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SCALE

NEWS, REVIEWS, INFORMATION TO USE

June/July 2023
Volume 9 No. 5

*Let's Build
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The NS&T Reborn
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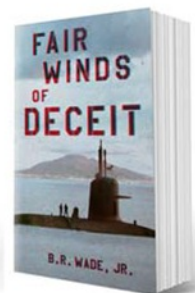
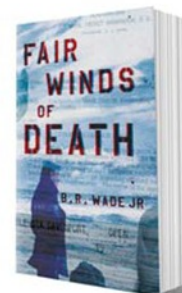
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Welcome to the online S Scale Resource magazine. The magazine is presented in an easy to use format. The blue bar above the magazine has commands for previewing all the pages, advancing the pages forward or back, searching to go to a specific page, enlarging pages, printing pages, enlarging the view to full screen, and downloading a copy to your computer.

Front Cover Photo

A scene from William Flatt and his fine-looking S scale Niagara, St Catharines and Toronto interurban layout.

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

From the Publisher's Desk



I have been thinking about those of us who do have layouts. Regardless of scale, do you sometimes feel stifled and wondering what to do next? What can we do to keep things interesting and grow our layouts?

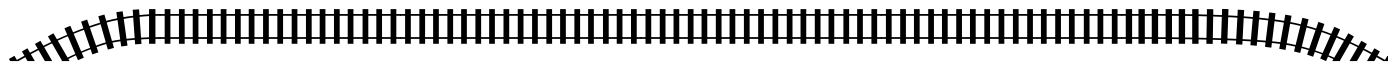
A model railroad can grow in several ways, depending on the preferences and goals of the modeler. Here are a few common ways:

- **Expansion of the Layout:** Expand your layout by adding more tracks, buildings, scenery, and other elements. This could involve extending the existing layout or building an entirely new section to accommodate new features.
- **Adding New Trains and Rolling Stock:** Acquire new locomotives, passenger cars and rolling stock to diversify your fleet. This allows for the operation of different types of trains and enhances the realism of your model railroad.
- **Enhancing Scenery and Detailing:** You can continuously improve the scenery and details on your layout. This may involve adding more realistic landscapes, trees, buildings, roads, bridges, and other scenic elements to create a more immersive environment. Look around you at nature for inspiration.
- **Incorporating Advanced Technology:** Can new or different technology be integrated into your model railroad? For instance, digital command control (DCC) systems enable more realistic train operations, sound effects, and synchronized lighting. Computer software programs can be used for train control and automation.
- **Participating in Model Railroad Communities:** Join a club or participate in exhibitions, shows, and conventions. These activities provide opportunities to learn from other modeling enthusiasts, showcasing of layouts, and can help you gain inspiration for future growth, in addition to the camaraderie that goes along with the hobby.

Overall, the growth of a model railroad layout depends on the creativity, dedication, and resources of the modeler, as well as your evolving interests and goals within the hobby.

Happy Reading & Happy Modeling,
Amy & Dan Dawdy

NEWS YOU CAN USE



New from [CatzPaw Innovations, LLC](#). Ten (10) new figures custom sculpted based on photos and descriptions from one of our valued customers. Each figure is dressed in 1940's-1950's era clothing and is ready to interact with each other.

- Allan standing facing Ginger who is leaning against a wall.
- Victor and Hedy going for a stroll.
- Humphrey and Lauren sitting having a discussion.
- Ray sitting reading his newspaper and Jane her magazine.
- Fred sitting pointing out important information to Loretta.



The image above shows the original masters of the four ends.

Many details are included. Decals for the older and newer schemes provided. No trucks and couplers. The 3D work was done by Glenn Guerra.

For ordering details and instructions see the website at https://www.pre-size.com/products/SscaleFreight_Cars.php.



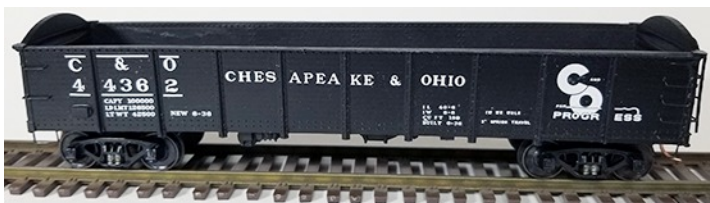
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New from [Mine Mountain Models](#), Randy's Auto Repair.

Randy's is a small but full-service auto repair shop. Randy started out in his home garage, with an oak tree engine hoist. We're pretty sure he even changed out his Mom's transmission before he was even born. His quality workmanship allowed him to move into a real car shop that he quickly outgrew and

Pre-Size Model Specialties announces a new kit of the C&O high-side gondola.



This gondola came with 4 different ends. All 4 are available with the kit. The kit consists of a one-piece resin casting of the underframe and sides, and resin castings of the ends and the inner floor which hides a lead weight.



had to expand. His bread & butter is repairing the town's daily rides, but at anytime you will find a hotrod rebuild somewhere in his workshop.

This kit is a beautiful representation of a small-town automobile repair shop. It can be built easily in a few nights. Take your time and enjoy the process. You can build it into Randy's Auto Repair or use your imagination to see what you can come up with for your railroad!

See their Website for more details.



Bill Wade from B.T.S says "I have had several requests to bring back the Two-Stall Engine House that stopped production back in 2010.



While it is a standard gauge beast, duel gauge track can be used. And if enough Sn3 demand, I will look at a narrow gauge version."

See their Website for this model.



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The NS&T Reborn: *William Flatt Has Another Go*

By Jim Martin

William Flatt and his fine-looking S scale Niagara, St Catharines and Toronto interurban layout was profiled in the Jan/Feb 2015 issue of NASG's *The Dispatch*. Briefly, the NS&T electric railway connected most of the major population centers in the Niagara Peninsula and lived up to the "Toronto" part of its name by running excursion boats across Lake Ontario.

Rather than repeat a lot of what was written in that article, we invite you to reread it in the NASG archives. What??? **Not a NASG member, [click here join!](#)**



Built by a friend of William's, number 80 is scratch built from Strathmore board and styrene with Black Beetle power trucks. The car barn in the background is a paper kit.

Ironically, the ink on that issue was hardly dry when some lifestyle choices were made, and William dismantled the whole kit and caboodle. However, he missed his old layout, so a few years ago, construction was started on a new, smaller NS&T. So, it's time to bring you up to date on his new layout so far.

William wisely kept much of his hand built rolling stock from his earlier NS&T, along with the necessary componentry for erecting new overhead wire. Three structures on the layout are paper kits from Scalescenes (scalescenes.com), a British company. Once ordered, the kit files are downloaded to the customer's computer to be printed and assembled. They are realistic and economical. And, although they are of British prototypes, the industrial buildings look quite at home in a North American setting.



This overhead view of the yard highlights many of William's scratch built interurban cars.



With express car number 41 resting in the background, Number 8 switches the freight house. The freight motor and other locos were custom painted by William's friend Dave Brownings.



Freight motor 8, one of three identical designs home built by the NS&T, switches the inner track behind the Thorold freight shed. The shed is a wood kit custom designed for William by Osborne Models.



Above: Looking exceedingly realistic, McKellar industries is a paper kit that can be downloaded from Scalescenes at no cost. This free offering allows newcomers to try their hand at paper for virtually no expense.

Below: Interurbans 623 and 171 at rest. Both cars are built from brass etchings and detailed with William's own castings. William designed the etching for 623, while 171 is a commercial etching. Both are DCC-powered and use Black Beetle power trucks.





Above: A bird's eye view of the compact NS&T yard.

Below: William scratch built this line service car, a faithful copy of the one used by the NS&T. Just like the real thing, the model features a work platform that elevates to service the overhead lines.





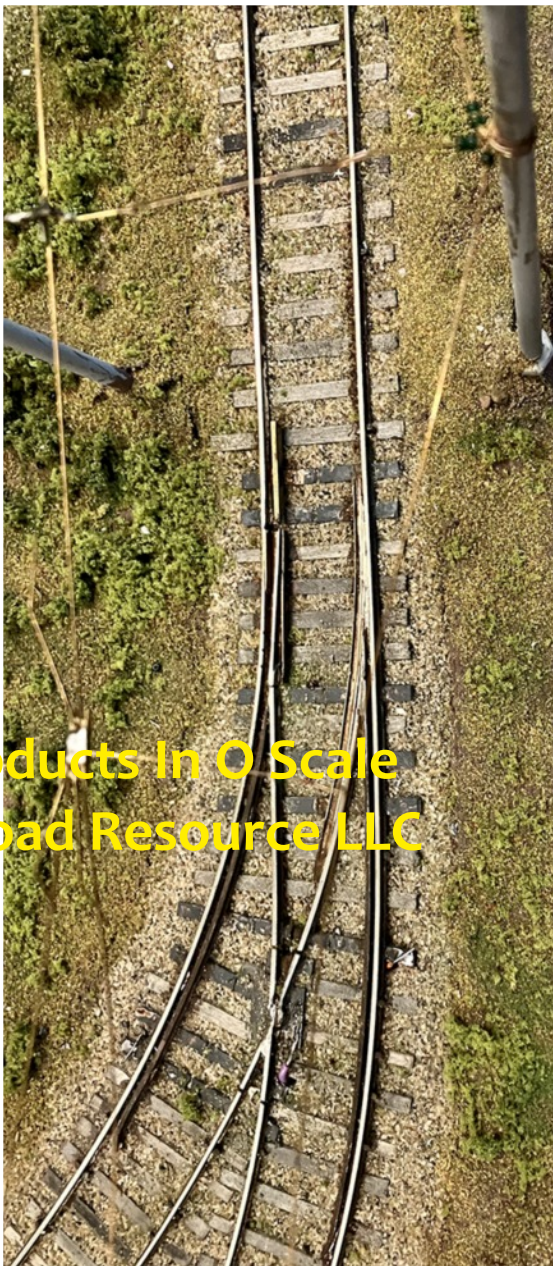
Above: A riot of color outside the car barn. Although the Scalescenes structure is of a British prototype, it looks quite at home on William's layout.

Below: Working the yard. Number 8 shoves a S Helper Service reefer and a Ridgehill Hobbies caboose. Number 18 is built from brass photo etchings from William's own CAD designs and detailed with trolley poles and truck side frames from his own designs.



The new layout is being built in two sections, each 38 inches by 96 inches. Track and overhead wire on the first section is complete, and scenery cover is well along. William and I both agree that doing scenery as you proceed can boost the enthusiasm for a new build. As this was being written, the second section was still a bare table waiting for William's inspiration. The two sections, once they are connected, will result in a 16-foot-long layout that is just a little over three feet wide...plenty wide enough for trolley style curves.

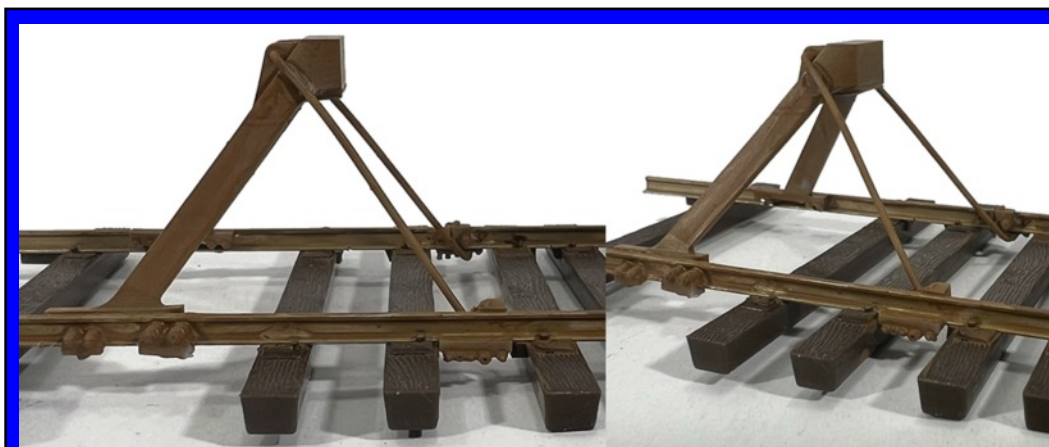
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The photos show what William has been up to. Some of the shots have been enhanced with portable backdrops to minimize background distractions.

Considering the need for time consuming hand laid track and electric overhead, William continues to make steady progress on his new Niagara St. Catharines and Toronto layout. For operational reliability, all models are DCC powered solely through the rails; the overhead wire is strictly cosmetic. William has scratch built much of the motive power on the layout using his own photo etchings and cast pewter detail parts. We hope to tell you more about his unique roster in a future article.

Above Left: William excels at trolley trackwork and overhead. Note this tightly diverging single point turnout. Sharp curves are the hallmark of interurban layouts and permit a lot of action in a small space. William has extended the couplers on some freight cars to prevent binding on the layout's sharp curves.



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IT TAKES A VILLAGE

The Pre-Size Chesapeake & Ohio High Side Steel Gondola



By [Chris Rooney](#)

[Pre-Size Model Specialities](#) has introduced its model of a Chesapeake & Ohio high side steel gondola that is a very welcome addition to S scale. Hat's off to Steve Wolcott of Pre-Size for perfecting the resin casting and bringing this kit together for the S scale market. *The C&O gons in this article were pre-production models crafted by me from 3D printed and scrounged materials and not Steve's castings.*

But like the proverb, it took an entire community of interested modelers to bring this project to fruition. Perhaps there could be a lesson here for others seeking products not yet available in S, but worthy of the effort to bring them about. A very long time ago, yours truly drew this car up in Sketchup before the newer versions emerged and with no idea how to execute "niceties" like the impressions of the ribs on the interior of the car. Scott McKenzie had a hand in several early designs as well. In the end, these were set aside, and the car was redesigned for easier casting and changeable end styles by Glenn Guerra using Solidworks CAD. Glenn also produced the artwork for the C&O cars. What followed were endless trial and error 3D printing sessions patiently executed by your editor, Dan Dawdy, and in one case, by the late Larry Eggering using his newly acquired filament printer which he pushed to the max to produce some very respectable sides for the N&W model. Yours truly duly assembled all these "pre-production" sides and ends using available parts including Glenn Guerra's 10" K brakes used on the prototype earlier production cars.

The longevity of these cars makes them desirable as model additions to any eastern railroad. As shown below, they lasted well into the modern era with even the earlier production models serving as staples of the C&O maintenance of way fleet right up and into the CSX era.

The tale of the prototype C&O gons is a long one, but it is well chronicled by several C&O experts, including the late Robert Hundman and Al Kresse. They collaborated on a *Mainline Modeler* article that also appeared as a June 2015 article in the C&O magazine detailing the 1930 – 1937 forerunners of the more modern 1948 and 1953 versions. Using that information expands the ability for the modeler to make at least four variations of these kits.

For the C&O, 5,000 of the earlier versions of the car were ordered in the following batches from 1930: 40000-42,999 – peaked ends – American Car & Foundry 1930 (last retired 1983); 43,000-43,999 - peaked ends – ACF 1934 (last retired 1985); 44,000 – 44,499 – peaked ends - Bethlehem Steel 1936 and 44,500-45,999 – rounded ends - ACF 1937 (last retired 1987).

The same design elements with rounded ends and Ajax brakes can also be found in the 16,000 series of Clinchfield cars built by ACF in September 1937 as lot number 1664 and in several series of Norfolk & Western cars built at Roanoke.

As chronicled by Alfred L. Kresse in his book *Chesapeake & Ohio freight cars, 1937-1965 C&O Historical Society, January 1, 1996, Volume 1 Hoppers and Gondolas*, two more series of notched end cars completed the fleet on C&O: the 36,000 – 36,999 series were built in August of 1948 by the Pressed Steel Car Company in McKees Rocks, PA. They have the distinction of sporting perhaps the largest variation of truck side frames ever applied to one series of freight cars coming to eight variations as shown in the table, in case you happen to have some of these hidden away.



- Trucks: A-3 Ride Control (36000-36249)
 Barber S-2-D (36250-36449)
 Scullin L-V (36450-36649)
 Double Truss with Monroe shock absorbers (36650-36849)
 National C-1 (36850-36949)
 Symington Type XL (36950-36974)
 Symington-Gould, Chrysler High Speed Type FR-5-C (36975-36999)

Figure 1 Left Source: Chesapeake and Ohio freight cars; Hoppers and Gondolas, Kresse 1996.

Finally, the 37,000 series were built by ACF Huntington, WV shops in August 1953. It would be fair to say that these two later series were the inspiration for the current models but owing to the very stable main body design over the years there is no inaccuracy in substituting the ends and brake gear to model any of these specific series.

The peaked ends were a reminder that these gondolas were intended to haul coal as well as other materials, with a cubic capacity of 1,980 cu. ft. or 2,300 cu. ft. heaped. These earlier version cars used K brakes with 10" cylinders and a bewildering array of draft gear, with the most common being Miner on later models. The 40,000 to 43,999 had vertical staff brakes, while the remaining cars had Miner and still later Ajax power brakes. A part

of the motivation for writing this article, was to share the fruits of my attempts to sort out these variations and reasonably accurately detail the undersides of the various end configurations.

C&O 40850 is representative of the 1930's production from ACF with peaked ends and K brakes as built. (K brakes were outlawed from interchange service in 1937, but exemptions for war time service and other factors resulted in K brakes persisting into the late 1940's.) The K style brakes and the characteristic dirt filter



between the air line and the integral distributing valve are shown in the bottom photo. The authority for the K brake arrangements are drawings by Robert Hundman that appeared in the June 2015 *C&O Magazine* and C&O Historical Society photos COHS-41495 and 41496.

