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RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

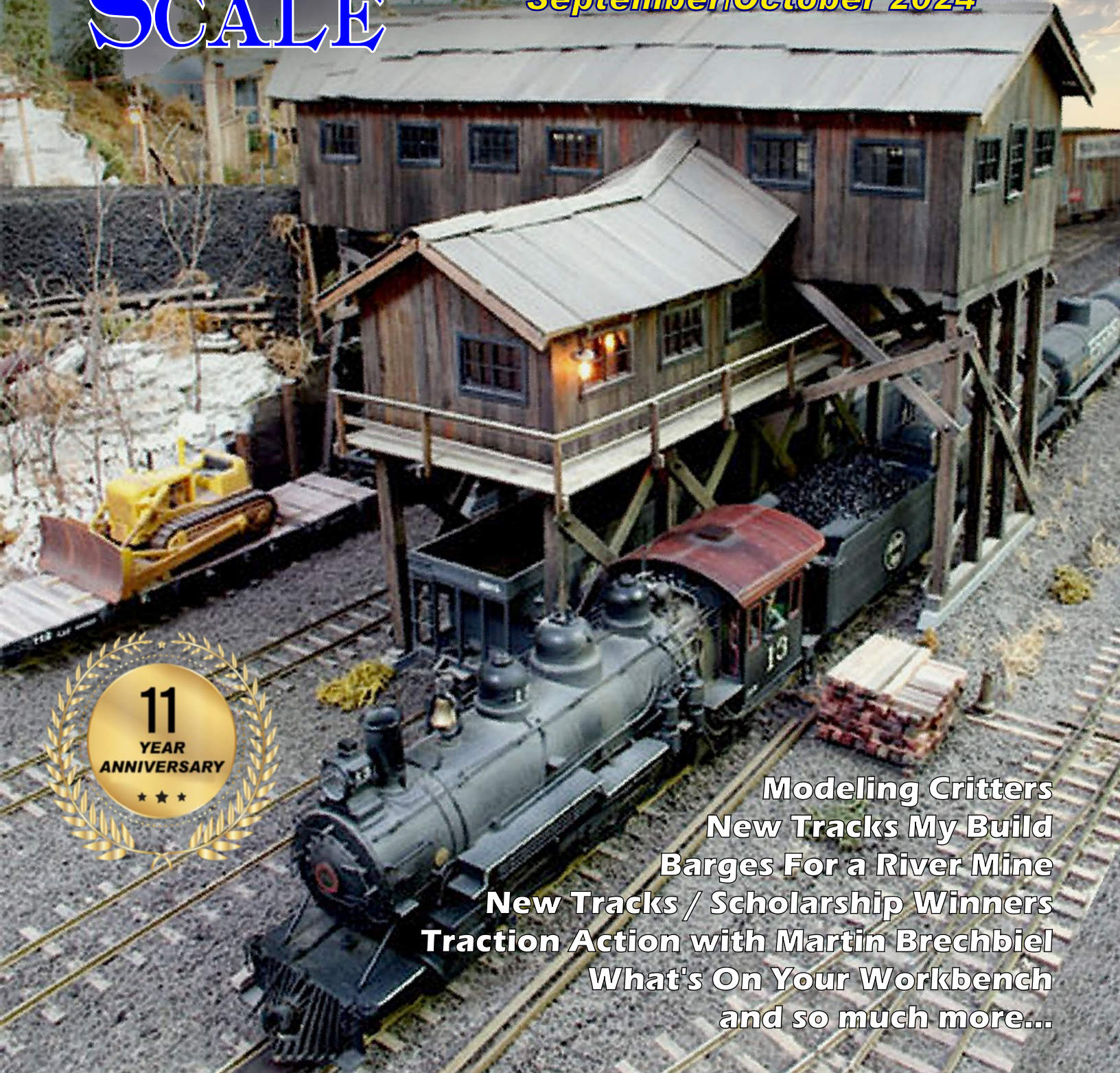
We're putting the "modeling" back

in Model Railroading! ®

Volume 12 No. 1

September/October 2024

SCALE



**Modeling Critters
New Tracks My Build
Barges For a River Mine
New Tracks / Scholarship Winners
Traction Action with Martin Brechbiel
What's On Your Workbench
and so much more...**

Published Bi Monthly

The Model Railroad Resource LLC
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September/October 2024

Volume 12 No. 1

Owner / Publisher
Amy Dawdy

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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

Existing coal mine models, now on George Paxon's old narrow-gauge layout, that will be incorporated into the new layout.

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

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GN HWT Empire Builder Baggage Mail Express, ORI, New, UP, w/ Trucks, Nos. 52-71, Korea	\$425.00
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ATSF Gunderson Double Stack 5 Container Car Set, PRB, New, FP, Red w/Containers	\$1195.00
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WM 55 Ton Channel Side Hopper, RYM, New, Pro Paint, Early Lettering, Road No. 16107	\$425.00
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PRR Gle Cement Hopper, Kohs, Ver. 3S, New, FP, Gray Placard, Road No. 518132	\$725.00
PRR H25 Quad Hopper, KMW, KMW CP, Circle Keystone, S Series, AB Bks, No. 169845	\$495.00
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Indianapolis O Scale Show 2024

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Dealer setup September 20, 12:00PM

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

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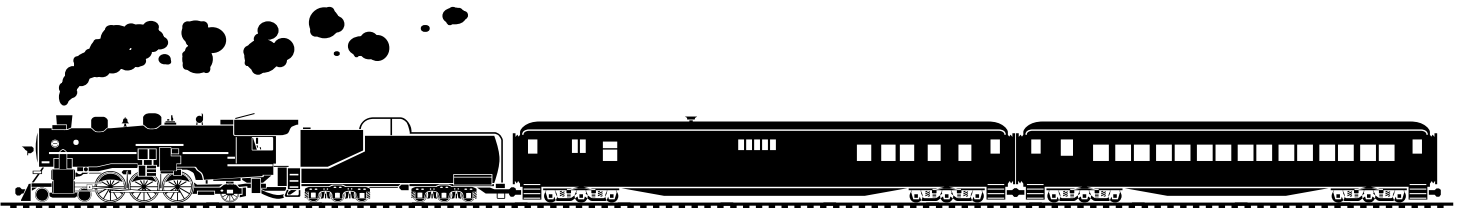
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From the Publisher's Desk

About twelve years ago Glenn Guerra and I were sitting around talking about scale magazines. At the time *48/ft. O Scale News* had folded after the passing of Greg Heier who was the heart and sole of that publication. Of course there was *O Scale Trains Magazine* which was going strong, and even *O Gauge Railroading Magazine* which sometimes carried two rail articles.

We thought we could try and do better. I'll admit publicly that I liked *48/ft. O Scale News* over *O Scale Trains*. It was hard to quantify but there was just something about it that I really liked. The editorial, ads, general content, I just can't say. At the time I thought *O Scale Trains* was getting to "preachy" and directing the hobby. Of course this was my opinion, but others were saying same thing. Still a great magazine, but there were a few instances when I did not agree with the public way things were handled.

Anyway, we got the stupid idea that we could do better. **So in September 2013**, we started *The O Scale Resource*. Looking back at those first few issues can be painful for me. Not because of the content, but the overall presentation. But what the heck, it was free and ad supported.

Model Railroad Hobbyist was the model we wanted to use. Of course we knew we would never be able to compete with their advertising as they were an all scale publication, but we thought we could make a go of it and realized that Amy would never get her Jaguar because of this venture.

Glenn left the magazine ownership, and Amy and I started an LLC here in Illinois. With Glenn still writing for us, we survived and grew. Hard to believe that was eleven years ago.



Amy with Chris Lane and Shelly Yowell from Whiteriver Productions.

Strange how things sometimes come full circle. We hired Jeb Kriigel to handle our advertising as he once did for *O Scale Trains*. Later we received submissions from Brian Scace who also worked for them. Of course, I knew these guys from doing shows before and after we started our magazine. At most shows we even included pictures of their crew in our magazine. This month we have Martin Brechbiel with us continuing his Traction Action series. Martin also produces the *New Tracks Modeling Observations*.

Amy and I can't thank all of you enough for the support you have all shown us through the years. With a worldwide audience, not only readers but also authors, we continue to be your *O Scale Resource*. We are always looking for articles, pictures, workbench and most anything scale O. Trust me, you don't need to be a professional writer or photographer. We'll help you all the way through. **[Download our author information here.](#)**

Eleven years, over 6000 readers, and we're still bi-monthly and free. **[Don't forget all our back issues are available here.](#)**

On another note, we lost a great modeler in Al Judy a few weeks ago. Please see *New Tracks* in this issue for fond remembrances of Al and his many contributions to O and O narrow gauge.



Also, we lost another friend in Bob Heil. Bob was Sunset Models / 3rd Rail representative for many years. He was a fixture at many shows. Our thoughts and prayers go out to his family. [Here is a link to the OGR forum about Bob's passing.](#)

This month, we announce the New Tracks 2024 Scholarship winners along with the New Tracks remembrance of Al Judy.

We welcome Martin Brechbiel aboard featuring his Traction Action column and William Davis joins us with Modeling Critters.

Barges For a River Mine is the subject this time from George Paxon along with Part 2 of Super Detailing the All Nation Line NW2 Switcher by Greg Viggiano. Plus News You Can Use, Show Schedule, Workbench and so much more.

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

Happy Reading & Happy Modeling,

Amy & Dan Dawdry

BUY US A COFFEE



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

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

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

Therefore, if you are getting a good read and enjoying the information, please "buy us a coffee" and help us continue to bring you the best in O scale information. **Hey, even a buck an issue every few issues will help.**



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

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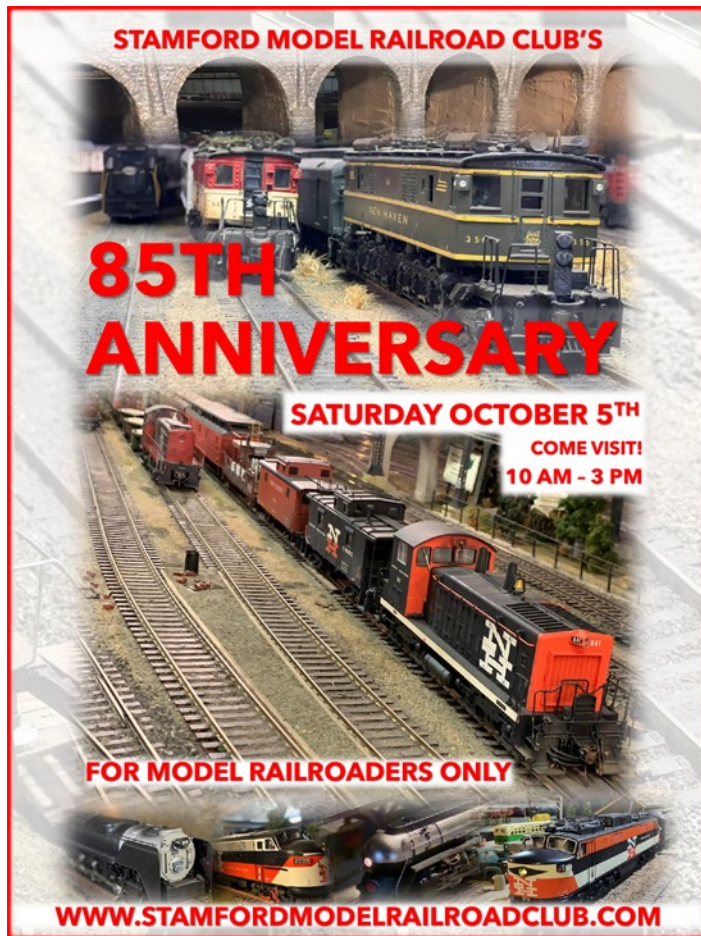
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NEWS YOU CAN USE

Stanford Model Railroad Club's 85th Anniversary will be on Saturday October 5th. For model railroaders only, there will be opportunities for the modelers to see the layout with Members of the club and see the layout from operating section and look at the layout at all of the vantage points. Members will explain the scenes and the points of interest. The layout is 160' x 80'.



STAMFORD MODEL RAILROAD CLUB'S

85TH ANNIVERSARY

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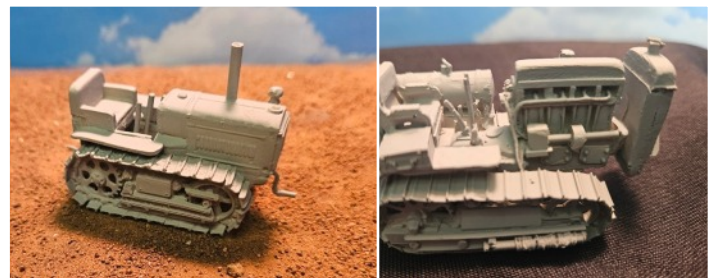
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WWW.STAMFORDMODELRAILROADCLUB.COM

For more information please see their website.



They have brought back the Cat 30 caterpillar painted with gray primer and ready for you to paint and place on your layout. You will receive a exhaust pipe that you have glue on the exhaust manifold. Measures 2 5/8" by 1 7/8" by 1 1/2" tall before you add the exhaust pipe. Also a new model of a McCormick-Deering Tractor primed and ready for you to paint and place on your layout. You will receive a exhaust pipe that you have glue on the exhaust manifold. Measures 2 1/4" by 1 1/4" by 1 1/4" tall before you add the exhaust pipe. All resin model.



See their Website for these and more.



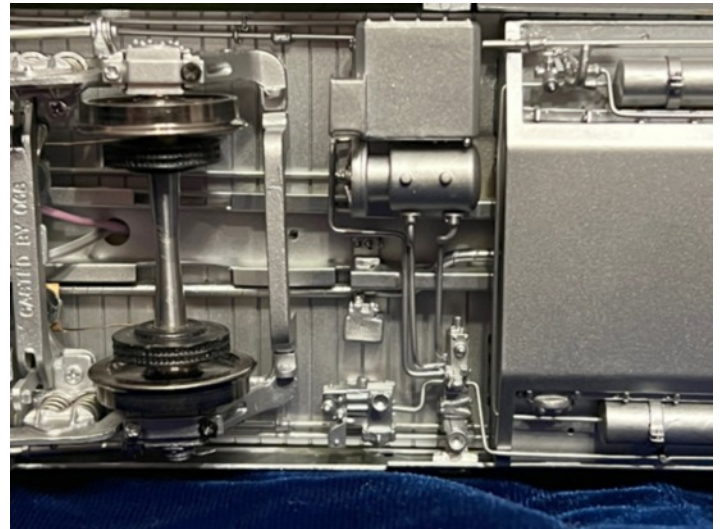
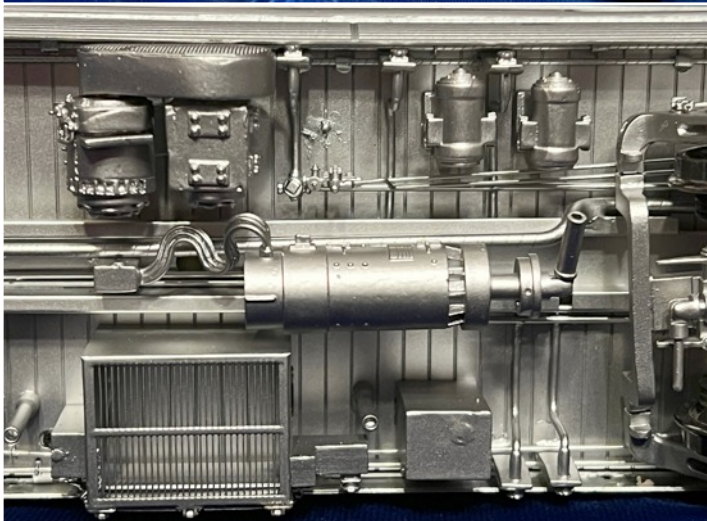
Some New O scale releases from **Rusty Rail**. This is a oil tank on concrete supports. You also receive a 3D printed valve to add to the tank. The oil tank measures 2 1/2" by 1 3/8" and 1 3/4" tall. All resin casting unpainted.



Roger Lewis of Wasatch Model Company has an update on the new California Zephyr Passenger train.

Expecting Delivery this Fall. The detail is nothing short of phenomenal.

More information from Roger at:
wasatchmodelcompany@mac.com



Announcing another new kit from [B.T.S.](#)

This single-stall engine house is perfect for standard or narrow gauge locos up to a scale 82' long. It can be built without the shop or with the shop placed on either side.

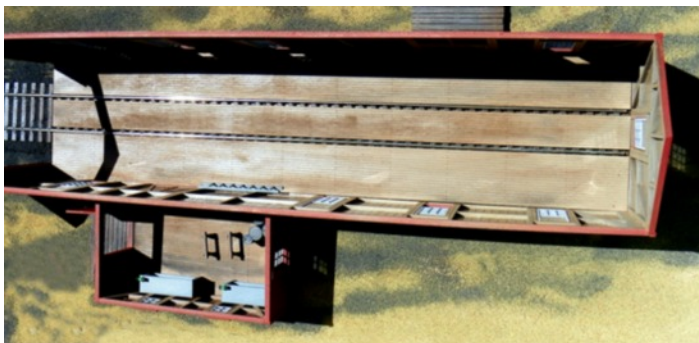




Build it with or without the shop.



And a separate kit is available to replace the back wall with a loco door for a run-thru engine house. The kit features laser-cut parts with full interior framing detail, positionable windows and doors, flooring, and removable roofs. Workbenches, ladder, sawhorses, and detail castings are included. Battens can be installed or left off (as shown) for a simple board siding look. The main building footprint is a scale 84' x 21' with 26' x 20' workshop.



#17451 O Scale Engine House \$259.95
 #17452 O Scale Run-Thru Door \$ 34.95

And if that is not enough Bill has released another new kit, 2nd Street Series Single-Stall Garage.

“2nd Street” is typical of the neighborhoods in all small towns across America dating from the early 1900's until today. And as the automobile became the ‘thing’ for everyone to own, the need for a storage place to secure that investment was needed. The garage became the common structure in the back yard. The good folks on 2nd Street wanted to keep their prize autos safe from the elements.



A driveway of concrete, brick, or gravel leads from the street to the garage in the back yard. Sometimes access was from the alleyway behind the house. This kit consists of laser-cut basswood, cardstock, and plywood. Three-tab shingles are included. The tabbed construction eases assembly. Interior floor is included and the doors can be installed open or closed. Footprint is a scale 10' x 20'. O Scale \$33.95

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



[White River Productions](#) is pleased to announce the release of the 2024 On30 Annual. Over the past 19 years, our publication has consistently provided readers with a captivating journey through the world



of On30. Our commitment to delivering high-quality content, showcasing remarkable layouts, and sharing expert tips on building models has made us a staple for narrow gauge enthusiasts. The 2024 On30 Annual features 116 pages of exclusively On30 and narrow gauge prototype

information. Printed on high-quality coated paper, this softcover publication is dedicated to great O scale narrow gauge model railroading! From exciting layout tours, including club-sized, home, and portable show On30 layouts, to in-depth construction and kitbashing articles, there's something for everyone.

[See their Website to order.](#)



[Lou Houlemarde and Central Locomotive Works](#) has moved!

7706 SW Marshall Drive
Lawton OK 73505

Expect to be up and running by mid August. Orders are being accepted for SD40-2, SD38-2, SD40 and SD39 models. Contact Lou at clwusa@verizon.net or call 760 221-5558 for more info.



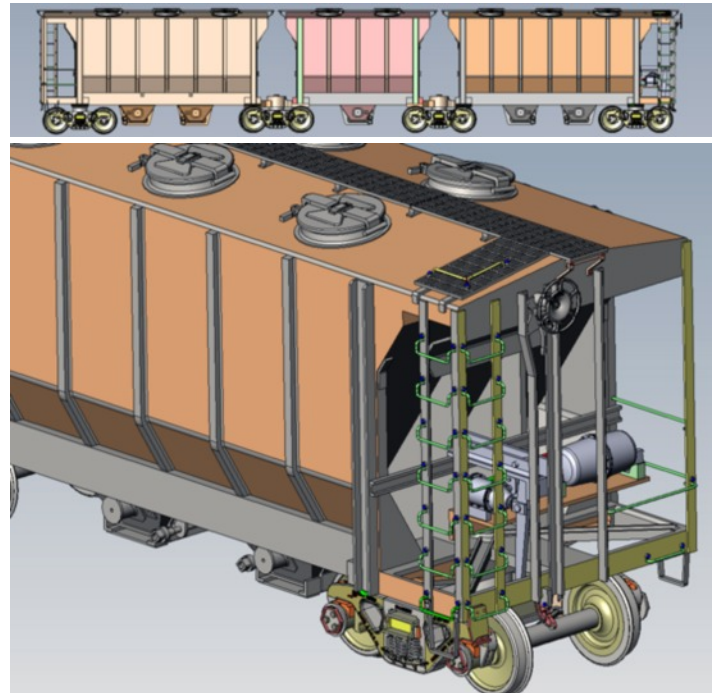
[David Vaughn of Wit and Wisdom Models](#) says "Cementipede Kits Coming!"

John Armstrong imagineered a 200-ton articulated covered hopper for his proto-freelanced Canandaigua Southern. He named the car the "Cementipede" after its articulated-multi-truck construction and its cement lading. John designed the model using prototype practices. He then built a model of the car in O Scale 2 Rail. The finished model elicited considerable buzz in



the hobby, but John never published the plans or wrote an article about its construction.

Wit and Wisdom Models acquired John Armstrong's original plans, project notes, photos, and the original Cementipede model. Working from these resources, Wit and Wisdom Models and Jim King of Smokey Mountain Model Works have been developing a kit for modeling the Cementipede, never before available commercially. Jim is a knowledgeable and experienced designer and brings great familiarity with prototype practices. He has tightened and updated some design aspects of John's model and has navigated a number of production challenges. Design is complete; production will follow. Here are some of Jim King's CAD drawings for the car.



The car will be 3-D printed using a durable resin, with detail parts to be separately applied. It will include two pair of Atlas 100-ton trucks and custom

decals to allow the model to be lettered as John built it, with additional numbers in the same series or lettered for another road of the modeler's choice.

The car will only be offered in kit form, although Wit and Wisdom continues to search for a person to assemble, paint and letter the models. The model will only be offered in O Scale (1:48) at this time.

Production will be limited to a single run of 60 kits, sequentially numbered. Kits should be available by the end of the year. Several design and production questions are still open, so we are not ready to announce a price. However, think of the kit price-wise as three box cars (one for each of the three body units), triple the detail parts plus two pair of trucks.

We will be reporting progress on a regular basis through our website and email list. To receive updates and reservation information, click on our ad (Wit and Wisdom Models) or go directly to Wit-and-Wisdom-Models.com. To be added to our Cementipede Reservation and Interest list, [please fill out this Google Form by clicking here.](#)

Thanks for hanging in with us. Reach out with questions. Tell your friends about the kit. This will be a one-shot deal; don't be left behind.



[Atlas Premier Funnel Flow Tank Car](#). Tank cars are one of the most specialized freight cars on the rails today, with numerous design features and sizes available to handle a wide variety of products.

The Funnel Flow concept – where the middle of the car is lower than the ends – was invented in 1967 by Union Tank Car Company. This distinctive "bent" design is used for products that are unloaded by gravity, and the shape works to funnel the material to the outlet at the lowest point of the car, which results in a faster and more complete unloading process than a standard straight-bottomed tank. This is especially helpful in unloading slurries (kaolin clay, carbonates, etc.) and thick materials such as asphalt or molten sulfur. Other common loads include foodstuffs such as oils, syrups, and molasses, and various chemical products and solvents.



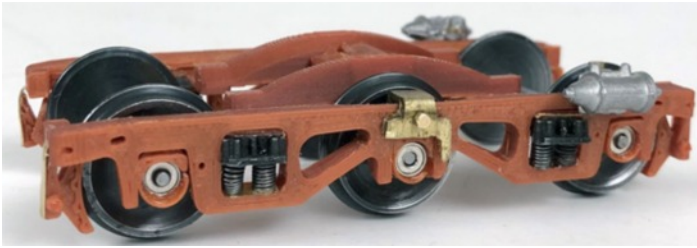
Features: • Intricately Detailed, Durable ABS Body • Prototypical Paint Schemes • Die-Cast 4-Wheel Trucks • Fast-Angle Metal Wheel Sets with Needle-Point Axles • O Scale Kadee-Compatible Coupler Mounting Pads • Separate Metal Handrails and Details • 1:48 Scale Dimensions • Unit Measures: 11" x 2 5/8" x 4"



[New items from All Nation Line.](#)

All Nation American Steel Foundries Basic Freight Trucks 6-Wheels KIT

In the last issue we released our Digital Twin ACL Stainless Steel Whopper Hopper specifically for scratch builders. Since then, we have developed and released the American Steel Foundries basic truck kit for the hopper car. With an easy, unique way to attach the trucks on and off, we know you will enjoy the assembly and use of these trucks. Take a look here at the details which includes a video to get you started.



<https://allnationline.com/WP/?product=american-steel-foundries-basic-freight-trucks-6-wheels-kit-1-pair-pn509ank>

Whopper Hopper Comprehensive Detail Kit

In case the modeler wants to forego scratch building the digital twin, the majority of 3D printed parts can be used to build out the car using the patterns and templates from the twin. Thus, we have now released the Whopper Hopper Comprehensive Detail Kit. The kit has a 2-fold reason. First, when using the mock-up prototype, you will eventually do a limited assembly as scratch building proceeds in your specific material. This kit provides the convenience of having all the parts sourced in one package. Second, if the modeler foregoes scratch building and would like to build the mock-up out instead using many of the already printed items in the mock-up prototype, you would also benefit from the detail parts. More importantly, this detail kit includes several replacement items (i.e., part substitutions) (e.g., the modified center sill bolster platform frame ends) that would be required to finish the 3D printed model and mounting of the trucks.



The difference and reason for utilizing these parts to substitute those in the mock-up parts list is to make it easy to use our ASF trucks with Kadee Couplers and arrive at the correct coupler height. Further details on the detail kit can be found on our site.

<https://allnationline.com/WP/?product=whopper-hopper-comprehensive-detail-kit-pn515an>



The All Nation Line Roundhouse Train Game

Recently we announced a fun, unique, handcrafted new board game, “The All Nation Line Roundhouse Train Game”.

When you play this game, you will have hopper loads of good times, conversations & laughs!

There is a bit of healthy competition from game-to-game between players and even between clubs!

The game has excellent visual and interactive learning aspects regarding 4 different kinds of railroad cars (Switcher, Caboose, Tank Car, Reefer).

What is this game about?

There are 4 cars in the Roundhouse that need maintenance. Each car has 5 parts that are required to get that train out of the roundhouse.

The winner is the first person to get all 5 maintenance parts for at least 1 of the cars in the Roundhouse.

When a player thinks they have all 5 parts to a car, they yell “ALL ABOARD, THE TRAIN IS PULLING OUT!” Winner’s Reward is both monetary & prestige awards (at least until the next game :-)!)

Come along on this ride and have some fun! We hope you enjoy many hours playing this game. It is meant to create a time when you can sit with friends, have some laughs and share stories arising from the different lingo within the game. By sharing stories and knowledge it is a way to hand down the legacy of the model railroading experience. It is a game that can be shared between family, friends, teenagers, clubs and yes, even between scales! It would be great for club night or game night for any venue.

We have a few games in stock, and will be accepting email requests up until November 15th so that we can do our best to have them in stock in time for Christmas and holiday deliveries. See our website for further details.

<https://allnationline.com/WP/?product=all-nation-line-roundhouse-train-game-switcher-caboose-tank-car-reefer-wheel-handcrafted-pngame24sctr-pre>



Our friends at [Tru-Color Paints](#) and [Phoenix Precision Models](#) have some new products.

August, 2024

3D-Printed and Cast Resin Paint

5200: Matte, Sprayable White

5201: Matte, Sprayable Black

5207: Matte, Sprayable Seasoned Wood

Phoenix Precision Models

33600- Sacks on a Pallet- Full (2)

33601: Sacks on a Pallet- Partial (2)

33631: Large Earthmover Tires- as a Load for Flat Cars (1)

September, 2024

3D-Printed and Cast Resin Paint

5204: Matte, Sprayable Light Brown (Tan)

5209: Matte, Sprayable Dark Blue

5211: Matte, Sprayable Salmon

Phoenix Precision Models

33575: Fuel Dump (1)

33585: Box for IR Sensor (2)

33610: 8' Work Table (1)

If you or your readers have any suggestions for new colors or new paint sets, email us at tru.colorpaint1@yahoo.com. If we can find enough information on the color, we could put it in the next year's product schedule. If you or your readers have any suggestions for new 3D printed objects, email us at phoenixprecisionmodels2023@gmail.com. We are always looking for new things to print.



New paint for [Atlas 55 Ton Coal Hoppers](#).

During World War I, the US railroads experienced a critical equipment shortage due to increased traffic needs. This 55 Ton Hopper Car was one of the body types designed by the United States Railroad Administration (USRA) to relieve this shortage. Built in 1918, 25,000 of these cars were primarily assigned to the great coal-hauling roads of the east and mid-west.



