

O **RESOURCE**

THE

NEWS, REVIEWS, INFORMATION TO USE
We're putting the "modeling" back
in Model Railroading! ®
Volume 13 No. 1
September/October 2025

SCALE



New Tracks and My Build
Quiet Night in Celestown
Boyd Reyes' O Scale Layout
A Fleet for Operations Part 5
Building Sethian's and Sons Sinks & Plumbing
Building a Southern Railroad 36' SU Boxcar Part 3
Structures for the Cumbres and Cat Shed On30 Railroad
and so much more....

Published Bi Monthly

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September/October 2025

Volume 13 No. 1

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Welcome to the online *O Scale Resource Magazine*. Our 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

Southern Pacific No. 4445, a class GS-4 4-8-4 "Northern" running on the main on Boyd Reyes' layout.

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PRR H9 2-8-0, Key/Custom, L/N, CP, Post-War Detail, I-1 Tender, Marcus Drive, No. 8014	\$1525
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Westside Lumber Co. No. 3 Heisler, WSM, New, UP, Std. Gauge, Can Motor, Japan	\$1695
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Articulated and Duplex Steam Locomotives

B&O EM1 2-8-8-4, MG, L/N, CP, Early Version, Added Detail, Lights, Road No. 7600	\$2295
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C&O H8 2-6-6-6 Allegheny, USH, EX, CP, Late Version, Can Motor, LEDs, No. 1658, KTM	\$1595
C&O H8 2-6-6-6, Key, L/N, FP, Late Version, DCC/Sound, Road No. 1645, Samhonga	\$3595
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N&W Y3a 2-8-8-2, OMI, L/N, Pro Paint, C&LS Dual Drive, LEDs, No. 2061, Ajin, Korea	\$2195
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N&W Y6a 2-8-8-2, Kohs, Ver 2, New, FP, 1 of 17, Road No. 2164, SJ Models	\$7495
N&W Y6b 2-8-8-2, Kohs, Ver 4, New, FP, Ser No. 25 of 100, Road No. 2190, SJ Models	\$6595
NP Z5 2-8-8-4, Early Version, PSC, L/N, FP, DCC, Upgraded Detail & Drive, Lts., No. 5001	\$2895
NP Z5 2-8-8-4, PSC #16977-1, New, FP, Black, Late Version, Road No. 5008 Korea	\$3195
NP Z5 2-8-8-4, PSC, New, FP, Black, Early Version, Upgraded Detail & Drive, Lts. No. 5001	\$3195
NP Z5 2-8-8-4, SS 3rd, New, FP, Black Boiler, Anniversary Series, Lights, Road No. 5003	\$1495
PRR Q2 4-4-6-4, SS 3rd, New, FP, Can Motor, Lights, Road No. 6131, Korea	\$1250
PRR Q2 4-4-6-4, WSM, L/N, CP, Pittman Can Motor, LEDs, Road No. 6131	\$1595
PRR T1 4-4-4-4, CB, New, UP, 2 of 10, Porthole Version, Can Motor, No. 5533	\$2395
PRR T1 4-4-4-4, Modified, CB, L/N, ProPaint, Detailed, DCC/Sound, Road No. 5544	\$2750
PRR T1 4-4-4-4, SS 3rd, L/N, FP, Modified, Can Motor, Road No. 5511	\$1395
SP AC-5 2-8-8-2 Cab Forward, PSC, New, UP, Flat Face, Upgraded, D&D Models	\$3195
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SP AC-9 2-8-8-4, PSC, Oil Ver, New, F/P, Postwar Ltr, W/252-R-1 Tender, Road No. 3809	\$4095
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UP Big Boy 4-8-8-4 Early, USH, L/N, CP, C&LS Gearboxes, Twin Cans, LEDs, No. 4006, KTM	\$1995
UP Challenger 4-6-6-4, PSC Crown, L/N, Pro Paint, Coal Fired, DCC/Sound, No. 3916, KTM	\$3695
UP Challenger 4-6-6-4, Key, New, FP, TT Gray/Yellow, Oil Version, No. 3978, Samhonga	\$2695
UP Challenger 4-6-6-4, SS 3rd, EX, FP, Early Version, Lights, Road No. 3903, Korea	\$1295
VGN AG 2-6-6-6, PSC No. 15809, EX+, UP, Can Motor, LEDs, D&D, Korea	\$2295
WM M2 4-6-6-4, C&LS, L/N, FP, DCC/Sound, Road No. 1203, Boo Rim, Korea	\$2895

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ALCO S-1 600 HP Diesel Switcher, CB, L/N, UP, Blunt Trucks, Open Frame Motor, KMT, Japan	\$725
ALCO S-4 Diesel Switcher, CB, L/N, UP, AAR Trucks, Can Motor, LEDs, KMT, Japan	\$795
ATSF EMD E8 A-B-A Set, Key, L/N+, FP Warbonnet, LEDs, All Powered, No. 80, Samhonga	\$2995
ATSF EMD F7 A-B Set, Phase II, Key, L/N+, FP Warbonnet, DCC/Sound, No. 311, Samhonga	\$1950
B&O EMD F7 A-B Phase I, Key, L/N+, FP, Ser #78, DCC/Sound, Road 949, 949X	\$1925
B&O FM H-10-44, OMI, L/N, CP, Blue Scheme, Cab Detail, Can Motor, Flywheels, No. 304	\$795
B&O GE 44 Ton Diesel, RYM, L/N, CP, Phase IV Dual Drive, Cab Detail, Road No. 21, China	\$450
DL&W FM H-16-44 Road Switcher, Car Works, New, UP, Can Motor, C-Liner Trucks, Korea	\$795
DM&IR EMD SD9, SS 3rd, New, FP, 1st Run, DC, Can Motor, Lights, No. 102	\$795
EMD NW2 Phase IV Diesel Switcher, ORI, New, UP, 1000 HP Can Motor, Samhonga	\$895
GE 44 Ton Diesel, RYM, Phase I, New, FP Black, Unlettered, Cab Int., Can Motor	\$425
GE 44 Ton Diesel, RYM, Phase IV, New, FP Black, Unlettered, Cab Int., Can Motor	\$425
NYC EMD E7 A-B Units, OMI, EX, CP, Black Lightning Stripe, H. Cox Drives, Nos. 2875-4002	\$1195
NP EMC FT A-B Units, OMI, L/N, CP, Black, Can Motors, Fly Wheels, Nos. 6002C-6002D, Ajin	\$1395
PRR ALCO S-4 Diesel Switcher, CB, L/N, CP, AAR Trucks, Can Motor, LEDs, No. 8432, KMT	\$825
PRR EMD E8 A-A Units, SS 3rd, Mint, FP, Tuscan Five Stripe, Both Powered, DC/DCC Sound	\$1550
PRR RSD 7/15 Diesel, Atlas Trainman, Mint, FP, Road No. 8608, #20020004	\$325
SP EMD SW1 600 HP Phase II, ORI, P:48, New, CP Black, Can Motor, No. 1004, Samhonga	\$895
SP FM Train Master, MTH, L/N, FP, Black Widow, Proto 3.0, 2 Rail, Road No. 4802	\$450
UP GE Dash 8-40CW, OMI, Cat. No. 0452, L/N, Pro Paint, Wide Cab, DCC/Sound, No. 9357	\$1025
WM RS-3, CB, EX+, CP Black Fireball Scheme, AAR Trucks, Both Powered, Road No. 180	\$450
WM SD35, Atlas, New, FP, Late Scheme, Item #7819-2, Road No. 7433	\$325
UP Veranda Turbine, OMI, EX, CP, LED HL, Special Tender, Road No. 61	\$1950
ATSF RDC-1 Coach, DVP, New, FP Stainless, Interior, Can Motors, Road No. 191	\$1095
PRR Gas Electric, SS 3rd, New, FP Tuscan, Interior Detail, Passengers, Road No. 4666	\$595
PRR GG1, Kohs, New, FP, Brunswick Five Stripe/Clarendon, Drop Couplers, No. 6873	\$5395
PRR GG1, Kohs, New, FP, Tuscan Red/Clarendon, Drop Couplers, Road No. 4910	\$5395
PRR P5a Box Cab Electric, MG/Custom, L/N, FP, KES Drive, Can Motor, No. 4754	\$1295
PRR P5a Box Cab Electric, OMI No. 0209, New, UP, Can Motor, Ajin, Korea	\$850
PRR P5a Box Cab Electric, SS 3rd, Mint, FP, Can Motor, Road No. 4746	\$795

From the Publisher's Desk

Well, hello and welcome back to the Publisher's Desk, a/k/a rant, diatribe, harangue, tirade, and eremiad page. I think I covered everything.

Summer is winding down and the heat is finally off for us in Central Illinois as it is in many other places. It seems like yesterday we were celebrating Memorial Day and now it's Labor Day.

This issue marks our 12th year of publication. Time flies when you're having fun... It's been quite a ride but we are still here, every other month, still free to read, download, and/or print. Please continue to support our advertisers and clicking on their ads to see what they have to offer. Have an idea for an article or want to just show off your layout or special project? Let us know at daniel@modelrailroadresource.com.

This fall we will be on the move, first at the [Indianapolis O Scale Meet](#) this September 19 - September 20. See their ad in this issue as well as the Show List. Next, we take a long vacation ending up at the [The Strasburg 2 Rail Train Show](#) on October 11, 2025.

I did finish something this summer. The new street and sidewalk are in and Three Sisters Dry Goods is open for business, although Odell Leadbetter is not happy watching the sale for his wife.



This issue is another big one! Starting with the beautiful modeling of Boyd Reyes. I started following Boyd while watching *Monday Morning Express from Brass Trains*. Boyd is an exceptional painter, and I learned a lot from the videos. Fast forward to O Scale West a few years ago and I finally got to meet him, and low and behold, he turned into an O scaler! Next we check out the night scenes of a Quiet Night in Celestown July 1935.

Martin Brechbiel is back with a scratch build called *Sethian's and Sons. Building a Southern Railroad 36' SU Boxcar (Part 3)* by William W. Davis finishes out the build. *A Fleet for Operations 5: Lowering Some Transition Era Stuff* by Brian Scace and finally some narrow gauge action from William Longley-Cook and his *Structures for the Cumbres and Cat Shed Railroad*. All this and more!



I had a small sign on the layout during the last March Meet open house. Everyone commented on it, so I redesigned it for the layout and tables. The sample shows our "good cop/ bad cop" ladies and these are available for full size printing on the following pages. You may print out the page and display on your layouts or show tables. See if you don't get a reaction.

Happy Reading & Happy Modeling,

Amy & Dan Dawdy

BUY US A COFFEE



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

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

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

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

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

Thanks for your support!





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and I am a
trauma nurse.
I am here to help
you after you
touch anything
on my layout!***

THE O SCALE RESOURCE MAGAZINE



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and I am a
trauma nurse.
I am here to help
you after you
touch anything
on my layout!***

THE O SCALE RESOURCE MAGAZINE



***Hello, I'm Emma,
and I am a
trauma nurse.
I am here to help
you after you
touch anything
on our table!***

THE O SCALE RESOURCE MAGAZINE



***Hello, I'm Olivia,
and I am a
trauma nurse.
I am here to help
you after you
touch anything
on our table!***

THE O SCALE RESOURCE MAGAZINE

Indianapolis O Scale Show 2025

2 Rail O Scale Swap Meet

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

Friday September 19, 3:00 to 7:00 PM
Dealer setup September 20, 12:00PM

Saturday September 20, 9:00 AM to 3:00 PM
Limited trading tables still available.

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

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August, 2025

- PPM-33675 Dual Parking Lot Lights (1 + Base)
- PPM-33100 WW2 Monument: Field Gun- With Ammo Cart (1 + 1)
- PPM-33101 WW2 Monument: Field Gun- Without Ammo Cart (1)



September, 2025

- PPM-33697 Platform Seats- Plain (1)
- PPM-33698 Platform Seats- Fancy (1)



Current

- PPM-33000 20' Container- Construction Trailer (1)
- PPM-33005 Lowboy Trailer (1)
- PPM-33520 A-Frame Ladder (1)



NEW PAINTS

- TCP-4200 San Diego Coaster- Dark Blue
- TCP-4201 San Diego Coaster- Teal Blue
- TCP-4202 San Diego Coaster- Gray
- TCP-4203 Grand Trunk Western- Red-Orange
- TCP-4204 Bessemer & Lake Erie- Orange



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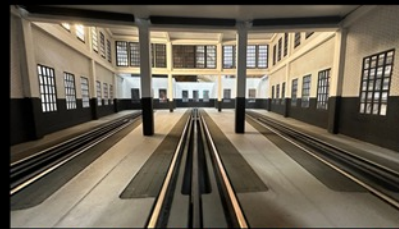
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Item #66910
Margie's Macchiatos Coffee Shop Kit



Item #66911
Steve's Music Store Kit



Item #66913
Road Sign Kit
(7 pcs.)



Item #66915
Single Traffic Light



Item #66916
Double Traffic Light



Item #66910 Wilson's Gas N Go Service Station Kit



Item #6917 Wheeler's Auto Dealers Kit



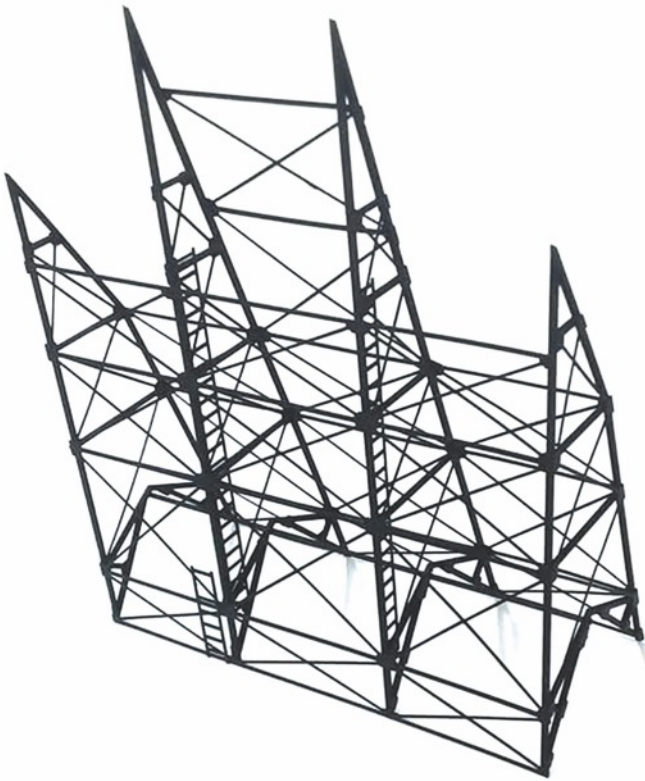
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NEWS YOU CAN USE

New from Bill Wade and B.T.S.

Roanoke, Virginia is famous for more than one thing. In addition to being the home of the Norfolk and Western Railway where some of the finest steam locomotives were designed and built, it is also home of some unusual neon signage.



The prototype stood atop the power house of the Roanoke Shops from the early 1930s until recently. After several mergers, the N&W was replaced with just NW, but the ampersand gives it class! Laser-cut components make assembly easy.

This kit is not lighted. Footprint is about a scale 42' x 16' and it stands 49' high.

N&W Roanoke Shops Sign
#17350 O Scale \$ 89.95
#27350 HO Scale \$ 49.95



Quinnimont, West Virginia is located in the New River Gorge on the C&O mainline. It was the location of a coal mine and coke ovens. The depot was moved to inside the wye and an addition, housing file storage and restrooms, was added to the back in the early 1920s.

This kit consists of laser-cut basswood, cardstock, plywood, and positionable doors and windows. The tabbed construction and peel-and-stick window sashes ease assembly. Interior floor and walls are included. The overall scale footprint is approximately 52' x 36'.



C&O Quinnimont Passenger Depot
#17652 O Scale \$ 194.95

In the early 1920s, the first small baggage and express building was erected in Quinnimont. Sometime after 1935, it was expanded to a four-door, 65' long building, and a canopy was added across the front. This kit consists of laser-cut basswood, cardstock, plywood, and positionable doors and windows. The tabbed construction and peel-and-stick window sashes ease assembly. Baggage cart is included. The overall scale footprint is approximately 69' x 43'.



C&O Quinnimont Express Building
#17651 O Scale \$ 179.95

B.T.S. now has 195 O scale kits available. Total kits in all scales is 523, with a dozen more in development. Don't know if that is a record for a laser-kit company or a one-man operation. Maybe both.

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



Hot Products Arriving Soon at Atlas

Atlas just received confirmation that the following models are estimated to arrive in their Hillside, NJ warehouses the week of August 12, 2025 and will soon be on the way to your favorite Atlas authorized dealer.

There's still time to place your last minute orders on these hot arrivals. Click on the model you're interested in for a complete listing of road names and pricing.



O Premier Steam 2-8-0 Steam Locomotive



O Premier Funnel Flow Tank Car



Atlas Master O Gunderson Multi-max Auto Rack

[See these and many more at Atlas!](#)



[New from Model Railroad Resource 3D Division.](#)
More passenger car parts.



Parlor Car Seats. Older style wingback design

You will receive 10 seats with supports removed for your convenience for \$10.00

Also available is a bulk pack for builders containing 45 seats, but with supports for \$25.00.



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Dining Car Chair (Version 1)

You will receive 12 seats with supports removed for your convenience for \$10.00.

Also available is a bulk pack for builders containing 48 seats for \$25.00.



Two Seat Settee (Version 1)

You will receive 5 seats with supports removed for your convenience for \$10.00

Also available is a bulk pack for builders containing 30 seats, but with supports for \$25.00.

These are resin printed and unpainted. More on the way!

Check their Website at:
modelrailroadresource.com/WP/



Smoky Mountain Model Works, Inc.

Jim King says, " It's August 2025 and I'm ****VERY**** pleased to announce the long-awaited B7 kit is about ready to ship. This kit marks nearly three years of researching hard-to-find drawings (many original P-S drawings no longer exist in collections), updating CAD files used to create the S scale version many years ago, correcting erroneous decal artwork, and waiting until "better" 3D resin printers debuted. Other than wire, chain, screws, and couplers, all parts are printed in a durable grey resin at .002" layer thickness. The resin printing technology used to create these parts didn't exist just six months ago!

Only (1) set of printed bodies/ends remain, but I can make more. If you missed out on this announcement and numerous updates since October, 2022, you can still purchase one (or more) by [emailing me here](#).



Youngstown door designed by Sarah Griessenboeck
for SAL B7
(C) 2025 Smoky Mtn. Model Works, Inc.

Include your mailing address. An invoice will be emailed to you. Payment-in-full guarantees your order. Thank you for supporting O scale. Jim King/SMMW



Kit No. 48-B Body, separate ends, details, Kadec 740, decals (trucks and air hoses not included) \$190.



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(4) And most importantly, the ties do not resonate sound, thus your trains run much more quiet around the layout. One exception, if the spike is long (i.e. 7/16") and travels through the tie into hard roadbed beneath the tie, sound may increase.

(5) Last attribute about the Premium ties is they are extremely durable. Unlike if you slip with your pliers when pushing into a wood tie and deform it, our ties are tough and will not deform in the event you slip with the pliers. We think you will find real value and performance with this product even if only on a short section of mainline on your model railroad layout.

Check out more information by Clicking Here:
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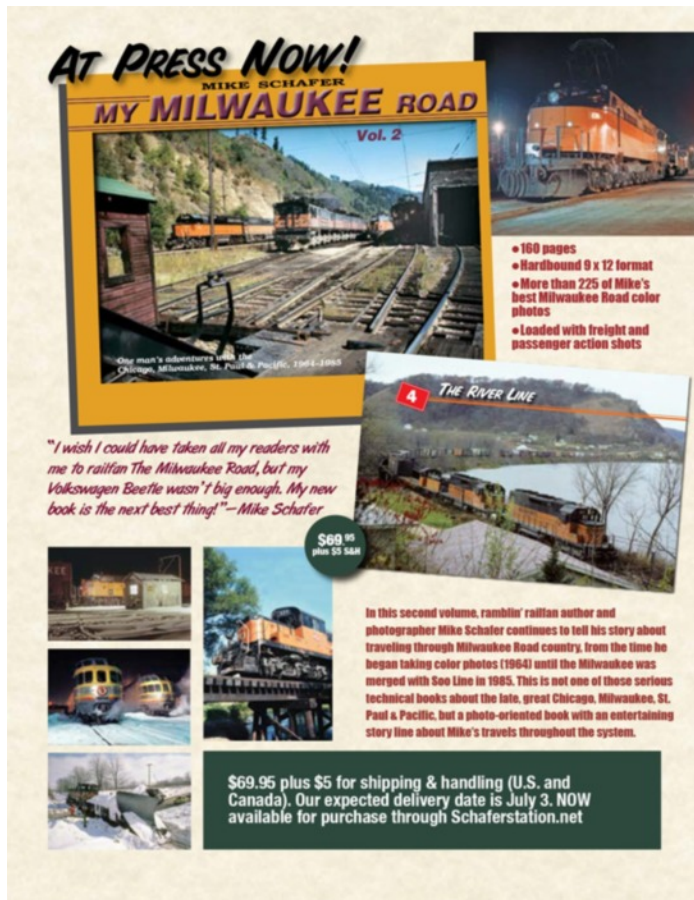


Take a look at this video describing these premium O Scale Flex Ties.

Please SUBSCRIBE to our New, All Nation Line YouTube channel, like and comment on the videos! See all our instructional videos in one place. As we create more content you can always find the old and new videos in one location with easy links back to the products on our site.

Share the link with friends!
<https://www.youtube.com/@AllNationLine>

While not O scale, a great new book by Mike Schafer has been released. My MILWAUKEE Road Vol. 2.



Mike has written several books over the years, but My MILWAUKEE Road Vol. 2 is his second self-published book.

See this and Mike's first book on his Website [here](#).



This month's upload announcement is brief and running a little late as we wanted to put the finishing touches on a new collection before going public. We

are pleased to announce that the Ray W. Buhrmaster 35mm Color Collection is now available for viewing.

Ray was one of the original founders of Lake States back in 2006 and a renowned and well-respected photographer/collector from Downers Grove, Illinois. Sadly, Ray passed away earlier this year. His large collection of photography has arrived at Baraboo and we have begun processing.

Over the years, Ray acquired many collections of B&W negatives (both directly and through intermediaries such as Stan Mailer). More on that at a later date, but lesser known was his color work and collecting, exclusively in the 35mm format.

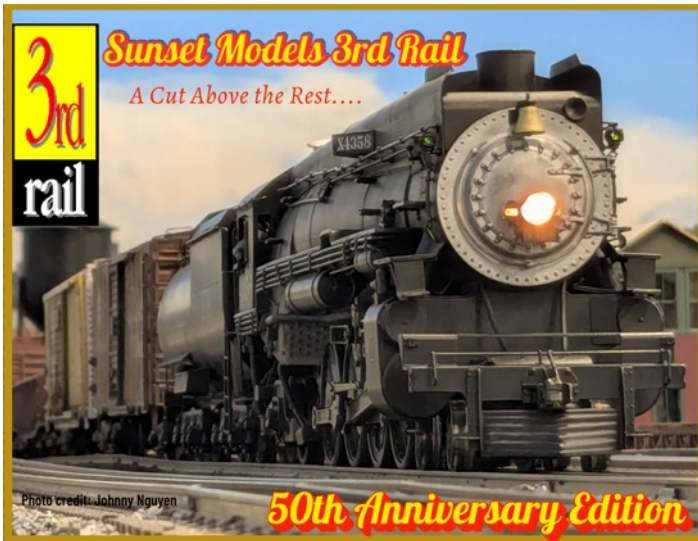


Ray started shooting color as early as 1954 and continued sporadically through the 1980s. Most of his color work was to document steam operations, and later, surviving equipment and facilities, and the occasional oddity or two. Ray did not trade or purchase slides, but did occasionally receive extra original slides from his close circle of photographer friends over the years.

The color collection is organized by railroad with the heaviest coverage on his favorite roads CB&Q and DSS&A. We have completed all the slides with the exception of Mexico, traction, and Colorado narrow gauge. These will be completed soon. Photographers are identified in [brackets] when known. Some detective work was needed to determine photographers from handwriting on slide mounts.

You can view the collection of over 2,000 Ray Buhrmaster 35mm Color Collection images uploaded thus far at this link:
<https://www.lakestatesarchive.org/Ray-W-Buhrmaster-35mm-Color-Collection>

Sunset Models 3rd Rail has their new 50th anniversary catalog available for download. There are many new models coming and reservations are being taken.



[Click here to download your copy today!](#)



Tru-Color Paint continues to bring new colors to their fantastic line up. Here's the new product information:

- TCP-4200: San Diego Coaster- Dark Blue
- TCP-4201: San Diego Coaster- Teal Blue
- TCP-4202: San Diego Coaster- Gray
- TCP-4203: Grand Trunk Western- Red-Orange
- TCP-4204: Bessemer & Lake Erie- Orange

More new items on the way. See their Website for more information. <https://trucolorpaint.com/>



Millhouse River Studio now has roundhouse kits available. They come in 3, 5 and 7 stalls.

Our roundhouse kit was inspired by my good friend Dennis Brennan who I encouraged years ago to come out with a roundhouse kit. Dennis agreed to produce a limited run craftsman kit that was made from hydrocal castings. It was a beautiful kit, but the modeler had to have some experience building this type of kit or they might find themselves in over their head.



My goal in designing our new roundhouse kit was to make assembly and painting quick and easy, unlike a craftsman kit where you are given strip pieces of wood that you need to cut to make window frames, etc.

In our kit, we have done the work for you by cutting the parts on our laser that have been drawn up in CAD software so that the measuring and cutting is already done for you.

An example of simplicity is our main side wall of the roundhouse that is cut out of two layers. The entire 30" side wall is one piece with the window and doors cutout and the brick detail engraved.

The 5 stall & 7 stall roundhouses also include up to 3 and 5 big boy stalls in the center between the two outer standard length stalls.



Our bases for the 5 & 7 stall roundhouses will come in few sections, but have hidden screw pockets to fasten the base to your layout and the seams will look like the concrete expansion joints in the rest of the base.

See their ad in this issue and [click here to see the new roundhouse!](#)

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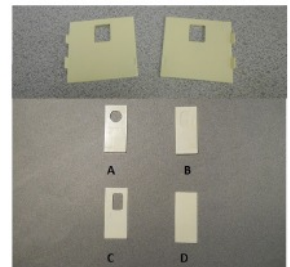
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SHOWING THE OS2R FLAG AT THE ST. LOUIS RAILROAD PROTOTYPE MODELERS MEET

By David Vaughn

Railroad Prototype Modelers are big on detail and accuracy. They not only count the rivets, but kitbash and weather their engines and rolling stock to match the prototypes. In a series of Meets around the country, RPM modelers display their work. The recent St. Louis RPM Meet showcased over 2,500 quality models.

RPMers are O Scale's natural constituency. It is easier to apply details and make modifications to match prototypes in OS2R than in smaller scales and it is easier to see the models. However, RPM Meets have been almost exclusively the bailiwick of HO scale, with a smattering of N. Many RPMers do not know that OS2R exists. O Scale Central and other O Scale modelers are working to fix that. We think of RPM attendees as converts, if not immediately, then as they become bifocular.



Jim Canter's 8'x16' P48 sectional layout is an ambassador for the scale, showing modelers what can be done, even in a relatively small footprint.

Beginning as a pilot program last year, OSC displayed at the St. Louis RPM (actually held at the Gateway Convention Center in Collinsville, Illinois). St. Louis is one of RPM's largest and best-run Meets. Attendance in 2025 was about 900.

Anchored by Jim Canter's 8'x16' Proto-48 Nickel Plate sectional layout, with OS2R videos on a large screen and literature and interaction with attendees, OSC has been showing the flag for OS2R (popular question: "where is the center rail?"). Several dozen O Scale models - always impressive next to models in the smaller scale - were on display. Thanks to our fellow O Scalers for showing the OS2R flag.

To document the O Scale presence at St. Louis RPM last year and this, see the photos of the spectacular models and the modelers who built them. RPM Meets are a great opportunity to have fun, build our OS2R community and educate by example smaller-scale modelers to consider O Scale.

Note: Shorter versions of this article were published in the OSC Coupler and in the Drawbar, OSC's monthly newsletter, and is published with permission.



