share in our beloved hobby.



The view as you walk into Al's train room. Cases full of custom built and finished O scale narrow gauge locomotives.

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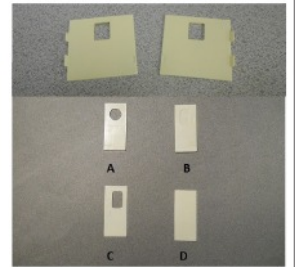
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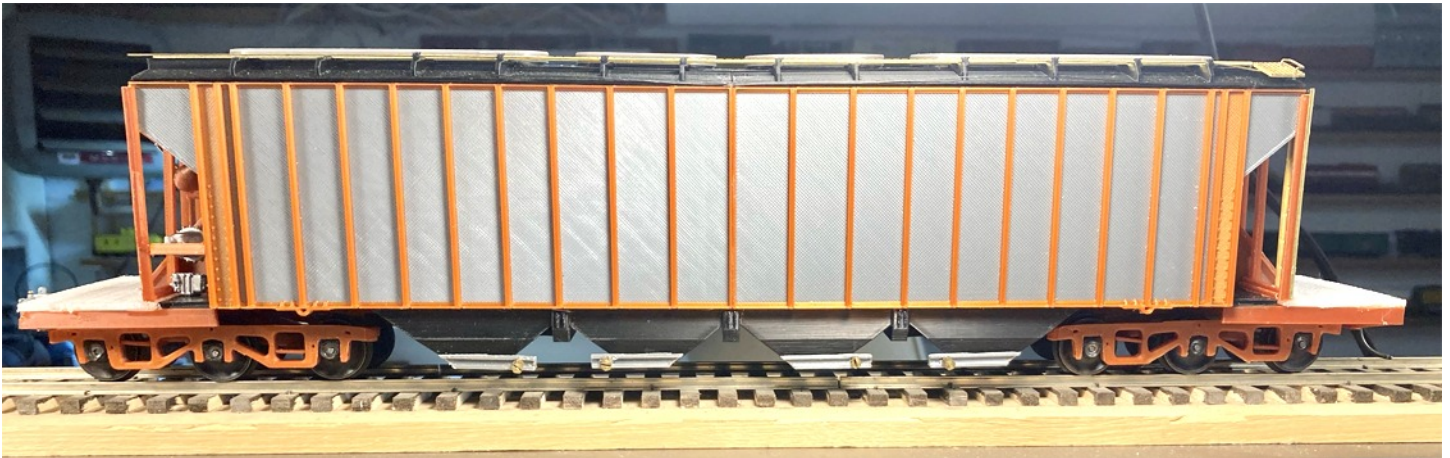
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Digital Twin Concept

Definition: A digital twin is a virtual representation of an object or system designed to accurately reflect a physical object.

By John Wubbel

Introducing the unique All Nation Line Digital Twin Whopper Hopper Atlantic Coast Line (ACL) 3D Printed Mock-Up Prototype For Scratch Builders!



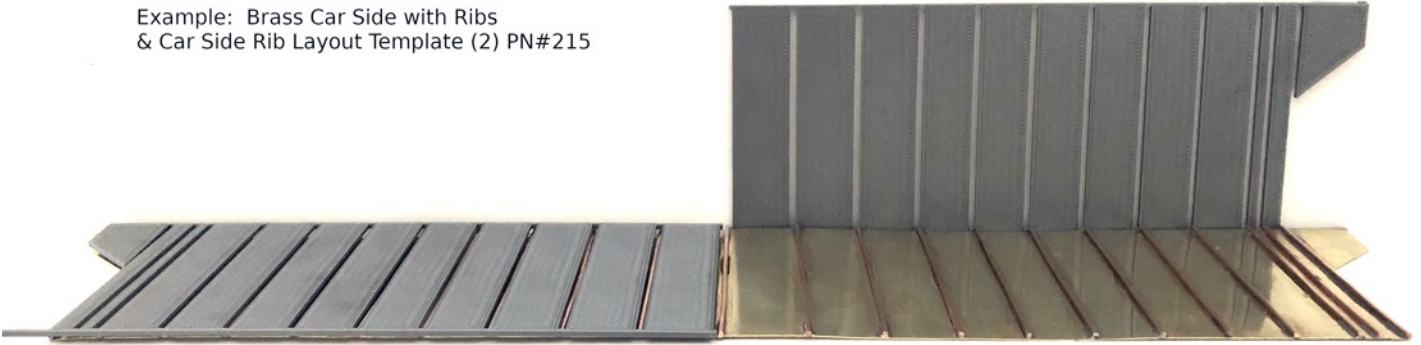
Sometimes the intimidation factor preventing us from starting a scratch building project has to do with the preliminary research required before getting on with the development process of making parts and assembly of the model. In a word, “procrastination”. The Digital Twin Concept introduced here for the model builder parallels what manufacturers of railroad equipment and associated technologies typically do today to bring products, processes and software to market for the purpose of significant improvements in passenger, freight and intermodal transportation operations. That includes equipment such as freight cars, engines, and signal systems, to name a few – a rather deep subject area. However, we will keep it simple for the O Scale modeler, and why not start out with a twin in our model-building work?

So what exactly do we mean by “digital twin”? We mean to show a virtualized model taken from our CAD work enabling a visual of what your scratch built model will look like before starting the build. Our 360 degree viewer on our website illustrates a 3 dimensional closeup animation to go hand-in-hand with all the 3D printed components derived from building the twin in 3D Space.

This digital design alleviates the up-front R&D work required to construct the major car body components with patterns, templates, and stencils that can be used to save time and mistakes. While fine scale modeling toward fidelity to a prototype can be adhered to, some aspects about modeling are subjective. A twin is a good way to have a means of comparison when working through a scratch building project. Some of this work has to do with perspective, viewpoints and may be dictated by the materials used in the build. It can be a great aid in fabricating the parts needed for the assembly, and if the twin is built as prerequisite or in parallel, many mistakes can be avoided as one learns how to go about learning the best order of operations. Included are 30 different parts, 90 in total reference pieces, a parts list and 14 pages of drawings rendered from the twin in our CAD engineering and development work. Detail parts, trucks and couplers are not included.

Below you see the brass side with ribs that was constructed using the template.

Example: Brass Car Side with Ribs
& Car Side Rib Layout Template (2) PN#215



Making the effort to scratch build a freight car, makes it a unique piece. The ACL was a 135 Ton Stainless Steel car built by the Pullman Standard Company. The hopper had an automatic wash system installed and only one of these was ever manufactured. Another uncommon feature were the American Steel Foundries 6 wheel trucks under the car to carry the load. Aside from its original lettering, later in its life it also was found on the Seaboard Coast Line with (SCL) lettering. The ACL is preserved at the North Carolina Transportation Museum.



We hope this new approach motivates more modelers to get into scratch building and doing so with a higher means of precision. The references that follow can be found on our site. They will provide you more information on this topic and many photos to determine how you can embark on this knowledge investment in your approach to scratch building.

[Click to read: The Digital Twin – Higher Standards For Scratch Building In Brass - The Mainline Blog](#)

[Click to view: All Nation Line Digital Twin Whopper Hopper Atlantic Coast Line \(ACL\) 3D Printed Mock-Up Prototype For Brass Scratch Build PN#1929AN - Product photos and information.](#)

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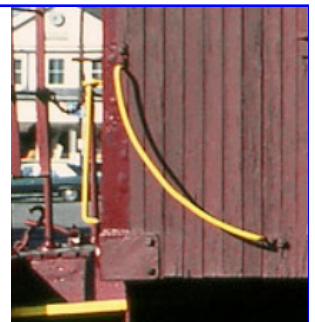
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Modeling a CB&Q Budd Pre-War Chair Car

Part 2

By [Santiago Pineda](#)

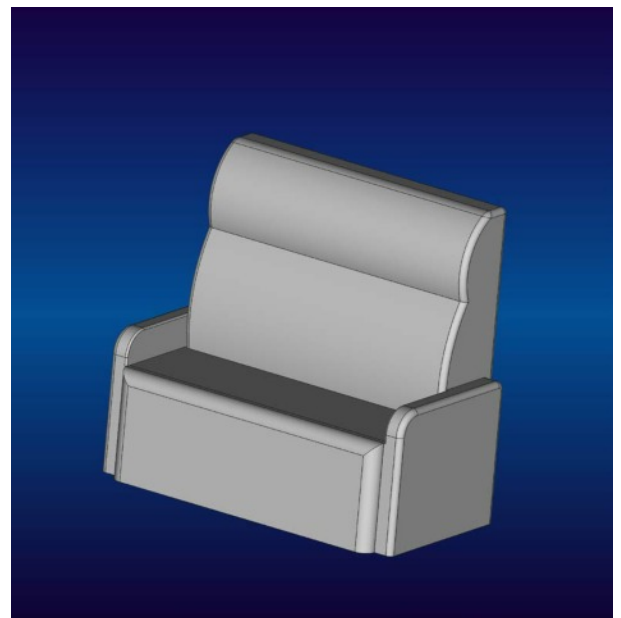
Editors Note: If you missed the first part of this series [please click here for part one](#).

With the frame ready, resuming work on the Budd car encompassed two efforts: making an interior and modeling some key missing elements on the car body. To tackle the interior, I first drew a model of a reclining and rotating seat. Multiples of the design were readily printed using the same Elegoo Mars 9k used for the truck skirts. Once printed, they were arranged and glued on a styrene strip. The arrangement followed the car's



Above: The seats before and after paint.

original drawing, albeit with a slight rotating randomness for added character. Later, the piece was spray painted primer gray, and the head coverings were hand painted with off white acrylic paint. Finally, everything got coated with Microscale's Micro Flat.



A design for a rotating and reclining seat was drawn using FreeCAD.

As I completed this part of the project, it dawned on me that buying this many seats would have set me back between \$30 and \$40 bucks. But with 3D printing technology, I can now use the money on items that I consider much more important such as brass cast parts, couplers, trucks or even decoders. Besides, with interior parts, the fragility of resin prints is a nonfactor since they are not handled at all.



From the factory, the car came with the pointed style diaphragm plate on the left.



The laser cut round style diaphragm plate with the added accordion rubber.

The PRB car came with accordion rubber diaphragms and pointed style plates. But, the Burlington cars used round ones. Incidentally, I had a pair of round style plates that I custom made for a long term project that I had on the side. Naturally, I decided to also use them for this car too. Regardless, the process to create these is the following. I drew the part contours as vectorized files (.svg). Then, I outsourced to a company that used a metal laser cutting machine to create the parts out of a 0.5mm brass sheet. The part came out great, and even though a little clean up was needed, the cut was very clean.

The accordion rubber diaphragm was recycled and attached to the laser cut plate. Then, the part was primed and painted flat aluminum. To seal the paint, I airbrushed the part with Microscale's Micro Flat. As a final touch, I brushed some more Micro Flat on the plate to protect the paint from scratching from rubbing diaphragms, specially on curves. I have done this on couplers too, and I have found it does a good job at protecting paint on weathered and painted couplers.

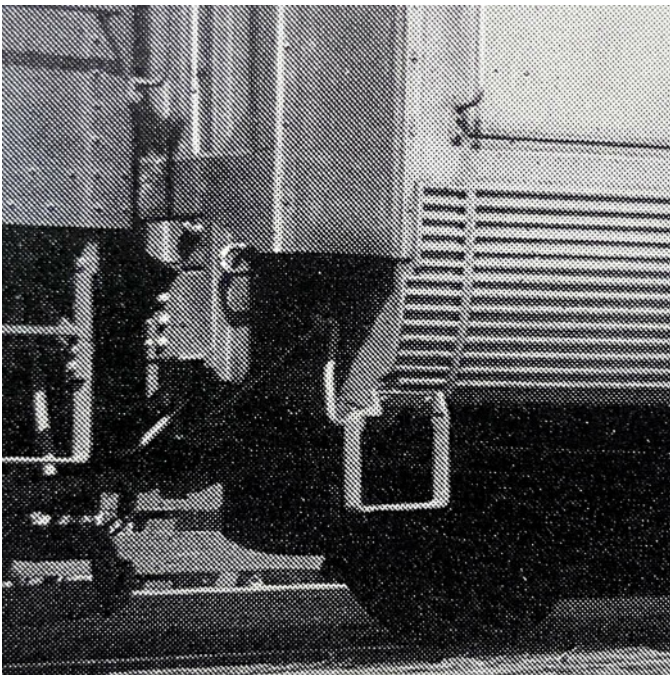


It was surprising to find that such a beautifully produced car was missing the coupler cut bars. To create these parts, I used .020 brass wire throughout. Each cut bar was made of formed wire and two small loops at each end. While most lightweight streamlined cars featured the reinforced double bar type, the reference material for the prototype that I intended to model (*Silver Birch*) showed the car with the simpler single bar style, at least in the early 40s. I decided to keep it simple, and modeled the single style cut bar. The loops were attached with CA glue and the bars were painted with Vallejo silver (part #77.724).

Left: Drilling the holes for the cut bar brackets. The coupler cut bars were made out of .020 brass



The attached coupler cut bars before paint. The finished diaphragms were already in place.



The reference material showed the simpler, single bar style coupler cut bar.

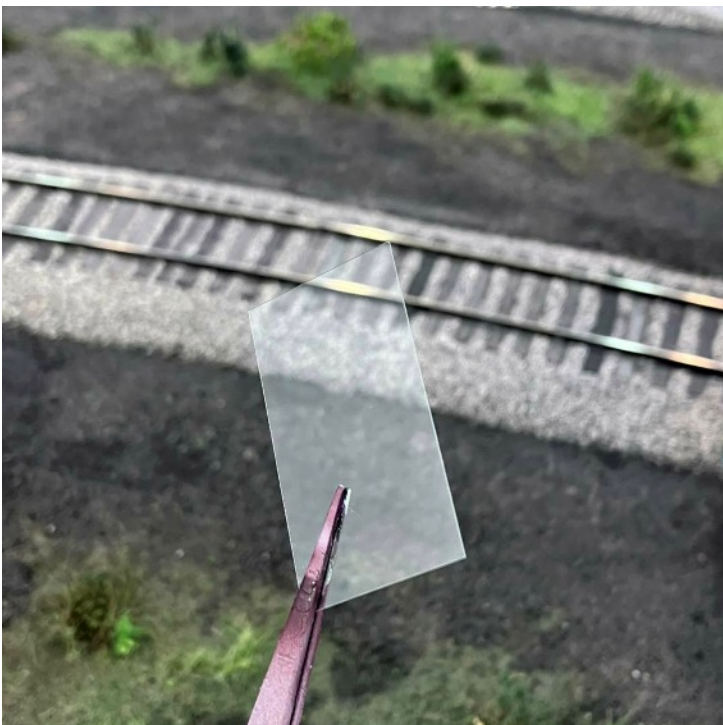
Now to the most unforgiving effort of the job: lettering the car. Matching nickel electroplated surfaces is always a challenge. And, while I'm sure that they were multiple ways to go about this, I went with a simple, modeler friendly way to do it. First, I cut strips of .010 styrene in two different widths, one for the upper letter board and one for the lower car name letter board. Then, I cut the strips to the desired length. The strips were later primed and airbrushed with Vallejo's silver acrylic paint (part #77.724). To ensure proper decal adhesion, a coat of Vallejo's gloss varnish (part #70.510) was applied. Once the varnish dried, individual letters from Micro Scale's Zephyr Gothic Art Deco decal set (part #90202) were applied. A printed template helped keep a uniform distance between letters. The letter boards were sealed with a second coat of Vallejo's gloss varnish. Using gloss varnish throughout the process helped the paint keep its original appearance as much as possible. The boards were finally attached using PlioBond, a general purpose adhesive.



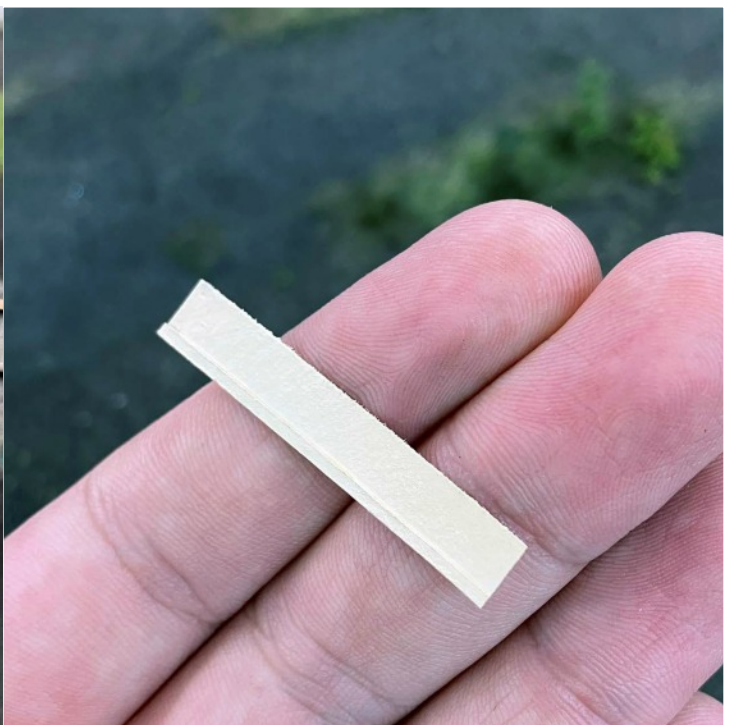
To ensure the individual letters were neatly placed, a printed template guided the application.

These products were used to create the letter boards.

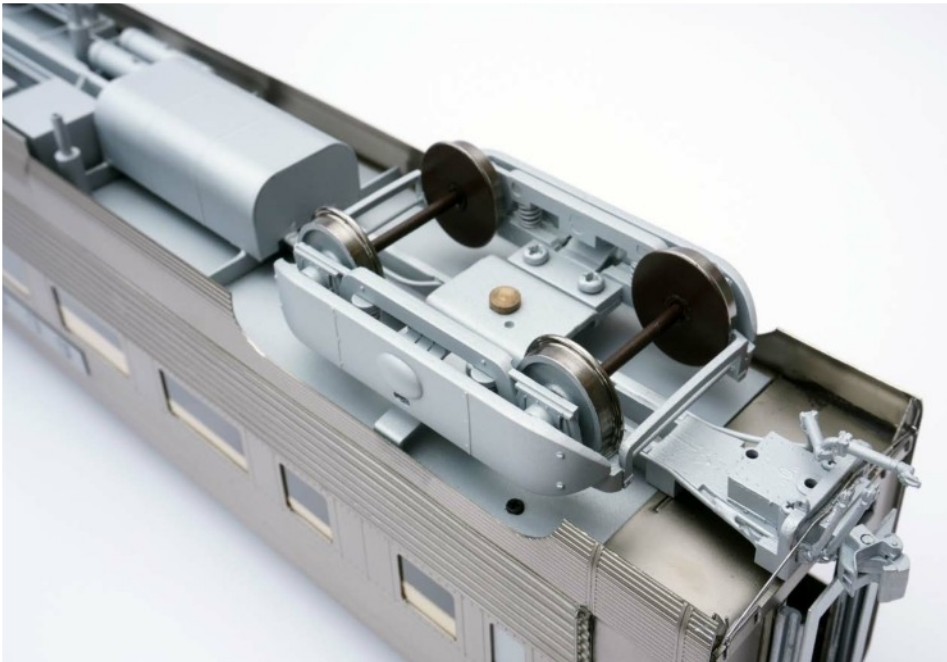
The final two steps were glazing and modeling the window shades. Real glass slides were used to model the window panes. With this car's large window openings, glass slides were the best option available. The window shades, were made using high quality, non-textured water color paper. To model the characteristic fold seen on window shades, I glued individual strips of the same paper at the bottom end of each shade. Later, the shades were hand painted with a custom mix that, to my eye, simulated a natural canvas color successfully. Both the glazing and the shades were attached with double sided, permanent clear tape.



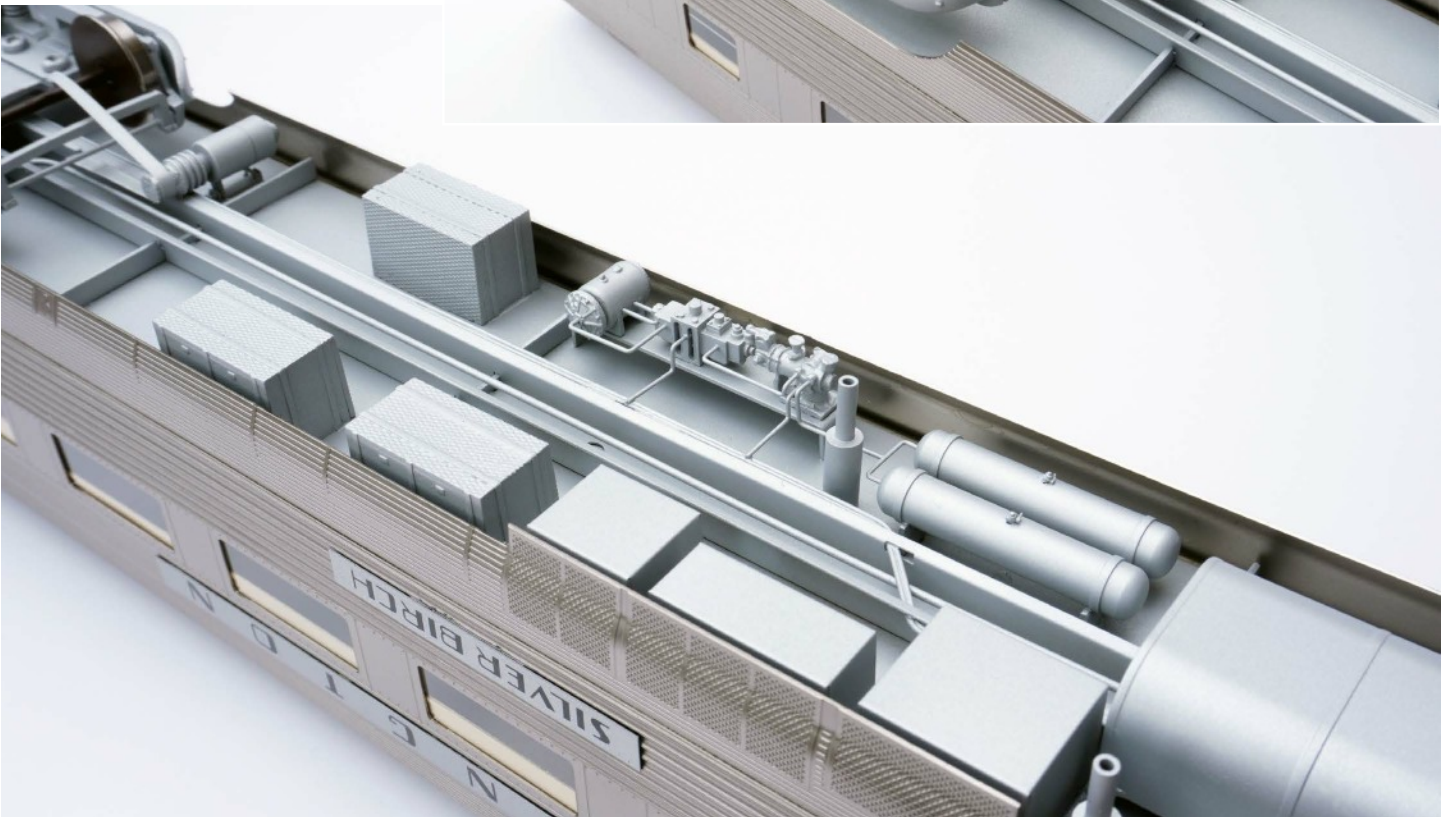
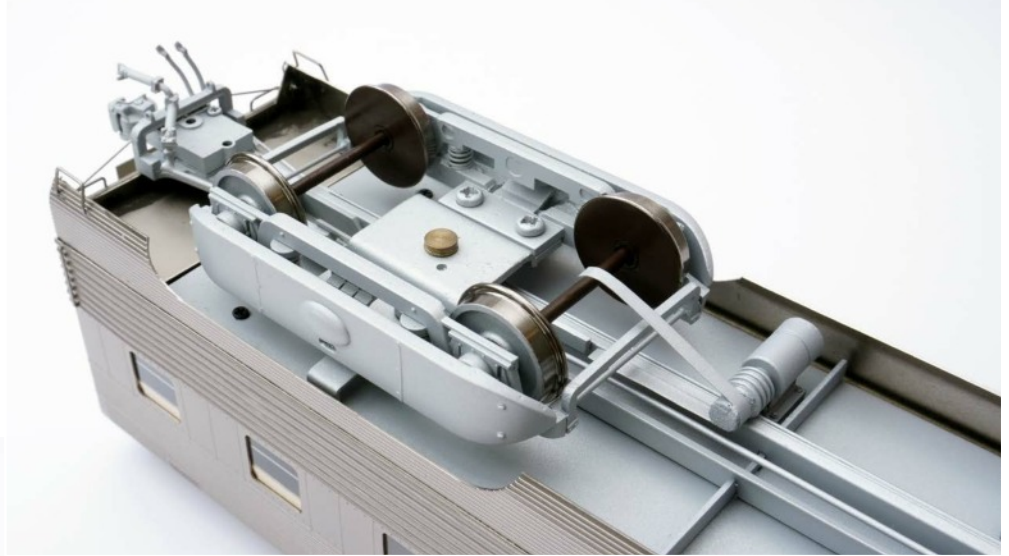
Real glass slides were used for window glazing.



The window shades feature a simulated bottom fold.



Underbody details.

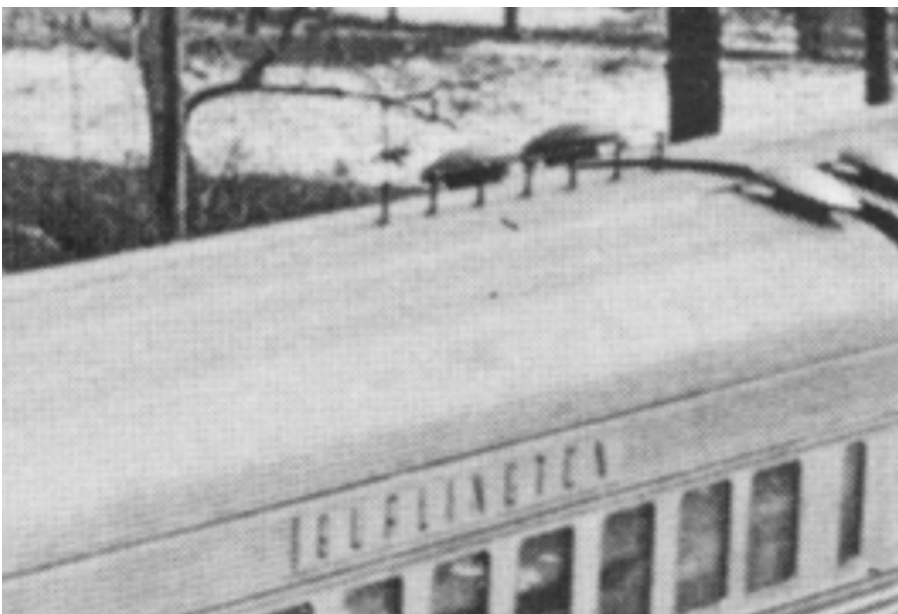




*The finished car before reassembly.
The custom letter boards do a decent job at simulating stainless steel.*

In their early years, phase II of these Budd cars featured an antenna at one end. At one point I considered modeling such antenna, but I did not pursue this. I simply I did not want to drill the car's roof. A permanent modification such as this one is not only risky to the overall appearance of the car, but it could also greatly impact its selling condition in the future.

For all intents and purposes, my efforts in modeling the Exposition Flyer are "complete". I'm still one car away from building my dream train. That model is on its early stages and there's not much to share, but I can



now add this pre-war Budd chair car to several of the possible consists I've put together over the years. Their importance is historic. These lightweight stainless steel cars dazzled observers as they rolled by tucked into consists of heavyweight cars years before WP's Silver Schooner vista dome induced the same effect on March 26, 1948. I hope you enjoy the studio shots.