The car design was very successful and later became one of the standard cars of the American Railway Association. Features: • Upgraded tooling with modern brakewheel arrangement • Die-cast centerbeam and chassis • Wire grab irons • Die-cast stirrups • Opening, sprung hopper doors • Die-cast Andrews trucks • Prototypical painting and lettering • Scale die-cast couplers and 33" wheelsets (2-Rail) • Minimum diameter curve radius (2-Rail)



[See the Atlas Website for all the new versions.](#)

Model Railroad General Store is having a 10% off sale for our readers.

Check out their 2-rail RR Skewed Lt 45 degrees Grade Crossing for Atlas O Straight track.



Also Heat shrink, magazine, fiber optics, tools and more.

Use code S924 to get 10% off for a limited time only!



The [Railroad Model Club of Atlanta](#) Announces New Building!

Club is looking forward to a new era

Founded in 1937, the Railroad Model Club of Atlanta was the home for the Great Southern Lines 1:48 O Scale 2-rail layout operating in a building it owned in downtown Atlanta. In 2023 the club sold its building and removed and stored historic elements of its layout that have appeared in memorious magazines over the years and is looking forward to incorporating these features into their new layout.



We encourage individuals that would like to be involved with the newest, most formable 1:48 Scale 2-rail layout in the Southeastern United States that's drawing in new members from as far away as Florida, so join today and also be a part of our 90th Anniversary Celebration in 2027.

For more information contact:

Dan Mason at:

dan@railroadmodelclubofatlanta.com

tele: 770-337-5139

or

Joe Congemi at:

joe@railroadmodelclubofatlanta.com

tele:404-374-2370

We'll keep you updated!





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Phoenix Precision Models is a new manufacturer of 3D-printed parts, vehicles, buildings, & accessories for model railroading, diorama building, and military modeling.



MODELS

These detail parts and vehicles are 3D-printed in gray resin, and come with the supports off the model, and are undecorated.

They are available now from your favorite distributor. Or, you can contact us either by phone or email at phoenixprecisionmodels2023@gmail.com to inquire into our 3D-printed products, or come visit our website at www.phoenixprecisionmodels.com.

August, 2024

- PPM-33600 Sacks on a Pallet- Full
- PPM-33601 Sacks on a Pallet- Partial
- PPM-33631 Large Earthmover Tires- For Flat Cars, as a Load



September, 2024

- PPM-33575 Fuel Dump
- PPM-33585 Box for IR Sensor
- PPM-33610 8' Work Table



Current

- PPM-33000 20' Container Construction Office
- PPM-33005 Lowboy Trailer, with Hitch
- PPM-33035 14' Open Utility Trailer
- PPM-33515 Closed Dumpsters
- PPM-33540 Tire Stack (of 4 Tires)



NEW SERIES- Paints for 3D-Printed & Cast Resin Objects

August, 2024

- TCP-5200 Matte, Sprayable White
- TCP-5201 Matte, Sprayable Black
- TCP-5207 Matte, Sprayable Seasoned Wood

September, 2024

- TCP-5204 Matte, Sprayable Light Brown (Tan)
- TCP-5209 Matte, Sprayable Dark Blue
- TCP-5211 Matte Sprayable Salmon

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



Phoenix Precision Models Website: www.phoenixprecisionmodels.com Email: phoenixprecisionmodels2023@gmail.com Phone: (623) 551-2548

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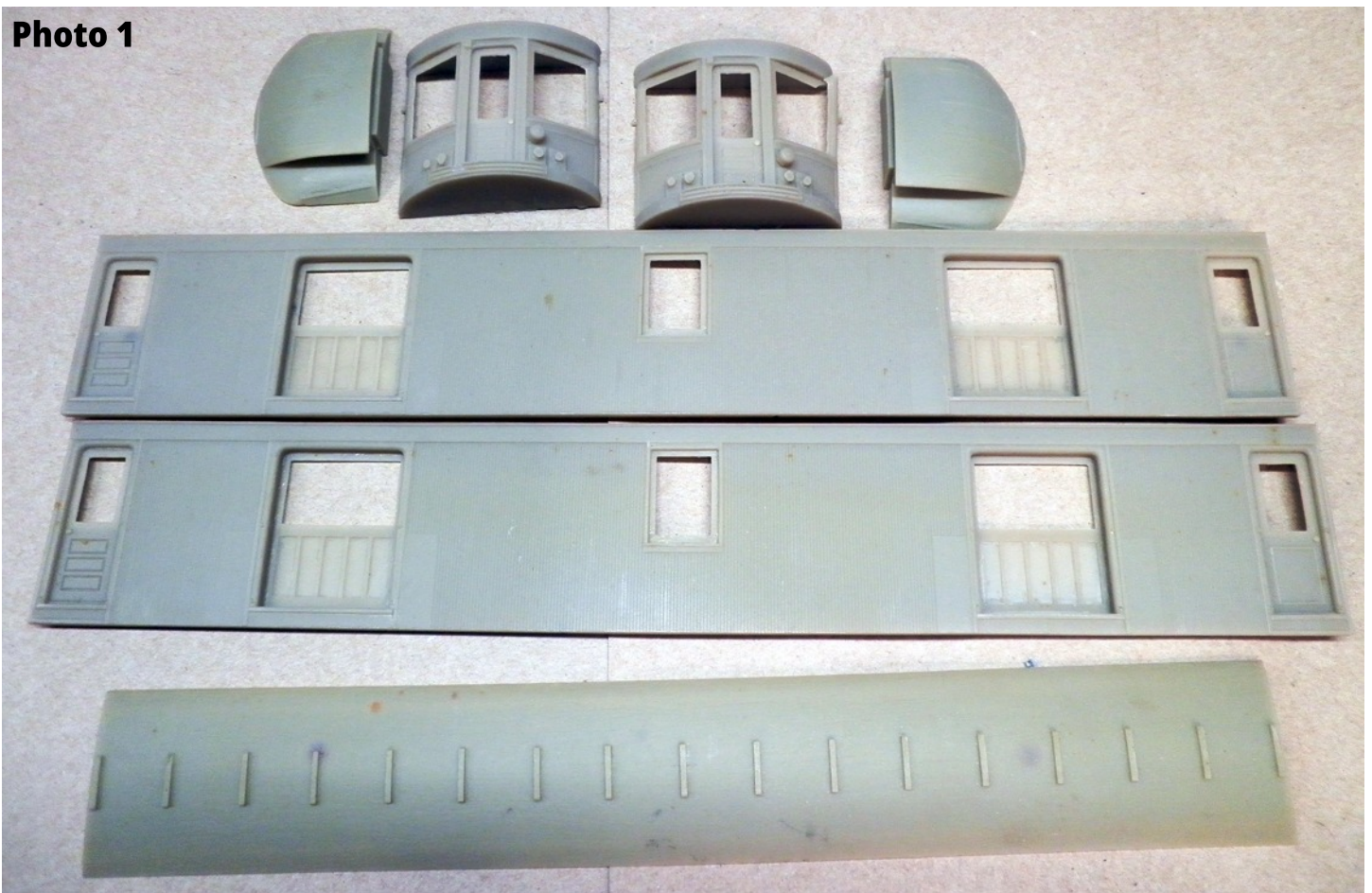
TRACTION ACTION

Visiting McGregor's and Hopping Down the Rabbit Hole

By Martin Brechbiel

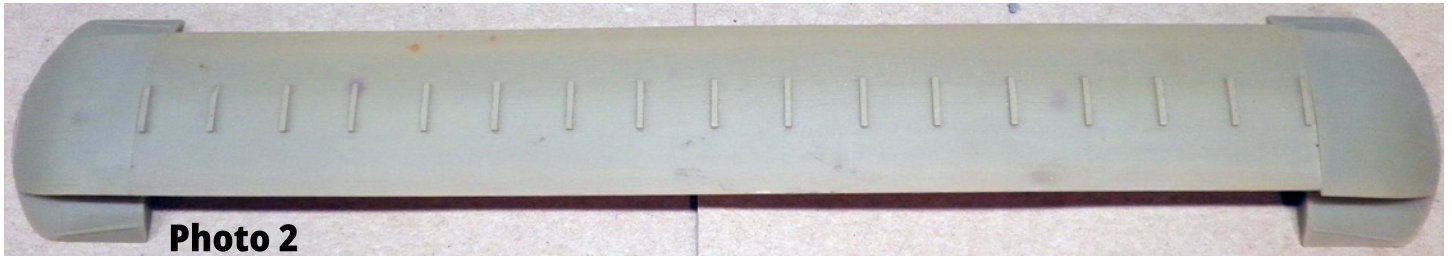
Some years ago a box or bag (I misremember which...) was thrust into my hands (that villain shall go unnamed) at a train show accompanied with a voiced declaration of “Do something with this....” or something of that ilk before scurrying off into the maze of bodies. No doubt he had a job as one of Pandora’s bag men in the past, but I digress. What was in the box or bag? Well, look at **Photo 1** and you’ll know. Took me a year or 3 before I dared looked in, and then once exposed to the contents I sighed in resignation thinking, well, here’s work for the rainy season (we don’t get snow anymore). And then I promptly inserted it back into the mountainous rack of projects to be considered someday in the future. Guess what, yes, you’ve got it all sussed out now, “someday” arrived as it often does without much joy, or celebration, but with more than a soupçon of resignation along with a mild bit of wailing at the walls, but no rending of cloth. Since it’s that time, if it were done when 'tis done, then 'twere well it were done quickly.¹ Mayhap we’ll have to just settle for just being done over this time.

Photo 1



So what have we got here to play with this time? Two ends and sides; that makes the rest easy, right? No floor, but then that’s what sheet basswood and/or styrene is for unless we want to get unrestrained and cudgel together a brass floor. I think we’ll pass on that exercise. Of far more importance to this enterprise, where’s the roof? Whoa, we’ve got pre-formed ends! This revelation prompted celebration in the workshop and there was mass consumption of cereal (the sugary kind!). And then, where’s the rest of the roof, you ask, and well may

you ask. The top of the clerestory roof is present and accounted for, but the lower sections and window bits seem to have gone astray (**Photo 2**). Someone is going to get a good solid what for when I espy that bagman in an aisle at another the train show. That stated, once I scrounge around the shop a bit I think we'll have a decent length of "good enough" to take this forward, probably without significant bloodshed, too.



Scrounging about does pay off as does going to trains shows and meets poking about into boxes under tables and those hiding around back in the shadows. Somewhere in the deep, dark past I managed to grab a handful of clerestory roof sections knowing by sight that they were not standard passenger car roof, but rather instead milled out in width and configuration for traction and trolley use. There in a box around back of the radial saw was just such a section with a profile that matched the cast ends (**Photo 3**)! Huzzah! More celebrating was performed! While solving one issue this failed however to forfend need of an uncomfortable forced marriage between resin and wood. We'll return to that in the near future.



But first we'll start putting some of these parts together. The sides have a nice rabbet along the bottom inside for the floor to slot into neatly (**Photo 4**). So it all seems a simple exercise of tacking the ends to the sides squarely, making a floor that properly fits up into the sides, and then putting together a bit of the underbody odds and ends, with a selection of fiddley bits retrieved from the parts bins. I'm working through this adventure by the seat of my pants (sweatpants, mind you!). I'm also declaring myself free to peruse and arrange the various underbody bits as I might like them so we're going to stray from the prototype (whatever it might have been...). Fair warning! But it's all in good fun, too!



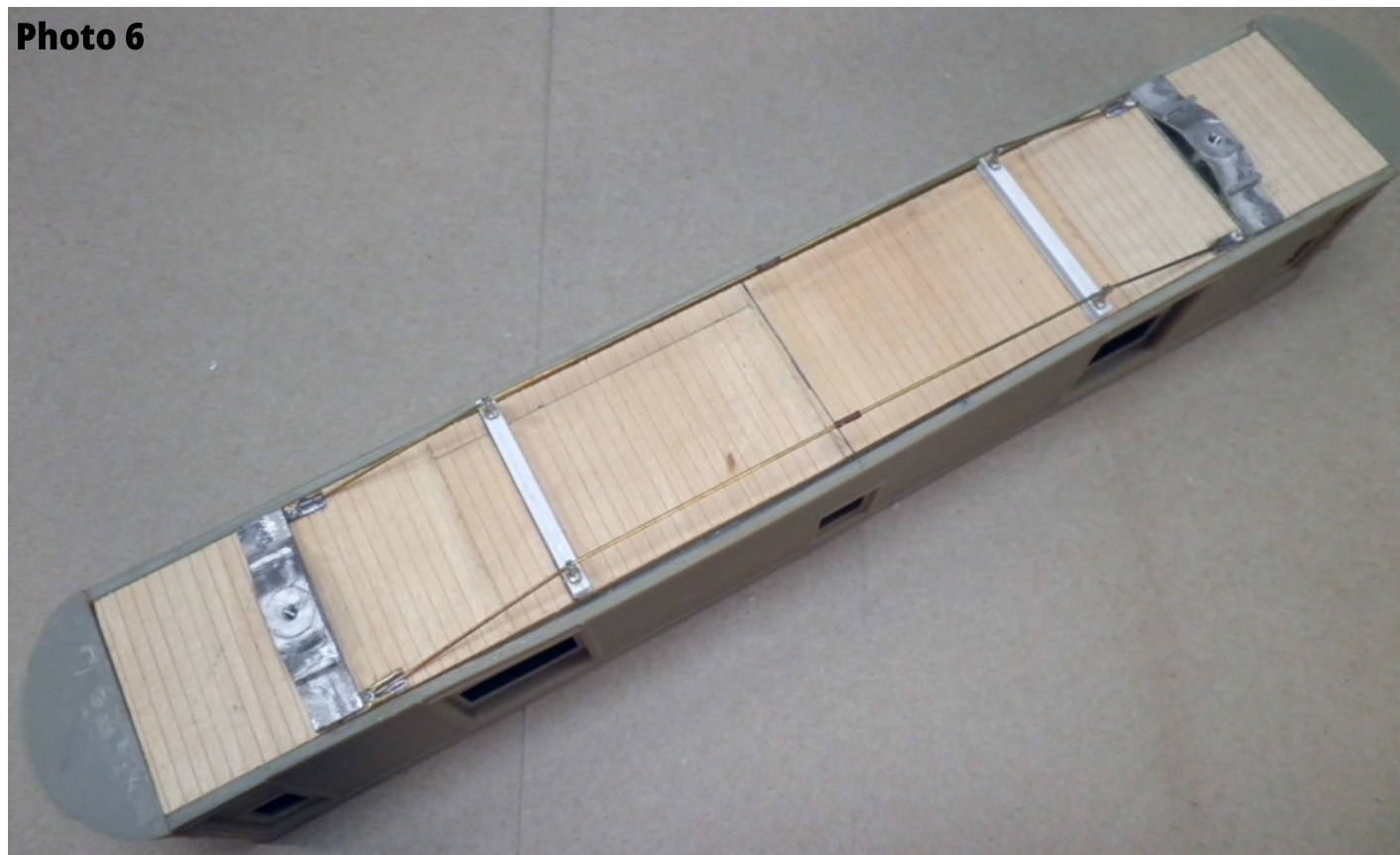
True to my word and expectations, tacking the sides and end together using Goo and CA working top down on one of my glass work surfaces resulted in neat and tidy body shell (**Photo 5**). This shell provides the dimensions for the floor. The floor was cut out of some sheet basswood using a thickness that after the addition of a surface of scribed siding left the floor near flush with the bottom of sides and end when dropped into (or carefully placed...) in between the shelving of the sides. Thus begins the fitting out of the underbody and those fiddley bits. First up, body bolsters (Current Line) were added to the floor in anticipation of the wheelbase of a drive truck and trailer that would be fully under the body and not up into the car body. I have always found that sort of drive to be unseemly, even in freight motors.

Photo 5



Needle beams were fabricated from two pieces of Evergreen Styrene channel sandwiching a section of styrene strip using MEK. Queen posts (Q-Car?) were mounted into the needle beams and secured with CA. Four truss rods sections were made from 0.025" phosphorbronze wire (Tichy). A bit of brass was soldered to one of the ends of each of the four to add mounting plates for attaching that one end adjacent to the car bolster. A little bending about the sections and all four parts were put into place resting on the queen posts. Turnbuckles (Tichy) were slid into place connect the truss rods together and all was secured in place with CA (**Photo 6**).

Photo 6



Adding the fiddly bits required raiding my traction parts bins quietly residing in the back of work space No. 1. Those old storage trays for 3.5" computer disks make great parts for model railroad parts bins (hit those yard sales!). After rummaging through a few bins, I managed to extract a few bits (Wagner Dynamotor C-525, Keil-line 48-618 Traction Fuse, Current Lines C-70 and C-71 Air Tanks and C-13 Resistors (6), and Q-Car CS42 Battery Box and CS050 Brake Cylinder 8"x10" w/ Levers) that were arranged on the underbody and then firmly attached into place as per **Photo 7**. The ends of the brake levers were drilled out to accept some 0.020" phosphorbronze wire to simulate connection to the trucks.

Photo 7



Photo 8



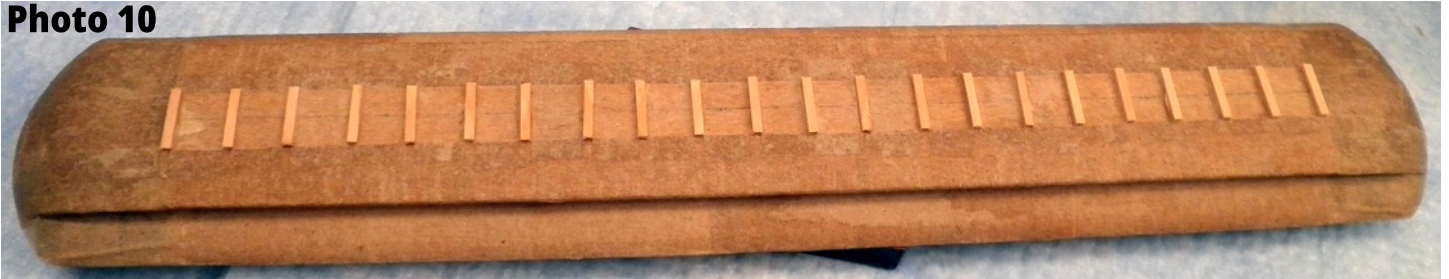
Photo 9

The body got a few more additions. Four steps were added at each freight door which were pinned into place to minimize their getting knocked off at some future date. The majority of the interior is freight space, but there were two partition walls behind each cab end and the side castings very nicely provided slots to drop said walls into place. However, looking back to **Photo 1** one can see that I'm missing those walls. Some scrap styrene, a pair of 5-panel doors, some 1" x 4" strip styrene, and MEK applied remedies the missing walls condition (**Photo 8**). Controller parts also need to be added at each end, but those won't get installed until after the interior ends have been painted and all of the windows and doors have been glazed. That probably also includes getting the exterior painted as well. In the meantime,

handrails on both sides of all the doors were added using 0.020" phosphorbronze wire (Tichy). The side castings provided some just barely there dimples spotted in place for drilling holes for these handrails. I started each using a pin vice and then completed all using my battery powered Dremel. This insured that each hole got drilled cleanly (**Photo 9**).

Since painting temporarily put a hold on the further body work, the roof and all the details that go there and its finishing moved to the forefront. The joinery between wood and resin was not 100% perfect, so some filling and sanding was needed. But this also is not 100% critical either as everything is going to get covered with “canvas” and then “tar” prior to the addition of all of the details and the roof walk. The roof walk supports were added first and made from some 3” x 4” glued in place. That done, some 50% overlapping simple ply paper napkin (Panera) was added and secured with diluted Carpenter’s glue. A good stiff short bristle brush is handy here to push everything into its proper location. The overhang was trimmed off with a fresh No. 11 scalpel (Photo 10).

Photo 10



The weather cooperated such as that might be possible, and the underbody got a coat or 3 of flat black out in the driveway (Photo 11a).

Photo 11a

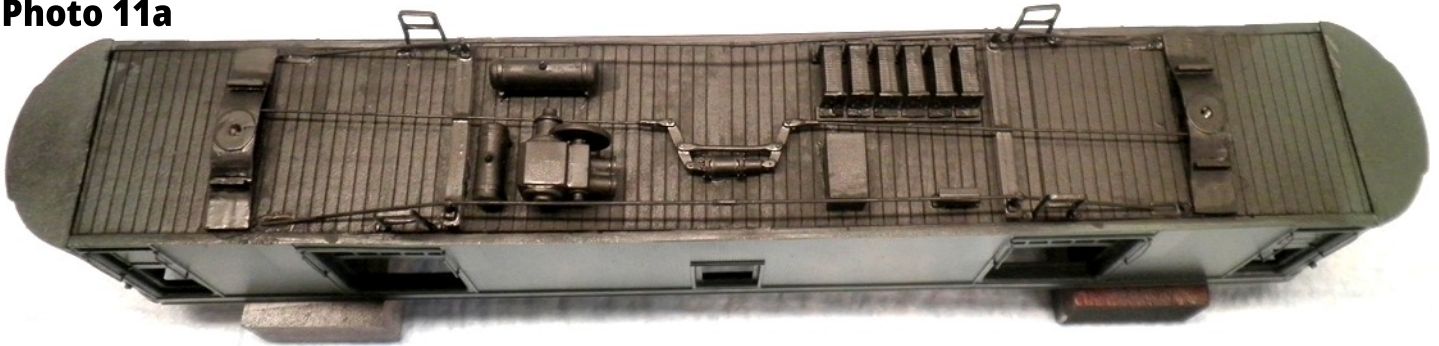
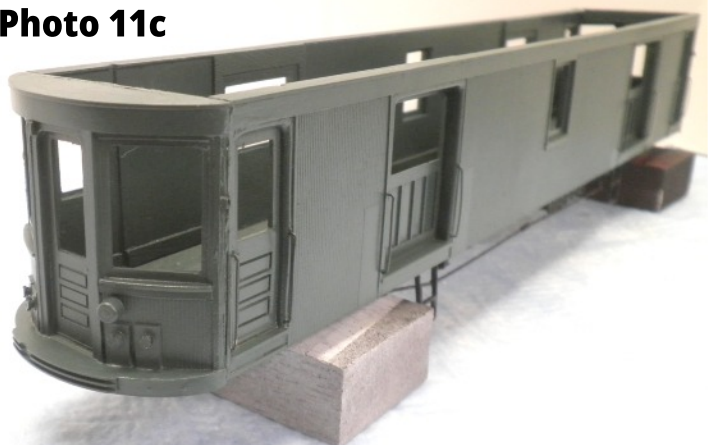


Photo 11b

Word of caution and experience here! Mixed materials, e.g. resin and wood, in high heat (such as direct sun over blacktop at 90+ degrees) when cooled too quickly can warp significantly really ruining your day and your model. Stepwise cooling seems to traverse this negative result. Very quickly thereafter the sides, ends, partition walls, and interior were painted Hunt Club Green (not my usual Weyerhaeuser Green!) (Photos 11b, 11c).

Photo 11c



While letting the painted body cool and paint to cure, I hopped back over to work on the roof where a change of both heart and mind manifested after I had painted the entire roof Dark Lark Grey (Floquil), had added the pre-painted roof walk (Tie Brown HO 4" x 12"), along with the two smoke jacks (Train Craft castings that were clear drilled and secured into holes with Goo and CA. Two roof mats (Keil-Line 48-500), also pre-painted, had been added to each end. A pantograph (Walthers 933-124) presented itself to me along with a zip-lock bag of insulators. Judicious application of a razor saw to remove some of the roof walk and needle nose pliers were applied not unlike amateur dentistry to extract some roof walk supports. A patch job of napkin and paint was necessitated to prepare space for the pantograph. Holes for 2-56 screws were marked out on the roof using the pantograph as a template and drilled through the roof. The insulators were clear drilled for 2-56. The pantograph was secured to the roof using four long 2-56 screws with a double stack of insulators. Threading screws into or through wood is more than adequate to secure the pantograph which was pre-painted in part prior to its mounting (**Photo 12**). A wire from the one support screw was added later threaded down through the roof for future considerations of overhead power being an option.

Photo 12

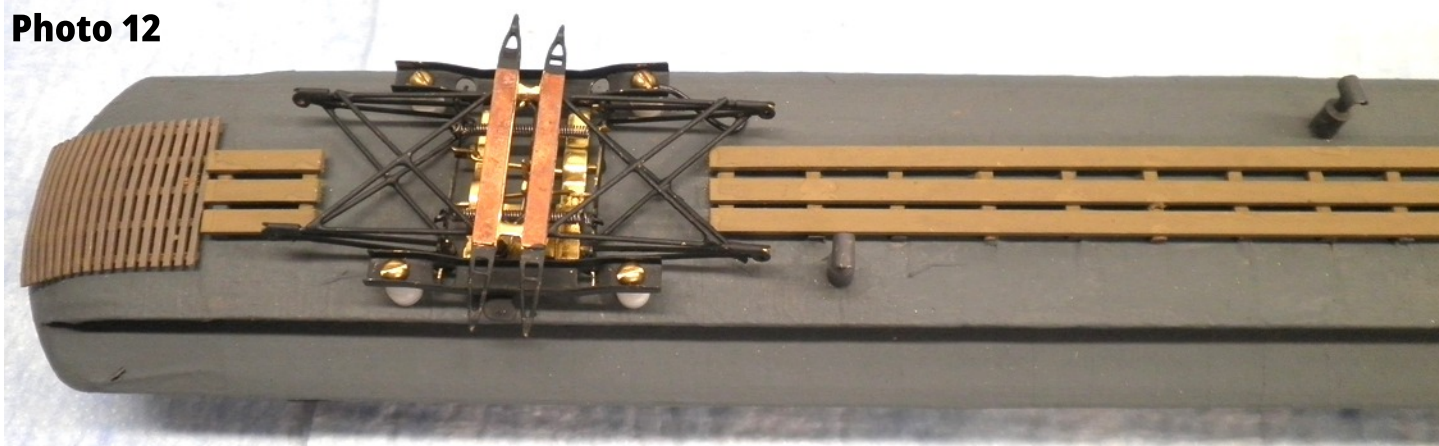
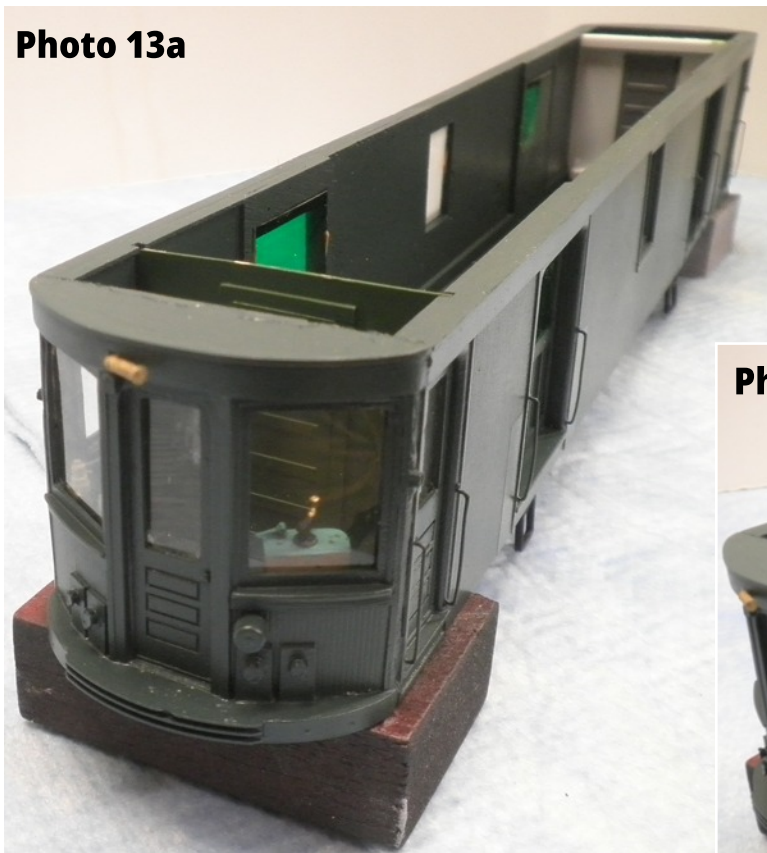


Photo 13a



Before the roof was attached, all of the windows were glazed. The freight doors got green glazing, the center window got white frosted glazing, and all of the end doors and windows were left with clear glazing. Controller stand details (Q-Car K72) were added to each end (**Photos 13a, 13b**).

Photo 13b



Photo 14



Flipping the car over, couplers had to be cudged together. Using some draw bar extenders (Brass Specialist) with Kadee couplers, I managed to assemble what will work nicely for a pair of radial couplers. The brass castings do take a bit of time with the Dremel and a file to get the center to fit into the space in the Kadee, but once in place, a little 2-56 screw holds it all together, and it's done (**Photo 14**).

A little touch up work and an added brass whistle at each end finalized the car body. Some screws mounted the radial couplers, and a drive truck with a pair of older NWSL Magic Carpet drives with a matching trailing truck (wish I had a crate of these!) completed the body once they were mounted to the car bolsters. Last, but far from least was securing the roof.



