THE O SCALE RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

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

Volume 12 No. 2
November/December 2024

Modeling the PRR's Philadelphia 46th Street Roundhouse
The Need For and Then Hiding Access Holes
Building a Southern Railroad 36' SU Boxcar
Traction Action with Martin Brechbiel
A Southern Farm Divided
New Tracks and My Build
and so much more...

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THE O RESOURCE
NEWS, REVIEWS, INFORMATION TO USE
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Volume 12 No. 2

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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

Attalee Taylor's beautiful scratch built Pennsylvania Railroad round house.

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SP AC-9 2-8-8-4, PSC, Oil Ver, New, F/P, Postwar Ltr, W/252-R-1 Tender, Road No. 3809 ..... $4095
SP F-3 2-10-2, SS 3rd, New, FP, Can Motor, Lights, Road No. 3661, Korea $1195
SP GS-4 4-8-4, PSC, New, FP, San Joaquin Partial Daylight, De-Skirted, Road No. 4439 ..... $3250
SP GS-4 4-8-4, SS 3rd, L/N, FP, Daylight, Postwar, Can Motor, Lights, Road No. 4450 ..... $1395
SP MT-4 4-8-2, SS 3rd, New, FP, Postwar, Can Motor, Lights, Road No. 4360, Korea $1195
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SP 5000 Class 4-10-2, Sofue, New, U/P, Two Sand Domes, Pressed Pilot, Ser. No. 200, Japa $8295
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UP Crown Challenger 4-6-6-4, PSC, L/N, Pro Paint, Coal Fired, DCC/Sound, No. 3916, KTM $3795
UP Challenger 4-6-6-4, Key, New, FP, TT Gray/Yellow, Oil Version, No. 3978, Samhongsa $2895
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UP FEF-3 4-8-4, Key, L/N, FP, TT Gray/Silver, Oil Version, Lights, No. 844, Samhongsa $1750
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Conrail (ex PRR) ALCO C425 Phase II, OMI, New, UP, Can Motor, Nos. 2416-2446, Ajin $975
DM&IR EMD SD9, SS 3rd, New, FP, 1st Run, DC, Can Motor, Lights, Nos. 102-110, Each $795
Erie Lackawanna F7A-F7B, Atlas, New, FP, Road No. 7114(A)-Powered - No. 7123(B) $595
GE 25 Ton Industrial Diesel, RYM, L/N, FP Black, Unlettered, Can Motor $450
GE 44 Ton Diesels, RYM, Phase I&IV, New, FP Black, Unlettered, Cab Int., Can Motor, Each $550
NH ALCO PA A Unit, SS 3rd, Mint, FP, Early Green Scheme, DC/DCC Sound, Can Motor, Lights $725
NYC EMD E7 A-B Units, OMI, EX, CP, Black Lightning Stripe, H. Cox Drives, Nos. 2875-4002 ..... $1275
NP EMC FT A-B Units, OMI, L/N, CP, Black, Can Motors, Fly Wheels, Nos. 6002C-6002D, Ajin $1395
PRR Centipede A-A Set, MTH, L/N, FP, Brunswick SS, 2 Rail, Item No. 20-2200-2, No. 5823 ..... $695
PRR EMD E8 A-A Units, SS 3rd, Mint, FP, Tuscan Five Stripe, Both Powered, DC/DCC Sound $1495
UP GE Dash 8-40CW, OMI, Cat. No. 0452, L/N, Pro Paint, Wide Cab, DCC/Sound, No. 9357 ..... $1595
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WM ALCO S-4, CB, L/N, CP, Dual Drive, Can Motor, LEDs, Road No. 146 ..... $650
AT&SF RDC-1 Coach, DVP, New, FP Stainless, Interior, Can Motors, Road No. 191 ..... $1095
NYC Budd RDC-1, 2, and 3, DVP, L/N, FP Stainless, Powered Units, Each $995
Amtrak AEM-7 Electric, Atlas, L/N, FP, Silver/Blue/Red Scheme, Can Motor, No. 908 ..... $350
NYC T3a Electric, SS 3rd, New, FP, Black, DC, Can Motor, Lights, Road No. 278 ..... $825
NYC T3a Electric, SS 3rd, Mint, FP, Lightning Stripe, DC, Can Motor, Lights, Road No. 282 ..... $875
PRR GG1, Kohs, New, FP, Brunswick Five Stripe/Clarendon, Drop Couplers, No.6873 ..... $5395
PRR GG1, Kohs, New, FP, Brunswick Five Stripe/Futura, Fixed Couplers, Road No. 4801 ..... $5395
PRR O1 Electrics Twin Powered Units, SS 3rd Rail, L/N, FP, Brunswick, Nos. 7850 - 7851 ..... $695
PRR P5a Box Cab Electric, OMI, Catalog No. 0209, New, UP, Can Motor, Ajin, Korea $850

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Reading Crusader 5-car Streamlined Set, Weaver, L/N, FP Stainless $895
SP Daylight 5 Car Set, SS 3rd, Mint, FP, 2 Rail, Aluminum Const., Non-Articulated Cars $995
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Truman Era Presidential HWT Campaign Car, OMI, New, FP, "Magellan", Interior, Lights $1495
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B&O I-1 Wood Caboose, Pro Custom Hobbies, New, ProPaint, Car No. C250 ..... $325
C&O Steel Caboose, OMI, L/N, CP, Car No. 90060 ..... $325
N&W CF Wood Caboose, Kohs, Ver 1, New, FP, "&", Era 10/40 - 12/47, Car No. 518100 ..... $850
N&W CF Wood Caboose, Kohs, Ver 4, New, FP, "AND", Era 9/51 - 1/64, Car No. 518132 ..... $850
N&W C2 Steel Caboose, Kohs, Ver 1, New, FP, "AND", Era 9/49 - 1/ 64, Car No. 518438 ..... $750
PRR N5 Cabin Car, Kohs, Version 4, L/N, FP, "Buy War Bonds", Road No. 477418 ..... $675
SP C-30-1 Slope Cupola Wood Caboose, Pac Ltd, L/N, CP, Car No. 879 ..... $425
UP CA-11 B-W Caboose, OMI, L/N, Pro Paint, Weathered, Full Interior, No. 25878 ..... $395
WM Steel Caboose, C&LS, L/N, FP, Steam Era, Full Interior, Car No. 1905 ..... $550
ACL Class O-17 Ventilated Box Car, RYM, New, FP, "Watermelon Car", Road No. 18521 ..... $450
ATSF/FEC/UP Safe-Pak Tri-Level Auto Rack, OMI, Mint, UP, Open Top/Ends, w/ Trucks, Ajin $395
ATSF Gunderson Double Stack 5 Container Car Set, PRB, New, FP, Red w/Containers $1195
WM 55 Ton Channel Side Hopper, RYM, New, Pro Paint, Early Lettering, Road No. 16107 ..... $425
PRR GLe Cement Hopper, Kohs, Ver. 3P, New, FP, FC Red, Circle Keystone, No. 253251 ..... $725
PRR GLe Cement Hopper, Kohs, Ver. 3S, New, FP, Gray Placard, Road No. 518132 ..... $725
PRR H25 Quad Hopper, KMW, KMW CP, Circle Keystone, S Series, AB Bks, No. 169845 ..... $495
NYC USRA Steel Container Gondola, RYM, L/N, CP by RYM, 6 Bulk Containers, No. 501211 ..... $525
PRR FM Container Car (5 containers), Car Works, L/N, CP, Road No. 473409 ..... $425
PRR FM Flat Car, Car Works, L/N, CP, Road No. 473567 ..... $350
PRR "Queen Mary" Depressed Center Flat Car, Kohs, Ver 1, New, FP, Westinghouse Load $1995
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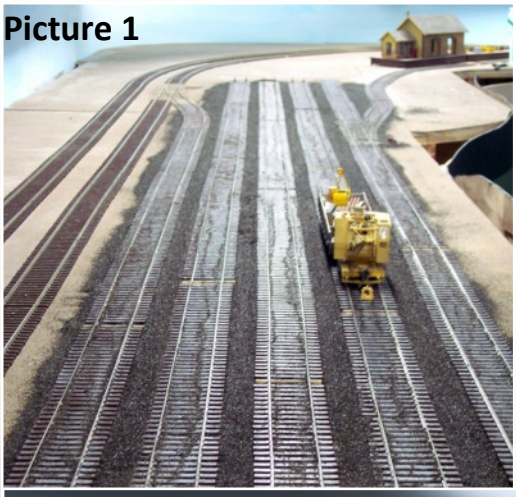
**No trading Friday Night.
Access to hall for setup purposes only.

7/18/24

Questions? ***Visit MARCHMEET.NET**, call 414-629-0030 or Facebook: https://www.facebook.com/MarchOScaleMeet/*

From the Publisher's Desk

Well, she is getting colder outside. Time to head back to the basement and get some more work done on the layout. Yes, I am doing things… really I am!



The original layout of this area is shown in Picture 1. Starting on the far left, Main 1, Main 2, Yard lead on the south end and three stub end tracks and a long siding to an industry. Talk about a waste of track as the lead to the industry had to be kept clear.

OK, plan 2… Remove the lead to the industry and make that another stub ending. Enter the industry from the other side of the layout.

Plan 3 was needed so I could add a road bridge across the mains and add a whole scene in the back corner. That meant cutting back on all the stub tracks as we needed a road going up to the bridge. (Pictures 2, 3 and 4)

Well, as long as I was into destruction, I thought about proper operations, and four long stub end tracks may be fine for storage, but not for any useful switching of inbound and outbound trains.

So I ripped up some track and adding switches to the south end of the yards will allow for trains to come and go, be switched out out and made up. (Picture 5)

When finished I'll have a much better flow for trains and yard jobs. The one stub end left is staging for a complete train during open houses and such. It also serves as my programming track and a nice long stretch of track for speed matching locomotives.

In upcoming issues we'll look more at some of these projects, but the point in all of this is that no matter how you first envision and build, there is always room for improvements. And that sometimes means ripping up parts and reworking them making for a better layout.

OK, enough of my issues… There are a few shows coming up and they need your support.

42nd Annual Cleveland O Scale Meet is November 2nd & 3rd, 2024. Saturday 11am – 4pm and Sunday 9am –1pm at the UAW Local 1005 Large Hall 5615 Chevrolet Blvd. Parma, Ohio. Free Parking, 130 Tables available, Dealer setup Saturday morning. For more information, contact Skyler Shippy.

2024 Danville Indiana O/S Scale Event + CID/NMRA Train Show November 23, 2024 Hendricks County Fairgrounds 1900 E Main St, Danville, IN. In 2023 the O/S Room nearly sold out, so make your vendor reservations early to ensure a sales table for 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.

Be sure to check out Show Calendar to see what's coming up!

Well, that's about it. We have a large issue this time around with something for everyone. Enjoy!

Happy Reading & Happy Modeling,

Amy & Dan Dawdy

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!

In Memoriam

Brady John McGuire
Born May 29, 1945, Sankertown, PA
Passed away September 12, 2024, Denison, TX

Son of the late Earl Edward and Marie Antoinette (Lynch) McGuire, he is preceded in death by his wife, Beverly Jane (Tucker) McGuire, by brothers, John Terry of York, PA and Lynn James of Dover, PA and sister, Brenda Marie M. Wallace, Beaver Falls, PA.

Survived by brothers Eric Charles and wife, Marcia, York, PA; Curtis William and wife, Maxine, Ormond Beach, FL; Kelsey Paul and wife, Debbie, Red Lion, PA. Sisters Mary Joe Vukmanic and husband, Frank, Red Lion, PA; Gaile Ann Eckenrode and husband, Brady, Portage, PA; and Janice Louise McGuire of Timonium, MD. Also survived by brothers-in-law Jonathan Wallace, Beaver Falls, PA; Hugh Tucker, Monroe, LA; and 21 nieces and nephews and numerous great and great, great nieces and nephews.

Brady was an avid rail fan and model railroader. His love of railroads (and the Pennsylvania Railroad (PRR) in particular) started in his boyhood while the family lived in Cresson PA, a town on the western slope of the Allegheny mountains. Cresson was a busy railroad and mining town on the PRR mainline, with multiple railroad branch lines serving the many local coal mines. Graduating from high school, he pursued and achieved his degree in mechanical engineering from Penn State. He worked as a Process Engineer at Proctor & Gamble for 27 years, developing the novel production line process for Pringles potato chips. Later he worked for Kwikset, retiring in 2000 to spend time with Jane and his hobby of model railroading and traveling to various train meets and conventions, where he became very well known for his modeling skills and generous spirit.

Brady was the dispatcher of the "Laurel Valley Secondary", a large O-scale model railroad. Brady's layout, which represented of an actual region of the PRR Railroad, was located in the "Depot", an outbuilding in his backyard. For many years, Brady hosted regular operating sessions there with his fellow model railroaders. Brady was active in several railroad-related organizations including the Pennsylvania Railroad Historical Society, the National Model Railroad Association, the DFW O-Scalers and the Southwest O Scale Group. He was a published author in "*O Scale News*" and "*The O Scale Resource*" magazines, writing numerous articles about the hobby.

Brady was cheerful and friendly to all, quick to encourage, slow to anger (mostly) and first with a kind word. He enjoyed good company, a good story, and a hearty laugh. His positive attitude in the face of his health issues provided comfort and optimism to those who knew and cared for him. Those that knew Brady would often tell him that the smartest thing he ever did was to marry Jane, and he was the first to agree. We are all comforted knowing that they are together again, and that the track is clear and all signals are green.

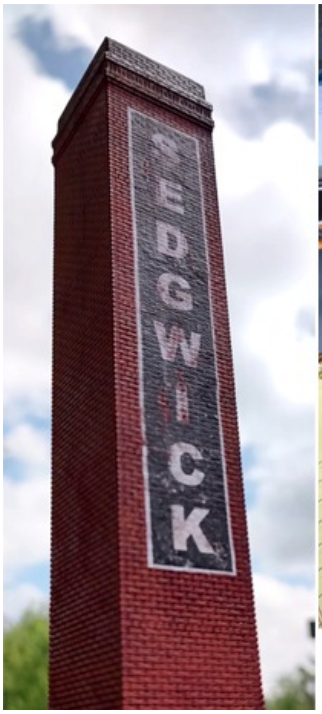
NEWS YOU CAN USE

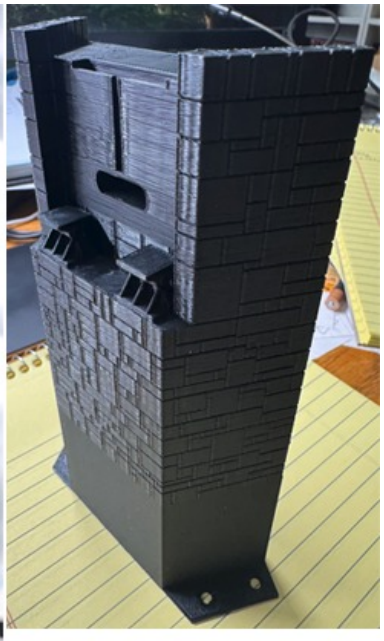
Stephen Nelson of Mr Muffin's Trains wrote us about a new company and designer. We have an entrepreneur / engineer / craftsman here in Indiana named Kris Keeler and Kris designed a series of elevated bridges for his O gauge layout.

We saw them and started offering them through MrMuffin'sTrains. They are 3D-printed and sales have been brisk.

Kris Keeler is manufacturing a series of pieces for building an elevated line for your model railroad. Each bridge piece has a tongue on the end that fits into the slot on the riser. Each bridge piece and riser has an opening underneath for you to string your wires. The bridge pieces have terrific rivet detail.

Also other new products are making their way into the line.





See all of new items here.

Trainz Places 17th in Fortune Best Workplaces in Retail 2024.

Trainz, an e-commerce model train company headquartered in Buford, GA has placed 17th in the Best Small/Medium Business category in Fortune's Best Workplaces in Retail, 2024. 99% of employees at Trainz say it is a great place to work compared to 57% of employees at a typical U.S.-based company.

Trainz.com is the largest ecommerce retailer of new and collectible model trains in the United States, and employs over 90 amazing and diverse people at our warehouses in Georgia. Trainz buys pre-owned trains from all over the country and ships our inventory worldwide.

Trainz Founder Rides in Big Boy's Cab: Trainz founder and Chief Engineer Scott Griggs rode in the cab of Union Pacific Big Boy #4014 for two hours outbound from Omaha on September 4th. Comedian Jay Leno, another charity auction winner, took over from Scott for the next segment. The locomotive will feature in a future episode of "Jay Leno's Garage" viewable on YouTube.

Union Pacific Museum Association and Union Pacific's Friend-to-Friend Network held a charity auction fundraiser. Winners received cab rides in Union Pacific's Big Boy #4014, the world's largest operating steam locomotive.

ModelRailroadBenchwork.com and MRBsupply.com Now Offering O Scale Cork!

ModelRailroadBenchwork.com and MRBsupply.com are excited to announce the availability of O Scale Cork! Having been frustrated with the lack of cork availability from other suppliers, we chose to become our own supplier. Our O Scale Cork is available in two thickness – 1/4" and 3/16" and each box contains 75 feet (22.86 meters) for just $60.

Even better, most orders will ship within a week. ensuring quick and reliable delivery for your projects.

Details:

- Fine grain cork. like those used in high-end cork boards.
- Can be stained to match your ballast. reducing the need for extra materials.
- 3/16" (5mm) cork matches well-known brands.
- 1/4" (6mm) cork is slightly thicker but offers added noise reduction at no extra cost.
- Square cut for easier installation. A beveling tool is in development, but a box knife works.
- Installs easily with nails, staples (our recommendation), or wood glue.

Our first offering is O Scale Cork, which has been nearly impossible to find for over a year. Coming soon are pre-wired switches for switch panels and pre-sized, stripped feeder wires. With a long list of ideas, we're excited to continue expanding our product line so keep an eye out for new releases that might surprise you!

Atlas O News!

PS-5344 Box car. All new tooling! Prototypical non-terminating corrugated ends. Diagonal paneled roof. Single 10' YSD, and Pullman design sliding door. Weighted, detailed underframes. Separately-applied end ladders, brake wheels and end platforms.

True scale dimensions with accurate details. Accurate painting and lettering. 2-Rail cars feature scale wheels and body mounted scale couplers. Seven railroads with three numbers each.

73' Center Divider Flat Car Desticon. Features: Die-cast construction with etched metal and ABS details. Separately applied brake system details.

Accurate painting and lettering. Die-cast scale couplers with internally sprung knuckles (2-rail). Removable lumber load included. Scale 33” turned brass wheels (2-rail). Overall length: 18 3/4”. Minimum curve: 36” radius (2-rail). Era: Mid-80s to Present dependent upon paint scheme selections.

New paint schemes: Atlas O Master C424 Locomotives.

1:48 Scale dimensions. A multitude of separately applied details such as door handles, windshield wipers, brake chain, m.u. hoses, etc..

All metal handrails, grab irons and stanchions. Accurate painting and lettering. Directional LED lighting. Ditch lights (paint scheme dependent). Detailed die-cast AAR type B trucks.

New paint schemes:Atlas O Premier ES44 Locomotives.

Intricately Detailed Durable ABS Body. Die-Cast Truck Sides, Pilots and Fuel Tank. Metal Chassis. Metal Handrails and Horn. Moveable Roof Fans. Metal Body Side Grilles. Detachable Snow Plow.

Handpainted Engineer Cab Figures. Authentic Paint Scheme. Metal Wheels, Axles and Gears. (2) Remote Controlled Proto-Couplers. O Scale Kadee-Compatible Coupler Mounting Pads. Prototypical Rule 17 Lighting. Directionally Controlled Constant voltage LED Headlights. Lighted LED Cab Interior Light. Illuminated LED Number Boards. Operating LED Ditch Lights. (2)

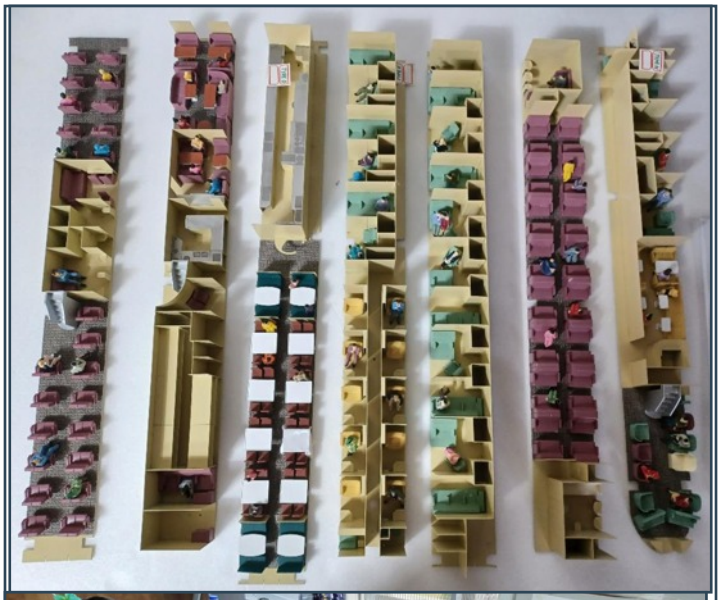
Click Here for a PDF of the Catalog

Also, check out our advertiser, The Public Delivery Track, for preorders and sales!

Roger Lewis of Wasatch Model Company has an update to their new California Zephyr passenger cars.

Latest photos from the builder in Korea. The photos of the interiors show the steps I’m going to on these passenger cars.

Expecting Delivery Spring 2025 now! Interiors are beautiful.



Nick Masney of ITLA Scale Models has some new product announcements.

O scale Modular Wall System and Detail Kits

NOW IN O SCALE! We've released our popular N & HO scale "Industrial Modular Wall System" in O scale! These "fine scale" Laser Cut Wood Kits represent the Reinforced Concrete Industrial structures still in use all over North America. Scale sized window frames, position-able sashes, pre-cut glazing, and even broken window pane fillers are included. Select the individual styles of wall kits and join them to create your own uniquely shaped structure. From full flat backdrops to fully enclosed structures. Modular panels are also designed to enable "stacking" of additional floors. Separate, interchangeable brick panel & window inserts enable

mask-free painting and even more ability to customize the look of your wall panels. HVAC Ducting, Fire Escape and Interior Loading Dock Kits are also available separately.

O scale Fire Escapes – Set of 3 with ground & Roof Access

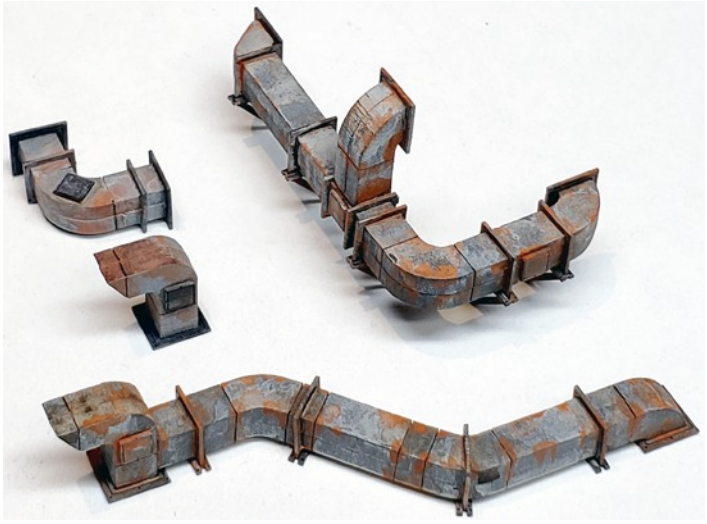
A set of 3 Fire Escapes, Connecting Ladders, with Roof & Ground Access Ladders/Hanger to add that realistic detail to any building. Easy to assemble with Tab & Slot construction in finely cut "Laserboard" parts. The Laserboard carrier sheet is the assembly fixture! Wall brackets are included. Platform floors can also be inverted to alternate the ladder pass through hole position left to right. Connecting ladders can be trimmed to length between building floors and can also be installed vertically between platforms. Set of 3 - platforms measure 1 7/8" L x 1" W x 1"T Ladder is 4 3/4"L and can be trimmed to use vertically.

O scale Roof / Wall HVAC Ducting

Heating / Ventilation / Air Conditioning (HVAC) kit for your Roof Top or Walls. Actual size of 0.375" (3/8") square when assembled, representing 18" square ducting in O scale (1:48). Over 20" linear inches of Ducting included with 48 individual Flange & Bracket parts.Laser Cut MDF Wood & "Laser Board" components

Ducting which you can trim to length including ...

2 "Snorkel" Vents
2 Elbows
2 45 Degree Offset Runs
2 Turndowns



Wall or Roof mounting brackets
Connection Plates
Access Hatches

Configure into any Roof Top or vertical Wall HVAC runs you wish…cut and join to create multiple combinations.

Easily assembled with gap filling ACC glue or white PVA wood glues, ensure your joints are sanded clean and true.

Easy to paint with "Rattle Cans" and hand brushed Acrylics.

See their Website for all these new products!

Model Tech Studios LLC has a few new items to show.

O Scale FISHERMAN pulling his Fish Catch out of water 1/48 detail set painted. Comes all painted and includes the Fisherman, Boat, Fish, Boat Oars and Fishing Line.

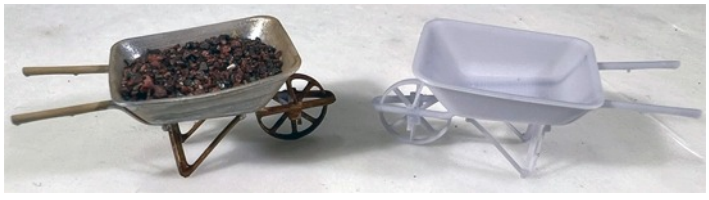
O Scale 1950s Pickup Truck SCRAPYARD Stripped down with exposed engine finished model. Detailed down to the jarred open door, tire and junk piping in the bed, rusted out - junked old pickup truck.

O Scale 1950s Truck SCRAPYARD Stripped down melting away into the landscape. Detailed down old tires in thrown in the bed, open doors, deformed rusting fenders and more. Includes a FOR SALE SIGN to post in the ground beside the truck.

See their Website for more O scale products!

New from Model Railroad Resource 3D.

Wheelbarrows: Old time spoked wheelbarrow.

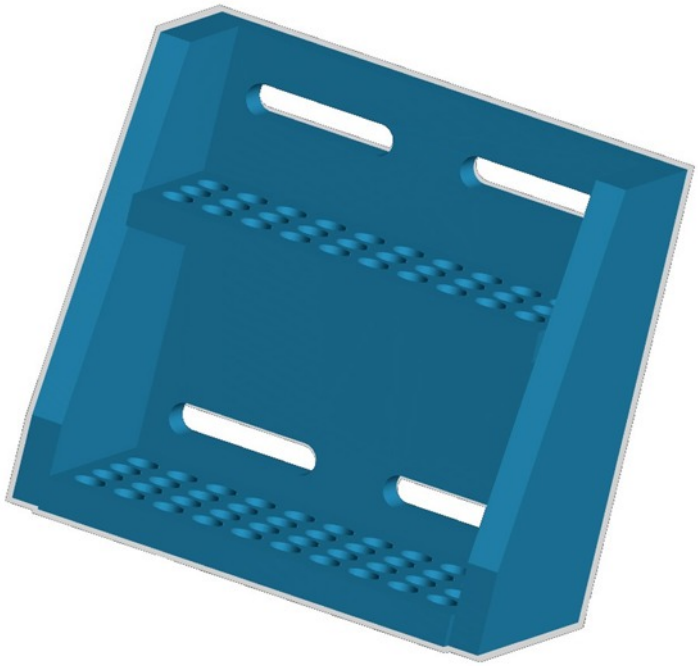


Two per package. Scaled from manufacturer's drawings. Comes unpainted ready for primer and paint.

Caboose Steps: Caboose 3 steps with tread. Standard caboose steps, diamond tread plate. See photos for dimensions. Set of four for one caboose. Comes unpainted ready for primer and paint.

Caboose Steps: Caboose 2 steps with holes. Standard caboose steps, holes in steps. 2" 9" wide.

Set of four for one caboose. Comes unpainted ready for primer and paint.



See their Website for more 3D O scale models.

New from Berkshire Valley Models. #300 Ferrier & Horse.

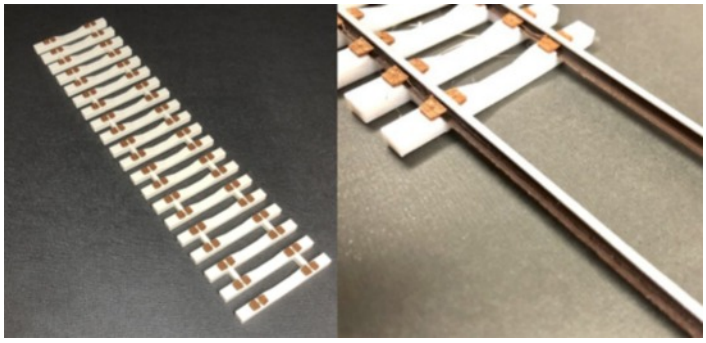
The Ferrier and horse are made of unpainted white metal parts. Assembly required. Includes hammer and tool box.

See their Website for these and all their fine O scale products!

All Nation Line Is Laying Down Track In A New Unique Way!

Is your preference to use “Power On Board”, then read on. All Nation has developed a cost effective approach for the modeler who wants to add a modern look to their pike using flex track. The deployment of concrete ties by railroad companies that either upgrade or build new roadbed would be a great look on your layout. Available today is our Flex-Track consisting of 20 ties per section.

There are two utilization considerations. For the Power On Board layout using battery operated locomotives, our Code 148 Dead Rail may be inserted into these track sections for a true realistic look of steel or rusted steel rail with a nickel silver color rail head of welded rail. The advantages is the lowest cost per foot of track and no need to wire the track for power.



All Nation Concrete Ties Dead Rail Flex Track (20" Section) for Power on Board Engines Code 148 3D Printed PN#532AN

https://allnationline.com/WP/?product=all-nation-concrete-ties-dead-rail-flex-track-20-section-for-power-on-board-engines-code-148-3d-printed-pn532an

The second use case is to take Nickel Silver Code 148 rail by Micro-engineering and insert the rail into the track sections where power in the rail is required.

All Nation Concrete Ties With Plates - Flex Track For Code 148 (4 Sections, 10" Each) PN#526AN

https://allnationline.com/WP/?product=all-nation-concrete-ties-with-plates-flex-track-for-code-148-4-sections-10-each-pn526an

To hold the track sections in place and steady while inserting the lengths of rail is our jig. The video on our web site

best illustrates how easy it is to make the Flex Track to your specifications and suggestions for mounting the track to the road bed once completed.

Installation Jig for All Nation Concrete Flex Track For Code 148 (8 Sections) PN#527AN

https://allnationline.com/WP/?product=installation-jig-for-all-nation-concrete-flex-track-for-code-148-8-sections-pn527an

We do have these items in stock; however, we ask you contact us to place an order.

We will provide available stock and lead time on special orders and estimate the specific shipping charge.

See their Website for these and all their products.