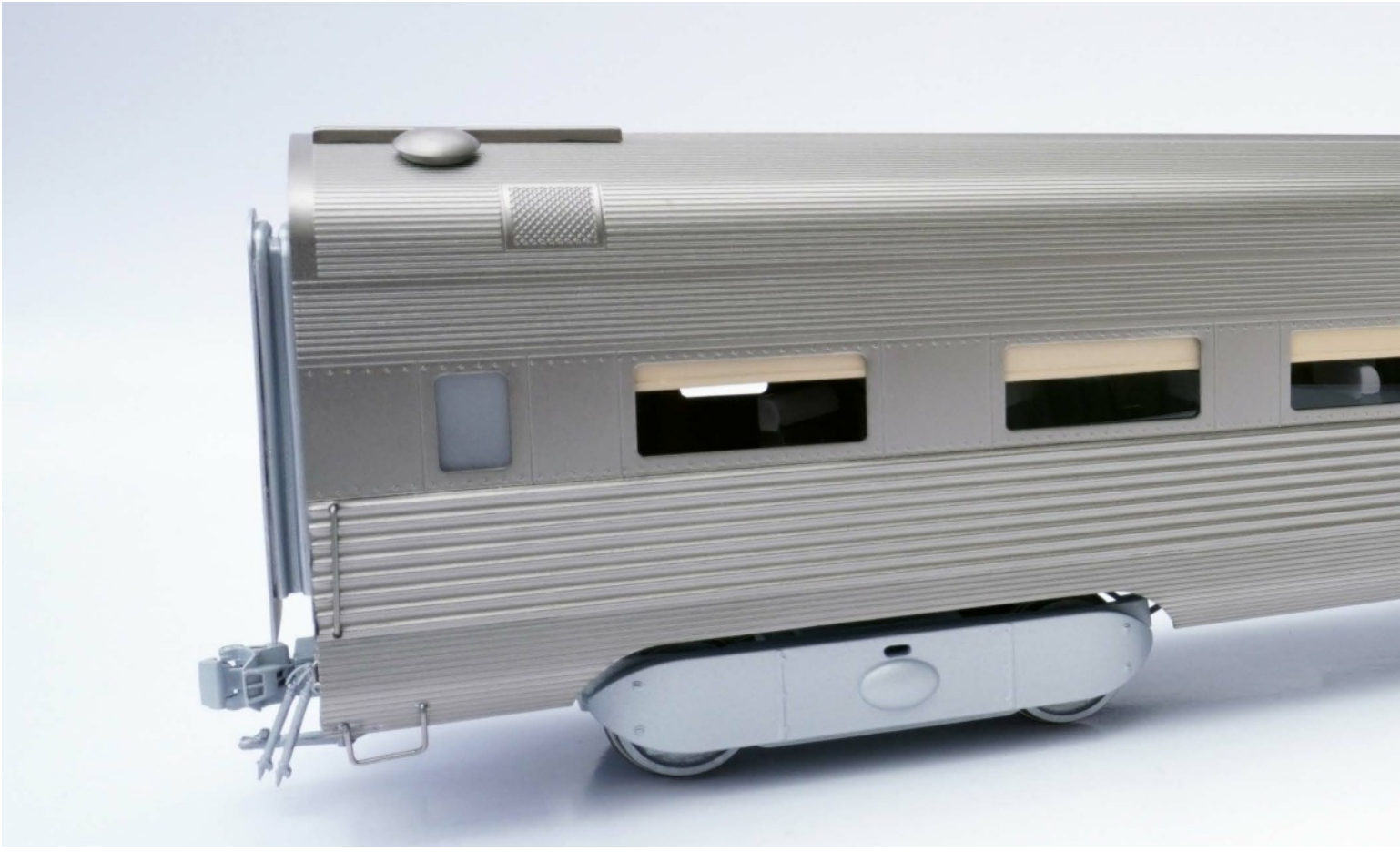
Left: Early on in their career, phase II cars featured a seven post antenna. This feature was not rendered on this model.















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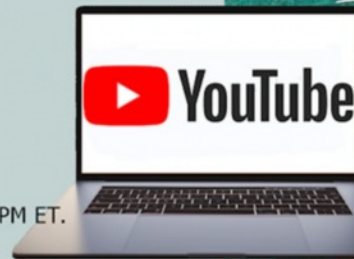
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An Oil Business for Jacobs Creek

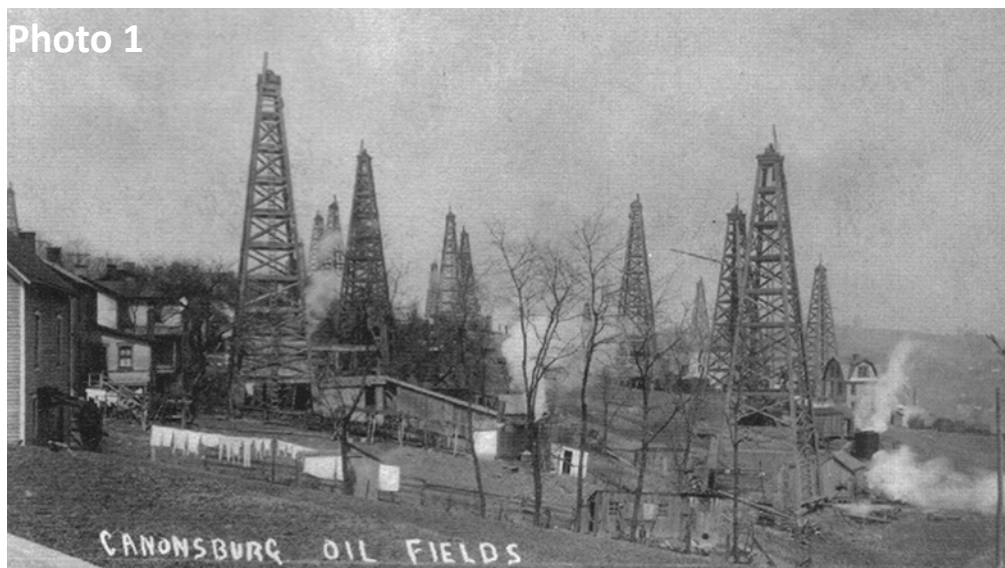
By George Paxon

On the layout we have been busy finishing the Jacobs Creek industrial area. The [container terminal, construction covered in recent OSR article](#), was the previous structure built for there. We had room for only one more industry. A very long and skinny one would need to be conjured up for the available space.

Some time ago, we also wrote an article in [OSR](#) about the conversion of narrow-gauge cars to standard gauge traction to take advantage of models on hand from many years of narrow-gauge modelling. Well, a few tank cars were good candidates for a successful re-birthing, and they are now available for standard gauge service. Our narrow-gauge tanks included some of the often-seen Union Tank Line cars of the Van Dyke patent, commonly referred to as “GRAMPS” cars, that were used on the D&RGW to move crude oil from Chama, New Mexico to a small refinery at Alamosa, Colorado. In pondering these converted cars, my mind began wondering how we could best use them and how they could fit into the scheme of things on our new layout.

Everyone has their own approach to model railroading. For me, all the cars, the industries, the scenery, the era, the structures etc., need to make reasonable sense so there is a cohesiveness and believability. In short, it all needs to work together to support the theme of the layout. It may not have been; but, it could have been. That does not make me a nit-picking prototype modeller, which I’m certainly not. But I can’t see fit to include a SD70 on a 1930’s era layout. Having an RS-1, which is my favorite stink buggy by the way, is certainly more of a possibility though....

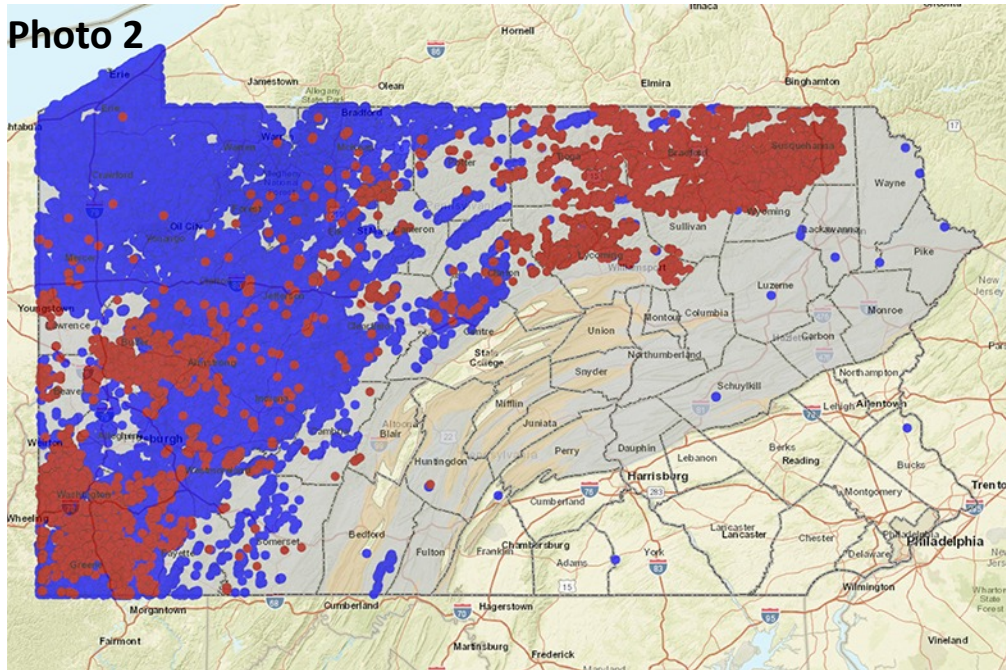
The Mountain Electric (ME Ry) is a fictitious line in southwestern Pennsylvania. An oil boom started in northwestern Pennsylvania with the historic discovery at the Drake well near Titusville in about 1860. Initially every man and his brother drilled speculative wells, the next almost on top the last, in that corner of northwest Pennsylvania. As land prices skyrocketed they began to move further afield in search of a place to drill for the gooey black-green liquid. By about 1890 the boom drifted south, and into southwest Pennsylvania. Wildcat oil derricks began to pop up everywhere there, too. If anyone is a fan of the Waynesburg and Washington Railroad (a three-foot gauge line between the namesake towns that ended up part of the mighty Pennsylvania Railroad), you will recall in [Three Feet on the Panhandle](#), there were many oil wells. **Photo 1** shows such wells in a suburb of Pittsburgh.



Pittsburgh became the nation’s first oil refining center, and in short order, there were 58 oil refineries in the urban area there. At first crude oil was floated down from northwest Pennsylvania by river barge, then it came by a newly built railroad. But, the Pittsburgh refining industry was short lived thanks to the discriminatory freight rate policies of the Pennsy and John Rockefeller. Rockefeller decided to base his oil refining monopoly in Cincinnati, Ohio.

The Pennsy already had more business than it could handle in Pittsburgh to and from the coal, iron, steel, glass and chemical industries expanding there; and, with a monopoly on Pittsburgh rail service, there was no alternative transport available to the oil refineries. The railroad decided to grossly overprice the service to the Pittsburgh oil industry, maximize the profits therefrom, and give better rates to oil refineries in Cincinnati where they had serious rail competition. Basically, the high rate in Pittsburgh subsidized the more competitive rate in Cincinnati.

I don't think the oil boom lasted all that long in southwest Pennsylvania, but the industry certainly continues in a limited fashion to present time. The associated gas industry was certainly going strong when I lived in the area in the 1950s as we had gas wells everywhere. We often stumbled upon them when hunting deer and rabbits there. **Photo 2** is a map of Pennsylvania showing modern oil and gas wells working the shale deposits.



Some small oil refineries did survive in the Pittsburgh area. A search of the 1926 Railway Equipment Register shows tank cars belonged to Island Petroleum Co, A.D. Miller Sons, Waverly Oil Works Co., and the Conley Tank Car co, all located in Pittsburgh.

So, with a bit of modeller's licence, we could have a small crude oil business on the ME Ry, set in the 1930s. This will allow us to take advantage of the existing car fleet. This sort of reasoning satisfies my personal need for believability.

You might find it a bit far-fetched, but then it ain't your layout!

The plan was to build a crude oil loading facility which would dispatch cars to refineries. Gulf Oil was headquartered in Pittsburgh. I don't know if Gulf had a refinery in Pittsburgh, but on the ME Ry they do, and loads will be sent there. Mobile Oil will also have a refinery at Toledo, Ohio and that will be a destination for cuts of loaded oil tankers as well. The reason Gulf and Mobil were chosen as customers for the Mountain Electric crude oil was that we had previously painted and lettered brass standard gauge steam road tank cars for those firms. These cars could also be used for the crude oil traffic to supplement the meagre fleet of leased Union Tank Line cars the down and out ME Ry has available.

Photo 3



We are still chasing information on the other small refineries in the Pittsburgh area, and looking for information on the cars that served them. It could be that more crude oil trains could be added to service these small local refineries as well. Hopefully there were some colorful and interesting tank cars that we can model as well. So far we have found the cars shown in **Photos 3** and **4**.

Cars/Conversions

Photo 4



Photo 5



Photo 6



pipeline.

Many early tanks cars were originally on wooden flats such as that in **Photo 7**. I would assume some of these cars were modernized by moving the tanks to new steel underframes capable of withstanding the greater stresses and strains of later train operations. Early in the 20th century, railroads in general experienced substantial problems trying to mix old wood underframe cars with more modern, and heavier, steel underframe ones. The practice was a major source of derailments and wrecks for some years. Rail car manufacturers made

Previously we discussed re-trucking and other changes needed to convert narrow gauge cars to standard for traction use so we will not revisit that here. [You can review back issues of **OSR**](#), for that info.

The D&RGW narrow gauge had both narrow frame and frameless tank cars. **Photo 5** shows a period standard gauge tank car with a very narrow frame. These date to about 1900. I suspect such cars were modified for use on the narrow gauge by widening the frames to allow the tank to sit lower thereby lowering the center of gravity which would make the cars more stable on the narrow track. When on the D&RGW, they were known as narrow frame cars, but the frames really were not all that narrow.

We did re-truck one of our nice PFM brass On3 narrow frame tank cars to see how it would accommodate our tight radii. Things were not good. To use these nice PFM brass narrow frame cars, we may need to remove and replace the frames with very narrow frames as per the car in **Photo 5**. It might be better use of time and funds to sell these existing cars to a narrow gauger in need of them, and make or buy new standard gauge cars with very narrow frames. **Photo 6** is a prototype D&RGW narrow frame tank.

As we have a few Grandt Line D&RGW tank car kits that had not been completed as frameless narrow-gauge cars, our plan is to build very narrow frames and put them under the tanks and complete the build as standard gauge cars. What we need is a frame similar to **Photo 5**. Our bolsters are 3D printed. We just now need to make up the center sills between the bolsters from Evergreen styrene channel and key steel. Just another project languishing in the never-ending project

Photo 7



new steel underframes for many different car types to include gons, hoppers and box cars as well as tanks.

I suspect **Photo 8** shows such a new narrow underframe destined for an existing tank somewhere.

The D&RGW frameless cars of the Van Dyke patent began as standard gauge cars as well. **Photo 9** is a narrow-gauge and **Photo 10** a standard gauge frameless Van Dyke car.

These cars date to the turn of the century as they are covered in the 1906 Car Builders Dictionary. If you look at the car ends in both these photos, you will see the heavy bottom steel plate that extends outward toward the coupler and this is a signature of a Van Dyke patent car. The heavy curved bottom plate was used to support the tank and allow the normal center sill to be eliminated.

Eventually the 6000-gallon cars became too small for standard gauge service and were probably the candidates for conversion to narrow gauge for the Farmington and Chama crude oil traffic. The curved heavy bottom plate is quite obvious in **Photo 9**. This conversion to narrow-gauge would have happened in the early 1930s. Most standard gauge Van Dyke cars appear to be 40 tonners. When used on the D&RGW, they may have been limited to 30 tons due to the trucks under them.

In converting our unbuilt Van Dyke cars to narrow frame standard gauge ones, we can trim off the protruding heavy bottom plate and it will look more like a conventional tank car with an underframe.

These prototype tank car photos are mostly from the St. Louis Transportation Museum and the Mid-Continent Railway Museum. The AC&F underframe photo is from the Barringer Collection.

An important part of any transition from my previous narrow-gauge world to the current standard gauge traction one is to make the cars fit into the theme of my new layout. Since the “GRAMPS” name was so widely known, and so closely associated with the D&RGW narrow gauge, something had to be

Photo 8

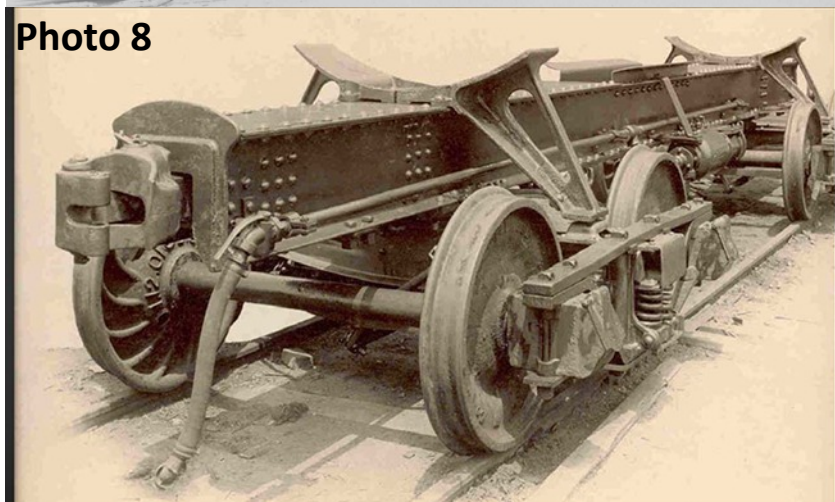


Photo 9



Photo 10





Photo 11

done to re-identify or rebadge these old narrow-gauge cars for use on the standard gauge eastern themed ME Ry. **Photo 11** shows a “GRAMPS” car on the D&RGW narrow-gauge. After an ample glass of my favorite red, we came up with the brilliant idea of naming our crude oil operation “Mountain Petroleum Services”, MPS. The story is that MPS is a crude oil transport and loading business and a subsidiary of the Mountain Electric. Notice that the new MPS

logo looks much like that of the Railway. The “GRAMPS” logo would just need to have the “GRA” obliterated by the judicious application of spilled crude oil. By doing this, repainting the existing cars could be avoided. The things you do when you are lazy! Several cars not yet painted could have the different, newer, MPS football shaped herald to help tie it all together and make the whole scheme appear more realistic and plausible.

If you want to add such a crude oil loading facility to your layout and don’t have narrow gauge cars to convert – fear not. San Juan sold very nice ready to run standard gauge versions of the 40 ton Van Dyke cars. I recently bought two of the San Juan cars to insure a more adequate supply of cars for my crude oil service. They are nice cars and are truly ready-to-run. They just needed some weathering and a dusting of flat to kill the shine. I put the new MPS logo on them, too. See **Photo 12**. This car still needs an overspray of flat finish to complete it.

Photo 12



Crude Oil Loading Facility

The basic idea for our loading platform came rather loosely from the one at Chama on the D&RGW narrow gauge. I always liked it. If I had stayed with modelling narrow gauge, I probably would have added a model of the Chama facility to my old layout. We had already accumulated the necessary cars for it. The Chama facility was little more than a walkway elevated on stilts. It appeared to be made from pipe and, with all the joints, probably was a pipefitter's nightmare. See **Photo 13** which shows the Chama loading facility while still in use in 1963. This photo is by John West, from his collection, and is used with his permission. At the end of the platform was a little shed, the purpose of which is unknown. It does not look large enough to hold much smaller than an outhouse even. Cuts of cars were parked on both sides of the Chama platform and loaded with crude through flexible pipes. The Chama platform was double sided with room for 4 cars on each side. Ours would be built of mostly of wood, be single sided, and would service 3 cars at a time. **Figures 1 and 2** show our loading platform.



Photo 13

Figure 1

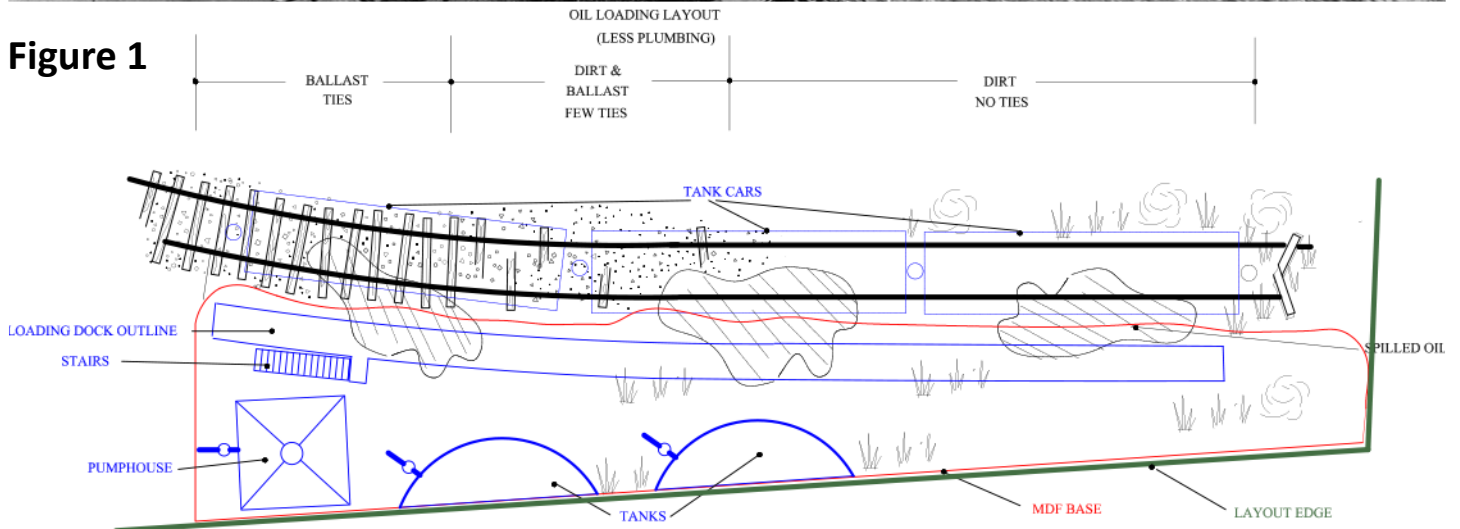
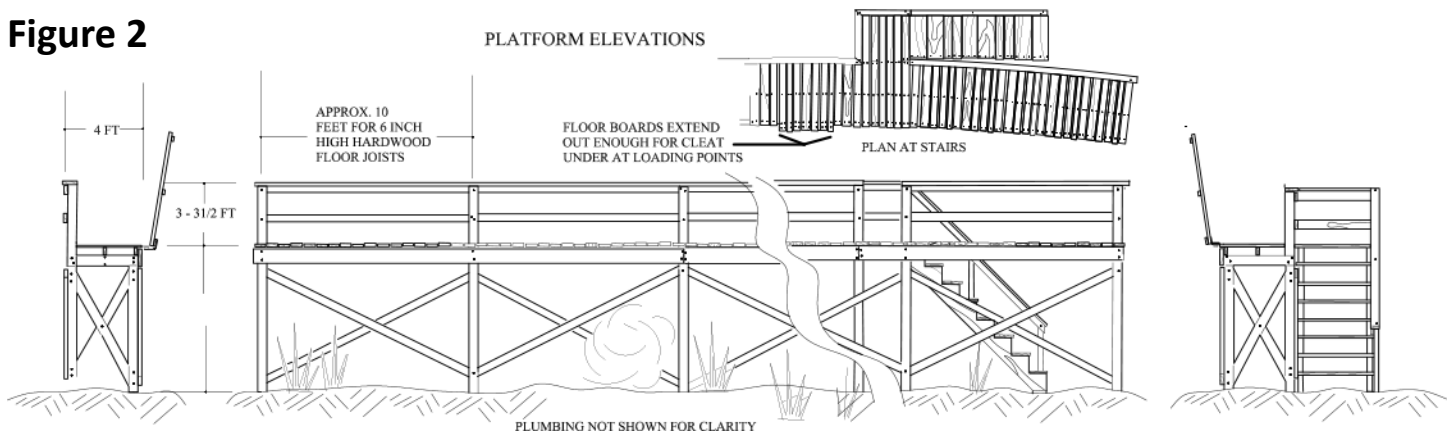


Figure 2



We spaced our wood platform bents at about 10 feet. The floor beams were only 6 inches high so this span is a bit much by today's cautious building standards, but probably acceptable for the 1920s and 30s for hardwood floor beams. And, if built today, it would be of metal anyhow.

Photo 14



Photo 15



Photo 16



Photo 17



Photos 14 through **17** show other different loading facilities along standard gauge lines somewhere.

Photo 14 is my favorite of these and from the Semas Collection. **Photo 15** shows a very crude but interesting loading facility. There appears to be a pipe

from the truck tank via a small pump to the tank car on the rail siding. Not sure about the horse drawn tank. And note the spilled crude on the adjacent ground. Looks like a similar loading ramp is just at the right edge of this old photo. Texaco tank cars are being loaded in **Photo 16**; I believe. The vertical stanchions should be the loading plumbing. It was not likely an unloading facility as this was done from the bottom of the tanks. **Photo 17** is of a large-scale operation, and we are uncertain if crude or refined product is being loading here.

Note at Chama the hinged deck boards used to access the tank domes from the loading platform. These are a great detail and are provided on ours. In **Photo 14** you can see that just a loose board was used as an access

walkway. We provided wood handrails on the back side of our platform. At Chama and the other loading facilities when on the deck boards, you were on your own, as there were no handrails there.

Oil Storage Tanks

I thought a few tanks would help to set the scene, but space is such a valuable commodity. Chama, I understand, also had such tanks but they were located some distance from the loading platform and not seen in photos of the facility. I have visited Chama several times over the years and I certainly never saw them.

What we came up with was a pair of shallow partial tanks in the background. A bit of weathering and some lettering to carry on the “MPS” theme would serve the purpose. The area where the industry is located on the layout is about eye level, and when the tanks are viewed through the loading platform, the shallowness of the tanks is not a big visual issue and space is conserved.

Photo 18



A photo sequence, **Photos 18 to 20**, shows tank construction. A former was made of 1/8-inch thick MDF, styrene sheet was glued over the former, and Micro Mark rivets were installed on the tank once it had been primed. The tanks were painted aluminium, decaled, and weathered. One tank has the new logo and the other the old Mountain Petroleum Services logo to help tie it all together. The outlet pipe with a shut off valve was added to each tank with pipe leading into the ground and off to a pump house. Selley makes some very nice-looking large valves and these were used at the tank outlets. They are advertised as HO scale but are large valves and fine in O scale. A fancy thumb tack was installed on top of each tank as a vent. The vent would have been needed to keep the tank from collapsing when oil was pumped out of it.

When weathering the tanks, we tried some of the new rust decals by Weathering Solutions. The rust streaks turned out quite nice and I'll use more of them on other metal models.

Photo 20



We dusted our tank seams with brown chalk to make the rivets stand out also. Brown was worked along the tank bottom edge to simulate the dirt that would have splashed onto the tank bottom during rains. When done, the tanks were sprayed with a flat to kill the shine and seal the weathering and decals.

Plumbing to Cars

The theory of operations for our facility is that crude oil is piped and trucked from the well heads throughout the area to the tank farm at our loading facility. From these tanks the oil is pumped into the tank cars. Our pipes from tank to pump house and pump house to platform are mostly in the ground and not modelled.

There may not have been pumps at the Chama facility. The oil field was located in the higher mountains to the north of Chama and one source says oil flowed by gravity to the storage tanks. And, I have been informed the tanks were positioned 20 feet higher than the loading platform so oil would flow from the tanks to the loading platform by gravity as well. I am not sure how well a no pump system would have worked at Chama, as I would imagine that crude in the winter, at that high elevation, and freezing temperatures, would be about the consistency of cold peanut butter. If anyone has better knowledge of how the Chama facility worked, your input would be most helpful and much appreciated.

At the Chama loading facility, a pipe ran under the length of the elevated platform and branched to service each of 8 loading points. After the “tee” in the delivery pipe there was a valve to control the loading of each car individually. A swiveling pipe swung out from the loading platform above the valve and fed the loading opening on the dome of each tank car. I studied some rather poor photos of the Chama facility with initial hopes of modelling this loading plumbing. Old photos of the facility when it was in use were not much help. Most current photos of what remains of the facility indicate the oil delivery plumbing is about all removed. **Photo 21** is one color shot we found showing some of the loading plumbing. The loading platform was out of service, but most plumbing still intact. There were some triangular steel supports on which I assume the swiveling delivery

Photo 21



pipe rested when in the retracted position. At first I thought there may have been a flexible, hose-like extension at the end of the steel delivery pipe – the purpose of which I assumed was to help direct most of the sticky crude into the car. See Photo 22. Additional study of what photos I can find of the facility in operation now lead me to believe that the flexible bit of material might just be sand bags that were probably used as weights to keep the loading pipe in place on the tank car dome while oil was transferred to the car.

If you are interested in a crude loading facility, and are even more space challenged than we are, Photo 15 is a basic and primitive loading operation that would allow you to have the industry in less space.



Photo 22

In the end, for our delivery plumbing, we had to settle for something that seemed to make sense. We used some approximately 3 scale inch valves obtained from Precision Scale Company, with one at each car loading point. The very nice Selly valves were too large for use here. The pipe swivel at Chama was probably some sort of patented mechanism. It was probably much like the swiveling joint in a steam line to a rear truck booster on a steam locomotive. At the loading facility in Photo 14 the joints were just normal loose pipe joints it would appear. Leaks were not a big worry in the good ol' days with little environmental concern and cheap oil. Without decent photos, we had

to do the best we could in modelling this feature and settled on the swivel joint. If it does not look quite right to you, have another glass of red, then look again. The plumbing for our loading facility is shown in Figure 3.