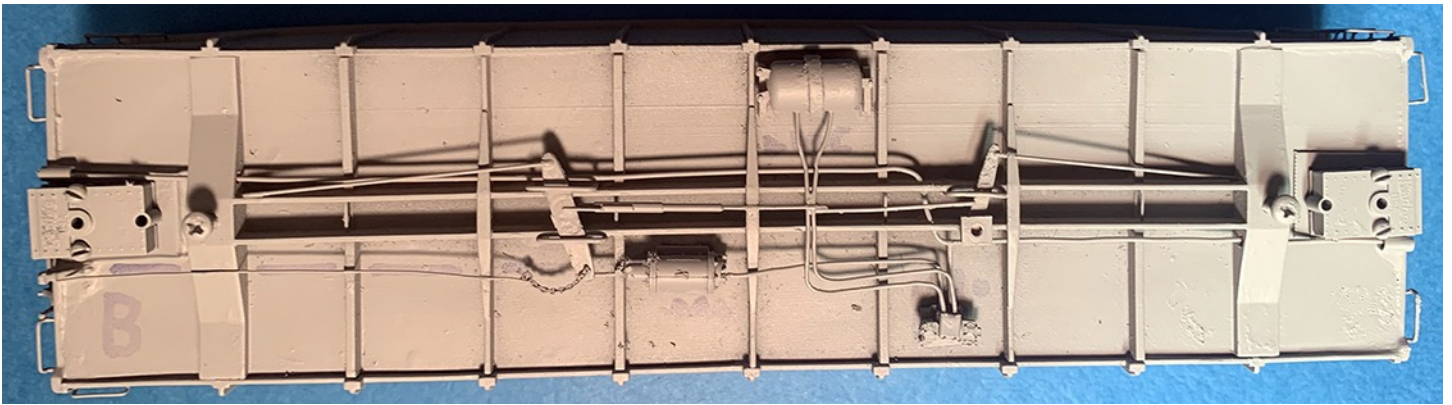


C&O 44117 is representative of the Bethlehem Steel product of 1937 with rounded ends and essentially the same mechanical features as the former production, but with modernized Miner power set brake using parts made available by James (Rusty) Rustemeyer.

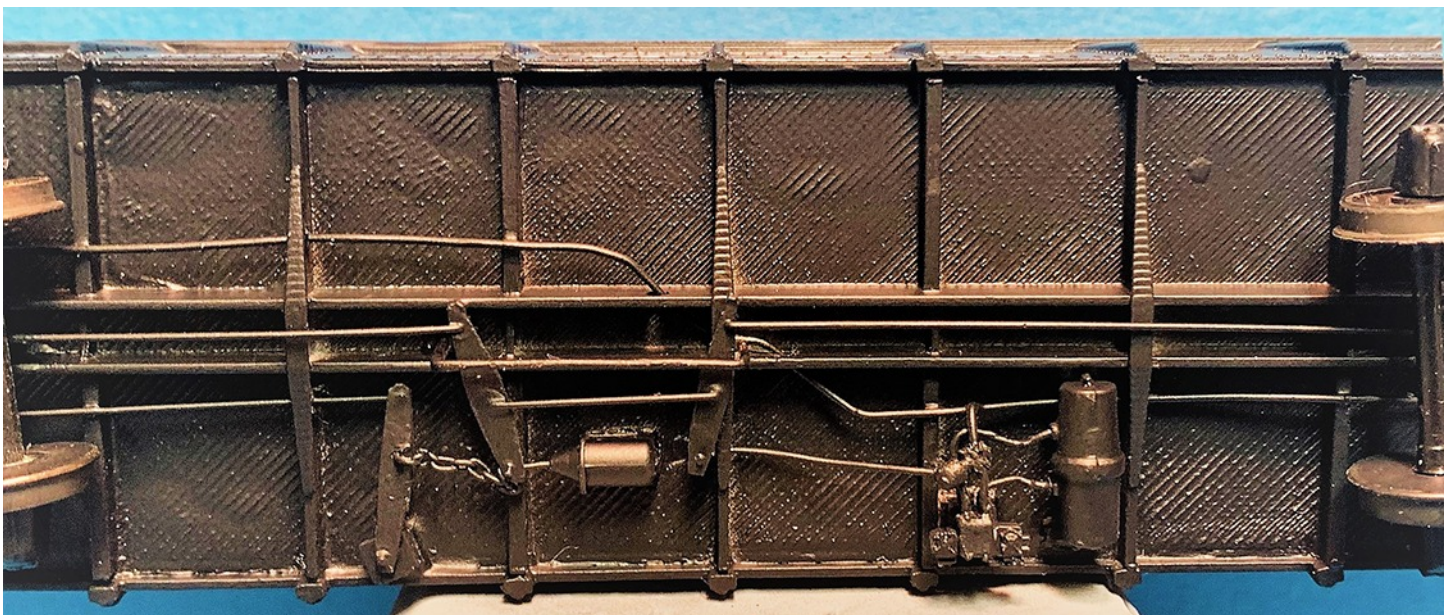
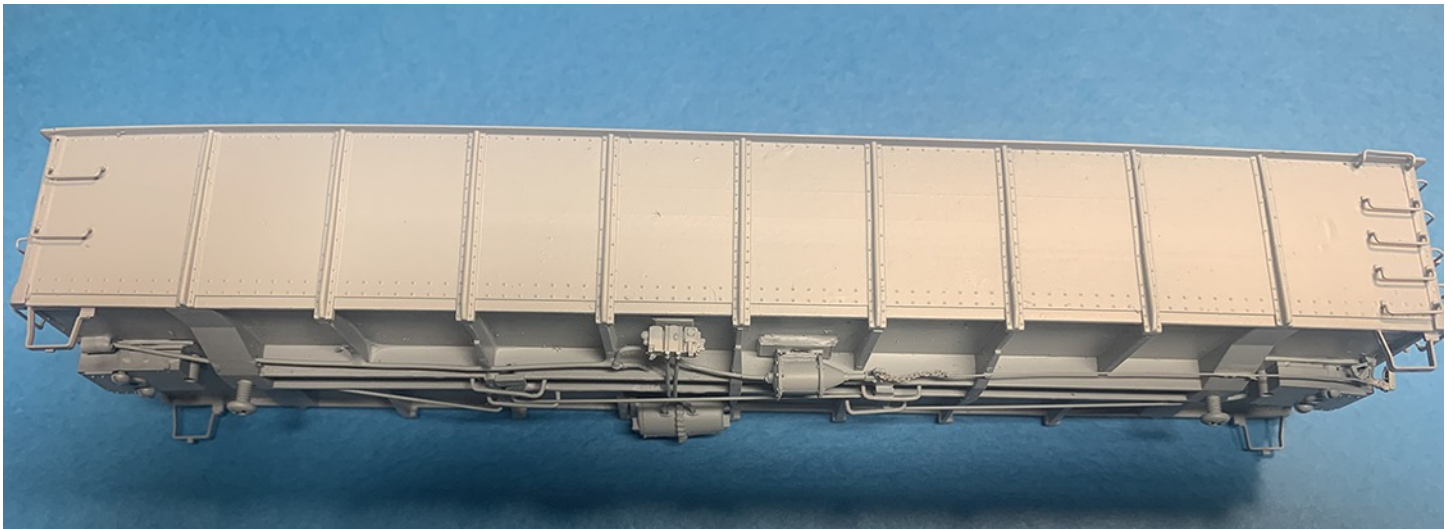


And finally for the C&O, 36300 is representative of the 1948 Pressed Steel Car Company product and, as we noted, the design base for this model. It incorporates AB brakes, and in this case, an Ajax power set brake wheel. Authority for the underbody detail is found in Hundman's April 1991 Mainline Modeler article and C&O Historical Society documents COHD-56, C SPR-3129, COHS 40546 and COHS-52125.





Above: Figure 2 CO 36,300 underbody 1.
Below: Figure 3 CO 36,300 underbody 2.





But, at the end of the day, who could resist the temptation to build a Norfolk & Western model from so close a cousin? Whereas N&W was in the habit of making its own components, and on many of its gons, used an end of its own design. At least one series of GJ gons, the 92,000, used peaked dreadnaught ends. On the other hand, another class, the 93,000 GJA's, had the desired sides with the abbreviated shorter side sill, probably to accommodate drop floor doors for unloading as would have been originally installed according to the GJ"A" classification.

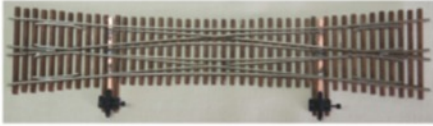


N&W 93589 represents the “plausible combination” of the peaked ends with the GJA sides after the hypothesized drop doors had been removed and AB brakes installed, apparently in 1938. The authority for the brake rigging and piping arrangement is found in Norfolk & Western Historical Society drawing NW-G33129.01-20-1938 (believed to be a view through floor from above). A K-4 lettering set for N&W 50-ton hoppers was used for the lettering by referring to NW-F34951.07-22-1949.

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Building The Des Plaines RS-1 with DCC

By Chris Monje

Editors note: For a more detailed step by step build of this locomotive see the [The S Scale Resource August/September 2018 issue here](#).

Des Plaines Hobbies offered the S gauge brass RS-1 kit in 2016. It's an excellent kit, and it takes experience and patience to build. Useful tools for assembly include a butane torch and resistance soldering equipment. This was my most ambitious project, and I waited until after retirement to do it.



Photo 1

The kit came with clear instructions in the pdf format. Illustrations and text conveyed how to accomplish each step in a good chronology. The build of the locomotive is covered well, but there was nothing about connecting the provided motor to the trucks. I wrote to the late Ron Bashita of American Models, and he identified the proper components I would need to purchase. Toward the end of this article, I describe mechanical and DCC installation, something not covered in the kit pdf.

The instructions provided with the kit have good photos and tips. They're relevant for any brass assembly. I also took iPhone pictures to document my progress. This write up doesn't have the details of the kit instructions, but there is some comparison. For example, I used tweezer style resistance soldering, and the kit illustrations show a probe type resistance soldering. Tweezer tips are replaceable, something I had to do during construction. They get red hot. For castings like the hood ends, I used a butane torch.

Photo 1 shows an early step where rectangular tube reinforcement is soldered to the sheet metal base. The base is on ceramic tile with a block of wood underneath. This mounting is described in the kit's instructions.

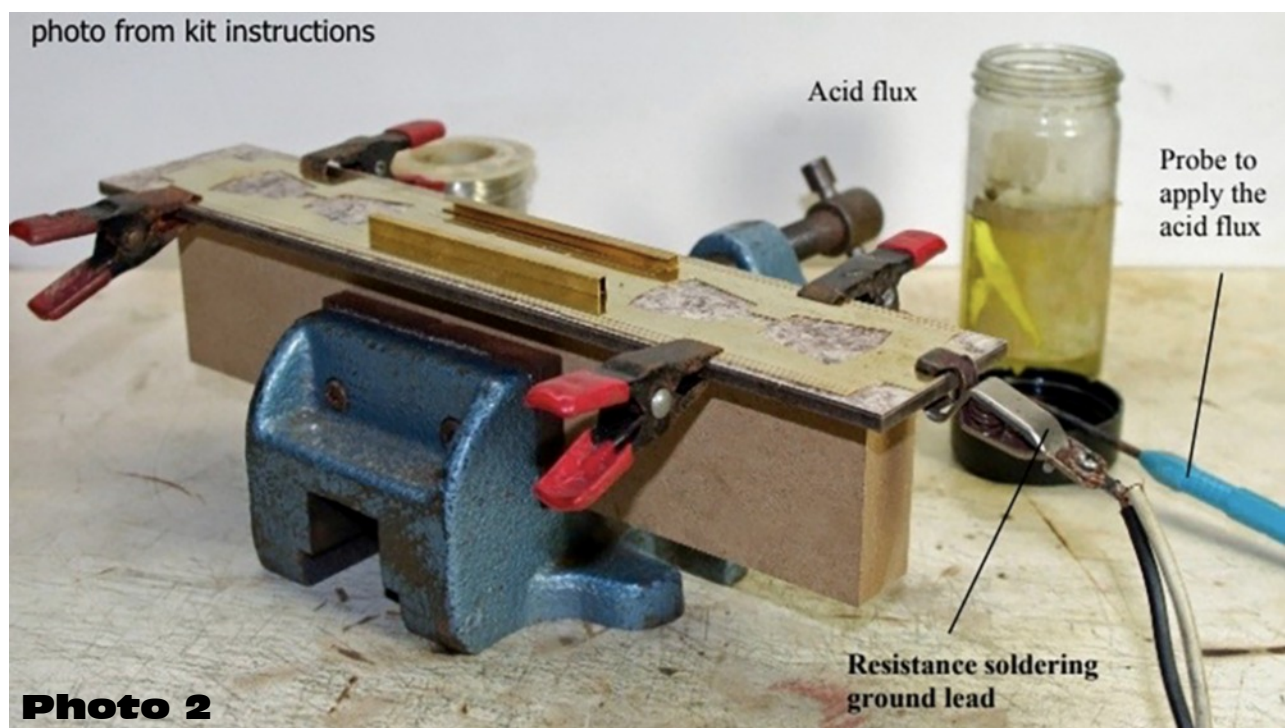
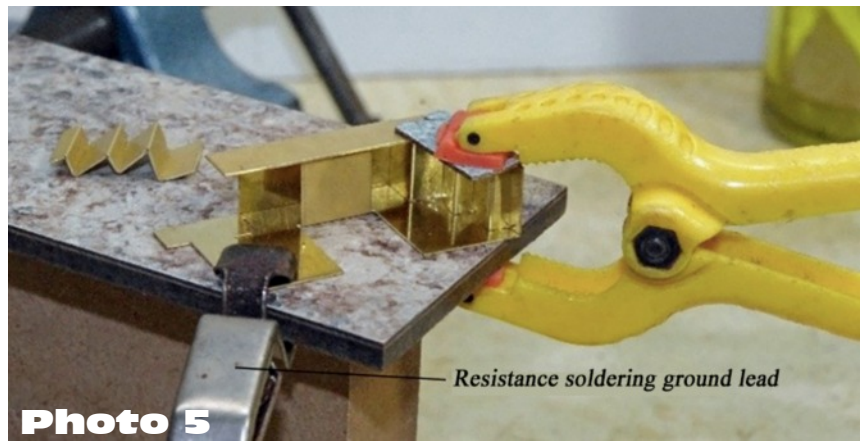
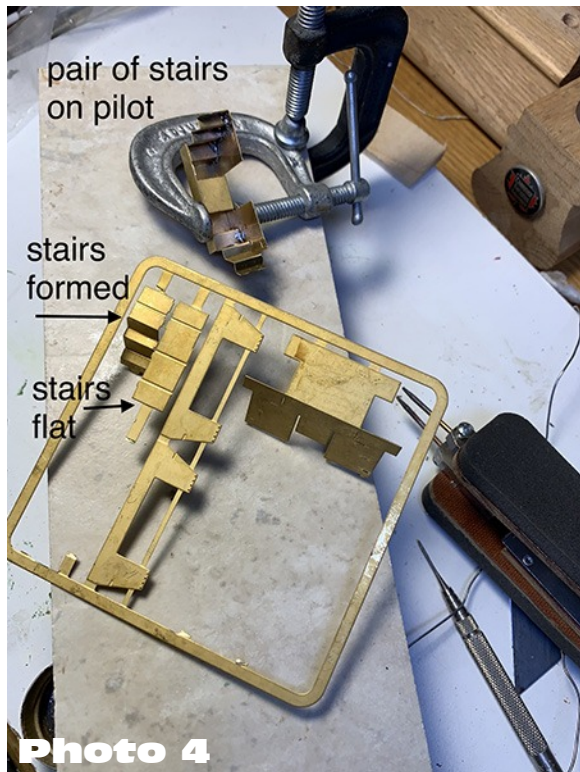
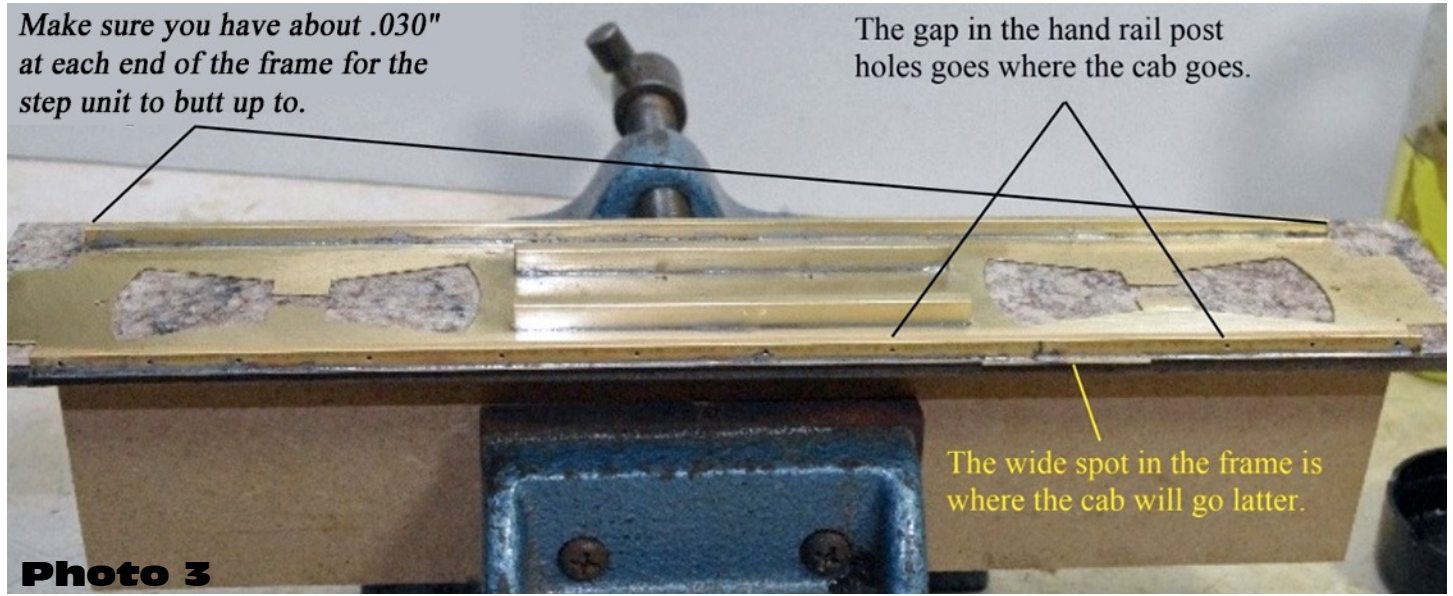


