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Volume 11 No. 4

March/April 2024

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Welcome to the online O Scale Resource magazine. The magazine is presented in an easy to use format. The blue bar above the magazine has commands for previewing all the pages, advancing the pages forward or back, searching to go to a specific page, enlarging pages, printing pages, enlarging the view to full screen, and downloading a copy to your computer.

Front Cover Photo

A beautiful scene from Warner Clark's Maumee Basin Lines P48 layout.
Photo by Richard Bourgerie

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

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From the Publisher's Desk

As I type this on February 27th, it's 72 degrees Fahrenheit in central Illinois! But not to worry because tomorrow when this magazine is released the low will be 27 degrees! Yes, we love our wild temperature swings here!

Well, "It's Show Time"! The O scale event of the year, The March Meet, is this March 14th through 17th, 2024. See their ad in this issue as well as their Website here for any updates.

Our railroad, The Richmond, Danville & Southern, will be open again this year: Thursday March 14: 10AM to 4PM and again Friday 10AM to 3PM. All are welcome. Have a DCC equipped locomotive or two? Want to try the 4.9 percent "widowmaker" with a 20 car coal train? We can do that! Check out all the layout tours here.

Brian Huang needed three of his best to make it up and over the grade last year.

If you will be bringing models for the contest, all forms are on-line for you to download and print. Information is required and it's easier and better to do that before the show.

Form 901 Entry Form: Download and fill in before the show to save time at the entry table.

Form 902 Contest Judging Form: Download and complete before the show.
Please note that this Form 902 is extremely important and if not filled out in it's entirety will possibly cost points.

There will also be tables for people who want to show off their work outside of the contest. Bring finished or under construction models for everyone to see and put them in the display area. Be sure to fill out Form 901 Entry Form and mark "This model is for display only".

The show schedule is complete and available here. There are many good clinics and meet ups this year, check them out so see what's available here.

In April, Amy and I hit the road to shoot some layouts way up North (Canada) before heading to the Strasburg 2 Rail Train Show.

Don't forget about other upcoming shows – Harrisburg All O Scale Meet in April and the Strasburg 2 Rail Train Show also in April. Also upcoming is O Scale West - S West and Narrow Gauge West in May.

Happy Reading & Happy Modeling,

Amy & Dan Dawdy

Over 20,000 sq ft of 2-Rail O Scale at the Westin Chicago-Lombard March 14-17, 2024

The O Scale Event of the Year

The cost for admission is $30 per person (spouses are free of charge), children 15 and under are also free. This $30 admission fee covers the entire weekend, from the meetings beginning Friday night until the close of the show Sunday afternoon, including all layout tours and clinics.

Hotel Rooms at the Westin are sold out. See the March Meet Website for information and special room rates at the Overflow Hotel

For more information:

ChicagoMeet@yahoo.com / MarchMeet.net

https://www.facebook.com/MarchOScaleMeet

THE S SCALE RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

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

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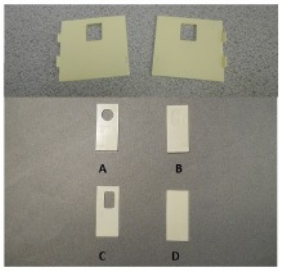

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See more information in this issue's show index and on our Website.

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NEWS YOU CAN USE

USA S100 0-6-0T coming in O from Chrezo and Minerva. Minerva Model Railways and Chrezo of Royan, France, announce the joint production of a fine scale injection moulded O gauge model of the S100 / 030TU / USA tank in 1:43.5 scale for 32mm standard gauge.

Our goal is to release the USATC Class 100 to celebrate in 2024 the D-Day 80th anniversary.

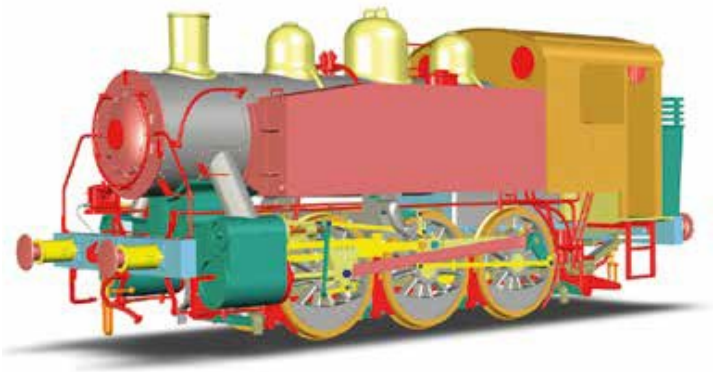
This shunter is very popular, on the both sides of the Channel, because after WW2, many locomotives were sold by US ARMY to the Railway companies in the liberated countries.

- In France, the locomotives were quite similar to the US genuine configuration. For this reason, customer can purchase it in the USATC livery on my website: www.chrezo.com

- In UK, the cab and the coal bunker were modified from 1947 to suit to local and peace time operating conditions. Please, connect to https://www.minervamodelrailways.co.uk/news/the-usa-tank/ for further informations.

These Gauge 0 models are reduced in 1/43.5 scale and only available in 2-rail / Fine scale standards, and DCC / DCC Sound options will be available later.

By 1946, the Southern Railway needed either to renew or replace the ageing tanks used in Southampton Docks. The replacement locomotives would need to have a short wheelbase to negotiate the tight curves found in the dockyard, but be able to haul heavy goods trains, as well as full-length passenger trains in the harbour area. Oliver Bullied, the CME, therefore inspected the available surplus War Department tank locos.



The S100 0-6-0Ts built by Vulcan and Porter in the USA had a 10' wheelbase and outside cylinders but had hardly been used.

One was taken on approval in May 1946 and tested thoroughly over the next few months. A further thirteen were purchased in 1947, some by Vulcan and some by Porter, but all, bar one of the Porters, were exchanged for Vulcan engines.

They were significantly modified by the Southern Railway and the Minerva models for the UK market will reflect these modifications, whilst Chrezo will offer them with the original cabs and French fittings as appropriate.

The USA tank will be built to the same general specification as Minerva's other successful models, with an injection moulded plastic body, detailed cab, sprung buffers and hook draw-gear with cosmetic screw couplings, a die cast metal chassis, fine scale wheels, all wheel electrical pick-up, high-torque fly-wheel-fitted motor, and a 40:1 precision gearbox for slow, smooth running. Options include DC/DCC ready, DCCfitted, and DCC sound-fitted.

Design work is almost complete, and the model expected to be delivered in 2024. The price (including UK VAT) is expected to be DC £390.00, DCC £445.00, and DCC sound £525.00.

Minerva does not take deposits and payment will not be taken until the models have been delivered, tested, and are ready for dispatch. The models will only be available in the UK direct from Minerva by mail and telephone order, the website, and from the stand at selected model railway exhibitions. For further information:
www.minervamodelrailways.co.uk
sales@minervamodelrailways.co.uk 02920 531246

Bend The Irons, LLC has replacement CNC-machined solid brass frame supports for retrofitting Weaver O Scale horizontal drive RS3 (two versions - center drive and end drive) and GP38-2 end drive models. These frame supports come with pre-drilled and tapped holes for mounting ESU Loksound model L DCC sound decoder. In addition, both the RS3 (horizontal end-drive version) and GP38-2 end drive versions have an optional speaker riser mount available to allow for easy mounting of a Tang Band 1925S speaker above the chain drive tower. The RS3 center-drive version allows for the Tang Band 1925S speaker to be installed directly on the available space on the frame, therefore, the optional speaker riser is unnecessary. Check out our Bend The Irons YouTube channel for videos of Weaver models retrofitted with these frame supports.

Frame supports features:

- All drive components now connect rigidly to the brass frame support which eliminates stresses on the OEM plastic frame that causes cracking
- Adds extra weight vs. OEM cast weight slugs for better tractive effort and electrical pickup
- Easy mounting of ESU Loksound model L DCC Sound Decoder (other brands of DCC sound decoders can also be mounted using double-stick foam tape)
- Reuses existing drive-train components
- Optional Tang Band 1925S Speaker riser mount for models where required

Weaver O Scale RS3 Horizontal End-Drive with our retrofitted brass frame support and optional Tang Band Speaker riser shown in the photo below:

These Weaver frame supports can be purchased through our website, BendTheIrons.com.

William Mosteller send in an announcement: Washington and Old Dominion O-scale decal sets (#98) are newly available in white (for box cars and hoppers) as well as dark green (for the doodlebug)

and dulux gold (for GE 44- and 70-ton diesels), please tell me how many of which you want, from Great Decals!, Bill Mosteller, 3306 Parkside Terrace, Fairfax, VA 22031. The sets cost $17.99 each, postpaid.

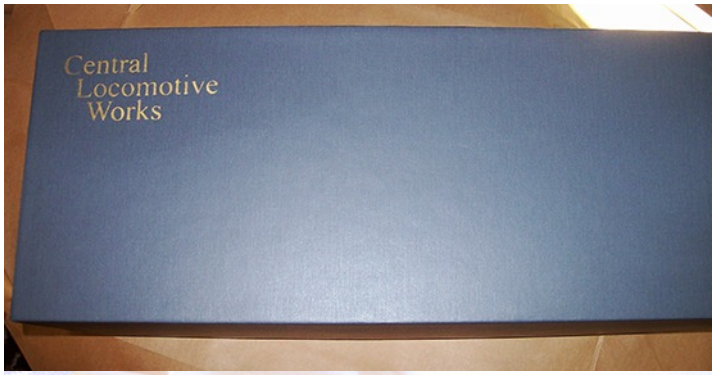
Also new Virginian Railway's distinctive "battleship" gondola O-scale decals, in white, our set # 13, are again available from Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031. They cost $25 each, postpaid, PayPal accepted, dealer's inquiries welcome.

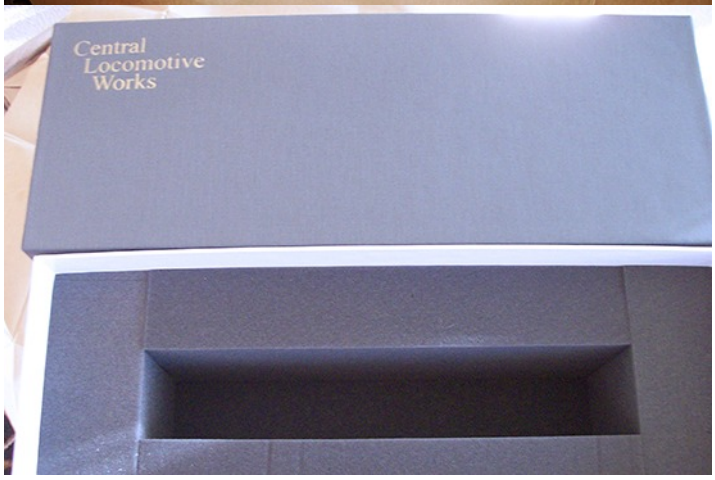
"These decals include the herald, road name, road numbers for both sides and ends, and dimensional and capacity data specific for Virginian classes G-3, C-3C, and G-4C of these cars. Each set provides 12 "canned" road numbers and the modeler can easily splice any road number valid for the cars. The decals are ideal for the NJ Custom Brass (NJCB) brass import and can also be used on scratch built models."

See our web site, www.greatdecals.com

Lou Houlemarde from Central Locomotive Works has some new boxes for brass model storage. Lou says, "Just got some in. They are nicer than the pictures show! These first 6 fit the GP38 / 40 series perfectly.

They measure 8x8x21 and include the protective sleeve. Future boxes will accommodate all up to SD60's. Cost is $60.00 plus shipping.





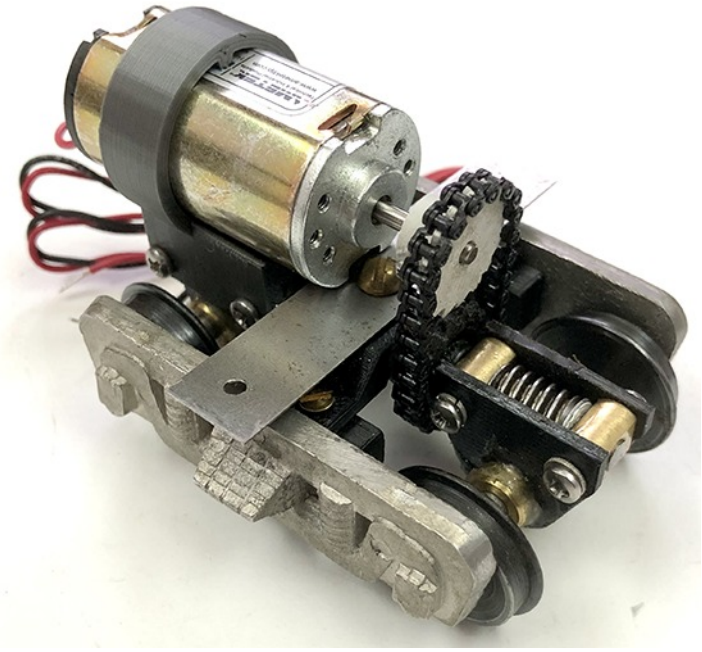
Contact Lou by email for more details.

From Model Tech Studios LLC: Working on the Railroad 2 Pack Special. The Train Conductor and Station Agent O Scale Finished Figure set to detail your Railroad scenes the right way with these essential RR men. NOTE: minor color scheme variations can occur as these are Hand Finished. Made in the USA 1/48 figures.

See their Website for more.

John Wubbel of All Nation Line sent us some information on new items.

All Nation Line now has motor and transmission drives for RDC and two versions for gas electric cars. The gas electric options are a chain drive with the motor on top of the gear box or a helix geared transmission with the motor mounted to the car floor.

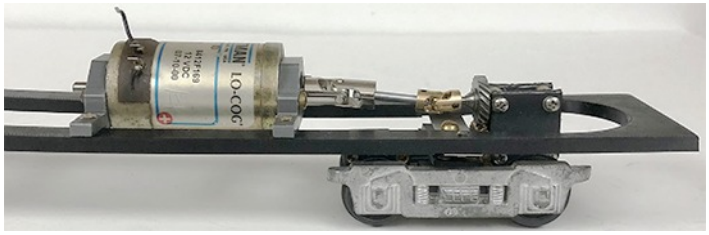


All Nation RDC Power Truck Chain Drive & Trailing Truck - 12VPittman PN#443AN

https://allnationline.com/WP/?product=all-nation-rdc-power-truck-chain-drive-trailing-truck-12vpittman-pn443an

All Nation Doodlebug Power Truck Gear Transmission & Trailing Truck – 12VPittman for (e.g.) Gas Electric, Doodlebug (with/without Floor) PN#446AN

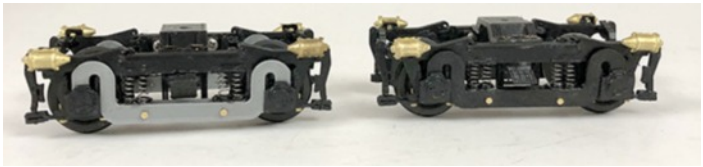
https://allnationline.com/WP/?product=all-nation-doodlebug-power-truck-helix-gear-transmission-trailing-truck-12vpittman-for-e-g-gas-electric-doodlebug-with-without-floor-pn446an



All Nation Doodlebug Power Truck Chain Drive & Trailing Truck – 12VPittman for (e.g.) Gas Electric, Doodlebug or WindSplitter PN#441AN

https://allnationline.com/WP/?product=all-nation-doodlebug-power-truck-chain-drive-trailing-truck-12vpittman-for-e-g-gas-electric-doodlebug-or-windsplitter-pn441an

We are happy to release the AAR Type B truck for road engines. Fully sprung with ball bearing journals , the truck is available as a kit for both powered or non-powered engines. The All Nation chain transmissions are an ideal fit for powering single or dual drive configurations. Assembled trucks are available upon request.



All Nation AAR Type B Truck KIT UNASSEMBLED 40" Wheels (Single) (minus brake cylinders) PN#445ANK
https://allnationline.com/WP/?product=all-nation-aar-type-b-truck-kit-unassembled-40-wheels-single-minus-brake-cylinders-pn445ank

The latest in our series of affordable kits for beginner modelers is the release of the original 75' & 56' Doodlebugs. The models were based on the original Walthers and All Nation Line reference kits that were of the Chicago & North Western prototype. We combined materials of the wood roofs and floors with 3D Printed detailed sides, doors and ends. Putting together the base superstructure, the entry level modeler can improve the model with our detail kits and power these gas electric cars with the All Nation transmissions, a very affordable way to go.

https://allnationline.com/WP/?product=all-nation-line-gas-electric-doodlebug-kit-basic-75-minus-trucks-details-pn3652lpk

You can enjoy our extensive close up photos of these products on our website at https://AllNationLine.com

Just a quick note to introduce us, The Model Railroad General Store.

We're a new advertiser, (see our ad in this issue) with some interesting scenery products for your layouts. We have a complete line of O Scale prototypically based railroad grade crossings. Too many to list, so see our ad and go to our website.

Our crossings will fit Atlas and Lionel sectional track, most if not all different manufactured 2-rail track and any hand laid track using code 148 (1/8th inch) and larger rail, narrow gauge also.

Straight, skewed straight, fixed sectional track in Radius and Diameter from 27 R through 108 inches and custom laser work is available.

We also carry a big selection of fiber optic material in diameters from 0.010 through 0.125. Cut lengths and factory spooled rolls. Retail packages of 6 ea-18-inch-long fibers. Ready to light up everything from auto headlights, locomotive, caboose and passenger cars to house lights and business lights and signage. In business serving customers since 1986!

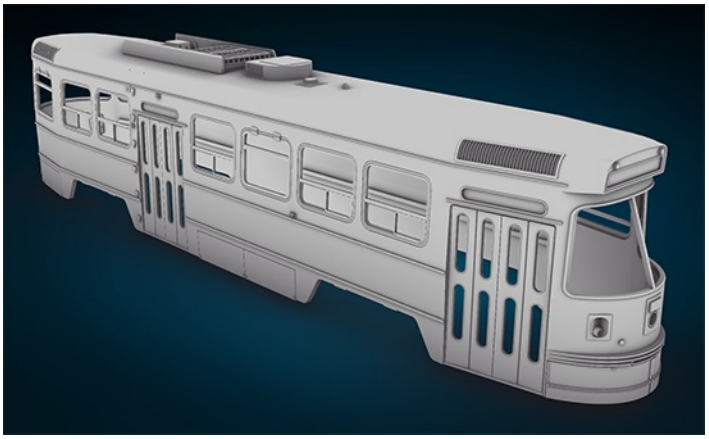
Check out all our products on our Website here.

Rusty Rail has released a new kit.

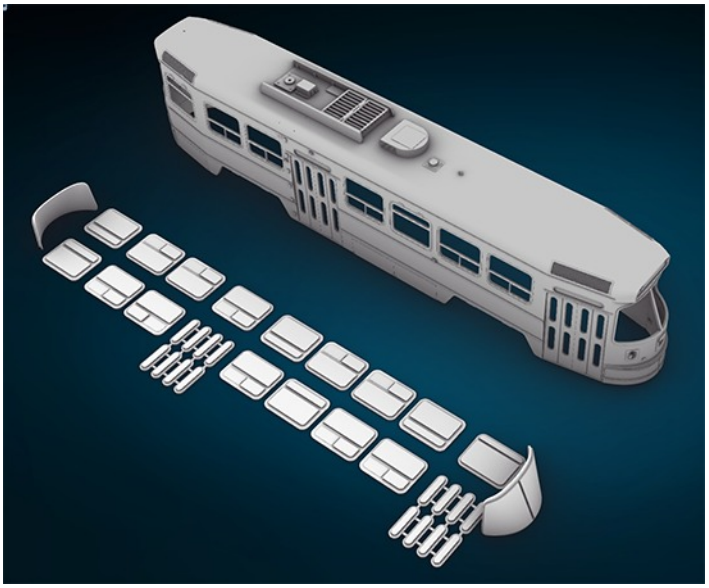
Here is a new steam boiler for O scale logging camps or industrial shops. Would also make a great piece outside of a engine house. All resin casting that come with a plastic piece for the stack. You can see the size in the pictures against a O scale figure. Casting comes unpainted. Measures 1" inch across and 3 inches tall.

See all their fine castings here.

TORONTO CLRV: The Berkshire Car Shop is re-introducing the kit for this trolley / light rail vehicle.



The prototype has been the standardized streetcar design in Toronto since the 1970s. Almost 200 of them operated daily until they were recently replaced with new articulated cars.



The new re-issued kit is a significant improvement over the previously issued resin cast kit. The new kit has all 3D printed parts with smooth surfaces and many more details.

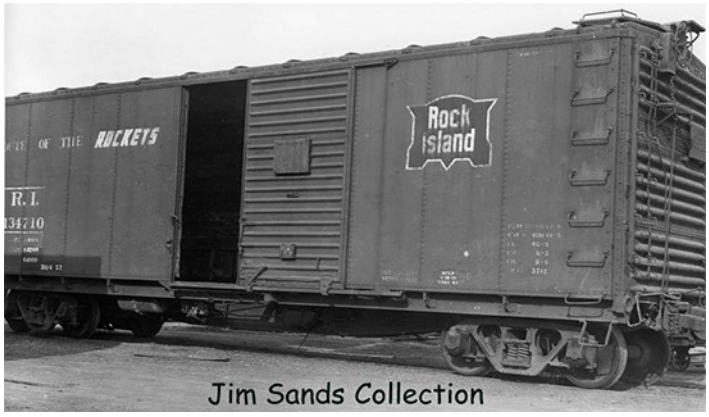
Parts include: one-piece body with separated detail parts, fully engineered floor with detail on the bottom and the interior, separate seat surfaces for ease of painting, super detailed operators console and seat, and a complete set of clear printed windows. Accurate decals are also included. The kits have been designed for the installation of Q Car trucks. A static or powered model can be built using the accurate truck sideframes provided.

There are many new products being released besides the significant number of trolley model kits, parts and cars IN STOCK.

Email us for more details.

Ross Dando of Twin Star Cars / Modern Era O Scale has some new releases on the way.

Twin Star Cars: Rebuilt USRA Box Car for CrI&P, CNW as well as other roads. Masters have been delivered to the caster and we should have samples to show in Chicago. Price TBD.



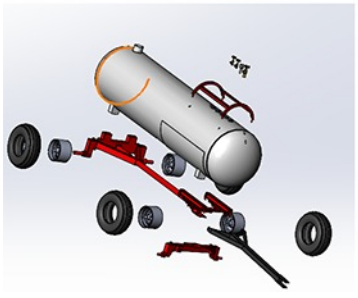
Modern Era O: SP B100-40 Box Car Castings for kits currently being made and expect to have kits for sale in Chicago. Price TBD

Columbia & Cowlitz / California, Oregon & Eastern Railway Box Car. Masters have been delivered to the caster and we should have samples to show in Chicago. Price TBD

Railbox and Railgon kits will be limited runs, and will not be re-run.

Anhydrous Ammonia Pup Trailer: This will be a 3D printed kit. Expect to have samples or kits for sale. Price TBD

See all their products on their Website!



Greg Viggiano has an item for sale. This hull is a large 1/4" (1:48th) scale GEARING class hull and is the largest fiberglass model World War II destroyer hull available at this time.

The length is over 8' 1" with a beam of over 10 inches and it is designed for radio control operation.

The finished 1/4" scale GEARING ship will weigh about 50 pounds at its operating displacement, which will allow you to run the model on windy days with no problems.

This hull features the shaft exits, strut and rudder locations marked in the hull and comes with a set of arrangement plans. The shafts, struts, stuffing boxes, and props are included.

This hull features the shaft exits, strut and rudder locations marked in the hull and comes with a set of arrangement plans.

More information is available on the manufacturer's website: (Way Back Machine). All reasonable offers or trades will be considered. Drop Greg Viggiano an Email if interested.

Want some fantastic free 3D files you can print? If you have not already, check out Sarah Griessenboeck's Train Kitchen Website.

In the download area are many files available for us to print. All are exceptional and are shared for all. More than that, there is much information on general modeling, scenery, layout ideas and more.

Head over to trainkitchen.com for all this great information.

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Over-Thinking While Building the Extension to Belle Vernon

Part 2

By George Paxon

Email author by clicking on their name.

Welcome back to part 2.

If you missed part one, you may read it here: **https://magazine.oscaleresource.com/books/yzau/#p=21**

Now we'll continue with layout wiring, over head wiring, turnout controls, and operations.

Stringing Overhead

A big task was getting the overhead wire installed over the extension. This was done in sections. The first section was from the west end of Belle Yard and extending east to the East Monessen/ P&WV interchange turnout.

An important caveat on our overhead wire work: this is not *how to do it* as much as it is *how we did it* information. I readily admit to being a traction overhead novice and still in the learning stage. There are others who have been doing this for many more years who may have other ideas based on their proven approaches. What we are doing seems to be working for us based on limited experience to date, and we are sharing that limited experience with you.

We had managed to get a good bit of working overhead on the finished part of the layout before moving the layout. But it had always been a trial-and-error exercise with much rework to get it working reliably. The old overhead wire now looks like a bomb went off in a spaghitti factory due to the move and storage. The extension was a chance to work out a better system for future overhead installation on additional trackage to include reworking the original wire that is now a serious mess.

The first step was to plant the line poles where needed. Once all these poles were in place in the first section of the extension, the span wires were installed. These span wire run perpendicular to the track from line pole to line pole on either side of the tracks and will support the trolley wire for those of you not into electrical things. Span wire had insulators modeled using beads from a craft shop. This is when we remember to include them on the wire. The hangers, little castings on the span wires that the trolley contact wire attaches to, which model those of the prototype, were soldered in place, or tied in place, on the span wires.

Most of our line poles are made of wood. We buy long lengths of hardwood dowels at the lumber yard. One end is tapered using our linisher and the pole cut to length from the long stick. The very top of the pole was sanded for shedding rain and slowing rot. Then the taper is sanded on what will be the next pole, etc, etc…..When a sizable batch of poles are ready they are raked with the side of a saw to add wood grain then stained. The poles are glued into tight fitting holes drilled in the timber along the track.

To get power to our overhead wire a steel pole is included about every six feet along the track. Steel poles are made in a similar fashion to the wood poles but from steel rod purchased at our local steel supply firm. The rod has the taper ground on the linisher then a hack saw cuts the pole to length. The bottom end of the pole is threaded to allow the pole to pass through the timber along the track and leave space to add a washer and two nuts. Either a nut, or a washer spot welded to the pole, is provided above the timber, The pole passes through a hole in the timber and a washer and nut below hold the pole tightly in place, A second nut below the first can then secure a wire feeder to get power to the overhead wire. We painted our steel poles a medium gray so they look much like the other wood poles. The painting is done after span wires are installed and adjusted to ensure electrical conductivity between the poles and the span wires. A steel pole can also be used in place of a wood one when extra stiffness is needed to overcome bending.

Many spans were used as much of the extension consists of multiple tracks. A few bracket poles were used here and there as well where there was a just a single track.

When working out line pole locations it was a bit tight in one place in the Belle Industrial Park. We decided there to attach one end of a span wire to an industrial building. This was done sometimes on the prototype as well. Span wires were also connected to the Belle Vernon station when building a later section of overhead, and doing so eliminated some awkward pole locations there, too.

Many traction modelers use the same wire for spans as they do the contact wire. The usual phosphor-bronze contact wire is very springy and hard to tie to poles. I tried using a soft iron wire for the spans. Copper wire is not good for this as it will stretch quite easily. The experiment with iron wire was not all that successful. It is

easy to attach neatly to poles, but is very difficult to solder. I finally went to a nickel silver of a smaller gauge and, although springy, is not as difficult to work with as is the phosphor-bronze. In the dark ages of traction, a spring brass was once used for span wire. A young train friend operates an EDM rig at the moment. He brought me the ends of several rolls of a spring brass wire that is used to cut steel. We tried using that as span wire. It appears to be about 30 gauge It was a bit thin, so we shall stick with the nickel silver wire. We do use the iron wire in some places for pull offs where soldering is not required. The iron wire works well on bracket poles that have hangers designed for curved track.

With the span wires up, the next step was to roll out the contact wire under the spans. Contact wire is the wire running above the track that the trolley pole follows and from which trolley equipment obtains power. This is a big occasion in any traction fans life and means running from the overhead is not far off. I finished rolling out the first of the overhead contact wire late one night and went to sleep quite content knowing that the next night would have the contact wire soldered up to the hangers, and some track from East Monessen to the west throat of Belle Yard would be operational very soon.

The very next night the first run of contact wire was soldered in place to each successive hanger maintaining reasonable tension as we worked along the wire from one end to the other. Then the solder joints were cleaned carefully with solvent to remove any solder flux so trolley wheels would not spread this corrosive goo all along the overhead wire. The track had already been cleaned in anticipation of the first run, but cleaned again as a good bit of dirt, gunk, etc, such as glue from scenery work, dust and other unmentionables, had probably accumulated since the previous cleaning. New contact wire also has a coating to keep it from tarnishing, so it takes some use and thoroughly cleaning of the wire to get the cars moving reliably.

With this prep work out of the way, a loco was placed on the track, my test power supply hooked up, and test running was attempted.

Well, the initial test run was a bummer with a short showing on the power supply. After having spent most of our modeling life-time in two rail, we naturally wasted quite a bit of time inspecting the track to remove screwdrivers, other tools and objects, inspecting turnouts, etc., all things that would cause a short between the rails in two rail. This task was a matter of habit from our 50 or so years of narrow-gauge. After wasting a fair bit of time doing this, I said to myself, “you stupid”, remembering that my rails are strapped together electrically and both are the same earth polarity. Another cursory glance noticed that the rolled-up end of the live overhead wire had not been cut off and was lying across the rails shorting the overhead to the track, and this was the source of the problem. You live and learn.

The first operation on this new trackage was a bit erratic as we would hit spots of dirt on the track missed earlier as well as due to the coated overhead wire. Slowly, slowly the reliability improved. It was time to celebrate as wheels were turning with the car getting power via the overhead wire! We poured a glass of premium red and toasted out success. We slept well that night, too.

Our layout is DCC, but for this sort of test running we just used a loco without decoder yet installed to check out the overhead and track before moving on to the fancy control system. To operate with the two rails strapped together electrically until overhead wire is installed, testing can only be accomplished by using a locomotive or car with one power supply lead attached to the trolley pole of the test car. This limits your test run to about a yard or so at a time. This is about the only way I know of that us trolley guys can check out our track before the overhead wire is strung when rails are not insulated from each other as is the case for you steam and stink buggy modelers. Once we are running on the overhead, we are free of these test limitations.

This first overhead wire we installed on the extension formed a mostly straight run just over the main track for about 30 feet. Using test cars and paper templates we worked out where the wire frogs were needed and they were installed for each turnout along the main. The conventional location is 1/3 the distance from the points to the rail frog. Testing showed this to be quite accurate with our assortment of cars and turnout radius. The newly

installed overhead wire was cut and, one by one, the frogs were added. The biggest issue when installing the wire frogs was getting them level. The wire seemed to twist them out of level which would kick the pole off. We had to unsolder the adjacent hanger and give the wire a bit of a correcting twist to rectify the out of level condition a few times.

We have been tinkering with quantifying the wire frog location process. Much model literature says to verify frog location by trial and error by pushing an assortment of cars along the diverging route and determining where the pole wants to jump off the straight wire. As an engineer I find it hard to accept we cannot readily calculate exactly where the wire frog should be. After all we could calculate how to find the moon with a rocket in the dark! I have searched prototype literature in hopes of finding such a formula without luck so far. Anyone know where I can find one? Some nights we put ourself asleep sitting up in bed trying to work out a formula for this. There are many variables though. Holding as many possible variables constant should simplify the problem. From what I understand a most important variable is the distance from the car's pole pivot point to the truck center. I hold this as constant as possible on my cars. On ones we build, the pole pivot is over the front axle of the rear truck. Another important variable is track radius. So far, we have only two radii to worry about, so they are easy to deal with.

The objective is to have the wheel, or slider, on the pole arrive at the wire frog when the lateral pull on the pole, due to the car taking the diverging track, is sufficient to cause the wheel to reliably take the diverging path through the wire frog.

