



New Tracks Modeling Observations

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Brennan's Model Railroading

<https://www.brennansmodelrr.com/>

(816)-252-4605

Welcome to the June issue of the New Tracks Modeling Observations Newsletter. Updates to our regularly scheduled program segments are also included along with the schedule for June and July (see the show schedule on page **26**). Announcements of new products from vendors and news about trains shows and conventions, and current news about the New Tracks Modeling Scholarship, and its travel about the country are included. Something new → Featured Layout (check out page **27**). As always, if you want to write an article, send in your tip or “trick” about any aspect of model railroading, or just share a photo or two of a model you are building, just contact me directly. Send your questions and suggestion for this newsletter to:

Martin.Brechbiel@newtracksmodeling.com.

From Jim Kellow, MMR

New Tracks Modeling Mentoring Scholarship Application

Are You a Model Railroader?

Are You a Modeler?

Are You Pursuing a STEAM Degree?

Don't let any HS Grad miss out applying for one of our three New Tracks Modeling Mentoring \$2,000.00 Scholarships. Please help all the HS Grads you know → **Deadline is July 1, 2024**

The New Tracks Modeling Mentoring Scholarship is a unique scholarship for Model Railroaders and other modelers pursuing a STEAM related college degree or technical school credential.

We are pleased to announce that we will award three (3) \$2,000.00 scholarships for the 2024-2025 academic year. The deadline for submitting an application for the 2024-2025 academic year is July 1, 2024.

We recommend that interested applicants download a copy of the application for review even if you plan to apply on-line. If you have any questions, please email us at NTMMS@newtracksmodeling.com

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 2024-25 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).

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.

Applications can be submitted on-line or by mail.

[Click here to download an application for review or to submit by mail.](#)

[Click here for the on-line application.](#)

*Please note that you **MUST** have a Google Account to complete this on-line form as you will need to upload files.*

If you have questions or need assistance contact us here at:

NTMMS@newtracksmodeling.com



**Seen at the NMRA
Midwest Regional
Conference in
South Bend, IN!!!**

Organizational Sponsors for New Tracks Modeling

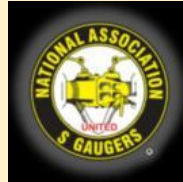
Thanks to our current Sponsors for their financial support to help pay for Shows, Zoom, YouTube, and other related out of pocket costs.



Brennan's Model Railroading
<https://www.brennansmodelrr.com/>
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O Scale Central
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National Association of S Gaugers
<https://www.nasg.org/>



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American Models
<https://americanmodels.com/>

New Creations Victorian Railroad Buildings,
LLC
<https://newcreationsvictorian.com/>



Millhouse River Studio
<https://www.studiozphoto.com/Millhouse.html>

Regularly Scheduled Segments that you can see weekly on New Tracks Modeling

Scratchbuilder's Corner

by Martin Brechbiel, MMR (Martin.Brechbiel@newtracksmodeling.com)

Scratchbuilder's Corner presents aspects of scratchbuilding primarily with wood as the medium to build structures and rolling stock, but includes the use of other materials such as styrene, brass, resin, and other casting materials as appropriate.

Intentions here are to teach & share techniques and "tricks" that can be adapted into your scratchbuilding projects working from simple projects through those of increasing complexity. Segments in May covered the construction of a prototype based model of a Unintah Rwy. water car starting from some plumbing pipe and a pile of stripwood.



As we move forward through June in 2024, scratchbuilding more structures and cars are expected to be presented.

New Tracks Modeling Mentoring Scholarship

For Modeling's Future



**Pacific Coast Region of the NMRA
has funded a \$2,000 scholarship for the 2024/25
Academic Year**

Brass Corporate Sponsors:



Brennan's Model Railroading

<https://www.brennansmodelrr.com/>

Great Scale Model Train Show

<https://www.gsmts.com/>



The Model Railroad Resource LLC

<https://sscaleresource.com/WP/>

<https://oscaleresource.com/WP/>



New Creations Victorian Railroad Buildings, LLC

<https://newcreationsvictorian.com/>

New Tracks Modeling "MY BUILD" 2024

by Chris Course (railrunner130@hotmail.com)

Model railroading is about sharing and the monthly MY BUILD is your opportunity to share and show off your build with the world. Trains, structures, or boats, it doesn't matter. It doesn't have to be your latest build. Heck, it could even be something you found at a yard or estate sale and just thought was neat. Or, maybe if you're stuck on something, need a different technique, or are stumped on how to proceed on a project. This is a good part of the show to ask questions. Please ask. We can help. The May My Build is on YouTube at:

<https://www.youtube.com/watch?v=odTXSyz8LLQ>

Every other month, six times each year, we have a theme. These are not rigid. If you can find something to share that fits in a category, regardless of being "outside the box", that is ENCOURAGED!

