

O *THE* **SCALE**

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

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Volume 11 No. 5

May/June 2024



Show Wrap Ups: March Meet, Harrisburg and Strasburg

Smith Logging: A Tribute to a Good Friend

Modeling a CB&Q Budd Pre-War Chair Car

History: Scale Craft Santa Fe Mikado

A Scrap Metal Yard for the ME Ry

The Story of the Franken-9

New Tracks/My Build

The Backshop and so much more...

Published Bi Monthly

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May/June 2024
Volume 11 No. 5

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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

A tribute scene on Serge Lebel's layout honoring his mentor Ben Brown.

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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Cabin Creek Coal Tipple

This is a freelanced tipple representing one where the mine is further up the hill. This tipple services three tracks. The power house and a small storage shed are included.

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From the Publisher's Desk

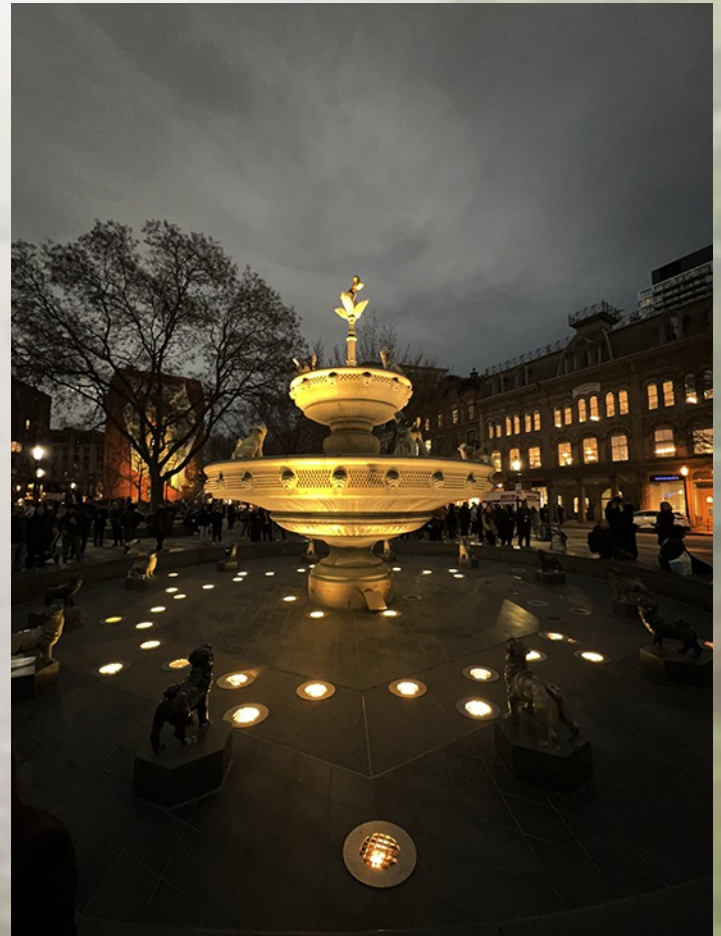
It's been a wild ride since our last issue of *The O Scale Resource Magazine* was published.

The March O Scale Meet was a huge success. First off, we had over 60 people come to our open house on Thursday and Friday. That is the most we have ever had. Not only that, everything ran well! The clinics were first rate this year and the crowd was larger. In fact, it was the best all around show in a few years. The Saturday night get together sponsored by O Scale Central was well attended this year and a lot of great stories were told. After working on our layout before the show, I must say I was even more fired up about continuing and getting more projects completed.

The Harrisburg All O Scale Meet was on April 6th. We could not be there as we left for a great adventure on that day to Toronto, but we have a report from Al Judy in this issue. As far as our trip, after a night in Windsor, Ontario, we made it to Toronto on Sunday. Monday was an off day so we walked around the financial district and waited for the eclipse. Well, we saw the first 10% and then the clouds rolled in. It was however an eerie sight when the sun was completely covered.



The height of the eclipse from the Berczy Park Dog Fountain, Toronto, ON. By the time we had dinner at the CN Tower, all was clear.



Tuesday we had lined up two Scale S layouts to shoot and that took most of the day. Wednesday we had another Scale S layout and then on to Model Railroad Club of Toronto. Our last time there was 2014 right after they moved into this location. Today it's mostly finished and runs very well. We'll have a wrap up on this in the next issue, as well as a write up on the club itself in an upcoming issue. If you are ever in the area, it's a must see!



A partial view of the Model Railroad Club of Toronto.



A view of Keith Stamper's layout.

Thursday we did another shoot with a great S Scale layout and then were asked if we wanted to visit an On3 layout a few blocks away. Well ya! We ended up at Keith Stamper's wonderful layout.

Talk about a bonus. Keith's layout was just featured in the *Narrow Gauge and Short Line Gazette* and we will have follow up in a future issue.

Friday morning we visited the Corning Museum of Glass which was amazing and well worth the visit. Saturday we ended up at the Strasburg O Scale 2-Rail Train Show which is also covered in this issue.

With that whirlwind trip over, we'll be staying home for awhile, and although we can't make it to the 2024 O Scale - S Scale - Narrow Gauge West, if you can, please go and show your support. See their ad in this issue.

That's it for this time. Enjoy the magazine, and if you have a layout or building project (or just about anything else) please drop me an Email daniel@modelrailroadresource.com

Happy Reading & Happy Modeling,
Amy & Dan Dawdry

Buy US A COFFEE

Know the old joke "How do you make a million dollars in the model railroad business? Start with two million.". Well, same here. We are not going anywhere and will still continue to bring you the best in O scale information every other month but...



As with any ad supported endeavor, there are ups and downs. We have not raised our ad rates (and will not) since we started 11 years ago. We feel the rates are more than favorable for the thousands readers our magazine reaches. Of course, not everyone wants to advertise instead using Facebook and other social media. In a normal paper magazine you have the subscription fee that more than covers mailing and normal operations. Not having that is fine here, but our costs have also climbed.

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.**

**So, if you like what you see and can go with out a Starbucks for a day,
click here and give it try.**

Thanks for your support!



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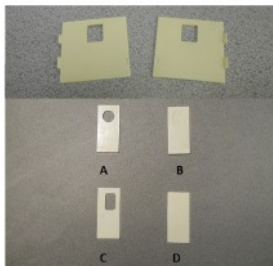


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NEWS YOU CAN USE

Lou Houlemarde from Central Locomotive Works says: While the artwork for etchings is being upgraded for the SD40-2 and new artwork for the Canadian SD40-2W and SD40-2F versions, CLW will begin work for the SD40, SD38, and SD39 locomotives with several variations.

The SD40 prototype production was for some 1260 plus units for many roads and resold or merged into as many more. Most of the 54 SD39 orders were produced for ATSF (20) and SP (26) and the 52 US SD38 orders were produced for several Eastern roads with most of those for Penn Central (divided up later to Conrail, NS and CSX). Many of these variations are still in service today.

The CLW model will be offered with the trucks, frame and fuel tank painted. Also, a new 1:8 CLW drive is planned as standard with other drives available at additional cost. Standard O Gauge with .145" wheelsets and P:48 gauge will be available.

The models will include several new castings produced from 3D printed patterns. Price is \$2,150.00 including shipping within the U.S. A reservation deposit of \$1,100.00 is required for each model. Reservation deposits will be due on or before May 17. Brad Kowal is putting together an "interest" sheet which will be helpful in determining the numbers of each variation. Contact Brad at tworailoscale@yahoo.com or contact Lou at clwusa@verizon.net or 760 221-5558 for additional information.



New from Rusty Rail. Here we are bringing back the Cat 30 caterpillar pre-primed and ready for you to paint and place on your layout. You will receive a exhaust pipe that you have glue on the exhaust manifold. Measures 2 5/8" by 1 7/8" by 1 1/2" tall before you add the exhaust pipe. All resin model.

Also a 3D printed Industrial Air Compressor kits in HO and O scale.



This is the HO version. This is a product I did in O scale a few years back in resin. I now have created a 3D printed version of the Industrial Air Compressor kit in O scale and HO scale. This compressor would Work good at a mine or logging operation, or a work yard. The kit does require some assembly, instructions will be included. The kit comes well packed in its own plastic case. The assembled kit measures 1 7/8" long with the hitch arm and 3/4" tall and 5/8" wide.



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

Lambert Locomotive Works continues its march on broadening our O Scale offerings across the board. We've got a lot that we've been working on for quite a while now. While we've got quite a lot going on (the second batch of our 60ft Centerbeams is being prepped, and progress being made slowly on a Baldwin DRS and Mack FCD-II Railbus), there's a few projects that we're wanting to hit on here.

PRR G38 Ore Car: This is a follow on to our G39 project. The G38 was the direct predecessor to the G39 design, and while it wasn't designed with Taconite in mind it the design did provide stalwart service for many years. The kits are going to be \$40/ea less trucks and couplers. Right now the main focus on that project is accurately modeling the ladders. As has become standard practice for us, there's a Google form linked below where you can leave your information; https://docs.google.com/forms/d/e/1FAIpQLSc6ieKPBf_0oewndW4nzeGCKzAPXyFaFa8xNsKNOxKsMuCo-A/viewform?usp=sf_link

FM H-10-44: As the first of our standard gauge locomotives to reach the prototype stage the H10-44. It's advanced enough that the initial price should the kit go to market is looking to be around \$225/ea, but that is less mechanical components. The frame of course has been designed with multiple mechanical options in mind and already has a cutout in the frame for a traditional gear tower style of setup. There is, however, more work to do with the design, although it is well advanced.



https://docs.google.com/forms/d/e/1FAIpQLSfM-hvwRXIZxJc-8u10c3JXC2u67yiWtBASraWvv6-5DbvXwQ/viewform?usp=sf_link

Lima 1000 and 1200hp Switcher: At time of writing this, I've had some time to really think about why I'm throwing myself at this project. The answer is simple – no one has ever done a Lima Switcher of any type in O Scale. In fact, I've been rolling hard on the

design work of the Lima given how closely it is connected to LLW's core O Scale mission.

There's less solid pricing data on the locomotive at present, but the range is expected to be between \$200 and \$250, less the mechanical components like with the FM. Of course, Lima diesels have far greater variation than many contemporary designs, so we're working on a body that has replaceable radiator louvers that will hopefully allow us to effectively model a wide swath of prototypical examples. Locomotives in the 1000-1200 horsepower range were built for the B&O, Erie, NYC, NKP, NH, Wabash, TP&W, and Armco Steel. Right now work is shifting to accurately modeling the underframe while also trying to accommodate for what a builder might use for a drive solution, but as can be seen from the renders, the bodywork is significantly advanced. And as is tradition, we've got a Google form for the Limas too.



https://docs.google.com/forms/d/e/1FAIpQLSdOynppvbAn9zr3qhK5bAyyS6m4-Tp65dH374mRHMU754v1HQ/viewform?usp=sf_1ink



Roger Louis from Wasatch Model Company has an update on the California Zephyr cars.

I just received these photos from my builder in Korea. I wish I would have had them for the Chicago Show. These are just the pilot models of course, but they clearly show the quality of work that this builder is doing.

I am still accepting reservations for the California Zephyr.

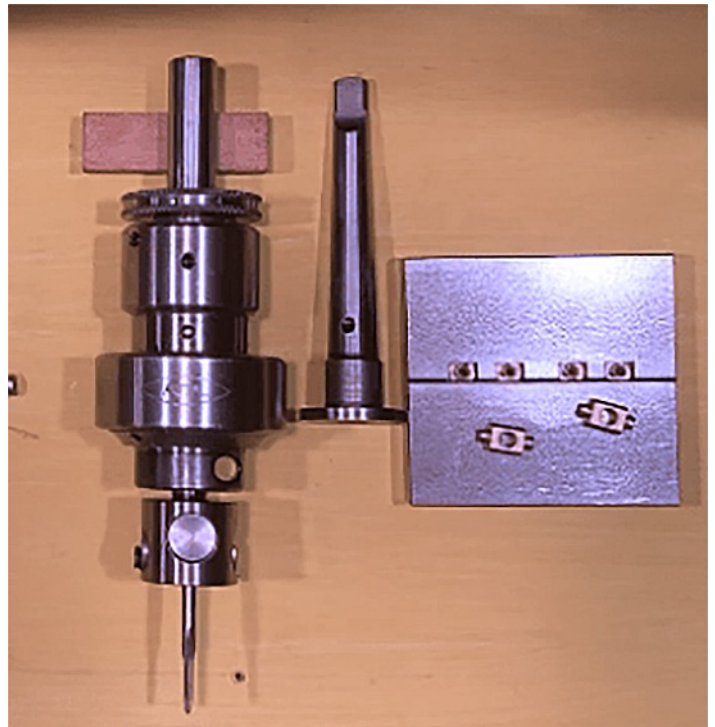


Roger Lewis, Wasatch Model Company
wasatchmodelcompany@mac.com
 847.833.5862



News from from John Wubbel: [The All Nation Line website](#) has all the products you know and love. In addition, we are continually adding a host of useful, functional information for model railroaders and builders. One of the highlights are the online videos. The videos are instructional, informational and some are just for entertainment or novelty. These videos are free for the viewing without interrupting commercials to enhance your viewing pleasure. As an example, we have been sharing various videos on the tooling that is required to make many of your favorite products. Our

most recent video was regarding a very interesting precision tool (Acutal Tapping Head see photo below) which we use to tap the threads for the All Nation Power Truck Transmission Drive Shaft Spacer (PN#4040)



We ask that you enjoy watching the Instructional videos and share with your fellow modelers across the world. Take a look at the topics at this link:
https://allnationline.com/WP/?page_id=1037

Additionally, we continue to add to our repository of “Cool Info” section. There are scans of The All Nation Line archived documents, catalogs, drawings and other pieces serving as reference materials or interesting artifacts helpful for the 2 Rail O Scale modeler. Researching for specifications or photos of objects can be a major task. Hopefully, the references we are providing will be a good resource for your modeling. We are continually working on more content for you to view and download. We update the date so you know when new items are added. Here is the link for this “Cool Info”:
https://allnationline.com/WP/?page_id=9481

In the past, kits had wood parts inclusively or at least partially in the box. Believe it or not, many modelers still prefer to work in wood using the available older kits or working directly from scratch. Our new section on the website called “The Woodshed” will be dedicated to hosting wood parts

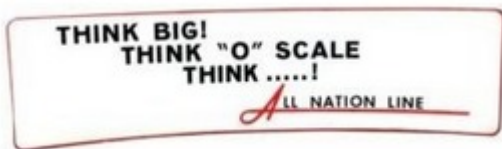
and components for sale at an affordable price. These products may be especially useful if an older kit is missing parts. We have various items from roofs to floors, battery or tool boxes to scribed panels. As an aside, we named the product category the Woodshed in memory of our childhood time on a beautiful farm in Illinois. The Blackhawk Valley Woodshed was our family business from 1965 – 1975. It was there that, as children, we first learned to appreciate the magnificent things that could be done with wood. The barn you see depicted in the picture below is one I had on of my first layouts developed with my grandfather. Keep a watch as we add new stock to this area in support of the scale model builder. Click here to see this new section:

[https://allnationline.com/WP/?product_cat=the-](https://allnationline.com/WP/?product_cat=the-woodshed)



[woodshed](#)

Finally, we also want to thank everyone for your continued support for The All Nation Line products. It is because of your continued patronage that we can keep going and supporting the O Scale 2 Rail Modelers across the world. A big shout-out to Dan Dawdy for his continued support and efforts for supporting our website. If you need us we are just a phone call away (570-580-7406) or my NEW email is jwubbel@allnationline.com So remember, SHOP NOW at www.allnationline.com



New from [Model Tech Studios LLC](#). O Scale Figure HOBO Pushing Shopping Cart with all his Possessions Finished Set.

The O Scale Resource May/June 2024

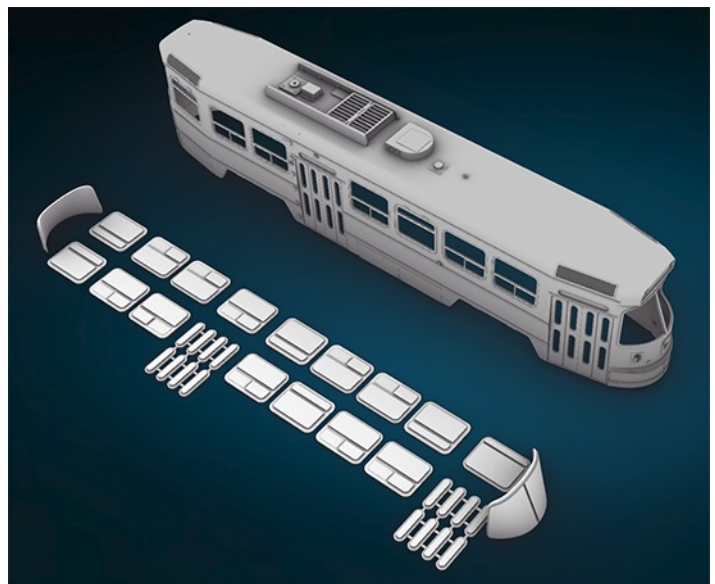


Very detailed Shopping Cart with this Poor Old Hobo looking for his next sleeping spot. 1/48 Figure Set and comes painted. Made in USA

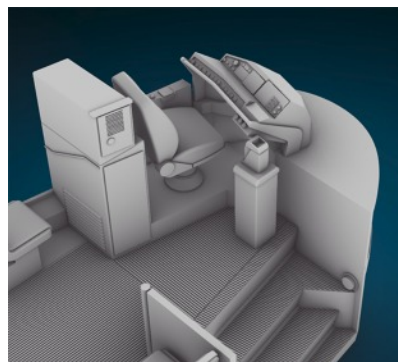
[See their Website for more.](#)



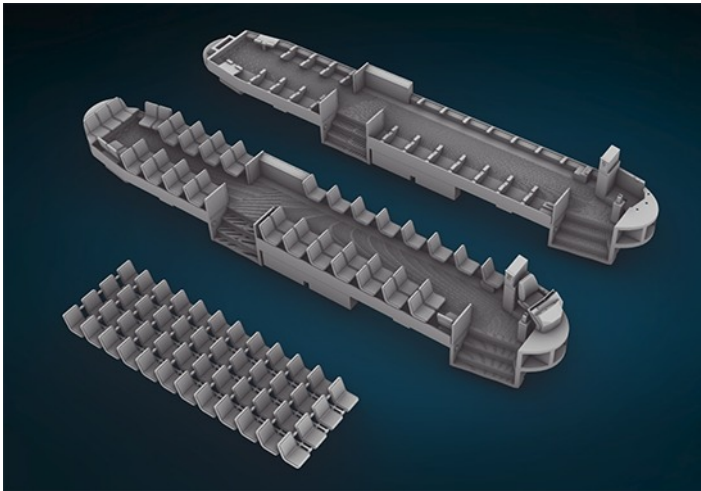
The Berkshire Car Shop is pleased to announce some fantastic products for the model trolley enthusiast.



The first is the TORONTO CLRV kit. It features a one piece body shell, detailed floor, seats and clear window inserts. The components are professionally 3D printed. The components are engineered for easy assembly. The surface finish of the prints is smooth and highly detailed. A decal sheet is also included.



The floor is designed to accept a Q Car truck set.



The second product is a very limited group of completely finished models of the Blackpool Boat Trams that operate in the US. These are crowd favorites in San Francisco and other locations. Shown here are three different paint and detail schemes. The two green and cream cars operate in SF. The third boat tram operated on the Philadelphia SEPTA street car system during the bicentennial.



The detailing is different and it has a very elaborate paint scheme. These are hand built and the level of detail is exceptional each with different handrail configurations, pole towers, windshields, etc. The cars are unpowered as supplied. The trolley poles are not shown, but are supplied.



[Bill Wade from B.T.S.](#) Has a new American Civil War car.



The Early House Car is inspired by photos of presumed-USMRR cars #129 and #150 from the National Archives. They are presumed to be part of the U S Military Railroad; the only lettering in the photos is a simple number on the side.

Being smaller than the more-common house cars used during the war, this car has length over end beams of only 25'. It doesn't have truss rods and the end 'ladder' consists of a simple step beam and grab iron.

The kit features laser-cut wood and styrene components. Interior bracing is included and the doors can be positioned open or closed. Less trucks, couplers and decals. \$39.95.

[See his Website for more details.](#)

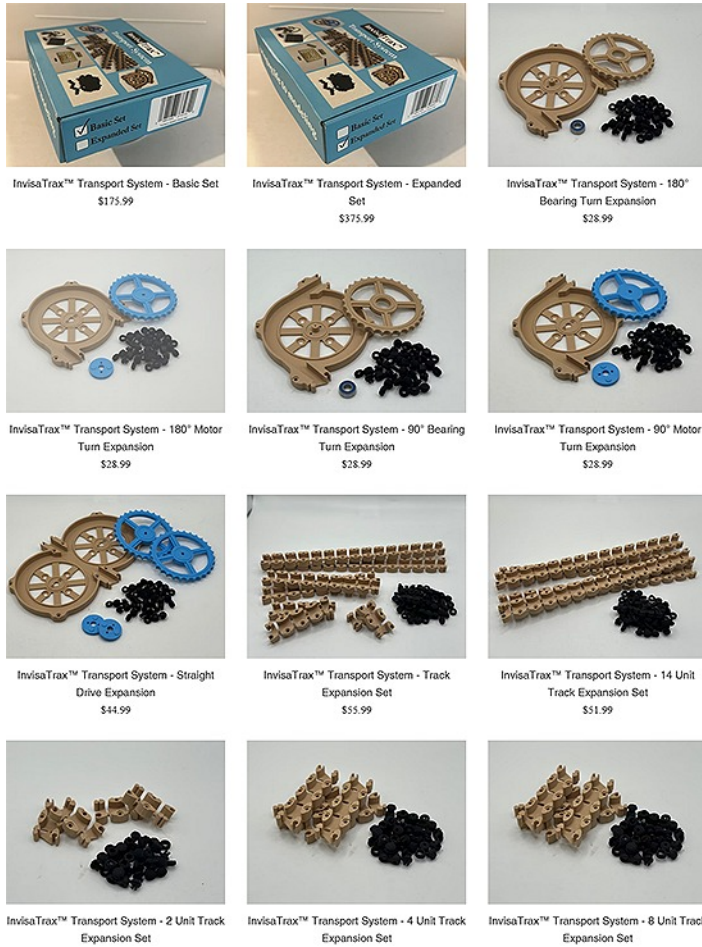


[New from CatzPaw Innovations LLC](#) is their Invisitrax™ Transport system is comprised of a drive chain, track that forms a channel, and magnets. The system includes:

Interlocking flexible track sections in four lengths, Snap together chain links with cutouts for 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.

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.



The Basic Set has a total running length of approximately 4.5 feet (140 cm). Many parts kits are also available. [See their Website for all the details.](#)



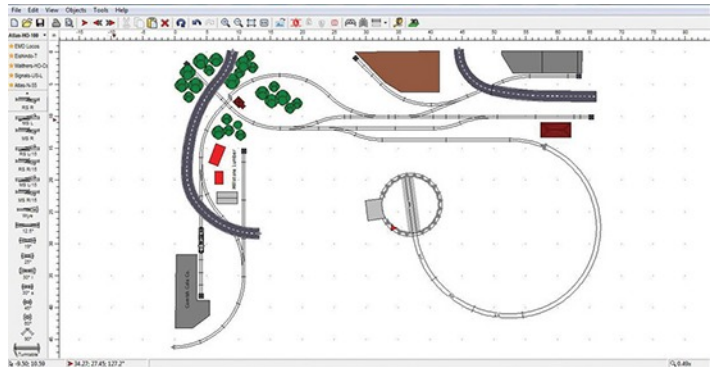
New O Premier 2-8-0 Steam Locomotive from Atlas. Our model features a die-cast metal locomotive boiler, chassis and tender, each 2-8-0 is equipped with the state-of-the-art Proto-Sound 3.0 system for an incredible operating experience. You'll be amazed at how slowly and smoothly she runs – up and down grades and around corners with or without a load. And when you see her smoke, with each puff timed to the revolutions of the drivers, you'll know that you've just obtained the best value in model railroading.



The guaranteed order deadline is May 22, 2024. [Click here to find an Authorized Atlas Dealer near you.](#)

Atlas has also released an update to their Track Planning Software. The Atlas Track Planning Software has been Updated to Version 1.9.5.

Create magnificent layouts in HO, N & O scales using Atlas track with the Atlas Track Planning Software. This software allows you to create and customize your very own layout, view it as a 3D model and then generate a shopping list to make your dream layout a reality.

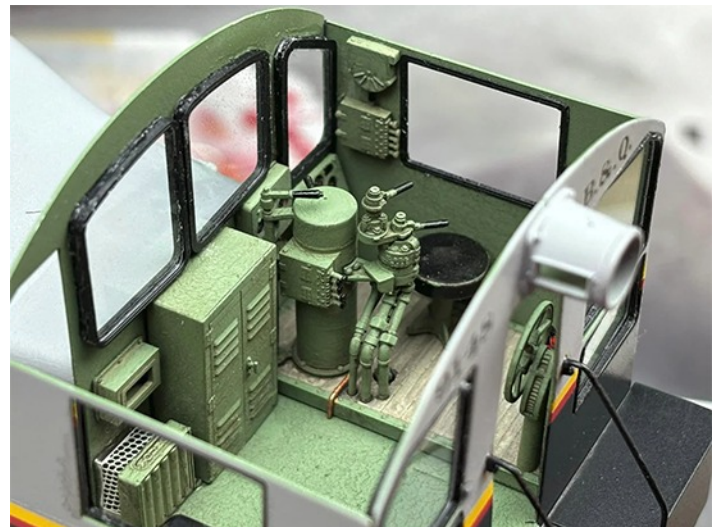


[Check their Website for more details.](#)



Sarah Griessenböck has teamed up with [3D Central](#) to offer some new and exciting products.

SW-1 Cab Interior Detail Set: Complete 3D Printed O Scale SW-1 Cab Interior Many detail parts to upgrade your model. Cabinets, control stand, brake stands, seats, brake wheel and more!



Also available is her Union Pacific O-50-6 Tank Car. Kit Includes:

- Tank Body
- Frame
- Many printed Detail Parts
- 1 Brass Bar stock weight
- Screws
- Multiple coupler pocket covers designed for Protocraft or Kadee Couplers



See their Website for these new products.



Alan Zamorski from Millhouse River Studio has a inventive new product. We now have a working conveyor belt. I announced taking orders 3 weeks ago and I am already getting a 2nd run of parts cut. Took some to York and sold out of them in the first hour and a half on Thursday!



Sold 25 already and taking orders. It was designed to transport coal from below our rotary coal dumper up through the layout to the top of our coal flood loader. I have had several customers order more than



one, so that they can go longer distances or change direction.

Approximately 36" in length and has adjustable front legs, so you can adjust the height and angle. Aluminum construction

like all our other products. Comes with power supply 6' and a 6' power wire lead to motor. Price is \$395 video on website. www.millhouseriverstudio.com or call 716-830-5267 to place an order.



Sunset 3rd Rail has open reservations for their new Siemens "Chargers".

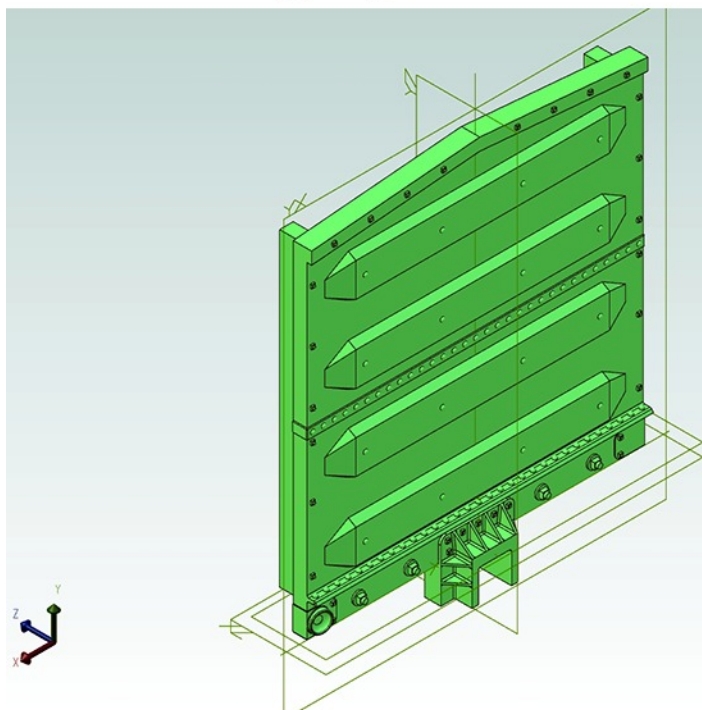


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See their Website for all the roads and paint schemes.

Scott Kritzky has a new 3D product. The Hutchins boxcar ends he has available are 3D printed and follow the Southern Ry prototype. They were also used by C&O, Pere Marquette, DT&I, WP and Ann Arbor.

There is also a recessed end version that I am working on now and should be available in the early fall. I utilized full scale drawings to make these.



\$24.00 a pair plus \$7.00 shipping. I am just a modeler myself, so I am only set up to take checks for payment.

Email scottkritzky@gmail.com for inquiries. If anyone is interested they just have to [drop an email](#) and I will send my address to them.



Woodland Scenics has announced a new product in their Built-&-Ready® line. Kids Clubhouse, is the local hangout for the neighborhood kids. This rickety building was scabbed together and built entirely from scraps. The exterior is decorated with hand-painted messages and salvaged road and business signs. One window is curtained off with burlap potato sacks, while another is jammed with a car window, held in place by a bedframe.



A ladder covered in paint stains leans against the building, leading up to the lookout point located on the rusty tin roof. A checkered race flag signals the club's unity. There are two access points to the building: a weathered door and a hidden crawl space. Additional details include a tattered car seat resting on cinderblocks and a reclaimed wooden spool for a side table.

The shack can be placed in the backyard of a home, in the middle of the woods or anywhere kids want a clubhouse.

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

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Support all the O scale shows...

See our show list in this issue!

March O Scale Meet 2024

By Dan Dawdy Photos by Amy and Dan Dawdy

After two days of an open house for our Richmond, Danville & Southern layout, with over 60 people attending this year, Amy and I headed up on Friday afternoon to Lombard and the 2024 March O Scale Meet.

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

This year Sarah Griessenboeck and myself hosted a 3D printing clinic. Sara covered the design and completed projects while I covered the general what's needed and getting started in 3D resin printing. We had way more people than expected and hopefully we were able to help understand the process. [If you want a copy of my handout please click here.](#)

Again this year they had a Midnight Cash Bar in Foyer sponsored by O Scale Central. To me that's much of the fun in shows is gathering with friends and just relaxing and talking over what ever is on your mind.