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<https://www.facebook.com/OScaleCentralSIG>



O Scalers including Jim Read (second left) and Ken Burney (to Jim's left) inspect Tim McClenahan's Frisco and MoPac diesels, which started as humble Weaver models.



Tim's Frisco GP-38-2s closer up.



Above: Joe Norman mans the OSC learning station at the St. Louis RPM Meet.

Left: Joe Norman displayed a scratch-built Santa Fe, New Mexico transfer shed.



For the second year in a row, OSC donated a table to a display for the OS2R Big Bend Railroad Club, which is located in a former Frisco station at Webster Groves, Missouri. Ken Rimmel manned the display for the Club, which had an open house Friday night in coordination with the RPM Meet.



David Reid brought for display a number of highly-detailed OS2R models, including this NYC (originally C&O) two-unit diner with unique stainless steel/two-tone grey paint.



John Russell brought a small sample of Rock Island models from his spectacular layout.



Tim McClenahan is doing some great work. These are some of his engine projects.



Ray Van Duersen displayed a roster of convincingly-weathered C&EI models in three-rail scale.



Lee Singletary brought a modified and detailed L&N SW-1200 in proto-48.

**Support all the
O scale shows.
See our show list
in this issue!**





The O Scale Central display was supported by a team of O Scalpers. We had great fun working together. Thanks to all. Join us next year in St. Louis (or wherever your next RPM Meet is held). And bring OS2R models to display!

O Scale Central is a 501c(3) Non-Profit organization with its primary focus to promote all aspects of 1/48 scale model railroading from O, P48, On3, On30, On2, and On18.

We also welcome modelers in 3 Rail 1:48 Scale (3RS). Please join us in advancing 1:48 modeling through fellowship, education, mentorship and volunteerism.

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A Fleet for Operations 5: Lowering some Transition Era Stuff

By Brian Scace

Photo 1

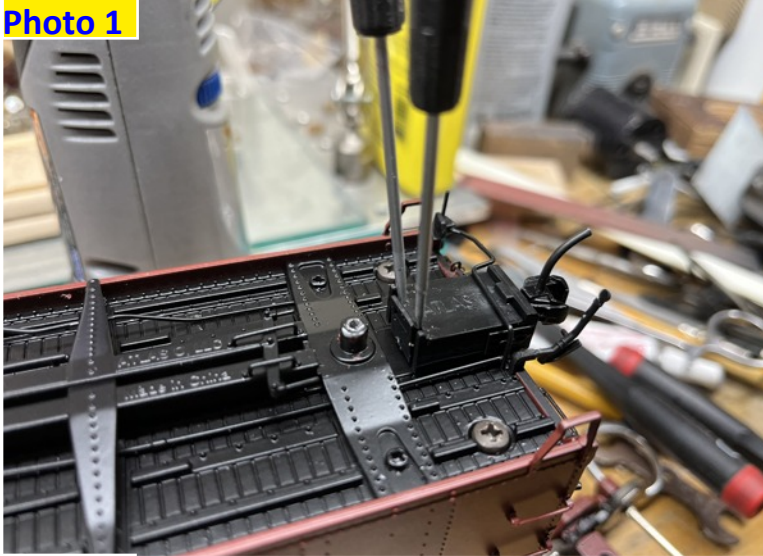


Photo 2

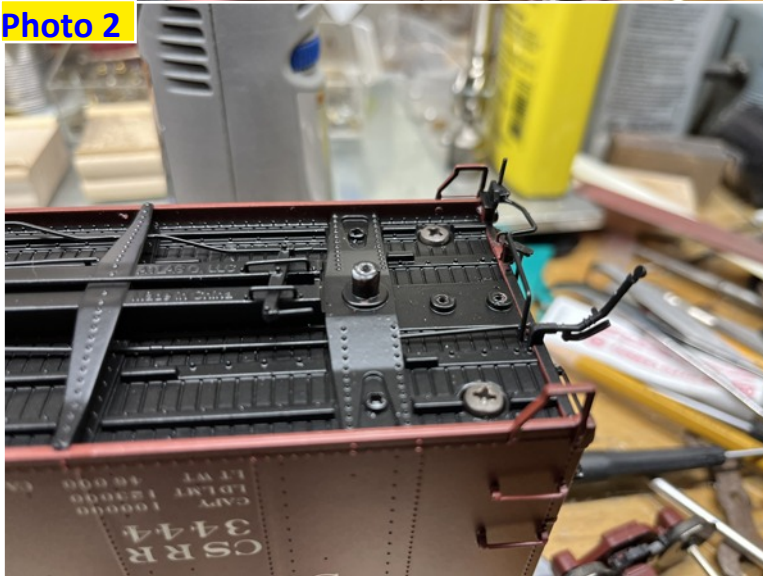
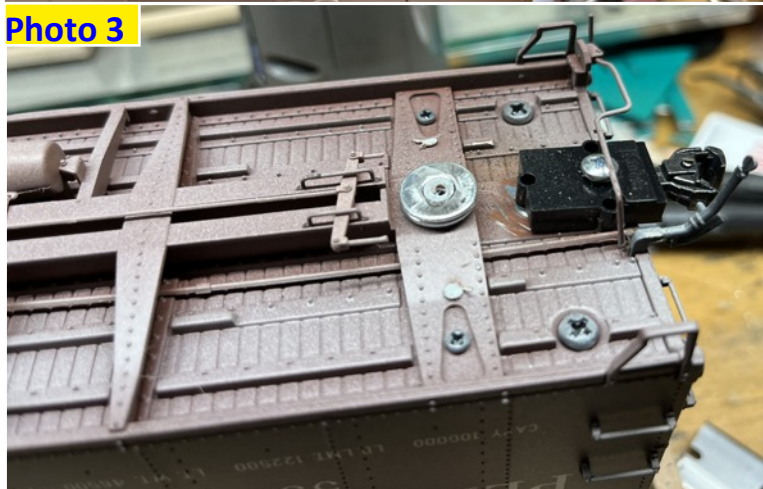


Photo 3



Now that you've seen some of the examples from various importers, let's group the last couple installments more by subject than by maker. By now, you steam and transition-era folk must be getting tired of all the "modern" stuff, so let's look at a number of cars more attuned to the '40s and '50s tastes.

By this installment, you should know your way around a bit and we can look at more examples in less detail perhaps. You should be detecting a pattern by now (GRIN!) For those just joining us, it's probably worth going back and seeing what we're doing and why, the latter the important bit discussed in the introductory installment way back in the [January/February 2025](#) issue of *The O Scale Resource Magazine*. Because I'm not repeating the nuances of, say, tapping holes, it's worthwhile to read forward from there, reviewing the various useful skills we've been introducing as we've gone along.

You're back? Good!

Let's continue with more Atlas, starting with the X29 boxcar. The X29 is pretty straightforward, first stripping out the trucks and couplers, the latter as we showed last time by popping off the lid of the Atlas box with two small screwdrivers (**Photo 1**) and gently prying the back of the box away from the tab of the lid. They have a tendency to fly apart, so a finger on the lid helps keep the parts under control. Remove the spring and coupler, then the two Phillips screws, and away with the box leaving things looking like **Photo 2**.

Lucky us; this time we only have lugs to grind away with a Dremel and cut-off wheel rather than a pad, then drill and tap for 2-56 and bolt up the couplers. It's cheating a little, but a drop of watch crystal cement under the rear of the box will keep it lined up straight after attaching it with only one screw and will do it for years.

Photo 4



If you ever have to remove the box one day, just undo the screw and give the box a gentle twist to detach the little bit of watch crystal cement. Two #8 washers over that lug on the body bolster, whack it off flush, and you're ready for trucks (**Photo 3**). Smooth the top of the truck bolster on a set of Intermountain trucks (**Photo 4**), bolt 'em up, and you'll find it hits the gauge as it should and looks good doin' it (**Photo 5**).

Atlas Roco Then; Trainman Now

Back in the 1970s, Ted Stepek penned the first Atlas incursion into O Scale, made in Austria by Roco. The rolling stock is still out there in quantity today, and good cheap fodder it is, too. Unlike its contemporary competition from AHM, the Atlas range featured models with prototypes (mostly, anyway). Ted was as knowledgeable a Pennsy guy as drew breath, so naturally the box was a PRR prototype, the X43c. The gon is a G31e (said to be slightly short), the ore car a B&LE car, the caboose an International design, all very useable today. The "reefer" and stock car are both made by swapping the side facets out on the boxcar molds, so aren't precise to prototype. We can go deeper into the history but it really isn't germane here.

What is, though, is the utility of the gon and box especially. Kadee supplies an insert for the body bolsters with their trucks, though a piece of wood dowel diced off and inserted in the body bolster works just as well, in much the same way as we did with some MTH and Weaver cars earlier in this series. **Photo 6** shows the gondola prepped with Kadee boxes, the Kadee insert in the body bolster, then the bolster shaved a bit to bring the car down to the gauge whilst riding atop Intermountain trucks that have had the tops of their bolsters smoothed as we did for the X29. When mounting the couplers on either this car or the Trainman version we'll discuss in a minute, things work nicely if you detach the under-floor, screw on the couplers, then smooth the screw ends flush with the inside of the floor (**Photo 7**), then reassemble the floor to the car. If you care, the

Photo 5



Photo 6

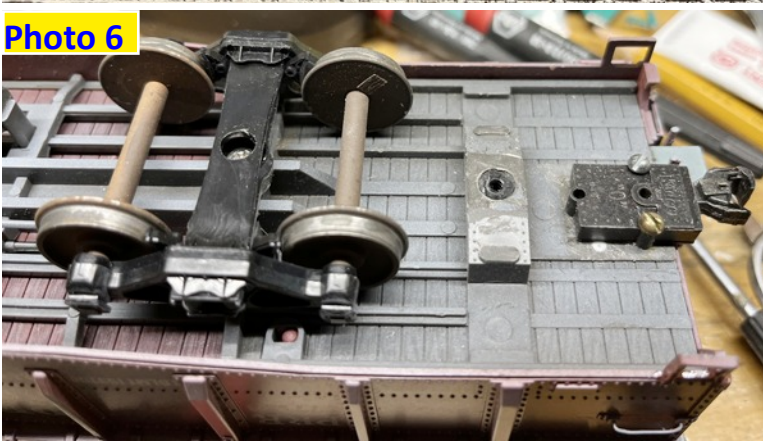
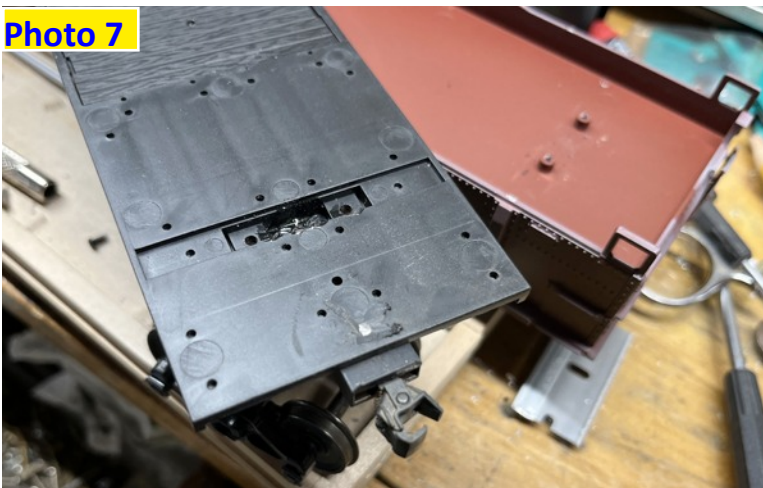


Photo 7



Roco gons came with the handbrake on the wrong end compared to the underside brake rigging, so now is a good time to flip that around. Lastly, you can fill the space between bolster and coupler box with a couple pieces of styrene angle to simulate that missing chunk of frame, more obvious in steam-era cars than in the more modern stuff with deeper sills. **Photo 8 (Next page)**, shows this little mod installed on a Roco X43c boxcar.

Photo 8

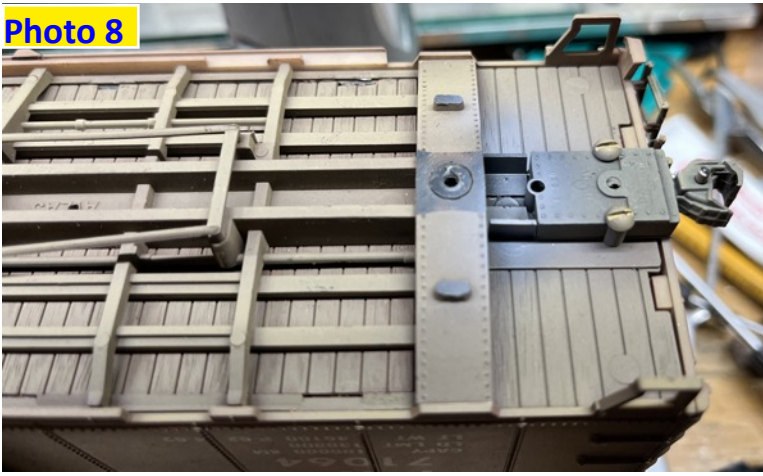


Photo 9

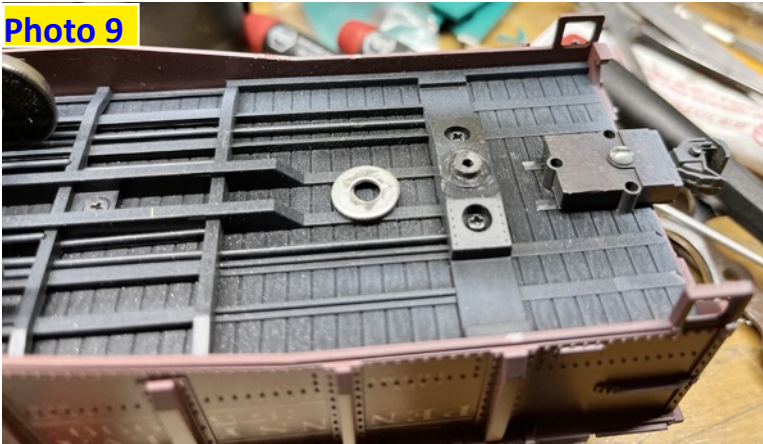


Photo 10



Photo 11



Photo 12



As we mentioned earlier, these cars were resurrected in the current Atlas Trainman range with updated body tooling and frame arrangements in keeping with later Atlas practice.

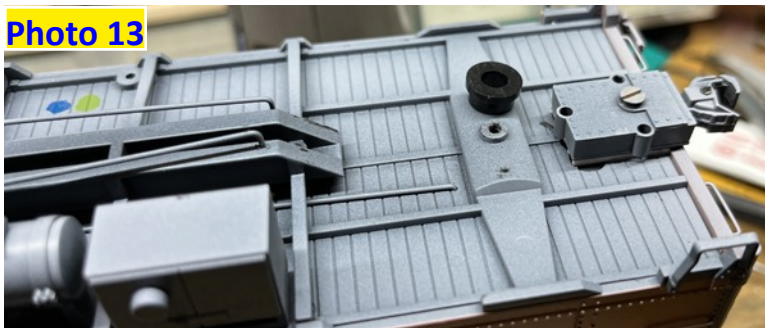
That means more attention to lowering these new versions than their Roco antecedents. **Photo 9** shows the re-issue of the gondola, now treated like any Trainman car by shaving the coupler mounting lugs, bolting up Kadees, knocking the body bolster lugs flush with a shimming stack of two #8 washers, bolting up Intermountain trucks with bolsters smoothed, checked and adjusted to the gauge, the same process we're finding very "normal", now. The appearance of both iterations of these cars is noticeably improved (**Photo 10**). You'll note that, even though one of these gons is Atlas Roco and the other is Atlas O "Trainman", because we first set couplers where they belong with respect to the car ends, then adjust trucks to the height gauge, the result is the same for these two identical class cars even though one is decades older than the other with a completely different under frame.

Lionel's Refrigerator

We'll leave Atlas alone for a little while, and look at a few others out there that can be useful. Lionel have done a couple car bodies worth a look, both modern(ish) and steam/transition-era stuff. We'll look at but one example in this installment, a respectable steel ice-reefer.

In this case, there are no mechanical pretences for 2-rail let alone scale use, so you get something more of a bare canvas in figuring out how to adapt these to our purposes. Only one way is shown here, but you get the idea. **Photo 11** shows how the underside actually needs a bit of a build-up to create some sort of mount for a coupler box that matches the bottom of the car end. The underpinnings of these cars are plastic, so styrene shim (**Photo 12**) is a natural choice to make that flush pad.

Photo 13

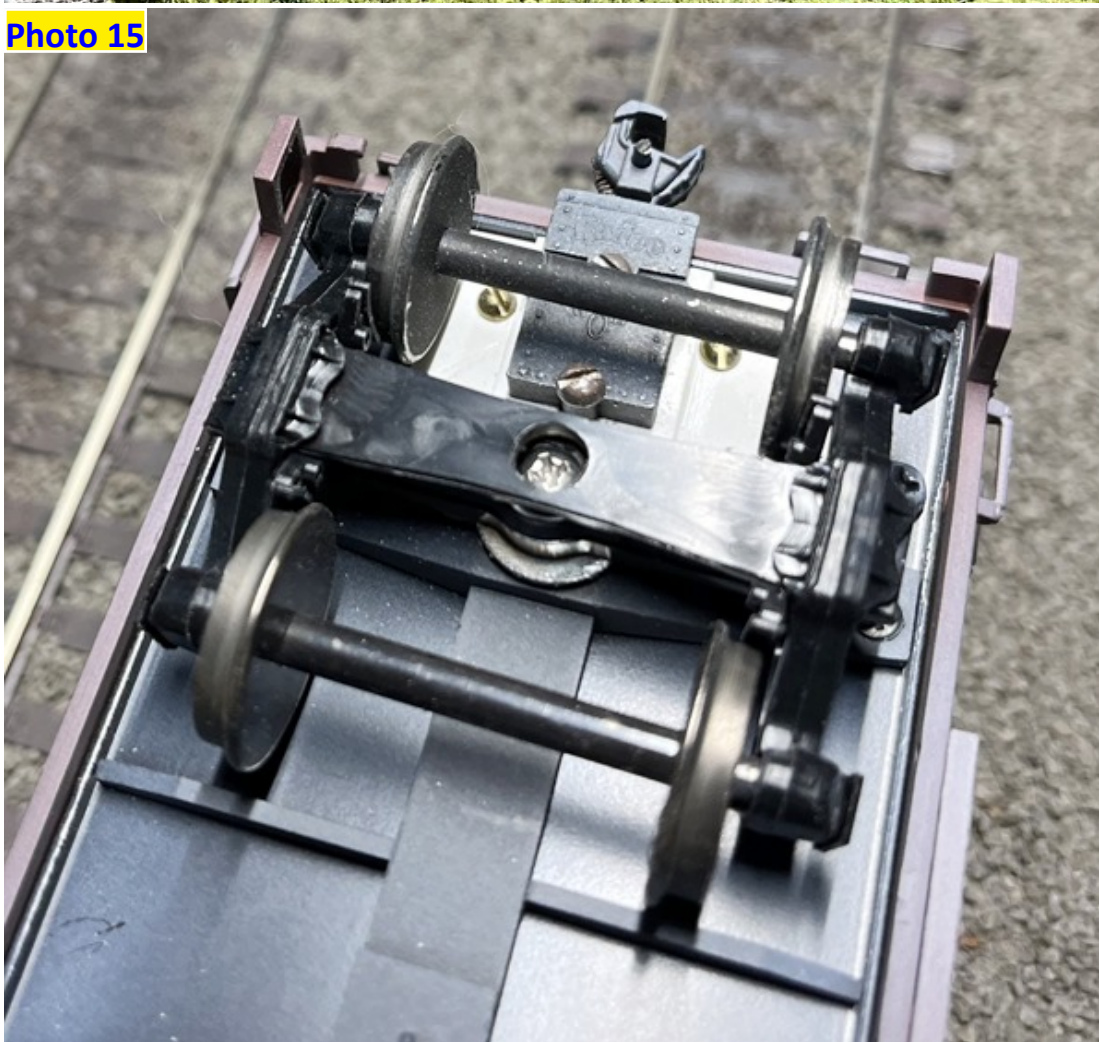


The body bolster, while visually impressionistic at best, is actually mechanically clever, radiused such that their rigid trucks equalize about the pin fore-and-aft while establishing a plane side-to-side. I might be giving them too much credit here as their range is just wildly inconsistent underneath, so each conversion is an individual adventure in creativity.

Photo 14



Photo 15



Anyway, after installing the boxes atop your newly invented pad by the usual method of drilling and tapping (**Photo 13**), new trucks can be attached using the existing hole tapped for a new truck screw, shimmed to height established by the gauge using a washer stack or one of Kadee's bushes trimmed to suit. With a lick of paint, the result looks quite reasonable (**Photo 14**).

Pecos River's 50' Boxcar

For some reason it seems like hundreds of these have popped out of the woodwork lately, so let's see what's what with them. They are a

model of an earlier design than the Atlas PS-1, so worthwhile in their own right.

Photos 15 and 16 are pretty self-explanatory. The floors are a sheet-steel stamping, so I approached the coupler mount by first mounting a piece of sheet styrene to that stamping by drilling and tapping 2-56 and screwing the styrene to the floor. Then, I put the body back on the floor and made up a narrower styrene pad brought up to flush with the bottom of the car end and glued it to the first chunk using Plastic-weld. The coupler box was then mounted in our now time-honored way; drilled, tapped, and assembled. Then the trucks are mounted and adjusted to gauge-height using a washer stack. **Photo 17** shows the result, the Erie car done to the manufacturer's 2-rail spec and the NYC car brought down to where defined by the height-gauge. **Photo 18** is the resulting car in service.

Photo 16

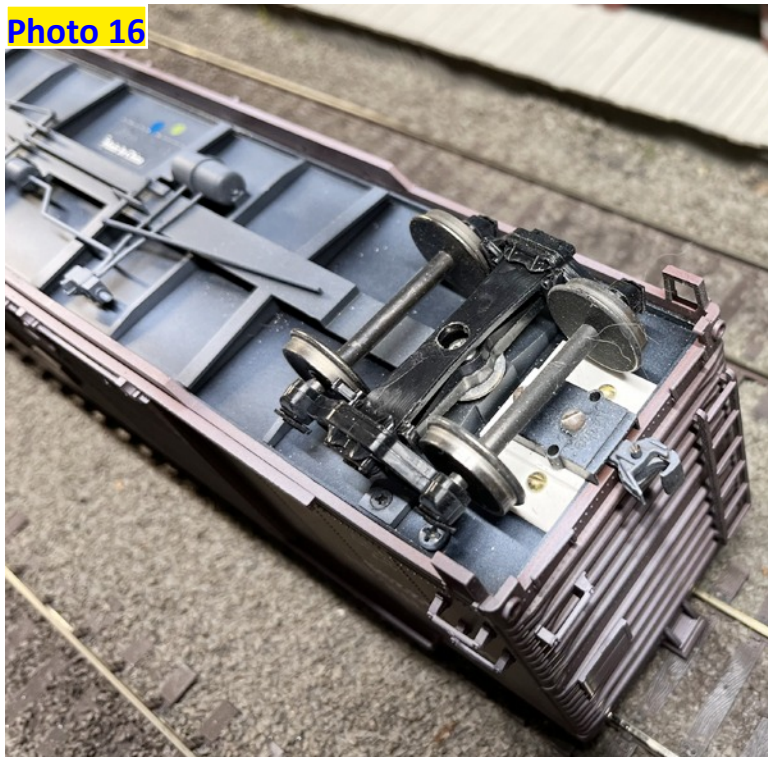


Photo 17



Photo 18

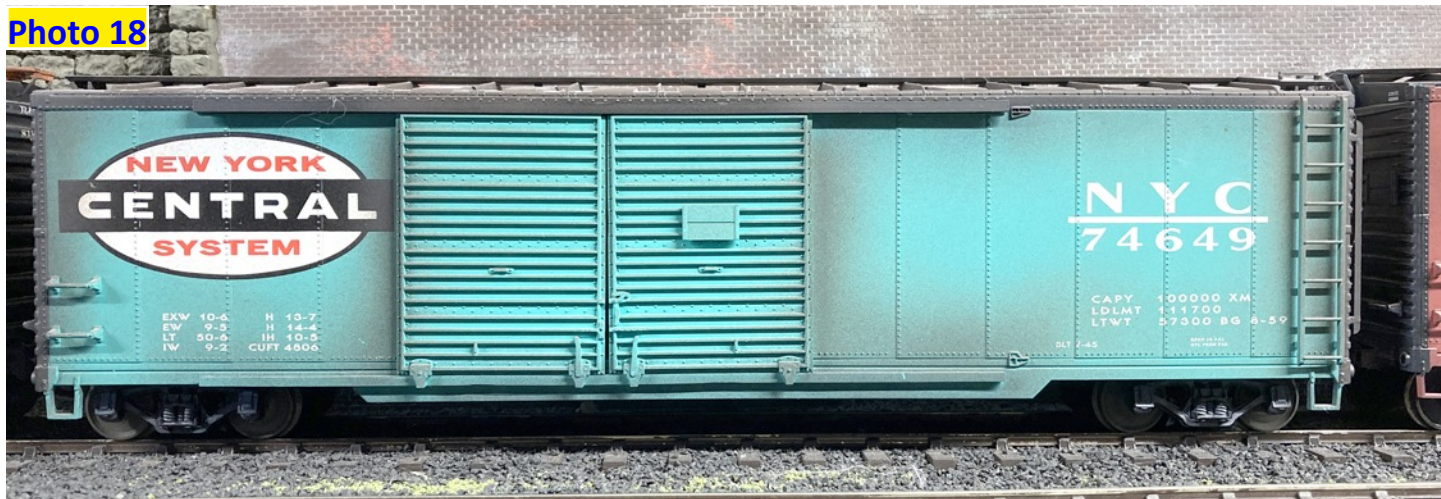


Photo 19



Photo 20

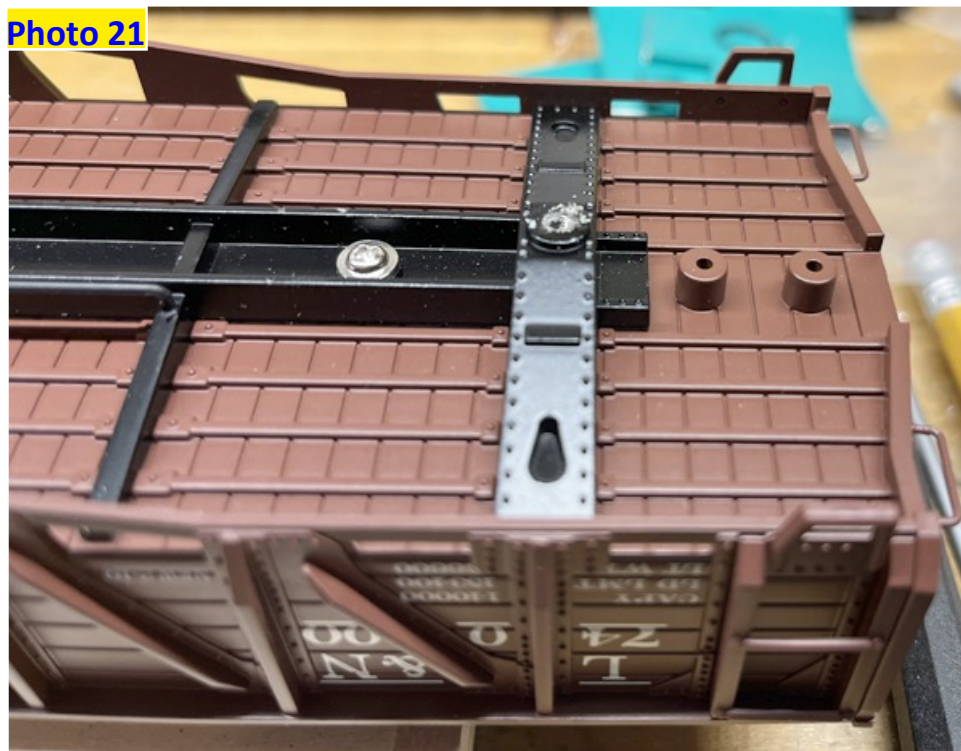


Then There is That Weaver War Emergency Gondola!