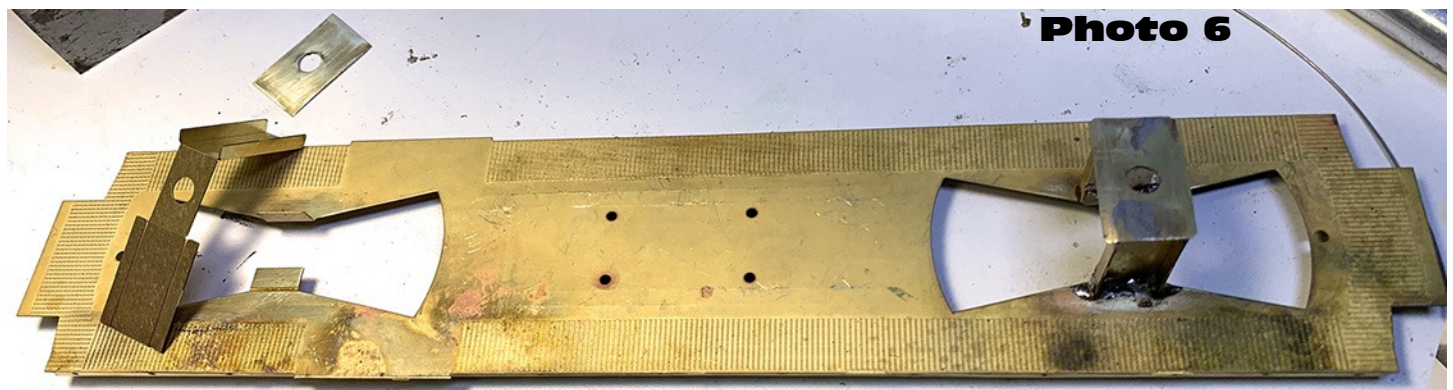
Photo 2

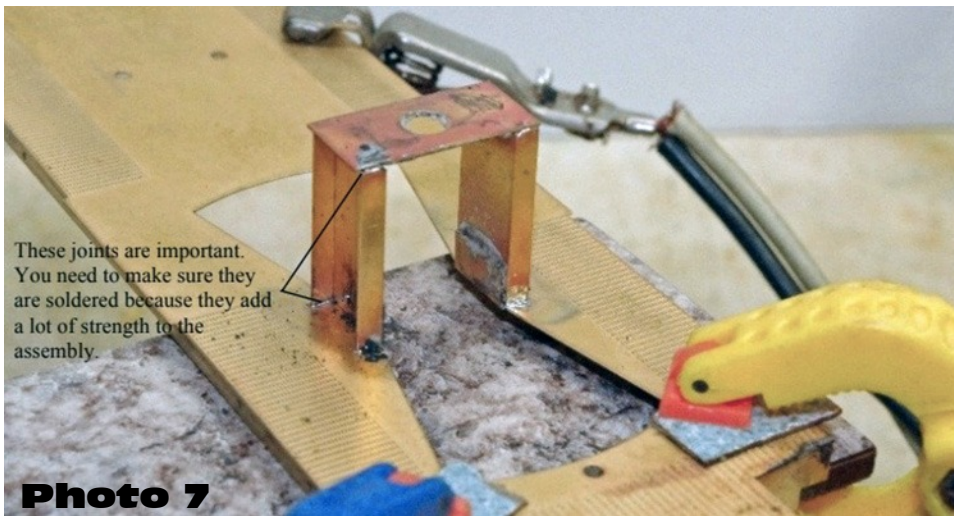
Additional brass tube reinforcement is visible in subsequent pictures. For example, it is used underneath the walkways to strengthen the frame. See Photos 2 and 3.



The next step of fabricating the stairs demands attention to detail. The parts are nicely laid out on a parts tree. Here's a similar picture from kit instructions. Photos 4 and 5.

The step of attaching the stairs to locomotive ends requires careful alignment before soldering. Likewise, fabricating the truck mounts also requires care in bending the sheet brass. Photo 6 shows a partially formed truck mount on the left, fully mounted on the right.





These joints are important. You need to make sure they are soldered because they add a lot of strength to the assembly.

Photo 7 is a close up from the kit instructions that shows good soldering on the truck mount.

Photo 8 shows the completed locomotive frame.

Subassembly fuel tanks and battery boxes are also added. Photo 9.

The pre-formed RS-1 body is now reinforced with brass angle and cast brass ends.

Photo from kit instructions



Photo 8



Photo 9

Secure clamping of parts is essential, as seen in photos of the work. There's no second chance for realignment. Soldering brass castings to sheet metal requires extra heat. I think a torch works well. Heat is applied to the opposite side of the casting that is being soldered. For example, soldering the radiator casting is accomplished by heating the outside of the casting, and solder is applied on the inside. This way, the solder is kept away from the flame and is drawn toward the heat. Plumbers use the term "sweating" when applying heat to a copper fitting and applying solder to the opposite side. See photo 10 next page.

The cab is formed by bending the flat sheet along thinned areas that facilitate good angles. Photo 11 next page.

The kit instructions detail procedures to form the cab, Photo 12 (next page) is a picture from the instructions.



Photo 10



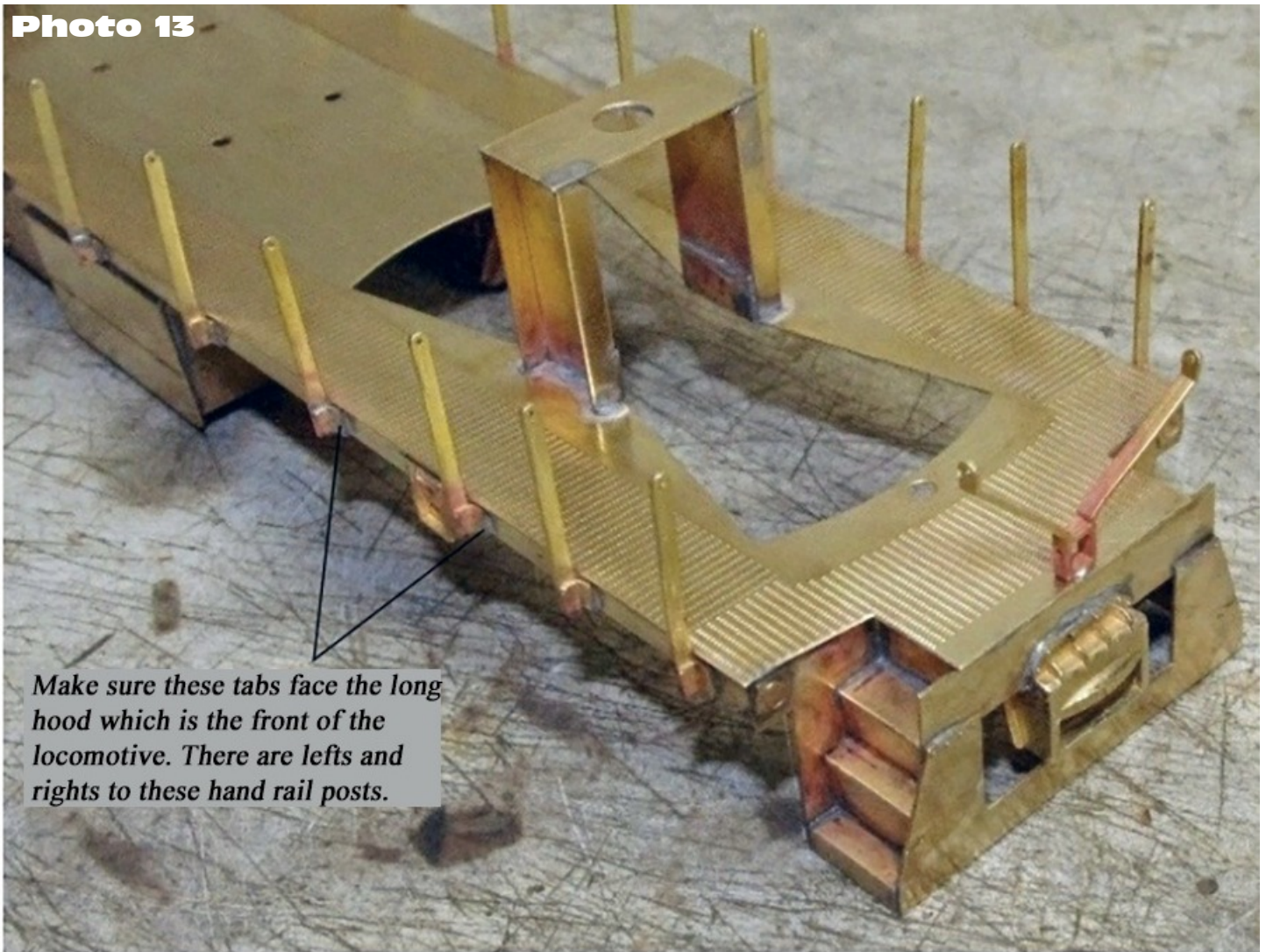
Photo 12

Each step of the build requires attention to detail. Soldering the cab corner is a step where good technique minimizes visible solder. Photo 13 is the last picture in the instructions for building the RS-1. From here, observational skills and experience are needed to complete the kit. Note the four holes visible in the frame for the motor mount. Photo 13 next page.



Photo 11

Photo 13



Make sure these tabs face the long hood which is the front of the locomotive. There are lefts and rights to these hand rail posts.

We are going back to the frame now and installing the hard rail posts. There are left and right posts.

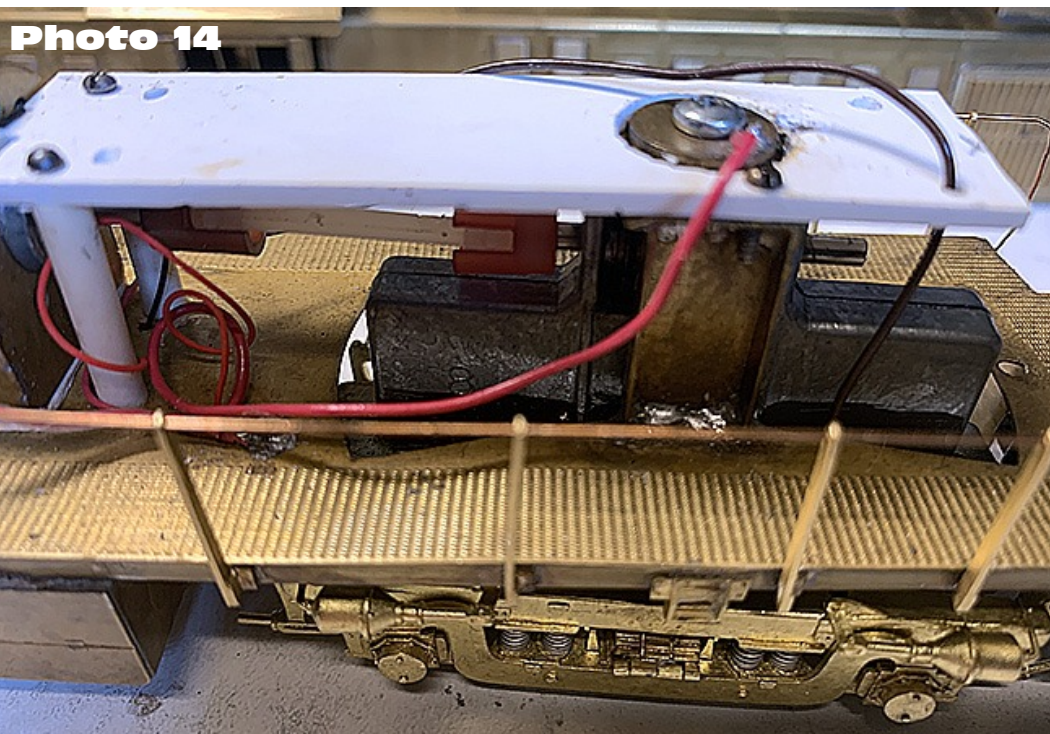


Photo 14

DCC installation

Photo 14 shows a styrene platform that I added for DCC. Visible underneath is the driveshaft designated by Ron Bashita.

I added a plastic shim to isolate the motor mount from the frame. The mount is attached with four plastic screws from underneath. See photos 15 and 16 next page.

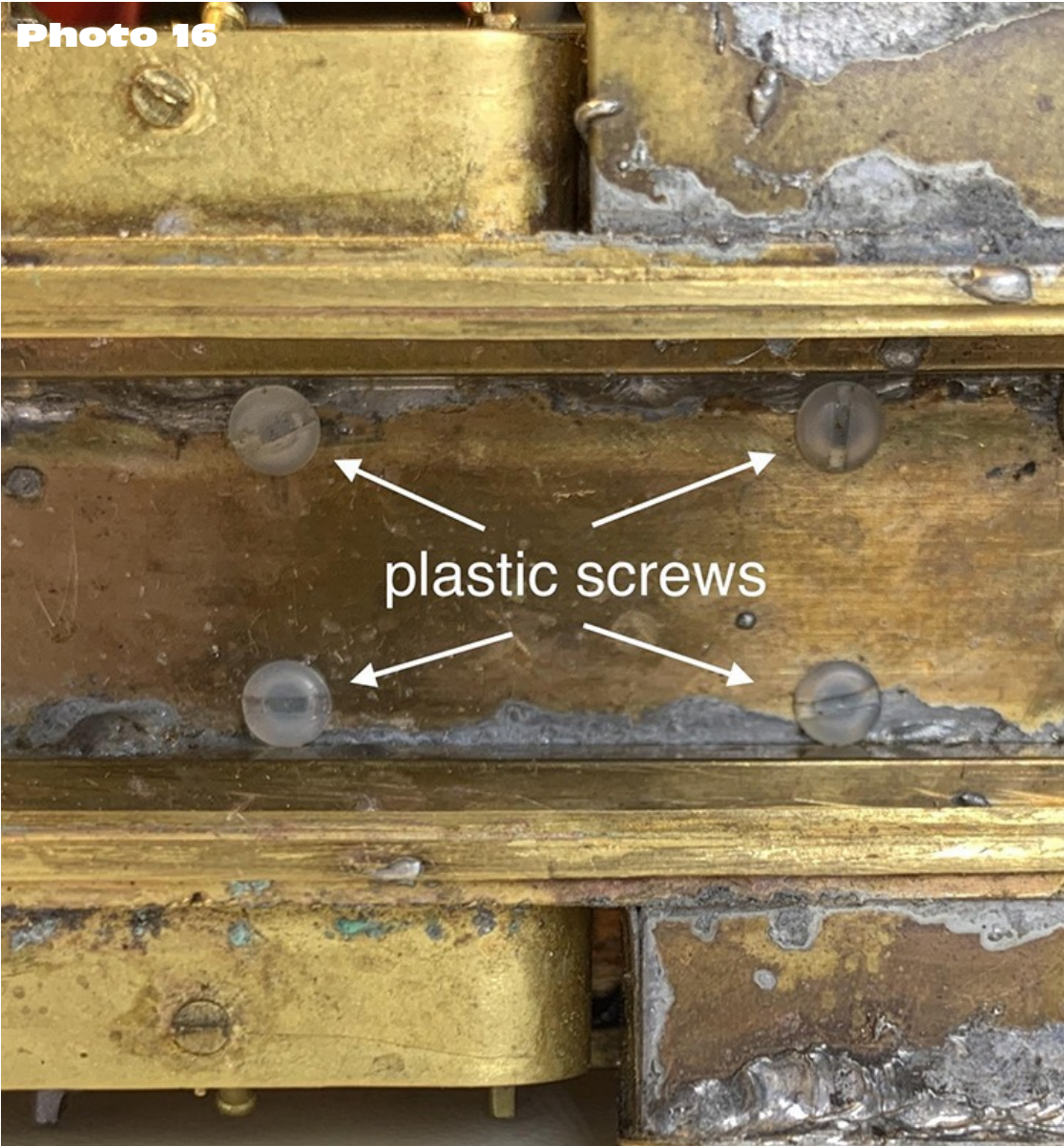
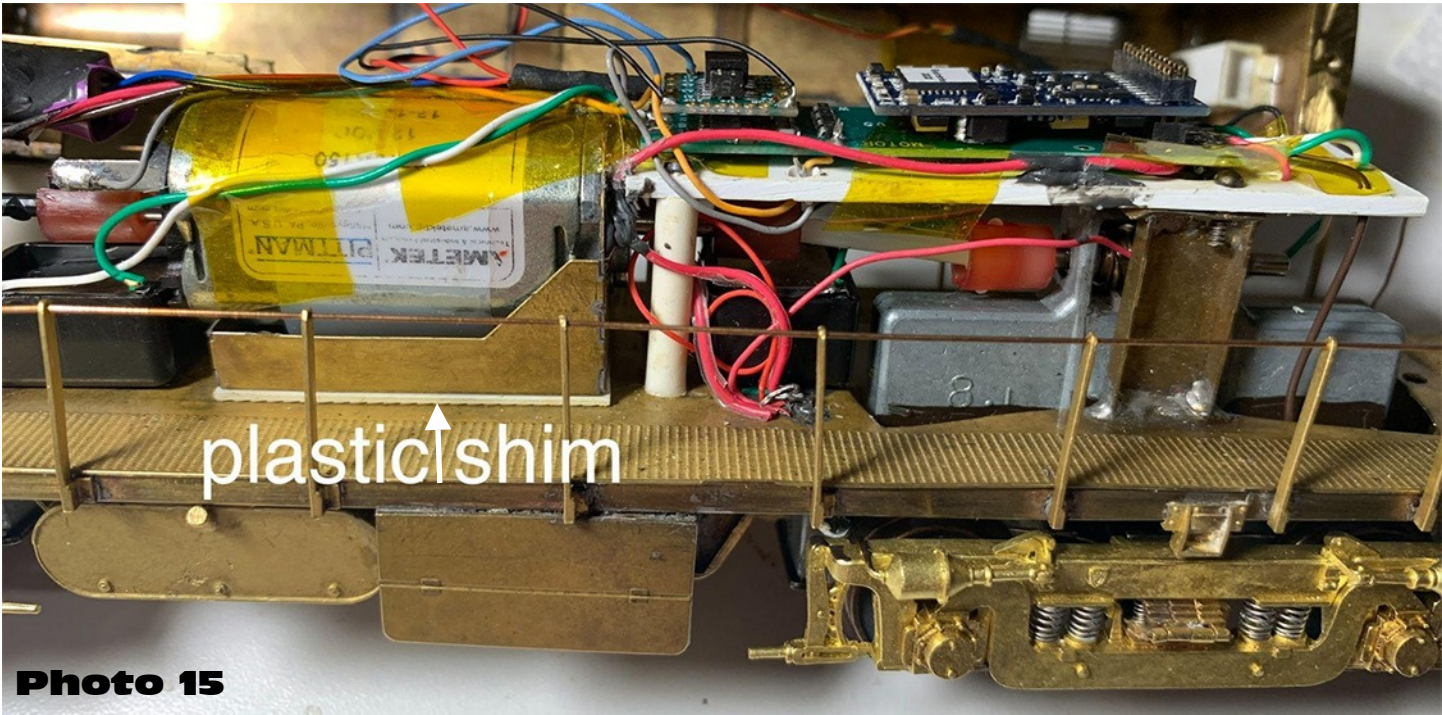


Photo 17 shows parts used for the DCC installation. I like [SoundTraxx](#) products and their customer service. [Tony's Trains](#) recommended the [Decoder Buddy](#).