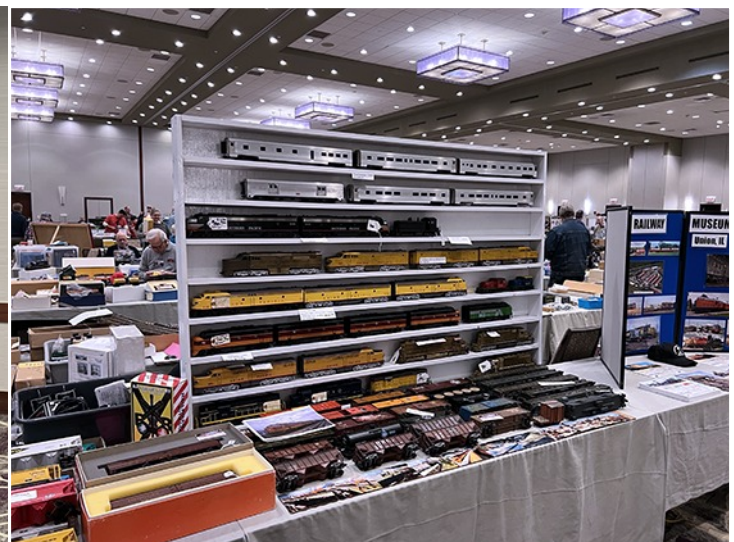
OK, let's do some random show pictures for your enjoyment, then head over to the contest room.



Above: Amy finished setting up on Friday night.
Below: Sarah Griessenboeck's presentation.



Never know what will turn up at shows.





"The Three Amigos" Bill Yancey, Ian Watts and Ross Dando.



The always happy Cathy Wubble at the All Nation Line tables.



Donna and Richard Rands from Berkshire Valley Models.



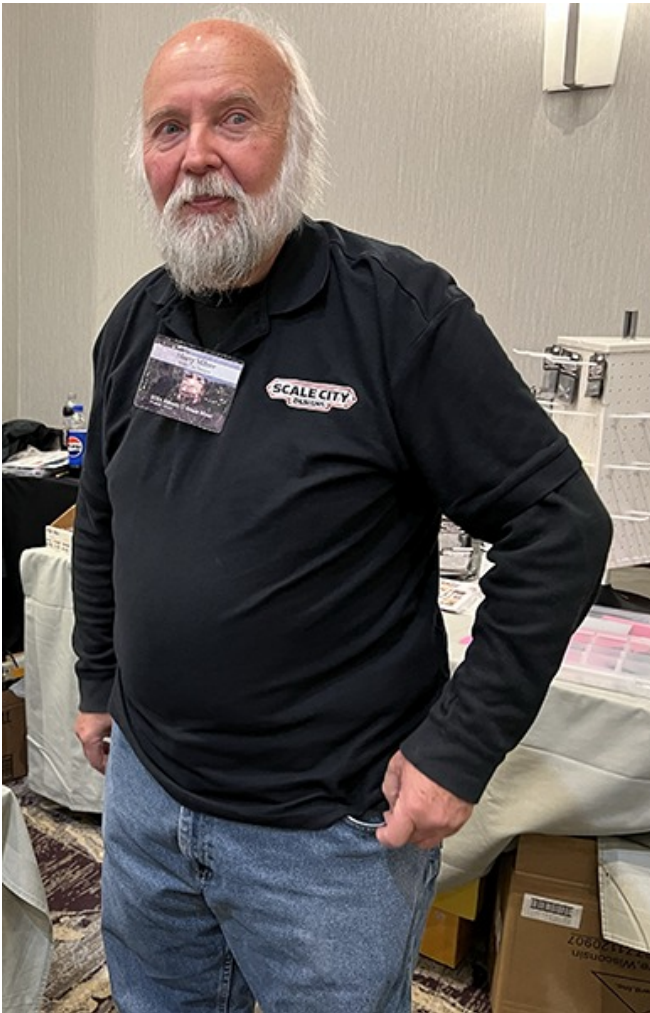
Bruce and Darcy Blackwood on the sales floor.



Jeff Lemke of Jeff Lemke Trains.



Jim Canter and Eric Peterson with David Vaughn back in the top left corner.



The one and only Mr. Marty Milner from Scale City Designs!



Ken Burney trying to explain why he picked that shirt to wear.



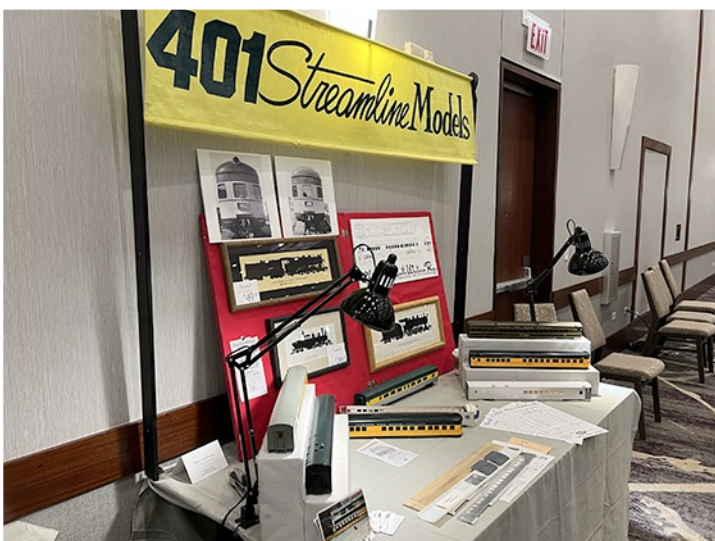
Skyler Shippy stands inside the Detroit Model Railroad Club's fantastic portable layout.



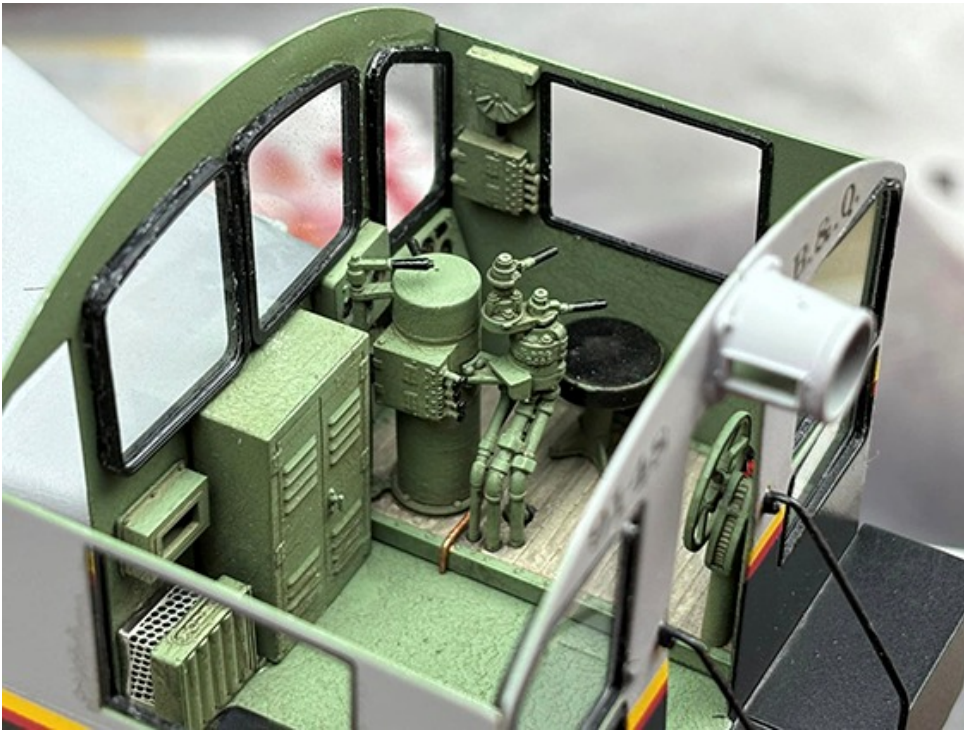
It was great to see Attalee Taylor back in Chicago.



Fantastic Skytop Lounge built from a Walthers kit by James Schultz.

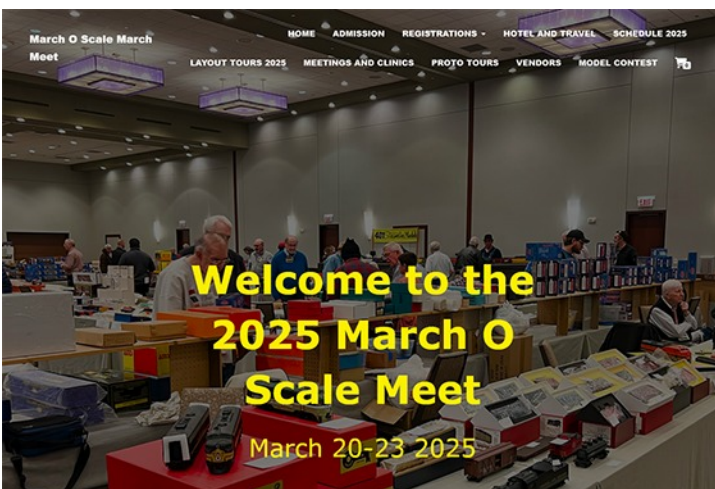


Sunday and we still had a good crowd!



Sarah Griessenboeck's beautifully designed SW1 interior as on display along with her tank car. These items are available from 3D Central Trains.

I don't remember what we were trying not to laugh at... Me and Sarah Griessenböck.



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May, 2024 Set

11016: Louisville & Nashville Set

- TCP-159 Blue
- TCP-160 Gray
- TCP-161 Yellow
- TCP-186 Freight Car Brown- 1944-1960's
- TCP-336 Freight Blue
- TCP-376 Red



June, 2024 Set

10504: Stucco Set, #1

- TCP-414 Matte Stucco- Dark Gray
- TCP-416 Matte Stucco- Dark Tan
- TCP-420 Matte Stucco- Teal Blue
- TCP-422 Matte Stucco- Dark Brown
- TCP-423 Matte Stucco- Rose
- TCP-424 Matte Stucco- Mint Green



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May, 2024

- TCP-5023 Glossy, Sprayable Dark Sand
- TCP-5030 Glossy, Sprayable Yellow-Green
- TCP-5039 Glossy, Sprayable Iron Oxide

June, 2024

- TCP-5027 Glossy, Sprayable Dark Brown
- TCP-5040 Glossy, Sprayable Blue-Green
- TCP-5041 Glossy, Sprayable Metallic Gold

These paints are specifically designed with enhanced adhesion promoters for 3D-printed and cast resin models and parts.



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CONTEST & DISPLAY

We would like to thank all of you who brought contest and display models to the show. We are on again for next year so start or finish your projects. Display models are a great way to share your projects and get ideas for new projects.



James Zwerneman's CGW Caboose 401: First Place Caboose and Viewers' Choice



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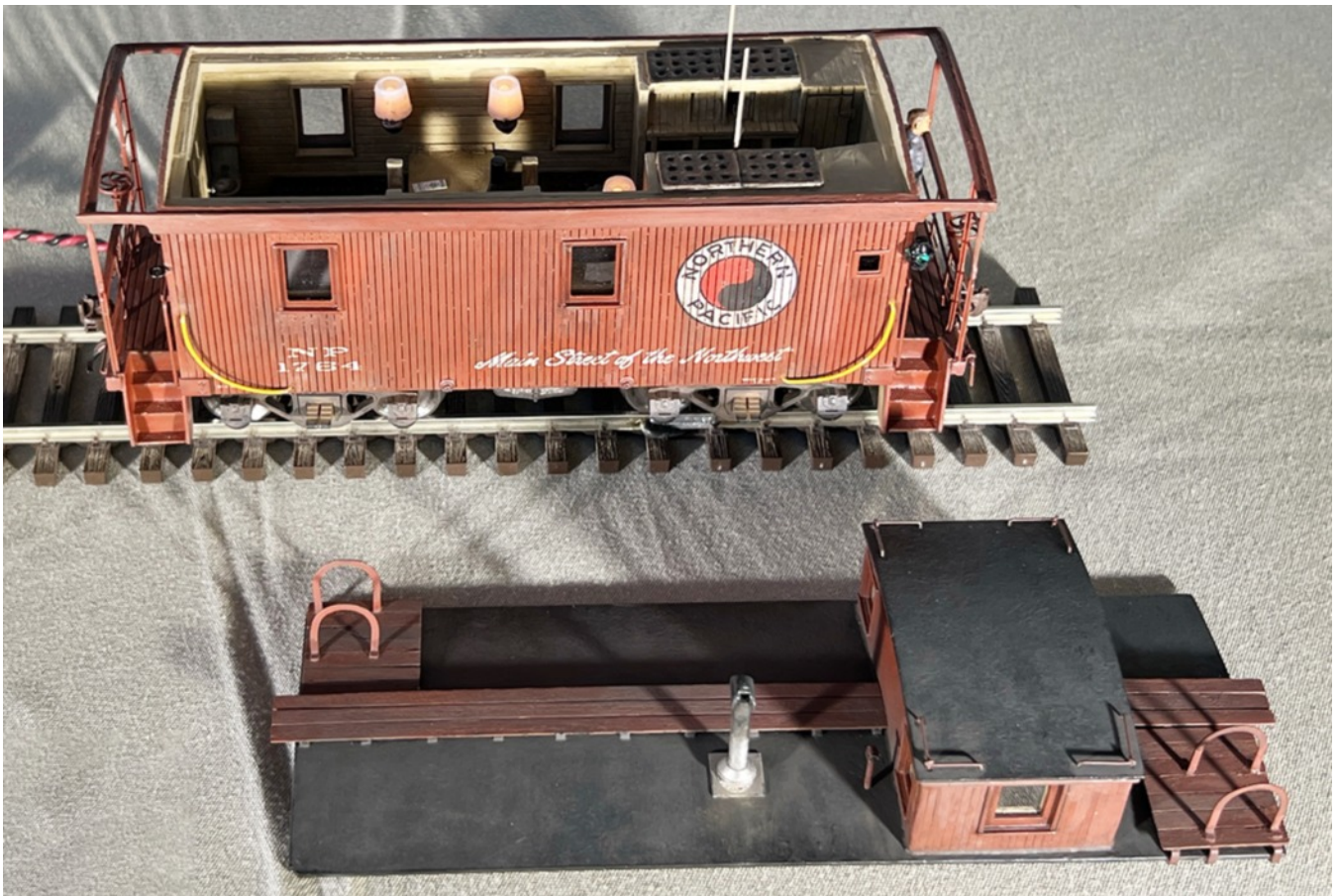


Installation ?

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Rusty Dramm's NP 24' Wood Caboose: Second Place Caboose





Shaydin Anthony's FRV 1701: First Place Diesel



Mike Booth's NP EMD F-7B #6550: Second Place Diesel



Mike Booth's NP EMD F-9A #6702A: Third Place Diesel



James R. Schultz's Milwaukee Peek-A-Boo Gon: First Place Freight Car



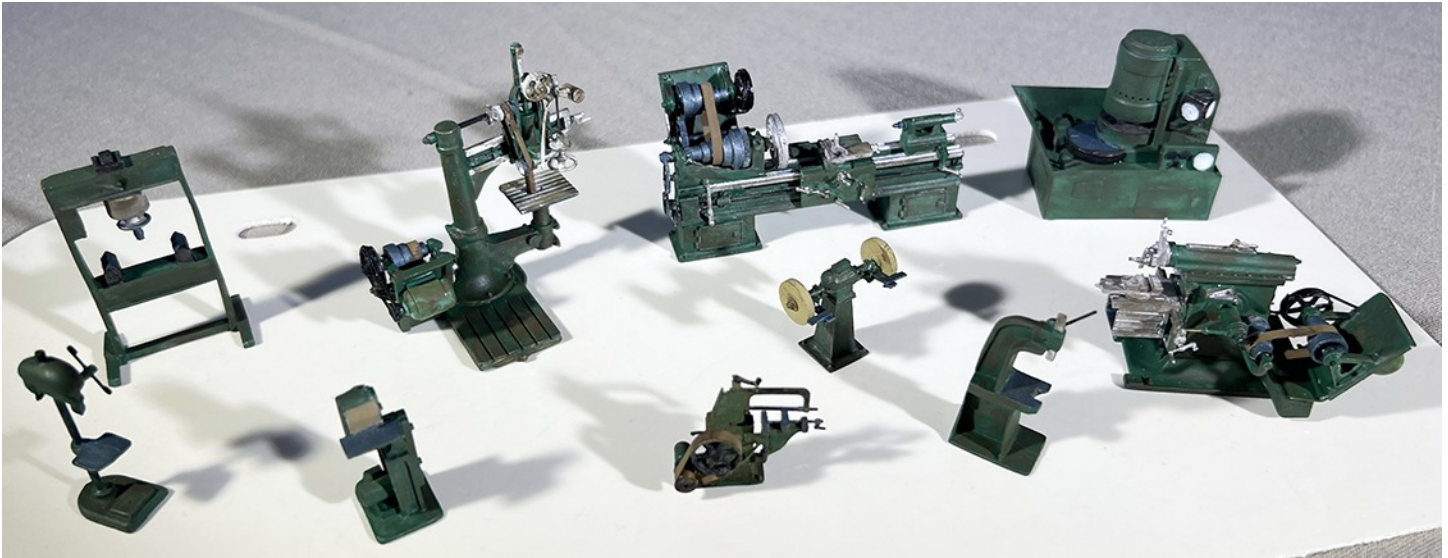
Marc Knoll's REA Reefer REX 6194: Second Place Freight Car



David Schultz's NP Triple Combine 1102: First Place Passenger Car



Tom Dooling's Frisco 1069 Coach: Second Place Passenger Car



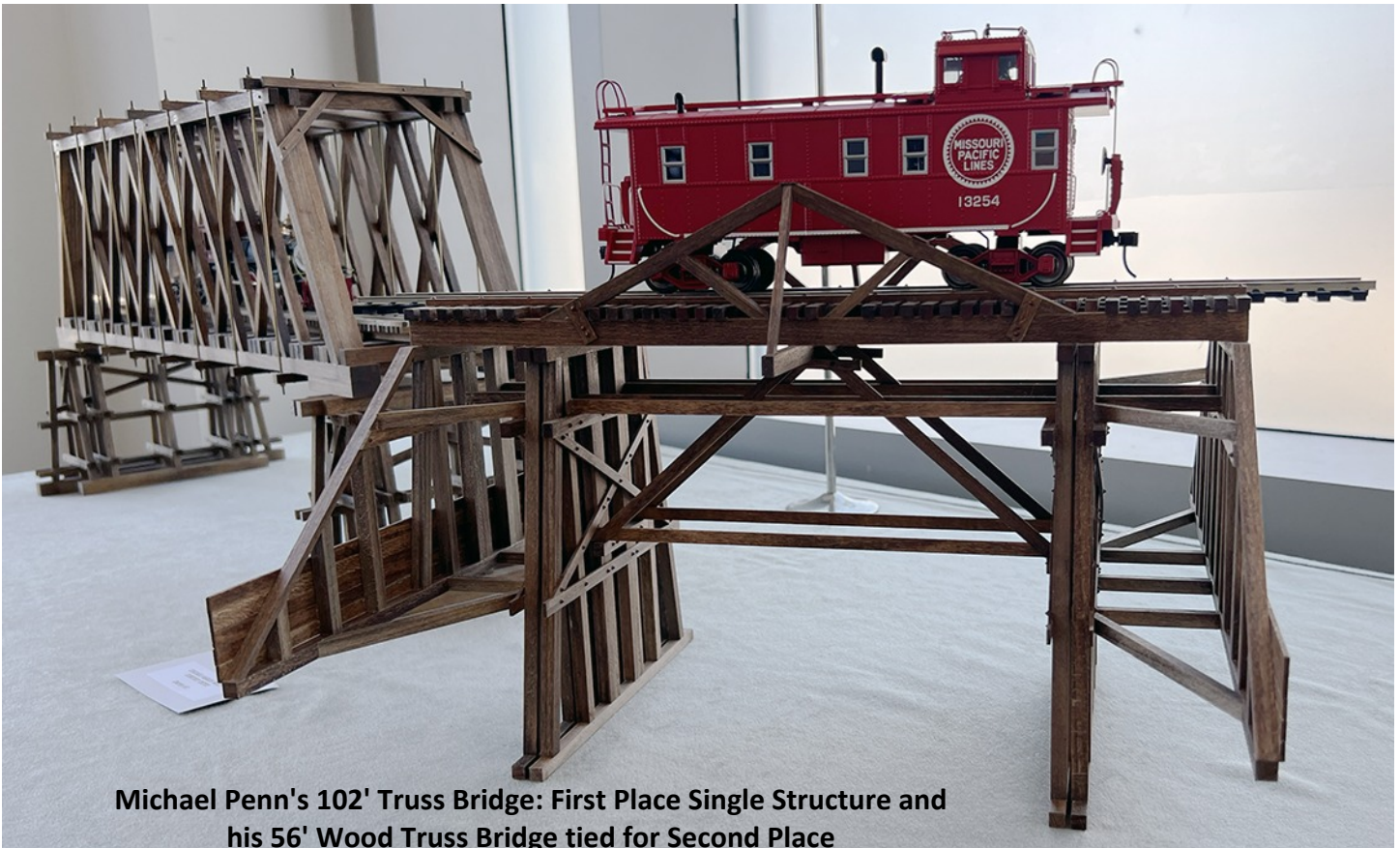
Attalee S. Taylor's Machine Tool Group: First Place Non-Revenue



Marc Knoll's LHR Flanger: Second Place Non-Revenue



Ed Truslow's CMSPP 1236 2-8-0: Only Entry Steam



Michael Penn's 102' Truss Bridge: First Place Single Structure and his 56' Wood Truss Bridge tied for Second Place



Michael Fontana's Ken's Tractor Repair: First Place Display/Diorama



Jim Kehn's NKP 23546 Box Car and D.T. & I. 14520 Box Car: Display Models



Ron Avery's Logging Crane: Display Models



David Schultz's SP&S Mound Hood: Display Models



Rusty Dramm's GN Log Flat with Bunks: Display Models



Left, Rusty Dramm's Elevated Crossing Shanty: Display Models

Below, Dick Donaway's Smiley: Display Models



Harrisburg All O Scale Meet April 6th, 2024

By Al Judy



The 3rd Annual Harrisburg All O Scale meet was held on April 6, 2024 in Harrisburg, PA. The show featured 65 vendor tables of all gauges of 1:48 scale modeling. 2 rail O scale, Proto 48, O scale traction and all of the O scale narrow gauges including On3, On30, On2 and On18. Clinics on figure and detail painting were offered throughout the event by Art Bloomer, while all of the 3D printing questions were answered by Les Davis.





Left to Right: George Serra, Brian Clauto, Andrew Clauto, Al Judy, Sam Pennise, Michael Clauto (rear), Art Bloomer, Aaron Loyet.

Claimed to be the "Best trains show food in North America", the wide assortment of homemade smoked meats and traditional sides are always a hit at the show. The aroma of homemade apple dumplings baking during the show is a constant reminder that the food counter is open. Another unique feature of the Harrisburg meet is the "Red Shirt" crew. These gentlemen, who are all modelers as well, assist the vendors in and out of the venue with their products and wares and are available to help anyone in need throughout the day.

Looking forward to 2025, the decision has been made to move the date of the show from early April to mid-September. This change is being implemented in order to spread out some of the O Scale meet dates in the mid-Atlantic region as well as nationally. Watch the event's Facebook page "Harrisburg All O Scale Meet" for updates and more information.

We wish to thank our vendors and attendees for supporting us over the past 3 years and we hope to see you all again on September 20, 2025 for the 4th annual Harrisburg All O Scale Meet. Until then... keep on modeling!



[Check their Facebook page for more pictures and updates.](#)

Strasburg O Scale 2-Rail Train Show April 13th, 2024

By Dan Dawdy



After our trip to Toronto and the surrounding area, we headed down to the Strasburg O Scale 2-Rail Train Show. A great show, but we all miss John Dunn. Some of his collection was available, along with many other items and things you just don't see at larger shows. We can't travel out there as much as we would like, but if you have never gone, it's worth the trip. What follows are a few things that caught my eye.



Move out the fire trucks and bring in the trains!



If you need Weaver parts and more, Bob and Karen Lavezzi have them.



Lots of hoppers!



Random stuff at all price ranges!



Allegheny Scale Models had some good buys.



Cheryl McGarry and Karen Lavezzi



Some of John Dunn's buildings.



More vendors and buyers in the engine bay.



I may have brought home a few items... a Weaver VO1000 to go with one I have and a Yoder tank car from the John Dunn collection.



This was one from the John Dunn collection, and I know it went to very good home.

Along the Railroad

A North American Rail Journey
1958 - 1978



Howard Serig
with
Kent Loudon

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

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

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Smith Logging: A Tribute to a Good Friend and an Ode to My Mentor, Ben Brown

By Serge Y. Lebel



Delos "Ben" Brown, 1938 - 2015 (Don Smith photo collection)



A Southbound local CN freight enters the siding at Jaypee to drop off a couple of bulkhead flats destined for Smith Logging spur...

I fell into the O scale sauce by accident. For over 22 years, I was a dedicated N scaler, and changing scales never crossed my mind. But on a fateful evening in 2009, I was shopping on-line for "custom weathered N scale cars" when one of the most beautiful weathered hopper cars appeared. Being the impulsive and overly excited person that I am, I immediately bid on it... then I read the description. Well, as it turned out, the car was actually an O scale car. If I would have taken the time to enlarge the thumbnail images, I would have noticed that right away, and not bid. That would have been the biggest mistake of my life!

Call this fate, call it my destiny, but my bid was the highest so I ended up purchasing it. At first I thought I would just put it in my studio on display... I mean, this was one of the most beautiful weathering jobs I had ever seen! But when I received the car, I was hooked! I never knew O scale 2-rail could be this beautiful. It was then and there that I decided I was done with N scale, and would build an O scale 2-rail layout.

Not knowing anything about O scale modeling, and not having any O scaler friends, I decided to reach out to the person who sold me the car. The creator of such works of art is a gentleman by the name of Don Smith. So I introduced myself to Don and told him I was very new to O scale and might need a few pointers. Don was very open and willing to help me get on my feet. Through our numerous email conversations, we discovered that we both had some common interests in scratchbuilding and customizing. Our friendship grew over the following months, and I found myself doing custom etched brass parts and laser cut items for projects that Don wanted to realize.

In exchange, Don custom weathered more cars for me, on top of all the "Industrial Models custom weathered cars" I could find and purchase on-line. And so was born the very first version of my O scale layouts.

When I decided to move to O scale, I also made a commitment to get more out of my hobby by going back to the source of model railroading and scratchbuild everything I possibly could instead of buying commercial offerings. I have always been a big reader of very old issues of *Model Railroader* magazine, and I always loved reading how back in the depression era, modelers would use materials like the tin from coffee cans, or the wood from food crates, to create their model railroads. At that point, I think I was heading down too deep in a rabbit hole that Don was not as familiar, or comfortable with (or perhaps he was getting tired of all my questions!), so he introduced me to his good friend Delos Brown. Delos, or "Ben" as everyone called him, was among the more seasoned crowd of O scalers, and had seen his share of scratchbuilding and writing articles in his life. Don must have sold me in a very positive light when he talked to Ben, because Ben agreed to take me under his wing and teach me the ropes in the art of model railroading. Had it not been for Ben, I would have given up on O scale, seeing how little products are offered and the staggering amount of scratchbuilding I was going to have to do to build the layout I had in mind. But Ben taught me not only to be a good modeler, but also to be a patient one! Ben was more than a friend, he was like a father to me. He would often take the time to listen to my personal issues and always guided me in the right path. His faith in God was very strong, and his compassion and empathy for others made him the type of person that I will admire for the rest of my life.

A joint project...

Ben and Don had been friends for a long time when I met them. In 2015, Ben had sold his house, moved into a new one, and was starting a new layout. On his layout, Ben decided to pay tribute to his dear friend Don Smith by creating a small scene where there would be a logging truck being unloaded. He wanted to have this truck lettered for "Smith Logging". Ben knew I had the means to create custom decals, so he reached out to me with this request. I gladly accepted the task and made the decals for him. A few weeks later, Ben sent me a photo of the lettered logging truck and told me he was going to prepare the scene on his layout. He asked me to keep this a secret from Don until he was ready to surprise him with some photos of the finished scene.



This is the logging truck Ben made for his tribute scene on his layout... (Ben Brown photo)

About a week later, I got an email from Don... telling me that Ben had passed away. My heart just dropped to my feet. To this day, I still get emotional when talking about Ben's passing. I lost my mentor, my life coach and above all, my dearest friend. It was at that time that I realized Don would never know about the tribute his dear friend was planning for him.

Picking up the torch...

If you look around on my layout, you will see many small tributes to my friend Ben. There is Delos yard for staging, Brown Manufacturing, and a VIA Rail parlor car named Delos Brown. Still, I just could not heal from knowing how Ben's tribute to Don was never going to become a reality. So I decided to pick up where Ben left off and give this idea of his a breath of life on my own layout. Because my layout was not yet advanced enough to get to the point of scenery and details, it took me years, but I finally created Smith Logging, and even gave it a spur track so it would be part of my operations. This is actually the very first scene on my entire layout to be fully completed!

The photos below show the scene, at Jaypee on my O scale CN Sanmore Subdivision layout. I will spare you all the construction details, these will be outlined in one of my Youtube video episodes. Needless to say everything is scratchbuilt: from the office trailer, to the handlaid tracks, to the truck trailer... Even the log car! All of this is attributed to Ben motivating me to never compromise and scratchbuild anything and everything needed to create my little world. I wish I had the logging truck that Ben made for Don's tribute as part of this scene, but unfortunately, I had no contacts that could make this happen. But since I model more modern times, I took a Kenworth truck and lettered it for Smith Logging, as well as a sign on the office trailer. This area, on my layout, is located deep in the woods of the Wanawaga Ridge, on the way to Taganish.



I wish to dedicate this scene to my good friend Don Smith. Don remains a positive light in my modeling journey and I admire his work above anyone else's. I also wish to dedicate this article to you, Ben, my dear friend. You were always a big advocate for the written word, sharing your knowledge with your fellow modelers through the numerous articles you published. Little did you know that through your teaching, you planted that seed in my soul, and I will keep on trying to perpetuate your work to the best of my abilities. Thank you for the inspiration my dear friend!



Modeling a CB&Q Budd Pre-War Chair Car

Part I

By Santiago Pineda



The Q received a second order of the pre-war Budd chair cars in 1940. From a distance, they were recognizable due to the unique truck skirts/covers.

After a ten year endeavor, I feel I'm on the home-stretch of my efforts in modeling The Exposition Flyer. Yet for a while now, I've been wanting to model a distinctive pre-war Budd chair car in their attractive phase II iteration. These cars were seen on the Expo, in singles or paired, from 1940 onwards (phase I since 1939) as well as on several regional trains like the Missouri Flyer and the General Pershing Zephyr.

In this two-part article, I'll depict the process of modeling such a car starting from a Pecos River Brass AT&SF El Capitan 52-seat

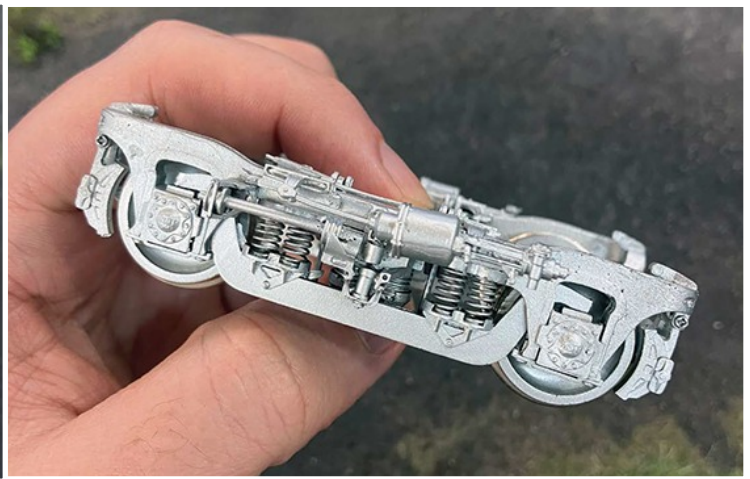
chair car, which was virtually identical. Specifically, part one will deal with modeling the appropriate trucks and upgrading the detailing on the car's frame.