I promised a look at this monster (**Photos 19 and 20**) back a couple installments ago, so time to deliver. Once you get over that tight feeling in the back of the throat looking at the height of this thing, you can see the car from the frame up isn't bad at all. The photos are of the Weaver version. After Weaver's demise, Atlas picked up this car and did a run in their Trainman range which needs the same attention for the same reasons.

Out on the 'net, there are builder's photos of a number of these cars to inspire us. **Photo 21** shows the lugs we are going to remove, thereby allowing us to tuck the boxes up into the recesses in the end sill that are actually supplied then completely ignored. In the same photo, you'll see the challenge we face with the body bolster, addressed with coarse sanding drums chucked in a Dremel carefully used as a hand grinder, moved side-to-side to create as flat and

Photo 21



parallel a surface as we can, checked against a height gauge after installing the couplers as a reference (**Photo 22**). **Photo 23** needs no explanation. After a little airbrush weathering, it really looks far better than it did when it was literally a piece of two-rail hi-rail (**Photo 24**). If there is a poster-child for why we are doing this, the Weaver war-emergency gondola is certainly a candidate.

Next time will be our last. We'll look at a few examples of tanks and other open-ended cars (something we haven't tackled thus far), then a quick example of how to deal with representing a commodity where there is little "to scale" out there to work with. After that, you should be well-equipped to explore for yourself and hack away at what you find with some impunity.

Photo 22



Photo 23



Photo 24



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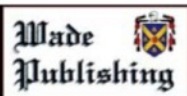
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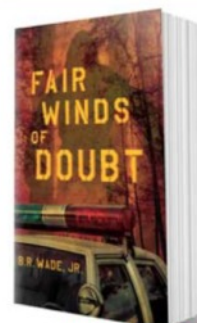
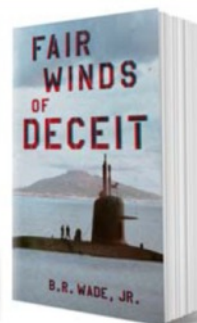
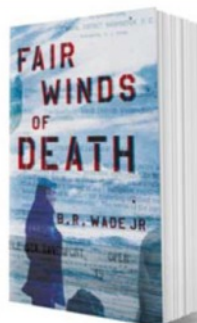
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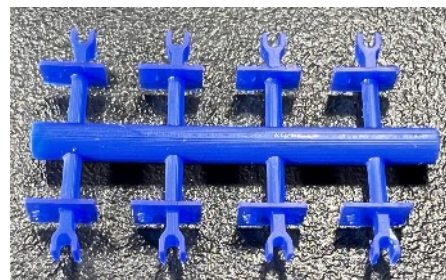
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Boyd Reyes' O Scale Layout In A One Car Garage – Or, Why A Long Time HO'er Converted To O Scale

By Thomas G Hoback



Boyd Reyes spent more than 30 years modeling in HO, and during that time he was one of the finest model railroad painters in the business. He was the “go to” painter for Whistle Stop Hobbies in Pasadena for many years, having custom finished many of their fine HO passenger car imports, winning plaudits for his exquisite finish on these cars.





Boyd's world changed several years ago when he saw an O scale SP GS-4 by KTM looking forlorn in a hobby shop (according to Boyd, it was "painted very crudely and in bad shape". The longer he looked at it, he wondered if he could paint and detail the model to look as good as the HO models he was used to. He decided to take the model home to paint it and add DCC along with a Tang Bang speaker and WOW steam decoder. The completely repainted and detailed model is shown in the first picture at the beginning of this article.

Since O scale is not as prevalent in southern California, Boyd found a local O scale modular group where he could run his equipment. He also decided to build a small home layout in a single car

garage to test and run his own equipment before taking it to the modular club to avoid any potential issues.

Boyd's nicely scenicked layout also allows him to enjoy his other hobby, which is photography. The backdrop is from Backdrop Warehouse and represents the southwest desert. What struck me is the realism where the desert seems to run on into infinity. His lighting creates no shadows which accents the depth of the scenes seen by the visitor.

Since O scale does require more space for satisfying operation than HO, Boyd's layout will serve as an inspiration for others who have been reluctant to make the move to O. The overall layout is only 11'6" wide by 17'6" in length, uses Atlas turnouts and a minimum radius of 54" which allows him to run just about anything he wants, including articulated locomotives such as SP Cab Forwards. The layout consists of a loop with spurs including one which will allow him to add modules for a longer run which will run down his driveway.

Here are some photos of some projects and the layout which is set in the mid-1950s allowing Boyd to run late steam and early diesel through the desert southwest.



Here is the layout under construction before the backdrop was installed.



Layout under construction.



Interior view of the layout showing additional storage under the benchwork which makes the most of available space in his layout room.



Overall view of one end of the layout. Note the added “creature comforts” which include padded arm rests much like those found in diesel locomotive cabs, and drink holders for visitors.



Different view of the layout showing the two spurs off the main line with another track entering a tunnel to store extra equipment.



Layout under construction – note the built-in cabinets under the layout for storage.

Editors note: For many years I enjoyed watching [Monday Morning Express from Brass Trains](#). Luckily for all of us, the videos are still online. One of the featured people in that series was painter Boyd Reyes. I picked some tips from Boyd from his painting demos. [Here is a list of Boyd's appearances on Monday Morning Express](#). I finally met him at O Scale West a few years ago and then Chicago. He is such an enjoyable guy to talk to.



The local moving into the high desert as the train seemingly disappears into infinity thanks to Boyd's effective backdrop.



Another view of the local heading out of town. The weathering on all Boyd's locomotives adds a remarkable degree of realism to his models.



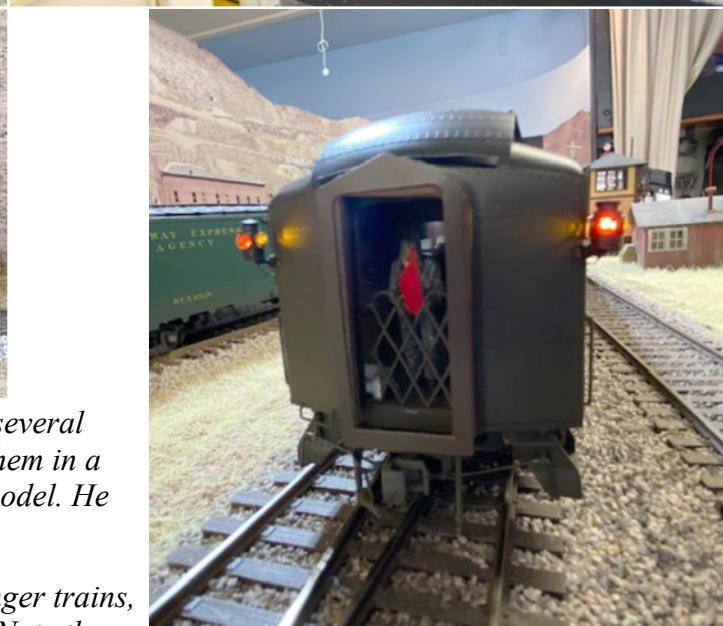
Above: Boyd installed a Tortoise switch machine in a water tower which allows the operator to raise and lower the water spout to water locomotives. The slow speed makes for a realistic operation.

Below: The addition of an express messenger and brakeman in the baggage compartment with realistic crates and boxes adds to the depth of the combine's recreation of an actual scene. Figures are from an Australian vendor and have been hand painted by Boyd.



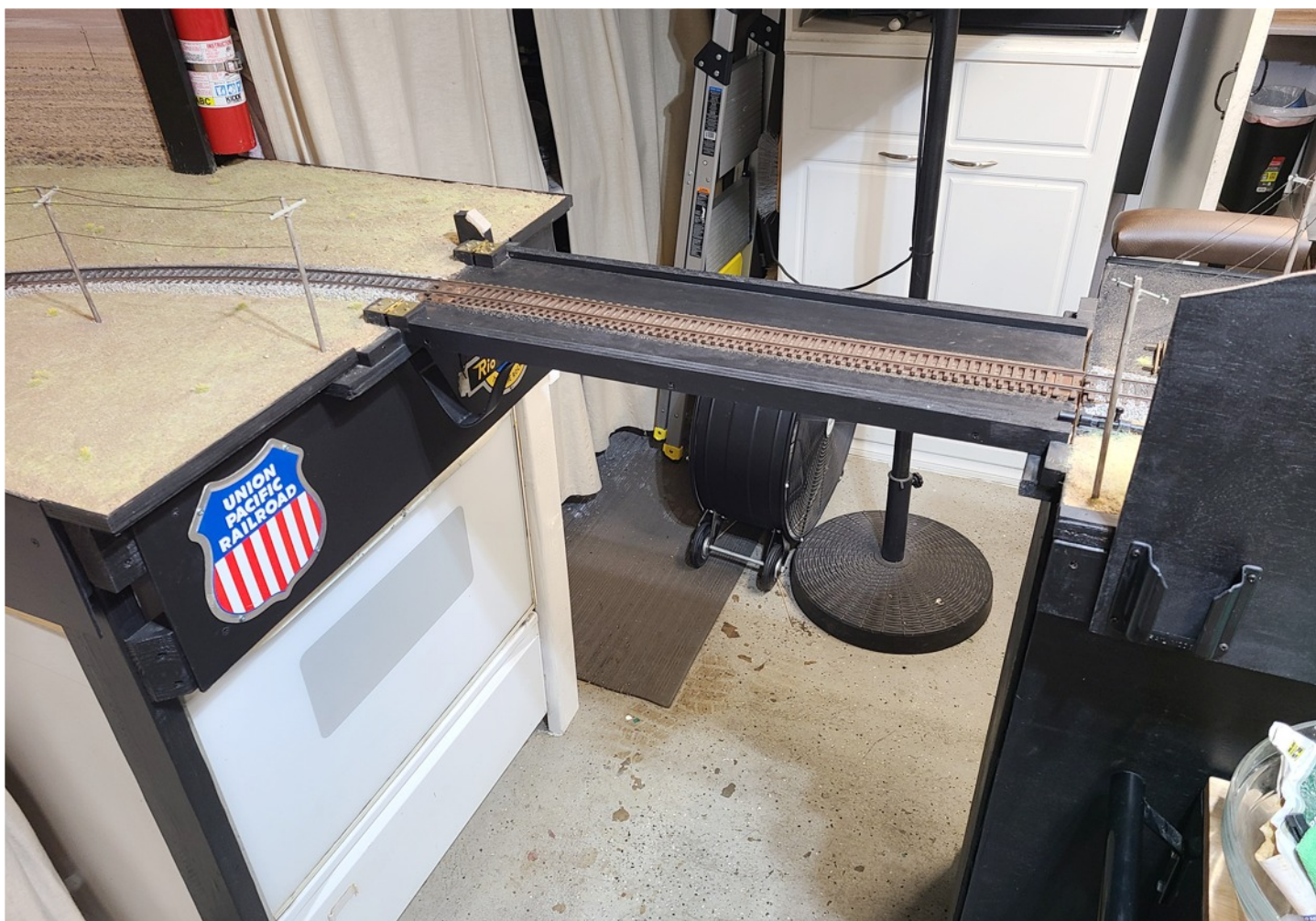


Boyd cut out the vestibule trap door from the car and re-installed it in the raised position to facilitate passengers and crew being able to board and disembark without the need to raise and lower the trap at each stop. This was a painstaking effort to remove the trap and reattach it.



Above: Boyd went to considerable work to cut out several windows on each side of the combine and reinstall them in a raised position to create even more realism on this model. He added realistic figures to complete the scene.

Left: Boyd adds PSC tail gates to the rear of his passenger trains, often accompanied by a rear brakeman or flagman. Note the illuminated marker lamps as well. It seems no detail escapes Boyd's attention to create realistic scenes.



Above: A lift section allows ease of entry into the layout interior. Just visible under the bridge is Boyd's oven used to bake paint on his models.



Three views showing weathering on an SFRD reefer and Atlas RS-1 as the train traverses a bridge over a dry wash. Boyd uses various washes to weather his equipment which is usually subtle and blends in seamlessly with the desert scenery.



Heavyweight Pullman lettered Point Reyes, which was a station on the Northwestern Pacific narrow gauge, an appropriate display piece in his office.



Display case opposite the layout showing many of Boyd's highly detailed models.





Santa Fe streamliner speeding through the desert with Atlas diesels on the head.



Despite the front of the engine being cut off by the photographer, this scene shows the realism of the background heading off into infinity with no shadows to distract from the view. Every piece of equipment is beautifully detailed and weathered. The engine is a highly detailed Sunset ATSF 2-8-0.



This highly detailed SP Cab Forward belongs to Fred Hill, owner of Whistle Stop Hobbies in Pasadena. The locomotive was hand built in Japan many years ago.



Sunset 2-8-0 detailed, painted and weathered by Boyd handling a local through Boracho Jct. Note the realistic lineside detail.



Close up of the cab showing additional detail including the very realistic cab curtains made from very thin folded sheet brass.



A superbly detailed and painted SP 4-8-2 heads up a time freight on the layout.



Boyd is a superb craftsman in addition to being an outstanding painter. This is the SP business car Los Angeles, which was imported by PSC and custom finished by Boyd in two toned grey used in the 1955 era.



Boyd had custom decals made. The car is equipped with Tsunami car sound to control lighting on the inspection, interior and observation lights. Boyd also built a custom interior for the Los Angeles.



Full shot of the local moving into the high desert as the train seemingly disappears into infinity thanks to Boyd's effective backdrop.



BUILDING SETHIAN'S AND SONS

By Martin Brechbiel

Photo 1



I periodically build a structure from scratch for a business named after a friend, acquaintance, associate, etc. just for the fun of it all, while also consuming whatever bits & bobs might be left over from other projects and just acquired / accumulated over time that either needs to be put to use or sent off to a new home. I found some inspiration for this build in a couple of other offerings, a kit from Bar Mills Scale Model Works called Ludlow Shipping that depicts a small shipping industry building and a Menards Plumbing Supply structure. That stated, it's generally more fun for me to actually use these bits up. So here's the starting point of "stuff" and the more I can make use of here in this build (**Photo 1**), the less I have return to storage somewhere in my shop! The rest of the building will come from stripwood and milled / scribed siding stock in my shop.

I laid out the front wall for the main building using the Tichy No. 2038 door, Grandt Line 6/6 windows, Grandt Line freight doors, and a Grandt Line No. 3713 horizontal window into milled clapboard. All the paired parts were joined together using CH2C12 (Tenax). After setting the locations, openings were cut and all the parts were test fitted into place. Corners were added to the ends of the wall using 3/32" square stock. Scrap scribed siding 1/2" high and 1/16" thick was added at the base for a foundation and also since I wanted this section of the building at a higher elevation (**Photo 2**). Similarly, the corresponding back wall was laid out using a Grandt Line No. 3619 door, Grandt Line No. 3726 windows and a leftover Tichy work car window No. 2056. Milled clapboard was run down to cover the foundation in the back so that back door will eventually get some steps (**Photo 3**). Two end walls were cut out from glued up clapboard and set aside until needed later (**Photo 4**).

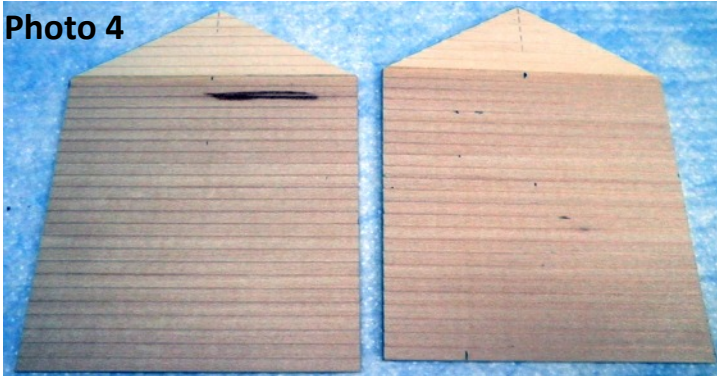
Photo 2



Photo 3



Photo 4



My make it up on the fly plans called for an addition to the main building that would also be partially open, functioning as a parts shed. That design required that the stud walls be exposed as well. I cut out a back and end wall from 1/16" x 1/8" milled board and batten siding, and added 2" x 4" with top and bottom framing along with doubled studs in the corners (**Photo 5**).

Photo 5

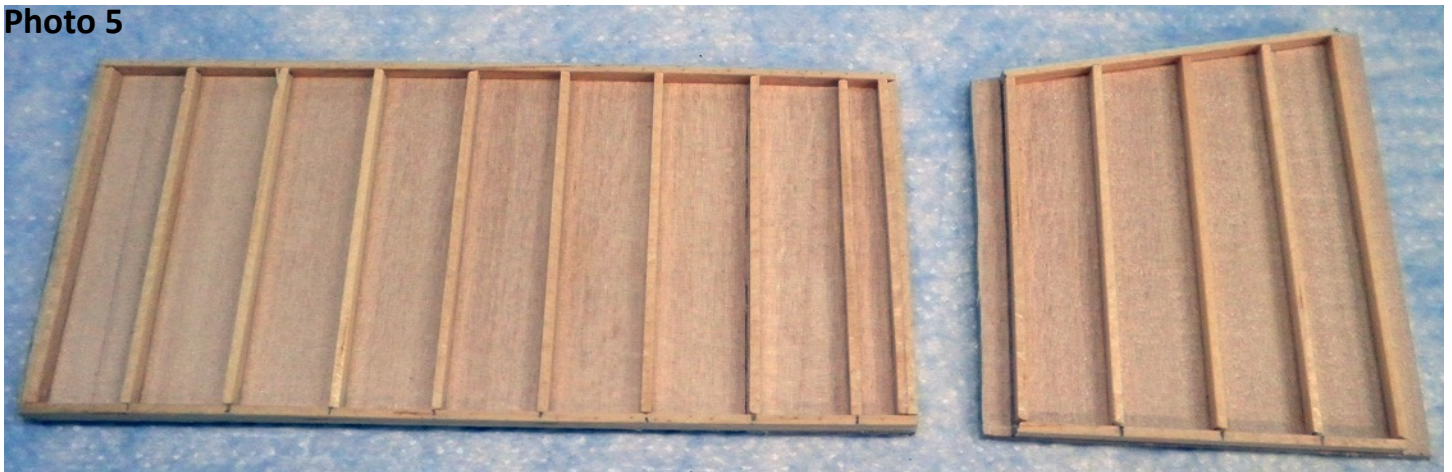
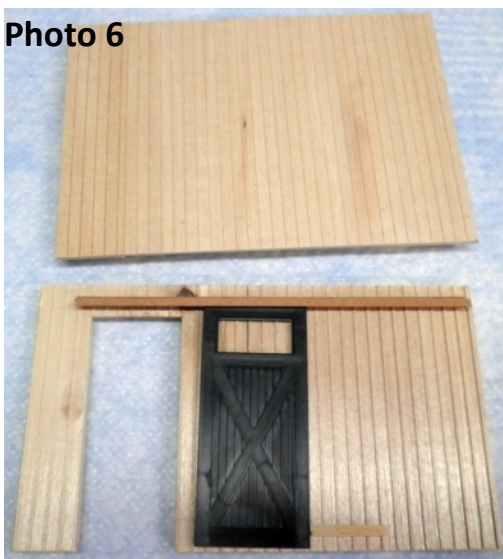


Photo 6



A front wall and floor were laid out; the fourth wall was left off since I anticipated attaching this substructure onto one of the set aside ends of the main building. The front wall was built up on more 1/16" x 1/8" milled board and batten siding with an opening for that third and final Grandt Line freight door casting. Some 1/8" x 1/32" "z" (Northeastern?) was added to hang the door under. The board and batten was cut away to make a flat strip to accept this bit of molding. A stop block was added near the bottom of the wall. The floor was fabricated from 1/16" x 1/8" scribed siding with 1/16" x 5/52" joists (Mt. Albert) underneath (**Photo 6**).

Photo 7



Photo 8

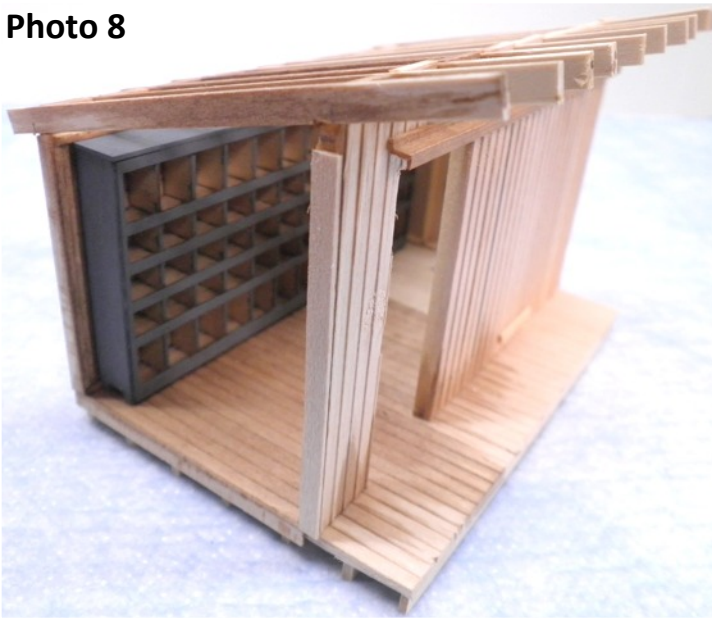


Photo 9

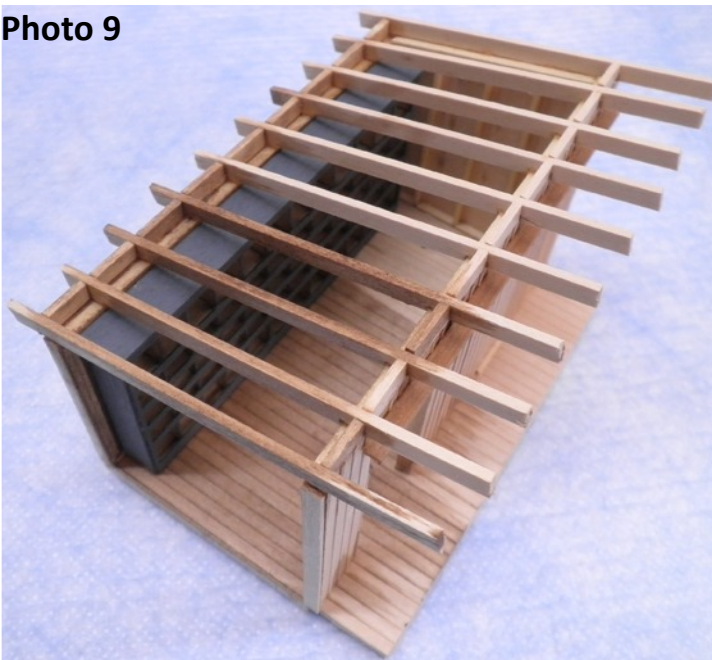


Photo 10

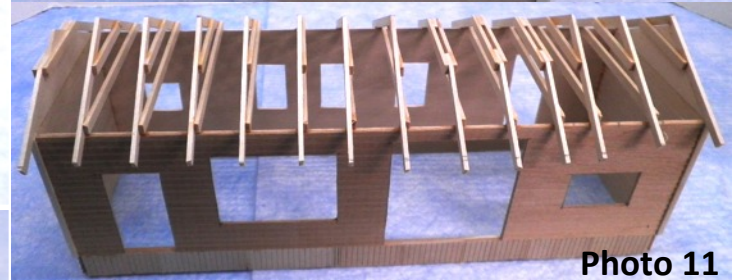


Photo 11

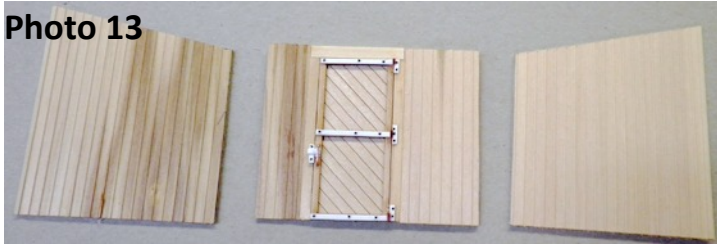
Photo 12



The parts shed walls were assembled onto the floor and a parts bin (Banta No. 709) was assembled, painted Neutral Gray (Polly Scale), and placed across the back wall. Rafters for this shed were made from 1/16" x 5/52" (Mt. Albert). The interior was stained using my mystery MinWax mixture (**Photos 7-9**).

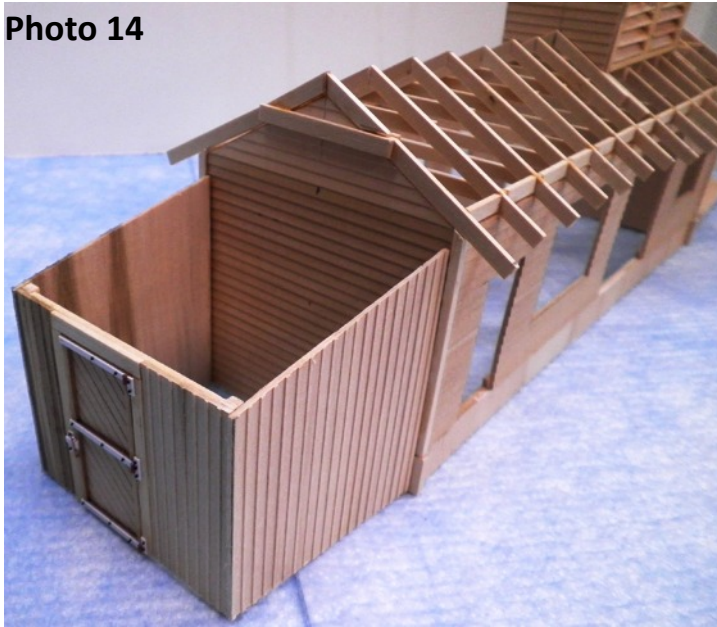
Moving back the main building, I assembled the four walls and then fitted the building out with rafters made from more 1/16" x 5/52" (Mt. Albert) (**Photos 10-12**). The truncated rafters were set to accept a planned in smoke at best clerestory window vent section. How that was going to work was still being debated.

Photo 13



and a 1/16" x 5/32" lintel beam framed out the door opening. Hinges and the latch were made up from some 0.020" x 0.060" styrene with Grandt Line C-100 nbws. Small styrene rod was used to simulate the hinge structure. Scarp 0.025" wire was used to make the door handle (**Photo 13**).

Photo 14



The clerestory window vent section was built up around some resin parts from Hamm River that I'd had in the parts bin for way too long. And I still have some left so their resting about waiting for another project. Some scribed siding for the ends along with lots more 1/16" x 5/52" were used around these parts to install the window vent system. At the same time, the three building units were tacked together looking forward to doing the roofing (**Photos 14-18**).