Making and installing the piping was probably the largest task in constructing the oil loading platform.

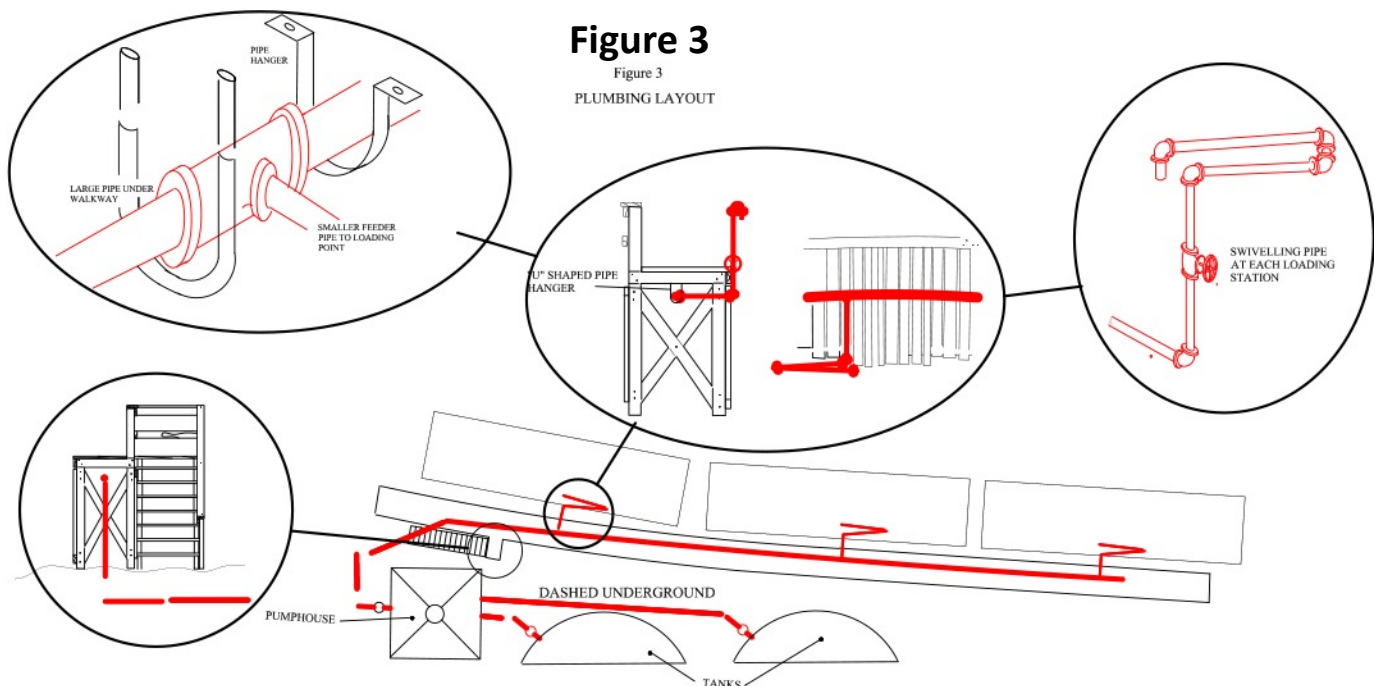
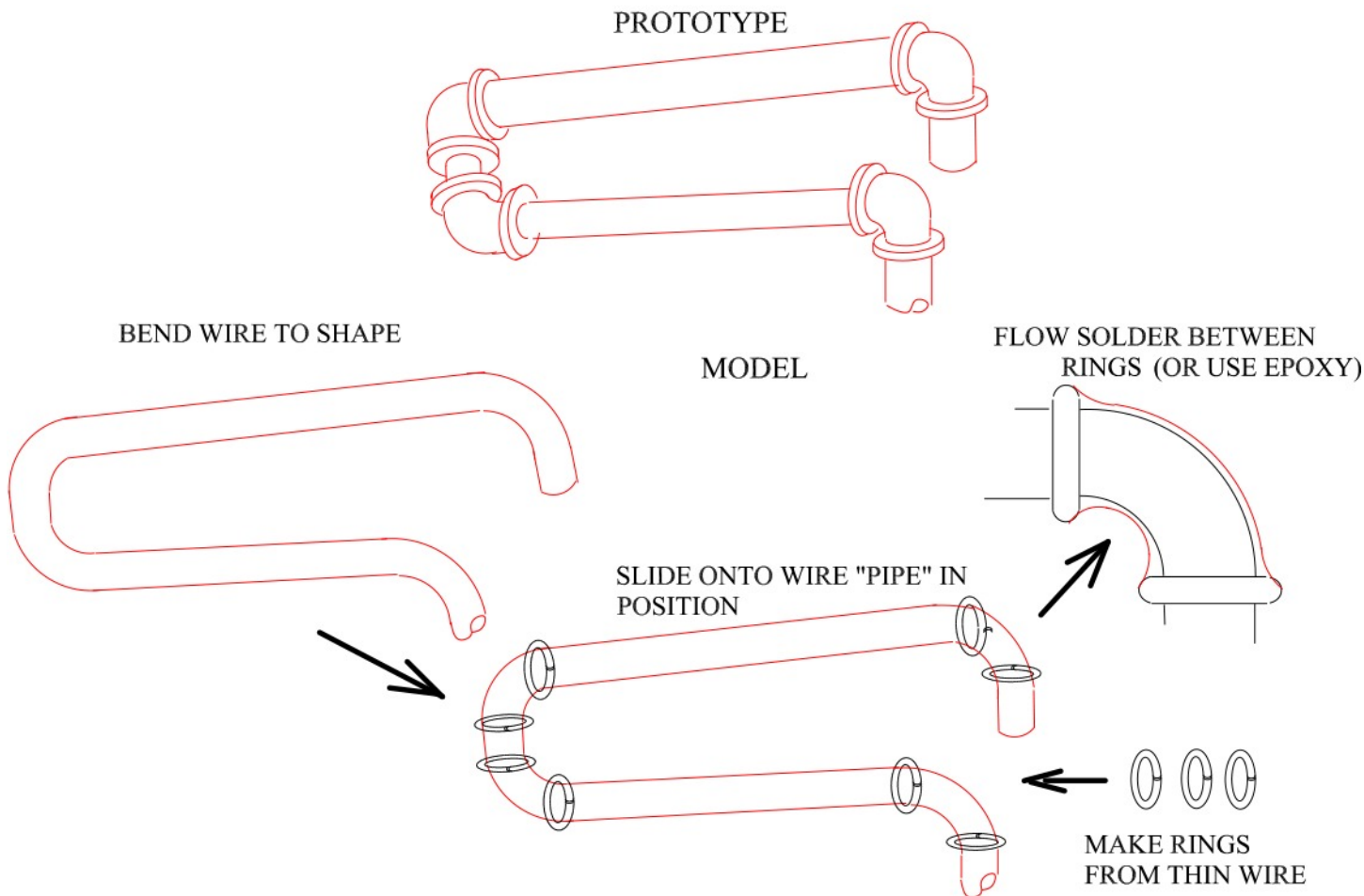


Figure 4

MAKING PIPE JOINTS



First the larger main distribution pipe was made from styrene. I needed to get a bit of curve in it, so, when the domestic manager was not looking, I boiled the tea kettle and stuck one end of the styrene tube in there for a while to get it hot and soft, then did the bend which remained once the tube cooled. Such pipes that feed several outlets would step down in size along the run to conserve material. I used a smaller diameter styrene just after the position for the second location.

Then the feeder pipes to each loading point were made by bending 2.4 mm, 3/32 in, dia bronze brazing rod to the required shape. See **Figure 4**. Rings were made of small diameter brass wire and slipped onto the “pipes” to represent the larger diameter at the pipe joints. Since we are modelling the 1930s, such piping would be made of threaded pipes with elbows, couplings and tees rather than welded as would be normal in later days. A dab of solder made a fillet and the pipe elbows were thus formed. To make the rings we used some jewelers' pliers intended for forming rings. These are sold in the model train world for adjusting the shape of Kadee coupler pins, but their intended use is forming rings. The ones we have can bend three different diameter rings. We made the big rings for the delivery pipe and small ones for the feeder pipes. And, of course solder could not be used on the styrene tube of the main delivery pipe, so some epoxy cement was used to form a fillet there instead. You could use epoxy for all the fillets if soldering is not your thing. Where the feeder pipes branched from the main delivery pipe, we just drilled a hole in the side of the styrene tube and pushed the feeder pipe into the hole using some epoxy to fix the joint when assembling the platform.

The three PSC valves were installed, one on each of the feeder pipes as required. This was a project in its own right. Not installing the valves, but finding the bloody things. The wife has such a long “to do” list that there is usually a substantial delay between the start of a train project and the finish. I try to do all the pre-planning for each modelling project in an organized sort of way. I sketch plans, usually, and work out a parts

list. Whatever is needed gets ordered from the northern 50 which takes a month or more to arrive down here. By then the old girl has me busy on some other project, and the parts, when they arrive, get stashed somewhere. In this case, after considerable search, we found the valves in a box holding all the parts for a street sprinkler that is also awaiting construction. Of course, I blame the old girl for this, but my parts filing system could probably stand a bit of tweaking to make it more effective. Would not tell her that though.

To assemble the piping for each loading location, holes were first drilled through each valve. The same diameter holes were then drilled in the ends of the pipe above the valve and in the pipe below the valve. An appropriate length of wire was cut and one end soldered into the hole in the bottom pipe. Next the valve was slipped over the wire and soldered in place. And finally, the top pipe was placed on the wire and it was soldered in place. This resulted in a reasonably strong delivery pipe assembly for each loading location.

There was one bend at the beginning of the main distribution pipe where the pipe, coming up out of the ground, turns parallel to the platform. This would be difficult to do in the styrene tube, so we bent some steel rod of the same diameter as the styrene pipe we had on hand. The end was filed down to fit inside the styrene tube. Some epoxy covered the rough joint and the wire rings were added to make a pipe elbow there.

The delivery pipe was attached under the platform. Some straps to hang the main delivery pipe under the walkway could be made from some thin brass strip. You can also just use wire for the straps as we did. Shape them, put a dab of epoxy on the ends, and shove them into holes drilled for them. The idea was to take a photo of just the platform at this point so you could see the delivery pipe detail better. But, in handling the platform while trying to install the delivery pipe under it, I managed to break off the diagonal bracing about 10 times. And when installing the delivery pipe, the platform developed a twist as the piping was probably more substantial than the skeleton of the platform. We finally decided it best to get the platform glued down to the base to reduce further damage and to get rid of the twist. The locations where the posts met the base were marked and cleaned, epoxy mixed and globs placed where each post was to sit, the platform located in its place, and some weights added to undo the twist while the epoxy set.

You can see that our plumbing is painted black. I was thinking that painting it aluminium would provide a better contrast with the drab timber loading platform. But, the black crude would be everywhere at such a facility and the pipes exiting the tanks and the pump house were already black. So black seemed to be the correct color here, too. I did paint the valve handles with a bit of dark red though.

When looking at photos of my finished oil loading platform, I think we should have used thinner material for the main delivery pipe under the structure. Unfortunately, I used what was on hand and it is a bit large.

With the piping in place, we could now add the diagonal bracing at the front of the platform. The platform decking was then added next. I have a NWSL *Duplicator* and used it to cut the many deck boards to a consistent length. Note that decking extends outward about 9 inches or so at the loading points. This will allow us to place a cleat under the overhang to provide an anchor point for the walk board hinges. The decking also needed to extend to the rear for the landing at the top of the stairs. Some long boards were placed to lead onto the landing. The stairs were then built and required more of the 6X6 in framing. For our stairway we employed some of the ready-to-use stair stringers by MicroMark. They save a lot of time and are nicely done.

The walk boards to the tank car tops were next in line. They were made from wood strips with cleats under them to keep them together. The stripwood was stained before cutting it up for the walk boards. Some thin brass was bent into an angle to serve as the hinges for the walk boards. The hinges were painted black and epoxied to the walk board and to the cleat under the extensions of the main walkway.

I toyed with the idea of installing steel railing at the front of the platform. The one at Chama had railings at the back and the front. But as you can see in Photo **14** and **16**, some platforms did not have railings on either side. Given that we knocked off the hinged deckboard several times while trying to get the swiveling plumbing

fixed in place, we decided to not try and add the front railing. We had bought cast white metal stanchions for the railing, but will hold them over for a car ferry project in the hopper of many future projects.

Other details we thought were appropriate were the “no smoking” signs. The stairway with a handrail at one end of the Chama facility allowed workers to reach the elevated platform from the ground. I modelled the stairway in wood instead of steel as at Chama. And we moved it behind the platform to reduce overall length. From some photos of the Chama facility, it appears the ground under the platform was an available space to dump things that needed to be dumped. We modelled some rubbish under our platform, too. Crushed and empty barrels, bits of paper, some timber cut-offs, and old tires were scattered around. Some weeds and mostly dead bushes were planted where the crude had not been spilled as well.

I can’t imagine that loading thick, sticky crude oil into tank cars was a particularly neat and tidy task. Many of the photos of tank cars in use for the Chama to Alamosa service show sign of serious spillage. In some cases, the “GRA” letters under the dome is close to obliterated by the spillage. Such photos are where the rebadging idea for my original Gramps cars came from. No original thought here on our part. There would be spillage on the ground around the loading area for certain. So, we modelled this with thinned black paint between the track and loading platform, between the rails, and under the platform. In these modern sterile times, the loading area would be a concrete basin with drains to divert any spillage to holding area. Such was not the case in the “good ol’ days” and oil was just allowed to run onto the ground and pollute it when spilled.

Pump House

Our old narrow-gauge layout had a modern coal mine. That’s modern for the 1930s or so. This mine had a compliment of support buildings to include warehouse, maintenance shop, etc. One support building was a little pump house used to remove excess water from the mine. We decided to recycle this little pump house for use at our MPS crude loading facility. Well, that required a major search to find the bloody pump house first. We still have some boxes of train things that have yet to be unpacked following a move of house. After a lengthy search, I ran across the pump house – in a wrongly labeled box of course. But, finding the thing was just the beginning of my problems. When built for the last layout, the back could not be seen so was not detailed. Now we are left to work out how to arrange it on what really is an island. We will need to detail the back of it. Or, need to hide the back somehow. The idea of using the old pump house in the first place was to reduce work, but that may not happen.

Since we had the two partial oil tanks along the same back layout edge as the dodgy pump house, we cut of 1/8-inch thick MDF to form the fascia board on the layout edge, but had the fascia extend upward to cover the back of the tanks and the back of the pump house. Problem solved! **Photos 23** and **24** show our oil loading

platform from the track side and the isle side respectively. And **Photo 25** is as it appears when viewed through the trees and from the operating area in front of Jacobs Creek Yard. A white card was behind the fascia to block all the annoying background clutter in this photo.

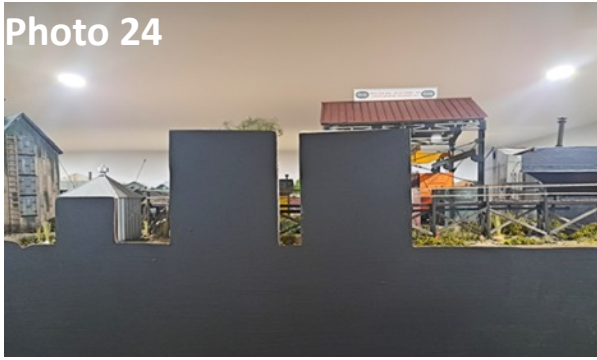
The Crude Loading Facility and Layout Operations

With the crude oil loading facility in service on the layout, there will be additional traffic for the ME Ry as cuts of 3 cars can be switched between the holding/classification track in Jacobs Creek Yard to the oil siding for loading. Then, longer cuts could be assembled and dispatched to the refineries in



Photo 23

Photo 24



Pittsburgh and Toledo. Cuts of loaded tank cars can be dispatched from Jacobs Creek (1) west to Belle Vernon where they will be interchanged with PRR for delivery to the Pittsburgh refinery, and (2) east to Somerset where they will be interchanged with the B&O for delivery to the Toledo refinery. Empties will return to Jacobs Creek by reverse routing. We will probably load every second or third operating session for a refinery which could provide a loaded or empty tank train movement for most operating sessions. If this proves to be too much of a good thing, we can reduce the shipping frequency.

The frequency also could be varied with the number of operators available for a session.

Additional switching will be required to include either the Gulf or Mobil car in the cut to be loaded depending on which customer was to receive the shipment of crude. It would be a serious breach of ethics to send a Gulf car to the Mobil refinery, etc. If we can get more info on the other small refineries in the Pittsburgh area, and if the associated cars are nice enough to model, we might have even more oil traffic. We also need to take the cuts of loaded cars to the scale for weighing before they are dispatched from Jacobs Creek. This approach should help to keep the little three track switching yard at Jacobs Creek quite busy and make sure the local crew does not have time for a nap during an operating session.

One item not yet resolved is working the standard gauge tank cars into our waybill system. Block waybills would be appropriate for crude oil shipments as the car are all coming from one shipper and all going to the same destination. We want to reduce the wad of paper train crews otherwise need to carry around to a single waybill for such block shipments. The problem is working out an approach to deal with adding the single Mobil and Gulf tanks to the block waybill when they are to be part of the shipment.

We hope to have our crude oil trains running shortly on the Mountain Electric. For one thing, we need to get the overhead wire over the loading siding! And, with the crude oil loading platform finished and in place, all the Jacobs Creek industries are now completed. A similar crude oil business could fill a space on your layout and provide some increased traffic for your layout.

Photo 25



My Atlas RS-1 Had a Stuck Motor Let's Fix It!

By Dan Dawdy

The Atlas RS-1 has been the diesel backbone of my Richmond, Danville & Southern Railroad for over 15 years. We have eight of them on the roster and all were the original “Silver Series”, meaning there was no decoder in these. In my article, *Installing a Tsunami Sound Decoder in an Atlas RS-1*, in the [September/October 2013 issue of The O Scale Resource Magazine](#), I showed how I used a one amp decoder to run these. They have been in service since then with no decoder issues. Today of course, we have two and four amp sound decoders readily available, but back then, bupkis.



The wiring for my units has the motors wired in series which did two things. First, lowered the overall AMP draw, and second, helped with slow speeds. In series you split the voltage, in parallel you split the amperage. The downside is that when the engine turns a corner or one truck is loaded more than the other, the voltage is no longer distributed evenly. This is sometimes a problem as one truck can stall and the other spin faster. Not normally an issue on my railroad and if this does happen it's very quick to balance itself back out as it runs.

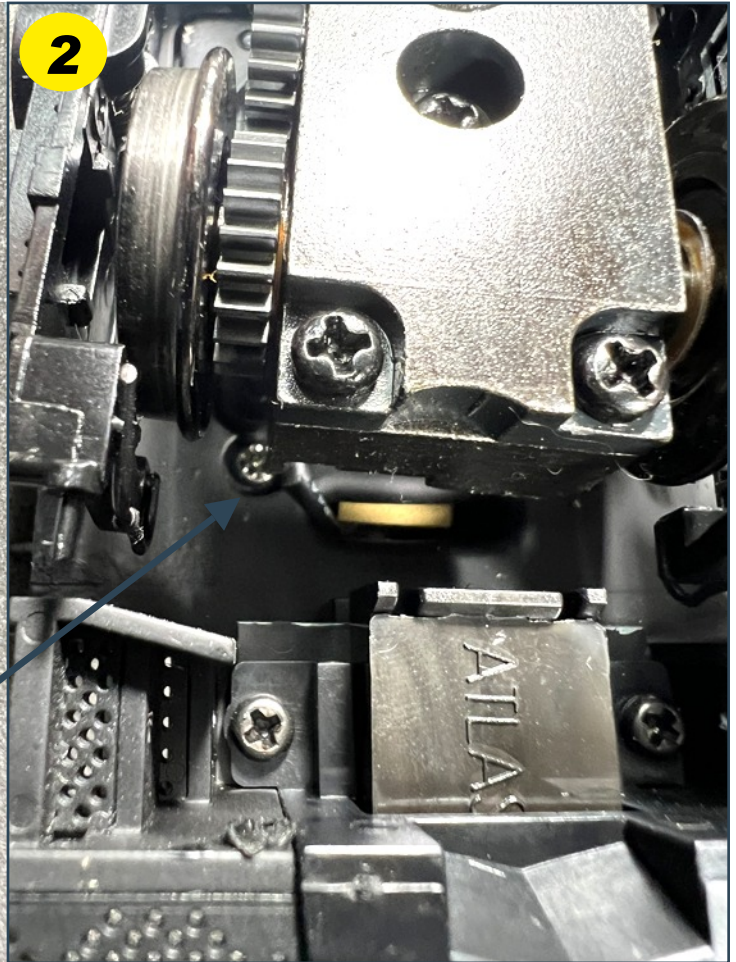
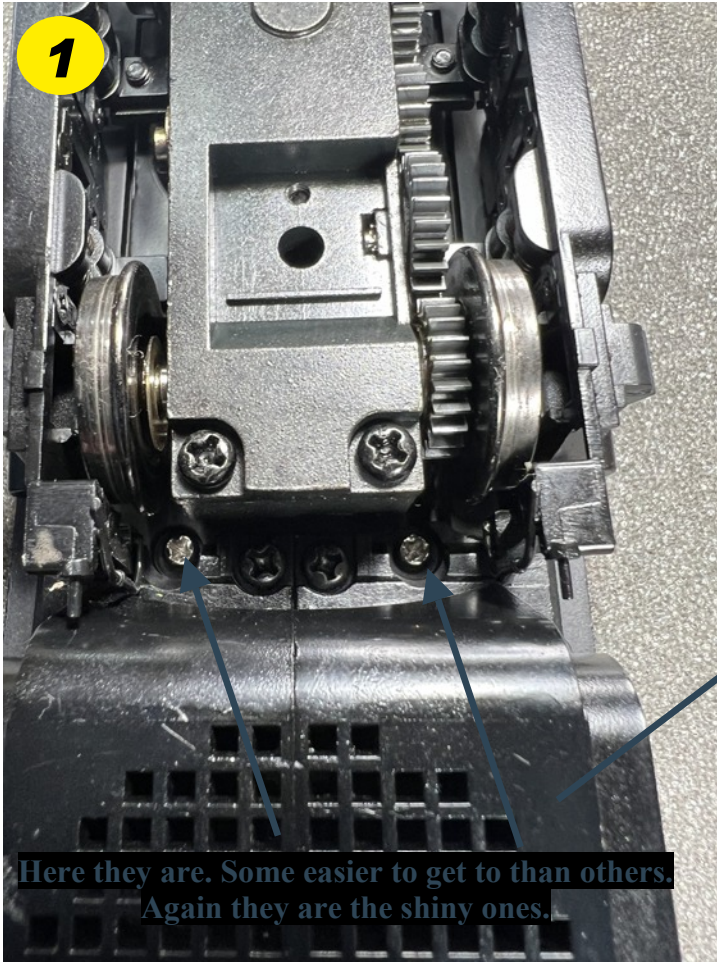
If one truck is “stuck” or being bogged down for some reason, it may not spin at all. That was my issue. On my regular every year or whenever I get around to it maintenance, I had two units where one truck appeared to be locked up. The two in question were the oldest, so I needed to get into the truck and fix the issue hoping I did not break a gear.

My first attempt went nightmarishly wrong. Things were messy and nothing went back together properly. For the next one, I documented what I did wrong and things went much better. Looking at the Atlas parts list, it appears that most all 4 wheel trucks are the same and use the same part numbers. It's only the side frames that change. So this whole exercise should work for many models. [Here is the page that lists all the Atlas Parts Diagrams](#). O scale is near the bottom. [The PDF for the RS-1 is HERE](#). It may not help as a guide but will show you where all the extra screws went that you have leftover after this exercise.

Also note, I went back to photograph a few things on a different engine, so you may notice the paint job changing. The Great Northern will be stripped and repainted.

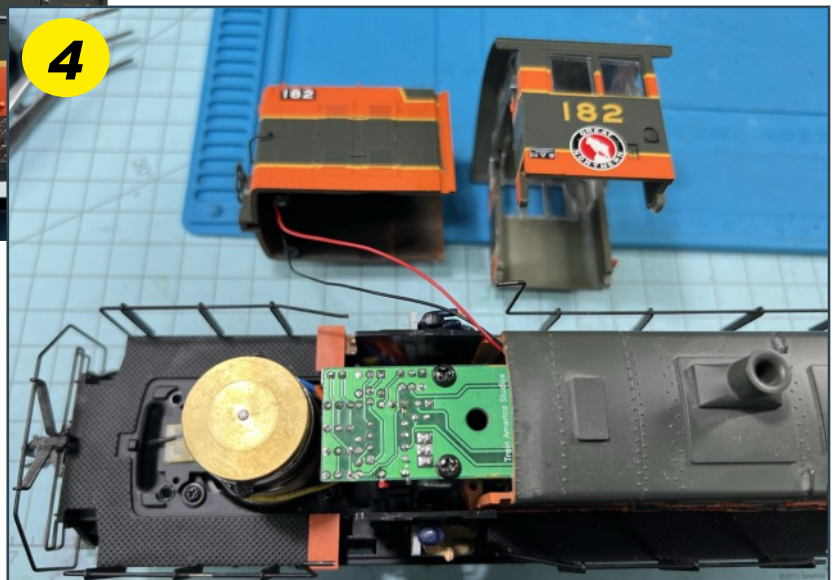
OK, let's get to it!

First we need to remove the shell. Look for the only shiny screws ahead or behind the truck on the short end of the engine. See images 1 and 2.



Here they are. Some easier to get to than others. Again they are the shiny ones.

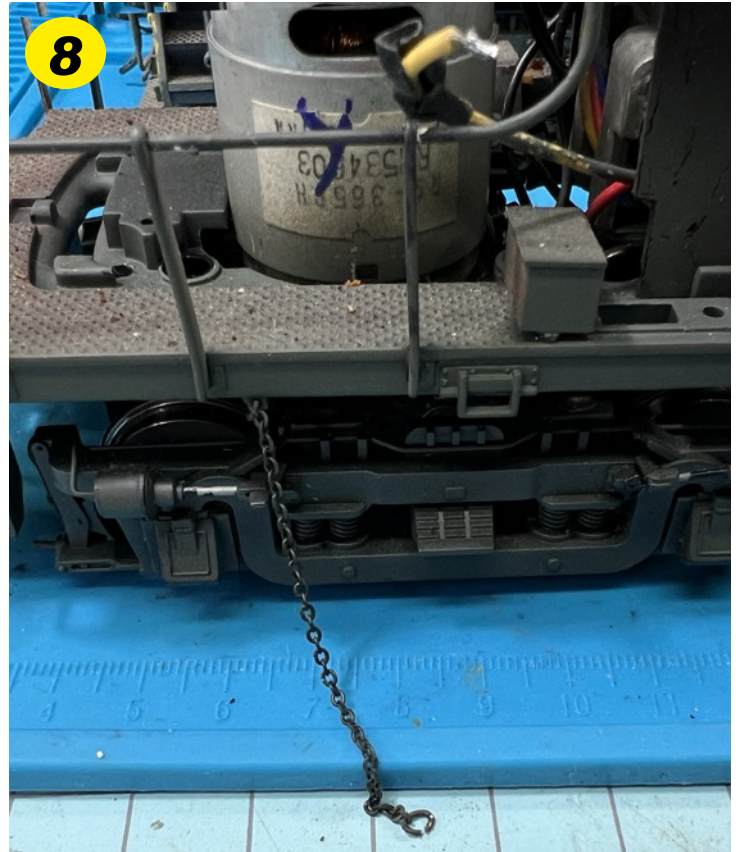
Before yanking on the shell, be sure you disengage both handrails from each side of the cab. Image 3. Now you can lift out the cab portion of the shell. This slides down over the long and short hoods. Image 4.



If the motor in question is the front truck, I run mine long end forward, then unscrew the other two shiny screws in front of the front truck.