The Decoder Buddy makes it convenient to plug in the DCC decoder. Also visible in the picture is the purple CurrentKeeper capacitor set. It was later painted black to make it less conspicuous in the cab window.

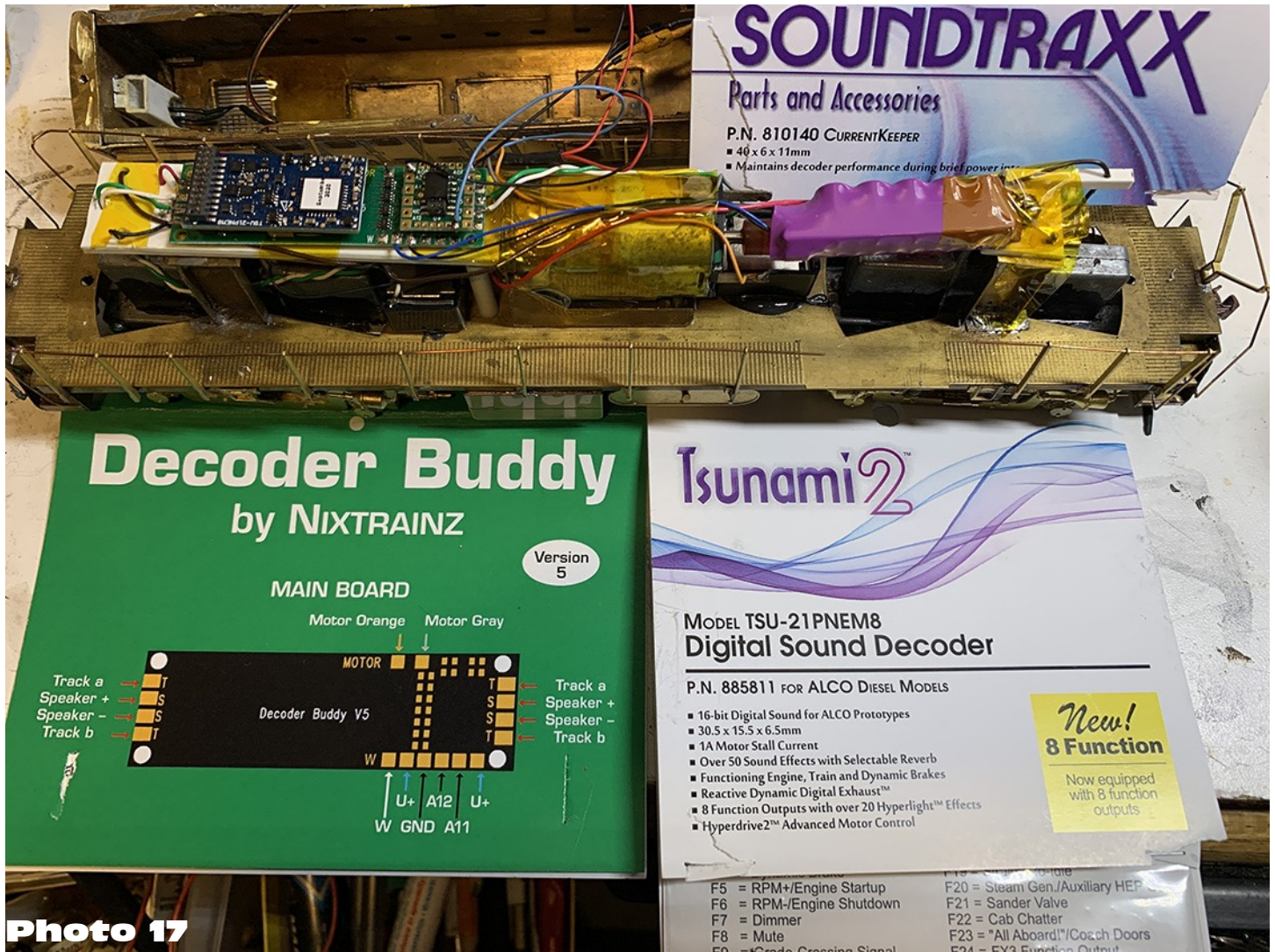


Photo 17

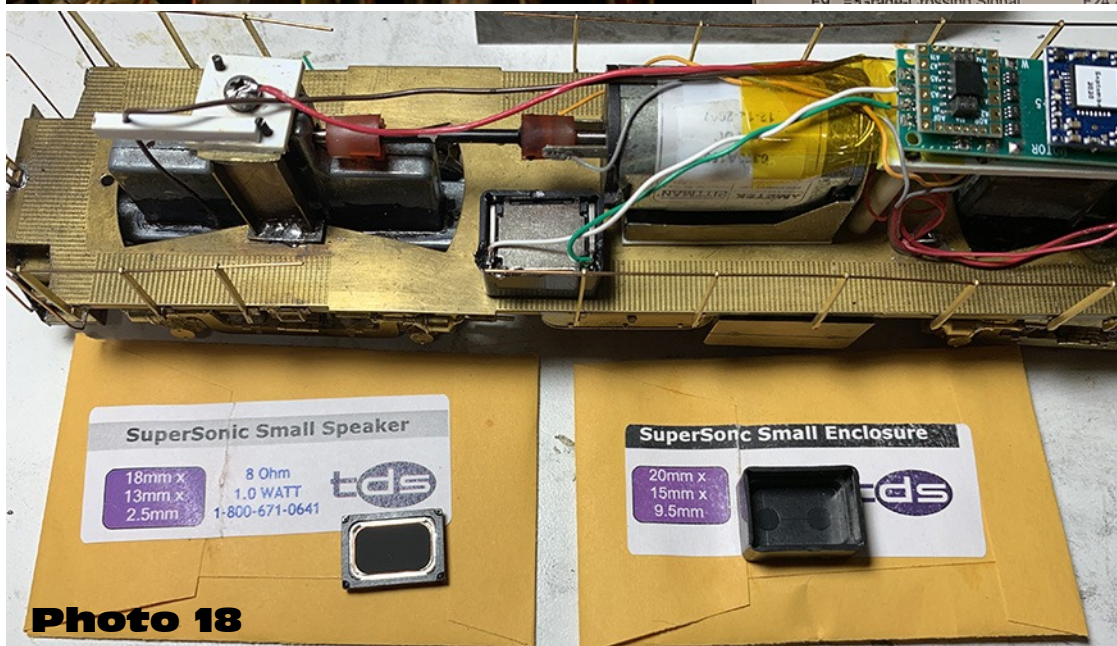
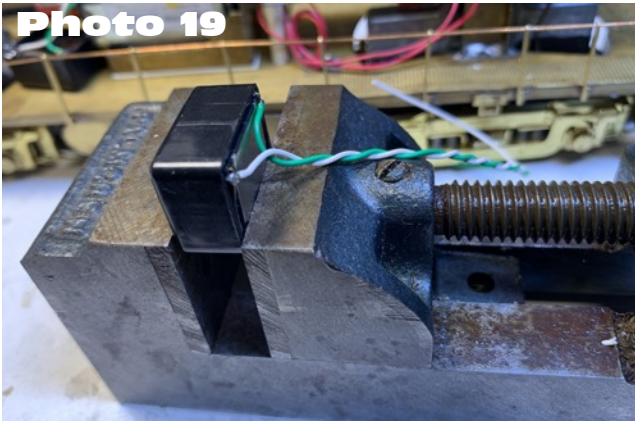


Photo 18

I found that clean wheels and tracks are especially important with this locomotive. I also applied [DeOxit](#) to the phosphor wipers to optimize conductivity.

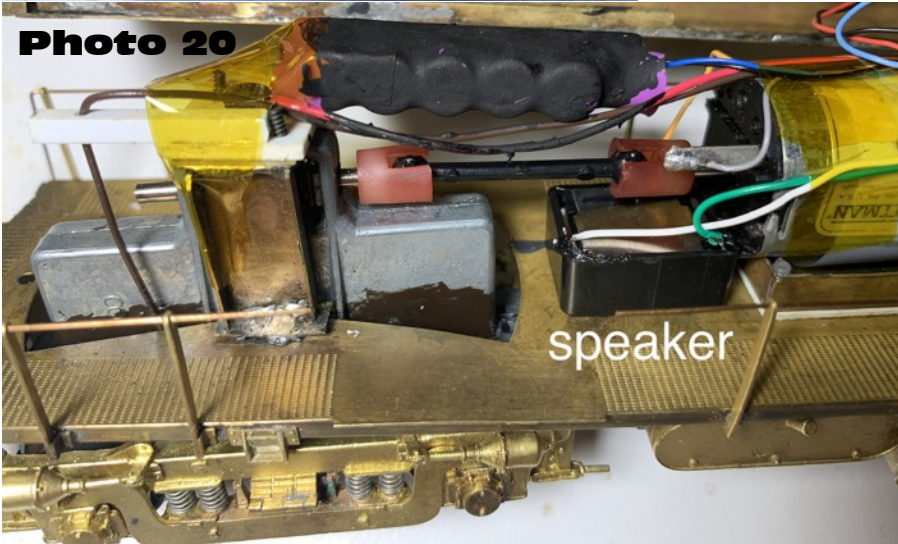
Two speakers fit nicely underneath each driveshaft.

Photo 18 shows the speaker on the left and the enclosure on the right.

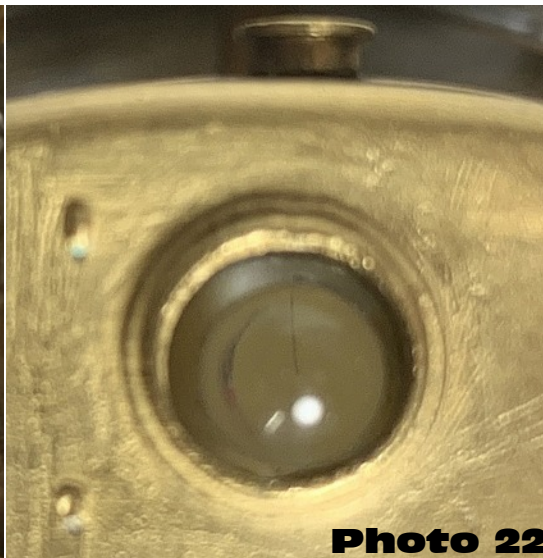
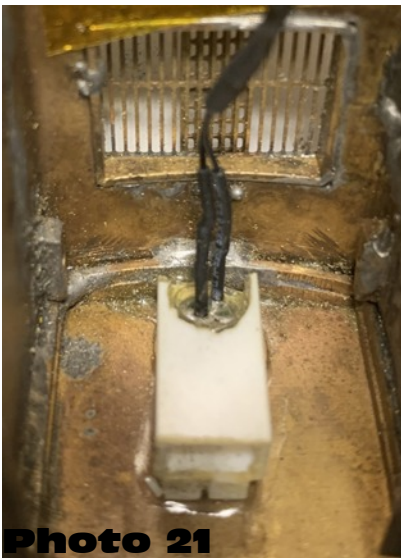


It's handy to have a bench vise to push the speaker into the enclosure. Photo 19.

Photo 20 shows a speaker underneath the drive shaft, and the now black CurrentKeeper above the driveshaft.



For headlights, I used Evan Designs warm white 5mm LED's.



I used a rectangular styrene strip inside to keep the LED centered. It looks good when illuminated. Photos 21 and 22.

One final note: to modify the sound of this RS-1, I used the Soundtraxx dynamic exhaust settings shown on the bottom left.

125Hz	250Hz	500Hz	1k Hz	2k Hz	
227	228	229	230	231	CV
128	128	128	128	128	original value
250	200	222	188	100	new value

This way, the RS-1 sounds a bit different than my RS-3 with the same board. These are small nuances of sound that may be intriguing. The Soundtraxx manual is much more in depth. I included this reference as an example of tuning possibilities.

https://soundtraxx.com/content/Reference/Manuals/Tsunami2/tsu2_diesel_technical_ref.pdf

Audio Control CVs Tsunami2

Diesel Technical Reference 107 CVs 226-232: Cut/Boost Controls page 107.

Description

The frequency levels of the equalizer are divided into seven bands, ranging from 62Hz to 4kHz. Modify each band's frequency response from -12dB (cut) to +12dB (boost) by entering values from 0 to 255 into the following CVs:

CV 227: 125Hz Cut/Boost

CV 228: 250Hz Cut/Boost

CV 229: 500Hz Cut/Boost

CV 230: 1kHz Cut/Boost

CV 231: 2kHz Cut/Boost



RS-1 build finished and ready for paint.



2023 Twin Cities Division "Modeler's Retreat"

By Tom Lennon

March 10th and 11th the Twin Cities Division of the NMRA hosted the 2023 Modeler's Retreat at the Mt. Olivet Lutheran Church auditorium. A large number of railroad modelers of various interests, eras, railroads, and scales were in attendance, including a large number of local S Scalers.

Here's a couple of photos of the auditorium taken during one of the clinics on Saturday. The clinics were very well attended and ranged from "The current state of Resin 3D Printing" given by a local On3 Scaler (with 3D printed Climax and Shay examples) to "Why the Clinchfield?".

There's plenty of S Scale to be seen in the foreground. In fact, the entire first row of tables was overflowing with S Scale models from locals like Shane Lambert, Jessica Paulson, Mike Ostertag, Greg Skogan, Chris Poppe, Paul Butowski, Tom Lennon, Ken Zieska and Jeff Saine.





Of interest are a variety of models by Tom Lennon and Mike Ostertag, as well as a demonstration of the new Woodland Scenics lighting system by Chris Poppe, and a fellow back by the stage who is assembling a modular and sectional batch of N Scale panels – designed by him to be assembled in an infinite variety of configurations. You and I know this is an old idea from American Flyer, but he'd never seen any of those.



HO scale modeler Greg Skogen, from northwest of the Twin Cities, has taken an interest in stringing some overhead wire, but likes the extra hand clearance provided by modeling it in S Scale. Finishing up a well done assembly of a MRRW Baldwin D unit, Greg also has a couple of interurbans in the works. We can't wait to see them. A fine string of recently completed HO Scale ore cars is in the foreground.



Shane Lambert brought some of his recent models. The Farnhamville covered hoppers are his custom paint work. The structure behind is computer printed on paper, then laminated on to a cardstock he found at a local art supply business. He is scratchbuilding the bridges too. Busy guy!

Chris Poppe was showing some of her structural lighting techniques. Her buildings won an NASG award at the recent Buffalo National Convention.

On the left are several models built by Tom Lennon. The old time gondola is a 1970's kit by Liberty Models. A scratchbuilt 2-bay Airslide covered hopper lurks in the background.