Photo 15



Photo 16



Photo 17

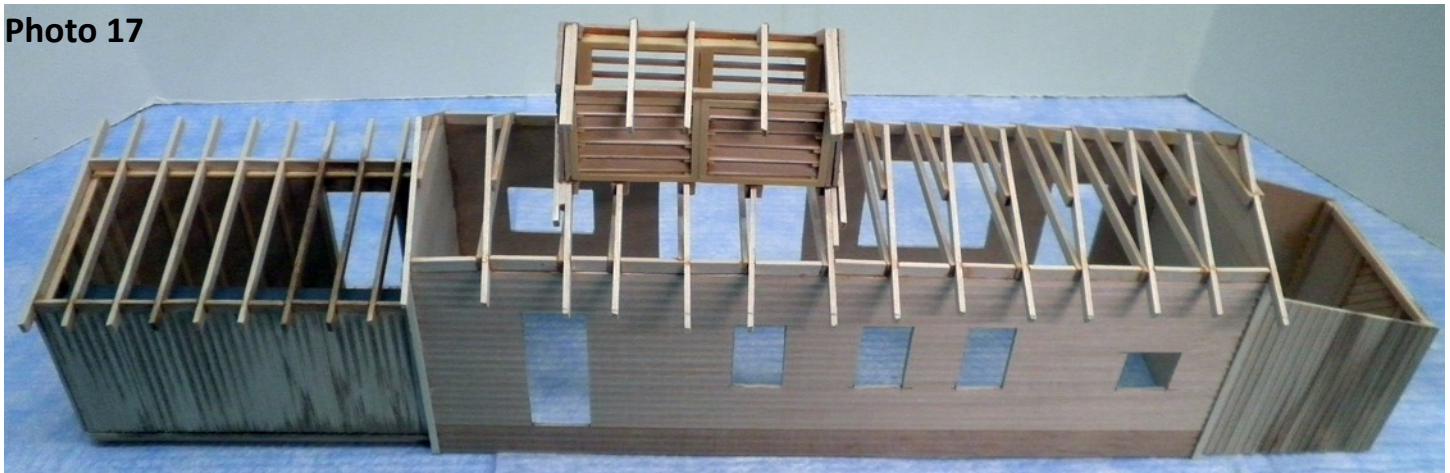
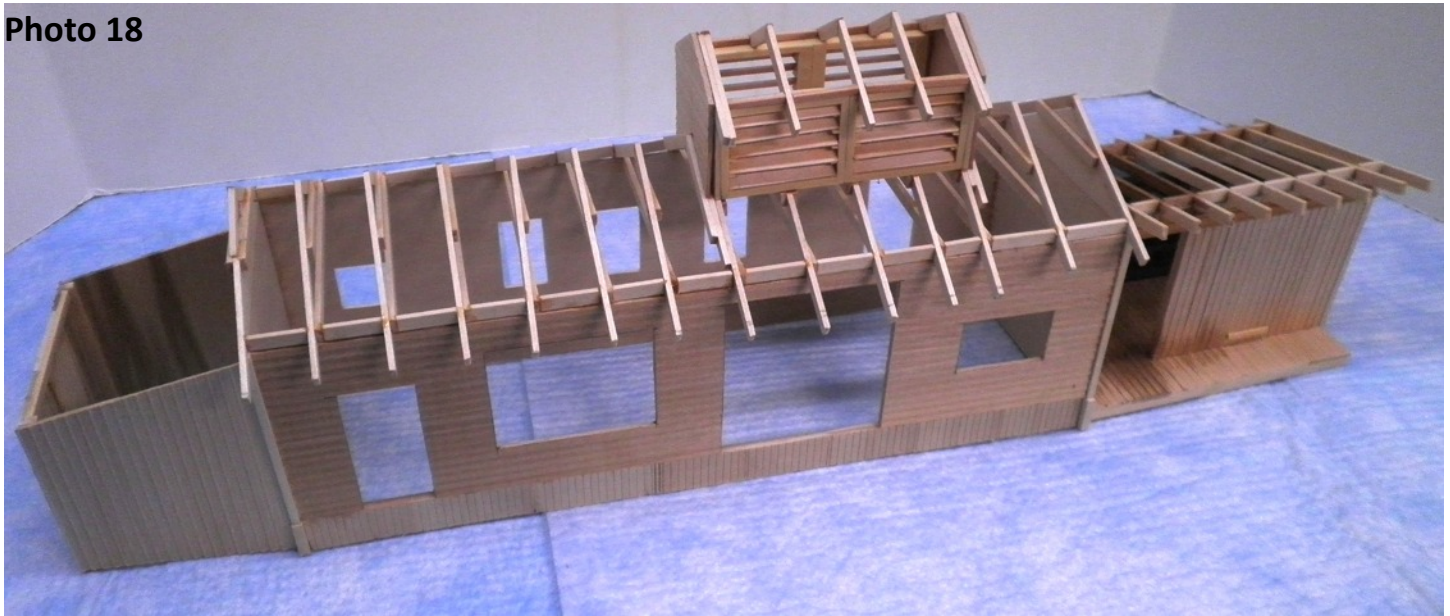


Photo 18

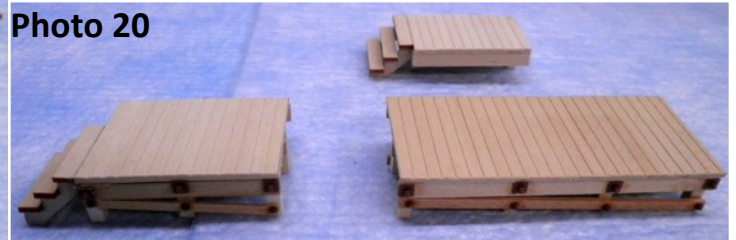


Steps and platforms were assembled from scrap stripwood and scribed siding. The steps were leftover fragments of laser-cut parts adapted to these platforms. Every joint was decorated with nbw castings from Tichy (**Photos 19, 20**).



Photo 19

Photo 20



The roof sheathing was done using 2" x 10" red cedar (Kappler). This is a little complicated or tedious to use since it is not perfectly straight, it is warped, and it is also not smooth and polished like most basswood sold for model building. In sum, it's great for simulating that rough cut lumber from the mill that did not get through the surface planer. But with some weights and patience, one can get it to work. **Photo 21** shows an in progress image of putting this sheathing on all three roofs. Yes, there are gaps but that's not uncommon of sheathing under old roofs, and the roofing that goes over it was what really kept the weather out.

Photo 21



All three of the platforms were attached to the building in their respective locations. This was probably premature given the order of business in painting both the walls and the platforms.

What actual roofing material was used varied depending on which part of the building I was finished. The smaller end addition was roofed over the sheathing using a corrugated roofing material that was a paper product from Paper Creek (long gone...) (**Photo 22**). The open parts shed got some nice peel & stick shingles that were left over from some disremembered kit (**Photo 23**). I keep a box of leftover roofing materials on top of the one parts bin for just this reason. The main building got the nice corrugated metal roofing. This was Builders-in-Scale Nos. 712 and 710 for the lower roof and No. 736 for the upper roof (**Photo 24**).

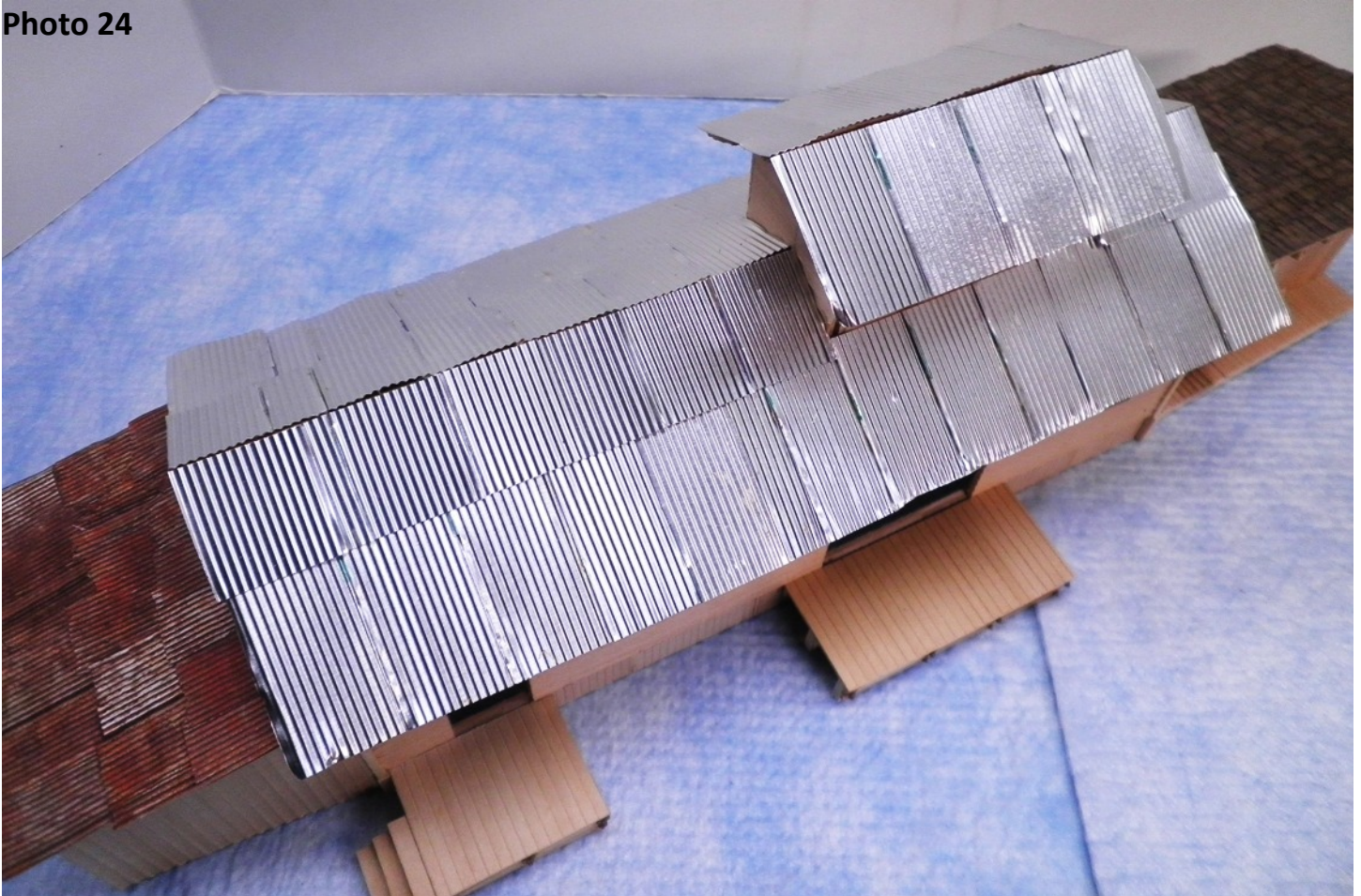
Photo 22



Photo 23



Photo 24



Now it was time to get into painting everything and a few other details. The smoke stack around back was a styrene part (Tichy?) that was extended with brass tubing and a brass plate was painted Steam Black (Polly Scale) and mounted in place using Goo and CA. The entire main building and the small end shed were painted Canadian Pacific Gray (Polly Scale) while the parts shed to the right was painted L&N Gray (Polly Scale). The steps and decks were painted CN Gray (Floquil). All of the doors and windows were painted Brunswick Green (Floquil) and all glazing was added before these parts were put into place. The exception here was that that door on the shed to the left was painted Oxide Red (Polly Scale) (**Photos 25, 26**).

Photo 25



Photo 26



Now it was time to detail this structure further to define its purpose and identity. First off, the entire structure was secured to some thin flake board that I had wasting space in my shop. Then I started adding some scenery. Almost all of these materials are from Woodland Scenics although there are a few odds and ends that were acquired from Scenic Express, namely the Silflor tufts, and then some small shrubs/trees from JTT Scenery Products. The ground color went on first over a glue base. Everything else was added on top of that with those oil cans around back pre-painted and weathered. The piles of stone and other bits were all secured in

place using Scenic Express matte medium adhesive added directly to the area using a disposable pipette (Photos 27, 28).

Photo 27



Photo 28



Photo 29



Specific details that were added included the time clock at the office entrance. This was an eBay purchase without any source information that I bought knowing that someday it would become useful. Figures were from Artista. The pedestal sink with the brass faucet parts were from Chooch. The sacks and stack were resin casings from Hamm River. The rest of the sinks of both styles as well as the toilets were Walthers castings. The barrel and lid parts were a Berkshire Valley product (Photos 29-35). All of the raw castings were painted with Polly Scale paints.

Photo 30

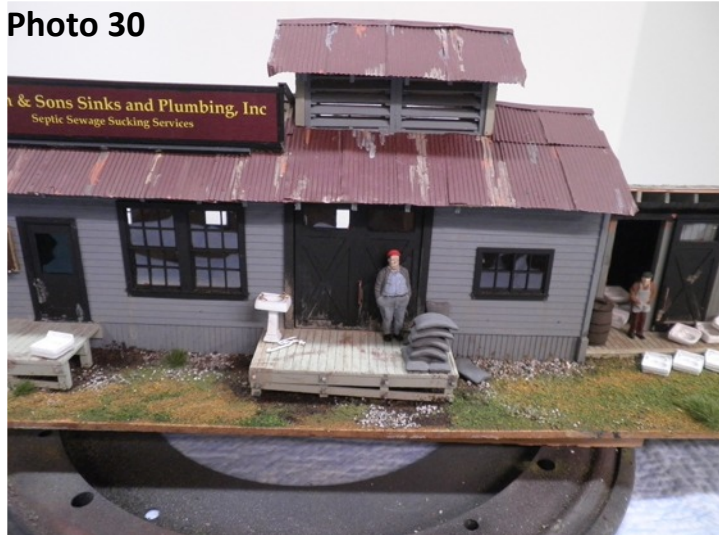


Photo 33



Photo 31



Photo 34



Photo 32



Photo 35



Additional weathering on the roof was added using weathering powders (**Photos 36, 37**). The sign was made in PowerPoint mounted on 1/32" sheet basswood and framed with pre-painted wood angle (**Photo 38**). This was mounted with some brackets using Goo and CA.

Photo 36



Photo 37



Photo 38



The final note on this model was that I donated it as a fund raiser at the Strasburg O scale meet where it was sold to benefit the fire department. It was a fun build and now it's at a new home where someone else can have it on their layout.

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Structures for the Cumbres and Cat Shed Railroad

By William Longley-Cook

The Cumbres and Cat Shed RR (C&CSRR) is a narrow gauge (On30) short line located in a North Yorkshire, England garden. The line, which has grown incrementally, there has never been a master plan, is now 70ft long and includes two train yards, a passing loop, a tipple siding and an engine terminal. The railroad is a dead rail system. Locomotives are battery powered with radio control and sound. Passenger cars and cabooses are lit with battery powered LED strips with motions sensors.

Track, by Peco, lives outside and, after seven years in place, is standing up well to the vagaries of North Yorkshire weather. We live on the same latitude as Edmonton, Alberta, and experience sun, rain, gales and, wet snow! Plants grow, leaves fall and varmints scratch! Rolling stock and lineside structures live indoors and



An extended Atlantic Cable Mine at the 7mm NGA Show 2021.

come out to play. We do, however, have a transportable, indoor switching railroad, The Atlantic Cable Mine, which allows railroading to continue when the weather is inclement.

A little introduction

Thanks to my late father, railroading is in my blood and I have been constructing model railroads for over sixty years. Over time I have had, what turned into, a very extensive, British outline, N Gauge layout. I also constructed a small model of a South African rural station in HO scale with the trains re-gauged to run on the correct 3ft 6 ins (12mm) Cape Gauge track; called “Protem”. Buildings for the later model were constructed from scratch and, in many cases, “imagineered”. One example is the station house, depot building, which was based on the one located at De Hoek, Cape Province, South Africa. This was built out of plastic card with corrugated “iron” foil for the roof, purchased etched windows and brick paper.



“Protem” station building under construction.

Along with the two model railroads I became the proud possessor of an MMI K-27 “Mudhen”. This locomotive was purchased, in 2012, after returning from a rail enthusiast’s trip to Patagonia, Argentina, where we rode La Trochita, 2ft 6in gauge, from Ing Jacobacci to Esquel. The intention was to convert the K-27 to an Argentinean B75, hence the On30, but that never happened and the locomotive just sat on a shelf, in the model railway room. At this stage I knew nothing about the Denver and Rio Grande narrow-gauge, however this was about to change. I also have to admit that I had lost interest in my model railways, they just filled a room which had no other purpose.

In 2015 I met the lovely girl who is now my wife. It was she who suggested that I might consider building a model railway in our garden. I do not think either of us could have realised what that comment might create. The story of how the C&CSRR evolved, very much learning by doing, has been told elsewhere so would be a diversion from this article. Another key factor was the donation, by a South African railway enthusiast of a copy of Ross Grenard’s *Requiem for the Narrow Gauge*. Learning about the D&RGW, and more recently the



A general view of the C&CSRR. Tracks ascend to Rockery Ridge to the left of the grass. The ore tipple is behind the bench.

Rio Grande Southern RR and the Colorado and Southern RR, has continued with the purchase of a number of books, by conversations with some knowledgeable gentlemen residents in the US and, in 2023, a visit to New Mexico and Colorado to ride the Cumbres and Toltec and Durango and Silverton Scenic Railroads. When that bug bites, it bites hard and it is all thanks to my blonde!

Rockery Ridge Ore Tipple and Feeder Trestle

The Cumbres and Cat Shed RR starts at the bottom of our small garden in Donkey Corners Yard and climbs at a steady 4% grade beside the lawn to a passing loop named Lepa in honour of La Trochita. Turning to run parallel with the garden fence, the tracks split with the main iron continuing to climb to the summit tunnel and two sidings which run on the level. The ore tipple structure, located beside these sidings, is a kit from Kitwood Hill and a gift for Christmas 2016. <https://www.kitwoodhillmodels.com/mine-ore-bin-and-tipple/> I enhanced the kit by adding more bracing, nut and bolt washers and corrugated iron foil for the roof. More recently I have also added, battery powered lights.

Having built the tipple, the question was then, how does the run of mine, out of an “adit” (a mine tunnel) in the side of the garden rockery reach the tipple? The answer on a trestle! Having been an engineer, actually a mining engineer, I have always enjoyed building model bridges. An article in the *7mm NGA*’s



Rockery Ridge ore tipple and trestle. El Gato varnish train heads for Walkabout Gap.

<https://7mmnga.org.uk/> On30 Handbook by Frank Sharp and Howard Clarke on timber trestle bridges introduced me to the wonderful world of bents, cap sills and cross braces. The trestle at Rockery Ridge, 32



Goat Creek Trestle



Atlantic Cable Mine Trestle

inches long and up to 10 inches high, is my third trestle being preceded by the trestle across Goat Creek, Atlantic Cable Mine, and the ore tipple trestle at that mine.

Construction of the bents, there are fourteen of them of differing heights, started with the drawing on card of the basic outline showing the position of the cap sill, the three posts (since this is a mine railroad) and the sash braces. The posts and cap and base sills were cut from $\frac{1}{4}$ inch square strip wood, using the template as a guide. Joints were sequentially glued using impact adhesive and then taped to the template until the glue had set. With the bent still taped to the template the sash braces ($\frac{1}{4}$ by $\frac{1}{16}$ inch strip wood) and the cross braces ($\frac{2}{16}$ by $\frac{1}{16}$ inch) were glued into position. Once the glue had dried and everything was fixed, the tape was cut from the bent,

the bent was removed from the template, turned over and the process of fitting sash and cross braces repeated. Once the bents were completed the nut and bold washer assemblies, in all there are nearly three hundred, were installed. How many were dropped and lost? Not many as I had few to spare!



A general view, taken indoors, of Rockery Ridge trestle.

Having completed construction of the bents, all fourteen of them, it was time to link them by fitting the three stringers ($\frac{1}{4}$ in square) and longitudinal braces, horizontal and diagonal, ($\frac{2}{16}$ by $\frac{1}{16}$ in). I used a home-made jig to hold the bents in position during the assembly, but this was made more complicated by the trestle having a slight curve.



Another view of the trestle, showing foot boards, hand rails, and track.



Rockery Ridge ore tipple. Track base replaced 2024.

With the assembly complete, it was time to fit more of those pestiferous NBWs, but they do look good! The final task was to add footboards on one side of the track, 12mm gauge left over from “Protem” and hand rails. There are thirty stanchions, made from spent match sticks on either side of the trestle.



Rockery Ridge ore tipple looking east.

Given the grade, from adit up to the tipple, it was decided to add a rack track to assist the mine locomotive, <https://sanjuandetails.com/storage-battery-mine-loco-kit-unpowered-1-o-on3-on30-scale/> propel its load, three re-gauged Bachman mine cars, to the tipple floor.

The Red Bridge. A town lattice truss covered railroad bridge.

With an increasing locomotive roster, including a Pierce-Arrow Goose and a cab forward Mallet, it was obvious that an engine terminal was required. This was to be sited in the garden tool shed, also home to our two cats, hence The Cat Shed. However, to get trains into the shed required a path to be jumped. Management deemed that the jump should be by a bridge, which should be removable!

In the Fall of 2018, we visited Vermont to walk in the woods, enjoy the colours and view the covered



The Red Bridge. A town lattice truss covered railroad bridge.

bridges. At Walcott, we discovered a covered railroad bridge: The Fisher Bridge. This bridge, a town lattice truss construction, carried the now defunct St. Johnsbury and Lamoille County Railroad line over the Lamoille River. The bridge is one hundred and three feet long (1/48 scale - 26 in) so perfect for our purposes.

For my bridge, I ordered Obeche strip wood as I was concerned that the basswood I normally use for construction might not be sufficiently strong. I definitely did not want a precious K-36 locomotive making a nose dive twelve inches onto the slabs of the garden path!

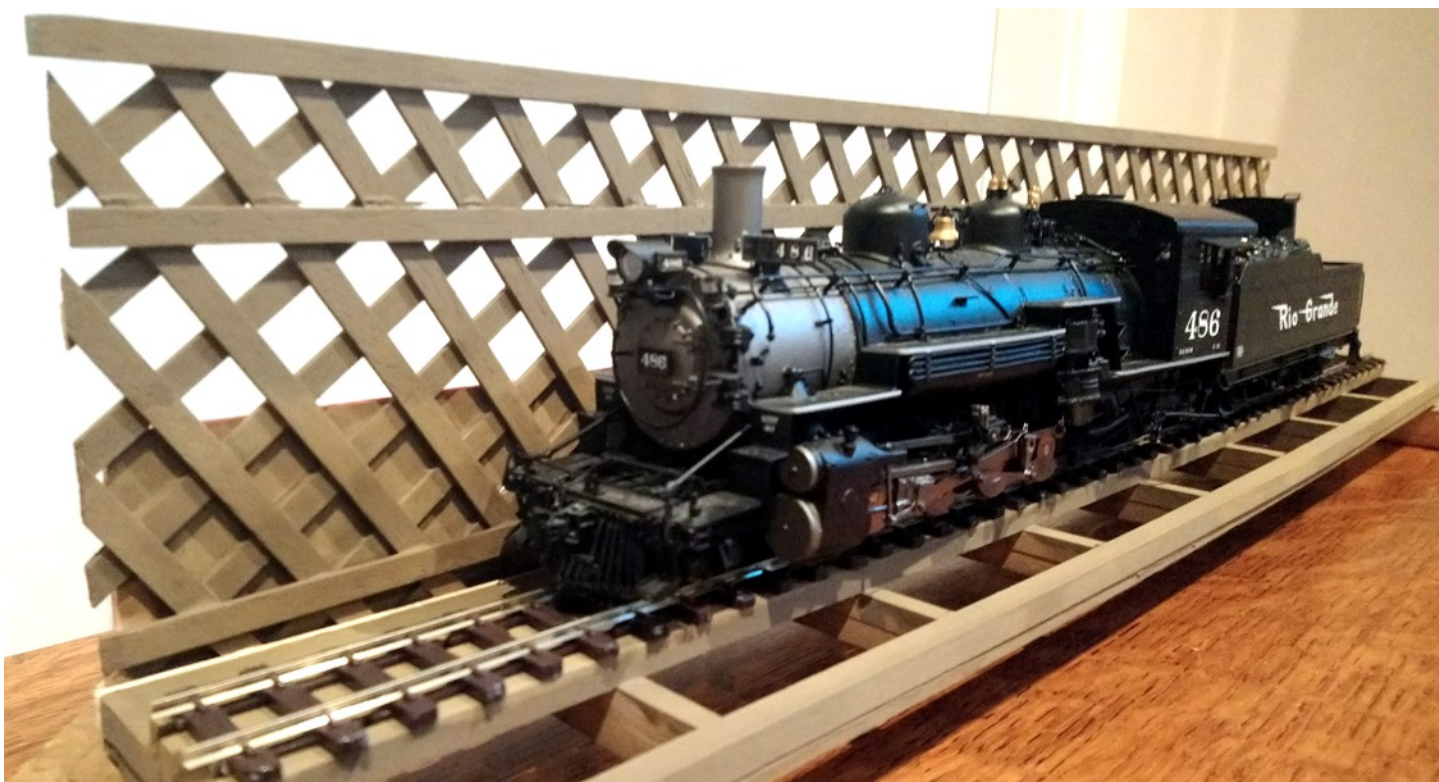
Construction followed the same process as used for the ore tipple trestle. On a large piece of card, I drew out the lattice structure to form the truss. I then cut the Obeche ($\frac{1}{4}$ by $\frac{1}{16}$ inch) to length, and to form the truss, taped the first layer to the card, applied glue to the contact points and over laid the second layer. The second layer was held in position by strategically placed weights. Having let the glue dry, I repeated the process for the second truss. The town lattice truss structure was conceived to permit unskilled tradesmen with simple tools to build very strong bridges. The same concept applies well to our model bridge.

Key differences between Red Bridge and Fisher Bridge are that on the model the lattice structure is only two ply, while on the real bridge it is three, and on Red Bridge the siding only extends one third of the way up the truss, so locomotives can be seen as they

cross the bridge. We do not have snow blowing into the bridge! On Red Bridge the track is supported by four stringers which, on test, safely carried two K-37s coupled together. The bridge is held in position by cabinet maker's dowels mounted on the abutments.



Fisher Bridge, Walcott, VT. External and lattice structure.



Red Bridge – first truss attached to the bridge structure, note the bend of the timbers on the unsupported side.

The roof, with cupola to let out smoke and steam, is made of corrugated “iron” foil with the sides of the cupola made from strip wood. The roof is removable, just in case!

Here is the #486 posed to show more details of the interior of the bridge and outside there are even more of those pesky nut and bolt washer assemblies!



K-37 #494 exits the Red Bridge. Walkabout Gap depot to the left. #490 heads UTLX tanks to Redgate Mill in the background.



#486 posed on Red Bridge.

Note, the safety rails. I originally placed these between the tracks, but then I started to have doubts having seen photos of the trestles at Ouray (Rio Grande Southern). A discussion with the one of those wise men confirmed that the rails should be outside the tracks, as on narrow gauge having them on the inside could cause a derailed car to overturn.

A Coaling Tower For the Engine Terminal

The heart of every engine terminal has to be the coaling tower, standing proud over the other facilities. Unfortunately, at the time I came to build my tower there was no kit available, so it was a case of “go do it yourself”! My tower is based on the one at Gunnison, which differs from those at Chama and Durango in that the sides of the coal pocket taper to reduce the build-up of dead coal in the corners. Part of the fun for this construction was figuring out how the real thing worked. I spent time looking at all the photos of coaling towers, both narrow and standard gauge, I could find.

The sides and base of the tower were formed from Basswood strip using the alignment method described before. Head and base house walls are Mt Albert Scribed timber. Doors and windows from San Juan Details. Inside the head house are two OO scale locomotive hoist units and pullies, you cannot see them, but I know that they are there!

Detail parts, such as the coal chute and doors, plus the steps were obtained from Kitwood Hill. The kibbles, to hoist the coal from the bunker to the pocket, were scratch built from styrene.



Cat Shed Engine Terminal. Sand house and tower by Korber Models, turntable and engine house doors by Kitwood Hill.



Sides and base of for the coaling tower. Note the cutouts of the corners of the base. NBWs fitted!

The grillage beams on the coal bunker are cut from scrap N Gauge rail, supported by Plastruct roll steel joists.

Walkabout Gap

2020 brought COVID, which curtailed our liberties but begat a varnish train, El Gato. The cars, by Labelle, run on San Juan Car Co passenger car trucks and are fully detailed.



The rear of the coaling tower, now facing the shed wall, with a bottom dump GON posed on the bunker.



Coaling tower and sand house, which has been detailed. Real sand in the bunker. Notice the ash pit for fire cleaning. Dust extraction unit mounted on the coal pocket roof. There is mesh over the windows to prevent fly coal breaking the glass.

A train carrying passengers requires a destination. From pictures in the 1989 edition of *Trails Among the Columbine*, the D&RGW depot at Crested Butte, CO, cried out to be modelled. Even better, Crested Butte municipality has not only recently refurbished the building but was happy to send me their architect's drawings for the re-build. My depot, whilst based on the depot building at Crested Butte, has significant differences, so it had to have a different name. Thinking about possibilities, I came up with Walkabout Gap. This derives from Wagon Wheel Gap, a depot on the standard gauge D&RGW Alamosa to Creede branch which featured in the March 1988 edition of *Model Railroader* magazine, Walk About Creek, from the film "Crocodile Dundee" and the path, behind the fence at the end of the tracks, along which we walk to the hills.



K-36 #486 takes the southbound El Gato train out of Donkey Corners to Walkabout Gap.