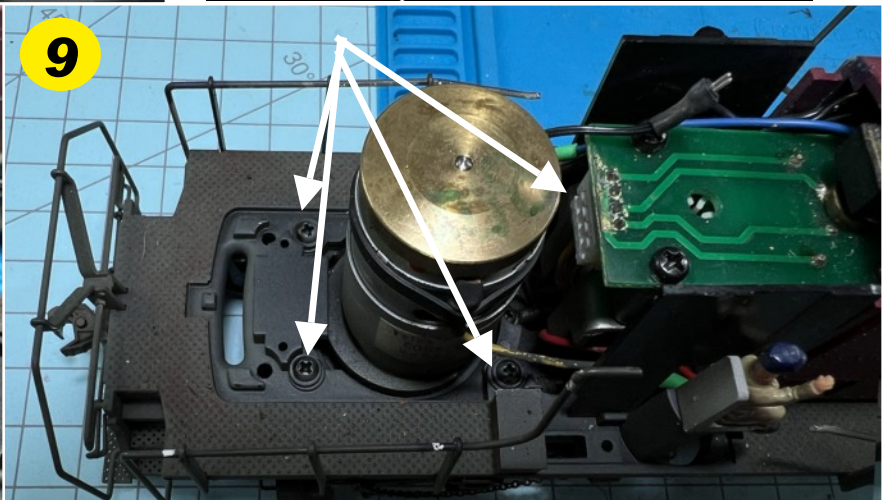
Remove the rubber band holding the wires to the motor. (5) Carefully with an X-ACTO, slice the the heat shrink from the terminals. (6) Mark the colors of the wires on the motor so when you reassemble the wheels are going in the correct way. Unsolder these two wires. (7)

Also, if you are removing the rear truck, short end, remove the chain from both sides. (8)



There are now four screws to release the motor from the frame. You can see three of them below and the other is hidden by the motor. (9)

**Remove these screws.
Careful as they have small washers on them.**



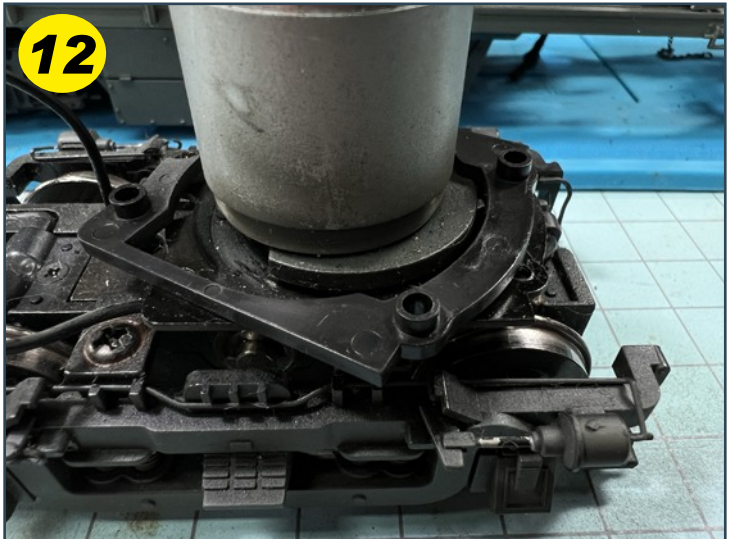


10

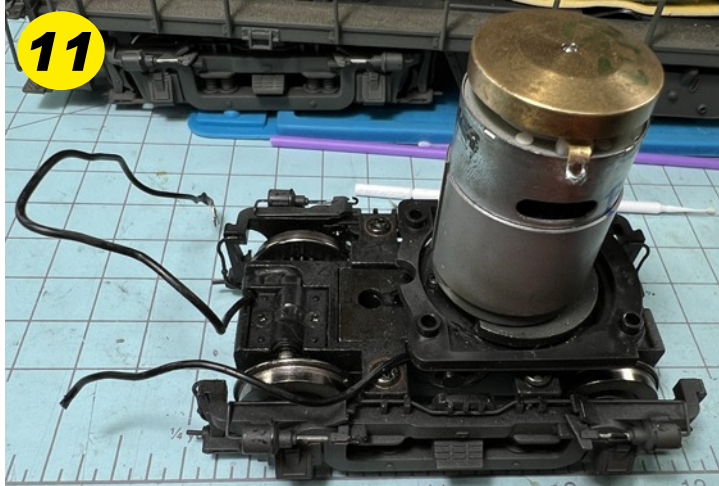
Red wire must be unscrewed as it also holds down the motor to the truck. The black wires will need to be cut back toward the harness.

As the motor falls away, you will see two or three wires attached going up the wiring harness. The red wire is screwed into the truck through the motor plate and must be removed, so just remove that screw. (10) Follow the black ones back to the harness and clip them making sure you have enough room to strip them and do a butt splice when you put them back together. These black wires are coming from the plungers for power pickup. It's possible you will have enough slack in the black wires and don't need to cut them, but mine did not. (11)

Now the motor and truck assembly will fall away from the frame. (12)



12



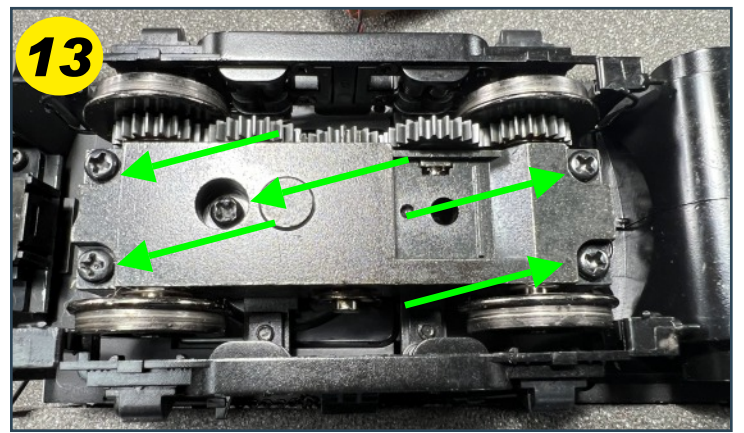
11

Next flip the truck over and you will see five screws on the bottom of the truck. The four on the ends are for the cover plate and the other one in the center holds the motor to the truck. (13)

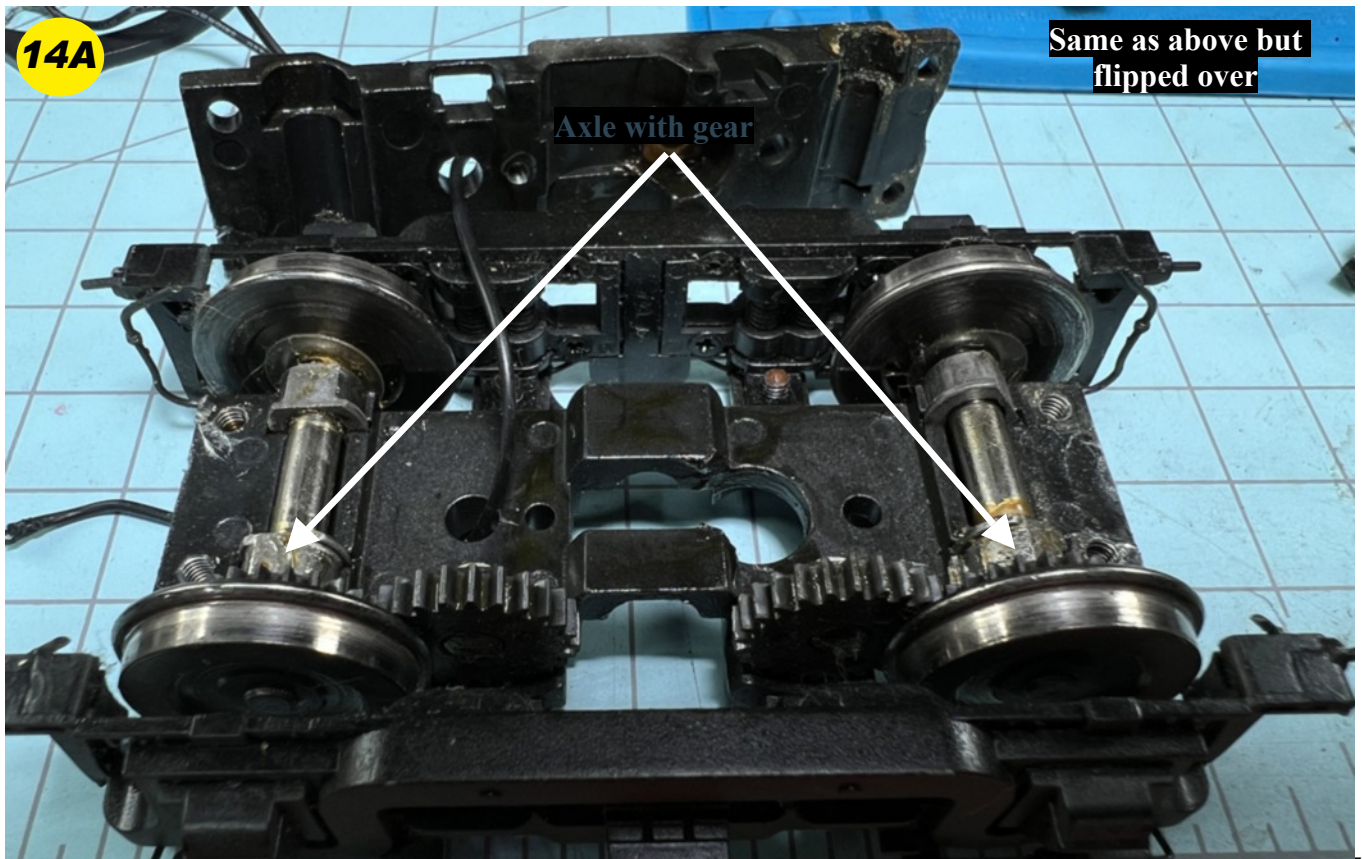
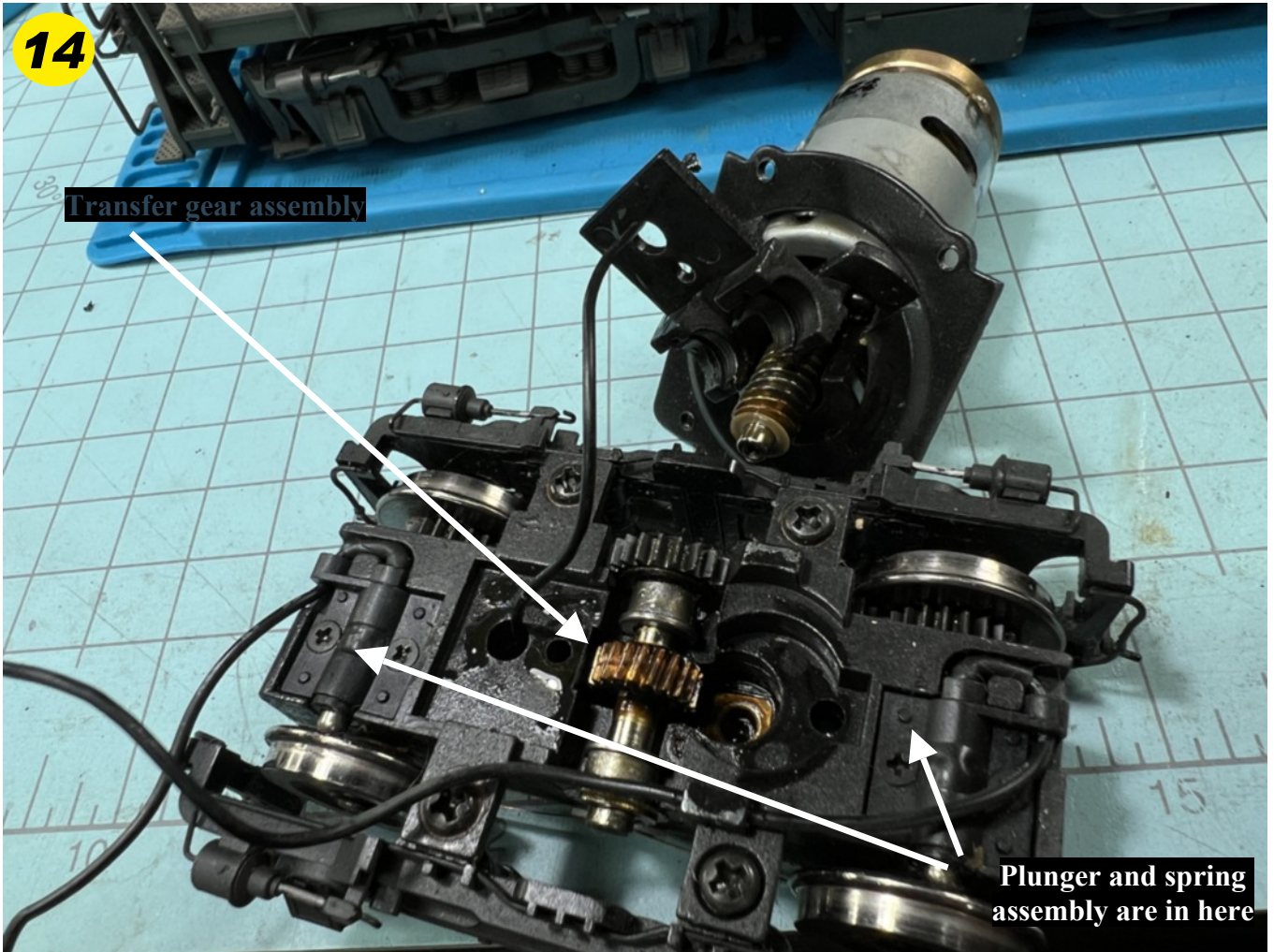
With the screws removed, the motor pops out of the truck assembly as shown in the top down picture image 14 and 14A. Remove the gear assembly and then flip it over and remove the wheel assembly.

As an aside, if you need or want to replace the pick up plungers or springs, this is the time to do so. I have noted in image 14 were to access those.

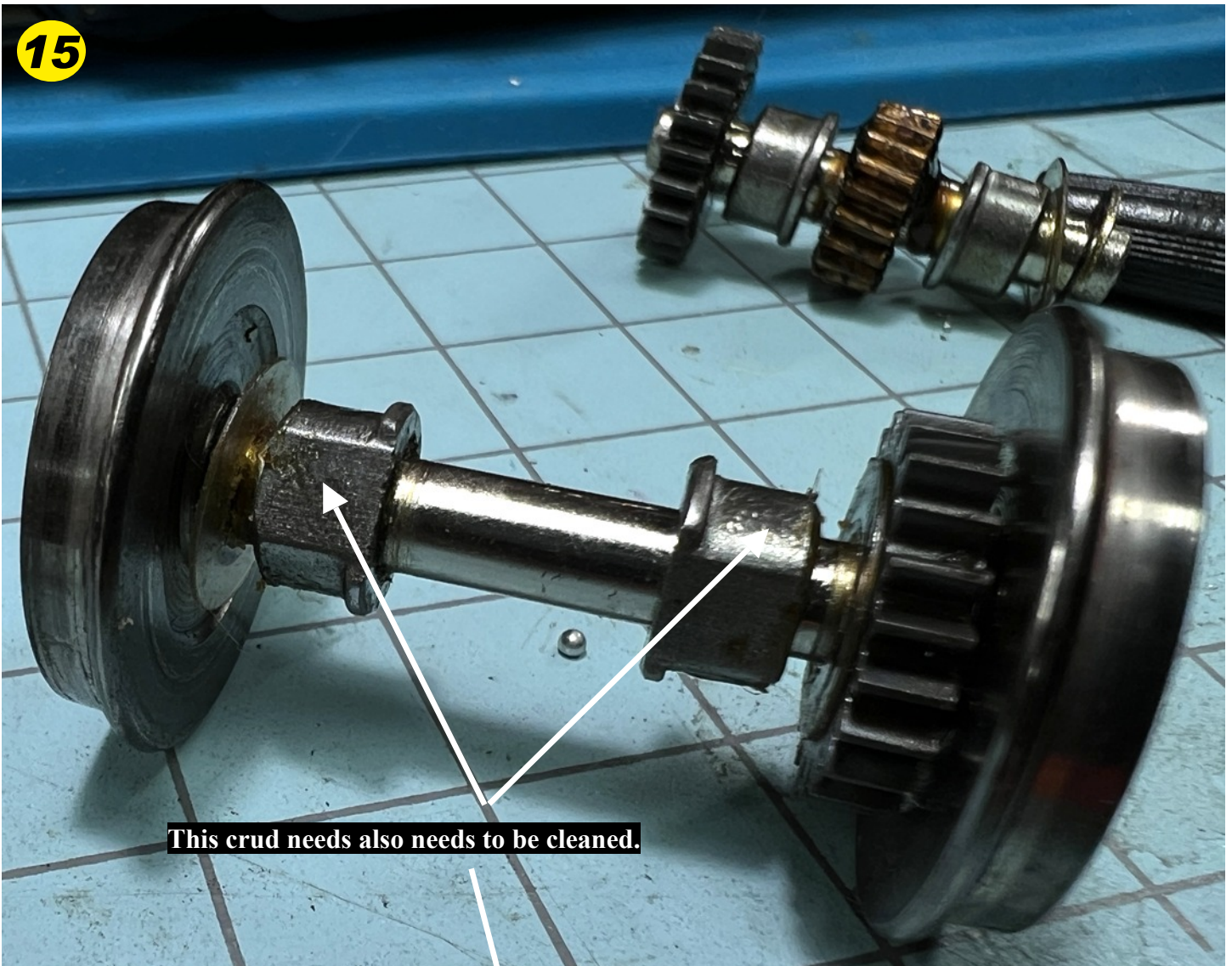
I did not have any cracked gears which would be the worst scenario, but the old grease was so bad I could not turn the bearing on the axle!



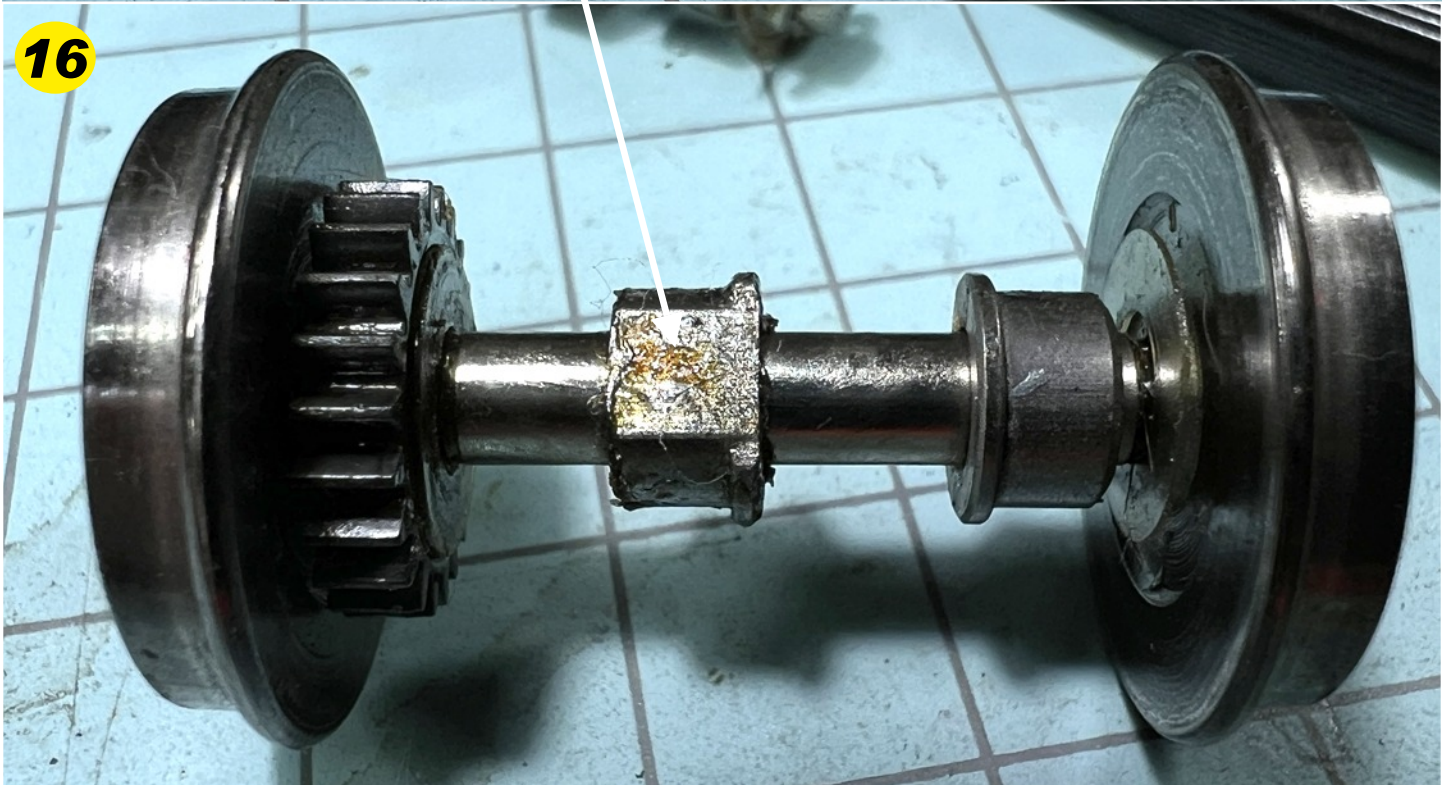
13



15



16



There is a bearing on each end of the axle and they were really tight to the point that one would not even turn because of the dried grease. (15) With that friction and the series wiring of the decoder this motor would not turn. I suspect that if this were DC or a four amp decoder wired in parallel there would have been full voltage to that motor. Your locomotives, like you car, don't like to sit and not run. These RS-1 engines may not have moved in over a year. Not that it's an excuse for crappy grease, but you can see how it could happen. (16)

Using disposable micro applicator brushes (Amazon 500 pieces for a whopping \$7.99) and degreaser spray that I sprayed into a small cup so I could put the brushes into it, I began the clean up of the grease. (17, 18, 19)

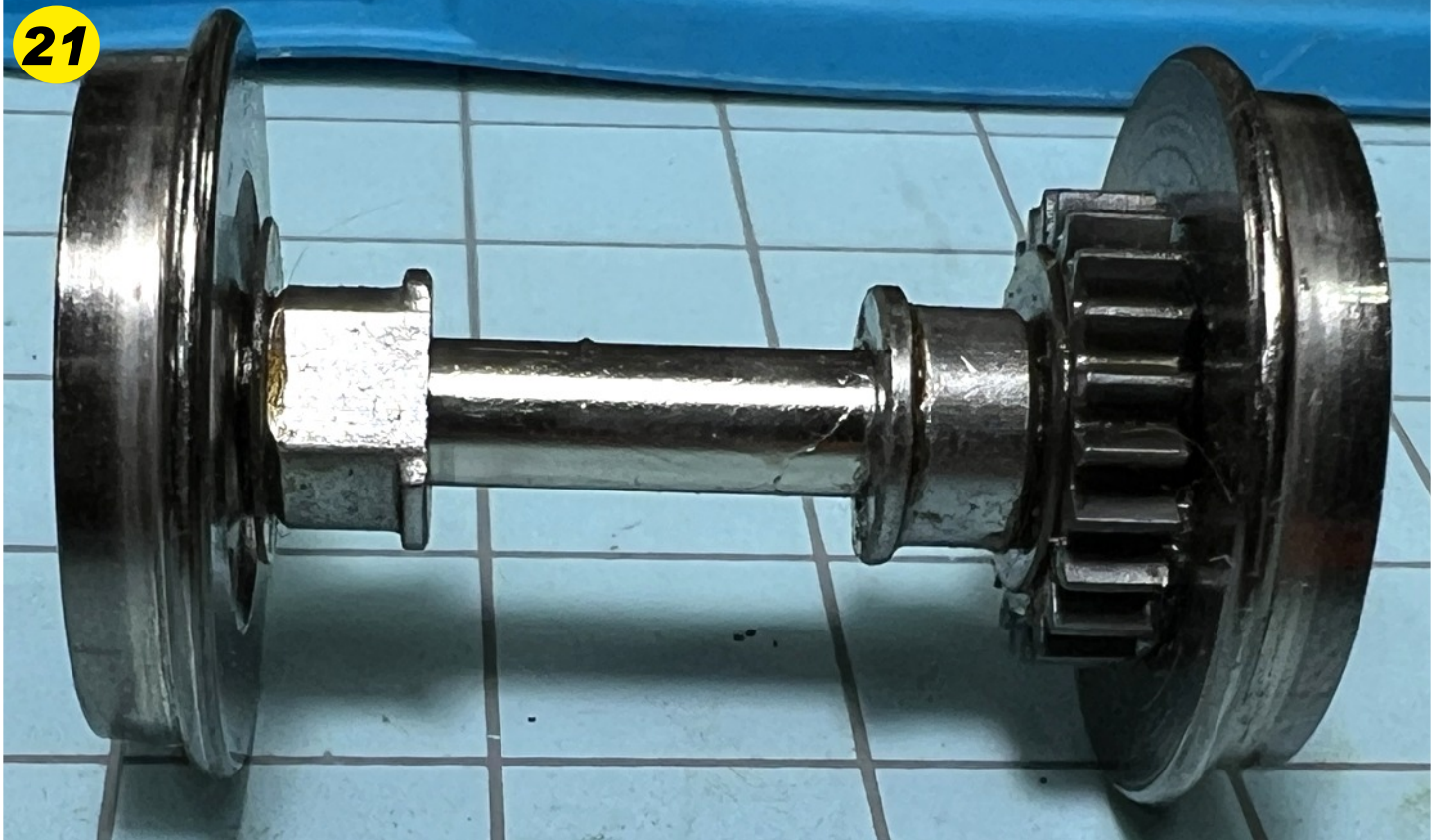


20



Get the crud out of here

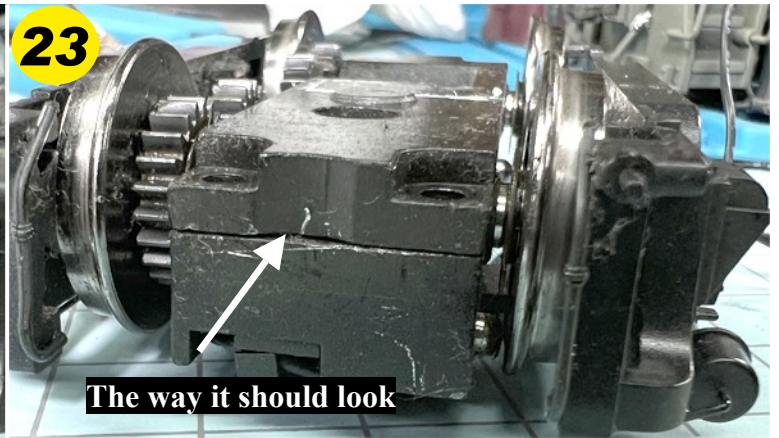
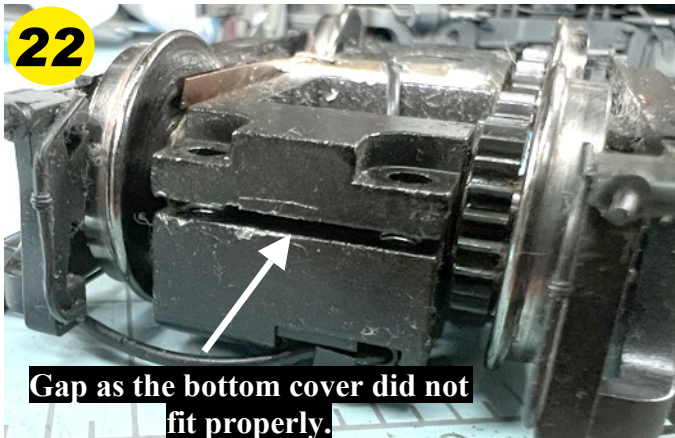
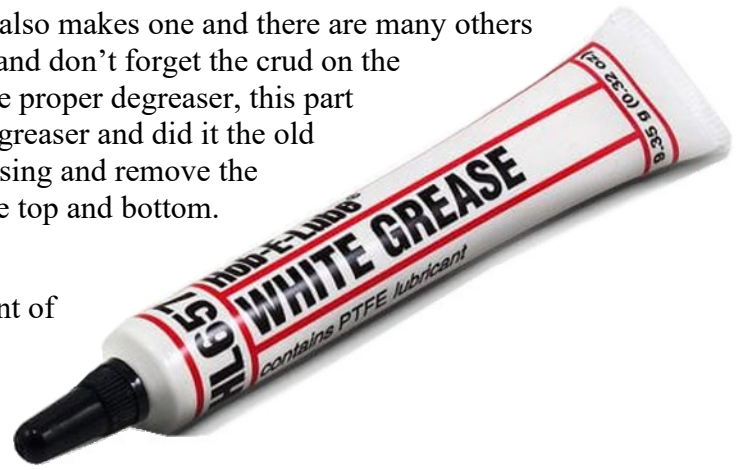
21



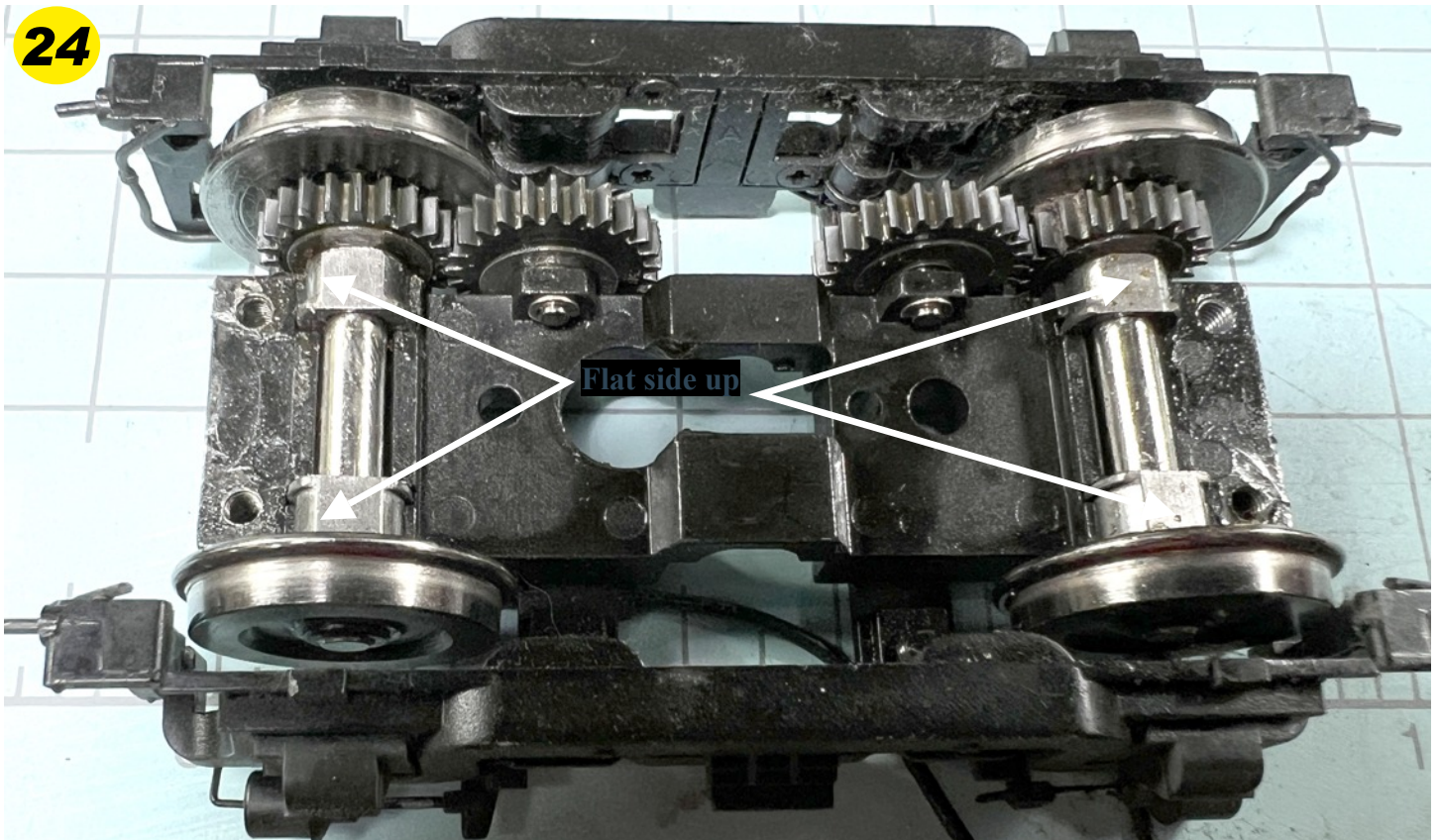
I used CRC® QD® Electronic Cleaner, but WD40 also makes one and there are many others out there. The bearings should spin freely on the axles and don't forget the crud on the bearing surface. If you had an ultrasonic cleaner and the proper degreaser, this part would be a breeze, but in my case I did not have the degreaser and did it the old fashioned way. Don't forget to also clean the truck housing and remove the grease from the slots that the bearings sit in, both on the top and bottom.