As imported, the PRB car was exceptional. The finely etched brass body, and the nickel silver finish made for a museum quality piece. The GSC 41-N-11 passenger trucks are correct for AT&SF cars, but not for the pursued CB&Q car.



The passenger trucks made for the Rock Island Rocket trains were a suitable starting point for the CB&Q GSC trucks.



The PRB trucks were outstanding. Nonetheless, they were not appropriate for the intended car, and they did not feature ball bearing journals.

The PRB import came with the AT&SF-correct GSC 41-N-11 passenger trucks. But, these were swiftly swapped with a pair of 3rd Rail commonwealth, four-wheeled trucks first made for the Rock Island Rocket project. Two factors influenced my decision here. First, while the Rocket trucks were not as detailed as the PRB ones, they were much closer to the prototype, and they rolled significantly better since they were equipped with ball bearings; a highly desirable feature for heavy brass models. Second, most of the truck sides would be hidden behind the truck covers anyway.

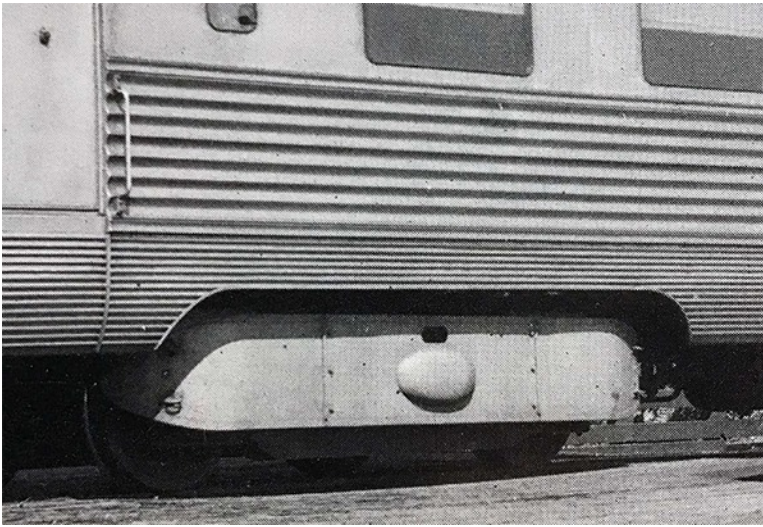
Before any upgrades or modifications were done to the trucks, and to avoid any headaches down the line, I made sure the car rode at the correct height. To achieve this, I flipped the truck bolsters upside down and installed three, 1.5 mm thick, styrene pieces. Later, I got rid of the twin cylinders and the brake shoes to better depict the prototype. Once these modifications were performed, I was able to move on to drawing the truck covers.



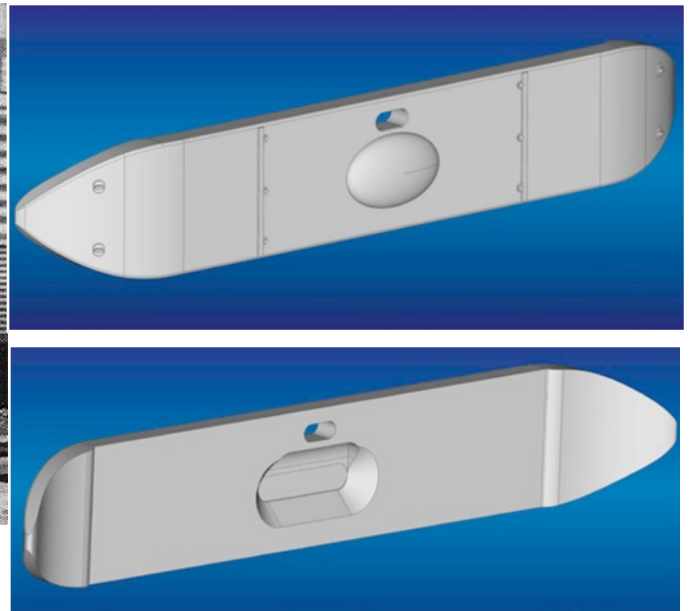
The trucks installed. Minor modifications to the trucks bolsters were made so the car would run at the proper height.



After sawing off the unnecessary cylinders and brake shoes, the trucks were ready for measurements for the truck cover drawings.



A close-up of the truck cover prototype. The vertical stripes with the trio of screws were hinges that allowed the sides to swing open for maintenance.



The covers were drawn using FreeCAD. Note how the ellipsoid provides room for the leaf springs, just like on the prototype.

The trucks were drawn on FreeCAD following the truck and car measurements. The ellipsoid on the prototype provided room for the truck spring leaves. The 3D drawing also featured an opening to accommodate the spring leaves just behind the ellipsoid. As on the real car, the openings help the covers come much closer to the truck side frames. Once happy with the prints, I glued them to the truck side frames permanently. Two-part epoxy glue was sufficient to secure the parts.

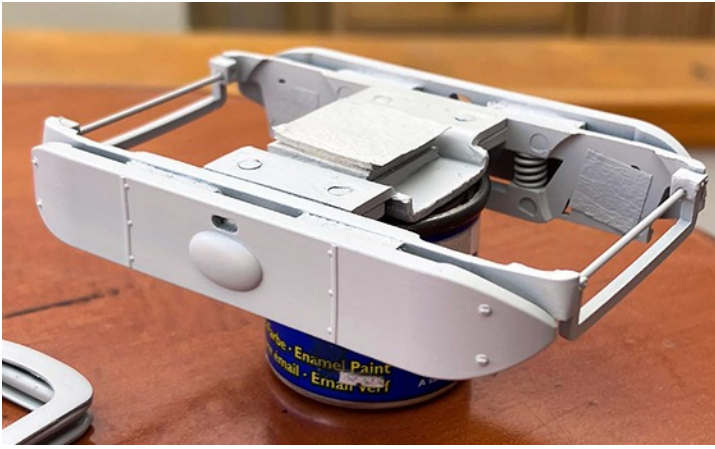
Next, I primed the parts and allowed the primer to dry for a couple of days. Once ready, the parts were painted using Tamiya's Flat Aluminum XF-16. The same process was used for the wheel faces. All parts were clear coated with Microscale Micro Flat. Truck reassembly was straightforward. A drop of light oil was added on the bearings for added smoothness.



The 3D printed covers after post-processing. The parts were printed with an Elegoo Mars 9K at a layer height of 19 μ m.



The trucks were glued to the truck sides using two-part epoxy.



The primed trucks revealed the real printed finish.



Once painted and coated, the trucks were ready for reassembly. Note the ball bearings next to the washers.

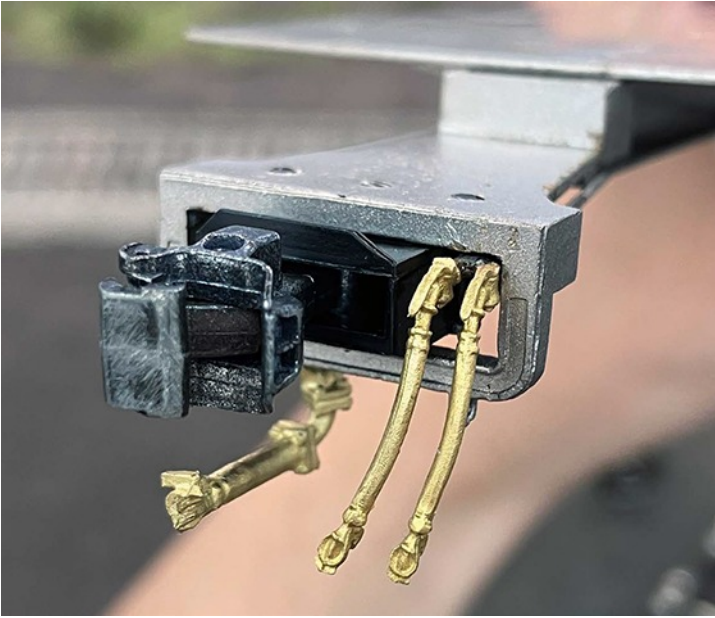


The wheels prior to reassembly. All wheel faces were given the same treatment as the trucks.

Turning my attention to the car's frame, I made a couple of upgrades. First, I removed the incorrect Barco steam line and added PSC lightweight ones (part #40462). Next, I added Des Plaines Hobbies brass air hoses (part #OSA1014). For reliable operation, a pair of Kadee #745s were installed. Lastly, I added a simulated belt to the generator drive. To do this, I cut, formed and glued a thin copper strip. The strip was visible from the sides, adding to the car's detailing yet not interfering in any way with its operation.



Once put together, the trucks took new dimension. The screws that fasten the truck sides to the bolsters were filed flush for a cleaner appearance.

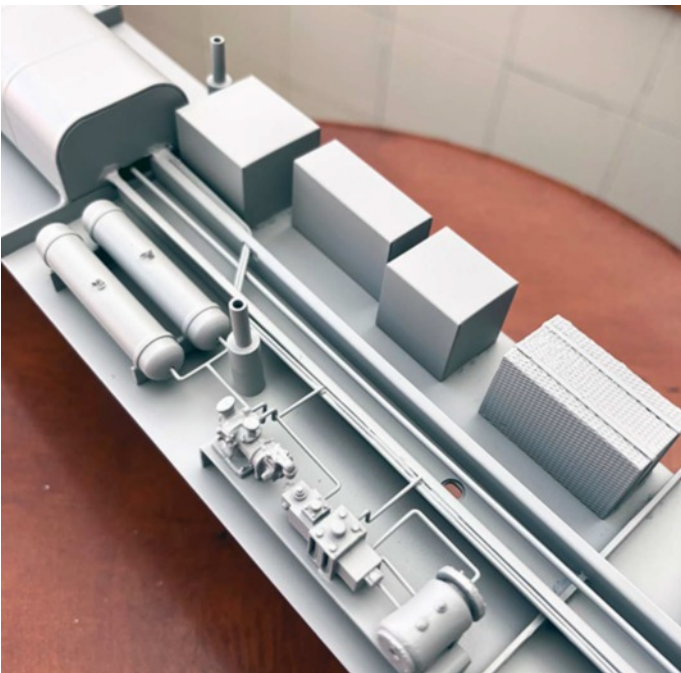


Appropriate new steam and airlines in place.

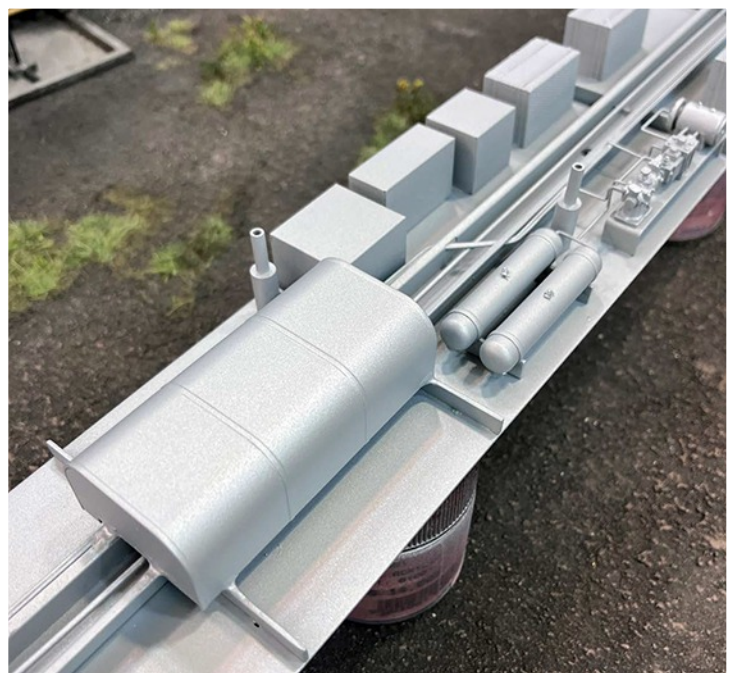


The entire under frame was then primed, painted and coated in the same fashion. And, the trucks were finally mounted. With everything in place, the car started to take shape. I test ran the frame for a while just to be sure there were no issues. The car performed fantastically, and the truck covers already made for a unique sight.

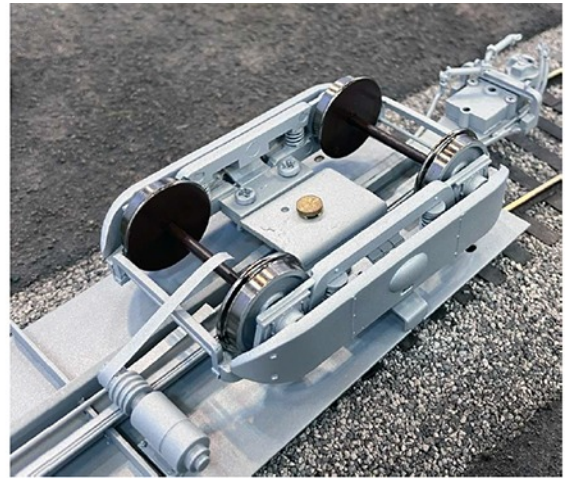
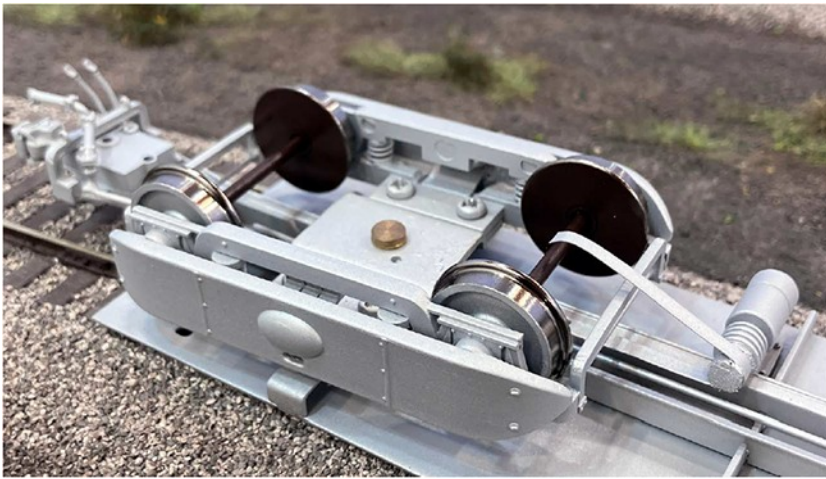
In part two, I'll go through how I modeled the required body details to finish the project.



The primed undercarriage. No paint stripping was necessary.



The finished undercarriage with the with the new dull aluminum finish.

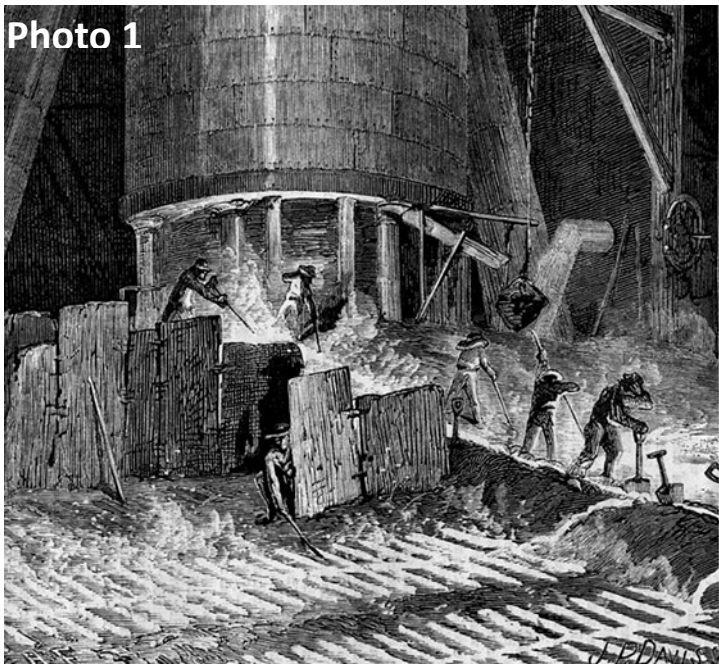


*Above: Several views of the finished trucks and the added generator belt.
Below: The finished frame with the new trucks after being track-tested.*



A Scrap Metal Yard for the ME Ry

By George Paxton



The Pittsburgh area near where our Mountain Electric layout is located was famous for its iron and steel industry. The industry developed there due to the initial availability of iron ore, limestone and coal; the basic ingredients needed to produce iron which was later converted to steel by careful adjustment of the carbon content in a second process. River and rail transport combined to make sure the industry stayed put and was profitable until near recent times.

Eventually, due to the mills cranking out lots of iron and steel, and the propensity of the citizenry to toss out everything that was old and/or broken, we began to accumulate a lot of scrap metal. Initially, I suspect, scrap metal was just thrown into dumps everywhere like all other waste. A few enterprising sorts worked out that such scrap metal could be recycled for a profit and the scrap metal industry was born.

Steel at first was made just from iron. The iron output of a blast furnace was poured into sand beds on the ground near the furnace and it solidified as “pigs” which were log shaped. **Photo 1** is an artist’s somewhat dramatic interpretation of the fun job of steering molten 2000-degree iron along the sand channels and into the pig molds. **Photo 2** shows why this is called pig iron. The “sow” is the runner that feeds the “pigs”. Here laborers are forming the pigs and the sow in the sand bed into which the iron will be poured. And **Photo 3** shows a large pig bed ready for a molten iron pour. The round ended tools, like flattened shovels, were used to divert the molten iron into each sow so the pigs in that row could be fully filled. When cooled the pigs were broken from the sprues, gathered, and sent on to customers or for further processing into steel. **Photo 4** shows piles of pigs at an old blast furnace ready to load into railroad cars for shipment to another mill probably for conversion into steel. And, **Photo 5** shows gons loaded with pigs at the mill in Donora, Pennsylvania. These pigs would be destined for conversion to steel in the open-hearth furnaces indicated by the long row of stack in the building behind the Pennsy and Donora Southern rail tracks in the foreground. This mill was located about 6 miles from where I grew up.

Photo 4

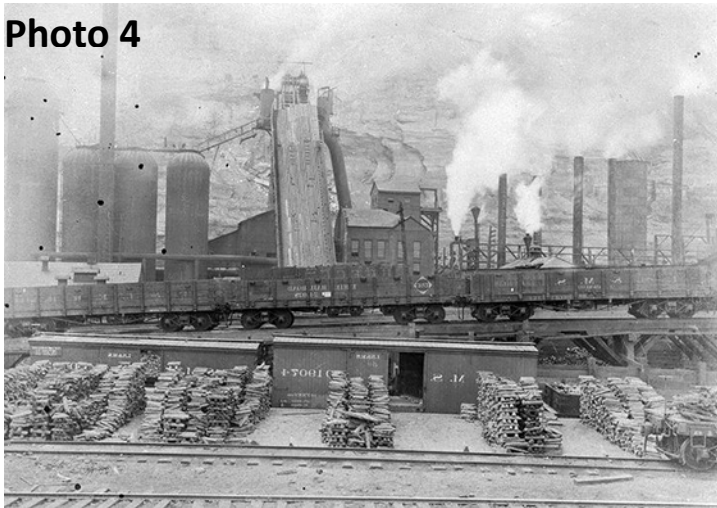
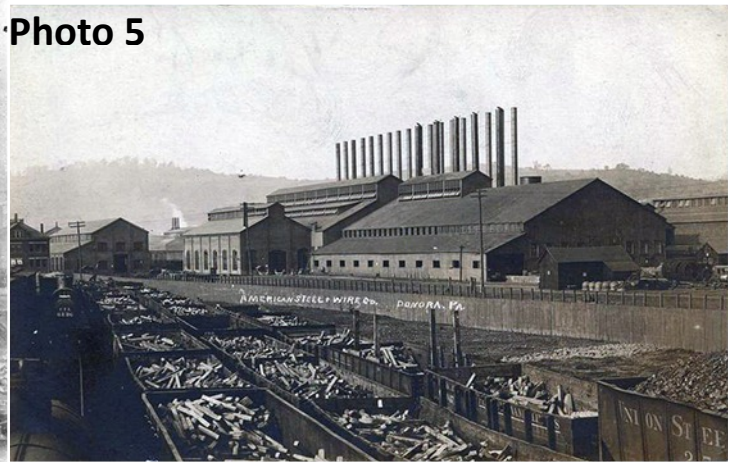


Photo 5



This process was costly and wasteful as when the pigs arrived at the follow-on mill, the iron had to be reheated to liquid form again which required almost as much fuel as did the original iron making process. Eventually iron was moved short distances between the blast furnace and the follow-on furnace, to a mill close-by. It was loaded into special bottle shaped rail cars, nicknamed torpedoes, at the blast furnace; and transported in molten form to the open hearth, or converter, where it was poured in and turned into steel. **Photo 6** shows a bottle car used to move the molten iron from the blast furnace to the steel making furnace. When the iron and steel making processes were co-located, the iron could be poured into crane buckets and transferred straight to the steel making furnace without much loss of heat. **Photo 7** shows the iron being poured from the crane bucket into a steel making converter. In **Photo 8** the piles of loose material on the floor, in front of open-hearth furnaces, were added to the molten mix as required to adjust the chemistry depending on the alloy of steel that was desired. As you can see in the good ol' days some laborers with shovels did this. Steel is even hotter than iron when molten, so that would have been another fun task.

Photo 6



In time, scrap steel was also dumped into the steel making furnace with the molten iron and remelted when making steel.

And in these modern times, there are many firms that use only scrap steel and re-melt it, mostly in electric furnaces, and turn it back into useful products such as common building steel shapes like channels, angles, concrete reinforcing rods, etc. These are relatively clean and green industries that make no serious noise and do not belch heaps of smoke and fire commonly associated with iron and steel production.

Photo 9 shows downtown Pittsburgh, apparently, from the rail car construction, well after 1900. The pollution resulting from early iron and steel production is quite visible. One early nick-name for Pittsburgh was “hell with the lid off”.

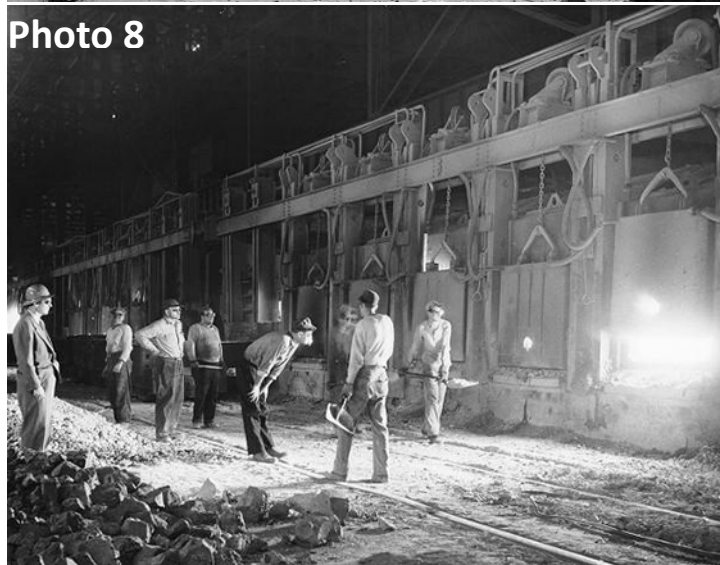


Photo 9

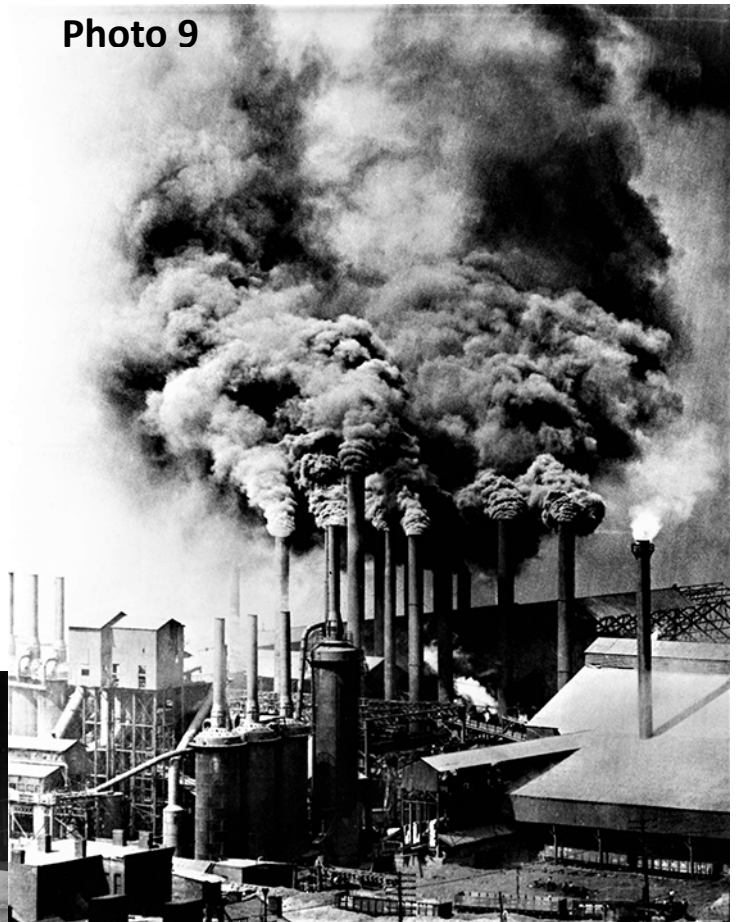


Photo 10 is of a large modern full-service re-melt facility that makes sheet, rod and bar products all from scrap steel. This is Charter Steel in Saukville, WIS. This neat, tidy, and modern looking plant could just as well have been making medicine or furniture. We have come a long way in 100 years it would appear.

All these mills, old and new, large and small, had, and still have, a very large appetite for scrap metal.

We had quite a few scrap metal businesses in the area where the Mountain Electric is based when I was growing up. There were really big operators located along the Monongahela River that could load scrap into barges and rail cars for the steel mills. **Photo 11** shows a lull in a riverside scrap operation. In this case, I think this shows where scrap is unloaded from barges into old rail gons for transport to a mill furnace. This photo is probably the scrap unloading area of the Pittsburgh-Wheeling Steel Company along the Monongahela River at Monessen. Most scrap was sent to steel mills by rail in the Pittsburgh area, I believe, but some did move via barge.

Photo 10

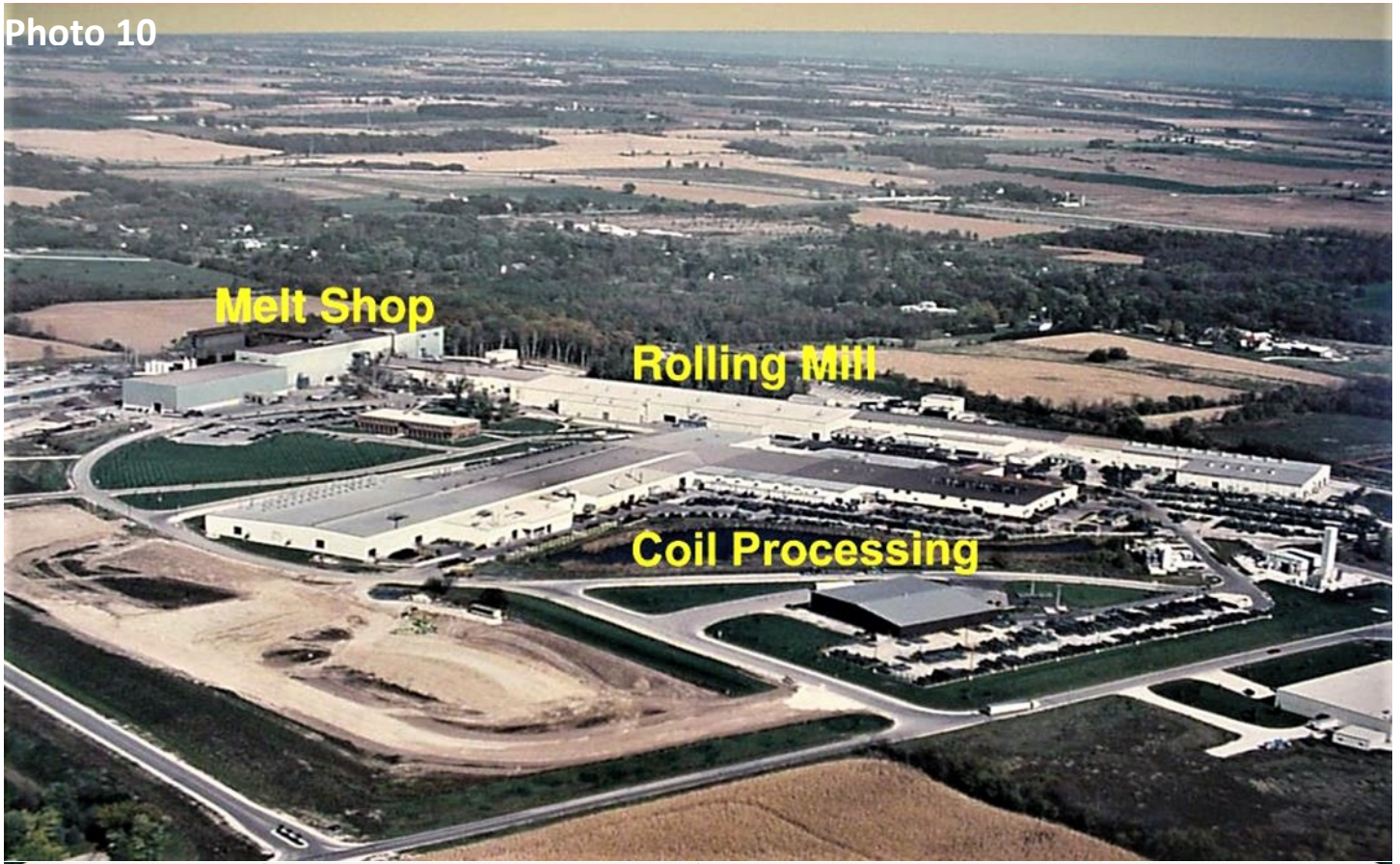


Photo 11



Many of the big firms collected scrap from many smaller scrap companies as well as making major purchases of scrap. Big firms bought old factories, coal mines, whole abandoned mining towns, abandoned railroads, rail locos and cars, bridges, decommissioned ships, etc. I remember seeing row after row of Pennsy steam engines awaiting their date with the cutting torch at one big scrap firm along the river. Almost made me cry.

One reason scrap was big business in many areas was that the scrap only needed to move a few miles to the closest steel mill to be sold. Transportation costs were near nothing for such a short haul. Major steel making centers, in addition to the Pittsburgh area, included Cleveland and much of northeastern Ohio; Chicago area; northeast Pennsylvania; Baltimore, Maryland; Pueblo, Colorado; Birmingham, Alabama; Los Angeles and Pittsburg, California; Ogden, Utah; etc. I recall an electric steel re-melt facility in Georgetown, South Carolina. It was never far to the closest steel making facility that needed a steady supply of scrap metal.