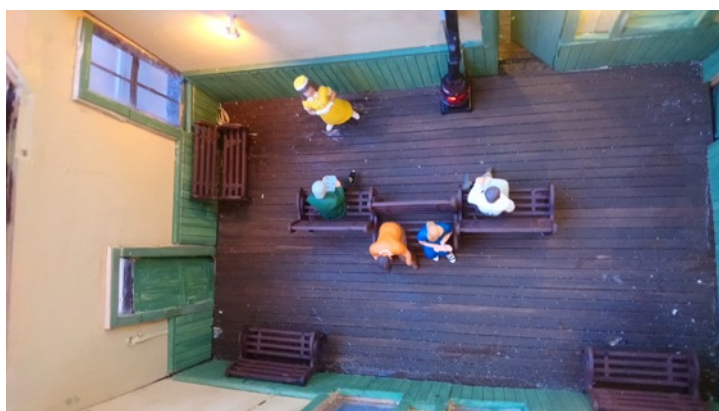
Walkabout Gap depot building.



A peep through the upstairs window.



A hobo gets his marching orders from an officious railwayman in the freight house.



Looking down on the waiting room, a fire burns bright in the stove.

In the distant past, I built dolls houses for my daughters so this project has been a trip down memory lane. Building took place, sporadically, over about eight months. The depot is lit with battery powered LEDs and the stoves in the waiting room and freight shed “burn” bright with red LEDs. The wiring looms reminded me of the “telephone cables” I used to have on my N Gauge railway and thought I’d forsaken. More recently some of those looms were replaced by LED strips.



Parlor Car CAROL posed in front of Walkabout Gap depot. Interiors revealed!

The building is furnished with 1:48 scale dolls house furniture, walls of upstairs rooms are papered and it has a fully equipped kitchen and bathroom. <https://www.janeharrop.co.uk/> Beds and soft furniture are covered with fabric offcuts from my wife's patchwork. There are benches in the waiting room and beer barrels and boxes of car parts in the freight shed. The carcass of the depot and internal walls was cut from 3/32" bass wood sheeting. The external walling, floors and wainscoting was cut from Mt Albert scribed timber. Shingles, on roof and gables, are from Grandt Line, as are the windows, doors and chimney stacks.

And here is the depot at Crested Butte, visited in the fall of 2023.



Crested Butte depot - 7th Street and Elk Avenue.

Redgate Mill



Redgate Mill interior.

Ore, nature of which is not to be revealed, mined under Rockery Ridge needed to be processed, so a mill was built and located in the canyon behind the Cat Shed. The story behind this has been told in another place so should not be repeated here. In summary, the mill uses parts from Wild West Models, <https://www.wildwestmodels.com/products/details-mining.html>, fitted in a scratch-built shell. The key to this was to get the process correct. We have ore bins, grizzlies, crushers, ore feeders, Cornish stamps, amalgamation tables and shaking tables. Other parts, such as stairs, windows and the raw water tank, came from Kitwood Hill and, for the machinery shack, from Wiseman Model Services.



Right: A standard gauge box car stands ready for loading with concentrates in front of the mill building.

Below: Redgate Mill on location in the Condo Canyon behind the Cat Shed.



House Nicola

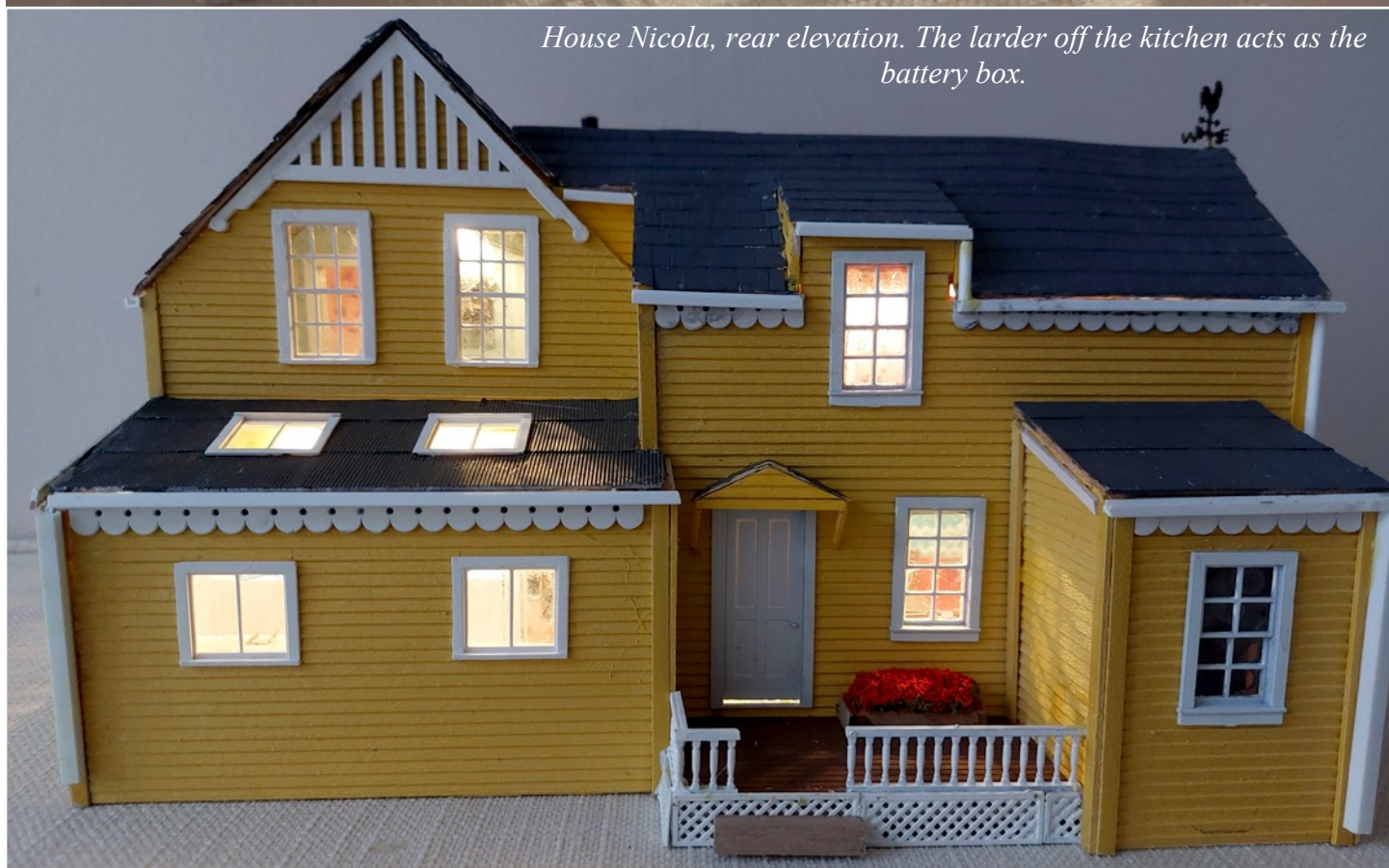
In anticipation of a visit by a young lady who lives near Boston, MA, at Christmas time, a 1/48 scale model of a classic New England dwelling house was constructed over the summer of 2024 from scratch.

By now, dear reader, I fear you may be becoming a little jaded so I will allow these pictures to replace my words! Again, the house is fully furnished, but to date has no occupants. All the usual sources; Mt Albert, San Juan Details, Small Scale Lights <https://www.smallscalelights.co.uk/> and Jane Harrop were involved.

House Nicola, front elevation.



House Nicola, rear elevation. The larder off the kitchen acts as the battery box.





Top: House Nicola on location, just off the end of Donkey Corners Yard.

Others: Living room, bathroom and diner – door on left accesses the “larder”.

Wall and floor coverings came from <https://poppetsdollybits.com/>. The rocking chairs on the veranda are from www.miniland.ca and the weather vane and barbeque drum out of the “useful box”.

Some final thoughts – really?

It is such fun to be able to create what you can imagine, be the inspiration something you have seen or just from a photo in a magazine! Wood is a fabulous modelling medium and very forgiving allowing “adjustments” to be made where necessary. I have even used it to form, albeit well disguised, the tanks for an imagined locomotive.



Mallet cab forward 4-6-6-2 #501 with oil tender in tow at Donkey Corners Yard.

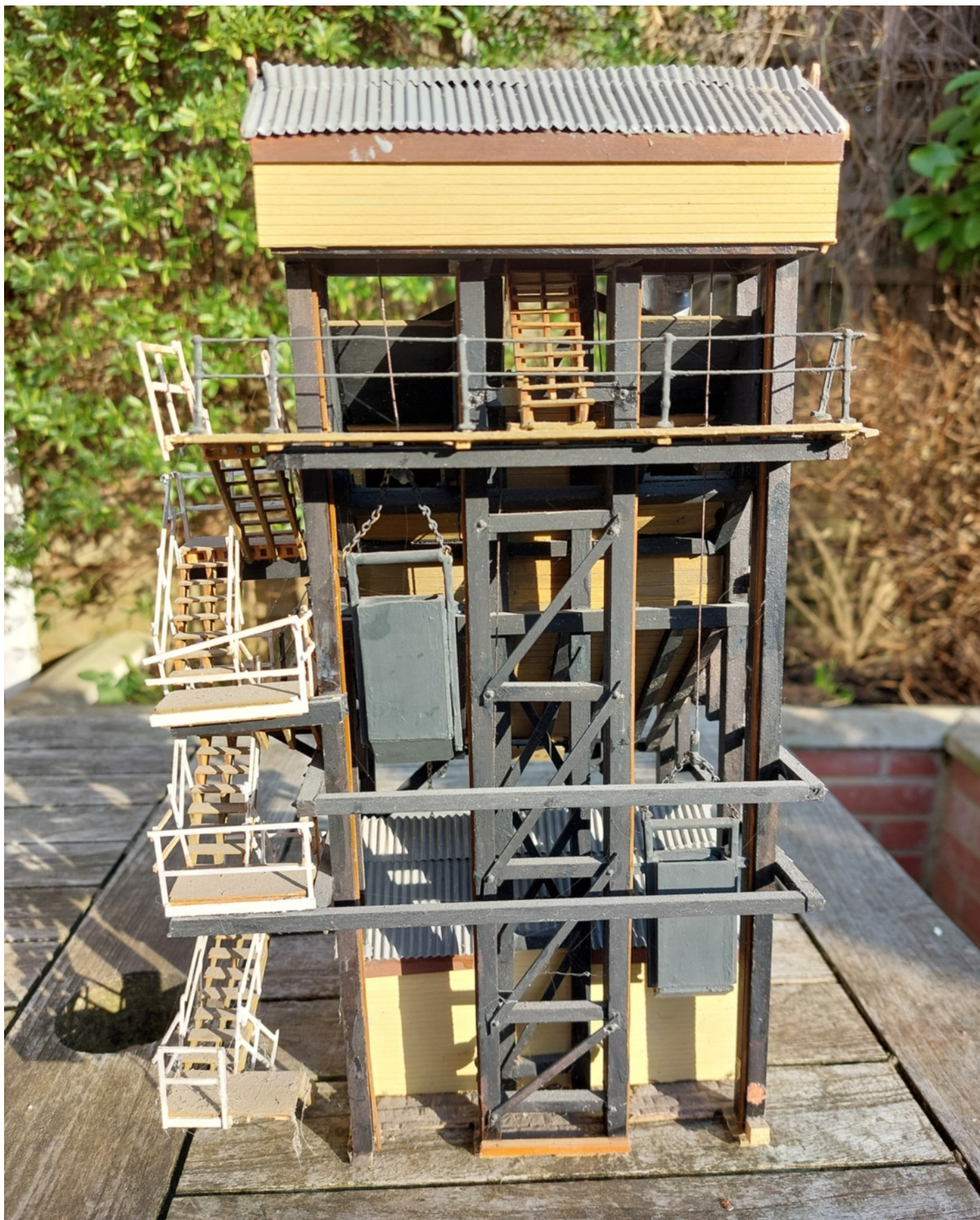
Given the environment in which the C&CSRR is located there is limited scope for the building of lineside structures, so quality has to outweigh quantity. However, like the real railroad, on-going maintenance means there is no chance of boredom creeping in. Those words “permanent way” are definitely a misnomer. And the next building project? The thoughts are currently on a 1/2 in to the foot scale live steam model of a South African Railways locomotive. What a lucky bunny am I. I hope that you will have enjoyed reading about my endeavors and they too may have provided inspiration.

**See this railroad in
action on our
YouTube channel
here!**



Here is another unusual view. Ground floor of Walkabout Gap. Despatch office, kitchen dining room and waiting room. And then, having disconnected it, I remembered that third penny battery served the stove in the waiting room, as if it was wired in with the other LEDs they flickered. The wise man would write a user handbook!





Today I was sorting out the Cat Shed and moved the coaling tower from it's normal location. This is not an aspect normally in view as the rear of the coaling tower normally faces the shed wall. Here you can see the kibbles used to hoist the coal from the bunker below the coal drop to the loading bin.

Building a Southern Railroad 36' SU boxcar (Part 3)



By William W. Davis

In Part 1 of this series on building a Southern Railroad 36' SU boxcar in the [November/December 2024 issue of *The O Scale Resource Magazine*](#), we assembled the basic body and detailed the under frame with the brake rigging and truss rod details. In Part 2, in the [March/April 2025 issue of *The O Scale Resource Magazine*](#), we built the roof and detailed the sides. In this Part 3, we will finish building this car.

Originally, I used Archer Rivets to represent the mounting detail of the mid support brackets on the door stops. I have since decided that those should be NBW. I replaced the Archer details with Grandt Line NBW #99.

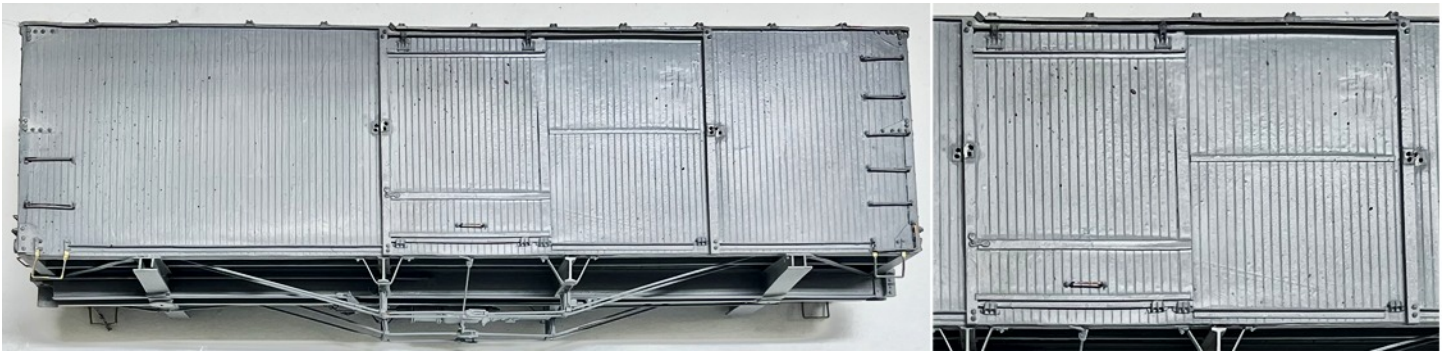


Photo credited to the "National Archives At Atlanta".

We will detail the ends, roof walk, paint, letter and lightly weather this car. In other words Get-R-Done! Using this drawing and these pictures had all the information I needed to finish detailing the ends of this car.

In Addition to that info, my friend Michael George sent me a very interesting photo of an SU boxcar in a train on the L&N railroad Hook and Eye route.

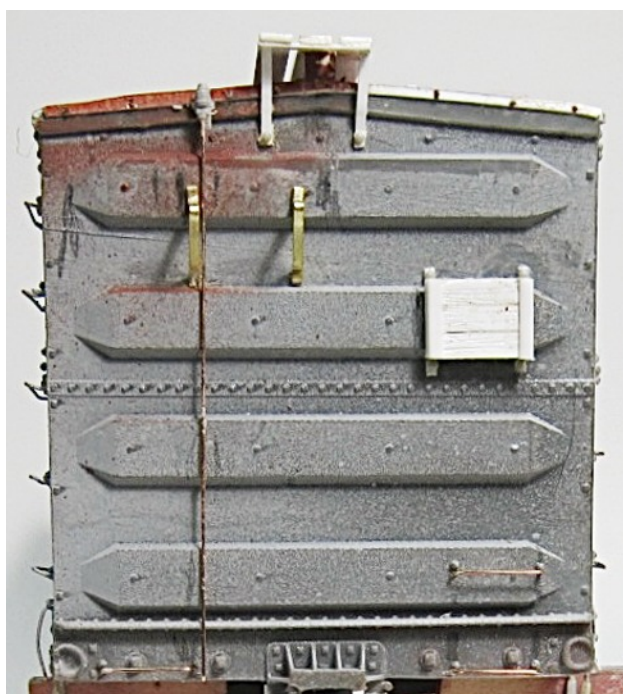
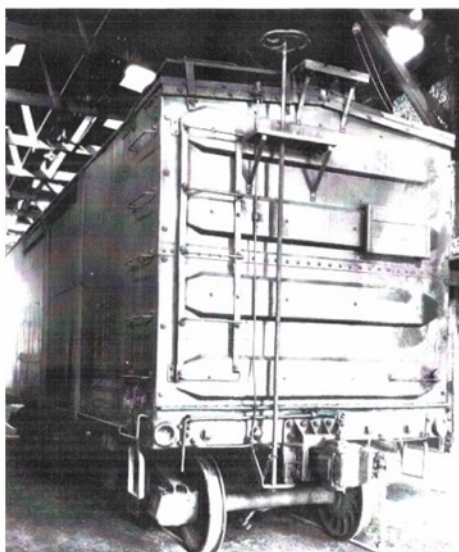
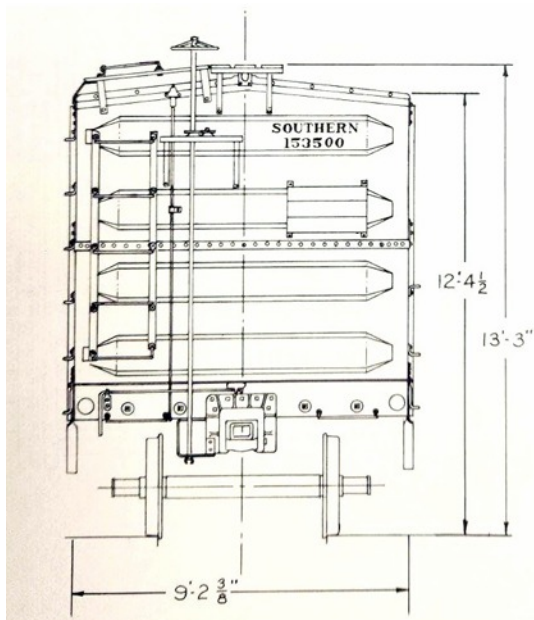
What I noticed was that the roofing wrapped over the end. To make this detail I added a strip of Evergreen .010 x .040 styrene. I then added Tichy rivet details to the strips as shown in the picture.

Grab Irons:

I started by adding the three end grab irons bending them using Tichy Train Group .015 phosphorous bronze wire and San Juan Details #1 NBWs. I also noticed that on the end under the center board of the roof walk there is a small support piece. I made it out of .015 sheet cut to size and added Tichy rivets.

Tack boards plus:

For the end tack boards. I first bent some .015 x .040 brass strip to support the tack boards. I wasn't happy with the way the ends of the track board where attached to the car end so I cut them off and added a small piece of Evergreen .015 x .040 and Grandt Line #154 rivets to

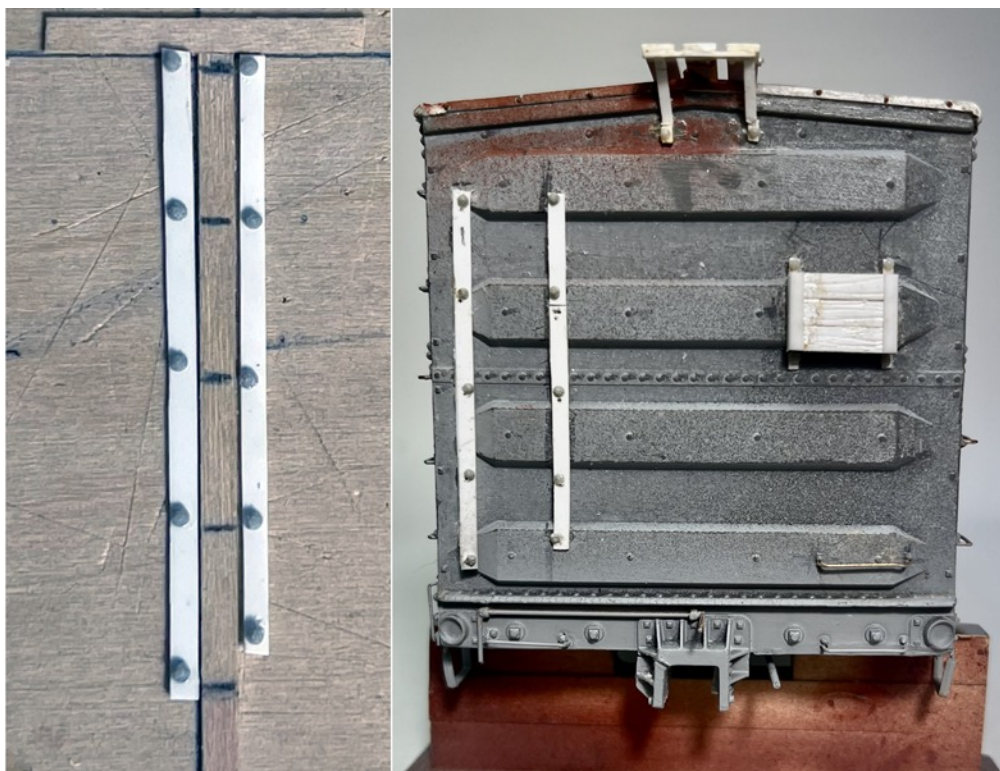


represent the mounting. For the tack board itself I cut pieces of Evergreen .030 x .100 a scale 1'8" and added a pieces of Evergreen .060 angles on the sides. I then glued them in place. After completing that I bent up a pair of brackets for the brake platform out of Detail Associates .015 x .040 brass strip. I added the retainer at the top edge of the roof end close to the running board, but left space for the brake wheel shaft between the running board and the retainer valve. I added the feed to line to the retainer valve using .015 bronze wire from Tichy.

Running Boards:

I next added the running boards. Before I added the running boards, I sprayed the roof with Tamiya fine gray primer. Then, under where the running boards and the lateral running board extensions would be, I sprayed that area with Floquil Southern Freight car brown because I didn't want the primer color to show through the running board spaces.

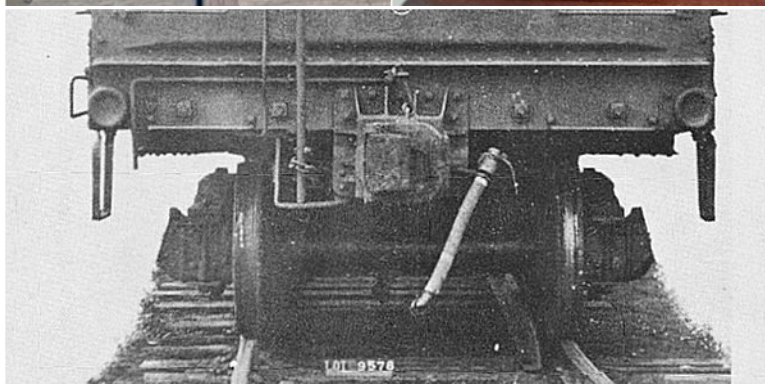




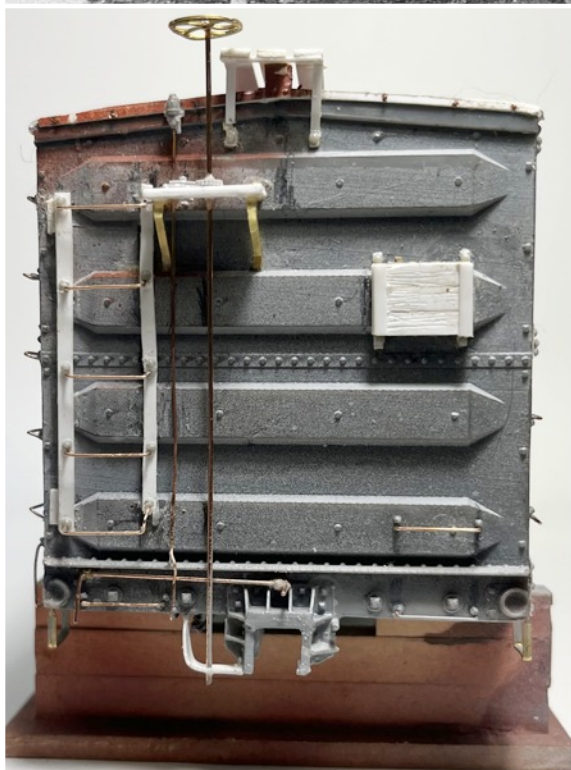
For the running boards I scribed wood grain in 3 pieces of .030 x .125 Evergreen Styrene strips and glued them to running board supports. I added a piece of .015 x .060 to the ends and added the running board end supports using Evergreen Styrene .015 x .040 strips and Grandt Line #154 rivets where it attached to the car end. I decided to add the lateral running boards extension later.

The End Ladders:

Wanting to complete the ends, I started making the end ladders. On the right side is a simple strip, but on the left is an angle. I used Evergreen Styrene .015 x .060 to make the ladder



pieces. One interesting detail (and I don't know why it is this way) is that the bottom rung of these ladders is shorter on the right side. This makes the left side of the ladder slightly longer than the right. So the bottom rung is bent to compensate for this difference. I made a simple jig to layout the NBWs for the ladder rungs.

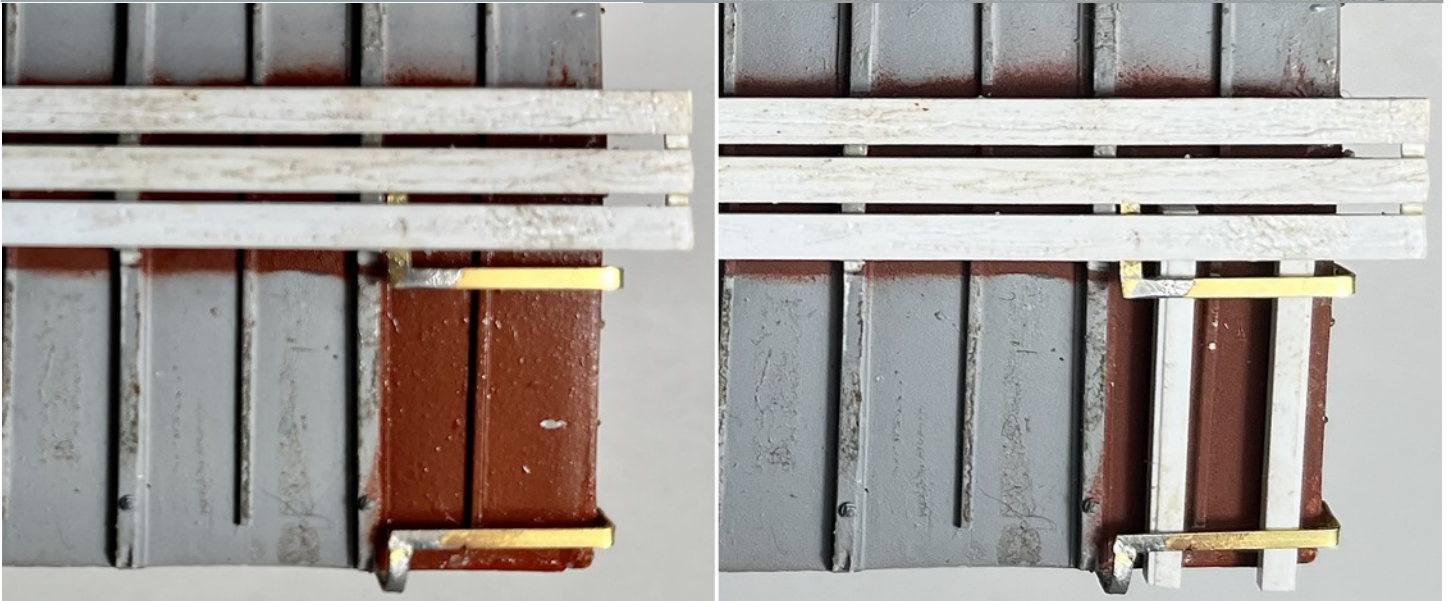
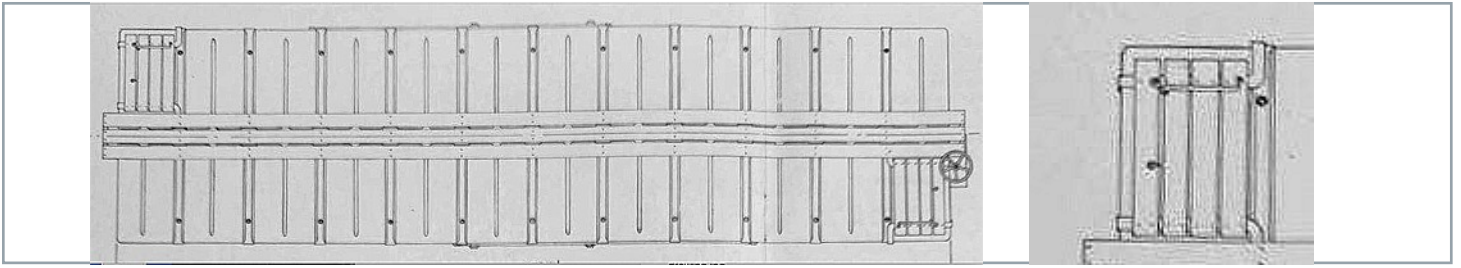


I then added a piece of Evergreen .015 x .040 to complete the angle piece for the left side of the ladder. There are two little brackets that held to left side to the car. I made them out of the .015 x .040 and used Archer decal rivet to represent the rivets. I made the rungs out of Tichy .015 wire. Again, notice that that bottom rung like bottom grab iron on right end of the car side is L shaped.