(20)

Once everything is clean, I used a very small amount of white grease on the gears. (21)

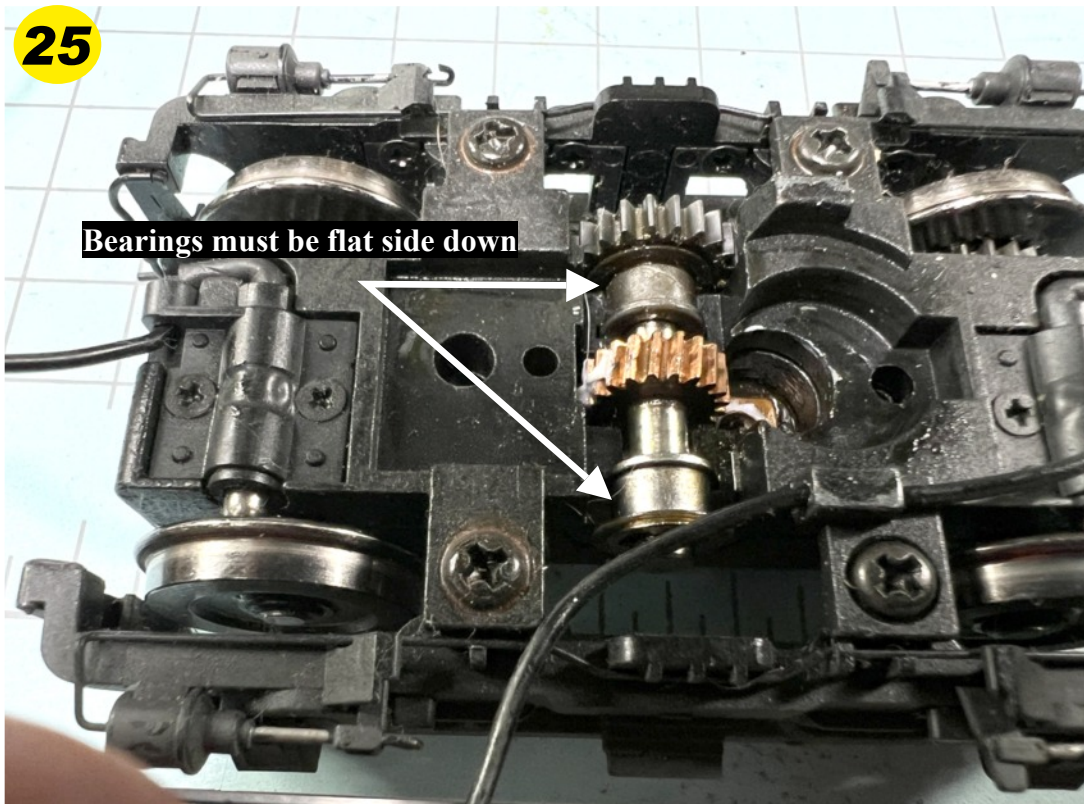


OK, if you are still with us, it's time to put this back together and here is where you "either-know-it-or-you-don't". I did not, and it took awhile to figure things out. The first time I attached the bottom cover on I had a

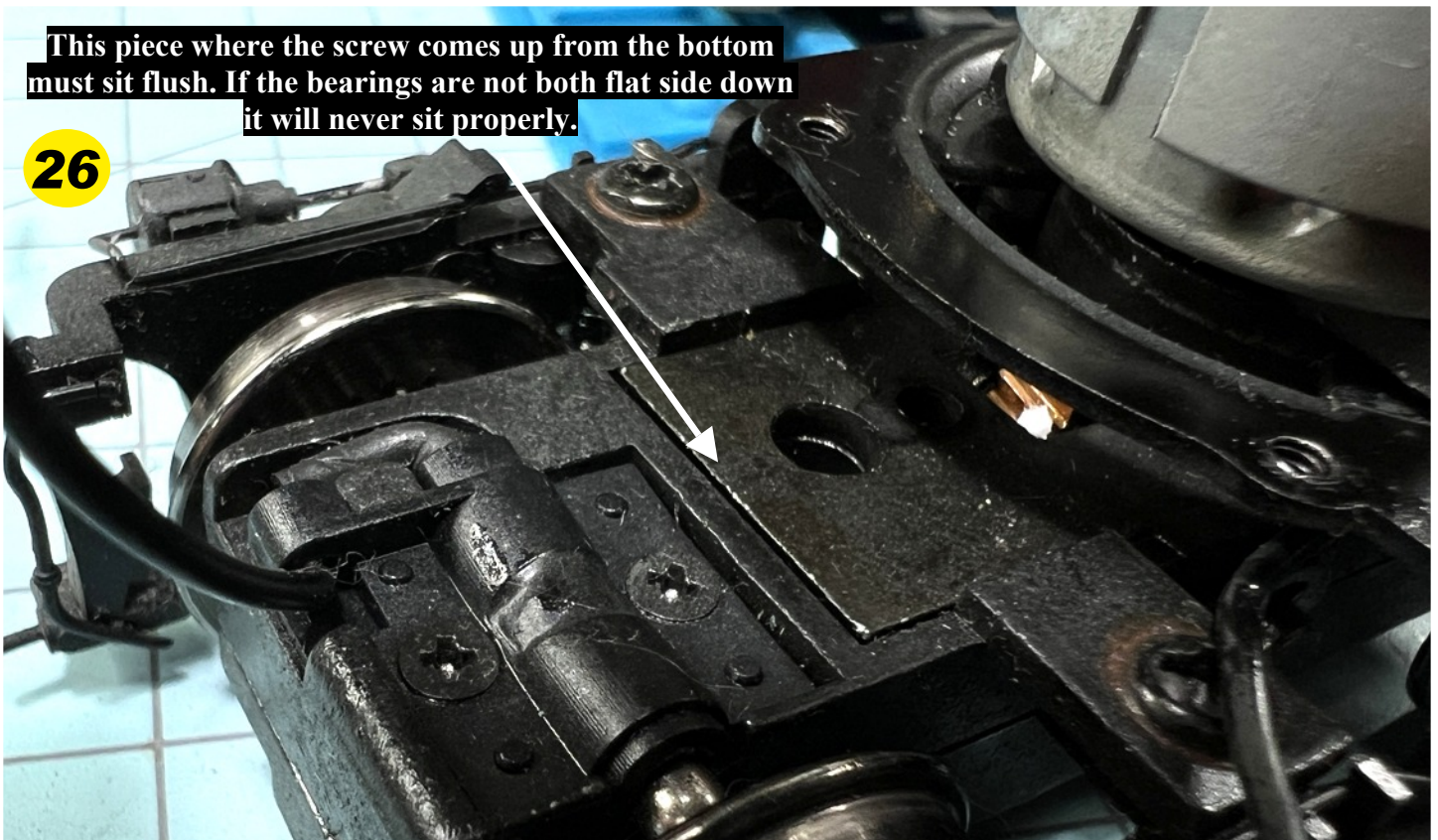


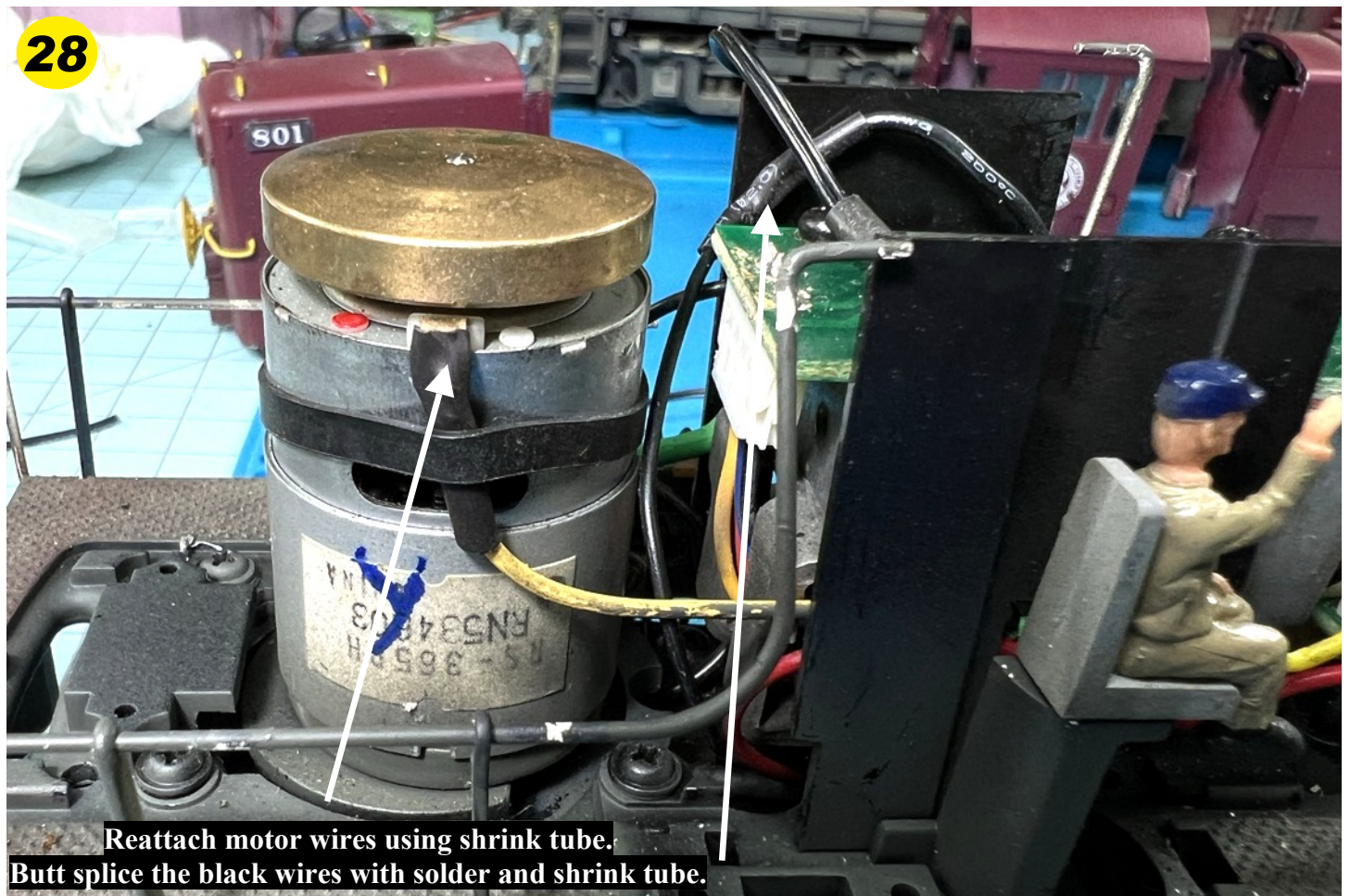
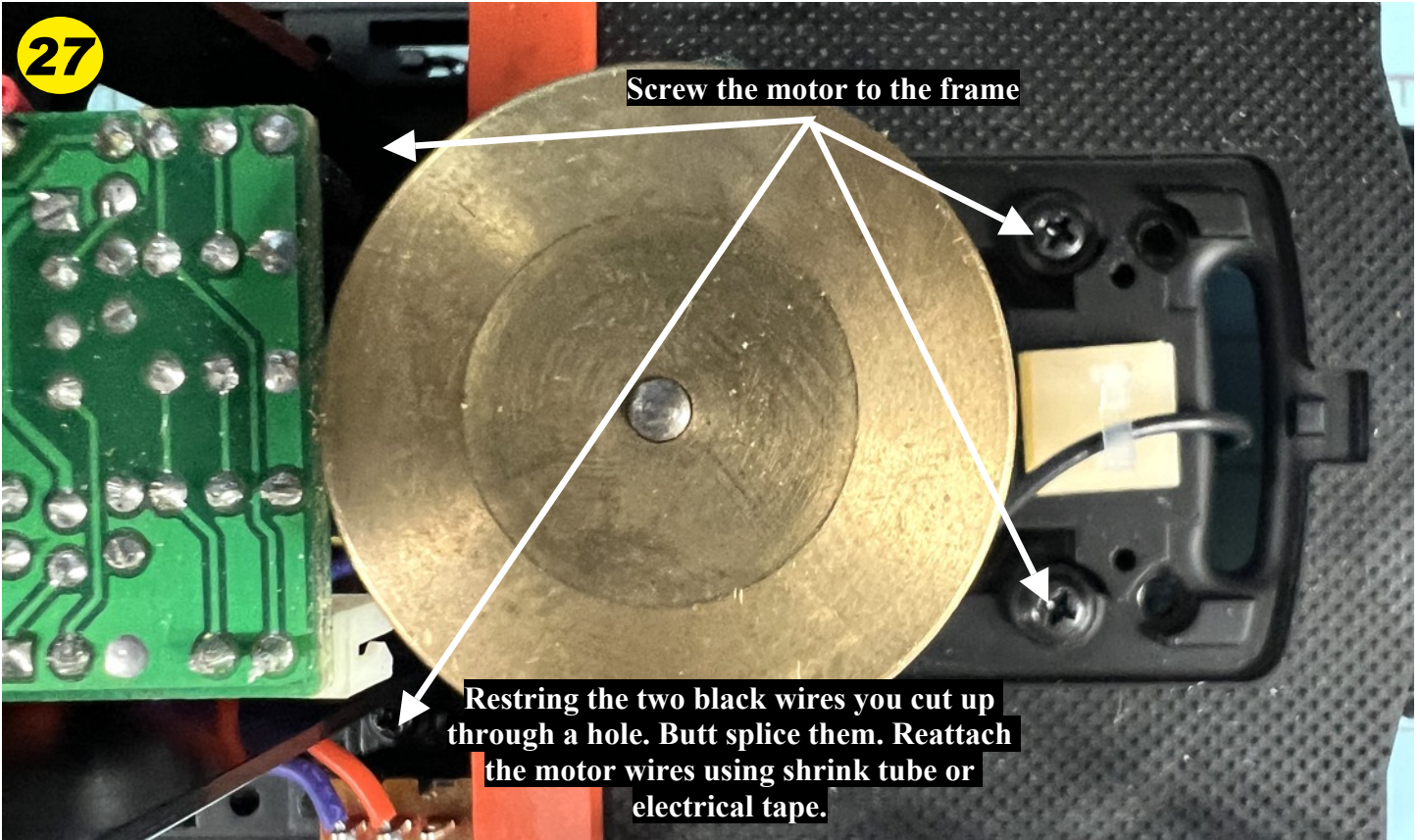
large gap as shown in figure 22. It should be flat (23). The bearings are round and fit into slots on the cover and the gearbox so what is the issue? Well the bearings MUST be positioned with the flat side up as seen from the bottom. If this is not done, you will have a large gap when trying to screw the cover onto the gearbox. (24)

Now the bearings on the gear assembly MUST be flat side down. If not, the motor will not sit square on the truck assembly. (25)



This is what killed me the first time around. I could not get the motor to sit right. Again, I thought the bearings were round and had a groove to fit into so it would not matter. Well, it does. (26)





Now that the truck is back together, screw the red wire back to the truck and feed the motor assembly up through the frame. Replace the four screws with their washers that attach the motor assembly to the frame. (27 & 28)

Last, check the wiring and make sure all are connected as they were before the tear down.

Hopefully you don't find a broken gear in the mix.

The transfer gear assembly is shown as ITEM# 687076-14.

The only way to get gears for the truck assembly is to buy a full truck with wheels, ITEM# 787219. They do not list the wheel/gear assembly as a separate item.



I hope this helps others with issues with their trucks. I believe the heavy lubricant used along with the age and low run time all adds up to poor performance.



YULAN VALLEY RAILROAD OPERATION PLANNING

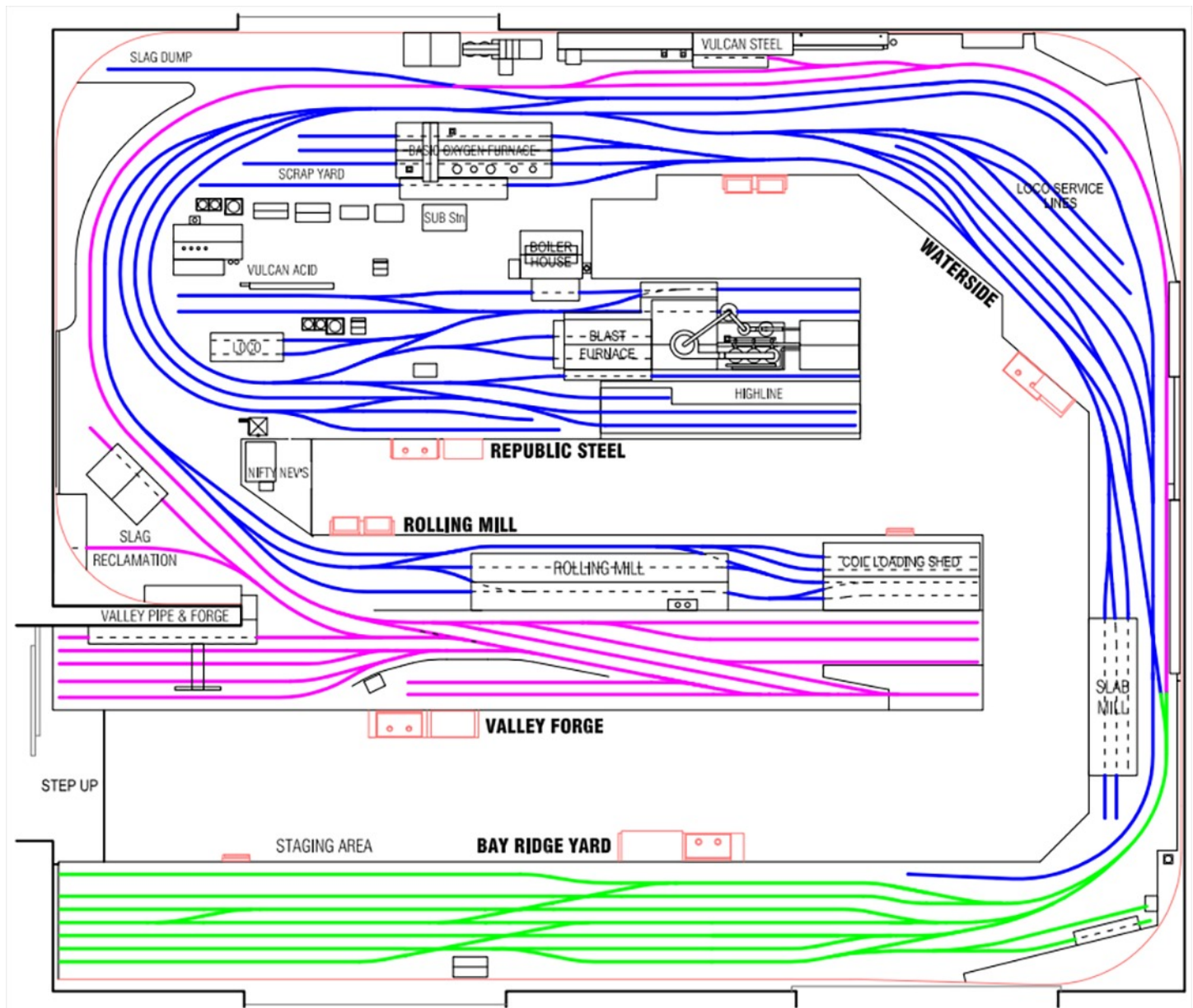
By Bruce Temperley

Editors Note: Neville Rossiter has inspired many of us through the years. What follows is his mate, Bruce Temperley's, explanation of the Yulan Valley's operations and planning.

As we drew near to completing extensive layout alterations and construction of the Blast Furnace extension, the question to address was how were we to operate the new Iron and Steel Railroad?

Working through all the outstanding wiring and scenery, there was little time to explore and evaluate commercially available options. Besides which, what exactly would we need?

Current track Plan:



The current layout comprises three operating districts shown on the plan in three distinguishing colours. Bay Ridge shown with green track, represents a mainline junction for connections to Valley Forge and 'offboard' locations.

Waterside is the gateway to all steel manufacturing activities connected by the blue track.

The dark pink track is a continuation of the Yulan Valley Railroad through Bay Ridge to Valley Forge.

There are numerous excellent books and articles on Iron and Steel railroads, but I have not found one on the detail of daily operation. So where to start? After some rudimentary research, I compiled a spreadsheet, to assess the variety and volume of traffic generated by a typical Iron and Steel complex. This proved to be an invaluable aid in getting a handle on numbers and frequency of daily movements.

Other considerations in preparing an operating plan:

- Minimum handling of stock to avoid damage and breakage of delicate parts.
- The next session continues on from the last without need to re-stage.
- To keep operators engaged in a steady flow of activities without anxiety or stress.
- Each complete operating session to last no longer than four to four and a half hours.

Demands of an Iron and Steel operation did not sit comfortably with any of the planning techniques I had used in previous BRHRR iterations. I finally decided upon a basic spreadsheet bar chart supported by features extracted from some of my earlier programs.

Section of Bar chart for Iron and Steel Operation:

Session Plan 3A				T.O	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Republic Steel				WO	ri	out	in	ro	out	in	out	in	out	ro	In	Out	In	Out	In
Blast Furnace	BOF (A)	Molten Iron	Hot Metal Car (16 Wheel)				3												
Blast Furnace	BOF (B)	Molten Iron	Hot Metal Car (16 Wheel)	3															
Blast Furnace	Valley Forge	Molten Iron	Hot Metal Car (12 Wheel)													3			
Highline	NJ via Bay Ridge	Iron Ore	Iron Ore Hoppers			15										15			
Highline	NJ via Bay Ridge	Coke	Coke Hoppers								8								
Highline	NJ via Bay Ridge	Limestone	Limestone Gondolas																
BOF	NJ via Bay Ridge	Crushed Limestone	2 Bay Closed Hopper																
Slag Dump	Valley Forge	Recycle Slag	Side Dump Cars							6									
Blast Furnace	Valley Forge	Furnace Ash	Covered Hoppers							3									
Vulcan Acid Plant	Valley Forge	Acid	Vulcan Tankcars																8
Rolling Mill	NJ via Bay Ridge	Coils	Coil Cars					6											
Rolling Mill	Bay Ridge	Coils	Covered Coil Cars																
BOF	Valley Forge	Molten Steel	Open Top Hot Metal															7	
BOF	Valley Forge	BOF Process Scrap	Scrap Gondolas												5				
Lime Dusting	NJ via Bay Ridge	Powdered Lime	Boxcars						2										
Boiler Plant	NJ via Bay Ridge	Boiler Coal	Open Hoppers						3										
Loco Depot	NJ via Bay Ridge	Loco Fuel	Tankcar						1										
Loco Depot	NJ via Bay Ridge	Loco Sand	Closed Sand Hopper						1										
Vulcan Chemicals	NJ via Bay Ridge	Packaging	Boxcars						2										
Slab Mill	NJ via Bay Ridge	Export Slabs	Covered Gondolas		4														
BOF	Slab Mill	Ingot	Ingot Flat Cars											10					
Slab Mill	Rolling Mill	Steel Slabs	Slab Flatcars											5					
Rolling Mill	BOF	PUP Scrap	Short Gondola											2					
Blast Furnace	BOF	Furnace Spill	Pancar											2					

There are two bar charts, one for Iron and Steel internal and external movements, and another for Valley Forge inwards and outwards traffic. The common link being they all interconnect through Bay Ridge which also includes staging for the entire layout.

Each bar chart is divided into forty columns. Each column is numbered. Near the top of each column is a box to enter if the movement is IN or OUT, with a distinction for Iron and Steel activities.

In a column down the left-hand side are single line descriptions to reflect the train consist, such as Hot Metal Cars, Iron Ore Hoppers or Coil Cars.

On top of an already busy schedule is the constraint of ‘single line working’ between operating centres. Iron and Steel demands are always given priority.

Valley Forge traffic, with the exception of Hot Metal consignments, are scheduled to coincide with internal Iron and Steel activities.

Section of Bar chart for Valley Forge Operation:

Valley Forge - Plan 3A				T.O	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
				VO	in	out	out	out	out	in	in	in	out	in	out	in	out	in	out
Pipe & Forge Co	Blast Furnace	Molten Iron	Hot Metal Car (12 Wheel)														3		
Pipe & Forge Co	BOF	Molten Steel	Open Top Hot Metal															5	
Vulcan Steel	BOF	Molten Steel	Open Top Hot Metal															2	
Pipe & Forge Co	Acid Plant	Acid	Vulcan Tankcars																8
Aggregate Plant	Slag Dump	Recycle Slag	Side Dump Cars							6									
Aggregate Plant	Blast Furnace	Furnace Ash	Covered Hoppers							3									
MidWest Scrap	BOF	BOF Process Scrap	Scrap Gondolas				5												
Vulcan Steel	NJ via Bay Ridge	Boiler Coal	Open Hoppers											3					
Aggregate Plant	NJ via Bay Ridge	Aggregate	Closed Hoppers	6															
Pipe & Forge Co	NJ via Bay Ridge	Pipes	Pipe Flatcars				4												
Workshop	NJ via Bay Ridge	Machinery	Boxcars											2					
Workshop	NJ via Bay Ridge	Machinery	Gondola																
Workshop	NJ via Bay Ridge	Machinery	Flatcar																
Team Track	NJ via Bay Ridge	Mixed Freight	Boxcars											2					
Team Track	NJ via Bay Ridge	Mixed Freight	Gondola											1					
Team Track	NJ via Bay Ridge	Mixed Freight	Flatcar																



In a similar format beneath each planning chart is a dynamic record of how many cars are at each location at any time. Discrepancies such as non-availability of cars or too many, at any one time under the Blast Furnace or on the High Line, are flagged for the Planner's attention.