The remaining schedule and topics for the **2024** My Builds are:

June	Water. Waterfront buildings, wharves, boats, covered bridges, water tanks, anything water related;
July	Free for all! Anything goes!
August	Harvest. farm equipment, grain elevators, hopper cars, mills, tractors, agriculture, barns, chicken coops, livestock, cattle pens/ranching, cattle cars, reefer cars;
September	Free for all! Anything goes!
October	Halloween. Haunted houses, abandoned buildings, abandoned railroad cars, scarecrows, derelict engines;
November	Free for all! Anything goes!
December	Holiday. Santa, Christmas billboard cars, snow scenery, snow plows, people ice skating, holiday lighting, holiday decorations.
Jan 2025	Free for all! Anything goes!
February	Oddities. Aliens, UFO dealership (for example), steampunk, a jackelope skull on the front of some oddball, backwoods engine (another example), non-prototypical trains, depressed center flatcars;
March	Free for all! Anything goes!
April	Spring! scenery, flora, vegetation, trees, something wild, flower boxes, vines, backdrops, planting crops, world awakening after winter, greenhouses;
May	Free for all! Anything goes!
June	Water. Waterfront buildings, wharves, boats, covered bridges, water tanks, anything water related;

What's to know about The Scales We Model In?

We have had many discussions with modelers who ask, “What is O scale or N scale all about? Does anyone really model in S scale? Can I really scratchbuild a model in N scale?” Your scale of choice may be G, O or O Hi-Rail, S, HO, or N, and there are others yet that modelers choose to build in today. However, we frequently know little about the details of other scales, are possessed of misinformation, or simple mythology.

To discuss this on a regular basis, New Tracks Modeling is running monthly segments on G, O, O Hi-Rail, S, HO, and N scale hosted by knowledgeable talented modelers in each scale. These modelers will try to answer your questions, present information about what is possible to accomplish, and then present what a new modeler entering a scale might need to consider.

The remaining **2024/2025 schedule** for “**The Scales that We Model In**” is:

June	5th O, O-HR	12th HO, N	19th S scale & S gauge	26th G
July	3rd O, O-HR	10th HO, N	17th S scale & S gauge	24th G
August	7th O, O-HR	14th HO, N	21st S scale & S gauge	28th G
Sept.	4th O, O-HR	11th HO, N	18th S scale & S gauge	25th G
October	2nd O, O-HR	9th HO, N	16th S scale & S gauge	30th G
Nov.	6th O, O-HR	13th HO, N	20th S scale & S gauge	27th G
Dec.	4th O, O-HR	11th HO, N	18th S scale & S gauge	25th G
Jan.	1st O, O-HR	8th HO, N	15th S scale & S gauge	22nd G
Feb.	O, O-HR	HO, N	S	G
March	O, O-HR	HO, N	S	G
April	O, O-HR	HO, N	S	G
May	O, O-HR	HO, N	S	G
June	O, O-HR	HO, N	S	G

If you have specific questions you want addressed, or a specific person you would like to see interviewed on a scale segment, please contact the appropriate host. Their email addresses are shown below.

G Scale Modeling hosted by Steve Bittinger (6/26)

May 29 See: <https://www.youtube.com/watch?v=1yOncaAyK3o>

Sponsored by New Creations Victorian Railroad Buildings LLC

**O Scale Modeling** hosted by David Schultz (6/5)

Sponsored by O Scale Central

David.Schultz@newtracksmodeling.com

May 1 See: <https://youtu.be/sTALebiSrXw>

O Gauge Hi-Rail Modeling hosted by Dennis Brennan (6/5)