The Indianapolis O Scale Show Returns

By Dan Dawdy

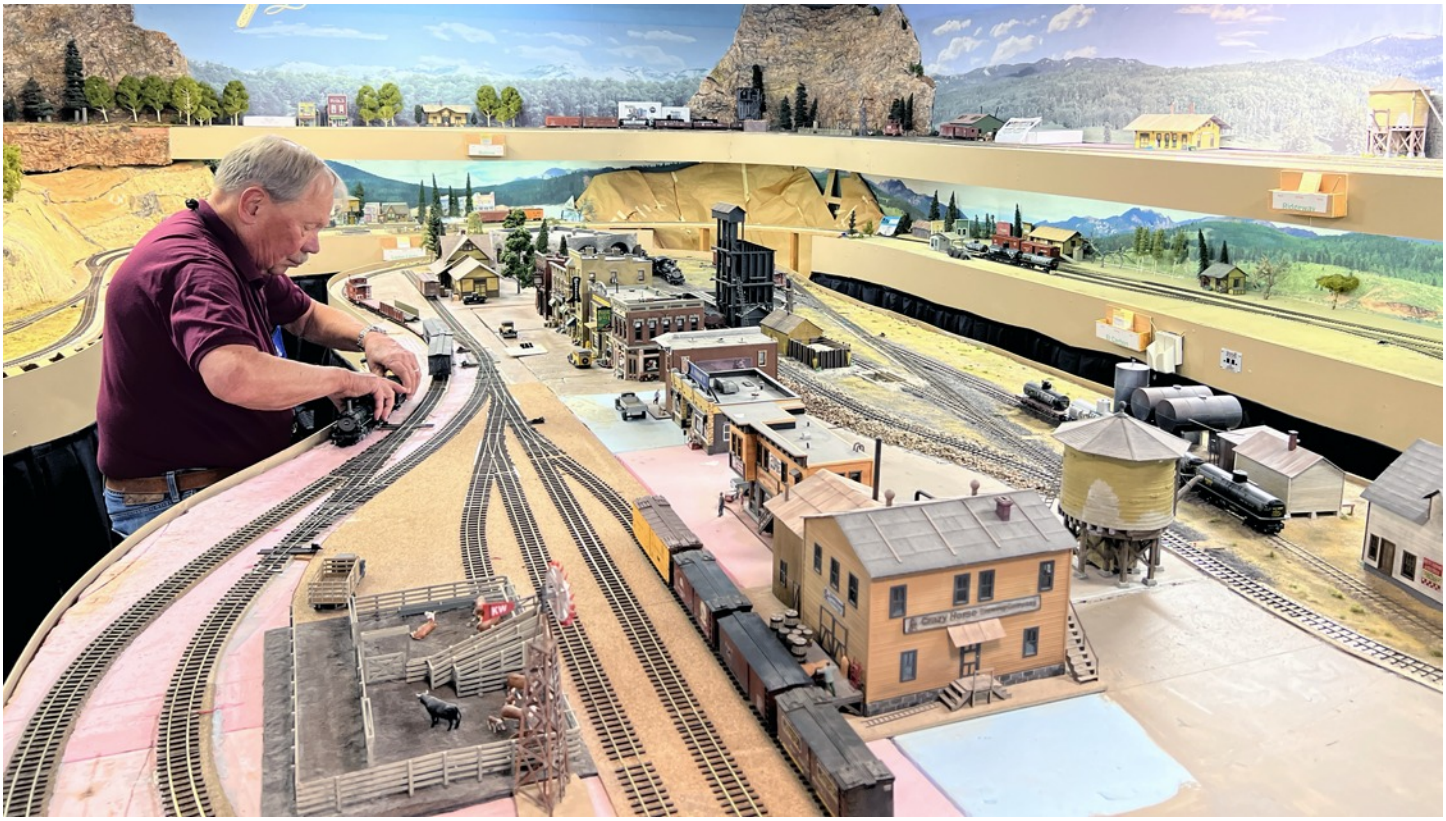
Photos By Amy and Dan Dawdy

Packed for the trip!

After a few year hiatus and new promoter, the Indy O Scale Show is back. The new team decided to drop S scale from the show and downsize to 4,200 square feet from 18,000 that we had.

The La Quinta Inn & Suites Indianapolis South was the host hotel and it was a fine venue. Using two rooms just down the hall from each, other it appeared that all tables were sold.

We stopped at two layouts that we have never been to before. The first was an On30 scale layout, and what a wonderful layout it was. The layout is owned by John and Linda Silverberg. Described as an On30 scale layout that is 22' x 27' and scenery is about 35% finished. It models D&RGW/ RGS and is set in August of 1943. The war years give the narrow gauge a renewed reason to exist. It depicts the line that runs from Chama, which is staging, to Farmington, which is also staging. Durango is the main yard; from there it runs to Farmington. Prior to Farmington the main line branches off to Ridgeway, CO. The track plan is double deck around the walls with two peninsulas. There is a helix with staging tracks in a separate room. The layout is being built for operations and features transport of oil, coal and yellow cake for the Manhattan Project. There is also the hauling of standard narrow gauge products such as coal and livestock.



We are planning full article on this in an upcoming issue.

We also stopped in to see Tom Hoback's beautiful layout. It's an O scale 2 rail layout that is 25' x 60' and is completely sceniced. It models the Santa Fe through central Illinois, and operation is centered on the Division Point at Chillicothe along with Edelstein Hill which required helpers in the steam era. Era is post WWII, around 1947 allowing for operating both steam and early diesel.

This, just like John and Linda Silverberg's is not to be missed whenever they have an open house!

Now on to the show!

While smaller than when Amy and I ran the show, it was full of dealers and individuals happily selling and displaying. Spread across two rooms there was plenty to see and buy.

Dealers like Rails Unlimited, American Scale Models, Rich Yoder with the John Dunn collection, All About Trains, Railroad Relics with Larry Bunce, O Scale Turnouts, Inc., and of course *The Model Railroad Resource Magazine* and 3D modeling as well as other independent vendors.

Marty Megregian and Rich Yoder at Rich's table with Algis Oslapas in the background talking with Bill McConnell of O Scale Turnouts.

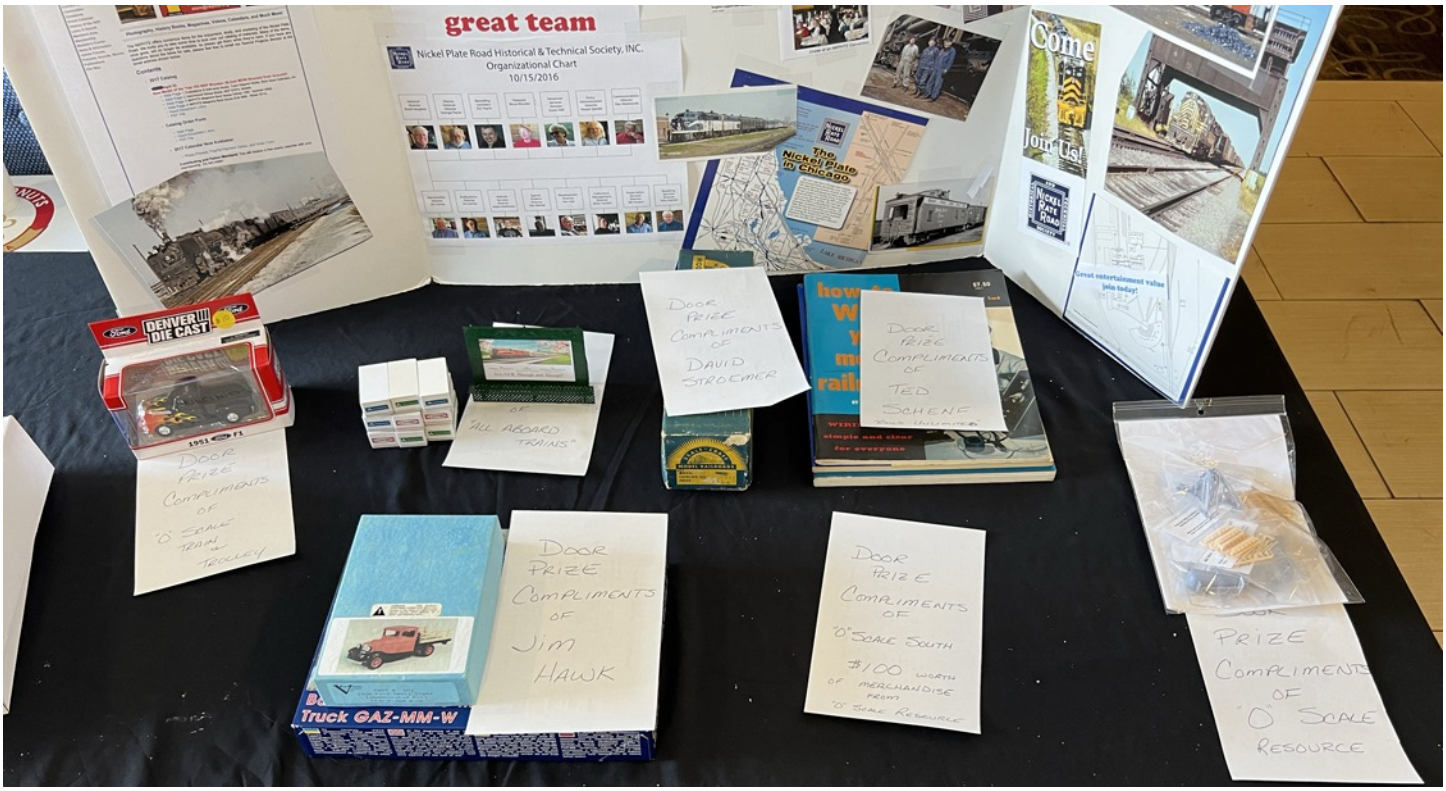
These hoppers were brass, and while a few needed a bit of help, all would be easy to repair and get on the layout..

We actually had a great show with 3D sales being our best ever. Other dealers were also happy with sales. I was apprehensive about a new show at Indy, but being smaller was not bad thing. As long as you can pull in the larger dealers and people through the door it will be a great show.

Looking forward to next year!

Above: Always the gab session… L to R: Darcie Lang, Leon Walker, Jack Kincaid, Jeff Lang, and Nicholas Ryker

Below, the largest of the two rooms was full of venders.



Door prizes!

Left: Doug Meyer

Below: Deals to be had!

Modeling a Small Portion of the PRR's Philadelphia 46th Street Roundhouse in O scale

By Attalee Taylor

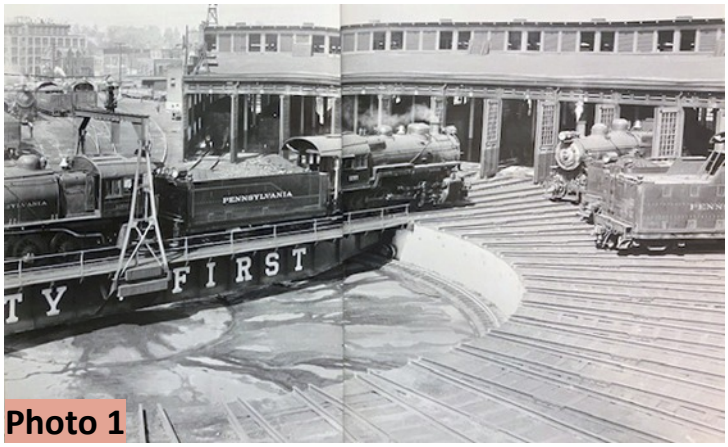


Photo 1

The original 46th Street roundhouse, built in 1930, was 26 stalls, with a straight wall of 6, 20 foot sections, for a radial length of 120'; sitting in front of a 110' turntable. My model is 4 stalls, with a wall of 6, 19 foot sections, for a radial length of 114' with very few straight walls, sitting in front of a 96' turntable. There was a lot of downsizing done to make it fit my available space and the already existing stall tracks. The original had stalls spaced at approximately 7 degrees, while my layout had 4 stalls on 15 degrees. **See photo 1 and Photo 2**.

Photo 2

For this project, I used the Philadelphia Chapter of the PRRT&HS publication, 'The High Line', Volume 12, Nos 2 & 3 (winter 1991 and spring 1992) extensively. This particular issue was dedicated entirely to the 46th Street Facilities, with many detailed drawings and illustrations of the roundhouse. **See photo 3**.

Photo 3

Thank you to the Philadelphia Chapter for providing all the back ground work. If anyone is planning a model of any PRR roundhouse, this publication is a must have. Hopefully you can obtain reprints or copies.

Photo 4

My goal with this article is to show/illustrate what I did to produce a model of the 46th roundhouse that meets my desired level of detail. By all means this is not the only way to accomplish the finished model, but it was the method I was most comfortable with. I'm sure there are many short cuts and alternate ways to affect the same or better end results. Possibly, I will provide methods that are new to you and can be applied to your future builds. So with all that said, let's get started.

I first took a bird's eye view of the proposed site for the roundhouse and figured out how far from the turntable pit I needed to go to obtain the door opening width I wanted, allowing for a 1' square post between doors. I then moved from the outside posts at the doors to the proposed walls surrounding the stall tracks. **See photo 4**. This is where the selective compression began. The original roundhouse had 20' sections between the pilasters; I had to shorten this to 19' to obtain 6 equal spaces between my pilasters and get close to the corners I needed to establish because of my available space. If your application is like mine and you don't have space for the whole straight 120' (6 sections of 20'), you will

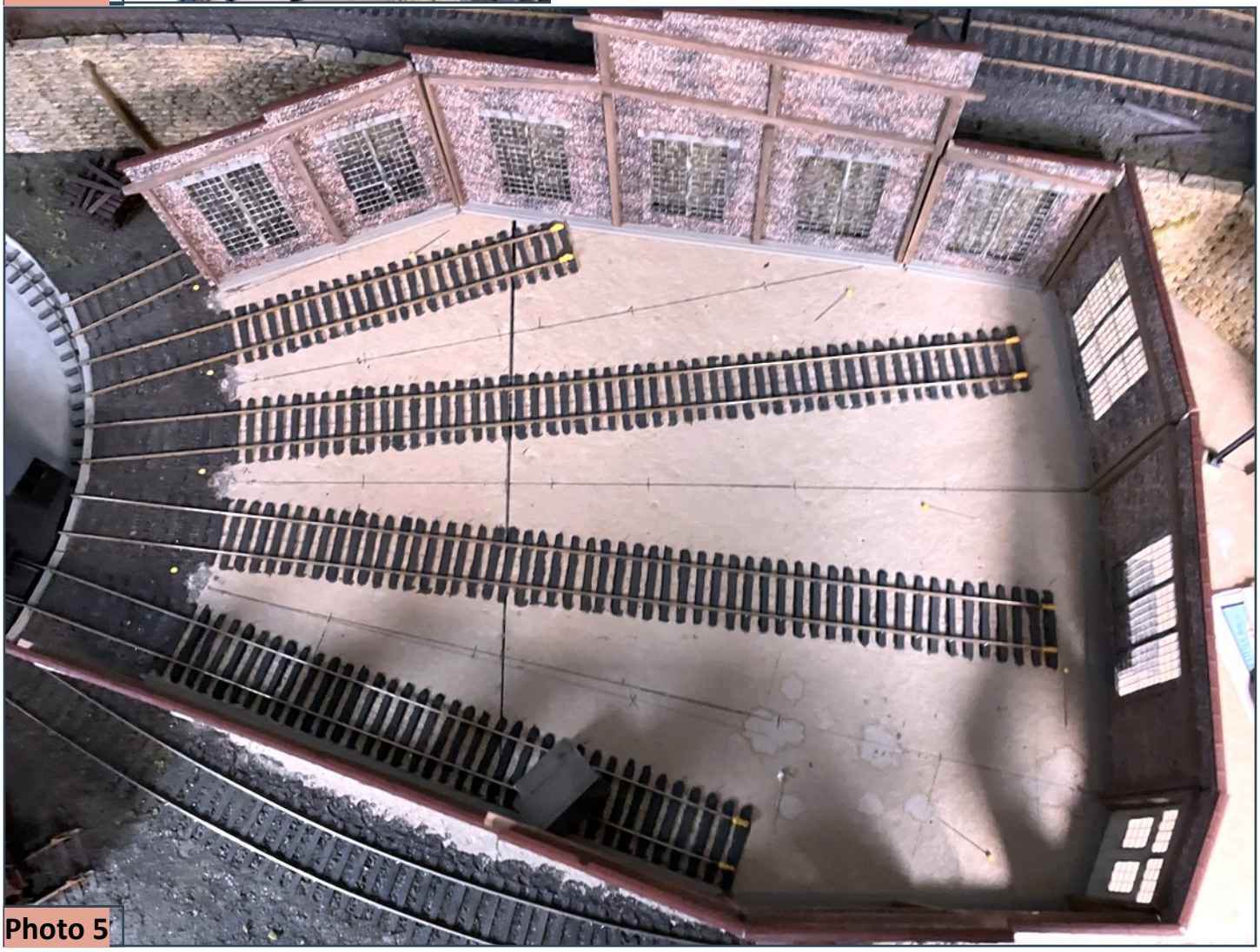


Photo 5

have to play around with different wall lengths to obtain 6 equal sections that fit your available space. I made sure that the 'corners' occurred behind a pilaster. I was not concerned about the length of the end walls, as I knew these were going to be longer than the original because of my stall track angle of 15 vs. 7 degrees. The important thing here is to end up with 6 equal walls lengths between pilasters so that the monitor roof in sections 4 and 5 'looks correct' vs. the original. As you will see in my case, the monitor roof in walls sections 4 and 5 actually occurs thru one of the corners. Jumping ahead a little and looking at the **photo 5** you will see that I ended up with 8 straight wall pieces to get totally around the building. The two opposite sides utilize multiples of the same 19' sections between pilasters, with all corners occurring behind pilasters.

Once you have the walls laid out in your space, now is the time for a detailed, scale drawing. I made a drawing of each wall section ¼" to the foot, which is full size for O scale. I wanted to use it to lay out the windows, place the pilasters and wood beams, doors, etc. **See photo 6**. Time spent here getting all the details worked out will save a lot of time downstream during the construction phase. I made a scale drawing of each wall piece and the monitor roof window sections on each of the front and back sides. On the front side towards the turntable, I centered two windows over each stall track as existed on the original roundhouse while on the opposite side, I designed in as many windows as I could fit. Louvered spaces were designed in between the full windows.

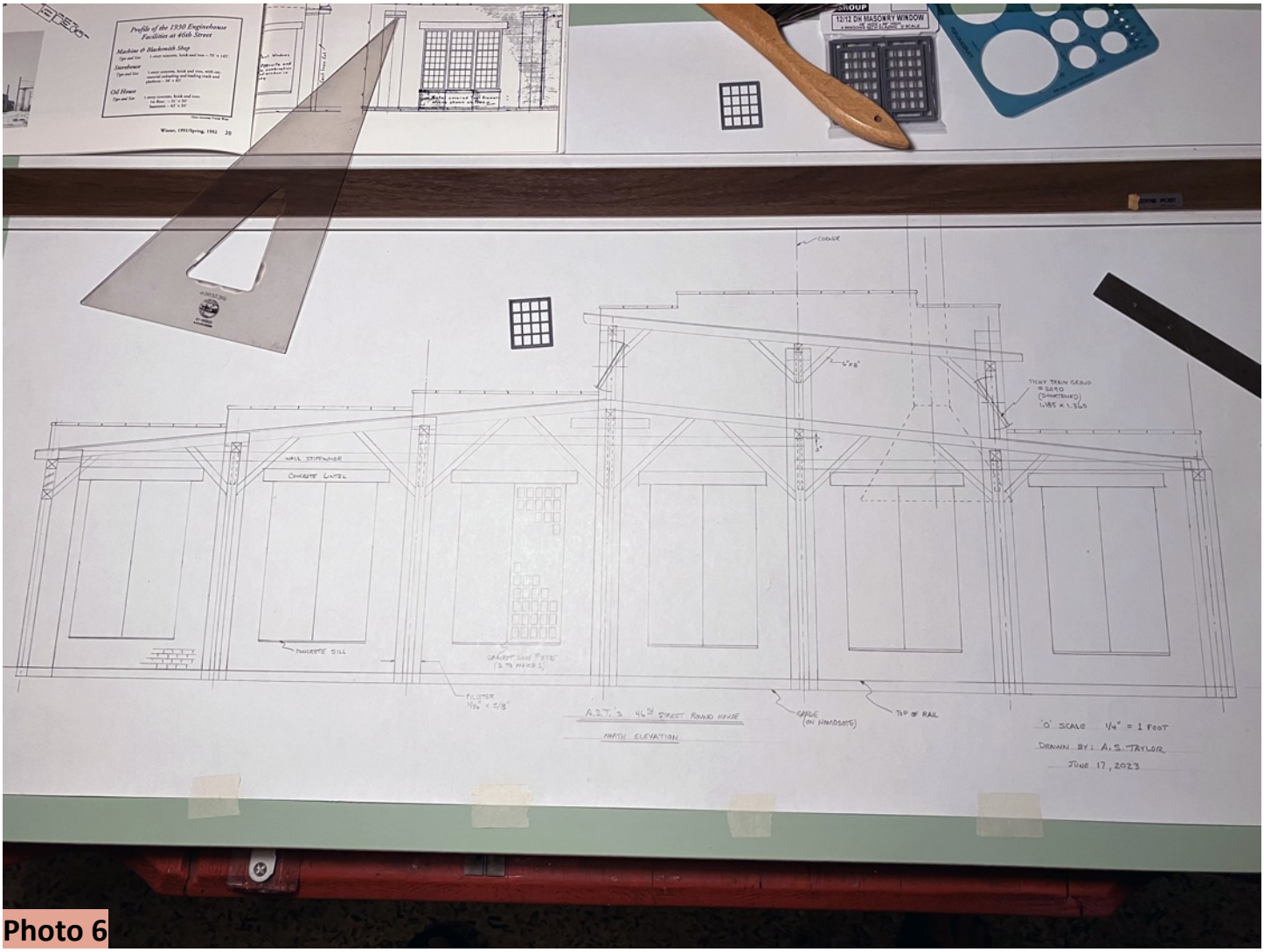


Photo 6

Let's discuss windows for a moment. O scale roundhouse windows are almost non-existent. I ended up making my own by cutting and piecing together Grandt Line and Tichy plastic molded windows. The large windows in the walls were made from Grandt Line #3705; one and one half 3705 for each 14' x 4 ½' window. I then glued two of these together for the window in each 19' wall section and three glued together for each end

wall section. It took 45 Grandt Line 3705 windows to build all the windows required. Once all were built, I painted and weathered the frames and then glazed them with .005 thick clear styrene, adding missing panes, holes and cracks. The tilting windows in the monitor roof sections were built from Tichy Train Group windows #2090, that I shortened to 5 ½' high x 4 ½' wide. I drilled a .031" dia. hole in the middle of each side frame and added a brass wire pivot extending out from the frame 1/8". These were then painted and weathered and glazed with .005" thick clear styrene with missing panes, holes, and cracks. I made 23 tilting windows for the monitor roof. **See photo 7**.

Photo 7

The windows in the engine stall doors were Grandt Line #3712 and were used as is, one per door. Four doors, 8 windows used. Again painted, weathered and glazed with missing panes, cracks and holes. The two windows in the employee entrance doors were Grandt Line #3718 cut and glued together to make the 5.4' x 3.6' size required. The two skylights above these doors were Grandt Line #3713 cut and joined and then laid in sideways to obtain the 4.5' x 4.5' size. As with the others, they were painted, weathered and glazed. Needless to say, the windows were a pain and were very time consuming, but turned out quite well with good representation of the original. After the windows are built, you can add their actual measured dimensions to the detailed drawings.

I next started to build the wall sections. My walls are 1/16' card stock, cut to size by using the detailed drawings. I covered these with embossed brick paper I obtained from Foggy Mountain Models (https://foggymountainmodels.com/shop). This is great looking, inexpensive brick paper available in different colors on 8 ½" x 11" sheets at $1 per sheet. The embossing is laid on latex wall paper that gets very workable when applied with Weld Bold Adhesive. I left a ¼" concrete foundation at the bottom of each wall. I planned on detailing the inside of the roundhouse so I covered the inside of each wall also. I coated the paper with Weld

Photo 8

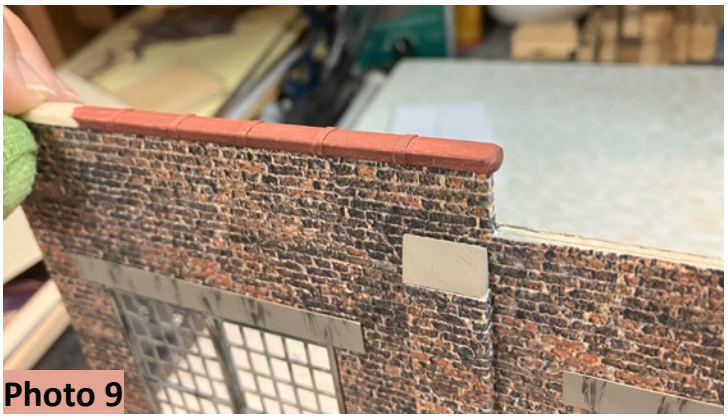


Photo 9

Bond and applied it to the 1/16” card stock right over the window openings. Once secured, I cut diagonally across each window and folded and glued the brick paper thru the opening, thus covering the cut edge of the card stock. I then covered the inside surfaces with brick paper. I covered the joint between inside paper and the paper folded in from the outside with thin strips of the brick paper (approximately ¼” wide), glued to the inside of the wall. I left these strips extend into the window opening by 1/16” to provide a stop for the windows when inserted from the outside. When painted black, these strips also hind any gaps between the cut window openings and the windows. **See photo 8**. The pilasters were made from 1/8” x 5/8” strip wood, covered on three sides with brick paper that was trimmed flush with the wood after drying. The pilasters at the corners were built to the angle required, prior to being covered with the brick paper. Once completed, these pilasters were glued to one wall at the corner, which allows ‘adjustments’ as the wall sections are set in place. I moved around the building finishing up each of my 8 walls. The concrete lintels above the windows and doors are .005” thick styrene, painted concrete and glued over top the brick. The tops of the pilasters are wood cut to shape and also painted concrete. The top of the walls are capped with salt glazed T. C. coping I made from sanding/shaping strip wood and adding 1/16” strips of 3 x 5 note card stock (approx. .005” thick) on 2 ½ centers to represent the joints in the coping. This was painted box car red and added to the wall sections. **See photo 9**.

I then turned my attention to adding the timber framing on the inside of each wall. My timbers are ¼” square basswood, pre-stressed with wood grain and pre-stained. My detailed drawing mapped out the location for the beams and the angled bracing. **See photo 10**. Where cross timbers coming across the stall tracks joined the outside walls, I built landing pads from 1/16” x 1/4” strip wood and added the bracing under it to hold it in place. This was done to allow all the internal timbers and associated bracing, which would be glued together in one unit, to be capable of being removed without removing the outside walls. Once the beam work was finished on the walls, the walls were placed and screwed down to the Homosote/plywood base that the stall tracks were built on.

Photo 10

Next up was the engine stall entrances and doors. The entrance was framed as one assembly with ¼" basswood and the louvers above each door built from strip wood. **See photo 11**.

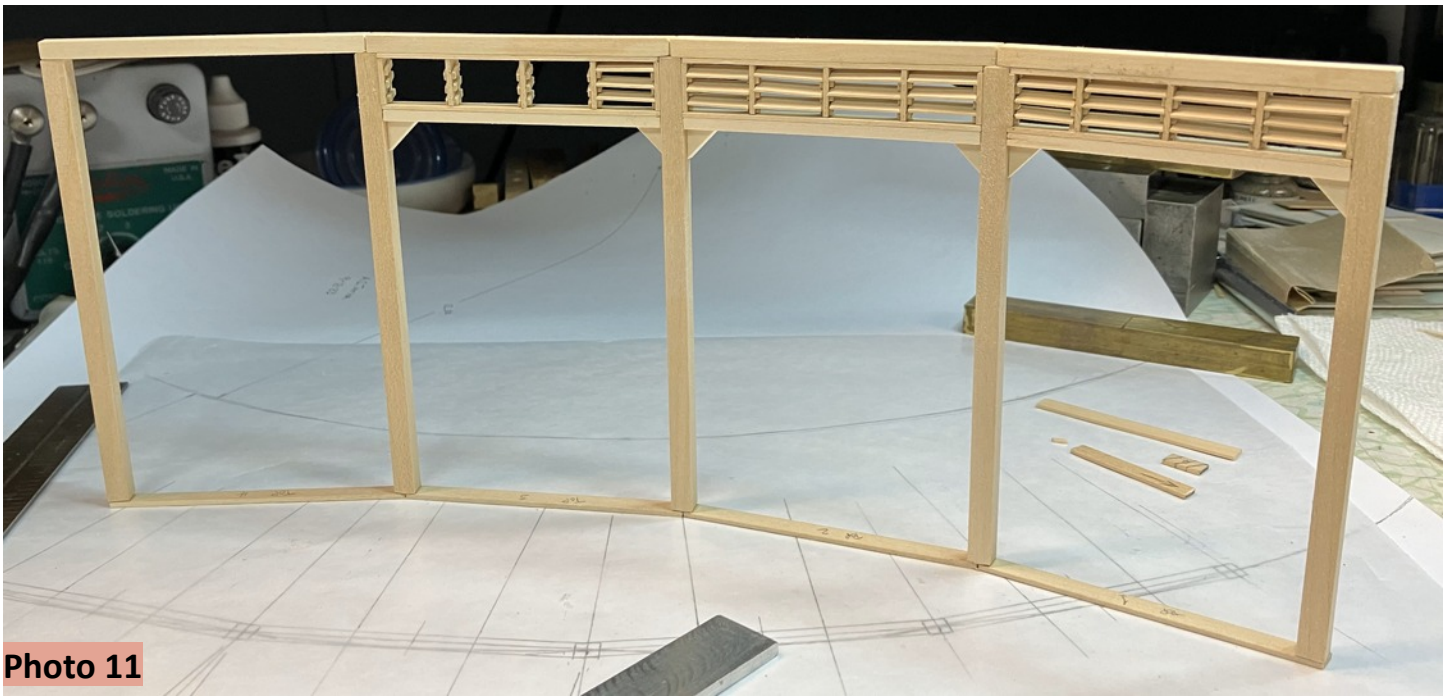


Photo 11

Photo 12

I made templates for the doors from card stock and scratch built them from 3 layers of 1/32" basswood and the Grandt Line windows. **See photo 12**. Door hinges were fabricated from 1/32" x 3/32" brass stock and hung on .031" dia. Brass pivot pins pushed into the ¼" framing, thereby allowing the doors to open and close; although I don't know why they would ever be closed. **See photo 13**. The four entrance stall doors and associated framing were built as one assembly, so as to be capable of removal for repairs/maintenance. I painted and weathered the window frames, added glazing with missing panes, cracks and holes. I also painted and weathered the frame assembly and then added the windows and the diagonal wire bracing across the inside of each window.

The hinge bracing on the inside of each door is note card stock. The inside of each door got the bottom 1/3 painted dark color as was PRR policy. **See photo 14 next page**. This completes all walls and doors.

I used 1/16" thick card stock painted concrete for the floors, cutting a ¼" square hole to receive each vertical post at the correct location.