Section of Iron and Steel Operation Stock Balance:

Republic Steel Balance				Open	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Blast Furnace	BOF (A)	Molten Iron	Hot Metal Car (16 Wheel)	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Blast Furnace	BOF (B)	Molten Iron	Hot Metal Car (16 Wheel)	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Blast Furnace	Valley Forge	Molten Iron	Hot Metal Car (12 Wheel)	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3
Highline	NJ via Bay Ridge	Iron Ore	Iron Ore Hoppers	0	0	0	15	15	15	15	15	15	15	15	15	0	0	0	0	0
Highline	NJ via Bay Ridge	Coke	Coke Hoppers	0	0	0	0	0	0	0	0	8	8	8	8	8	8	8	8	8
Highline	NJ via Bay Ridge	Limestone	Limestone Gondolas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOF	NJ via Bay Ridge	Crushed Limestone	2 Bay Closed Hopper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Slag Dump	Valley Forge	Recycle Slag	Side Dump Cars	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0
Blast Furnace	Valley Forge	Furnace Ash	Covered Hoppers	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0
Vulcan Acid Plant	Valley Forge	Acid	Vulcan Tankcars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Rolling Mill	NJ via Bay Ridge	Coils	Coil Cars	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0
Rolling Mill	Bay Ridge	Coils	Covered Coil Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOF	Valley Forge	Molten Steel	Open Top Hot Metal	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	0	0
BOF	Valley Forge	BOF Process Scrap	Scrap Gondolas	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	5
Lime Dusting	NJ via Bay Ridge	Powdered Lime	Boxcars	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2
Boiler Plant	NJ via Bay Ridge	Boiler Coal	Open Hoppers	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3
Loco Depot	NJ via Bay Ridge	Loco Fuel	Tankcar	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
Loco Depot	NJ via Bay Ridge	Loco Sand	Closed Sand Hopper	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
Vulcan Chemicals	NJ via Bay Ridge	Packaging	Boxcars	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2
Slab Mill	NJ via Bay Ridge	Export Slabs	Covered Gondolas	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOF	Slab Mill	Ingots	Ingot Flat Cars	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
Slab Mill	Rolling Mill	Steel Slabs	Slab Flatcars	5	5	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0
Rolling Mill	BOF	PUP Scrap	Short Gondola	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0
Blast Furnace	BOF	Furnace Spill	Pancar	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0

Of equal importance to the 'Plan' is the presentation and clarity of information handed to the Operators.

Beneath each train order are condensed details of Destination, Origin, Load, Car type, load status and how many cars. Refinements such as Railroads and individual car numbers are omitted as most consists are run as block trains. There is also some licence taken in our abbreviated description of car types.



There are forty Train Orders automatically linked to each Planning Bar Chart. Each Train Order corresponds with the respective Bar Chart column number.

Section of Operator’s Train Orders:

Blast Furnace & Rolling Mill Plan 3A					
Train Order 1		RS INWARDS			Cars
Blast Furnace	BOF (B)	Molten Iron	Hot Metal Car (16 Wheel)	MT	3
Train Order 2		OUTWARDS			Cars
Slab Mill	NJ via Bay Ridge	Export Slabs	Covered Gondolas	Load	4
Train Order 3		INWARDS			Cars
Highline	NJ via Bay Ridge	Iron Ore	Iron Ore Hoppers	Load	15
Train Order 4		RS OUTWARDS			Cars
Blast Furnace	BOF (A)	Molten Iron	Hot Metal Car (16 Wheel)	Load	3
Train Order 5		OUTWARDS			Cars
Rolling Mill	NJ via Bay Ridge	Coils	Coil Cars	Load	6
Train Order 6		INWARDS			Cars
Lime Dusting	NJ via Bay Ridge	Powdered Lime	Boxcars	Load	2
Boiler Plant	NJ via Bay Ridge	Boiler Coal	Open Hoppers	Load	3
Loco Depot	NJ via Bay Ridge	Loco Fuel	Tankcar	Load	1
Loco Depot	NJ via Bay Ridge	Loco Sand	Closed Sand Hopper	Load	1
Vulcan Chemicals	NJ via Bay Ridge	Packaging	Boxcars	Load	2
Train Order 7		OUTWARDS			Cars
Slag Dump	Valley Forge	Recycle Slag	Side Dump Cars	Load	6
Blast Furnace	Valley Forge	Furnace Ash	Covered Hoppers	Load	3
Train Order 8		INWARDS			Cars
Highline	NJ via Bay Ridge	Coke	Coke Hoppers	Load	8
Train Order 10		RS OUTWARDS			Cars
BOF	Slab Mill	Ingots	Ingot Flat Cars	Load	10
Rolling Mill	Slab Mill	Steel Slabs	Slab Flatcars	MT	5
Rolling Mill	BOF	PUP Scrap	Short Gondola	Load	2
Blast Furnace	BOF	Furnace Spill	Pancar	Load	2
Train Order 11		INWARDS			Cars
BOF	Valley Forge	BOF Process Scrap	Scrap Gondolas	Load	5
Train Order 12		OUTWARDS			Cars
Highline	NJ via Bay Ridge	Iron Ore	Iron Ore Hoppers	MT	15
Train Order 13		INWARDS			Cars
Blast Furnace	Valley Forge	Molten Iron	Hot Metal Car (12 Wheel)	MT	3
Train Order 14		OUTWARDS			Cars
BOF	Valley Forge	Molten Steel	Open Top Hot Metal	Load	7
Train Order 15		INWARDS			Cars
Vulcan Acid Plant	Valley Forge	Acid	Vulcan Tankcars	MT	8

Along the top row of each Train Order the Operator is told if the movement is Inwards or Outwards. This information is taken automatically from the direction entered in the box above the respective Train Order column. The same reference also changes each load appropriate for the direction of travel.

Car quantities entered on the Bar Chart are also automatically repeated on the respective Train Order.

Other static Train Order information is automatically copied down from the first Train Order to simplify any global changes.

Each sheet of Train Orders has two buttons as a spreadsheet ‘Filter’ shortcut. These are used to refresh after any changes. ‘Open’ as the name implies opens up everything on the



sheet. 'Close' hides all except active Train Orders and relative information such as destination, origin, Load if applicable, car type, whether loaded or empty and the quantity of cars to be being moved. Copies in this format are printed and handed to the respective yard operators.

As an aside comment, why the restriction on session duration? The duration excludes lunch and numerous tea breaks. Perhaps a reflection on our vintage, but after this length of time there is a noticeable increase in operator mishaps!

This spreadsheet continues to be refined and has sustained enjoyable almost weekly operation for several years.

Given time and inclination, further development is required for the benefit of the Bay Ridge operator.



Author Bruce Temperley working the Yulan Valley Railroad.

Model Railroad Resource 3D Division - Resin Parts



Announcing our new BUDA No. 30 Clamp Type Steel Bumping Post. These can still be found all over, on customer sidings, yards and more. Kit includes the clamping parts to attach to the rail. Only \$8.95

A Logging Railroad in the British Columbia Mountains

By **Pat Rivard** / All photographs are by **Paul Hurly**, unless otherwise noted.

Model railroading is a journey of creativity, patience and dedication. Building a model railroad is like painting a canvas, but in our case, we use tracks, trains, and intricate details to bring things to life. In this article I will discuss how I built an O scale 2 rail model railroad in the stunning landscapes of British Columbia's mountains complete with a sawmill, small town, and an engine yard, all nestled in the mountains and the rugged terrain.

I started my current layout, the Valley City Logging Railroad, in 2009. I chose O scale because I had had an HO scale layout and felt that as I grew older, O scale would be easier for me to work with. I felt that G scale would simply require too much space. I had had a G scale business for many years which I had run from the house, so I was very familiar with what was available and the costs involved.

Design and Planning

I chose to model British Columbia because I love mountains and logging. My father had operated a sawmill business in Ontario and I had worked in the business for many years. BC is also where our son lives. So, I have visited and toured that province a lot over the years.

The first step in creating this intricate layout masterpiece of British Columbia was the design and planning phase. I estimate this went on over three years as I put ideas to paper and received comments from friends.

The room dimensions are 22'x14'. You would think that this size of room would not allow you to build a layout that would capture the sprawling mountains of BC, especially in O scale. To help maintain the illusion of mountain size, the locomotives on the layout are all four wheel trucks. Trains are intentionally kept short.

I began by sketching out a track plan that allowed for realistic curves, elevation changes, and scenic elements. I incorporated my backdrop into the mountainous terrain.



Photo 1. Pat started the mountain backdrop by applying plaster cloth over cardboard webbing. This was followed with plaster rock castings with stipple filler. Photograph by Pat Rivard.



Photo 2. The terrain has been completed with colour washes and handmade trees added, along with lichen. Photograph by Pat Rivard.

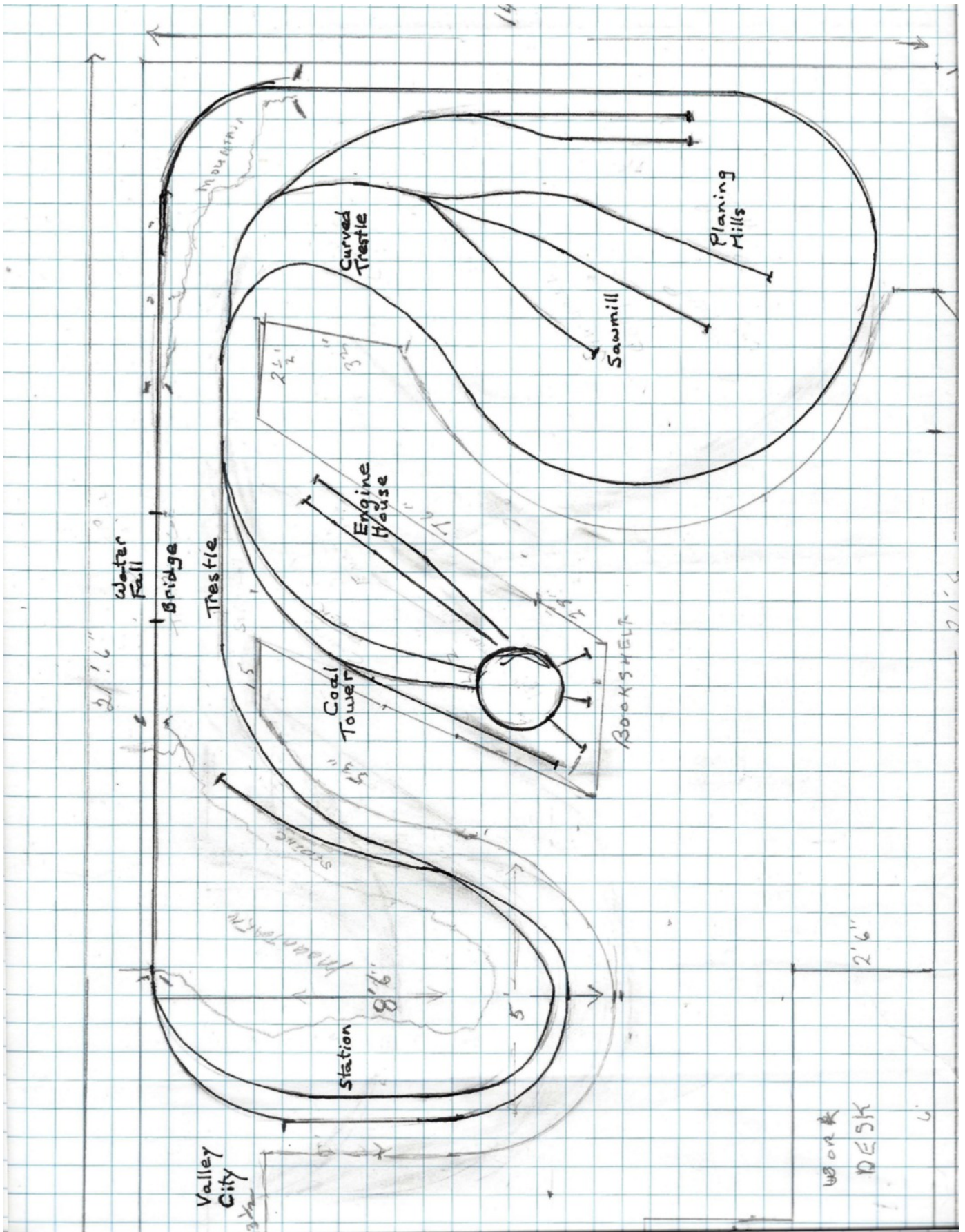


Figure 1. The Track Plan for Pat Rivard's O scale Garden Valley Railroad in a 42' x 14' room. Drawing by Pat Rivard.

The Logging Theme

Logging played a pivotal role in shaping the history of British Columbia. To keep in tune with this theme, I strategically placed my tracks to wind through the forests to transport logs to the sawmill. They pass by lumberjacks and machinery waiting to load freshly cut stacks of logs. This helps to make the railroad come to life.

Initial Setback

In 2015, the first version of my O scale BC railroad was partially ruined by a flood. A burst pipe in the kitchen above poured water onto the layout. I managed to salvage many of the buildings and trees that had been ‘planted’ to that point. Once the locomotives were dried out, they all thankfully still ran.

Ironically, once the plaster work for the mountains dried out the flood was actually somewhat beneficial. The plaster actually got harder as a result of the soaking and subsequent drying.

Track Work

Ninety percent of the track work is hand laid Microengineering code 148 rail spiked to wood ties I cut on my woodworking equipment. The remaining 10% is Atlas flex track. Most of the turnouts were hand built by me. I did however purchase some assembled turnouts for the curved locations from a firm which is long out of



Photo 4. A track side photo of the Rivard Sawmill. The walls are framed with board-on-board construction finished with Hunterline Stain and Doc O'Brian Weathering Powders. The dock crane was built from a metal kit from Crow River Products.



Photo 3. Towering wooded mountain terrain was the overall visual impression Pat sought on his layout. A variety of commercial and hand crafted trees populate this scene, with underbrush fashioned from lichen and other bits of material. Photograph by Pat Rivard.

business. I custom cut the ties for all the turnouts. Stationary decoders are used to power these remotely, as discussed under “Electronics and Controls”.

Crafting The Sawmill

The sawmill is the heart of my layout and plays a significant role on it. I used board-by-board construction to complete it. I have paid close attention to recreating the intricate machinery, the cranes, the numerous conveyor belts, and the hustle and bustle of workers piling lumber from the finish milling end. A small crane will be added at some point to assist the workers to load the bundles of lumber onto flat cars.

I also added subtle lighting in specific areas to highlight details and add a sense of realism. Then I



Photo 5. This is a slightly different view of the Sawmill loading dock (left) with the planing mill on the right.



Photo 6. The night shift is in full swing at the sawmill. The scene shows some of the lighting effects Pat installed.



Photo 7. This animated night scene shows a cut of flat cars pulled by a SW 9 switcher as it passes the sawmill and wig-wag signals, which protect a rail crossing.

added a scratch built planing mill, which is highly detailed, to complement the complexity of the scene.

Building A Small Town

Nestled at the base of the mountainous background, I built a small town – Valley City to provide contrast to the rugged landscape. I populated the town with inhabitants, a small restaurant, and other local business to compliment the main focal points. I highly detailed all the buildings which included adding lighting to the detailed interiors and exteriors. I added street lighting via controller custom built by my son-in-law. This system illuminates the charming street scenes as well as the fire station, gas station, lumber yard, and some small homes. Every structure contributes to the narrative of the model.

Rolling Stock and Power

As I mentioned before, the engines are intentionally small to help them look realistic on the curves and to reinforce the size of the mountains.



Photo 8. Pat added a lot of detail to the interior of the sawmill including white metal after market products, and a 3D machinery kit from Canuk Models. It has a super detailed log carrier, a double headed saw and a cut off saw. The rest are scratch built items like the shelving. Photograph by Pat Rivard.



Photo 9. This Shay lifts a load of rough cut lumber from the sawmill on its way to an off layout customer.



Photo 10. This is an overview of the downtown of Valley City which features a wide range of lighting effects including neon signs by Miller Engineering.



Photo 11. Ed's Variety is a major gathering place, as well as a source of fresh produce, as shown in the interior detail in this night scene.



Photo 12. Mary's Diner, named in honor of Pat's wife, has a fully detailed interior with lighting.



Photo 13. This is some of the interior detail which Pat added to Mary's Diner. Photograph by Pat Rivard.

For motive power I have 3 Atlas switchers, 2 Lionel switchers converted to 2-rail and, 2 - 2-truck shays, as well as the 2-6-0 steam engine.

Engine Yard

Positioned strategically in the mountains, in the middle of my layout is my engine yard. It serves as a hub of activity with the locos undergoing maintenance and refueling. I will be adding a scratch built engine house. The yard has a turntable, a large water tower, sand house and coaling tower which adds to the authenticity of the facility. I utilized the space efficiently to accommodate the locos and some rolling stock.

Capturing The Landscape

Creating the mountain scenery was the pivotal part of the layout. I utilised materials, such as cardboard webbing with plaster cloth, covered with a custom mixture of Hydrocal and dental plaster. Gypsum (drywall compound) was used to blend the scenes together. I used a good quality acrylic paint and a 1" brush for the application. I received great advice on colouring the rocks from Joel Bragdon, of Bragdon Enterprises.

Gesso was used to cover the cast plaster rocks before painting them. The gesso helps to control the depth of the paints I used to colour the rock faces. I sculpted the rocks and cliffs to closely represent the reality of the terrain and the majesty of the area I model in British Columbia. I used photos I have taken during several trips to BC for reference as I progressed.



Photo 14. An SW9, which Rivard's Sawmill recently purchased from the New York Central, pulls a cut of log cars, through the station in Valley City. Pat's Lunch Wagon, front left, was built by friend Gary Shurgold. Casey's Repair Shop, rear, built by Pat from a kit, has a fully detailed interior, a working bay door, and lighting.



Photo 15. The engine service yard sits on a peninsula which was added to the middle of the layout. The water tower kit is from Walthers, and the sand house and sanding tower are from Model-tech, with added details. Pat scratch built the turntable and custom developed a power system for it. The cooling tower is from Suncoast Models. The chutes were modified, and scratch built stairs were added. Lighting was added to the structures and the yard.

I used realistic ground cover material, trees, shrubs, and a waterfall to further enhance and immerse the visitor to my layout into the experience of being there.

The trees are a mixture of commercially available kits and hand made custom trees I learned how to construct.

Apart from saving cost, the hand made trees allowed me to create realistic facsimiles of several different BC coniferous species. I estimate I have close to 200 trees on the mountain slopes and in the valleys on my layout. My tree making



Photo 16. A Canadian Pacific SW9 coasts past a forestry crew and their equipment at track side.

method has been the source of several WOD clinics, online presentations with NMRax and New Tracks, and an article in the NMRA Magazine.

Electronics and Controls

For the layout to operate smoothly, and reliably, I use DCC technology to operate the locos independently on the same track. All engines have ESU Lok-sound decoders. This enables consistent,



Photo 17. The components of the Easy DCC system are stored in a drawer for easy access and to keep them clean.



Photo 18. Pat scratch built this curved trestle bridge for the approach to the sawmill. Photograph by Pat Rivard.

precise speed and direction control which contributes to the realism of the operating layout. I use is the Easy DCC system, with handheld controllers radio connected to the power command centre.

I also use a separate power source to operate the turnouts and another one to operate the scenic lighting.



Photo 19. This night time photo shows some of the interior detail of Casey's Repair Shop. The shop was totally scratch built by me.

Conclusion

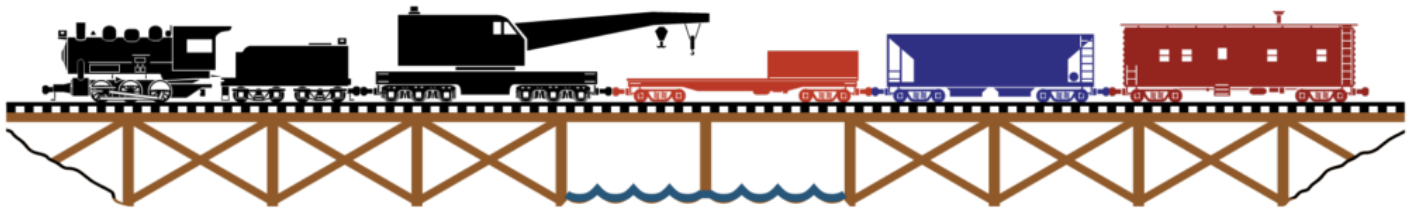
Building an O scale 2 rail model railroad which depicts logging in British Columbia's mountains has been a labour of love that combines craftsmanship, creativity, and historical appreciation for the area. Every element, from the tracks to the tree, as well as the industry, contributes to the tapestry of this model railroad. As I brought this vision to life, the journey itself was just as rewarding as the finished masterpiece.

Thank you for spending the time with me on this journey.



Photo 20. The towering mountain scenery Pat envisaged for his O scale layout is clearly depicted here.

NEW TRACKS MODELING

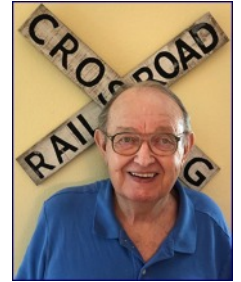


By Contributing Editor Jim Kellow MMR

“Modeler’s Path to Success”

Use a mentor’s past memories to help create your own and achieve your modeling successes.

“Try it. It works!”



Traction Help Wanted

Since I am a traction modeler, I know how important having standards for traction is for our hobby. So if any of you are traction modelers and NMRA members, your help is badly needed. I just got this request for help from Andy Zimmerman, Chairman of the NMRA Standards and Conformance Committee, and want to share it with *The O Scale Resource* readers. Andy can be contacted at: tech-chair@nmra.org

Well now Jim I need that “Traction” Volunteer. We have the following that need review and revision. Any Takers?

- RP-5 Electric Traction - General - with Proposal for Member Comment - (2/1982)
- RP-5.1 Electric Traction - Trolley Wire Frogs - (2/1982)
- RP-5.2 Electric Traction - Curvature & Drawbars - (2/1982)

Andy J. Zimmerman. ATCS AW USN Ret.

Time is Running Out! July 1, 2024 is the deadline for HS Graduates to apply for one of three New Tracks Modeling Mentoring \$2,000.00 Scholarships for 2024.

Please make sure all young model railroaders you may know, your kids, and grandkids, know about our scholarships and get their applications submitted by July 1, 2024.

The New Tracks Modeling Mentoring Scholarship is a unique scholarship for Model Railroaders and other modelers pursuing a STEAM related college degree or technical school credential.

Applications for the 2024-2025 academic year opened on January 1, 2024. We are pleased to announce that we will award three (3) \$2,000.00 scholarships for the 2024-2025 academic year. The deadline for submitting an application for the 2024-2025 academic year is July 1, 2024.

MENTOR DEFINITION: A TRUSTED COUNSELOR OR GUIDE

We recommend that interested applicants download a copy of the application for review even if you plan to apply on-line. If you have any questions, please email us at NTMMS@newtracksmodeling.com
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 2024-25 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).

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. Applications can be submitted on-line or by mail.

- [Click here to download an application for review or to submit by mail.](#)
- [Click here for the on-line application.](#)

Please note that you MUST have a Google Account to complete this on-line form as you will need to upload files. If you have questions or need assistance contact us here at: NTMMS@newtracksmodeling.com

New Tracks Modeling offered prizes at our Table at Al Judy's O Scale Narrow Gauge Show in Harrisburg, PA on June 7-8, 2024. We plan to do this at future shows.

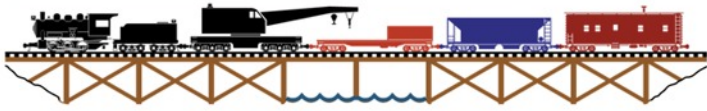


In addition to having live videos about our New Tracks Modeling and New Tracks Mentoring Inc Scholarships, we had a video about Conowingo Models who was the donor of two of his Grey Street Company House kits that were awarded in two random drawings, one on Friday and one on Saturday to two lucky attendees. I hope everyone will stop by our table in the future and register to win one of the prizes.

[Here is the video that will be shown.](#)

Chris Coarse of Conowingo Models had his own table at the show and we hope you thanked him for his generous donation of the kits to New Tracks Modeling for our drawing.

NEW TRACKS MODELING



Also we hope you thanked Al Judy for having New Tracks Modeling participate in his show.

We will have video presentations and random prize drawings, at other shows and conventions around the country. Please watch for our New Tracks Modeling

banner at the shows you attend. Stop, say hello and register, you could win a prize! Please let me know if you or your company or group is interested in participating as a kit donor or volunteer representative for our programs. My email is: jimkellow@newtracksmodeling.com.



Ken and Phoenix

Lets's meet some model railroaders. I believe this modeler has the motivation and skills to build anything he wants.

Ken Quast

I remember buying and building my first model kit when I was in third grade purchased from a pharmacy in Des Moines, Iowa. That same year I received 2 car kits for Christmas – the Monkee Mobile and a 21 Window VW Bus, way too many windows for a third grader. I have built models on and off most of my life. I have had many mentors throughout my life, but none for model making.

I have worked as a professional model maker and pattern maker for 40 years ranging from architectural model making to prototypes of toys, cell phones, automobile interiors and Department of Defense models. I



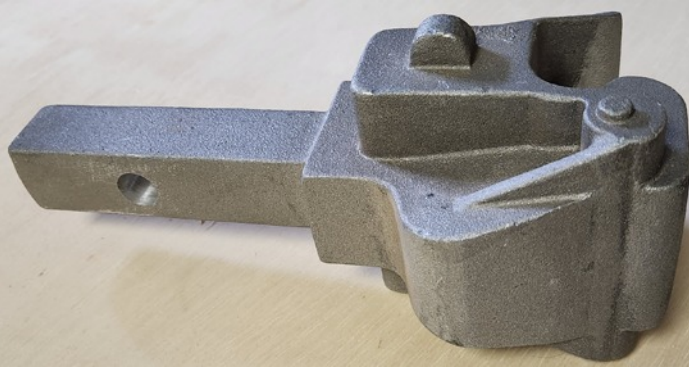
Scratch built O scale Russell Plow.



Scratch Built O scale Railroad Float Barge 6' long with Intermountain Reefer Kits.



On30 Engine Shed.



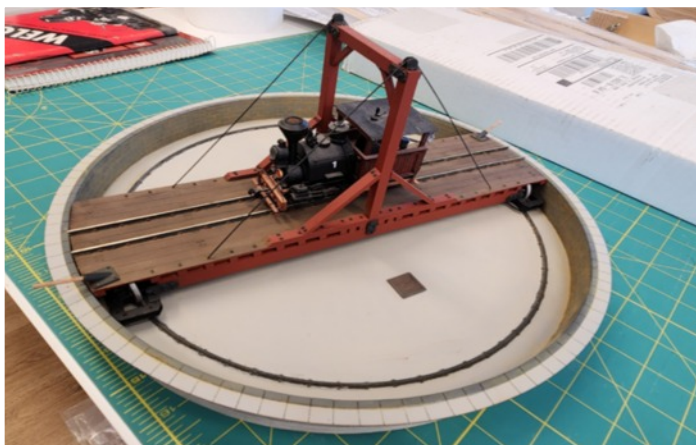
Above: Cast Aluminum RR Coupler trailer hitch insert product I produced for 20 years.



Right: Present Build: Plank on Frame 1851 America.



1/48th scale calypso remote control equipped.



On30 Peco Turntable with Bachman Porter



Scratch built O scale depressed center span bolster flat

This next modeler is developing a new Transport System that will have people, animals, cars, trucks, farm equipment, you name it, and it will realistically move on our model railroads. Gone are the days when only our trains moved. Meet the professional engineer who has designed and is producing this new revolutionary transport system.



Sherri Johnson

I have been building models ever since I can remember. Starting with creating buildings and the like using Lincoln Logs and Lego® Building Blocks. I graduated to working with cardboard, popsicle sticks, and glue. With those three materials I felt like I could build anything. Now with the advent of 3D printers, I literally can create anything!

I love making small vignettes or dioramas depicting a specific point in time. Whether that be an alien ship landing, road work, or creating a display from a photo. Just little “snapshots” of everyday life.

With a background in Electrical and Mechanical Engineering, I try to integrate some action in my dioramas. Until recently that had been using various lighting effects, such as flickering campfires, burn barrels, and BBQ grills as well as flashing lights for traffic barrels.

I can now add motion to my creations using a system that I designed and lovingly call InvisaTrax™. I co-own and operate a design and 3D printing business with my spouse, Yolanda Hayes. Our business, CatzPaw Innovations, LLC, specializes in creating scale replicas of most anything. Our target audience being model railroaders, farm toy enthusiasts, die-cast collectors, slot car racers, historical diorama creators, and anyone seeking a scale model.

My first models were 1:32 scale World War II scenes using readily available figures and vehicles. My father was a WWII Veteran and made sure that my models were accurate. I loved building the vehicles, painting the figures, designing and building structures, and putting it all together in a neat one foot square setting.

Being a girl from Detroit, the Motor City, I also built my share of 1:25 scale model cars. I loved all the little details, building the engines, and the working wheel systems.