But scrap yards were also all over the country in general, and a scrap business would be at home almost anywhere. There were small firms in most towns. Some on railroads and some not. These small operators collected scrap in small quantities from domestic and business sources and dispatched it toward the furnaces. Some just specialized in collecting old automobiles, removing saleable used parts, and turning the remainder of the hulks into scrap metal. Old cars and some other scrap items were usually burned to eliminate the wood, fabric, plastic, and other undesirable non-metallic materials. This made some serious smoke and smells believe me.

Photo 12



Firms that were not rail served just loaded their scrap in trucks and hauled it to a larger dealer. See **Photo 12** where this is obviously occurring. I love this photo. Not sure what third world country this is. Well, I hope it's not the US or Australia. It would indicate that truck loading rules are not very strict where ever it is. Notice how the truck is loaded and what would not fit in the truck is just hanging from the side and back. Notice also one side has dual wheels and the other just a single. I have lived in various places in the world where this sort of thing would not be unusual.

Scrap was sorted at scrap yards into carbon steel, stainless steel, copper, lead, etc., because sorted scrap brought a premium price when sold as “clean”. The collected steel scrap was trucked to the larger scrap firms or loaded into rail cars and forwarded to steel mills. Copper, lead and other metals went elsewhere.

Sometimes the rail cars used for scrap transportation were also purchased as scrap from railroads by the larger scrap firms. Gons and hoppers were used as is. Box cars had their roof cut off so they could be loaded by crane. A few rudimentary repairs were made to such cars, just sufficient to make them marginally roadworthy and acceptable for one last, and usually short, trip. They were loaded with scrap to a reasonable capacity considering their age and condition, and the cars were sold along with the contents as scrap to steel mills.

I don't think buying whole railroad cars was attractive to some steel mills as many wanted the scrap already cut to size and ready for the furnace. Some mills in the Chicago area particularly did operate their own scrap businesses and bought major items and cut them up themselves.



Photo 13

Smaller scrap firms just ordered empty general service gons from their servicing railroad to move their scrap to the steel mills. Photo 13 shows such Pennsy gons delivering scrap to a steel mill and being unloaded for the open-hearth furnaces behind the scrap pile.



Photo 14

Many railroads purchased new gons periodically and put them into service moving high revenue freight such as manufactured goods, machinery, pipe, structural steel, etc. Eventually they might be downgraded and used for coal, gravel and other dirtier bulk loads. Near the end of their useful life, they often became gons for scrap steel loading. By then they often had holes in their sides, little paint, lots of rust showing, and often a serious sag from years of hard work. Photo 14 is of a scrap gon, I assume now used within the confines of a steel mill due to the ingot molds stacked behind it. This poor gon looks like it has been ridden hard, put away wet and already had its last rites. With the “MSW” lettering it would appear to be from the Monessen Southwestern which was a common carrier, but owned by and servicing the Pittsburgh-Wheeling Steel Company at Monessen, Pennsylvania. The gon was probably not much better when it arrived at the mill as scrap, but it was good enough to be put to work for a while before being cut up.

Photo 15

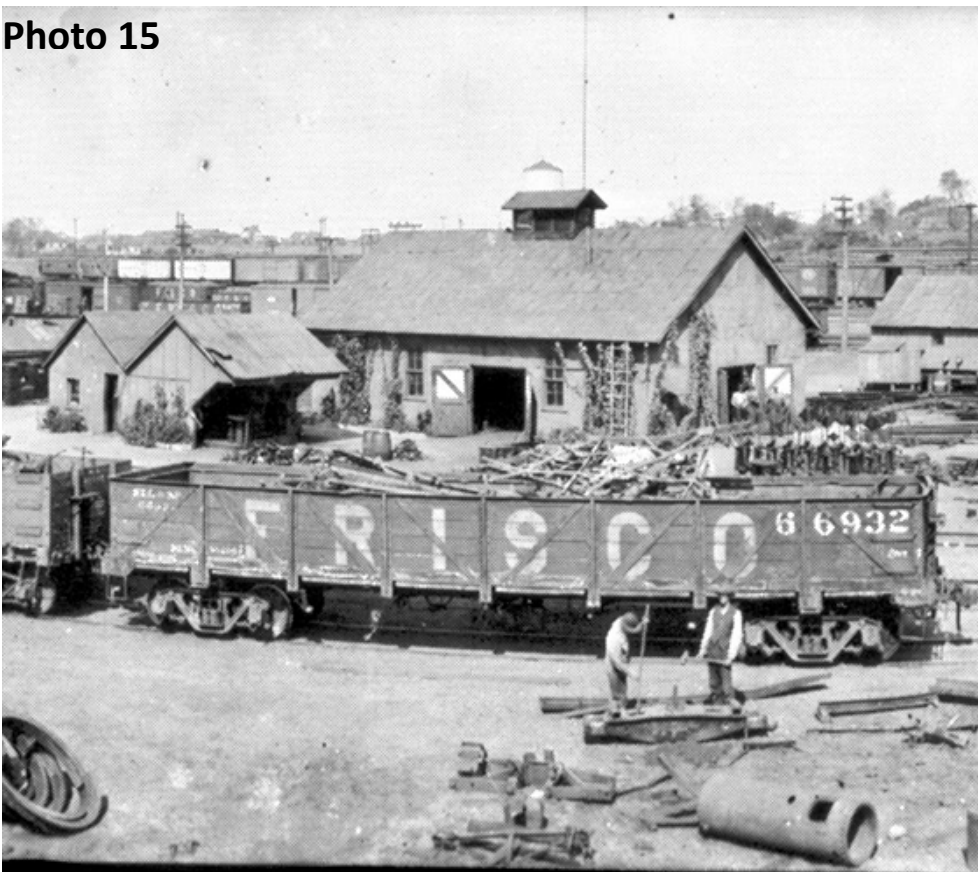


Photo 15 is interesting as well. Here an aged Frisco gon is in being loaded with railroad scrap. The two fellows with bar and sledge are a nice touch. Usually, scrap was broken up using an oxy torch. Maybe these two had done something to make the shop foreman angry and this is their punishment. Breaking up that truck bolster with sledge hammer and crow bar would not be a fun task.

Photo 16 is a gon modeled by Gabriel Martinez from a stock-standard Atlas car. Photo by Gabriel and used with his permission. This is an excellent example of a well-done scrap gon in service. Gabriel’s track-in-the-weeds modelling is also very nice.

Photo 16



But, the Pennsy had some gons built specially for scrap service as scrap was a such a major freight commodity for them. These Pennsy gons were built with steel slats above their sides much like coke cars to increase capacity. **Photo 17** is of a model of such a gon, class G-24 on the Pennsy. I don't think they lasted long in this as-built configuration as most prototype photos of the G-24 class cars show them without the slats.

Scrap was usually loaded by cranes with a magnet or claw into rail cars. In today's modern world some scrap is pressed into bales before loading for shipment. This avoids the shipper paying for shipping air, I guess.

Photo 16



I thought such a scrap business would be good for ME Ry revenue and set out to add one to our customer base. And, of course, it is a particularly appropriate fit for my layout as it was a very common industry in the area I model.

One problem with scrap yards is that many used quite a bit of real estate. I remember large firms that extended for miles along the river when I was young. One in Monongahela had its own switch engine to shift rail cars around several miles of track within the yard. From its condition, this little four-wheel internal combustion machine may have also been a scrap purchase. But, as it was still marginally operable, it was put to work for a while instead of immediately being put to the torch. One scrap yard, at either Northwestern Steel or Midwest Steel as I recall, out near Chicago, used many steam engines in their scrap yard in the late 50s and early 60s. These had been purchased as scrap but were put to work for a while as switch engines before eventually meeting their destiny and the torch.

Some of the yards had self-propelled cranes which were capable of switching cars around, as well as, moving to and from loading positions. Small yards had cranes on tires or tracks. And some yards even had fixed pedestal cranes. The little backyard operators just tossed scrap into trucks by hand. There could have been some front loaders used as well, I guess. **Photo 18** shows a home-built truck rig loading a P&LE gon somewhere along its tracks. This photo is from the Barringer Collection.

Photo 18



At big yards, the scrap could linger in piles for considerable time. At smaller yards, due to limited real estate, the scrap tended to come and go quite quickly.

For us modelers, real estate, i.e., layout space, is a valuable commodity and must be used effectively I know. But, with a bit of care, we should be able to spare enough space for a reasonably sized scrap yard. One good thing about a scrap yard is that it can be made to fit most any odd shaped area that might not otherwise be usable for more wall-defined lineside industries. So, you might consider a scrap business for any such awkward area on your layout.

One reason some scrap yards were as large as they were was that scrap was a commodity that had a fluctuating price. When the mills were busy and steel demand was high, the mills were hungry for scrap and the price paid for it was high. When economic activity slowed, the mills were not as keen to buy and offered less for the scrap. The larger scrap firms played the market and had sufficient financial resources, and real estate, to hold back scrap until the price improved. I recall sometimes seeing mountains of scrap at the large yards located along the river. At other times, the scrap in storage was quite limited. The small backyard sort of operator had limited land for storage, limited financial backing, and probably had to sell regularly without regard to the price he could get for his scrap.

Scrap Yard Facilities

A typical small rail-served scrap yard consisted of access for arriving trucks, a siding for rail cars, an office, scales, maybe storage sheds, sorting area, and piles and piles of scrap to be sorted and re-sorted. The most prominent feature in a scrap yard was of course the many scrap piles. Modeler's license allows us to compress all this quite a bit. I reckon we only need a road and track passing through a fence gate to admit and dispatch scrap by truck and rail, a shack with a small scale in front, and scrap piles to have a convincing model of a scrap yard. A loading crane would be an added bonus.

Model Scrap Piles

Several suppliers make model scrap metal piles that are reasonably believable. See those supplied by Berkshire Valley. MTS has some scrap piles, too. Chooch and Monroe make HO scrap piles and gon loads that could be used in O in making scrap piles, too. Such ready-made scrap piles can be used although many are too small to be realistic for a scrap yard. They are more convincing as scrap piles near an engine house, behind a gas station or in a yard or field. But they can be used in combination with homemade scrap to make effective models of larger scrap piles.

Making your own scrap piles is not hard work, and it just needs a bit of creative thinking to find lots of suitable materials.

When building a scratch On3 tender many years ago I glued a 0.005-inch-thick styrene overlay onto thicker styrene. This overlay had quite a few hours of work involved adding all the pressed rivets. I used too much MEK as glue and the overlay puckered up and warped to the point of rendering the model useless as a tender. It did not get tossed though as I painted it rust and added it to a scrap pile in a scrap yard. You might have such failed projects of your own that can be re-purposed as scrap.

I had some old railroad trucks left over from a 3 to 2 rail conversion. With a coat of rust paint these made good scrap. My switch from narrow gauge to traction led me to converting some previous narrow-gauge cars to standard gauge and this made available some narrow-gauge trucks for the scrap piles. I change wheel sets in Athearn trucks to Intermountain ones to make better rolling trucks for my cars. I pull the wheels from the Athearn axles and use them as scrap metal, too. Rolled wire, small crumpled bits of aluminum foil and plastic drinking straws (looks like pipe to me) can be added to make convincing scrap. I have used HO plastic bridge parts to make light duty narrow gauge and traction bridges. Some of these came with brass rail. These were salvaged and tossed into my scrap box and have been used as scrap yard material as well.

To make such straw pipes and rails go further, you can cut them into short pieces, place two piles of the shortened rail and pipe with some space between them, and then build a scrap metal pile in the space between and over them. It looks like the rails and pipe extend all the way under the scrap metal pile then.

Over-scale plastic models such as military trucks, airplanes, tanks, ships, etc., make good scrap. If you watch the bargain bins at variety stores you might be able to pick up such kits particularly after Christmas for a song. HO castings and parts that come my way incidentally when acquiring other things end up in my scrap box and go on to become parts of scrap piles here and there. Miscellaneous household items can be turned into scrap, too. Simple things like the spools inside scotch tape; bits of old ball point pens; disassembled mechanical parts such as clocks, old gears, parts from old computer printers, etc.; trays from TV diners torn and crumpled; pieces of styrene strips and shapes and wire in your scrap box too short for making models; off cuts of scale corrugated iron siding; etc., can all contribute to a model scrap pile. Large out of scale pieces can also be cut up or broken into smaller pieces as was usually done in the real world. I use a pair of metal shears instead of the oxy torch used by the prototype! Arrange any obvious overscale pieces of such junk at the bottom of piles with scale size stuff on the top and the oversized parts are not obvious.

And the piles do not need to be all scrap pieces. You can make pile shapes from wood or card, paint the top brown and add the pieces of scrap to the top to form a bigger pile without using up too much of your precious scrap metal supply. Just add enough scrap that you cannot easily see the wood or card below.

You can also modify the shape of scrap piles to make them appear larger. If your scrap pile is viewed from one side only, the back side can be much more steeply sloped to conserve layout space. The back side of such a pile may need not be covered with scrap at all. It is possible to build scrap piles into a hillside or the layout backdrop as well. A printed scrap pile photo can be cut out and placed behind the model scrap pile to add additional depth to the scene, too.

I make my piles of scrap of material as it comes and paint the piles when completed. I use brown and rust paint to coat everything. I then go back over the piles with other colors and shades to give the pile a bit more life and depth. Most scrap was a rust color, browns and oranges, but some items retained a little of their original color. Adding a bit of color here and there helps add realism to the piles. Black is a good add here and there as well.

I do this with a brush. One thing I notice with commercial model scrap piles is that they are painted with an air brush and individual pieces of junk often don't have separate colors and look all that convincing.

I would imagine that the longer the stuff stayed in the pile the more it tended to lose its color though. I have included a few photos, **19 and 20**, for illustration. One, **19**, shows quite a bit of color on individual pieces. Note how the color is limited to just an individual piece of junk. This is one of my heartburns with some commercial model scrap piles with the color sprayed over an area of the pile. The color should be piece specific. The second photo, **20**, shows a pile with almost all scrap in brown and orange tones. Probably the junk in this second pile has been sitting there for quite a bit longer than that in the first pile.

Photo 19



Photo 20



And one nice thing is that your scrap piles can be as big and numerous as you have room for. The footprint of the pile can be adjusted to fit almost any shape, too.

Piles of old automobile tires would be in order because, if the yard was dealing in old automobiles as most do, tires were often removed and stacked for resale as salvaged rubber before old car bodies were burned. Doing this would reduce the smoke and stink somewhat that would have otherwise resulted. A cheap way to make a pile of old tires is to use "O" rings slices from a rubber garden hose, etc, rather than more expensive model parts. Stack the "O" rings one on top of another and add a few model tires just at the top of the stack. Bar Mills, I think it is, has tire stacks and I have used them with convincing results.

Office. Each yard had some sort of an office. A clerk therein would pay for scrap received after deliveries. Some office facilities were considerably larger. I think the size of the office would have been directly proportional to the size of the scrap yard. A big firm would have accounting and payroll staff, individuals quoting to buy and responding to requests for tenders, space for lunch facilities, the boss's office, maybe a repair shop for the yard's equipment, etc. For a small yard such as we are proposing to build, a simple shack will certainly do.

Scales. Most yards, if not all, would have a drive-on scale to weigh trucks when they arrived and departed to determine the weight of scrap delivered so payment could be calculated. A small yard scale would probably be no more than a wooden covered spot in front of the small shack with the scale mechanism being inside the shack. Larger facilities could have incoming and outgoing scales with a scale house between them. The scales at

a large yard would be long enough for a truck and trailer. A really big yard might have a rail car scales as well to weigh car cars before dispatch.

Storage sheds. Copper and brass have always had a high theft rate due to the value to weight ratio, and was often stored indoors in scrap yards. I recall that parked rail cars were sometimes jacked and had journal brasses removed in the dead of night. Copper communications lines and rail bonds also tended to disappear during hard times. And every now and then, a less-than-brilliant would-be thief has been known to take wire cutters to an in-service copper electric line. As a minimum this would require a thorough cleaning of his underwear, that's if he survived the experience.

When I was young, my brother and I would collect scrap metal and sell it to a small local scrap yard for pocket money. You could not sell railroad scrap such as spikes, fishplates, tie plates, etc., as they were obviously "borrowed" from along the tracks. Copper wire was another item that was difficult to sell unless you had a bill of sale to show from where it had been obtained. We always had a little of the railroad scrap that came our way though. What we often did was to fill pipes and other such items of legal scrap with the spikes and tie plates where they would not be seen. Once I remember we had run across a rather large piece of steel pipe that someone had poured full of concrete. We took turns with a sledge hammer for days banging away on the ends of the pipe to remove some of the internal concrete at each end of the pipe. We then, with considerable difficulty, hoisted the pipe into the back of the pickup, covered it with legal scrap, and sold it remaining concrete and all. Things we did when we were kids.....



Loading Facilities As addressed earlier, mobile rail mounted and/or ground mounted cranes as well as fixed cranes could be found. Rail cars were pushed into position and the crane would fill the car. The car would then be moved to the pick-up position for a passing train to collect. Few railroads would operate their locomotives on the dilapidated and poorly maintained trackage found in most scrap yards. At even the big yards I remember along the rivers, the track was hardly visible as it was covered with mud, rubbish and even scrap metal. For a small yard as I planned to build, the car would be placed, loaded and pulled all at the exact same spot and internal rail car movement would not be required. **Photo 21** shows a scrap yard with a few self-propelled magnet cranes working to fill rail gons. As you can see, this is a relatively large scrap yard.

I had a mobile crane in a small scrap yard on my last narrow-gauge layout. I was never happy with it. The crane was a tracked vehicle of relatively modern design fitted with hydraulic power and a clam shell bucket. Always struck me as a bit out of place on my 1930s layout. It was a reworked toy placed there initially as a temporary measure, but it ended up staying there for 10 years or so. For my new scrap yard, I wanted a crane of more pre-historic lineage. I ended up with a pillar crane kit produced by Crow River. The crane was built, and it now works away in our new scrap yard loading rail cars. Crow River has other nice versions of a pillar crane as well. We'll discuss the Crow River crane more later.

Fences were usually provided to keep out thieves and the curious. Since most smaller scrap yards tended to handle old automobiles, security was a big issue for them.

Many of you of age will recall that automobiles were once only built to last a few years and replacing them every two years or so was the thing done in the USA by many people with the funds for some years. After changing hands in the used car market once or twice, they gravitated to the scrap yard at a still relatively young

age. Even if the motor and other mechanical bits were still marginally functional, the bodies usually had fallen apart due to the salt on the roads. In earlier times I remember the roads being spread with ash from railroads and power plants to provide needed traction in winter. “Progress” moved us to using salt which ate the body off a car in no time.

As young ones, we were always on the lookout for car parts to keep our “pride and joy” going another week. The temptation to liberate a needed carburetor or radiator in the dark of night gave rise to the junk yard dog. A good fence was essential for most scrap yard operations. Thankfully it also kept in the dog. And, it kept out the honest but curious who, when foraging around in a scrap pile, could sustain an injury sufficient to keep a compensation lawyer in premium whiskey for a few weeks or more.

Fences were sometimes made out of what came into the yard as scrap. Sheets of old boiler plate, corrugated iron, etc., could be used as fence panels. Short lengths of railroad rail and pipe served as posts and rails. Old flattened automobiles sometimes were stacked up as a fence. More modern times occasionally see old shipping containers placed as fences. Such old containers serve double duty as they can also be used for storing some re-sellable used items such as car parts or machines, or for locking up the scrap brass and copper. Cyclone, chain link, and wire fence was common fencing with barbed wire on top in some more modern applications. Older yards had some wood fences, too. Don’t forget the no trespassing and dog warning signs on the fence, too.

Rail facilities sometimes were extensive. Sometimes they were minimal. Sometimes, as we said earlier, there were none. For my model, and in the interest of rationing real estate, there would be space to spot just one rail car inside a gate in the fence.

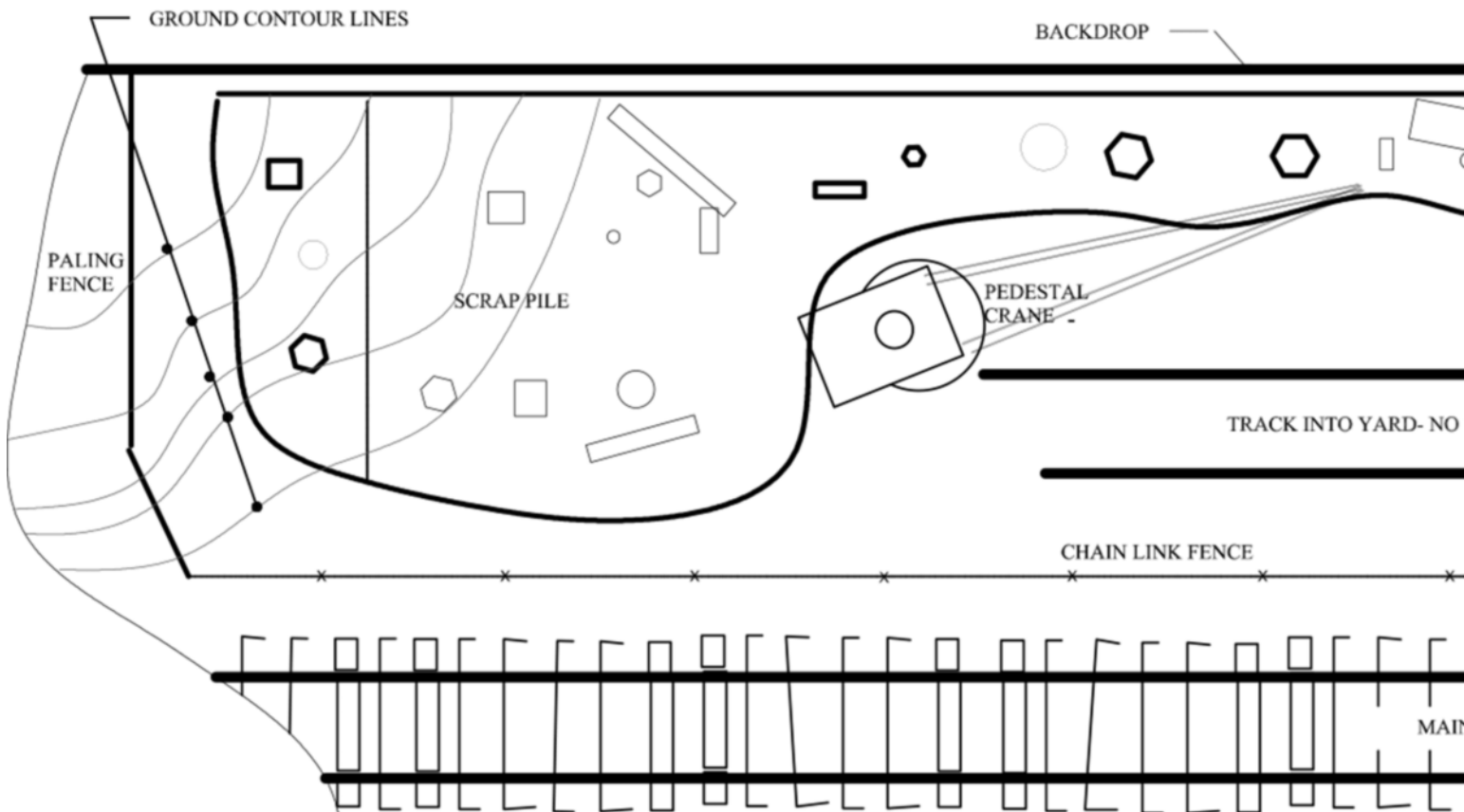
The small scrap yard on my old narrow-gauge layout is shown in **Photo 22**. I reckoned we could do a better job of modelling a scrap yard on this layout, and we set out to do so. Each layout you build should get better and be more realistic or there is a problem somewhere. I went off to build my scrap yard for the ME Ry. A



SKETCH OF SCRAP YARD AT BELLE IN

NOT TO SCALE

Figure 1



location at the end of a siding in the Belle Industrial Park was selected for my new one. The location needed to be at the end of a siding as overhead traction wires would not be compatible with the overhead cranes needed to load the scrap into gons.

We planned, plotted and roughed out the industry in the available space and it evolved as shown in **Figure 1**. As scrap piles are the dominant item in any scrap yard, we started by building one. A card former was cut and glued together during a wet, misty, dreary afternoon when we could not reasonably be expected to cut the grass. See **Photo 23** for the card former. Over this, a few layers of newspaper liberally covered in white glue and applied to make, when dry, a stiff shell onto which the scrap metal would be attached. At one time we would have used plaster for such a former. But as time goes by, we are slowly getting over the urge to work with the mess associated with plaster whenever there is an alternative. A few layers of newspaper with white glue provides a good foundation for such a model of a scrap pile without the traditional messiness of plaster.

When dry, the completed former was given a few coats of brown paint to make sure no white newspaper would show through the scrap pile. **Photo 24** shows the former after newspaper and paint was applied and ready for the next step. The former is sitting in place on the layout. The Pennsy gon is in position for loading on the siding into the scrap yard just to see how it was all going to look. We need to make another small former to the left of this one to connect the pile to the hill to the left. The hill, at the time of this photo, was just a cardboard shell as plaster work and scenicizing had yet to be done there. All good things take time.

HEAD WIRE & POLES

INDUSTRIAL PARK

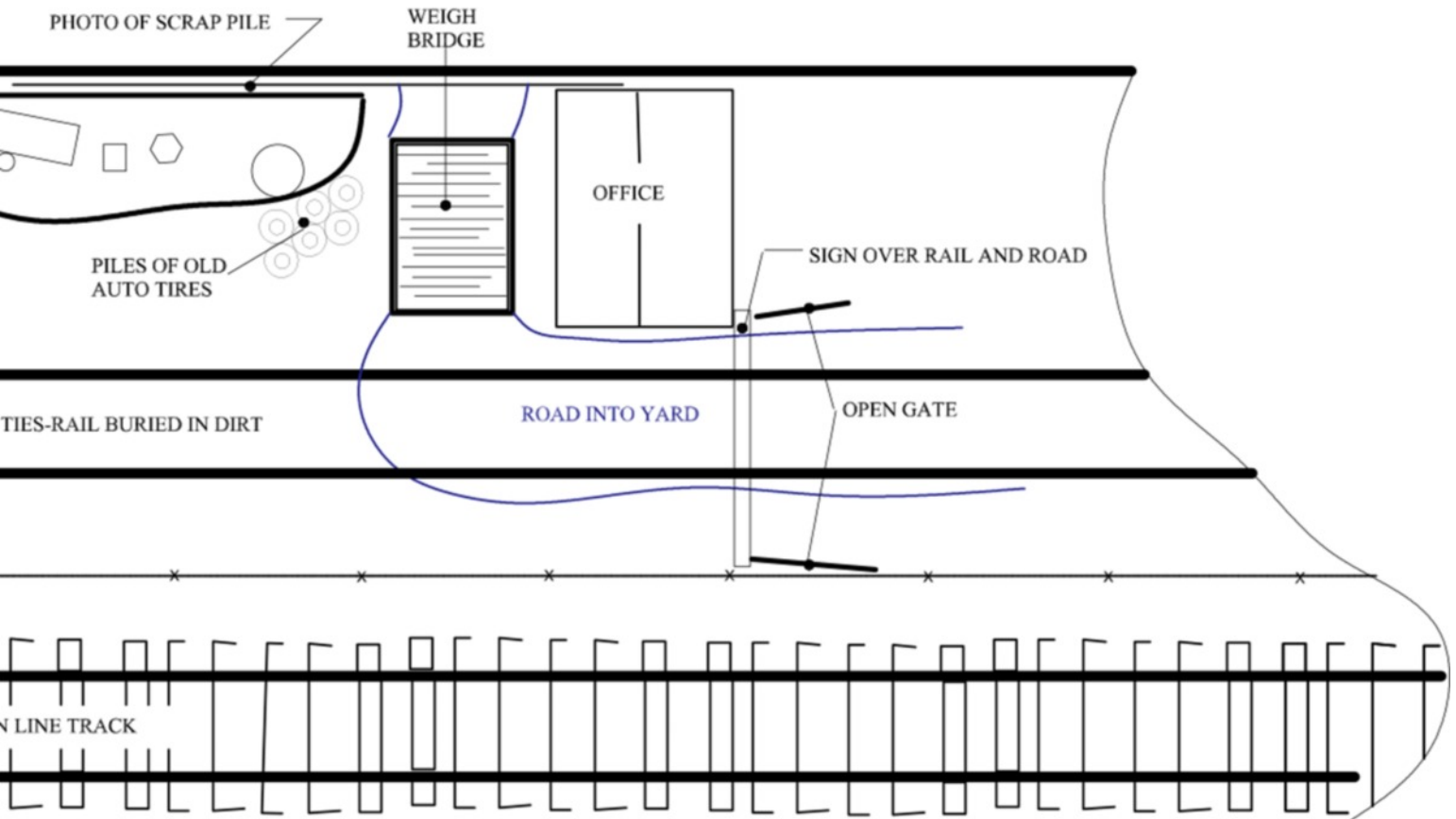


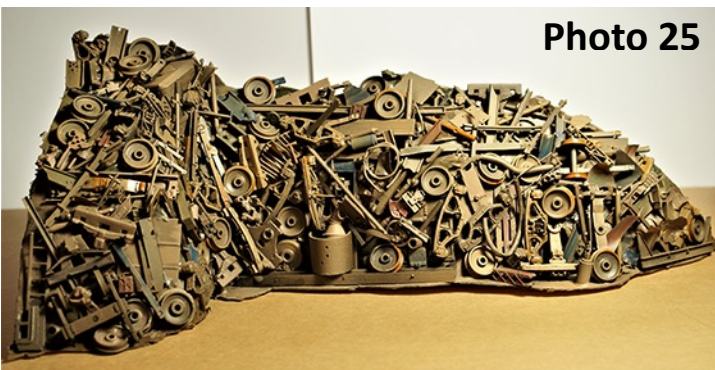
Photo 23



Photo 24



Photo 25



That next step was to add scrap metal to the painted former to make the pile. The angle of repose for scrap on a such a pile would probably be about 45 degrees. A pile steeper than this would probably result in the material sliding and rolling down the face of the pile to the ground. But, thanks to the Good Lord and two-part 5-minute epoxy glue, we can make our scrap pile with considerably steeper sides and save a bit of layout real estate. My pile was 5 to 6 inches high and only 3 inches deep for most of its length. The 3-inch depth limit was necessary to squeeze the pile between the rail car on the siding and the layout backdrop. The pile was deeper after the siding ended and the pile approached the hill as you see in the plan drawing.

Photo 26



The scrap was added piece by piece over a few nights. A small batch of the 5-minute epoxy was mixed, and the pieces were dipped and added to the pile former starting from the bottom. Then another batch of epoxy would be mixed, etc., etc... My biggest worry during this tedious and boring task was that we would get our hands confused and drink the epoxy and try to stick the scrap to the pile with our red wine. But we managed to get the scrap pile finished eventually

without ingesting too much glue. When the pile was together, it was painted brown and rust and then details were touched up with a brush, and other colors, as earlier mentioned.