We also noticed a substantial difference between the Wagner style and the Suydam-style wire frogs. In the Wagner style, there is only a very small distance between cast guides to allow the wheel or slider on the pole to flip over to the diverging route. The Suydam style lacks the guides and has a much longer distance between entry and exit contact wires. I am wondering if the Suydam style frogs would not be more tolerant of minor wire frog placement error since they provide a greater opportunity for the trolley pole shoe to flip to the diverging route. We are in the process of etching some Suydam style frogs as they are no longer available as castings from any known source. While doing this, we have also taken the opportunity to make several different frog angles. We'll need to report later on how this experiment goes. In the meantime, we shall bever away with the Wagner style frogs for now.

Two other important but controllable variables in achieving an accurate frog position are pole length and height of car roof. These are interactive. A longer pole on a lower car achieves the same thing as a shorter pole on a higher car. This is worked out with some elementary trig to determine how long a pole is needed.

You can see why we do this at night as it works better than a sleeping pill. Trying to work out a formula will remain an ongoing project.

Each siding in section one was electrified in a (1) roll out the wire, (2)solder it to hangers, (3) clean fluxed joints and wire, (4) test run and (5) adjust as required sequence. This process took quite a few nights of fun work. It seemed a lot like a spider spinning his web. Some places look a lot like a spider web, too. In **Photo 45** you can see that some of the spans are built as compound to better support the overhead since it spans five tracks here. Well, it really wasn't needed, but I thought it would look good. And ends of spans wire still need to be clipped off and dressed neatly when all adjustments are complete.

You can compare **Photo 45 to Photo 4** as they are taken from almost the same location. Sometimes I get bogged down and even depressed that progress on the layout is slow. The many other things needed to be done around the property, and dealing with the complexities of modern life, often require most available time. By looking back at an old photo such as 4 and comparing with 45, we can see great progress and feel better about what had been accomplished to date. But, we still wish we were further along with our work!

Pull-off wires were added to the overhead where needed here and there to get the contact wire in the correct position over the track.

Photo 45

Once the main and the two sidings were working reliably, the wire on the main was again cut and the wire frogs for the turnouts to the storage and interchange sidings installed The contact wires over the storage tracks were also soldered in place to the hangers. These sidings were tested later while getting the west throat of the yard working.

More test running over a few weeks found a few minor issues as always is the case- with me at least. This testing checked out the track as well as the new overhead so is a very worthwhile and important bit of the work. A switch point or two on the second hand, ready to run turnouts needed filing sharper to avoid the kangaroo-like jumps when cars hit them. We also encountered chunks of glued ballast that were interfering with the smooth passage of wheel flanges, and these with removed. And no matter how much we cleaned the track, we would find another dirty spot probably left over from gluing down the ballast. Same went for the wire. While soldering up the contact wire, we would clean the top where a hanger was to go with some fine emery paper. At the same time, we use the emery paper to clean the bottom of the wire between line poles as well. But some of the coating persisted to annoy me and probably will for a while yet until the wire is well worn in. We also use “Lock Ease” which is a graphite in solvent intended as a lock lubricant to coat the wire. When the solvent flashes off the graphite remains which helps with conductivity between wire and trolley pole. It can take a while to get the graphite well distributed along the wire.

We tested for back poling, too. This is running the car with the pole being *pushed* along the wire instead of the pole being *pulled*. I wanted the cars to back pole through wire frogs if possible so I could switch cars without the need to reverse the poles all the time. Prototype trolley lines had problems achieving this. A crew

member usually tended the pole using the pole rope to guide the pole through wire frogs when back poling. So far, so good on the Mountain Electric, and the adjustments made are allowing me to back pole through many of the frogs. We shall keep our fingers crossed on for the remaining turnouts.

When the overhead wire cannot support back poling, we have come up with another brainstorm. Well, actually we borrowed the brainstorm. The East Penn Traction Club, located in Philly, is an old and well-established traction modelling organization with a store house of traction modelling and prototype knowledge. At their site I found an old article on making movable frogs for the overhead wire by a Boston gentleman named Charles C. Robinson Since I was making some etched Suydam style wire frogs, we also drew up some others to test the movable frog concept. Again, we will need to report on progress of this idea later.

After a few days break from test running while diverted to one of my wife's many projects, we went back to work on the extension. The running was again intermittent from dust and some oxidation reforming on the wire. This took a few passes of a trolley pole to clean the wire again. We added more of the liquid graphite as well. When the wire is well covered with the graphite the operation should better tolerate short interruptions in service. I squirt some of the graphite in solvent on a Q-tip (ear bud) and rub it along the bottom side of the wire. At the moment I am using a Car Works Illinois Traction System Class B loco for this wire testing. I put both poles up on the wire, with one being pulled and the forward one being pushed. The wire gets two wipes to a pass which hurries the cleaning process. I still have a problem pushing the poles through a few frogs when running westbound. We can push the poles through these turnouts eastbound though.

The overhead wire task was time consuming but certainly not difficult. And, it was most rewarding to see the cars start to operate from the new overhead wire, track by track, as the work progressed. And, as it did progress, the satisfactions of knowing none of this came from shaking a box was good. Although building traction equipment for quite a while, we are still a relative newbie at overhead wire construction. But we are learning the required new skills and enjoying it, so what more could we want?

One constant issue when locating line poles when building overhead is to ensure sufficient clearance for car overhang between rails and poles. Same goes for buildings, scenery and other things along the track. The sharper radius for traction can result in considerably more car overhang than with steam and diesel on larger radii. We limit our car length to 57 scale feet to minimize overhang, but taking care is still required. At one point on the P&LE and PRR interchange sidings a line pole was needed on the outside of a curve coming out of the turnout that divided the lead track into the two sidings. In that area the track is very close to the backdrop. After scratching my head a while and considering alternatives, we just shaved a wood pole down with a wood chisel giving it a flat back which made it half as deep as it originally was. Some good building adhesive was used to glue the flat side of the pole directly onto the backdrop. The span wire can now run through the backdrop and then around the top of the half pole to provide a good anchor point. One good thing about the approach is that this pole does not cast an unsightly shadow on the backdrop as do others on this pole line.

After the above fix, we had another brilliant thought. Where the line poles are very close to the backdrop there will be no room for a guy wire if it would be needed to remove a bend in a pole resulting from too much strain from the overhead wires. What we can do though is run a short bit of wire from the tie point at the top of the pole to and through the backdrop for a guy anchor. The distance is so short and the pole so close to the backdrop you would need very good eyes to pick it! Several poles in this pole line are planned to carry the strain from two to five tracks, and we shall use this approach to keep them straight where needed.

When it came time to erect a span wire on my half pole, I assumed it would be a simple task. The plan was to drill a small hole through the half pole and through the 1/8 inch thick backdrop, insert a very small cotter pit into this hole, then reach behind the backdrop from below and flatten out the cotter pin ends. Well, Murphy is alive and well it would seem. When we tried to drill the hole, we found out one of the vertical supports on the shed wall to which the layout and backdrop is attached was immediately behind the pole. We had to go to Plan B which was to install as small a screw eye as could be found in the half pole and attach the span wire to it.

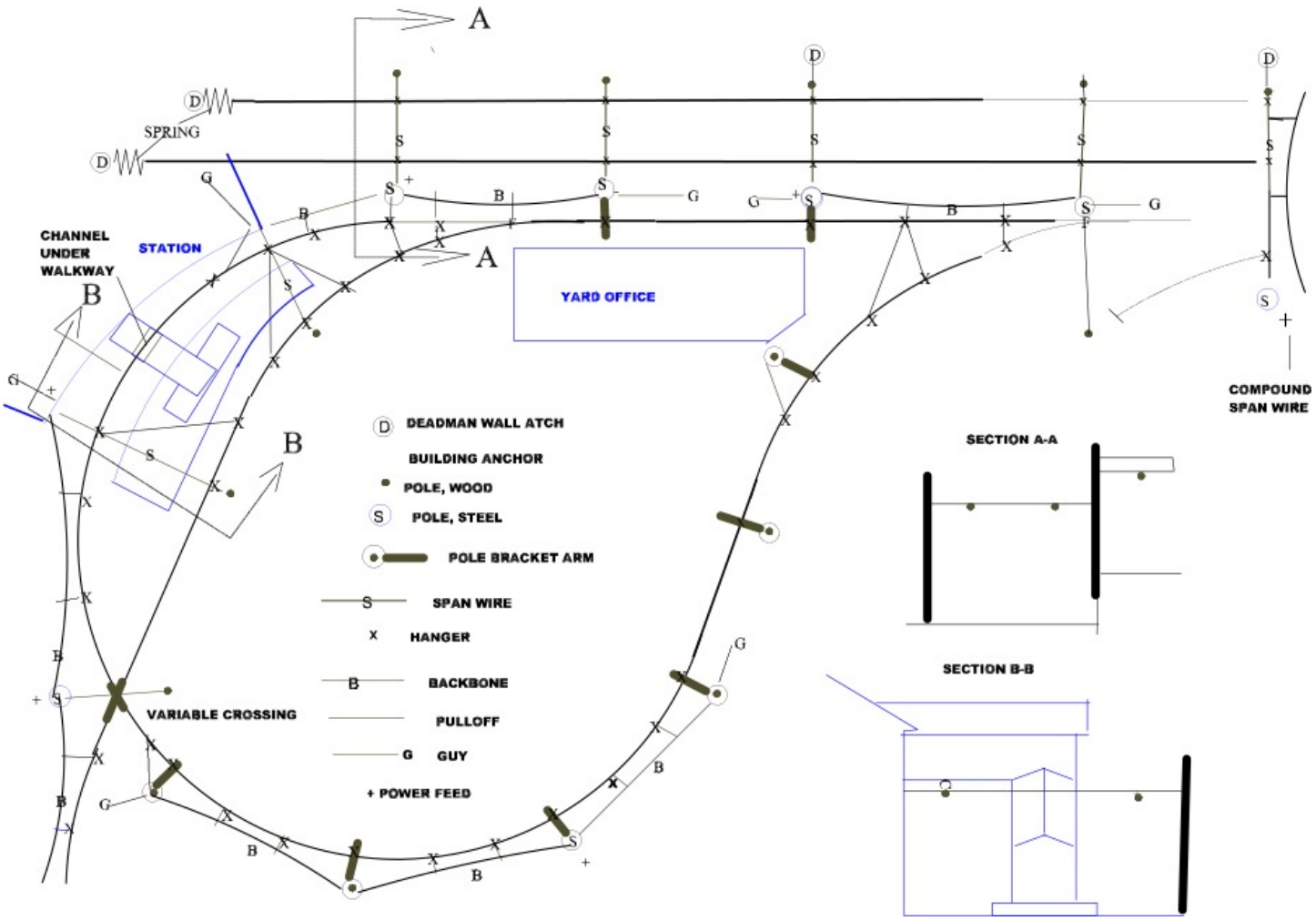
Once the east throat of Belle Yard was good, we went to work on the west throat. This section of the work included completing overhead wire over and testing the 5 interchange and storage sidings in the yard. One turnout was now misbehaving, so it was adjusted working carefully under the wire. Much easier to get the track correct before the overhead wire goes up.

The center of Belle Yard was a bit complex, both track- and wire-wise, with the storage and interchange sidings leading off both to the east and west. There were 7 turnouts in just a few feet on the five parallel tracks. Multiple attempts were required to get the overhead wire sorted there. We would tighten one wire only to end up loosening another. Pull offs to adjust the position of frogs in the overhead wire were needed and when installed they would disrupt the tension of previously installed wire. After some to-ing and fro-ing and heaps of bad language we finally got there. The testing in that area indicated other needed adjustments which, when made, further disrupted the wire tension elsewhere. But we finally made it!

The first thought was that the wires over the interchange sidings should have insulators in them to provide dead sections near their ends so a loco could not be sent racing too far down them. But if such an event would transpire, the loco would just hit the chunks of foam to be installed there as bumpers for the out of sight ends of these tracks. With this thought in mind, the insulators were eliminated from the project plan.

The second section of the extension to be electrified was from East Monessen to CT Junction and the third Belle Terminal. The latter two sections were completed by the same process as the first beginning with planting the line poles along the track.

Figure 7 Figure 7 Overhead Wire Plan- Belle Terminal

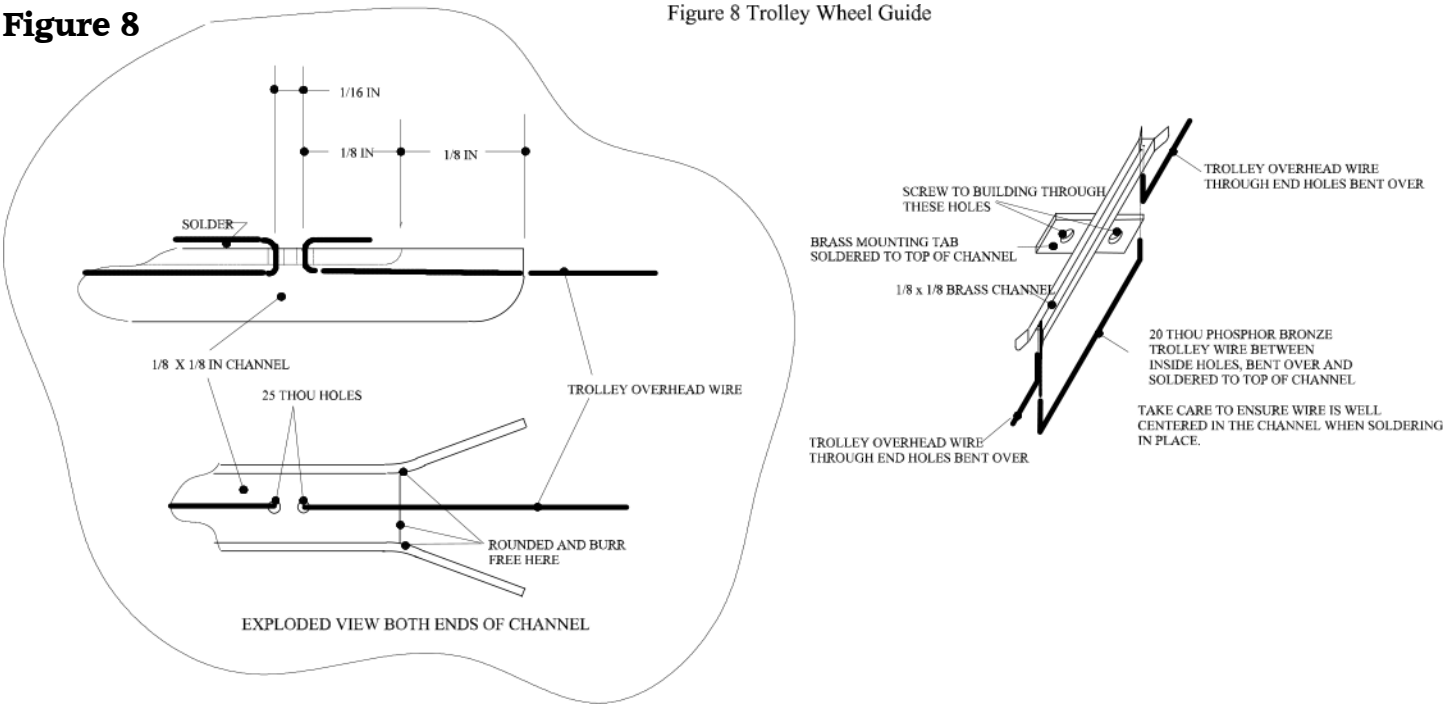


The loop siding and crossing at Belle Terminal looked to be a bit more complicated than the straight runs of overhead wire on the other sections. To get ready for this we thought it best to do some serious thinking about it and work out where line poles, power feeders, span wires, pull-offs, etc, would be needed. The plans show as **Figure 7** was worked out before the work began. This bit of preparation would have saved us some trial-and-error work during the actual install of the loop wiring. As you can see the wire attaches to the Belle Vernon station in two places, so building the station and getting is secured in place was essential preliminary work for the overhead wiring task.

Where the overhead wire passes under the station walkway, a fitting was made to help guide the trolley pole. Without such a guide, the trolley pole could push up the wire and the wheel hit the underside of the walkway and bounce off the wire. **Figure 8** shows how we made this fitting. It was a 2-1/2 inch length of 1/8 inch brass channel, another bit of brass and short length of phosphor bronze wire as shown in the sketch. I see that many just rely on such a channel to guide the wheel. I wanted the polished groove of the wheel to make good contact, so added a short section of wire, cut from trolley wire stock, between the center two of the four small holes in the brass channel. This, I hope, will ensure the groove in the wheel maintains good electrical contract when travelling through the guide. This may be overkill, but it was easy to do. The only critical bit is to ensure the added wire remains well centered between the two flanges of the channel so the wheel will not pinch and get kicked out of the channel. Using fine needle files, we made sure the channel and the flared ends were smooth and there were no burrs along the wheel path to kick the wheel out of the guide as well. Two small wood screws, through the holes in the mounting tab, were used to attach the guide in place under the walkway. The guide appears to work well.

Figure 8

Figure 8 Trolley Wheel Guide



A problem was encountered with some very brittle phosphor bronze wire received. It was breaking readily when bent to form a hook to attach to various fittings. Usually, such wire will tolerate several bends before breaking, but this coil was breaking on the first bend. In need of some better contact wire, and needing to wait a month or so to get some new supply from up in the northern 50 states, we found some local nickel silver wire and purchased it to keep the project moving along. This was sold by a jewelry supply firm and came in a rather small coil. Getting the wire straight enough was a considerable task. It was necessary to draw the wire through fingers quite a few times in an attempt to straighten it. Even then the wire was quite crooked and kinked. The stand-in wire was advertised as half-hard, but it was actually very soft and difficult to straighten satisfactorily.

We used it for some sidings and avoided it on heavy use tracks. It is still so kinky that I suspect we will replace it with harder nickel siler when we have some free time.

The tails of contact and span wire remain in place as you can see in many photos. We will allow some time for the wiring to settle in before we go back and trim all these, crimp down the joints tightly and solder some joints as some further adjustments may be needed.

When the wire was up and tested, we could work our way along the track as time permitted to add some more scenery between the track and the front of the layout. This had been delayed to ensure good access for overhead wire installation. We do this in dribs and drabs between other tasks when we need something short to fill in some time. It is a task that will take some time to fully complete. One practical result of adding such scenery is that it will stop or slow the progress of any cars that decide to leave the track and head for the floor…..we hope.

Layout Wiring

With the wire finally up and most of the testing out of the way, it was time to get the DCC system wiring completed on the extension so we could transition to DCC control.

Test running traction on DC can be a bit erratic. With the rails strapped together electrically and all wheels grounded, traction has very good conductivity to the track. But with only the single point of contact between a trolley wheel and wire, dirt or oxidation can interfere with smooth running, DCC decoders with current maintaining super capacitors resolves this problem quite nicely and car operation is much improved and more forgiving.

We use Easy DCC so had to extend the COAX T-Bus and install the plug-in panels along the layout edge as well. We also needed to route the data wire to the new extender. Maybe one day we will convert to radio control, but for now the facia plugs-ins will work nicely with walk-around control. I decided the plug-ins would best be on the facia of the bottom level of the layout to minimize the chance for cables to the handheld controller snagging overhead wires. Well, there was no facia on the bottom level yet, so the plug-in panels were screwed to the bottom level benchwork where ever for the present.

A further electrical task was to recover fully from the move and sort out the wiring mess under the old part of the layout. This really needed to be done before applying layout power to avoid doing any inadvertent arc welding or starting a bushfire under the old area. When the layout was cut into pieces for moving, the wires were cut and carefully labeled in preparation. But with the layout sections moved from old layout room to a new garage, then stored on their sides for almost a year, then moved again to the new layout room, labels had fallen off, wires were pulled loose, and generally the underside of the layout looked somewhat like downtown Tokyo in 1945. Quite a few days and nights were devoted to sitting on my roll around stool under the layout, banging my head on various bits of layout framing, burning myself with the soldering iron, fighting off man-eating spiders, chasing wires, and putting the old area wiring back together so there was no danger of shorts. Eventually we managed to get it sorted. Under the extension, all the track; overhead wire; 3-, 9- and 12-volt bus wiring had been installed neatly while building the extension, so it was ready to rock and roll once we had the wiring under the old part of the layout fixed.

Well, when just about finished sorting out the old wiring, we took a break to run the loco over the extension track just to keep the wire clean as running on DCC was to be eminent. A short was now showing on the DC test power supply between the wire and track. Since the extension was running fine on DC before I started on the old wiring, the problem had to be caused during this task. Several work sessions were spent chasing that short.

Our local train mates were coming around one night to visit the layout. We have a monthly round-robin and it was my turn. We spent the day sweeping and vacuuming the layout room, cleaning wire and track, and test

running to make sure all the glue and goo from scenery work was off the track, and it was all going well. Everything was running nicely using my test loco in anticipation of the night. We were pulling traction cars through the tight loop at Belle Terminal and the works. Then, a few hours before the group was to arrive, the Car Works Illinois Traction Class B loco we had been using for DC testing developed a short somewhere. First, the suspected problem was dirty track. But, when watching the power supply, we could see the current draw increasing when it stalled indicating a short rather than an open. We took the darn thing apart and totally rewired it for DCC so that later I could just drop in the decoder. It had a rail vs. overhead switch and wires going all over the place which we removed. I strapped the pole to one side of the two motors and the track pickups to the other side of the motors. Nothing could have been simpler. Still had the bloody short…. Had it apart three times and could not find it…. The plan was to run on DC that night, but that plan went by the boards. Probably would not have happened if no one was coming around.

Finally, we could run on the extension using the DCC system. Some cars with DCC chips installed were dusted off, programmed and tested on the new track. It was a very nice feeling to get back to this point after quite a substantial lapse of time due to moving house. And it was nice to see the Belle Vernon Extension finally working.

Turnout Controls

Turnout controls on the Belle Vernon Extension are manual, as are most all our layout turnouts. We do use Tortoise switch motors, and a bit of electronics, so a single selector switch can be used on some yard ladders to avoid the need to throw lots of turnouts to align for the correct track.

In our past narrow-gauge life, we made all our manual turnout controls using electrical slide switches; a mounting bracket hacksawed from some aluminum angle stock; a few nuts, washers, bolts and hand threaded rod; some music wire; and a fair bit of labor and swear words. We have now fallen in love with the manual controllers made by Blue Point. They sure save a lot of labor. They work very nicely, are easy to adjust for needed throw distance, and provide electrical switching for frogs (for you steam and stink buggy sorts) or indicator lamps where needed. They provide everything we had before and require no labor other than aligning them and screwing them in place. We do change the thin music wire throws that comes with them to a heavier music wire more suitable for O scale turnouts. This just requires reaming out the two associated holes with a small drill bit.

To extend the turnout controls to the layout facia we use brazing rod for operating rods. These are made of bronze, are available in several diameters and obtainable from welding supply firms. They are a relatively cheap source of metal rod. This rod also serves many modeling needs such as fence post, rainwater down pipes, etc. For turnout operators, we just bend about ¾ inch of the end at the facia down. This forms a handle to make use of the control easier. A 1-7/8-inch diameter hole in the facia allows us to set the handle even with the facia, ensuring the hooked handle end of the operating rod is readily accessible but does not protrude past the outside face of the facia enough to get snagged by clothes of any operators passing by if they rub against the facia to pass someone else in the aisle. On my last narrow-gauge layout, we had these handles extending out from the facia and hooked them when walking by quite a few times. You can see the old method in Photo **2**.

At the Blue Point end of the operating rod, we have taken to using little metal or plastic yokes made for servo controllers on model aircraft. This requires threading the end of the rod a little. Sometimes we just bent a hook on that end of the brazing rod as well. On the old home-made controllers, on the old narrow-gauge layout, we drilled holes in the plastic slide switch actuators, ran the threaded rod through the holes and secured the rod in position with nuts and lock nuts.

Sometimes a heavier brazing rod is used to reduce flexing if the operating rod's reach is long. If the business end of the operating rod needs some vertical support to keep it centered in the facia hole and easy to access for use, use eye screws or home-made "U" shaped brackets of bent stiff wire. For long reaches, these same supports can be installed mid-run to keep the rod from flexing too much when pushed. You can also use a

Figure 9

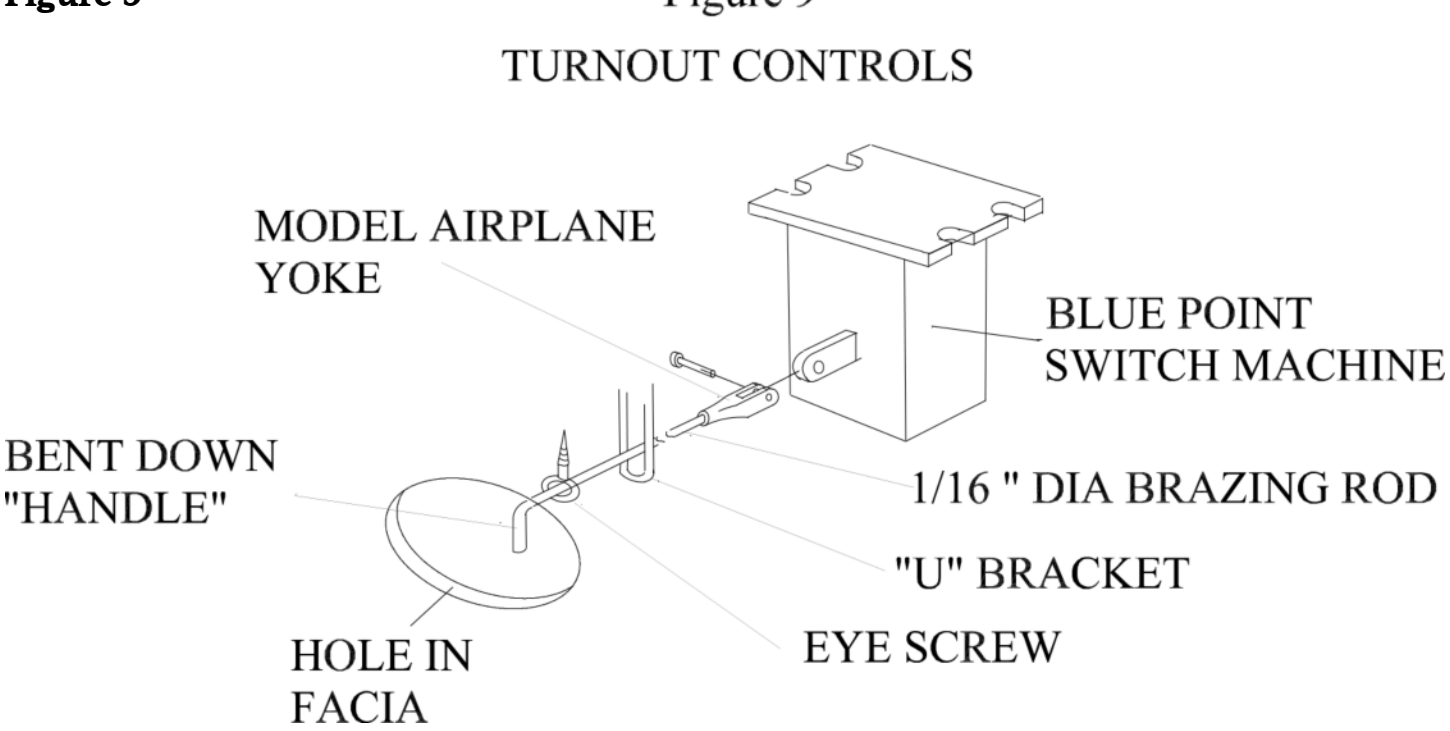
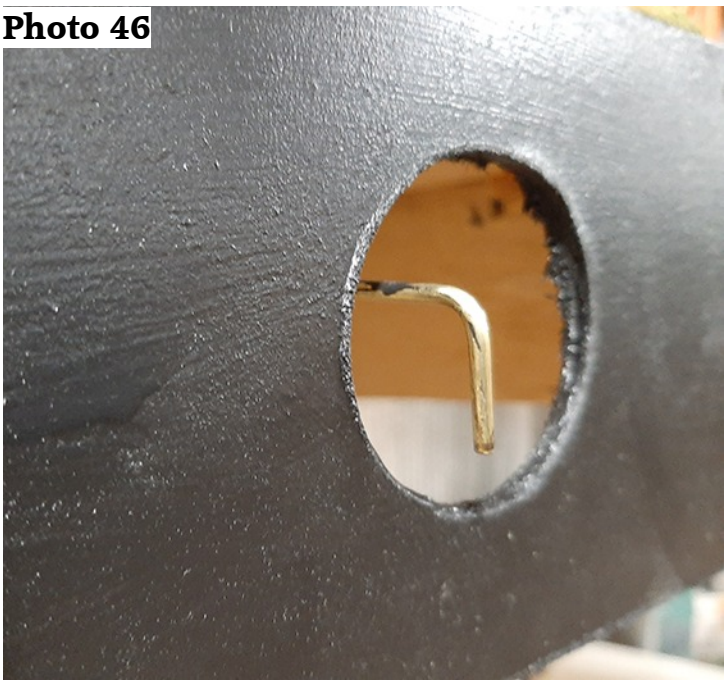


Photo 46



short length of larger tube at the mid-point for this, too. **Figure 9** is a sketch of the turnout control system we use which might make the above dribble a bit more understandable. You can see the turnout controls in **Photo 46**

The two turnouts for the loop and interchange/staging siding at Belle Vernon Terminal have spring switches. They are set for the curved routes so arriving passenger cars always go around the loop clockwise and into the station. And cars needing to access the PRCo layover/staging siding run through the station, past the layover siding, going through the spring switch, and then back into the siding. Spring switches can use the same Blue Point controllers, but they generally don't need operating rods that extend to the layout facia. I do have an operating rod on the loop turnout so that it can be set to the normal, straight, position when we need to work through the turnout when shoving freight trailers from Belle Yard to the PRCo interchange/storage sidings and for switching the train makeup tracks in Belle Yard. Otherwise, the loop turnout works as a spring switch.

For the turnout that controls access to either the PRCo interchange or layover siding, we included turnout position indictor LEDs as the position of the turnout is difficult to see.

The P&WV trackage at East Monessen just sort of disappears into a tunnel portal at the layout room wall. The turnout from the P&WV to the interchange track does not function: it is spiked in the curved position. Matter-of-fact it was a dud some nasty bugger sold me via EvilBay and it only had one switch rail. Using it here was a good place to put it as we did not need the missing switch rail, and it saved us going to the bother of fixing it. This turnout is high-up and back in a corner, and you can't even notice the missing switch rail unless you really look hard. As not much in the area attracts attention, I doubt many visitors will notice the flaw.

My first thought was to place a P&WV locomotive here on the short lead between the tunnel and the siding. We have a few suitable P&WV steam engines. I placed a USRA light 2-8-2 there. It was massively over-sized for the location. Switching to a P&WV caboose instead made it look much better. You can see the parked caboose on the P&WV lead in **Photo 47.**

This is a brass caboose by Sunset. We are in the process of scratch building a P&WV wooden USRA

Photo 47

designed caboose. We will replace the brass one with it when it finally leaves the half-built category and is finished. And, of course there is no overhead above the P&WV track as it is a steam road.

Operations

For operations, the Mountain Electric can shove freight cars onto the interchange track for the P&WV after pulling any cars coming from the P&WV. Any cars to be left by the P&WV for the ME Ry will need to use the services of the 0-5-0 switcher. The interchange track has overhead wire to allow the ME Ry full access for setting out and pulling cars there. A storage area under the benchwork will store the cars while they are "somewhere on the P&WV". The freight cars can be moved by hand between the interchange track and the storage area between operating sessions.

The waybill system has accommodation for the P&WV interchange traffic. A pocket is provided for cars that come *from the P&WV* . Another pocket is for cars *for the P&WV*. Another, third, waybill pocket holds the waybills for cars while *on the P&WV* after movement to storage. Having these three pockets should reduce the time needed to shuffle through all the waybills and find cars requiring switching.