Other Brake End Details:

For the coupler lift bars, I bent some Tichy .020 bronze wire and used pair of eye bolts from Grandt Line #113 coupler lift bar set except my set was cast in brass. In the various pictures of these cars, the bottom brake shaft bracket differed depending on the car. I choose this one.

To make the bottom brake shaft bracket, I cut a piece Evergreen .015 sheet which I bent and mounted to the coupler pocket left side and bottom of the end beam. I angled the side that mounted to the end beam so it extended from the end beam out as far of the outer edge of the coupler pocket. For the brake staff platform itself is a piece of .030 sheet that I cut to fit the bracket dimensions.



I drilled it for the brake staff and added the ratchet and pawl. I couldn't get the exact style brake wheel that Southern used so I used a brake wheel from my parts bin. I will replace the brake wheel with the correct one I find one. Someone has to make it in O scale.

Lateral Running Boards:

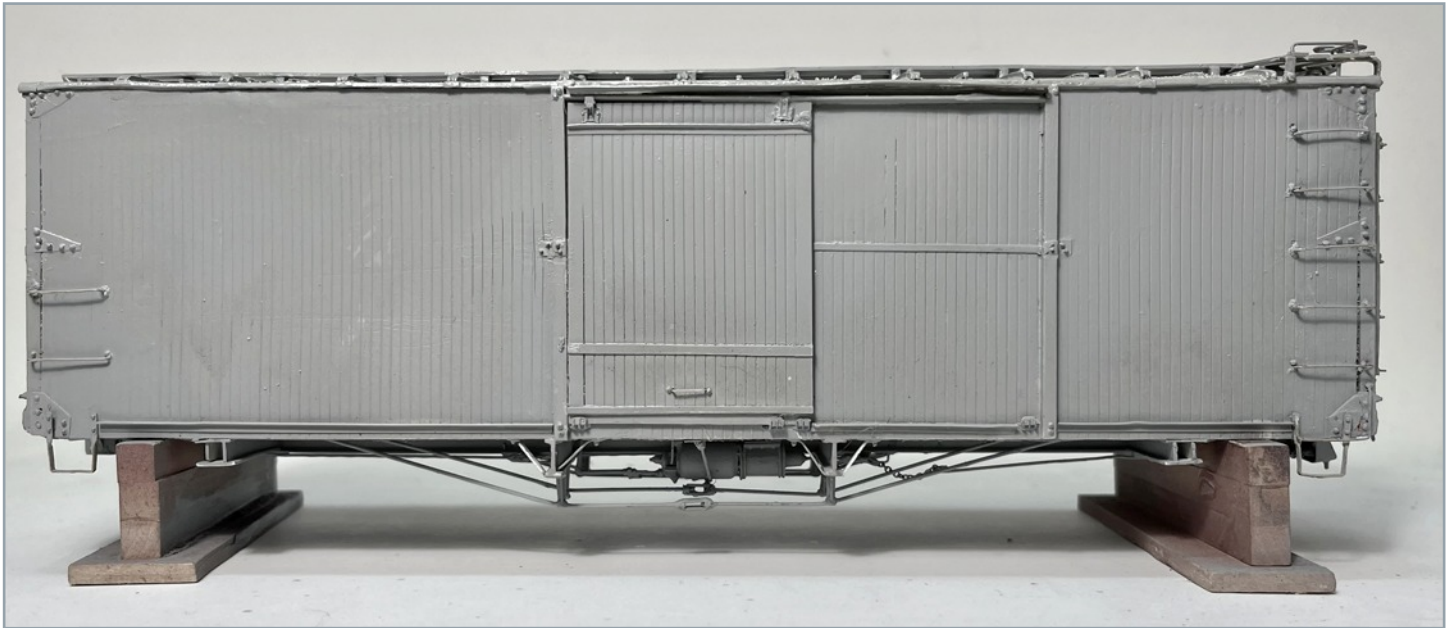
There is a pair of support for the lateral running boards. However, unlike most cars, these supports are different. On all the other boxcars I have built, both narrow and standard gauge, these supports come from the side of the car to the running boards. However, on this car the two supports mount on the car end. One turn toward the running boards and the other toward the car side. The lateral running boards on most cars are the same direction as the running boards.

Not on this car – these boards go the direction of the ends. Notice on the roof plan the direction of the lateral running board extensions. Also these boards are narrower than the running boards.

I built these supports using .015 x .060 brass strip. Since they were L shape I modified the Jig that I made the ladder parts so I could solder the pieces together that make up the lateral running boards. You will notice in the two pictures of the mounts in the jig, one turns right but other turns left.

I then cleaned up the joints by filing the excess solder. I used a couple pieces of Evergreen .080 x .100 to located the height of the supports and added Grandt line #1 NBWs where they mounted to the sides and ends of the car.

For the Lateral running boards I used Evergreen .020 x .100. I then added Grandt Line #1 NBWs and added the roof grab iron using Tichy .015 bronze wire.



Painting:



I double checked the model and made a couple minor corrections to straighten some of the grab irons and then sprayed the body with Tamiya fine primer. I then brushed Anitas' metallic silver craft paint on the roof. My intention is to have the roof show that some of the paint was flaked off. I used the salt technique to achieve this effect. I brushed water on the roof and then sprinkled pink salt. Once dry it was ready to spray with the Floquil Southern Freight car brown.



After I sprayed and allowed the car body to dry, I removed the salt from the roof which exposed areas where the paint had peeled. I then painted the running boards Tamiya wood deck tan and then gave them a wash of a craft paint brown. I also painted the tack board that same wood deck tan and brown.

To continue the weathering process, I sprayed various craft paint colors of browns and reds and the combination of the two. I wanted the boards to have a very subtle variation of color to show aging, but not damage.



Lettering:

When satisfied with the finish, I sprayed the sides and ends with Testor Glosscoat and it was ready for lettering. For the main lettering I used K4 Decals' Southern Boxcar lettering set. This was actually a set for a 40' boxcar, but I was able to use the name and number on the sides and ends. For the data I used Tichy Data sheet for 36' and 40' boxcars.

Final Details:

Once the lettering was done, I sprayed it with Tester Dullcote and added the air hoses. These are made by San Juan and are made of rubber. Nice to not have to worry about knocking or bending them as often happened with the metal ones. I used the San Juan evolution couplers. Well I think that does it. I may add some more weathering in the future, but it is "done" for now.

I hope you found this build interesting and maybe it will inspire you to attempt one of these cars. After all, they were everywhere from the '20s to the '50s so they were found on most every railroad at one time or another.

I couldn't have done this model without the help of Fenton Wells who provided the information needed to build it; my friend Michael George for his encouragement and

photos; and Scott Kritzkly for designing the 3D printed ends. He can be reached at scottkritzkly@gmail.com if you want to buy a set of the ends. This build would have never happened without those ends. Stan Schwedler who built one many years ago. I have wanted one ever since I saw his model. Thanks guys! Until next time "Happy Modeling".

Quiet Night in Celestown

July 1935

By George Paxon

Photo 1



Celestown was like many coal towns in the region and struggled throughout the duration of the Great Depression. Its citizens suffered, many depended on charity and the goodwill of those more fortunate to survive. Churches and civic organizations did what they could to help those in need.

The '30s were tough times for most everyone. Jobs were hard to find, money was tight, and shop shelves were often bare. But people in southwest Pennsylvania did the best they could and made do with what they had. Coal and coke production was only a fraction of what it had been in the roaring '20s, and coal and coke determined the prosperity of most everyone in the Coke Region. Coal mines near Celestown worked intermittently and mined only that coal that could be quickly sold. Miners leaving work after a long shift eagerly checked a noticeboard to see if there would be work tomorrow. Often there was not.

Most could not afford an automobile so the Mountain Electric, the West Penn Railways, and Pittsburgh Railways Company at least had some passengers as people still needed to go from place to place in the region. Often for no more reason than to look for work. The area trolley lines provided better, more frequent and cheaper service than did the steam railroads.

Photo 2



Although ridership was seriously down from pre-depression days, there was still enough business to justify limited trolley and interurban service. And the local traction lines serviced the area very well during the hard times.

There is little activity in the once busy streets of Celestown as few have money to spend in shops... that is when the shops have something to sell. The citizens no longer find much of a reason to go downtown. Shop owners are having a tough time too, and cannot always afford to buy goods to put on their shelves.

An unknown photographer with nothing better to do took some snaps in Celestown one moon lit evening in July 1935, and it gives us a glimpse of town life in those earlier days. We can share those with you below.

In **Photo 1** the photographer is standing at the corner of Main and Commerce, looking down Commerce Street and you can see an approaching local trolley which is about the only thing moving, other than a few pedestrians this evening. Main street is very quiet too. The large building in the center is locally called “the onion” as it has a turret topped with a Russianesk dome. On the right of the photo, you can see there is at least some activity in the hotel on the corner. Probably mostly in the bar. People might be poor, but still had a little money for a beer.

When the photographer turns his camera to the left while on the corner, down Main we see the Market appears still open in **Photo 2**. But the owners may just be stocking shelves for tomorrow in hopes of making a few sales then. The shop this side of the market has been for rent for quite a few years now. And it looks like Lloyd had parked his



Photo 3

car a bit close to the fireplug. He is probably down the street in the Trolley Station Bar. Since the town can only afford one policeman during these times there is a good chance he will be busy with more pressing matters and will not notice this infringement.

The photographer has obviously walked down Main Street as in **Photo 3** he has taken a shot of the interurban station. A car is due soon so a few hopeful passengers are waiting and mingling on the platform.

Crossing the street toward the station, **Photo 4** looks back and you can see an elderly couple out for their evening walk. Looks like things are jumping in the Trolley Station Bar in the old Fish Building.



Photo 4



Photo 5

One of the few bright spots in town is the theatre next door to the interurban station **Photo 5**. Many save their pennies to afford a night at the theatre once in a while to have some fun and forget about the hard times for a while. Some locals can probably only afford to read the adverts for coming attractions. The gaiety and lights of the building add some joy to the otherwise somber scene on Main Street.

The expected interurban car is arriving now! **See Photo 6**. The passengers waiting will appreciate this as the evening is cool for July as it often is in the mountains here. There are mail sacks and some packages to exchange with the agent so the car will not be leaving right away. Some passengers just keep reading their papers and are in no hurry to board yet.



Photo 6



Photo 7

With time to kill before the interurban departs, the photographer has wandered back down Main Street to the Corner of Commerce and his camera has caught the night freight doing some switching on Commerce Street. Freights cannot block Commerce for more than a few minutes during the day, but the town allows essential switching during the night which is needed to get cars into a proper order for switching the team and freight house tracks. The switching activity is now underway in **Photo 7**.



Photo 8

While busy watching the freight switching, the photographer obviously heard the whistle of the departing car at the interurban station and has turned his camera just in time to catch it pulling out of the station and on to Main Street **Photo 8**.

The photographer waited on the corner of Main and Commerce and the departing car soon made its turn onto Commerce and headed off into the evening in **Photo 9**. You can see a fair number of passengers occupy the car.

Once the evening interurban car has gone, the town is quiet as a mouse again. Local trolleys are now finished for the day too. The freight that was tying up Commerce has departed earlier and not much is happening there any longer either.



Photo 9



Photo 10

Walking on down Commerce Street, the photographer does discover a bit of action at the Celestown Social Club in **Photo 10**. The town brothel is on the top floor and some out-of-town miners may have been paid and come to play pool downstairs and visit the girls upstairs.

Venturing further down Commerce, our photographer reaches the corner of Commerce and Westmoreland and has snapped **Photo 11**, the Trailblazer Hotel across the street.



Photo 11



Photo 12

It is an old establishment in town with a dubious history and reputation. With the fancy autos parked outside, this may be the night the area Mafia meets to discuss their “business”. Not many working people or even local professionals could afford those sorts of motor cars in these times. Must be the bad guys in town tonight.

You can see the railing on the hotel needs some work to replace the missing section. A fight one night last month resulted in a fellow being shoved through the railing and onto the concrete street below and resulted in a casualty unfortunately. The hotel owner has yet to make repairs it would seem. And the overworked town policeman is still looking for the culprit.

In **Photo 12**, our unknown photographer crossed the street, now standing in front of the Trailblazer Hotel, and has taken his last shot looking up Westmoreland Avenue. Not much going on down that way either.

NEW TRACKS MODELING

"My Build" Featuring Models From Our Viewers (06-25-25)

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

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

Greg Cassidy NTM – gcassidy2@verizon.net – HO scale



Using gloss Mod Podge to create a small puddle in my abandoned factory. I made a couple applications allowing it to dry in between each one. Top picture shows it before drying. Picture on left is what it looks like after it dries.

Below is small pond on the edge of my layout. I already had a depression here from when I built it and decided to add the water to make the pond.



Bob Davidson - gowanus13039@gmail.com - HO scale – Build of Conowingo Models BD-5 Debris Boat



We could not print
all the images for these
builds so be sure to
check out the video here!

Gary Shurgold – gshurgold@gmail.com – 3D Metal
Mosaic Kit. *The Flying Dutchman*

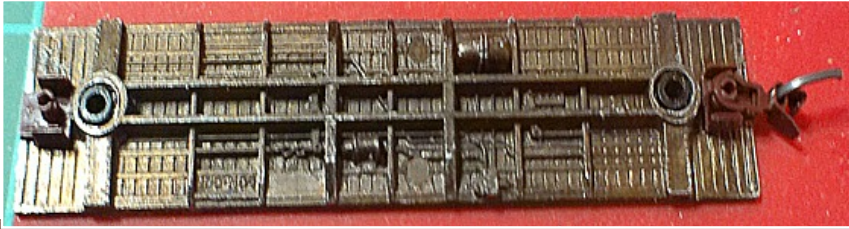


Tony Dixon – tex50613@gmail.com – *Here is something totally out of my normal realm of projects in era, genre, scale, and gauge. On30 rail truck. The kit was 3D printed by myself and uses a HO scale 33" wheel and axle set that I had laying around. I had a friend inquire about me designing and printing some parts to build some model T based rail vehicles for their On30 project and not really knowing what I was doing I just looked at a ton of pictures and pulled ideas from multiple real vehicles for my part design. Wanting to make sure everything fit together correct I decided to just build one. The doors are some 0.040 scraps I had laying around and some 0.040 1/2 round to simulate the hinges. Door and hood handles are just some phone wire with the sheeting stripped off. The exterior graphics came from a 1:64 generic fire truck lettering set while the dash gauges are actually instrument gauges for 1:64th scale fire trucks all from In-quarters Decals.*



Bill Stimson - wstimson@q.com – *N scale – Here are 5 pictures of an N scale water tank car. It is a kit from Railhead. It was a cast metal underbody with a small dowel for the tank and strip wood for the sides and ends of the tank. The dome was also cast metal. It did not come with trucks or couplers. I added micro train trucks and couplers. It was stained with Hunterline driftwood.*





Stu Grelnik – stu@modelbuildingservices.com - They are my layout water front and RC 1/48 scale tugs and barges. You will notice the barges are used on the layout and the ponds.



NEW TRACKS MODELING

"My Build" Featuring Models From Our Viewers (07-23-25)

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

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



Greg Cassidy NTM— gcassidy2@verizon.net – *I'm starting to build an ON 18 layout. This will be the Ute Creek railroad that runs in northern New Mexico. It was built to take the ore from the French Henry mine to the stamp mill. I got started with some Carroll Creek Designs equipment I got from Steve Sherrill. The locomotive was already primed but I had to paint the caboose. At the O Narrow show in Harrisburg I picked up a couple of hopper cars from Carroll Creek. I've just started on them, and I still need to finish them and finish off the locomotive.*



Another project I've been working on is our model railroad club's portable N scale layout. I brought it home to do some work on it. The first thing it needed was ballast.

I found it very useful to have one of my flashlights held in my phone tripod to make it easier to see the track while I was working on it. And I'm happy to say the track is all ballasted now.



Another item that needed to be done was to put in place Gates Oil which was donated to the club by Mudd Creek Models. In order to put it in I had to dig up an area that had previously been landscaped. Fortunately, most of the glue was water soluble and I just let it soak for a little bit and got most of it up easily.



The last thing I did was pick up a 10 pack of Moose Creek trees from Conowingo Models. These are great looking conifer trees and an excellent value. Being a portable layout, all of the structures and trees get put in place every time we set it up so we can just drop those into the holes already in the foam and they really fill out the layout.

Dan Cohen NTM - shaunadan94@gmail.com - HO -

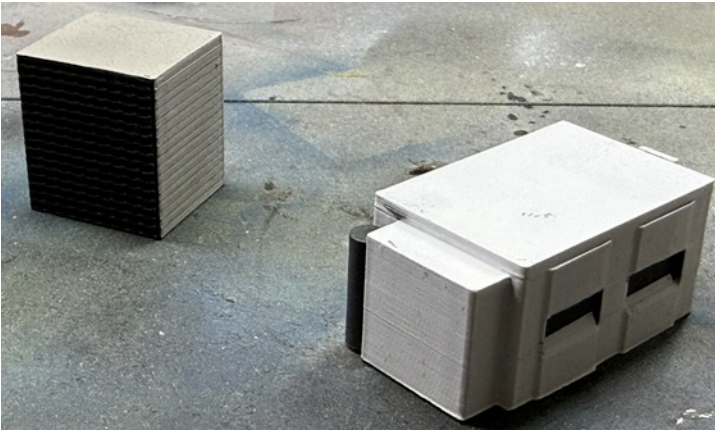
This car was built using a Lonestar Region (NMRA) clinic of a fully scratch built car. It was made almost completely from styrene, with brass wire and commercial brakes and wheel sets.



The prototype inspiration is a NJ Transit flat car. This was built to be evaluated at the May 2025 Thousand Lakes Region convention. This was actually my 3rd attempt at building the car, and skill was the main

difference in completing it. I had an MMR mentor, named David Hamilton. We used Facebook Messenger to share techniques and photos. He then reviewed the car prior to its completion and helped me understand what was needed to get a merit award.





The best feature, in my mind were the wood planks. I used Hunterline stain that came out too dark. To remedy this, I used burnt umber and off-white paints by dry-brushing. I then made sure to place the planks somewhat randomly so there were patterns of use. Finally, the load was another 3D printed item that I did not create. I used it as canterly wire spools. To remedy the fact that the model has zero weight, I had to find a way to hide it, and I got lots of suggestions. I decided to go with my old faithful 1/4 oz car weights. To hide them I took inspiration from a flat car turned into a MOW car used on a catenary maintenance train. I used what looked like an air conditioner or fan, and an electrical box. I turned to my 3D printer for these items and a little paint. This model, minus the load, was presented at the TLR convention. It scored a 96 earning a merit, and more surprisingly was named Best in Show.

Bob Farquhar NTM – bob.farquhar@sympatico.ca -



Here are 2 pics of structures I've done...The first is HO kitbashed from Scale Structures Warehouse kits...The second is an O scale scratch built barn. Here are 2 more shots of a build I just finished for a guy – HO scale – Four Fingered Tony's from Bar Mills.



Darryl Jacobs NTM – djacobs@inter-action.ca - Here are a couple of things that I have been working on:



Professor Fake's Phantom Submersible in 3D printed Resin. This is the sub that Professor Fate and Max used to spy on the Great Leslie in "The Great Race" movie from the 60's. I designed and printed it in 14 separate parts and 7 parts for the cradle which is meant for a flat car load.



Also here is the National Bank Building kit I have been working on in HO scale. Laser engraved basswood and Polybak. Full interior being worked on including teller cage and vault. Hope to see this out this coming month.

Lastly, an O Scale Mobile home interior detail kit that has everything including the kitchen sink, pizza and a bowl of ramen soup! A mix of 3D printed parts and laser cut parts.

Jeff Jordan NTM - jordan.jordan54@verizon.net - O Scale – Pandora Mine in Tehuride, CO. Mine mill is scratchbuilt using 300 coffee stirrers, Grandt Line Windows, Hunterline stains and Full Circle Roofing. Mike McCarville Studios powerhouse.



Pat Rivard NTM - labelle.rivard@icloud.com – O-scale – Water Car. Won an AP award. Used a paint roller for the tank. Fuel car used a resin flat car for the base. Log Car has a metal sideframe. Circus car was very old and warped. Mostly scratchbuilt using original parts for pattern.



Gary Shurgold MMR, NTM - gshurgold@gmail.com – On30 – Moore Museum open house – 10 x 2 ft. modular layout built by Simon Elburn. All scratchbuilt. Background is made of wallpaper.

We could not print all the images for these builds so be sure to check out the video here!



NEW TRACKS MODELING

VOLUNTEERS NEEDED to HELP PROMOTE “MY BUILD”

We’re looking for a few dedicated volunteers to help promote MY BUILD segments on our YouTube channel and other digital platforms. The goal is to reach more modelers and encourage them to showcase their work. If you have a little time to help spread the word, we will greatly appreciate your help! Contact me, Chris Coarse NTM at: railrunner130@hotmail.com — your support and help will make a big difference.



MY BUILD offers modelers a platform to share projects, get advice, celebrate achievements, and help others learn. Monthly Challenges are designed to inspire creativity, but all types of models are always welcome.

This is a friendly, non-judgmental space where modelers of all ages and experience levels can connect and grow. Join our Facebook Group, New Tracks Modeling, to discuss show content and connect with others.

To participate, send photos of your projects with captions to railrunner130@hotmail.com. We’ll compile them into a slideshow for the show. Participants can talk about their work, share techniques, ask questions, or get feedback — it’s a fun and educational experience!

We welcome your feedback and suggestions for MY BUILD. Feel free to reach out.

Along the Railroad

A North American Rail Journey
1958 - 1978



Howard Serig

with
Kent Loudon

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

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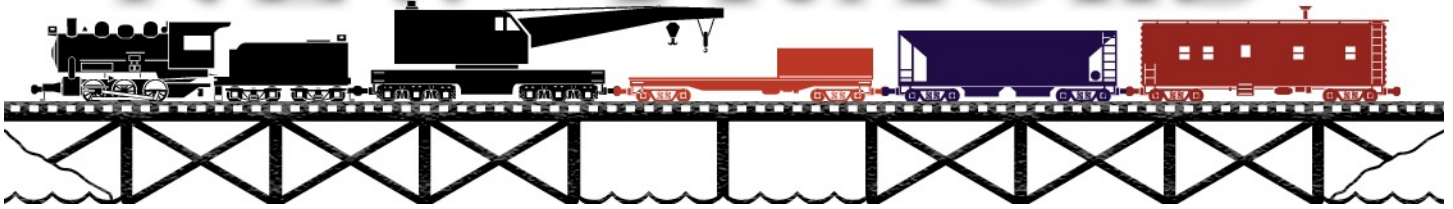
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NEW TRACKS



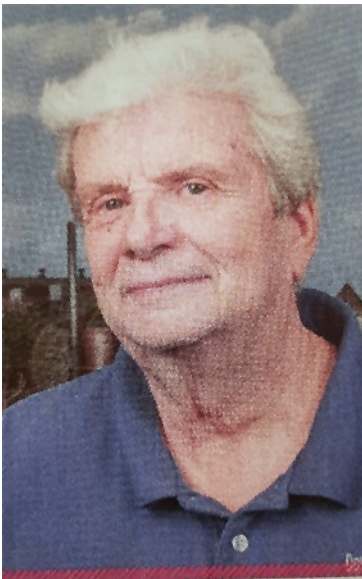
Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

David Sellers NTM

My Friend, and Mentor passed away

(Photo by Lou Sassi from his *Model Railroader* magazine article)



Dave sellers was a long-time friend who died, June 17, 2025, at approximately 12 noon Eastern time. The last time we talked was about 6pm the night before. Dave lived fairly near me in Palm Harbor, Florida, and we used to visit and talk often. His magnificent HO Dayton and Southern model railroad was featured in the *Model Railroader's* 2017 Annual magazine. The article was called "Model Trains as Therapy" by Lou Sassi.

Lou wrote: "For David Sellers HO model trains were more than a hobby, they were a way to heal. Dave had a Cerebral Hemorrhage in 1989 which affected his motor skills.

As part of his therapy Dave returned to Model Railroading, which had been his hobby as a kid. The hobby obviously helped Dave overcome his motor skills issues as he built a highly detailed, outstanding model railroad, which operated flawlessly."

I had been trying for years to get Dave to recognize he was an outstanding modeler, but he would just laugh at me and say he was just average. Unfortunately, Dave's layout was recently dismantled and now can only be seen in Lou's professionally staged photographs in the magazine article. All of the highly detailed structures, rolling stock locomotives, etc. were removed by a local model railroader before Dave died.

However, Dave once filled three rooms in his home with his model railroad, he just kept building small dioramas he displayed on wall shelves in other rooms of his home. For Dave, building models was his favorite part of being a model railroader. The following photos show some of Dave's dioramas. Please note that two companies, Bar Mills, and Woodland Scenics play a major role in Dave's diorama modeling. All of the structures on the dioramas are Bar Mills models and almost all the scenic material is from Woodland Scenics. Dave purchased many small details from various other manufacturers he found at train shows he attended. Note how the numerous small detail items and staining add to the realism of each scene.

I have often wondered how Dave knew when it was time to stop adding details to a scene and consider it finished. All he would tell me is: "It is just obvious don't you think?". Yes, I guess so Dave! What do you think? Here are a few photos of some of Dave's dioramas taken by Dale Folsom.



Don't Stop Pier

This diorama consists of a Bar Mills Christmas kit plus 3 more smaller Bar Mills kits, plus extra details including birds, gas pump, ropes, and people to complete the scene. Trees are scratchbuilt. Woodland Scenics products were used to make the water.



S&P Furniture

This diorama is a Bar Mills kit, with vehicles, Woodland Scenics ground cover, Super trees, fly fishing materials, plus numerous other details.



Dog Slobber Cajun Barkbeque Sauce

Dave created this name because Dale Folsom's wife makes Cajun barbecue sauce and she calls it dog slobber barkbeque sauce. Obviously Dave must have been impressed with the Sauce. The diorama consists of a Bar Mills kit, various Woodland Scenics products, plus people and many other details. Trees are Super Trees or were scratchbuilt.



Wharf scene with lobster House

This diorama consists of a Bar Mills kit, Woodland Scenics products for the water and ground cover plus people and other miscellaneous details too many to list. Trees are scratchbuilt with floral wire and Manila rope..