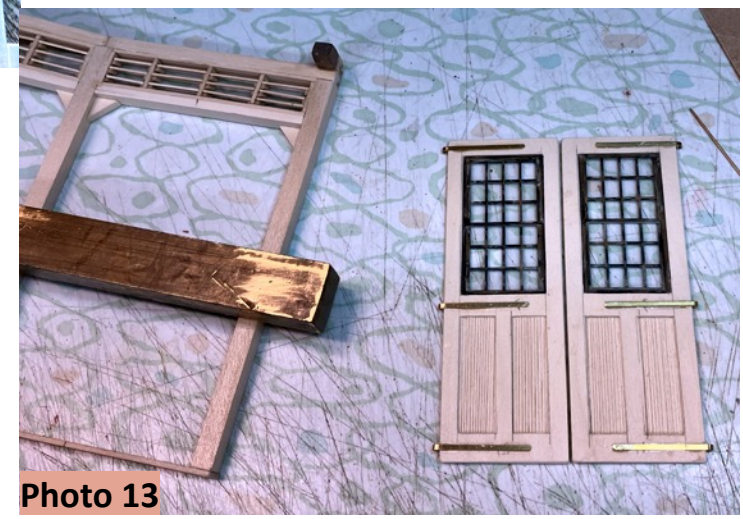


Photo 13

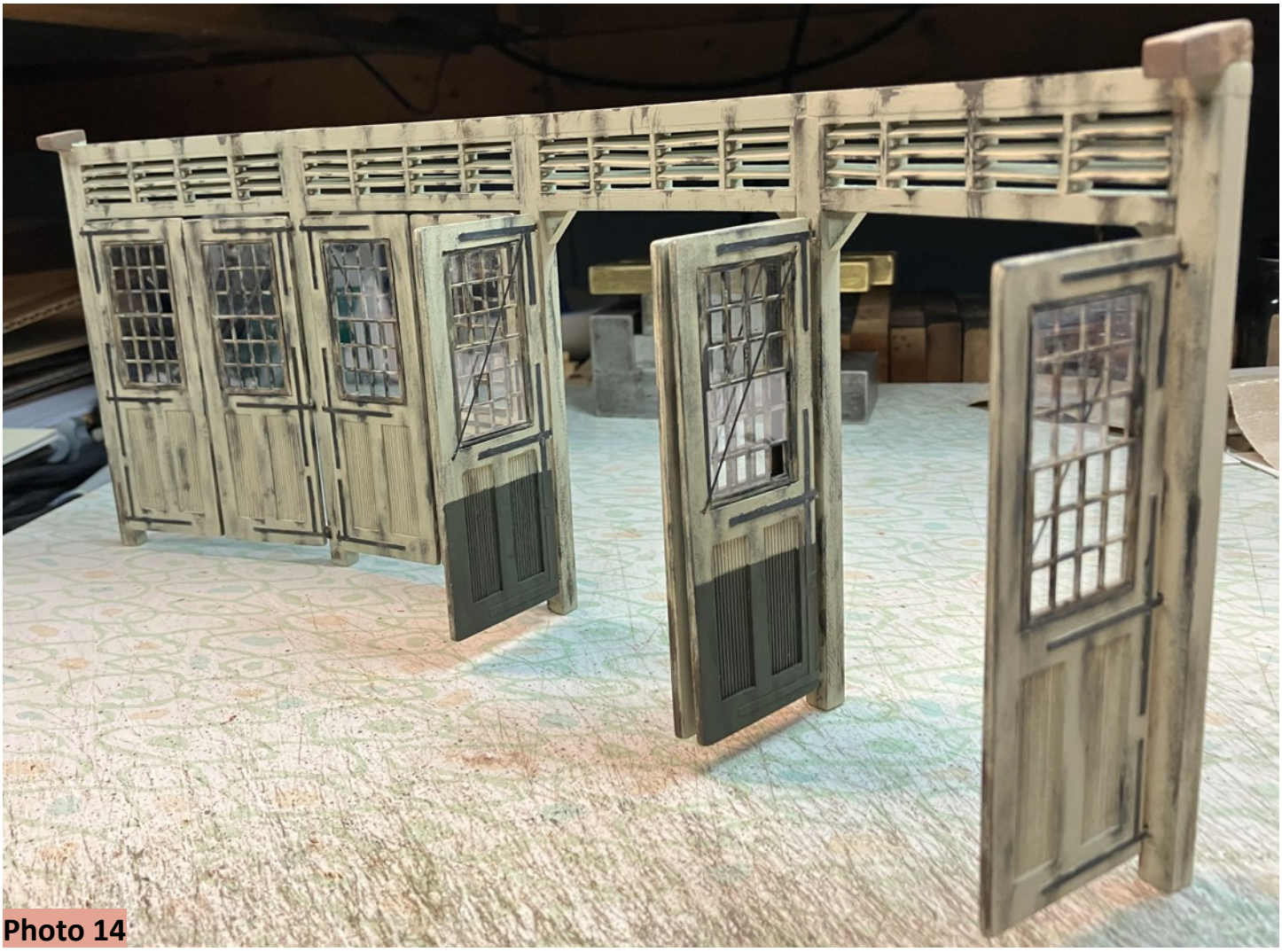


Photo 14

Photo 15

The bottom 4 feet of each post was wrapped with note card stock and painted ‘metal’ to represent the 3/8” steel plate used on each post in the original. Vertical posts and horizontal beams, all ¼” square, pre-stressed and pre-stained basswood, along with their angled bracing were epoxied in place. **See photo 15**.

No adhesive was applied to the floor or side walls to allow future removal. Notecard stock was cut for the vertical post to horizontal timber plates. Next were the rafters running between the stalls over the line of posts.

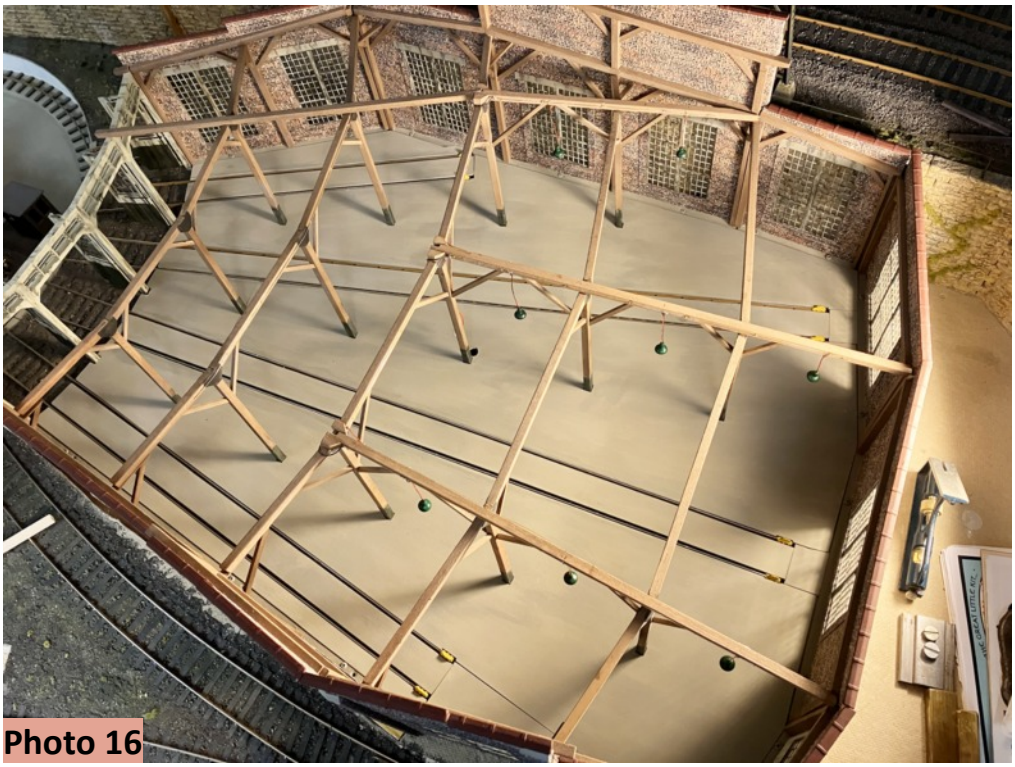


Photo 16

The rafters were split in the middle to provide slope to the front and out the back. I built the beam structure in two separate assemblies, the front and the back each capable of being removed. **See photo 16**. This allowed assembly at the work bench. I wanted LED lighting inside, so I attached brass wire to opposite sides of each major rafter and hung the LED shades/lights from these brass wires. Feed wires were run down one of the vertical posts, thru the 'concrete' floor, to the underside of the benchwork. **See photo 17**. A regulated 3 volt power source was used to power the LED's. I used epoxy and in some cases small brads to make the 'forever' joints of the vertical posts, cross beams and their associated angled bracing. When the epoxy cured, the assembly was very robust.

Photo 17

Photo 18

Next area of attention was the monitor roof front and back tilting window sections. Each stall was built separately on the bench per the detailed drawings, framing with ¼" square basswood and 1/8" x 1/4" between the windows. The 1/8" x 1/4" was drilled to receive the 031" pivot wire previous built into each window and the windows inserted during the assembly. In the front, clap board wood siding was used as louvers between the pair of windows over each stall track. Each stall section was then assembled in place on top of the rafters/timbers of the first layer. This assured good 'alignment' to the previous construction. **See photo 18**. The remaining timbers, posts, rafters and angled bracing were added to the

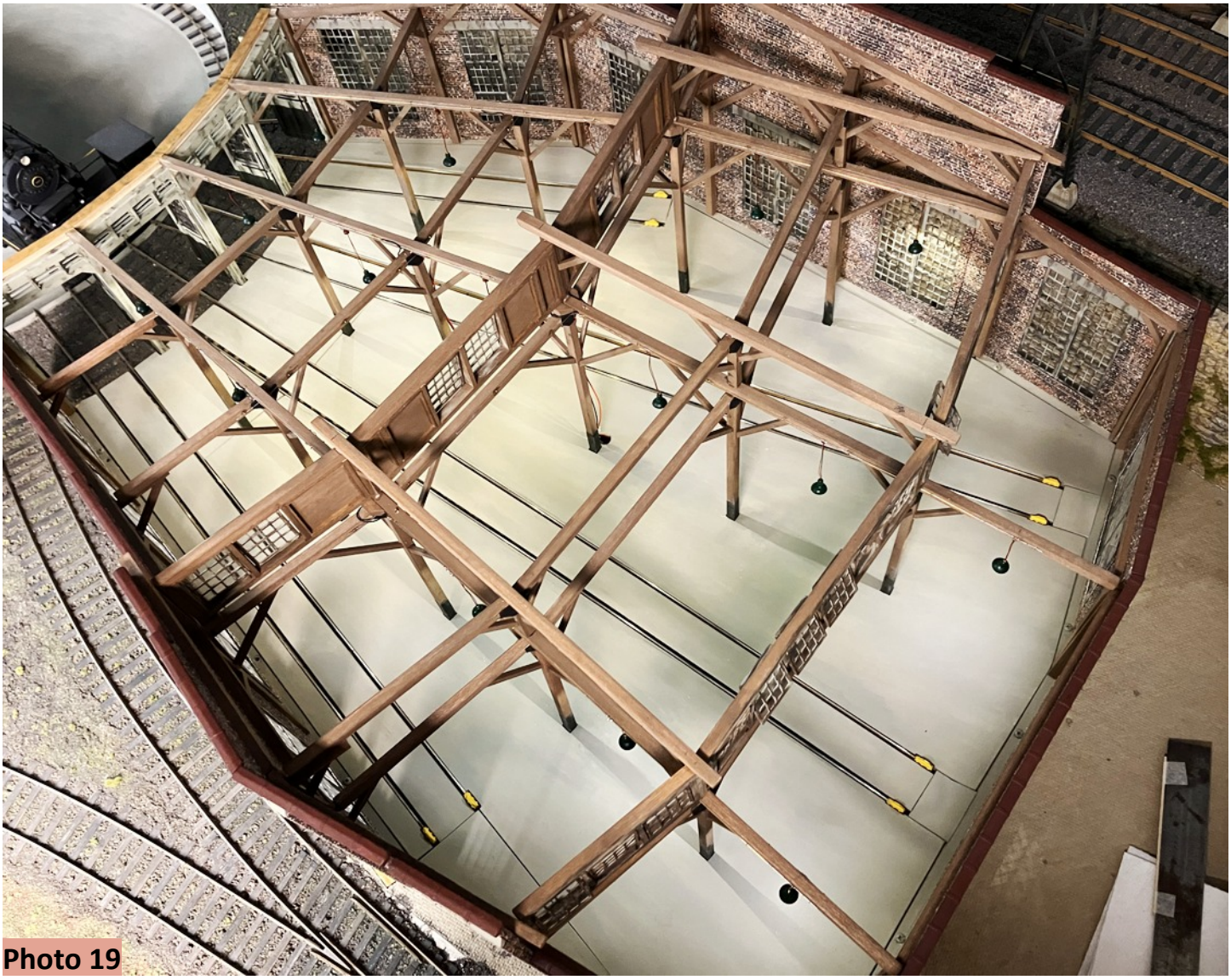


Photo 19

monitor roof assembly, with no adhesive applied between it and the first layer, thereby allowing the removal of the entire monitor roof section as a subassembly. This pretty much finishes the main structure and we can now progress to the roof. **See photo 19**.

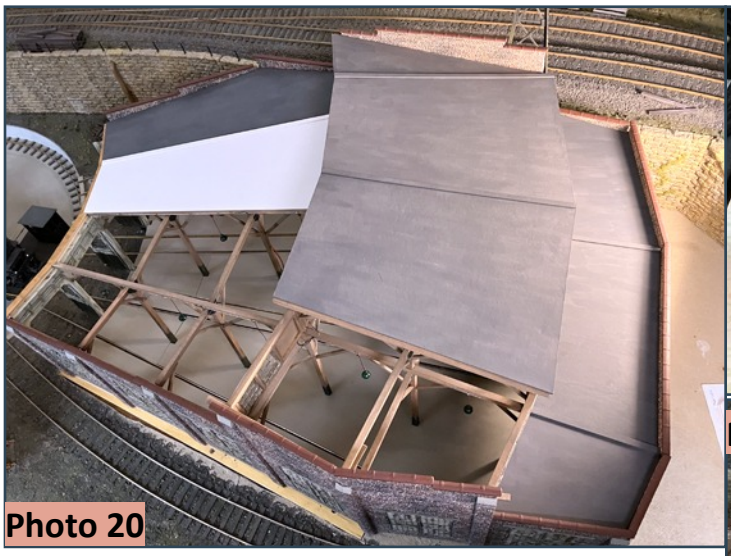


Photo 20

I chose 1/16" card stock for roof material and just painted it weathered black. I'm sure on the original roundhouse there was so much dirt and ciders on it, that you couldn't tell what material it was constructed of anyway. I built the roof in sections, each section covering the area between the main ¼" square rafters.

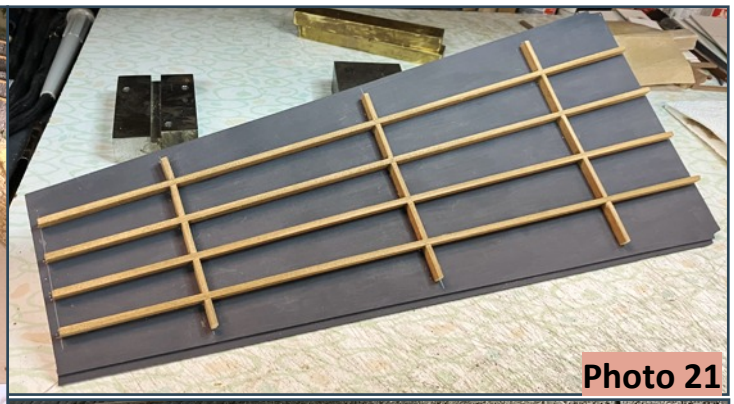


Photo 21

Photo 22

Photo 23

The main sections were unattached so they could be removed to display the inside. At the joints between sections I cut a strip of 1/16" cardstock ¼" wide and glued half of it to one section while the other half covered the section beside it, thus covering the joint and any misalignment between sections. **See photo 20**. I used 1/8" x 1/4" basswood for the rafters between the main ¼" square rafters and glued these to the bottom of the roof sections on 1" centers, thus preventing warping of the 1/16" card stock. **See photo 21**. Under the triangular section on the monitor roof, I glued the rafters to the main building, but still made this roof section removable. **See photo 22**.

I added smoke jacks to the two longer stall tracks and built supports for them from strip wood. I made them removable to gain access to the interior. I also glued stacks to top side of the roof sections above the smoke jacks. **See photo 23**. The smoke jacks and stacks were resin castings obtained from Altoona Model Works as item #OS-012. They were painted dark grey and weathered hard with grimy black.

This pretty much finishes the roundhouse, except for filling it with machine tools, roundhouse 'stuff', and people. **See photo 24**. I 'planted' the building by adding ground cover around it, vehicles, stores items, a water tank, and some people. **See photo 25**. I started this project in June of '23 and finished it in July '24, what seems like a long 13 months, but I'm happy with the final results. Things came together very nicely in the end.

Photo 24

Photo 25


WARNING
CLOSE
CLEARANCE

A Restoration Exercise and a Remembrance

By Martin Brechbiel

Within in the past cycle or two of O scale shows at Strasburg, while I was desperately trying to separate myself from my excess inventory and piles of "stuff", I was approached by Bob Heil who informed me that he had "something" for me and that when I had time I should wander over his way. Later that morning when my curiosity managed to overwhelm my restraint, I did just that only to have a fairly heavy box placed in my hands with that questioning word of enticement "any interest?" I looked inside to find a very tired work flat in the process of spontaneously disassembling. I actually recognized it having successfully disconnected myself from a selection of parts that would have been basic components of this motor. However, this unit appeared complete including drive unit of questionable heritage. With the usual momentary lapse of reason that I am possessed of, I pulled out a handful of green from which Bob extracted a single leaf shaking his head stating something to the effect of "don't be silly" while directing me to see what I could do with it.

It sat on the project shelf very patiently until August of 2024 when I experienced an epiphany. I was in possession of far too many unbuilt traction related kits with a comparable mountain of restoration or scratchbuilding projects. While kits are for many, I find building a kit to be an anticlimactic exercise. I know where it's going, what it is supposed to be and look like, and someone else has usually done the thinking for me. As such, I derive far more entertainment and challenge with the restoration or scratchbuilding projects. Thus, many of those kits have departed on their respective sojourns to deserving traction modelers. But I digress and now return to the work flat at hand. After wrapping up the resin car project (OSR 12(1)) and a brass freight trailer salvage project, the afore noted patient box on the shelf beckoned my attention.

So what was in the box? Well may you ask and if you look at **Photos 1 and 2**, you can see it in all of its glory. Yes, perhaps a bit crude, but then also possessive of a certain charm for its vintage.

Photo 1

Photo 2

First order of business here was to determine the status of that drive unit. Hooking up a power supply to the leads on the underbody resulted in a balky response that after a little manual encouragement led to something that ran reasonably well given many years of dust, dirt, and no lubrication. The cloth insulation on the leads was crumbling. So, the drive and trailing trucks were unmounted (2 screws from the top through the deck), and cleaned (**Photos 3 and 4**).

Photo 3

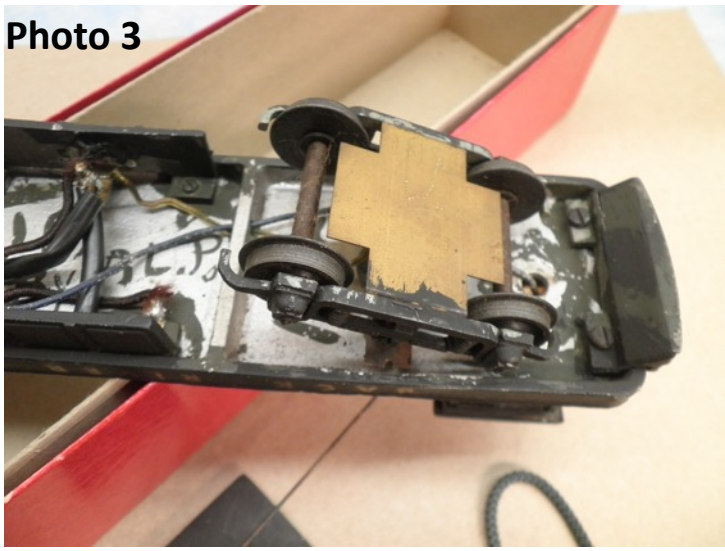


Photo 4

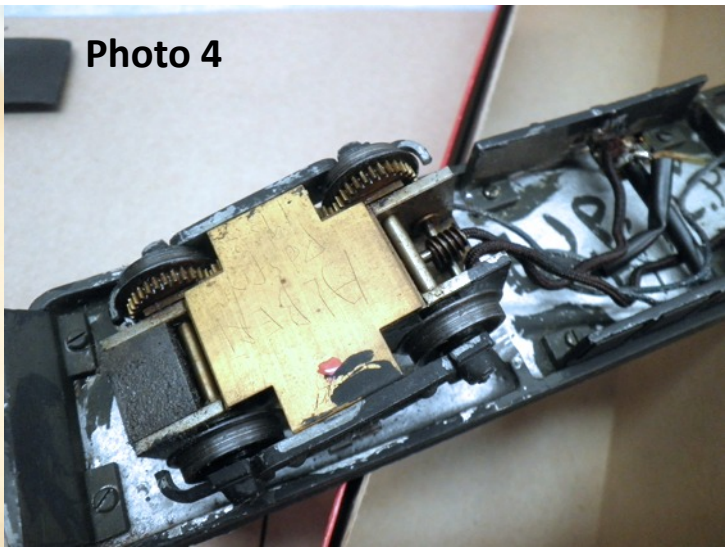
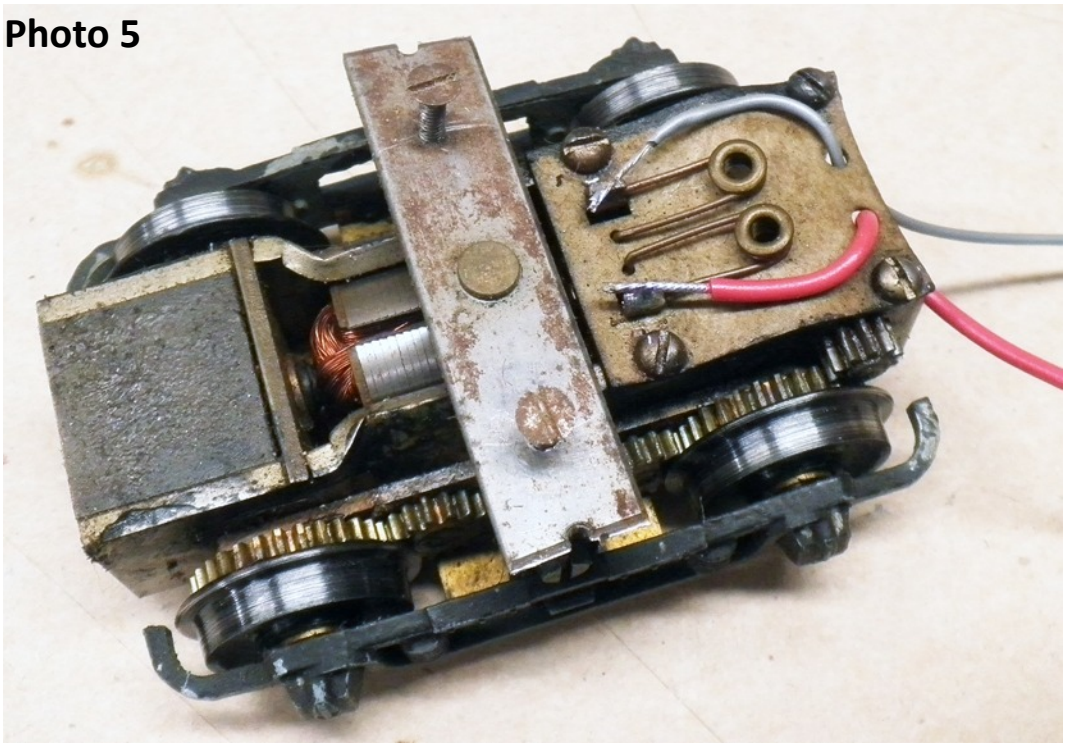
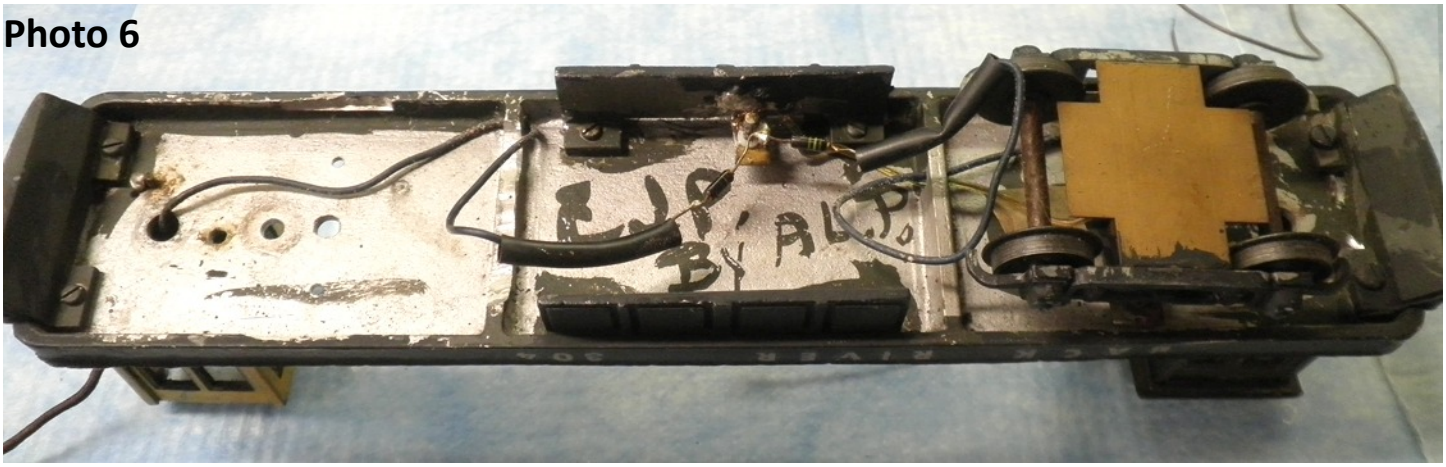


Photo 5



The wires on the power truck were replaced, and after more cleaning and some drops of oil, this drive ran surprisingly strong (**Photo 5**). Also, you might note that bottom plate on the drive truck has a date of 1952 scratched into it. With the drive truck out, I could find that the car body casting was aluminum with the ends and side parts mounted with self-tapping screws (**Photo 6**).

Photo 6



Removing the two cabs first required unsoldering their electrical connections from the underbody post. Each had a diode in place for directional lighting. Not knowing just how this electrical connection was achieved inside the cabs, I wanted to be careful not to compromise either. I very carefully pried and broke each cab free of the deck, and slowly fed their respective wires back through the holes in the frame and deck, and set these aside. A quick look inside revealed that the wire was soldered to the base of a light bulb socket with the socket grounded to the cab itself. Replacing all of the lighting apparatus was briefly considered and that option was discarded in favor of adhering to the restoration pathway.

With the cabs removed, and then the cosmetic pole units unbolted, the paint was removed from the top and sides of the aluminum body casting as well as the two end castings. I left the side castings in place. Careful application of lacquer thinner neatly lifted the black paint off (**Photo 7**). Cleaning up the underside was done to a far lesser degree as I found under the trailing truck another date of 1952. I thought I should keep that record intact (**Photo 8**).

Photo 7

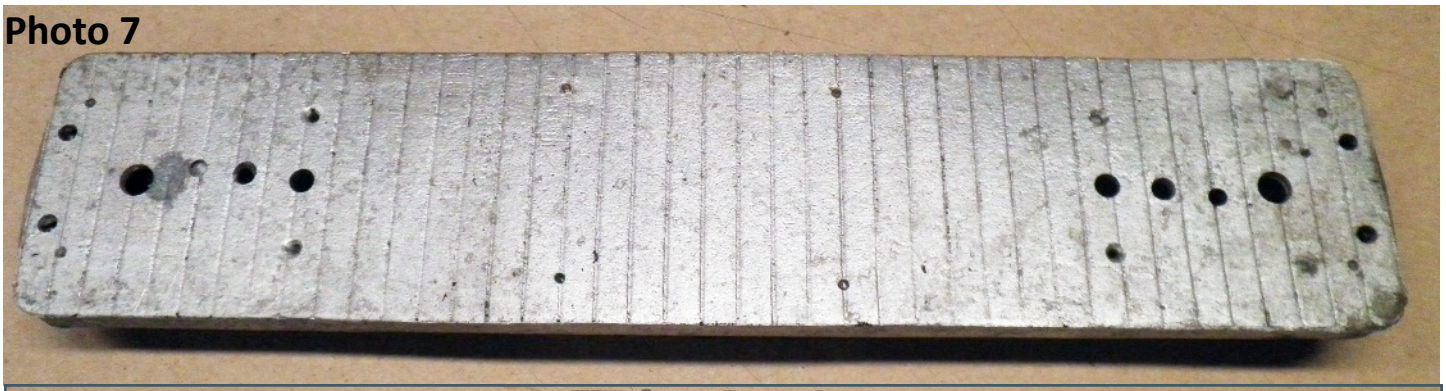


Photo 8

Cleaning up the cabs was more complicated. Their paint just laughed at lacquer thinner. Fortunately within my stores in my shop there resides one last can of the old time paint (and skin!) remover that this paint was unable to resist. Careful stepwise application and then removal of the loose paint (Q-Tips and the like) worked well to reveal that the cabs were assembled from 4 soldered together white metal castings (**Photos 9 and 10**).

Photo 9

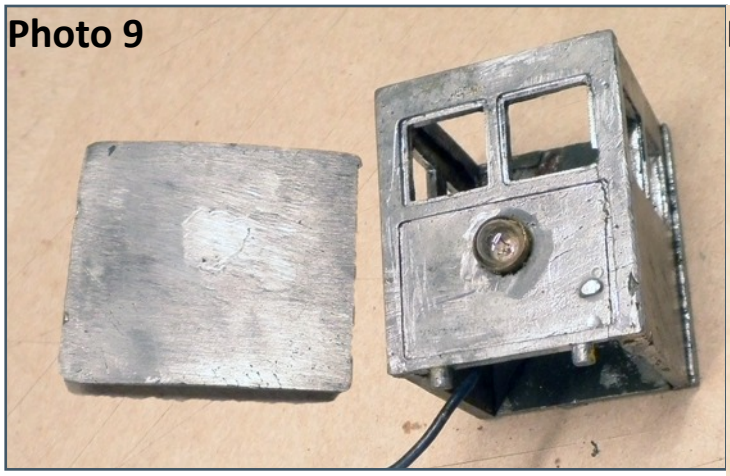
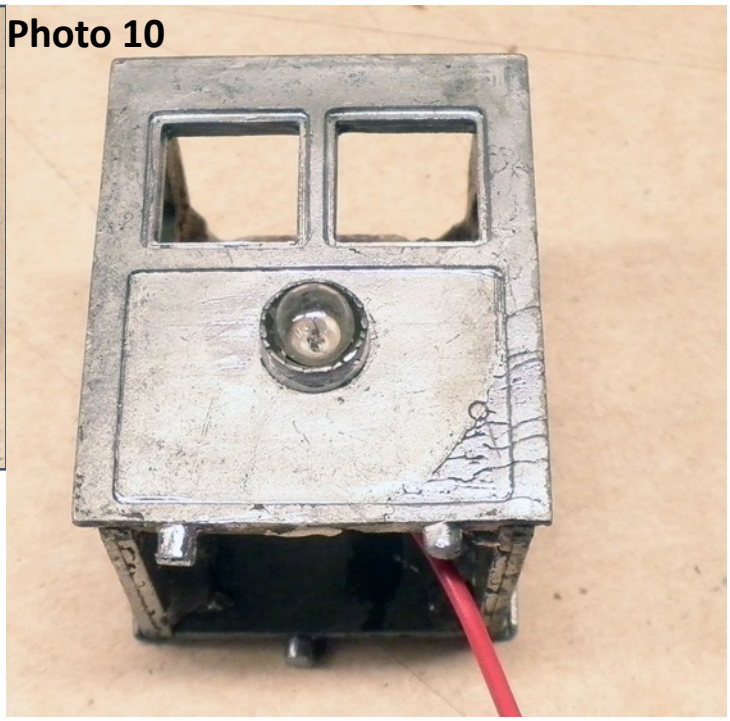


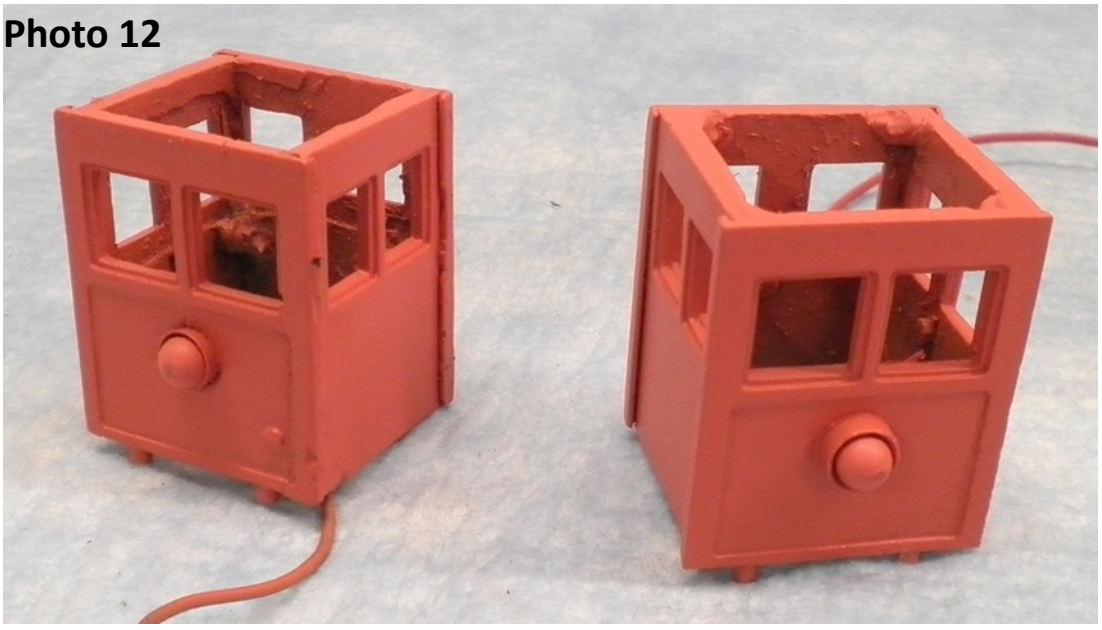
Photo 10



Re-assembly of the parts started with painting the aluminum car body casting. I wanted a brownish color for the decking and settled on Polly Scale Rust. It's more of a brown color versus red than I thought so it seemed to look right. The perimeter of the car body casting was painted Polly Scale Engine Black and around the underside edges (**Photo 11**).