Based on our previous experiences with waybills on the last layout, we initially planned to have a separate pocket for priority shipments. This would be for animal loads, iced reefers, milk, etc, to avoid them waiting too

long for shipment. We have probably dropped that idea and will use a pink waybill for perishable and priority shipments. Other modelers and sometimes prototype roads do this I understand.

In similar fashion, cars can be interchanged with the P&LE, PRR (via the P&LE) and the PRCo on the respective interchange tracks at Belle Yard and Belle Terminal. Cars moving between the ME Ry and the P&LE/PRR are all standard steam road freight cars, of course.

In the real world there was no carload freight on the wide gauge PRCo. The PRCo, West Penn and Harmony Route, the three major southwest Pennsylvania traction lines, were all 5' 2-1/2" gauge, so there could be no interchange with steam roads. This minor technicality we have overlooked in our model world. The three traction lines did interconnect and did cooperate on LCL freight interchange in the greater Pittsburgh area and much of southwestern Pennsylvania. The ME Ry is party to the area LCL system as well and freight motors of other lines operate over ME tracks.

In our model world, the ME Ry delivers box trailers to the PRCo on a regular basis at Belle Vernon. Industries along the ME Ry have customers located along the tracks of the PRCo, and box trailers are sent via the PRCo to these customers. We also get box trailers of the Harmony Route, and some other traction lines via the PRCo. In our model world the Harmony Route can route some freight cars from northwest Pennsylvania and the Ohio interurban system to the Mountain Electric via the PRCo as well. The Harmony Route did have some box trailers for car load traffic in the real world, but I do not think they ran on the PRCo. And the Ohio system was standard gauge, so none of their cars got to the Pittsburgh lines in the real world either. We have an interchange with the West Penn Railways at Scottdale and box trailers can be dispatched to customers along their line via this interchange as well.

Waybill boxes are provided for all these other interchange tracks as well.

One thing we learned when using waybills on the old narrow-gauge layout was that operators tend to put waybills on the layout if no other facilities for them are provided.

Photo 48

Figure 10

I was concerned about the increased potential to snag the overhead wiring when reaching for waybills lying on the layout as well as buggering up scenery. So, we decided to add small racks on the layout facia for sorting waybills and adjusting their order. **Photo 48** shows one of these racks and the nearby waybill pockets at Belle Vernon Yard. The sorting racks were made from a 12 inch long piece of ½ x 1 inch wood with a 1 inch high strip of 1/8 inch thick MDF glued to the front. The whole thing was attached to the facia with two round heat screws. The corners were knocked off to reduce the chance of clothes and throttle cables snagging them.

For anyone interested in how the Belle Vernon Extension, and our Mountain Electric, fits into the real world, please have a look at **Figure 10**. The blue line shows the route as the ME Ry leaves Belle Vernon and heads first north via East Monessen then east to Jacobs Creek and then further on east eventually. The ME Ry just sorta wanders around through the hills like a drunken cross-eyed mule! One minor problem apparent on the real-world map is such a track must cross the Youghiogheny River to reach Jacobs Creek. Due to not being able to build a bridge and maintain level separation needed on the extension, there is no modeled river crossing. This is just a small application of the modeler's license. The yellow shows the route of the prototype PRCo and the red is the WSSR and the WMBV&FCRCo.

Another disturbing fact is a track east from the actual Jacobs Creek would need to climb uphill from the Youghiogheny River valley back into the foothills. Our model track actually drops down a long 4% grade east of Jacobs Creek to reach Scottdale, which is just off the right border of the actual map: Just another minor application of the modelers license. The tracks of the Mountain Electric have been drawn over a map that came from Ryan Heckler. At the top of the map is Monongahela City. That is about where I came from. The black dots are all major coal mines in the area. We had a few.

Some additional scenes along the Belle Vernon extension are provided. In **Photo 49** you are looking west toward Belle Terminal through Belle Yard. A cut of cars is sitting on the Main and Siding 2 with Siding 1 clear.

Photo 49

Photo 50

Additional cars are parked on the storage tracks to the right. In **Photo 50** you see a cut of cars left by the P&WV on the interchange track at East Monessen. And in **Photo 51** we have started to add scenery between the tracks and the front layout edge now that the wire is in place and tested. This is almost the same shot as **Photo 12**. In **Photo 52** you can see the track diagram provided on the facia so operator have a better idea of what is

Photo 51

Photo 52

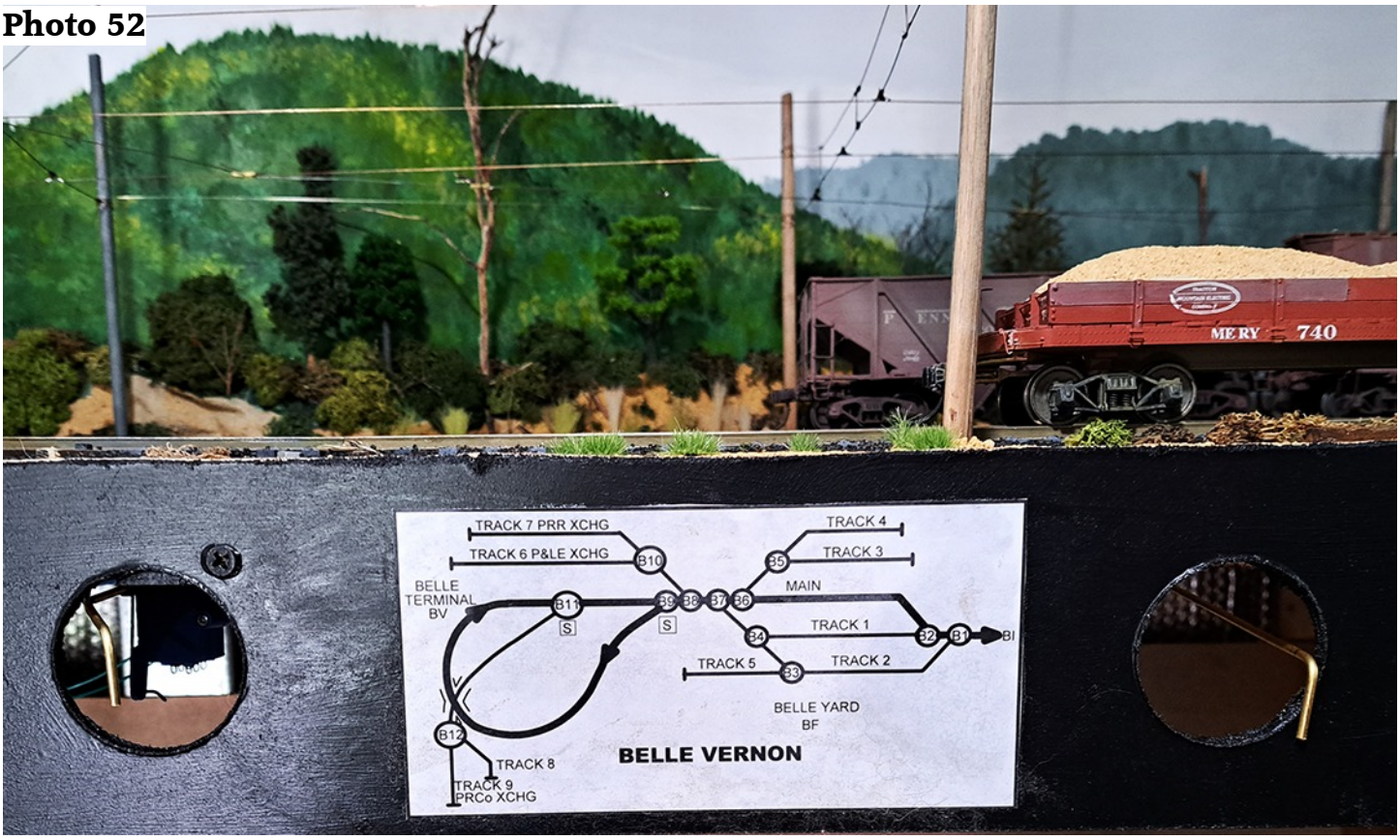


Photo 53

what in the yard. Also, in **Photo 53** is one of the throttle holders we make of MDF to provide a place to stash them so they don't get dumped on the layout and wreck scenery and overhead wire.

The extension is now finished, open for business, and hopefully providing some needed revenue for the Mountain Electric.

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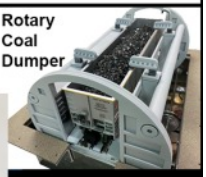

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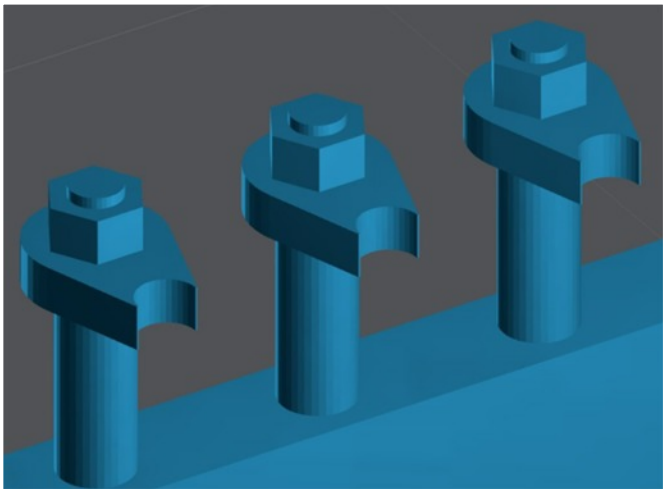


modelrailroadresource.com/WP/

More History of All Nation

By John Wubbel
Email author by clicking on their name.

Editors Note: Glenn Guerra did a write up in the November/December 2013 issue of The O Scale Resource called All-Nation Line - The Bob Colson Era. Since that time, John Wubbel has purchased the company and is continuing the history.

I embarked on another side project to research and write a comprehensive history of the All Nation Line dating back to 1923 when it was first found by owner Jim Wilson. In an effort to write in some context to do with the history of modeling in general, certain aspects had an impact on the hobby. Over the course of the company's history, many well known people and personalities like Bob Colson had much to do with making the hobby better over time. In hindsight, this made All Nation rather unique, so much so, it became an iconic brand known worldwide.

Another facet that made All Nation unique was the number of relationships and correspondences Bob Colson had with companies within the transportation industry. Many of the model kits that came to market were a result of railroads, and even some Interurban firms, freely sharing their data describing their equipment. In our archives we have paint chips from the Iowa Terminal Railroad Company, Northern Pacific Railway Company (1952), The Pennsylvania Railroad Company (1952) and Seaboard Coast Line, sometimes along with the manufacturers of the paint actually purchased and used on equipment. The Iowa Terminal Railroad Company chip and Illinois Central Orange Paint chip were sent to Bob on metal plate pieces for best representation of color on actual substrate. Extensive detailed drawings for stencils used on the Milwaukee Road, EJ&E, NYC Pacemaker or simply, just the latest photographs of equipment the roads were proud to show off as their logo brands and services. Thanks to Bob Colson, he filed away many of these contacts and correspondences and is the reason why we know about them today.

The following are examples from our archives as mentioned above.

Iowa Terminal Railroad Co.

Mason City, Iowa 50401 — Charles City, Iowa 50616

June 2, 1969

Dear Bob:

I'm sure sorry to have taken so long in answering you'r letter, so here goes. First thanks for the "Trolley Power" buttons, we all get a charge out of them here on the juice line.

The pittsburgh paint I use is Sunset Orange # 54-124 waterspar enamel. If you want this same color in lacquer, Ditzler, (a pittsburgh subsidiary) has the same thing. I'm sure lasquer would be more suitable for model building than Enamel.

I'm really glad you and you'r boy were able to come out and you know you are always welcome. If you come out alone with you'r family or friends, I'll run you a private excursion covering parts of the line we did not go on, on the fan trip. Just seeing an

I. T. has the connections

old friend who still calls me "Ted" was really great. Our line here is extremely busy now and we are working long days handeling the car load business, It looks like we are going to be bringing in materials etc for the I-35 that goes over our line in Clear Lake.

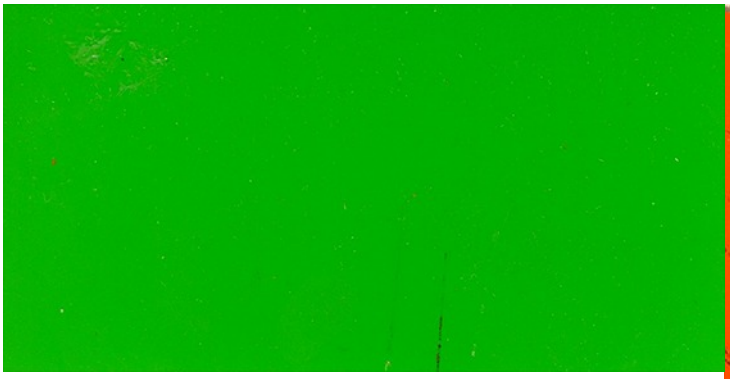
Keeping these 50 year old engins going is a challenging job, but I wouldn't trade it for a job that pays twice as much.

By the way, I'll be sending you our ITR herald real soon as it is being printed on our new stationary, "The old never had it so". I thought it up one night watching TV, so drew it out and now it's our herald for the company. If there is anything I can do for you, just drop me a line. Once Again Bob, it sure was good seeing you again after all these years.

Sincerely

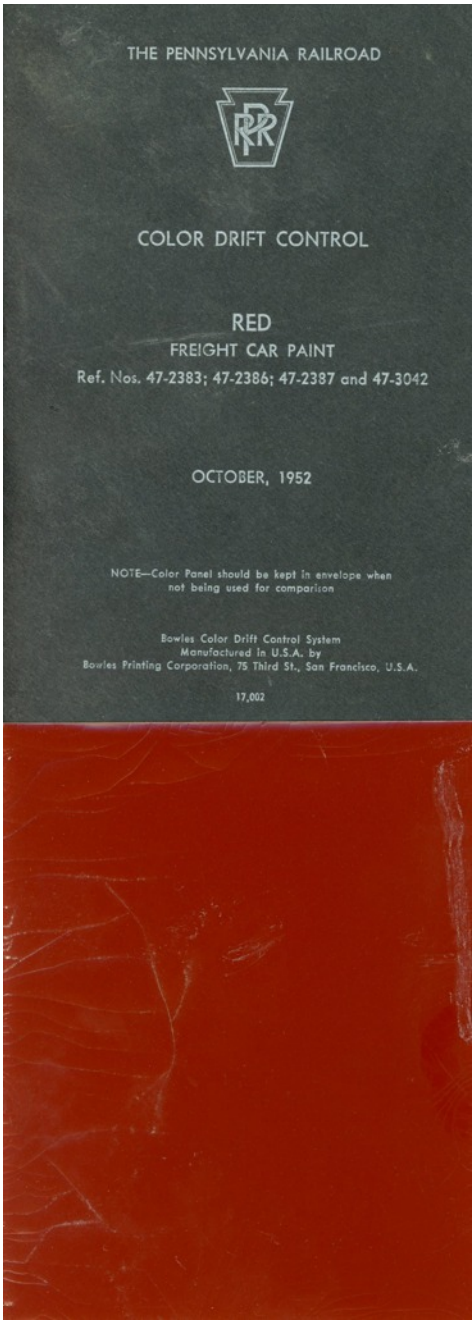
Ted Allen

Paint chips were often sent on metal instead of card stock to be representative of the paint on freight cars.



Burlington Northern Cascade Green. The paint chips are very old and the color as recorded by our digital scanner might not be perfectly accurate, however they do seem well preserved.

Illinois Central Orange



Now as often is the case, the railroads were very generous with precise information coming from their communications and marketing departments as was the case with Canadian Pacific that sent out a catalog of rolling stock in the fleet with a sample of box car red with white lettering.

The standard Canadian Pacific boxcar isn't always very standard

1 Take this newsprint car, for instance. Canadian Pacific's '80000 series' newsprint car looks very much like every other boxcar you've ever seen. Unless you're shipping newsprint. Then it will look pretty good to you. Because of a specially-designed cushioned underframe with longitudinal shock absorbers that reduces the coupling impact to a love pat. It's the only way to treat something so flimsy as paper.

2 This is the standard boxcar, the workhorse of the Canadian Pacific stable. It handles all types of packaged goods and bulk commodities requiring protection from weather.

3 Roof hatches make this standard boxcar different from all the others. It was specifically designed to handle potash and other bulk commodities affected by weather such as soda ash, lime, and nickel matte.

4 Here we've taken the standard boxcar and added something special. Heating and insulation. No matter how cold it gets, these insulated boxcars maintain temperatures customized to the loads they carry. In fact, it can be up to 75 degrees inside, even though it's below zero outside.

5 A variation on the insulated boxcar is Canadian Pacific's DFB (Damage/Dunnage Free Bulkhead) boxcar. Canned food, bottled goods, electrical appliances, or whatever, will ride in comfort in these cars because of lightweight aluminum bulkhead panels that can be locked in place by one man while the car is being loaded. These bulkheads keep your shipments where they belong to prevent load shifting in transit. And remember, these cars are also heated and insulated.

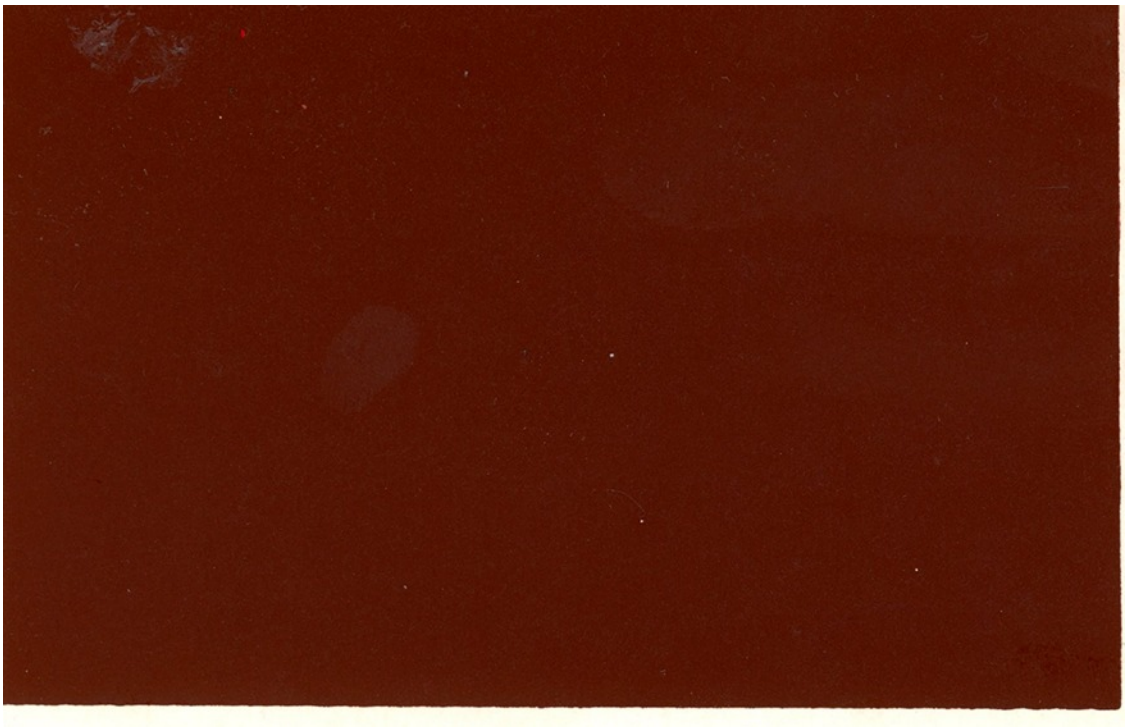
Several variations on the one theme; evidence of the ingenuity and effort that Canadian Pacific puts to the job of keeping goods on the go — with speed and efficiency.

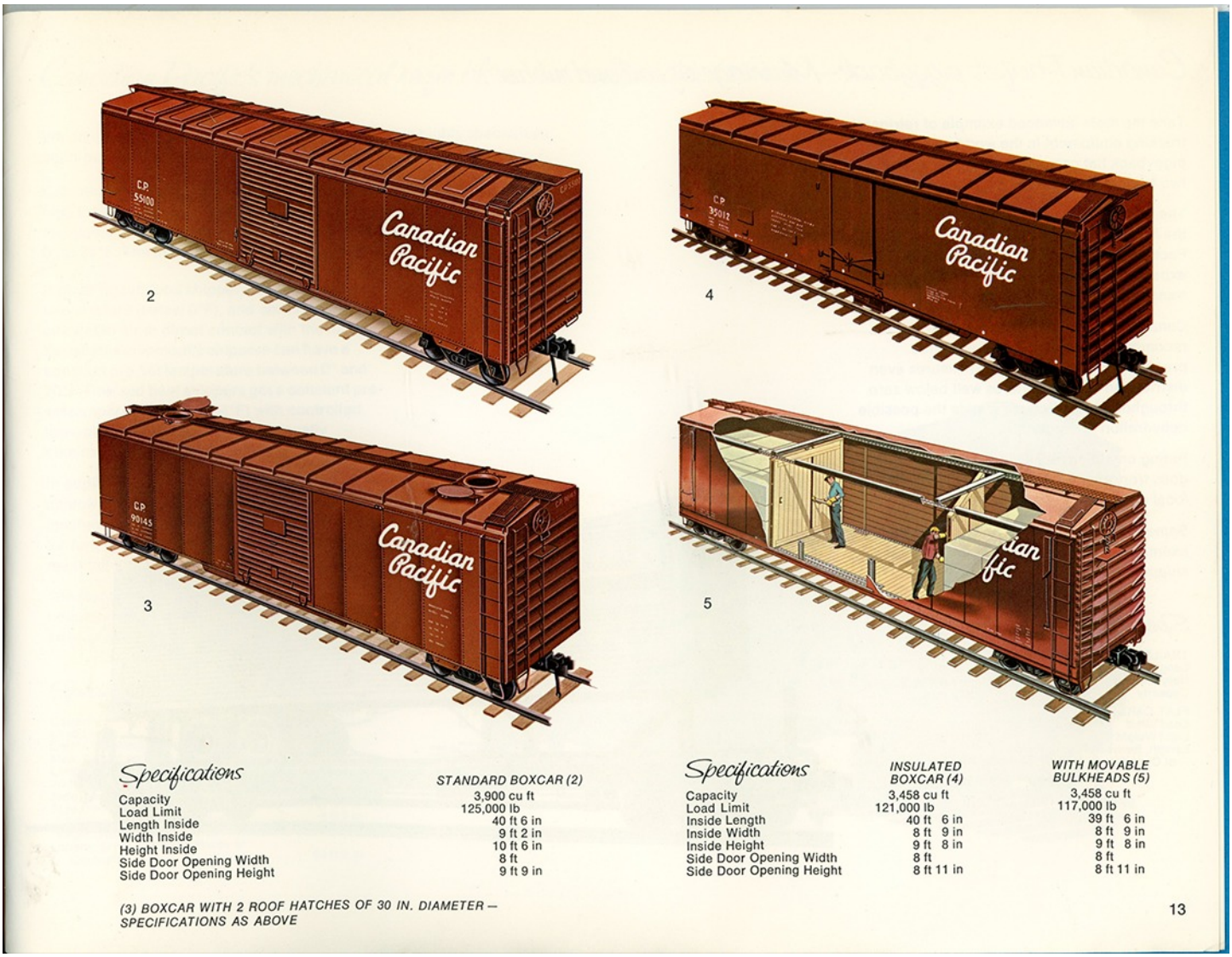
1

Specifications

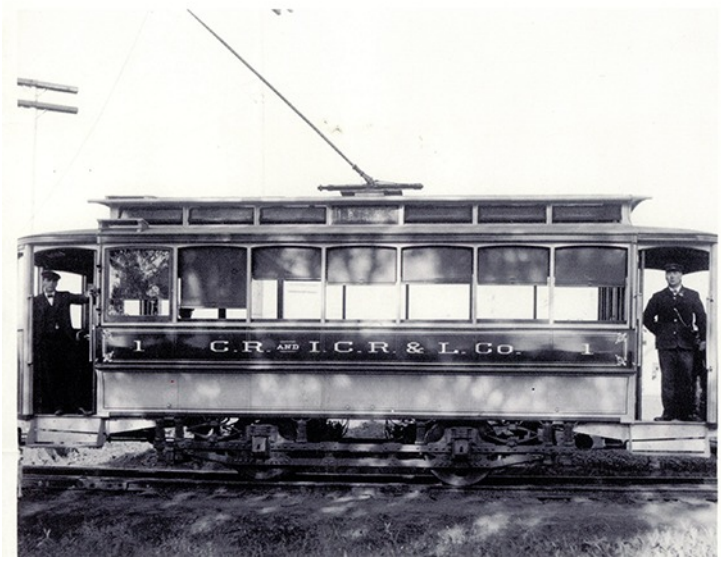
	NEWSPRINT CAR (1)
Capacity	5,090 cu ft
Load Limit	152,500 lb
Length Inside	50 ft 6 in
Width Inside	9 ft 2 in
Height Inside	11 ft
Side Door Opening Width	9 ft
Side Door Opening Height	10 ft 4 in
Height (Rail to Top of Running Boards)	15 ft 6 in
Height (Rail to Top of Floor)	3 ft 9 in
Length, Between Pulling Faces of Couplers	57 ft

12





The communication with transportation companies continued with Bill Pope, but to a lesser extent. And as was often the case, firms would be interested in ordering custom models in short runs for their advertising or to give away to customers they serve. The Cedar Rapids and Iowa City Railway provided a couple of photos instead of paint samples as were enclosed in the following letter on the right.



CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY

August 15, 2002

Bill Pope
All Nation Line
St Louis Car Co.
23 W 546 St Charles Rd
Carol Stream, IL 60188

Dear Bill:

It was a pleasure speaking with you the other day. As you suggested, enclosed are some pictures of our trolleys we would like models.

We do not know quantities yet, budget may dictate whether we need 100 or 1000 units

Non-working models, could be one piece or wheeled models, definitely correct paint job.

Don't need this until early 2004

Car 1 is the first car and #111 is the most typical interurban we ran until 1953.

Alliant Energy Transportation has 4 transportation businesses and one of them is CRANDIC.

- CRANDIC- Shortline railroad that is located in eastern Iowa.

We are a very customer sensitive organization that is backed by the assets of Alliant Energy.

If you have a chance, visit our web site for more details:

http://www.crandic.com

If after reviewing the enclosed information you have any questions, please do not hesitate to contact me.

Sincerely,

Frank Morosky
Marketing and Business Development Specialist

Alliant Energy Transportation
2330 12th Street SW
Cedar Rapids, IA 52404-3438
Direct 319-786-3696
FAX 319-786-3671
frankmorosky@alliantenergy.com
Web site: http://www.alliantenergyresources.com /transportation.htm

Over the years, the Santa Fe as well as the Burlington, two major railroad companies in Chicago were very model railroader friendly with logos, paint schemes and marketing materials. Not to be out done, the following is a sample of paint chips from the Seaboard Coast Line.

One might note the term "color drift" as provided by the railroads. The meaning refers to the changing of shade of a printing ink pigment due to aging or when used to tint another color. Checking the ink by applying a sample of it to the intended substrate can determine whether or not a particular ink has undergone, or is likely to

SEABOARD COAST LINE RAILROAD COMPANY

COLOR DRIFT CONTROL

LOCOMOTIVE BLACK
BOX CAR BLACK

HOPPER CAR BEIGE
BOX CAR BEIGE

FREIGHT CAR RED

CEMENT CAR GRAY

LOCOMOTIVE LETTERING
ALUMINUM

LOCOMOTIVE TRIM YELLOW
HOPPER CAR YELLOW

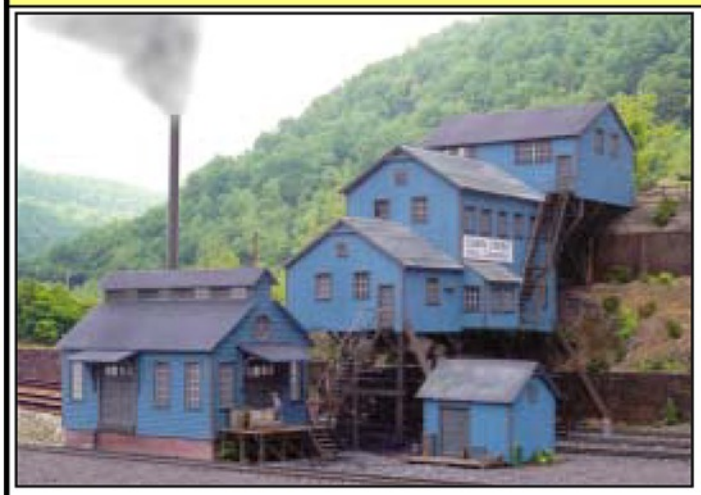
BOX CAR TRIM RED

CABOOSE CAR ORANGE

SEABOARD COAST LINE RAILROAD SCL

Moving Coal in O Scale in a Big Way

B.T.S. Laser-Created Kits!



Cabin Creek Coal Tipple

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

#14105 O Scale $ 689.95

Mill Creek Coal & Coke Tipple No. 2

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

#17240 O Scale $ 669.95

#17241 On30 Mine Cars, 3 pk $ 39.95

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undergo, a color drift. Thus, why some of the paint chips that came out of the paint shops of the railroads were on metal along with sometimes the source for the paint purchased by the railroad or car manufacturer.

The All Nation Line as of 2023 is a 100 year old entity, and it is my hope to publish its history in early 2024 for everyone to enjoy. We have already started to open source and digitize our archived documentation such as blueprints, drawings, old catalogs, and data for references for future model railroaders in our "Cool Info" https://allnationline.com/WP/?page_id=9481 section of the web site.

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O Scale Uncoupling...

Taken to new Heights

By Marty Megregian

Email author by clicking on their name.

All of us in two rail O scale have had the same complaint in running our railroads.

Uncoupling, in a single word, is severely lacking. Traditionally, this has been done using the big hook (picking up the car/engine), a pick instrument, or even rudimentary mechanical lift pins on a car or engine which are at best a pain in the rear.

With the magic of micro motors, Blunami, Kadee or Atlas uncouplers, and a little known to O scalers, HO Rapido Railcrew uncoupler, the world of uncoupling on my layout has changed dramatically.

First, let's look at the most important part of this, the uncoupling mechanism. What have we had other than grotesquely oversize Lionel couplers of the past in three rail?

Kadee makes a magnet that sits between the rails. It is both unsightly and causes too many false uncouplings, often while a slow train passes over them or sits over them. Kadee also makes an electromagnetic uncoupler. This uses a push button contact switch and a large wire wound electro magnet with two parallel metal plates that sticks up between the rails, is unsightly, and a real pain to install, especially after track is down, which is often the case.

Rapido makes a unique uncoupler that also is magnetic and uses an electro magnet to operate, but in a very different way. It uses several rare earth magnets on a rotating arm that can only uncouple when activated. What is interesting about the design is you get NO false uncouplings with this design. When uncoupling is desired, you activate the swing arm with magnets and it turns 90 degrees, and only when the magnets are turned out toward the rails does the magnetic force pull on the coupler glad hands and uncouple when backing a train up over it and pulling forward. An indicator light on the panel, built into the switch (on the newer version) tells you the switch is active to uncouple. It moves instantly and stays there using only magnetic force. The electro magnet only moves the arm and does nothing as to the uncoupling itself.

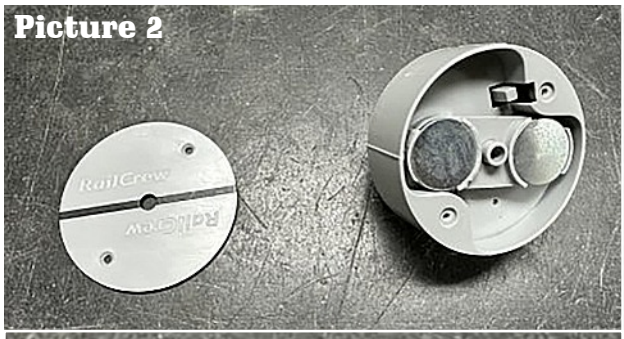
At rest, the magnets are parallel to the track. Note, the uncoupler can be left in either position as current is used just momentarily to activate and turned off by a micro switch. Damage only happens if flipped back and forth rapidly which Rapido warns against as it heats up the electro magnet. Newest versions have a heat sensitive circuit breaker (the silver metal part on the bottom) to prevent this. The delayed operation of couple-uncouple and being able to push cars back remains the same as with any Kadee device.