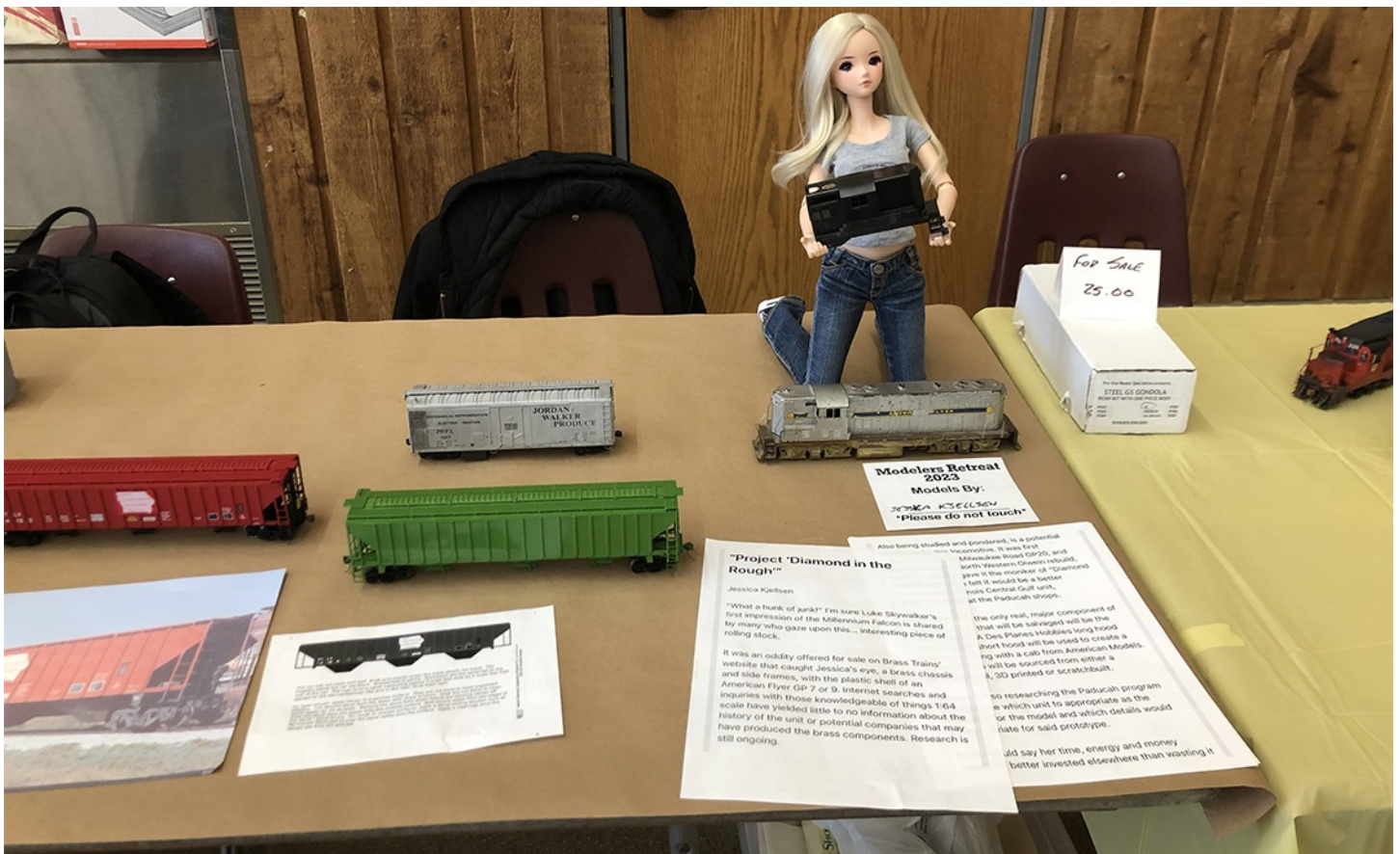
On the next page we see the first table of “S Scale Alley” that had a lozenge shaped sign declaring you have arrived at model railroading’s perfect size! I’m seeing more and more of these signs all over.

Jeff Saine brought a kit built Feed mill, his latest effort. He says he’s still learning (aren’t we all), but his finished product look really well done to me.

Next to that is Shane’s modified Fire Station, 3D printed by web-based Outland Models. He has just begun to add details to it.



Below from left to right, Mike Ostertag's covered hopper, Ken Zieska's covered hopper and 40' mechanical reefer, and Jessica Paulson's GP conversion project.





All the way from Green Bay, WI came Mike Ostertag and his assortment of extremely realistic freight cars.

And that's Chris Poppe, still wiring more lighting circuits for her well detailed structures.



Tom and Ken just "settin' a spell".



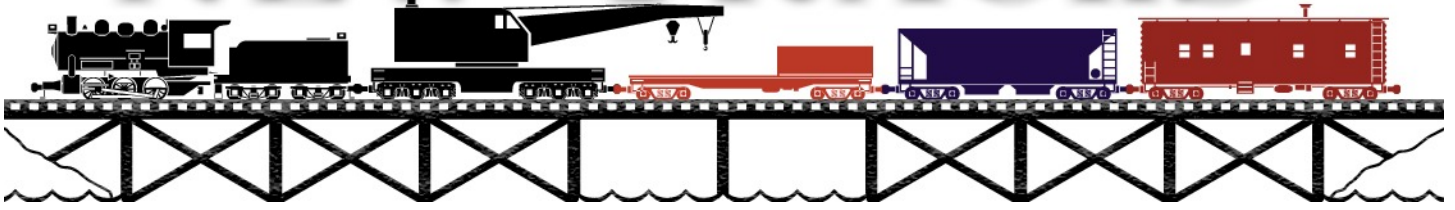
Paul Butowski came from Northwest of the Twin Cities. Paul is one of the premier weathering experts around these parts. He has been turning his talent to a growing number of S Scale cars, while continuing to operate his large HO layout.

His secret? He frequently uses prototype photos of well weathered cars as his subject. The models are his canvas – true works of art!



Tom Lennon is working away on his Make-n-Take billboard project. The end result is displayed next to his Finestkind Models rendition of Henry Meloux's Lakeside Cabin and Provisions Store.

NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide



By Contributing Editor Jim Kellow MMR

Where Mentors help Modelers Build “It’s All About Today’s Modelers and Modeling’s Future”

Please follow my [Facebook Page, Jim Kellow MMR](#) to keep up to date with New Tracks and our programs. Something new is always happening for modelers like you. For example:

New Tracks starts a Regular Column in Local Newspaper

Last issue, I told you I am doing everything I can think of to promote modeling and mentoring by New Tracks. I even showed you the newspaper article that was written about me. Guess what? Because of that article, the local *Chronicle* newspaper asked me to do a monthly article on model railroading! My first article appeared in the April 5 issue of the *Chronicle*, and I am told it may also appear in the other 34 newspapers owned by the parent company, The Paxton Media Group.

[My second article was published in the May 5, 2023 issue of the newspaper.](#) This article concentrates on the “New Tracks Modeling Mentoring Scholarship” (NTMMS). I encourage everyone to read it to see if your local High Schools have the same views about our scholarship as mine does. Let me know.

I know these articles are generating local interest for New Tracks because I have already heard from both local donors and applicants to our Scholarship 501(c)(3) Company, New Tracks Mentoring, Inc.

This writing experience has shown me the value and reach, to a very broad and diverse audience, our local newspapers can provide our hobby. I think we should work with them every way we can. If you think your local newspaper is interested in my articles, please let me know.

I am also pleased that the [National Retail Hobby Stores Association](#) (NRHSA) included New Tracks and our scholarship in their monthly magazine “Hobby Merchandiser”. Having the support of this association and local hobby stores is very important in helping to get our message out to potential applicants and donors.

So now, with your help, let’s make sure every potential model railroader applicant, knows about our program and, if needed, gets help in completing their application. The deadline for submitting an application is July 1, 2023. Specifically what can you do?

What the New Tracks team can do to help notify applicants about our Scholarship



Bob Davidson donated three banners through his company, Exhibits And More, which will be shown at train shows and rail expos across the country.

Bob is donating three banners. Each banner is 3' wide and about 7' tall and has a QR code on it to link you directly to our website to get more information including the application to apply.

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

Please look for our banner at train shows and other events and tell your sons, daughters, grandkids, and all other possible applicants, about our Scholarship and encourage them to apply. The more applicants we have this year, the more scholarships we will try to provide in the future.

If you don't see our banner at an event you attend, please consider helping us by being our representative at the event and displaying our banner at the event the next time it is held.

This year, our banner started out on the East Coast at the Amherst Railroad Hobby Show in Springfield, Massachusetts January 28-29, 2023. Chris Course, owner of Conowingo Models and a member of the New Tracks team is a vendor/participant at the Amherst show, and volunteered to transport and set it up. Dylan Lambert owner of Lambert Locomotive Works set up and represented us at our Amherst show booth.

The banner was then sent to Earl Hackett, also a team member of New Tracks who displayed it at our table at the Great Scale Model Train Show (GSMTS) in Timonium, Maryland on February 4-5, 2023. We also had our banners at Allen Littlefield's Mid Hudson On30 show, April 14-15, 2023, and it is scheduled for Al Judy's O scale show: [The Harrisburg Narrow Gauge Summer Meet](#) June 9-10, 2023 in Harrisburg Pennsylvania, and at the [O Scale National Train Show](#) in Denver Colorado June 8-11, 2023.

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

Thank you to everyone who helped us display the banners at shows around the Country. We are currently taking reservations for our banners for our second year's (2023/2024 Scholarship Program. Stay turned for mode details on it.

You can also use our handout with basic information about our 2023 Scholarship to pass on to applicants or their parents. More detailed information is available on our website at: newtracksmodeling.com/scholarship Again, your help and support is needed to reach as many qualified applicants as possible.

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

NTMMS 2024 Scholarship Programs

Our Scholarship Team has set high expectations for 2024 and have goals to offer a significant number of high value scholarships. To be successful, we will need all your continued support and help.

New Tracks is the only organization we are aware of, comprised solely of volunteers, from the model railroad community who have created a nonprofit company whose purpose is to provide scholarships

throughout the United States for the benefit of young modelers who are pursuing their STEAM education after high school graduation, in a college, university or accredited technical school.

We are in the process of finalizing our donation process, and we hope you will consider making a tax deductible donation to this very worthwhile scholarship effort. The contributions by current model railroaders can help the next generation of modelers continue the traditions of our great hobby. For more information including the Officers and Board of Directors for the Florida Nonprofit Company which operates our NEW TRACKS Scholarships, please visit our website: newtracksmodeling.com/scholarship

Don't miss the New Tracks Build Along at the 2023 NMRA National Convention. It will be live in person by a Team member.

New Tracks is honored to have been asked by the NMRA 2023 National Convention Clinic Chairman to host a Build Along with Phil Edholm at the upcoming NMRA National Convention in Dallas Texas on August 21-26, 2023.



The clinic will be on Thursday evening of the convention and last approximately three hours. Alan Rogers is the manufacturer of New Creations Model Railroad Building LLC, whose Handcar shed kit will be built. The kit is available in N, HO, S, and O scale at a significant discount to modelers attending the convention who “Build Along” with the New Tracks Mentor, Phil Edholm. Phil will build the structure and offer help and advice to the modelers participating in the “Build Along”.

We look forward to working with the Long Beach California Convention Clinic Committee and offering other New Tracks clinics at their convention in 2024. If anyone is interested in being a part of our clinics, please let me know.

A new segment starting July 19, 2023, on New Tracks hosted by Steve Sherrill is called: “What do you want to talk about?”

Several modelers have suggested we have a segment on our weekly Zoom show that is about any modeling or model railroad subject anyone wants to discuss. Sounds like a good idea that we have not tried before, so we are going to see where this goes.

If viewers like this idea, as we think they will, it may open New Tracks to model railroading subjects we have not previously explored. That would be great. The more we can response to viewers questions and issues the better. Tell us: “What do you want to talk about?”

It's Official: New Tracks Presentations can earn you NMRA Achievement Program Points for either the Author or Volunteer Certificates

I am pleased to announce that New Tracks presentations including BUILD ALONG, WATCH ME BUILD, and other modeling presentations are eligible to be counted as a regional clinic toward earning either the NMRA Author Certification, or Volunteer Certificate points. I want to thank Pat Rivard for bringing this issue to my attention and to Frank Koch, the NMRA National AP Chairman, for his help in outlining what the presentations need to include to be awarded points.

Frank explained eligibility: "If the presentation meets the requirements as a clinic - 30 minutes, instructional or educational and not just a blog or discussion, and has a reference handout that is available online to anyone, the fact that all our presentations are recorded and available on our YouTube channel meets this requirement, - then it can be counted as a region clinic and earns 4 points toward Author. Since it is an electronic presentation, it is covered by the 50% of total points for that type of "publication". If it is a clinic that has been presented before in any format, then subsequent presentations earn Volunteer points, but no additional Author points."

Frank then outlined this exception: "The only caveat is that if it is just basic kit building, then "no" it won't count, as there is no original planning or work involved. There are many simple blog videos on "how I built and finished this kit". They would not count. If it were more than that - tips that one might not consider, how to learn a new weathering technique (more than "apply and wipe white paint off bring to simulate mortar"), kitbashing is good, etc. It has to be more than a basic narrative of 1,2,3,4, etc.". Since I believe "New Tracks" presentations go far beyond a simple 1,2,3, etc. basic build narrative, I am not concerned about our presentations meeting this exception.

I have appointed Pat Rivard our AP Chairman to implement this "New Tracks" NMRA Achievement Eligibility Program for our show. Thanks again Pat for your help. Pat can be reached at Patrick.Rivard@newtracksmodeling.com

Therefore, if you have made in the past, or want to make a presentation on one of our shows in the future, and want it to be given NMRA Achievement Program Author or Volunteer point credits, please let Pat know and he will provide you the documentation you need for the NMRA award.

Upcoming "New Tracks" Live Events Every Wednesday Evening at 7pm EST

Subscribe to our website, newtracksmodeling.com, to get all the current information about our shows and weekly emails with the log in links for our shows. Join us live on Zoom or on our YouTube channel New Tracks Modeling. By the way, we have over 800 videos of our past shows on our YouTube channel for you to enjoy. They are all free!

"NewTracks" MY BUILD Sponsored by The Model Railroad Resource, LLC. Join our weekly Zoom shows with our host, Chris Course. Our monthly "New Tracks" MY BUILD segments provide opportunities for viewers to have their work featured. You can show your latest project, discuss your modeling technique, or a new tool you found, or give a tip you learned that helped your modeling These are some of the photos modelers shared on our recent April 26, 2023 MY BUILD.



Each of the participants has an email address included and would welcome your contact. You can see all the MY BUILD models shown and the modeler's comments on our YouTube channel, New Tracks Modeling.



Top Left: Martin Brechbiel - martinwb@oscalemag.com - O scale - KJ Modelworks, Mitchums Tires, Hostetters.



Bottom Left: Tony Dixon - tex50613@gmail.com - S scale - The Plymouth locomotives started as ho scale pieces that scaled out as s scale but I had to regauge the wheel sets and are both dummies, the hopper car that has a yellow end is showcasing 3d printed post 78 end pieces to update the Pacific rail shops ACF Hopper.



Bottom Right: Greg Cassidy - gcassidy2@verizon.net - HO scale - Conowingo Models Whispering Chapel and Crunge Bridge diorama. Medford Trains Mail Pouch Barn.





Top Left: Phil Edholm - pedholm@pkeconsulting.com - O scale - Here are some "spring" shots of a On30 module depicting Moss Landing.

Top Right: Darryl Jacobs - djacobs@inter-action.ca - HO scale - Interaction Hobbies Lake Cabin and The Englewood Mobile Home.

Bottom Right: Cliff Flatten - picguy50@icloud.com - HO scale - Scratchbuilt buildings from styrene. The house is made from coffee stirrers.



Top Left: Bob Farquhar - bob.farquhar@sympatic o.ca - HO scale - Interaction kit - Here's my HO version of an Inter-Action kit called W.S. Kelly Gas Station – My version is called "Good Times Bar & Dance. The bar inside is lit as is the interior. The band is on a stage with people dancing. Other lighting include the phone booth and a sign lit from both sides. The coke machine is also supposed to be lit but one of the wires



broke off and I'm not going to tear everything apart for one wire! The lights are controlled by a magnet inside the dumpster. When placed on top of a reed switch the lights go on.

Left: Jeff Jordan - jordan.jordan54@verizon.net - O scale - Scratchbuilt W.F. Lichliter store for Fort Valley Museum. Based on the real building. Mainly from Evergreen Styrene.



Right: Hank Primas - hprimas@gmail.com - HO scale - details showing horses, billy goats and bears in the spring.

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

If you want to participate in our next monthly MY BUILD, send your model photos with a brief description and your name to Chris Coarse atrailrunner130@hotmail.com. The next MY BUILDS are scheduled for, June 21, 2023 and July 19, 2023. This is the time to plan projects you want to share at these upcoming shows.





1/100 GUNDAM SAISEI
GUNPLA WITH ED



A Mecha (Robot) build I created with a fusion of HO and 1/100 scaled robot parts.

market. It's hard to compete with how many fun options you have in that scale and the massive variety of locomotives that are on the market to choose from.

When I started modeling, I felt very intimidated by seeing other folks' work. I was afraid I would seem like I didn't know anything (which I didn't at the time) and it was really embarrassing to ask a question and have someone answer you like you should have always known the answer. I really owe it to all the people who genuinely reached out and took the time to answer all of my questions that helped me gain more knowledge about whatever it was I was trying to learn. People who take the time to teach newer modelers in the hobby are a cornerstone of the success of it for future generations.

Modeling trains has helped me in ways that I never would have imagined. It's brought me friends that will last a lifetime, educated me on real trains that eventually would become my career, and given spark to a new passion that reinvigorated me as an artist. Never be afraid to ask questions and reach out to those who you appreciate in the hobby. You never know who's willing to lend you a hand to get you right on track to becoming the person and model maker you really want to be!

Now let's meet some modelers. First let's meet a real railroader who also is a model railroader.

Jordan (ED) Neidert (Ed's Trains) Photos by the author.

Hi Jim, sorry it's taken me so long to respond, I work for an actual 3ft gauge Railroad so I'm a bit busy these days, but here's my reply.