Photo 11

Photo 12



The cabs were taken outside and sprayed with Rustoleum Burnt Sienna which is more of an orange than one might expect (**Photo 12**). The roofs for the cabs were painted Engine Black. After a day or more, all of these parts were sprayed with Rustoleum Clear Matte to seal and protect the paint from my eventual heavy-handedness, and left to cure for a few days. A Q-Tip with a little lacquer thinner cleaned off the headlight bulbs.

The cabs got remounted by first threading their respective wires through the decking, through the hole in the underbody frame, and then soldered back to their diodes. A little shrink tubing was slid up over those connections to tidy things up. The cabs themselves had 3 mounting pegs that fit into the floor. The pegs and holes were cleaned of paint and any debris to insure good connectivity, and the cabs were mounted to the deck using a minimum of Goo at the edges away from the pegs with a micro-application of CA. The roof sections were similarly attached. The cosmetic poles were bolted back into place. The trailing truck was remounted using the two screws through the deck with its electrical lead soldering back into place. There were some spacer washers involved to adjust the height of this car and those were stacked in place between the truck mounting plate and the car body. The drive truck was similarly mounted and its feed wires were reconnected as originally; one was soldered in place and the other was screwed down to the one side casting.

Photo 13

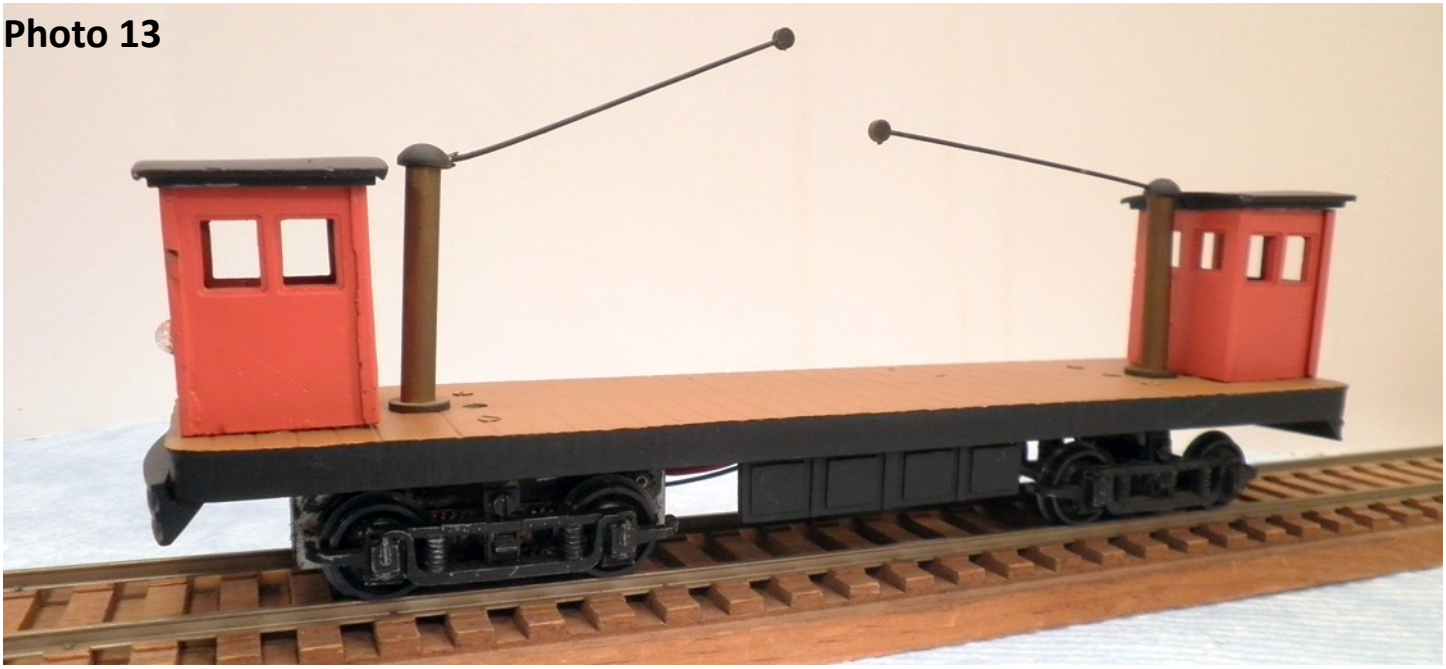


Photo 14

Testing every connection with a power supply through each step confirmed everything worked and was correctly in place.

At the end of the work line, I find I have a very nice, albeit vintage somewhat crude yet charming, but operationally running double end work flat. I never got to show it to Bob as he passed away during the third week of August, but I can share it with all of you (**Photos 13-15**).

Bob truly was a generous soul and is sorely missed by many of his friends and associates.

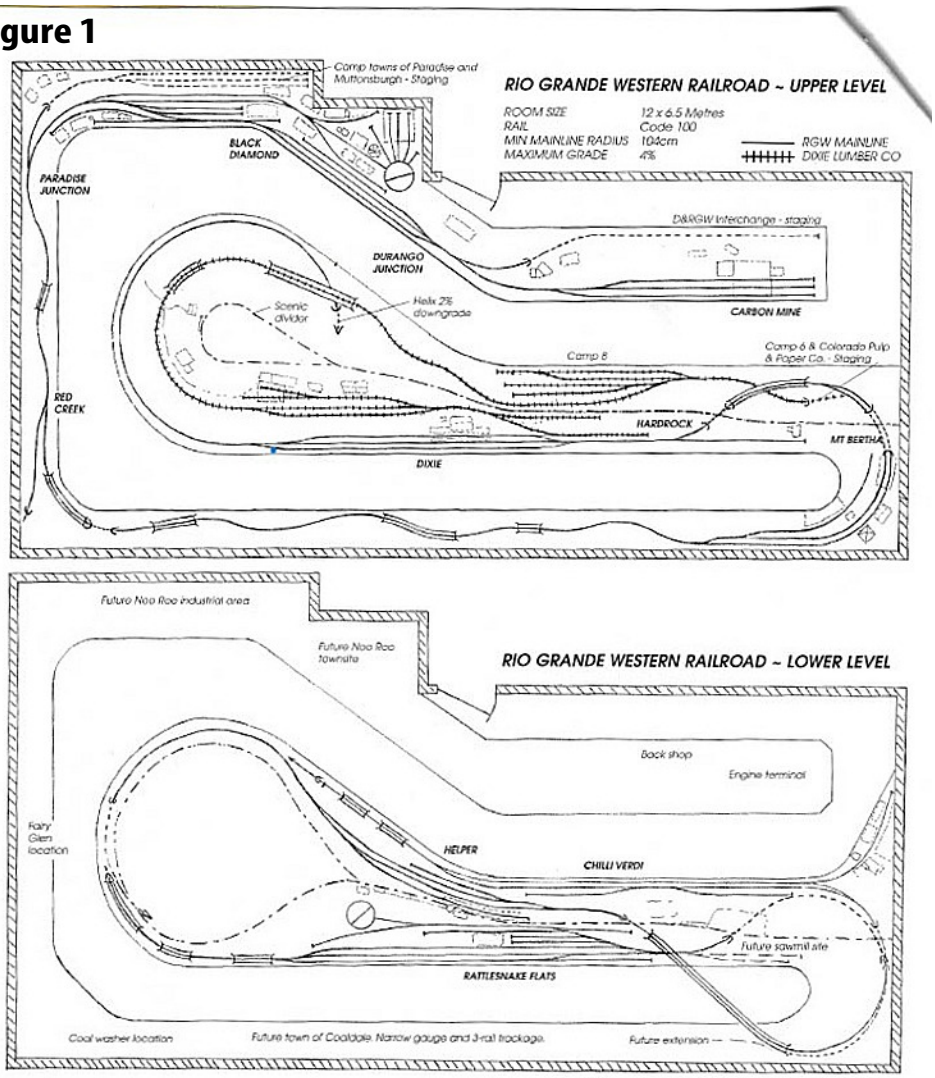
Photo 15

The Need For and Then Hiding Access Holes

By George Paxon

In the zeal to cram as much layout as we can into available space, sometimes we end up short when it comes to maintenance access. You gotta be able reach it all easily. When something is hard to reach and requires much extra effort to access it, it tends to get less use. And if it's broke, it tends to not get fixed.

Figure 1



A good example was Muttonsburg and Paradise on our last layout. These towns were just three hidden tracks under scenery that were intended to provide additional traffic for the railroad. Muttonsburg was to be a farm town and Paradise a coal town. The waybill system provided a destination for fertilizer, feed and farm supplies and a source of farm products, live sheep for one, to and from Muttonsburg. Coal trains would come from Paradise – supplies shipped in. The old layout drawing shows the Muttonsburg and Paradise as sidings behind and under Black Diamond in dashed lines at the top of **Figure 1.** When building the layout, we constructed a chunk of scenery that could be raised by moving a lever that extended to the layout front. To hold the chunk of scenery up once it was opened, a catch could be flipped out under the raised edge of the scenery.

We spent quite a bit of time making all this. It was built on a welded steel frame covered with plywood and then card and plaster. As a result, it was a heavy beast of a thing. It all hinged to the wall behind. This flap of scenery covered the 3 sidings. But once we got to running trains, the area was rarely used. There were two hidden turnouts coming out of a broad curve that were derailment magnets. Not because the turnouts themselves were poor, but because of bad track design which placed them just after a curve. Although the curve was over the layout minimum radius, the turnouts still seemed to attract problems. And access to fix any problems was a nightmare. If a car was going to derail anywhere, it would derail on the first of those turnouts. And then, when the car got to the second turnout, it would launch itself in some odd direction. Getting to the derailed cars or the turnouts was less than fun. The three tracks were also located about 20 inches behind the front layout edge, the front layout edge was 65 inches above the floor, and that part of the layout was against a wall. Between the liftable scenery and the front layout edge there were 5 tracks and structures. We had designed secondary access to the three tracks by reaching in from under the flat

layout area between the three tracks and the hillside. But even cleaning the three tracks was an effort. If you were a contortionist, it may have been easier to get to this area. Below this part of the layout was another level.

Thankfully we never finished this lower level before the layout was abandoned. To get to the three tracks, without opening the scenery flap, I usually had my ample belly lying on the undetailed flat surface of the lower level. Had we finished this lower level, access to the three tracks would have been even more impractical. One issue of course was that over the 15 years we had that layout, we managed to get older, fatter and less nimble for some odd reason. We learned a valuable layout design lesson from this experience, and hopefully will never design ourselves into such a Pandora's box again. After a few operating sessions battling with these three tracks and two turnouts, they were quickly and quietly written out of the script and not really used for anything but out of session car storage.

And as you can see from **Photo 1,** we managed to design ourselves into other difficulties elsewhere. This was the location known as Helper on the old layout. Eventually we had a coaling ramp and water facility there. See **Photo 2**. This location looked good, but was not the easiest to maintain. Even though track at Helper was well less than 24 inches from the front edge of the layout, access there could have been better. As said above: you gotta be able reach it all easily. And, of course, it helps if you can see it!

Remember that *reachability* is also a function of layout height. When layout is low, say 30 to 36 inches above the floor, you can bend at the waist when reaching, and can successfully deal with objects 36 inches from layout edge without falling onto your face and wrecking layout scenery and details. But as layouts get higher, your reach becomes more limited and defined by the length of your arm. You may only be able to get to objects that are 20 to 24 inches from the layout edge. O scale is big. Trains, building and scenery expand by eight times as scale increases from HO to O. But when we move up to O scale, unfortunately, our arms tend to remain the same length as if we worked in N or HO.

Derailments and maintenance require easy and adequate access. And if you can't readily do the maintenance, you can almost guarantee that derailments will quickly follow! Not much fun can be had in trying to accomplish an essential task when only the tips of your fingers can reach the problem. The distance also makes it difficult to see what you are doing. Planning for, and providing, excellent access are essential parts of layout design and construction.

Sometimes having larger expanses, such as is needed for loops, results in way more layout than you can reach across. Another problem is when such loops, or large areas of layout are against a wall, or in a room corner. Access holes are a nice way to provide the essential access to any areas that may need attention later. One negative issue with access holes is that they tend to leave big holes in your layout. These holes, unless you are wanting to model the caldera of a volcano, can be less than pleasing to the eye.

A secondary but important issue, and further aggravating the problem, is that access holes need to be large enough for you to work in. If you cannot turn around, or get your arms through comfortably after having squeezed your other ample body part through, you won't be able to do much work in there. And as we age, and get bigger, stiffer, and/or less agile, our access holes need to be even bigger.

Our new Mountain Electric layout has three access holes designed in to make sure we can reach all points that need to be reached. We have given much thought on how to disguise them. With a bit of care and planning you can have access holes and a pleasing looking layout at the same time. A trick is to use buildings and scenery to hide or mask the access holes.

Over the years, the model press has from time to time suggested removable sections of layout as a method to accomplish the access hole hiding. Some drawings of traction layouts proposed whole city blocks as "lift outs". I have not tried this, and have been loath to do so. Particularly in O scale, removing and finding a place to stash a big chunk of nicely detailed and delicate but heavy layout did not strike me as a fun filled nor easy task. Remember that such a removable chunk of layout would need to be built robustly so that it could support itself and retain its shape both when in and out of its hole. And if it were not a stiff bit of substantial structure, and well braced, you might never get it out of the hole in one piece in the first place. Such a rectangular chunk would probably need to be pushed up out of the hole from underneath, and either (1) rolled over and turned at an angle, brought down through the access hole, and stashed temporarily somewhere under the layout. In theory, you could then pop up through the access hole and do whatever you were needing to do, and hopefully would not step on the chunk of layout that was probably just stashed on the layout room floor nearby. Or, (2) you would need a friend, to which you could pass the chunk of layout, once you had managed to push it up out of its hole, and wiggled up through the hole while holding it, taking care not to drop it on the permanent bit of layout between the access hole, and him/her standing at the layout edge. Or, (3) maybe you could just have a block and tackle on the ceiling to hoist the removable section – the famous sky hook! And then when your work was finished, the chunk of layout needs to be put back into position by a reverse procedure. All this seemed to me like too much worry and bother and a system fraught with issues and risks. Hiding the holes is easier in my way of thinking. And hiding the hole is not really that difficult. Hiding them also yields a few advantages in O scale.

Photo 3

Photo 4

Rows of buildings can make good access hole hiders. The back, or "business" side, of some industrial buildings as would face tracks are good candidates. Using these has the benefit of providing some additional places to spot cars on a track along the hole to service the industries. These buildings can be built as shallow structures. See **Photos 3 and 4** for some very nice models of such potential access hole hiders.

Look at **Photo 5**. This is the truck side of a vintage UPS facility. I assume rail cars were spotted on the other side of this building as was usually done with freight transfer facilities. By adding a rail siding on this side of the building serving some of the freight doors, and moving the trucks to the far doors, this would make a great

Photo 5

Photo 6

Photo 7

Photo 8

low level access hole hider and a rail served industry. It certainly would be easy to reach over, and without roof clutter to damage in the process. **Photo 6** shows a prototype coal dealer that would make an ideal low access hole hider that can provide a busy industry as well. **Photo 7** is a nice model of this building, photographer and modeler unknown. **Photo 8** is a produce facility similar to the UPS facility. Strategically placing the motor trucks would allow you to snake rail cars through this scene. And the track at the right could serve as a produce team track as well.

Sides of industrial buildings can be used, but require careful selection. The typical side view of many such buildings can include a view of the roof. A flat roof building, such as that in **Photos 3-5 and 8**, would be good for a view block. A building such as that in **Photo 9** is not as convincing or eye appealing, as it is difficult to make the sloped roof work in the flat two-dimensional view. **Photo 10** is another painted paper building flat similar to that in Photo 9, but looks much more realistic without the view of the roof. The building in **Photo 11**

Photo 9

Photo 10

with the sloped roof showing is not too bad. You could model all the buildings such as in **Photos 6 and 7**, or only model half of a building with a sloped roof, but then you will be using quite a bit more layout space in so doing. We needed to cover turnout controls on a duck under at CT Junction on the new layout. We used a partial building with just half a roof for that. We modeled a rather large factory along the track there, but the

Photo 11

building was just a combination of a building fronts and the side views that included a sloping roof section. In this case, we cantilevered the building off the edge of the duck under so little space was actually wasted. The entire building can be lifted off to allow access to the turnout controls and the lights inside this partial building.

See **Figure 2**. This solution avoided the poor perspective of the sloped roof, but using it at a small access hole could make the hole smaller. Industrial building fronts and backs usually avoid this roof perspective problem.

Figure 2

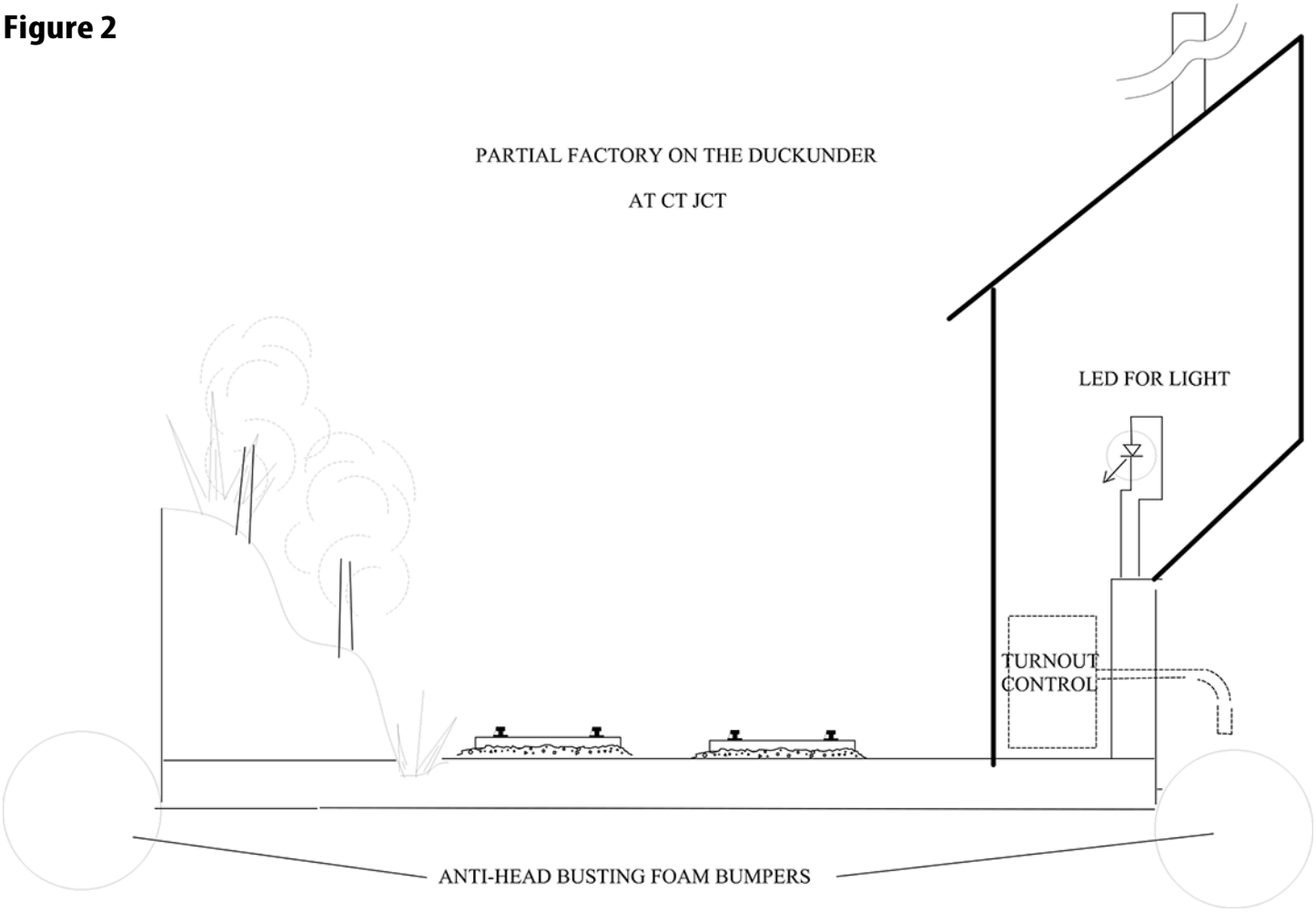


Photo 12

Photo 12 is a building used along the backdrop on the last layout as shown. It is now located on the new layout along the layout edge. It is not now at an access hole, but it would work nicely there as it would be mostly easy to reach over. The only minor problem is the sign. We have knocked that sign off so many times that we have quit gluing it back and just sit it in position loose now after reaching over the building to clean track in front of it. With this building, the front part is actually a full building, the back is a front only, so we'll call this a partial building.

See **Photo 13** for another view of this building on the old layout. The whole building end could be placed clear of the access hole. The back could then border the access hole and block the view of that hole. See sketch at **Figure 3**. to clarify this comment.

Photo 13

If the viewing distance from layout edge to the access hole is more than a few feet, such buildings can be paper ones. The paper Clever Model building fronts and backs are good candidates. There are others available as well. And they are inexpensive and would require little modelling time to provide quite a bit of view block. I have a few Clever Models against backdrops as fronts only, but they would also work nicely at the edges of access holes as well. The factory located on the duck under just discussed is made from all Clever Models printed paper. Only some of the roof detail is not paper. See **Photo 14** for another example. This shallow paper building is along a backdrop on our layout, but would work nicely along the edge of an access hole.

Figure 3

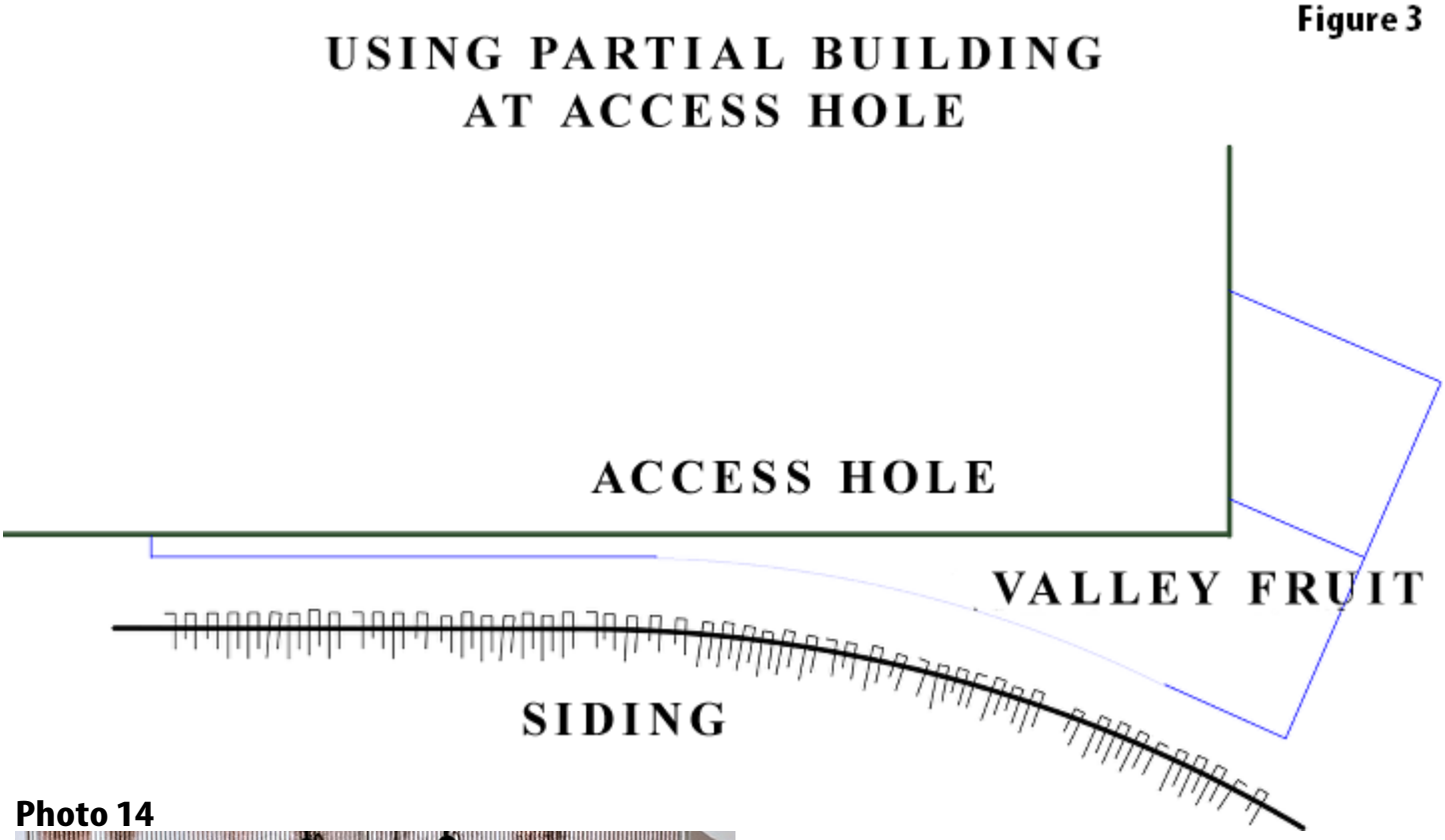


Photo 14


Photo 15

I have always admired the somewhat famous San Francisco “painted ladies” shown in **Photo 15**. They

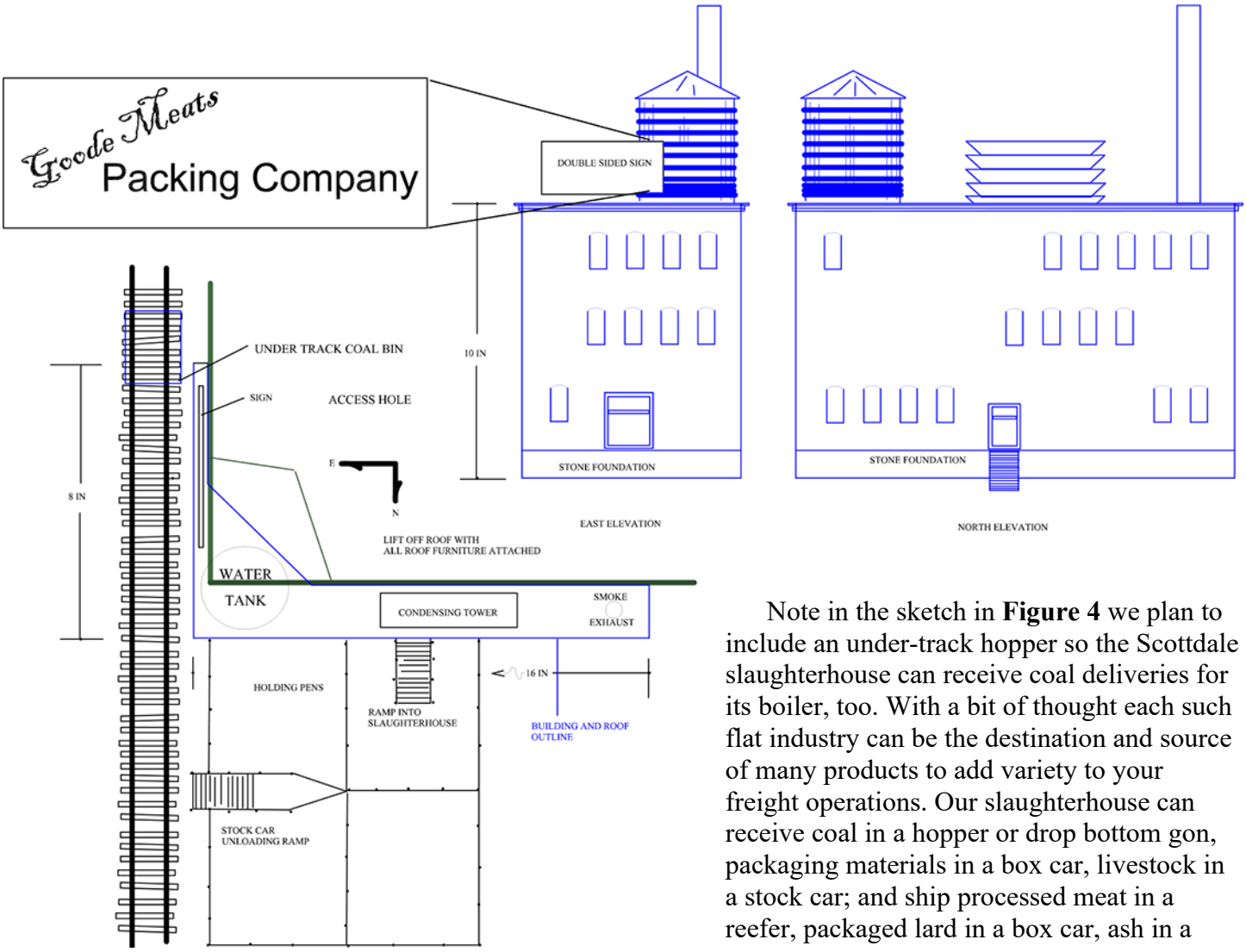
are great period structures. These would make a nice access hole hider. I would cut each of these buildings out along the front roof and wall edges to remove any view of roof, or building sides; remove the new automobiles and maybe the garage doors; remove the city background buildings; arrange them in a more level row; and this would make quite a feature. The bright and varied colors will attract attention. This is just the opposite of what we usually want for background structures, but for this application it will work well for you.

The view would be such an eyecatcher that few will bother to look for something like an access hole behind! Other similar residential or commercial shop front building photos pasted to thin MDF or sealed card could add a street scene with no addition of layout space needed. And doing so with cutouts of photos is really good on the wallet. Such residential or commercial shop fronts have little roof clutter sticking up to interfere with your reach as do many industrial buildings.