Why haven't we heard of this? Simple, it was made for HO. This was until enterprising O scaler Duane Danielson mentioned it to me and I saw what he was doing and his initial pitfalls.

Picture 1

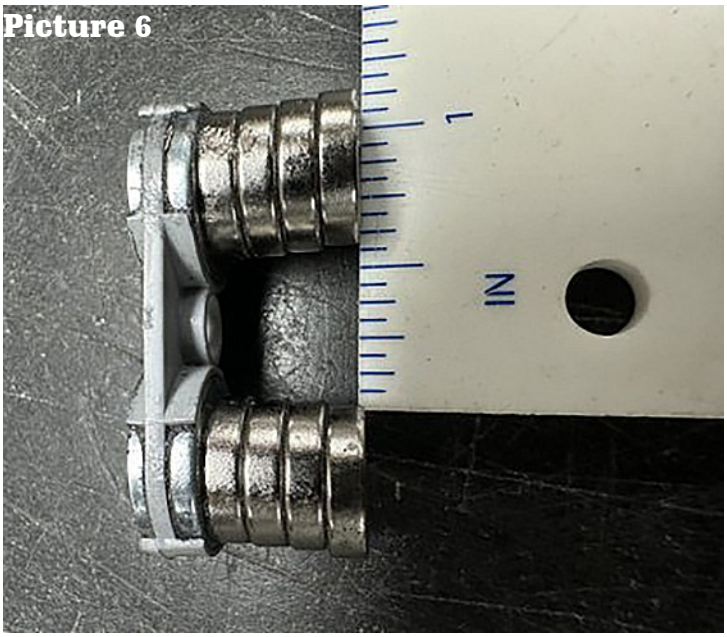
We O scalers have to innovate all the time. This is what needs done to make a fantastic uncoupler that you do not see; only indicate its presence with a flag, (the blue light in the uncoupler can be a visual aid, your choice) a marker, piece of junk, whatever. Best of all, it is under $30 to make.

Picture 1 shows a stock Rapido uncoupler and switch. First order of surgery is remove the top cap.



It uses two screws. See picture 2. Remove the armature with the magnets from the factory. See picture 3. If the magnets are glued, you leave them in place. If they are not, you use the thicker ones only and use them on the bottom. Glue in place with superglue, but make sure the polarity remains the same! You can get the magnets out of phase if not careful and the device will not work at all. Polish the bottom surface with crocus or rouge and use some graphite to make as slick as possible. See picture 4.

Now, here comes the magic. Use a stack of four neodymium magnets on the other side. See picture 5. Note, they will try and pull toward each other. Push them apart to 9/16 inch between the top two magnets and super glue. See picture 6. Note, these things are so strong they are damn near impossible to separate. The ones added are far stronger than those from Rapido. I call this placing the Rapido on steroids!

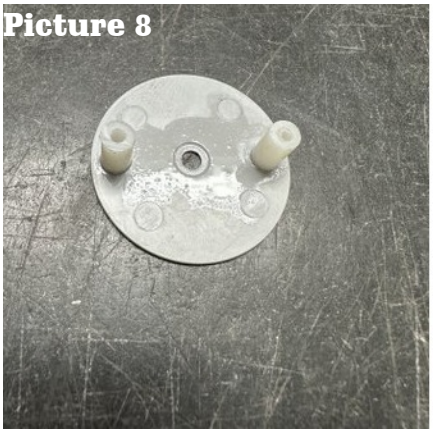


Note, on units with magnets only held by magnetism you use ten total, one on the bottom each side and a stack of four on top each side. The reason I worked on the spread was because it increased the magnetic field dramatically for uncoupling. This was figured out by a little trial and error after trying Duane's initial method.

VERY IMPORTANT! Keep the magnets from jumping around. They actually are magnetic chips glued together. The added on neodymium magnets have a thin chrome plating over them. The chrome will chip off easy. The Rapido magnets break into pieces. Keep away from all metal and tools. Use a razor blade or Exacto knife to separate.

Now things get interesting again. You now have a much higher magnetic stack and no way to house it. I found the answer right on my work bench. Duane added two standoffs to clear the top of the lid, but was having installation issues because it wasn't sealed. Where do you find the material to make the extension? See picture 7.

TEFLON TAPE RING CAPS! Teflon tape for plumbing is dirt cheap. Buy them in quantity from Home Depot, or steal from your tape you have or from friends. Some have a bottom ridge, some do not. Remove the bottom ridge. Make sure it extends past the edge of the body of the uncoupler to keep glue and ballast out.

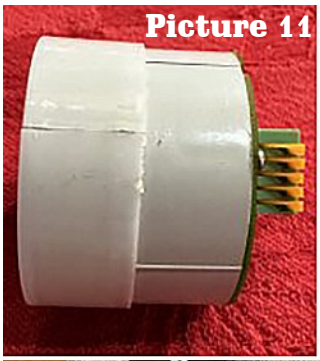

Picture 8

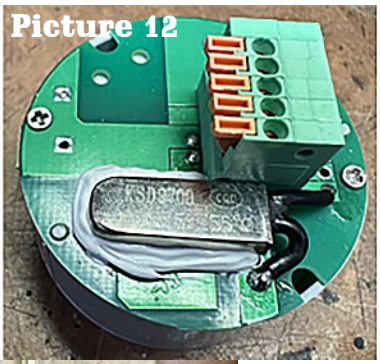

Picture 9

Picture 10

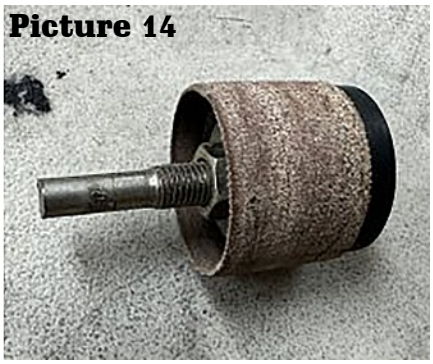
Now, experiment a little for the length of the two standoffs which are ¼ inch nylon spacers, available at any hardware store. Around 1/2-9/16 was enough to have at least 1 mm clearance to the magnet tops. The hardware store probably has 2 mm screws you can cut to length for the cap to secure to the base. Since the grey plastic is soft enough no thread tapping is needed. I seal the cap with super glue, and tape inside and out where the edges of the cut Teflon ring come together. Keep as tight as possible! See pictures 8,9,10. Note, the Teflon ring only needs to extend over the body just enough so nothing gets in there. It only needs to be sealed on the joint where the two sides of the ring come together and the top. If the bottom edge is sealed, there is no way to go back in to repair it.

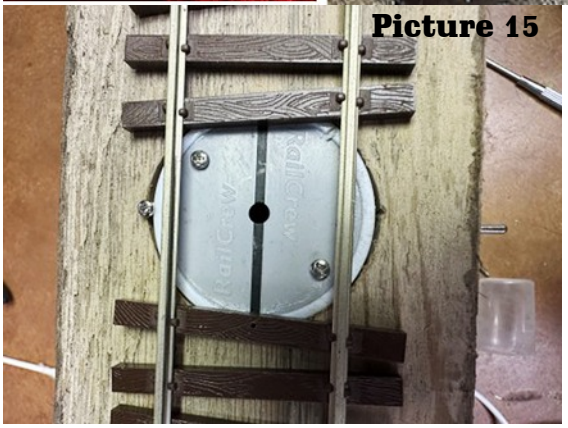
At this point, you will cut a hole up to the bottom of your ties. Start with a centering hole drilled down from on top. Then use a hole saw, about 1 ¾ inch diameter or adjustable diameter from the bottom up to your ties. If the hole is slightly undersize, hog it out with a sanding drum available from auto parts stores, Harbor freight, etc. You literally pin it with tooth picks from the bottom and or the top. Too tight and the mechanism may fail. See pictures 11,12,13,14,15. Note, test before ballasting and make sure it doesn't move. The torque is incredible and it will turn in the mounting hole.


Picture 11


Picture 12


Picture 13


Picture 14


Picture 15

Test to make sure it is functioning once wired. Get the wiring right or it will not function or blow the LED lights. The blue light on the panel will come on when in uncouple position. Rotate 90 degrees if out of phase. The line on the top is your guide to installing parallel to the track at rest. What I did not mention in detail is the center of the device has a blue light you can see from above the rail if desired. Cover it with a piece of drinking straw during ballasting if you want it to show through. I will cover mine and use signage, junk, etc. to mark the location. The whole thing can now be permanently ballasted however you want.


Picture 16

It is best to make a test track at the work bench to trial test. I use the test rack to check coupler height, test the magnetic uncoupler and to test Blunami installations, all in one. See picture 16. You can make a bunch of uncouplers in a day's time once you get the feel of it. Pictures 20 and 21 show installed, ballasted and location indicated by the battery lid or whistle post on Duane's layout.


Picture 20

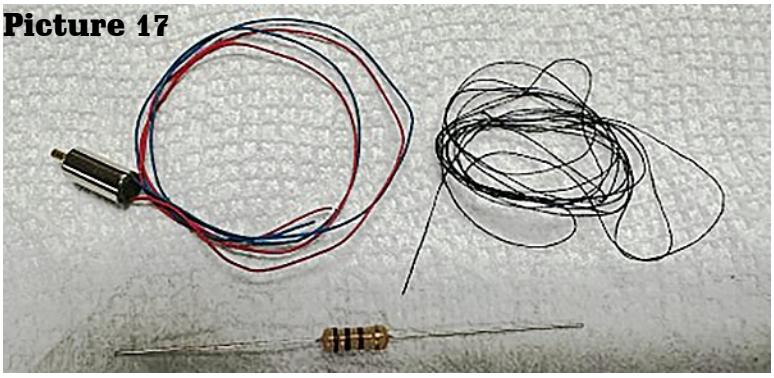

Picture 21

The range of action is a little over an inch if done right. You can cut all the way to the rail for a little more range, but I found this now tended to want to pull at the axles of your cars if they are steel. If you space the magnets out a little further, this may also gain distance as long as the armature does not hit the uncoupler body. The only potential issue is the strength of the electromagnet may be a factor and there will be more torqueing to the body. The set up as described above seems a happy medium. All this was done by experimenting with no research equipment of any sort. I used Old Pullman track on my layout over the uncoupler.

The second part of this allows you to use a locomotive and uncouple ANYWHERE on your layout at the touch of a button. In combination with the Rapido for yard or elective locations, things like uncoupling cars from either end of a switch engine, or from tenders of large road engines becomes a reality.

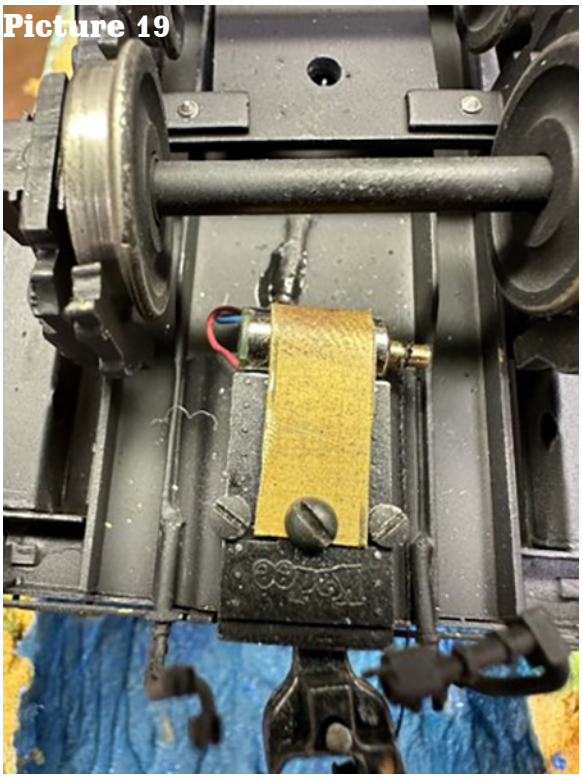
There is more work involved in the engine uncoupler and I recommend doing it when installing Blunami since everything is already apart. Using on front couplers on steam is more challenging and generally unnecessary unless on a switcher front pilot or a diesel. Where it is outstanding, other than the yard, is the ability to cut off your road engine, or helper at the touch of a button AND incorporate the sounds with it!

Enter Duane Danielson again! One of my best friends for over 30 years, he has always sent me novel ideas on things for the layout. It is him I have to thank for this little trick once again. Duane dug around and found an operation in Switzerland named Precimodels.


Picture 17

They sell super small motors that when properly mounted now operate any Kadee or Atlas coupler on the engine. They can only sell you parts without directions so as to not get into a dispute with coupler manufacturers, but directions are on the website. It is the only way to get parts. See picture 17.

Picture 18



Picture 19

At any rate, I used a modification, per Duane, on mounting the string to the coupler instead of per the instructions. I put a hole into the moveable face of the coupler with a #72 drill, tie several knots located on the inside of the coupler face, and secure with a drop of super glue instead of grooving the face and gluing to the outside. Then to mount the motor, instead of tape or glue, I use a piece of brass flat stock curved to go partly around the motor and secure with a screw in the coupler box. It is easier to remove this way and plenty secure. The round back edge of the coupler body needs to be flattened before mounting. You do not see the string. See picture 18

You have to be extremely careful getting a wind of string around the drum of the motor and use one drop of thin superglue. Note, the coupler returns to normal position just from the coupler's own spring after uncoupling. See picture 19

The wires need protecting and I use shrink wrap when going into the engine or tender. The wires are very fine and fragile.

Hook up to the decoder is simple. Either wire goes to the FX number of your choice and the other lead to the V+ on the decoder. One lead or the other MUST use the included resistor!

This step is critical! On Blunami, set the FX button number of your choice to MOMENTARY and rename to Uncoupler before testing. Otherwise, the motor will stay activated and burn up! It only needs a quick on-off and you are done. Give the engine some slack backing up, activate and pull forward. ANYWHERE! (With DCC there is only one button that can be configured to momentary (so I am told). Otherwise you must remember to turn if off within five seconds. Note, you can add the sound per instructions from Soundtraxx which will move the function from FX you used to the Uncouple sound. To move the uncouple function to the Coupler sound in Blunami, go to page 1 CV values. See which FX number you are using to activate the coupler motor. In the CV value, change from 23, 24,etc to 13 and save. You now have moved the function of uncoupling to the sound button. Remember to set the sound button to momentary since it now has taken over the function.

This coupler modification was demonstrated to Soundtraxx at the January, 2024 Prototype Rails convention in Cocoa Beach, Florida. The Rapido mods were demonstrated to Rapido at the same show.

I just love not touching my engines to change out road engines and helpers or uncoupling and making up trains in the yard. It changes everything about your layout when using both these features as described.

Parts list for Rapido Railcrew uncoupler modification

- One Rapido uncoupler part number 320001
- Two 2 mm screws at least ¾ inch long

- Two ¼ inch diameter, 1 inch long nylon spacers
- One Teflon tape top. Teflon tape rolls are less than $1.00
- 8-10 neodymium magnets (depending on if all Rapido magnets not glued and replaced)
- N52 Neodymium 1/2 x 1/8 rare earth discs from Applied Magnets, part ND031-N52
- Parts list for Engine/tender uncoupler, these are available at precimodels.com
- One O scale motor with brass winding drum
- Fine black string
- Resistor- 100 Ohm I believe (brown/black/brown bands)
- Blunami 4408 decoder
- Brass bar stock 5/16 wide x 1 inch long, 1mm thick bent over on the end of a 1/4 inch drill bit. Make sure to keep the brass between the two screws holding the coupler pocket and that there is tension on the motor to hold in place.

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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SUPER DETAILING THE ALL NATION LINE NW2 SWITCHER

By Greg Viggiano
Email author by clicking on their name.

Part 1: Body Detailing

After a multi-decade hiatus from the hobby, I'm glad that I now have the time to do a few interesting projects that I've always wanted to do. Adding detail parts has a way of bringing more realism to any model, and most would agree that 1:48 scale railroading is a wonderful scale to do that.

One of the things I've always liked about the All Nation Line NW2 switcher is the sheer weight of its indestructible all die-cast Zamac #3 metal body. As the first article of a multi-part series, I'll begin with a top down approach, starting with the body modifications and upgrades using photoetched parts and high resolution 3D printed parts. The article discusses how to make various upgrades on the body and add detail parts to make the model more appropriate for operating on a prototypical layout. The next article will cover chassis mechanicals and drive train redesign.

For this project, I started with a shell that I found on O Scale Yardsale last year for about $40. As this engine was produced in fairly large numbers over the last 75 years, it's possible to find this switcher in rough condition for bargain basement prices. As long as there is nothing seriously wrong with the body, the final results should be very acceptable, even to sophisticated model builders.

After doing some photographic research on Santa Fe prototypes operating in the late 1940's, I chose engine number 2415 - mainly due to the number of high resolution images I was able to find.

The detail work involved developing a full set of brass photoetched parts (including a wagon wheel antenna), new copper wire railings, proper Kadee couplers (No. 746), resin 3D printed parts, and miscellaneous other detail attachments, ie. chains, awnings, glass, etc. Admittedly, the All Nation NW2 switcher is not highly regarded by sophisticated modelers, some referring to it as a brick, doorstop, or boat anchor. It would not be incorrect to call the All Nation NW2 switcher a semi-scale model, but with a enough detail upgrades, you could easily move it into a (semi) fine scale category.

Adding photoetched parts to any model is a good way to improve its appearance. The same is true for adding high resolution 3D printed parts. While both of these techniques have been available for a long time, they continue to get easier and more accessible for everyone to use. For me, I needed parts that were not available, ie. spark arrestors, wagon wheel antenna, grates, etc. So why not try to learn something new?

The learning curve with designing parts using CAD software was not short for someone with no prior experience. But when you absolutely need a part that doesn't exist, you know what they say about perseverance and determination, which leads to practice makes perfect . . .

Learning to design simple parts with CAD software was a little painful, but I have to say that photoetching and 3D printing are fascinating technologies and the education is well worth the time and money.

Notwithstanding, the NW2 switcher was first produced by the General Models Corporation in 1948. Over the last 75 years, many thousands of these switchers made their home on 2-rail O scale layouts around the world. Being that this engine was produced in such large numbers over the years (and is still available from All Nation Line), it is very possible to find one in poor condition at an estate sale or swap meet for under $25. I actually acquired a 1950's version with bronze trucks in fair condition for $10 last year.

You just need to look around. Regardless of the engine's condition, it's not advisable to pay more than $100 for it, given the amount of effort required to bring it up to a prototype standard. This involves a fair amount of effort and upgrade parts (see Table 1).

The major body modifications included removing the under-mounted air tanks and adding new 3D printed air tanks and a center-mounted fuel tank, removing the side window dividers, window frames, and front marker light brackets, increasing the coupler openings, drilling holes in the pilots to accept the horizontal bars (not fun), filling the roof seams, and grinding off the casting flash from the top hood grill center divider.

Painting was fairly simple and easy. I used Duplicolor automotive flat black primer (part number DAP 1698). The primer is lacquer-based and easy to apply right out of the can - it dries quickly and is very forgiving if applied too heavily.

The Santa Fe pre-zebra stripe scheme was applied with Micro-Scale decals (part number 48-267) and weathered with dark chalks and atomized steel powder to produce real rust (when activated with a liquid salt oxidation solution applied from a mist sprayer).

I have found that it is extremely difficult (if not impossible) to get the same results with paint when trying to model real metal materials, ie. rust, chrome, stainless steel, or other reflective metal surfaces, etc.

Table 1 below lists the body upgrades, parts needed, and cost estimates that were used with this project.

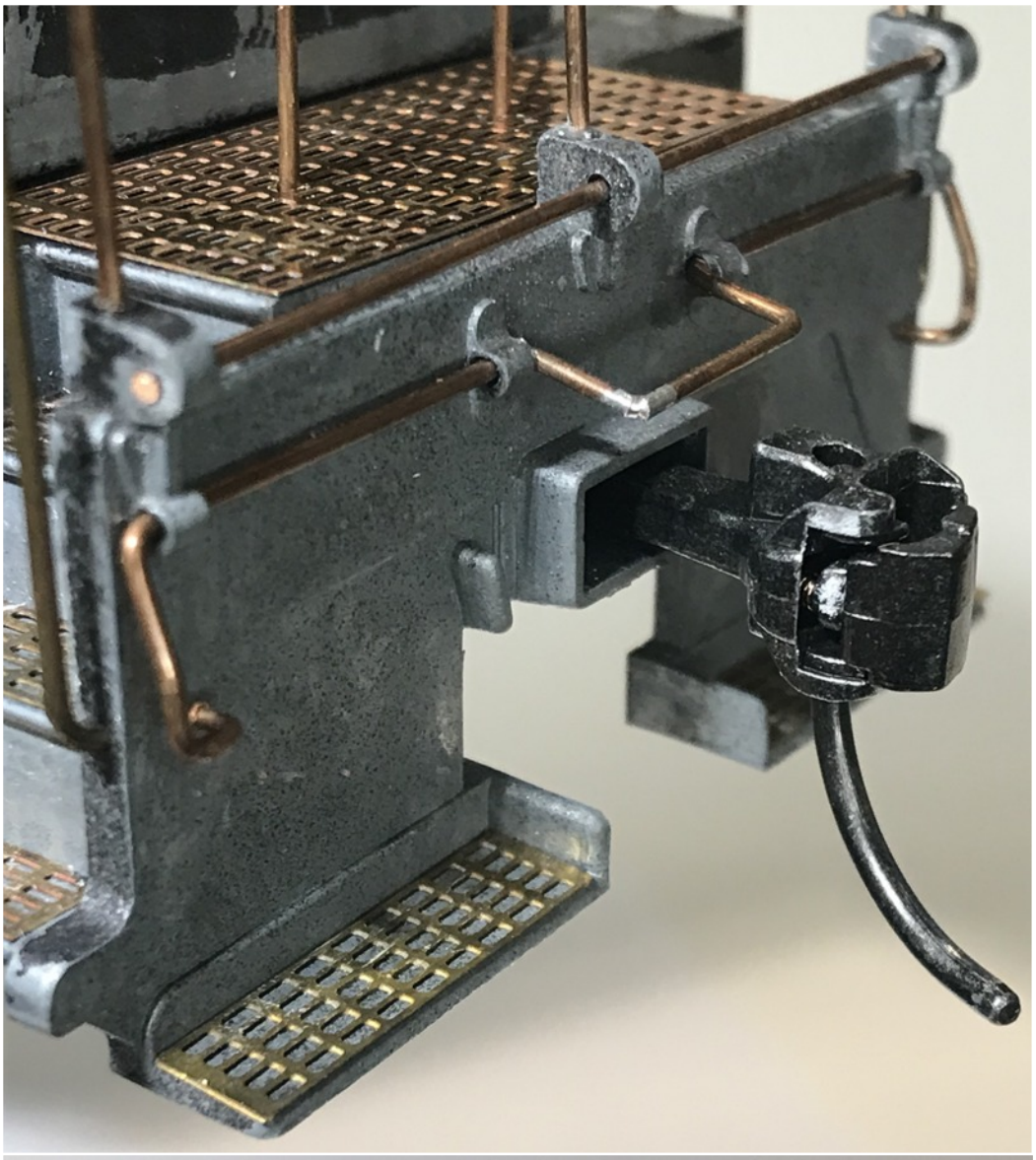
Upgrade Part	Part / Source	Cost
Photoetched parts	Author supplied	$30
3D printed parts	Author supplied	$5
Railings	Copper wire .030 / hobby shop	$20
Couplers	Kadee No. 746	$12
Chains	A-Line / eBay	$20
Glass	Microscope slides / Amazon	$10
Awnings, grill cover	ZigZag rolling papers / 7-11	$5
Decals	Micro-Scale / eBay	$12
Hoses	AWG 26 gauge wire / Amazon	$6
	Total	$120

(If you are interested in a set of 3D printed parts or photoetched parts for your NW2, please contact the author.)

In closing, I think the pandemic gave us all some pause and time to revisit old interests and hobbies - and reconsider how we like to spend our free time. I'm fortunate to have an extremely understanding wife that would let me build a cost-no-object, permanent layout in the dining room. But for now, I think I'll finish the switcher.

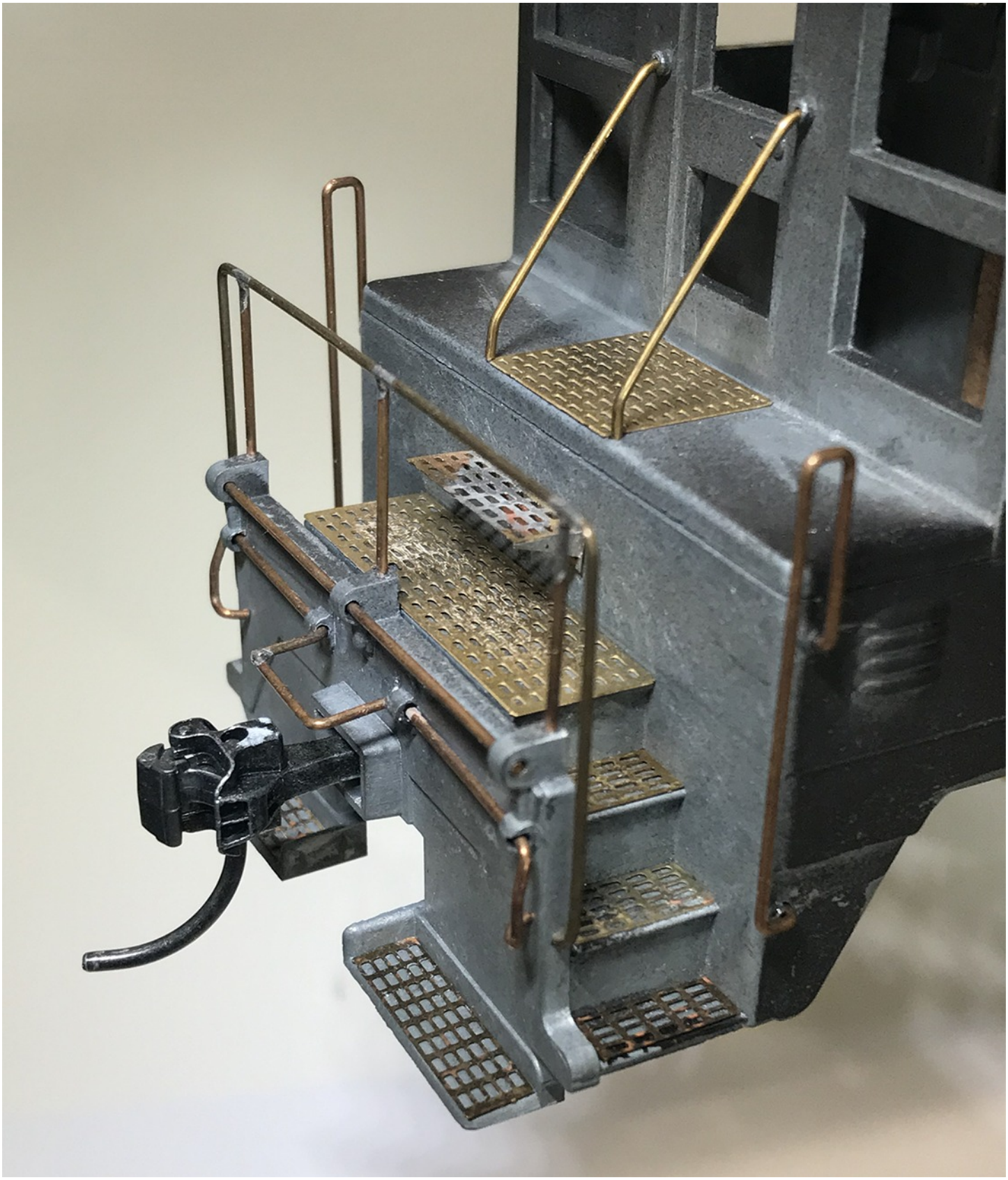
The next article will show the finished body and discuss building a completely new bolt-on, laser-cut chassis frame using a Pittman can motor with redesigned drive train components - hopefully, to rival an Atlas SW series switcher.

Front railings with coupler and grate detail. The horizontal rods required an extra long drill bit for making holes in the pilot. The rectangular coupler opening required some filing to allow installing the long Kadee 746 coupler shank.

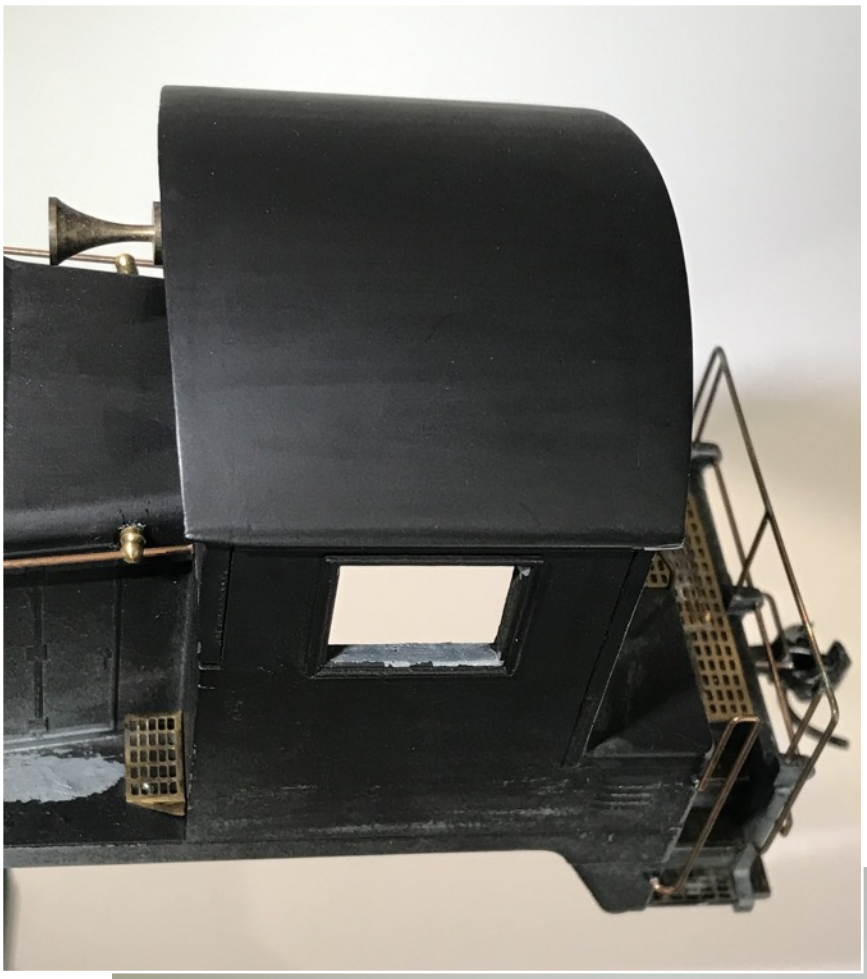


Close up of coupler opening for the Kadee 746 coupler.

High resolution 3D printed spark arrestor with mesh screen from a resin filter. The finished part was stained with India ink to preserve the mesh openings - avoiding paint that could clog the mesh detail.