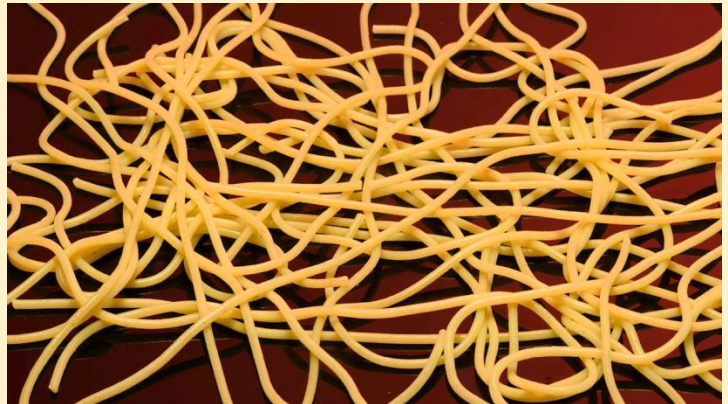
Sponsored by Millhouse River Studio

dennis.brennan@newtracksmodeling.com

May 1 See:

<https://youtu.be/Hn0kSiSQ79U>

Some simple ideas to prevent your layout wiring from looking like this.

**S Scale Modeling** hosted by Jamie Bothwell (6/19)

Sponsored by National S Gauge Association (NASG)

jamie.bothwell610@gmail.com

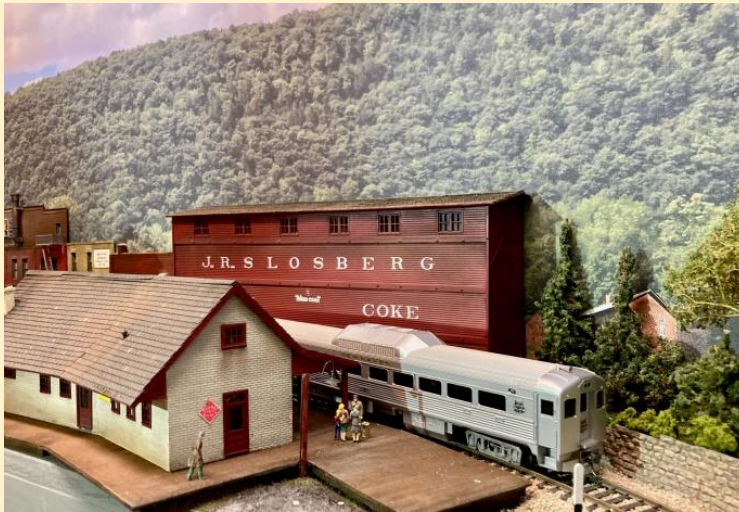
May 15 See:

<https://www.youtube.com/watch?v=Ldru1HoCQqY>

Next month I'll tackle passenger car modeling in S. I'll give some brief history of items available in the past, and highlight some currently available products.

S Gauge Modeling hosted by Joel Weber (6/19)

Sponsored by American Models



HO scale Modeling hosted by Gary Shurgold (6/12)

Sponsored by Mainline Hobby Supply

gshurgold@gmail.com

May 8 See:

<https://www.youtube.com/watch?v=4KUnEVDuPXo>

N Scale Modeling hosted by Clem Harris (6/12)

Sponsored by National Capital Trains

Clem.Harris@newtracksmodeling.com


May 8 See:

<https://www.youtube.com/watch?v=0nI7lxX06Zo&t=3s>



Meet Ian Fainges at the Narrow O Scale Meet in Harrisburg June 2024

If you model O Scale/Gauge you are going to have a very rare and fantastic opportunity to meet Australian, Ian Fainges, one of if not the best in my opinion O scale figure painters in the world, if you attend the Narrow O Scale Meet run by Al Judy this June 7-8, 2024. Al always has a great show but with the chance to Meet, talk with, and oh my gosh, maybe get Ian Fainges to custom paint a figure just for you, makes the show a must attend for all us O scale/gauge guys. Yep, Lord willing, even Jim Kellow is going to try to get to the meet. All updates and information can be found on Facebook at Harrisburg Narrow O Summer Meet. See you there!



2024 HARRISBURG
Narrow O Summer Meet
On3 – On30 – On2 - On18
A two day event focused on anything and everything O scale narrow gauge.

Friday June 7 (11:00 to 6:00)
and Saturday June 8 (9:00 to 3:00)

LOCATION: New Hope Church
584 Colonial Club Drive
Harrisburg, Pa. 17112

Guest admission: \$15 for both days – Spouses and children under 12 free.
Clinics and Maker Spaces demos on going throughout the event.
Food and drinks: Available throughout the event.
Due to church rules and insurance restrictions: NO alcohol will be allowed.

Vendors: For table information, availability, admission and fees please email us at millicreekrr@yahoo.com for detailed information.