I toyed with the idea of using some “super magnets” to tack it into place, but abandoned that option in favor of a pair of 2.5” pan head construction screws. These were in fact too long but served initially to mark the interior of the roof pushing them up through the floor. Once marked, a starter hole was drilled into the roof. About ¼” was cut off from the ends of the screws and using the old belt sander new points were added. Holding the roof on to the car body while passing the screws through blindly into the starter holes was an event accompanied with questionable, colorful language and debates on sanity, but in fact once the technique here was all sussed out, this exercise turned out to be fairly straightforward. In any case, the car is completed and now it’s on to the next project. I’ll probably step back to this one to letter it for the CG&W someday.

¹ (Macbeth, Act I, Scene VII, with sincere apologies to the Bard)







MODELING CRITTERS

By William W. Davis

One of things I like to model are critters. You know those little 4 wheel engines running around industrial plants, quarries, logging lines etc. Over the years I have built several from as little as 5 ton up to 25 ton. To get the kind of critters wanted I had to kitbash them from kits and RTR models. This article is a photo story of these critters. In it I will describe some of what it took to build them without giving step-by-step instructions.

The smallest one that I have built was built from a Grandt Line On3 5 ton Plymouth kit. The Plymouth kit came with an open back wall type cab, but I wanted one that was enclosed. So I modified the cab by scratch building a back wall. I also added side steps and a bell to complete the model. Then I painted, lettered and weathered it for my freelance Cornerstone Rock Inc. (Set 1)



I was given an HO Model Power RTR Plymouth. Since this model is large for HO, I figured I could use some parts from it and modify them for my On3 critter collection. I disassembled the engine saving only the side frames and the hood and tossed the rest. In my collection of plans was a set of plans for a 10 ton Plymouth. Using these plans I narrowed the hood and shortened side frames. Then I scratch built the rest. I wanted the diesel engine to show so I left some of the hood doors off and put an HO Life-Like diesel motor in the hood area. For a different look I painted it yellow but still lettered it for my Cornerstone Rock Inc. Unlike most of my critters, I chose to keep this one looking nearly new. (Set 2)

SET 2



Several years ago I purchased a Car Works 18 ton Plymouth. One of the few brass pieces I own. I added air hoses, Change the lights, the steps, removed the door and replaced the motor with a micro motor. I painted it Weyerhaeuser Green and dark gray and weathered it for my freelance quarry railroad. (Set 3)

SET 3



One of my favorite quarry railroads is the Arkansas Lime Co. They ran a three foot narrow gauge railroad until 2000. That was when they were forced to standard gauge the line because the narrow gauge could no longer keep up with the competition of other quarry operation in the area. Sadly, I never saw the narrow gauge run even though I had family living within an hour or so from the railroad. However in 2004, I was visiting family and finally was able to visit the railroad. It was standard gauge; however, the remains of the narrow gauge were still there but not being used. I took pictures of what remained especially the GE 25 tonner. Armed with that information, I decided to build a GE 25 ton like their engine. To accomplish this, I purchased a plastic kit for a GE 25 ton from the English company, Slim Rail. Using that kit, I modified it to resemble the engine I

saw at Arkansas Lime. The kit came with end steps, which I removed, and then scratch built new end beams that featured all the different hooks that Arkansas Lime used. Also, Arkansas Lime used link and pin couplers up till the end of the narrow gauge, so I scratch built a coupler pocket like the one on their engine. Finally, I scratch built the steps and added other small details. Arkansas Lime's engine was painted blue and white however I chose to paint my model Weyerhaeuser Green and dark gray and lettered it for my Cornerstone Rock Inc. Side note: today, the engine I photographed in Arkansas is now operating on a tourist railroad in Hawaii. (Set 4)

SET 4



Many years ago, Tom Yorke put out a kit for a narrow gauge Porter DE 25. I built one and later sold it to my friend, Mark Chase, for his quarry railroad. It was a nice model and I have always wanted to replace it. Several years later, Lambert Locomotive Works reissued Tom's kit with some upgrades. I bought one and built it, made a few modifications, then painted and weathered it for my Cornerstone Rock Inc.



Back in the 80's Tom Yorke had drawn a plan for the standard gauge Porter DE 25 and published it in his short lived magazine. After building the narrow gauge Lambert kit, I purchased a second kit because I wanted to also build a standard gauge Porter DE-25. I ended up building the standard gauge model based on Tom's plan and a DE-25 that is in the Campo Museum in Southern California. Much like the 10 ton I built, to build this engine I only used the hood and the side frames from the kit. However, to be correct, I had to modify the kit side frames. This was because there were differences in the narrow gauge side frames and the side frames on the standard gauge engine. The cab and the rest of the engine was scratch built. I painted it yellow but lettered it for my freelance industrial railroad W.C.C.K. Industries. (Set 6)

SET 6



Building the standard gauge DE 25 left me with half of a kit. I decided I would build a freelance critter using only the cab and an extra set of side frames. Then I would scratch built the rest. The result is a basically freelance engine, but friends who have seen it say it looks a lot a Davenport. Whatever! All my narrow gauge critters are On3 except this one, which is On30. I painted it Tamiya dark yellow and then heavily weathered it. I lettered it for my friend Mark Chase's railroad. (Set 7)



SET 7



Finally, the last of my critters is a Whitcomb 25 ton. This model uses part from a Foley Car and Locomotive Whitcomb kit. The kit was designed to be a 20 ton narrow gauge Whitcomb with an open frame. However, I wanted a standard gauge Whitcomb with a solid frame and side rod connecting the drivers. This type was a more common design and better fits my needs. So I scratch built that style frame. For the drivers I had a set of Grandt Line 18 ton Porter drivers and side rods in my parts bin. These drivers were not exactly the correct design, but were the correct diameter, and the side rods worked spacing wise so I used them. The hood and cab were from the Foley kit. He was kind enough provided a special set of front and rear wall for the cab because standard gauge engines had wider cabs then the narrow gauge engines. The engine is a composite of one that ran on the Crossville Brick Company in Canada and several other Whitcombs in my photo collection. I chose to paint it an off yellow and heavily weathered it. For lettering, I lettered it for my freelance W.C.C.K. Industries. (Set 8)



SET 8



Except for the Car Works 18 ton and a couple critters that used the Bachmann's On30 trolley mechanism, one I regauged to On3, all the others have scratch built drives using various size micro motors and gearing. Also, except for the Car Works 18 ton, which is brass, all the others were built out of styrene and resin parts with various details from my parts bins.

So what does the future hold? I want to scratch build a GE 23 ton boxcab. Yes, I know there have been brass imports and there is even a narrow gauge 3D printed kit available. However, instead of using any of those, I want the satisfaction of building one from scratch. That will have to be a story for another time.

Barges For a River Mine

By George Paxon

I grew up in coal country in southwestern Pennsylvania near the town of Monongahela. Coal in the area often cropped out along the many rivers and creeks just above water level. This feature is probably why the coal was easily found in the post-colonial days and why the coal mining industry quickly grew so large and important: the coal was easy to get at in the region. Deep mines with vertical shafts and hoisting equipment seriously increased the cost of mining. And in such circumstances the mineral was a bugger to locate in the first place. These were seldom problems along the southwestern Pennsylvania streams as the coal was easily seen as black bands on the hillsides. Coal was hauled out in small mine cars on an almost level track from the coal face to the processing facility which was known locally as the “tipple”. And to make it even easier, the coal seams were usually quite flat and often thick – as much as ten feet or more in places – with six feet being very common. The most prominent and valuable coal deposit in the area was the Pittsburgh Seam, and often it was called the “six-foot” due to its consistent substantial thickness of six feet or more.

Once the coal made it to the tipple, it was loaded and sent to market. Pittsburgh iron mills and other early local industries were the biggest early market and could consume, in those days, all the coal the mines could produce. Almost everyone heated their homes and businesses with coal, so it was a big seller in the seriously long and cold winters we had in the area. And, of course, the railroads were big users of the black diamonds. The developing electrical industry used quite a bit of coal to generate power as well. Later coal from southwestern Pennsylvania was transported to other industrial areas such as Northeastern Ohio, Chicago, and exported via the eastern seaboard and Great Lakes ports. Coke, a coal by-product, from the area was considered about the best in the world and it had an immense market as well. Much coal mined in the area was used to produce coke as the coal in the Pittsburgh Seam was of outstanding metallurgical quality essential for iron production. The local coke was shipped all over the world.

Coal was transported in the earliest times by river in small rafts. Such transport was seasonal and difficult. The rivers froze solid in the winter or were chocked with broken ice. They became too low for anything but the shallowest raft in the summer. They were raging torrents in the spring during the runoff from rains and the snow and ice melt. And you could only move loads downstream! Eventually the major rivers were locked-fitted with a series of low dams with locks to permit the passage of river vessels from one pool level to another. With this improvement rafts gave way to river boats and barges. But even in modern days, river transport could be difficult and exciting due to the whims of the river.

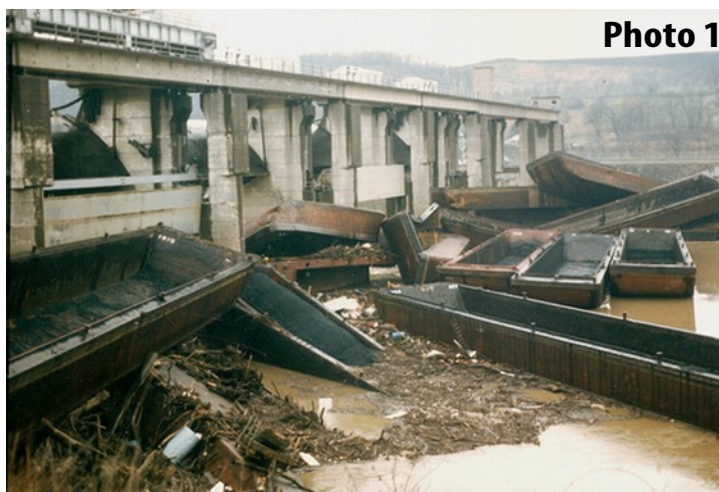


Photo 1

Photo 1 shows the aftermath of a recent flood on the Monongahela River with large modern steel barges tossed around like toys.

In between the raft era and the locks came the railroads. They were built along the riverbanks often for the express purpose of accessing the coal and encouraging further mine development. As a result, coal was transported by rail or barge depending on which was cheaper and available. It was not by coincidence that most steel mills in the region were located on rivers as the coal, coke, limestone, and iron ore could be delivered by barge which was usually cheaper than by rail.

There was some canal building in the area just before the introduction of railroads, but the rugged topography made this transport mode difficult. Canals were never a big player in the business of transporting coal in southwestern Pennsylvania. Canals were used for coal traffic in eastern Pennsylvania and down in Maryland and Virginia where the topography was more accommodating.

The major navigable rivers in the area were the Monongahela and Allegheny, which at Pittsburgh, formed the Ohio. The Ohio joined the Mississippi at St Louis. This vast river system provided access to many industrial areas along the path of these and many other tributary streams. A substantial traffic in river freight developed along the river system. Coal was a major river freight item, and it was transported and delivered to users all along this river system.



Photo 2

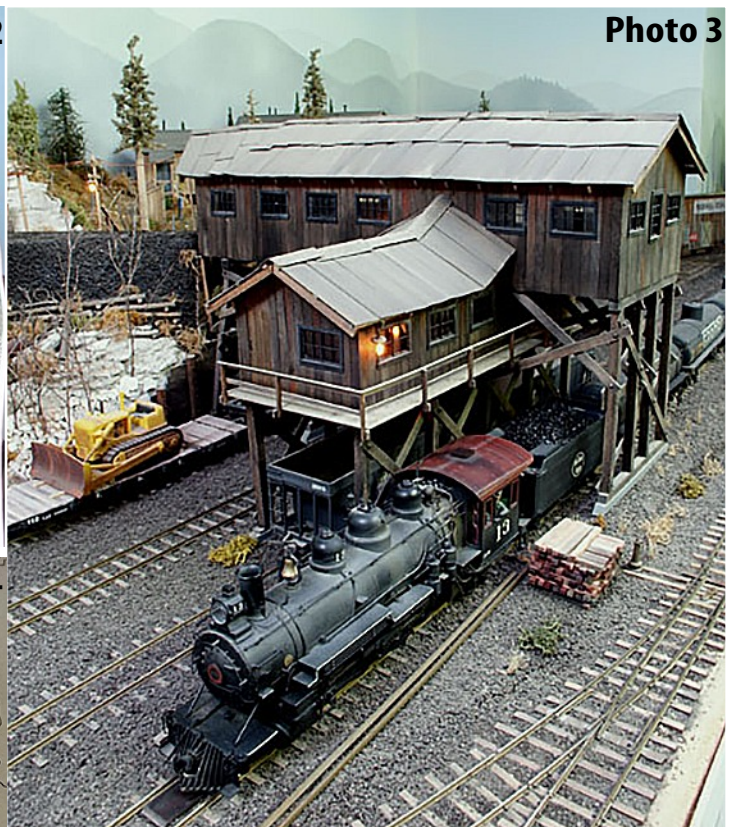


Photo 3

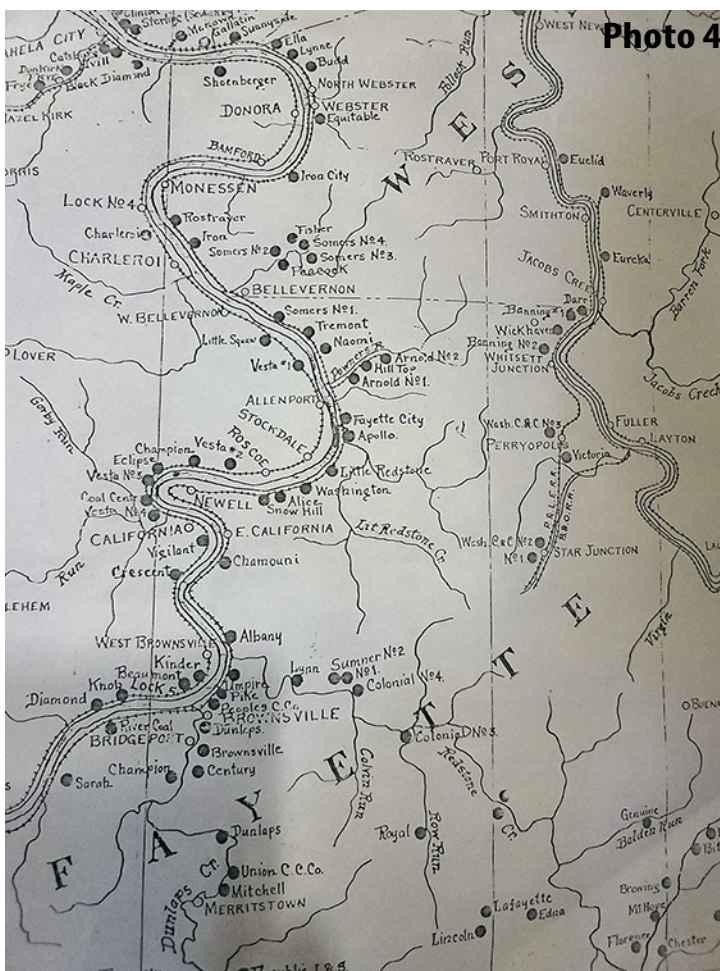
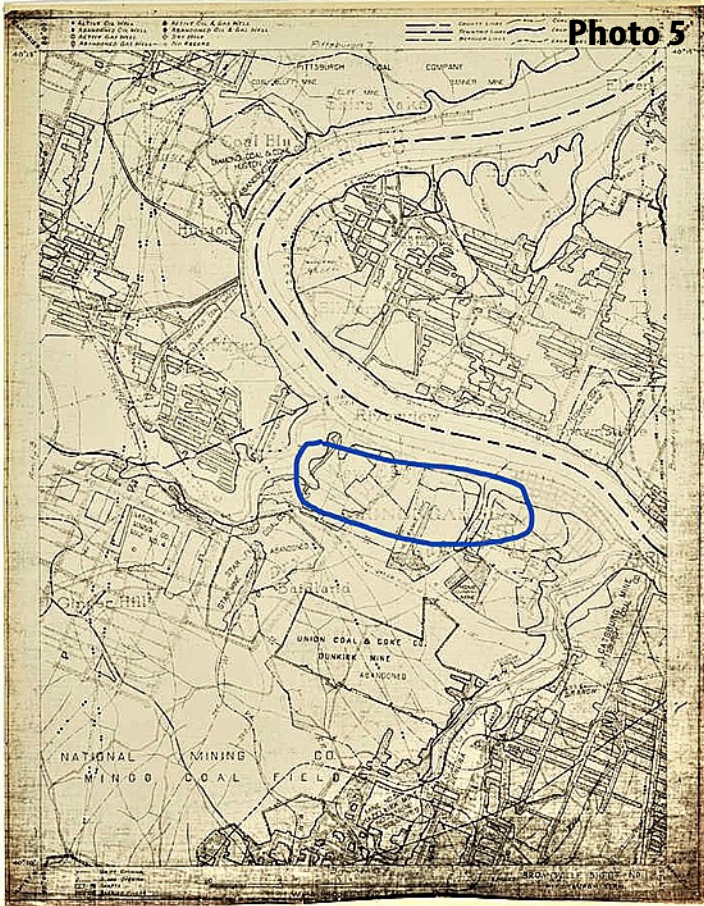


Photo 4

We are building our traction empire based on the southwestern Pennsylvania area of the country. One feature wanted was a river coal mine we remember. Our river mine will load coal both in railcars and barges. We have built a few coal mines through the years, and they will be re-homed on the ME Ry, but a river mine was also desired.

See Photos 2 and 3 for the existing coal mine models, then on my old narrow-gauge layout, that will be incorporated into the new layout.

At one point, there was a coal mine along the Monongahela River almost every mile or so on both sides of the river. Photo 4 is an old map of the river. You can see the many mines at that early date which are the black dots. This map is from Ryan Heckler. The exact distance between mines depended on the



extent of acreage owned by each mining company. Photo 5 is an old mine map of the Monongahela city area.

The reproduction quality is poor, but the blue marking shows the location of “downtown” Monongahela. The many underground working mines are shown as running almost everywhere for the various mines. Many of the mines along the Monongahela River were eventually owned by the Pittsburgh Coal Company, its predecessors, and successors. Some mines interconnected underground to enable coal removal by the shortest haulage to the rail and river loading facilities. Pittsburgh Coal Co. drove a drift into the coal seam from the river at select points to make the removal of coal most economical. At the town of Monongahela, we once had the Catsburg, and about a mile further upriver was the Black Diamond and next to it was the Victory. Just below Monongahela were the Mathias and the Cincinnati. Just across the river were the Mongah, the Manown, and the Sunnyside. All these mines were within 5 or so miles. I have included some very old photos of the tipples of the first mentioned, Photos 6 and 7 respectively.

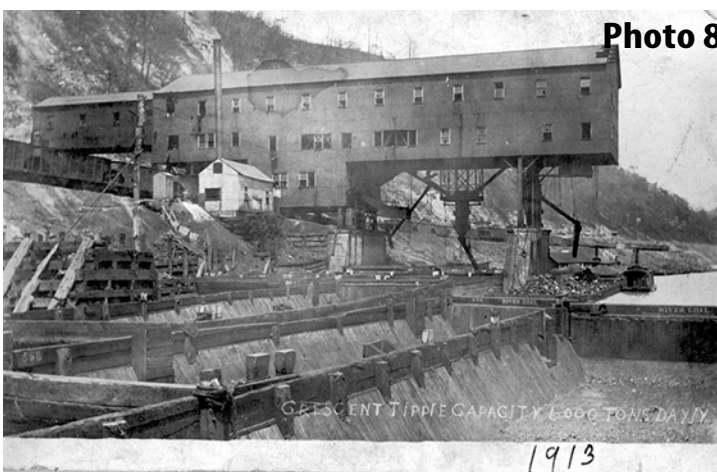


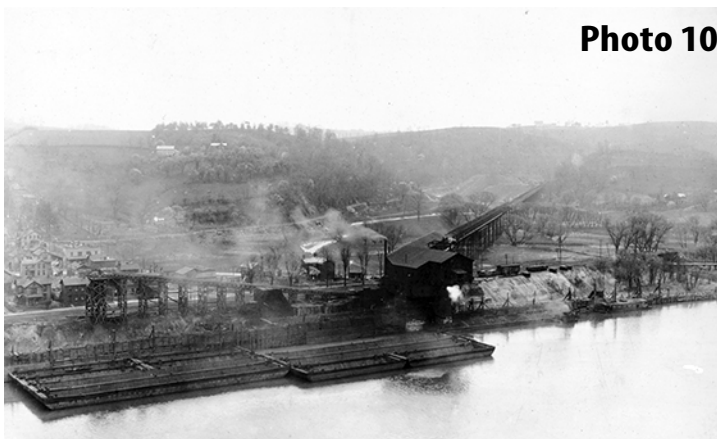
Photo 8 is the Crescent in 1913. This large mine was located about 20 miles up-river from the town of Monongahela. This photo deserves some study. You can see a nice assortment of wooden barges. Notice the ropes lashing the barges together. And the almost full barge being loaded sits lower in the water when compared to the empty barges. You will note a small steam boat at the right of the photo that was for horsing around the empty and full barges at this big mine.

At many river mines, the tippie was able to load to both rail and barge. Such tipples spanned and serviced the rail line and extended out to the riverbank where barges could be moored and loaded. Some mines used one of the transport options, but their location adjacent

to both rail and river made it easy to use the other transport mode if necessary. This arrangement insured coal could be sent to market when the river was frozen or when a strike or rail car shortage interrupted rail traffic. Photo 9 shows the Champion Coal, owned by Pittsburgh Coal Co. trying to push through ice to work the river. This is a good example of why the alternate rail transport came in handy in the area.



And some mines were built such that either railcars or barges could be loaded, but not both. It sometimes became desirable to add the other transport option at a mine. In Photos 10 and 11, of Vesta No 4, you can see the long ramp that leads from the barge serving tipples, up to the top of a coal bin, where rail cars could be loaded. This was probably an add-on bit of construction to accommodate rail transport. The hoppers are lettered for the Jones and Laughlin Steel Company, a large Pittsburgh steel producer that owned a group of mines along the river.



As you can see in Photo 8, the Crescent had both a sizable fleet of rail cars on its service tracks, either to load or loaded, as well as quite a few barges. This mine was producing 6000 tons of coal a day at that time according to the note on the old photo. Other references to the Crescent state its capacity at 8600 tons a day and the world's largest single producer at that time.

Rail car shortages were a serious problem in the area. The Pennsy at one time had an almost monopolistic strangle-hold on the rail business in Pittsburgh and all southwestern Pennsylvania and only provided what service they felt was necessary. This sometimes meant that rail only served coal companies could mine only the amount of coal that the supply of cars could take to market. The Pennsy, and later other area railroads, often rationed the number of cars to each mine. Having the ability to load a barge should have provided an effective negotiating tool for the mines, and those that had the river transport alternative were probably treated better by the railroads. We suspect that mines not located on a navigable stream were not so lucky.

Modelling a river mine actually includes a series of interesting individual sub-projects. The first for us was the river barges.

As earlier stated, rafts gave way to barges first of very shallow draft, but they grew rapidly in size as navigation on the rivers was improved by the U.S. Army Corps of the Engineers over the years. The improvements to the Monongahela River eventually allowed large flotillas of very big barges to travel well upriver and far into the northern West Virginia coal fields. My grandfather told me that when he was a young boy the river would get so low in the dry and heat of summer that it could be forded on foot in places near Monongahela. When I lived there, after the locks were built and dredging was accomplished, it was seriously wide and deep. I remember growing up watching the passage of river boats with from 6 to probably 15 barges all lashed together. My earliest recollection was of coal fired stern wheeled boats. But the less interesting diesel-powered screw boats soon took over all the work.

River barges were not towed – they were pushed. We always called the pushers “tow boats” and not sure why. The fronts of river boats had blunt noses that worked up against the back of barges and pushed them along. Photo 12 is a nice shot of a stern wheel river boat with the be-fitting name of Monongahela. It was owned by Carnegie Steel Co. This firm was the nucleus of the colossal United States Steel Company when it was organized by J.P. Morgan early in the last century. Many of the subsidiary firms of United States Steel continued to use their old names for many years though. Such firms included National Tube, Carnegie Steel, Carnegie Illinois Steel, American Sheet and Tinplate, American Steel and Wire, etc. Many boats seen on the river were owned by United States Steel, or affiliated companies, as they moved a lot of coal from upriver mines to their mills in the Pittsburgh area for iron and steel production.

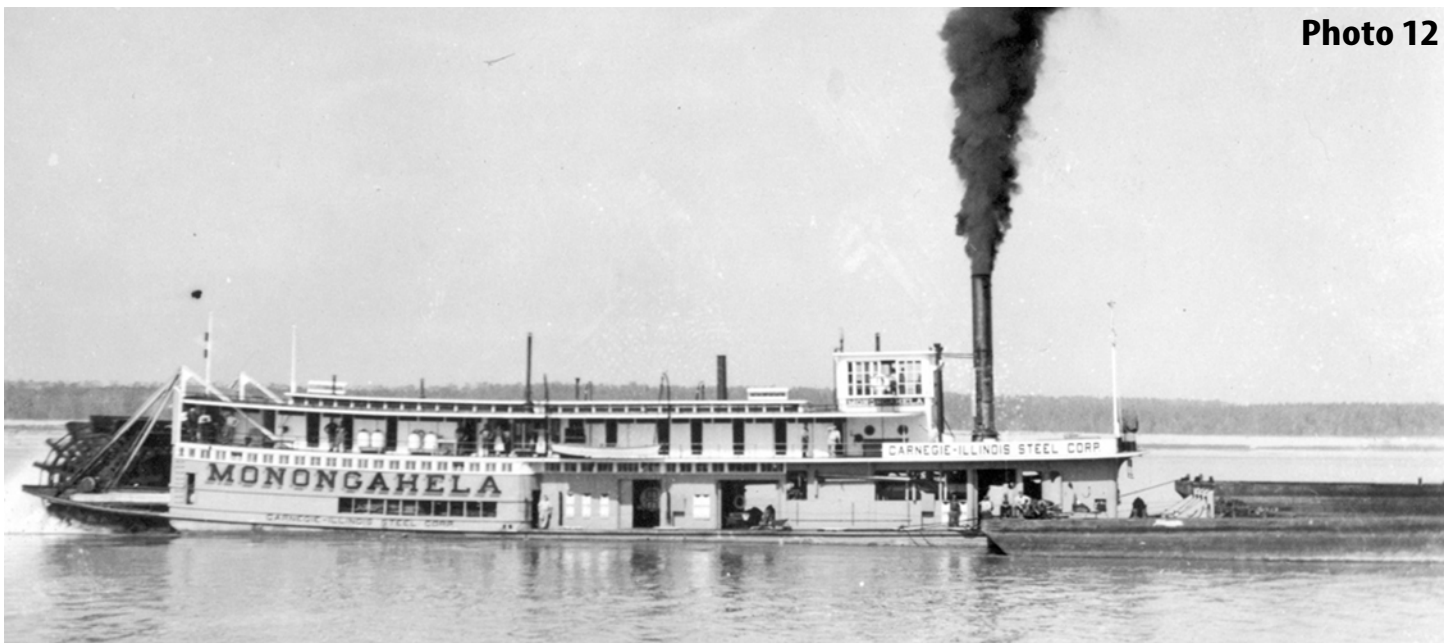


Photo 12

Photo 13 shows the Monongahela again with a good flotilla of barges. You will notice that there is quite an assortment of different barges. Different sizes, as well as, some covered and some open. The two on the left look like wood barges loaded with coal. Photo 14 has a boat pushing three empty barges, and they all appear to be wooden of different size. Photo 15 shows two river boats pushing barges as they pass each other at