The finished section of this homemade scrap pile is shown in **Photo 25**.

The plan included placing a cutout of another scrap pile on the backdrop. This was acquired by Googling "scrap metal piles", finding a suitable photo, printing it, and cutting around the edges. Actually, we used two such photos joining them by gluing one to the other. When the glue was dry, the photo was sprayed with flat

clear to seal it. We had these photos on hand when touching up the paint on the homemade scrap pile to try and blend the colors. We found using orange paint as well would get the color of a few bits of scrap looking more like fresh rust in the photos. **Photo 26** shows one of the scrap pile photos that was found and cut out for use on our backdrop. You can see the backdrop photo in the **Photo 28** view of the completed facility.

Another brainstorm occurred when searching for scrap piles. This idea was to include a crane boom, having it also glued to the backdrop and sticking up behind the glued-on scrap pile. The thinking here was this would add extra apparent depth to the scene. We found, printed and cut out the boom. It was a rather nice crane boom of lattice construction. The color of the sky behind the crane, that was showing between all the lattice members, was a nice blue grey much like we use for our sky on the layout. I thought to myself “you beauty- this will look good on the layout”. After carefully cutting it out, I took the boom down to the layout to see how it looks. My next thought was “you stupid....”. The backdrop behind the scrap pile was a painted hillside and not sky. Not all brainstorms are good ones...

Next, we needed to make up the left end of the scrap pile to tie the pile into the completed hillside. This was done with card, newspaper and white glue as was the first part of the scrap pile. It was painted and covered with scrap as well.

A chain link fence was modeled between the scrap siding and the main line. A wood paling fence extended up the hillside at the back of the scrap yard just to have some variety.

Since a crane of some sort to load the gons with scrap was a good idea, we looked around to see what we had that might work. A good modeler mate down here had given me a Crow River kit for a pedestal crane Christmas last. It would certainly suit my modelling period quite nicely so that was to be my crane. We started working on the kit. Well, some of the parts appeared to be missing: the shafts and steel cable certainly were. A visit to my scrap box and the domestic manager’s sewing drawer took care of those problems. Another issue was that the kit did not include any facility for the crane operator. We scratched that up from some styrene scribed siding for the floor, styrene angle stock for wall and roof framing and corrugated metal siding. A cast brass steam loco seat was used for our operator. For the controls, we just used a brass casting of a steam locomotive air brake valve on hand. When painted and installed inside the operator’s shack, no one but me, and possibly an eagle-eyed nitpicker, will know. The crane needed to be elevated so we made a scale 20-foot-high pedestal to mount the crane on. An appropriately sized cardboard tube, about 1-1/2 diameter, was found in our miscellaneous materials hoard and was cut to length. Some bits of styrene and some wire finished the pedestal. I made a doorway that led into the pedestal and a set of rungs for the operator to climb to the crane above. The pedestal itself was painted “aged concrete” and most metal parts for the crane were painted freight car red. The working faces of the gears were left bare white metal. Some weathering was added to make the crane look old and decrepit as it would be in a scrap yard. The freight car red was a good color choice as it is a bit drab.

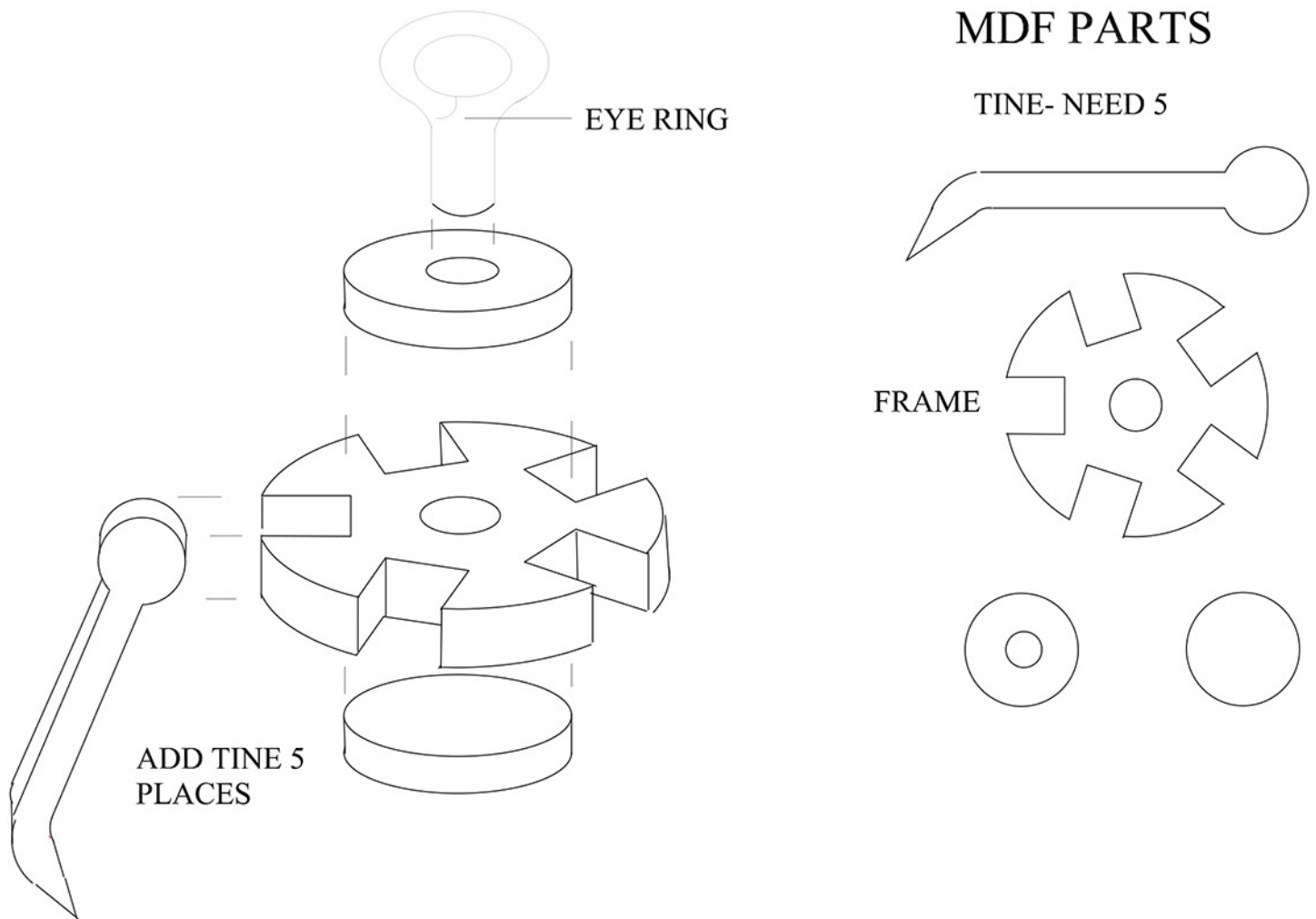
The Crow River crane kit had a hook on its business end. We needed to provide a typical scrap loading feature, so made a claw. It was a knocked together from some 1/8-inch thick MDF. See sketch at **Figure 2**. A magnet could be used instead. A center and five claws were cut and glued together. An eye was added at the top of the claw into which the crane hook would fit. The claw was painted rusty brown, but the ends of the claws were painted flat silver as they would have been scraped clean to bare metal by the scrap metal during use. An actual such claw would be opened and closed by either hydraulics in these modern times or by additional control lines in the good ol’ days. We could not see how we could add such additional control lines to our model crane, so we decided to get along without this accessory. Not all that many viewers will pick it.... hopefully. **Photo 27** is a close up of the little pedestal crane ready for work but at rest. Can’t wait for my mate to come by and see what happened to the kit he gave me. I have given him kits several times now and they remain unbuilt as yet. I can now harass him as I have built my gift kit.

My crane was mounted at the end of the siding where gons will be spotted for loading.

An office, more of a shack actually, was knocked up. A light was added to the shack wall to add a bit of life to the scene. The shack was nothing more than a box cut from some scrap 1/8-inch thick MDF covered with

Figure 2

CLAW SKETCH



stripwood and corrugated iron. A Grandt Line plastic door was added. The window was boarded up so no window casting was required there.

The sign from the scrap yard on the last layout had been salvaged and was available for use. We initially decided to recycle it to this scrap yard as well. The required size was a bit different, so we made a new sign. This advertised Saul Shekelwitz's scrap business. Signs help visiting operator identify industries and helps avoid the classical problem of stock cars being erroneously spotted at chewing gum factories. Posts on the old sign were too short to clear the overhead wire, so we would have needed to extend them anyhow. The swinging entry gates were attached to the new sign posts and fixed in the open position.

I remember the southwest Pennsylvania scrap yards rail tracks as almost invisible due to the accumulation of dirt and mud. They were also often littered with bit of scrap metal. To model this, we spiked the rails directly to the baseboard without ties. Sand and dirt were added between and along the track to bring the level near rail tops. Some strategic small bits of scrap were carefully placed along and between the tracks where they would not interfere with rail car movement. This made the ground in the scrap yard look the part.

Weeds, grass and shrubs were planted along the fences and along the less often worked edge of the scrap pile. Where the pile was routinely manipulated by the loading claw such weeds etc., would not have opportunity to grow. But otherwise, they would do well.

Photo 27



A rail gon scrap load was previously discussed in a [previous OSR article on new gons and flats and removable loads](#), so it is not necessary to go into that again. But the task isn't really much different than building the scrap piles – it just fits in a rail car. For durability due to handling, the former under the car load of scrap was a chunk of wood rather than glue impregnated newspaper.

Photo 28 is a more inclusive shot of the finished scrap yard.

In thinking ahead to other industries that will be needed as the

Mountain Electric pushes further east, there probably will be another scrap yard in Scottdale or maybe Somerset. It is an easy industry to build, is quite appropriate for my era and locale, and will provide some needed traffic for any railway.

Photo 28





COMPLETING A LEGACY: THE STORY OF THE FRANKEN-9 (AKA NORTHERN PACIFIC F-9A 6702A)



By Mike Booth

It seems like we all have them in our collections. We start a project with great intentions to expand our rosters to include something new and different, but along the way, it never gets done.

The late David Nadeau, an outstanding O-Scaler from Toronto, probably best known for his Northern Models kits, approached me in Chicago about 15 years ago with an unfinished Overland F-9A. I had met Dave a couple of years earlier when he attended the Northern Pacific Railway Historical Society Convention in Bismarck. He caught the NP bug and had started detailing this model as it appeared on the North Coast Limited. Sadly, David had just been diagnosed with a terminal illness.





He asked me if I would like to purchase it from him and hopefully finish it one day. Although I already had a fair collection of NP F-units, I was happy to oblige.





Here is a picture of the Franken-9 after it got stuck in the snow during the blizzard of '66 west of Mandan. One of the operating crew was a patient of mine.

Out of respect for Dave, and of course, a desire to add another F-9 to my collection, I really wanted to get this model done. He had done a great job getting it started. The winterization hatch was incorrect and the airhorns were also too small. It was missing the cab interior. Most importantly, it had the original finicky Overland drive. I was able to assemble the detail parts to complete Dave's job without too much effort, but the drive was a problem. I had finished a number of Overland F units previously, utilizing the late Doug Cockerham's drives as replacements. Unfortunately, these were no longer available to me.

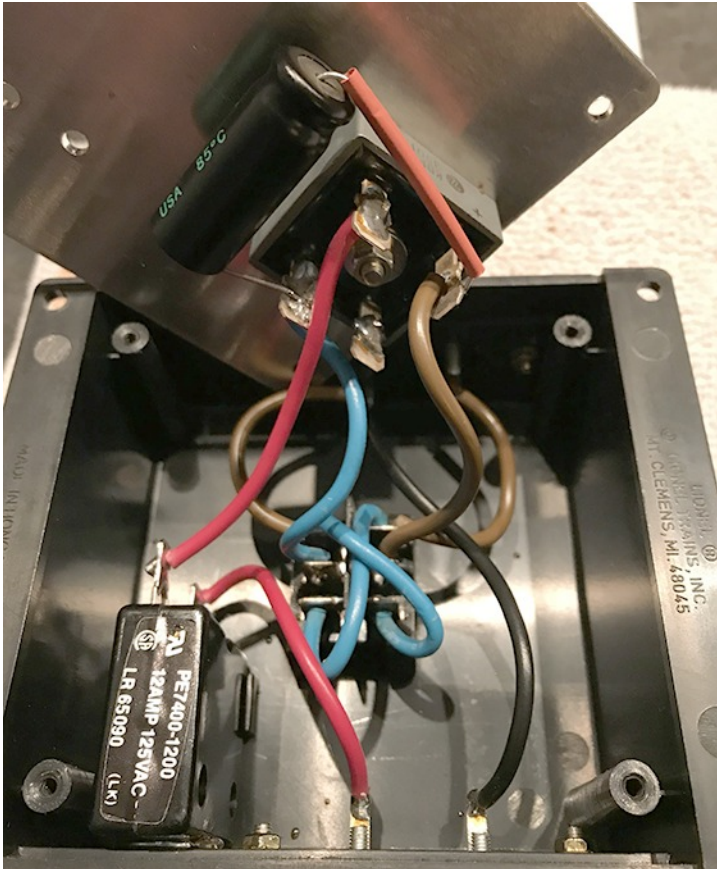
As a result, the project stalled. The years passed, I retired and moved to Minnesota. In the course of moving, I rediscovered this engine. Fortunately, not long after I moved, I found a US Hobbies GP-9 that Doug had rebuilt for the late Lorell Joyner. I had visited his Great Southern Railroad a couple of times before he had passed. Although I hated to cannibalize one of his engines for its drive, the condition of the model was such that the decision was an easy one.

I started work on the F-9 in earnest early in 2023. The GP drive easily fit the F-unit frame. I reworked David's detailing and completed it. One of my unfinished Overland F-units donated its interior. Painting proved to be a new experience. My inventory of Scalecoat NP paint had become depleted, so this old dog had to learn a new set of tricks with Tru-color paints. I must be trainable still, as I was able to get the job done. I used Microscale decals for most of the decorating, although the number boards came from a custom printed set that a couple of us had made up for the NP. A couple of Rich Meyer's Champ decals also found their way in. Finally, I added a Blunami DCC Sound decoder and a Tang Bang speaker. The model is now finished and was displayed at the 2024 March Meet in Chicago. It could probably stand a few more tweaks, but it is now a serviceable model for use on my North Coast Limited.

Why Franken-9? Like Dr. Frankenstein, I cobbled together a number of parts from different sources in the middle of the night in my lab (shop) to finish it. It carries the legacy of a number of departed O-Scalers: David Nadeau, Doug Cockerham, Lorell Joyner, and Rich Meyer. They all had a hand in this model, not to mention a number of old-timers, notably Tom Marsh, who are still with us. When I look at this model in my display case, I think about all of them and say thanks. They were all friends. I couldn't have done it without them.

Lionel's Long Forgotten AC Rectifier - The DC Converter Box

By Greg Viggiano



Those who started their childhood model railroading days with Lionel trains certainly remember the mighty ZW transformer. Rated 275 W, this AC behemoth was something to behold!

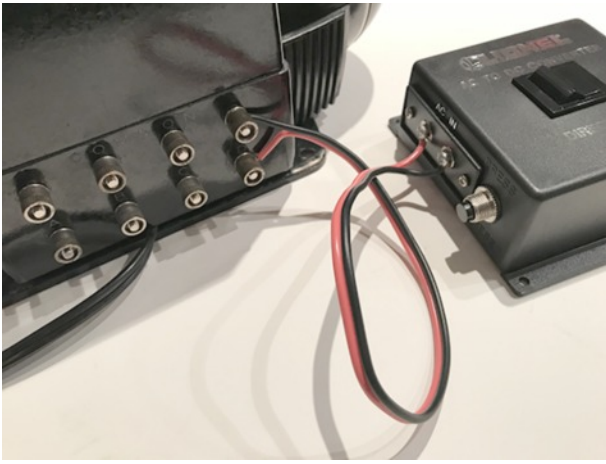
Beautiful as it is powerful, you can still find plenty of these transformers at swap meets, ranging in price between \$100 and \$200 (depending on condition). Also, it's relatively easy to service and restore these units.

I took my 1950s era ZW to Trainland in New York. Their service is excellent, and I was even able to get it back a few hours later. As a working piece of model railroad history, I thought that might be interesting (and nostalgic) to put it back into service. Also, at a recent visit to the TCA show in York, PA on April 18, I came across another ZW transformer expert that I would send restoration work to. John Thomson was selling beautiful, fully restored Lionel ZWs for \$185. His work looked exceptional and the restoration cost of a typical ZW is usually about \$100 (depending on condition). His email address is rcflyer76@yahoo.com and phone number is 484-650-1855.



Using a simple rectifier circuit, it's not difficult to convert the ZW's AC output to good old DC. Apparently around 1990, someone at Lionel thought that it might be a good idea to offer such a product and they came out with the DC Converter Box, part number 8-82116.

Prices for the Lionel Converter Box usually range between \$25 and \$50 on eBay and are not too hard to find. Most Converters I've seen are in excellent condition and come with all of the original packaging, instructions, and even the warranty card. The Converter Box features a top-mounted reversing switch and an 8 amp circuit breaker. I added an internal capacitor (Aluminum Electrolytic Capacitors - Axial Leaded 200uF 50volts, Mouser part number:75-500D207G050FF2A) for smoother operation, but the



Converter works fine right out of the box and operations are very reliable at low speed.

The Converter Box product information sheet notes that the unit has an internal 8 amp circuit breaker, but when I installed the capacitor the circuit breaker was labeled at 12 amps (see picture).

Installation connections are super easy. Two AC wires go from the ZW terminals to the Converter Box's AC terminals and two DC wires (check for intended polarity) go from the Converter Box's DC terminals to the track. That's it.

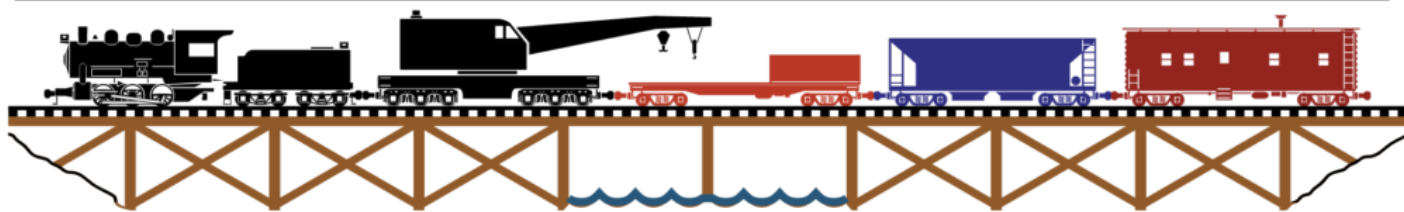
Why bother?

If for no other reason, nostalgia - but, it's good to have multiple power options for test tracks, isolated loops, dare I say, even a 3-rail segment. With this approach, the ZW transformer provides AC power and adding the Converter Box, you now have DC power. For DCC locomotives, I run a separate, isolated NCE system. And last, but not least, my personal favorite is DCC power on board, a.k.a. dead rail. This arrangement provides me with multiple power options for all kinds of locomotives . . . even 3-rail (before converting to 2-rail).

So, no matter what kind of locomotive you brought home from your last train show. You can soon have it running in a few minutes.



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!”



Luxury Trains Are Something New For New Tracks Modeling To Build!

I remember when men wore ties and some even their coat jackets when working on and running their model railroads. Why? Maybe because they considered it one of the luxuries in their lives and they dressed accordingly. Stop laughing and read on.

Luxury trains? What? Well, I am not talking about expensive brass models of your favorite train. Nor am I talking about the private railroad cars owned by individuals. I am talking about real trains that are so luxurious and elegant many passengers don’t even want to get off to take a tour of local sites. They just want to relax, be pampered, and enjoy a very elegant, slower pace of life. Have you ever ridden on one? Don’t stop now please keep reading.

I remember my first, and only, overnight train trip back in the 1940s with my Mom and Dad from Jackson, Tennessee to Bangor, Pennsylvania via New York City’s Grand Central Station, as if it was yesterday. We were in a private cabin and there was a person Mom called a porter, who was very attentive and several times brought me cold drinks and cookies. Everything about the trip was exciting, and provided great memories. At the time I figured this is how everyone traveled! Right?

I now view that 1940s trip as my first and only luxury train trip, although they weren’t called that back then. Frankly, back in the late 1930s and 1940s, I think all railroads were looking to make their train trips as luxurious, and desirable as possible to compete with the other modes of transportation: automobiles, airplanes and cruise ships.

The Streamliners had arrived in the 1930s and they were beautiful. Their style was based on Art Deco designs and they had names like the Milwaukee Road’s Hiawatha, the New York Central’s “20th Century Limited”, the Pennsylvania Railroad’s “Congressional”, the Santa Fe’s “Super Chief”, the Southern Pacific’s “Daylight”, etc. Railroad advertising, telling us all about them, and showing us how luxurious our travel on them would be, seemed to be everywhere. Elegance and sophistication was in vogue and people dressed up to take train trips.

But then railroad passenger travel started its decline in the 1950s as less and less people boarded trains. The automobile, airlines, and cruise ships, had won the hearts and minds of the traveling public.

MENTOR DEFINITION: A TRUSTED COUNSELOR OR GUIDE

The belief that a railroad trip was a luxurious experience died and this is probably why today most of us do not know what constitutes a luxury train trip. In fact, I bet not many of us have ever taken a luxury train trip or even had one on our bucket list!

But for me, The Orient Express, was truly luxurious, even into the 1970s, and was definitely on my bucket list. Unfortunately, it ceased operation and I lost the opportunity to travel on it. This error in my judgement is right up there with not visiting John Allen’s model railroad when I had the chance. In both cases, I figured I can do that later, but then it was “too late”.

I recently read an article in *Robb Report* titled: “How Luxury Trains Are Transporting Travelers to a Bygone Era of Old-World Opulence”. I decided it was time to look into luxury trains, and what had changed in passenger train travel.

I definitely found some current trains that are not only extremely elegant and very refined, but also define a time when graciousness, slower lifestyles, exquisite meals, attentive service, comfort, relaxation, and enjoyment were what we expected, even demanded, from a train experience. As one company said: “Luxury Trains focus on making five-star (stationary) hotel suites seem passé by one-upping them with ever-more lavish experiences.”. Yep, I think these trains take us back in time to experience the luxurious, romantic, shall I say slower, more refined, lifestyle of the 1920-30s era.

My research led me to find that Belmond currently operates: The Venice Simplon-Orient-Express (VSOE). Belmond says it is: “the leader in luxury rail travel with six trains around the world offering an unrivaled experience.”. The trains and their various operating itineraries are available on their website: www.Belmond.com.



(Thank you Belmond for providing information and this photo.)

During my research, I also discovered the “Luxury Train Club”, an online travel agency in the UK that specializes in offering luxury train travel anywhere in the world. According to Simon Pielow, it’s Director, the club lists almost every luxury train in the world, and currently has more than 65,500 members worldwide, with more than 22,000 in the USA. I wonder how many are model railroaders...

The Club is free to join and receive it’s newsletter, which I thoroughly enjoy. It helps subscribers keep up with what is going on in the luxury train market, the available special offers, etc.

I asked Simon what the club saw as the future of luxury train travel. His reply: “The future is expanding the appeal to a younger demographic, typically from around 40 years old. The sector is evolving as shown by these new entrants: Le Grand Tour, Orient Express La Dolce Vita, and Dream of the Desert. Off-train experiences are becoming more hands-on, more experience-based, rather than following a tour guide round a site or town.”

I found that some luxury trains attract clientele who ride the train just to experience the train, while other trains appeal to clients who not only appreciate the train ride, but also want to visit the area the train traverses and take unique tours at stops the train makes. But regardless, it seems it is the luxury train ride which enables the exotic experience and draws the passengers.

I wonder why luxury train trips aren’t being promoted, as far as I know, to model railroaders. I know I am curious about riding and/or modeling them, and think many of you may be. So I am going to expose you to the availability of some of the luxury trains in the world and see what you think about riding on them, and about modeling, if not a whole train, one of the cars with all it’s luxurious interior detail for your model railroad.

But first, let’s define luxury trains. The Club defines luxury trains as: excellence in service, comfort, dining, and accommodation. My personal definition is: an extremely desirable, supremely elegant train which provides the highest quality features, superior service, and is recognized as a very exclusive, once in a lifetime, bucket list experience.

I believe the trains and scenes they navigate are perfect for modeling. We would definitely need to research and study the luxury trains and the luxury hotels and resorts at their origins and destinations, plus the scenery they transverse. While many of us may never have the opportunity to actually ride on these legendary trains, I think researching and creating models of them, will bring a new dimension to our hobby.

I believe there are many modeling opportunities for these luxury trains and would personally love to see well researched models of the unique, luxurious trains and locations they serve. Is anyone modeling one of the current luxury trains listed on the Club’s website? Oh, and of course I want to travel on most of them, but Nancy, our CFO, says I will probably have to settle for just modeling them.

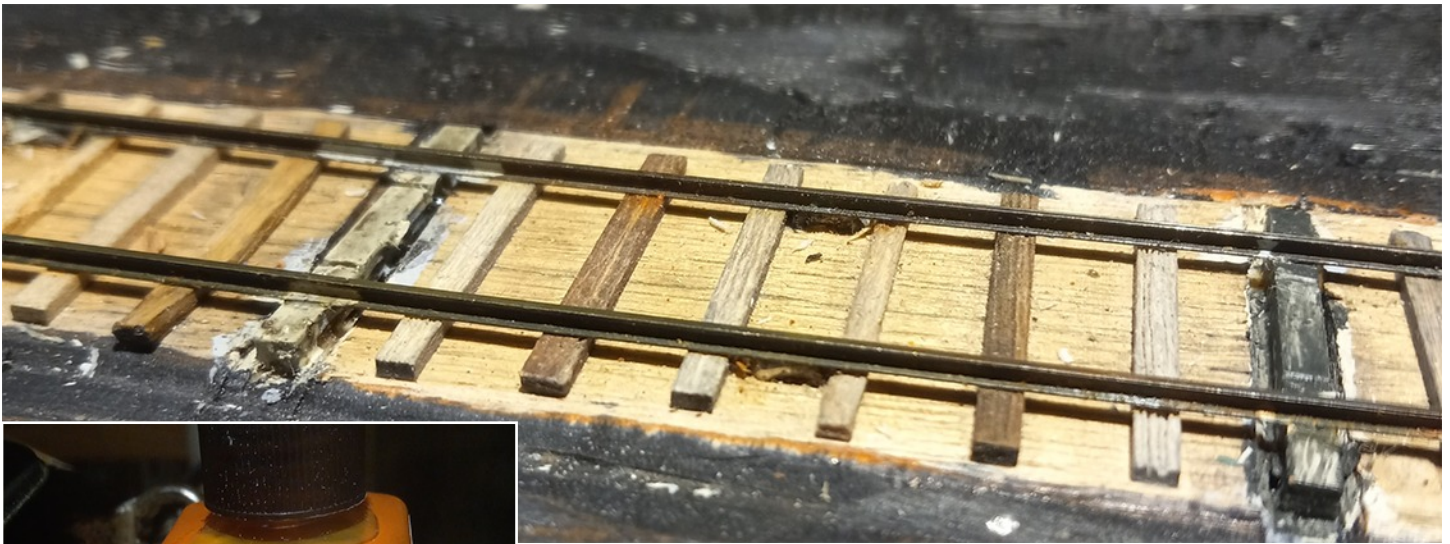
Discussing ways to differentiate our modeling and model railroads from what everyone else is building is one of the reasons for me to write these “luxury trains” articles. This is the first one. The next article takes us on a imaginary Orient Express trip. This is one train I definitely want to have models of, at least one or two cars with detailed interiors, on my model railroad.

Please let me know what you think. Which luxury train trip(s) appeals to you? My email is jimkellow@newtracksmodeling.com.

We All Need Great Looking Track

I am impressed with what the following modeler, [Steve Lucas](#), is doing and his hand laid track.

I saw Steve’s track on Facebook and contacted him for more information. Take a look.



“Thanks for the kind words in the Hand Laid Track and Turnouts group regarding my track work. It's hand laid code 55 rail on PC board and wood ties. The branch line I'm modeling used 70-pound rail until track lifting circa 1983. Some ties are cut from twigs found in my side yard. Some are balsa which I

severely distress to model vestigial ties in need of replacement. Most are commercial wood ties, or cut from Mt Albert HO scale 4" x 8' stock, cut to a scale 8' long following Canadian National Railways' practice.

Fast Tracks' PC board ties are used, along with some I've cut from 1/32" and 1/16" thick copper clad board. I find the Fast Tracks PC



board ties oversize for what I want to achieve. Painting those ties is a challenge; it's easy to make wood look like wood, but the PC ties have resulted in much head-scratching to determine a finishing method!

Ballast is Woodland Scenics', mostly fine cinders. Some other ballast colours are mixed in.

I grind this a bit finer in an old kitchen blender my wife no longer needed, that I have adapted for peacetime use. I dusted this track with fine sawdust from cutting pine with a backsaw. The joint bars are a commercial laser-cut paper product

now offered by Prawn Designs. A few spikes were used to hold rail down where I think it advantageous, but mostly solder holds the track in place.

Track colouring is a combination of OEM rail colour, Tamiya greyish black paint, Tamiya rust coloured washes, and an AK rust weathering wash.

I've had a lot of fun with this. Allow me to assure you that it runs rolling stock over it as well as it looks. My method were devised over fifty years of modeling."

Thanks Steve for sharing your methods. Impressive modeling. You can reach Steve at: Steve.Lucas@newtracksmodeling.com.



Are trains the only things moving on our model railroads?

Not according to CatzPaw Innovations LLC. Take a look at their video about their 3D printed models and the new InvistaTraxx transport system they have developed. I think they are leading us into the future of our hobby and bring younger modelers with them.

What do you think? My email is jimkellow@newtracksmideling.com.

Anyone but me ever wonder what we should call ourselves?

Are we model railroaders or railroad modelers?

I asked NOVA (AI) or as I think of it as "Robot Brain" and got this reply:

There is no significant difference between the terms "Model Railroader" and "Railroad Modeler." Both terms refer to individuals who participate in the hobby of creating and operating model railroads. The only distinction is the order in which the words are arranged. Some people might prefer using one term over the other, but they essentially describe the same hobby and individuals with an interest in constructing and operating miniature railway systems.

This message has been generated by Nova - download it for free:
<https://novaappai.page.link/2remwd8dXtjzSUB87>

If we accept NOVA's answer, then a Lionel 3 rail or an American Flyer collector/operator who has a plywood table with track, trains, and accessories is a model railroader just as much as the model railroader who has built Scale prototypical scenery, scenes, structures, animation, railroad cars and motive power.

In my opinion, yes they are both model railroaders. But I believe only the latter group who actually builds models can be considered a railroad modeler. This latter group can certainly use out of the box motive power. Cars, track, etc, but they need to have build the "stage" the railroad operates through. The key difference to me is the word modeler which separates the person who uses their minds, creativity, and hands to create miniatures of real life scenes, structures, and operational equipment, from the non-modeler who has built nothing except the platform for his train layout. Therefore, from now on I will refer to railroad modelers as the audience for New Tracks Modeling.