Having a building built around the corner of an access hole allows you to economically model a large structure. It will appear to be a large building when it is only little more than two flat walls. This will certainly help get more O scale into smaller space. A slaughterhouse is planned this way for Scottdale on the Mountain Electric and shown in **Figure 4**. The slaughter house is needed to support our fledgling livestock industry we wrote about a few ***OSR*** editions ago.

SLAUGHTERHOUSE FOR SCOTTDALE

Figure 4



Note in the sketch in **Figure 4** we plan to include an under-track hopper so the Scottdale slaughterhouse can receive coal deliveries for its boiler, too. With a bit of thought each such flat industry can be the destination and source of many products to add variety to your freight operations. Our slaughterhouse can receive coal in a hopper or drop bottom gon, packaging materials in a box car, livestock in a stock car; and ship processed meat in a reefer, packaged lard in a box car, ash in a

gon, hides to a tannery in a box car, offal for pet food in a reefer, and by products to a glue factory in a tank car. Good bit of action for one simple access hole hiding structure!

A problem with partial buildings, or building fronts along access hole edges, is that the viewer can look over the hole hiding building and see the back edge of the access hole or the backside of a hole hiding structure along that far hole edge. With a few simple tests and a quick sketch, you can work out how high structures need to be to avoid an unsightly view of the backside of another view block on the far side of the access hole. This is particularly an issue when the access hole can be viewed from two opposite sides. See **Figure 5** and comments below. A visitor with extreme height could always be an issue. This can't be helped. All we can do is design to accommodate the average and hope for the best. I guess you could put a mark on the layout room doorway and not let anyone in that was taller.

RELATIONSHIP OF VIEW ANGLE
TO NEEDED VIEW BLOCK HEIGHT **Figure 5**

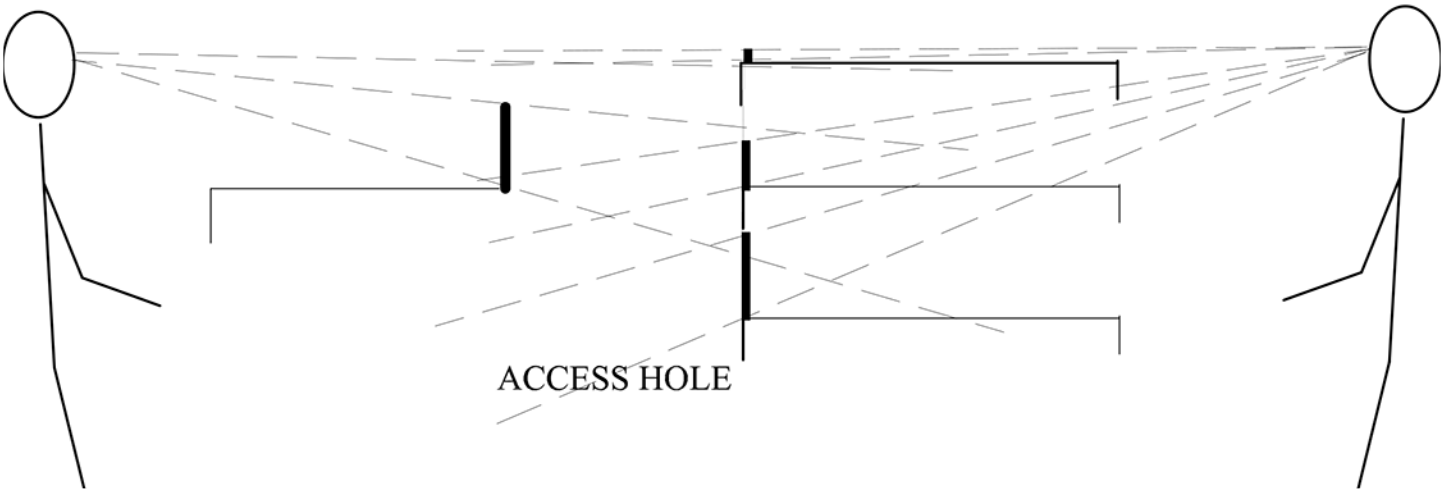
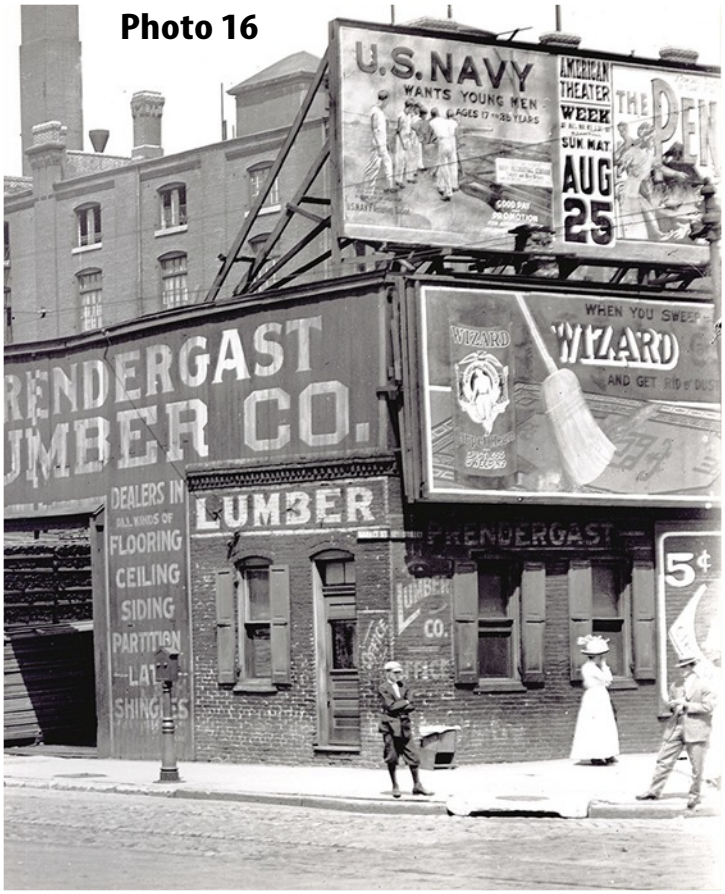


Photo 16



Another fix for the view of the backside of the building flat on the opposite side of the access hole is to glue a photo of a building, some scenery, etc. on the back.

Have a look at **Photo 16**. Here a very small office has been built over and behind with some timber hoarding to provide a storage yard for timber products and then all flat surface space used for advertising. Not a difficult photo to duplicate. The small office building can be modeled using a few of the cast DPM modular wall sections glued to thin MDF. The timber hoarding can then be glued to the MDF as well. The DPM wall modules are almost identical to the building walls. Adding the shutters would be a nice touch, too. Holes cut in the MDF behind windows can have lights to add life to the office. The biggest issue will be providing for the bracing of the upper sign as it is

critical to the model in our way of thinking. Making the top sign removable so it cannot be damaged when working in the access hole would be essential. We have always liked this period photo and are looking for the right place to put a model based on it.

Current plans are to include it at the northwest corner of the access hole at Somerset. We think this will be a very effective access hole hider on the Mountain Electric. We will model the sign bracing on the left, but not much of it further along. Another project will be making all the signs, particularly those on the brickwork. We also will probably model the industrial building behind by using a cutout on MDF on the far edge of the access hole. A paper cutout will work nicely here as it will be quite a distance to it. A view of this industrial building can be on the backside of a building flat on the far side of the hole as suggested in the paragraph before this one.

You don't necessarily need high buildings to make good view blocks. What is most noticeable when looking over an access hole is the straight edge, like an un-natural cut line, as if someone had carefully cut a hole in the ground with a cake knife. Doing something to mask the nearest straight edge can help hide your access hole. The success of this approach depends somewhat on the view angle, of course. If your layout is 12 inches off the floor and viewed by a 9-foot-tall basketball player, even a skyscraper model might not do much to hide the access hole. If the layout is reasonably high and the view angle closer to level, just a little bit of rough edge on the close edge of the access hole will do quite a bit. The ideal situation would be to have a view block along the close edge of the access hole just high enough to mask the view of the back edge. This will actually make the access hole un-noticeable.

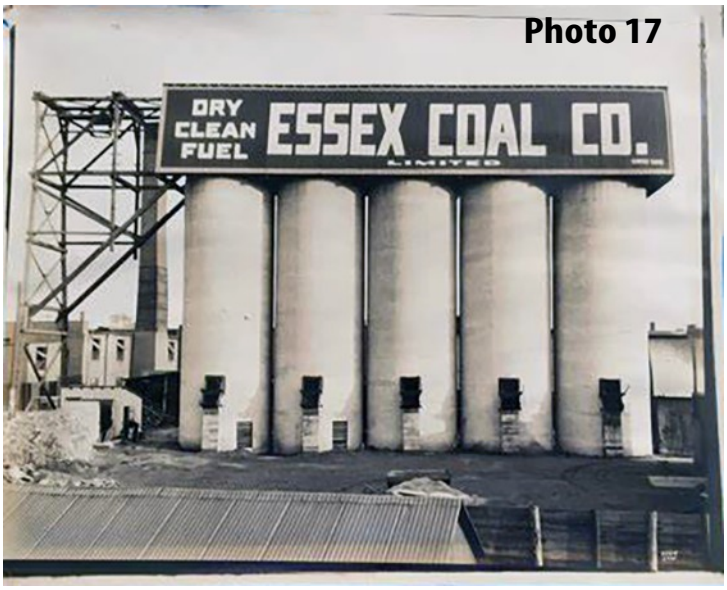


Photo 17

If you do need a tall view block, consider a building like that in **Photo 17.** This retail city coal dealer would work well. It has a nice flat, clean top that could be reached over without damage, it would be relatively easy to build from some half drain pipes and styrene, and will provide an industry for spotting hoppers. But keep in mind that if your access hole hiding buildings are too high, you won't be able to reach over them.

A scrap yard behind a fence is another access hole hider we will use in Somerset when we get there. If there is sufficient space, you could run a track inside the fence and make it another working industry. We plan to do that. See the preliminary plan at **Figure 6**. Scrap piles cutouts glued to profiled 1/8-inch thick MDF, and small 3D piles of modeled scrap in front of the cutout photos, will do the job there we believe. Our scrap yard at Somerset will mostly be viewed from a distance of **3 -5** feet, so not much detail is needed to produce the desired effect. And since the scrap pile can be seen over the top of other access hole hiding buildings from certain viewing positions, we will add the pasted-on scrap pile photo to both sides of the MDF. For our scrap pile photos, we will cut out on-line photos such as that In **Photo 18**. And we can build model scrap piles like that shown in **Photo 19** to add a third dimension to the view.

A good idea once seen on a layout was the use of a low damn wall in front of an access hole. The access hole was actually the reservoir behind the damn. The surface of the water behind the damn could not really be seen over the crest of the damn due to the view angle. The stream running from the bottom of the damn was modeled and passed through a narrow, well sceniced channel toward the front edge of the layout. The stream detail was very well done and sufficient to capture the viewer's attention, and the likelihood of an access hole behind the damn wall was not contemplated.

Figure 6

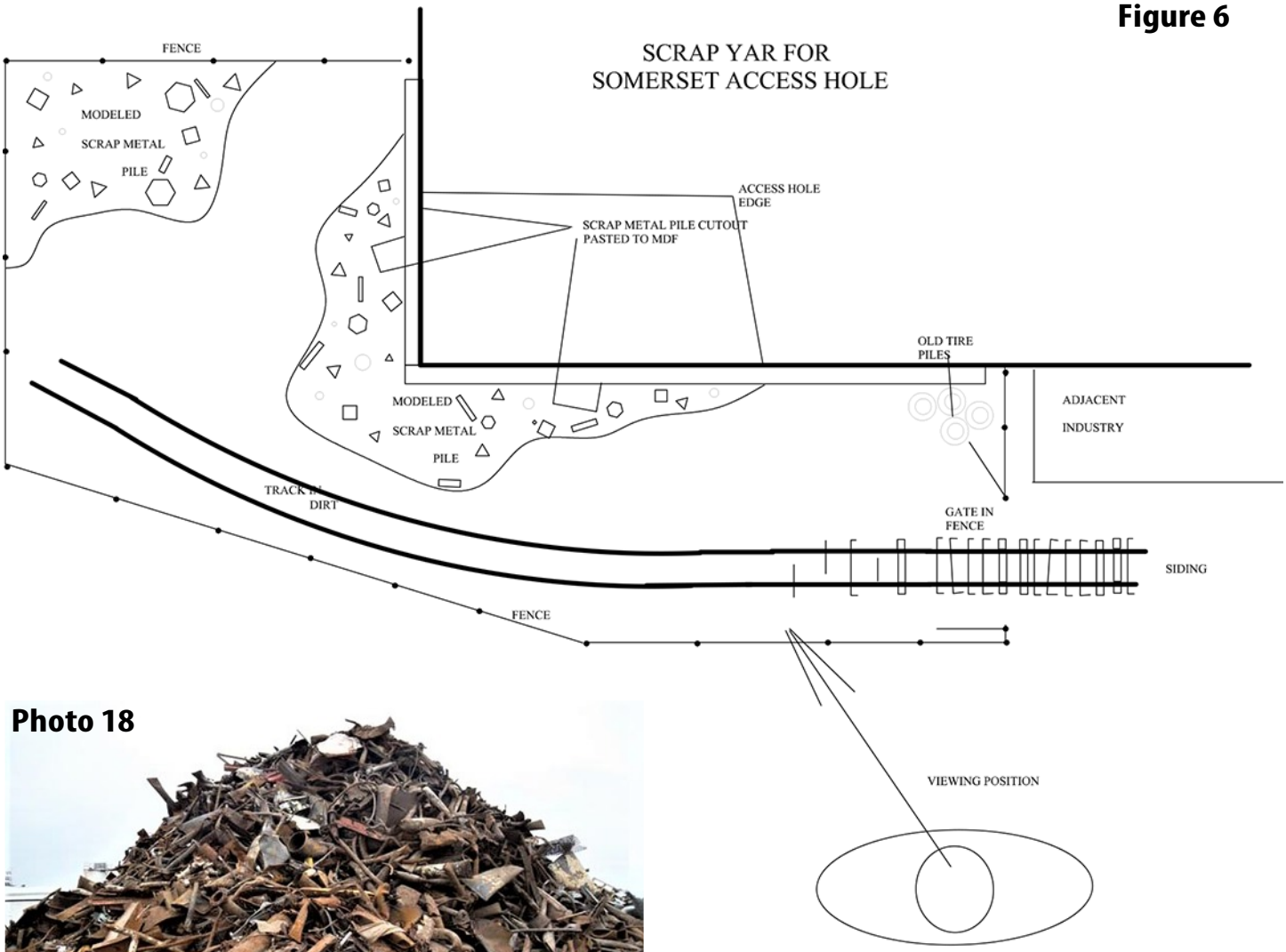
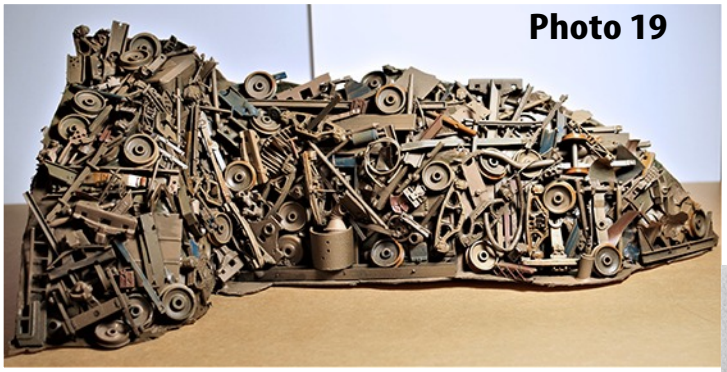


Photo 18

Photo 19



A possibility we thought up as an access hole hider for on our Mountain Electric is to use a row of coke ovens as shown in **Photo 20**. Arranged along the hole edge with a track in front would provide a view block as well as an industry. We are definitely going to use this idea along the backdrop as you can see in **Figure 7**.

A very low row of scenery along the near edge of the access hole may also be used to mask it. This is about the same as using a narrow strip of scenery to mask the transition from layout to backdrop. Have a look at this prototype photo in Chama, New Mexico on the old narrow-gauge D&RGW: **Photo 21**. Remember that Chama is up at 9000 feet surrounded by even higher mountains. But all that is showing through and behind the bit of scenery is sky. There could easily be an access hole behind those small trees,

Photo 20

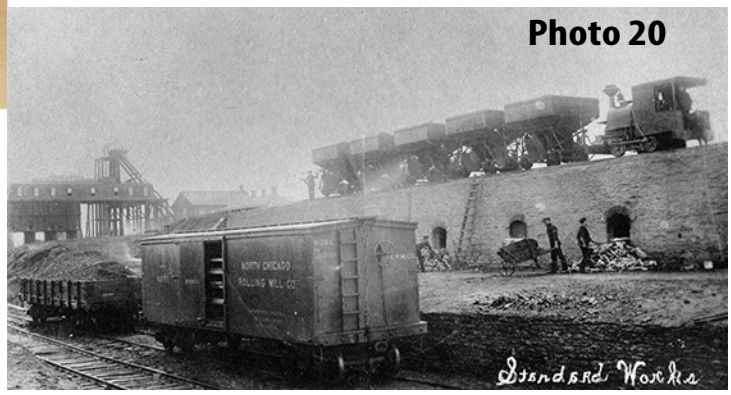


Figure 7

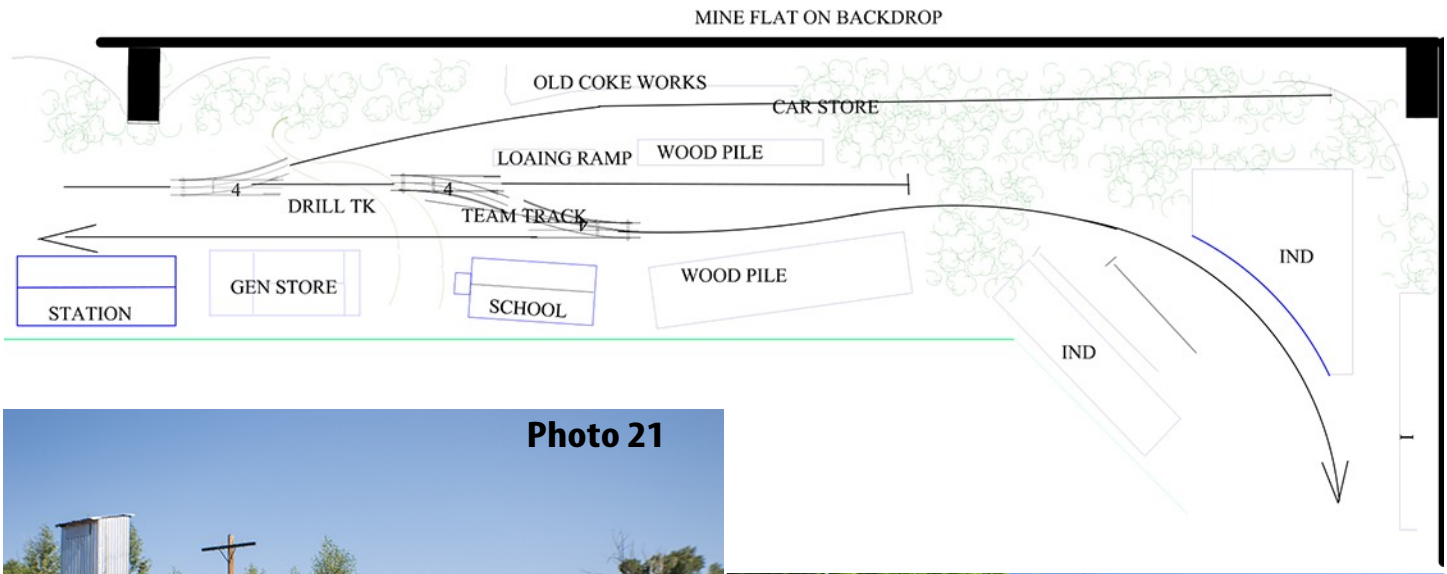
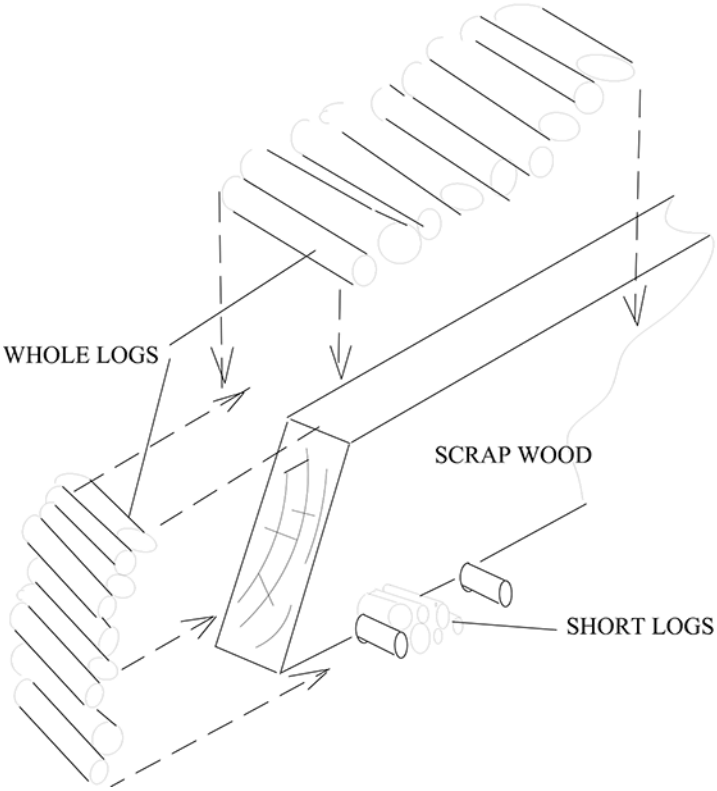


Figure 8



shrubs and grass! The oil loading platform and the clutter on the track in front of it also help to keep the eye from lingering too long on the scenery and beyond. Duplicating this photo will provide quite an effective method for hiding an access hole.

A stack of pulp wood along the access hole with a loading track alongside would work nicely to create a broken line there. See **Photo 22**. In this photo there is a road in front of the pile, but it could just as well be a rail siding. In the east, pulp wood was once cut to lengths of approximately 5 feet, so the stack could be very shallow. I think longer sticks were common in the upper Midwest. And you don't need an infinite supply of model pulpwood to make this work. The stack can be modelled with just a few full-length sticks and lots of ends all glued to a block of wood. See sketch at **Figure 8**.

If your layout is not in pulp wood country, the pile could be cord wood, mine props, fence posts, etc. Short logs were once split and loaded for shipment to wood alcohol and chemical plants with the timber known as acid wood. This was common in the Appalachian area. A pile of long poles, lying parallel to the access hole edge, cut timber such as in **Photo 23,** even piles of firewood or coal would work as well.

Another very simple and easy approach is to have storage tracks parallel to the front edge of the access hole and park a cut of cars on the track. This would block the view of the hole quite nicely. Just move the cars before working in the hole and you eliminate the possibility of knocking them off the track and onto the floor. A simple board fence can do a good job, too.

Our access hole at Belle Vernon on the Mountain Electric uses several of these ideas. This was a problem access hole to hide. The hole was very large in relation to the layout area in front of it, so we had to do the best we could there. Rough scenery in the form of weeds, shrubs and grass tufts at the front of the hole will avoid the clean-cut line. A board fence along the back side of the hole will mask that edge and blocks some of the view of the underside of the layout. Under the board fence was some black painted fascia. The station and the building flats on the backdrop help to draw the eye from the access hole and minimize its impact. Notice that what can be seen in the access hole is dull and does little to attract the eye. This is bare MDF for lower layer of the layout below this area. I am concerned that when this bit of backdrop is painted and lit it will be more noticeable and could make the disguise her less effective. But you can only do your best. Whatever you do to hide the access holes will be better than doing nothing. See **Photo 24.**

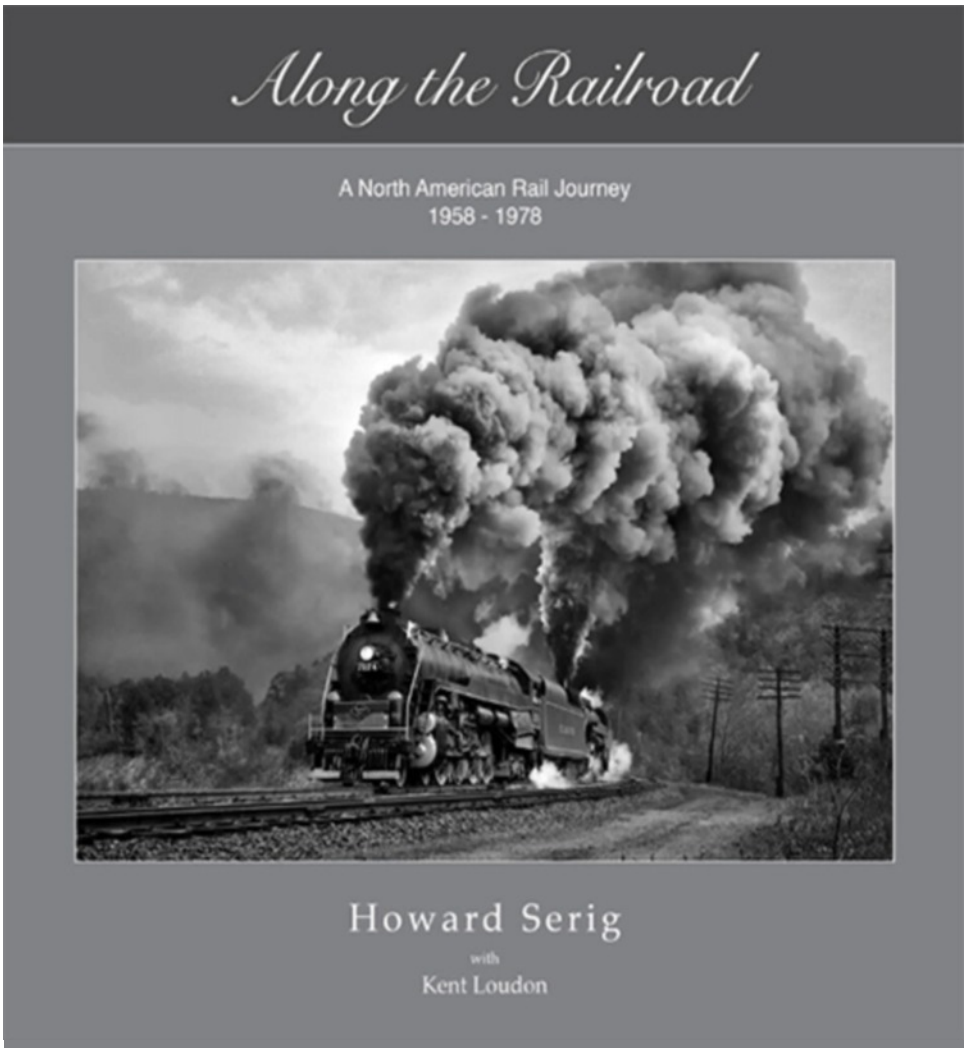
An important consideration is the ability to reach over the view block easily. Some buildings, particularly industrial, tend to have chimneys, signs, water tanks, etc all of which add detail but can be a problem when used around access holes. It would be easy to knock off and damage such detail. There are good examples of buildings that don't have much interfering roof clutter as we have seen earlier. But sometimes such clutter is essential to convey the nature of the building. Some details could be made removable, but there is the temptation is to go ahead and reach over it and risk damage. With a bit of discipline, the water tank, for example, could be removed and placed on the nearby track temporarily to avoid wrecking it. You just need to make such items on the roof are easily removable when building the structure. And you need to have a plan as to where to stash them temporarily when using the access hole.

A bit of roof and the corner of the two walls of our slaughterhouse at Scottdale, mentioned earlier, will have some roof detail thereon. We'll have just enough roof to hold the roof detail and enable easy removal. Detail will include a cooling condenser, water tank, smoke exhaust stack, and probably a sign. This detail will be needed to help identify the structure as a meat processing facility Removal here is essential as you can inadvertently swing an arm around when working in the access hole and wipe out something. We plan to make our roof with detail all in one piece for easy removal during such work.

Removing a modeled access hole view block such as an entire shallow building could be OK but annoying. Doing this could result in a problem much like that of the removable layout section discussed above. If the shallow building has lights, the wires would need to be disconnected. The biggest issue will be to find a good place to stash a large O scale building while the work is in process. All in all, not hard to do, but just extra aggravation that is not needed if it can be avoided. It is probably better to leave the view block fixed in place, if possible.

Consider the view when designing your access hole disguise. What can be seen behind or through the view block? It would be best to have just the sky backdrop showing behind the access hole hiding detail as is the case in the photo at Chama. A view that includes some of the layout could be made to work. Scale and perspective would need to be considered. As mentioned earlier, it would be good to avoid a view of the backside of the view block on the other side of the access hole. If nothing else, the backside of such opposing view block could be painted the sky color to lessen the impact on the view. Pasting a cutout of a building on MDF or card on the far edge on the access hole, if it can be seen through some detail on the close edge, could also work nicely. This is basically what we are planning for much of the access holes at Scottdale and Somerset.

Why don't you consider access holes for your layout and get busy hiding them?



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.

Check out our Website. All back issues are available for download. Submit your events and classifieds ads online, or request advertising information. Need information like drill sizes or prototype pipe dimensions, nut bolt dimensions or even Westinghouse brake diagrams? It's all here. Check out our videos also! Everything you need on one place!