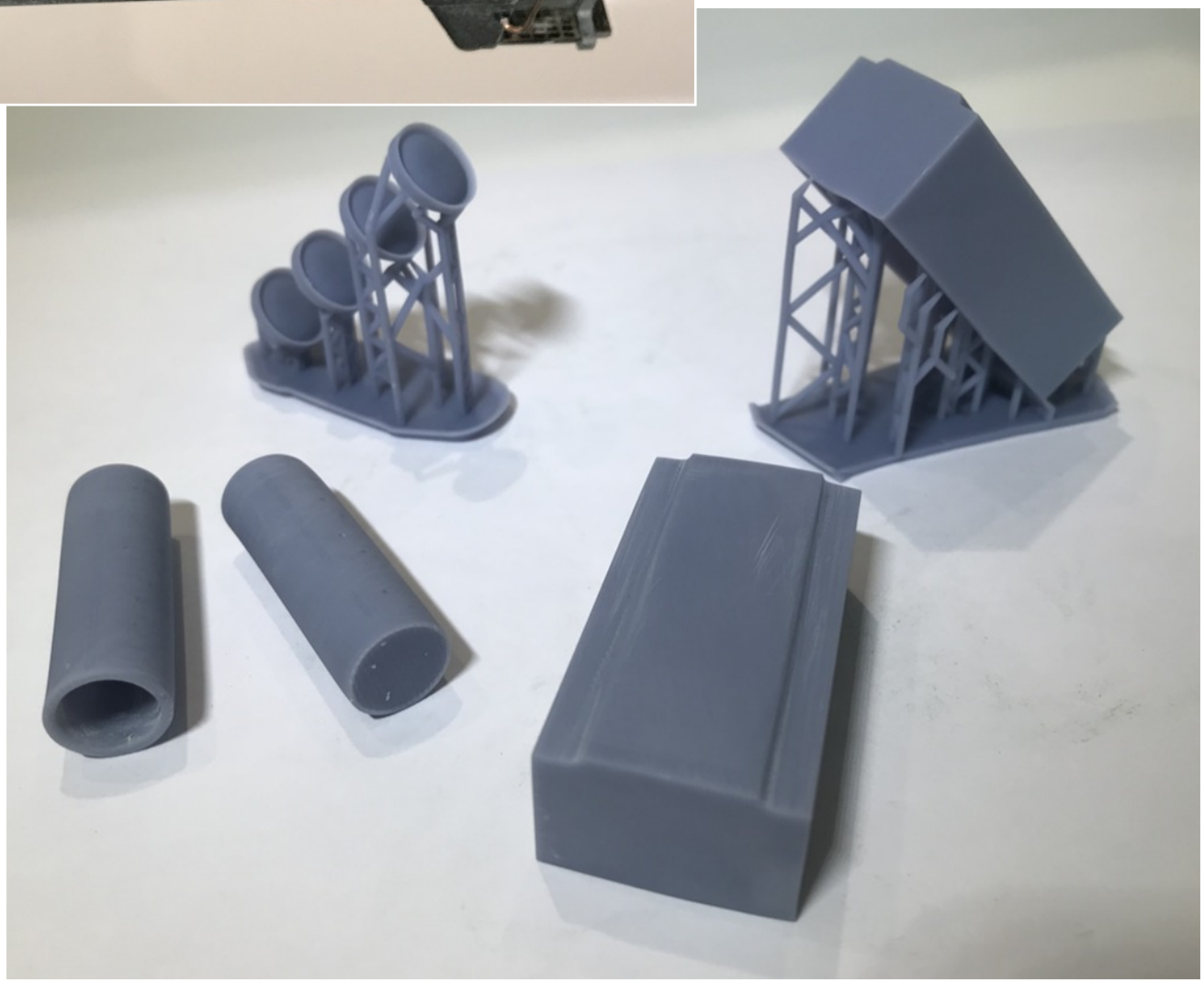


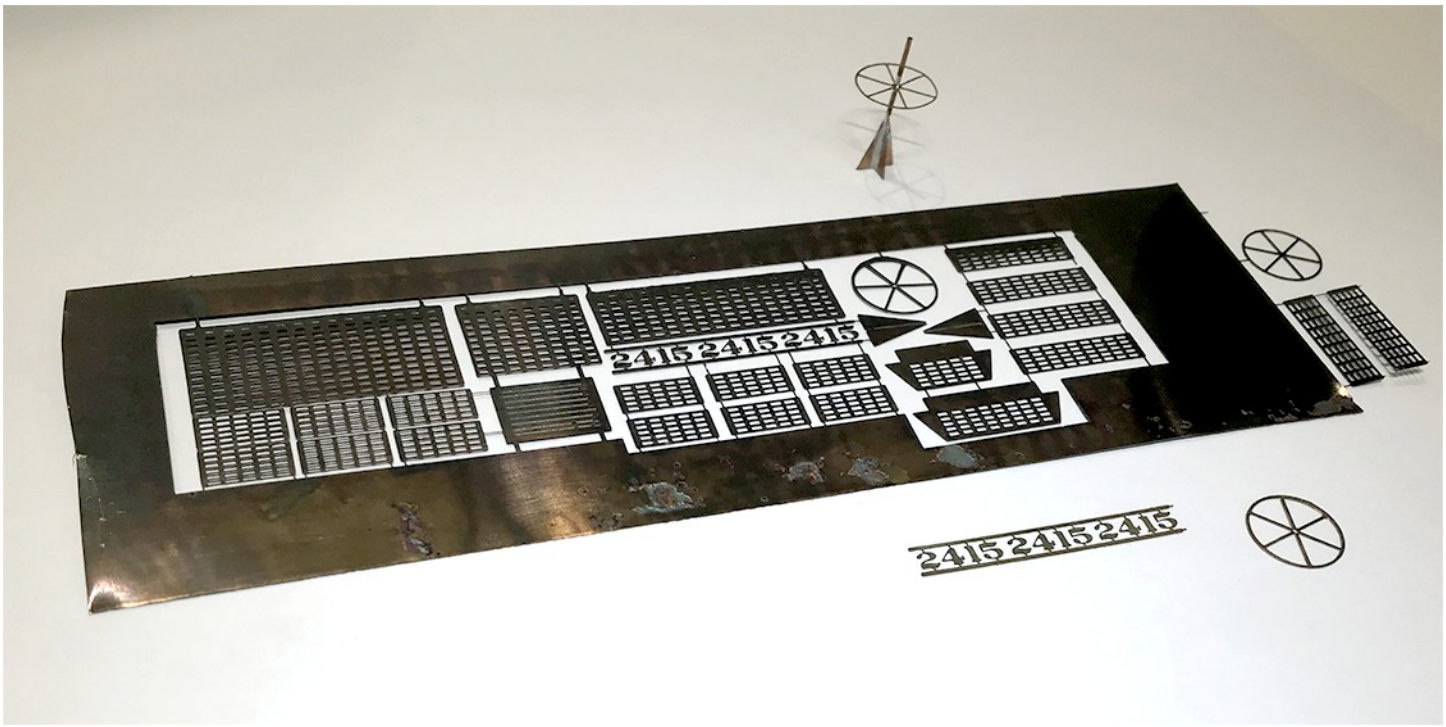
Rear railings with coupler and grate detail. Again, the horizontal rods required an extra long drill bit for making holes in the pilot. The rectangular coupler opening required some filing to allow installing the long Kadee 746 coupler shank.

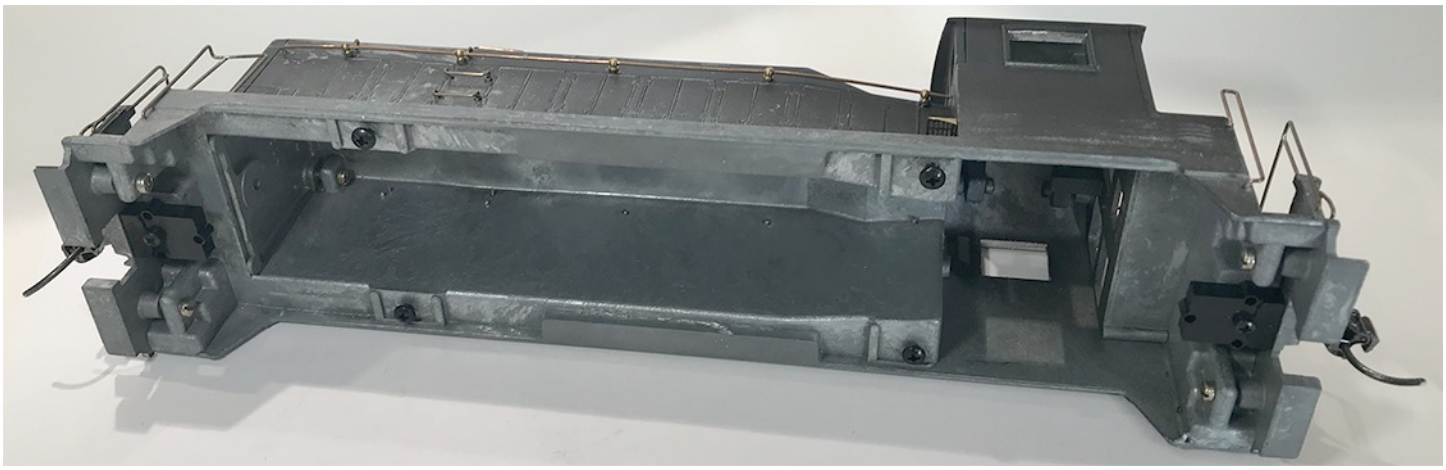


Roof resurfaced and seams filled with Bondo glazing and spot putty. Side window divider removed and filed smooth.

High resolution 3D printed parts: fuel and air tanks ready for assembly.





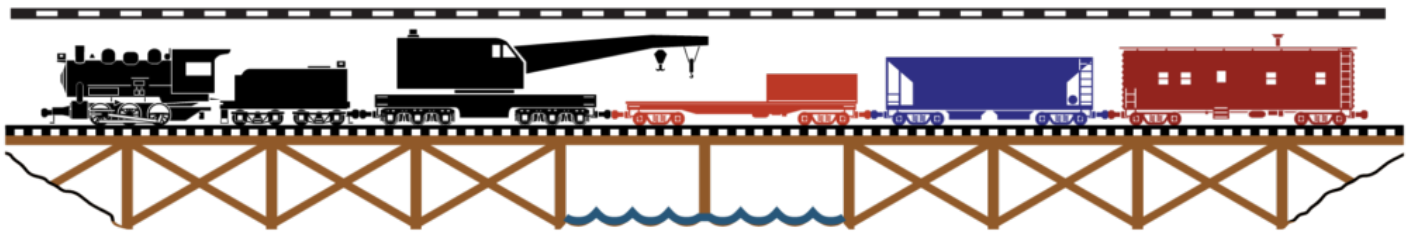


Top: A complete set of photoetched parts with extra numbers and an assembled wagon wheel antenna.

Middle: Under-mounted side air tanks removed and milled flat. Kadee 746 coupler boxes installed. The coupler installation first required removing the pilot to position the shank through the pilot, then assembling the coupler, springs, and box. The pilot with the coupler is then reattached to the body and the coupler box screwed to the body.

Left: A side awning on a restored All Nation Line NYC NW2 using Zig Zag rolling papers. Also installed is a photoetched step for cab side door.

NEW TRACKS MODELING



By Contributing Editor Jim Kellow MMR

"Modeler's Path to Success"

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

"Try it. It works!"

Our 2023 Wrap up Report for New Tracks Modeling and what's coming in 2024

Thanks to all of you, 2023 was a good year, a very good year.

1. 2023 has been a very successful year for New Tracks Modeling. We owe many thanks and a great debt of gratitude to each of our volunteers and financial contributors who make our shows possible. They have provided all the production capabilities, developed and maintained our website, handled our communication needs, provided the financing to cover the shows out of pocket costs, and accomplished all the various other jobs that allows New Tracks Modeling to function and grow. I want to thank each and every one of you.

I also want to personally thank Dan Dawdy who helped me start New Tracks Modeling and published my articles for the last 6 years. He has also supported our Zoom shows since they started 4 years ago. Dan is a true leader in our hobby, and I appreciate his counsel and friendship.

2. In 2023, our Weekly Zoom shows increased viewership, and subscribers for our website, to over 1,000, and on our YouTube channel a little over 1,700. About 700 to 800 modelers viewed, either live or by video, at least one part of each of our weekly shows. How many read my articles? I have no idea, but I know many do as they send me emails. Plus, we have the limit of 5,000 friends on my Jim Kellow Facebook page and about 3,200 followers on my Jim Kellow MMR page.

3. In April 2023, I started writing a monthly column about model railroading for my local *Citrus County Florida Chronicle* newspaper. These articles reach an audience that model railroaders don't normally talk with. I think this audience contains people who could be part of our future and deserves to talk with us. I think more of us need to reach out to them. And yes, some of the readers contact me after each article.

4. We started a Monthly Newsletter, called Observations, with Martin Breckbiel MMR as editor. The first issue was December 1, 2023. We hope this publication, which covers modeling in all scales and gauges, will help grow our viewership, and modeler participation in our activities. It is getting very good reviews. To get a free copy each month, subscribe to our website newtracksmodeling.com – it's just that easy. Click below to view our February issue.

https://newtracksmodeling.com/wp-content/uploads/2024/02/NTM_Observations_2_2024-F.pdf

MENTOR DEFINITION: A TRUSTED COUNSELOR OR GUIDE

5. We started our Scholarship Program in 2023 and it was very successful in its first year, and it's doing even better in its second year. We received our 501(c)(3) IRS designation thanks to Jeff Jordan and his law firm ARENTFOX SCHIFF LLP. You will hear more about our Scholarship program's accomplishments in later articles. In the meantime, make sure young people know about the three (3) $2,000.00 scholarships we will award in 2024. We all owe a great debt of thanks to the scholarship Committee led by Chairman Bob Davidson, with members, Phil Edholm, Jeff Jordan, Tom Farrell, Jamie Bothwell, David Schultz, and Martin Breckbiel, MMR for all their hard work. We also need to thank Larry Price, our initial Committee Chairman, and Kevin Macumber for his previous service as the Corporate Treasurer and Committee member.

6. In 2023, we started a specific scale segment monthly for N, HO, S, O, O Hi-Rail, and G. Each scale has a financial sponsor and a recognized talented scale modeler as host. We would like to expand the time for these segments, but only if you want us to. Let me know.

7. Our Zoom shows are already booked through May, 2024. So if a manufacturer or modeler wants to participate in one of our shows, please let me know so I can get you on our calendar. I would not be surprised if our shows are not completely booked though 2024 in the next several months, so please contact me soon. By the way, I already have several show segments scheduled for the 2025 year. We don't plan to stop our shows anytime in the near future.

So what is planned for 2024?

1. We are starting a major effort with Sherri Johnson, a Professional Engineer, to discuss various new technology that is available to help your modeling, and to also show how you can start using it. This will include AI for building models. These technologies are the future of modeling in our hobby and attracting younger people to our hobby. These technologies are what our kids are learning in Middle and High School so we, older modelers, need to get involved or fall way behind.

2. We are investigating starting a new effort to use local Boys and Girls Clubs to offer a program for the kids they serve after school to learn how to build models, and hopefully build a model railroad. This is in the idea stage and we could sure use some volunteer help get it going. Let me know if you are interested.

3. We are expanding our MY BUILD segments with our host Chris Coarse, to hopefully take over a full show once a month. All of us love to see what everyone else is working on or what new products manufacturers are bringing to the market. Join in and become a part of this effort. Show us your modeling, and help others learn from it.

4. With your continued help, we look forward to a very successful 2024 for our Scholarship Program. We are looking forward to getting an increase in both donations and applicants. The Scholarship Committee, led by Bob Davidson, has some really great ideas we will be implementing that will require the help of the model railroad community. We know we can count on you. More on this later.

5. What about our Build Along projects? Do you want us to do more or less of these? If you want us to do more of them, please tell me what manufacturer or type products you want to see built on the BUILD ALONGS. We can only provide what viewers want if they tell us. So please tell us.

6. We need volunteers to help with our weekly shows. We have a lot of balls in the air and we need more volunteers. I need at least one person to work on making sure we don't drop one of the balls we have in the air now. Contact me if you are interested. This is a very serious and important volunteer need.

7. What about having a virtual train show? When we used to do them at the start of the pandemic, we got a lot of viewers and I was told from many of them they had never heard about most of the manufacturers featured in the shows before. This is a great opportunity for small manufacturers to get noticed worldwide and for modelers to learn about new products. Particularly with inflation and the high costs of basic items like food, a virtual train show might be very helpful to small manufacturers and modelers alike. Let me know if you want

them. If you do, be prepared for me to ask for volunteers to help put them on. Our current volunteers have all they can handle. Lack of volunteer help is why we had to stop them before.

8. What do you want New Tracks Modeling to do we are not doing? Please tell me. We will try to do it. Thanks for all your past support. Now let's have fun in 2024 and build some great model railroading pieces of ART and have fun with our railroad empires.

Greg Cassidy and Steve Sherrill represented New Tracks Modeling and our Scholarship program at the Great Scale Model Railroad Show in Timonium, MD on February 3 and 4, 2024. Steve Sherrill got a lot of interest from kids and adults with his battery powered micro layout. Thank you Scott Geare for putting on a great show and allowing us to participate.

Steve Sherrill and Greg Cassidy at the New Tracks Modeling display in Timonium, MD. They handled out lots of flyers.

New Facebook Group for New Tracks Modeling's Readers and Viewers

My Grandson is the newest member of the New Tracks Modeling Team. He is in charge of all our programs for Pre-schoolers.

Over the Christmas holiday ,I was talking with my son, Patrick, and his wife, Kristin, about our weekly Zoom shows. Kristin suggested I start a Facebook Group. She was kind enough to explain the potential benefits of such a group for show viewers and readers of my articles. Naturally, since I am not a digitally capable person, she had to set up our New Tracks Modeling group for me. Thank you Kristen!

If you are reading this article or have viewed our Zoom shows, I encourage you to join our new group. Just go to Facebook groups, search for and click "join" New Tracks Modeling. That's all there is to it,

The group allows everyone to give feedback on our shows and articles, as well as being able to talk to each other about ideas for future content. It allows us to keep discussions going after the end of a show or an article. It also allows us to meet each other and start conversations about subjects of mutual interest.

The Facebook group, hopefully will help everyone improve their modeling and meet other modelers who may become friends. I hope everyone will join our New Tracks Modeling Facebook Group and participate.

Steve Bittinger sent me several photos of his outdoor G Scale layout on January 6, 2024.

Hi Jim, thought l would forward a couple of photos. One thing about outdoor G scale modeling it lets you experience all of the seasons. West Virginia started the day off with mixed precipitation. Some good strong sunshine tomorrow should clear the tracks. With the help of some warmer temps the railroad is back up and running. My BL2 and slug are real beasts at plowing.

Modeling is Modeling in either 2 or 3 rail model railroads.

This discussion was started by Dennis Brennan in his O Scale Hi-Rail segment on our January 3, 2024 New Tracks Modeling Zoom show. You can see a video of the show on our YouTube channel: New Tracks Modeling. Jeff Jordan joined the discussion and later sent me the following two examples. Jeff is a member of the New Tracks Modeling team and a member of our Scholarship committee.

Here's Lionel Rico Depot. I modified it to change it from its early 1900's appearance to its 1940's appearance by deleting the gingerbread trim and telegraph tower (which burned down in 1934). I also painted it in accurate D&RGW colors. After this photo was taken, I weathered it a bit and added a lighted agent's office.

Here's the Coaling Tower. The top was a substitute from Mount Blue. I textured the plastic, shortened the legs for On30, scratch built the chute, added Grandtline hardware, added the lights and paint.

Thanks Jeff. You can contact Jeff at: Jeff.Jordan@newtracksmodeling.com. Anyone else have any models they feel are suitable for either 2 or 3 rail you want to share? I love to see them. Why not show them on one of our MY BUILD show segments hosted by Chris Coarse?

The PCR of the NMRA and New Tracks Mentoring Inc. made the following joint announcement on December 27, 2023.

The Pacific Coast Region of the NMRA is joining with New Tracks mentoring Inc. to sponsor a $2,000 scholarship for the 2024/25 academic year for a model railroader pursuing a STEAM degree. The New Tracks Modeling Mentoring Scholarship sponsored by the Pacific Coast Region will be one of three $2,000 scholarships awarded this year by New Tracks Mentoring Inc., a registered 501(c)(3) charity organization. Each of the three scholarships will be awarded to a deserving young model railroader to assist in their pursuit of a higher education degree.

All three scholarships can be applied for in a single application. Links are below to the scholarship page and the applications.

The goal of the New Track Modeling Mentoring Scholarships (NTMMS) is to help model railroaders pursue higher education in the STEAM disciplines. For calendar year 2023/24, NTMMS awarded a single $1,000 scholarship. For 2023/24 the scholarship was awarded to Ethan Bernstein, a junior this year at Johns Hopkins University. Ethan is an NMRA member and works on N scale issues on the Conformance Committee of the NMRA.

Frank Markovich, MMR President of the Pacific Coast Region said about the scholarship, "The PCR, being the first NMRA region, is excited to take a leadership role in offering scholarships to young modelers to help them pursue a degree. Young modelers are the future of the model railroad hobby and the NMRA. The skills and knowledge young modelers gain while participating in model railroading are all STEAM based and lead to great educational opportunities. We hope the scholarship will help a young modeler not only get a degree, but also continue to participate in the model railroading hobby."

Jim Kellow MMR, President of New Tracks Mentoring Inc, thanked Frank and the PCR Region of the NMRA for their forethought and leadership in helping to educate our young model railroaders. "We are looking forward to working with the PCR to develop this special Scholarship and hope other Regions and Divisions of the NMRA also choose to participate in our Scholarship program. The young people who apply for our scholarship will help provide the leadership for our hobby's future.

- More details about the scholarship can be found HERE
- Apply for the scholarship using an on-line form HERE
- Apply for the scholarship using a pdf form HERE

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

Please Continue to Help Our Next Generation of Modelers Fund their Education through our Scholarship Program.

Donate to the New Tracks Mentoring Inc. 501(c)(3) Florida Non-Profit Corporation for our Scholarships. Thanks to your generous donations, we are pleased to be able to grant three $2,000.00 scholarships for the 2024 year.

Individual and Company Donations in 2023

We want to thank all the individuals and companies who donated in 2023 to our Scholarship Program and particularly the viewers whose onations of $80.00 or less helped us match the Anonymous Donors Special Challenge Grant of $1,000.00. We greatly appreciate everyone's leadership and commitment to our young modeler's education exhibited by the financial donations of all these Individuals.

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

Individual and Company Donations in 2024

As I write this on January 4, 2024 we are already getting donations for our 2025 Scholarship. Individual donors in 2024 are: David Menard, Gerald, Linda Feeney, Jim Kellow MMR, Fr Ron Walters, Bob Charles MMR. I hope we will receive donations from a lot of O Scale modelers who read this article.

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

Corporate Tier Donations

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

Major Corporation Tier Donators in 2023

We are pleased that the Pacific Coast Region of the NMRA is our first 2023 Donor who contributed $2,000 and therefore is listed as a specific scholarship sponsor for one of the 2024 scholarships. The name of their Specific Scholarship is: *The New Tracks Modeling Mentoring Scholarship sponsored by the Pacific Coast Region, NMRA.*

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

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

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

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

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

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

It's Easy to Donate to our Scholarship Fund

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

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

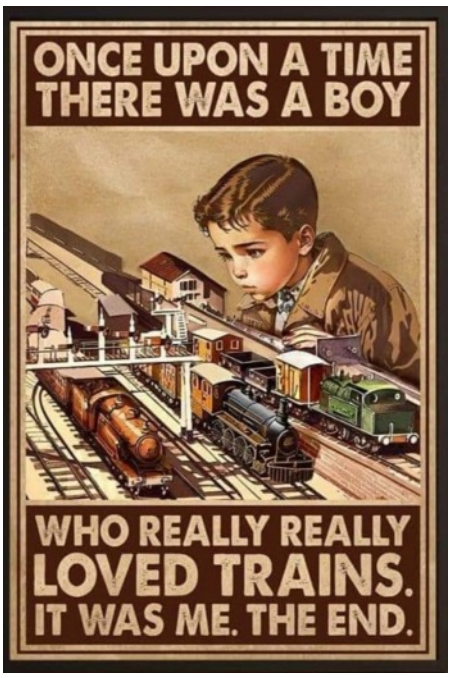
New Tracks Modeling Mentoring Scholarship
c/o Tom Farrell
2026 W. Stanton Ct.
Bloomington, IN 47404

Major Corporation Donation Tiers in 2024

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

Does this Bring Back Memories!

I found this on the Nashville Road Facebook page. No question that photo could be me, and I still feel the same way today. I bet a lot of you also see yourselves in the this photo. We need to help young kids today enjoy model railroading like we did. If we don't I worry if our existing associations and businesses will survive long term? Will our hobby?



Playing with Trains! It's Good for Kids

I found out about this in the recent publication of the National Retail Hobby Stores Association (NRHSA). A recently published article by Dr. Salim Hashmi[1] that reviewed more than 1,600 other published studies revealed that playing with toy trains aids in improving motor functions starting from an early age. This includes planning, self-control, memory, and attention skills. Additionally, building tracks for the trains while playing was indicated to potentially aid in spatial reasoning development. And then at another level yet, playing with other children helps learning and practicing collaboration, cooperation, and social understanding.

According to Dr Hashmi's study and results, constructing track, arranging train cars, envisioning scenarios, and enacting them while playing with trains can stimulate cognitive development and enhance critical thinking, spatial analysis, and decision-making skills. Collaborative play with toy trains could help encourage teamwork, negotiation, and collaboration, as children share resources, ideas, and play together. Additionally, playing with toy trains provides children with opportunities to

develop and practice problem solving abilities. Overall, train play is an excellent way for children to develop key skills.

Much of these abilities can be found translated into the activities of adult model railroading hobbyists. We plan and build layouts, plan and build complex models, construct and lay track, make up trains in a prototypical arrangements, perform problem solving in operations activities on layouts, work together in teams in operations sessions, write articles and communicate with others, create technologies to advance model building. In sum, we still play with trains. Many of these same activities extend to other activities.

My most recent experience in this arena was my being confronted by a vacuum cleaner that failed to work. There were a multitude of screws to be extracted, but once disassembled, a plug of debris was extracted from the motor armature, and functionality was restored. Re-assembly was akin to putting together a complex model holding the motor, switches with springs, etc. in their proper spaces while securing the screws into place. Not too far removed from some models on my work bench!

[1]*Hashmi, S. How Do Children Play with Toy Trains and for What Benefits? A Scoping Review. Eur. J. Investig. Health Psychol. Educ. 2023, 13, 2112–2134.*

Let's Help Kids Learn to Build Models for Their Trains

Building a model kit as a kid can be the start of a successful career and/or a lifetime hobby. Plus, it's a lot of fun. But I think you already know this. I published this in my local newspaper to try and help the local Boys and Girls club start a Model Building Program. Maybe your local club could also start such a program.

A friend recently told me about a program he started in Louisville, KY some years ago that I believe may be something that's needed by many of our local Citrus County kids.

My friend said: "When we first arrived in Louisville, I was asked by a parent of one of my grandson's friends if I could teach her son how to build plastic models. She was a single parent and the child (a middle schooler) needed help which she couldn't provide. It resulted in "Grandpop's Scale Model Building Clinic". I held two, 10 week sessions at the Jewish Community Center which provided funding for the tools and materials. Each session had about 10 kids (all boys sadly). The kids bought their own kits at our great local hobby shop with guidelines regarding complexity. It was a big success and I've been approached to do it again. A number of the kids who attended have gone on to engineering programs. All of them are now college graduation age."

Because of my involvement with providing the New Tracks Modeling Mentoring Scholarship program for HS students attending a STEAM higher educational program, I was immediately struck by his comments about some of the students becoming engineers. I was also struck by the fact that kids without full time Dads may not have access to a person who can help them learn to build scale models. So I looked around in our community for a program like my friend did in Louisville. I did not hear of one. If I missed finding one in Citrus County, please let me know about it and I will sincerely apologize, congratulate you for your efforts, and include it in a follow up article to help promote it.

But if no such program exists, then I hope that someone reading this may help start one. I know there are many retired people in Citrus County who could help kids build model kits. Are there any churches, synagogues or mosques interested in providing space and/or some funds for kits and tools? How about our local university helping through their STEAM program, or a local women's club, or the local Citrus County Model Railroad Club or Model Airplane Club, etc?

One of the local people I talked with about such a program was Mr. Travis Anderson, the CEO of the Boys and Girls Clubs of Citrus County. He is interested in having such a program because he has kids of all ages who attend his after school programs and he is always looking for activities for the members. He said he believes the kids could benefit by learning model building skills, plus this would provide something new and

different to learn at his 3 facilities located in Homosassa, Beverly Hills, and Inverness. But he would need funding.

Don't forget, one day the kids who are helped in this program might be selected for the New Tracks Modeling Mentoring Scholarship to help pay for their higher education STEAM program. After that they may find a career as a Professional Model Maker. All, in part, due to their scale model building experiences you helped provide them. I guarantee helping young kids learn to build scale models will not be a waste either of your time or any financial funding you provide. Deep down, I think you already know and believe that. Well, it's time to get to work then.

Two days after my article appeared in the newspaper, I got the first call from a retired modeler who is interested in donating some of his kits and teaching the kids at the Boys and Girls club how to build them. I was overjoyed. Gosh I hope this project really works and helps some kids. I will let you know how the program proceeds and if I get other interested volunteers.

If you think well of this type of program for your local community please let me know. Talk to your local Boys and Girls Club Director and see what he says. I look forward to hearing from you. My email is jimkellow@newtracksmodeling.com.

Our New Zoom Show Segments

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

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

G Scale Modeling hosted by Steve Bittinger (Mar 27) Sponsored by New Creations Victorian Railroad Buildings LLC

O Scale Modeling hosted by David Schultz (March 6) Sponsored by O Scale Central

O Gauge Hi-Rail Modeling hosted by Dennis Brennan (Mar 6) Sponsored by Millhouse River Studio

S Scale Modeling hosted by Timothy Huebner (March 20) Sponsored by NASG

HO scale Modeling hosted by Ed O'Rourke (Mar 13) Sponsored by Mainline Hobby Supply

N Scale Modeling hosted by Clem Harris (March 13) Sponsored by National Capital Trains

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

2. Sherri Johnson Technology Series

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

Subjects will include:

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

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

3. A Segment: "The Economics of the Model Railroading Market"

This segment will be hosted by Bernie Kriger, owner of National Capital Trains. The first monthly segment was on our January 10, 2024 Zoom show. There are three pieces of the model railroading market. The modeler, the retailer, and the manufacturer/distributor. The economic issues facing each of these groups determines the health and viability of our hobby. Bernie has a long history of consulting with private companies on economic issues issues and as a retailer and modeler in our hobby. He is extremely well suited to host this monthly segment and try to keep us up to date about the issues facing our hobby.

Please contact Bernie with your questions, comments, and opinions about model railroading and specific areas you would like him to discuss. We know that Bernie will improve our knowledge of the hobby's economic situation and what we can expect in new products, pricing, distribution channels, and manufacturing technology. Bernie can be reached at Bernie.Kriger@newtracksmodeling.com

4. A Segment: "Setting the Stage with Scenery"

Starting in January 2024, Bob Geldmacher, Chief Scenery Clinician at Scenic Express, presented a 15 minute segment twice a month about using scenery to set the stage and enhance our model railroads. As we all know, scenery plays a viral roll in creating the scenes that help to make our model railroading an art form. Bob will discuss a variety of products and demonstrate techniques that can help your scenery come alive. Please contact Bob with any suggestions about subjects you would like him to cover. You can reach him at: geldy@aol.com or call him at 410-926-4514.

5. What Other New Segments Do You Want On Our 2024 Zoom Shows?

Well 2024 is here. I am in the process of developing new segments for our Zoom shows and need your advice and ideas. What do you want to see? Please let me know. In the past I have tried to provide show

segments suggested by viewers and want to continue to do so. I look forward to hearing from you. My email is: jimkellow@newtracksmodeling.com.

You, the New Tracks Modeling team of volunteers and donors help make NEW TRACKS MODELING Zoom Shows possible. Please continue your support.

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

Now, let's meet some talented modelers

Bob Poole sent me some late 2023 photos of his railroad. They are great. See for yourself.

Bob wrote: "It's been another year of steady progress on my O Scale model railroad layout, depicting the Southern Pacific coast route between Los Angeles and Santa Barbara, in 1956 – a transition year between steam and diesel locomotives.