I've loved trains and model railroads as far as I can remember. I grew up in upstate NY visiting the Strasburg Railroad every year as a kid, and grew up loving Thomas the Tank Engine as well as all the other regular childhood staples. I was always inspired by the Thomas TV series, seeing the models being used to mimic realistic railways and scenarios and growing up, realizing that the entire series was hand-made props and sets that carried that love for model making further.

I am actually a Sy-fy modeler by trade. I began building kits and painting models when I was around 14 years old and continued to advance myself in the hobby from that point on. I slowly began incorporating train models in my work after a certain point. Using them as background pieces in dioramas with giant robot fights and then slowly making mecha (robot) infused combinations with steam engines. I learned a lot at this stage in my career by learning how realistic modeling works. Learning how rust, grime, water damage, moss, sun damage, etc would apply to giant fictional machines, and then eventually slowly translating that to railroad modeling on small scaled replicas of REAL machines.

I primarily focus on a lot of European styled trains in OO and HO scale, but I also have a soft spot for N scale as it was my introduction to the hobby. I loved N scale for its size and options for layout building, but I slowly fell in love with HO and OO due to it's wide variety of options and compatibility with other model kits on the



An OO Brakevan I painted.



Above: An OO Pannier Tank Engine that was custom weathered by me.



Left: An O Scale Diesel I was commissioned to weather by a friend. This helped pay for my move to California that led to me working for a railroad.



Left: An OO Flatbed used for transportation for NG locomotives that I custom built.

Above: This is a HO scaled depot that I custom painted.

Thanks Jordan for your interest and help. You can reach Jordan at: eds.trainz@newtracksmodeling.com



Ken L Whitehead

It literally started when I came home from the hospital... When my older brother was told that he had a new baby brother coming home soon, his first reaction was, “Well, I better get home and put my trains up so he can’t get into them...” That didn’t work out at all.

Over my youth, while my brother moved towards his eventual Architect career designing and creating exquisite HO scale buildings of matboard, etc, I drifted towards the ‘how it works’ part of the hobby, centered around the ubiquitous Athearn Blue Box equipment of the era. We remained close collaborators until his death in 2010.

I also tinkered with the layout wiring, learning all sorts of things including soldering. (My dad kept a ready supply of fuses available.) It grew to be a major factor in my life, learning at an early age all about motors, basic electricity, gears and such. Eventually, I went to Engineering school and spent a career as a manufacturing and mechanical engineer where those early-learned gifts played a key role. I eventually picked up a second hobby of photography, which I have blended with the models in recent years. I also am an avid “real” train photographer in the SE Texas area.

My current HO layout is in a purpose-built room of about 200 sq ft and is a single operator DC layout. Drawing from previous layouts, I incorporated a few preferred features such as continuous running, easy access and very simple operation. A key factor in the creation process was that I started with a blank room, designed the layout (many, many times!) on paper, and only once I had the track plan settled, did I start building the support structure. All told, there is about 200’ of single track main line, another 30-40’ of yard/staging tracks and 10-15’ of various industrial sidings.

I have named this creation “The Knippa, Lytle and Western,” mostly because KL&W are my initials. Knippa is a real town in S Texas (that bears no resemblance to mine, but starts with a K), and Lytle was the last home of my grandparents; Grandpa Whitehead spent his career as a Station Agent up and down the Mopac main from San Antonio to Laredo, Texas.



Photo by Chief Supporter and Encourager, Darla Whitehead, my wife of 47 years. This is the Lytle section.

The track plan consists of a folded dog bone/loop, with the fictionalized Knippa and Lytle at each loop. This allows continuous running as I work in a particular area, talk with visitors or just cogitate the next step.

Trackside industries are all fairly small, and based on common South Texas themes like oil, mining and such. Some businesses are named for family such as Royco Supply, named for an uncle who encouraged my engineering career. I completed the majority of the mainline trackage rather quickly, but took another 30 years to actually get scenery down on the bulk of the space.

While Knippa saw scenery in 1992, Lytle had to wait for the pandemic of 2022 to get the plywood covered. Life can be a distraction! Since the room was built from an attic, I have short 4' walls around the edge and the only full height areas are in the center. This led me to a cantilevered around-the-wall build with which I have been most pleased. The construction is all 1x2 support and framing with 3/8 plywood decking. I've used 1/2" blue Styrofoam in some areas, and most areas are covered with Scuptamold as a scenic base. I pre-color the Sculptamold with dirt-colored latex house paint, this not only toughens it, but also prevents the white material from showing as I make minor landscaping changes. The colored Sculptamold therefore provides the dirt on which I add the layers of grass, growth and trees.

Not content with modelling a single timeframe, I have a staging yards or sidings to hold different era trains, from late steam thru modern SD70Aces. This gives me variety and allows me to run some of my brother's equipment which I was given after his passing.

Currently, I am happily enjoying my retirement and adding small, focused scenes to the layout. Early on, someone told me that they considered trains simply moving scenery. In recent years, I have come to understand the validity of that philosophy and find it describes my attitude quite well. I also do a lot of detail photography on the layout which not only allows me to share, but also helps locate 'goofs' and such for ongoing improvement. After all, a layout is never really finished.....



Lytle Feed and Seed is loosely based on the real business located across the tracks from my grandparents' home in Lytle, Texas. This is my version of the storefront, the business includes a small elevator, bagging and transload operations.

This shows the trackside dock of Lytle Feed and Seed, with pallets of bagged feed ready for loading. Some scenes such as this are on the 'backside' and not always as noticeable, but they get the full scenic treatment regardless.



The backside of the bagging building, which in the real world faces my grandparents' house, actually contains the Fish '56 tag which I recreated here as a nod to all my family (especially the Lytle High School Freshmen class of 1956) who vividly remember this scene. It's still visible under 60+ years of rust and paint.

Here's another simple area of Lytle Feed and Seed, utilizing an old toy train building heavily modified with a few appropriate details added.



It's not Texas without a Taco truck! (or trailer...) One of the many smaller scenes I have been creating recently, including the hand built picnic table. It's an aspect that I have come to really enjoy, and these scenes are always a favorite of visitors.

Not being able to fit a full-sized facility, I use a team track to refer to an off-layout industry. Today, a candy maker loads up on Corn Syrup, tomorrow it may be a load of steel for another industry.



The team track dock was built from matboard mostly as a learning exercise, but it's managed to stay relevant and useful for over 40 years. Each small scene has a story to tell, here I show the frustration that results from unclear task instructions....



When my grandson asked "where do the people live?", I took it as a hint to add some houses. Here Billy gets home from a long day of work only to find the crew left the engine idling right by the house....This homestead was the most recent addition and includes details such as a potted plant on the porch, a derelict car in the back yard, a window AC unit, and even a garden hose. I recently added a decrepit rock wall.

The photo below was taken as a study of the details found on a modern model. For those of us growing up in the 60s, it's pretty amazing. The lighting and such all came together to really take my model photography to a new level back in 2016. The photo remains a favorite.



Thanks Ken for your interest and participation. You can reach Ken at:
Ken.Whitehead@newtracksmodeling.com

This next modeler I want to introduce is a truly talented modeler who has built in various scales from Z through O. He was a guest on my Modelers Lifestyle show on February 2, 2023. I encourage you to watch a video of his appearance on my YouTube channel, New Tracks Modeling. Please meet:



Mike Tylick MMR

I will start with the question “Does anyone really know who they are?” After seventy-six years I’ve decided I don’t, but let me take a stab at it.

I’ve been fascinated with miniature replicas of all types as far back as I can remember – toy and model cars, boats, airplanes, architecture, dioramas, military, trains. My mother tells me that while in Kindergarten, I gravitated towards the toy doll house, even though I was discouraged because that was a toy for girls.

I am a “skipped” generation in a railroad family. I made my living as a fine arts teacher, but my grandfather was a carpenter for the Jersey Central, my son is in railroad management, and my father worked for the Erie Railroad in New

Jersey. Even though he was involved with the railroad’s tugboats, he had an employee pass so we would often go on weekend train rides along the old Erie and eventually Lackawanna mainlines. Most years we also took a trip somewhere on a “Foreign” railroad. These trips fascinated me and they still do. As luck would have it, the old New York Society of Engineers had their large club layout in the Hoboken (NJ) Lackawanna Terminal and had several open houses.

Myself and most of my friends had Christmas trains at the time. Mine gradually went up earlier and earlier stayed up longer and longer. Eventually, it morphed into a small HO layout. I had a few friends who still had some interest. As I was completing high school and attending college I spent less and less time with my models, but I did always retain an interest in trains. I regularly rode the New Haven Shoreline between Providence (Rhode Island School of Design) and New York on trips home. By coincidence, my student apartment was within sight of the New Haven. I would often encounter trains on my way to and from my residence. I clearly remember the squealing of the wheels at night as the trains rounded the sharp curve just east of the Providence station. I even crossed over the New Haven Seekonk branch tunnel each day as I walked to class and frequented a bar in the shadow of its trestle overpasses. So I never really was far from the railroad.

A few years out of college I was shopping with a girlfriend and I discovered N scale in a shopping mall hobby store. It was just after Christmas and they were practically giving away Atlas train sets. I left the store with one, along with some extra track and switches.



After over fifteen years, we just completed the F scale Chester & Becket Railroad, loosely based on a standard gauge prototype that existed before 1930 in Western Massachusetts. The prototype crossed the Westfield River several times on its way to the quarries. I always felt narrow gauge railroads had too many timber bridges for my tastes, so this light truss offers a change of pace. The bridge is based on a prototype from Paul Mallery’s “Bridge and Trestle Handbook”, a reference I have found to be invaluable. It’s built from styrene. The abutments are built stone by stone made from a technique described years ago by Jack Work in the old “Mainline Modeler” magazine.



My present home layout is the On30 Marshfield & Old Colony, again loosely based on prototype standard gauge lines mostly still in existence, this time near my present coastal area home in Marshfield, Massachusetts. The shanty was built from a photo I found on Bing images which I was drawn to by the overhanging roof over the entrance. I learned it was a Lackawanna (DL&W) railroad design. Again built from styrene – the model is too small to be easily fabricated from wood – this was the subject of an article in “Model Railroader” magazine. I believe they also used this photo. I like the close-up view with the blurred background to help emphasize the model – my typical photos show great depth of field.



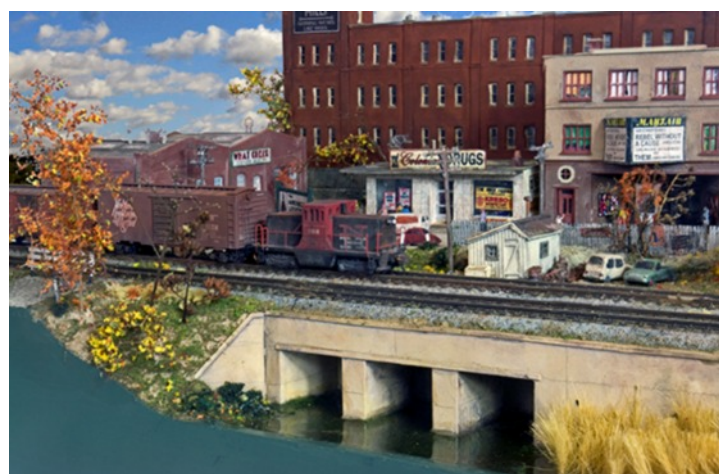
An overall view of a favorite scene on my M&OC, one which is my favorite place for photographing railroad models. The Bachmann Shay is pulling two scratchbuilt boxcars based on photos of old Maine two foot gauge cars that were repainted at the nearby Edaville Railroad. Joanne’s Chicken Shack is a Bar Mills kit named after my stepdaughter – “Chicken Shack” is an English blues band we both enjoy. The large concrete structure at the rear is based on a nearby prototype. It was built during World War II as an artillery spotting tower for the never completed Atlantic coastal batteries. Sky and smoke are from the prototype placed in the Photo via Photoshop.

When I got home, I started a small layout on the floor of a spare room in my apartment using blocks of scrap wood with windows and doors drawn with a marker. Eventually, I scratch built a freight house and raised this up to a small table. It just went on from there. I must also give credit to both my wives who, while they never showed any interest in my hobby, they always seemed pleased I had something to occupy my time.

My early mentors came from the pages of old *Model Railroader* and *Railroad Model Craftsman* magazines. A nearby flea market had a used magazine seller, and every so often I would be able to come home with an armful. I kept them all until my most recent move about a decade ago when they were replaced with much less cumbersome DVDs. Before my time, model railroading appeared to be a hobby where its practitioners had to build everything. I was fortunate enough to begin a few years after World War II when some commercial products were becoming available and it was possible to build a railroad with purchased equipment. But it was still a builder's hobby, and I guess this is what appealed to me. I always liked working with my hands and I always liked miniatures.



I love building a very complex model. I know I can enjoy hours of hobby time working on it and people may even notice it when it gets on my layout. Scituate Harbor Lumber and Marine Supply is a good example of one of the final projects on the existing portion of my M&OC layout – not sure what I was going to work on after the layout was completed. This is a variation on a real structure that still stands in terrible condition near my house. For most of its life it was a cranberry barn, but I saw fit to repurpose it. Many different materials were used in its construction, but mostly wood, paper, and commercial shingles. I drew the unusual windows and had them fabricated with a laser cutter.



For something different, I've become involved with the NMRA Little Rhody Division T-Trak modular system. I enjoy the company and the layouts assemble and break down easily compared to large modular systems. The railroad is based on the Northeast Corridor in Rhode Island. Other than the foreground shed (Bar Mills Models) the structures are all styrene kits left over from commercial layout projects. I am attempting to model the nondescript mill towns ringing Providence. On my way home from college I would just be settling into my coach seat as they sped by my window.



Left: This close-up of Chester Depot on our F scale Chester & Becket Railroad brings back memories of a fun day. The Bar Mills factory in Maine is a replica of the one in Strong, Maine along the old two foot gauge Sandy River and Rangely Lakes Railroad. While working at an open house there, owner Art Fahie had hired a banjo player to sit in front of the station. I happened to catch him playing, really for himself, when no one was around. For a few minutes I was transported to the deep South many years before the Civil War. The Woodland Scenics harmonica player recalls that moment in my mind. I don't have a photo of this, but I noticed Steve Morrill had since added a guitar player, replete with an open guitar case, to accompany my figure. I scratchbuilt the depot from commercial wood siding with doors and windows made with a laser cutter from my drawings.



Another view of the M&OC, this one taken when two sections of the layout were disconnected and moved from the workshop into the finished basement room. I always liked this view because it makes the M&OC look like a busy railroad. The depot is a kit-bash from Railway Design Associates castings. For a number of years I worked with them on various projects,, occasionally toy and model prototypes, but mostly displays and layouts. The rear mill was scratchbuilt from Plastruct brick siding.



One of my favorite early photos of the On30 M&OC crossing the North River between Marshfield (left) and Scituate, Massachusetts. This scene is based on the prototype – the long causeway on both sides of the tidal river still exists on the current MBTA Greenbush line. The bridge was destroyed during the Hurricane of '38 and never replaced. North of the river it is now a commuter rail line, south of the river it is either a bike path or abandoned right of way. The Bachmann Shay is pulling two scratchbuilt hoppers. They are a narrow gauge freelance model based on Erie RR outside braced hopper cars. The causeway rocks are from my lower patio. They are actually a little small for O scale, but they are the correct shape. I've been told that jagged rocks rather than the rounded ones usually found near the ocean are used for riprap and ballast since the jagged edges tend to hold them in place. In the distance, Fairview Inn is a cut out relief of a prototype ocean front restaurant we frequent.



Left: I suppose I have to include a version of the HO scale Bar Mills Model's Tylick Tool Company. Although I detect a double meaning in Tylick Tool, it certainly was an honor to have one of their larger kits named after me. When Tylick Tool Co. first came out, I built a number of them for myself, friends, and clients. I've fooled a lot with the configuration of the two buildings. All I know for sure is that this is not the way they are shown on the box. What detail!

I had many magazine mentors – I was fascinated by the last of Frank Ellison's operations articles and Bill McClanahan's scenery. And everyone loves the work of John Allen. Today, you can name many very talented mode builders and photographers, but at the time, John Allen was in a class by himself – no one was doing the kind of work he did. I just loved his photographs in the back cover Varney and Pacific Fast Mail advertisements. But I guess my real mentor was Jack Work. He impressed me as a person who was a little older than me and built these incredible models on his mother's kitchen table between meals with junk he scrounged from around the house. I've learned more about him since then.



I've always been fascinated by lumber yards, and since I was a kid I wanted to build a version of the "Lineside Lumber Yard" built by Aaron G Fryer. It was described in "Model Railroader" for May through July of 1960. It was also the basis for Fine Scale Miniatures' Baxters Building Supply Company kit (Jewel Series Kit No. 5). In his classic "101 Track Plans", Linn Westcott had many delightful renderings of models cut away at the foreground of a layout. I've used this idea enough that it is almost becoming my signature. It allows a large building to fit at the front of a layout where there is little space, and it also allows one to build a model with a highly detailed interior that will actually be seen.

This wasn't quite true and I was fortunate enough to always have a little workspace in the basement, but he did teach me how to build models from everyday materials I could find around the house or afford to buy- just the think for a kid without much money. Not long after I started my N scale layout I met Bob Buck, owner of Tucker's Hardware in Warren, MA. Aside from being a founder of the Amherst Society's large Railroad Hobby Show he was a mentor to many of us. It was because of his encouragement I attempted to publish my photographs and eventually become a writer.

My adult modeling life began with N scale and I stayed with that a number of years. Then one day I build an S scale caboose for a friend. I was blown away by the ease of working with larger scales and I never really wanted to fool with N scale after that. We bought a new house shortly afterwards which gave me an excuse to graduate to HO scale- never thought I'd have the room for O scale.