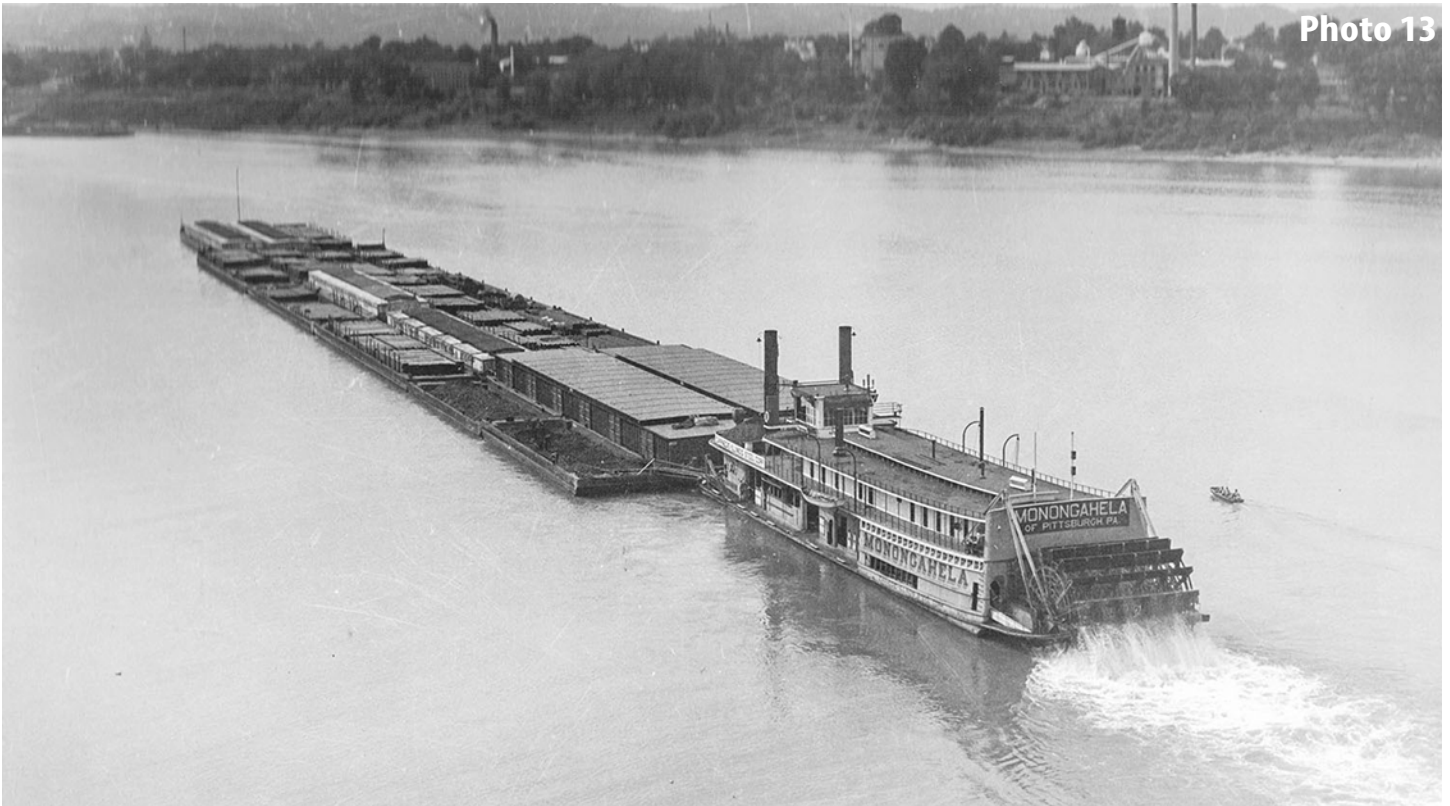


Photo 13



Photo 14

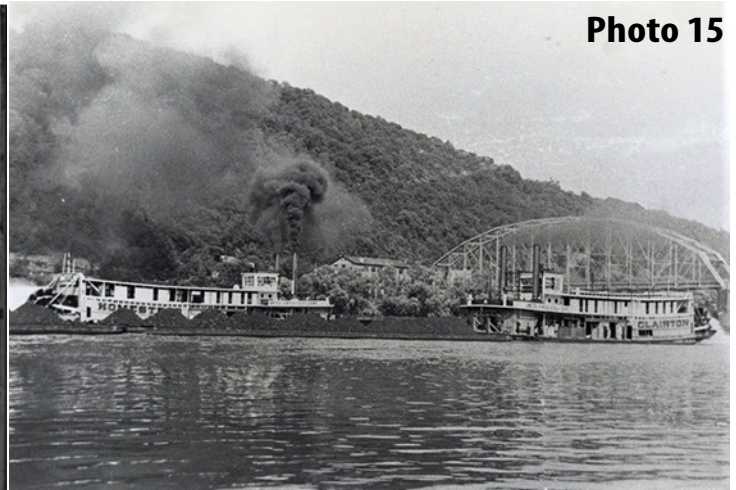


Photo 15

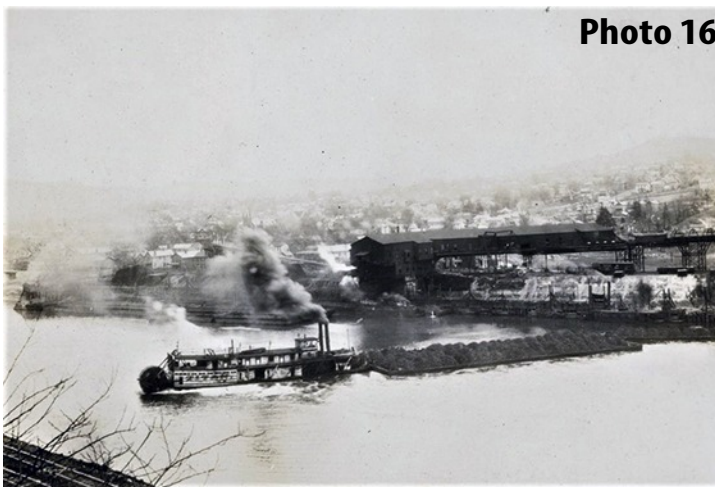


Photo 16

Monongahela. The Clairton is drifting loads downriver and the Homestead working hard pushing empties back upriver to the mines. Photo 16 shows the Titan working in reverse against the current to horse the loaded barges out into the channel to start their journey downriver from Vesta 4 to the steel works. Vesta 4 was at California, Penna, about 15 miles upriver from Monongahela. The Vesta coal would be going to the Jones & Laughlin Steel mills on both sides of the river in downtown Pittsburgh.

And, if you have a lot more space than we do, you could expand the project to include a model of a river boat to push your barges. Micro Mark once sold a 1/48 model of a Mississippi River boat with a stern wheel. It was a plastic model and reasonably priced.

Other firms sell it as well. This kit could be reworked to downplay the accommodation features of a passenger boat and to square up the front so that it would look like the pusher it needs to be. We really haven't given this rework a whole lot of thought as it is not practical for our layout. But I am sure it could be done, and it would make a great add to the scene. Of course, you could always build a river boat from scratch as well. Photo 17 is a closeup of the Pittsburgh which belonged to the Zubik Towing Company. This is a smaller, simpler and probably older river boat. The high angle photo provides good model building information. You can see that this tow boat is much smaller than other boats like the Monongahela.



Early river barges were made of wood. Probably beginning some time after 1900, they began making them of iron and then of steel. Barges were large. Early steel barges were commonly 120 feet long and 30 feet wide and carried about a thousand tons of coal. That's twenty or so 1930 vintage hoppers of coal! Such barges needed water about 8 feet deep. Today the river barges are even bigger. Some are 200 feet long, 35 feet wide and 12 feet high.

There are model barge kits on the market and they appear to be nicely made. But I have always found them to be too small to look the part. Modelling is always a compromise between what you would like, what is prototypical, and the space available on your layout. I wanted a barge big enough to look like something that could have been but still fit the space I had. If you want to model a river feature but must seriously compress, the small kits might work for you. We had problems accepting the available kits and decided to roll our own.

We also have a need to make things fit in. We certainly are not strict prototype modellers in the sense that only what is known to have existed at 2:35 PM on the fifth Thursday of the fourteenth month of a given year can be modelled. But whatever we model needs to fit into the story line of our layout. We have things that may not have been, but they could have been, and that satisfies us. The Mountain Electric Railway is based in the area east of the Monongahela River and runs east into the Allegheny Mountains at Somerset, Pennsylvania. The primary stream in our area of interest would be the Youghiogheny River which starts down in Maryland, runs northwest to Connellsville, Pennsylvania where it becomes more substantial, and then on to McKeesport where it empties into the Monongahela River.

The Yough, as it was locally called, (pronounced "yok") was not really navigable by barge traffic in later years. Barges probably got too big for use on the Yough. At one time, there were some primitive locks along the



lower part of the Yough and shallow draft barges could go upriver as far as West Newton – twenty or so miles. But most of that went down the drain, so to speak, in a big flood and the infrastructure was not replaced. In even earlier years, there was river traffic of rafts and small boats all the way upriver to Connellsville. In fact, very early on, and before coal and coke became king there, Connellsville was known as a boat building center.

The Yough was deep and wide in places as you can see from Photo 18. But, the river had many shallows and rapids and navigation was difficult at best. Several railroads were built up both sides of the Yough to the Connellsville coke region to overcome this

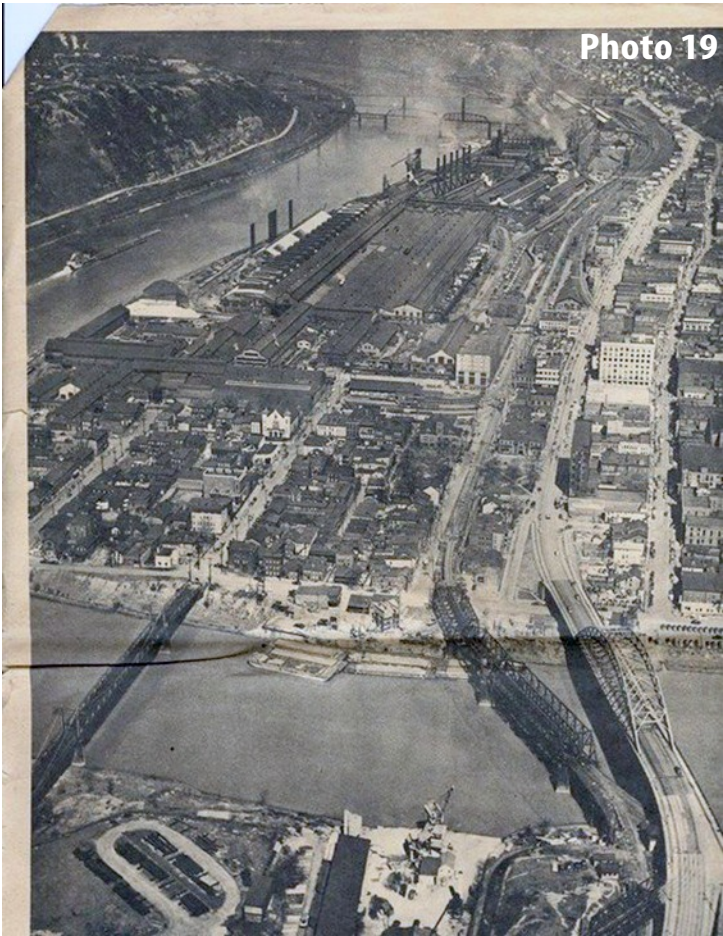


Photo 19

transportation problem. Photo 19 is an old newspaper clipping showing the mouth of the Yough. The Yough is the horizontal stream which is dumping into the Monongahela which is the vertical stream. The Monongahela River is flowing toward the top of the photo and Pittsburgh. You are overlooking the city of McKeesport. You can see the P&LE and B&O railroads. The large industrial complex was the National Tube pipe mill which was part of United States Steel Corp. You can see there are barges moored along the banks of the Yough at this point.

But, on my layout the Yough has barge traffic. My barges are 80 feet long which I thought was a good compromise and takes into consideration the relative smallness of the Yough as compared to the larger rivers as well as the limited layout space. And as I model the 1930s, the barges in use are hand-me-down wood ones that at one time could have been used on the larger rivers.

Photo 20 shows Banning No 1 on the Yough in 1933. This is a large and relatively modern mine with a sophisticated cleaning plant. It is located near Jacobs Creek and served by the P&LE Railroad. If the Yough had been worked by barges up to this point in the 1930s, this mine could have been serviced. As you can see, the Yough is quite substantial here.



Photo 20

And, before you dismiss my idea of having barges on a small river such as the Yough as ridiculous, have a look at Photo 21. Here barges are working on the Beaver River which was very small indeed as you can see. All that was needed was enough depth to clear the bends and a river straight enough to negotiate the bends. This photo is also interesting for another reason. It was common all along the river system to find facilities that transferred coal from rail to barge. This facility on the Beaver River is just the opposite: here the coal is being unloaded from barges and transferred to rail cars.

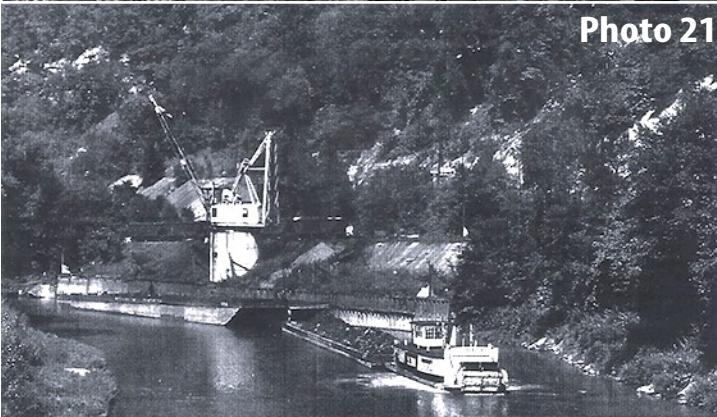


Photo 21

We drew up our barges based on some old photos and a few articles in the model press from the past. Ours are a composite of several barge designs and do not represent any one of them perfectly. Wood barges were built by many firms along the banks of the rivers and floated into the water when finished. They were not of a standard size nor design. As you can see in Photo 22, the barges moored across the river from downtown Pittsburgh in the wooden barge days had quite a variety of sizes. Photo 10 also shows the size differences of barges moored at Vesta 4. When the

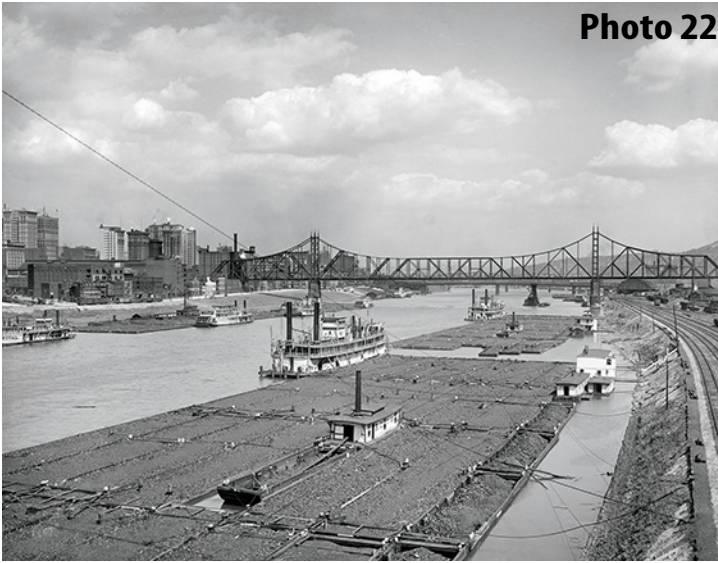


Photo 22

steel barge era came along, size and design became more standardized so that barges from different sources could efficiently work together.

Photo 23 shows 2 barges closest to my design. In this case the barges are not hauling coal. At first, I thought the barge was receiving dredged material from a channel cleaning project. The barge is labelled for the Keystone Sand and Supply Company, so my early thought was the dredge tailings were going there to be washed and sold as sand. But, after further study, I think it is delivering material to a floating concrete batch plant. The concrete is probably for use in building a lock on the river or a pier for a bridge. At the left of the photos there appears to be a crane bucket sitting on the deck of the batch plant waiting to be filled with concrete. The barge on the right probably carries the aggregate for the concrete, looks to be of timber construction, and includes noticeable sheer. The barge in the background is similar in design. We'll talk more about sheer later.

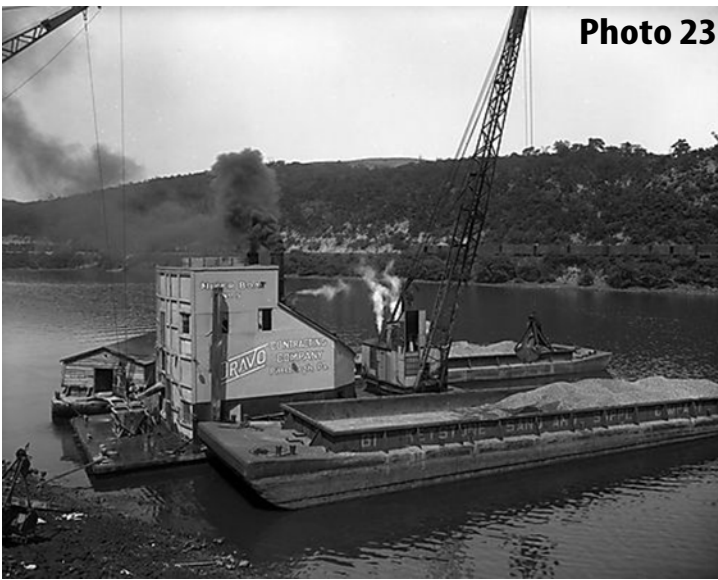


Photo 23

One photo, 24, is of the shoreline at Monongahela, Pennsylvania. The rather poor photo looks across and down the river toward the Mongah, a typical river mine that spans and loads on the Pittsburgh & Lake Erie Railroad and extends out into the river to load barges. The Mongah was located in Bunola, Allegheny County. When growing up, the tippie of the Mongah was still standing, but was not working. It was obviously working in the 1916 photo as you can see empty barges upstream, to the right in the photo, waiting for loading. Have a look at the near side of the river and you will see a wood barge building and repair yard once located in Monongahela. The barge construction techniques are masked by the snow here. Photo 25 shows some barges either being built or scrapped across the river from Monongahela and the heavy multi-layer bottom construction is clearly visible here.

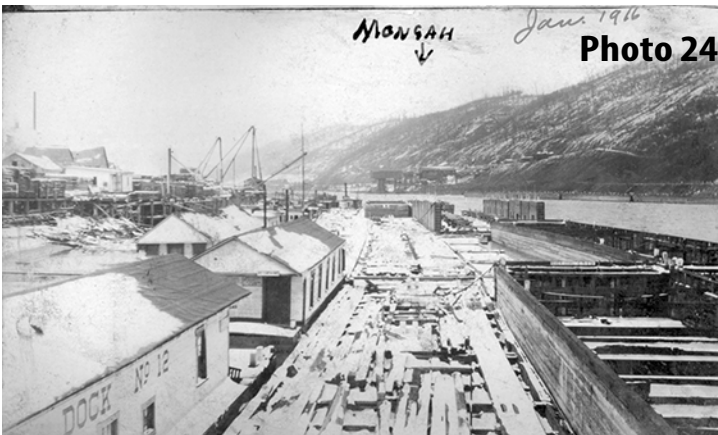


Photo 24

Strong bottoms were needed to survive the unloading process. The mine in the distance is again the Mongah. And Photo 26 is a hand-colored post card view of the Mongah with rail and barge loading facilities. This is an early photo, but the mine tippie looked a lot like this as I remember it.



Photo 25



Photo 26

With no barges present at the mine, our first thought was that the mine may not have been working when the photo was taken. During the depression many mines were closed for long periods or worked intermittently, say two or three days per week, and only mined what coal they could find a market for. We thought this photo may date from those hard times. But, note there is a steel 50 or 55 ton hopper at the rail loading facility, so the mine could be loading to rail only at this time. And, there was never clean looking blue water like this in the Monongahela River when living there!

The drawings of our barges are at Figure 1. Mine are made of laser cut MDF, card stock, some stripwood and a few chunks of wood. They could just as well be made all from strip wood, sheet wood or styrene. A few section views are included in Figure 1 that illustrates how our model barges were put together.

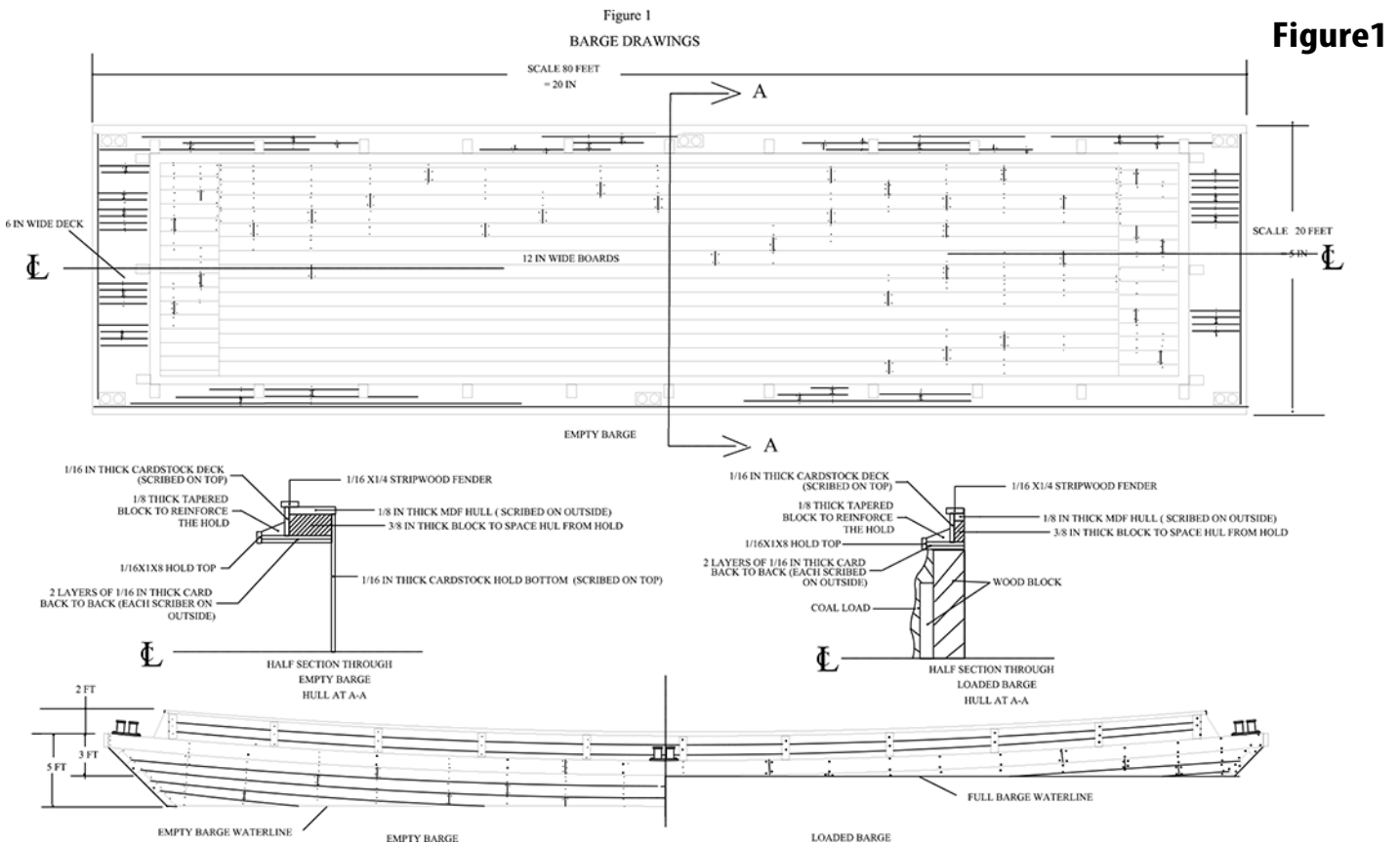


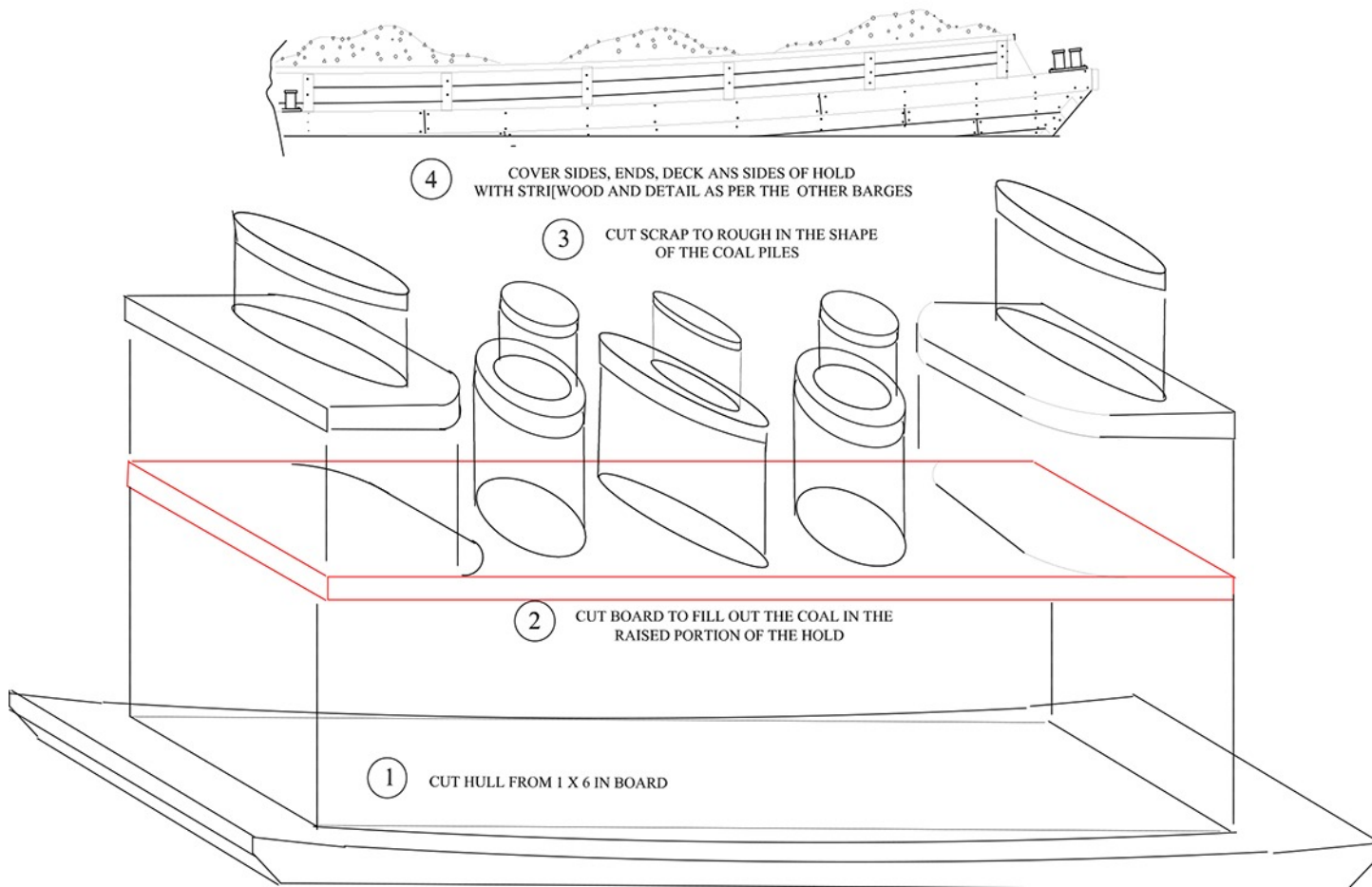
Figure1

We have modelled both an empty and a loaded barge. The big differences really are that the loaded barge sits much lower in the water and is full of black stuff. Since rivers don't have big waves to worry about, the loaded barge could, and did, sit so low that the water almost came up to the deck

You could simplify the building task if you only wanted loaded barges. In this case, the hull could be made from a 20 inch-long chunk of an old 1x6 lumber. See Figure 2 for this suggested method. Another piece of wood provides the outline of the loaded hold. You just cover the sides and sloped ends with stripwood.

For our loaded barge, we started by cutting a coal load form from a few chunks of wood on hand. After sawing, chiselling, carving, sanding, gluing and a bit of bad language, a form that looked like a naked coal load evolved. Some dry wall joint compound, on hand from installing the ceiling in the layout room, was spread on the load to even out some of the steps in the wood and MDF layers used to form the rough shape of the load.

ALTERNATE LOADED BARGE



We painted the completed form with a coat of jet-black paint. The loaded barge was basically built around this coal load form. The empty barge has the interior of the hold modelled as shown in the sketch. The hold sides and ends are of two sheets of scribed card back to back so the board detail shows on both sides.

Normally for a coal load, we would paint the form with black, let it dry a bit, then add a second heavy coat of black and immediately sprinkle ground up coal over the wet paint. But for this project, we thought it best to build the barge around the form after just the first coat of black paint and go back later and re-paint the top and add the coal. The process of building the model would require me to turn it upside down quite a few times and we could foresee much of the coal ending up on the carpet in the den where some of our “clean” work is done in the evenings. Knowing that this would not go over too well with my domestic manager, we opted to add the coal later.

The coal load form after the first coat of black paint is shown in Photo 27. You can see that the ends of the load are built up higher so the load of coal will follow the curved line of the barge that we shall discuss next.



Photo 27



Photo 28

One feature of many early barges, not often seen in the model barge kits, is the curve in the hull or the sheer. I liked this and modelled it. Not all barges had this feature. The later steel barges were mostly straight lined and without sheer. When barges had sheer hull planks, or sheets of steel, they followed the curve of the sheer and were not parallel with the waterline. Laser scribing the planks makes this easy to do. Stripwood is also easy to bend along a curved line for the hull planks. The addition of sheer is an eye pleasing feature we wanted on our barges.

We have included a few photos of early barges, 28 through 30. Several show wooden barges. In one photo you can see that the ice jam on the river has crushed and partially sunk one such barge. One photo looks across the river toward Pittsburgh. Some photos show barges with sheer. These old photos include stern wheel river boats as well. One photo, 29, is of an early metal barge probably made of iron plate. At first glance we thought this was another wood barge as the bottom of the hold appeared to be made of planks in the poor photo. But when looking closely at the end we could see the multitude of rivets. It is not essential to model such barges of wood as they could be modelled as iron or steel as well for a more modern scene. Rivets were used in very early metal barge construction, but welding soon became the norm.