My main project this year was to develop the town of Oxnard (south of Ventura), as I imagine it might have looked in 1956. The first four photos are of the main street where the Oxnard depot is located, which I portray as a kind of honky-tonk area. The depot itself is in the fourth photo; this one was custom-built for me by cousin Tom Yorke, a professional model builder and graphic designer. All the other structures I built from kits. Photo 5 is an air-conditioning/heating supply company,

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

also built from a kit. It marks the transition from downtown to Oxnard's industrial zone. The last photo shows the first Oxnard industry served by rail: an ice house and icing platform. (Yes, in 1956 nearly all refrigerated produce was shipped in ice-cooled refrigerator cars.)

"Here are a few more, which continues the industrial area of Oxnard: two more views of the ice house and icing platform (both built from kits) and then the adjacent Sunkist fruit packing plant. After the reefers are iced for the trip, the packing house loads them with large wooden boxes of citrus, which a switch engine than takes them to a larger terminal where they typically get hooked into a "reefer block"– a long train filled with reefers, generally heading east. The Sunkist packing house was inspired by a photo of one such facility in Orange County, California. I drew plans and built it from scratch; it came out pretty good". (Photos 6, 7 and 8).

"Here are the last two photos. (Photos 9 and 10 next page)

The first shows the vacant lot to the west of the Sunkist packing house (the trees are purchased) and the


Photo 6

Photo 7

Photo 8

second shows the track exiting the scene (through the backdrop disguised as a short tunnel)."

"Next year's plan is to develop the last remaining town, LaCumbre, an agricultural town in the hills above Oxnard."

Thanks so much Bob for sharing your modeling. I really think it is great. Bob.Poole@newtracksmodeling.com

Next, please meet a long, long, time modeler from Chicago, Illinois.

Richard Bourgerie

I've been interested in model railroading since I was about 8 years old. I grew up in Chicago where I often went to Marshall Field's Christmas layouts, and the Museum of Science & Industry's original Q scale (1:45 scale trains with 2-rail O gauge track) Santa Fe model railroad started my interest in the hobby. Then when I saw John Allen's Gorre & Daphetid layout photos featured in the Varney ads in the fifties, I was hooked.

In the 60's when I went away to college I took a break from model railroading, and didn't start up again until the mid 80's. A photo of my first HO scale Timberline RR was featured in the March 1988 coverage of *Model Railroader's* Photo Contest. When our family moved to another house, the second HO scale Timberline RR was built and featured in the October 1995 *Model Railroader* magazine. It was a freelanced 12' x 17' shortline mountain railroad. The hobby started my interest in photography and the layout has been featured in magazines, photo contests and calendars.

When I had to move to another house, my Timberline RR was demolished with the intent to rebuild. However, I never did rebuild because 19 years ago I met a fellow model railroader in my neighborhood named Warner Clark, who was modeling his Maumee Basin Lines in Proto48.

The Timberline Railroad yard crew is turning locomotive # 1094 into the roundhouse for maintenance at the Marshall City Yards.

Operations never stop at the Silverado Mining Company headquarters.

A through freight headed by Timberline #90 crosses the High Bridge outside the mountain town of Deer

Looking down at the panoramic view over the town of Deer Creek from the top of Moose Mountain.

The tugboat Sea Witch waits for an assignment while dock workers hustle to clear the wharf of a stalled

A rail fan for at least seventy plus years, Warner grew up in the Midwest and became a traveling agent for many freight railroads.

He has worked railroad sales territories all over the United States, but is now retired to Indiana where he continues the building of the Maumee Basin Lines.

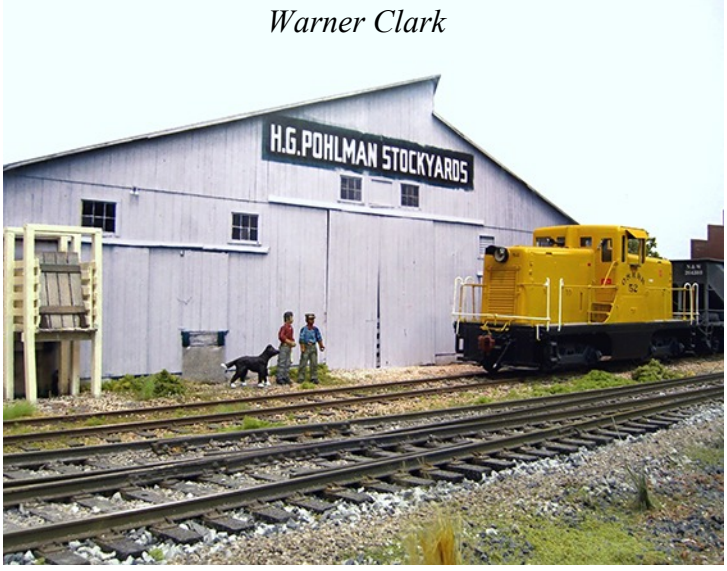
The Maumee Basin Lines is the layout name for three prototype railroads once found in northwest Ohio, and which have been severely compressed into a proto48 model operation. Proto48 is nothing more than quarter inch scale models that have rolling stock and locomotives' track gauge and wheel profiles reduced from O gauge to actual prototype dimensions. I started

Nickel Plate train #43, a westbound fast freight from Toledo, takes a siding as eastbound ST-96/FT98 holds the main.

Big action at the Roundhouse at MC Junction in Toledo, Ohio. Nickel Plate # 597 enters a stall for routine maintenance.

Warner Clark

Warner Clark's Ohio & Morenci # 142 crosses the brick streets on Main Street in Morenci, Michigan. The O&M is a 20 mile long freight line and vestige of the former Toledo & Western Electric Railway that once ran interurban cars.



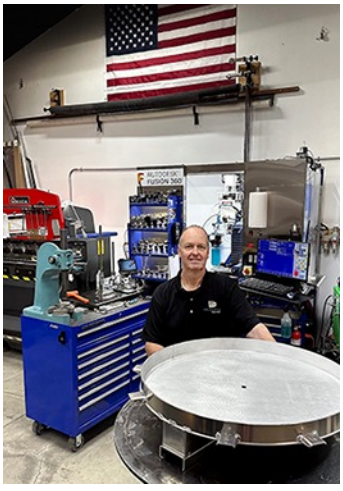
Ohio & Morenci #52 passes the H.G. Pohlman Stock Yards in Malinta, Ohio.

helping Warner weekly with his layout, and I found the larger scale very appealing for a number of reasons. It was easier to see and work with at my age.

It provided the opportunity to model much more detail and realism for photography. Warner is a master modeler, and his mentoring has made me much better. We have complimentary skills that contribute to making the layout higher quality. Warner is very good at benchwork, hand laying track, and wiring. I enjoy scenery, detailing, weathering and photography. We both build structures and rolling stock.

Thanks Rich for all your help and interest.
Richard.Bourgerie@newtracksmodeling.com

Dennis Brennan introduced me to Al and we are all so fortunate he did. Al is the sponsor of the O Hi-RAil segment on our New Tracks Modeling Zoom show and is a truly dedicated O scale modeler and manufacturer who has some outstanding products.



Alan Zamorski

I am a commercial photographer with a background in fine arts. In my studio, I use my creativity and my attention to detail to create effective products for my photo clients. This same attention to detail and creativity drives me as a modeler. I use my skills to make my models as realistic as possible, both on my layout and on the products I build.

Initially, I was introduced into hobby as a kid by a good friend. His grandfather had an O gauge layout in a spare bedroom and we spent hours watching him run his train. I still remember how excited I would get when he would let me take the controls. I wanted my own layout so badly. In 2001, my infant son received an O gauge train set as a Christmas gift from his grandpa.

Naturally, since my son couldn't even stand yet, I took over and I set to work building the dream layout that I had dreamt of as a kid.

In 2009, I decided to build my own turntable after not being happy with what was being offered in the hobby. I had built many models from scratch, as well as kits and kitbashing to make models that were completely unique. I took of those skills and produced a highly detailed turntable. I was so excited with the end product that I wanted to share it with other hobbyists and Millhouse River Studio was born.

When I first got back into the hobby. I worked on my first craftsman kit, a backwoods sawmill. When I opened the box all I saw was a box of sticks and I had no clue where to begin. I found a seller on eBay that was selling his built kit just like the one I had just purchased a week earlier. I messaged him asking if he had any pointers on building the kit since I had never built one. He was kind enough to reply with a two page outline of all of his tips and tricks. Tom, now a dear friend, is an On30 logging modeler with a beautiful, highly detailed layout.

I model in O scale. I tried HO, but felt it didn't have the presence O does on the rails. Also, my eyes appreciate O, the older I get.

Being in the hobby as a modeler and manufacturer, I am always trying to help others in the hobby, when they are trying to conceive designs or looking to build a structure or scenery. I think of my friend, Tom, who took me under his wing and gave me so much insight. Often, I don't care if I run the trains, I can be content working on a model or a scene on the layout. Time just flies by.

Thanks Al for sharing your modeling and Company's products with us. He can be reached at: Alan.Zamorski@newtracksmodeling.com

Ron Mitchell

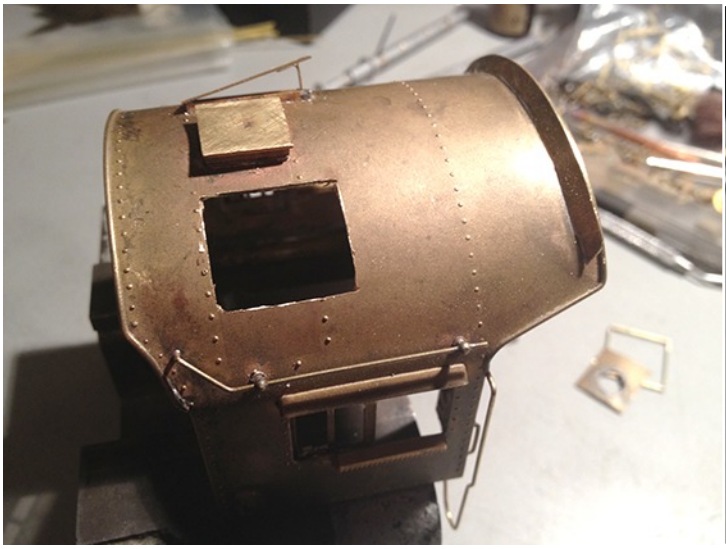
Hi - My name is Ron Mitchell, and like many my story is pretty standard. My love of trains started as a young child. I have been modeling trains for over 50 years. Starting with some hand me down tinplate, then moving to HO.

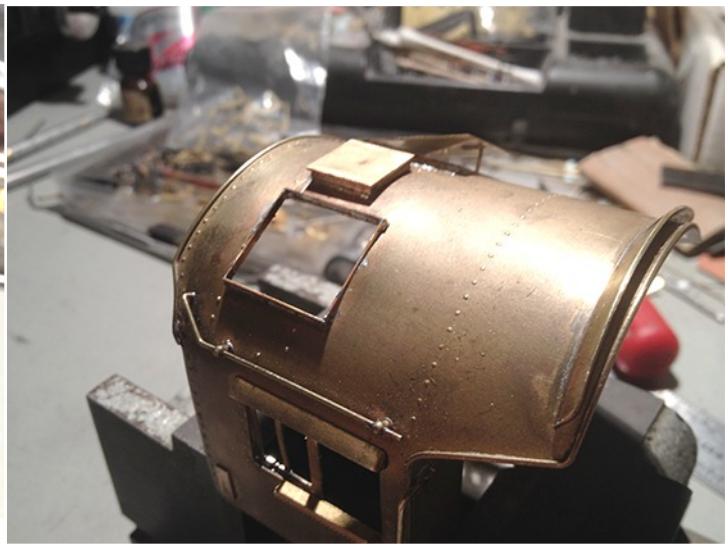
My older brother Ken was also a railfan. Also, as a child, if I saw a train, my mom would say "This must be your lucky day!". I had many adventures with friends as a teen, sneaking off to Taylor yard in L.A.

As a kid, my first encounter with O scale 2 rail, was the club at the Pomona Fair Grounds in L.A. in the early 80's and I immediately fell in love, but it wouldn't be until 1992 when I took the plunge into O scale. My first O scale locomotive was a U.S. Hobbies 2-8-0, and my first car was an Intermountain reefer.

Working with brass scared me at first, but the right tools make all the difference. A nice hot soldering iron, a mini torch, and a resistance soldering iron are a must! I have learned that working

U.P. 5029 is a U.S. Hobbies 2-10-2 I upgraded with a ton of PSC parts. I scratch built the grip box and the water tank extension, and cut in the cab new roof hatches.





with brass/soldering, is as simple as – if you don't like the joint, unsolder it, clean it, and re-solder it! Practice makes perfect!

At first, I tried to stay in the mid to late 50's, but then along came a Centennial kit by Bill Melis and that threw me into the mid to late 70's as well.

I have a number of friends in O scale here in Utah, and sometimes we get together and have a 'show and tell' or a modeling session. It helps to have local and remote friends to keep up our inspiration/motivation in modeling.

I have built many buildings for my friend Bob Jarvis' layout. Bob and I have been friends for nearly 30 years, and I have painted a number of locomotives for him too. I paint all my own equipment.

Most of my experience comes from trial and error, but I am always open to new suggestions and techniques. Just try it! My biggest problems are my own mental humps. Once you get over those – there's no limits! If I can do it, you can too!

My focus is Union Pacific, but I also have Rio Grande, Western Pacific, and Santa Fe motive power. My dream layout would be named 'Everywhere West' because I'm really a fan of most western roads. I have yet to acquire some Southern Pacific equipment (Cab Forward or a Daylight train would be nice!).Too many trains, not enough time! Unfortunately, I do not have a layout yet, but I have a goal of putting up a building in my back yard for a layout.

U.P. 1023 is an All Nation NW2 that I did major modifications to. I used KV Models for the stairwells and switching steps. It has CLW sideframes.

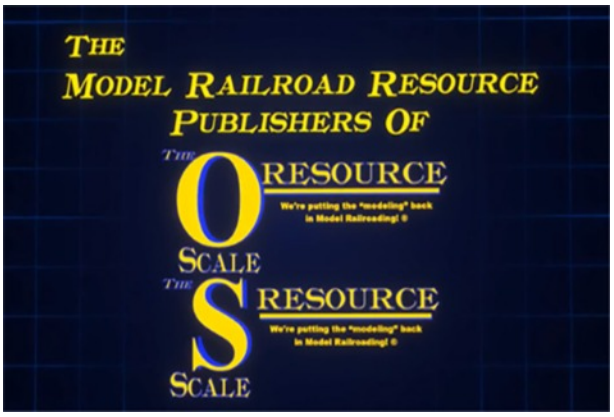
U.P. 187B is a Red Caboose GP9 that I kitbashed into a B unit. The stanchions are by PSC, and the lift rings are by P&D Hobby.

Some of the people that have helped me along in O scale are (in no particular order): Bob Jarvis, Jim Allen. Jay Criswell, Jim Harper Scott Gentry, Greg Hardy, Gordon Reynolds, and Rod Miller.

As Ron says, you can always learn new skills and he is fortunate to have benefited from so many people who have helped him. Now he us willing and available to help others.

Thanks Ron for your interest. Ron can be reached at Ron.Mitchell@newtracksmodeling.com

NewTracks Modeling "MY BUILD" Monthly Shows



Sponsored by Model Railroad Resource LLC.

Starting in January 2024 the "MY BUILD" segment started to occupy more of a Monthly show. Here is the list of the MY BUILD shows for the remainder of 2024 and the special focus for each show. Please join in, show us your models, and help us learn.

March 20 – Free for all! Anything goes!

April 24 - Spring! Scenery, flora, vegetation, trees, something wild, flower boxes, vines, backdrops, planting crops, world awakening after winter, greenhouses,

May 22 – Free for all! Anything goes!

June 19 - Water. Waterfront buildings, wharves, boats, covered bridges, water tanks, anything water related

July 24 – Free for all! Anything goes!

August 21 - Harvest. Farm equipment, grain elevators, hopper cars, mills, tractors, agriculture, barns, chicken coops, live stock, cattle pens/ranching, cattle cars, reefer cars,

September 18 – Free for all! Anything goes!

October 16 - Halloween. haunted houses, abandoned buildings, abandoned railroad cars, scarecrows, derelict engines,

November 20 – Free for all! Anything goes!

December 18 - Holiday. Santa, Christmas billboard cars, snow scenery, snow plows, people ice skating, holiday lighting, holiday decorations,

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

These segments are designed to be supportive and non-judgmental so modelers can help each other learn and develop their modeling skills. We hope allocating the MY BUILD more time in our monthly show will provide modelers with the opportunity to have more extensive and in-depth discussions about their projects.

Every viewer of New Tracks Modeling is encouraged to send in one or more photos of their modeling to the show's host, Chris Coarse, railrunner130@hotmail.com in advance of the next MY BUILD show. Chris will

organize these photos into a PowerPoint slideshow. During the show, each participant is given the opportunity to discuss their slides. They can share valuable tips, discuss techniques, answer questions from the audience, or pose their own questions about something they want to learn. MY BUILD is designed to serve railroad modelers of all scales, gauges, and age groups. Everyone is encouraged to participate. Chris Coarse is the owner of Conowingo Models. Conowingomodels.com and welcomes any of your comments or suggestions for the MY BUILD. His email is: railrunner130@hotmail.com

See the January 17, 2024 MY BUILD article in this issue.

NewTracks Modeling "BUILD ALONGS"

Our BUILD ALONG Modeling experiences provide viewers a personal mentor and great discounted prices on a models you can BUILD ALONG with a talented modeler on the show. Join us on our weekly Zoom shows for a great learning experience that will help you improve your modeling and build some great models.

Crystal River Products

On March 6, 2024. Rand and Seth Johnson, Father and Son owners of Crystal River Products will begin their Build Along of one of their kits. Details about the kit including the discount available to viewers who purchase the kit, as well as the code word to use when ordering the kit will be available soon on our website. Please visit their website at: https://www.crystalriverproducts.com/ for additional information about their company.

Ipswich Hobbies

Jack Dziadul, owner of Ipswich Hobbies, will build his Section House kit starting April 10, 2024 in a Build Along. The kit is available in N, HO, and O Scale for New Tracks Modelers.

Special Pricing for New Tracks Modeling Viewers:

1. Kit #6 N scale $15 less 20% discount = $12
2. Kit #5 HO scale $25 less 20% discount = $20
3. Kit #18 O scale $45 less 20% discount = $36
4. Shipping $8.95 – Local pick-up option

Ordering the kit:

1. Discount code – **NEWTRACK** (good for one kit)
2. Discount start date March 6, 2024
3. Discount end date April 15, 2024

Please visit the Ipswich Hobbies for more information about the company and its products: https://ipswichhobbies.com/

More BUILD ALONG projects to come in 2024

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

I am looking for more Modelers and Manufacturers to be involved in future BUILD ALONG segments in 2024. Contact me if you are interested at: jimkellow@newtracksmodeling.com.

WATCH ME BUILD Railroad Models

These segments provide modelers the opportunity to build a model to not only demonstrate their modeling skills and techniques but to help other modelers improve their skills. These segments can be for one or more shows depending on the details included for the modeling presentation. Viewers can ask questions and learn from experienced modelers various facets of modeling. Upcoming 2024 Show Segments:

Starting June 12, 2024 Frenchman River's M. Spilane Building in O Scale will be built by Tom Farrell as currently occupied, and by Tom Yorke as vacant and dilapidated. This project will be done in a number of 15 minute separate show segments. These segments will be a great way not only to watch two very talented modelers show how this kit can be build, but also how it can be bashed to become something entirely different.

Starting July 31, 2024, and continuing for four (4) show segments ending on August 28, Tom Grossman, owner of TAG Team Hobbies, will help you decide if airbrushing is right for you, help you choose the right airbrush for you, and demonstrate basic airbrush maintenance and operation. Session topics are: Bringing Airbrushing into Your Modeling; Types of Airbrushes; Cleaning and Maintenance; and Basic Control Exercises. Tom has been helping modelers with airbrushing for over 20 years across various settings, applications, and skill levels. He believes you get the best results if you know your equipment, the basics of cleaning and maintenance, and how to control your airbrush.

I have had many requests for this kind of show and I think Tom is the perfect person to help us learn and improve our airbrushing skills. Visit his website: TAG Team Hobbies.

Other New Tracks Modeling Comments

How can wives get the full value of their deceased husbands model railroad collection?

I heard David Vaughn, President of O Scale Central discuss Estate Planning on a Zoom call the other day. His comments caused me to write this.

Why do wives not get the value of their deceased husbands model railroad collection? P… Poor Prior Planning by their husbands. Frankly, until I started writing a monthly column for my local Newspaper on Model Railroading, I had no idea how widespread the problem was. I normally get calls after each article from wives asking for help to get rid of their husbands trains, plus those wives who ask my wife to see if I can help them. In fact, I think my wife may be asked for my help more than I am. In all cases, their husbands have passed away, and while the surviving wife understands how important the trains were to her husband, she has no idea about what is included in the train collection, their worth or what options she has to dispose of them.

The wives always ask the same questions. "Can you help me dispose of these Trains? " or"Could you come over and let me know how much my husbands trains might be worth?" While I try to put these people in contact with individuals or organizations that can help them, what is needed before anyone can evaluate a collection is an inventory. Guess what? The husband didn't make one and the wife has no idea how to do one, so she calls me!

While I am glad to try to help answer anyone's questions about trains, or suggest other people better suited to help her, it is really a shame we guys are leaving our wives in this position. And we don't have to.

We are just too lazy to make and keep a current inventory and valuation of our prized model railroad items. I truly feel sorry for the wives who have to dispose of their husbands model trains without any information about his collection or who to call for help. But unfortunately I hear it all the time. If you are a husband with a train collection, please do your wife a favor and leave her a complete inventory, value

estimates, and guidance as to who to call for help once you have passed away. If you need help preparing this information ask your local Model Train Association or your buddies for help. But please, leave her the information and make sure it's current. It's your responsibility to make sure your wife gets the value, you know, your collection is worth.

Drop David Vaughn an email. David.Vaughn@newtracksmodeling.com He can lead you to the right person for help so you leave your wife the information she needs to properly dispose of your trains. I guarantee she will thank you for it.

Meet Ian Fainges at the O Scale Harrisburg Show June 2024

If you model O Scale/Gauge you are going to have a very rare fantastic opportunity to personally meet Australian, Ian Fainges, one of if not the best in my opinion O scale figure painters in the World, if you attend the Harrisburg O Scale Show run by Al Judy this June 7-8, 2024.

Al always has a great show, but with the chance to meet, talk with, and oh my gosh, maybe get Ian Fainges to custom paint a figure just for you, makes the show a must attend for all us O scale/gauge guys.

New Tracks Modeling and our Scholarship program will also have a display at the show. Drop by, say hello and get some information.

All updates and information can be found on Facebook at Harrisburg Narrow O Summer Meet. See you there.

I asked the following questions to my newspaper audience. Then it occurred to me what would O Scale model railroaders answer to the question:

Is Model Railroading an Art Form?

What is art? Here is a definition I found by asking Google: "Art is the expression or application of human creative skill and imagination, typically in a visual form such as painting or sculpture, producing works to be appreciated primarily for their beauty or emotional power."

You decide.

Up until about 10 years ago, I would have said no. Good modeling to me was all about learning the building skills and techniques of how to build a model. Art to me was what I learned in my grade school classes or the paintings and objects d'art my wife purchased for our home.

But then I started writing my New Tracks articles and founded the "New Tracks" Zoom shows. One of the questions I asked the talented modelers I talked with was: "How do you know when a model you are building is finished?".

I had personally struggled with answering that question for many years and I still was searching for the answer. Put another way – I wanted to know when I looked at one of my models how do I decide to stop working on it and move on to my next project? Would my answer be any different if I was a fine art painter looking at their painting? I don't know for sure, but I think not. I believe they are both pieces of art.

This really hit home to me when I started working on the NMRA Achievement Program. For many of the certificates I was building a model that was going to be judged by other modelers as good enough to earn a merit award. This meant they gave my model a "C" (87.5/125 points) which was deemed a passing grade. But was that good enough for me? Was my model finished? If not, then why not? I did not have the answer.

For some models, the answer was, yes, a C was good enough. Particularly early on, and I must admit it was OK for some models I built just to get the AP certificate. Others models, which won Best-of-Show in contests, or at least First place in their category, it was not good enough. They were given much higher scores than a "C".

At this point, the answer to my question was dependent on what I wanted to accomplish score-wise with each model. My decision was based on my experiences with contest judge's opinions. But deep down ,I knew that was not the answer I sought.

Then I met modelers who had some real art education in their background. These modelers said things like, "I know it's finished when it looks like the original prototype or scene."; or "When someone I admire looks at a photo of my model and asks if it is a model of the real thing."; or "My scenes create a day in the life of the figures I paint and place in the scene.". These modelers were recreating a model of something in real life they had seen. Is this art? Yes, I think so.

Again, here is the definition of art that we started with and that I believe fits what model railroaders achieve: "Art is the expression or application of human creative skill and imagination, typically in a visual form such as painting or sculpture, producing works to be appreciated primarily for their beauty or emotional power."

So is the answer to my question: "My model is finished when it matches the memory or picture I have in my mind of what I saw that I am trying to create." Can I say, "Yep, that's what it really looks like.", and then state, "It's finished.". I think maybe this is the answer I have been searching for. What do you think?

I believe one of the basic skills modelers need to develop is research comprised of observations of prototypes and real life scenes either from historical photos, or the actual scenes that we pass every day. As I think back this may be why the NMRA changed the AP by taking points away from scratchbuilding and giving those points to prototype accuracy. Could this be exactly what some of the judges I met in the NMRA AP were trying to tell me. I guess I was just too focused on my total score to understand.

My belief that art is important to our modeling is the reason that the "New Tracks Modeling Mentoring Scholarship" includes art as one of the qualifying areas of study in higher education. I frankly don't think we talk about the art of model railroading enough in our hobby. Or at least not in language some of us like me understand. I truly believe if we do emphasize art in our modeling we will become better modelers.

Well, what is your definition of "When your model is finished"? Do you have a definition? Yes, I think we all do even if we do not think about it. How else do you know when to stop working to improve a model? One tip I think I have finally learned and can pass along is: We need to "Take time to smell, look at, and see the roses!" – if we do, we will build better models.

My belief is so strong I asked a trained artist who is also a model railroad modeler and manufacturer to begin a series of segments about "Model Railroad Models are Art" on my zoom show. Dennis Brennan agreed and is enthusiastic about doing them for all of us. If you do not see your modeling as art today, I believe Dennis will change your mind. Watch my Facebook page Jim Kellow MMR or check on our website for more information about Dennis' Art segments.

One day, I believe, Art galleries will hold exhibitions of models built by Artistic Model Railroaders, and show some of the photos of the modelers work that patrons looking at the photos will not be able to tell if the photo is of a model or the real thing. I hope so and look forward to that day when model railroading models are viewed as an art form by the professional art community. What a day that will be! What fantastic modeling we will see. Well, what do you think? Jump on in here, "the water is fine".

Troels Kirt, a professional artist responded to my comments via Messenger.

"Hi Jim, long since I thought or talked about model railroads! I agree that fine models can be art. They are 3D paintings... In Japan models and miniatures are often exhibited in galleries, as fine art! As a professional artist I originally designed my Coast Line RR using hundreds of sketches from imagination of fictional scenes and structures, exactly the way I often begin my paintings. These sketches resulted in the final layout, but also in a dozen paintings throughout the years. Best regards, Troels"

I found this portion of an article on an Internet artist site. Makes me wonder if procrastination is why more of us do not show our models nor recognize they are true pieces of art.

Lew Brown wrote: "Procrastination is often misconstrued as mere laziness or lack of time management skills; however, the roots lie deeper within our psychology, especially for artists. Many artists procrastinate selling their work due to perfectionism. Art is a deeply personal creation, and artists often view their works as an extension of their selves. This leads to an incessant drive for flawlessness and an unending cycle of revisions, causing delays in presenting their work to the world. The idea that their creation might not be 'good enough' yet is a potent deterrent.

Another significant psychological hurdle is the fear of rejection. Artists often worry about the reception their work will get. Will it be appreciated or criticized? Will it sell or not? This uncertainty breeds anxiety and apprehension, pushing artists to delay selling their work. It's easier to keep the art safely in the studio than face possible rejection or criticism.

Imposter syndrome also plays a significant role in this procrastination. Despite their skills and accomplishments, many artists struggle with feelings of inadequacy. They fear being exposed as a 'fraud', especially when stepping into the commercial aspect of the art world. Selling their art makes their work – and by extension, their worth – subject to public judgment, which can be a terrifying prospect.

In understanding these psychological factors, artists can start to address their procrastination and find ways to overcome it. The process of selling art becomes less about the fear of judgment and more about sharing one's creative expression with the world."

Well what do you think? I personally believe more of us should show our models and encourage others to do so. Our hobby will benefit in my opinion.

Now for some other New Tracks Announcements

Get up and Build Something!

I assume everyone knows I love to build models more than any other part of the hobby. I am encouraged when I see modeling recognized as an important part of our hobby. Recently, I read the *Telegraph Key*, the monthly publication of the Sunshine Region's and was impressed by the editor's, Mark Lewalski, message. I hope it encourages more model railroaders to BUILD SOMETHING. Please take a moment and read a part of it.

"Throughout the last 40(!) years or so, I've pretty much been a Model Railroad collector since it seemed all I did was buy stuff instead of build stuff. Some of you may find yourselves in similar situations. Who knows why I didn't get going at some point? It could be because I had seen all the fantastic modeling from others and had a fear of failure – the fear of failing to deliver something at a level of quality that I saw from others.

My wife summed it up for me: "You can't get better at modeling if you're you never start modeling". Pretty simple concept, right? Well, sometimes someone needs to point out the simple stuff to me. If you find yourself hesitating to start something, try to keep in mind that everyone has different skillsets, different abilities, eyesight, hand coordination, and different funding. My eyesight has certainly gotten worse during the last few decades; and where did these shaky hands come from?

Well, we do what we can do. So, I've started. It's satisfying to do some research, decide on rolling stock, try out different track plans, and try to come up with a layout that I find cohesive and believable. I'll see where I get."

Yep, that is what New Tracks Modeling tries to get everyone to do. Just take that first step, "Build something", see where you get, particularly with the help of a mentor.

"Modeler's Path to Success."
Use a mentor's past memories to help create your own and achieve your modeling successes.
"Try it. It works"

I recently asked the following question to my newspaper audience. Then it occurred to me how would readers of this publication answer the question. So please let me know what you think.

Our new monthly Newsletter

"New Tracks Modeling Observations"

Editor: Martin Brechbiel, MMR

On December 1, 2023 New Tracks Modeling introduced a new monthly newsletter designed to provide ideas, commentary, and insights from New Tracks Modeling Zoom, and YouTube participants and viewers, about all scales and gauges in our great model railroad hobby. We also plan to give advance notices about upcoming New Tracks Modeling features, opinions, and projects including our Scholarships. Here is a link to our recent issue on January 1, 2024.

https://newtracksmodeling.com/wp-content/uploads/2024/02/NTM_Observations_2_2024-F.pdf

It you are a subscriber to our website or a donor to New Tracks Modeling, or to our Scholarship program you will automatically get this publication by emails. Or you can go to our website, newtracksmodeling.com, and get a link to current or past issues. If you are a subscriber to our New Tracks Modeling YouTube channel, you will also be able to get a link to view the publication from our Zoom show.

We hope you enjoy this Newsletter and ask you to encourage your friends to become subscribers to our website newtracksmodeling.com or our YouTube channel, New Tracks Modeling, so they can also receive it. Please contact our Editor, Martin Brechbiel, MMR with your comments, suggestions, a new product you have coming out in any Scale, or if you want to publish your views and comments in a future issue.

New Tracks Modeling's Monthly Newspaper column is helping reach a potential new model railroading audience.