For updated information on the event, including the vendor list, Clinic topics, Maker Space presenters and displays along with any additional information or updates can be found on the Meet's Facebookpage under the title "Harrisburg Narrow O Summer Meet".

Most attendees have used either the Quality Inn Harrisburg-Hershey Area, 200 N Mountain Rd, Harrisburg, PA 17112 (717) 540-9339 or The Ramada Inn, 300 N. Mountain Road, Harrisburg, Pa. 17112 (717)-461-9602 in the past and found it to be a clean, friendly and a good value. Best of all it is located only .9 of a mile or about 3 minutes from the New Hope Church venue.

The largest all O scale Narrow Gauge event in North America

Join New Tracks Scholarships at our table during the Al Judy O Scale Narrow Gauge Show in Harrisburg, PA on June 7-8, 2024, where New Tracks Modeling is offering exciting prizes.

In addition to showcasing videos highlighting New Tracks Modeling and our New Tracks Mentoring Inc Scholarships, we'll also feature a short video about Conowingo Models.

Drop by the New Tracks Scholarship booth for a shot at winning a Conowingo Models kit, featuring the Grey Street Company House in O scale. All you need to do is sign up at the booth. We'll be giving away two kits, so don't miss out!

We're eager to connect with attendees. Chris Coarse and Conowingo Models will also be present, so don't forget to express gratitude for their generous donation to New Tracks Modeling. And let's extend our thanks to Al Judy for inviting New Tracks Modeling to participate in the show.

Be sure to check out our website for more information: <https://newtracksmodeling.com/>

If our video and prize program are well-received, we plan to expand it to other shows and conventions across the country later this year.



Piedmont Junction

October 17-20, 2024

Raleigh - Durham Marriott at Research Triangle Park
4700 Guardian Dr., Durham, NC 27703

Hotel Rate is \$79 USD per night, hotel registration is open NOW! Go to convention website for the link on the "Location/Hotel" tab.

23 Layout Tours

44 Clinics

10 Operations Sessions

3 Prototype Tours

Model Contest, Company Store, Awards Banquet and *More!*

Website: PiedmontJunction.org

Convention and hotel registration *Now Open*



NER CONVENTION

September 19-22, 2024

Rochester, NY



LAKE SHORES '24



conventions.nernmra.org



LAKESHORES

DIVISION

Northwestern Region - National Model Railroad Association

The Susquehannock II -- Harrisburg, July 17 -20.

The 2024 NASG Convention is coming back to Harrisburg July 17th to the 20th. The Convention Hotel is the Sheraton Harrisburg - Hershey. Here is the link for reservations:

<https://www.marriott.com/event-reservations/reservation-link.mi?id=1700599312345&key=GRP&app=resvlink>

We are planning two tours.

On Wednesday, we are offering a tour of Amish Country. The tour will include a tour of an Amish farm and Schoolhouse, lunch at a smorgasbord restaurant, a tour of Amish farmlands and two stops for local shopping. The trip costs \$85 including lunch.

Then on Thursday, we will head to the Reading & Northern Railroad and board RDC cars for a memorable tour of the line. The train will stop at Port Clinton, PA where we will tour the railroad shops and see their 4-8-4 steam locomotive. Then it's back on the train to continue the trip.

Lunch will be brought to the train at Tamaqua, and then we will proceed over the High Bridge and on to Jim Thorpe. There will be a brief stop in Jim Thorpe, and then we head back home. We have planned two photo run-bys. The trip costs \$120 including lunch.

The Dealer Hall will be open Thursday evening from 6:00pm to 9:00 pm. It will reopen Friday morning at 9:00am. It will close for lunch from Noon to 1:00 pm. It will then be open until 6:00pm. Friday it will be open from 9:00 am until noon.

We have several interesting clinics lined up. The current schedule includes Building Turnouts, The Miller Switcher, Dead Rail, Modular Layout Design, Successful Decaling, Backdrop Painting, Shortline Modeling, and Tools I Use.

The convention car will be a Reading boxcar from American Models with a DF (Damage Free) lettering.

Saturday evening will be the traditional banquet, awards, and auction.

More information is available on the NASG Website:

<https://www.nasg.org/Convention/index.php>

Photos of a recent open house at Tom Hoback's Santa Fe Layout in Indianapolis attended by the Indy O Scale group, which includes many O Scale Central members (Photos courtesy of David Vaughn).



Indy O Scale Show 2024



2 Rail O Scale Train Show

Friday September 20, 3:00 to 7:00 PM

Saturday September 21, 9:00 AM to 3:00 PM

La Quinta Inn & Suites Indianapolis South, 465 and Emerson Ave.