Crazy Dave's boat and tackle

A 6' long 6" wide diorama with a dock and Tackle shop, beaches, and a garage. Structures are Bar Mills kits, ground cover and water are made with Woodland Scenics products, plus small boats, people, and numerous other miscellaneous details.



Folsom Car Repair

This diorama consists of Bar Mills kits, with Woodland Scenics ground cover and many people and various other small details. Trees are Super Trees. Note the square light poles and wiring! It was named after Dave's Health Surrogate Dale Folsom.



Frank's Shoe Show

This diorama is a Bar Miles kit with Super trees and Woodland Scenics ground cover plus numerous other details including a dead tree limb.

Dave originally had another ideas for this structure, but changed his mind because he did not have the proper figures and details to make his original idea work.

You can personally see these beautiful dioramas at the Gulf Coast and Central Florida Railroad Museum Inc. at the “Bushnell Station”, Bushnell Florida. Please visit the Museum’s website at: <http://www.bushnellstation.com/>

I am incredibly pleased that some of Dave’s diorama modeling is being saved and will be available to view at the Museum to inspire future model railroaders. Dave was honored that the Museum wanted his dioramas to include in their modeling displays.

During my 2-year term as the Superintendent of the Sunshine Region’s Western Division, I asked Dave to conduct “Build and Take” model railroad structure clinics at each of our quarterly meetings. Every one of Dave’s clinics was sold out, with some members attending several of them, as well as others making appointments to visit Dave at his home for more personal mentoring.

At 86 years old, most days Dave worked on building a model. I was so fortunate to be able to know Dave, and call him my friend and mentor.

To preserve and pass on the modeling skills and knowledge of talented model railroaders like Dave and promote and encourage mentoring for less skilled modelers is why I originally started New Tracks eight years ago. Dave definitely did his fair share of mentoring. We usually talked daily and exchanged our modeling mistakes and successes. Thank you, Dave, for all your modeling help and advice over our many years of friendship. I know Dave will be sorely missed by many model railroaders, as well as his fishing club buddies, and the members of his beloved Church. Rest well my friend.

Railroad Modelers I recently met, they Are Talented Modelers who make Great Mentors.

When I asked the next modeler to tell me who he is as a modeler he replied: “I’m the Joe Dirt of the model railroad hobby; just an average guy doing average things. Jack of all trades & master of none.” I don’t believe him. Judge Alan for yourself.

Alan Loizeaux NTM: [Empire Trackworks](#)



I enjoy helping others get their projects done. Track work is my niche in the hobby: PCB method of turnouts (similar to Fast Tracks) and hand laying track.

What is your History in the hobby?

As a young kid, my father introduced me to the model railroad hobby. I attended many conventions and helped him to build his S Scale layout. In my younger years, dad had built me a large Lionel train set which folded down from the wall. Around 8 years old, I entered a raffle contest for a HO train set and won the drawing. The HO trains lived under the bed on a sheet of plywood for years. In my teens, I built a full size HO train layout in my bedroom around the walls (11’ x 13’). All the while helping my father with his layout learning bench work, track laying, wiring & scenery. I loved the mechanics behind everything working together.

Fast forward 22 years and after retiring from the military, I was hired by Norfolk Southern as a Conductor. The railroad bug was still alive and the wife approved space allocations in the basement. I started building my layout and have enjoyed every moment with the help of a few good friends.

How did you learn to build models?

I’m not a scratch builder by any means. Therefore, the rolling stock is ready to run and structures are from well-developed laser kits.

My dad taught me years ago how to build bench work, track work, wiring and scenery. Of course, books, magazines, You Tube, chat room forums helped get current information.

Did you have a mentor or just trial and error?

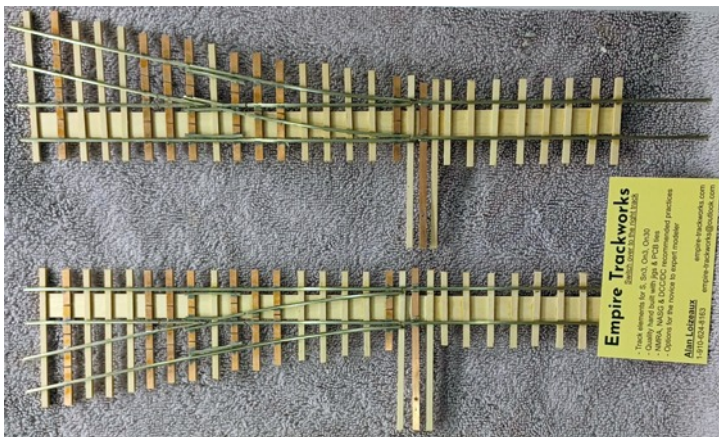
I have a few close friends to ask for help & advice. Researching on the Internet is a bonus. Forum chat rooms and You Tube lead to an appropriate direction for success. Trial & error is always involved to some degree.

What scale(s) do you model and why that scale(s)?

I personally model in ON30 to resemble a freelance version of the DRGW. I knew I wouldn't capture all the elements desired with the available space in HO. After some long thoughts, I changed to O Scale Narrow and have been very happy with the choice.

What areas will you help other modelers by mentoring?

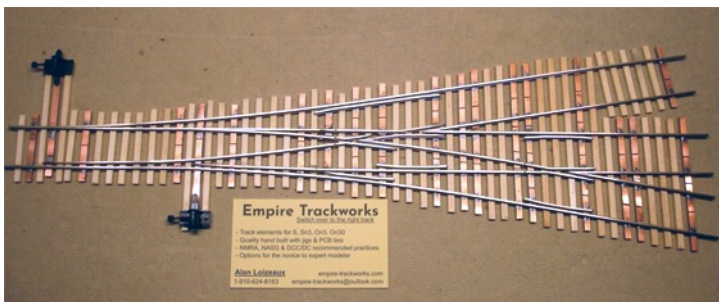
I feel comfortable helping with rock solid trackwork and basic DCC wiring. Reading about the complaints of the RTR manufacturer's turnouts, most off the shelf products have track gauge or electrical issues that require modifications for reliable operations. Sometimes these quirks don't show up until after the product has been installed for a few months or years.



On30 #5 stub turnouts



On30 right-hand #8 turnout



S-scale #6

Please visit Empire-Trackworks.com and see pictures of their modeling. A small sampling is shown to the left

Talk about your company. Why and when started?

I started Empire Trackworks back in early 2024.

I had the opportunity to purchase Tamalco (S Scale) from a good friend, Larry Morton. I was intimidated by the aspect of being a small business owner and reluctantly declined his offer. The thought lingered in my head, what if?

It dawned on me reading through various topics on forums, most mass manufactured RTR turnouts needed modifications to be within NMRA/NASG & DCC standards for reliable operations or were only available in very limited frog angles. Some websites offering custom turnouts are still active but not responding to email requests (so I have been told).

I'm heavily invested with the Fast Tracks (FT) method of building turnouts and offered my services among the ON30 Facebook groups. I had an order, then another, then another; all with positive review comments. Soon, I was contacted to discuss building other trackwork pieces: S Scale, SN3, ON3. I felt I had a quality service to provide to other modelers to fill a void in the hobby track department

What products and services are offered?

Providing regular & 3-way turnouts in S, SN3, ON3 & ON30 (various frog #'s and rail codes).

Ready To Drop In (RTDI) Stub switches have become popular. Version 3 is in production and V4 will have more improvements.

Custom requests for specialty trackwork is available. Previous custom requests:

- On3 & On30 3-way stub switch
- O Scale (C125) with On30 (C100) 45 deg crossing
- S Scale (C138) with Sn3 (C70) curved crossing
- On30 Curved stub turnouts

All products are DCC/DC/DR friendly with hidden power jumpers for easier installation. Basic Electrical Upgrade (BEU) is included on all products. Full Electrical Upgrades (FEU) on request. FEU has a wire cable attached to the underside of the frog with 3 wires to attach to the DCC BUSS for simple wiring.

3-way turnouts have additional hidden power jumpers to provide trouble free electrical on the hinged points.

Everything available as a skeleton or with wood ties attached. All orders are hand built with jigs/fixtures to achieve stellar standards of quality. I'm constantly improving the product line.

What are your Company's future plans?

Empire Trackworks will be expanding into S Gauge Hi-Rail (C125/138/148) and HOn3.

Anything S Scale or narrow gauge is open for discussion. I will be attending the 2025 NASG & NNCG conventions.

Alan Loizeaux

910-624-8163

Empire-Trackworks.com

Empire-Trackworks@outlook.com

[Empire Trackworks on Facebook](#)

Thanks Alan for all your help and interest.

This next modeler describes the diorama he built which he plans to incorporate into a future layout. I find a lot of people are doing diorama modeling. If you are a diorama modeler let me know. My email is:

Jimkellow@newtracksmodeling.com

Mark Andrews NTM

I'm building a city based diorama called "Union Avenue" (that'll be part of my future layout) and I have a whole series of structures that I was building (seven of them in all)!! I wanted to finish ALL of them before I began submitting photos to you -- and thankfully I was able to do so before I had to move!! By the way, everything is temporarily in storage right now!!



The first of which is the Village Market, which you may recognize!! It comes from the Walthers Cornerstone kit "Vic's Barber Shop" (kit #933-3787)!! This one is kind of special to me because it was my first attempt at building any structure in about 25 years or so, plus it was the first time I've ever built a Walthers kit of any sort!! The air conditioner, TV aerial, the utility conduits and awning were all scratchbuilt; in fact the awning was made out of a piece of Kleenex!! The phone booth is a Bachmann item that I had in my scrap box and the dirt in the driveway is actually REAL dirt from Tulare County,

You may also recognize this one also as I've posted it on Facebook before. It's the Walthers Cornerstone Rivoli Theatre kit with a twist. I wanted the building to sit on the corner (of Union Avenue and Front St.). I also wanted to add an upstairs restaurant on top without drastically altering the structure, so I added 6 windows into the large blank area over the marquee sign, a scratchbuilt stairway on the side with a doorway cut at the top landing. The rooftop billboard and sign are also scratchbuilt. This is the second and largest structure kit I've built to date.

Village Repair is the third one I completed and it's proprietor, Franklin Lattimore (RIP) was an actual mechanic. It's the only Union Avenue structure dedicated to a real person. This model began as the tire shop from Outland Models, which is the first 3D printed model I ever got. I originally built it as it's pictured on the Outland site, but somehow the roof and front fascia got warped after completion, leaving me with just the 4 walls that made up the garage itself and the interior details.



So I began again with those remaining items and everything else - the roof, fascia, the entire gas pump island assembly, the signs, hedges, fences, and the entire driveway - including the drainage and manhole style fuel tank covers were all scratchbuilt!! In fact, the blacktop was made from tile grout, the concrete areas



were made from styrene, and the dirt area under the scrapped vehicles is authentic soil from Tulare County, California. I don't really know if it can be deemed as a TRUE scratch build or not.

Here's the fourth one I completed and the only fully scratchbuilt structure on Union Avenue. It's a "filler" building, meant to sit in between 2 structures. I intentionally left the back unpainted so you can see a bit of what was used for the walls. All the brick, rock face, terra cotta and paver designs are plastic pattern sheets from JTT Architectural Model Parts. The air conditioner kit and mailboxes are from Walthers, and the flag is made from Kleenex (like the awning on the Village Market) while the flagpole is styrene tubing with a BB glued on top for the ball. The mail sacks on the loading dock, as well as the coke machine up on the balcony lounge, area are from Classic Mini Metals.

Incidentally, the mail semi is a Ford C-Cab from Athearn with a Con-Cor trailer made by my brother, who is also a modeler that does 1:87 vehicles. If you're interested in seeing more his work (as he does have several completed models himself), let me know.

This is the fifth one I completed. It comes from the Walthers Cornerstone Two-Bay Fire Station. This is the closest thing to a "stock" model on Union Avenue. The only significant difference(s) is that I moved the hose tower from the front of the roof to the back and added a small apron with a flagpole and hedges in front of the structure along with the sign that reads, "Fire Battalion No 1, Union Avenue Headquarters". The flag on this one, as well as on all the other structures, were made out of Kleenex much like the awning was on the grocery store!! The rest of the details will be added on once the street itself is completed. At the time this was shot, the Brekina Dodge fire van was the only emergency vehicle I had, but I've since acquired a pair of fire trucks to be painted and detailed to help complete the scene.



Next is the sixth of the Union Avenue structures, which is the Life-Like "Woodlawn Police Station" (kit #1382)!! There were 3 main changes done to this structure, one being the left and right hand walls were switched around; as I wanted the built-in Bail Bonds office to favor the right hand side of the building as it sits across the street (Front St) from the theatre. The second is the hedges and flagpole added to the front of the building, along with the Police sign over the door. Those lights will eventually be replaced with real lights. Third is the awning over the Bail Bonds office.



As with the Fire Station, I didn't have a police car at the time when these pix were shot, but I've since acquired one. Switching the walls took a bit of doing as they had to be altered in order to fit the base!! Much like all the other structures, I weathered the ground around them to give them that "worn" look!! LOL!! Lastly, once I get them set up "permanently", all the other additional details for the structure will finally be added.

This is the final Union Avenue structure built for the cityscape diorama and the last of the "individual" series of pix. This is a modified Walthers Cornerstone Kit "Flowers By Terry" (kit #933-3473) modified into a Barber Shop/Apartment building!!



The structure itself is mostly stock, with a stairway inside the left hand door in front and tinted windows on the Barber Shop itself with the words "Barber Shop" in one window and "Tonsorial Parlour" in the other. The awning was made from construction paper and the Barber pole was from the Vic's Barber kit (which I made into the Village Market. The side carport was scratchbuilt along with the hedges, utility conduits and roof billboard scaffolding.

Here's Union Avenue in it's entire composition!! And here's a little secret - "Union Avenue" takes it's creation by 2 inspirations!! The first bring the City of Los Angeles. The second is from the "Fisher Price Family Village" which my brother got for Christmas in 1973!! That village served as one centerpieces of our youth. Union Avenue's structures are the same as those on the FP Village, and sit in the same



places!! This is also why the repair shop and grocery store are also affectionately named "Village"!! Anyway, after four years, two bouts with Covid and one with the flu, they structures are finally completed.

Thanks, Mark, for your help and sharing your photos of the diorama. Mark can be reached at: Mark.Andrews@newtracksmodeling.com.

O Scale Central Update

Being an O Scale modeler, and OSC member, I encourage all O Scale modelers to consider joining the OSC organization. Please visit the OSC website at: www.OScaleCentral.com to get information about its current and future events and activities.



After all, the future of the OSC is up to us, the modelers in the O Scale Community. Therefore, our active participation in the OSC, including sharing with the leadership our opinions about its direction and programs, and offering suggestions for the organization's future are very important for it's success.

I highly recommend attending its monthly Zoom show which is one place to meet and start learning about the OSC. It is free to all O Scalers, both members and nonmembers. I hope to see you there.

Free Monthly Live OSC Zoom Show for all O Scalers

David Vaughn Immediate Past President of the OSC hosts a live monthly OSC zoom online show. I highly recommend you login and participate in David's zoom shows to keep track on what is happening in O scale. You can be a part of cutting edge interviews with people who are making O Scale news. The monthly programs take place at 4:00 pm eastern time on the third or fourth Sunday every month. To get advance notice and the zoom login link please [subscribe to the free O Scale Resource online magazine by clicking HERE](#).

These O Scale Central Online programs are open to everyone in the O Scale community as a service to the Scale. You need not be an OSC Member to tune in, although we hope you will join O Scale Central, the only scale-wide organization for O Scale modelers. Check us out on our Website: www.OScaleCentral.com

O Scale Central program features for coming months include an interview with Tom Marsh, founder and head of Overland Models; a presentation by historian Carey Williams on the early history of O Scale 2 Rail; Neal Schorr on building prototypical features into your layout, using his terrific scale three-rail Pennsy layout as an example; and John Sethian, who will give us a tour of his compact Pennsy northeast corridor layout, complete with catenary and great stories. We will also hear from Atlas and Sunset/3RD rail (tariffs, anyone?) and keep up on the latest 3D printing developments.

We will also be presenting several segments involving disposition of trains and layouts following retirement, disability, or death, beginning with this month's segment on inventorying your trains and proceeding through ensuring your trains, disposition alternatives for trains, inheritance and estate planning and dealing with layouts. In working through these areas of concern, we will utilize resources already available, presented as part of our package, with appropriate credit.

David Vaughn, the OSC past President offers congratulations to Skyler Shippy for getting over his NMRA hump. David said: "I know he put in countless hours to make the role of OS2R in the NMRA NATIONAL a success". I believe all OSC members share David's thanks to Skyler for all his efforts.

OSC President Skyler Shippy NTM: Current OSC Activity Report

O Scale Central has been active this summer in many ways. First, we participated in the NMRA National Convention in Novi, Mi. There were multiple O scale layouts included in the convention, and we made sure that they stood out. We also set up at the convention and fielded many questions regarding our organization. A report will soon follow in our publications that highlights all of the layouts and activities.

In addition to setting up at the NMRA National Convention, OSC is participating in the St Louis RPM. We have a sectional layout included in our setup which really helps show off our scale. We believe we had a successful year last year, and we are looking forward to having another successful event this year at the St Louis Rpm.

Another important activity we are working on is creating modular standards and recommended practices for O Scale. Our committee, including a representative of the NMRA, has reached a point where we are soon to publish our information. We hope this is the beginning of O scale module enthusiasm. As part of the Cleveland O Scale Meet I host, on November 1st and 2nd, I plan to have an O scale modular meet on November 2nd, with the hope that the event is successful and becomes an annual event.

Work continues to be done on the O Scale Central website. In our members area we are working on a membership directory, as well as a layout documentation page, where members can document their layout and share their layout digitally to other members we have in the nation and abroad.

Other activities include our O Scale Central Online programs hosted by David Vaughn. Notably, we are working on adding all of our past Zoom programs onto our [YouTube channel](#).

Two O Scale Shows that need Volunteers to help and modelers to attend or they could end in 2025.

1. O Scale West 2026 show is contingent on getting volunteer help and finding a suitable site location. (Note: The O Scale West show also includes 3-rail scale, S scale, and all narrow gauge scales.)

The below information was taken from Show Chairman Rod Miller's recent post on the O Scale West Facebook page.

The OSW committee met yesterday to discuss the results from the survey. The following changes will be made effective the next OSW meet:

- The meet will be held sometime between late January and early March
- The meet days will be Friday afternoon - all day Saturday
- The event will be held in the south part of the San Francisco Bay Area
- If needed to have a contract that will allow the meet pay for itself, the meet will be moved to a different location. The committee is now researching locations. You are welcome to help - I will email you the RFP document that you can use to qualify potential event spaces, just ask.

HOWEVER, the next meet happening is contingent on two things.

One of course is choosing the location which also determines the meet date.

The other is that the OSW committee NEEDS HELP. For years we have been appealing for help TO NO AVAIL.

WHETHER OR NOT THERE IS ANOTHER OSW MEET DEPENDS UPON GETTING HELP. NO ADDED HELP MEANS NO OSW!

So if you want OSW to continue you need to help - volunteer! If you think you don't need to volunteer because someone else will step forward, just consider the outcome if everybody thinks the same thing.

Email me so we can discuss what you can do. The committee communicates via the Internet so you can help from anywhere; you would have to be at the OSW meet only if your helper role requires you to be there. You will have no financial obligation if the meet loses money.

Email: info@oscalewest.com or rod@rodmilller.com

2. Al Judy's Fall O Scale Harrisburg Pa show dead for 2025 – How about making some Show Changes and getting some new local Leadership to bring it back in 2026?

I'm saddened to learn that, just a year after Al Judy's passing, the Fall Harrisburg All O Scale Meet he created will not take place in 2025 and has come to an end. Unfortunately, the enthusiasm for the event has declined without Al's presence, and the team of volunteers, known as the Red Shirts, has decided not to organize the show for 2025. I truly hope that some new local leadership can be found to revive the event in 2026, as we all cherished these gatherings. Thank you, Al for providing some wonderful memories for many O Scalers from your past O Scale shows. You are missed. I don't have the name of a definite person to contact about helping fix and restarting this show. So I suggest if anyone wants to get involved please contact Tom Farrell. His email is Thomas.Farrell@newtracksmodeling.com.

By the way, I heard the other day one way to continue Al's O Scale show might be to combine it with Al's annual Spring 2026 O Scale Narrow Gauge show? Finally to anyone who reads these comments please become a volunteer to help our local train shows and club events be able to continue to provide us the sources of making new friendships and finding new modeling mentors and manufacturers, we need to keep our hobby viable. We gave up on our local hobby shops and they disappeared. Without volunteers that is what could happen to our local train shows and clubs. Don't let that happen. Please step up and be a part of the solution not the problem. OK I'm off my soapbox.

New Leadership for New Tracks Modeling: A New Chapter Begins!

Founder Jim Kellow MMR, NTM, has retired. Tom Farrell, NTM is the new host of the weekly Zoom Show and leader of New Tracks Modeling activities as of January 1, 2025.

Weekly Live Zoom Show – Wednesdays at 7:00 PM ET

Please mark your calendar for our live weekly New Tracks Modeling Zoom Show, held every Wednesday at 7:00 PM Eastern. To access each week's Zoom and YouTube links, learn about upcoming content, and explore our scholarship program, please subscribe on our website. www.newtracksmodeling.com

New Tracks Modeler Digital Magazine (Monthly)

Our debut issue of the New Tracks Modeler digital magazine was released on July 1, 2025. If you didn't get your free copy, don't worry—just subscribe to our website to stay updated on past and upcoming issues.

Until we appoint a permanent Editor, I will serve as Acting Editor. If you or someone you know might be interested in the Editor role, please contact me directly at: tfarrell60@comcast.net.

A heartfelt thank you to every volunteer who contributes to the success of New Tracks Modeling—thank you. Whether you're:

- Producing or presenting on our shows,
- Writing for the magazine,
- Supporting our scholarship efforts,
- Or helping behind the scenes...

You are the reason we are growing. Your dedication has helped expand our viewer base, increase our subscriber numbers, attract donor support, and boost overall enthusiasm within the model railroading community. Your impact is genuine, and it's more appreciated than you realize!

We Need More Volunteers—Join the Team

There's always room for more helping hands. If you enjoy model railroading and want to give back to the community, we invite you to get involved. If you're interested, please don't hesitate to reach out to us today! Contact me personally at tfarrell60@comcast.net

Supporting New Tracks Financially

Our activities are made possible thanks to the generosity of our Patreon donors, who help cover the costs of producing our Zoom shows, magazine, website, and Facebook community. Your support ensures we can keep going. To make a donation, please click here: <https://newtracksmodeling.com/support-our-website-through-patreon/>

A sincere thank-you to our individual Patreon sponsors:

Greg Cassidy NTM, Pat Rivard NTM, Jeff Zibley, Rick Barton, Bob Davidson NTM, David Menard, Ft Ron Walters NTM, Chris Coarse NTM, Bill Grierson, Jim Kellow MMR NTM, Greg Warth, Jeff Peck, CJam Anonymous, Mike Anonymous, Lyndon Foster, Bill Stimson, Neil Blumberg, P Randy Bourque.

Please consider joining them in supporting the future of our hobby!

Corporate Sponsors – Thank You

We are also profoundly grateful to the businesses that sponsor our initiatives:

New Tracks Modeler Magazine Sponsors:

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- [O Scale Central](#)

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- [Narrow Gauge Carroll Creek Design](#)
- ["My Build" The Model Railroad Resource LLC](#)

Our Shared Mission: Mentors Helping Modelers Build

As we continue to grow, I hope each of you feels proud of your role in making New Tracks Modeling the leading mentoring and modeling platform for railroaders of all ages.

Through our programs, we're not just highlighting great modeling — we're shaping the next generation of modelers and mentors. Our scholarship program and outreach efforts are only beginning to reveal what's possible. Let's keep building — together.

Best regards,

Tom Farrell, NTM tfarrell60@comcast.net

Our scholarship program keeps growing from one winner in our first year 2023, to 3 winners in 2024 to 4 winners in 2025. Our success is all due to the dedicated efforts of our volunteers and the generosity of the model railroad community members whose donations pay for our scholarships. Thank you all. Now let's meet the four 2025 winners.

Bob Davidson NTM, the Chairman of our Scholarship Committee, introduced the four winners of our \$2,000.00 New Tracks Mentoring Inc 2025 Scholarships on our July 9, 2025, Zoom show. Here is a login link for that segment of the Zoom show: https://youtu.be/TFiYJFrN7Pk?si=CpK6u_aVrMNk9pqW.

New Tracks Mentoring Inc, is extremely proud to be able to again increase the number of scholarship winners this year and hopes to be able to continue this trend in the future. We greatly appreciate all the model railroad Communities financial and volunteer support.

Congratulations to our four 2025 Scholarship Winners!

My Vest Shows my Model Railroad Memories

Funny how I meet new modelers. Sometimes it starts with just a question about a patch on my vest. Happens all the time.

OK you guessed it. Yep, I am a young at heart old guy with a long-term interest and involvement in railroad modeling who loves to meet other modelers. Actually, you can tell from the patches on my vest that I am not a newbie. Each one celebrates one of my railroad modeling memories.

My vest itself even tells a story. Yep it's old. It's an NMRA vest made with the button holes on the wrong side for a man. At the lime I got it, 1991, I believe, that was all they had and frankly I did not even notice the button holes. The custom buttons I installed are wheels that I soldered hooks onto their backs so my wife, Nancy, could sew them on. Do they fasten? Of course not, but they are unique to my vest and no one has ever commented they are on the wrong side.

Anyone else besides me have a vest of memories? If so, do you still wear your vests like I do, or has your vest been relegated to the closet. Have modeler's vests just passed away like most of our the local hobby shops?

I love to see people's vests with patches. You can always tell a modeler's interest and hobby involvement by the patches on his vest. It is always a great conversation starter. Here are the patches on my vest that represent some of my very dear memories.

I created a patch when I was elected the Superintendent for the NMRA Sunshine Region's. Western Division. At that time, the Division had not had any meetings or activities for 25 years. Yep dead as a door nail.

Several people told me the members did not want any activities. Two years later we were having quarterly meetings, were selling Division patches, and coffee mugs to raise funds, and our full day meetings had clinics and “Build and Take”, sessions. When my 2 year term ended the Division had \$1,000.00 in its bank account The Region said we could not have our own bank account, so we had to give the Region our money

and ask them to write a check if we wanted to spend any of it. I found this strange as the Region had provided us no help in starting up the dead Division. So much for the Independence of a Division! I learned a lot about what help, or lack of help, a local Division got from its Region and National during my term. But that was a long time ago so things may have changed. I would love to hear from current Division Superintendents about the help they are receiving.

I have served as the NMRA Achievement Program Chairman in three different NMRA Regions, North Central Region, Mid East Region and Sunshine Region; and contest Chairman in two Regions, Mid East Region and Sunshine Region. Unfortunately, there is no patch for NMRA Region contests. I even had to piece one together to represent the AP. While I had a great time in each position, I probably heard every reason in the world as to why a person did not want to participate in the AP or enter a model in a contest. However, I really





enjoyed helping modelers achieve their AP Certificates and goals, as well as encouraging them to enter a contest. I had benefited from such encouragement myself many years before.

I must say I enjoyed being a Regional Contest Chairman. It is not as bad a job as some people think. In fact, some members felt sorry for me when I was appointed, but they changed their mind when they saw modelers were pleased with their contest entries and judging results. Keep in mind, I was afraid when I entered my first contest because of stories I had heard about other modeler's contest experiences. In fact, I came close to not entering my model. Glad I did as I received First Place in its category, and I immediately lost my contest fear. I was determined that no member would have a bad experience in the contest and made sure that all the contest judges felt the same way. We had no complaints and the number of contest entries increased so I was happy.

A lot of other modelers probably feel the same way about entering their first contest as I had. But with encouragement and gentle persuasion, I found I needed a dedicated team of volunteers to adequately judge all the contest models members entered. I had lots of fun seeing what people were building. While the Contest Chairman position can be very rewarding, it is also a lot of work, especially getting sufficient trained motivated volunteers to judge the model entries.

I was really impressed with the Michigan Railroad History Museum. I served on its Board, and visited often when I lived in Michigan. I wonder how it is doing now? I have not been to the Museum since I retired and we left Michigan over 25 years ago.