Another question I have struggled with for a long time is when to stop working on a model and move on to the next project. Specifically:

How do I know when a model is finished and it's ready to be shown?

It's one thing to design and build something for yourself and believe it is great. But it's something else to enter it in a judged event and have strangers evaluate your creation. At least it was for me. It can turn out to be a fantastic thrill or a terribly low feeling. But it's also an opportunity to learn how to improve and gain confidence in your modeling. Therefore, I encourage modelers to take every opportunity to show your modeling. I firmly believe the positive benefits far outweigh the potential for failure.

You can start by just asking friends to see and comment on your hobby efforts. Actually, don't even ask as they will automatically judge your models anyway when they see them. But we will probably never know their true feeling even if we ask them how they like it. My guess is their immediate reply will be something like "Oh it's very nice".

In model railroading, the National Model Railroad Association has developed judging methods and criteria that are now normally used throughout the model railroad community for judged events. See their website: nmra.org.

The philosophy behind the NMRA criteria is each model is judged against a standard of excellence not against other models. Yes there is subjectivity involved in the judging, and frankly many of us have had good and bad judging experiences. However, anytime there are judges with different levels of experience and knowledge of the item to be judged, this can be expected. I must say the judging done today is far better, I believe, than what was used before the NMRA criteria was developed.

But if you are still worried about entering an event and have your model shown in a public setting you can always have your model judged in private at your home for a NMRA Achievement Program award. The same judging criteria used in the NMRA contest judging is used and you can be present during the judging, which gives you a greater opportunity, I believe, to understand how the judges see your model and recommend ways for you to improve your future modeling. Frankly, these private judging sessions may help convince you to enter a future public contest event.

At the time I entered my first judged contest, I had been learning for about a year from my mentor how to build a model in brass. Harry Darst was a professional model maker at General Motors, (GM), and his ability to teach me his skills and modeling techniques is why I feel comfortable building models today. It is my experience with Harry that makes me promote mentoring as the best way to pass on to future generations the knowledge that makes our hobby what it is today. At least I hope I have done that, as a way to honor Harry and the time he took to teach me.

Alright, I know you may believe you will never enter a contest or participate in the NMRA Achievement Program. I felt that way until I dipped my toe into the contest water. Believe me, entering a contest was not something I felt comfortable doing

I will never forget the first time I finally got up the courage to enter one of my models in a judged contest. I had taken my latest model to Harry and asked if he felt I should enter it in the contest. I don't remember his exact comments but it was something like: "Sure go ahead and try!".

Not exactly the overwhelming encouragement I had hoped for. But I now know he was teaching me a valuable lesson with his answer. What his comments forced me to do was to ask myself and figure out the answer to one of the most difficult questions in model building: "When is my model finished and I am I ready to show it?".

Is it finished when I believe it will score enough points to not embarrass me if I enter it in a contest? How many points is that? Is it finished when I think it will score enough points to outshine all the other models? What would that look like? Is it finished when I think I have done everything I can think of to make it a model I am proud to say: "I Built That"? Hmm...

To answer the question, I believe you first have to decide why you are building the model. Is it for me alone to enjoy, or is it to get some unknown person's favorable opinion and some kind of score? In this case, it was the latter and I had no idea if the model I had built was good enough, and if it was, did that mean it was finished? I had to find out.

So I made the "gutsy" decision to put the model in a shoe box and take it to the O Scale National Convention in Chicago Illinois, late in the 1980s. My final go or no go decision would come from going into the contest room and evaluating the other models. If I felt my model was at least as good as the other entries and would not be an embarrassment for me, I would enter it in the contest.

Several days later the dreaded time had come. Final decision time. That morning, shoe box in hand, I entered the Convention Hall and was directed to the contest room. Upon entering the room I was confronted at the door by the Contest Registrar who immediately asked if I was entering a model in the contest. Naturally I mumbled something and kept walking.

After reviewing the models in my contest category I finally decided to enter my model. Got to say it was a hard decision for me because I was really impressed with several of the models, but I summoned my courage and pressed forward. Frankly, my curiosity overcame my fear.

The contest results were to be announced at the wrap up Convention dinner that night. So here my wife and I are having dinner with a group of people we did not know waiting to hear the contest results and possibly the "future of my modeling life". Nancy was a real sport, she made it through the dinner and the after dinner speech before she gave up and went to bed. I understood her decision as I had wanted to do the same thing at some of her Junior League events.

Now here I sat waiting for the news that could influence my future modeling contest career. Naturally, they announced the Third place winner first. I was really hoping that would be me because I would have gotten, at least, some recognition. But no not me. I was ready to join Nancy upstairs, but decided to have a drink and wait for the announcement of Second place. So I stayed. Nope again not me. Well that's it, my model was just not good enough, I was in the process of saying goodnight, and joining Nancy when I heard my name called.

I had won First place in my contest category. Had to be a mistake, right? But no, people were congratulating me, so it must be true.

I managed to get up and accept my award, a friend told me my thank you comments were poor. Who cares, I had won first place. I picked up my model from the contest room and joined Nancy to share the news. She was sound asleep.

After this I never struggled with the decision to enter a contest or have my models judged for the NMRA Achievement Program again. The confidence this experience gave me is hard to estimate, but it was so significant that today, if I see a photo of something I want to build, I know I can build it and it will be a great "finished" model. I no longer need someone else to make that judgement for me.

I must say however the NMRA Achievement Program deserves a lot of credit for getting me to enter a contest or have my models judged and certainly be able to decide, "yep it's finished". How about you? When is something you build "finished"? I would love to hear your answer. My email is jimkellow@newtracksmodeling.com.

Here is how Eric Diehl looks at this question. Eric is an excellent modeler and his viewpoint is interesting. Take a look.

"Hello traction friends. I discovered this video and it resonated with something I talked about when I hosted and gave a talk for the DUR trolley club at my old crash pad in Romulus several years ago. I was talking about models being "illusions" of the real thing and that no matter how much work and detail we put into a model it will always be an illusion, not the real thing, so when I am building a car I need to recognize when some detail



or even the whole model is "good enough" and let it be finished.

Take a look at this video and let it influence your modeling, even if it is only a little bit.

Happy model building, Eric”

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 [Found HERE](#).

Apply for the scholarship using a PDF form [Found 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.

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

Things The New Tracks Team and the entire Model Railroad Community can do To Help Make our Scholarship Program a Great Success and help our young model railroaders pay for their education.

Donate to the New Tracks Mentoring Inc. 501(c)(3) Florida Non-Profit Corporation for our Scholarships. Donations to the New Tracks Mentoring scholarships can be made [HERE](#).

Thanks to your generous donations we are pleased to be able to grant \$6,000.00 in scholarships for the 2024 year.

Corporate Tier Donators in 2023

We am pleased that the Pacific Coast Region of the NMRA is our first 2023 Donor who contributed \$2,000 and therefore is listed as a specific scholarship sponsor for one of the 2024 scholarships. The name of their Specific Scholarship is:

The New Tracks Modeling Mentoring Scholarship sponsored by the [Pacific Coast Region, NMRA](#).



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.

It's easy to donate to our Scholarship Fund



The simplest way for individuals or Corporations to donate is to use the Zeffy platform. We have chosen Zeffy as they insure that 100% of your contribution will go to our scholarship. There are no processing or administrative fees. To use the Zeffy platform, [please click here](#).

If you wish to make a contribution by check, make the check payable to New Tracks Mentoring, Inc., and mail it to:

New Tracks Modeling Mentoring Scholarship
c/o Tom Farrell
2026 W. Stanton Ct.
Bloomington, IN 47404

Major Corporation Donation Tiers in 2024.

Companies that donate \$250 in any annual scholarship cycle will be identified as Brass Donors; Silver Donors will be recognized for a \$500 contribution, Gold Donors for a \$750 contribution and Platinum Donors for a \$1,000 contribution. Donors who contribute at least \$2,000 will be listed as a specific scholarship sponsor. Please contact us at: ntms@newtracksmodeling.com to arrange for your corporate donations. Donate early to maximize your exposure. Remember, your contribution will help the young modelers who are the future of our hobby.



New Tracks Modeling Mentoring Scholarship Application

Are you a model railroader?

Are you a modeler?

Are you pursuing a STEAM Degree?

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 open 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.

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

Help get the word out

Show our Scholarship banner at events and tell all the young modelers you know to apply.

Bob Davidson generously donated five banners through his company, Exhibits And More, which will be shown at train shows and rail expos across the country. Each banner is 3' wide and about 7' tall and has a QR code on it to link you directly to our website to get more information including the application to apply.

It's a retractable unit that is very easy to ship and set-up. So if you want one for your event let Bob Davidson know at: bobdavidson@newtracksmodeling.com

Bob also produced a table top version of our banners, so we now have 2 table-top banners for use for NTM and NTMMS. They're about 16 inches wide and 3½ feet tall. I think they'll be great for smaller events and local shows.

In addition to the banners, we can also provide handouts about the Scholarship program to local events we are not able to attend in person. All you have to do is contact Bob Davidson at: bobdavidson@newtracksmodeling.com.

Look for New Tracks Modeling at any show you attend. We hope to be represented at as many shows as possible in 2024. If you want to take one of our banners, or help man a table, or have us be a part of your table contact Bob Davidson at: bobdavidson@newtracksmodeling.com.

We were at the Amherst Show, the GSMTS in Timonium, and at the O Scale March Meet in Chicago. We will be at the National Narrow Gauge Show in Pittsburg PA, Al Judy's two shows, O Scale, and O Narrow Gauge, in Philadelphia PA, the NASG 2024 Convention in Philadelphia PA, the Piedmont Division of the SER Region of the NMRA show, the Midwest Region of the NMRA show, and various shows and convention out West including the Pacific Coast Region of the NMRA annual convention. In addition, we are producing the Virtual Train Show which will be a part of the Joint Physical and Virtual NMRA.Pacific Coast Region's Annual Convention. We hope to be able to do more of these Virtual Train Shows jointly with other NMRA Regions, Divisions and other organizations throughout the United States. Please email me if your organization would like more information about these Virtual Train Shows for your organization. My email is: jimkellow@newtracksmodeling.com

Remember, one of these years your kids or grand kids may benefit from the New Tracks Modeling Mentoring Scholarship program that you helped start. I truly hope so.

Thank you to everyone who helped us display our banners or pass out our handouts at shows around the Country last year. We are currently taking reservations for our banners for 2024. To let us know you are interested in displaying our banner or need handouts for a local event ,please contact: Bob Davidson at: bobdavidson@newtracksmodeling.com.

New Table Top Banners



O Scale March Meet



New Tracks Mentoring Inc. is the only organization, comprised solely of volunteers from the model railroad community who have created a nonprofit 501(c)(3) company for the sole purpose to provide scholarships throughout the United States for the benefit of young modelers who are pursuing a STEAM education after High School graduation, in a college, university or accredited technical school. So please help us help the young people in our great hobby.

The contributions and help by the current model railroad community can help the next generation of modelers provide the leadership and continue the traditions of our great hobby. For more scholarship information and to donate visit our website: <http://newtracksmodeling.com/scholarship> or [click here](#).

Now for some other New Tracks announcements

Our 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 [Click here for our April 1, 2024 issue](#).

If you are a subscriber to our website or a donor to New Tracks Modeling’s Patreon account, or to our Scholarship program, you will automatically get this publication by email. If you are a subscriber to our [New Tracks Modeling YouTube Channel](#), you will also be able to get a link to view the publication from our Zoom show videos.

We hope you enjoy this newsletter and ask you to encourage your friends to become donors and/or subscribers to our website newtracksmodeling.com or our YouTube channel, New Tracks Modeling, so they can also receive it. Please contact our Editor, [Martin Brechbiel, MMR](#), 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, and mentoring. Here is a link to my March 15, 2024 article in the *Citrus County Chronicle* newspaper. [Here is a link to the article](#).

Below is a portion of the April 19, 2024 article recognizing a local citizen for their donation to our local Boys and Girls club. This kind of response to my articles makes writing these monthly articles worthwhile for me and hopefully for the community’s kids.

Donation of Model Railroad trains

“A while ago I wrote an article about the need in our community for kids to learn about building models and the hobby of model railroading. I suggested the local Boys and Girls Clubs as a logical place for people to donate unneeded model railroad items. Since then, I have been contacted by several local individuals who wanted to donate their model trains and have referred them to Travis Anderson the Executive Director of the local Boys and Girls clubs.

After my latest Chronicle article, I was contacted by Bill Casey who graciously offered to give a large amount (nine 4 foot long plastic tubs worth), of model railroad equipment and supplies owned by him, and some by his friend Ed, to any nonprofit organization who would be able to use it in their programs. Bill and Ed wanted to make sure it was not just thrown away. They wanted it used and enjoyed. What better group than kids in our community?

I contacted Travis and he immediately agreed to accept the donation and to make arrangements to pick it up from Bill's home. Thanks Bill and Ed for your donation. Best of luck to Travis and the kids involved in the Boys and Girls club activities who get to build models and learn about my great model railroad hobby."

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 is sponsoring the Pacific Coast Region's "Virtual Train Show" as part of its Annual Convention April 24-28, 2024 in California's Silicon Valley.



<https://www.pcrnmra.net/conv2024/>

New Tracks Modeling is honored to be asked to sponsor the Virtual Train Show as part of the PCR's 2024 Virtual Convention. The PCR is hosting a virtual convention, open globally to all participants in conjunction with the in-person convention in Silicon Valley, April 24-28, 2024. Organizations and businesses participating in the show will each have a 10 minute video and a separate breakout room to meet with customers and interested modelers during the convention.

Since this **Virtual Train Show** is now over, you can still see all the videos of the organizations and businesses who participated on one of our regular Wednesday New Tracks Modeling Zoom shows later this year. Subscribe to the New Tracks Modeling website: newtracksmodeling.com to find out when the videos will be shown.

New Monthly Zoom Show Segments

A Series focusing on a specific Scales: N Scale, HO scale, S Scale, O scale, O Gauge Hi-Rail, and G scale Model Railroading

I have had many discussions with modelers who say things like: "What is Scale (X) all about? Does anyone really model in (X) Scale? Can I scratchbuild a model of ?? in (X) Scale?" (X) Scale can be G, O, O Hi-Rail, S, HO or N. So we decided to start a monthly segment on G, O, O Hi-Rail, S, HO, and N Scale hosted by knowledgeable, talented modelers in each scale to try and have your questions answered and information given about what is possible and things a new modeler entering a scale might need to consider. One scale will be discussed each week, each month on our Zoom shows. Here are the dates and hosts for upcoming shows. If you have specific questions you want addressed, or a specific person you would like to see interviewed on a scale segment, please contact the host of that segment. Emails for each host are shown below.

**G Scale Modeling hosted by [Steve Bittinger](#)
Sponsored by [New Creations Victorian Railroad Buildings LLC](#)**

**O Scale Modeling hosted by [David Schultz](#)
Sponsored by [O Scale Central](#)**

**O Gauge Hi-Rail Modeling hosted by [Dennis Brennan](#)
Sponsored by [Millhouse River Studio](#)**

**S Scale Modeling hosted by [Jamie Bothwell](#)
Sponsored by [NASG](#)**

HO scale Modeling hosted by **Ed O'Rourke**
Sponsored by **Mainline Hobby Supply**

N Scale Modeling hosted by **Clem Harris**
Sponsored by **National Capital Trains**



**MODEL TRAINS
MAINLINE
HOBBY SUPPLY**



2024 dates are available on our website. If you are interested in discussing something specific about one of these scales, please let the host know and tell him what you want to know and who you would like to hear from. It's up to you to help the host decide what these scale segments discuss and who are guests on the segment. Please subscribe to our website: newtracksmodeling.com so you don't miss any of these discussions on our zoom shows.

Edward Skuchas Traction Modeling

Ed Skuchas, a long time traction modeler, kit manufacturer, and currently the Traction Coordinator for the O Scale Central Board of Directors will host a monthly segment on "Traction Modeling in All Scales" beginning in August of this year. Ed and his guests will discuss traction modeling, and its historic and future in our hobby.

The dates for Ed's presentations are: August 7 for 15 minutes, then September 24, October 9, November 6, and December 4, 2024. I have known Ed for many years and know that he and his guests will present an interesting and creative discussion of how traction modeling is an important part of our hobby.

Sherri Johnson Technology Series

Sherri Johnson is very well qualified to conduct this series. She has been a Professional Electrical Engineer/Mechanical Engineer working with technology for 45 years which includes using technology in her scale modeling company, CatzPaw. This series will start June 5, 2024 and run through September 25, 2024. Its purpose is to discuss technology in such a way modelers understand what it can do for them, how they can go about taking advantage of it, and understand its future development and impact.

Subjects will include:

1. CAD Programs you can use and learn.
2. Craft cutters and more sophisticated cutting machines and their applications.
3. 3D Printing machines capabilities and purposes for model railroading.
4. Other technology you haven't heard of!
5. AI, the impact it's having today and will have over the next 5 years. How can you benefit?

This is a series that will be presented in such a way you will be able to understand it and actually use it. Don't miss any of the segments.

Setting the Stage with Scenery

Starting later this year, Bob Geldmacher, Chief Scenery Clinician at Scenic Express, will be presenting a series about using scenery to set the stage and enhance our model railroads. As we all know, scenery plays a vital role in creating the scenes that help to make our model railroading an art form. Bob will discuss a variety of products and demonstrate techniques that can help your scenery come alive. Please contact Bob with any suggestions about subjects you would like him to cover. You can reach him at: geldy@aol.com or call at 410-926-4514.

What other New Segments would you like to see?

I am in the process of developing 2024 new segments for our Zoom shows and need your advice and ideas. What do you want to see? Please let me know. My email is: jimkellow@newtracksmodeling.com. I look forward to hearing from you.

The New Tracks Modeling's team of volunteers and Patreon donors help make NEW TRACKS MODELING Zoom Shows possible. Thank you and please continue your support.

Thank you so very much for all the financial and volunteer time support New Tracks Modeling receives for our Wednesday shows. It is obvious to me that "YOU", the supporters who finance and the volunteers who produce the shows, make presentations, and do all the many jobs necessary to make our shows possible, are doing an outstanding job. I know this because of the favorable emails from viewers, the growth in the number of subscribers and viewers, and the interest shown for our programs by the model railroading community. Thank you all so very much. It is all of you who make New Tracks Modeling the show it is today.

Corporate Financial Sponsors for New Tracks Modeling

Thank you to these Segment Sponsors on our shows for their interest and Financial support to help pay for our Zoom and YouTube shows and related out of pocket costs:

Show Sponsor:

[Dennis Brennan's Model Railroading](#)

Show Segment Sponsors:

[O Scale Central](#)

[National Association of S Gaugers](#)

[National Capital Trains](#)

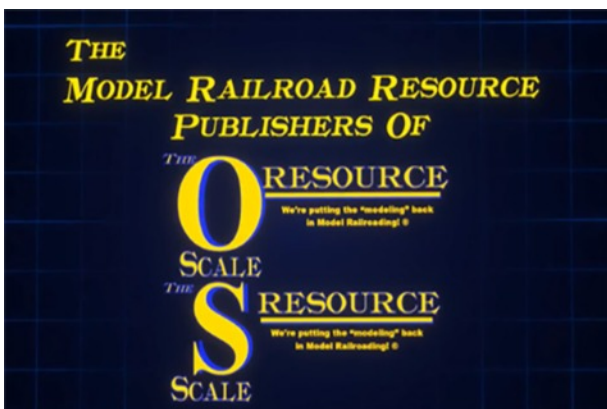
[Mainline Hobby Supply](#)

[New Creations Victorian Railroad Buildings LLC](#)

[Millhouse River Studio](#)

New Tracks Modeling "MY BUILD" Monthly Shows

[Sponsored by Model Railroad Resource LLC](#)



The O Scale Resource May/June 2024



Starting in January 2024, the "MY BUILD" segment began to occupy more of a monthly show, and will continue to do so, as long as we have sufficient modelers who want to show us their modeling. Here is the list of the upcoming MY BUILD shows and the special focus for each show. Please join in, show us your models, and help us learn.

- May 22 – Free for all! Anything goes!

- June 19 - Water. Waterfront buildings, wharves, boats, covered bridges, water tanks, anything water related
- July 24 – Free for all! Anything goes!
- August 21 - Harvest. farm equipment, grain elevators, hopper cars, mills, tractors, agriculture, barns, chicken coops, live stock, cattle pens/ranching, cattle cars, reefer cars,
- September 18 – Free for all! Anything goes! L
- October 16 - Halloween. haunted houses, abandoned buildings, abandoned railroad cars, scarecrows, derelict engines,
- November 20 – Free for all! Anything goes!
- December 18 - Holiday. Santa, Christmas billboard cars, snow scenery, snow plows, people ice skating, holiday lighting, holiday decorations,

The main purpose of our MY BUILD is to provide a platform for modelers to showcase their past and ongoing projects, highlight their achievements, seek advice or assistance if needed, and help others learn new skills. To make things more exciting, some months MY BUILD include challenges. These challenges typically revolve around seasonal themes and aim to encourage a diverse range of projects within the modeling community. Additionally, these challenge shows are open-ended in order to include any other models a viewer wants to share.

The segments are designed to be supportive and non-judgmental so modelers can help each other learn and develop their modeling skills. We hope allocating the MY BUILD more time in our monthly show will provide modelers with the opportunity to have more extensive and in-depth discussions about their projects. Join our new Facebook Group, New Tracks Modeling, and continue the discussions after the show.

Every viewer of New Tracks Modeling is encouraged to send in one or more photos of their modeling to the show's host, Chris Coarse at railrunner130@hotmail.com in advance of the next MY BUILD show. Chris will organize these photos into a PowerPoint slideshow. During the show, each participant is given the opportunity to discuss their slides. You can share valuable tips, discuss techniques, answer questions from the audience, or pose your own questions about something you want to learn.

MY BUILD is designed to serve railroad modelers of all scales, gauges, and age groups. Everyone is encouraged to participate. Chris Coarse is the owner of Conowingo Models. Conowingomodels.com and he and Greg Cassidy welcome any of your comments or suggestions for the MY BUILD. Just email Chris Coarse at railrunner130@hotmail.com.

See the MY BUILD projects shown on the March 20th, 2024 show in this issue.

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 in fall 2024. Contact me if you are interested at: jimkellow@newtracksmodeling.com

Our BUILD ALONG modeling experiences provide viewers with 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, do them to try to help you improve your skills, have more enjoyment building kits, and gain confidence in your modeling. They provide a true learning experience that has 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.

WATCH ME BUILD Railroad Models

These segments provide modelers, designers, and manufacturers, the opportunity to build a model to not only demonstrate their modeling skills and techniques, but to help other modelers improve their skills, and show new products. These segments can be for one or more shows depending on the details included for the modeling presentation. Viewers can ask questions and learn various facets of modeling from experienced modelers.

Special Watch Us Build 2024 Show Segments with Tom Yorke and Tom Farrell:

Starting June 12, 2024 Frenchman River Models's M. Spillane Building in O Scale will be built by Tom Farrell as currently occupied, and by Tom Yorke, who designed this model, as vacant and dilapidated. This project will be done in 5 separate show segments. These segments will be a great way not only to watch two very talented modelers show how this kit can be build, but also how it can be bashed to become something entirely different.

Continuation of Tom Yorke Angel's Crest Funeral Home modeling part 3

Tom Yorke

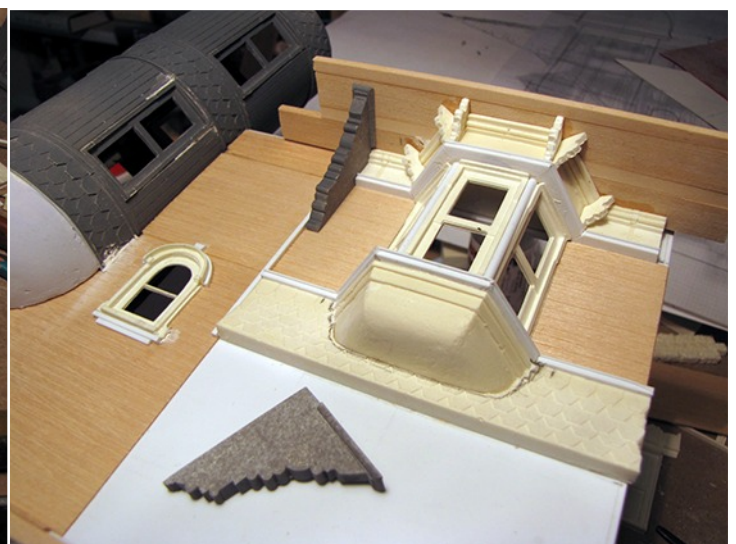
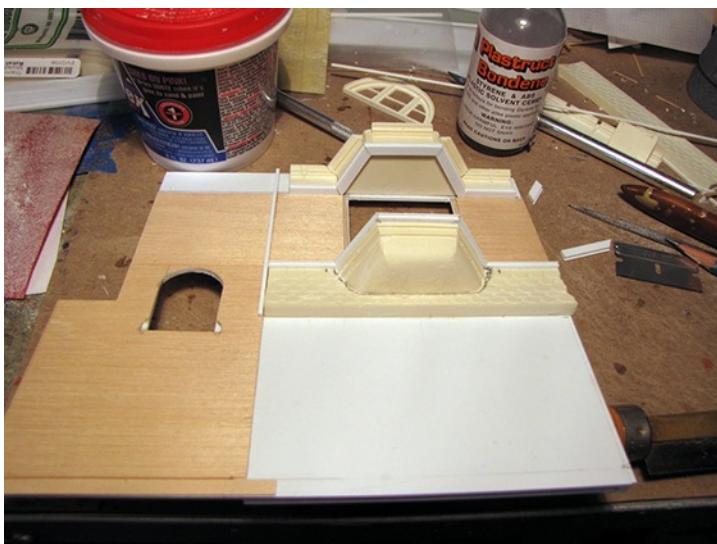


I had to move Tom Yorke from the March/April issue of O Scale Resource to this issue to accommodate Tom's work schedule for designing his line of new kits.

The first two segments of Tom's build of this church is in my article in the [January/February 2024 issue of this magazine](#). This is Part 3.

In this edition, I will post a bunch of photographs that show the walls being built. Rather than discuss any of this further, I will let the photos speak for themselves. The roofing is the main reason for Part 3. The fourth and last installment will cover the finish painting and weathering. This of course is not the final step. The painting should be done as the building progresses moves along.

OK, let's start with the roofing. This is a conglomeration of materials to represent a roof that was reroofed over the years and has also been added to along with new additions to the structure. The original house was roofed with shingles, but that roof became too old and leaked. Different materials were used to cover these areas. Building felt (tar paper), corrugated metal and metal sheets along what was left of the original shingles. Several manufacturers have different roofing systems available. Since my roof was done many years ago, some of these companies may no longer be around. You'll have to search for what is available today.





I first covered random areas with building felt. This was “borrowed” from restaurants that use a nice, heavy, non-patterned napkin. I cut these to 3’ wide strips and spray painted them black. I spread white glue on the roof surface directly under where the felt strip was to go. I also coated the strip with glue. I placed it on the glue surface and coated it again with white glue. I repeated this process up the roof in the areas to be covered. This felt would be covered with the original shingles. However, I wanted the felt to be visible, so I glued the shingles, or what was left of them, over the bare roof overlapping the felt at the edges. Several types of shingles were used. Some plain and others decorative. Valleys between the different slopes of the roof were covered with strips of aluminum air conditioning tape. I also used this material to cover areas of the roof such as the eyebrow window above the car port. All of this was done in a random pattern as I went. Areas were left out to be covered with different styles of corrugated metal. The roofing was cut to fit around the different shapes of the roof and dormer windows. The chimney was sealed around the perimeter with A/C tape and painted black.

The tower roof was made from a wine glass as a pattern, then filled with plaster and broken to reveal the bare plaster roof. This was scored and painted silver, then bronze and finally given a verdigris finish with acrylic Sea Foam Green. A/C tape flashing was applied around all roof vents. Loose shingles are present all around. The car port roof was covered in pea gravel – small light gray ballast.

I will make note here of some of the special details incorporated in the model. I made a large air conditioning unit to power the embalming room and storage area. The vent work was made using square styrene tubing with the joints covered with strips of A/C tape. The unit was painted silver. The cap on the large



chimney was cut from a piece of styrene tubing. The porch and car port columns are from House Works (a doll house material) and were for 12" scale. These were trimmed to fit. The railings were Grandt Line parts. The detail above the entrance portico was made by painting Artist's Gesso in the desired design. This needed to be repeated several times to build-up the texture. A/C units were added to some windows and a large swamp cooler was added to an upstairs window. These I had as resin castings that were used in some of my kits.

I should note here that the sub-roofing styrene sheets were carefully cut to fit the areas to be covered. This was a time-consuming practice, but worked out

fine. The roofing was applied one section at a time and trimmed to final shape before the next was applied.

Thanks Tom for sharing your modeling with us. Stay tuned for more. Tom can be reached at: Tom.Yorke@newtracksmodeling.com

Artificial Intelligence help to Railroad Modelers

I believe Artificial Intelligence (AI) is going to have a very significant impact on our modeling and our Hobby in general. So I asked AI some questions to see how AI might help us today. Take a look. What do you think?

1. Why should I get the NMRA Achievement Program Master Model Railroader (MMR) award?

ChatGPT Answer:

“The NMRA Achievement Program Master Model Railroader (MMR) award is a prestigious recognition in the model railroading community. Here are a few reasons why you might consider pursuing this award:

1. Acknowledgment of expertise: The MMR award demonstrates a high level of knowledge, skill, and craftsmanship in various aspects of model railroading. It showcases your dedication and commitment to the hobby, providing recognition from your peers.

2. Personal accomplishment: Working towards the MMR award can be a fulfilling and enjoyable journey. It encourages you to continuously improve and expand your skills, allowing you to set and achieve personal milestones.

3. Learning opportunities: Through the rigorous requirements of the MMR program, you'll have the chance to explore various aspects of the hobby and likely learn new techniques, concepts, and approaches. This can enhance your modeling abilities and broaden your understanding of model railroading.

4. Networking and camaraderie: Pursuing the MMR award often involves connecting with other enthusiasts who are also striving for the honor. This can lead to valuable friendships, mentorships, and opportunities to share ideas and knowledge within the community.

5. Increased recognition: Attaining the MMR title adds credibility to your expertise and can open doors to opportunities, such as contributing to publications, participating in exhibitions, or being invited to present at conventions. It establishes you as a respected figure among fellow model railroaders.

Ultimately, deciding to pursue the MMR award depends on your personal goals, passion for the hobby, and desire for personal growth and recognition.”

I think AI provided an answer that at the least will help many modelers focus on why the MMR could be important to them and therefore make up their mind if the work required is worth it to them.

I have always considered answering questions about the MMR program, and particularly helping modelers achieve it, as a part of mentoring. So I decided to see if AI can truly play an important roll as a modeler's mentor. To test this theory I asked AI (ChatGPT) several questions I have personally heard modelers ask.

See if you think these AI answers would be helpful to your modeling.