Model Railroad Resource 3D Division - Resin Parts

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

Building a Southern Railroad 36’ SU boxcar (Part 1)

By William W. Davis

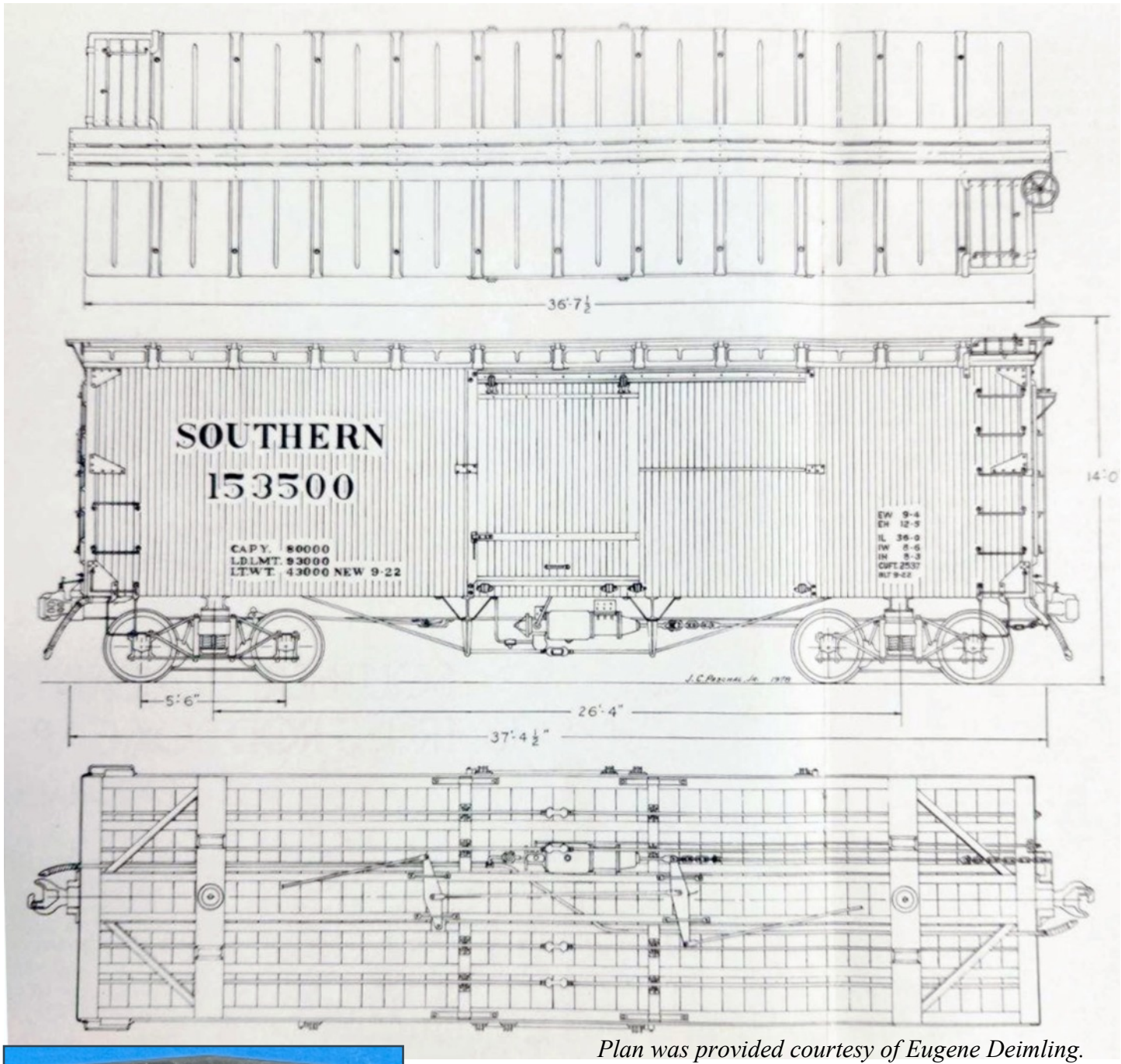
HISTORY:

During the 1920's the Southern Railroad need boxcars. While most railroads were building 40’ cars, some that were all steel construction, the Southern choose a composite style car, that was 36’ long. Also nearly all railroads of that time no longer wanted cars with truss rods; however, the Southern choose a design that had truss rods. The construction of these cars started in 1922 and over the next 4 years they had 15,000 of them built. The Mobile and Ohio, controlled by the Southern, had an additional 2000 cars built of this design. In addition to the 36’ version, there were some that were 40’ that were a door and a half design with a 10’ door opening. These cars came with three types of ends. The Hutchins end, a T designed end and some cars had corrugated ends. Why the Southern choose an antiquated design is a bit hard to understand, but they proved to be successful as many lasted in MOW service into the early 50’s. Also it should be noted the number of these cars built made them one of the most common built designs and were seen all over the country. You can learn more about these cars through the Southern Railroad Historical Society.

Al Armitage photo, date and location unknown - Tom Daspit Collection

INSPIRATION:

Now I have wanted to build one of these cars ever since I saw the one that Stan of Coronado fame built. That was 20 years ago. Stan scratch built the Hutchins end; however, as much as I wanted one of these cars I just couldn’t bring myself to scratchbuilding the ends. Fast forward to 2024, a gentleman in New England named Scott Kritzty produced a set of 3D printed Hutchins ends. I purchased a set and the Southern SU cars moved way up on my wish list. In this article series I will be explaining how I built a Southern SU boxcar out of styrene.



Plan was provided courtesy of Eugene Deimling.

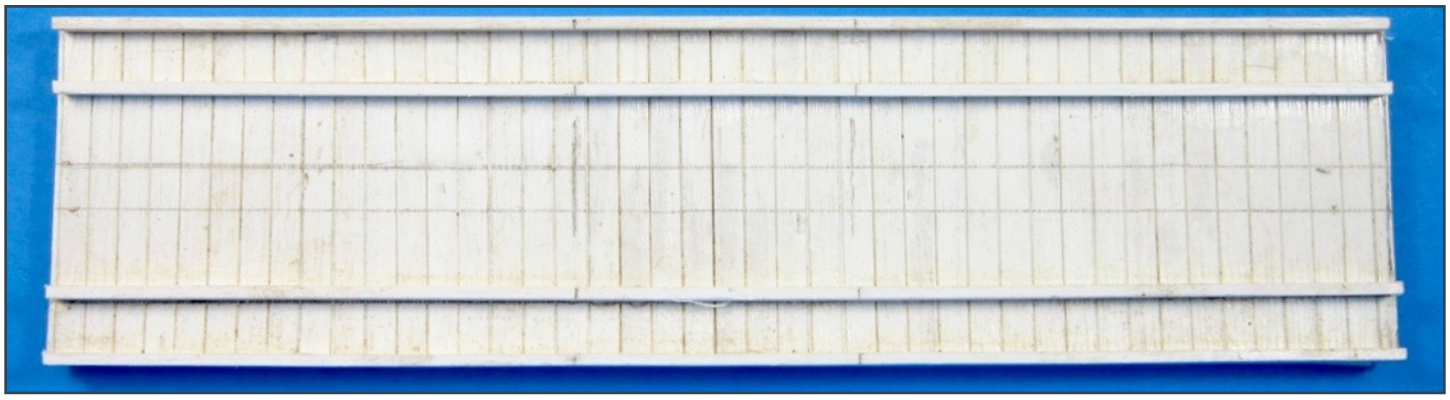
THE ENDS:

Scott's 3D ends are very well done. However, there were a few minor changes that I needed to do to build my car. This is not something the must be done nor is it wrong to use the ends as is, it is just what I needed to built the car my way. The plans I have show the end beams to be thicker than the one on Scott's print.

I added styrene strips to the backside of the ends. I also noticed that the bottom of the printed end beam wasn't perfectly flat side to side. I added a very thin styrene strip to end of the bottom of the end beam to correct this. I removed the bottom of inside supports and replaced it with a piece of .125 x .125 styrene strip that will better a line with the subfloor, flooring and sills I was going t o be using.

GETTING STARTED:

The plans I have showed in the underframe view that the floorboards were 9” wide. I cut a piece of Evergreen .040 styrene sheet a scale 9’ wide x 35’ long. I could have scribed the .040 sheet but instead decided I would lay Evergreen .010 x 188 strips to represent the flooring. I wired brush the strips and glued them in place. Once that was done, I double-checked the car length by test fitting the 3D printed ends. Satisfied with that, I cut the side and intermediate sills from Evergreen Styrene .080 x .156 strip. I grained them and glued them in place. Once the side sills were glued, I used a wooden spacer to guide gluing the intermediate sills. Doing this guaranteed that I would have them both spaced correctly on both sides.



SIDE WALLS:

I cut 2 pieces of Evergreen .020 styrene sheet and I added Evergreen .125 x .125 strip as stiffeners top and bottom. These pieces are the sub walls. I then added a couple pieces of Evergreen .100 styrene sheet as interior portions to keep the sub sides walls straight. Next I added a layer of Evergreen .020 3¼” car siding. I didn’t glue this layer to the sub walls but used double sided glue sheet. I purchased the sheets from Walmart.com. In the past I used my choice of liquid plastic cement only to have the wall pieces suck in between the bracing. This doesn’t happen with double sided glue sheets. Doing this is the same principal as the peel and stick pieces that are in laser cut kit. Finally, I glued some large nuts in the 4 corners of the interior for added weight.

UNDERFRAME:

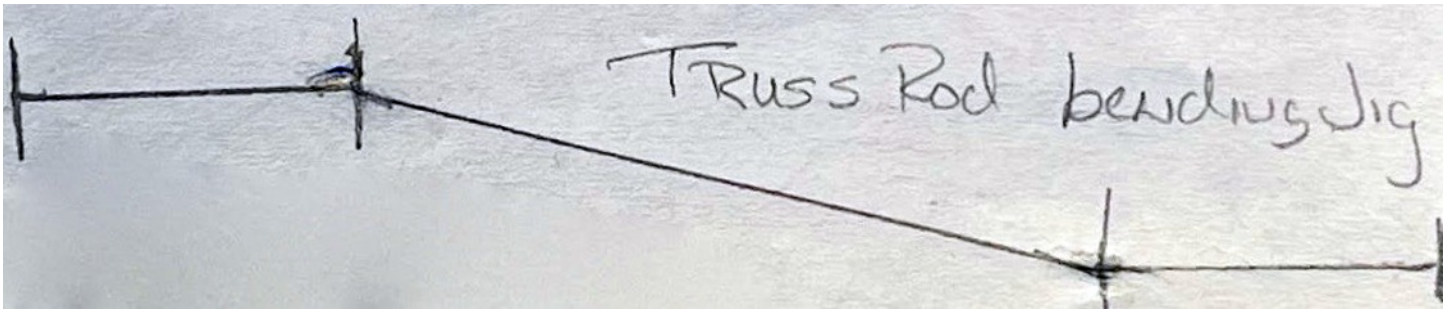
At this point we have built the basic body of the car except for the roof pieces. We will deal with that in part 2. Now it was time to move on to the underframe. I added the center sills that are steel channels. I used Evergreen 5/16” channel to represent them. Before I mounted the center sills, I added the body bolsters centered where I will mount the trucks and styrene pieces for the coupler mounting blocks at each end. I then made some spacers out of scrap wood pieces to keep everything exact when I glued the center sills in place.

DETAILING THE UNDERFRAME:

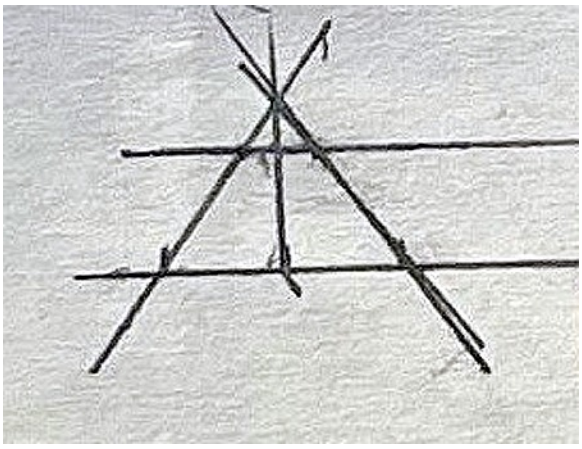
With the center sills in place it is time to work on the rest of the underframe details. This car had a rather unique underframe. After all, it has steel underframe parts with truss rods. The first thing I noticed is I failed to drill the center sills for the airline. This mistake was quite challenging to correct. I had to drill the airline holes at an angle with the center sills in place. I got it done and added the airline using K&S .032 brass wire. Following the plans, I added the steel needle beams using Evergreen ¼ I beam. I notched the top corner of the I

beams so they would sit level with the top of the channel center sills. I also drilled for the airline to pass through them. Then I glued then in place. To make sure the queenpost locations matched the NBW locations on the ends, I made a simple drawing guide. I used Tichy 10" queenpost #2019. I drilled a dimple hole on the inside of the 3D printed ends for the truss rods. This would have been easier if I did it before I mounted the ends to the body. Plan ahead!! For the truss rods I used Tichy .025 bronze wire and Tichy turnbuckles #2004. Once I bent the first truss rod section correctly, I made a drawing as a guild for bending the rest.

I then glued in place and added blocking under where the body bolsters are to keep them glued down and straight. Now a lot of modelers are happy just putting the brake cylinder in place and that is fine, but I like making all the levers, brake rod etc. Since these cars were never converted to the AB brake systems, I used a San Juan Car Model Shop K style brake cylinder. I made the mounting brackets out of Evergreen styrene pieces and added Archer rivets. For the cylinder release I used the San Juan Details casting #137 and added the release

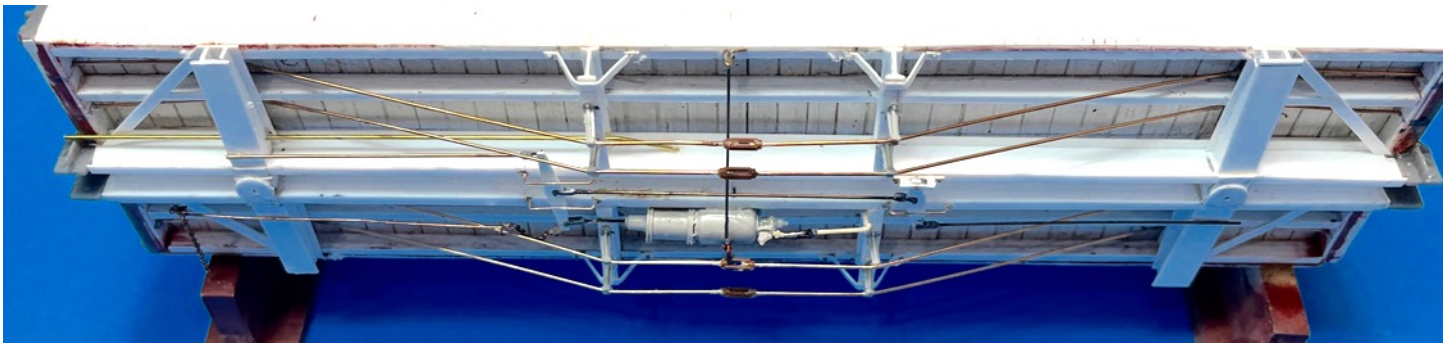


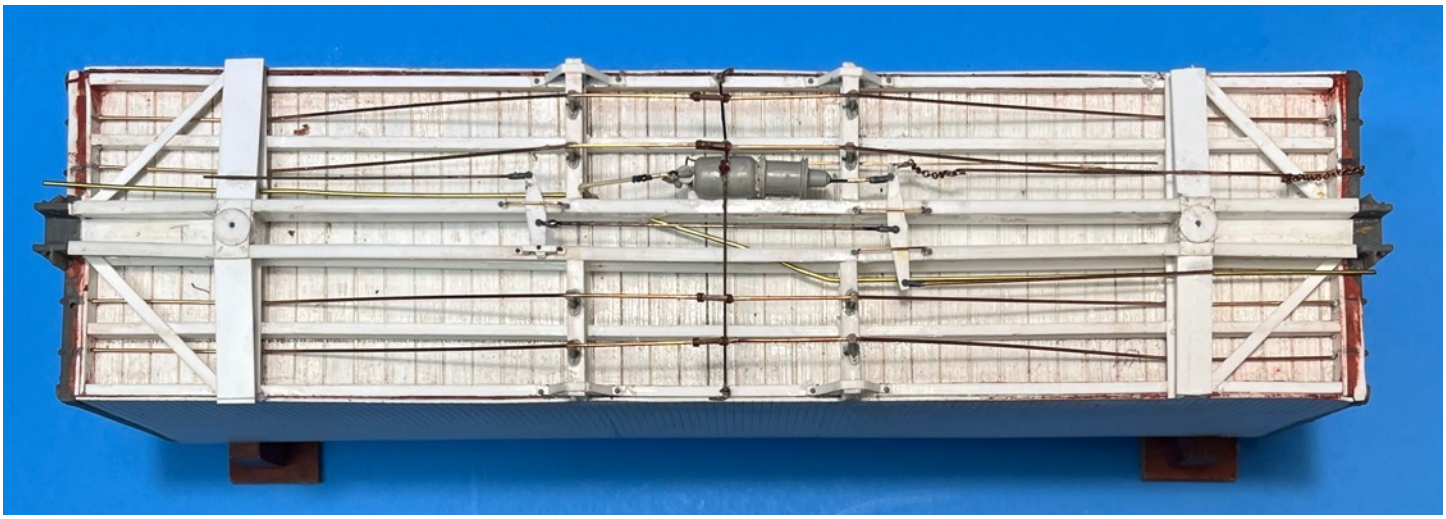
levers out of Tichy .015 bronze wires. For the airline piping I used San Juan Details piping set #112. I used Tichy .015 bronze wire to the relief valve piping. The brake rod details needed clevises so I used San Juan Details #114 and Tichy .020 bronze wire to make them. I made the levers and the mount out of scrap pieces of Evergreen styrene and added Tichy rivets to the mount. Now the tricky part – making the body bolsters. First I cut the bottom plates out of Evergreen .015 sheet. Then I cut the first of 8 angle pieces out of some scrape .020 Evergreen styrene sheet. I used it as a master, but it would have been easier to make a simple jig for cutting them. I added a spacer out of Evergreen .030 x .100 strip that won't get seen to hold the 2 pieces the correct spacing and glued them to the bottom plate. Once these were in place I added the top plate. I made the 4 corner angle pieces out of Evergreen .015 x .060. Finally the ends of the needle beams had supports that held them to the car body. I made these out of Evergreen .010 x .060 strips. I bent them over the simple drawing.

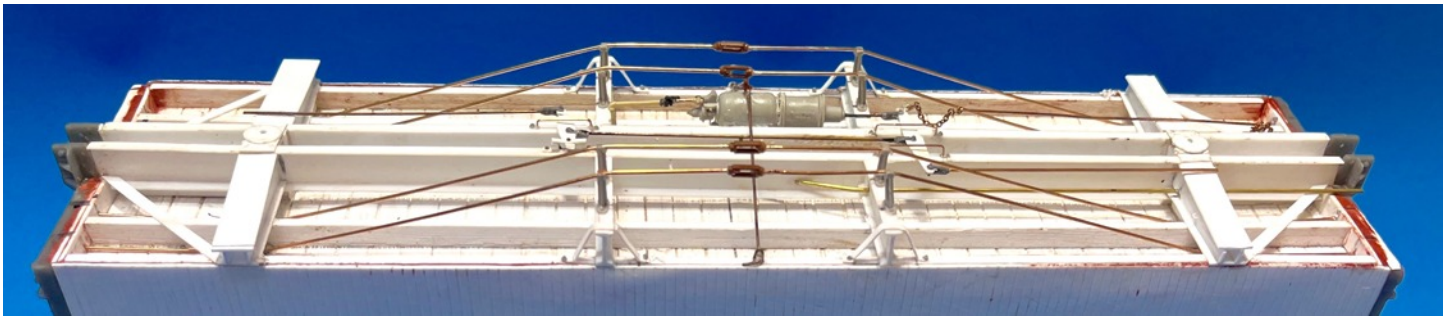


Then I glued them in place and added the San Juan Details NBW #1. This completes the underframe details and part 1 of this series.

Next time we will build the doors and add the upper body detailing. Till then happy modeling!







New Tracks Modeling's Future Leadership

By Contributing Editor Jim Kellow MMR

It's hard to believe, but this article marks the beginning of my eighth year writing New Tracks Modeling articles for this magazine. I want to express my deep gratitude to Amy and Dan Dawdy for giving me this incredible opportunity. Over the past years, in addition to writing these articles, I've had the privilege of hosting the weekly New Tracks Modeling live Zoom show for six years, celebrating the second anniversary of our New Tracks Modeling Mentoring Scholarship program which awarded three $2,000 scholarships to three deserving young model railroaders; and nearly a full year of publishing our monthly New Tracks Modeling Observations newsletter.

This journey has been amazing, and none of it would have been possible without the dedication and contributions of so many talented volunteers who generously gave their time, energy, ideas, and financial support. A simple "thank you" feels inadequate to express my heartfelt appreciation to each of you. The model railroad community has truly demonstrated why it is such an honor for me to be a part of this incredible family.

As many of you know, I don't want any of the New Tracks Modeling programs to come to an end when I'm no longer able to lead them. At 85 years old, I understand that time will come eventually, and I believe it's important to start preparing for it now. So many of you have put in tremendous effort, and it would be a shame to see all of our hard work simply fade away.

In my view, New Tracks Modeling has never been about me personally. I truly believe that our programs bring great value to the hobby of model railroading and should continue for as long as possible. That's why I've asked Tom Farrell to lead our Zoom programs (effective January 1, 2025), Bob Davidson to expand his role and lead the Scholarship program, Phil Edholm to oversee production for all our digital efforts, Martin Brechbiel MMR to continue to serve as Executive Editor for our Newsletter and Jim Allen as our Webmaster. We couldn't ask for a better group of future leaders for New Tracks Modeling. I'll continue writing articles and stay involved, though in a reduced capacity, across our other programs, and of course, I'll keep thinking up new ideas to explore. Most importantly, this shift will allow me some extra time to get back to building models.

Please continue your involvement and support for New Tracks Modeling. I believe model building, mentoring, and youth programs like our scholarship are essential to the long-term growth and future of our great model railroad hobby. And most importantly, don't forget to have a lot of fun along the way!

New Tracks

Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

"Modeler's Path to Success" Use a mentor's past memories to help achieve your modeling successes. Jim Kellow MMR "Try it. It works"

"I feel so stupid"

I honestly believed all these years readers of my articles would build and provide the feedback they promised when winning one of the products provided in the Manufacturers Contest Drawings I included in my articles. I thought that readers learning about a manufacturer and getting the opportunity to build one of their products was good for both manufacturers and modelers, and that the modeler who won a prize would show his appreciation by building the model and giving feedback to the manufacturer. STUPID ME.

These comments from a manufacturer show why I told him to forget offering a Christmas prize this year in this article and why "I FEEL SO STUPID". Oh well, I guess we all have to live and learn some lesson the hard way.

I apologize to all those manufacturers who did not hear from their contest drawing winners. What makes me feel even worse is I personally called each winner and congratulated them on winning and heard them tell me how happy they were about winning. I even sent follow up emails reminding them to please provide feedback about building the model. Still nothing from some of them.

This manufacturer's comment was the final straw for me: "I'm okay to offer a prize if you wish. However, historically I have not heard back from any of the prize winners (except one maybe and that was just once because he kept his promise to provide the feedback). My wild guess is that people are okay if they get anything free, so they will enter a drawing. However, for a new product, it's not out of "want" or "desire". When the winner gets his/her prize, it's not valued much because it was received for "free" and is probably tossed aside for a later time. If you still think it's a good idea in general, I'm fine with it."

I told him to forget the prize idea. It's time I wake up and recognize the readers and manufacturers reality of the Contest Drawings. Gosh: I FEEL STUPID, BUT NO MORE CONTEST DRAWING

Any comments my email is: jimkellow@newtracksmodeling.com

Fantastic O Scale modeling by a true master craftsman, Tom Farrell, who received two significant modeling awards at the 44th Narrow Gauge convention.

New Tracks' modeler wins First Place in "Structures" and "Best Wooden Model" at the National Narrow Gauge Convention.

Tom Farrell, a frequent contributor to New Tracks Modeling's Live Zoom and streamed YouTube Show, won First Place in the "Structures" category with his scratch built "Whistle Stop Saloon" model at The 44th National Narrow Gauge Convention (NNGC) in Pittsburgh, Pennsylvania, which took place September 11–14, 2024.

To his great surprise, this structure received another award at the same show: "Best Wooden Model" from Mt. Albert Scale Lumber.
For reference, this is the same model that was awarded "Best of Show" at the recent Harrisburg Narrow Gauge O Summer Meet, held on June 7-8, 2024.

What makes this especially meaningful to Tom is that the structure's second floor showcases portraits of three modelers he holds in high regard: John Allen, Al Judy, and Allen Littlefield. Ironically, Al Judy's portrait was added before his illness and recent passing. Tom found it especially appropriate that his structure had been awarded these honors as a tribute to extraordinary modelers.

Tom showcased the build of this multiple award winning structure on the August 10, 2024, New Tracks Modeling Live YouTube Show. The video is available for post viewing on this link: https://youtu.be/W6WEx_304KE?si=85rZtSHpA9sOqnBw. To see more of Tom's scratch building, visit The Rustic Buff & Old Gothic On30 Model Railroad Facebook page.

What Should Today's Mentors Teach Future Modelers?

First, let me explain my mindset. I am a traction modeler who loves to scratch build everything except people and animals. Modeling for me is what model railroading is all about.

With that said: I wonder, what do modelers want to build today? What do they want to learn about modeling today? Are modelers today only primarily interested in building structures and scenery because everything else they need for their model railroads can be purchased already built? Well, not everyone.

Those working on the NMRA Achievement Program Cars and Motive Power certificates are building cars and locomotives. Also, I see some narrow gauge, especially On30 modelers, building cars and locos. I see painting and a lot of weathering being done. Much of the weathering is on prebuilt items. But by and large, I don't see many modelers building anything other than structures and adding scenery.

Are there USA manufacturers who are making kits for locomotives and cars? I know of companies making specific parts to upgrade or detail cars and locos, and one company making car kits, but none making locomotive kits. Internationally there are companies making kits, but mostly European or Far East models, or prototypes that are little heard of or seen in the US. Seems to me the manufacturers I know or hear other modelers talking about are making structures or scenery materials.

Our limited available modeling time, I believe is one very important reason for this happening. Why build it if you can buy it already built and save time? Another reason is that most of us cannot build a car or locomotive better than those currently produced commercially. So save time, don't learn how to build it, just buy it.

Also, we can simply modify, or add a few details, to an existing ready to run car or locomotive model, repaint it, decal it, and make it very close to whatever prototype we want. But whatever the reason, I believe modeling cars and locomotives, and the skills and techniques required to do so, are becoming a part of our modeling past history. Say hello to CAD and 3D printing as our future. Too bad, in my opinion, but only because I so love scratch building my Traction models and cars in brass or basswood. But it's understandable.

What about structures? Recently I am seeing more structures being offered already built. Not a lot of them yet, and for most model railroaders building structures it is still a necessary and significant modeling part of our hobby. But I believe offering prebuilt structures will increase in the near future. In fact, it might become a whole new industry for China! If so, I fear all our modeling will appear basically the same as everyone else's.

What about scenery? Not much is prefab yet, but for how much longer? Look at the trees you can get pre-made. Are pre-made scenes coming next maybe from Woodland Scenics? I don't know, but I would not be surprised.

Or, is there even a bigger question: Will building model railroads be done much longer the way it's been for 100 years? It's not just time involved in this question; it's also a matter of space, money, age of modelers, relocations and downsizing decisions, and does it require one person or a group of dedicated modelers to build and maintain a layout. Is computerized model railroads that are designed and built digitally the future? If so, what happens to modeling in the hobby.

From the modelers I talk with, and it is a fair number over the last 7 years of writing my "New Tracks" articles and the 4 years of my weekly Zoom shows, I believe our current lifestyle is so significantly different from that lived by past generations that large layouts are something I seldom hear talked about that often. In contrast, I hear a lot about modules and dioramas and shelf or switching layouts being built. I hear modelers talk about being modelers of model railroading subjects or scenes rather than building a model railroad.

But what do we see in much of the model railroad magazines or on YouTube? Large, may I say huge, beautifully detailed layouts. Layouts the vast majority of us do not aspire to build in our homes.

Large club model railroads are declining in a large part due to lack of affordable space to rent or purchase by local modeling groups. In fact, since Covid, many clubs are struggling just to stay in existence.

Not many of us will actually ever personally see or operate on one of these large beautiful layouts, let alone be able to talk to and learn from the builder(s). So what do we learn from seeing these large layouts in magazine articles and on YouTube? Frankly, I don't know.

I wonder how many modelers have looked at these beautiful layouts and felt they would never be able to reach that level of modeling and just give up, not even trying to build something they could manage. I don't know how many, but I think whatever the number it may be too many of us.

I think most of us have dreams that are much less grandiose. Maybe a switching shelf layout, or at most a small bedroom size around three of the walls layout is what might be possible.

For some, a module or two for their club's periodic get together, or a diorama or several dioramas to display and enjoy privately are their solution. Frankly, I believe USA modelers are talking about model railroad modeling like modelers in other parts of the world have dealt with forever. Small not big.

For all of these modelers, a scene or several scenes is what they dream of creating. Each scene is as highly detailed as possible and requires a significant amount of time to imagine, research, plan, and create. These are the skills every modeler wants to learn and try using. These are the skills the experienced modelers of today can teach upcoming modelers to keep modeling alive in our great hobby. Modeling in my opinion is best learned one small step at a time and that is best taught by a personal Mentor.

Unfortunately, this is not always possible, therefore the need for detailed modeling small steps on live Zoom presentations, or recorded videos, or in articles which give contact information on the author or presenter so he/she can be contacted directly with questions. For many of us, this will have to be how we are mentored.

These modeled scenes rely on the research, planning and creation of a total imaginary scene. If you can get the car, locomotive, or structure prebuilt, why not spend your time on what you actually need to build? What becomes critical to creating the scene is what must be included in the scenery including all its bits and pieces of details and all the related structures, cars, locomotives, etc, with their infinite details. Track and its detail becomes just another part of the scenery. Electrical, and operational locomotives only matter if they will be operated. Lighting, painting and weathering are important modeling skills whether you build it or buy it prebuilt.

So it seems to me we need to concentrate on articles, discussions, and mentoring directed to helping modelers research, plan, and create beautiful scenes that can become pieces of model railroading art. Regardless of the amount of space a scene requires, what is important is that a modeler wants to learn to build it and the experienced modelers of today want to help them. I call it mentoring.

This focus, I believe, can better insure the continuation of modeling in model railroading. I also believe it will increase the subscription value of the modeling press and YouTube. Not to mention having more modelers feel their modeling is respected and needs to be shown, appreciated, and discussed.

Well, what do you think? What do you want to learn how to build? Where and how do you want to learn how to create and build it? Let me know so we can continue this discussion.
Jimkellow@newtracksmodeling.com

Young Model Railroader

This next modeler recently graduated from college and began his career in the Transportation Industry. I have known James for quite some years. In the early years of our Zoom shows, James was a part of the team who helped keep our show operating. I hope reading James' comments can encourage other young people to become interested in model railroading, and that existing model railroaders will help mentor younger members and contribute to our scholarship program to help them complete their formal education. Please meet a young model railroader who has been, and is continuing to be, a positive influence on other young model railroaders. We are so proud of all your accomplishments and contributions! Many thanks James.

James Knabb

Many people think model railroading is about watching toy trains run around a track, but it's an immersive hobby that offers so much more. It opens the door to learning invaluable skills, discovering life lessons, and connecting with a passionate community.

James presenting at a clinic.

Fred Soward MMR with James.

The late Brady McGuire with James.

Before I could walk, I was running trains. My grandpa's layout always had a train on it, there was never a day the layout was not going full speed ahead. At train shows, I brought my own stool so I could be tall enough to see the operating trains. At home, I was fascinated with creating different layouts with tracks – at first Thomas and later HO scale trains. In middle school my Dad helped me build a table that fit in an extra bedroom, and I created my first HO train layout. I learned to how to wire, solder, woodwork, build a tunnel and a mountain, but most importantly learn patience. However, once I moved to Texas as a teenager, that is when things really exploded, and I found a deeper connection with the model railroading community.

My formal involvement in model railroading began in high school. I remember walking into the Trinity River Division NMRA event, where I was greeted by a bunch of smiling faces. I was barely 16, and I went to the meeting by myself not knowing anyone. Little did I know how much it would positively impact my life! There was so much knowledge that I uncovered by just being around other like-minded people and the amount of information that I learned that first year was astonishing. I even remember going over and operating on a layout for the first time and realizing right after that I wanted to go into transportation as a career. With that, I was all in and started attending and embracing the Trinity River Division NMRA meetings and local conventions, gradually immersing myself in the industry. By 17, I was serving as an NMRA chair for a division and started presenting at conventions. Those opportunities built my confidence, improved my presentation skills and helped me build lifelong friendships.

When everything locked down because of COVID-19, things adjusted from in person to virtual quickly. This transition into the virtual setting was not a setback but an opportunity, as it allowed me to expand my involvement with the model railroading community in ways that would have been impossible. I helped various groups learn to set up virtual meetings so their members could not only stay connected to each other, but could also connect with many groups around the world. Within these virtual meetings, there were so many amazing presentations and clinics, and I was astounded by the speakers' abilities and the wealth of information they shared. Encouraged by some of these talented presenters, I was inspired to start presenting myself rather than just finding presenters.

Steve Crise relaxing with James.