Like most of us, I started in Model Railroading with Lionel as a kid. I became a collector and operator later in life. Then I sold everything when I retired, and we downsized and relocated to Virginia. I had to have a Lionel Patch.

My mentor Harry Darst got me to join the Detroit United Railway Club. It is the only local club I ever joined. I became a traction modeler thanks to Harry and the guys I met in the club. Harry was a great mentor for me, and is the reason I originally started "New Tracks" to promote modeling and mentoring. He is also the person who encouraged me to enter my first contest and pursue my MMR. Yep, he was a little pushy, but he also taught me so very much about modeling!

NMRA Tidewater Division Patch and the Mid East Region patch: the Mid East Region VP was my first elected office. Great guys in the Region and the Tidewater Division. I was the Convention Registrar when the





Tidewater Division hosted the regional convention. Now that was a great opportunity to meet a lot of new people!

I am NMRA MMR #202. The NMRA AP is the best model railroad education anyone can get, in my opinion. I highly recommend everyone's participation in the Achievement program.. Everyone who achieves the MMR has stories about the experience. Some are funny, some sad, and some absolutely ridiculous, but everyone has them. Don't take my word, just ask any MMR. Mine, I will leave telling that for another time.

Nope this is not a duplicate of my MMR patch. I got this from the NMRA National AP Chairman when I became the 7th person in the World to obtain all 11 AP awards plus the Gold Spike. I also got a plaque from the NMRA AP National Chairman, saying I obtained all 11 AP awards. Anyone else get this patch or plaque?



I also was given one of the patches that was presented to the NMRA BOD to symbolize getting all 11 of the AP awards many many years ago. It was rejected by the NMRA BOD and is not an official NMRA patch, but I love it. I was friends with some of the NMRA members who tried to get the NMRA to recognize this patch and the award for achieving all 11 of the AP certificates, so when I achieved the last AP award, I put it on my vest. The person who gave it to me, Ronnie Rise MMR and I had a bet on who would be able to wear the patch first. Unfortunately, Ronnie died before he could complete his last AP award. I think of Ronnie and the other guys who developed the patch every-time I see it.

I personally think the NMRA should reconsider their decision about the award and Patch. But I will not hold my breath. As I say, "Modeling is Modeling and Politics is Politics.". I am a Life Member of the NMRA and of the MER (Mid East Region). I became a NMRA Life member at the convention where I received my MMR. The life memberships are no longer available. The MER did not have a Life Member patch. So, I use this one from one of the MER conventions I attended.



My current NMRA region is the Sunshine Region in Florida. I was appointed the Region's Contest Chairman and AP Chairman. I completed my final AP award, Elected Official, in this Region. I am not really as active in the region today as I am a little busy with New Tracks activities. I do miss some of the local guys, many who are no longer around.

Shown on the next page is a patch for the MER Regional Convention where I was the registrar. I really enjoyed the job and met a lot of guys I didn't know. As I look back, it was one of the most enjoyable jobs I had. Although it would have been much easier if we could have used a computer rather than having to use paper and pencils. Yep, it was awhile ago in the good old days.



I loved those TCA York Pennsylvania meets and collecting Pre and Post War Lionel. When I joined the TCA, you had to have two existing members vouch for and recommend you for membership.

Because of this, vetting you were sure of a fair and reputable deal when doing business with a fellow member. This was a major advantage of membership that no other

organization I joined offered. And yes, the TCA acted on member complaints and helped resolve them. I know because I benefited from the TCA's help in resolving a complaint I had. It is an outstanding organization for collectors in my opinion. I even wrote an article in an old issue of their magazine. This is another group of great guys I miss seeing.



I created a patch; had it made and gave it to members who sent me articles when I was the editor of the LCCA publication. It was a thank you to authors and must have been popular because I got plenty of articles to publish. The only problem I had being the LCCA editor was the Leadership said I could not use my MMR after my name in the magazine or allow any author to use it. I think this was an issue about the separation between Hi-rail and 2 rail scale guys.

Both Hi-rail and 2 rail people can be scale modelers! Both can get the MMR! Right? Yep, my friend Ronnie Rise MMR was a 3 rail modeler, and also served as a Regional AP Chairman.

At one time, as part of my collection, I had all the Annual cars the LCCA ever issued. After all, I was a Lionel guy. Then retirement came and I sold it all to another collector.

I became a Lionel Ambassador for the short time the Lionel Corp. offered the program. Great program, I never knew why they stopped it so soon.

I had a member get me one of the NASG patches when I wrote several articles for the National Association of S Gaugers Association's publication. Of course I also wrote the "New Tracks" series in *The S Scale Resource magazine*. So I did have an interest in S Scale. The patch reminds me of both experiences.

2025 is the 80th year for the MER. I want the 100 year patch! Wishful thinking as I just turned 86 in 2025?



Well, that is some of my model railroading patch memories. Other memories don't have patches so are not included on my vest. For example, the various magazines I have articles in, the Train shows where my models won first place or Best in Show Awards, etc. — oh well.



Should I design a Patch for “New Tracks”? After all, I have written “New Tracks” articles for many years in two online magazines, hosted “New Tracks” weekly zoom shows for over 5 years, and founded the New Tracks Scholarship program which in 2025 awarded 4 deserving model railroaders \$2,000.00 each for their undergraduate college education in a STEAM program.

If I make a “New Tracks” Patch anyone else but me want one? I know I want one to put on my vest to complete my model railroading journey.

I am also thinking of making a “New Tracks Mentor” patch for our award program and maybe a patch for our “New Tracks Modeler” monthly online magazine we started January 2025. We shall see. Any ideas for either patch? Let me know. My email is:

jimkellow@newtracksmodeling.com

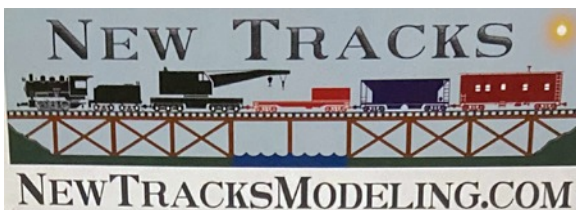


I would love to see your vest and patches and hear about your memories. I hope vests and patches don’t go the way of the local model railroad hobby shop and disappear. Maybe they already have for some of us. But for me, my vest is still in use, but I admit it is getting full of patches. Just email me at:

jimkellow@newtracksmodeling.com.



Closing comments from New Tracks Founder: Jim Kellow MMR, NTM



I am extremely proud of all our current New Tracks leaders, volunteers, programs, and activities. I believe, however, there may be other areas we should investigate. Even though retired, I am still around and working.

1. More New Tracks Newspaper articles

My local newspaper articles are having people approach me with ideas I have never thought about. 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 June 6, 2025, and July 11, 2025, articles in the Citrus County Chronicle newspaper.

June 6, 2025, article:” My column this month discusses “What is Your Hobby?” Here is the link to the article: https://www.chronicleonline.com/lifestyle/entertainment/new-tracks-modeling-what-is-your-hobby/article_b05808a8-1868-5cb3-a290-40e87d2a9746.html

July 11, 2025, article: “Augmented Reality and Model Railroading”. Here is the link to the article: https://www.chronicleonline.com/lifestyle/entertainment/new-tracks-modeling-augmented-reality-and-railroad-modeling/article_d009d3c5-ce1f-5b52-8eb3-8bcfb3cfe59a.html

Wouldn't it be great to have articles about model railroading in newspapers all over the country? Is it really true I am the only model railroader who has a monthly newspaper column? Let me know if you think your local newspaper would be interested in my articles so I can contact them. Also, let me know if any of you are writing for your newspapers. Email me: jimkellow@newtracksmodeling.com.

2. Fine Art Community

My second new project is designed to have our railroad modeling recognized by the Fine Art community as an art form and encourage young artists to become involved in our hobby and pursue their artistic abilities. I am working with an Art Gallery to have an Exhibit of Model Railroading modeling, and photography. Unfortunately this is going slowly at this time. More on this as soon as the details are finalized.

3. New Tracks Mentor Recognition Program

My third effort is getting the New Tracks Mentor (NTM) recognition award program for modelers up and running. I am pleased to have Kurt Thompson MMR, NTM, volunteer to become the Chairman for this program. He will be responsible for developing and promoting this award project. But Kurt can use some help with this new program. We want to make this a widely accepted and helpful program for all modelers in our model railroad community. If you are interested in helping Kurt, please email Kurt at: Kurt.Thompson@newtracksmodeling.com.

As I mentioned above I am thinking about developing a patch for "New Tracks Mentor (NTM) award. Please let me know if you have any design ideas. My email is: jimkellow@newtracksmodeling.com

4. New Tracks Modeler Magazine

Fourth, is getting our new magazine started under the temporary leadership of Tom Farrell NTM. Please make sure you sign up for our "New Tracks Modeler" magazine which debuted on January 1, 2025. I am really excited about this project and hope you like it. I know Tom Farrell NTM, will do a great job as its temporary editor. Naturally, we need volunteers to help him produce our magazine. If you are interested, contact Tom Farrell: Thomas.Farrell@newtracksmodeling.com.

As I mentioned above, I am thinking about developing a patch for the magazine. Do you have any ideas for a patch design? Here is one idea I received. What do you think? Love to see your design. My email is: jimkellow@newtracksmodeling.com.

Please write to me about your ideas for New Tracks projects I love getting your comments, suggestions, modeling ideas or just having a conversation with modelers. My email is: jimkellow@newtracksmodeling.com



But before I start modeling, making/correcting mistakes, and learning, I want to ask you to please help us promote modeling and mentoring in our great hobby by helping support our various New Tracks Modeling programs I founded by doing the following:

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. Contribute to our Patreon account New Tracks Modeling to help pay our out-of-pocket cost 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 YouTube advertisements placed on our videos so we can earn a little revenue from YouTube to produce our shows. There are over 1,400 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 upcoming agendas for New Tracks Modeling, and gets you our free monthly New Tracks Modeler magazine , edited by Tom Farrell NTM.

5. Donate to our New Tracks Modeling Mentoring Scholarship program. Details for Individual and Corporate donations are on our website: <https://newtracksmodeling.com/scholarship/>. To donate, online, use our Zeffy account. [Click here to donate to our Zeffy account.](#)

6. Spread the word to high school graduates and college students about applying between January 1-June 1, 2026 for one of our \$2,000.00, New Tracks Modeling Mentoring Scholarships to be awarded July 1, 2026. Represent us at shows, conventions, and events with our Banners and handouts, and prizes. Details and an application are on our website: <https://newtracksmodeling.com/scholarship/>

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

8. Write something and send photos that our New Tracks Modeler online monthly magazine editor Tom Farrell NTM, can use in our magazine.

9. Let Kurt Thompson MMR NTM know if you want to become a New Tracks Mentor (NTM) by being on one of our Zoom shows, or being profiled in one of my articles, or featured in our "New Tracks Modeler" magazine. Kurt can be reached at Kurt.Thompson@newtracksmodeling.com.

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

Thank You again for all your interest and for reading this far. Till next time with more New Tracks, I wish you Happy Successful Modeling in 2025 with whatever you are building! Please don't forget to be a Mentor!

Well, It's time for me to do some modeling. Time for me to return to my workbench and start working on something that I fell in love with and just must model. Happens all the time. See the photo below for my next inspiration.



NEW TRACKS MODELING

Where Mentors Help Modelers Build

The Number of New Tracks Mentoring Inc. Scholarship Winners Keeps Growing

Brock Durham, who is attending The Citadel, is studying for a Bachelor of Science Degree in Civil Engineering.

“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 parent realized how much I was truly fascinated by trains, they started to expose me to other real railroads, like Savannah, and Yosemite Mountain Sugar Pine Railroad. I am always on the hunt to see more trains, and railways, and build models.

As I became older, my original Thomas the Tank engine model of course 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 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. It worked very well, better than I expected. I hope I can use this in my future dream layout.

While I was 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-a-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. (See photos on next page.)

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."

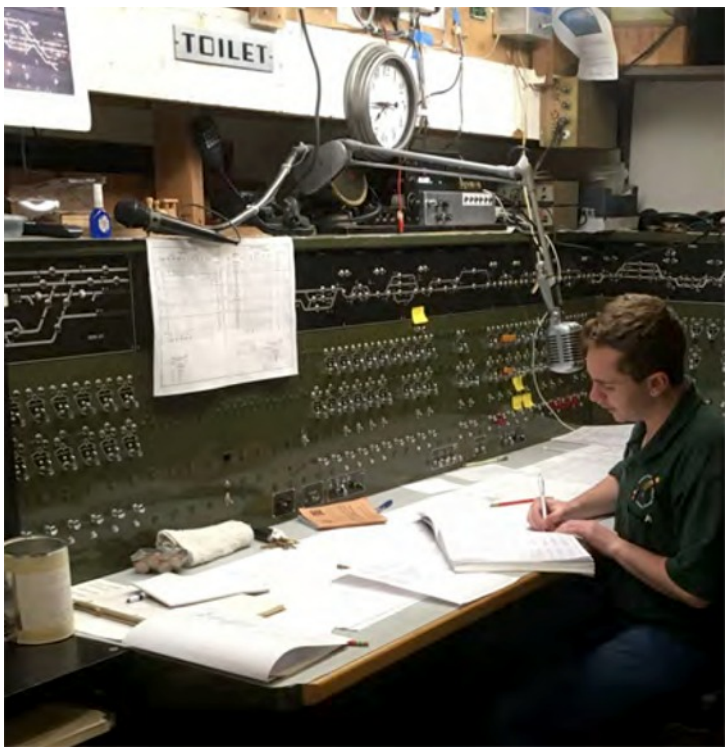
Dean Deis, who is attending Moorpark College, is studying for an Associate of Arts Degree in Geography for transfer to California State University Fullerton to pursue a Bachelor of Science degree in Geography.

I have spent my entire life surrounded by all facets of rail transportation. From watching rail-themed videos as a small child, to waving as the one:one thunders past, my interest in railroading has evolved to focus on the miniature variety.



Above: Brock Durham and his live steam engine.

Model railroading has been my dominant interest since grade eight and the primary focus of my free time, either through building models, participating in operating sessions, or volunteering at my local club. Model railroading, in my opinion, is a holistic hobby, one that often connects people from vastly different, sometimes conflicting backgrounds, incomes and political ideologies. The hobby relies on the input and sharing of specialized knowledge from one individual to another, realized in the form of welcoming, inclusive clubs and societies that are willing and eager to share their hobby and its accompanying skill sets (of which there are many) with those of my generation.



A little about myself: I am currently a freshman at Moorpark College in Moorpark, CA and an enthusiastic modeler of both the Southern Pacific and Santa Fe railroads c. the early 1950s. I particularly enjoy researching the history and operating practices of transition-era western railroads and regularly incorporate knowledge of said railroads and their influence on the development of local communities into my academic work.

My interests and capabilities in model railroading have expanded exponentially since joining the Santa Susana Railroad Historical Society (SSRHS, santasusanapacific.org) in the summer of 2019. Of the numerous sub-niches of model railroading, 1. operations and 2. prototype modeling, are my two primary interests.

I enjoy the critical problem-solving puzzles that prototypical operations offer and the camaraderie from attending local and regional operating events. At left is a picture of myself as the trick dispatcher during one of the La Mesa Model Railroad Club's 1950s Timetable and Train Order operating sessions in late 2023. I always appreciate attendees' surprise at seeing a teenager sitting behind the train sheet.



Dean Deis working as dispatcher at the La Mesa Railroad Club above and his shelf layout below.

Naturally, prototypical operations go hand-in-hand with prototype modeling. During the summer of 2020 I commenced work on my Santa Fe Fourth Street Spur, a 1.5 x 8 foot shelf layout in my bedroom, modeling a portion of Santa Fe's complex industrial switching operations in downtown Los Angeles c. 1950. The Santa Fe Fourth Street Spur, pictured at right, is now complete and was featured in the May 2024 edition of Model Railroader. A great deal of my free time, especially since completing the layout, is spent on building craftsman rolling stock kits.

I have completed dozens of resin kits from practically every manufacturer that has/had offered transition era rolling stock. I have also taken up custom brass painting both for myself and on a work-for-hire basis, which has been generating a nice amount of pocket cash while I am in school. Of course, not every prototype has a commercially available kit.

Recently, I embarked on my first attempt at scratch building rolling stock, in an effort to model equipment of a local short line I have taken an interest in, the San Diego and Arizona Eastern Railway. In 1934 the SD&AE received twenty-five fifty ton flat cars believed to be built by Ralston in 1909-1910 (Thompson). These cars were similar, but not identical to SP's early Harriman steel flat cars, (of which there are also no commercially produced models) also sporting fishbelly side sills, twelve side stake pockets, and L-section Andrews trucks. I built three of these flat cars out of predominantly one millimeter sheet styrene and brass detailing. Of the three, one remains in revenue service with the other two assigned to MOW duties.

Additional SD&AE scratch building efforts are a MOW tool car – also of styrene and brass detailings – built atop an accurail 4300 series underframe, as well as a scratch-bash of a Southern Pacific B-50-5, a hand-me-down from the mother road to the SD&AE MW forces. This car combined the underframe, roof, and side/end sills of a Westerfield Harriman lines B-50-1/2/4 with new styrene sides and ends to achieve a model with prototypically correct height. Photographs of all prototypes mentioned are published in chapter sixteen of Ken Harrison's *Southern Pacific Maintenance of Way Equipment*..

My participation in model railroading and associated activities has opened a world of opportunities both within and outside of the hobby. It has broadened my horizons in terms of exposing me to individuals from all walks of life. This exposure has afforded me the opportunity to critically think about my own path, while taking into consideration the careers and overall life experiences others in the hobby have shared with me.

After completing my general education certification and lower division courses at Moorpark College, I intend to transfer to California State University Fullerton to pursue a bachelor of science degree in geography. Additionally, some of the most significant themes of geography are likewise some of the most basic fundamental skills of model railroading, namely critical thinking, problem solving, historical development, and data interpretation. I credit my participation in the hobby for helping me develop these important skills. I am confident they will be used in other aspects of my life moving forward.



Dean Deis' scratch built models.

Mateo Kuo who is attending Montana Technological Institute, is studying for a Degree in Mechanical Engineering.

I have been in this hobby for fourteen years and have accumulated a vast trove of knowledge. When I started with model railroading I was young and shy. I also was easily distracted and mostly didn't complete things. When I did complete things they tended to "just be thrown together" and "good enough". This hobby has grounded me and given me many opportunities to grow and become a better person, an aspiring engineer, and a preservationist. Did you know that 4-H has a model railroading program? I did not, but they do! I started model railroading through 4-H when I was seven.

Back then, I thought that the club was just about building T-Trak layouts. I did not realize that 4-H is so much more than that, and as such, was surprised when I had to participate in promoting club activities to the public, making presentations/posters, and keeping accurate record books. I hated it at first because it impeded my singular focus of operating trains. I started by interacting with the odd passer-by and talking about what I was doing with the train sprinting around the layout. It grew to making friends in the club and handing out train show promotion materials with them. The ability to reach out and promote something to strangers initially was challenging to me, but as I experienced it more and more over the years, it became easier and is a useful skill to have. Couple that with the club's requirements to present in front of crowds, and I now am a lot less intimidated to speak in public and I can create a decent presentation. Creating a new module layout and a train subject-inspired poster for the Fair every year, fueled my passion for model railroading.

I left 4-H after seven years with them and kept up with the hobby. Another aspect of model railroading emerged: an attention to detail. Little things like a bird's nest balanced up on a telegraph pole or a sandwich left forgotten on a barrel. The things that add a touch of life and relatability to a layout. This translates now to, where I spend extra time ensuring that my work is? high quality. This shift away from quantity to quality has allowed me to improve my grades in school, ensures I can give good advice to friends, and has gained me a reputation as a reliable person.

Model railroading has also allowed me to develop skills of precision and steady hands. These skills developed from taking apart, working on, and putting my model engines back together. I was able to directly apply these skills in my advanced engineering design class last spring by keeping my drawings tidy without a ruler and compass, and this also enabled me to work on my projects while I was sick at home.

Another thing I can thank this hobby for is my appreciation of the machines that our models are based on. In more recent years, I have met several preservationists through the hobby at swap meets and shows and they educated me on their trade. It is my goal to leave, but not abandon, model railroading and evolve into the preservation of steam. It is because of model railroading that I even could think about this in the first place.

Now, where could I go that would continue to boost my passions? This was a decision that I had to make based on a few things: my quest for a bachelor's or master's in mechanical engineering, my love of railroading history, and the people who live there. That



Mateo Kuo working on corking a future lumberyard industry.



Mateo's first major painting and weathering job on a HO PFM Long-Bell 2-6-2. This is a scheme for a fictional railroad that he plans to create a layout for when he take up permanent residence somewhere.

is why I decided to apply to the Montana Technological Institute, Montana Tech for short, as it lies in Butte, Montana. Butte is where the Northern Pacific Railroad's Homestake Pass has its western terminus which is why it is the perfect university for me. I was accepted a couple of weeks after I applied and am now looking forward to the opportunities this provides. I can see myself putting my degree to use on a real railroad after I graduate. I want to find a way to enable local freight and passenger rail traffic in the town the university lies in. Thanks to my connections through the hobby, this idea may be more feasible than I presumed. I look forward to working on this project with like-minded people who share my passions. All this said, I will never graduate from model railroading: I plan to expand the hobby to making my own models and eventually a full layout. I have an entire fictional railroad that I want to model with all custom equipment, so my work is cut out for me. Perhaps in a

decade, I will have the beginnings of a layout in whatever house I reside in: a skeleton of two-by-fours adorned with great mounds of insulating foam and plaster.

But that is just the future I hope to achieve. Model railroading has played a large part in transforming who I am now, and I look forward to continuing to enjoy the hobby in the many years ahead. The hobby has helped me to become more comfortable meeting and connecting with people. My many years of designing and building layouts have fostered an attention to detail and hands-on skills. It has also inspired me into more hobbies, volunteering, and career opportunities. One of the big things that I've learned throughout my many years of model railroading is that there is always something new to learn! I may or may not know what it is, but I do know that I have to continue playing and keeping an open mind. Now I just have to figure out how to fit an HO layout in a college dorm room. Again, there is always Z-scale.

Aiden Kinney, who is attending University of Colorado, is studying for a Bachelor of Science Degree in Aerospace Engineering.



Aiden modeling at home with his grandfather.

President Thomas Jefferson predicted that the steam era would change the world. In 1802, he proclaimed, "The introduction of so powerful an agent as the steam to a carriage on wheels will make a great change in the situation of man." Ever since I was young, I have been fascinated by the raw power and beauty of the steam locomotive.

Growing up, my grandfather was a model railroader, and I loved looking at his intricately detailed layout. I also accompanied him on train adventures such as attending the Rocky Mountain Train Show in Denver, riding on a grand scale railroad, visiting the Georgetown Loop Railroad as well as the Colorado Railroad Museum. His excitement for the model railroading hobby inspired me to begin my own layout when I was fifteen.

For two and a half years, I have been building my own layout, working on small models, and helping with my grandfather's layout. Since then, I have learned so much about model railroading, including the fulfillment that comes from researching, dreaming, modeling, and bringing these small scenes to life with a poignant story. One of my favorite ways to spend my free time is designing exciting layouts in my head and creating fun details that will be sure to inspire my audience.

I live in Colorado, and I love learning about the history of the narrow-gauge railroads that powered the industry of the late 1800's and into the 1900's. I enjoy researching the mining towns that existed, then designing specific buildings and railroads that existed in that area. For me, the project begins with my love of history. After spending hours researching online, I prefer to drive to the location to see where these historic mine structures used to be in order to piece together a vivid picture of the past.

I enjoy following the railroad grade and seeing the tailings that remain from the mines. I have collected soil samples from specific regions to use on my layouts and make them as accurate as possible. Most of my modeling is based on railroad activity in the Cripple Creek mining district during the turn of the 19th century.



One of Aiden Kinney's small modeling projects.

I find images of specific buildings or mining structures and mathematically scale these down to the size of my model as accurately as possible. Using photo realism, I include not only structures but the terrain as well as the railroad itself to replicate on a small scale what it would have looked like in real life.

I purchased multiple train orders and a clearance card that belonged to the Colorado Midland Terminal Railway in the 1940s. With these artifacts, I have been able to design my own train orders based on the prototype, showing how much I love focusing on the little details to bring a piece of history to life. I could talk

for hours about my love for this hobby of model railroading, yet I could not fully express the amazement, excitement, and wonder I receive when I participate in this hobby. There is such a rich and fascinating history that revolves around the beautiful Colorado scenery and steam power from the 1900's, and I will continue to research this era. The two prior photos are of the projects I am currently working on, and I am excited to continue in this hobby.

This past week, I graduated from The Classical Academy (College Pathways) and am excited to attend the University of Colorado in the fall for Aerospace Engineering. I selected this university because it is the top college in Colorado for Aerospace Engineering and is ranked in the top ten of the entire nation. I received a weighted cumulative GPA of 4.342 and am determined to continue striving for excellence in my academics while in college.

Just as the steam engine revolutionized the course of history in the 1800s, I believe that the advancements in space exploration and technology during my generation will make an equally significant contribution in history. So many advancements have already been made in this field since the space race initiative over sixty years ago, and I am eager to make a difference during my lifetime. The experience I have already received by making miniature models will directly impact my success in the engineering world.

Although applied in a different way, the concepts between modeling and engineering remain the same with an emphasis on trial and error as well as the importance of research and hands-on learning and development. Colorado is ranked second in the nation for the quantity of jobs available in the aerospace engineering profession, and my dream is to graduate from CU Boulder in four years and work in my beautiful home state of Colorado. This will give me the freedom to continue researching the Colorado railroad history that has captivated me.

I plan to devote an entire room in my house to my hobby of model railroading. I also hope to someday drive a steam locomotive on one of the Colorado Railroads such as the Durango and Silverton and perhaps drive a K-28. I am grateful that my grandfather introduced me to this hobby that I love so dearly, and I am excited to take the skills it has taught me and shoot for the stars.

We are very pleased to be able to help these four, obviously very talented young model railroaders pursue their academic goals. Thank you to everyone who helped make our 2025 Scholarship program a success by donating the funding for our program, and for volunteering their efforts to communicate and promote our program to the model railroad community and particularly to young potential applicants.

Time to start working on our 2026 Scholarships

Now it's time to start working on our Scholarship program for 2026. Please visit our website: <https://newtracksmodeling.com/scholarship/> for details about donating to, or making an application for, our 2026 Scholarship program. Thanks to everyone in the model railroad community for all your help.

Early Donors for our 2026 Scholarship Program.

I am pleased to report these repeat donors have already made contributions for our 2026 Scholarships. Join them with a donation thru Zeffy : <https://share.google/9GQhavF0PbWqxnSUq>

Or send a check to our Treasurer Tom Farrell at: New Tracks Modeling Mentoring Scholarship, c/o Tom Farrell, 2026 W. Stanton Ct., Bloomington, IN 47404

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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.

Strasburg 2 Rail Train Show

August 9, 2025

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

2025 National Narrow Gauge Convention

Collinsville, IL / St Louis, MO September 3 - 6, 2025

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Website: <https://www.45thnngc.com/>

Indianapolis O Scale Show 2025

September 19th-20th, 2025

LaQuinta Inn Indianapolis South

5120 Victory Dr,

Indianapolis, IN 46203

Fri. Sept. 19, 3:00 – 7:00 PM

Sat Sept. 20, 9:00AM – 3:00PM

Website: indyoscaleshows.com

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Harrisburg All O Scale Meet

September 20, 2025 9AM-3PM

Sponsored by: [Harrisburg Gauge Modeling Company](#)

New Hope Church

584 Colonial Club Drive, Harrisburg, PA 17112

[See the Facebook page for more information.](#)

Southern New England Model RR Club O Show

September 27, 2025

9:30AM - 4:00PM United Methodist Church 161 Chestnut St.

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Strasburg 2 Rail Train Show

October 11, 2025

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

Cleveland O Scale Train Show

November 1st 11am – 4pm

Admission: \$5.00

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March 20-23, 2025

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March 19-22, 2026

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Announcing New Products In O Scale Model Railroad Resource 3D Division - Resin Parts



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<https://modelrailroadresource.com/WP>