2. What size and type of brush should I use to paint 1/4" scale figures?

ChatGOT Answer:

“When painting 1:48 scale figures, it's important to use appropriate brushes to achieve the desired level of detail. Here are some general recommendations:

1. Size: For most painting tasks, a range of brush sizes is useful. When it comes to painting fine details on 1:48 scale figures, a good starting point is a set of brushes ranging from 000 to 1 or 2.

2. Type: Consider using brushes with fine, synthetic bristles as they can hold their shape better and provide good control. Kolinsky sable brushes are also popular among miniature painters for their excellent point and responsiveness.

3. Detail brush: For intricate work like small facial details or highlighting specific areas, a brush with a sharp point and fine tip is essential. A small round or liner brush, such as a size 0 or 00, can be very useful for such delicate tasks.

4. Dry brushing: To achieve realistic dry brushing effects on the figure's surfaces, a larger brush with stiffer bristles can be helpful. Look for a small flat brush, such as a size 4 or 6, to apply this technique effectively.

Remember to regularly clean your brushes to maintain their performance and prolong their lifespan. Additionally, it's important to practice and experiment to find the specific brushes that work best for your preferred painting style and technique.

Lastly, please note that personal preferences may vary among artists, so it's always a good idea to seek advice from experienced painters or consult specific tutorials and forums related to miniature figure painting.”

3. How do I cut out windows from a 1/4” scale basswood wall?

ChatGPT Answer:

“To cut out windows from a 1/4" scale basswood wall, you can follow these steps:

1. Mark the window openings: Measure and mark the desired window locations on the basswood wall using a pencil or fine-tip marker. Ensure the marks are accurately aligned and properly positioned.

2. Choose the cutting method: There are a few methods you can use to cut out the windows:

a. Craft knife/scalpel: Use a sharp craft knife or scalpel with a fresh blade. Carefully follow the marked lines, applying gentle pressure to cut through the basswood layer by layer. Take your time and make multiple light passes rather than trying to cut through in a single stroke.

b. Razor saw: A small razor saw with fine teeth can also be used to cut along the marked lines. Make sure the saw blade is securely mounted and use slow, steady strokes to cut through the basswood.

c. Rotary tool/Dremel If you have experience with a rotary tool or Dremel, you can use a small cutting bit to carefully remove the material along the marked lines. Exercise caution and keep a steady hand to avoid any accidental slips.

3. Sand the edges: After cutting out the window openings, you may notice rough edges or uneven surfaces. Use fine-grit sandpaper or a sanding block to smooth and refine the edges of the window openings. Be gentle to prevent any damage to the surrounding areas.

4. Finishing touches: Depending on your project's requirements, you can add additional details like window frames, sills, or shutters using appropriate materials, such as thin strips of basswood or other modeling supplies. Paint or stain the basswood wall as desired, taking care to paint the window openings to simulate the appearance of glass.

Remember to wear appropriate safety gear like eye protection and work in a well-ventilated area when cutting wood or using power tools. It's also recommended to practice on scrap pieces of basswood to familiarize yourself with the chosen cutting method before working on the actual project.”

Since I did not understand the above comment in point #4 above I asked this follow up question:

4. How do I paint the 1/4” scale window openings in basswood to simulate the appearance of glass?

ChatGPT Answer:

“To paint 1/4" scale window openings in basswood to simulate the appearance of glass, you can follow these steps:

1. Prepare your materials: You will need basswood pieces, sandpaper to smooth the surfaces, primer, paint in the desired color, a small brush, a palette or mixing surface, and gloss varnish.

2. Sand the basswood: Use sandpaper to smooth the surface of the basswood. This will help the paint adhere better and create a more even finish.

3. Prime the basswood: Apply a thin coat of primer to the basswood pieces. This step creates a good base for the paint and helps it adhere to the surface. Allow the primer to dry completely according to the manufacturer's instructions.

4. Mix paint: Choose a paint color that simulates the appearance of glass. You can use acrylic paint for this purpose. If needed, mix different colors to achieve the desired hue.

5. Paint the basswood: Use a small brush to carefully apply the paint to the window openings in thin, even layers. Pay attention to details and try to mimic the look of glass as closely as possible. Let each layer dry before applying the next one, if necessary.

6. Apply gloss varnish: Once the paint is dry, you can give the painted windows a glossy finish to simulate the shine of glass. Apply a thin coat of gloss varnish using a brush, following the instructions on the varnish packaging. Allow it to dry completely.

By following these steps, you should be able to create realistic-looking window openings that simulate the appearance of glass on your basswood pieces at a 1/4" scale.”

I still did not understand how to mix paint to simulate windows! So I asked AI to explain further:

ChatGPT Answer:

“To mix acrylic paint and obtain a color that simulates the appearance of glass, you can follow these general guidelines:

1. Start with a transparent or translucent color: To create the illusion of glass, it's essential to use paint that allows light to pass through. Start with a transparent or translucent color as the base for your mixture. Colors like cyan, cobalt blue, ultramarine blue, or sap green can be good options.

2. Experiment with adding white: Gradually add small amounts of white paint to the transparent or translucent color. This will create a paler version of the color, resembling the clarity of glass. Mix thoroughly and assess the resulting shade. Continue adding white until you achieve the desired level of opacity and translucency.

3. Consider adding a touch of gray: Adding a tiny amount of gray paint to the mixture can help create a subtle sense of depth and reflection in your glass simulation. Be cautious and add gray gradually, as a little goes a long way.

4. Optional: Introduce a hint of complementary color: Depending on the type of glass you want to simulate, you can add a tiny touch of a complementary color to enhance the realism. For example, if you're aiming for the appearance of bluish glass, consider adding a touch of orange or yellow as complementary colors to the mix. Experiment cautiously, as using too much complementary color can alter the desired effect.

5. Blend and test: Continuously blend the paint mixture and periodically test it on a small area of your basswood or a test surface. Observe how the color appears in different lighting conditions and adjust the mix as needed until you achieve the desired glass-like effect.

Remember, these are general guidelines, and the exact mixture will depend on the specific appearance of glass you wish to achieve. Feel free to experiment, adjust ratios, and explore various combinations until you achieve the desired output.”

All of the messages were generated by Nova - download it for free:
<https://novaappai.page.link/2remwd8dXtjzSUB87>

In the [September/October 2023 issue of this magazine](#), I discussed what makes a great kit. The answer was great instructions. At the end of that article I asked Chat GPT: Can Generative AI write model railroad kit instructions? Chat GPT Answer: Potentially.

OK, let's see how.

If AI can potentially write kit instructions, how would a manufacturer use AI to do this? I must admit my main sources of information about AI comes from ChatGPT and the Geek Wire newsletter.
<https://www.geekwire.com/about-geekwire/>

In reading about AI, I concluded, in simple terms, “AI, is currently, a human written mathematical computer program that is provided a lot of data about possible ways of solving a specific problem, analyzes the data, and finds the best solution.”. So a manufacturer would have to write the computer program and provide the needed data for analysis. Easy to say, but how many manufacturers can do it? How many would pay someone else to do it?

In order to get a more complete picture of what AI would need to have provided to it in order to write instructions to build a kit I asked ChatGPT. The AI answer:

“To create a narrow AI specifically designed to write instructions for building a specific model railroad kit, you can follow these steps:

1. Define the Objective and Scope: Clearly outline the goal of the AI system, which is to generate accurate and comprehensive instructions for building the model railroad kit. Specify the specific steps and details that the AI should cover.

2. Gather Instruction Data: Collect existing instruction manuals, guides, articles, and any other relevant sources related to building the model railroad kit. Ensure you have a wide range of instructions to train the AI on different variations and approaches.

3. Preprocess and Structure the Data: Clean the gathered instruction data and convert it into a structured format that the AI can understand. This may involve removing irrelevant information, formatting the text, and annotating the data with appropriate labels.

4. Choose the AI Framework: Select a suitable AI framework or platform for natural language processing (NLP). Consider using frameworks like TensorFlow or PyTorch and pre-trained models like GPT (Generative Pre-trained Transformer) for language generation.

5. Fine-tune the Language Model: Utilize transfer learning to fine-tune the pre-trained language model using your structured instruction data. This process involves training the model on the specific task of generating clear and accurate instructions for the model railroad kit.

6. **Generate Instructions:** Develop a system that interacts with the fine-tuned model to input details of the model railroad kit and receive generated instructions. The system should allow users to provide information like the kit name, specific components, and any customization options.

7. **Test and Evaluate:** Test the instruction generation process and evaluate the quality and accuracy of the generated instructions. Compare them against existing instruction manuals to check for consistency and comprehensibility.

8. **Refine and Iterate:** Gather feedback from users and experts to improve the quality of the generated instructions. Incorporate user feedback, address any limitations or errors, and fine-tune the model iteratively.

9. **Deploy and Maintain:** Once satisfied with the instruction generation system's performance, deploy it to a user-friendly interface, such as a web application or mobile app. Continually monitor and maintain the system, updating it with new instruction data or improvements as needed.

Building an AI system for instruction generation requires expertise in NLP, data preprocessing, and software development. It's important to continuously refine and iterate on the system based on user feedback to enhance its capabilities and ensure accurate and user-friendly instructions.”

This message has been generated by Nova - download it for free:
<https://novaappai.page.link/4oGKadBum7dWNwdP8>

I again wonder how many manufacturers are able to do this? How many are interested in learning how to do it? But let's assume we have AI write great instructions to build the kit.

I then asked ChatGPT: Can AI teach me to build the kit using it's instructions? Do I still need a human mentor?

“Teaching a narrow AI to guide you in building a specific model railroad kit involves a process known as "end-to-end learning. Here's how you can approach it:

1. **Data collection:** Gather a dataset specific to the model railroad kit you want to build. This dataset should include images, videos, written instructions, and any other relevant materials specific to the kit.
2. **Data preprocessing:** Clean and preprocess the collected dataset, ensuring it is organized and annotated appropriately. For instance, categorize different components, tag images and videos with labels, and identify relevant information in the written instructions.
3. **Define objectives:** Determine the tasks you want the AI to perform. These might include identifying and sorting components, interpreting instructions, demonstrating assembly steps, providing real-time feedback, or a combination of these tasks.
4. **Algorithm selection:** Choose suitable algorithms that align with the defined objectives. For example, you might employ computer vision algorithms for component identification, natural language processing techniques for understanding instructions, and reinforcement learning for optimizing AI performance.
5. **Model training:** Train the narrow AI model using the preprocessed dataset. Depending on the chosen algorithms, this can involve training neural networks, optimizing model parameters, and applying reinforcement learning techniques. The objective is to teach the AI how to interpret and convey relevant information to guide you through the assembly process.
6. **Iterative improvement:** Evaluate and refine the AI model's performance using validation techniques and user feedback. Iterate on the training process, making adjustments based on the model's performance to ensure accurate and effective assistance in guiding you through the model railroad kit assembly.

7. Deployment and testing: Deploy the trained AI model in an interactive user interface, such as a mobile or web application. Test its performance and usability, incorporating real-world user feedback to further enhance its effectiveness.

It's important to note that teaching a narrow AI to assist in building a specific model railroad kit would require a significant amount of specific data and expertise. The availability and quality of the dataset, the complexity of the kit, and the algorithms used can greatly influence the AI's ability to guide you effectively.”

This message has been generated by Nova - download it for free:
<https://novaappai.page.link/2remwd8dXtjzSUB87>

I could be wrong, but because of my age and lack of computer knowledge, it seems to me while AI can potentially help model railroad manufacturers write their kit instructions, and even teach modelers how to build the kit, we are probably years away from seeing these AI potential benefits.

But maybe down the road manufacturers will use AI to develop detailed building instructions for their kits and enable individuals to be able to select the degree of education they need from AI to build the kit. Wouldn't that be something? We could get great proven kit building instructions and an AI mentor assistant to insure we build the best kit possible.

If I am correct about the potential capabilities I see for AI, then how do we get started? Perhaps from the NMRA? I realize these AI capabilities could be a few years away, but only if the project gets started now. I look forward to reader, and the NMRA's comments about this.

For sure there are many people who read this article that are much, much, more knowledgeable about AI than I am. Particularly young modelers in our hobby who I believe will have the knowledge and skills to really make fantastic contributions to a project like this. But only if they know the model railroad community is interested in their efforts. Well are we? My email is: jimkellow@newtracksmodeling.com

Well what do you think about AI? Here is my opinion.

I have never heard of using the paint option to simulate glass. I learned something new from my AI questions, the same as I would interact with a human mentor. Therefore I believe AI can be a valuable part of mentoring. In my opinion, it does not yet eliminate a human mentor with all the personal experience and help they can provide. However, I believe AI can, at the very least, help many modelers in all hobbies develop skills and learn techniques that can improve their modeling and enjoyment of their hobby. I think this can be particularly important for modelers located in remote areas without access to a human mentor.

But is there still a need for human mentors? Yes, definitely, in my opinion. There is no substitute for the friendship and nuance that comes from talking to an experienced human about a model building issue or problem and having him/her demonstrate and help you perform the solution that works for you. At least that has been my personal experience. I have had several mentors who have provided me with different kinds of help with various parts of our hobby. I don't think I will ever stop asking for help from a person who shows me a skill or technique. I want to learn. But down the road you never know!

ChatGPT Says it can for the foreseeable future be a help to human interaction and mentoring.

“Community and Inspiration: AI-generated content and online platforms can facilitate community engagement. Model railroaders can use AI-generated content as inspiration, share their own creations, and exchange ideas with fellow enthusiasts. The AI-powered platforms can help nurture a vibrant online community and foster collaboration and learning.”

It's important to note that while AI can bring new benefits to the hobby, it cannot replace the joy of hands-on craftsmanship, creativity, and the human touch that model railroading enthusiasts 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.

Thank You again for all your interest and for reading this far. Until next time with more New Tracks Modeling, I wish you Happy Railroad Modeling with whatever you are building!

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

NEW TRACKS

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

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

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

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

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

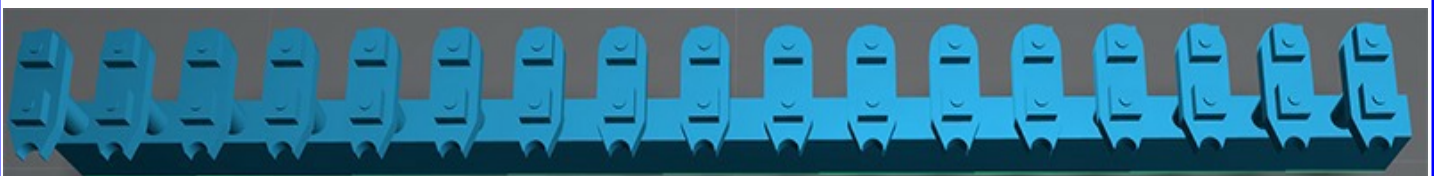
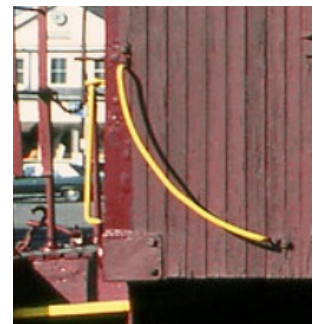
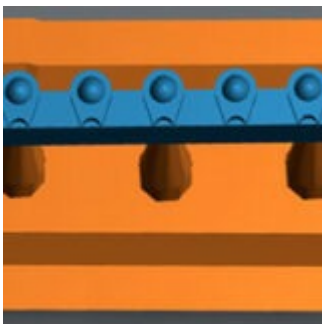
Share your own modeling in our MY BUILD sessions.

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



Grab Iron Ends (Nut/Bolt) and for modern cars, Grab Iron Ends (Rivet). These small parts will really dress up an older Athern/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. Also our new double Nut/Bolt grab iron end used on many cabooses.

[Model Railroad Resource 3D Division - Resin Parts](#)



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

NEW TRACKS MODELING

“MY BUILD” Models Shown on the March 20th, 2024 Show

These are some of the photos modelers shared on our March 20th, 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.

Greg Cassidy - gcassidy2@verizon.net - HO scale - I found this photo of the damaged freighthouse online and just felt the need to model it. Plus I needed another scratchbuild for my AP. Monster Modelworks brick.

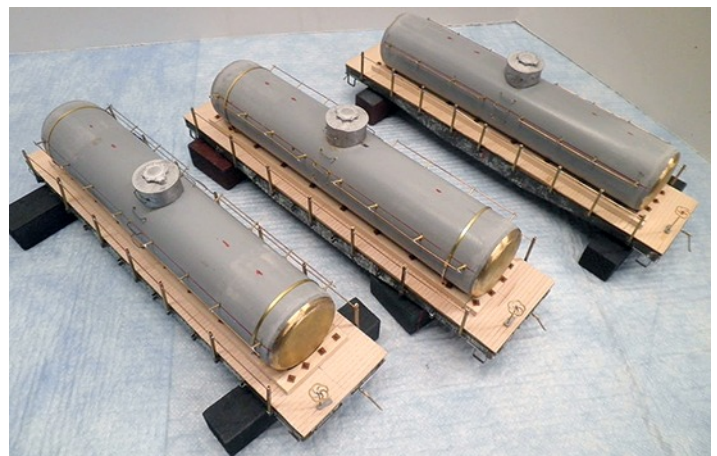
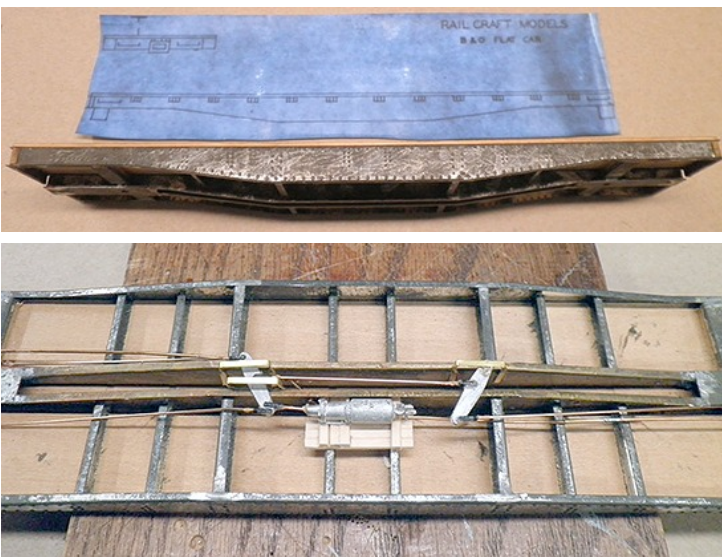


Bob Farquhar - bob.farquhar@sympatico.ca - HO scale - Attached is a picture of a logging train. Kit by Sierra West (Texas) and some cars scratch built.

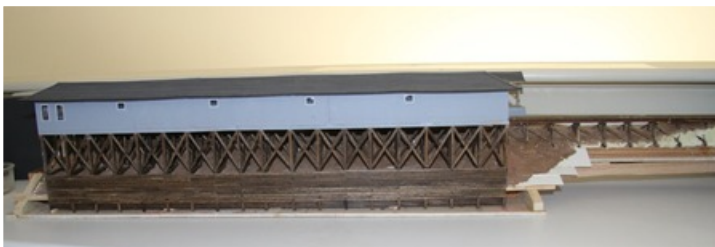


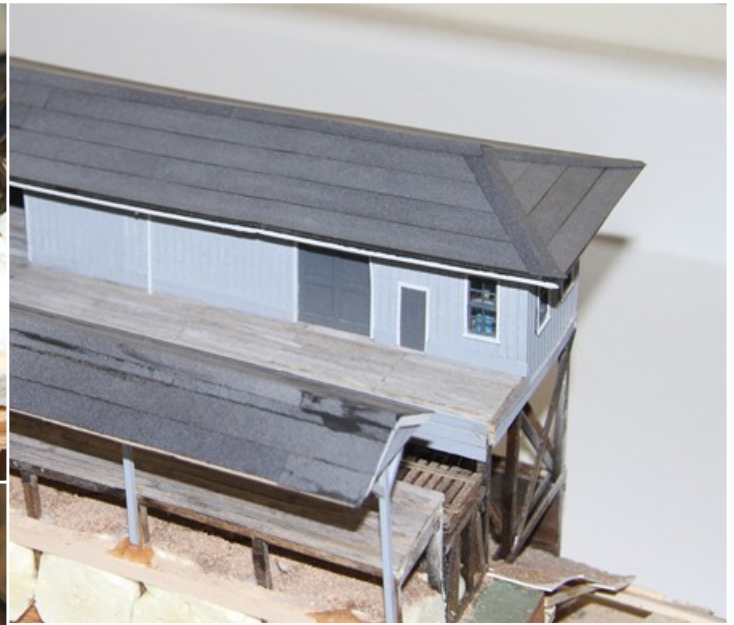
Martin Brechbiel - mwbenterprises@verizon.net - O scale - Vintage flat cars to tank cars.

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



Earl Hackett - hackett@gmail.com - HO scale - Attached are photos of my model of the freight house at Thurmond, WV as it existed around 1950. I've also included the only two known photos of the prototype. It will go into storage until I get the track laid as it is right on the edge of the layout.





Jeff Jordan - jordan.jordan54@verizon.net - O scale - Coal barge



Alan Rogers - eauchiche@gmail.com - O scale - Perpetual adoration Chapel at The Shrine of Our Lady of Guadalupe



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



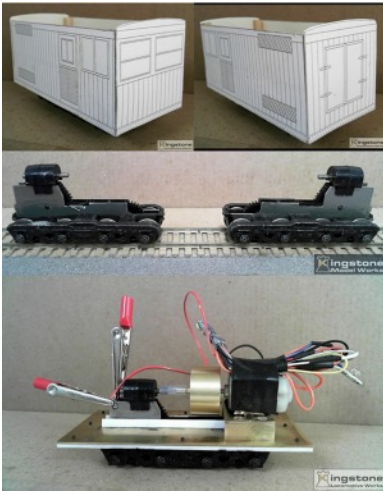


Bill Stimson - wstimson@q.com - Here are some photos of my recent N scale builds. The first is a few of the overall area on my still under construction layout. There are currently eight buildings in the area. Two are downtown deco kits, two are previous scratchbuilds, two are still under construction and the last two are included in this, both scratchbuilt.



Senior Chief Andy Zimmerman - seniorchiefz@outlook.com - It is an N-Scale Kit from MUDD Creek. It is a wood laser kit. This is the first of 5 builds for a waterfront module. Waymans Shipping. I altered it by turning it sideways as I need to get 5 buildings in place on my next set of modules.





Top - CAD designed boxcab printed on paper with laser printer and glued to thin cardstock for design evaluation.

Middle - Two trucks from an HO DD40 diesel to be used as a power chassis.

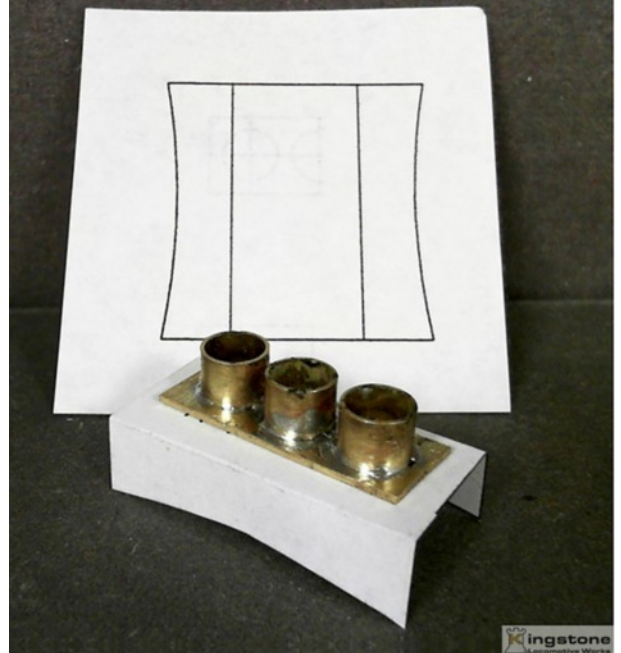
Bottom - Brass and styrene deck added plus motor mount and a NCE silent decoder



Top - Started out with a styrene. Decided it was too flexible.

Middle - Using 1/32" plywood as a backer. Added vertical sheathing. Cutouts added for door, windows and air vent.

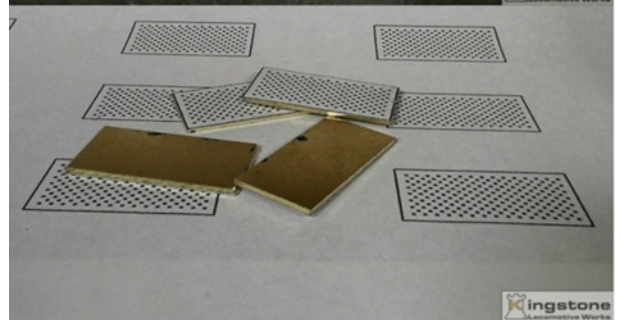
Bottom - Two sides and the back have been finished. The green finish on the right wall was an experiment in powdered chalk and some weathering.



Top - The finished roof with further details added.

Middle - New owner of model painted the second of the two and added decals for his Wilani Lumber Co.

Bottom - Closer view. Owner added more details.



Top - End brass piece soldered on, plus a roof piece was made also and rivets added.

Middle - CAD drawing of exhaust system.

Bottom - CAD drawing for radiator pipes glued to .030" brass for drilling holes.

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



O Scale... Old School Style Vintage O Scale 1926-54

By Carey Williams



Scale Craft emerged as one of the preeminent manufacturers of quality O scale kits of engines freight and passenger cars from 1933 to World War II.

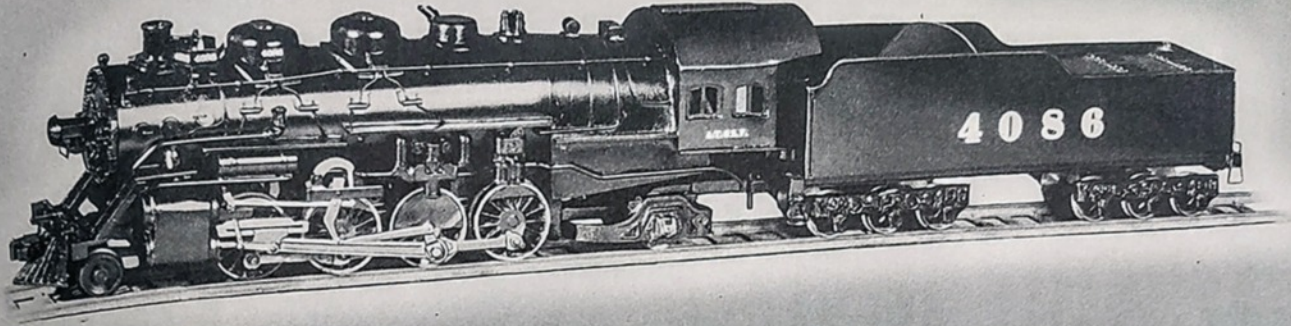
Scale Craft Working Models, American Model Engineers, Inc. headed by Charles Smith got a huge boost of energy, passion, clout, and money when Elliot Donnelly took over the reins in 1935. Elliot was able to successfully push the Scale Craft name both in O scale and his pet project, OO gauge, hoping for some economy of scale with production and marketing.

Scale Craft began with the crowd pleasing Pennsylvania Railroad K4 in 1933 securing the contract to supply trains for the PRR large public display at the Century of Progress World's Fair. The K4 was then marketed to the public as a sheet brass kit in various degrees of finish depending on price point.

The following year, the natural second engine was the NYC Hudson, initially to be offered as a sheet brass boilered kit like the K4.



LOCOMOTIVES



THE SANTA FE MIKADO

★ **MORE POWER TO YOU.** By popular demand we present the heavy Mikado, "0" gauge, freight hog. Here is a Scale-Craft masterpiece of which we are justly proud. The "Mike" is practically essential to round out the roster of motive power on any railroad system and yours needs one.

We have selected the Santa Fe 4000 series because, while it is considered modern power, it is still small enough for short line operation. This mighty monarch of the rails was primarily developed to handle heavy traffic and is the most common type of freight locomotive in America today. You will find the Mikado on most any railroad due to its highly universal adaptability. Geared at 24 to 1 ratio we offer more power. The standard K-D motor insures maximum performance with minimum maintenance. The highly detailed bronze cast superstructure gives the necessary weight for traction of the grey iron drive wheels to grip the rails thereby eliminating slippage. Our all-bronze rigid main frame supports this smooth running mechanism with ample bearing surface for a lifetime operation.

The 15,000 gallon bronze tender accentuates the powerful appearance of this highly detailed iron horse and you will sense a genuine thrill as your powerful "Mike" roars out of your freight yards dragging a hot shot load of freight. Simplicity of construction ranks this kit among the first in the locomotive kit field; so be sure to consider Scale-Craft's Mikado when selecting a good dependable motive power for your system.

SPECIFICATIONS

Length of Locomotive Overall (End of Pilot)	13½"
Length of Tender Overall	10"
Total Length of Locomotive and Tender	23½"
Height of Locomotive from Rail to Stack	31½"
Height of Locomotive from Rail to Cab	37½"
Width of Locomotive over Running Boards	2¼"
Height of Tender from Rail to Peak	3½"
Width of Tender	21½"
Approximate Weight of Locomotive and Tender	12¼ lbs.
Minimum Radius Curve	48"

For list of drills and taps required to build this locomotive, see Tool Pages.

K1728 Santa Fe Mikado Locomotive Kit, Complete \$62.50

K1728/H1 Santa Fe Mikado Hobby Kit, Section 1 . \$14.00

Section 1 starts you well on the way with the main frame and drive wheels, cylinder block, valve gear frame, guide and guide block, and a main and side rod set, plus a detailed chassis drawing and a set of instructions.

K1728/H2 Santa Fe Mikado Hobby Kit, Section 2 . \$13.00

Section 2 consists of the motor and the valve gear parts. While this section may seem to be rather lacking in parts, there is a considerable amount of work to be done.

K1728/H3 Santa Fe Mikado Hobby Kit, Section 3 . \$13.00

The parts in this section complete your chassis, furnishing the balance of your transmission unit plus your pilot and lead and trailer trucks.