I started crafting 1:12 scale wood furniture for dollhouses when my sister decided to build and decorate a dollhouse after my niece was born. This is where my scratch building really started. I would measure various pieces of furniture, locate wood pieces of the same type, and carve and assemble each piece by hand. The pieces were meticulous down to the Grandfather Clock that had a working mechanism to keep time. This was also my first introduction to hobby related shows and conventions.

For several years I attended dollhouse shows as a guest and then as a vendor. Creating dollhouse furniture and items was fun, but my love of cars runs deeper. Next up, I built my first four foot by eight foot slot car layout. I purchased the track, some buildings, and trees (lots of trees).

This is when I learned that HO slot cars were not actually 1:87 scale but more along the lines of 1:64 scale. My slot cars looked really large compared to the HO-scale building I purchased from the model train section of the hobby store. Thus began my journey of designing and building structures and details that were 1:64 scale. Though the years I have kept an HO slot car track (which is really 1:64 scale) setup somewhere in my home.

I guess you could say that my grandfather inspired me to build. At a young age he would let me “play” in his workshop in the garage. There you could find all sorts of fasteners, wires, wood shapes, and hand tools. He showed me how to use his tools and how each type of fastener worked. He encouraged me to use my imagination and build whatever came to mind. And I did... some things useful, some things playful, and some things that were just things.



CatzPaw's first large project, designing and 3D printing over 350 HO scale pieces for the Randolph County Welcome Center Historical Diorama created by Jimmy Bradly. We created over 350 pieces including: figures, animals, carriages, tombstones, and more. We want to give credit to Mr. Bradly for creating such a memorable display and for his modeling skills as he scratch built each of the buildings. If you are in the Cuthbert, Georgia area, be sure to stop in and look at the details in this diorama. Also, look for the commemorative brick honoring CatzPaw's contributions. Photo by Sherri Johnson.

From there, my modeling has been trial and error. There was no Internet to “Google” how to create something. I did visit hobby shops a lot, looking for inspiration and asking questions. Lots of questions for the shops that had working model train layouts. Sometimes I would get useful answers, but most of the time I was ignored or “shushed” as a “girl” doesn’t know anything about modeling or building. These responses were the ones that drove me to improve my skills and come back with a model and prove them wrong. My modeling skills improved to the point that the shop owners commissioned pieces to be built and subsequently displayed on the in-store layouts.

S-Scale or 1:64 scale is my passion. Remember, I have always kept a slot car track in my home and that track is 1:64 scale; even though it is marketed as HO-scale. To me, S-Scale is the perfect size, it is small enough that it fits just about anywhere yet large enough to host the smallest of details. It also falls right in line with my love of cars and my die-cast car collection which I can use to enhance my slot car layout.

Matchbox, Hot Wheels, Greenlight, and a host of other die-cast cars are all 1:64 scale or close to it. There are several that boast they are “true to scale” at 1:64th. Some may say that there are not enough products available in 1:64 scale. First, I say that makes 1:64 scale fertile territory for the scratch building modeler. Second, with the onset of 3D printing that is no longer the case. Any item that is designed for one scale can easily be resized and printed in another scale.

We, at CatzPaw, always start with 1:64 scale versions items and resize to other scales upon request. As we say: from Z (1:220) to G (1:22.5) and always S (1:64).

I have been working with computers since the days of punchcards and have always enjoyed creating art on the computer. Back in the day, computer generated images were created by programming and placing various letters and typographic characters in positions providing the illusion of a photo and then printed on paper. Today I use the computer to design and 3D print objects as well as program microcomputers to control animatronics. During my career, I have instructed graphic artists on how to use the computer to design both 2D and 3D work as well as computer animation. To continue along those lines, mentoring other modelers on how to design a 3D object for 3D printing is a natural fit.



Snapshots of history created by Philip A. Scandura, Jr. of Mainenti Miniatures for the River of Time Museum in Fountain Hills, Arizona. CatzPaw designed and 3D printed figures and accessories for these 1:24 scale vignettes depicting “life along the Verde River.” We are proud to have our models as part of a museum display. Photo by Phil Scandura.

When we started CatzPaw a little over ten (10) years ago, we were designing and 3D printing S-Scale (1:64) scenery details which were actually extras of things I had created for my slot car setup. Initially, we were going to only specialize in 1:64 scale products. However, when we started attending local model train shows, we were asked by various modelers to resize our items and make them available in their scale. This led to the expansion of our product line to include standard scales from Z (1:220) through G (1:22.5) and some non-standard scales as well. The majority of our product line is the direct result of requests for items from customers.

In the beginning, CatzPaw was the only organization offering 3D design and printing aimed at the scale modeling communities. We knew when we started the business that we would only have about a 5-7 year life cycle before 3D printing would become popular enough and easy enough for the masses to use. And that has held true, albeit we are at the ten (10) year mark.

The advent of recent technology, the ease at which the new 3D printers operate, and the expansion of 3D printing knowledge has allowed for large numbers of modelers to own a 3D printer and make their own items with some selling those items. In order to remain competitive and to stand-out in the market, we knew that we would need to develop new products that others had not thought of and that would move modeling into a new era.

Our first release in taking modeling in to the future is the InvisaTrax™ Transport System. As part of our future growth plan, we will be adding to the InvisaTrax™ product line and creating supporting products to grow the system's utilization. We will continue to support our existing products and add to our product catalog for several years to come. There are still a lot of things that need to be scaled!

The InvisaTrax™ Transport system brings life to dioramas, model railroads, historic dioramas, museum displays, and more. In 2014 CatzPaw designed, 3D printed, and started selling a Big Foot figure. From the very first sale we had requests to make Big Foot move through the woods. We have spent the last nine (9) years working on a system to do just that.

Over the years, we researched multiple methods of moving figures through scenery. One idea stood out the most: using some sort of magnetic drive system.



When my brother-in-law Tom Johnson passed, I created this figure to commemorate his favorite activity, golf. After taking this picture, the figure was placed in a dome style display case and given to my sister. I created this figure in lieu of sending flowers; flowers was just not Tom's thing. Another wonderful snapshot of life. Photo by Sherri Johnson.



The Alien Encounter was just a fun little build depicting first contact. The side lights on the ship light-up in a sequential manner and the top and bottom lights flicker. Hazmat suits are required to keep potential contamination at a minimum. This display is a crowd pleaser at model train shows. Photo by Sherri Johnson.

We found systems that used magnets to move figures skaters on a pond; first commercialized in 1994. In 2004, a bicycle chain embedded with magnets utilized sprockets driven by a motor to move a vehicle. All good places to start, but not exactly what we wanted to do.

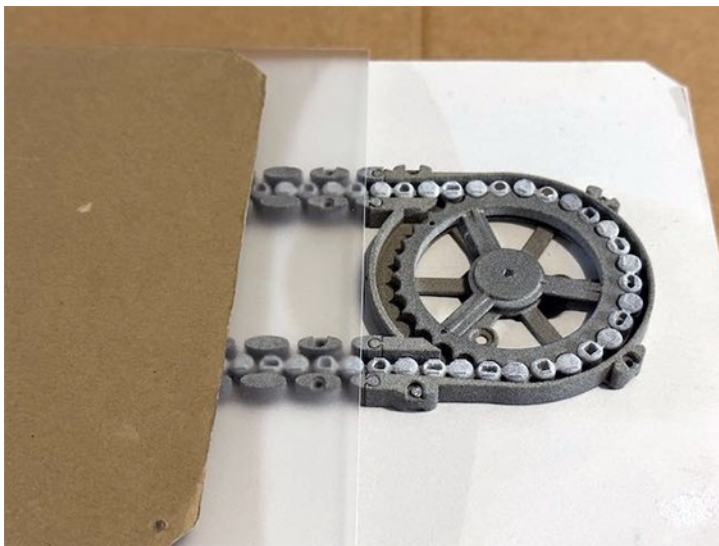
We continued our research and tried a system of Dutch design; the MagnoRail system. We thought this was the solution and had considered becoming a US distributor. We were so disappointed in the sets implementation and operation that we decided to create our own system. A system that would address the issues we encountered with MagnoRail and one that would be readily available in the United States.

The InvisaTrax™ Transport System is similar to MagnoRail in that it uses a chain embedded with magnets, driven by a motor, and moves in channeled track. With that said, the implementation of the InvisaTrax™ Transport System is vastly different.

Given that we have been working on the InvisaTrax™ Transport system for nine (9) years lets you know that we have had our ups and downs. Some small challenges, some large challenges. Starting with one design and ending with something completely different. Working with one material and finding better materials.

Early on the 3D printers that we had could not produce the pieces we needed so we out-sourced them to Shapeways for printing. Revisions in design and subsequent test prints had to wait until sales from our regular products covered the cost. And then we had to wait for Shapeways to complete and ship the prints. The 3D printers we have today are capable of producing the key components allowing for faster development and printing of prototypes. Lots and lots of prototypes. Some with major changes, some with minor adjustments.

We have also done test prints in a variety of materials in order to select the most robust, wear resistant, and quiet solution possible. We want motion to be seen and not heard. There were times when a solution seemed impossible and development ground to a halt. I don't know how many times I almost gave up on the project. It seemed like one challenge after another. Then out of the blue an idea would pop-up and development would begin again. This past year (2023), has seen the most changes and the most progress with the design finalized. We attempted a Kickstarter campaign to acquire funding to bring InvisaTrax™ to market. However, we did not reach our funding goal which was very disappointing. But then we had an Angel Investor step-up and provide financial assistance which is how we are now able to produce and begin selling the system first quarter of 2024.



A cut-away view of one of the InvisaTrax™ Transport System drive mechanisms. The top layer is brown craft paper sitting on top of a polycarbonate sheet which directly covers the track and chain. The chain can be seen in the track and looping around the drive gear. Photo by Sherri Johnson.

The InvisaTrax™ Transport system is comprised of a drive chain, track in the form of a channel, and of course magnets. The system includes:

- Interlocking flexible track sections in four lengths,
- Snap together chain links in three (3) styles to house three (3) different shaped magnets,
- A 6v DC motor that moves the chain within the track via the attached gear,
- And a motor driver circuit to control direction and speed of movement.

The system works by creating a path for movement using the track pieces. The chain embedded with magnets is then placed in the channel track.

The track is covered with a thin material or ground covering which hides the track. Figures or objects containing corresponding small magnets on their base

are moved using the attraction property of magnets to slide over the thin ground material.

Almost anything can be transported using the right size magnets, including but not limited to: people, animals, birds, cars, trucks, motorcycles, small boats, cyclists, game board pieces, and more. These objects can be moved as no motors or batteries are required in the actual item; the movement is guided by the track, propelled by the chain, and made possible by the magnets. I am sure once the product is released in the market, things that we never thought of will be on the move.

The InvisaTrax™ Transport System is not limited to flat surfaces or straight lines. It can be shaped into organic pathways and have hills and valleys. It can even be inverted and mounted above a layout where birds can be suspended from the system with clear thread yielding the illusion of flight. The system has also been designed so it can easily be added to an existing layout and utilized in modular setups.

As we look to the future and get requests from customers, the Transport System will evolve and change. We are already researching a version that will allow for the movement of much larger objects for the larger scale modelers. In addition, we are designing figures that will have “real walking” action. In other words, their legs will move up and down in a walking motion. Once this design is stabilized it will be extended to animals as well as people.

The Transport System is just the first of four (4) unique systems that we planned. We have started the proof-of-concept phase for a haptic or vibrating ground system that will yield random organic motion.

Think of chickens pecking around the ground, squirrels playing, kids randomly moving on a play ground, people randomly moving in a designated area. Next is a system that will provide rotational movement in a set space; like a couple dancing or animals in a circus act. And the fourth system will be one that animates a single stationary figure with side-to-side, rotational, or up-and-down motion. An example would be a police officer directing traffic first facing one direction then turning 90 degrees to face the other direction or a groundhog popping up out of the ground.

CatzPaw’s future is bright, with the continuation of designing and 3D printing scale replicas along with



Big Foot in the woods, the catalyst for developing the InvisaTrax™ Transport System. This is a still image from a video showing Big Foot moving through the woods. The video can viewed on the InvisaTrax™ YouTube channel. Photo by Sherri Johnson.



This is a close-up from our gas station vignette showing Walt painting some graffiti on the gas station wall. In the future, he will be outfitted with the single stationary system that will have him moving back and forth simulating real painting action. Photo by Sherri Johnson.



Top: CatzPaw's first model train show display from January 2014. Bottom: CatzPaw's last model train from January 2019. As a result of COVID, we have not attended any model train show since. However, with the introduction of InvisaTrax™ we plan on getting back out there and attending more shows and conventions. Photo by Sherri Johnson.

generation from the age of six years when at Christmas around the living room on three rails. I moved to HO hobby when I was about thirteen. Some twenty years son, and my interest in the hobby was reborn.

I returned to HO for a few years until I made a business trip to Denver. I had read about Caboose Hobbies of Denver in some of the publications and decided to carve out some free time and visit the store. I walked into the store an HO scale guy and left the store an O scale guy. Lane Stewart had built a small O scale layout that had been published in a few of the model magazines. It was called the "Wedding Cake" because it was built like a round cake with each layer increasing in diameter from top to bottom. The top layer was an oval track sitting above a small western town that was wrapped around the lower levels.

I saved the articles because the layout was inspiring. To my surprise, the layout was displayed in the store! It was a fine work of art and the detail was incredible. There was so much to look at in a tiny space. Seeing it "live" really added to the inspirational impact. I purchased a bag of O scale detail parts and headed for home. I now had a fresh look at my new passion as an art form. Mike Tylick, George Sellious and Malcolm Furlow were all well known to me via their many published articles.

developing new and exciting systems to animate layouts, bringing life to models! Our 3D printed scale replicas can be purchased from our online store as will the InvisaTrax™ products once released. In addition, we are opening an Amazon store where the core sets for the InvisaTrax™ will be available for purchase. For more information and to keep abreast of developments, follow us on one or all of our social medial accounts and our websites catzpaw.com, and invisatrx.com and also on [FaceBook](https://www.facebook.com), [YouTube](https://www.youtube.com) and [Discord](https://discord.com).

Thank you Sherri for sharing your modeling and your new Transport System. She can be reached at: Sherri.Johnson@newtracksmodeling.com. Please note Sherri started a series on "New Technologies for Model Railroaders" on our June 5, 2024 weekly Zoom show. If you missed it a video of the show is available on our YouTube channel, New Tracks Modeling.

Like me, this next modeler started as part of the Lionel generation, tried other smaller scales and ended up in 1/48 O scale.

Don Railton



I'm from a railroad family. My maternal grandfather was an "engine driver" during the steam era and my father worked for Alco in Schenectady, NY where I was born. I am a member of the Lionel time those big locomotives ran later and lost interest in the later I was married with a

They each were accomplished artists and had a large influence on my work. I met Mike Tylick and visited his layout on a few occasions. He photographed an engine house I built for an article that was published in the *Narrow Gauge and Short Line Gazette*.

Modeler's Annual, a magazine no longer in print, caught my attention on the hobby store shelves. The quality of the publication, the articles and photos of the models were second to none. This introduced me to the editor, Russ Reinberg and to the creations of Chuck Doan and Marc Reusser. The level of artistry, realism and attention to detail in their work was top shelf and another great source of inspiration.

Modeler's Annual also introduced me to narrow gauge. I liked the idea of smaller gauge but larger scale. I investigated this corner of the hobby in greater depth and began attending the National Narrow Gauge Conventions. It was at these conventions that I met Dave Revelia and Brian Nolan. They were two Floridians whose models seemed to take turns winning "Best in Show" at the conventions. Similar to my other mentors, they were artists strong on concept, realism and detail.

My first "Best in Show" also became my first published article and it appeared in *Modeler's Annual*. A model I had built appearing in that magazine was an honor.

At one of the model conventions, I attended a clinic conducted by Brian Nolan. He demonstrated a simple method of drawing a side of a structure on graph paper in the scale you are working then cutting the side out of the paper leaving only the outline. The graph paper outline is now glued to black poster board. Basswood or plywood boards are glued to the poster board using the graph paper lines on the edges as a guide to keep board pieces even. Once all of the boards, doors and windows are glued in place, the side is cut from the poster board. My journey into the world of scratch building had begun.

Building from scratch gives you the freedom to create any structure you can imagine. You can find prototype structures and replicate them or use designs from multiple structures and combine them into one. As I gained more experience building, I experimented with different methods to measure and cut materials and to paint and weather the final product. Some methods worked and others didn't. It all boils down to trial and error.



Swamp Texaco - This structure became part of a square foot diorama. Simple building with lots of detail and weathering. Most of the swamp vegetation is shredded copy paper painted different shades of green.



Don Railton
2014

Sinclair Filling Station - Scratch built structures using 1/32 basswood and 1/64 plywood. I like the look of the depression era country filling station with those great tall pumps.



Don Railton 2006

Green Caboose - A narrow gauge work caboose from scratch using San Juan Car Co. trucks and brake system.



Don Railton 2007
1/48

Urban Decay - Another polystyrene brick structure displaying one side of an abandoned warehouse with a decaying rail head.



Don Railton 2020

Live Bait - A bait shop inspired by a photo of a Hooverville shack. The figures are 3D prints.



Don Railton 2005

Champion Brick - A structure carved from a sheet of polystyrene to simulate brick. The material is cheap and can be purchased in any hardware store. It takes acrylic paint well and doesn't expand or contract due to temperature changes.



Don Railton 2017

Leopard Shark Bait Shop - A basswood structure designed from a conglomeration of many different bait shop images on the Internet. Most of the detail parts were scratch built. The leopard shark on the roof was found in an art supply shop.



Don Railton 2023

Fat Boy Slim's - A depression era grocery store sitting on a dock in a Louisiana swamp. The small details make any scene come to life.

I have created models in 1/87, 1/48, 1/32 and 1/24 and from that I have learned that all scales have their pluses and minuses. The smaller the scale the harder I find it is for me to make detail parts. The vehicle kit abundance can be found in 1/24 and 1/32 has a huge offering of detail parts, many borrowed from the 1/35 military kits. Photography of the smaller scales can be a challenge for an amateur like me. The larger scales however, lack the magic that I see in super detailed 1/87 and 1/48. My favorite scale is 1/48. It is not too big and not too small.

If I was to mentor a new fellow modeler I would concentrate on the two most important artistic points which, in my opinion, are the design of the structure and the weathering. Does the design of the subject draw the eye of the viewer to a pleasing sight and does the weathering make it look real.

Weathering is an area where good modelers sometimes don't do enough or do too much. Even a new structure or piece of rolling stock would exhibit a level of weathering. When I study an object that has spent many years in a forest or a field, the degree of weathering tells a story. Was the object partially shaded by a tree or was it open to full sunlight? Some of the paint may have been faded while other areas of paint look relatively unscathed. Is its surface rust or has the corrosion eaten through parts of the metal? The wood under the eaves may look to be in fairly good shape while the wood at the bottom of the wall is exhibiting dry rot or damage from algae growth. Working with an X-ACTO, paint and powders, it takes time to get the weathering portion of the build done properly. This is not a process to be rushed. Sometimes it takes longer to weather than it took to build the piece.

One other bit of advice I would offer to a new builder is to get your models entered in contests at the various model conventions held around the country. By attending these contests, you gain inspiration from the other entries and, if you did a good job, you go home with a trophy or two.

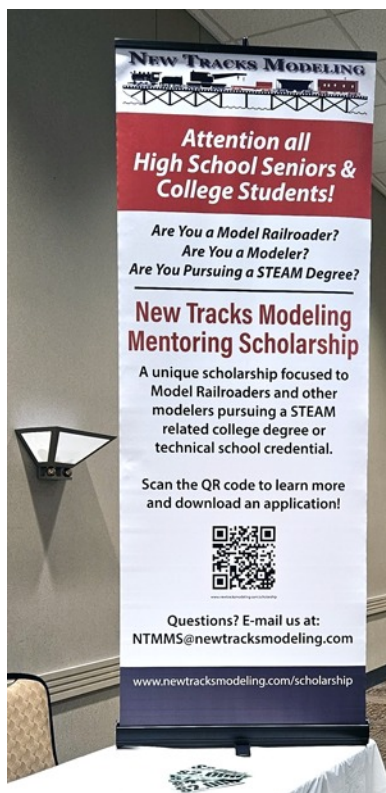
Thanks Don for your help and sharing your journey. Don can be reached at Don.Railton@newtracksmodeling.com.

New Tracks Doings...

New Tracks Modeling Banner displayed at the NMRA Midwest Regional Conference in South Bend, IN May 4-5, 2024

Daniel Brewer sent a picture of our banner at the NMRA Midwest Regional Conference in South Bend, IN this weekend. Daniel said they had about 150 attendees and had a great time by all. One of the neat features was that Rod Thomson and Ron Christensen built 72 small dioramas for attendees to static grass with Ron's upside-down static grass machine, build a tree, add water and flowers, etc. It was a hit. Tom Stathis had a shadow-box switching puzzle there that was exquisitely detailed and had all ages enthralled with it. Complete details are available on the Region's website <http://www.mwr-nmra.org/> Great placement of our sign at the registration area. Thanks Daniel and your NMRA Midwest Region for your support.

New Tracks Modeling participated in Scott Geare's April 27-28, 2024 Great Scale Model



Train Show in Timonium MD.

Prior page: Steve Sherrill and Greg Cassidy representing New Tracks Modeling at Timonium on Saturday 4/27/2024. Another very successful show for Scott Geare and his team. Thanks Scott for having us at your event and for all your support. Greg Cassidy and Steve Sherrill represented New Tracks Modeling and our Scholarship.

A group of the New Tracks Modeling crew got together for a photo. Friendships are an important part of our hobby. We also had our New Tracks Scholarship banner displayed at Al's show. Thanks Al for all your support.



Some of the regulars of the the New Tracks Modeling crew at today's (4/6/2024), Al Judy's "all O scale" show in Harrisburg, PA. Photo taken by Jeff Jordan.

Some O Scale guys and gals relaxing after a busy day at the March Chicago O Scale Show.

David Vaughn, President of O Scale Central, just sent me a great photo of a social gathering of O scale guys.

“Model railroading is fun in any size and at any level of commitment. The trains are important, but what attracts modelers and keeps them coming back are the shared activities and friendships. A great example is found with O Scale modelers. O Scale (1:48 proportions) is bigger in size than the most popular scales. It has detail and mass which



make modeling easier and attracts a loyal community of modelers. Check out the Scale and its primary promoting organization at [OscaleCentral.com](https://www.oscalecentral.com)." O Scalers enjoy a social evening at the annual Chicago March Meet. Anyone recognize someone you know? Wish I could have been there.



Some of the regulars at Allen Littlefield's annual April On30 Mid Hudson Gathering of the Black Sheep.

Allen Littlefield had another great success with his April 2024 On30 Mid Hudson meet. As usual many of the regulars all showed up.

A photo of some On30 modelers swapping stories at the recent On30 Mid Hudson gathering (Train Show) of the "Black Sheep". Ask any of them what that means and why they call the event a Gathering. Cheers guys.

Some Indy O Scalers visited Tom Hoback's Santa Fe Layout in Indianapolis, Indiana.

To the left and below are two photos I received from David Vaughn of a recent open house at Tom Hoback's Santa Fe Layout in Indianapolis attended by the Indy O Scale group, which includes many O Scale Central members.

I personally want to see more of this outstanding O Scale layout.



**Join
a
tour**

**us on
brief
of the**

Pennsylvania Trolley Museum

Curt McCormick just sent me a video containing a random tour of the Stephen's Substation and the Museum Building to see some of their 30+ trolleys. As a trolley modeler, this is great information to have and a real opportunity to learn how trolleys were operated in the past. There are two trolleys I saw I want to build. Click here to see the video: <https://youtu.be/fITmxjwCDIM>. No question, if you are interested in trolleys, this is a museum you should visit. Thanks Curt for the video.

Curt also asked me to publish the following information: "Hi Jim, if you wouldn't mind mentioning it, I host the Railfan Net on Thursday evenings at 9:30pm. It's an Amateur Radio net on the 145.470 repeater near Homestead where we talk about trains, trolleys or anything else that rides on rails. Even if people are not ham radio operators, they can listen to it on a Bearcat scanner tuned to that frequency.

We get about 20 people checking in each week via amateur radio, and we probably have that many or more that tell me that they listen on their scanners."

Sounds interesting. Now all I need to do is visit Best Buy and check out scanners. How many amateur radio enthusiasts are also model railroaders? I don't know, but I am sure interested in meeting them. My email is: jimkellow@newtracksmodeling.com Thanks again Curt.

New Tracks Modeling is a Sponsor of the NMRA Mid-East Region's 2024 Convention

Jack Dziadul owner of Ipswick Hobbies presented an update of the [Piedmont Divisions's 2024 Mid-East Region](#) convention on our New Tracks Modeling April 10th show. Please click this link to see the YouTube video of his presentation. ([Video Here](#)) Thanks for including New Tracks Modeling.

New Tracks Modeling will be represented at the NASG 2024 Annual Convention July 17-20, 2024. Look for our Banner

New Tracks Modeling will have our Zoom Show and Scholarship banner displayed at as many other events as possible including the 2024 NASG National Convention in Harrisburg, PA.

The following information was provided by the NASG Convention Chairman Jamie Bothwell:

The 2024 NASG Convention is coming back to Harrisburg PA, July 17th to the 20th. The Convention Hotel is the Sheraton Harrisburg - Hershey. Here is the link for reservations:

<https://www.marriott.com/event-reservations/reservation-link.mi?id=1700599312345&key=GRP&app=resvlink>

We are planning two tours. Wednesday, we are offering a tour of Amish Country. The tour will include a tour of an Amish farm and Schoolhouse, lunch at a smorgasbord restaurant, a tour of Amish farmlands and two stops for local shopping. The trip costs \$85 including lunch.

Thursday, we will head to the Reading & Northern Railroad and board RDC cars for a memorable tour of the line. The train will stop at Port Clinton, PA where we will tour the railroad shops and see their 4-8-4 steam locomotive. Then it's back on the train to continue the trip. Lunch will be brought to the train at Tamaqua, and then we will proceed over the High Bridge and on to Jim Thorpe. There will be a brief stop in Jim Thorpe, and then we head back home. We have planned two photo run bys. The trip costs \$120 including lunch.

The Dealer Hall will be open Thursday evening from 6:00pm to 9:00pm. It will reopen Friday morning at 9:00am. It will close for lunch from Noon to 1:00pm. It will then be open until 6:00pm. Friday it will be open from 9:00am until noon.

We have several interesting clinics lined up. The current schedule includes Building Turnouts, The Miller Switcher, Dead Rail, Modular Layout Design, Successful Decaling, Backdrop Painting, Shortline Modeling, and Tools I Use.

The convention car will be a Reading Boxcar from American Models with a DF (Damage Free) lettering.

Saturday evening will be the traditional banquet, awards, and auction. More information is available on the NASG Website, nasg.org.

When and Where is the Next O Scale National Convention?

I asked this question to David Vaughn, the President of O Scale Central, because several people have inquired whether there will be an O Scale National Convention this year (2024) or at a time further in the future. Those who attended the 2023 Denver Convention had a great set of clinics, layout tours and trading hall. Some would hope for an encore. This is David Vaughn's take:

O Scale Central leadership and members support and enjoy national conventions, including the 2023 Denver Convention. However, OSC does not and has never has sponsored conventions. That work has always been done by separate, local committees. If there is no local committee, there will be no national convention. The lead time required for a successful national convention is at least a year. David is not aware of any local committee which is considering sponsoring a national convention prior to 2026.

David noted that national conventions done right are a great deal of work and carry significant financial and organizational risk, even where the programs are successful. In the present economic and travel environment, where hotels are in the driver's seat for room charges and contract terms, and where travel is expensive and problematic, OSC is convinced that O Scale 2 Rail's resources which would be required to carry off a national convention might better be spent on other programs. He pointed out that regional and national shows like Chicago, Santa Clara, Oklahoma City, Atlanta, Harrisburg and Strasburg may have a more defined audience and may well give more bang for the buck than an in-person national convention.

David reported that the Chicago O Scale Meet has expanded its footprint to include clinics, a model contest and a social event. 2024's Show met its obligations, sold out its tables and increased its attendance. A good committee and lots of work led to success. The show is on for 2025. Other shows may similarly broaden their activities.

Along with other model railroad organizations, OSC is also looking to develop future virtual or hybrid conventions. We are participating as a sponsor for the upcoming hybrid NMRA/Pacific Coast Region in part to test those alternatives. OSC has a monthly online program which has some features of a hybrid show.

OSC is working a number of programs to promote O Scale 2 Rail and support modelers in the scale. These include our informative and useful Website (oscalecentral.com), which has a trademarked product and service guide and a password-protected members-only section to build communications. We also provide a monthly online feature program open to all OS2R modelers, a quarterly journal and monthly newsletter and a number of other programs under way or in development. As part of our efforts, OSC supports and assists all OS2R conventions and shows. David urges modelers to check out the Website at oscalecentral.com.