By the time I had a largely completed HO scale layout (roughly four by fifteen feet) we put an addition on our house. I now had more than twice the basement space as I previously did so I built a small O scale trolley layout and eventually a small O scale switching layout there. I moved again and decided I'd try On30. During those years I was also involved with an F scale show layout with some friends. I was fortunate enough to be

able to retire early and worked for about a decade with several organizations who built commercial custom layouts, so I have some experience with many of the possibilities of model railroading. I don't build custom layouts any longer but for clients I still design model railroads and custom graphics, and also build and paint railroad models.

I maintain a [Facebook page](#) and a small ad in Classic Toy Trains, but I have slowly become less and less aggressive in marketing this business.. Lately I've been involved with T-Trak and am contemplating a small Z scale layout. So I've probably worked with all sizes and shapes of miniature trains and I must say I've liked them all. Each of them can be a vastly different media from the others and each has its distinct advantages and drawbacks. When I am smart enough to understand this, I truly love the one I'm with. I guess what I really like is the thrill of something new.

I could probably help others most with the design aspects of building a model railroad, building models and scenery. Although I am not an avid operator, I have belonged to several operating groups and have absorbed a great deal about prototype operations. Through my son, I have also become an avid prototype rail photographer and rail-fan. More than many hobbyists, I believe that modelers spend more time looking at what other modelers do and less time looking at the outside world they are trying to emulate. As a sidebar, by encountering trains while taking my young son on rides, we gradually became rail-fans. We still go out when we get together, along with my grandson now, several times a year for rail-fan trips. To play the proud parent, my son's interest developed into a railroad career. He was lucky enough to have several summer railroad track gang and freight forwarding jobs and was an Amtrak train master while working on co-op at Northeastern University in Boston. He studied supply chain management in college, and is now the Vice President of Passenger Operations for the BNSF Railway. My grandson has a small HO layout upstairs, but at present, he wants to be an airline pilot.

Thanks Mike for sharing your knowledge and modeling You can reach Mike at Michael.Tylick@newtracksmodeling.com.

Anyone know how to use the BLENDER 3D Program to make people figures?

I received this email from Earl Hackett, a member of our New Tracks team. "Blender is a 3D free form modeling program that has great potential for creating figures and other amorphous shapes, shapes that are not defined by numerical measurements. I have it on my computer, and every so often I pull it up and kick the tires. I haven't been able to get it to do anything useful, but I've seen results that are incredible.

Can you ask if anyone can give a presentation on using this program?"

This sounds interesting to me especially if we can use it to create people figures. If anyone knows how to use this program and would like to do a presentation on our Zoom show to help all of us learn how to use it for our modeling, please let me know at: jimkellow@newtracksmodeling.com.

Thanks Earl for asking about this 3D program's capabilities. I had never heard of it before, but I am definitely interested if it can design people figures for me.

Thinking of getting a CAD Program to help your modeling?

I just got this from Neil Cooke, onshape® Director of Technical Services, EMEA and thought it would be beneficial to many of you. No question many of you are getting more involved with CAD and 3D printing and laser technology and maybe his comments will be of value and help to you. He stated: "Whether you're considering switching CAD systems or buying one for the first time, choosing the right CAD system is a business-critical decision. (For hobbyists there is a free version of onshape® and other CAD programs). [Click here for 7 key criteria that you should consider when determining the best system for your team](#)".

I get information like this from member companies of the APMM. If you found this information useful, I encourage you to go to the APMM website www.modelmakers.com and check out the membership options.

Next up on the Agenda: NewTracks Merchandise Program

New Tracks is responding to suggestions to start offering merchandise with its logo on it for for sale and to use as incentives for specific programs. This is the design we will be using. I believe it says what New Tracks is all about.



All of the money “New Tracks” earns will go toward paying for its operational and programing costs. But, as usual, we need help. If you have experience or knowledge that can help make our merchandise program successful please contact me at jimkellow@newtracksmodeling.com. We need a volunteer to help

us develop our new merchandise marketing program.

We want this merchandise program to meet with your approval and hope to sell a bunch of stuff. Not only do we hope you buy it, we hope you wear and use it. In doing this, you become a visible member of our New Tracks Team of mentors and supporters. You will be easily recognizable by other Team members. Please help us take New Tracks to the next level of mentoring and modeling in model railroading. Let’s make sure the next generation of modelers learn and use the modeling skills and techniques, and experience the emotional thrills only viewing a model you have built can provide. This is what has made the model railroading hobby as great as it is today. Thank You.

You, the New Tracks Team of volunteers and donors are making NEW TRACKS happen. Thank You.

The image shows two signs side-by-side. The left sign is red with white text that says "HELP WANTED". The right sign is yellow with black and red text that says "UNDER CONSTRUCTION" and features a black silhouette of a person digging. Below the signs is a black banner with white text that says "Volunteer and help the New Tracks Team". Underneath the banner is a list of volunteer roles in two columns.

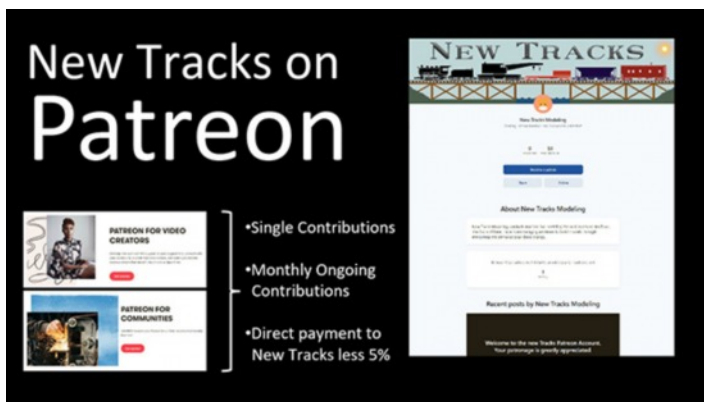
- Show Producers
- Web site management
- Web Site Content
- YouTube Operations
- Promotion
- Video Editing
- Build Along Modelers
- Segment guests

For all the financial and Team support New Tracks is receiving for our shows and new Scholarship program, it is obvious to me that “YOU”, the donors and volunteers who produce our shows, and others who do all the many jobs necessary to participate in our shows, create the website, YouTube posting and marketing, Zoom posts and other marketing, etc. are doing an outstanding job. I know this because of the favorable emails I get, the growth of our viewer community, and the interest shown for our programs by the wider model railroading community. Thank you all.

I truly hope each of you are as proud as I am of your contributions and achievements that are creating New Tracks as the modelers and mentoring place to be for current and future model railroaders. This is what sets us apart: “Mentors Helping Modelers Build”. And the great part is we are only getting started in helping the younger modelers develop into the modelers and mentors of tomorrow. With your continued help, we have a lot more coming. Your volunteer help is now needed in a lot of areas.

Help Fund our New Tracks Shows.

As with any volunteer operated effort, there are always out of pocket costs that must be paid. These costs are not associated with our Scholarship program, but cover the out of pocket costs of just getting the show to you, be it Zoom, YouTube, our Website, etc. We have a Patreon account, NewTracks Modeling, for your donations to help fund our shows. We hope you can make a financial contribution. Please press this button to donate to help pay for our [NewTracks Shows](#).



Monetize our YouTube New Tracks Modeling Videos

We also have a monetized YouTube account New Tracks Modeling. If you like the advertising placed on our videos, click and watch them so we can earn a little money from YouTube. Thank you in advance for your consideration and help. This is an easy way to help us fund our Zoom shows.

Volunteer your time to make our shows possible.

We are fortunate to have as many fantastic volunteers as we do who donate their time to make our programs possible. But, as you can see, New Tracks is growing rapidly. As our show's audience continues to grow and the types of segments viewers ask for increase, we are always in need of more volunteers. Specifically, we need help with our website to keep it up to date, help being a part of the Production Team who run our shows, and help with ideas and preparation of our advertising for our shows and fundraising efforts. Please help us keep New Tracks going strong.

As I write this, we specifically need volunteers to help keep our website up to date. Our Website is the view New Tracks shows the world. It is our main source of advertising for our shows, articles and donation solicitation, so we need to make sure it has current and useful information for visitors. Our webmaster, Jim Alan, needs to expand our web team. Please contact Jim directly at jimkellow@newtracksmodeling.com

A second area we need help in is as back up for the two modelers who run the technical parts of our Zoom shows. Please contact [Phil Edholm](#) or [Pat Rivard](#).

A third need is for digital marketing volunteers who can help us make sure we are using our Facebook, Website, and YouTube channel to the best advantage to gain viewership. Brent Haeseker, owner of NetSource Technologies, made some suggestions:

“Hi Jim, thank you for your inquiry. Unfortunately, we can't do unpaid work. However, I did look at your YouTube channel, website and Facebook page. One suggestion I can give is more cross-promotion between your platforms - link your YouTube and Facebook account to your website and vice versa. Also, optimization is needed on your YouTube videos. For example, make your video titles more descriptive instead of names like "Me" and add a keyword rich description and fill out all the other data fields YouTube offers. Video titles show up in Google searches if they match what the user is searching for - you'll get more views from search engines if the search engines have a better idea of what your content is about - they get a lot of this info from what you type in the title, description and data fields when uploading your video. Keywords to use are simply descriptions of what each video is about.”

I think his ideas sound reasonable, but we need a volunteer who can help us implement them.

Lastly, we need an Accountant or CPA to join our Scholarship program to help us establish our financial systems and procedures to account for and report our donations and expenses to the proper governmental agencies. Please contact me at jimkellow@newtracksmodeling.com if you can help.

Everyone who watches our shows has some contribution they can make. Any amount of time and any time of help you can provide will be greatly appreciated and is definitely needed. Contact me at jimkellow@newtracksmodeling.com and let's discuss.

Upcoming New Tracks Live Events Every Wednesday Evening at 7pm EST

Subscribe to our website newtracksmodeling.com to get all the current information about our future shows and weekly emails with the log in links for our shows. Join us live on Zoom or on our YouTube channel, New

Tracks Modeling. We have over 800 videos of our past shows on our YouTube channel for you to enjoy. And they are all free!

New Tracks Modeling Mentoring Scholarship Program Handout

Please help us to get young model railroaders who can directly benefit from the scholarships to apply. Tell your kids and grandkids about our program, encourage, and help them apply. After all, this program is for their benefit. The deadline for submitting an application is July 1, 2023.

Also, please let businesses you buy from, your club, Train Show promoters, or other organizations you belong to know about our scholarship program and show our Scholarship Banner and pass out handouts at their events.

Our Scholarship program received it's 501(c)(3) designation in record time.

Your generous contribution to New Tracks first Scholarship Program has allowed us to have it fully funded and has also provided funds to form a new non-profit corporation, New Tracks Modeling Inc. which sought recognition from the IRS and was approved as a 501(c)(3) charity for soliciting scholarship funds in future years. Thank you so very much for everyone's support.

On January 12, 2023, the State of Florida approved the incorporation of our new nonprofit corporation, New Tracks Mentoring, Inc., and we have completed all the steps to organize the corporation. We applied for our IRS recognition as a 501(c)(3) on February 8, 2023, and we just received the approval of our application by the IRS.

**Are You a Model Railroader?
Are You a Modeler?
Are You Pursuing a STEAM Degree?**

Apply for the
**New Tracks Modeling
Mentoring Scholarship**

A unique scholarship focused to Model Railroaders and other modelers pursuing a STEAM related college degree or technical school credential.

The 2023/2024 academic year scholarship is US \$1,000.

To learn more, visit: www.newtracksmodeling.com/scholarship
Questions? E-mail us at: NTMMS@newtracksmodeling.com



New Tracks Modeling Mentoring Scholarship

Qualified applicants MUST meet the following criteria:

- Must currently be either a current high school senior or a high school graduate living in the United States.
- Are planning to or currently attending a two-year or four-year university, college or accredited technical school in academic year 2023-24 with an intent to pursue a degree in one of the STEAM fields.
- Have a current GPA of 3.0 or higher.
- Demonstrate participation in either a Model Railroading or other modeling youth activity program such as Youth in Model Railroading®, Scouts MRR program, 4H model railroading, MRR Youth clinics, active participant in building a home layout, or belong to an organized model railroad club. Participation in general modeling clubs and activities will also be considered.
- Write an essay of at least 500 words describing how their involvement in modeling and model railroading as a hobby has impacted their lives and benefited their education within one or more of the STEAM areas of academic pursuit.
- Demonstration of having designed and/or built models by submitting photos and descriptions of at least two models completed by the applicant.
- Provide two references to affirm applicant's involvement in railroad or other modeling activities. (NTMMS will be contacting any listed references, so please let them know ahead of time).

How to Apply:

Applications can be submitted on-line or by mail. Scan the QR code to download an application, or visit www.newtracksmodeling.com/scholarship for more information and the on-line application forms.



NEW TRACKS MODELING

New Tracks Modeling is the premier organization promoting mentoring in the modeling and model railroad community. Through on-line meetups and other activities, New Tracks Modeling engages modelers with mentors to build more and better models. New Tracks Modeling is the sponsor of the 2023/2024 NTMMS.

Please note: Scholarship funds will be disbursed directly to the Bursars Office of the school where the student will be attending. Any NTM staff member or relative is prohibited from applying for this scholarship.

Thanks to every New Tracks viewer and reader for your support and help in achieving these significant accomplishments. We can now start planning our fund raising program for our 2024 Scholarship program. You will be hearing much more about this effort shortly. Our Scholarship Committee is currently hard at work obtaining applications from young High School graduates for our 2023 Scholarship.

Needless to say, without the pro bono legal help provided by Jeffrey Jordan Counsel at ARENTFOX SCHIFF LLP, we could never have achieved these goals. Thanks Jeff for volunteering your legal expertise and for being a very talented model railroader.

Advertising such as this by the Atlas company is exactly what we need to get our message communicated about our Scholarship program. Thank you Atlas.

New Tracks Build Alongs

Our Build Along Modeling experiences provide you a personal mentor and great discounted prices on the models to be built. Join us on our weekly Zoom shows for a great learning experience that will help you improve your modeling.



Bollinger Ederly Scale Trains

On May 31, Brian Bollinger, owner of Bollinger Ederly Scale Trains, will begin a very special Build Along using some of what he calls his "Just the Basics kits". All the kits will be in HO scale. He will demonstrate how to use the 4 walls, roof, interior walls, and roof shingles in the kit. Richard Fall will join the discussion with some suggestions for kitbashing and using these kits as a basis for scratchbuilding projects.

Here are the various kits he will make available during the period May 1, through June 30, 2023 at the special price of \$24.95 for whichever kit you want to select. Only one kit per "New Tracks" modeler at this special price of \$24.95.

Details of special price:

\$19.95 - Regular price of the Basic kit

\$5.95 - Shingles (dark gray 3-tab)

\$7.00 - Interior Walls

* Shingles and interior walls are not normally part of the kit, but are being added to make assembly easier. They are being created especially for this online class.

\$32.90 - Total Value Regular price.

\$24.95 - New Tracks Special for the video build along and only for "New Tracks" modelers.

List of HO kits, Brian is making available at this special price:

Crossing Shanties: http://besttrains.com/basics_ho_2010.html

Small Shack #1: http://besttrains.com/basics_ho_2015.html

Small Stable: http://besttrains.com/basics_ho_2027.html

Anaconda Shack - Clapboard: http://besttrains.com/basics_ho_2035.html

White Haven Shed: http://besttrains.com/basics_ho_2041.html

West Hopkinton Station: http://besttrains.com/basics_ho_2050.html

Brian will focus on building technique that can apply to any of these, or any other, structures. He will build the Small Stable and the Clapboard Anaconda Shack on the show.

The selections should allow for personal tastes and needs of each modeler to be met, rather than Brian just saying - "Like it our not, build this with me." For more information, Brian is making a special page on his website just for "New Tracks" modelers to use when ordering. The special price will be available only for the dates of the Build Along. Visit www.besttrains.com.

But it gets even better! Every "New Tracks" modeler who buys one of the kits will be invited to a special segment of our "MY BUILD with Host Chris Course and Brian Bollinger on August 23, 2023, to show the model YOU build from one of the kits and discuss how you customized it to suit your needs. Everyone who is part of this Build Along will get their model included in my next "New Tracks" article.

If you like this approach to combining our "Build Along" with our "My Build" show segments, please let me know at: Jimkellow@newtracksmodeling.com.

This next Build Along is very special to me. This is the first plastic kit we have had as a "Build Along". Thank you Walters for helping to make this happen.

I have never had much success with building a plastic model. As many of you know, I prefer brass, basswood, or card for my modeling. Well that may change now that I have met Gary Shurgold MMR and observed how he builds and finishes his plastic models. Take a look, it's worth your time.

Wm. K. Walthers Inc.



Starting September 6, 2023 Gary Shurgold MMR will build one of the Walthers Cornerstone Company House pkg (2) Kits. Gary will be building and finishing the model using modeling techniques that make the completed structure appear to be made out of wood and stone not plastic. Gary's work is absolutely amazing!

Plus Walthers is offering "New Tracks" modelers who Build Along with Gary, a 30% discount on the kit starting August 1, 2023 and ending September 23, 2023. Please visit Walthers Website during this period to order the kit. You will need to enter the code NTRACKS at check out to get the discount. <https://www.walthers.com/>

A Walthers representative and Gary will appear on our July 26, 2023 show to discuss the Walthers Company, the kit, and to discuss any special tools, stains, paints, glues, etc, needed by a modeler to build the kit.

In addition, on the July 26, 2023 show, Walthers will award one of the kits as a door prize to one lucky viewer. To win, you have to be watching the live show on Zoom or our YouTube channel New Tracks Modeling.