K1728/H4 Santa Fe Mikado Hobby Kit, Section 4 . \$13.00

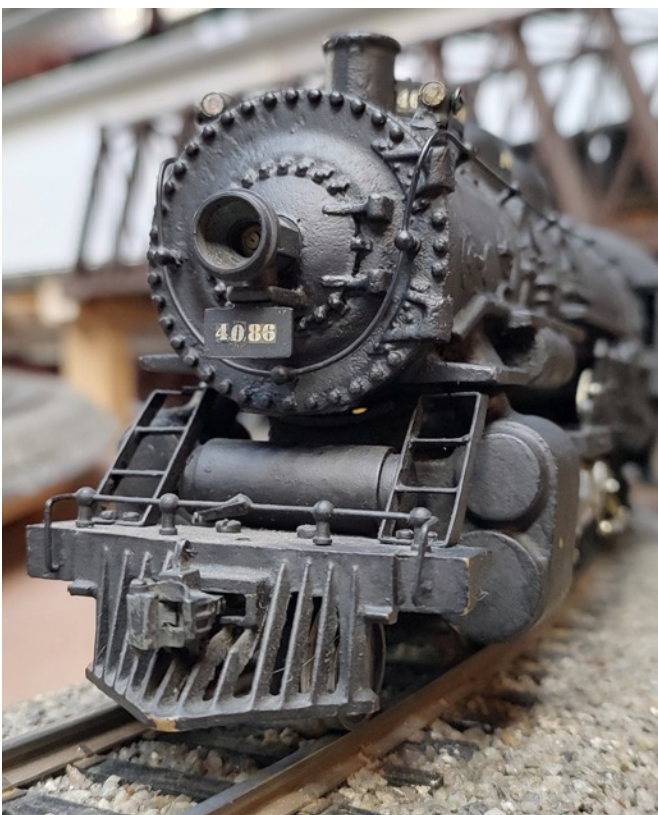
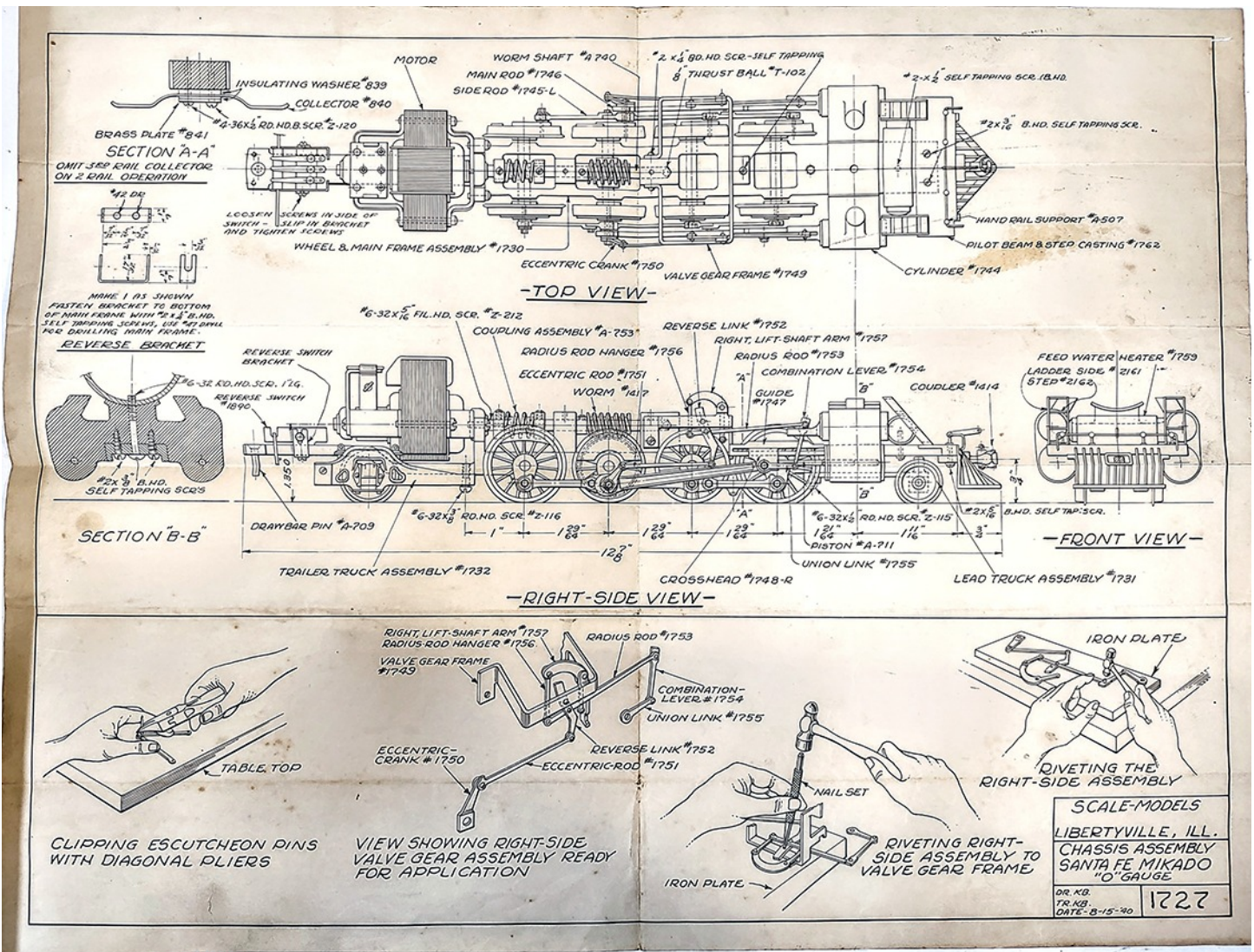
Section 4 includes the super-detailed cast superstructure and smoke box front, the headlight, the turbo generator, the feedwater pump and the balance of the detailed parts to complete the locomotive itself.

K1728/H5 Santa Fe Mikado Hobby Kit, Section 5 . \$12.00

Section 5, as is customary in our sectional kits, consists of the tender parts. In this kit we furnish a super-detailed bronze tender body, together with the body detail, such as hand grabs, steps, etc., and also a pair of 6-wheel commonwealth tender trucks.

Additional for Two-Rail Insulation:

K1728	\$6.00
K1728/H1	3.50
K1728/H3	1.00
K1728/H5	1.50



John Q Public newbie model railroader may have found the soldering required for the built up boiler a step too far, so Ken Boyd drew up drawings for a cast bronze boiler thus streamlining the assembly for the emerging home railroad titans.

1937 & 1938 the Southern Pacific Mountain and Pacific were released returning to the sheet brass boilers; however, the boilers for the two engines be the improved K4 came factory assembled to aid (and secure a sale) for the growing ranks of O scalers.

In August 1940 Boyd designed what would be the last Scale Craft steamer a Santa Fe Mikado, again with a cast bronze boiler.

The cast bronze boiler engines Hudson & Mikado are 1/4" scale, and the 3 sheet brass boiler engines are 17/64ths.



Why a Santa Fe Mikado? Donnelly and his family were in the Chicago societal crowd and may have brushed shoulders with Santa Fe brass which has their headquarters in Chicago and were planning the iconic Museum & Santa Fe Railroad layout at the Museum of Science & Industry being built by Minton Cronkhite in 1940.

The cast boiler Scale Craft engines can be a bit muddy in detail in my opinion. The pattern for the Mikado still exists and shows crisp detail which, unfortunately, does not transfer to the finished boiler.

The Mikado, like all the other engines, was offered in both two and three rail (outside third rail of course !). However, by 1940 two rail operations had become the favorite for most newly built layouts.

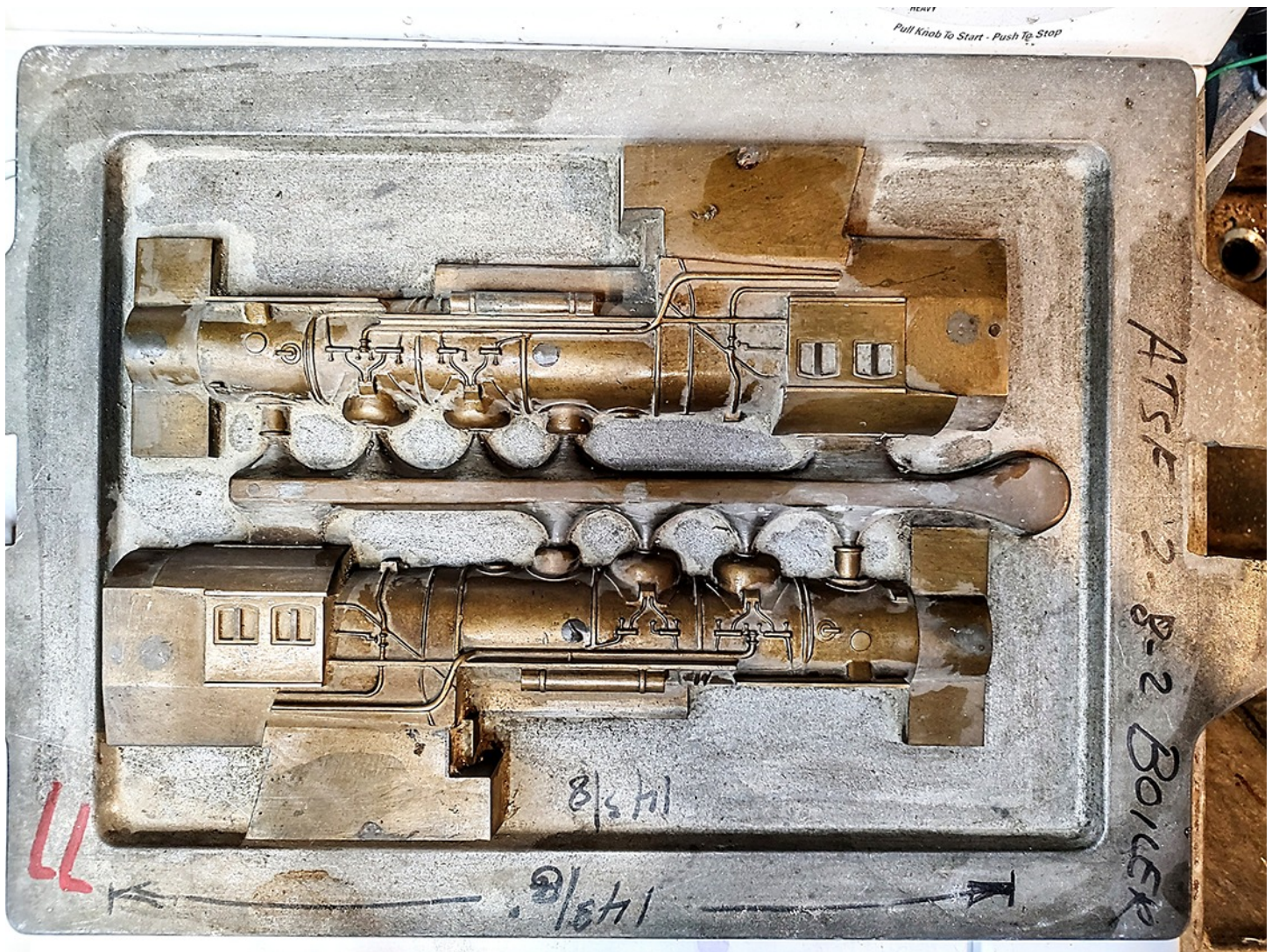
World War II shut down Scale Craft as operations shifted to lucrative government jobs.

Donnelly was preoccupied with the family business, the largest printing house in Chicago, and had little time to play trains any longer.

Postwar Scale Craft was sold to Douglas in California, the West Coast distributor, in hopes that he would continue production of trains. Unfortunately very little happened, and the company languished until Donnelly brought it all back to Chicago in the late 40s.

The patterns/tooling for the steam engines went to Bob Smith of Central Locomotive Works. Rumors circulated that production might resume, but the hobby had moved beyond, and Bob had his hands full bringing out his diesels which were more keeping with the times.

The preeminent name of Scale Craft in the O scale world prewar was but a faint presence postwar.



The Santa Fe Mikado which Scale Craft modeled was a Baldwin from the early 1920's, #4086 was scrapped by 1950. Its sister #4076 is still with us more or less... in 1951, #4076 was pushed atop a bridge crossing the Kansas River in Topeka during a storm to prevent the bridge from floating away.

#4076 and the bridge were swept away down stream , #4076 still in it's watery grave .



To see the Scale Craft Mikado running please click the picture on the left.

Questions or suggestions for vintage O scale articles please write to: wasp3245@aol.com

Thank you,
Carey Williams

<https://youtu.be/UG3LwB9nU5I>

BACKSHOP SOLUTIONS

By Ross Dando

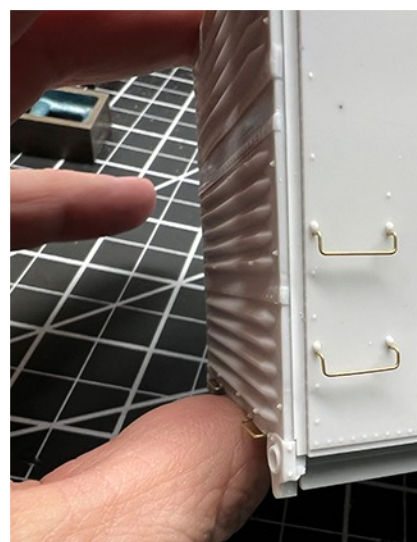
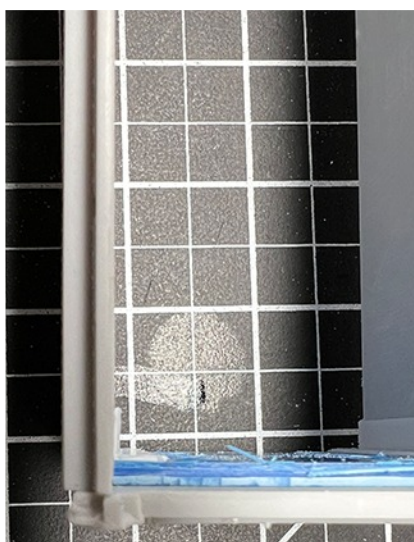
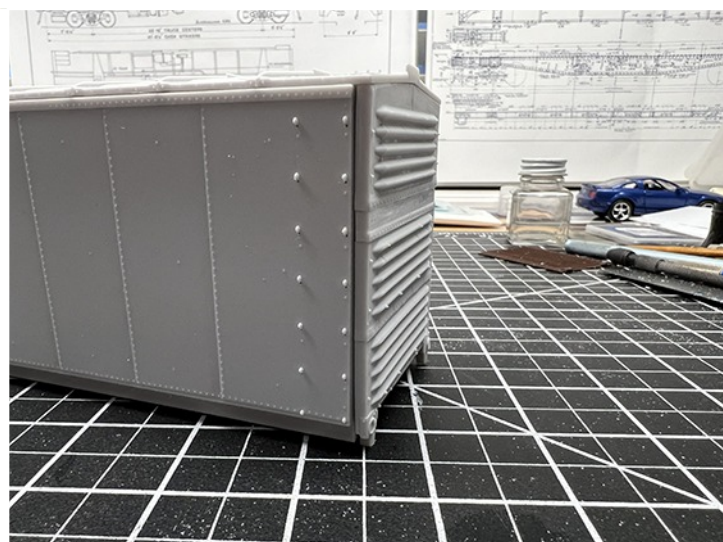
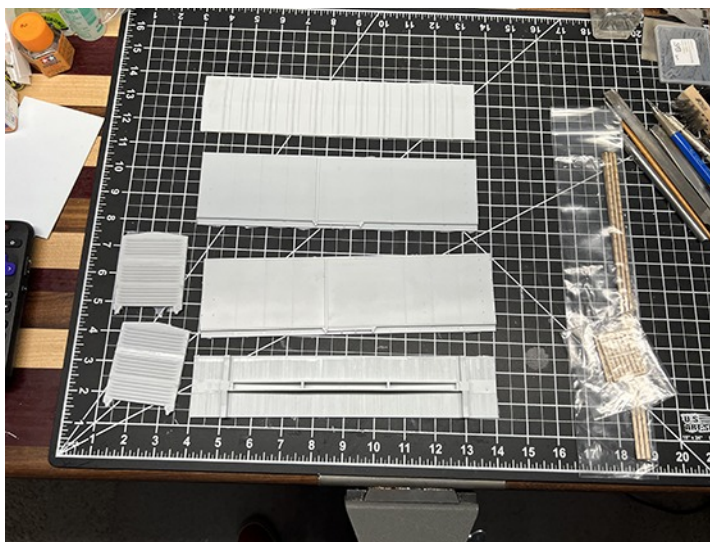
Have a modeling question for our experts? Please send your description of your modeling problem to backshopsolutions@oscaleresource.com.

READER QUESTIONS. WELL, ACTUALLY QUESTION.

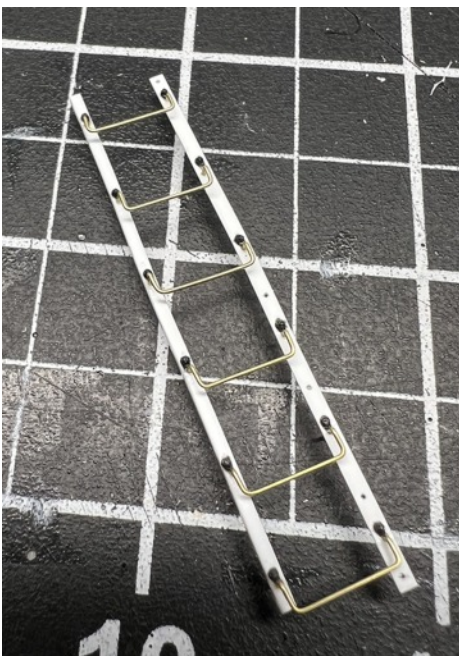
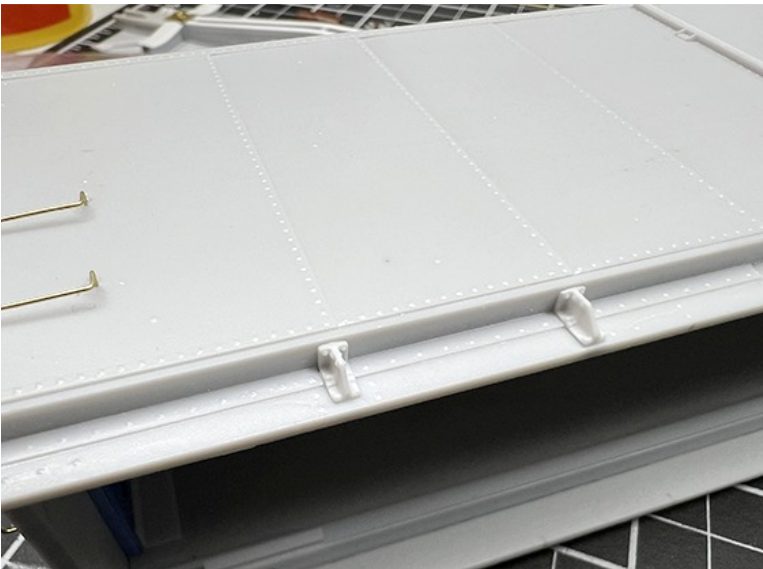
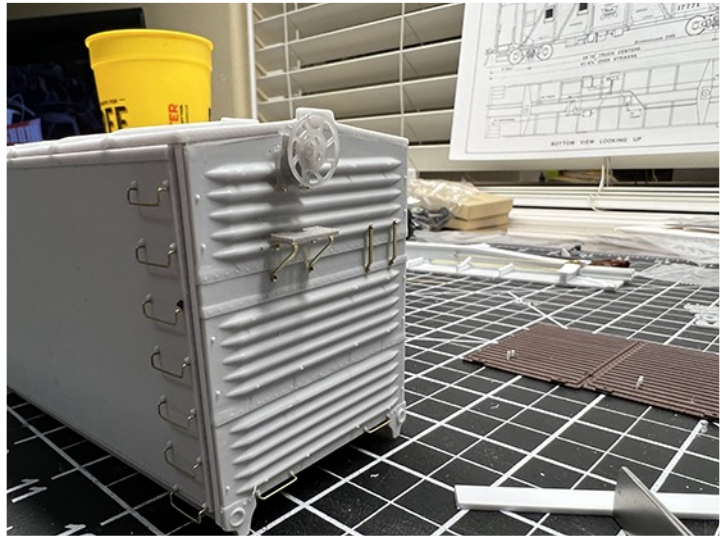
What have I been up to for the last two months?

Not as much as I had hoped for but, looking back through my pictures since the last column it turns out more than I thought!

Let's start with models. Not much has changed with the caboose. Yes, it is first on the bench now. No it has not been touched. However, the castings for the pilot model of the USRA car arrived so we could have a pilot model for the March Meet. Nothing like building a flat kit that has no instructions, you hope the pieces go together and finally, you hope you got the dimensions longer than needed if things do not fit. All in all, we got very lucky. Building the pilot model gives you a chance to find all those things you forgot and thought would work but won't.

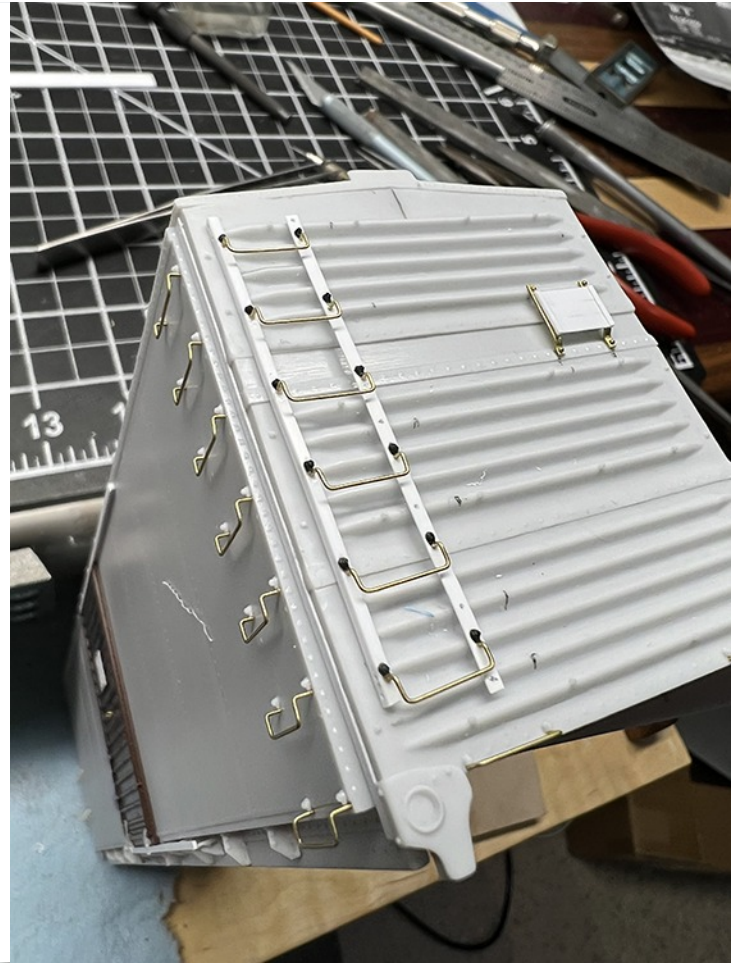
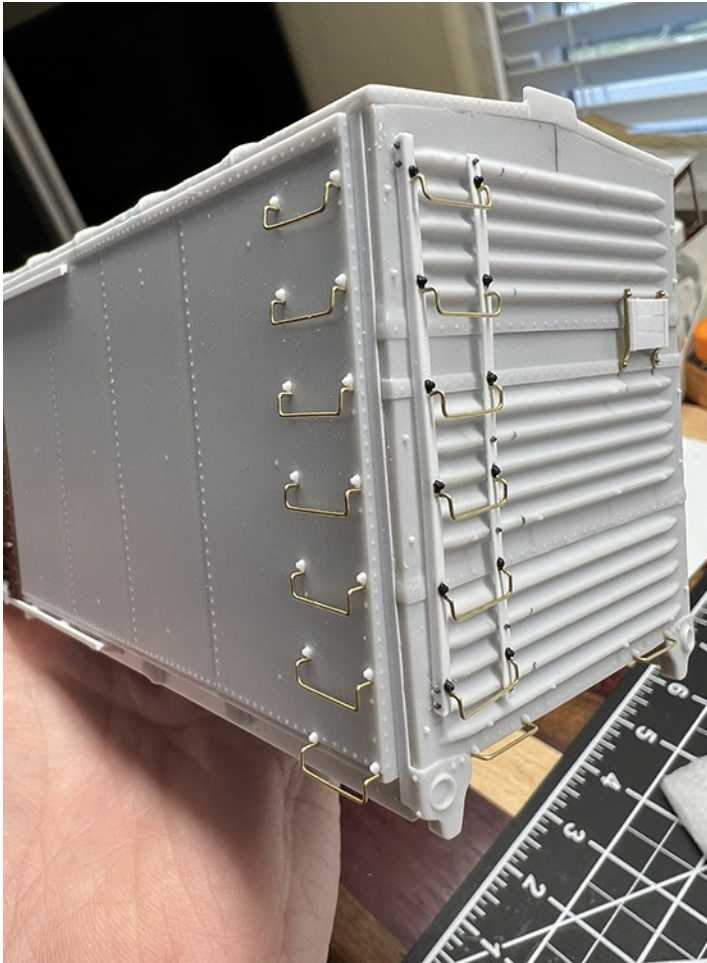


I have also found that building pilot models seem to be the fastest built models I make. No time to really get lost in thought of how you can do it better, gotta get it done. The USRA car was built in six days. Let's look at what we had to do.

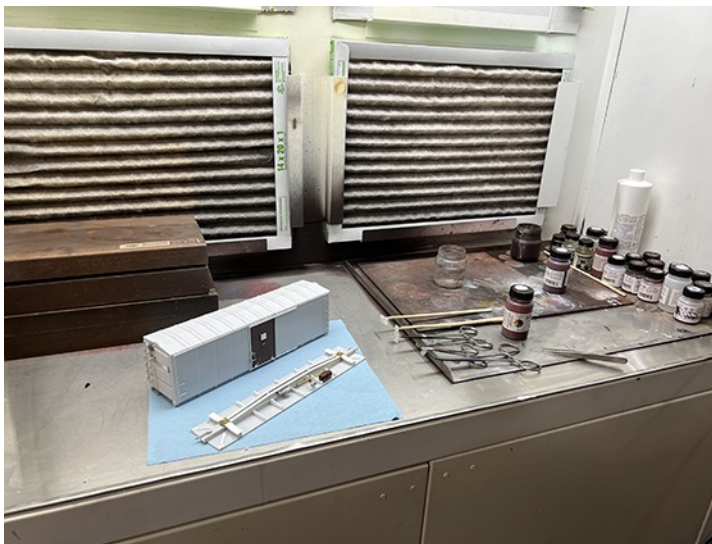


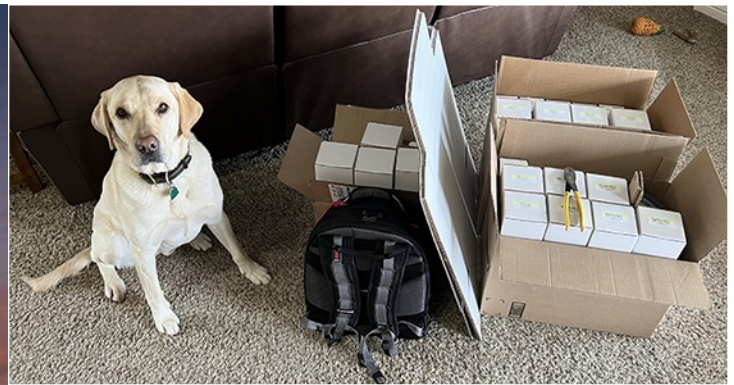
Building the body was straight forward. Just slap the sides together. Right? Nope. The plan was to have the roof as the removable part of the kit so we could have two different roof options. This will not make for a highly detailed casting so we will need to do two molds. Sigh. Next there is the protrusion of the steel side to the ends. This is not where you hold the end to the side and glue. There needs to be a flat surface to apply the end to because of the thickness of the end and need to center to produce even amounts on both sides. To space the side properly, it required styrene pieces to be glued between the sides to space them. Then the ends were applied to the styrene. Next we had to fill all the gaps you didn't know you made while speedily sanding parts to thickness. Note to self, belt sanders will not give you a flat piece no matter how bad you want them to. Also, finger tips wear down faster than resin parts.

Tiny holes. Holy cow there were a bunch to drill. The car has grabs in most places rather than ladders. So there were numerous 0.016" holes to drill. Speaking of grabs. You can't go down to the hobby shop and get them out of 0.016" so they have to be made. That is a step by step that when done makes nice parts.



There are two ladders on the car and the plan for the kit is to have etched ladders. Well, they were lost in the mail for a month so they did not arrive in time for Chicago. Can't have a pilot model without them, so we make them. Yes, they were fun and fragile. Started with styrene and marked out the grab holes and drilled them. Using the drill jig Jon Cagle laser drilled for me to produce the master, I made a fixture to make sure the ladder was square. You really only glue the top and bottom grabs and things will be square. Once all grabs were in place, it was fun to remove the ladder.





Another note to self, slightly dress the ends of the wire as the burr likes to stick in the holes. With the ladders glued up I did not like the fact the sides had the grab ends with the nuts, so I drilled and installed them on the ladders. Need to revise the lost etches, sigh.

There were other details to finish the car such as tack boards that I couldn't just glue to the ends. Need to design an etch and add to the fret.

Once the car was assembled, the brake rigging done and the running board made, it was time for paint and decals. These were also rushed, so hold the mail on my crappy decal job. All in all, it will be a nice car once we get kits in some better modeler's hands.



After the whirlwind model building and packing was done, it was time to head to Chicago. As Bill Yancey had a car full of stuff to see in Chicago, I hitched a ride. I normally fly and Bill picks me up at the airport. Best trip ever. We had time to discuss a lot of topics, most importantly trains. Funny thing, I model Rock Island, the railroad parallel I-80(ish). It wasn't until we were about to hit Iowa that Bill said something about how we might be close to the route. Out came Google maps and the adventure was on! We visited Atlantic, Iowa and had a great time. They also have a nicely restored depot.

That's enough rambling, the warmer weather is here, time to play with cars and figure out what wood working needs to be done so I have things done and inside for the cold months. Let me know if you want more details on anything you read.



Happy modeling!

Ross



THE S RESOURCE
 NEWS, REVIEWS, INFORMATION TO USE
ONLINE MAGAZINE
SCALE

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



O SCALE SHOWS & MEETS

Have an upcoming O Scale event? We would like to help publicize it. Send us the information up to one year in advance, and we'll place it here along with a direct link to your Website and/or Email. [Click here to send us your information.](#)

O Scale West - S West - Narrow Gauge West May 24-26, 2024

Hyatt Regency Santa Clara (San Francisco area)
O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held west of the Mississippi. Plan to join us over the Memorial Day weekend in sunny California.
Website: www.oscalewest.com

Harrisburg Narrow O Summer Meet June 7-8, 2024

Friday June 7, 11am to 6pm
Saturday June 8, 9am to 3pm
Sponsored by: [Narrow Gauge Modeling Company](#)
New Hope Church
584 Colonial Club Drive, Harrisburg, PA 17112
[See the Facebook page for more information.](#)

Strasburg 2 Rail Train Show August 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 September 11 through September 14, 2024

Pittsburgh, PA
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/>

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.](#)

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

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 Scalpers 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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Tunnel portals, bridge piers, abutments, culverts, and retaining walls.
Trackside details and sage brush tree armatures.

SHOWS & MEETS

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

for **BETTER TIMES**

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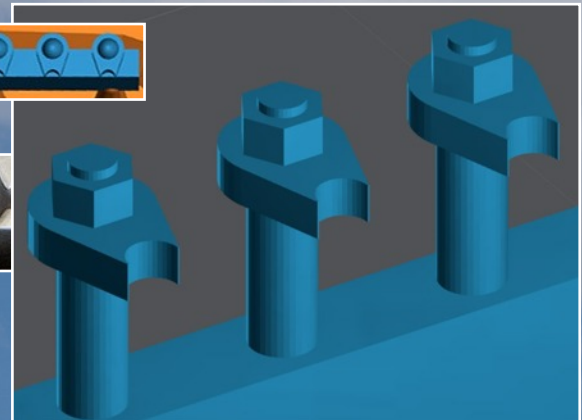
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Announcing New Products In O Scale from The Model Railroad Resource LLC



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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