At the time, I was nervous about public speaking, but their encouragement pushed me to step out of my comfort zone and embrace the challenge. At 19, I received the NMRA AP Volunteer certificate and delivered 30 presentations to international audiences. Overall, the virtual era allowed me to interact with some fantastic people , many of whom I have continued to stay in contact with and who have mentored me through college and now into the early parts of my career.

Once COVID began to recede, I returned to in-person classes at the University of Texas at Dallas. Many pandemic practices started to fade, but one thing that stayed with me was the experiences I had during COVID with the NMRA. Volunteering for the AP Volunteer certificate not only enriched my life but also contributed towards my degree — literally. These volunteer activities counted as three credit hours for my bachelor's degree. This reduced my course load, enabling me to complete three internships and gain a full year of transportation industry experience before graduating.

Academically, my involvement in model railroading provided a wealth of material for research and practical application. I used my experiences and connections to enrich my coursework, often using real-world examples from my model railroading activities in my assignments and projects. Every time I had to write a paper or do a presentation, I would look towards the model railroading industry and even used some of the connections I made as references for projects. One example was for a sales class where I had to interview 13 people within an industry. Of course, I picked model railroading, and I remember reaching out to Jim Kellow, Pete Steinmetz, and others, who were so supportive in helping me with that semester-long project. When interviewing for full time jobs, I realized the immense value in all the presentations I created and delivered to model railroading organizations. The significant number of presentations allowed me to succeed in the interview process and land my desired job – in the logistics industry.

My journey through the model railroading community was more than about model trains; it was about personal and professional development. Through various roles and responsibilities, I developed critical skills such as effective communication, marketing, and general business knowledge. I worked with different nonprofits, clubs, NMRA divisions, Youth in Model Railroading Divisions, American Flyer Clubs, and many more niche groups across the US, Canada, and Europe. These experiences were invaluable and laid the foundation for not only my professional career but for my life in general.

Currently, I work as a Transportation Analyst and am embarrassed to admit, but the little boy still in me thinks it is cool to be meeting and working with these transportation companies that I used to buy their engines and trucks in HO Scale. Looking back, the support and mentorship I received from many model railroaders and leaders were instrumental in my development. Programs that reach out to the next generation, such as those led by Jim Kellow and others, whether it be scholarships or social group initiatives, have profoundly influenced my life and the lives of many young enthusiasts. These programs provide critical exposure and responsibility at a young age, accelerating personal and professional growth. With that being said, the model railroading community has been a cornerstone of my development, and I am honored to share my experiences and look forward to inspiring the next generation of model railroaders.

Thanks, James, for your help and interest. You can reach James at:James.Knabb@newtracksmodeling.com.

Next, please meet a diorama railroad modeler who will be on our upcoming Zoom shows.

I have profiled Matt Woods before, but I asked him back to explain his approach to building dioramas today to use in a complete future model railroad. I have asked Matt to appear on our Zoom show to show his modeling techniques and artistic creativity he discusses in his following comments. Check out our future Zoom show agendas to see Matt's scheduled presentations.

Matt Woods

Like most model railroaders, my interest in trains began at a young age. Fostered by my Dad's love of trains, I developed a keen sense of what a realistic model railroad looked like early. I would digest the model railroad magazines thoroughly and aspired to one day be able to model at the level of work that was routinely featured. The work of George Sellios, Dave Frary and Bob Hayden, amongst others, stood out to me and planted the seeds for my future modeling standards.

After a many year hiatus from serious modeling, I returned to the hobby with a desire to rekindle some latent artistic aspirations. I learned quickly that my main interest lied in creating highly realistic scenes and scratch building. Although I built models over a large spectrum of eras and prototypes, I gravitated towards the early 1900's through the Depression Era, building weather-beaten structures and narrow gauge rolling stock.

Of course, any structure model looks better in a sceniced environment, so I began to routinely build dioramas centered around structures. My appetite for creating new projects could never be confined to one layout; therefore, the ability to start with a new canvas and have a discreet ending to the project made dioramas and small modules an ideal modeling pathway for me.

As a modeler, my goal has been to refine my techniques into a repeatable, reliable set of skills that meet my current modeling and artistic standards. This is an ever evolving pursuit. One of my goals is to highlight the artistry of model railroading and gain appreciation for modeling as a serious artistic endeavor. I think there are many modelers that fall into this category and are more interested in the visual aspects and tapping into an emotional connection with a locality and moment in time.

With all my models, I am trying to connect to something that has personal meaning and allows me to escape to that place without leaving home. I am a firm believer that good modeling can't be achieved without a strong emotional connection to the subject. I hope through presenting my approach that model railroading will be embraced by a larger artistic audience and a crossover from other modeling arenas. Model railroading and diorama building is three dimensional art and requires all the skills and practice that any other art form does. Through my approach, potential modelers and even longtime hobbyists with space constraints can still pursue the hobby and not be limited to a singular multi-year project that may never be completed.

In conclusion, I'm a firm believer that model railroading doesn't have to be confined to the traditional paradigm of benchwork, wiring, and all the ancillary skills that are required for a complete operational model railroad. It is perfectly legitimate to create models for the sole purpose of artistry and photography with the potential long-range goal of combining those dioramas into a larger layout in the future.

Thanks Matt for your help and your interest in sharing your modeling philosophy and techniques, as well as building one of the "S Scale Animated scenes" on our Zoom shows. You can reach Matt at: Matt.Woods@newtracksmodeling.com.

Now let's meet another modeler. I love the way Benjamin started his explanation of his model railroading career. How would you say your career went?

Benjamin Piffero

As a modeler I am kind of all over the place. I started in HO as a kid when my grandfather got me a Corn King HO train-set and my Uncle was an avid model Railroader who also created and patented valves for railcars at Chevron.

This is my 2-4-4-2, my original foray into kitbashing. I made the side tanks out of styrene and 3D printed the pilot for the loco. My biggest risk was relocating the headlight to the pilot off of the boiler. It worked out well. It gave me the confidence to move the headlight on a Shay later. This loco resides on Joel Bingham's On30 Sespe Western.

I came back to the hobby in 2019 and I was fascinated with On30, however I made the mistake of ordering a 4-6-0 which was way too big for my space. I sold that and bought an HOn3 Cowichan Shay. I learned how to paint brass and really started exploring social media as a way to share my work. In the process of installing DCC, I broke the drivetrain when it got caught on my file. I couldn't afford to fix it, but I was able to scrape together the money get a 2-4-4-2 on clearance. I made the decision to kitbash it into a tank engine and that started me on the path I am on.

My water tank replacement that I made after another modeler purchased my previous water tank and engine shed. I used a picture posted in Logging Railroads of the Pacific Northwest Facebook group and built this from scratch. The tank is a toilet paper tube and it is covered in scrapbook paper that I borrowed from my wife's stash. I love this because I was just having fun imitating what I saw in the picture and just let the creativity flow.

This is Betsy, she was my second On30 locomotive. I really began experimenting with weathering in this little girl. This was also one of my first DCC installs. The speaker resides on the right side of the cab under the Engineer, and the decoder/keep alive are under the wood pile. I enjoy helping people solve space issues in installs. It's amazing what we can do in small spaces.

One of my first structures, was an On30 Engine Shed that I based off of Karl Allison's efforts as well as Sierra West kits I had seen in the Sierra West forums. The floor is actual concrete patch material. I spent entire evenings distressing and staining these boards with Brett Gallant's methods using pastels and alcohol. A method I still love using to this day.

This is one of my latest scratchbuilt attempts, it is a steam donkey for my second mini layout, I love using stuff laying around and creating something new with it. It is one of the reasons I love On30 Railroading.

I learned my modeling techniques and skills as I went. I scratchbuilt my first logging car using info from "Thunder in the Mountains" since I love Madera Sugar Pine and the local angle really sucked me in. I learned a lot posting on Instagram (@brokenpinemrr) and watching build sequences from Tad Dowdy and Boris S., a modeler from Switzerland who was always willing to chat and offer ideas/suggestions. I also watched Dave Meek's Thunder Mesa videos, and Darryl Huffman's series of videos on YouTube. I was also active in the Sierra West forums for a little bit, and that's quite inspiring in itself. I also began searching and posting in Facebook's On30 group first as myself and later as On30 a broken Pine Shops.

That's a great group of modelers, who are supportive and encourage me to be my crazy self.

My little 30" x 48" world. I had always planned for bigger, but when we moved into our new home the builder put the water heater in my modeling space and I made adjustments. I ended up loving it. You can see my original engine shed and water tank here. This picture shows that you don't need a lot of space to create a layout. Sure it might limit the size of your rolling stock and locomotives, but you can still have fun and create fun scenes.

This is my first foray into really heavy weathering and rust. The frame is 3D printed and the deck is Balsa on this car. With inspiration from an episode of Crazy Double J's Weathering Podcast, I went heavy on the rust. I was working on this model the night my wife went into labor with my daughter.

I model in On30 and I absolutely love it. I really like the ability to be prototypically accurate to a point, but not have to be counting rivets. I also enjoy the community in On30, always welcoming and helpful.

I love helping modelers with everything. I enjoy having conversations around customizing and kit bashing locomotives. I have gotten into hand laying track and I love creating structures from scratch. I have gotten pretty good at installs and have even accomplished installs in On30 0-4-0 porters.

Thanks Ben sharing your modeling. Ben can be reached at: ben.piffero@newtracksmodeling.com.

Tom Yorke finishes up his Funeral Home model

Funeral Home Part 4

The most important thing in building a model is the finish. That is what can make it look real. Painting takes time. Spending the time here, you will be rewarded when finished. The building was painted in sections as that was the easiest way to get the job done.

Photo 1

Photo 2

The basic wooden siding was stained with dark brown acrylic washes. Some boards were darker than others to take away the "flat" look. Boards at the bottom of the walls were stained the darkest due to water damage over the years. All of the cast resin parts were undercoated in dark gray spray. This was the basis and the starting point for the finish.

Photo 1 is an overall view of the structure. The worn siding shows its age with peeling paint. The patched roof shows the building's age. The old hearse completes the picture. The driveway's surface has cracked over the years and the grounds are less than perfect. The property has been neglected for many years before it was turned into a funeral home, and it continues as such to this day.

Photo 2 is a close-up that shows some detail in the painting. The white color of the building is really two shades of white. Both whites were stippled on with a 1/4" bristle brush. This brush has stiff bristles that hold up well when being used. The paint was used full strength right from the bottle. Wipe some of the paint off the brush so as not to "flood" the paint over the wooden surface. The first (original) paint was done in an off-white color. First as far as this model goes because the original colors were very Victorian and those have been lost over the years by repeated coats of thick white.

The first coat is applied leaving much brown weathered wood showing. The second application of pure white is applied over the first, leaving some of both the first white and the old bare wood showing. The two whites are close in appearance, but give a richness and depth to the finish. More than a simple coat of one white.

The underside of the front porch is painted a sky blue. This is a southern tradition. The stone foundation shows quite well here. It was first painted dark brown and after dry, was dry brushed with white over the raised areas.

Photo 3

Photo 3 shows the huge air system needed to supply refrigeration for preservation of clientele. Studying all photos for details overall is important. Notice the roof system especially. Also note how the whites do not cover the entire structure. Also of note is the number of A/C units placed in windows.

Photo 4 shows the cold room and its A/C unit. This addition is covered in plywood sheets with a lot of insulation not shown behind.

Photo 4

Photo 5

The large attic over the second floor shows nicely here. It protrudes quite far so the large corbel braces are necessary. The stairway to the turret and second floor is under the turret and just to the right as evidenced by the round top window partially up the stairs.

Photo 5 is a close-up of the turret corner of the structure. The fancy piece of trim under the turret is from a 1/2" scale doll house trim molding. This is another great view of under the attic roof and bay window. The plywood sheeting on the cold room is thin model aircraft plywood cut into 4'x8' panels. This also shows that the room is not at ground level. It is raised on stones. The bottom dome is a piece of Styrofoam egg covered in Spackling Compound and sanded to a smooth surface.

Photo 6 is a good view of part of the roof. Notice all the various patches of different materials used to keep out the weather. Not sure exactly how good this works, but luckily, I don't live there! Of note also are the different sections and shapes of the roof structure. This was designed as I went. Certain areas were obvious, but others had to have creative solutions. The different colors and textures add a lot to the character of the model. Again, this was not planned ahead of time. I knew the roof needed special attention, but the finished design happened as I went.

Photo 7. This is the front of the building at the second floor and attic. Plywood covers one turret window. And yes, this area was designed as I went. The slightly complex porch roof and upper attic window area sort of designed themselves. The corbel trim shows nicely here. The strip above the windows with the corbels was cast in resin with slots for the corbels at measured distances. This was simply cut to fit.

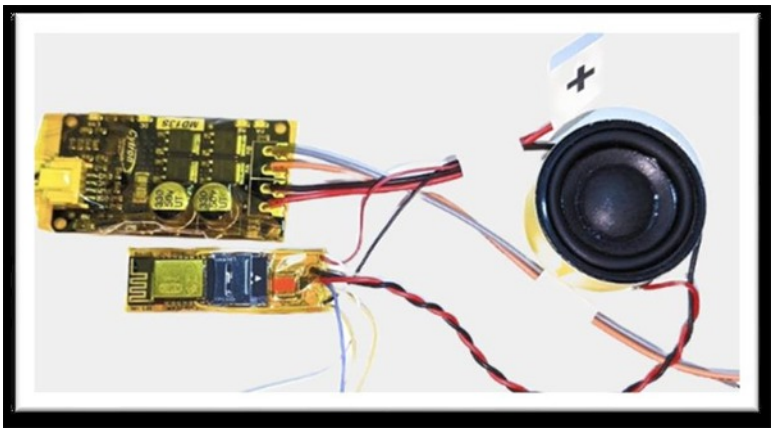
Photo 6

Photo 7

Photo 8. This is a view of the left side of the structure and the carport roof. That roof is covered in pea gravel (sandpaper). The eyebrow window shows here with its curved roof. Not only curved but sloping too. This had to be cut to fit, little by little. More roof patching here. Notice the tarpaper seal between the side wall and carport roof.

This was a long, time-consuming project with a lot of thought behind it. I wanted the Victorian Era design to show through even after it had been adulterated with new construction. Oh yes, one more thing – those columns are doll house fixtures also. At twice the scale they work well. Doll house materials can work well in 1/4" if thought is given in their use. This model was built for a client. I reluctantly had to give it to him since he paid for it. I guess I could build another for myself. Yeah, right!

Thank you Tom for sharing your modeling skills and tips with us. We look forward to your future modeling projects. Tom can be reached at: tom.yorke@newtracksmodeling.com.



Revolutionizing O Scale Model Railroading with LocoFi™

The following updated information about their O Scale LocoFi™ product was provided by Peeyush Garg of the LocoFi™ Team.

Model railroading has long been a beloved hobby, captivating enthusiasts with its blend of engineering, artistry, and nostalgia. As technology advances, so too does the sophistication of model train control systems. One of the most innovative developments in recent years is LocoFi™, a direct wireless model train control system that leverages the power of WiFi and smartphone* technology. LocoFi™ is versatile and suitable for various scales with features like multiple trains, multiple engineers, consisting and dead rail. However, its application in for larger scales presents unique opportunities like unlimited range of operation.

The Basics of LocoFi™

LocoFi ™ stands out in the model railroading world due to its simplicity and advanced features. Unlike traditional Digital Command Control (DCC) systems, LocoFi™ does not require complex wiring or intermediary systems that put signals on the track. All you need are LocoFi™ modules installed in the locomotives and the FREE LocoFi™ app installed on your smartphone. Being power-agnostic, LocoFi™ runs on DC and DCC layouts with as much ease, as powering it with battery in a dead rail setup.

WiFi, as the wireless technology underpinning LocoFi™ ensures that it is future-proof and scalable beyond any of the competing wireless technologies. Not only that, but the FREE app also gets FREE upgrades over the air that keep adding to the existing set of features making the system smarter with each upgrade. LocoFi™ is the only wireless technology capable of supporting Unlimited Locos and Unlimited Engineers together with an Unlimited Range of operation.

1. Adapting LocoFi™ for O Scale

Larger scale model trains, such as O, require more power and robust components compared to their smaller counterparts. Standard LocoFi™ modules are designed for lower current applications, typically up to 1.5A. This is by design to accommodate them to fit smaller scales like HO. However, larger scale locomotives often demand higher currents. To accommodate this, LocoFiTM can be interfaced with external H-bridges, which amplify the output current while maintaining control via the LocoFi™ system and ensuring that even the most power-hungry locomotives can be operated smoothly. Fortunately, O scale has the space to accommodate the larger current amplifying devices along with larger speakers for bigger sound. LocoFi™ addresses these needs using a two-pronged -Play Solutions: Recognizing that not all hobbyists are comfortable with custom electronics, LocoFi ™offers plug-and-play modification packages. These packages simplify the process of upgrading to higher power capabilities, making it accessible to a broader audience. These packages either come pre-wired with a high current H-bridge and larger speaker or minimal wiring to hook up components of your choice.

2. Custom Boards and Schematics:

LocoFiTM does not tie you to a particular solution. For enthusiasts looking to push the boundaries of their large-scale setups, LocoFiTM provides schematics for possible custom modifications. These schematics allow users to integrate third-party H-bridges that accept 3.3V compatible inputs for pulse width modulation (PWM) and direction control. This flexibility is crucial for tailoring the system to specific needs and preferences. This is yet another example of LocoFiTM showcasing its versatility and flexibility. Advanced Features and

Customization. Simplistic in design, LocoFiTM offers a range of advanced LocoFi™Exclusive features and functionalities that not only enhance the model railroading experience but take it beyond what is currently offered or even possible by any other model train control system out there. These include multiple speed profiles for various track voltages enabling you to take your locomotive to any layout, put it on the track, take out your smartphone and operate prototypically. Super fine speed control features more than 1000 steps with achievable scale speed accuracy up to 1/100th of one MPH. Define a speed table and much of the work like speed matching and chuff sync is done automatically for you. Did we mention that you can even customize your own sounds? The system also supports auto-stop on connection loss, ensuring safety and reliability during operation. The simplistic app interface lets you easily control many locomotives simultaneously, configure for prototypical operation and consisting on the fly. It features real time scale speed display and haptic controls like vibration for each throttle notch or pressure-sensitive emergency stop.

3. Benefits of LocoFiTM in Large Scale Applications

The adoption of LocoFiTM in larger scales brings several notable benefits:

• Wireless Freedom: Traditional large-scale setups often involve extensive wiring, which can be cumbersome and restrictive. LocoFiTM's wireless control eliminates this hassle, allowing for more creative and flexible layouts.

• Revolutionizing O Scale Model Railroading with LocoFi™ Model railroading has long been a beloved hobby, captivating enthusiasts with its blend of engineering, artistry, and nostalgia. As technology advances, so too does the sophistication of model train control systems. One of the most innovative developments in recent years is LocoFi™, a direct wireless model train control system that leverages the power of WiFi and smartphone* technology. LocoFi™, is versatile and suitable for various scales with features like multiple trains, multiple engineers, consisting and dead rail. However, its application in for larger scales presents unique opportunities like unlimited range of operation.

4. Packages and Plug-and-Play Solutions: Recognizing that not all hobbyists are comfortable with custom electronics, LocoFi™ offers plug-and-play modification packages. These packages simplify the process of upgrading to higher power capabilities, making it accessible to a broader audience. These packages either come pre-wired with a high current H-bridge and larger speaker or minimal wiring to hook up components of your choice.

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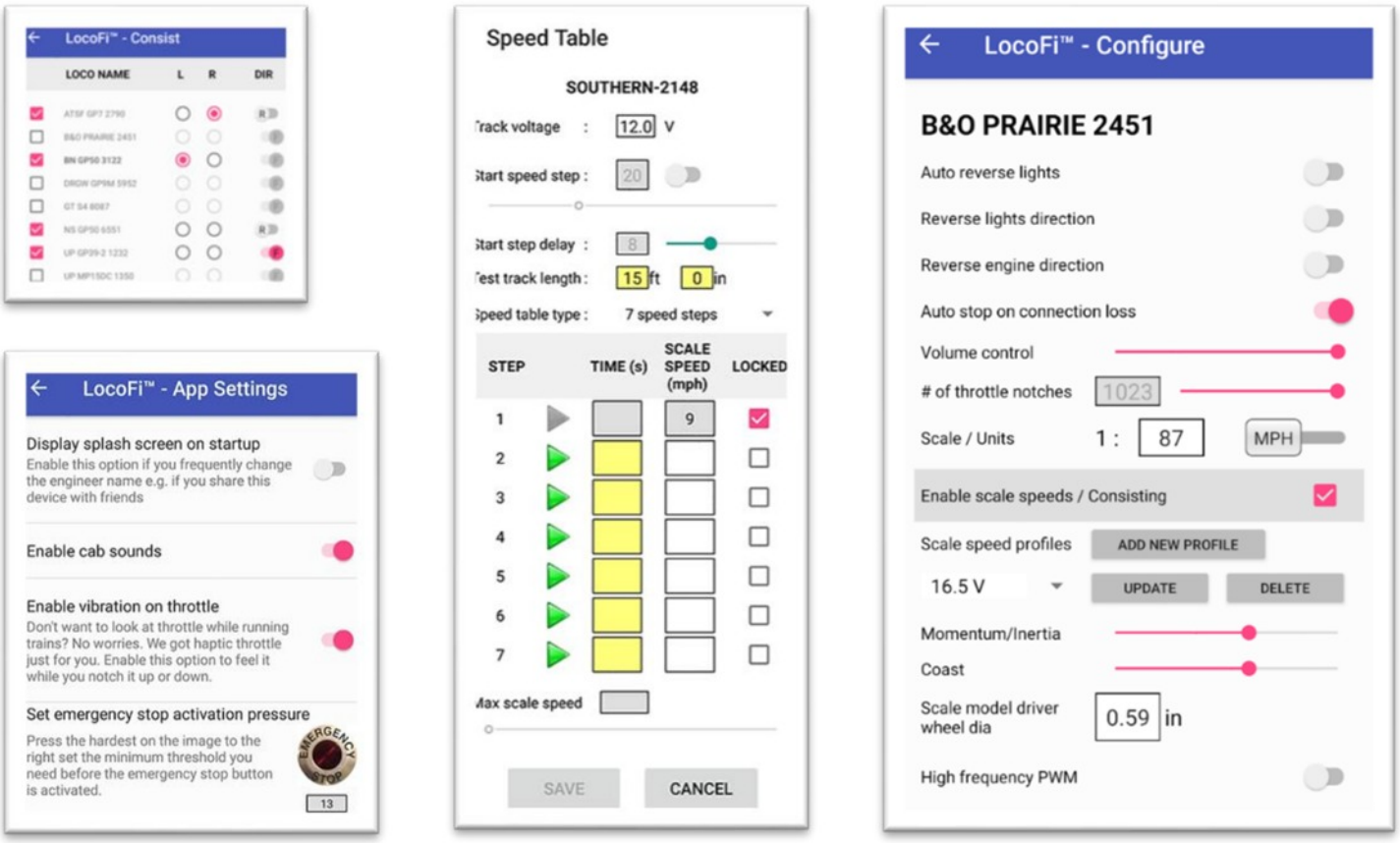


Super fine speed control features more than 1000 steps with achievable scale speed accuracy up to 1/100th of one MPH. Define a speed table and much of the work like speed matching and chuff sync is done automatically for you. Did we mention that you can even customize your own sounds? The system also supports auto-stop on connection loss, ensuring safety and reliability during operation.

The simplistic app interface lets you easily control many locomotives simultaneously, configure for prototypical operation and consisting on the fly. It features real time scale speed display and haptic controls like vibration for each throttle notch or pressure-sensitive emergency stop.

Benefits of LocoFi ™ in Large Scale Applications The adoption of LocoFi ™in larger scales brings several notable benefits:

• Wireless Freedom: Traditional large-scale setups often involve extensive wiring, which can be cumbersome and restrictive. LocoFi™'s wireless control eliminates this hassle, allowing for more creative and flexible layouts.

• User-Friendly Interface: The smartphone app designed for LocoFiTM is intuitive and easy to use, catering to both beginners and experienced model railroaders. This ease of use is particularly advantageous in large scale environments, where managing multiple trains and functions can be complex.

• Scalability: LocoFiTM's ability to handle multiple trains simultaneously makes it ideal for large layouts. Whether running a single locomotive or orchestrating a fleet, the system scales effortlessly to meet the demands of expansive setups.

Community, Support and Resources LocoFi™ website offers resources with everything customers need to get up and running with their LocoFi™ products. It includes videos, a growing 'sounds library, help guides and cheat sheets to get started and continue the journey as advanced users. LocoFiTM Forums offers a community of customers and enthusiasts who are always willing to help and share

their ideas, tips and tricks. All that is in addition to the extremely responsive and helpful support team at LocoFi™

Customers have been vocal about their love for LocoFi™ by voting it as Model Railroaders Readers Choice Award two years in a row (customer testimonial video). LocoFi™ represents a significant leap forward in model train control technology, particularly for large scale enthusiasts. By combining the convenience of wireless control with the power and flexibility needed for larger locomotives, LocoFi™ presents new possibilities for creativity and enjoyment in the hobby.

As technology continues to evolve, systems like LocoFi™ will undoubtedly play a pivotal role in shaping the future of model railroading. Buy direct, or learn more about LocoFi™ at: www.wifimodelrailroad.com Contact: Media Desk at WiFi Model Railroad LLC or email wifimodelrailroad@gmail.com

Thank you Peeyush for the update and for your help and interest in O.

For Modeling's Future

Bob Davidson, the Chairman of the New Modeling Mentoring Scholarship committee needs HELP.

We're happy to report continued good news regarding the New Tracks Modeling Mentoring Scholarship! We were recently awarded a $1,000.00 grant from the Amherst Railway Society, making them our first Platinum level sponsor. We also completed a successful challenge on behalf of an anonymous donor which raised over $1,000.00. These two items alone funded one scholarship for the 2025-2026 academic year. We also welcome back three Brass level sponsors: Brennan's Model Railroading, The Great Scale Model Train Show and The O Scale Resource Magazine. Thank you to all of our donors.

On another important note, we are looking for volunteers to join the committee to help us continue to grow the Scholarship program. Specifically, we are looking for:

Train Show Liaison: Encourage presence at train shows and coordinate banner / flyer placement.

Train Club Liaison: Encourage participation by train clubs (both NMRA and private).

Applicant Liaison: Develop methods and programs to reach more applicants.

None of these positions require much time (maybe an hour a week), but can make a huge difference in keeping the Scholarship program moving ahead. Please consider helping us out.

In just two short years, we have now awarded $7,000.00 in Scholarship awards to young modelers who represent the future of our hobby. These students are not only talented modelers, they are all impressive academically and are all involved in their communities. To view the award segment and meet this past year's recipients, please click on this link:

https://www.youtube.com/live/q4-NP1mixWg?si=GSH0BNb8mCr4L9mr

If you have any questions, please contact Bob Davidson at NTMMS@newtracksmodeling.com

Growth of our Website, Facebook, and YouTube Channel

Our new Facebook group, New Tracks Modeling, just had the 1,000th modeler join and follow our group. Next Station stop is 1,500.

Our YouTube Channel just had the 2,000th modeler subscribe to our New Tracks Modeling channel. Next station stop 2,500. Our channel now has over 1,400 videos of past shows to view.

We have about 1,500 subscribers to our Website. Next station stop will be 2,000 subscribers,

Tell your friends about our website, Facebook group, and YouYube channel, so they can join and share their modeling knowledge and learn new techniques from others. Modelers in all scale and gauges are welcome because Modeling is Modeling, scale is not relevant! Thanks for your interest and support. Questions? email me: jimkellow@newtracksmodeling.com.

New Tracks Modeling's Monthly Newspaper Column is reaching a Potential New Model Railroading Audience.

In my last article ,I told you we are doing everything we can think of to promote railroad modeling, mentoring and our Scholarship Program. Here is a photo and a link to my September 20, 2024 article in the *Citrus County Chronicle* newspaper. Link: https://www.chronicleonline.com/eedition/page-a3/page_adf88a2c-9b8f-5b9e-8714-690d6bbf89ac.html

This article was published in the *Chronicle's* September 27, 2024 newspaper. It is a great advertising opportunity to publish a direct solicitation for funding, and a way to communicate with potential scholarship applicants and their parents and grandparents about our scholarship program.

Wouldn't it be great to have articles written like this by model railroaders in newspapers all over the country? Let me know if you think your local newspaper would be interested in my articles. Also, 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 Luxury Trains

#1 Bucket List Train Trip: Orient Express

In my last article I introduced the concept of riding on a luxury train and/or modeling the train, and the environment it transverses. I also introduced the Luxury Train Club which lists the Luxury Trains worldwide. Its website is: https://www.luxurytrainclub.com/.

This article is about what I believe (hope) Nancy and I would have experienced on a trip on the original Orient Express. Since the original train does not exist, I decided to look for a possible similar trip that is in current operation.

NOTE: All photos in this portion of the article on luxury trains were provided by Belmond from its current VSOE Train. I was unable to get photos of the original Orient Express. However, I believe the photos I used fairly represent the ideas I am trying to make.

My research led me to find that Belmond 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.

Maybe one day Nancy and I can take Belmond's VSOE 5 day trip from Istanbul to Paris. Until then, we can only dream about that trip being a match for everything we imagined on our trip on the Original Orient

Photo 1

(Photo 1) Belmond only provides the VSOE trip twice a year at a current cost for Nancy and me starting at about $34,000.00. The VSOE 5 day trip is described as:

"From the colourful bazaars of Istanbul to the enchanting lights of Paris, embark on a breathtaking adventure across Europe aboard the Venice Simplon-Orient-Express. (Photo 2)

Every moment aboard the train promises memories to last a lifetime. Dine sensationally in the beautifully restored restaurant carriages on our luxury train. Trade stories with fellow travelers as the pianist plays. Or simply sit back in your elegant cabin, take a deep breath, and watch the scenery unfold.

This classic train route spirits you through some of the continent's most enchanting sights, fit for a glamorous Agatha Christie whodunnit. Lose yourself to the fairytale wonder of Peles Castle, take a fascinating cruise along the Danube, and enjoy indulgent overnight stays in Bucharest and Budapest."

Sound like a great train trip? We sure think so! If we could afford the trip, we would book it today. But since such a trip is way out of our financial reach, I must satisfy my interest with modeling the train or at least one or two of the cars. Read on.

Photo 2

Our Venice Simplon-Orient Express Imaginary Bucket List Train Trip

If you have taken a VSOE journey and saw a wide eyed American who was taking photos of a passenger car's underbelly and said things like: "I have to build a model of this train" that was me. The beautiful sophisticated lady standing by the pile of our luggage, and ignoring me, was my wife, Nancy.

Photo 3

We believe the Venice Simplon-Orient Express is one of the most romantic and mysterious trains in history. It's not only the train's name that elicits these feelings, but rather the passenger's experiences on the train that have been spread by word of mouth that has primarily created it's mystique.

And maybe it's reputation got a little help from both Graham Greene's novel, and Agatha Christi's book, Murder on the Orient Express. Finally our visions of Istanbul Turkey at the start of our trip and Paris France at the other end and all the other European capitals we pass through in between, also add to the mystique of the Orient Express train. (Photo 3)

Photo 4

In Istanbul Turkey we had chosen the Orient Express & Spa by Orka Hotels, as it was located in the Old Town part of Istanbul and close to some of the city's most well known attractions. It was a great choice as the hotel's facilities and staff were outstanding and we thoroughly enjoyed our several days exploring the City. The hotel was also close to the Istanbul Railway Station, and with the VSOE's late evening departure time, 10:30 pm, it provided a short trip to the station.