In my last article, I told you we are doing everything we can think of to promote railroad modeling, and mentoring. My January 19, 2024 article in the *Citrus County Chronicle* newspaper talks about our scholarship program and a way to help kids learn to build models through supporting our local Boys and Girls clubs and other local organizations. Here is a link to the article:
https://www.chronicleonline.com/lifestyle/entertainment/new-tracks-modeling-help-needed-to-get-youths-interested-involved-in-modeling/article_49341b2c-c02c-5074-ac0e-837fb6e04fca.html

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

It's that time again

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

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

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

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

3. Subscribe for free to our Youtube Channel, New Tracks Modeling, and ring the bell to get advance notices of our YouTube shows. Please watch the advertisements so we can earn a little revenue from YouTube to produce our shows. There are over 1,000 videos of our past shows available on our site for you to view.

4. Subscribe for free to our website: newtracksmodeling.com which provides login links to our Wednesday Zoom events, provides information about what upcoming on New Tracks Modeling, and receive our monthly Newsletter.

5. Donate to our New Tracks Modeling Mentoring Scholarship program. Details for individual and corporate donations are on our website. Check out our Anonymous Donor's Challenge Grant to match the first $1,000,00 in contributions under $80.00.

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

6. Spread the word to high school and college students about applying for our New Tracks Modeling Mentoring Scholarship program. Details and an Application are on our website: newtracksmodeling.com/scholarship

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

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

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

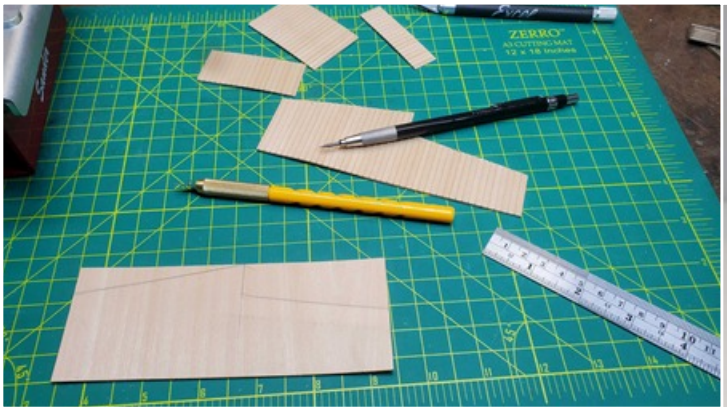
NEW TRACKS MODELING

"MY BUILD" Models Shown on the January, 17, 2024 Show

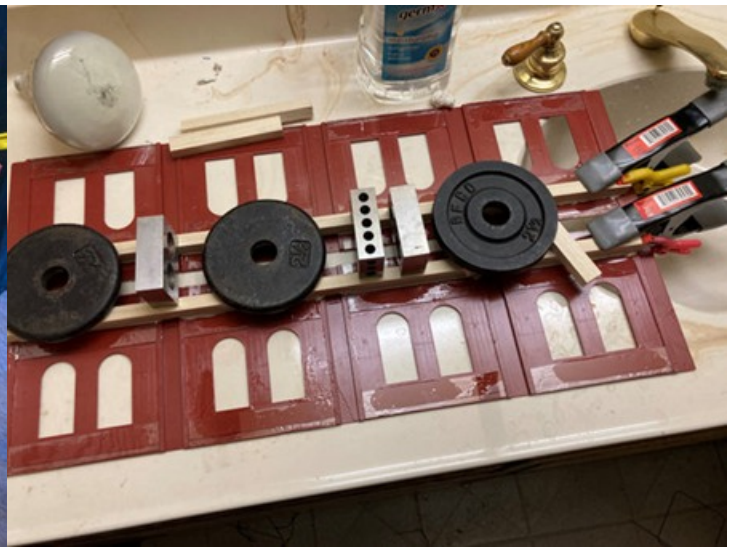
These are some of the photos modelers shared on our January 17, 2024 MY BUILD Zoom Show.
You can see a video of the entire MY BUILD segment here.
Each of the participants has an email address included, and welcomes your contact.

Kirk Bucher – kirkbuch@aol.com – HO scale – Pleasant Ridge, MI cement factory. Scratchbuilt. Dimensions "borrowed" from a Walthers kit. 2 inch PVC pipe and Evergreen styrene. South Oakland Model Railroad Club in South Park, MI. Prototypical layout. 3 coats of paint on the silos.

Martin Brechbiel - Martin.Brechbiel@newtracksmodeling.com - O scale – IMP Tank car in brass. KWR Imports brass tank car. Walthers decals. Built between 1948-1952. Railcraft gondola Tinplate and steel/brass car. K4 decals. Q-tips to use up paint. Resin car. Des Plains Hobbies car. X2

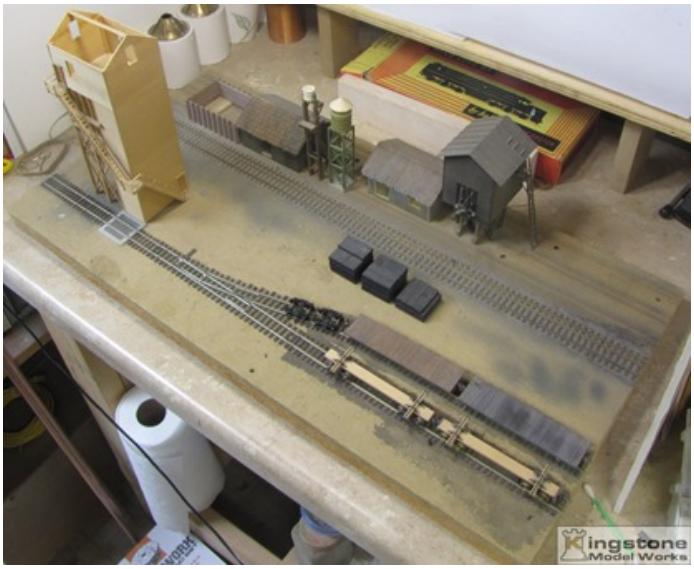


Greg Cassidy – gcassidy2@verizon.net – HO scale –It's just a quick little scratchbuild I did in HO. Maine Central because the Tichy parts were already green. For achievement program.

Phil Edholm – pedholm@pkeconsulting.com – O scale – Club project for a new engine house. Built by IHC. Slight modifications to 2-rail from 3-rail. Epoxy and liquid nails to acrylic reinforcement.


Bernd Fanghanel - protolancer@kingstonemodelworks.com This is a diorama I started maybe 25 or so years ago. I believe an Alexander scale models kit. HO scale. Sand storage box and square water tank. Sand drying house. Coaling tower. Floquilpaint.



Jeff Jordan – Jordan.jordan54@verizon.net – O scale - Following up on last week's discussion, here are two reworked plastic kits, the Lionel Rico depot and the Plasticville Coaling Tower. Lots of details changed, added. Evergreen styrene chute. Grandt Line pulley set. Added lighting. On depot, modified to reflect changes to real building after a fire. (Deleted tower and fixed the roof.) Fictional name meaning "Muddy Waters", Uncompahgre.






Mitch Lovelace – lovelacemitch@gmail.com – N Scale - I'm sorry that I don't have anything new, but the wife and I are in the process of moving and life hasn't really gotten much less hectic at the moment. But I have purchased a laser cut Craftsman's kit for the first time, as well as a hydrocal downtown Deco kit, and am starting back at trying my luck at more detailed paper/cardstock buildings. So here is a collection of paper (cereal box/Budweiser box) buildings that I created about a year and a half ago before I made the decision to actually get back in the hobby after 25 years. It was in every way a learning experience LOL. Trial and error, iteration after iteration and eventually I had some things that came out looking decent. After a year to a year and a half and meeting the wonderful and talented people and learning from them, my standards have risen quite a bit for myself. There is a gentleman in Kentucky that is building a Chicago-based layout was really excited when I posted this in an online group on Facebook and asked if he could have them. I put them in the mail and sent them to him. I'm happy someone found use for them, and I know that there are a million ways to skin a cat, I just wanted to share one way that I found LOL.

Ed O'Rourke – edwardorourke1@me.com – HO – Central New York Division of NMRA. This is our demonstration switching layout that we take to shows. I'll talk more about it in one of my segments on HO, but Jim asked about what we do with young folks. We let them switch the layout sort of as a game. We layout cards with a picture of each car and they have to figure out how to get 3 - 5 of them in order on the dock so the freight in them can be loaded on a ship. We give them an "Engineer" sticker and if we have them, and an HO car when they finish. This structure was built for my friend Jim Heidt's layout by one of the early members of his Tuesday night group, but never installed. The name of the builder is lost to history. Whoever it was is no longer with us. I believe it is a laser cut structure - maker unknown. It was in various places on the layout and got pretty beat up. After Jim passed I took it home and fixed it up. I hope to find a place for it on my new layout. The only problem is it spent so much time in Jim's musty basement that it smells of mould and mildew. I've been keeping it in the garage to try and air it out. When the weather warms up I may try hitting it with Dullcoat to seal it up.

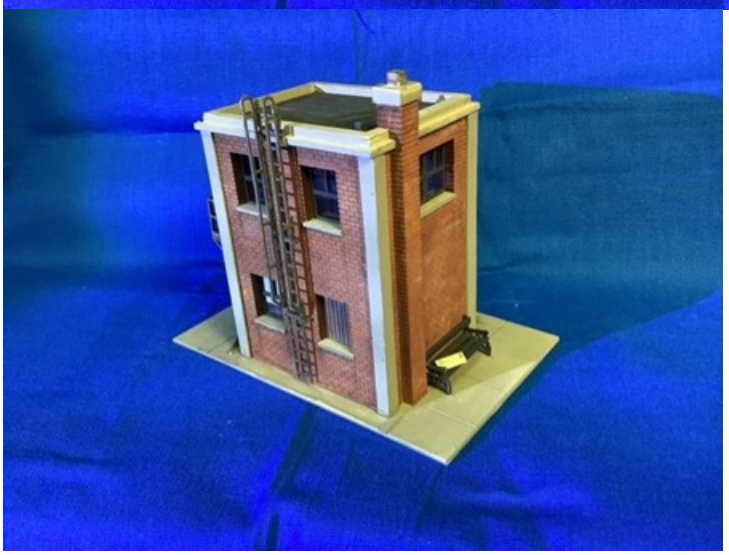
Patrick Rivard – pmr@teksavvy.com - This is supposed to be a full build of a Church that was sent to me by Al at New Creations. It was torn apart by Canadian Customs looking for possible drugs. I have rebuilt the building with full interior.







Gary Shurgold – gshurgold@gmail.com – HO Scale- ITLA – Two story utility building. Used stripwood to add trim. Lots of added details.



These are some of the photos modelers shared on our January 17, 2024 MY BUILD. You can see a video of the entire MY BUILD segment at: https://youtu.be/DnzTgoWq5Fw?si=V0JqWLlGMpDDmuhu. Each of the participants has an email address included, and welcomes your contact.

Thanks to all the modelers who participated and shared their modeling skills with our viewers.

If you want to participate in our next monthly MY BUILD, send your model photos with caption descriptions, and your name to Chris Coarse at: railrunner130@hotmail.com by March 20, 2024. This is the time to plan projects you want to share at these upcoming shows.

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

By Carey Williams

Email author by clicking on their name.

The moment Japan dropped bombs at Pearl Harbor the world changed… as did the skyward trajectory of model trains.

America's entry in the war caused the stop to "normal" domestic life with rationing for all things needed to build up the military.

March 30th, 1942 all non-essential products consisting of vital metals needed for war production (steel, tin, aluminum, copper, etc.) ceased. Believe it or not, our government considered model trains non-essential!

Many of the established model train companies (Lobaugh, Varney, Mantua, ScaleCraft, etc.) entered into very lucrative government contracts providing a wide array of parts for the military complex.

If you pick up *Model Railroader* or *Model Craftsman* magazines for this period, you'll see ads for many of the big train makers, but they're promoting their war production work with promises of normality in the future and train production returns.

The only items available during the war were wood & fiber kits… and a growing used market. Production of motors, rail, wheels, virtually all metal items, were taboo.

May, 1944 the war is still raging, but an ad appears in *Model Railroader* for new line of O gauge diesels from Denver Model Locomotive Co. The ad describes models built without the use of vital metals… EMC Diesels passenger (E unit), Freight (F unit) and passenger cars… supplied RTR powered $44.50 dummy $36.50.

In November, 1944 *MR* ad adds more details:

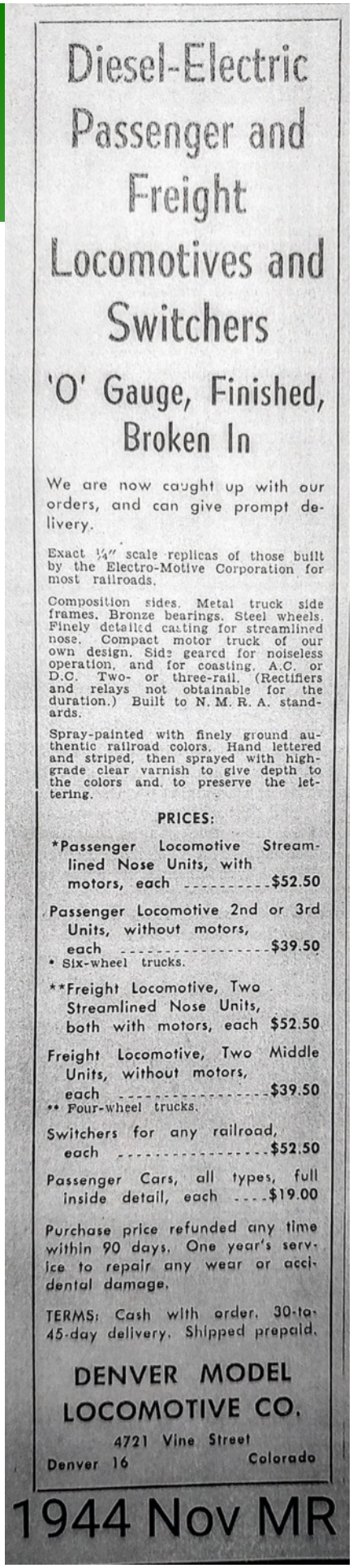
"Now caught up with our orders and can give prompt delivery." Composition sides, metal truck side frames, bronze bearings, steel wheels, finely detailed casting for streamlined nose. Compact motor truck, side geared for coasting, 2 or 3 rail (have been found with outside 3rd rail sweeps & center 3rd rail pick ups).

Spray-painted with finely ground authentic railroad colors. Hand lettered and striped then sprayed with high grade varnish to give depth to colors and preserve the lettering.

Switchers are now added to available diesels.

There is no mention of catalog, flyer or illustration in ads.

In 1945, no ads are found for Denver Model Locomotive Co.



Diesel-Electric Passenger and Freight Locomotives and Switchers

'O' Gauge, Finished, Broken In

We are now caught up with our orders, and can give prompt delivery.

Exact ¼" scale replicas of those built by the Electro-Motive Corporation for most railroads.

Composition sides. Metal truck side frames. Bronze bearings. Steel wheels. Finely detailed casting for streamlined nose. Compact motor truck of our own design. Side geared for noiseless operation, and for coasting. A.C. or D.C. Two- or three-rail. (Rectifiers and relays not obtainable for the duration.) Built to N. M. R. A. standards.

Spray-painted with finely ground authentic railroad colors. Hand lettered and striped, then sprayed with high-grade clear varnish to give depth to the colors and to preserve the lettering.

PRICES:

*Passenger Locomotive Streamlined Nose Units, with motors, each $52.50

Passenger Locomotive 2nd or 3rd Units, without motors, each $39.50

* Six-wheel trucks.

**Freight Locomotive, Two Streamlined Nose Units, both with motors, each $52.50

Freight Locomotive, Two Middle Units, without motors, each $39.50

** Four-wheel trucks.

Switchers for any railroad, each $52.50

Passenger Cars, all types, full inside detail, each $19.00

Purchase price refunded any time within 90 days. One year's service to repair any wear or accidental damage.

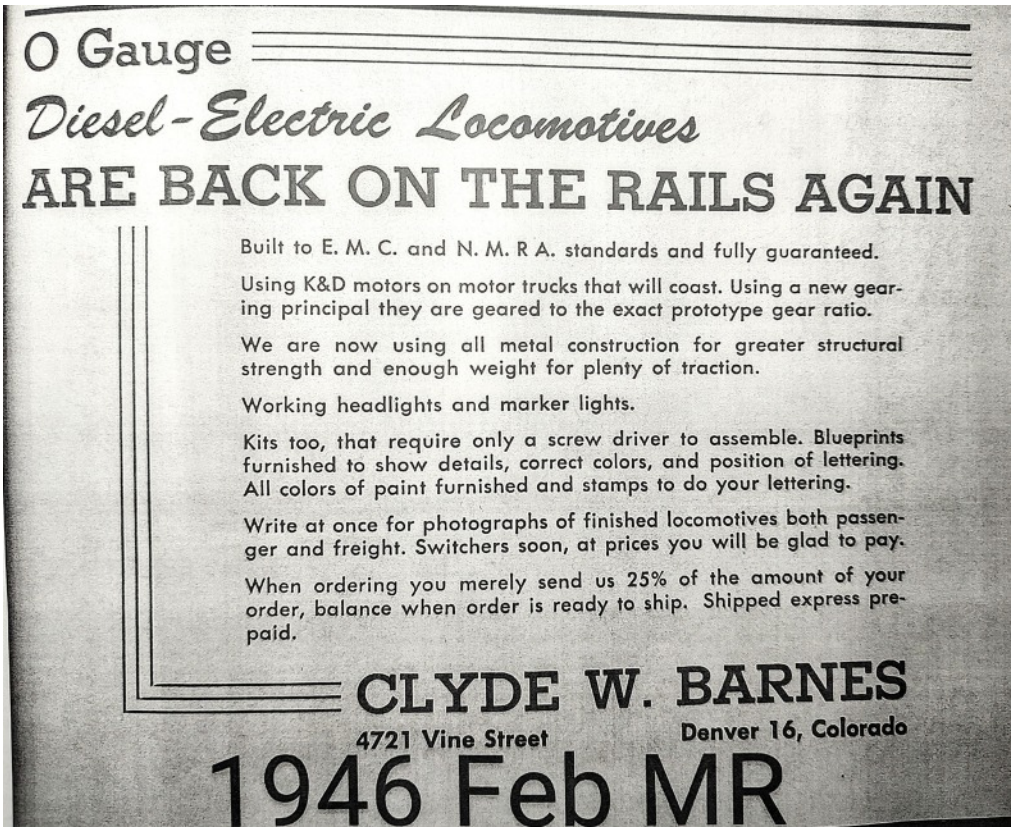
TERMS: Cash with order. 30-to-45-day delivery. Shipped prepaid.

DENVER MODEL LOCOMOTIVE CO.

4721 Vine Street

Denver 16 Colorado

1944 Nov MR



February, 1946 *Model Railroader*..."O gauge Diesel-Electric Locomotives are back on the rails again", Clyde W. Barnes. This is the same address as Denver Model Locomotive Co., 4721 Vine St., Denver. It is still there… a small house, perhaps Clyde W. Barnes was a one man locomotive builder, garage foundry and factory.

The ad states “using K&D motors that will coast, working headlights and marker lights.

Kits also offered.

Photos of finished locomotives and passenger cars sent for writing. Switchers soon at prices you will be glad to pay.

Merely send 25% of the amount of your order, balance due when ready to ship”… no prices mentioned in ad.

1946 April "Thanks O gaugers!" For your many letters and orders for our line of diesel-electric passenger & freight & switchers all EMC.

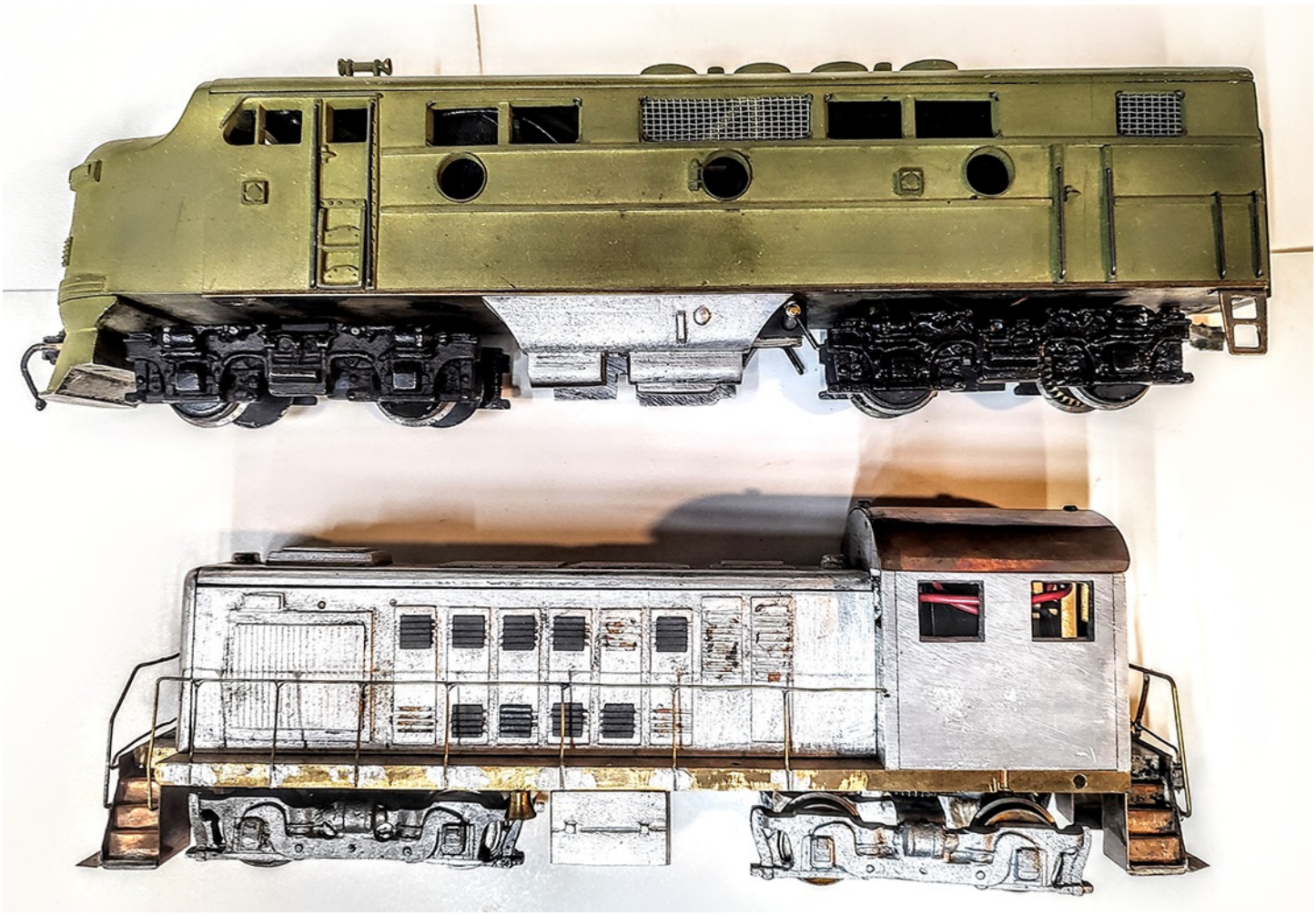
We have now gone into quantity production of streamlined passenger cars all metal construction, ceiling lights with off on switches seats upholstered in mohair .

Don't forget we also build a complete line of freight cars and steam type locomotives.

That was the last ad I could find and piecing together the history based on the ads and known surviving locomotives.

No known examples of engines with fiber sides have yet surfaced or been identified.

DMLC (Denver Model Locomotive Co.) appears to have made an E5/6 (very loosely based) and an E7… m better rendition (both models a bit small for 1/4" scale, F3 had nice proportions for 1/4", switcher had an over sized cab for K&D motor. E & F units cast aluminum… very basic, no rivets, wood back center and some floor sections. Early E units solid marker lights, later light marker lights.



Early on, there was a small electric motor from a clock and very small brass gearing.

The Switcher and F units have K&D motors… sits horizontal to rails… shaft attached to a flexible cable roughly 6 inch long running to opposite end of engine attached to the gear truck at a 90 degree angle. When running, flexible cable doesn't interfere in harmonic dance.

The gear truck has many gears including large gears that are on the back side of the drive wheels akin to a tinplate engine.

The advertised coasting of the locomotive was not realized upon found remaining examples.

Several of the E units have been found unpowered, painted nicely but never powered. These may have been made as samples given out by the railroad or perhaps EMC. (Bob Smith built non powered Alco PA's painted in Santa Fe for railroad executives and later did the same with his Baldwin switcher all non- powered).

The paint job and lettering found on the survivors is quite frightening and colorful. Lettering a few with hand lettering most with rubber stamps.

What makes Denver Model Locomotive Co. stand out is its early entry into the postwar O gauge world. It is unknown what connections Clyde Barnes may have had to get the various materials to build the engines.

If remaining examples are any indication of production, not too many were sold.

By mid 1946, Dallas Model Craft and Fernando Valley were advertising much superior looking E units using castings from Adams and Son. The Adams cast Diesels may have their shortcomings, but are far better renditions of an E-Unit than Clyde's. Baldwin/Walthers would introduce a better looking cast bronze F unit in 1947. Bob Smith/GMC would offer a far better switcher by 1948/49.

Denver Model Locomotive Co. quickly faded from the O scale world. I hope to one day to find some of the "factory" builders photos of the DMLC/Barnes pieces. Any mystery light metal passenger cars with mohair upholstery out there?

The Switcher and F unit shown were found in the Denver area and appear to not have been completed / run or painted so may be old unsold stock.

If you have any additional information please contact me.

Thank you
Carey Williams
wasp3245@aol.com

To see a video of some of the Barnes / Denver Model Locomotive Co engines running please click below:

https://youtu.be/qHHzg50OwYU

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Backshop Solutions

By Ross Dando

Email author by clicking on their name.

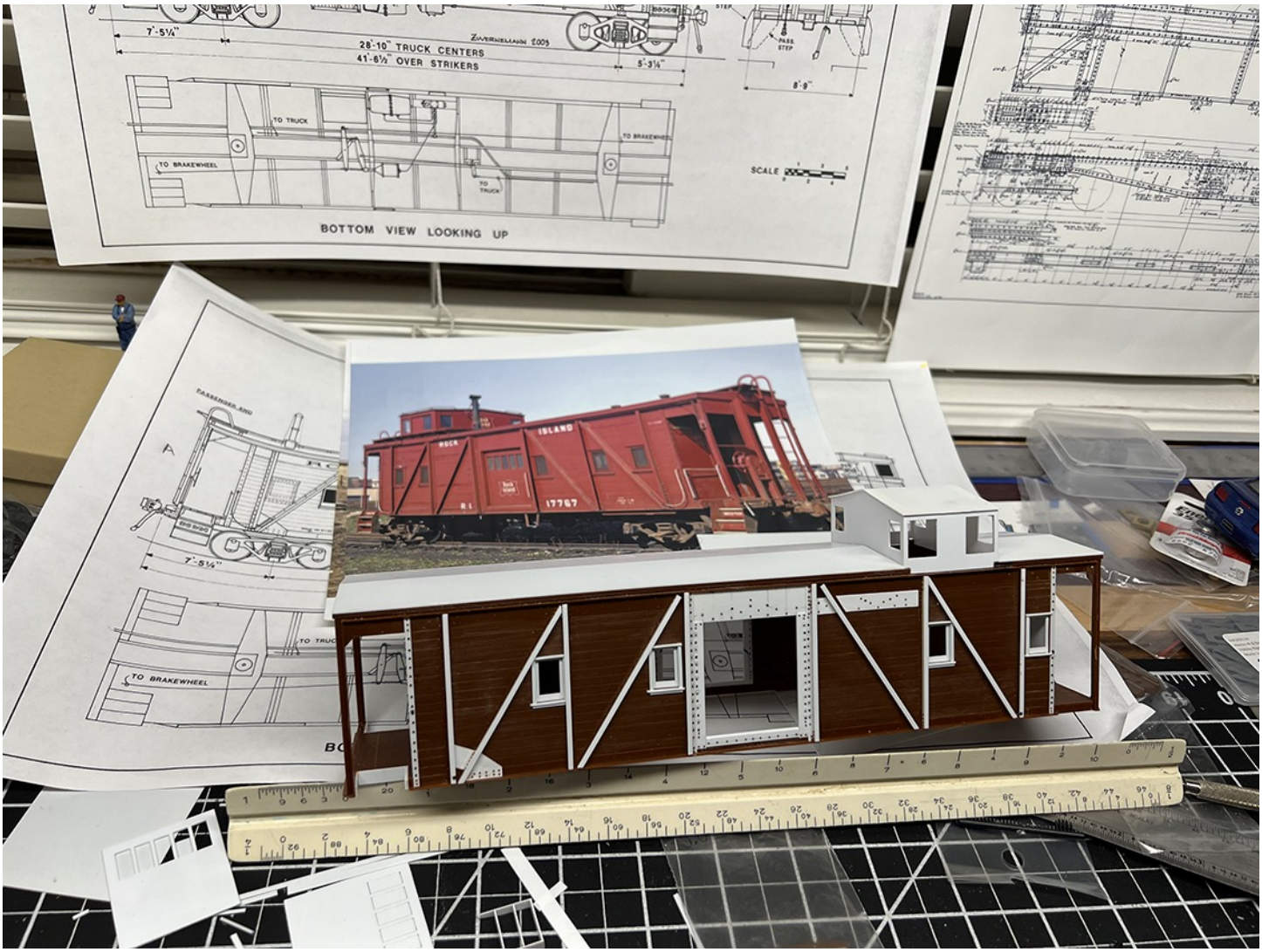
Have a modeling question for our experts? Please send your description of your modeling problem to backshopsolutions@oscaleresource.com.

Reader Questions. Well, actually question.

In the last issue I was building windows for my caboose project. The question asked how I built them. Let's give a bit of a step by step so you can build your own. I did not take actual step by step pictures, but with the text and a couple pictures, I hope you can figure it out. The first step is figuring out the material sizes you will be using. These material thicknesses need to be taken into consideration when you are cutting the opening, as well as, the final opening of your window. You build the frame and then the sash. You also have two ways to build the window. Frame inside the opening or frame around the opening. The ones I am building will utilize the top and bottom of the opening as part of the frame. Then the sash was built inside of the frame. The first step is to locate the position of the opening. I had to make my opening larger than the finished window as the thickness of the material for the jambs of the frame needed to be added to the width of the opening. Mark it and ensure everything is square. I used a drill to open the area by stitching together holes and then cutting the rest of the material up to the line with a knife. The final step is to use a file to clean up the opening. My final clean up is to take my knife and square up the corners.

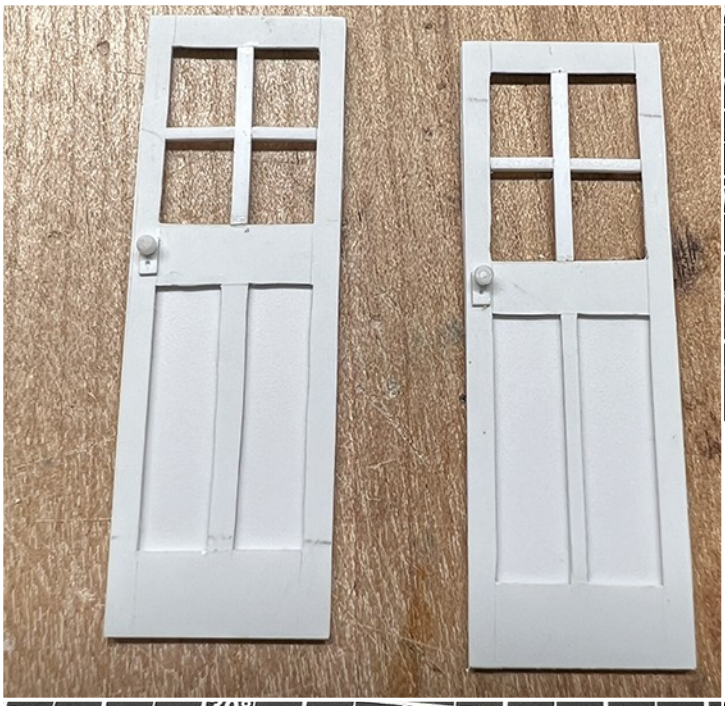
My next step was to add the jambs of the frame to the opening. Then the head of the frame was added, and the sill was added with the apron piece below the sill. Once the frame was complete, the sash was built inside the frame. At this time, the upper and lower rails are fitted to the opening and then the rails are added. And there you have it, a window.