Also, every “New Tracks” viewer who builds the kit will be invited to join Gary on the “New Tracks” My Build segment on October 18, 2023. I hope everyone who builds this model using the techniques Gary demonstrated will show us their models, and I hope every modeler, regardless of scale or gauge, views Gary’s demonstrated techniques on finishing plastic models. These techniques will work on all scales and gauges. Thank you Walthers and Gary for opening our eyes to, at least for me, a new modeling material to use, and new plastic kits to investigate.



Dylan Lambert Locomotive Works

Starting October 4, 2023, Bill Davis will build Lambert Locomotive Works new Commuter Coach shown in HO scale. More details concerning price, discount for New Tracks modelers and ordering dates will be provided soon on our website.

Rail Tales Hobby Shop

Bret Jones, owner of Rail Tales Hobby Shop, informed me of an illness in his family that required him to postpone his Build Along until later this year. It has now been rescheduled to October 11, 2023. More details will follow shortly. We are so pleased that Bret’s family illness is over and he can join us.

More Build Alongs to come. I hope you want to participate in all the "Build Alongs". The modelers and manufacturers who are making these events possible are doing them to try to help you improve your skills and have more enjoyment and confidence in your modeling. They are a true learning experience that have helped many modelers. So if you have been sitting on the sidelines for awhile, give model building a try.

I am looking for more modelers and manufacturers to be involved in future "Build Alongs" in 2023. Contact me if you are interested at: jimkellow@newtracksmodeling.com

"Watch Me Build"

These segments provide modelers the opportunity to build a model to demonstrate their modeling skills and techniques. Viewers can ask questions and learn from experienced modelers in various facets of our hobby.

Upcoming Segments:

- September 6, 2023, Pete Steinmetz – Glues to Use
- September 13 and September 20, 2023 Charlie Rausch MMR and John Sokash – Brass Modeling
- September 27, 2023, Pete Steinmetz – Paint Brushes to Use
- October 11, 2023 Myles Marcovitch – Scratchbuilding Victorian era structure using 3D printing, laser cutting technology and old school methods. Take a look at his type of scratchbuilding structures and the techniques he uses. Myles told me:

“What follows is what's sitting in my queue. I lean towards buildings in the latter part of the 19th century. Here's the "Early Sunday Morning" project showing the drawings I've made to get it going. I haven't done the detailed work to 3D print the details, but I have done the 2D drawings for the walls.

This is the Hopper painting. But first, here's the actual street scene that he used to inspire the painting. Hopper was not a photo-realist. He was a realistic impressionist (or something like that). Notice the window count, the mullions and the shutters. He changed them. Simplified the windows and added one. He also changed the nature of the store fronts and added another door that seems to lead to the apartments above. I am choosing to build it like his.



On the next page are my drawings. First a rendering and then the actual SketchUp file. Notice the detailing around the door to the apartments. This detail is barely visible in Hopper's painting, but it's there. Part is hidden under the folded awning.

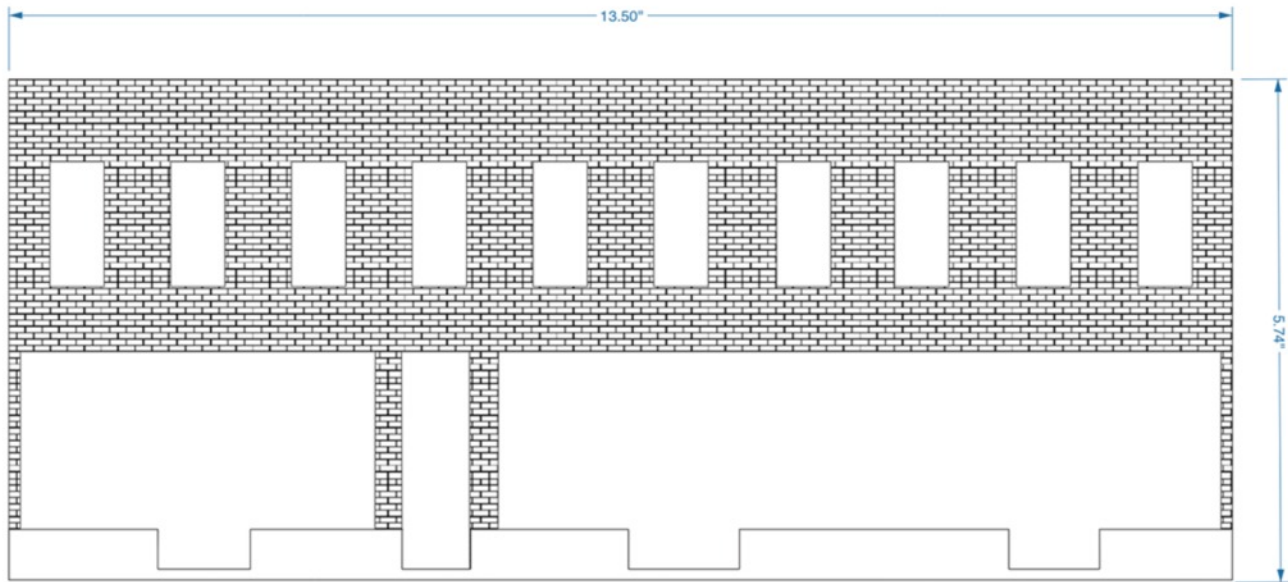
The Hopper print to the side was superimposed over the drawing which is how I do these.

I estimated an 84" door and used that to scale the entire drawing. There's a way to do this on SketchUp which is elegant and easy.



Here's what the 2D laser cutting drawings look like. I export flat views of each face and scale them in CorelDraw to do the detailed drawings including laying in the brick engraving pattern. The width of 13.5" is well within O scale ranges with the width a bit over 5". The bricks are much sharper in the actual Corel file. The screen print kills the resolution.

The movie theater is more complex brick wise, but doesn't have all that store front detail.





That's my wife, Michele, in the doorway for scale. She's 5'3" and I'll use that to scale the rest.

What's really neat about his building is a few things. It was built in 1834 as a meeting hall and rebuilt in 1889. The brick detail around the horizontal buttresses is interesting with the stair step layering of each course as they move outwards and inwards. This is easily seen at the side entrance.



And still another interesting subject which I noticed this week while sitting in the car in Lambertville, NJ. Both Newtown Bucks County, PA and Lambertville, NJ are Revolutionary (or older) towns that have wonderful architecture from both the 18th and 19th Centuries. The one on the next page is dated at 1879 and has wonderful detailing around the windows and massive stepped corbels at the roof cornice. Before 3D printing capabilities, I wouldn't have known where to start on structures like these. Now I look at them and already start noodling about how I'm going to attack this or that. It used to be "How can I build that?". Now it's "How can I draw that?" If I can draw it, I can probably figure out how to print it. If I can print it, I can build it.



This is a closeup of those corbels. And look at the pierced work over the windows. Stunning.

Most of the details can either be printed or laser cut. The store fronts are an exception which I tend to scratch build old school with styrene.

So this gives you some things to think about before the October sessions. I think the first step in enlightening the viewer is to build the curiosity to really look at the classical buildings all around them. Everyone has a high-resolution camera in their

pocket and can take both long and closeups in an instant. Just about every small town in the USA has examples of Victorian, 2nd Empire and Arts & Crafts architecture that can now be modeled with the technology available

to the modeler without massive investment. Once I stepped into the world of doing custom buildings, this aspect of model railroading overtook running trains as the area of greatest satisfaction for me. When building your own structures, you can go into much greater detail and complexity than the kit manufacturers. They have to build to the lowest common denominator and make kits that the average builder can successfully complete.”

These segments have modelers who want to share their modeling efforts, their skills, and discuss their modeling techniques so others can benefit. These segments can be for one or more shows depending on the details included for the model building presentation.

I hope you will share your modeling experience in this segment so other modelers can benefit from your knowledge and techniques.

Now some more “New Tracks” upcoming Show Announcements

Modeling Lifestyles

Sponsored by [Narrow Gauge Modeling Company](#) (NGMC).

New Tracks has started a new, bi-weekly live series called: Modeling Lifestyles. It is available to watch live only on our YouTube Channel, New Tracks Modeling. This is your opportunity to meet and chat with some of today’s outstanding modelers and a few of their friends. You can see all of the interviews we have conducted so far on our YouTube channel, New Tracks Modeling. Here are some of the upcoming modelers on our show.



Click image to view [Narrow Gauge Modeling Company's](#) video introduction.

June 8th: Keith Wiseman

June 22nd: Mike Ross

For a complete list of the modelers and their friends who will be on our shows, please visit and subscribe to our website newtracksmodeling.com.

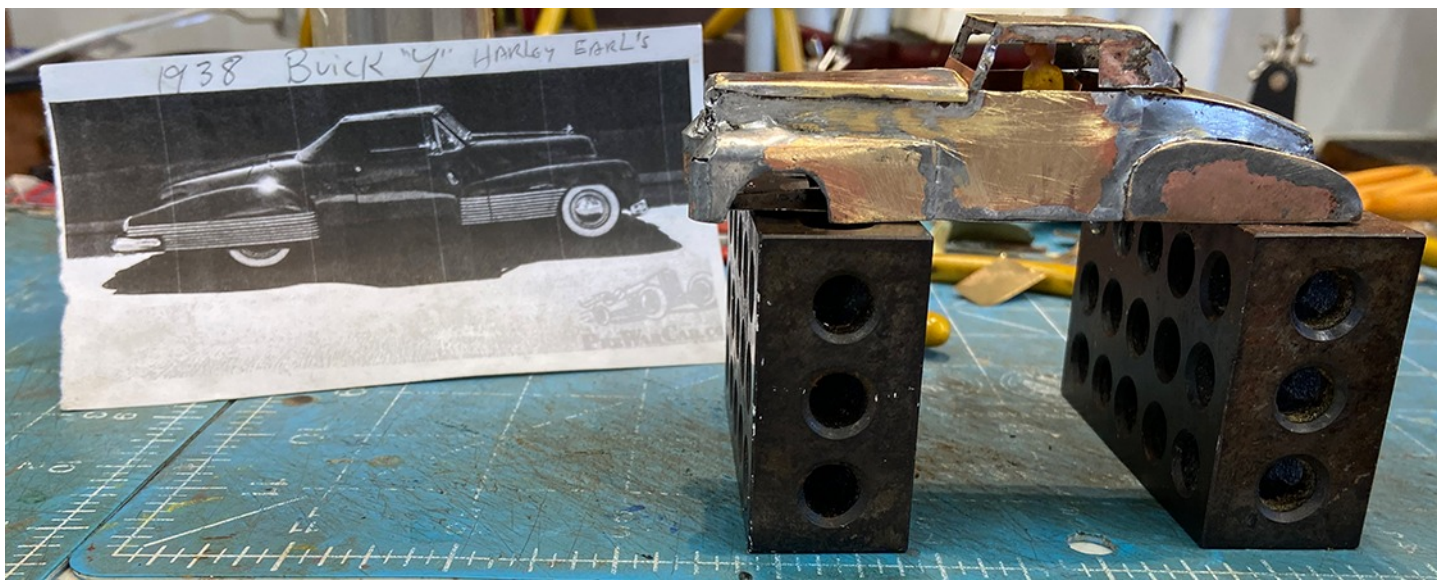
Please also subscribe to our YouTube channel: New Tracks Modeling, and Ring the bell to get prior notification of the shows and be able to join us live.

While I am modeling, you can help New Tracks by:

1. Volunteering to help us produce and develop our New Tracks shows.
2. Please consider a contribution to our Patreon account to help pay for our out of pocket cost to run our shows. Click here to donate <https://www.patreon.com/posts/welcome-to-new-72881040>
3. Please subscribe for free to our Youtube Channel, New Tracks Modeling, and ring the bell to get advance notices of our YouTube shows including our Modeling Lifestyle series. If the advertisements on our YouTube videos are of interest, please watch them so we can gain a little revenue to produce our shows.
4. Please get a free subscription to our website, NewTracksModeling.com, which provides log in links to our Wednesday Zoom events and also provides information about what New Tracks you can travel.
5. Please spread the word about our New Tracks Modeling Mentoring Scholarship program to every young model railroaders you know or you meet. Get the word out. Details at our website: newtracksmodeling.com/scholarship

6. Subscribe for free to *The O Scale Resource* and *The S Scale Resource* online magazines so you don't miss any of my articles and also see some great modeling by various modelers who may become one of your mentors.
7. Please write me! I love getting your comments, suggestions, and modeling ideas. I so enjoy hearing from you and having a conversation. My email is: jimkellow@newtracksmodeling.com.

Well it's time for me to return to my workbench and start working on something that I fell in love with and just have to model. Happens all the time. My current project is a 1938 Buick "Y" model in brass.

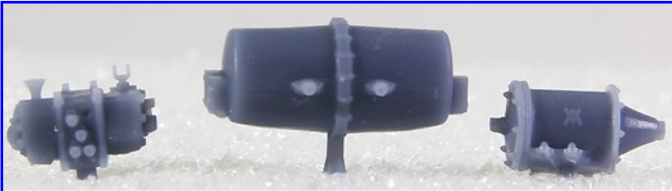


There is nothing better for New Tracks than to get non model railroading private companies talking about and recommending New Tracks to their customers and viewers. This was just posted by a local company that certainly has a great involvement with real railroading. I believe this is due to the local newspaper articles I am writing and demonstrates the interest we can generate using non traditional channels of communication.

By: Bruce Nickerson from Sea Port Property Maintenance
1162.8 miles away

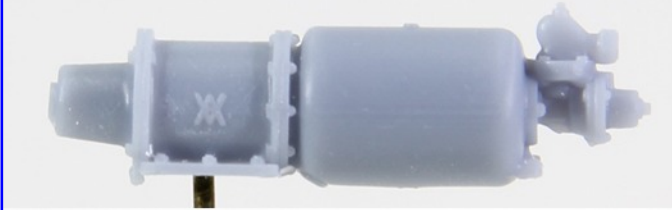
"Jim and his crew operate a first class educational program weekly to further the knowledge and expertise of all miniature modelers. It is done in good taste. Each program has something for everyone. He is also allowing air time to some of the best modelers and small model builder companies to air their products and share their expertise with the those who have an interest in improving their skills. All in all it is a fine tribute to our industry."

Thank You again for reading this far. Until next time with more New Tracks. Happy Modeling!



AB Brake 3 Piece Set \$3.95

New item from the best artwork available. Note that the air reservoir and brake cylinder will come on supports and will need to be carefully cut. We always recommend a good sprue cutter for this. The AB valve sprue was removed pre curing as to not remove the more delicate parts. Some minor sanding may be required



K Brake 10 Inch: S Scale \$3.95

New item from the best artwork available. This is the 10 inch version suited for 30,000 pound cars. Two in a package.



K Brake 8 Inch: S Scale \$3.95

New item from the best artwork available. This is the 8 inch version suited for narrow gauge equipment. Two in a package.



Air Hose w/Angle Cock & Glad Hand \$3.95

This resin has some flex and will not crack when pressure is applied. These take paint well after priming. We normally use Mr. Primer Surfacer 1000, but any good thin primer will work. 12 pieces per package or enough for 6 cars / locomotives.

The Model Railroad Resource LLC 3D Division

How to contact us...



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S SCALE SHOWS & MEETS

S-scale Zoom Meeting

Every Tuesday at 8pm Eastern Standard US time.
hosted by Ken Zieska or Bill Lane

[Zoom Link](#)



The Susquehannock 2023 NASG Convention

The 2023 NASG Convention is slated to be held in Harrisburg, Pennsylvania from July 26th to July 29th, 2023 at the Sheraton Harrisburg Hershey Hotel, 4650 Lindle Road, Harrisburg, PA 17111. It is hosted by the Lehigh Valley S Gaugers club.

The Susquehannock was a Pennsy Passenger train that came down to Harrisburg every morning from Williamsport, PA. Come on down to Harrisburg July 26-29 and have fun with all your S scale friends.

Tours to Gettysburg, Horseshoe Curve/Railroaders Memorial Museum

East Broad Top Train Ride and Shop Tour

Wednesday Evening Ice Breaker

Dealer Room open Thursday night, 9-6 Friday, and Saturday Morning

Clinics on Building in Brass and Flyer repair among others



Danville Indiana Train Show

November 18, 2023

New this year, O and S scale 2-rail sales and display room! 2000 square feet devoted to the O and S scale 2-rail modelers. The 16th annual Danville Train Show takes place on November 19, the Saturday before Thanksgiving. Presented by the Central Indiana Division of the NMRA, the show attracted more than 1,000 visitors last year, including model railroad hobbyists of all levels and interests, and many families.

Website: <https://www.cidnmra.org/>

S Fest West 2023

Saturday, September 9, 2023

The Southern California S-Gaugers Club will be hosting its fifth triennial* S FEST WEST on Saturday, September 9th, 2023 at the Knott's Berry Farm Hotel. We've moved the date up one week to secure a block of hotel rooms at a lower rate.

Planning is in the early stages as we engage a guest speaker for the evening banquet. In addition to the banquet, the Fest will feature vendors, trading, silent and live auctions, a door prize, and a commemorative car.

Website: <http://www.socalsgaugers.org/sfestwest>



2023 Fall S Fest

November 3-4, 2023

Georgio's Banquets and Quality Inn and Suites
Your invitation to be part of the greatest S, 1/64 Model Railroading event!

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Layout tours! Website:

<http://www.trainweb.org/casg/sfest.html>



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Trackside details and sage brush tree armatures.

To advertise in The S Scale Resource classified listings [contact us for our rates](#). Your classified ad will appear in the section you want for 6 issues. If you do not see a section that you think would fit your products or services, let us know. We can add a category that better suits you. Your ad is hot linked to your website which puts your customers one click away from you.



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Yes, we now have a Facebook page to help keep you up to date on new products and ideas. And, even in an on-line magazine, we sometimes have more pictures than we can use, so we'll post them on Facebook.



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