Photo 5

Our train trip really started when we met Frank, one of the train's welcoming employees, awaiting us on the platform in the Istanbul's Sirkeci railway station. He was an American student working for the VSOE as part of one of his college assignments. (Photo 4)

"Welcome folks, my name is Frank. Thank you for traveling on my long distance train, with 6 day service from Istanbul, through Bucharest, Budapest, Vienna, Munich, and Strasbourg, to Paris." I remarked to Frank, the train looks so beautiful and sparkling clean. "Yes it's made spotless prior to each trip. Passengers appreciate our cleanliness and the feeling they are the first guests to board our train. This is all part of our goal to make our passengers feel they are experiencing a very unique and special Train journey."

"Oh my gosh, smell that perfume, Frank said, I didn't know Coco Channel was on my train this trip". Does she travel often I asked? "She once told me "only every chance she gets", he said. And look who is behind her, Hemingway himself! Guess he won't be in Cuba for awhile".

I asked Frank if we were going to meet a lot of well known celebrities during our trip. Should we expect characters like Coral Musker or Carleton Myatt, who Graham Greene wrote about, or a spy like Marta Hara, or

Photo 6

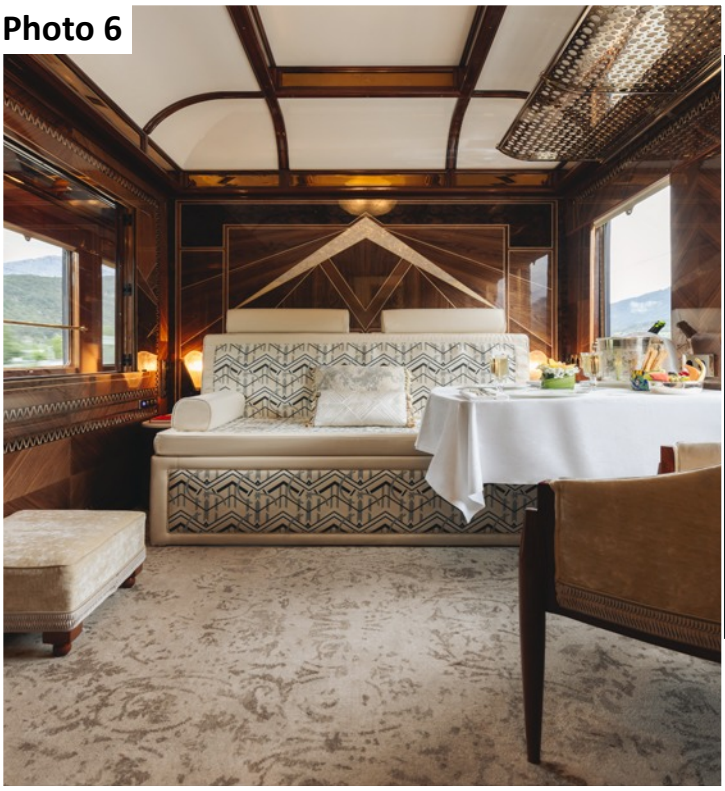


Photo 7

Ian Fleming, to join us? “You never know, but you may meet some international business leaders, some well known celebrities, maybe a spy, and possibly some royalty, Frank commented, with a wry smile. Have a great time.” Thanks Frank, I know we will. (Photo 5)

The cabins in the Original Orient Express were said to be the finest most luxurious on rails. The one we were shown certainly lived up to that description. It was really what World Class must look like. The fresh flowers and the Venice Simplon-Orient Express’ favorite French Champagne were elegant touches. (Photos 6 and 7)

Photo 8

After the fabulous dinner we had at Saltanat Barbecue House near our hotel, our short trip to the station, boarding the Train, and getting settled into our cabin, we were both still wide awake and curious as to who was traveling with us. So we decided to visit the bar car for a nightcap.

A pleasant surprise was that the bartender served our favorite drink and it was perfect. I had not encountered any other European bartender duplicate the type of cocktail we always enjoyed at 21 in New York. Delicious. We started looking around to see who we might recognize and hope to engage in conversation. (Photo 8).

It was then I saw a lady eating chocolate pudding, my favorite desert. I couldn't resist asking where she got the desert. That's when we discovered the desert bar. Off we went for a late night treat. Until then, I had no idea this was one of the favorite deserts served on the Train in 1939, the year of my birth. It was just as delicious as I remember my mother used to make from scratch when I was a little boy. Well enough excitement for tonight, so off to bed. We could only take just so much of a good thing.

The next morning we had breakfast served in our cabin, and as expected, it was delicious, except for the smoked salmon. I just never get used to eating fish at breakfast. We were just plain lazy most of the morning and then decided to again visit the bar car before lunch. (Photo 9).

Photo 9

The Lunch was excellent, or as my wife said "magnifique". Oh well, we definitely agreed it was really delicious. The tablecloth, linen, crystal, and silverware were exquisite. We were immediately approached by a very pleasant waiter who provided recommendations from the wine list and menu. (Photo 10)

The menu contained items we would have expected from the finest restaurants, and the chef deserved applause for his preparation of our meal. The wine certainly didn't disappoint either. It was overall a wonderful lunch.

Photo 10

After lunch we decided to return to the bar car and meet some more of our fellow passengers. I could tell you about some of the people we met and our conversations, but you probably wouldn't believe me, and I wouldn't blame you. After all, talk of war in Europe is just not great conversation, and who cares that my wife got her hand kissed by one Prince, two European Diplomats, a London Businessman, and a Sultan that afternoon.

It seemed to me to be a good time for a nap before dinner and before my wife's hand got too damp. After a short nap, we had afternoon tea in our cabin. This was another real treat that reminded us both of our London afternoon tea experiences. (Photo 11)

Photo 11

Then it was time to dress for dinner. This required a black tie for me and an evening dress for Nancy. As expected, we were certainly not overdressed. Again a magnificent meal, a few drinks with our new friends, and we were off to bed. It had been a truly great first day.

The next five days provided similar exceptional experiences plus short visits, too short for us, to see the sites in some of the magnificent cities along the way. Nancy liked Vienna and it's great wiener schnitzel the best, and I was intrigued by the two cities Buda and Pest, which are only connected by a single bridge over the Danube River, and commonly known as Budapest. Of the two parts, I liked Buda best along with the street food called lángos. But I must admit, Bucharest Romania came in a close second with it's famous sarmale rolls.

I have seen photos of the original Orient Express and read some of the passenger's comments. I must say, it seems our experience was everything those passengers felt and more. Our Venice Simplon-Orient-Express trip will go down as one of the best Railroad journeys, even through it was imaginary, of our lives.

By the way, once we disembarked, our magical trip was not over, as we had booked several nights at the Orient Express Hotel in Paris. This was definitely a good idea as we could rest up before flying home and Nancy could finally get some Chanel perfume and naturally visit some of the Paris couture fashion houses. We unexpectedly also met for drinks with several of the passengers we met on the train that were also staying at the hotel. Small world! Then it was off to the Charles de Gaulle airport and our flight home.

It's been a few days since we got home and back to our regular life. Nancy just left to play tennis with the girls and I'm off to my workbench to start building one of the VSOE cars for my model railroad, while my memories and research is fresh in my mind. But which car?

I think I may build a model of a 1930s decor VSOE dining car. This model will bring back wonderful memories of our trip every time I look at it. I may name it after our train's chef, as his meals, including the chocolate pudding, were truly outstanding. Or I may ask my friend Paul Egri to design a card model of a roadside VSOE diner I can place next to one of my stations on my railroad with several of my scratchbuilt 1920/30 automobiles. Decisions, decisions! Having fun with my hobby and building trip memories is all that matters.

This is the first of my planned "Bucket List Train Trips". So Nancy and I need to check out other luxury train journeys across the US, England, Scotland, Ireland, Asia, Australia, India, South Africa, and South America. I am sure we will find other luxury trains we both want to add to our bucket list, and I want for a special model!

By the way Nancy, do you need anything in Thailand? It's been a long time since we were in that part of the world where you got all that beautiful silk fabric and we rode those little Tuk Tuks all around Bangkok. I just got information about a really special luxury train trip in Singapore and we could include a stop in Bangkok. What do you think? Should I call Belmond?

Thank you Belmond for all your advice, information, and photos for this article. I look forward to working with your knowledgeable staff and particularly, Kaitlin Edwardson with your PR firm, Alice Marshall, Public Relations, on other fantastic luxury train trips. I know everyone will find some very special trips and modeling ideas. I know I already have. I would love to hear about your real or imagined "Bucket List Train Trips". I would also like to know if you are interested in modeling any of the luxury trains. My email is: jimkellow@newtracksmodeling.com

Please Continue to Help Our Next Generation of Modelers by Donating to our 2024 Scholarship Program

We are currently soliciting donations in 2024 for our next year's scholarships and are hopeful we will exceed our 2023 donation level. We hope to be able to offer even more than 3 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. Our scholarship funds are paid directly to the school in the student's name and can be used for any fee owed to the school, including room, board, or other school fees such as stuff bought at the school's bookstore.

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

Individual and company donations "SO FAR" in 2024 for our 2025 Scholarships are listed below Please donate and add your name to the list.

Individuals

Individual donors in 2024 for our 2025 scholarships are:

David Menard, Gerald, Linda Feeney, Jim Kellow MMR, Ft Ron Walters, Bob Charles MMR, Jeff Zigley, Bob Davidson, Jim Foley, Anonymous, Greg Cassidy, Jamie Bothwell, Michael Gorczynski, Rich Randall, Steve Sherrill, Jeff Jordan, Pat Rivard, James Koryta, Bill Bunce, Martin Breckbiel MMR,

Thank you all so much for the leadership and financial commitment you have made to our young future modeler's education. Your help is greatly appreciated.

Company Donors in 2024

cAll company donations are greatly appreciated and will be duly recognized. Those 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. Platinum Donors for a $1,000 contribution, will receive special recognition. Donors who contribute at least $2,000 will be listed as a specific scholarship sponsor. Please contact us at: nttms@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.

I am pleased and very grateful to announce the following $1,000.00 Platinum donor and the four $250 Brass Donors for the 2025 Scholarships:

Platinum Donor

Amherst Railway Society amherstrail.org/

Brass Donors

1. Great Scale Model Train Show in Timonium produced by Scott Geare gsmts.com/
2. Brennan's Model Railroading owned by Dennis Brennan brennansmodelrr.com/
3. The Model Railroad Resource LLC owned by Amy and Dan Dawdy modelrailroadresource.com/
4. LocoFi™ owned by WiFi Model Railroad LLC WiFiModelRallroad.com

Thank you all so much for the leadership and financial commitment you have made to our young future modeler's education. Your help is greatly appreciated.

Please contact us at: nttms@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.

We will be soliciting applications for our 2025 awards January 1, 2025 through June 1, 2025.

We will announce by December 31, 2024 the amount and number of scholarships available in 2025. The 2025 Scholarship application will be available soon on our website: newtracksmodeling.com/scholarship

Everyone can help get the word out to potential Scholarship donors and applicants by showing our Scholarship Banner at Shows and Events around the country and by your "word of mouth" communication.

Bob Davidson generously designed, printed, and donated five banners through his company, Exhibits And More, which are available to 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. The banners are in 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

Tabletop banners are also available as are handouts. They're about 16 inches wide and 3 1/2 feet tall, and will 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 will be at the Amherst Show, the Great Scale Model Train Show (GSMTS) in Timonium, MD , the March O Scale Meet in Chicago, IL, 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 National 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 conventions out west including the Pacific Coast Region of the NMRA annual convention, and S Fest in St Louis. In additiona, 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 in N, HO, and G scales throughout the United States. Please email me if your organization would like more information about our helping with your organization's Virtual Train Shows. My email is: jimkellow@newtracksmodeling.com

Remember, one of these years ,your kids or grandkids may benefit from the New Tracks Modeling Mentoring Scholarship program that you helped start. I truly hope so. Please don't sit on the sidelines and wait for others to do the job you need to be doing. This is an opportunity for you to show your love and support of your hobby.

Thank you to everyone who has helped us display our banners, pass out our handouts at shows around the country, and vocally promote our program within their clubs and at events last year. We are currently taking reservations for our banners for 2024-2025. 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 Tracks Mentoring Inc, is the only organization, comprised solely of volunteers representing all scales and gauges in 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 that are pursuing a STEAM education after high school graduation, in a college, university or accredited technical school. Our scholarships are paid directly to the school in the student's name and can be used for any fee owed to the school, including room, board, or other school fees such as stuff bought at the school's bookstore. So please help us help the young people in our great hobby.

The contributions and support 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, newtracksmodeling.com/scholarship Or click here to donate: https://www.zeffy.com/en-US/donation-form/038439bf-a552-44e2-9b46-ef54aaa0e274.

New Tracks Modeling Activities/Announcements

Get our "New Tracks Modeling Observations" Monthly Newsletter

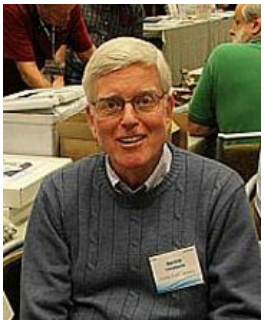
New Tracks Modeling has a monthly newsletter edited by Martin Brechbiel MMR. It is designed to provide ideas, commentary, and insights from New Tracks Modeling Zoom, and YouTube participants and viewers, about all scales and gauges in our Great Model Railroad Hobby. We also give advance notices about upcoming New Tracks Modeling Features, opinions, and projects including our Scholarships.

You can see all our issues and programs on our website: newtracksmodeling.com

All subscribers to our website and donors to New Tracks Modeling's Patreon account, or to our Scholarship program will automatically get our newsletter each month. Please join us.

We hope you enjoy our newsletter and ask you to encourage your friends to become New Tracks Donors and/or subscribers to our website; newtracksmodeling.com so they can also receive and enjoy it.

Please contact our Executive Editor, Martin Brechbiel, MMR, with your comments, suggestions, details-product you are producing in any Scale, upcoming events and shows, or any of your views, opinions, and comments.



O Scale Central Update

In the last O Scale Resource magazine, I wrote about the O Scale Central (OSC) which is the DBA name for the O Scale Kings.

I encourage all O Scale modelers to share your views of my article either with me or one of the officers and directors of the OSC. After all the future of the OSC is up to you, the modelers in the O Scale community. Therefore, your opinions about, and suggestions for, the organization are very important. Need I say, "pretty please" as my mom tried to instill in me'.

Latest OSC Activities Report by: President David Vaughn

O Scale Central has undertaken a number of neat programs over the last several years. The guys who have leadership responsibilities are fans of our great scale and work hard to share the scale with other people. Membership has tripled in the last four years. We continue to grow.

This fall will mark a transition in leadership. Skyler Shippy, who doubles as President of the Detroit Model Railroad Club and head of the revitalized Cleveland O Scale Show, will take over as President. Skyler is presently the Vice-President of the organization. Nick Bulgarino - former Secretary - will assume a seat on the Board of Directors. Both guys are under 30 and bring enthusiasm and knowledge of cutting edge technology. Joe Barker will continue on the Board as our Membership Director. David Vaughn, who has been President for the last four years, will move to President Emeritus. We expect both continuity and a fresh - and youthful - transition. Our crackerjack Advisors and Board of Directors - especially Secretary Ken Nesper and Treasurer Joe Norman will continue in office.

OSC is working on a number of projects to raise the profile of O Scale 2 Rail. Our website has been upgraded. OScaleCentral.com. Check it out. There is lots of useful information for O Scalers. We are at long

last going live with a password-protected Membership Directory so members can communicate better with each other. The membership tracking system has also been overhauled.

There remains much to be done. We are reaching out to include more of the larger O Scale 2 Rail hobby under our umbrella: we have added Traction and have already planned participation in next year's National Narrow Gauge Convention. Scale 3 Rail has lots of quality modeling. Dennis Brennan, who is well-known to New Track Modeling viewers, has agreed to serve as our Manufacturing Liaison.

We had a great appearance at the St. Louis RPM and are taking the lessons from that outing to come up with best practices for outreach to other scales.

There are a number of projects under development, including Skyler Shippy's O Scale Club Roundtable to provide improved communication between Clubs and work on their shared problems and solutions. Skyler is also developing a video gallery of OS2R layouts, providing ways to preserve records of our scale.

There are a number of new initiatives to raise the visibility of OS2R and support modelers in the scale. And O Scale Central does not have a monopoly on good people and good projects. We will work with anybody to promote our scale and make it easier for modelers in the Scale.

New Tracks Modeling Zoom Show's New Monthly Segments

A modeling series focusing on your specific scale: N Scale, HO scale, S Scale, S Hi-Rail, O scale, O Hi-Rail, and G scale model railroading. Each monthly modeling segment will be hosted by a knowledgeable talented modeler who can answer your questions and provide information about what is possible and things a new modeler entering a scale might need to consider.

Different scales will be discussed monthly each week. Below are the sponsor's names and hosts for the 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. Each segment date is available on our website: newtracksmodeling.com.

1. **Scale Modeling Segments**

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

S Hi-Rail Modeling hosted by Joel Weber
Sponsored by American Models

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

2. Building Your Dream Layout One Diorama at a time

Matt Woods is a talented well know artistic modeler to many On30 modelers. This year you may have seen his clinic at the National Narrow Gauge Convention in Pittsburg Pa.

Beginning on our ZoomShow on November 13, 2924 Matt will begin his series with an introduction about his Diorama Modeling and the techniques he uses to create his artistic scenes.

3. Frenchman River Model Works Kits Designed by Tom Yorke

Beginning Dec 4, 2024 Tom Farrell will begin a series that will have him building each of the kits designed by Tom Yorke, produced by Frenchman River Model Works. The first of this series will have Tom Farrell building Becky Sue's House of Beauty kit. Here is a link to the structure.

Additional models Tom Farrell builds on our Zoom shows will be scheduled based on the established release dates of new Tom Yorke designs by Frenchman River Model Works.

4. Using our Imagination with Everyday Inspiration

Paul, with the creator of this segment, Chris Course, and his first guest Dennis Brennan will be on our December 18, 2024 show. Please watch this segment as it will give you a great idea of what you can expect from Paul in the future.

Here is the original idea that Chris Course outlined for the segments. Thanks Chris for a great idea to show how artistic our modeling is and how we can improve our efforts.

Chris wrote: "Essentially, it's about everyday inspiration… It's a segment where someone shares a building, an area, something they've been researching in order to spark interest and imagination. It could take five minutes or maybe longer.

As an example, when I was in Vermont, one of the things I did was research what remains of the White River Railroad. It started in Rochester, Vermont and snaked southward and then east towards Bethel, Vermont. At Bethel, it connected to the Central Vermont. I was surprised what remains of this railroad that was wiped out by epic floods, rebuilt and went bankrupt for the last time in 1931.

As another example, on the same trip, I found a really neat house in Pittsfield, VT that has some very unusual gingerbread siding. Perhaps a segment on that type of architecture.

Or perhaps the house at the top of the hill. It had a water tank in the attic. It's on the list of historic buildings. My father-in-law told me that it used to be a butcher shop. It was recently vacated and is in very poor condition. However, in the last month or so, some guys have begun to flip it and it's starting to improve already.

It doesn't necessarily have to be about architecture. It could be about a module idea, such as the village of Quidi Vidi in St. John's Newfoundland.

It's a cool concept, but we need for people to contribute. Heck, it may even get some of the people that watch the show and don't model to become involved."

I love this idea and believe it can even include "stuff" we see or use everyday for other purposes that we can also use to benefit our modeling creativity.

Paul's first segment will be on our January 22, 2025, show and will feature Chris Coarse who dreamed up the concept. If you have an idea or want to comment about this new segment contact Paul at: admin@kershawcraftsmankits.com

5. What Other Segments would you like to see?

I am in the process of developing 2025 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.

Well, it's that time again for some modeling.

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

While I am modeling and learning, please help us promote modeling in our great hobby by helping us develop New Tracks Modeling:

1. Volunteer to join our team and help produce and develop our New Tracks Modeling Zoom and YouTube shows and our website. Email me: jimkellow@newtracksmodeling.com

2. Make a contribution to our Patreon account New Tracks Modeling to help pay our out of pocket costs to run our shows. Click here to donate on Patreon.

3. Subscribe for free to our YouTube Channel, New Tracks Modeling, and ring the bell to get advance notices of our YouTube shows. Please watch the advertisements so we can earn a little revenue from YouTube to produce our shows. There are over 1,100 videos of our past shows available on our channel for you to view.

4. Subscribe for free to our website: newtracksmodeling.com which provides login links to our Wednesday Zoom events, provides information about what is upcoming on New Tracks Modeling, and gets you our free monthly Newsletter, edited by Martin Breckbiel MMR.

5. Donate to our New Tracks Modeling Mentoring Scholarship program. Details for individual and corporate donations are on our website: newtracksmodeling.com

To donate, use our Zeffy account, just click on this link.

6. Spread the word to high school graduates and college students about applying for our three, $2,000.00 New Tracks Modeling Mentoring Scholarships to be awarded August 1, 2025. Details and an application are on our website: newtracksmodeling.com/scholarship

7. Subscribe for free to *The O Scale Resource* online magazine so you don't miss any of my New Tracks Modeling articles, and also see some great modeling by various modelers who may become one of your mentors.

8. Write to me! I love getting your comments, suggestions, modeling ideas and having a conversation. My email is: jimkellow@newtracksmodeling.com

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

NEW TRACKS MODELING

"MY BUILD" Models Shown on the September 18th, 2024 Show

These are some of the photos modelers shared on our September 18th, 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.

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.

Bill Hawk - archhawk@comcast.net - S- Scale. Architect. Monster Modelworks kit.

A basic laser-cut wood kit, the classic Engineers Tool Shed, by Monster Modelworks.

Kit included some interior wall bracing which was installed looking out for the battens that needed to be installed to carry the roof.

Assembled the "hut" corner brick pieces and walls; used standard Elmer's, let dry; I also cut and scraped in the corner pieces to better meet the wall horizontal grout lines. Assemble the walls; let dry.

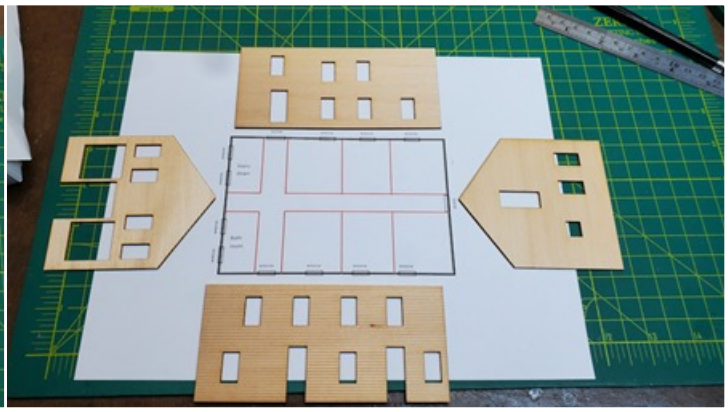
I added some final power weathering using the powders, snow, soot and rust.

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

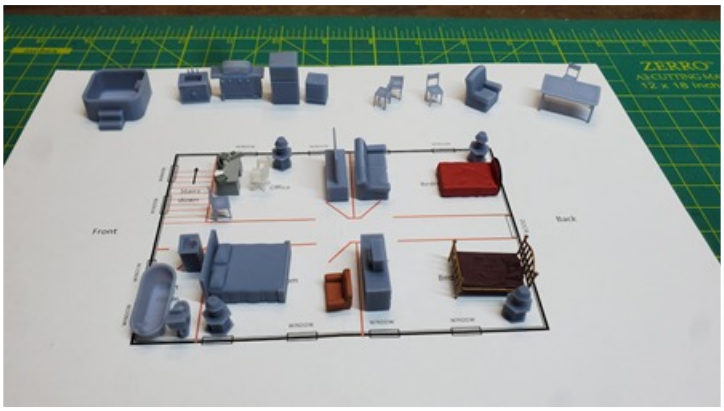
Martin Brechbiel MMR - mwbenterprises@verizon.net - O Scale – trolley. McGregor kit pieces. Many custom parts. British Columbia prototype. A pair of Magic Carpet drives power it. Was in a recent O Scale Resource Magazine article here. Traction freight trailer. Brass body. Mostly scratchbuilt

Greg Cassidy - gcassidy2@verizon.net – HO Scale- It's my Brothel I built for a friend but it's very discreet, could be a hotel. CCK Dorm House – Laurel Creek (Slaty Fork) Restaurant. Assembled building before staining to prevent warping. HO scale

Kit and figures provided.

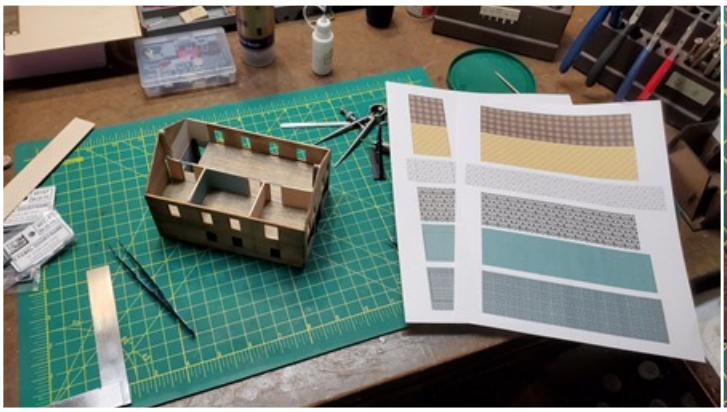


Making floorplan based on window placement.



Going from 6 to 4 rooms because of furniture.

Staining after construction because of no bracing.



Printing out wallpaper.

Finished second floor without figures.

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

Cliff Flatten - picguy50@icloud.com - Here are some of my builds I am working on and have completed. I work in a 1:64 S scale format. Thanks for the opportunity to show my work. Furnace duct work roof on first mobile home. Fifth wheel trailer 40 ft. Sinclair Station. Basswood construction, like all previous. Voyager Hotel in La Crosse, WI. Row house project. Stucco house- sandpaper walls. Metal roof from Joanne Fabrics. Foam core houses.

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

Jeff Jordan - jordan.jordan54@verizon.net – O/On30 - According, here's my submission for the next My Build, several structures at Lizard Head Pass on the Rio Grande Southern. They are the section head's house (the old station), the speeder shed and a section of snow fence. Part of the snow shed, which I have shown in the past, also appears. I have also included some prototype photos for comparison. The structures are scratch built in wood (except Tichy windows and doors and Grandt Line chimneys on the section house). They are O scale and appear on my On30 pike. Microscale tracks. Woodland Scenics roadbed.

Steve Montgomery - carolvalley63@gmail.com –. All models HO Scale

Ambroid Helium Car 1-2 tubes used. Roof left national as done on prototype.

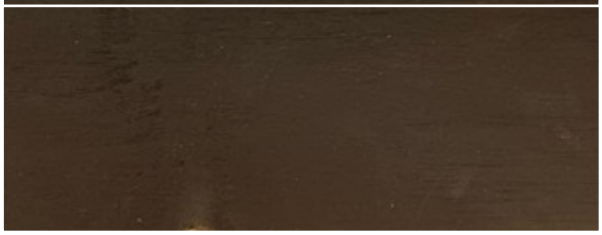
3 Scratchbuilt reefers with Red Ball sides.

Ambroid Boston and Maine Snowplow, locomotives in photo are United 2-8-0 and 2-10-0.

Ambroid Pickle Car

Quality Craft 3-Tier Auto Rack, all wood.

Binkley Well Car, metal kit including load.



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

Here is the list of the MY BUILD shows for the remainder of 2024 and the special focus for each show. Please join in, show us your models, and help us learn.

- November 20 – Free for all! Anything goes!
- December 18 – Interiors: Insides of buildings, engine houses, caboose interiors.

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 includes 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.

A SOUTHERN FARM DIVIDED

By Phil Camp

Before I begin my story, allow me to give credit where credit is due. I took inspiration for this model as portrayed and described in the August 1997 issue of *Railroad Model Craftsman*. The subject is the NYO&W (New York, Ontario & Western) Queen Truss Bridge with diagrams, photos and instructions presented as an "How to Build" article.

My story goes like this — my family operated this dairy farm for several generations. The farm has a total of 800 acres and is now divided by a railroad route which splits off about 200 acres. The bridge was built by the railroad as part of the deal so we could continue to gain access to the 200 acres – hauling hay, feed, milking cows, truck/tractor access, etc. The railroad needed an alternate route which is used on occasion or used to store rail cars as needed (as evidenced by the rusty rails).

If you know anything about dairy operations, you are familiar with the timing of events – cows must be milked twice a day and fed on schedule. If any circumstances arise that delays those activities, the cows are "not happy". This leads to the rest of the story…

One day, one of the hired hands (Billy Bob) was driving the pickup (ol' Bubba) across the bridge to tend to the cows. It was early morning and very dark – the only light source was the headlights and one of those was burned out. The other headlight was covered with dirt and bugs, so there was not much light for driving. Well, it seems this hired hand spilled his cup of coffee (expletive deleted) just as he was on the bridge – he dropped a wheel off the edge of the bridge and got stuck. Since he was alone, he had no one to help him.

The only option was to walk back to the farm buildings (in the dark and without a flashlight), gather up some chains and tools and fire up the tractor (ol' Betsy).

He drove to the bridge and positioned the tractor and hooked up chain to tow the pickup back onto the bridge. With this done he could proceed to tend to his chores. Of course, since he was alone and now had to drive a pickup and a tractor back to the farm – he had a lot of walking to do.

If you know anything about cows, they are curious. When they saw that they were not getting their food on time, they all went meandering up to the bridge to check things out. MOOOOO!! (cow language meaning "Where's my breakfast?") They eventually ate and were happy (even though they ate later than usual).

So, what happened to good ol' Billy Bob who ran off the bridge? Who knows! Haven't seen him around the farm lately!

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.**

The Rockford O Scalers Fall Open House
Saturday November 2, 2024
12:00 noon to 6:00pm
Location: 3886 Lookout Drive
Rockford, IL 61109
Contact: John Handlogten 815-207-3603
Frank McCabe 815-979-4161
Tom McCabe 815-505-6313

42nd Annual Cleveland O Scale Meet
November 2nd & 3rd, 2024
Saturday 11am – 4pm, Sunday 9am –1pm
Admission: $10.00, (Spouses and Children under 12 Free)
Clinics / Model Contest / Presentations
Supporting everything 1:48 Scale!
O Scale 2 Rail, Proto48, O Scale Traction, O Scale Narrow Gauge
Interested or New to O Scale? We can help!
Location: UAW Local 1005 Large Hall
5615 Chevrolet Blvd.
Parma, Ohio 44130
Free Parking
130 Tables available
Dealer setup Saturday morning
For all table information, contact Skyler Shippy

2024 Danville Indiana O/S Scale Event + CID/NMRA Train Show
November 23, 2024
Hendricks County Fairgrounds
1900 E Main St
Danville, IN 46122
The Indiana S Scalers are happy to announce our 3rd Annual O/S Scale Event. In 2023 the O/S Room nearly sold out, so make your vendor reservations early to ensure a sales table. New for 2024 is an S Scale Social Event Friday evening! Details will be coming.
Public Show Date: Saturday, November 23rd
Vendor/Layout Move-in Date: Friday, November 22nd
Vendor registrations should be directed to the Central Indiana Division (CID) Show Manager, Dave Mashino: danvilletrainshow@gmail.com

O Scale South 2025
10th Annual Atlanta O Scale 2 Rail Meet
9am- 2pm on Saturday, February 22, 2025
At the Cross of Life Lutheran Church,
1000 Hembree Road, Roswell, GA, USA
Swap Meet & Modular Layout Display
Layout tours information at the meet
$6 admission(children under 12 free) $30per table(includes admission)Sponsored by the Railroad Model Club of Atlanta Contact Dan Mason @ daniel@masonlaw.us or 770-337-5139 to reserve tables and info

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

Strasburg 2 Rail Train Show
April 12, 2025
Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm. Admission $7, wives/children/military w. ID free, tables $35 for first table, additional $30 per. Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068 Click here for info.

The Rockford O Scalers photo

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