Photo 29

Our barges were built as double hull. The photo with the almost sunk barge shows these to be of single hull design. As far as we can tell, steel barges were all double hull. At some point barge builders worked out that double hull construction was better, so we have assumed this enlightenment that came along toward the end of wood barge construction and included it in ours. The barges at the Crescent, Photo 8, are wooden ones with double hull except at the top of the side walls it appears.



Photo 30

Barges were usually unloaded using clam shell cranes. Dropping the heavy steel clam shell bucket onto the bottom of barges would require strong bottom construction to ensure the bucket did not penetrate the bottom. I suspect that some of the early single hull

wood barges would have been sunk during such the unloading process. Not wanting that to be an issue for my barges, I opted for the double hull. I also would think a single hull barge with internal ribs and diagonal side braces would have been much more difficult to empty with a clam shell crane bucket. Some laborers may have been needed to shovel some of the coal from under the braces to make it accessible to the crane.

And, of course, the barges are built as waterline models. This means that we built only the portion above the waterline. Not really much of a problem for a flat-bottomed barge.

Using laser cut parts provides for great precision and ease of construction. All the plank detail can be scribed by the laser and all the joints neatly cut. My 20 inch long hull sides were too long for the laser cutter, so we made some staggered joints on the planks and the sides were each two pieces. If you look closely at the photo of the model while unpainted you can see the joint. But the evenness and neatness can make the pieces look somewhat regular, plain, and even boring. Barges of wood would have been rather roughly made and of less than perfectly fitting timber. Caulking between the planks would have been relied on to reduce leaks rather than precision fitting. To provide some texture and sense of roughness to the sawn plank-built surfaces of my model barges, we added some individual boards. This was done by carefully cutting around individual planks with a sharp hobby knife following the laser scribe lines and peeling away the surface of the MDF planks. This left a trench-like area where the top surface of the laser cut plank was removed. Into the trench we glued a thin appropriately sized piece of strip wood.

These pieces of strip wood, before insertion into the trenches, were well weathered with a Zona saw and hobby knife and were left to stand just a tiny bit higher than the surrounding laser cut surface. We also used a hobby knife to cut some wood grain into the face of some of the laser scribed planks. Care needs to be taken here, and a very sharp knife used, to keep from tearing the face of the MDF which will create lumps and balls of wood fiber on the surface. Doing this poorly will produce a very un-prototypical finish. If you want to try this, it would be best to practice this on some scrap material first to be sure you are pleased with the effect.

Fenders of wooden strips are provided on our barges. Fenders are the top most board on the hull and serve as rubbing surfaces when the barges were operated in flotillas and when lashed to piers and mines. We have not seen barges with old tires used as fenders as commonly seen on tugboats and other harbour craft. That is not to say they were not used: we just don't know they were. All old river barge photos seen used these strips of timber as fenders that were sacrificial and easily replaced when they wore.

Wood barges were mostly fastened together with boat nails. These were very large square headed spikes that were driven into the timbers, probably into predrilled holes to reduce splitting. I suspect in the earliest of times the barges were fastened together with wooden pegs, but we are modelling the 1930s and should be beyond that technology and well into the Iron Age. There was probably some use of threaded iron or steel rods, bolts, washers and nuts. The construction technology of wood barges was probably not much different than trestle construction on the railroads of the 1880-1900 period. Certainly closer to trestles than to building construction techniques.

We used a rule to make straight lines of nail heads on all hull, deck, and hold planks before they were assembled. The nail heads were pressed into the surface using a machinist scribe. Most of my nail rows were on about 5-foot centers or so.

Some nut-bolt-washer castings were used to increase the surface texture of the barge. Not sure how prototypical this was, but it worked for me. These wood barges would have been built in the days before galvanizing, so all styrene nut-bolt-washers castings were pre-painted with a rusty orange-brown color.

The wood used for the fenders was heavily scraped and sanded to knock off the edges. Such timbers used as fenders would constantly be banging and rubbing together as the barges rocked and rolled in the water wearing them down considerably. Chunks were sanded out of the fender timbers here and there to model them as badly worn. The side of my Zona saw provided good wood grain and then a follow-up light sand helped to remove the fuzz raised by the saw. This weathering was done before the wood was installed on the barges. Sticks, such as the fenders that followed the sheer of the hull, were bent by hand to the gentle curve sufficiently to get some set in them so they would not try to straighten out while the glue was drying. Widths of boards was varied a bit by sanding to give a rough look to the construction where timbers of different sizes had been replaced due to such wear over the years. Wood barges were not works of art and the construction was a bit rough as you can see in the prototype photos.

Photos 31 and 32 show our empty barge with all the card and wood parts assembled and awaiting the grey paint and the later addition of the "metal" parts which will be added after painting.

Photo 31**Photo 32**

This photo is a bit deceiving as the hull appears to be built of wood. The hull, except for the few raised planks, is MDF. The light and the angle of the photo just make the hull appear wood-like. Other than the wood in the trenches, only the angular strips at the hull corners, the fenders above, and the strips on the very top edge of the hold are made of wood. The remainder of the barge is either white card or MDF.

Certain nautical fittings are needed for barges. Bollards are the single or paired short posts used to attach ropes. The ropes tie the barges together into the larger flotillas when being pushed along by the river boats. They are also used to tie up barges to the shore, piers, and mines. In some of the early photos you can see that the ribs of the barges were just extended up above the top of the sides. These rib extensions were used as the tie points to lash the barges together and bollards were not needed. Bollards became common in time. We liked the bollards and wanted them on our barges.

Bollards could be built from scratch quite easily, but they are available from any model ship supplier. Some were found online, but the supplier was located only 10 miles from home, so we could just hop in the car and get what was needed. Some barges probably had bits and cleats, which were other rope handling fittings, but I did not use them on my barges. Some of the fancier hardware was more at home on powered river boats than lowly barges. The bollards used were 5/16 inch high. They can be had in many sizes. Just goggle “model ship supplies” and you will have no problems locating them for your model.

Painting and Finishing the Barges: I started the finishing by spraying the entire assembled barges with a few light coats of a grey. And when spraying this initial grey, I tried to get just enough paint on the models to seal them well against future moisture ingress, particularly any end grain and card.

When the light grey coat dried, we gave the hulls a light sandpaper rub to get rid of the wood grain raised by the water based acrylic. A little more of the grey was sprayed on here and there. Then various shades of grey were worked onto select planks using a brush.

The metal parts, such as the bollards and nut-bolt and washer castings, were added after the paint had dried. My bollards came in a bright copper color, common with ship model parts, so we gave them a good coat of rusty rail brown before installation.

When good and dry the barges were painted overall with a mixture of black shoe dye diluted in metho alcohol. Alcohol here should be better than watered down black paint as the alcohol will evaporate quickly and not saturate the card and MDF resulting in warping. Even the black dyed metho was applied sparingly and in several steps as I did not want to risk warping any of the cardstock. The dye solution runs into the cracks and crevices and the dark color stays when the alcohol evaporates. It gives a nice old, well used, and dirty effect. The black in the cracks gives a caulked look to the hull and deck which helps the model look the part. The dye settles into the nail head holes and accentuates them as well. Finally, a little brown, lots of black, and even green chalk, was used to further weather the models. Black chalk was used liberally inside the hold of the empty barge and on the decks to simulate the ever-present coal dust. The green provides the look of a bit of moss.



Some crushed coal and coal dust (black chalk) was added to the corners and bottom of the hold in the empty barge and a little sprinkled on the decks here and there. This was fixed in place with white glue.

The coal load form in the loaded barge was eventually painted with another thick coat of black paint and crushed coal was sprinkled over the wet paint. More coal was added and set with white glue as required.

We made decals for our barges. A fictitious company named “Youghiogheny Barge Lines (Y.B.L.)” was conjured up with a number for each barge as well. Barges were each decaled in two places. In the old photos you will see many barges labelled “River Coal” or “RC”. This was short for Monongahela River Consolidated Coal and Coke Company, a predecessor company to Pittsburgh Coal Company. This coal company had many river mines, operated its own fleet of barges and river boats, and owned some rail operations, too.

Photo 33




When the weathering of my barges was completed, the area where the decals were to go was sprayed with a clear gloss finish, the decals applied, then the entire barge sprayed with a flat finish to seal the weathering and decals.

Heavy, and some not so heavy, ropes were coiled and otherwise added to the decks here and there on the barges. My ropes were white twine that came from some long-forgotten kit and had been tossed into our scrap box. The twine was cut to reasonable lengths, the ends whipped with some very thin brown sewing string liberated from the domestic manager's sewing stash. The ends of each rope were sealed with a little bit of white glue. They were colored using some brown paint diluted in quite a bit of water to get them to a dirty medium brown to look like dirty hemp. The stained "ropes" were left to dry and then coiled and glued in place. There would have been quite a bit of rope on such river craft as it was needed to tie several together when traveling, and to tie them to the tow boat and to the shore when loading. When the barges are finally set in place at the yet-to-be built mine, more ropes can run from bollards to the pilings to moor the barges in place.

Photo 33 shows the finished barges ready for service on the Mountain Electric layout. We need to get busy and build the river mine!

Along the Railroad

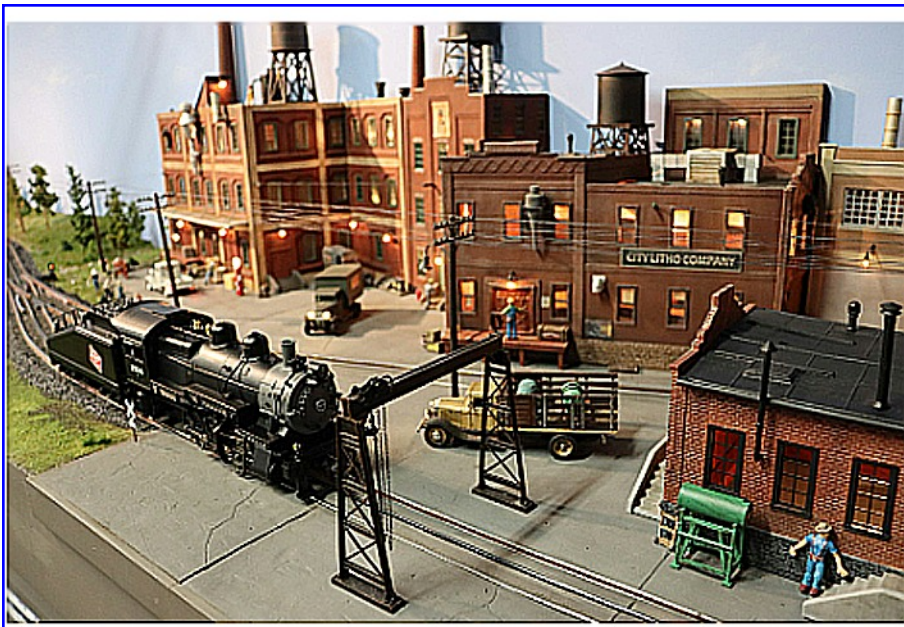
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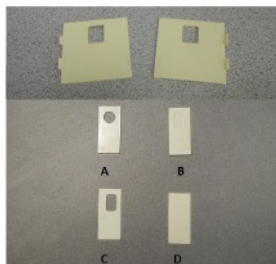
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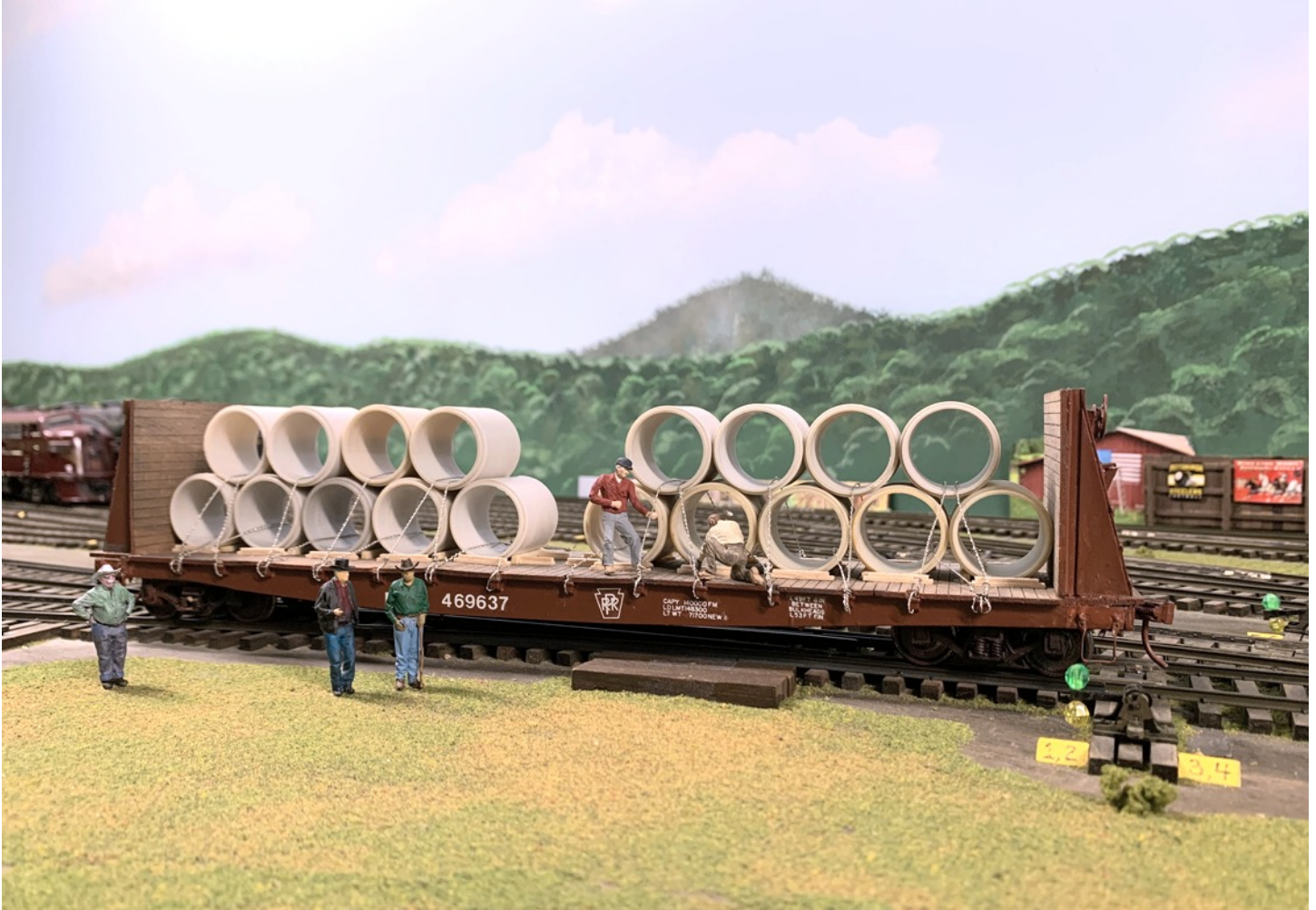
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What's Old is New Again

Resurrecting and bringing to life 50 year old parts

By Brady McGuire, P.E. ret.



The first load of concrete drain culverts from the new West Penn Concrete Products industry on Brady' Laurel Valley Secondary, PRR railroad, is being carefully inspected by two carmen at Pitcairn Yard. The president of W.P.C.P. and local Shipping Agent converse about the special occasion. An unidentified bystander looks on from a short distance.

AP Northfield –Pennsylvania – The Laurel Valley Secondary of the Pennsylvania RR Pittsburgh Division celebrated the opening of a new online industry; West Penn Concrete Products. The first load of concrete drain culverts is being inspected at Pitcairn Yard for shipment.

The PRR F-41a bulkhead flat an older wood and metal castings Quality Craft kit built many years ago has been repaired for road worthy service once again. Its weathered deck was cleaned and then re-stained with dirty brush cleaning solvent.

The concrete drain culverts are roughened Tyco HO culverts from the 60s and 70s accumulated over the years from swap meets and train shows.



The shiny plastic Tyco culverts were first roughened up by sanding the surfaces with 100 grit emery cloth thus dulling the surfaces, inside and out. Real concrete culvert surfaces are rough and dull, not smooth shiny plastic.

The wood blocking that holds each lower culvert against the bulkheads (very hard to see in the photos) were cut from O scale 4x4 strip wood by 4 ft. long. The wood cleats on the sides are made from pairs of O scale 2x4 strip wood 3 ft. long. I cut the top 2x4 a little shorter so it is apparent that they are two pieces, not one. While cleats often appear to be wood 4x4s in photos, they are actually pairs of 2x4s. The first is nailed to the deck, the second is placed on top and nailed to the first 2x4. It's extremely difficult to nail a 4x4 to the deck of a flat car.

An assortment of old Tyco HO plastic concrete drain culverts collected over the years from train shows and swap meets. (Don't throw them away anymore)



The years old resurrected wood and metal castings Quality Craft PRR F-41a bulkhead flatcar ready for duty. A few minor repairs, the trucks and couplers cleaned and made road worthy. To complete the resurrection, the wood deck and bulkhead boards were cleaned with a soft wire brush and then re-stained with dirty brush cleaning solvent.



The wire tie-downs were fashioned by twisting pairs of thin strands of silver colored electrical wire. I used some "imag-gin-eering" to decide which culverts received two tie-downs each and which culverts needed only one tie-down to secure it.

In O, scale the Tyco HO culverts represent a culvert 4.4 ft. in diameter by 4.6 ft. long. Based on 156 lbs. per cu ft. for concrete, the culverts weight 3211 lbs. each. My 18 culverts weight 57,600 lbs. (28.8 tons) thus my 70 ton capacity flatcar is NOT overloaded.



Close up of wood blocking and wire tie-downs. See text for details.

Now my resurrected PRR bulkhead flatcar with normally overlooked and discarded Tyco HO concrete culverts will serve my operating sessions on my Laurel Valley Secondary PRR for years to come.

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Cabin Creek Coal Tipple

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

#14105 O Scale \$ 689.95



Mill Creek Coal & Coke Tipple No. 2

Tipple No. 2 is a freelanced composite of several different tipples located in West Virginia. The design has two tracks serviced under the tipple. There is room for a stub track if desired under the fixed chute on the back. Two narrow gauge (30") mine cars are included.

#17240 O Scale \$ 669.95

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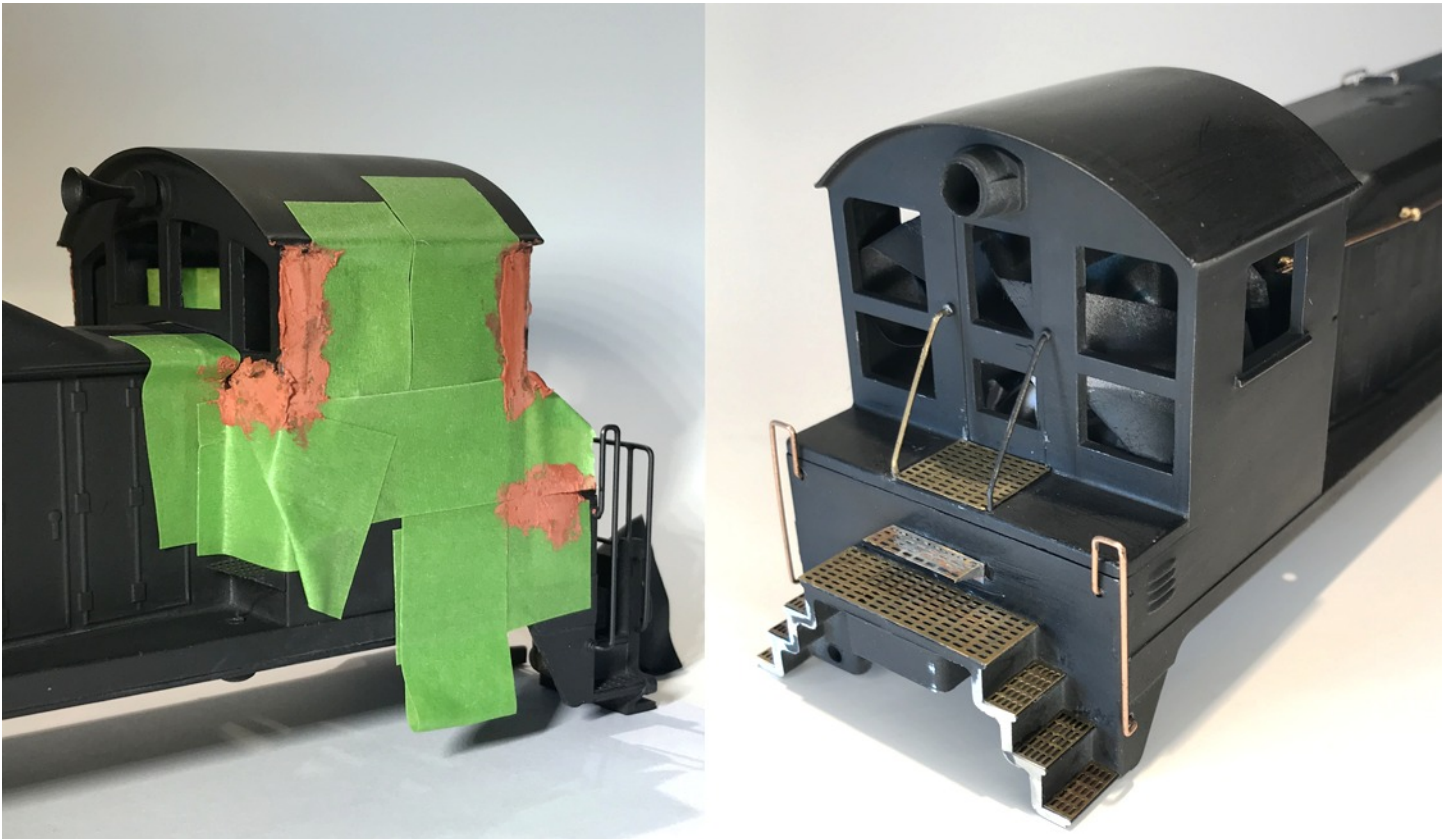
SUPER DETAILING THE ALL NATION LINE NW2 SWITCHER

By Greg Viggiano

[See part one of this series in the March/April 2024 issue here.](#)

The next part of the All Nation Line NW2 detailing project continues in earnest. Although I had hoped to get a few more pieces in place by now, occasionally I suffer from what is known in the hobby as "perfection paralysis." The symptoms include a distinct lack of progress stemming from uncertainty and not knowing how to proceed.

The cab work entailed removing some of the raised side window frames and filling the part seams with Bondo. I used a Dremel 120-grit sanding disk to slowly grind off the middle divider bar and the window side and top frames for a more authentic appearance.



Masking off the area for filling part seams and cab rear with inaccurate lower windows (rear pilot removed).

Then, I masked off the areas with low-tack Frog Tape to limit the amount of Bondo to be applied.

Installing the MU hoses was very easy. I used P&D MU parts and inserted a .025 brass wire inside the soft plastic hosing. The brass wire allows you to realistically put the right amount of bend in the hose so it hangs down with the right amount of "hang." Also, the wire provides a convenient way to glue it through a small hole in the pilot so it won't break off. The engine is Zamak, a relatively soft metal that is easy to drill through with good quality drill bits. I recommend always making a "micro" punch mark to seat the drill bit so it doesn't wander from the intended hole position.

3D printed housing for LED light for inserting into the lens hole.



The front and rear lights were installed with 12 volt, 3mm warm white LEDs and installed in a 3D printed housing that inserts into the lens hole. The length of the lenses were turned down to accommodate the LED housing.

On the Santa Fe NW2 2415, the front and rear engine numbers were actually raised individual numbers and applied to the body surface. So to avoid using decals, I 3D printed the numbers in the correct size and font type with sprues to simplify the gluing and keep the alignment with the right spacing between the numbers. The

numbers were painted white (like the prototype) before installing on the front and rear of the engine. Caveat, it's very important to prepare the metal before priming it - see sidebar.

Painting on Zamak

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I learned the hard way about painting on Zamak. Zamak needs to be thoroughly cleaned and prepared for 100% primer and paint adhesion. Even low tack masking tape can pull the primer away from the metal. For best primer and paint adhesion performance, I used automotive Duplicolor Primer DAP1698 Black Hot Rod.

Starting with a body that has been carefully stripped of old primer and paint, I first used WD-40 Degreaser and then cleaned the part with the dish washing detergent, followed by a thorough warm water rinse.

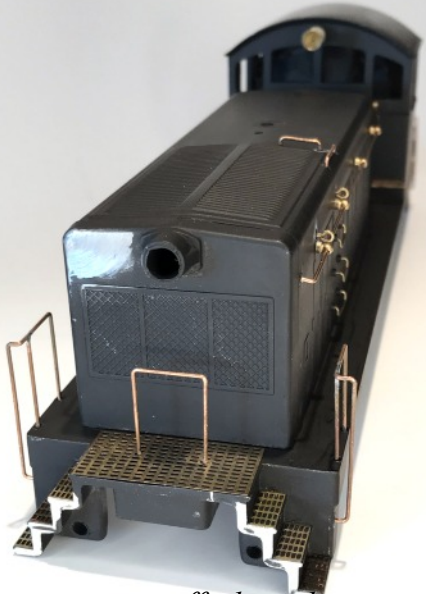
To speed up the drying time, I blew the moisture off with compressed air and then sprayed the part with 99% isopropyl alcohol (all this time handling the part with gloves to eliminate finger oil). The primer was then applied using the recommended procedure described on the label.

The recommended drying time for this primer is only 1 hour (in low humidity environments). To be safe, I tested the primer adhesion after 3 hours by applying and removing the masking tape. The masking tape was applied with high, medium, and low pressure. Happily, the primer adhesion test was 100% successful this time. (See photo below)

The body was then sprayed with an acrylic flat clear coat (Krylon Matte Finish 1311) that is virtually invisible, but does a great job of protecting the appearance of the flat black primer.

Unfortunately, the All Nation NW2 rear cab doors and windows are not accurate to the prototype which made choosing the paint scheme and decals more complicated. Because of this, I decided to go with a late 1940s "Basic Black" paint scheme. See prototype photo. Decals were then applied and a light coat of clear acrylic Krylon was sprayed to finished the work.

See photos on next page.



The paint came off where the engine numbers were applied on my first attempt.



3D printed engine numbers with alignment sprue and finished numbers with single MU hose in proper position on front pilot.

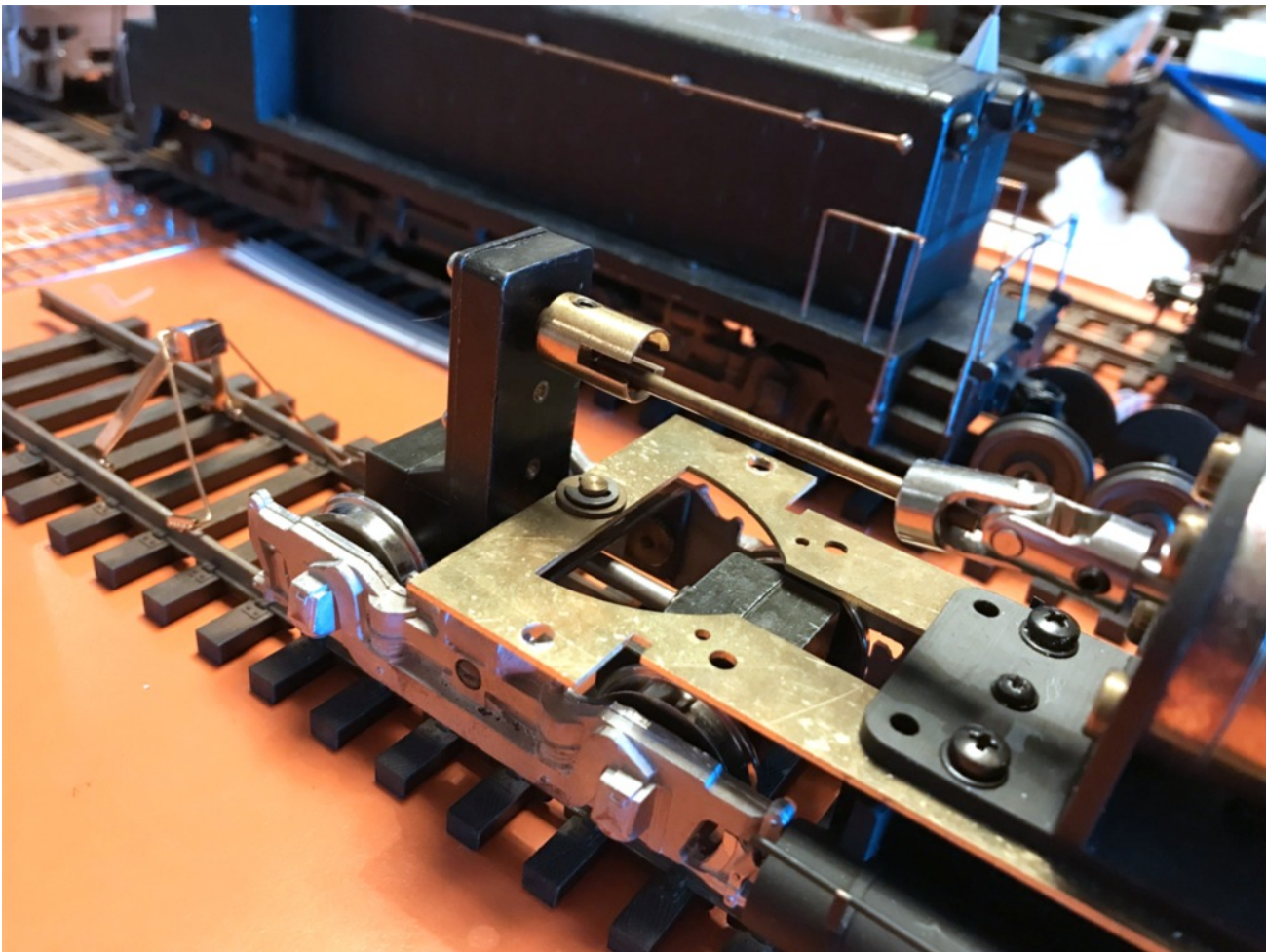


Prototype photo

Chassis

The chassis work included a laser-cut brass frame and 3D printed motor mounts for the 9.5 volt Pittman motor 8412, tanks, drivetrain, and speaker box. The dogbone driveshaft was 3D printed at Shapeways (RIP) in brass and bronze and Jay Criswell supplied the powered truck (which runs very quiet and exceptionally well).