What did you get for Christmas? Bill Yancey was nice enough to give me a Modelu figure all painted up. I have named him "Judgmental Jeff". The sentiment in his stance is that of your father watching you do something on your own for the first time and he is waiting to tell you how you screwed it up. He now stands on the window sill at my work bench providing encouragement.

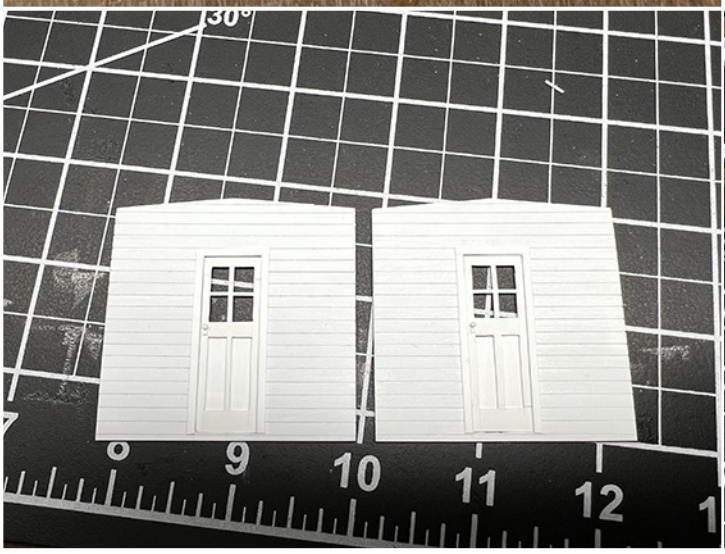


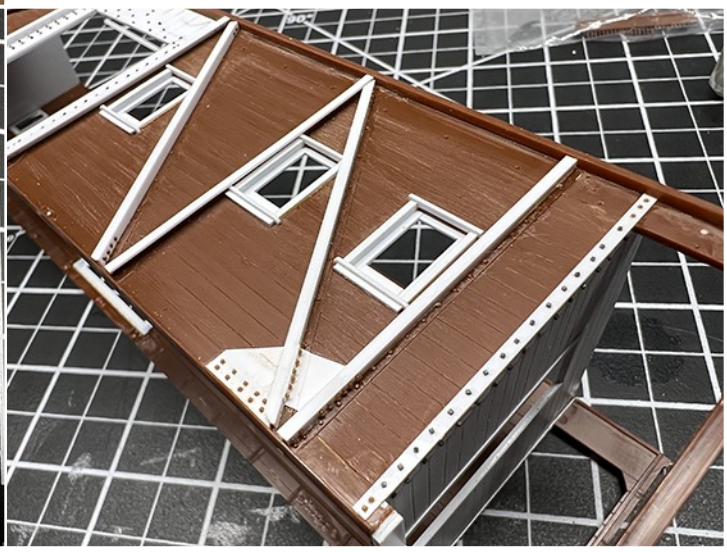
Caboose project update. Much has happened in the last couple months, but it is still not done.

Once the windows were in, I set about making the new ends which are inset to form the platform. I scribed and cut the styrene to fit the opening. There is a door on each end, so those were constructed by a similar method as the windows. If I make another one of these models, I will make the entire door and window from individual pieces of material. You will also notice the door knob which is two pieces and the plate with the key hole.

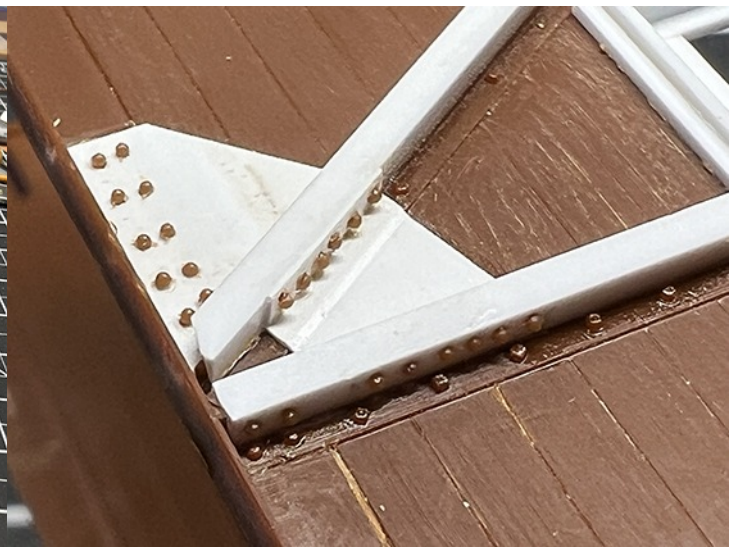


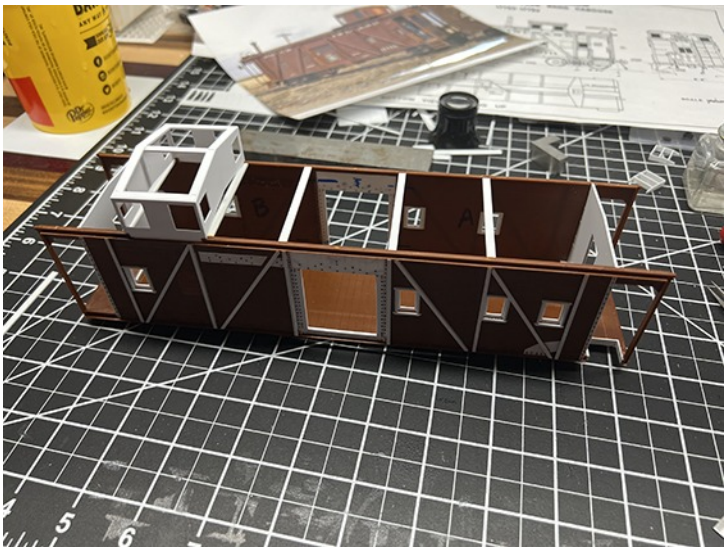
Once the ends were done, it was time to get to work on the remaining details on the sides. I did not realize how many rivets were not tooled in the kit or what needed to be added to the modified cross braces. Hopefully, you can get a sense from some of the pictures.





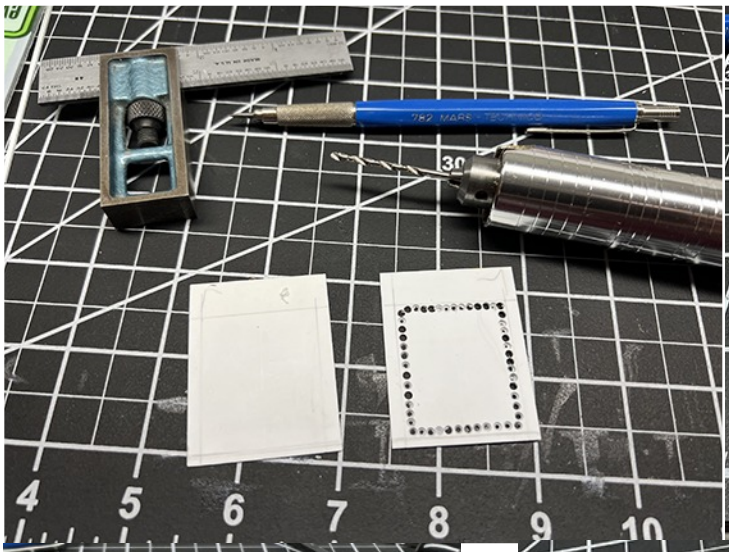
The side door was an adventure and a visual step by step is shown to help understand how I made it work. Also, this portion required still more rivets, as well as, square nuts on thread. One note here, while reviewing

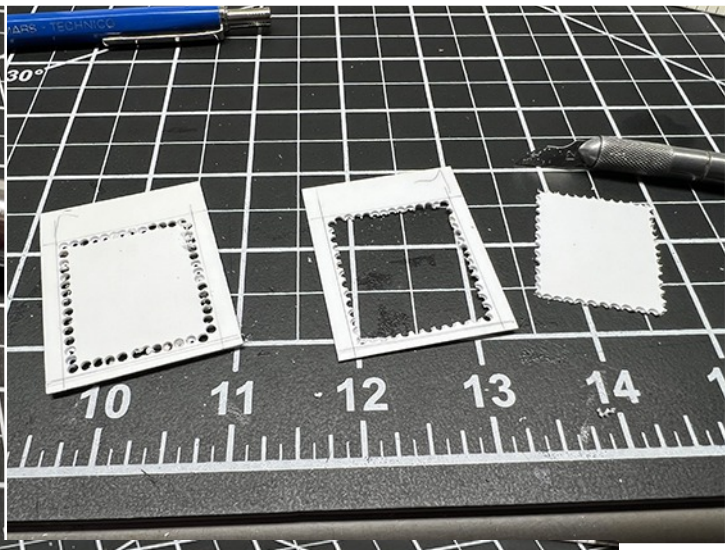


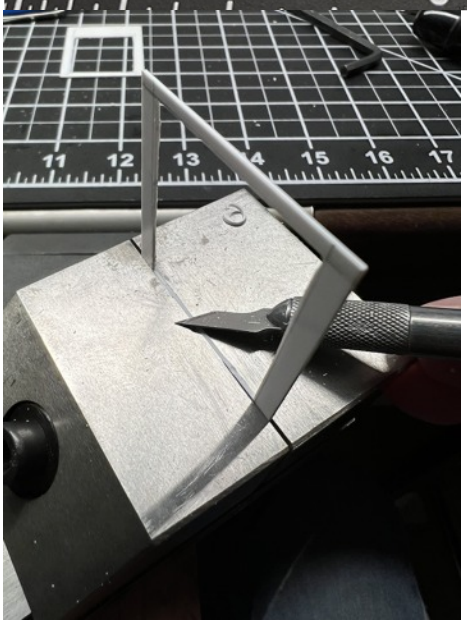


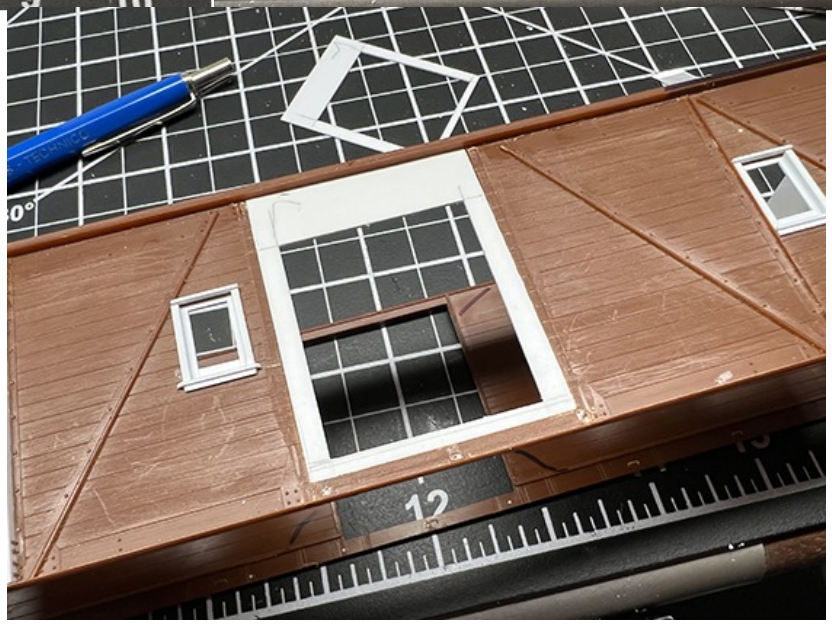
pictures, I found that some nuts had the threads ground flush while others had thread extending some. To achieve the flush version, I just used my #16 blade to shave off the threaded portion, over and over. As you can see, the door is not in place, that is a fight for another day.

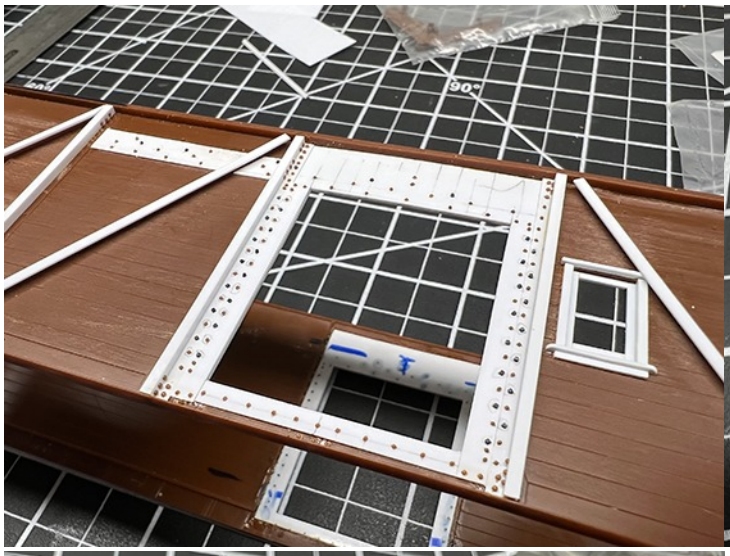
It was finally time to assemble the car body. I spent a couple days studying pictures before taking this step as it would prevent me from having access to places to drill more holes if needed. The sides and ends were joined and the floor for the platforms were glued in place to form the sides. At this point, I did not want the roof in place in order to apply still more rivets and nuts. On each corner of the end where the inset end is applied, there are angles there that are nutted in place. Rather than apply the styrene strip and then drill the holes and apply the parts, I set about drilling each strip individually and applying the details. Once they were dry, the portion that would normally go in the hole was shaved off. These detailed strips were then applied to the model.

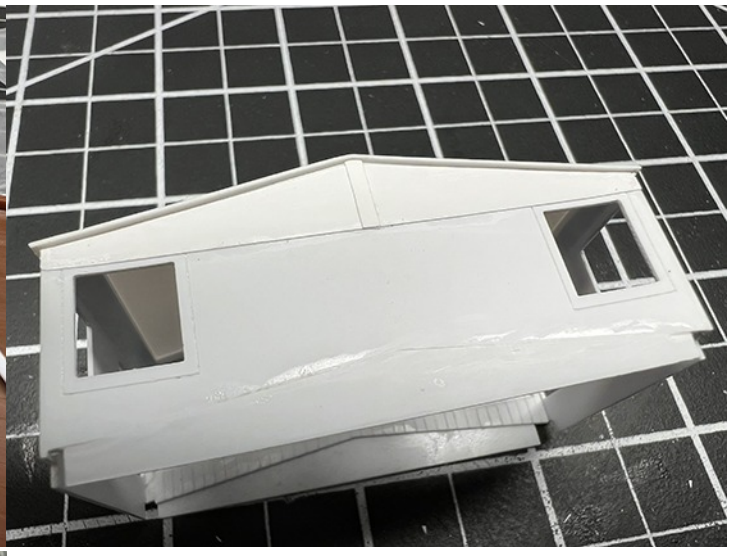


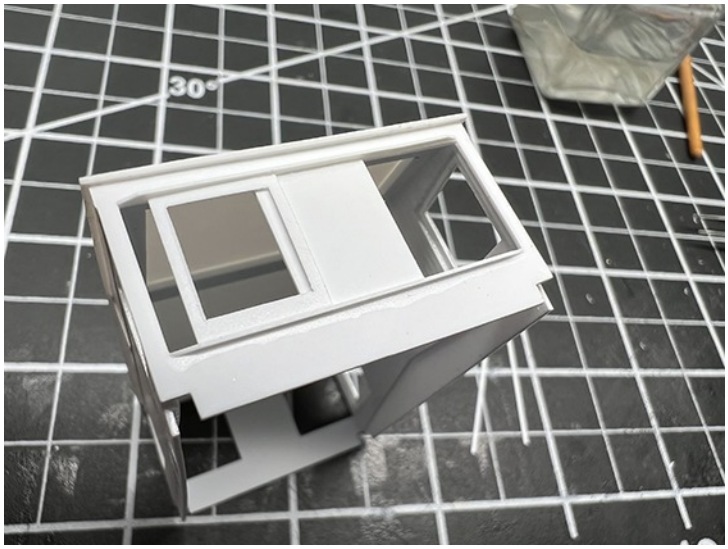






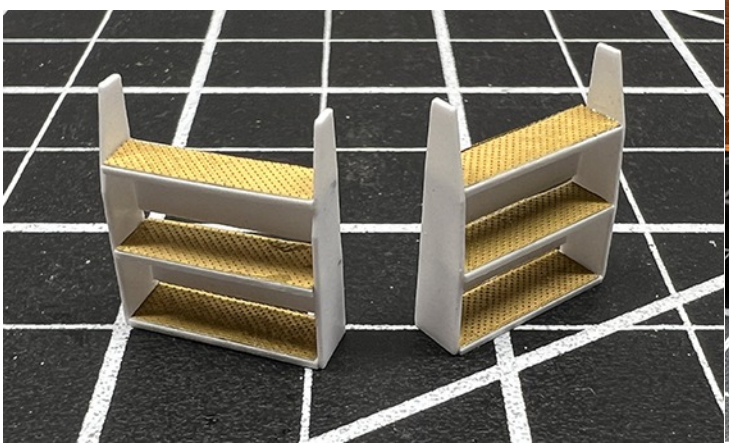


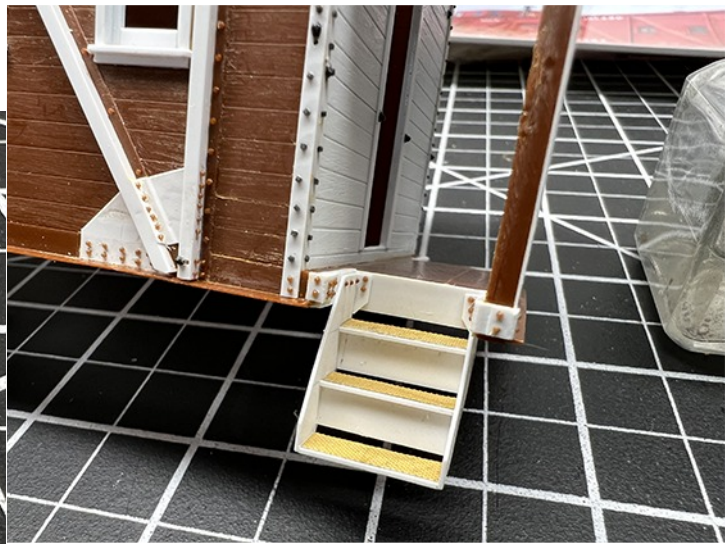




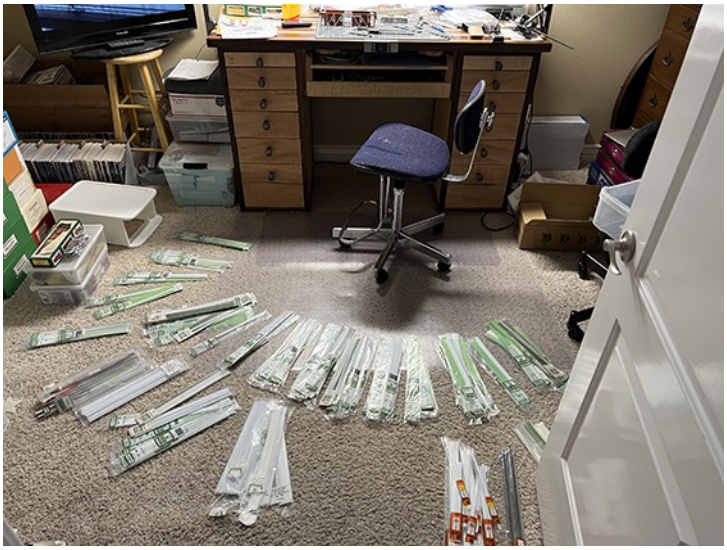
The next step was applying the grab iron tabs, which will at some point, have grab irons bent and installed These will be bent and soldered and then removed from the model and painted separately.

Now for the roof, but wait, we really should have the cupola so that the roof can befitted correctly. This is where I cheated a bit. My hands are not as trained as I would like so I know without a doubt I will end up with two windows of slightly different sizes when I cut them. Jon Cagle was nice enough to transform my cad drawing into laser cut styrene. Yes, styrene does not cut, it burns, but the result is a hole the right size, just clean it up a bit. With these parts in hand, I glued up the parts and applied the roof. I also added scribed styrene to the interior. I did not know how well the scribed window frames would look so we also cut versions with separate window frames. The ends will be scribed and the sides will be separate frames as many pictures show them not fully closed. With the cupola formed up, it was time to apply the roof. I cut a sheet of 0.040" to the correct width and scribed a line down the center to enable creating the bend for the correct angle. It should be noted that on the prototype the edge of the roof barely hangs over the thickness of the sheeting applied. So once the roof was glued, I used a file to flush the roof edge square with the side. It should also be noted that the cupola is not attached to the model, but will be once everything is painted.





While I was waiting for things to dry at times, I also worked on sub assemblies for other parts of the model such as the wood planking for the end platforms, the two designs of the steps on each end as well as continued detailing of the cupola. Lots of pictures, but things are coming together.



One day while working I couldn't find a package of styrene I knew I had and it was time to organize. So out came everything from my drawer and tub. I really had no idea I had collected so many sizes. At one point I contemplated ordering every size in the catalog, but never did. In the picture, you can see my mess which eventually was sized and put back in my drawer. All the miscellaneous material went into the tub.

What's that solvent cement going to do to my styrene?

This is a question that I ask myself every time I work with thinner materials. I have used Methyl Ethel Ketone (MEK) straight for as long as I can remember. It softens the styrene an makes an instant joint. You can add a bit more and soften the joint to the point to get squeeze out and compensate for a piece that's a bit too long. MEK also has a downside, it can dissolve your thin parts and make them distorted.

This can happen when you glue larger surface areas together. The MEK flashes off quickly, and in most cases, won't wick and cover the whole area you are joining. This then leaves voids. These voids soften due to trapped solvent, and given a day, will collapse and create a modeled surface that resembles the voids.

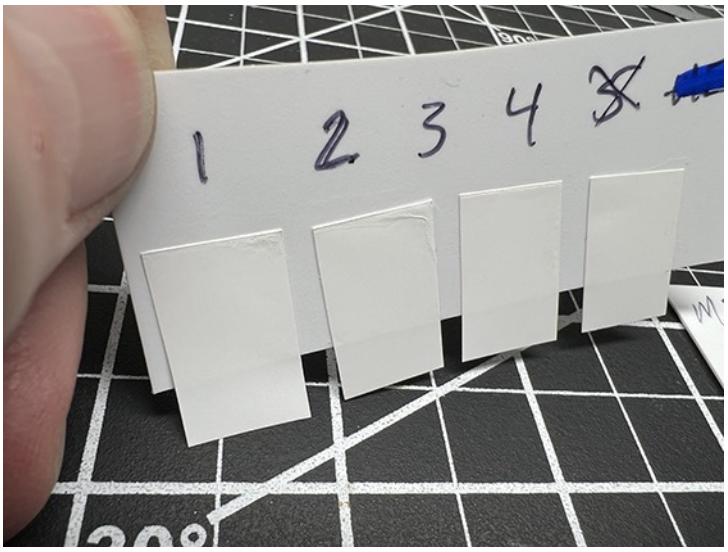
With this knowledge, I was sure that I didn't want to use MEK when gluing a piece onto my caboose cupola. So the engineer in me set about figuring out what to use. I asked Bill Yancey and Gene Deimling what they use so I could get some at the local hobby shop. Turns out I have trust issues. I went to my local hobby shop to see what was on the shelf. It also turns out there were a few options and I read the warning statements to determine what solvents were used. I excluded any that had MEK. The choices were Tamaiya Extra Thin, Tamaiya Cement, Plastruct Bondene, Mister Cement Deluxe and I ordered MicroScale Micro Weld.

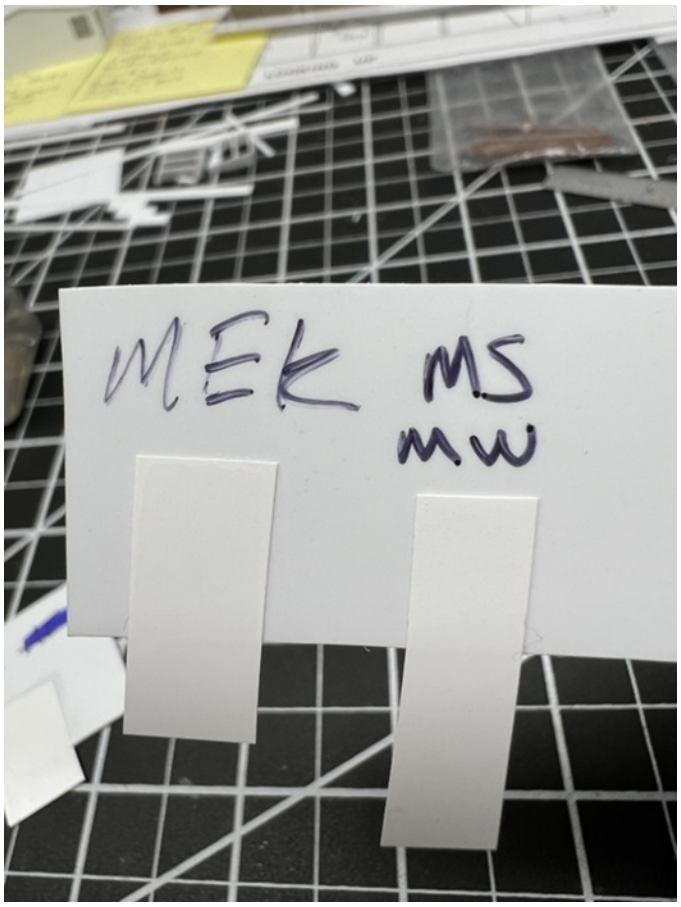
With the solvent cement samples in hand, I settled on using 0.005" styrene sheet pieces glued to a 0.040" test board. I wanted to test them to see the worse case scenario so excess cement was added to the joints. The first test was flat surfaces being joined. This would show what voids and excess would do to the two materials and highlight distortion at the edge. The second test was done on a modeled surface, in this case a scribed surface. I used a piece of scrap in my bin to use for gluing 0.005" material pieces to. Again in this test, excess cement was added to simulate the wicking that occurs when you touch the brush to the material.

The results are a bit surprising as I thought some of the options would be less aggressive.

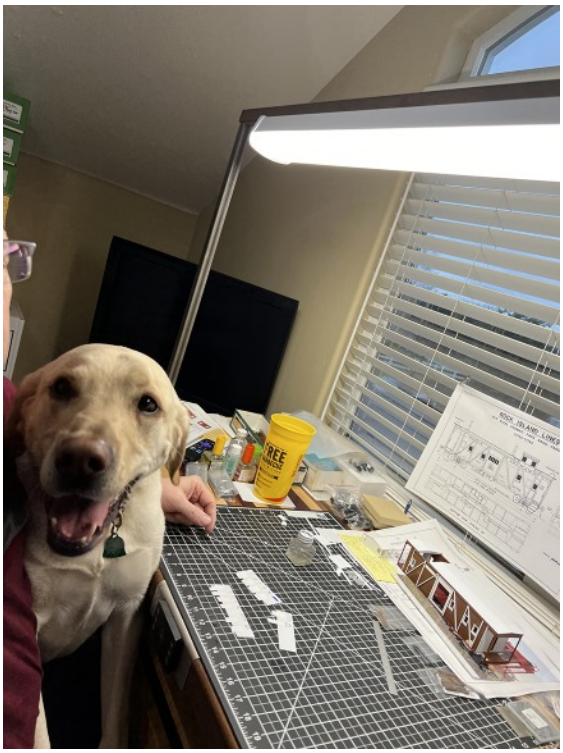
Flat Material Test

- The two Tamaiya samples did not show any modeling, but did show material distortion where excess material was applied to the sample. This distortion looks like it swelled the material.





- The Plastic Bondene sample didn't show any modeling, but a slight distortion along one edge where the solvent reacted with the styrene.
- The Mister Cement sample did not show any distortion of the surface or the edge of the sample.
- The MEK control sample showed a slight distortion along the edge of the sample.



●The MicroScale Micro Weld sample showed no change to the edges or surface.

Modeled Material Test Results

The results are clear. All samples except the MicroScale Micro Weld showed modeling of the 0.005" material. I will be using Micro Weld. The package does not list any solvents and they add a pleasant scent for you. On the back it does say it is excellent of gluing thin styrene. Now I can get back to work.

I had hoped to have the caboose to show at the March Meet, but I don't want to rush the process. Instead, there will be pilot models of new kits Twin Star Cars and Modern Era O will be offering, as well as a new kit and maybe an additional surprise.

Until next time, Toby says it's time to take a break and go throw a ball.

Happy modeling and hope to see you in Chicago,

~ Ross

RD&S power for taming the "widowmaker".

So, What Are You All Up To?

Please Email us your pictures and captions to photos@modelrailroadresource.com. And remember, a little bragging never hurt anyone!

Hi My name is Larry Mac Donald. I got a email asking to submit a few pictures of my layout or models. My layout is ON3 with a little O scale standard gauge as well. The layout is under construction and being redeveloped as I go.

First photo is showing a scene located in Northern British Columbia as a train is crossing the high bridge yet to be finished. My hand painted backdrop.

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Above: photo is taken early in the morning as the sun rises and locomotives are being readied for helper service on the Big Hill.

Left: photo shows one of several shays again being readied for a days work .

The shays are Dead Rail installed by my friend K. Stamper. Photo by K. Stamper

O Scale Shows & Meets

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

O Scale March Meet
March 14-17, 2024
Westin Lombard Yorktown Center
Lombard, IL
The March O Scale Meet is a 3 day gathering of vendors, customers, clinics, and fun held annually in March in the Chicagoland area.This is the Chicago O Scale train show you've heard of.
Website: http://marchmeet.net/
Email: ChicagoMeet@yahoo.com

Harrisburg All O Scale Meet
April 6th, 2024 9AM-3PM
Sponsored by: Narrow Gauge Modeling Company
New Hope Church
584 Colonial Club Drive, Harrisburg, PA 17112
See the Facebook page for more information.

Strasburg 2 Rail Train Show
April 13th, 2024 9AM - 1PM
Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co., 203 W. Franklin St, Strasburg, PA
Admission $7, wives/children/military with ID free
Tables $35 for first table, additional $30 per.
Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068 Click here for info.

O Scale West - S West and Narrow Gauge West
May 24-26, 2024
Hyatt Regency Santa Clara (San Francisco area)
O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held west of the Mississippi. Plan to join us over the Memorial Day weekend in sunny California.
Website: www.oscalewest.com

Harrisburg Narrow O Summer Meet
June 7-8, 2024
Friday June 7, 11am to 6pm
Saturday June 8, 9am to 3pm
Sponsored by: Narrow Gauge Modeling Company
New Hope Church
584 Colonial Club Drive, Harrisburg, PA 17112
See the Facebook page for more information.

Strasburg 2 Rail Train Show
August 10th, 2024 9AM - 1PM
Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co., 203 W. Franklin St, Strasburg, PA
Admission $7, wives/children/military with ID free
Tables $35 for first table, additional $30 per.
Great food, modular layout, clinics. Contact Richard Yoder EST evenings 484-256-4068 Click here for info.

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

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

The O Scale Resource — Classified Listings

Manufacturers

"the people people"
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unparalleled craftsmanship
Phone: 573-619-8532
Email: orders@scalefigures.com
Web: scalefigures.com

Pre-Size Model Specialties
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See our web site for details
Cast resin items for your S & Sn layout.
Tunnel portals, bridge piers, abutments, culverts, and retaining walls.
Trackside details and sage brush tree armatures.

Shows & Meets

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

Dealers

Caboose Stop Hobbies
301 Main St.
Cedar Falls, IA 50613
Phone: 319-277-1754
trainguy34@gmail.com
Web: www.caboosestophobbies.com

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Proto 48

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Model Railway Engineering in 1/4" Scale AAR Prototype Standards
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