As some of you know, I am a member of O Scale Central and a long, very long, O Scale Traction modeler. In my opinion, having David Vaughn as the President of the O Scale Central has really revitalized the organization and brought clarity to a lot of issues facing our O Scale community. I strongly encourage all O scale modelers to consider joining O Scale central and helping the officers and BOD develop and implement policies that can both stimulate and promote O Scale's future. It's easy to join at the oscalecentral.com website. I look forward to seeing you at the next monthly OSC Zoom call.

2024 Scholarship Awards

The goal of the New Track Modeling Mentoring Scholarships (NTMMS) is to help model railroaders pursue higher education in the STEAM disciplines. For 2024, we are offering three \$2,000.00 scholarships, one of which is provided in conjunction with the PCR Region of the NMRA.

[More details about our scholarships can be found HERE](#)

[Apply for the scholarship using an on-line form HERE](#)

[Apply for the scholarship using a pdf form HERE](#)

New Tracks Mentoring, Inc. is a registered 501(c)(3) charitable organization focused on promoting the model railroading hobby to young people by sponsoring scholarships for model railroaders pursuing higher education. [Donations to the New Tracks Mentoring scholarships can be made HERE.](#)

Please Continue to Help Our Next Generation of Modelers through our Scholarship Program

Donate to the New Tracks Mentoring Inc. 501(c)(3) Florida Non-Profit Corporation for our Scholarships. Thanks to your generous donations, we are pleased to be able to grant \$6,000.00 in scholarships for the 2024 year.

Individual and Company donations in 2023:

We want to thank all the individuals and companies who donated in 2023 to our Scholarship Program and particularly the viewers whose donations of \$80.00 or less helped us match the Anonymous Donors Special Challenge Grant of \$1,000. We greatly appreciate everyone's leadership and commitment to our young modeler's education exhibited by the financial donations of all these individuals.

Rick Barton. Greg Cassidy. George Sebastian-Coleman. Bob Davidson. Jim Kellow, David Vaughn, Gary Kirby. LocoFi. Hank Primas. Ronald Przygodzki. Stuart Rankin. Travis Summit. Ronald Walters. Jeff Zibley, Sherri Johnson, Edward O'Rourke, Chris Coarse, Earl Hackett, John Stockton, Kenneth Amos Jr, Jack Dziadul, Phil Edholm, Michael Gorczynski, Bernard Offley, Pat Rivard, Christopher Gleason, Art Carlson, Daniel Brewer, Greg Warth, Gary Shurgold. Steven Provencher, Rich Randall, Kirk and Barbara Bucher, Dylan Lambert, and the Anonymous donor.

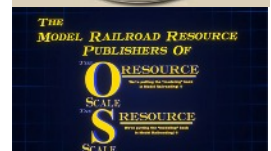
Corporate Tier Donations

While any amount of Corporate donation is greatly appreciated and will be noted, we have established several tiers of donations available to companies who wish to support the New Tracks Modeling Mentoring Scholarship with a larger donation: Brass \$250.00 , Silver \$500.00, Gold \$750.00, and Platinum \$1,000.00. Donors who contribute at least \$2,000 will be listed as a specific scholarship sponsor. All companies who donate at any of these tiers will be eligible to have their logo and links on the scholarship page of the New Tracks Modeling website for that annual cycle (one year cycle after the award of the previous year scholarship).

We are also pleased to announce our first four Corporate BRASS donors who helped make our 2024 scholarship awards possible.

They are:

1. [New Creations Victorian Railroad Buildings, LLC Owned by Alan Rogers](#)
2. [Brennan's Model Railroading owned by Dennis Brennan](#)



3. [Great Scale Model Train Show \(GSMTS\) owned by Scott Geare](#)
4. [The Model Railroad Resource, LLC owned by Dan and Amy Dawdy](#)

Thank you for the leadership and commitment to our young future modeler's education exhibited by these Companies and Organizations.

We are now Soliciting Individual and Corporation Donations for our 2025 Scholarship Program

We are soliciting donations in 2024 and are hopeful we will exceed our first year as a 501(c)(3) in 2023 donation level and be able to offer even more scholarships in 2025. As a registered 501(c)(3) non-profit corporation, your donation to the scholarship is tax deductible as allowed by law.

The New Tracks Mentoring Inc, grants Scholarships to qualified HS graduates who will be, or are currently pursuing a STEAM (Science, Technology, Engineering, Arts or Math) program at a two-year or four-year college or university or an accredited technical school. The Officers of the non-profit Corporation are: Jim Kellow MMR President, Bob Davidson Vice President, Phil Edholm Secretary, Tom Farrell Treasurer and Jeffery Joyner Attorney.

Our monthly Newsletter: "New Tracks Modeling Observations"

New Tracks Modeling has a new monthly newsletter edited by Martin Brechbiel MMR. It is designed to provide ideas, commentary, and insights from New Tracks Modeling Zoom, and YouTube participants and viewers, about all scales and gauges in our Great Model Railroad Hobby. We also give advance notices about upcoming New Tracks Modeling Features, opinions, and projects including our Scholarships. You can see all our issues on our website: newtracksmodeling.com. [Here is a link to our June 1, 2024 issue.](#)

I personally love the stories modelers want their modeling to tell. Here is an example from our newsletter of the story Tom Farrell wrote about his models from a recent New Tracks Modeling Zoom show.

A surprise at the 23rd Anniversary of the Monongah Mine Disaster Memorial Gathering

A short story by Thomas P. Farrell, Jr. (Part #3)

Founded in 1890, the narrow gauge Rustic Buff & Old Gothic Railroad has wound through the Appalachia Mountains and valleys in western Pennsylvania to the rolling hills of southern Indiana for forty years. How the RB&OG managed to bypass Ohio between these two states remains a mystery, sparking much speculation among its followers and fans. Yet, adhering to the age-old mantra of "my railroad, my rules" that seemed a fitting explanation to quell any inquiries from the over-curious on the subject.

Two railroad men who never questioned the omission of the Buckeye State on the RB&OG were the Hawkins brothers, Eli, and Henry, known locally as "Eagle" and "Hawk," respectively. Eagle was the eldest, known for his steady demeanor and sharp mind. He was a locomotive engineer, driving powerful steam engines through the aggressive grades of the RB&OG. His younger brother, Hawk, had a penchant for adventure and mischief and a bit of a temper. He worked as a brakeman on the freights, ensuring the train's safety from the relative comfort of his caboose. Rarely did they work together, but there was the occasional fast freight where they were "Team Hawkins."

Their bond as brothers was thought unbreakable, but their paths diverged when Hawk's drinking led to his release from the railroad and his family leaving him. Eli could never erase from his memory the day Hawk was stripped of his brakeman responsibilities and ousted from the RB&OG under the damning decree of "Rule G: The use of intoxicants is prohibited." Both Hawk and Eagle knew several railroad men who were discharged for violation of Rule G, not because railroads objected to liquor itself outside of work but because a man under the influence while at work is not to be trusted in a job involving human lives and railroad property.

Eagle never touched the stuff and persevered as a locomotive engineer, even as his brother's life on the rails was derailed. At times, he pondered the fate of Hawk and his family, yet no whispers or sightings of them ever surfaced. Hawk had drifted into obscurity, seeking solace first among the destitute in the makeshift camps of Shantytown, known colloquially as "Hooverville," and later finding fleeting employment in the humble bait shops along the banks of the Salt River Basin. Yet, despite his efforts, he never gained his sea legs there and always thought of himself as a railroad man. Ever-indicant, destiny orchestrated the brothers' reunion when they least expected it...

On the solemn occasion of the 23rd anniversary of the Monongah mining disaster of 1907, the tragedy's sadness reverberated through Turtle Creek. Late that morning, people began gathering in small groups at the depot to go to the nearby memorial site of the closed mine. Although over two decades had passed, this day was a chilling testament to the townspeople remembering the darkest hour in American mining history that claimed the lives of over three hundred and sixty-two miners.

Eagle volunteered to run a special train for the families and friends of the deceased from the towns of Rustic Buff, Old Gothic, Oolitic, and Shantytown to the memorial service. Eagle began his planning the evening before with meticulous care for every detail. He intended to quietly glide the locomotive past the Turtle Creek depot to the solemn backdrop of the Monongah Coal Tipple, a grim reminder of the tragedy that scarred their community. Upon arrival, he thought a mournful, low-key wail from the train's whistle would pay homage to the fallen miners, a poignant tribute to their memory.

Everyone rode the rails for free on this day as the RB&OG donated a train to and from the service across the line. As Eagle prepared the locomotive for the day's journey, he thought he saw a familiar figure in the crowd at the Shantytown Depot. At first, he wasn't sure, but the initial uncertainty quickly gave way to recognition as Eli squinted down the platform and realized it was indeed Hawk. Despite the passage of time and the changes it brought, there was no mistaking his brother standing there. Checking again, the man was clearly weathered by



years of apparent hardship, but unmistakably, his brother! Surprised and emotional, Eagle climbed down from the cab and briskly walked the platform.

The Memorial Service was brief, and fate almost intervened again when unforeseen circumstances unfolded. A shortage of skilled workers plagued the RB&OG, prompting Eagle to recognize an opportunity to reconcile the railroad with his estranged brother. Eagle's plan was simple; Hawk could temporarily live with him and his family until he found work, which would not be easy during the depression, but he had to try. That wouldn't deter Eagle; he would talk to the RB&OG and put together "Team Hawkins" again!



Eli advocated tirelessly for several weeks for Hawk's reinstatement, citing his brother's past dedication, impeccable safety, and work ethic. His superiors were skeptical, even with Eli's persistence and heartfelt appeal. Unfortunately, Eli's efforts were in vain, as the railroad refused to make an exception. Railroad workers were union men bound by work rules and labor contracts, and the regulations regarding "Rule G" were unequivocal. Management had to uphold their previous decision, regardless of Eli's convictions or Hawk's apparent rehabilitation. The risks were too significant. If Hawk couldn't keep rolling down the track on his own, they couldn't afford another derailment on his part. The RB&OG's decision clearly prioritized the welfare of the many over the few, or in this case, the one. The safety of the public, passengers, and workers and the preservation of the railroad's capital had to come first, leaving no room for personal appeals or second chances.

After several weeks, Eagle felt uneasy with Hawk "temporarily" living with his family in their modest workingman's home. With two teenage sons and a wife increasingly irritated by her brother-in-law's extended stay, the situation was nearing its second month and becoming untenable. Something had to be done, Eagle thought, something soon. "Something soon" came that very morning, as fate and the RB&OG railroad played another pivotal role in the lives of the Hawkins brothers.

At 6:00 a.m., Eli departed from the classification yard at Rustic Buff, beginning his fast freight run to Turtle Creek. His first stop was to deliver a couple of boxcars to the Fort Pitt Brewery. Lacking a brakeman, Eli was aware that he would need to handle all the uncoupling tasks himself upon arrival. The term "fast freight" seemed ironic under the circumstances, as operating shorthanded inevitably slowed down the process. As he considered the extra workload, Eli couldn't help but think how beneficial it would be to have another man with him — someone dependable like his brother Hawk.

About an hour later, Eagle had just spotted the boxcars at the Fort Pitt Brewery and was walking down a sidewalk to uncouple the two cars from his train when a man stepped out of the Brewery's office and approached him. It was the owner, "Big John" Hudak.

"Seems like the railroads are getting their money's worth from you today," said Big John. Eagle replied with a laugh, "Yes sir, I'm doing the job of two men today!" Big John then said, "We have a different problem. I need a good man in the brewery's lab, the most critical position in the company. My longtime Brewmeister wants to retire, and we need to hire an apprentice. Do you know anyone?" Without hesitation, Eagle blurted out, "My brother Henry, who goes by 'Hawk,' is out of work and could use a good job." Instantly, Eli realized his mistake: he had just recommended a boozier to work in a brewery! Big John responded, "Well, if he's half



the man you are, we've got a great new employee. Tell him to see me tomorrow, right here in my office at 7:00 a.m."

Eli's thoughts raced — his brother would need to be better than he ever was to land and keep a full-time job at the second-largest employer in Turtle Creek during these challenging times. And what about the temptation? The cliché “the fox guarding the henhouse” couldn't have been more fitting... To be continued.”

If you liked this story, you should subscribe to our newsletter. All subscribers to our website and donors to New Tracks Modeling's Patreon account, or to our Scholarship program will automatically get this publication by emails. If you are not a subscriber, you will have to visit our website each month to find the link to our latest newsletter publication.

We hope you enjoy our newsletter and ask you to encourage your friends to become donors and/or website subscribers to our website, newtracksmodeling.com so they can also receive it. Please contact our Editor, [Martin Brechbiel, MMR](mailto:Martin.Brechbiel@newtracksmodeling.com), with your comments, suggestions, details about a new product you are producing in any scale, or any of your views, opinions, and comments.

New Tracks Modeling's Monthly Newspaper Column is Helping Reach a Potential New Model Railroading Audience

In my last article, I told you we are doing everything we can think of to promote railroad modeling, mentoring and our Scholarship Program. [Here is a link to my May 20, 2024 article in the Citrus County Chronicle newspaper.](#)

Wouldn't it be great to have articles written like this by model railroaders in newspapers all over the country? If any of you get an article published, please let me know so I can include you in a future article. Got a question or need help getting an idea to write about? Email me: jimkellow@newtracksmodeling.com. Ideas are plentiful and I am glad to help you get the message out.

New Tracks Modeling 2024 BUILD ALONG Projects

We have been doing the Build Along segments for quite sometime, and some of you have suggested we take a break from doing them over the summer and continue them this fall. So that is our plan. I am currently looking for modelers and manufacturers to be involved in our future BUILD ALONG segments for fall 2024. Contact me if you are interested at: jimkellow@newtracksmodeling.com

Here Are Our First Fall 2024 Build Alongs

[New Creations Victorian Railroad Buildings LLC](#)

Starting October 30, through October 20, 2024 Steve Bittinger and Steve Sherrill will be building “John's Place” in G Scale. During the shows, the same model will also be built in O scale. These two builds will help illustrate the difference in building a model for indoor versus outdoor use.

This kit is manufactured in G, O, and HO scale by Alan Rogers who owns New Creations Victorian Railroad Buildings LLC. AlanRogers is offering a 20% discount off all three of the scales of the kit prices to viewers who Build Along with the modelers on the show. Please visit the [New Creations website](#) for more information. To obtain the discount please enter the code **Newtracks20** when ordering.

[Keystone Scale Models](#)

Timothy Millard, owner of Keystone Scale Models, will start his Build Along of one of his kits on November 6, 2024. Details about the specific kit, discount for viewers, and ordering instructions will be provided shortly.



Our BUILD ALONG modeling experiences provide viewers a personal mentor and great discounted prices on a models you can BUILD ALONG with a talented modeler on the show. I hope you want to participate in all the Build Alongs. The modelers and manufacturers, who are making these events possible, want to help you improve your skills, have more enjoyment building kits, and gain confidence in your modeling. They provide a true learning experience that have helped many modelers. So if you have been sitting on the sidelines for awhile give railroad modeling with a BUILD ALONG a try with the help of a Mentor.

Well, It's that time again

I must return to my workbench and start working on something that I fell in love with and just have to model. Happens all the time.

While I am modeling and learning please help New Tracks Modeling by:

1. Volunteer to join our team and help produce and develop our New Tracks Modeling Zoom and YouTube shows and our website. Email me: jimkellow@newtracksmodeling.com
2. Make a contribution to our Patreon account New Tracks Modeling to help pay our out of pocket costs to run our shows. [Click here to donate on Patreon.](#)
3. Subscribe for free to our YouTube Channel, New Tracks Modeling, and ring the bell to get advance notices of our YouTube shows. Please watch the advertisements so we can earn a little revenue from YouTube to produce our shows. There are over 1,100 videos of our past shows available on our channel for you to view.
4. Subscribe for free to our website: newtracksmodeling.com which provides login links to our Wednesday Zoom events, provides information about what is upcoming on New Tracks Modeling, and gets you our free monthly Newsletter, edited by Martin Breckbiel MMR.
5. Donate to our New Tracks Modeling Mentoring Scholarship program. Details for individual and corporate donations are on our website: newtracksmodeling.com
[To donate, use our Zeffy account, just click on this link.](#)
6. Spread the word to high school graduates and college students about applying for our three, \$2,000.00 New Tracks Modeling Mentoring Scholarships to be awarded August 1, 2024. Details and an application are on our website: newtracksmodeling.com/scholarship
7. Subscribe for free to *The O Scale Resource* and *The S Scale Resource* online magazines so you don't miss any of my New Tracks Modeling articles and also see some great modeling by various modelers who may become one of your mentors.
8. Write to me! I love getting your comments, suggestions, modeling ideas and having a conversation. My email is: jimkellow@newtracksmodeling.com

Thank you again for all your interest and for reading this far. Till next time with more New Tracks Modeling, I wish you happy modeling with whatever you are building!

NEW TRACKS MODELING

“MY BUILD” Models Shown on the May 22nd, 2024 Show

These are some of the photos modelers shared on our May 22nd, 2024 MY BUILD Zoom Show.

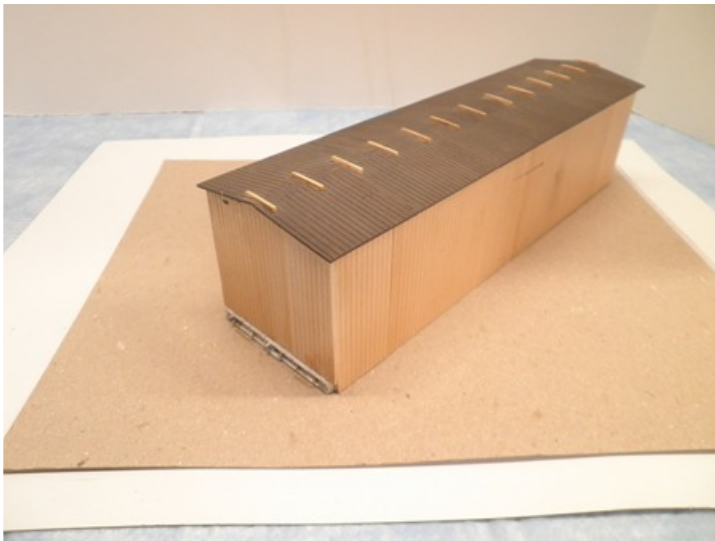
[You can see a video of the entire MY BUILD segment here.](#)

Each of the participants has an email address included, and welcomes your contact.

Bill Freeland - - HO Scale - williampenn8@yahoo.com –Bill's incredible 4-level Pennsylvania RR layout is set in the transition era.



Martin Brechbiel - mwbenterprises@verizon.net - O Scale - Pittsburgh, Shawmut & Northern / St. Mary's Brewing Co. reefer car. This was resurrected from a find that had siding and a roof. Everything else was added.



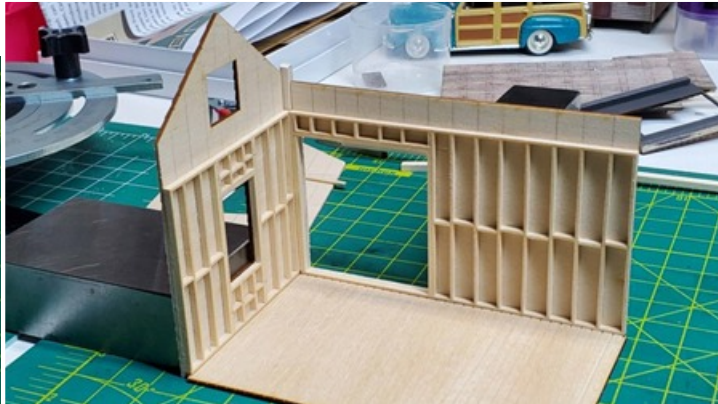
Fr. Ron Walters - rwalters@friars.us - HO scale - These are photos of a scratch build I did from scrap wood leftovers, inspired by seeing some model shanty town houses on New Tracks Modeling.



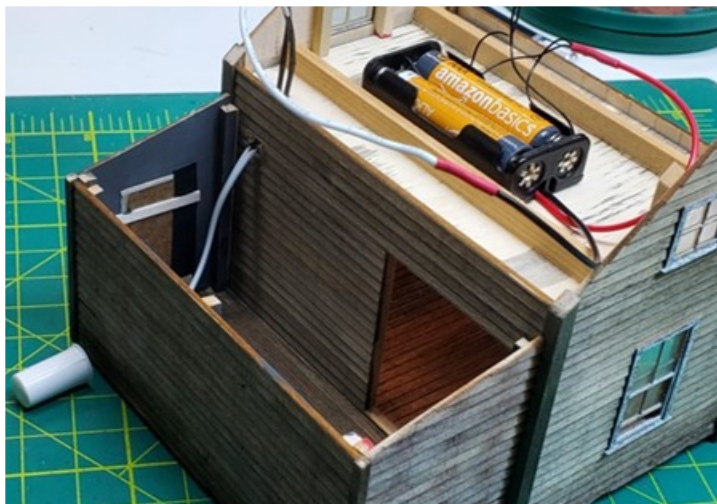
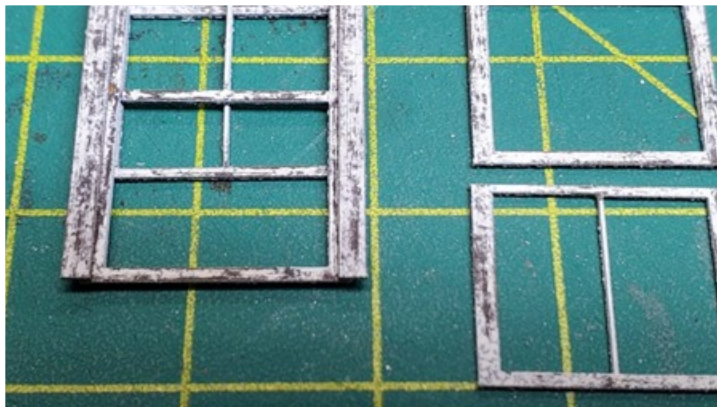
Bob Davidson - y2kflstf@twcny.rr.com – These are some photos of a fire escape that he has been working on for a street scene on the Gowanus & Northern. All components were cut at home on an X-tool X2 laser.



Greg Cassidy - gassidy2@verizon.net - O Scale - Ipswich Hobbies #18 Section House. This was built into a shade tree mechanics garage with an interior, lighting and a 1902 Renault in it.



We could not print all the images in this build so check out the video here!



Dan Cohen - shaunadan94@gmail.com - HO Scale - Blair Line Walnut Grove Depot. Dan was experimenting with graffiti and making this station diorama look abandoned and collapsed.



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Blair Line HO-scale Laser-cut Walnut Grove Depot

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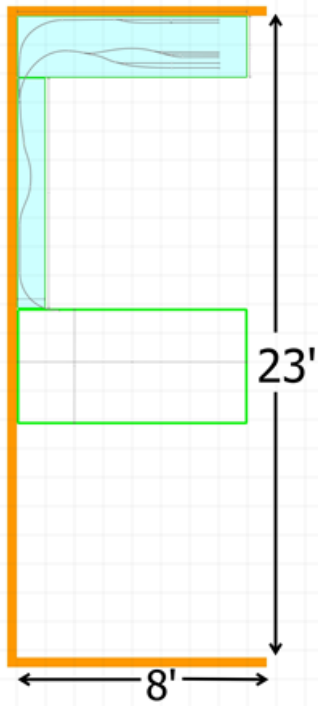
- Laser-cut walls, doors, windows, glazing, trim, floor and roofing. Tab and slot construction for easy assembly. Trim and roofing include peel-n-stick backing for fast and easy assembly. Signs and chimney included.
- Limited edition kit. Only 200 kits will be made.
- Structure footprint dimensions: 3.30" x 5.50".
- Made in USA

AGES 14 & UP.



We could not print all the images in this build so check out the video [here!](#)

Bernd Fanghanel - protolancer@kingstonemodelworks.com –Bernd is building an HOn30 quarry line. These show benchwork construction and the tram line.



We could not print all the images in this build so check out the video here!



Patrick Rivard - pmr@teksavvy.com - These show Pat's scratch built sawmill, signal tower, trestle, coal tower, and some details on his HO layout.



We could not print all the images in this build so check out the video here!

Gary Shurgold - gshurgold@gmail.com - HO scale - CN car shed building #3, scratchbuilt out of hydrocal wall castings and a full interior.



We could not print all the images in this build so check out the video here!

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.](#)

Strasburg 2 Rail Train Show

August 10th, 2024 9AM - 1PM

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co., 203 W. Franklin St, Strasburg, PA Admission \$7, wives/children/military with 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.](#)

National Narrow Gauge Convention - Pittsburgh, PA September 11 - September 14, 2024

Prototype railroading will be first and foremost: The East Broad Top – the premier 3-foot narrow gauge of the East, the Age of Steam Roundhouse with 22 steam locomotives on display and full functioning backshop facilities, the J&L #58 – an operating two-foot Porter steam locomotive, the Wild Goose Railroad Climax #313 – the only known nearly complete Class A in existence, the Waynesburg & Washington Railroad – a 1916 steam locomotive and 1892 Jackson & Sharp coach, and the Pennsylvania Trolley Museum operating restored trolleys over 4 miles of track.

Website: <https://www.44nngc.com/>

Indianapolis O Scale Show 2024 September 20th-21st, 2024

LaQuinta Inn Indianapolis South
5120 Victory Dr,
Indianapolis, IN 46203

Fri. Sept. 20, 3:00 – 7:00 PM

Sat Sept. 21, 9:00AM – 3:00PM

Website: indyoscaleshow.com

Email: indyoscaleshow@gmail.com

Strasburg 2 Rail Train Show

October 12th, 2024 9AM - 1PM

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co., 203 W. Franklin St, Strasburg, PA Admission \$7, wives/children/military with 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.](#)

MrMuffin's Midwest Best Train and Hobby Show October 25, 2024 and October 26, 2024

We have booked the Tipton County Fairgrounds for our first annual MrMuffin's Midwest Best Train and Hobby Show. This will be a hands on show with live hobby demonstrations and "how-tos" covering most aspects of the Model Railroading Hobby. Other hobbies will be featured.

<https://mrmuffinstrains.com/pages/mrmuffinsshow>

42nd Annual Cleveland O Scale Meet November 2nd & 3rd, 2024

Saturday 11am – 4pm, Sunday 9am – 1pm

Admission: \$10.00, (Spouses and Children under 12 Free)

Clinics / Model Contest / Presentations

Supporting everything 1:48 Scale!

O Scale 2 Rail, Proto48, O Scale Traction, O Scale Narrow Gauge

Interested or new to O Scale? We can help!

Location: UAW Local 1005 Large Hall

5615 Chevrolet Blvd.

Parma, Ohio 44130

Free Parking

130 Tables available

Dealer setup Saturday morning

For all table information, contact [Skyler Shippy](#)

2024 Danville Indiana O/S Scale Event + CID/NMRA Train Show

November 23, 2024

Hendricks County Fairgrounds

1900 E Main St

Danville, IN 46122

The Indiana S Scalers are happy to announce our 3rd Annual O/S Scale Event. In 2023 the O/S Room nearly sold out, so make your vendor reservations early to ensure a sales table. New for 2024 is an S Scale Social Event Friday evening! Details will be coming.

Public Show Date: Saturday, November 23rd

Vendor/Layout Move-in Date: Friday, November 22nd

Vendor registrations should be directed to the Central Indiana Division (CID) Show Manager, Dave Mashino:

danvilletrainshow@gmail.com

O Scale March Meet

March 20-23, 2025

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

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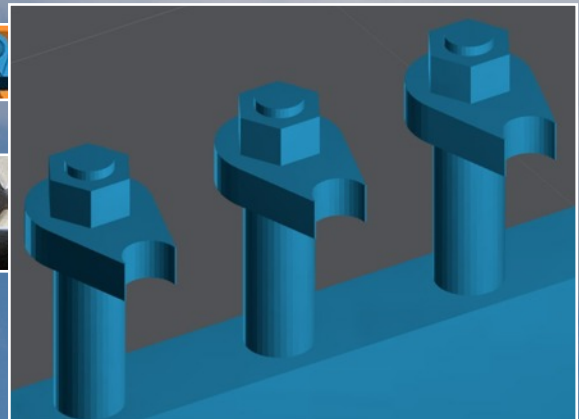
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Announcing New Products In O Scale from The Model Railroad Resource LLC



Announcing our new BUDA No. 30 Clamp Type Steel Bumping Post. These can still be found all over, on customer sidings, yards and more. Kit includes the clamping parts to attach to the rail.



Grab Iron Ends (Nut/Bolt) and for modern cars, Grab Iron Ends (Rivet). These small parts will really dress up an older Athearn/Reynolds/AllNation car as well as some new cast cars and, of course, your own custom built equipment. The stem is .020 and designed for .015 wire. There are 17 parts per sprue and four sprues package.

Deco Box Car Ends. These distinctive ends were used by the C&O and the B&O. Our ends are sized to fit O-Scale InterMountain 1937 AAR box cars. Full instructions on our Website.

Plus check out our line of Pedestal Relay, Phone and Relay Cabinets from General Railway Supply Company and Western Railroad Supply Company.



<https://modelrailroadresource.com/WP>

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