*Completed drivetrain
with long driveshaft,
motor, and 3D printed
motor mounts.*



In the third and final article, the completed body work will include installing the photoetched wagon wheel antenna and 3D printed antenna base, chains, weathering, oil stains, and rust.

In this last part of the build, I'll install the cab interior, glass, and lighting with the DCC board and sound. My ultimate goal is to have reliable very low speed operation and performance.

I intended to add some roof detail parts, but I'm having trouble finding good reference photos for Santa Fe NW2s in service around the late 1940s early 1950s. If anyone has a few good reference images, [please contact me here](#).

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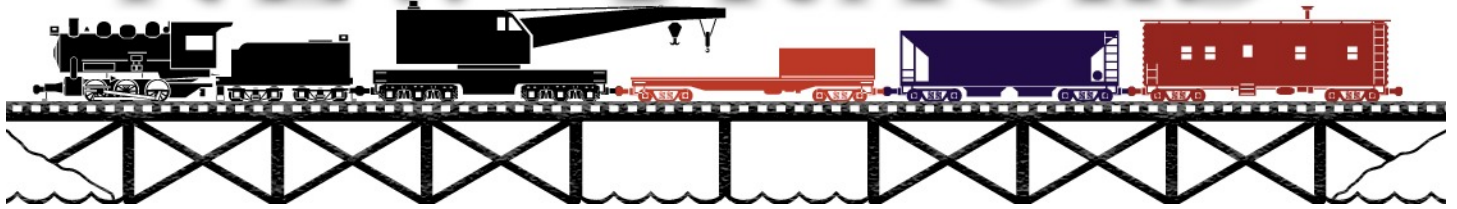
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NEW TRACKS



New Tracks Modeling Mentoring 2024 Scholarships

Several years ago, Walthers became the first model railroad company to offer scholarships to young model railroaders. Walthers' foresight and leadership so impressed me I immediately wrote an article about their program, and actively supported their efforts on our Zoom shows.

The Walthers program, plus the encouragement and motivation provided by Phil Edholm, is what convinced me to start the New Tracks Modeling Mentoring Scholarship program in 2023. I was apprehensive because no one had ever tried to raise funds from the model railroad community for scholarships before, and I was not sure I could be successful. But I really believed in providing scholarships so I had to take the risk of failure and at least try.

Now I am extremely pleased to announce the 2024 Scholarship awards that the model railroad community's volunteer donations, active promotion and support have made possible. Thank you Walthers for the idea, Phil Edholm for your encouragement, Jeff Jordan, Counsel at ARENTFOX SCHIFF LLP, for assisting with our incorporation and 501(c)(3) designation, our New Tracks Mentoring Inc. Board of Directors, especially Vice-President Bob Davidson who has made very significant contributions, our New Tracks Modeling LLC viewers readers and participants, plus everyone else throughout the model railroad community, who has, donated to, worked on, and helped in so many ways to make our 2024 scholarship program announcement possible.

Thank you to all the model railroaders who believed in and supported our scholarship program by helping some young model railroaders achieve their educational goals. We look forward to the model railroading community providing even more success in the future for our scholarship program. Thanks everyone.

Three New Tracks Modeling Mentoring \$2,000.00 Scholarships awarded on our Live Zoom Show July 31, 2024

The goal of the New Track Modeling Mentoring Scholarship (NTMMS) is to help model railroaders pursue higher education in the STEAM disciplines. Our scholarships are paid to the students' school and can be used for any fee owed to the school, including room, board, or other school fees (such as items bought at the school's bookstore) For 2024 we have awarded three \$2,000 scholarships, one of which was sponsored by the Pacific Coast Region of the NMRA.

The presentations of the three 2024 scholarships were made by Bob Davidson, Chairman of the New Tracks Modeling Mentoring Scholarship Committee on the New Tracks Modeling July 31, 2024 Zoom show. If you missed our live Zoom show here is a link to a video of the presentations on our New Tracks Modeling YouTube channel. <https://youtu.be/1NA0SQyxJas?si=hAQIfKoYDt9OmT6W>

The three Scholarship winners are:



Ethan Prasad Bernstein, who just completed his junior year, is pursuing a Bachelor of Science degree in Engineering from Johns Hopkins University. Ethan is the recipient of the scholarship sponsored by the Pacific Coast Region of the NMRA.

Here is the essay Ethan submitted as part of his application:

I am honored to have been last year's recipient of the New Tracks Modeling Mentoring Scholarship and appreciate the opportunity to be considered again. My previous essay discussed how model railroading and my love of tiny engineering has guided my interests in STEAM and my current pursuit of a Bachelors of Engineering degree at Johns Hopkins University. As I am blossoming from student to engineer, model railroading has not only been a guide, but also a teacher. Modeling has taught me both physical and emotional skills which have become invaluable in my academic and professional life, promoting my engineering and interpersonal dexterity.

The more obvious lessons to be gained from scale model building are those directly applicable to the hands-on aspects of STEAM. Kit building promotes skills in following instructions, learning the basics of multi-material assembly, and understanding the importance of organization and methodical processes in design and assembly. Scratchbuilding, my preferred past-time, builds on the foundations (double pun intended) of kit-building, except the modeler must now generate the instructions and materials. Though scratch building is initially daunting for some, it appeals to my wild imagination and creativity as it is a way to bring my fantasies into physical being. Those fantasies, however, can be excruciatingly grounded in realism, such as a specific train station or piece of rolling stock from a certain period. Most of my scratch building projects are based on real engineering, involving iteration through the engineering design process beginning with background research to generate an initial design and building approach, followed by assembly, and then testing the finished model to ensure it matches the prototype to my level of satisfaction as prescribed at the beginning of the project. If the model fails to meet my goals, then I reiterate until I achieve the model I desire. The process of model building has made me very practiced in the engineering design process, which has become vital to my life as I train (another pun) to become a professional engineer (not the type that drives trains, though maybe one day...).

Aside from the principles of engineering, model building has also taught me lessons in patience, persistence, time management, and social confidence, the latter I had not ever expected to learn from my love of trains. The process of model building requires much patience, as there can be a lot of waiting and frustration involved, which compounds as a modeler's skills progress, and they begin to tackle increasingly more complicated projects. Persistence fuels patience in the sense that one must have a passion to complete a task to devote time to being patient. Model railroading is commonly deemed a hobby not for the short of time, however a more apt characterization would be a hobby for the passionate, as time can be made to indulge in the hobby, even if only in small amounts. The lessons of persistence and time-management have become increasingly more frequent as my time (and space) for trains shrinks as my life grows, thus requiring me to find new ways to experience the hobby.

Those new ways bring me to the skills I had never imagined I would gain from the hobby but have benefited me most—social confidence and the ability to both learn and teach. Model building involves much learning, both in the form of new skills and research to better understand the prototype being modeled. As I began to venture into the social aspects of the hobby beginning in middle school when I joined Baltimore Area N-Trak, I quickly transitioned from the learner to the master (Star Wars reference), writing articles for the club newsletter about my modeling projects. I was initially unsure at how my articles would be received, but after much

positive feedback following my first article, my confidence in sharing and ability to pass on knowledge I have learned accelerated. I have now been published internationally on a recurring basis (NMRA and NRail) and have given modeling clinics both in person and on international NMRA web broadcasts. I am currently on the Standards and Conformance Committee for the NMRA, communicating with manufacturers and modelers to ensure everyone gets the most out of the hobby through regular publication of product reviews in the NMRA Magazine. These experiences have given me confidence in public writing and speaking, along with the ability to network and socialize at a professional level. I now rely on the professionalism learned from the hobby in finding internship and job opportunities, communicating with professors and colleagues in lab environments, and soon in my applications for graduate school to further my understanding in STEAM. I even use my skills in educating others to mentor high school students interested in STEAM about the engineering design process and the skills I have learned which help me in becoming a successful engineer.



Brock Marion Durham is pursuing a degree in Civil Engineering at The Citadel.

Here is Brock's essay:

Would you ever let go of something that you sincerely love and that captivates you so much that you lost track of time? My deep love for trains all began when I was little while playing with my first engine, Thomas the Tank engine. Soon, I started collecting more of the Thomas engines and accessories until my early collection was very large.

When my parents realized how much I was truly fascinated by trains, they started to expose me to other real railroads, like Savannah Georgia Roundhouse, Strasburg railroad in Pennsylvania, and Yosemite Mountain Sugar Pine Railroad. I am always on the hunt to see more trains, and railways, and build models.

Being from a small ocean town, there were no railroading clubs. It was hard finding anyone my age who had the same passion I did, but I found other clubs and hobbies to push my creative mind. I continued modeling by myself through my childhood and teen years, and when I get the chance to go home, I still do.

As I became older, my original Thomas the Tank engine model became too simplistic for me. Over the years I have learned to design the plan for the layout, build its electrical system, and make the landscape and infrastructure from scratch. To build a successful layout, I had to learn to have patience, attention to detail, and art.

One day, a family friend asked me if I could build a model layout for a Hospice exhibit for Christmas, to which I answered yes with no hesitation. I built a “winter-wonderland” with a small village with a small forest. I was young so it definitely was rough around the edges, but still looked good. I then built another one the next Christmas.

After asking my parents for years to let me build a model train table, they finally let me, but it had to be small. So I built it in our upstairs living room, only about 8x6 feet. Just like the Hospice layouts, I made it snowy, but this time I used snow powder to get more detail. I wired the houses to be on and included a better forest, village, freight yard, and tunnel.

The next big project I had was a functioning O-scale turntable. I knew I could buy one, but I wanted to build a remote-controlled one instead. So, I used scrap wood I found, popsicle sticks, glue, motors, and paint to make my very own turntable. I designed all the electrical components with the motors, control panel, and all the

track terminals so it works with both legacy and conventional O-scale engines. It worked very well, better than I expected. I hope I can use this in my future dream layout. The turntable is my Model 1 for the pictures.

While building the turntable, I had a side project of Sierra Valley #3, which was featured in *Back to the Future 3*. Lionel didn't make a model of it, so I had to make it from scratch. I first got an old cheap Polar Express and used the motor and wheels. I built the new boiler, cab, funnel, and everything else. I also bought a little O-scale DeLorean to have the train push the time machine up to 88 mph.

Railroading has also taught me a great deal about history and the impact new advances can have. The railroad industry accomplished so many engineering feats making hard-to-reach areas accessible, resulting in our country's quick expansion.

One of my favorite railroads is the Oceanic Railroad running to Key West. Hundreds of engineers and builders said it was impossible, but Henry Flagler proved it was possible and built 106 miles of track over the ocean to Key West. I desperately wanted a model engine for this railroad, Florida East Coast, however, no model train company made any. So I made my own. I first found the engine I was modeling and found a close engine to it with a different paint job. I had to move the light and bell to get the model accurate after much time with painting, gluing, and crafting. I had finally completed my model of Florida East Coast's 153. I later added a new sound system that sounded much better.

The biggest project I have is a live steam engine, measuring about 7 feet long. I found this locomotive at an antique store and bought it for \$500. I had to dismantle everything, clean, and create new parts to get the engine running. After a few months of work, the engine was finally working. I didn't expect this little 6-and-one-half gauge engine to have so much power. I have yet to run it on an actual railroad, but I have set it on some rollers to watch the pistons spin the wheels around. This is my Model 2 for the picture. While model railroading is a great hobby and a way to escape into a different world, it also teaches and exposes me to many things I would normally not know or do. I can learn about civil engineering, design and construction, and history, and appreciate what new advances can do for our civilization.

Railroading and modeling help me to escape reality, because of the deep history, the great detail, and the endless possibilities. This matters to me because rerouting has been my favorite hobby ever since I was little. It helps me relieve stress when I need and to escape reality to a much smaller world; a world of model railroading.



Robert Daniel Winter will be entering the University of Washington this Fall in pursuit of a degree in Mechanical Engineering.

Here is the essay Robert submitted with his application:

I was first introduced to model trains when I was around five years old, when my grandpa brought over a few pieces of track and rolling stock that he had picked up at a recent swap meet. My dad set up a small circle on the dining table, and I drove the trains around it for hours. Over the next few years the layout grew to a double oval on the table, converted to DCC, and I joined my first model train club. Initially model railroading's impact on my education was pretty general.

Throughout elementary school, my parents used the trains as an incentive for me to do well; whenever I aced a math test or scored well on an essay I'd be rewarded with a new freight car, and if I kept up my performance for the whole semester, I'd get a new passenger car for my Amtrak set. Eventually, we got our hands on a small, half-finished, L-shaped layout to get the tracks off the table (which my mom was very happy about). On that layout I learned about track laying and switch wiring from building new sidings and set up a very rudimentary operations system. We then joined an On30 modular group and built two modules from

scratch, and from them I learned about creating dirt and grass, as well as carving a riverbed. From these experiences I learned that I really enjoyed creating things, and model railroading allowed me to do just that.

Studying these models helped me gain knowledge of electrical systems and mechanics, allowing me to catch onto those topics faster than my classmates, and helped define my interests in school. In my sophomore year I took AP Physics 1 and discovered my passion for learning how things work. I began to observe more analytically, breaking complex systems down to learning how and why each part works. With the release of the video game Railroads Online! I was immersed in a whole community of people involved in steam preservation, and I took that opportunity to go back and give myself a deeper and more complete understanding of these little models--and their historical counterparts--that I had been captivated by for so long. Learning more about steam engines led me to become fascinated by all manner of mechanical systems, and I began attempting to re-create them in video games, as a way to experiment and really understand how they work.

Up until just a few months ago, I had no idea what I wanted to do after high school. I hadn't put much thought into it, and whenever someone asked I would just say, "I don't know...something with math, probably." as it had been one of my best subjects. Model railroading had prepared me for many options; kit building and wiring track teaches some principles of electrical and civil engineering, painting and weathering teaches art as well as science, and operating teaches logistics and the value of thinking ahead. However, once I looked back at my performance in math and science, my love for creating new things, and my fascination with mechanical systems, it was an easy decision. With the help of this scholarship, I will be able to continue following my passion and furthering my education as a Mechanical Engineering student at the University of Washington.

Congratulations to our three winners

These three model railroaders, along with the other applicants, are the future leaders of our great model railroad hobby. Thank you to all those who applied for our scholarships. We wish you the best of everything in your future careers. We hope to have many more applicants next year, and we will do our best to raise sufficient funds to allow us to award even more scholarships in the future.

Individuals and Companies whose contributions made these 2024 Scholarships possible:

We want to thank all the individuals and companies who donated to our 2024 Scholarship Program and particularly the viewers whose Donations of \$80.00 or less helped us match the Anonymous Donor's Special Challenge Grant of \$1,000. We greatly appreciate everyone's commitment to our young modeler's education exhibited by their financial donations.

Individual Donors

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

Corporate Donors in 2024



Pacific Coast Region
National Model Railroad Association



We are pleased that the Pacific Coast Region of the NMRA contributed \$2,000 and were listed as a specific scholarship sponsor for one of the 2024 scholarships. The name of their

Specific Scholarship is: New Tracks Modeling Mentoring Scholarship sponsored by the Pacific Coast Region, NMRA. The PCR selected Ethan Bernstein for their award.



In addition, we had four Corporate \$250 BRASS donors who helped make our 2024 scholarship awards possible by their donations:



1. [New Creations Victorian Railroad Buildings, LLC](#) Owned by Alan Rogers
2. [Brennan's Model Railroading](#) owned by Dennis Brennan
3. [Great Scale Model Train Show \(GSMTS\)](#) owned by Scott Geare
4. [The Model Railroad Resource LLC](#) owned by Dan and Amy Dawdy

Thank you for the leadership and commitment to the education of these young modelers



Please Continue to Help Our Next Generation of Model Railroaders by Donating to our 2025 Scholarship



We are currently soliciting donations for the 2025 academic year scholarships and are hopeful we will exceed our 2024 goals and be able to offer even more in the way of scholarships. 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 eligible High School graduates or current college or technical school students 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 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.

The Officers of the non-profit Corporation are: Jim Kellow MMR, President; Bob Davidson, Vice President; Phil Edholm, Secretary; Tom Farrell, Treasurer; and Jeffery Jordan, Counsel.

The simplest way for individuals or Corporations to donate is to use the Zeffy on-line donation platform. By using Zeffy you can guarantee that 100% of your contribution will go to our scholarship, as 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 for our 2025 Scholarships:

Individual Donors

Individual donors who have donated to our 2025 scholarships are: David Menard, Gerald, Linda Feeney, Jim Kellow MMR, Fr Ron Walters, Bob Charles MMR, Jeff Zigley, Bob Davidson, and Jim Foley.

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

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

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

Platinum Donor

[Amherst Railway Society](#)

Please contact us at: ntms@newtracksmodeling.com to arrange for your corporate donations. Donate early to maximize your exposure. Remember, your contribution will help the young modelers who are the future of our hobby.

I am pleased and very grateful to announce the following \$250 Brass Donors for the 2025 Scholarships:

1. [Great Scale Model Train Show \(GSMTS\)](#) owned by Scott Geare
2. [Brennan's Model Railroading](#) owned by Dennis Brennan
3. [The Model Railroad Resource LLC](#) owned by Dan and Amy Dawdy

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.

We will be accepting applications for our 2025 Scholarships beginning January 1, 2025. Scholarship applications will be accepted through July 1, 2025.

The 2025 Scholarship application will be available on our website: newtracksmodeling.com/scholarship

Everyone can Help get the word out to potential donors and applicants by showing our Scholarship banner at events and promoting our Scholarship by word of Mouth.

Bob Davidson generously donated five banners through his company, Exhibits And More, which can 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 3½ feet tall. I think they'll be great for smaller events and local shows. In addition to the banners, we can also provide handouts about the Scholarship program to local events we are not able to attend in person. All you have to do is contact Bob Davidson at bobdavidson@newtracksmodeling.com.

Look for New Tracks Modeling at any show or event you attend. We hope to be represented at as many shows as possible in 2024-2025. If you want to take one of our banners, need some handouts, help man a table, or have us be a part of your table, contact Bob Davidson at: bobdavidson@newtracksmodeling.com.

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

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

Thank you to everyone who helped us display our banners or pass out our handouts at shows around the country last year. We are currently taking reservations for our banners for 2024-2025. 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 the model railroad community who have created a nonprofit 501(c)(3) company for the sole purpose of providing scholarships to young modelers attending educational institutions throughout the United States who are pursuing a STEAM education after in a college, university or accredited technical school. Our scholarships are paid directly to the school 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 help by the current model railroad community can help the next generation of modelers provide the leadership and continue the traditions of our great hobby. For more scholarship information and to donate visit our website, newtracksmodeling.com/scholarship or [click here](#).



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

NEW TRACKS MODELING

“MY BUILD” Models Shown on the July 24th, 2024 Show

These are some of the photos modelers shared on our July 24th, 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 Stimson - wstimson@q.com - N Scale- Attached please find photos of my recent build. It is the Weller Gas Station from New Creations Victorian Buildings (Alan Rogers).



Jeff Jordan - jordan.jordan54@verizon.net - O scale - Reworked Bachmann Galloping Goose. DCC+sound. Soundtrax decoder.



Fr. Ron Walters - rwalters@friars.us - HO scale - Here are four photos, 2 each of two buildings that are mostly finished, just some weathering that needs to be done. The two red roofed buildings are named after my father who was an electrician. The phone number was our home phone number when I was very young: just three digits. When you picked up the receiver on a phone with no dial, the operator said "Number, please.". We had only one phone in the house. The three story bookstore is named after a friend who recently died who was quite a reader, and even wrote his own books on Christian spirituality. Building is DPM with an added interior. BEST kit.



Cliff Flatten - picguy50@icloud.com - 1/64th scale - scratchbuilt and laser cut. Roycraft mobile home used as a cabin. Kropf butterfly trailer. Smoker trailer. Mom's Cafe/undecided structure. Basswood/cardboard/charcoal board made by Crescent Cardboard Company.



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



Martin Brechbiel MMR - Martin.Brechbiel@newtracksmodeling.com - O scale-
 Wabash Valley Oyster Car with Conowingo Models 3D printed vents and hatches. Fox trucks. Max Grey car. 184-Brass Thomas/All-Nation car. K4 decals. 186- Same as 184. Hatches open. Thomas/All-Nation tank car. US Hobbies High Walkway car. All brass. Only uses rattle can paints.



Greg Cassidy - gcassidy2@verizon.net - N Scale - City Classics 401 Crofton Ave. Service Station. Added interior, water tank and price signs.



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

Gary Cooper - cooperglc@yahoo.com - On30 ?- It started with the cooling tower. Then came the sand house, water tower, ash pit and the out house.



Kirk Bucher - kirkbuch@aol.com - HO scale - Scratchbuilt passenger car shop. Clearview is screen repair tape. 240 scale feet long. Roof/clear view are hung from the wall.



Bob Farquhar - bob.farquhar@sympatico.ca - HO scale - Background flat.



Leonard Davis - lleeblues@yahoo.com - O scale P:48 - Scratch build, still needs more weathering and cover carriage.

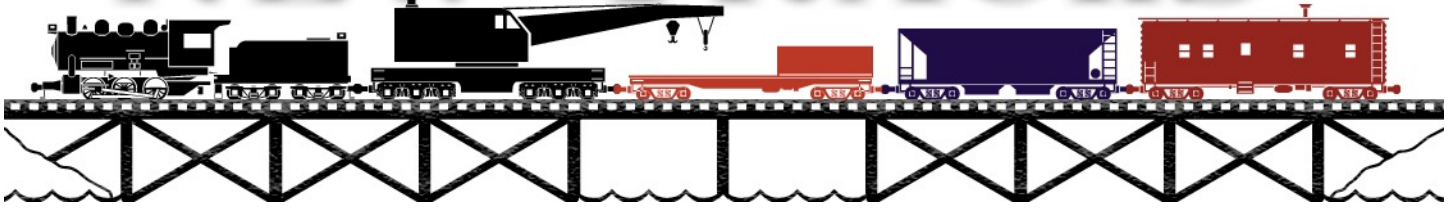


Here is the list of the MY BUILD shows for the remainder of 2024 and the special focus for each show. Please join in, show us your models, and help us learn.

- September 18 – Free for all! Anything goes!
- October 16 - Layouts. Finished, In-progress, Switching layouts, Modules, Dioramas
- November 20 – Free for all! Anything goes!
- December 18 - December – 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.

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”

New Tracks Announcements: Breaking News: Shapeway Closes!!!

As a result of the recent Shapeway closure, many 3D content creators are left wondering how to best present their models to the marketplace. We asked several 3D firms to appear on our Zoom show and discuss the situation. Bernard Hellen owner of Miniprints appeared on our July 10, 2024 Zoom show, and hope to have others in the near future.

Bernard discussed his plans to offer an alternative sales channel for model railroad 3D printed details. Bernard also included a very special offer for viewers of the Zoom show or those seeing it on our YouTube channel, New Tracks Modeling, throughout the month. I hope you were able to attend Bernard’s presentation. If you missed Bernard’s presentation, you can see it on our New Tracks Modeling YouTube channel. [Here is the link to the show segment.](#)



I also heard from some modelers who do their own 3D printing. This one, in particular, from Philip Smith impressed me.

“Jim, Concerning 3D prints, I have found that with much patience any model within reason may be printed by the modeler. I just finished up this camelback. Farming out files for someone else to print increases costs significantly, plus if there are any mistakes, additional costs occur. Hope you like this On30 Camelback. Has been in development for 14 months. I couldn't imagine what an outfit like Shapeways would have charged me.”

Then, Sherri Johnson owner of CatzPaw Innovations LLC posted this on our New Tracks Modeling Facebook Group. I think her article will be helpful to many of you.

“Since the announcement last Wednesday that Shapeways has shutdown, I have seen over 100 posts and received almost as many requests from companies who are looking to provide 3D printing services. Some of these companies maybe legitimate and others questionable at best.

I have drafted and attached a document that I hope will help you choose a new 3D printing service wisely. It lists considerations to take into account when selecting a service provider and has questions to ask that provider to help you make an informed decision.”

A Guide to Selecting a 3D Print Service by Sherri Johnson CatzPaw Innovations, LLC [Click this link to read her article.](#)



Getting Started

We are inviting all model railroaders, volunteers, clubs, donors, sponsors, investors, and all other interested parties to join the Model Railroad Museum of Hampton Roads. This Museum will be like no other - unique in scope, display, operation, education, interaction, and participation. Science, Technology, Engineering, Art, Mathematics (S.T.E.A.M.) will be displayed and taught here. Layouts of all major scales will be represented.



[Click here to see and read the full Museum Flyer.](#)

Modelers in all scales and gauges are welcome because “modeling is modeling”. Thanks for everyone’s interest and support. Questions, please email me: jimkellow@newtracksmodeling.com.

Master Modeler Tom Farrell Wins “Best of Show” at Al Judy’s Harrisburg Narrow O Scale Summer 2024 Meet

We are pleased to announce that New Track's Tom Farrell won "Best in Show" with his "Whistle Stop Saloon" at the June 7-8, 2024, Harrisburg Narrow O Summer Meet. There were 20 entries and around 400 attendees voted for their favorite model. Tom's creation stood out. The contest rules were straightforward: build your model within a 5” square with no height restrictions.

The Model Railroad Museum of Hampton Roads Finds a Home and Obtains Funding

New Tracks Modeling is a long time supporter of the creation of this museum. Congratulations are well deserved by the local committee who have worked long and hard to make this museum a reality.

I was a member of the Tidewater Division of the MER, which includes the Hampton Roads area, and know about the model groups which are involved. We will be honored to have one of our New Tracks Modeling Scholarship Banners on display in the museum. Greg Warth will be a guest on our August 14, 2024 Zoom show to discuss this major achievement.

For more information about the museum, please go to their website: MRMHR.org

Great News for the New Tracks Modeling Facebook Group

Our new Facebook group, New Tracks Modeling, had the 800th modeler join and follow our group. We are already working on the next station stop of 1,000. Thank you to everyone who has joined, and please tell your friends about our group so they can join and share their modeling knowledge and learn from others.



Tom showcased the build of his contest-winning model on a live New Tracks Modeling Zoom show this August, following the conclusion of his current "M. Spillane Building Watch me Build" series, in collaboration with the legendary modeler Thomas Yorke and [Frenchman River Model Works](#). You can see details about the kit on their website

Greg Cassidy commented about Tom's Win on Facebook. That's fantastic, Tom! I looked at all the entries, you had some very serious competition there. In fact I had taken photos of them (didn't get to vote, though).

Here's some of the entries. Again, congratulations!



By now, many of you have likely heard that Al Judy passed away on August 3, 2024, after a brief illness.

Al was not just a friend; he was an exceptional On30 modeler, a passionate promoter, and a significant supporter of New Tracks Modeling and the broader model railroading community. His absence will be deeply felt.

We were lucky to have Al as a guest on one of my Modeling Lifestyle shows on November 17, 2022. [You can watch the episode through this link.](#)

He was also scheduled to join my Zoom show on July 3, 2024, but unfortunately, he had to cancel. He had asked me to reschedule him for a later date.

Allen K Littlefield posted the feelings of many of us about Al on the On30 Railroading Facebook page. He asked me to include it here.

“Oh dear, where to start? Firstly let me apologize for the confusion when I posted the news of Al's passing then deleting it. I was asked to post it then another contacted me that he wasn't so sure Cathi, Al's wife, was ready. So I deleted it in deference to his wishes. He then got back to me and realized it was OK so here we are. No damage done and all are now on same page.

Firstly I want to say that Al was a man with a vision. He loved the hobby and all that were involved. He saw what was possible if we had a venue that met our needs. After visiting Mid Hudson On30 Meet a few times and talking with me and others, he realized a single gauge and scale could hold a crowd, and our relaxed modeler oriented gathering was viable. After attending all the other shows and meets over the years, he saw that an On30 specific event would be viable. He then combined having areas that modelers could meet with and converse with other folks they had only met on line along all Mid Hudson and with O specific manufacturers was a winning formula.

The success of the Harrisburg Narrow Summer Meet speaks for itself. Only a person of his interest and drive could have pulled this off and we are all most grateful and better off for it. Do not think that the H-burg Meet is going away. There are enough of the 'red shirt' gang that help you in and out to keep Al's vision alive and going forward. Plenty of talent and desire to make it happen in that group. Show will probably now billed as the Al Judy Memorial Narrow Summer Meet. Many of us, if asked, should be willing to do what we can to keep this alive.

Now to the man himself. A master modeler in all aspects of the hobby be it scenery, locos and rolling stock, photography, etc. Always willing to help if you had a question and if he didn't have an answer he knew someone who did. He was also an avid collector of others work that he admired. Also an appraiser and helped families dispose of their loved ones collection of RR items in a timely and fair manner. I told my wife if I pass before her to call Al to take care of what models I have left as he would know the value and give you a fair deal. That was Al, fair, honest and always a good friend. Like so many friendships we have all made over these years, it hurts when we lose them and Al is no exception, and doubly so, as his vision has contributed so much to our enjoyment and future of our hobby.

After Al would post one of his many scenes, I would sometimes quote the old saying that the "Artist has the ability to see"... that was Al, a person who could see on so many levels.

God bless him on his new journey along with his family members. You are gone but you live on every time one of us sits down at the bench and try to make our models up to a higher standard. Your contribution and memory are in good hands.

AKL”

Another modeler who wanted to express his feelings in this article is Ben Poole.

Al Judy Remembrance

The loss of Al Judy is devastating to our On30 community. He was a force of nature for On30 who had over 20,000 modeling followers in his Facebook groups. Just as the sun rises in the east, we knew that every morning when we checked the “On30 Railroading” Facebook group, there would be a photo of one of Al’s models in a scene on his layout. He developed his skills with a background as an artist and you can tell in his work. He had a superb eye for how to make a scene come to life. His work on locomotives, rolling stock, and scenery were all museum quality. His photograph settings were right out of magazines, for which he was a regular contributor.

Al is the reason I switched from HOn3 to On30. He welcomed me to this unique little community (we like to think of ourselves as the black sheep of modeling railroading) and patiently helped me become a better modeler. He always projected a positive attitude, not just to me, but to those with years of experience and MMR certifications as well. His modeling was world class and he had developed skills over the years such that he could knock out a scratch-built building or a complicated kit in an hour. He once showed me and our good friend, Sam Pennise, three different ways to paint and weather resin junk piles. One way took 90 minutes, the next took about fifteen minutes and the final took about 90 seconds. And they looked remarkably similar.

Incredible! He had a background as a model railroad hobby shop owner and knew the market prices of everything from the rarest British locomotive to a brass On3 K-27. He was the go-to guy for anything related to our niche of the hobby and he always offered a fair price. In the rare instance where he might not have known the answer to a question, he knew someone who did. He also had an artist’s eye for the excellent work of other modelers and the shelves in his shop are full of the magnificent work of these colleagues.

Al developed and hosted a couple O Scale and O Narrow Gauge meets every year in Harrisburg, PA, and these shows are where our community was able to gather together and have fun. Unlike a typical train show where the visitors go up and down the aisles, don’t interact much with the



In this photo taken in Al Judy’s workshop on June 5, 2024, Al is showing multiple ways of painting and weathering resin junk piles.



Al Judy with Ben Poole in front of Al’s beautiful layout in December 2023.

vendors and then when complete, leave the venue, at Al's meets, we would sit down with the vendors, share modeling ideas and talk about family.

Al had great food available and the meets were like a gathering of friends who hadn't seen each other in six months. That's exactly what they were, friendships rekindled and new ones formed, all while bonding over On30 modeling.

The Al we know and love was always willing to share his skills and teach us a little bit of his magic. He was a dear friend and we will miss him. We will do our best to keep his legacy of the joy of modeling On30 alive for the rest of our community as a tribute to what he built.

Rest in Peace my friend. Ben Poole"

Thank you Allen and Ben for sharing your feelings about our friend, Al Judy.

It's great news that Al be Judy's legacy of his outstanding O Scale and Narrow Gauge shows will continue.

New Tracks Modeling looks forward to attending "Al Judy's" named future shows. Details about the shows to follow in future articles.

David Vaughn, President of O Scale Central expressed his feelings about Al Judy and Al's substantial contribution to the O Scale community

"Al was a local mid-Atlantic guy with an outgoing, never met a stranger, personality. He brought the Harrisburg Shows out of nowhere to become a real contribution to the O scale community. It was my pleasure to take tables at several of Al's shows. The company was as good as the models.

O Scale Central sponsors a monthly online program of newsmakers and people having a positive impact on the scale. Al was a guest on the program and lit up the show with his modeling skills and his enthusiasm for his models and modelers in the O Scale community. He leaves big shoes to fill.

OSC intends to honor Al in an appropriate way, but we have taken no action yet. It will take time, perhaps into the fall with an O Scale Hall of Fame nomination. Frankly, I do not think anyone was expecting things to happen so fast and finally. We were kind of caught flat-footed."

Thank you David, I think the OSC Award would be very appropriate and well deserved for Al Judy.

New Tracks Modeling will be represented at the 44th National Narrow Gauge Convention in Pittsburgh, PA September 11-14,2024. (Thank you Al Judy for helping to make our participation possible.)

Phil Edholm and Tom Farrell, along with other New Tracks Modeling members will be at our table. Please drop by, say hello and find out what New Tracks Modeling is all about and future plans. We hope you join us.

[Visit the convention website](#) to obtain all the details about the convention outlined below.

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

Convention favorites comprising layout tours, model contest, on-site modular layouts and clinics will be available throughout the week. The expansive vendor rooms will offer products by the finest model railroad manufacturers in the hobby. New to any convention will be the "vendor suites" where vendors can showcase

their products in their own room! Railroad museums and other exhibitors also will occupy the vendor space providing information about restoration projects or organization news.

Come to Pittsburgh in 2024 to experience Eastern narrow gauge at its finest!” We look forward to seeing you there.”

New Tracks Modeling will be represented at the Sunshine Region - NMRA IRON HORSE 2024 - Convention October 10-12, 2024. We hope you can join us.

We have been represented at previous Sunshine Region events and am looking forward to this next one.

“The Sunshine Region of the NMRA invites you to our new convention home at the Ocala Hilton in beautiful Ocala Florida, known as The Horse Capital of the World®, for Iron Horse 2024!

Enjoy numerous hands-on activities, clinics, op sessions, contests, meet and greet, fellowship and more. The convention will run from 4pm Thursday October 10, 2024 to Saturday October 12, 2024, 11pm (or when the banquet breaks up).

This year’s change of venue offers us at least 6 benefits;

- 1) a much lower convention cost,
- 2) all activities are under one roof,
- 3) Longer clinic room availability (we have clinic room availability from morning to night),
- 4) the opportunity for more fellowship,
- 5) you asked for more hands-on clinics and we are delivering more!,
- 6) Op sessions on-site!

If you've never been to an op session or are a seasoned pro we will have time to train the newbies and let our pros have at it. If you are new to op sessions and have been curious to what its all about then this is the place for you!

We think you will agree the Board has worked hard to bring more to our convention and to increase the quality, while being mindful of the price. Now it's up to you to come out and have some fun and fellowship. Let's celebrate our hobby together!!”

[For more information click here.](#)

Over my modeling career I have built railroad models in N, TT, HO, S, and O scale. I like all scales, but there is no question that my current focus on scratch building, in O scale, for my traction system, is the best scale decision for me.

First and foremost, I can see it, at least a lot of it, with my one eyed vision. Also, being a member of O Scale Central has been extremely beneficial to me in connecting with other O Scale modelers who have encouraged me to build many different projects. I encourage you to take a look at the organization and see if you think OSC can help you.

O Scale Central

First I want to explain why I decided to write about the O Scale Central (OSC). O Scale Central is the new doing business as (dba) name for the O Scale Kings organization. Besides the new dba name, my main reasons for wanting to write about this organization are what a new leadership team has done to energize, redirect, and stimulate the old O Scale Kings organization into what many of us had hoped the old O Scale Kings could be. I

believe it is time for O Scale modelers, like me, who have rejected the old O Scale Kings to take a NEW look at OSC.

1. I talked to David Vaughn, the OSC President, at length about OSC. I believe he is creating the O Scale “GO TO” organization that the O Scale community has hoped for and needs. David has made me a believer that the team he has put in place will make the organization successful, and an organization our O Scale community can be proud to join. I ask you to see for yourself.

2. I have joined the OSC monthly Live Zoom get togethers and met and talked with many of the participants, both members and prospective members. Join us, I guarantee you will meet a great group of people and some very talented O scale modelers.

3. I am impressed with the OSC publications, website, and Product/Service Guide. They are great assets for an O Scale modeler.

4. The President and the organization supports our New Tracks Modeling efforts including our Scholarship program. This is something that the new leadership team made possible and it is much appreciated. It is an example of the new ideas the OSC has imbrued.

OSC the “Go To” Source for O Scale

A few years ago I heard about David Vaughn. Many O scalers were excited because he was building the O Scale Central organization into the “Go To” place for everything to do with O Scale 2 rail modeling. A new Sheriff had definitely arrived in town.

David told me: “O Scale 2 Rail – models of 1:48 proportion running on two rail track – is the best kept secret in model railroading. At eight times the mass of HO, O is a modeler’s scale: easy to build and detail, easy to weather and easier to see. The mass also makes for satisfying and reliable operation. Moving to OS2R is a great cure for bifocularism and opens new modeling opportunities.

Once a close to majority scale, OS2R was crowded out after WWII, and today comprises less than 2% of the model railroad hobby. The dedicated modelers who remain in O Scale 2 Rail want to share the great OS2R modeling experience with other modelers in other scales. That is easier said than done, as a number of factors work against the scale.

The decline of the retail hobby shop has made it almost impossible for modelers to see OS2R models. The elimination of the Walthers Large Scale Catalog meant that there has been no central place to go to find out what is available in OS2R and how to get it. Many smaller OS2R vendors operate below the social media radar. O Scale-specific events are limited in number. The scale has also been drowned in the flood of models produced in other scales.

Our team of OS2R modelers have been working to lift the curtain and expose the scale to the larger model railroad community. To do that, it needs to be easier to find equipment, learn scale-specific techniques, educate modelers on the advantages of the scale and build a supportive OS2R community. O Scale Central is taking on that mission.”

For more information, visit the OSC website OScaleCentral.com

OSC is built on the ashes of the old O Scale Kings organization, but with new leadership, a new mission and new vigor. Leading the OSC team is David Vaughn, an active, long-time OS2R modeler (for example, his NKP/Canandaigua Southern layout was featured in Great Model Railroads, 2016; and he chaired the successful 2018 Rockville Scale O National Convention). The new OSC team is working to build O Scale Central into the “Go To” place for anything to do with O Scale Modeling. Check out the OSC update provided at the end of this article.

David says: “The OSC team has a can-do approach; everybody has not just titles, but jobs. Programs move forward on schedules toward defined goals. OSC leaders and members enjoy working on the projects together, leading by example.

OSC has recognized the work that New Tracks Modeling is doing, just as New Tracks recognizes what OSC is trying to accomplish.”

Based on the vision David and his team have for the organization and the scale, I became a member of O Scale Central (OSC) and am highly pleased to work with the organization.

O Scale Central is a sponsor of the O Scale Modeling monthly segment on the New Tracks Modeling Zoom show, along with being a supporter of the New Tracks Modeling Mentoring Scholarship program. I particularly appreciate David Vaughn’s personal commitment to our Scholarships. I am also proud that David Schultz, a very talented modeler and member of the OSC Board, is the host for the New Tracks O Scale Modeling segments. You can see videos of the past segments on our [New Tracks Modeling YouTube channel](#).

David Vaughn has done something for me I never believed could happen. Many years ago I joined a new organization then called the O Scale Kings. It was created to promote O Scale and I was an O Scale traction guy so I joined. It didn’t really cost much money, and I was never asked to help work in the organization so it didn’t take up any of my time. But after a few years of not seeing any tangible benefit, I just dropped out and forgot about it. I was not the only departure over the years from the organization.

Under current OSC leadership, membership has more than doubled, and the organization is moving ahead with programs to advance all facets of O Scale modeling. David credits the OSC team for the progress, but I believe his leadership is making the organization into something great for O Scale and the model railroading hobby that we can all be proud to support.

OSC is an organization I am pleased to see rise from the ashes of the O Scale Kings. Based on my personal experiences with David Vaughn and the current OSC, I highly recommend O Scale railroad modelers to investigate OSC, it’s goals and activities.

Go to the OSC website OScaleCentral.com to check it out. The introduction to OS2R will give you a good place to start. The trademarked Product and Service Guide will give you a survey of what is available. Explore other sections of the website, including OSC’s YouTube Channel. Even easier, tune in to OSC’s free monthly Zoom show, open to the entire model railroading community as a service to the scale and the hobby. Check out the program schedule and log in information in the coming events section. On the programs, meet some of the current members, including me, and take in the interesting content: layout tours, interviews with newsmakers, short clinics and good and welfare. See for yourself the value I believe OSC is bringing to our great O Scale model railroading community..

I ask all O Scale modelers to take a look at OSC, and support OS2R, in helping members become better O Scale modelers and model railroaders. Also help the organization to attract new young members to grow our O Scale community. Your voice and participation is needed to help OSC guide our scale into the future, and to help attract the next generation of O Scale modelers. Your membership will be a vote of confidence in what they are working do to.

David Vaughn readily says: “OSC is far from a perfect or complete organization; it’s a big hobby and there is much to do. So if there are things that could be done better, reach out directly to me at President@OScaleCentral.com.”

I would also appreciate your constructive feedback. My email is: jimkellow@newtracksmodeling.com

You say you are not familiar with the OSC?

I have previously heard for years from some members of the O Scale community they are not familiar with what OSC does. Frankly, I have said it many times. So I decided to start a special OSC segment in each of my future articles so David Vaughn and his leadership team can give everyone a better understanding of the organization and provide updates on exactly what OSC is doing. I hope this will give you a better understand of why being a member of OSC is in all O Scale modelers' best interest. Here is the First "OSC LATEST UPDATE" by David Vaughn.

But before you hear from David, here is some breaking news that was only developed and approved after David had written his comments for this article.

Breaking News: Joint announcement by New Tracks Modeling and O Scale Central.

If you read the sister publication to *The O Scale Resource* magazine, *The S Scale Resource*, you know that New Tracks Modeling just announced a new S Scale animated series.

Now New Tracks Modeling and OSC are announcing a new O Scale animated series produced by CatzPaw Innovations LLC and Brennan's Model Railroading. The first model is currently scheduled to be available for preorders at the March 2025 O Scale Meet in Chicago, Illinois. More details will be available from both the New Tracks Modeling and OSC live Zoom shows and from articles in their publications and *The O Scale Resource* magazine.

David Schultz is an OSC member and is the Chairman of the Modelers Advisory Committee for this project to work with the manufacturers to produce the animated scene best suited for modelers in both the O Scale and O Hi-Rail Modeling communities. If you want to join the Advisory Committee contact David at David.Schultz@newtracksmodeling.com

Just want to gossip or give us your opinions? My email is jimkellow@newtracksmodeling.com. Now here's David!

What's Going on in OSC: David Vaughn, President

O Scale Central Program Description on OSC's Website: We live in an age where much - perhaps most - information comes through the Internet. And while most people within the model railroading community have at least a general understanding of what O Scale Two Rail trains are all about, most of the rest of the world does not. So O Scale Central has set up its website OscaleCentral.com to connect with both present modelers and those who are simply O Scale curious.

The website describes the basics about O Scale 2 Rail ("OS2R"), gives it history, tells visitors how to find out more and how to tap other resources. It allows visitors to explore how to find information, rolling stock and accessories in the Scale, as well as how to connect with the OS2R community.

As the only Scale-wide OS2R organization, O Scale Central is uniquely positioned to provide this basic orientation to visitors coming from outside model railroading as well as those working in other scales or three-rail O.

O Scale Central's Product and Service Guide

O Scale 2 Rail ("OS2R") is a minority model railroad scale. In an age where retail hobby shops are gone and many OS2R vendors operate below the social media radar, finding O Scale 2 Rail models on both the primary (new stock) and on the secondary (used) markets can be difficult. There has been no central place where new and OS2R-curious modelers as well as experienced modelers can ascertain availability for rolling stock, services and accessories.

O Scale Central's Product and Service Guide™, accessible through the O Scale Central website OscaleCentral.com, is a one-stop place to go to find OS2R. Free to use and free to be listed, OSC operates the Guide as a service to the Scale. The Guide lists almost 200 vendors providing products and services to the OS2R community. The Guide is indexed and searchable, enabling users to find who has the categories of OS2R goods and services for which modelers are looking.

Outreach to All Scale Shows, NMRA Conventions And Railroad Prototype Modeler Meets

OS2R is a great scale: the size makes modeling easy and shows off detail. The mass makes for a very satisfying modeling experience. But as a minority scale, many model railroaders have never seen OS2R trains run and have never heard from any OS2R modeler how great the scale is.

O Scale Central members show the OS2R flag at all-scale train shows, NMRA Conventions and Railroad Prototype Modeler Meets in order to give model railroaders from across the other scales exposure to OS2R models, techniques, operation and community. OS2R trains are impressive. At the July 2024 St. Louis Railroad Prototype Modeler Meet, by way of example, OSC displayed an operating OS2R sectional layout, running three learning tables to present O Scale-focused modeling, literature and videos. The outreach will offer RPMers from other scales the opportunity to interact with OS2R modelers. Model display is an important part of RPM Meets; OSC will be coordinating display of significant numbers of OS2R models. This type of outreach puts OS2R on the model railroading community's map and presents the Scale as a viable alternative for detail-oriented craftsmen.

Thank you David Vaughn for the OSC updates. We look forward to reporting your Updates in future issues of the New Tracks Modeling articles.

Talk monthly with David Vaughn President of OSC on our New Tracks Modeling Live Zoom Show

David Vaughn will discuss the OSC activities and future plans on a monthly segment on our Zoom show. The scheduled upcoming dates in 2024 October 30 and November 27. We are currently working on his 2025 appearance dates. Please subscribe to our website newtracksmodeljng.com for more details about David's appearances.

Now please meet the Officers and Directors of OSC. Please contact them for help with any questions about OSC and/or O scale 2-rail issues. Find out for yourself their commitment and ideas for the organization's future.

O Scale Central Officers

David Vaughn: President



David Vaughn is an active O Scale Two Rail (OS2R) modeler. David has modeled in scales other than 1:48, but none has the special satisfaction and enjoyment of O Scale.

David serves as President of O Scale Central, a scale-wide organization promoting OS2R. He chaired the successful 2018 Scale O National Convention held in Rockville, Maryland. Prior to that, David co-chaired three Indianapolis O Scale Shows. He served previously as a member of the OSK Board of Directors and as an Advisor. In 2020, David was elected to the O Scale Hall of Fame.

David serves also as National Director of the Nickel Plate Road Historical and Technical Society and is a dedicated Nickel Plate modeler and historian. He has participated in a series of O Scale projects, including brass model importation, craftsman kit manufacture and decals. David's current project is a kit, available in O Scale, for John Armstrong's model based on the painting Nighthawks.

David is a Member of the NMRA and a part of the Washington-Baltimore O Scale round robin group.

David has preserved and restored parts of three historic OS2R layouts, including John Armstrong's Canandaigua Southern, and has integrated them into a single 18'x90' track plan. The layout was featured in Great Model Railroads 2016. The layout mixes Nickel Plate and Canandaigua Southern equipment and operations.

David and his wife, Catherine, own a full-size former Nickel Plate Road passenger car, the 5 dbr/buffet/lounge City of Chicago, which is presently being restored for service.

David is trained as a lawyer and works as an arbitrator and mediator in labor and employment disputes, including work in the railroad industry. Before going to Law School at the University of Michigan, David served in the Navy as a ships superintendent overseeing guided missile frigate overhauls, and a weapons officer on a destroyer. He is a Vietnam veteran.

David and his wife reside in Clarksville, Maryland.

David can be contacted at: president@oscalecentral.com

Skyler Shippy: Vice President



I've been told I have had a fascination with trains since the age of 3. I received my first Lionel set at the age of 5 and utilized a partial piece of plywood. In 2007 when I was 11 years old, my grandparents took me to an open house at the Detroit Model Railroad Club, which is 2 rail O scale. I joined the club at that point and have been there ever since. (He left out the fact that he is the current President of the Detroit Model Railroad Club. It's website is: <https://www.dmrcc.org/>)

I learned a majority of my knowledge from multiple mentors at the DMRRC. I've learned how to hand lay track, and have utilized that skill at every point possible. Track planning is a skill that I continue to refine as I visit and operate on additional layouts. I've designed 2 full basement railroads for friends, and enjoy the challenge of including as many items on their "wish-list" as possible.

I model in O scale 2 rail, particularly OW5. I have chosen this scale for many reasons, one of which is the gamble that at some point my eyesight will not be what it is today. Additionally, I have the DMRRC and several private layouts within a reasonable driving range. Also, the price comparison between O and HO is more comparable than some would think. Train shows have definitely been the way to go with me.

I would be able to mentor building hand laid track and turnouts as well as layout design and operations consulting.

Photos:

1. *This photo was taken by me at the DMRRC and shows an angle which most people are unable to see.*
2. *Another photo taken by me at the DMRRC, this shows the enhanced detail of hand laid track.*
3. *This photo was taken by myself at the DMRRC. This is a Triple-Headed NKP Reefer train. I doubt the NKP Triple headed, but I enjoy it.*
4. *This photo was also taken by me, and shows the other half of the gauntlet track. Also, on the other side of this scene is a large roundhouse.*

5. *This photo was taken by myself on the Michigan Shoreline railroad. All three of the locomotives are MTH models, and I had just finished converted the NKP GP30 from 3 rail to 2 rail.*
6. *This was taken by me at David Vaughn's home layout. This area of the layout was originally on John Armstrong's railroad.*

Skyler, congratulations on your recent election as the OSC Vice President. You can reach Skyler at: vicepresident@oscalecentral.com



Ken Nesper: Secretary



My name is Ken Nesper and I am well-versed in the responsibilities of being the secretary on the board of directors in a volunteer organization.

In 2018, I completed two 2-year terms as secretary of the Mid-Eastern Region (MER) of the National Model Railroad Association (NMRA). Previously, I served four 2-year term as secretary of the League of Women Voters of DC (yes, there are male members of the League). I have also served as secretary of the Administrative Board of my church. In addition to officially documenting the meetings of the board, I see the secretary playing a key role in keeping the membership informed about board activities.

In addition to being a charter member of OSK (#9), I am a life member of the NMRA, MER and B&O Railroad Museum and an annual member of the B&O Railroad Historical Society and the National Railway Historical Society. I principally model an operations-oriented urban industrial railroad loosely based on the B&O's Alexandria Subdivision. In the last few years, I have added an On30 layout inspired by the Ohio River & Western. I retired from the Postal Service in 2009. My wife and I reside in the Brookland neighborhood of NE DC. Ken can be reached at: secretary@oscalecentral.com

Joe Norman: Treasurer



I started in O Scale at the age of 4, when my dad and uncle bought themselves a Lionel train set for Christmas and let me blow the whistle! I have been generally active since, and a serious O Scaler since 1986, both standard and narrow gauge. I don't have a home layout, but focus my efforts at the Oklahoma Model Railroad Association & Museum, where we have a large standard and narrow gauge layout under construction.

I am a member of the NMRA, Friends of the Cumbres & Toltec Scenic Railroad, The Burlington Route Historical Society, and I'm on the board of directors of The Oklahoma Model Railroad Association & Museum. I am a Certified Public Accountant and own my own firm in Yukon, Oklahoma. I have 3 children and 4 grandchildren.

Joe, congratulations on your recent election. He can be reached at: treasurer@oscalecentral.com

O Scale Central Board of Directors

David Schultz: Director

Hello. My name is David Schultz. I became fascinated with trains at an early age. My grandfather worked for the Northern Pacific out of Jamestown ND. Since we lived south of the twin cities, my mother and I would take the NP train to visit them twice a year. My first train set was a Lionel train when I was 8 years old. This changed when a friend sold me an Atlas F unit and wide vision caboose when I was 16. I've been an active O scaler since. My interest got me interested in a career in railroading. I retired in 2021.

David also is the host of the Monthly O Scale Modeling segment on our New Tracks Modeling Zoom show and he and his son James have been active participants on the show with heir fantastic modeling skills.

David can be reached at: directords@oscalecentral.com

Joe Barker: Director

I am Joe Barker and I live in Alameda, CA just across the Bay from the San Francisco.

I have been a model railroader since my father setup a Lionel set under the Christmas tree when I was three or four. As with most people in the hobby, I stopped active model railroading from about ages 18 to 50 as I built my Navy and business careers. I returned to model railroading in my early 50s. In 2000, I joined an HO club near my home: The San Leandro Historical Railway Society (SLHRS). I also joined the NMRA about the same time.

I was in a Los Angeles area hobby shop in 2002 during a business trip where I saw a demonstration of Lionel's new scale engines and the firm's Train Master Command Control (TMCC) system. This was far better, in my opinion, than anything running in HO at that time. I decided to change gauges / scales from HO to O gauge 3-rail. I became intrigued with people who were involved with operating 3-rail O gauge trains in a scale environment. This hybrid modeling is called 3 Rail Scale (3RS). 3RS has been my primary model railroading interest ever since. My interest in 3-rail O gauge prompted me to join the Train Collectors Association (TCA).

After retiring, I attended the 2006 National Garden Railroad Convention in San Jose. I became interested in garden railroading and I joined the Bay Area Garden Railway Society (BAGRS). I have been involved with garden railroading since. I was running O gauge trains in the rain last weekend for a BAGRS open house tour. (Rain doesn't hurt trains if you dry them off before storing them.)

I was soon introduced to O Scale 2 Rail (OS2R) modeling by attending O Scale West. This prompted me to acquire a small collection of OS2R engines and cars. My best OS2R acquisition has been a 13 car circus train beautifully built from old Walthers kits. I traded a HO engine for the circus train. Unfortunately, there aren't many places to operate OS2R trains in the SF Bay Area. Most California homes do not have basements where a large layout can be built. I plan to work with the 2 remaining Bay Area clubs that have an OS2R display to increase interest in the scale.

Two years ago, I decided to join O Scale Central / OSC. I attended the March Meet in Lombard this year where I met David Vaughn and other OSC members. I also attended the 2022 NMRA national convention in St. Louis where I helped to staff the OSC table and modular layout. I recently became the OSC membership manager.

My primary modeling effort during the past 14 years has been building and operating the G&O garden railroad for the San Leandro Historical Railway Society. The layout is called the G&O because it has both G and O gauge (3-rail) displays. It is the only public garden railroad in northern California. You can learn more about the G&O by following this link: <https://ogrforum.ogaugerr.com/topic/the-gandamp-o-story>

You can see a video of the G&O at my club's website: SLHRS.org

I am a member of the following model railroad organizations: O Scale Central, NMRA, TCA, San Leandro Historical Railway Society, New Haven Historical Railway Society, California State Railroad Museum, and Bay Area Garden Railway Society

Joe can be reached at: membership@oscalecentral.com

Eric Peterson: Director

My interest in model railroading and railroads started with building HO models and attending NMRA activities with my father in the Detroit area. I started modeling in O Scale 2 Rail in 1971 and have continued to enjoy the hobby and scale.

I bring to O Scale Central a background in prototype railroad operations and engineering as well as over 50 years modeling experience in O Scale 2 Rail. I have built a layout in sections and this has made it possible to move and reused the layout in garages and basements without substantial changes. We moved to Indiana in 2017 and the layout has been expanded and rewiring is in progress for DCC track power and CMRI Signaling.

I have been in leadership positions not only in the railroad industry but also church, local engineering, and the model railroad hobby. This includes leading a division on the NMRA Sunshine Region, the Sunshine Region Board, the Midwest Region Board and Central Indiana Division Board. I continue to be active within the NMRA supporting local activities including monthly “Track Talk” Zoom meetings and train show. I recently coordinated O Scale Central exhibits all week during the NMRA Gateway 2022 convention in St. Louis and the National Train Show. I am life member and continue to support the NMRA because it is the organization for all scales in our hobby providing standards, recommended practices ,publications, contests and achievement awards, but more importantly the social and educational activities we enjoy.

When I am considering being part of an organization I decide if I can make a difference and if there are other leaders involved that can come together to make significant improvements. I believe O Scale Central is making major improvements and I plan to continue supporting advancement of the organization.

Eric, congratulations on your recent election. He can be reached at: directorep@oscalecentral.com

Walter Horlacher: Director

Hello everybody!

First off, I just want to let everybody know that I have only been a member of O Scale Central for 10 years, but I have been in O scale since I purchased my first new All Nation Locomotive dual chain drive switcher 40 years ago, and my interest in trains is deeply rooted like so many others from our childhood.

Born in Waukesha, Wisconsin in 1957, I was literally raised on the Soo Line mainline as it ran through our backyard with my sandbox strategically located next to the right of way. I can vividly remember waving off every locomotive and caboose as they rolled by. At age 10, Dad packed up the family and we moved to sunny South Florida where I would call home until I retired in 2019. Even with that said, my primary interests are with the Midwest railroads with emphasis on Milwaukee Road.

Upon High School graduation I did a 3-year stint in the Army and served as a Combat Engineer, afterwards I continued serving in the Air Force Reservesserving as Civil Engineer for an additional 30 years, which included three Post 9-11 deployments to Southwest Asia including Iraqi Freedom and retiring as a Chief Master Sergeant in 2008. I have been married to my wife, Liz ,for 41 years and have a lovely daughter, Alexandria, who recently got married.

My civilian carrier included working for the Florida East Coast Railway, and while working there, I earned a nickname as so many railway workers have and was baptized as “Waldo”. I also worked in the graphics industry and finished up my working career as a Facility Services Project Manager.

Congratulations, Walter on your election. He can be reached at: directorwh@oscalecentral.com

Al Oslapas: Director

I live in Dearborn Heights, Michigan and was raised in New York City. My love of trains started at an early age watching the elevated and subway lines of New York as well as Sunnyside Yard and the Long Island RR facility in Morris Park. I lost my first tooth in a New York Central coach on the way to Cleveland.

Modeling started with a Lionel 027 set and expanded to fill an 8 x 8 table with track, trains and scenery. A move at 12 years old put an end to that and a lifelong interest in cars took over. The Weaver RS3 caught my attention when it came out and sparked an interest in O scale 2 rail. The first layout was a shelf running around a room and through a closet. The current layout was started and then stopped and is buried at the moment. My railroad interest runs to NYC, PRR, NH and the LIRR. My collection reflects that.

My background is automotive engineering. I worked for 43 years for several employers. I do have a garage sized shop where I take care of several classics.

Congratulations, Al on your recent election. He can be reached at: directorao@oscalecentral.com

I hope you enjoyed hearing about O Scale Central (OSC). Contact the new O Scale Sheriff in town, OSC president David Vaughn, so he can convince you to help make O Scale 2 rail successful. There is no doubt in my mind he will. President@OScaleCentral.com

Our monthly Newsletter: “New Tracks Modeling Observations”

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 on our website: newtracksmodeling.com. [Here is a link to our August 2024 issue.](#)

All subscribers to our website and donors to [New Tracks Modeling’s Patreon](#) account, or to our Scholarship program will automatically get this publication by emails. If you are not a subscriber, you will have to visit our website each month to find the link to our latest newsletter publication. We hope you enjoy our newsletter and ask you to encourage your friends to become donors and/or subscribers to our website, newtracksmodeling.com so they can also receive it. Please contact our Editor, Martin Brechbiel MMR via email at Martin.Brechbiel@newtracksmodeling.com with your comments, suggestions, details about a new product you are producing in any scale, or any of your views, opinions, comments, your modeling or model railroad photos or videos.

New Tracks modeling was represented at the Harrisburg Narrow O Summer Meet

In addition to having live videos about our New Tracks Modeling and New Tracks Mentoring Inc Scholarships, we had a video about Conowingo Models, who was also the donor of two of their Grey Street Company House kits:



<https://conowingomodels.com/shop/ols/products/grey-street-house-ho-scale-model-kit-gry-str-hs-hol>) that were awarded in two random drawings to two lucky attendees: the Friday winner was Jack Dziadul, and the Saturday winner was Bill McCourt.

Thanks guys for all your help for New Tracks Modeling and our Scholarship. Greg said one of his biggest highlights of the show was getting to spend some time with Ian Fainges. What an incredibly charming gentleman, and a fantastic figure painter from Australia.



L to R Chris Coarse, Al Judy, Greg Cassidy

Please let me know if you or your company or group is interested in participating as a kit donor or volunteer representative for our programs. My email is: jimkellow@newtracksmodeling.com.



New Tracks Modeling Table at Al Judy’s show.



Chris Coarse at Al Judy’s show.



Greg Cassidy (left) with Ian Fainges.

Publications going digital? Who should pay?

I recently posted the following in our New Tracks Modeling Observations Newsletter and got an immediate reply from Bill Banta of Banta Models. I believe this subject is a discussion our hobby needs to have and I encourage your input.

I found out yesterday we will get our morning newspaper delivered by the US Postal Service. This means we will get our morning printed newspaper about 2-4 in the afternoon.

For over 60 years, my wife and I have loved reading a daily newspaper with a cup of coffee in the early mornings as a way to start our day. Well, we used to anyway. Will we keep getting the printed newspaper, or for a reduced cost, subscribe to the digital copy and have our coffee with our cell phone or iPad, or just watch TV?

We really don't want to lose our printed newspaper early in the morning, but I personally believe financial considerations are making the inevitable decision for companies with printed publications to go completely digital. The question becomes who pays for the digital publication?

My model railroading hobby's printed publications are also facing financial issues. The current trend seems to be for printed publications to also publish online or cease publication completely. One association recently told me their goal is to get me to voluntarily convert from getting their printed magazine to getting the online copy. Times are certainly "a changing" for all printed publications.

Funny, but I saw this "going digital" trend coming 12 years ago when the hobby magazine which had been publishing my articles for over 20 years went out of business. The long-time editor died and the owner decided to sell the publication, but no one was interested in buying it. That was a red flag for me.

Then about 8 years ago I found two model railroad magazines that were only available online and were free to individual subscribers. Their revenue came from advertisers. This was a new business plan for a hobby publication that made a lot of sense to me. I congratulate Amy and Dan Dawdy for coming up with the idea and making it work for over 10 years. Frankly, I think this is the future business model all hobby publications, and even general magazines and newspapers should consider and adopt.

Many of us have complained for years about having to pay to read more ads than text in our magazines. I think this issue will accelerate with aging of our hobby population, and the growth of other information sources such as YouTube.

To me, it makes more sense for businesses to pay to reach us, their customers, than for us, the customers, to pay to reach them. This applies in my mind to both printed and digital publications. To me subscribers want to get great content that will help them improve their hobby skills techniques, and enjoyment, and will support the businesses that pay the cost for them to get it. Amy and Dan Dawdy got the message and made it work. I wonder how much longer we will be asked to pay for a subscription to any printed or digital publication? Why should we? What do you think? As always, if you just want to talk or comment, please contact me at: jimkellow@newtracksmodeling.com Thanks for reading!

Bill Banta reply 6/3/2024:

Jim,

Hope you are doing well. I read with interest your comments about having to pay for magazines that are seemingly full of ads (how else are we going to get the word out?)..... You mentioned "O Scale Resource" having made the free magazine thing work... Yes, but it's online only, and it's not free. You bought a device to go online and you pay a monthly service to be able to peruse such publications and web sites, you are still paying for it. Frankly I like having the print copy in my hands. Also, the magazine needs to pay its creators. It's not so simple an equation to simply give away your work.

Relying solely on advertisers to fund a publication without any cost to the reader can indeed raise concerns about fairness and sustainability. It may seem unfair to expect advertisers to shoulder the entire financial burden, especially if their funds are limited. The business model of relying solely on advertisers to fund subscriptions can sometimes lead to conflicts of interest or compromise the editorial integrity of the publication. It's a complex issue with no easy solution, but it's important for magazines to find a balance that keeps both readers and advertisers satisfied while maintaining journalistic integrity.

Most kit people are small one or two person shops. For me advertising is a costly expense. For many years I was able to take full and half page ads in the *Narrow Gauge Gazette*, but when I added RMC to the list I cut my ad size back because RMC is running about \$200 a month. And since I also advertise in 4 annual magazines the limited funds get stretched and the ads become smaller. I'd like to advertise in *Model Railroader* but their pricing is a least double what RMC is... With no subscriptions or retail sales of the magazine the advertising costs would probably double or triple and would push us out of the market along with a lot of the small guys.

From a reader's point of view, if you buy the magazine and only read the articles without buying from the advertisers then you are getting it for free with no return to the advertisers. I can't tell you how many magazines I have advertised in where I got absolutely no response from any reader, even the online magazine "Model Railroad Hobbyist" where its free to read created zero sales, others are O scale Magazine, S Scale Magazine, Sn3 Modeler... all wasted expense with no results. Advertising with no sales means no funds to fund the advertising. If advertising costs go up, then kits prices go up... which leads to another issue I hear from time to time..."they always pass the costs on the the buyer"....

Businesses need to cover their expenses to sustain operations. Passing on costs to buyers helps offset production, distribution, and marketing expenses. Passing on costs helps ensure the long-term viability of the business by covering essential expenses required to deliver products or services to customers. Do we continue selling a kit at last year's prices when the cost of materials has doubled? Yes, we find alternative materials but that's not always an option. When you go to the grocery store and see higher prices, who is to blame, the grocery chain? the warehouse? minimum wage? or maybe the cost of diesel fuel. Diesel fuel is used from the raw material stage to the time the product gets to the store. In 4 years the cost of diesel has doubled, thus the rise in everything that is conveyed in diesel vehicles. And no, electric vehicles are not less expensive, they are more expensive.

At the end of the day you can always ignore the ads and just read the articles... Thinking broadly, every viewer on YouTube will see the ads they put on unless they pay for the Premium service... As my economics instructor said, there is no free lunch, somebody pays..... sorry for the rant.. thanks, Bill...

My reply to Bill:

Thanks for your comments. I understand the points you are making. By the way, the *O Scale Resource* and *S Scale Resource* online magazines can be downloaded and printed by the recipient at their cost. Thanks again for reading my article and replying. I got Bill's permission to print his comments and encourage everyone to also comment.

Well what do you think? At a time when we are, loosing print publications and publishers, seeing more digital being offered and seeing the present model railroad community dying off and not being replaced by a younger generation, I believe it is time for modelers to speak up about (1) what they want to see and hear about manufacturers; and (2) how and in what format they want it presented to them.

After all, the manufacturers need to be able to reach their potential customers and their customers have to want to support them when seeing their advertising. Otherwise both sides suffer. To me, given the obvious changes in our hobby, discussing how manufacturers advertise and who pays for their advertising are questions we need to discuss. I look forward to hearing your opinions. jimkellow@newtracksm modeling.com.

Dan Dawdy Editorial Comments

I don't normally do this, but I need to make a comment about something in New Tracks column this month. Contributing Editor Jim Kellow MMR talks about "Publications going digital? Who should pay?" In that piece, Bill Banta made some comments that I think we and other possible advertisers need to look at.

Mr Banta said: "You mentioned "O Scale Resource" having made the free magazine thing work... Yes, but it's online only, and it's not free. You bought a device to go online and you pay a monthly service to be able to peruse such publications and web sites, you are still paying for it. Frankly I like having the print copy in my hands. Also, the magazine needs to pay its creators. It's not so simple an equation to simply give away your work."

OK, I guess he is right about needing to get on-line and that may have been an issue 20 years ago, but I don't think we can add that to the equation today. I do understand that some still like to hold a physical magazine in their hands and I can't really refute that other than to say you can print out our magazine or just parts of it for reference. Most importantly, we do offer payment for authors and in fact now have a form they must sign for payment and reporting for a W-9 form.

Mr Banta goes on to say: "The business model of relying solely on advertisers to fund subscriptions can sometimes lead to conflicts of interest or compromise the editorial integrity of the publication."

The first part of that could be true and that was why we decided at the beginning not to offer full reviews of products. However, I would say even in paid magazine, the editorial integrity is subject to who their biggest advertisers are. It goes both ways.

"I can't tell you how many magazines I have advertised in where I got absolutely no response from any reader, even the online magazine "Model Railroad Hobbyist" where its free to read created zero sales, others are O scale Magazine, S Scale Magazine, Sn3 Modeler... all wasted expense with no results."

Now here we have an issue. He claims to have advertised in "O Scale Magazine" and "S Scale Magazine". I am not sure what he is referring to, but it's not us. We have never carried a paid advertisement from Banta Models in any of our publications. We have had some of their product in our News You Can Use section, which of course, is free. We feature many products from companies who do not advertise. In fact, we pride ourselves on finding new products and bringing them to our readers' attention. I would say that 75% of products that appear in our News You Can Use section have never advertised with us.

My second comment is, how do you know? If you click on one of our advertisers you go to their Website. If you see something you like you may buy it. How does that advertiser know where you came from? There are ways do to this behind the code, but I highly doubt that is the case here. Now if you don't see anything you want/need at the time you move on, but you may well remember that site and come back later. Also, with all our back issues being on-line and being read many years after being published, and yes we can track that, someone may click on a several year old ad and buy something. But again, the advertiser has no idea where that sale came from.

All we can do is drive viewers to your Website with a simple click. Paper magazines can't do that. Once on your Website, it's up to the reader to decide if they will buy anything. That's how it works in the real world. But again, you did get the exposure you paid for and that customer may very well come back.

Our most popular ad size is a 1/12 page and these advertisers are in every issue. Some change up their ads while some keep it the same. The point is, they are in every magazine every time and that's how advertising works.

This not the big football game where you blow all your money on one ad and hope for the best. It's consistency of ads moved around the magazine. People do notice and we do our job to get them to your site.

OK, I'll get off my soapbox now. I just could not leave that alone. Whether it's us or any other on-line or print magazine, advertising does work. And one last thing here, we have never edited Jim's articles when he talks about and even wants company logos and links to their site as they are helping New Tracks. Look at the number of links to companies and their logos that show up in his article. That is basically free advertising. I don't know of any magazine that would allow that. We do because we support what Jim and New Tracks is all about. Would I like a few paid advertisers, and some do, out of all the freebies? Yes, but we don't push that on anyone. I'm sure you all have your own thoughts about this and my Email box is ready for your comments.

My Comments to Dan's Editorial

Thank you Dan for your support of me and New Tracks Modeling. I stand by my opinion that subscribers of digital publications should not pay for them. Well readers what do you think? My email is jimkellow@newtracksmodeling.com

New Tracks Modeling Zoom Show's New Monthly Segments

A series focusing on modeling in your specific Scale: N Scale, HO scale, S Scale, S Hi-Rail, O scale, O Hi-Rail, and G scale model railroading .

Our monthly segment on each modeling scale is hosted by a knowledgeable talented modeler from each scale. You can get your questions answered and receive information about what is possible and things a new modeler entering a scale might need to consider.

Different scales will be discussed each week, starting in our November 2024 Zoom shows. Here are the sponsors 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 for 2024 is available on our website: newtracksmodeling.com

We are adding a modeling segment for S Gauge Modelers called "S Hi-Rail Modeling"

The NASG defines three main types of S model railroaders as S Scale, American Flyer and Hi-Rail. We have developed two separate monthly S Modeling segments for our Zoom shows, S Scale Modeling and S Hi-Rail Modeling which includes American Flyer.

While modeling is modeling regardless of which group you are in, we believe it is important to show what is being built and the talents and techniques being used by the various modelers in each group.

We also want modelers in each O Scale, S Scale and Hi-Rail group to feel welcome on our shows and comfortable contributing their modeling expertise and sharing their particular issues, needs, and interests. As you have heard me say many times, "Modeling is modeling and we can all learn from each other."

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](#)



Sherri Johnson's "Learning about Technology" Series

Sherri Johnson is very well qualified to conduct this series. She has been a Professional Electrical Engineer/Mechanical Engineer working with technology for 45 years which includes using technology in her scale modeling company CatzPaw. This series will discuss technology in such a way modelers understand what it can do for them, how they can take advantage of it, and understand its future development and impact. The dates and subjects for our Zoom shows are shown below. If you miss a show you can view a video of the show on our YouTube channel New Tracks Modeling

- | | |
|--------------------|---|
| September 4, 2024 | 3D Printing: What it is and the types of printers out there |
| September 11, 2024 | 3D Printing: FDM Printers |
| September 25, 2024 | 3D Printing: Resin Printers |

The remainder of the presentations, including those about AI will be scheduled in 2025.

- | | |
|-----------------------|---|
| January 29, 2025 | AI: What is it & What can it Do |
| February 5, 2025 | AI: Continued - showcase it being used |
| February 12 & 26 2025 | Other: Anything we may missed or mentioned/suggested during the series (possible topics: 3D scanning, chemical etching) |

This is a series that will be presented in such a way you will be able to understand it and actually use it. Don't miss any of Sherri Johnson's Technology presentations.

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 can see his clinic at the National Narrow Gauge Convention in Pittsburgh September 11-14, 2024.

Beginning on our Zoom show on November 13, 2024, Matt Woods will begin his series with an introduction about his Diorama Modeling and the techniques he uses to create his artistic scenes.

Scenery Sets Your Modeling Stage

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

Frenchman River Model Works Kits Designed by Tom Yorke, Built by Tom Farrell



Beginning Dec 4, 2024 Master Modeler Tom Farrell will begin a series that will have him building each of the Frenchman River Model Works kits which are designed by Tom Yorke. The first of this series will have Tom building the kit, Becky Sue's House of Beauty, which will be released by Frenchman River Model Works in the August/September 2024 timeframe.

I received this information from James Cleveland owner of the company. "Frenchman River Model Works has been offering the model railroad community quality resin kits over the past 35 years. We began offering Thomas Yorke designed kits 3 and half years ago and are now working directly with Thomas Yorke to produce his new creations.

Frenchman River is excited to announce the latest kit designed by Thomas Yorke. Becky Sue's House of Beauty is the third in a newly redesigned series that Tom updated in 2023. The rest of the series includes the A-1 Cleaners and the Rosann's Café in both a "newer" version as well as a run down version. Although these kits are similar, they work very well together to create a downtown series of small brick storefront buildings.

Becky Sue's House of Beauty has been a weekly stop for the ladies for decades. The ornate storefront may have seen better days, but the extra character that the passage of time gives just adds to the charm. This kit offers tons of unique character packed into a small footprint.

This kit has been freshly re-designed and updated in 2023 directly by Thomas Yorke and never previously offered for sale. Beautiful, hand sculpted brickwork and wooden storefront make this a unique building loaded with authentic character. This is pictured with the billboard sold separately. This building would be appropriate for any era from the 1890's to present and can easily be repurposed into any number of businesses.

Frenchman River Model Works is currently offering this kit on a pre-shipping sale price offer through the end of August 2024. This kit is due to begin shipping on or around August 31, 2024."

Here is a link to see the structure. <https://frenchmanriver.us16.list-manage.com/track/click?u=d3c64d7e301361726ba4ae1ab&id=cbd3262093&e=b5aaae6bd3>

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.

All Nation Line Has a New Series of O Scale Freight Car Starter Kits at Very Low Prices

Starting in February, 2025 Bill Davis will be building one of the All Nation Line starter kits on our Zoom show. The cost of the All Nation Line O Scale Atlantic Coast Class M-3 Caboose Kit Bill will be building is \$40.00 less trucks and couplers. A detailed kit is also available from All Nation Line. For more information visit their website: allnationline.com

What Other Segments do you want?

I am in the process of developing 2024/2025 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.

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

In my last article, I told you we are doing everything we can think of to promote railroad modeling, mentoring and our Scholarship program. [Here is a link to my July 12, 2024 monthly Column in the Citrus County Chronicle](#) that featured my vest showing my model railroading memories.

If you have a newspaper article published, please let me know so I can include you in a future article. Got a question about how to start, 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 your message out.

What Do RC Model Airplane and Model Railroad Hobbyists Have In Common?

I asked AI and received the following response: "Model RC airplane and Model Railroader hobbyists both share a passion for constructing and operating miniature versions of real-life transportation. Both hobbies involve attention to detail, craftsmanship, and a love for the mechanics behind these modes of transportation. Additionally, hobbyists in both groups often enjoy creating intricate landscapes and settings to enhance their models' realism." This message has been generated by Nova - [download it for free](#):

Please read the below quotes from a recent article I read in the NRHSA publication, Hobby Merchandiser, which goes to all member Hobby Stores. My question to everyone is: "What hobby is the author, Joe Hunt, talking about?" Is it the RC Model Airplane hobby or the Model Railroad hobby?

Joe wrote: "At the heart of this hobby lies the joy of creation."

"Building a is a labor of love that encompasses a range of skills from woodworking, to, electronics."

"Each component meticulously assembled and every detail perfected with care."

"The process is not just about constructing a It's about channeling creativity, honing craftsmanship and maybe the most important part, problem solving"



“The final reward is the satisfaction of seeing a vision take ...”

“Perhaps even more enriching than the act of building is the sense of community that permeates through the hobby”

“Lifelong friendships are formed” “These shared experiences transcend the barriers of age or background.”

Answer: According to Joe Hunt, who wrote a beautiful article titled “Why we Fly” it is all about the RC Model Airplane hobby.

Answer: According to Jim Kellow MMR it could also be about the Model Railroad hobby.

What do you think? Don't the quotes apply to either hobby?

I think we need model railroaders writing articles in various industry wide venues promoting our great model railroading hobby like Joe Hunt is doing for RC Model Airplanes. Maybe someone is? If so, I have not seen their articles. Have you? If they are out there, please email me at: jimkellow@newtracksmodeling.com.

I want to give the authors credit and encourage them to write more.

New Creations Victorian Railroad Buildings LLC

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



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

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

Well, it's that time again 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* and *The S Scale Resource* online magazines so you don't miss any of my New Tracks Modeling articles, and also see some great modeling by various modelers who may become one of your mentors.

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

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

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NEW TRACKS is an exciting, **NEW, FREE**, communication concept.
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- Find a mentor** - Meet and talk with talented modelers and manufacturers from around the world.
- Get discounts** - Buy kits used in our BUILD ALONG segments.
- Explore a wide variety of modeling topics** including new technologies. Scratchbuilding. Kit Building. Kit bashing.
- Share** your own modeling in our MY BUILD sessions.

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

NEW TRACKS

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!

WHAT'S ON YOUR WORKBENCH?

This series shows our readers what other modelers are working on. All that's needed is a simple snapshot of what your workbench looks like and the project on it. Send us a picture or two along with a short description of what you are working on so we can share it here. If it's a project under construction, send it in. Repair job, send it in. Completed project, send it in. Send your pictures and descriptions to daniel@modelrailroadresource.com

By Steve Harvath



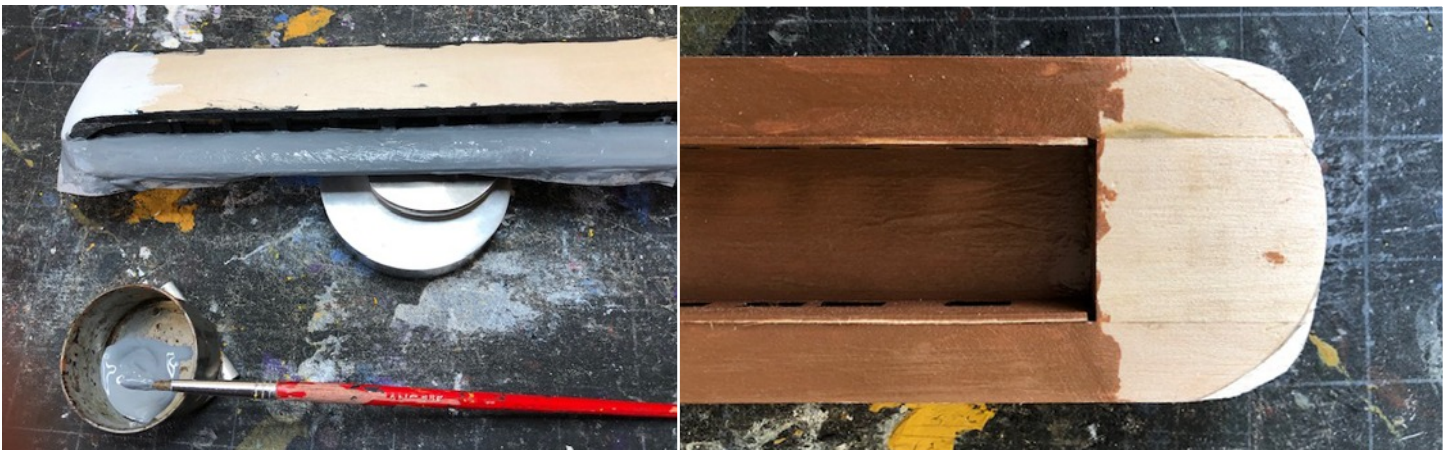
This is a project I just finished on my workbench. It is an O-scale kit from LaBelle Woodworking Co.

Some of the parts come pre cut like the roof, sides and doors. I did have to build out the ends of the roof to match the body plan, but otherwise it is a big collection of color coded shapes, window material and scale lumber.

I had in my toolbox a clamp I made from a coat hanger. It came in handy when I had to clamp the curved panels at the front and rear ends. I steamed the front and rear trim pieces so they would bend around the rounded ends of the car.

Another technique I use on wood passenger car models is covering the roof with a product called silk span. Model boat builders use it for sails. The kit does not come with hardware. I sourced things from Precision Scale and San Juan Details. I scratch built some like the compressor cradle.

The motor is a NWSL Stanton Drive. I built the side frames and non-powered truck.



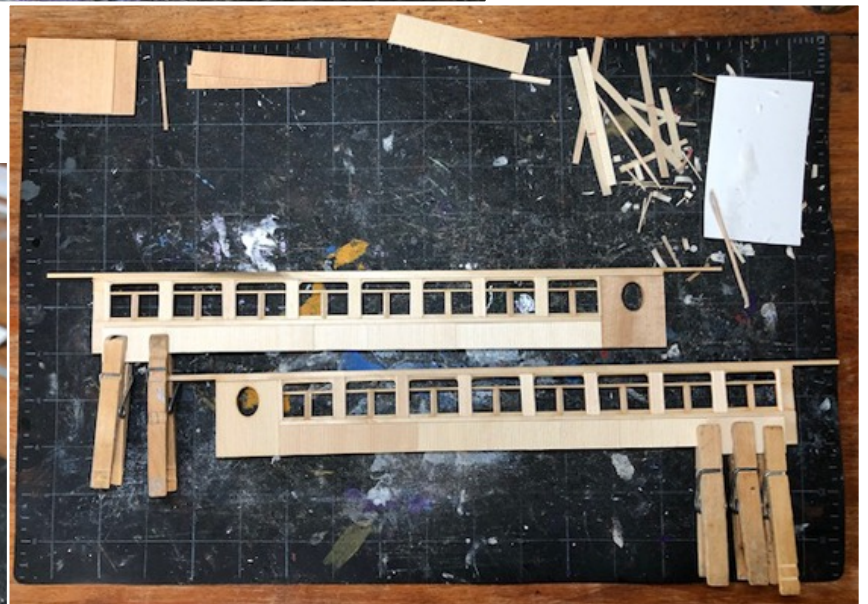
The Silk Span material is strong enough to be adjusted while wet with paint. It can have some realistic seams and wrinkles.

This shows the underside of the roof. I had to build out the corners with balsa wood to get the correct dimension.



The clamp is made from a coat hanger. It was wound around a dowel to create the spring. It comes in handy when you have to glue things in awkward or curved directions.

Clamping the scribed siding



The kit comes with templates you use for the placement of the angled window panels at the front and rear.

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.](#)

National Narrow Gauge Convention

September 11 - September 14, 2024

Pittsburgh, PA

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

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

Indianapolis O Scale Show 2024

September 20th-21st, 2024

LaQuinta Inn Indianapolis South

5120 Victory Dr,

Indianapolis, IN 46203

Fri. Sept. 20, 3:00 – 7:00 PM

Sat Sept. 21, 9:00AM – 3:00PM

Website: indyoscaleshow.com

Email: indyoscaleshow@gmail.com

Stanford Model Railroad Club's 85th Anniversary

Saturday October 5, 2024

For model railroaders only, there will be opportunities for the modelers to see the layout with Members of the club and see the layout from operating section and look at the layout at all of the vantage points. Members will explain the scenes and the points of interest. The layout is 160' x 80'.

Website: <https://www.stanfordmodelrailroadclub.com/>

Strasburg 2 Rail Train Show

October 12th, 2024 9AM - 1PM

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co., 203 W. Franklin St, Strasburg, PA Admission \$7, wives/children/military with ID free Tables \$35 for first table, additional \$30 per.

Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068 [Click here for info.](#)

MrMuffin's Midwest Best Train and Hobby Show

October 25, 2024 and October 26, 2024

We have booked the Tipton County Fairgrounds for our first annual MrMuffin's Midwest Best Train and Hobby

Show. This will be a hands on show with live hobby demonstrations and "how-tos" covering most aspects of the Model Railroading Hobby. Other hobbies will be featured. <https://mrmuffinstrains.com/pages/mrmuffinsshow>

42nd Annual Cleveland O Scale Meet

November 2nd & 3rd, 2024

Saturday 11am – 4pm, Sunday 9am – 1pm

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

Clinics / Model Contest / Presentations

Supporting everything 1:48 Scale!

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

Interested or New to O Scale? We can help!

Location: UAW Local 1005 Large Hall

5615 Chevrolet Blvd.

Parma, Ohio 44130

Free Parking

130 Tables available

Dealer setup Saturday morning

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

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

November 23, 2024

Hendricks County Fairgrounds

1900 E Main St

Danville, IN 46122

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

Public Show Date: Saturday, November 23rd

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

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

danvilletrainshow@gmail.com

O Scale March Meet

March 20-23, 2025

Westin Lombard Yorktown Center

Lombard, IL

The March O Scale Meet is a 3 day gathering of vendors, customers, clinics, and fun held annually in March in the Chicagoland area. This is the Chicago O Scale train show you've heard of.

Website: <http://marchmeet.net/>

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