O Scale 2 Rail/P48, Narrow Gauge/On30, 3 Rail Scale welcome

Facebook: <https://fb.com/indyoscaleshows>

Website: indyoscaleshows.com

Email: indyoscaleshows@gmail.com

Phone (317) 435-8378

Check back regularly for more details.

✂ PLEASE PRINT LEGIBLY

DETACH AND RETURN THE LOWER SECTION OF THIS FORM WITH YOUR PAYMENT

Name: _____ <small>(Exactly as it would appear on badge)</small>		Registration (2 day) \$20.00 \$ <u>20.00</u> Spouses and children under 18 free # of 32 x 72 tables _____ @ \$40.00 = \$ _____ \$50.00 after Aug 1 st
Business: _____ <small>(Exactly as it would appear on badge)</small>		Number of addl. Registrants @ \$20.00 = \$ _____ <small>(List Names below, use back if necessary)</small>
MAILING ADDRESS _____ _____ CITY STATE ZIP		Name: _____ <small>(Exactly as it would appear on badge)</small>
Phone: (_____) _____ - _____		Name: _____ <small>(Exactly as it would appear on badge)</small>
E-Mail: _____ Make Checks Payable to Mail to Email		Electrical needed for table(s)? Yes _____ No _____ TOTAL AMOUNT ENCLOSED = \$ _____
Hanson Rail Service, LLC 3202 Saint Paul Street Indianapolis, IN 46237 indyoscaleshows@gmail.com		

Hotel Information

La Quinta Inn & Suites Indianapolis South

Address: 5120 Victory Dr, Indianapolis, IN 46203

Phone: (317) 783-7751

Amenities:

Complimentary Brightside Breakfast

Complimentary Wireless Internet Access.

Guest laundry facility

Free Parking

24 hour convenience shop

\$104.00 + 17% Tax per night: 1 King or 2 Queen (No Smoking)
ask for Hanson Rail Service rate.

Individual reservation cutoff: 48 hours before check in

Cut off date: September 6, 2024.



Greg Cassidy
presenting a clinic
at the May
Potomac Division
meet on getting
the Golden Spike
Award

A Surprise at the 23rd Anniversary of the Monongah Mine Disaster Memorial Gathering

by Thomas P. Farrell, Jr. (A short story - Part 3)

Founded in 1890, the narrow gauge Rustic Buff & Old Gothic Railroad has wound through the Appalachia Mountains and valleys in western Pennsylvania to the rolling hills of southern Indiana for forty years. How the RB&OG managed to bypass Ohio between these two states remains a mystery, sparking much speculation among its followers and fans. Yet, adhering to the age-old mantra of "my railroad, my rules" that seemed a fitting explanation to quell any inquiries from the overcurious on the subject.

Two railroad men who never questioned the omission of the Buckeye State on the RB&OG were the Hawkins brothers, Eli, and Henry, known locally as "Eagle" and "Hawk," respectively. Eagle was the eldest, known for his steady demeanor and sharp mind. He was a locomotive engineer, driving powerful steam engines through the aggressive grades of the RB&OG. His younger brother, Hawk, had a penchant for adventure and mischief, and a bit of a temper. He worked as a brakeman on the freights, ensuring the train's safety from the relative comfort of his caboose. Rarely did they work together, but there was the occasional fast freight where they were "Team Hawkins."



Their bond as brothers was thought unbreakable, but their paths diverged when Hawk's

drinking led to his release from the railroad and his family leaving him. Eli could never erase from his memory the day Hawk was stripped of his brakeman responsibilities and ousted from the RB&OG under the damning decree of "Rule G: The use of intoxicants is prohibited." Both Hawk and Eagle knew several railroad men who were discharged for violation of Rule G, not because railroads objected to liquor itself outside of work, but because a man under the influence while at work is not to be trusted in a job involving human lives and railroad property.

Eagle never touched the stuff and persevered as a locomotive engineer, even as his brother's life on the rails was derailed. At times, he pondered the fate of Hawk and his family, yet no whispers or sightings of them ever surfaced. Hawk had drifted into obscurity, seeking solace first among the destitute in the makeshift camps of Shantytown, known colloquially as "Hooverville," and later finding fleeting employment in the humble bait shops along the banks of the Salt River Basin. Yet, despite his efforts, he never gained his sea legs there and always thought of himself as a railroad man. Ever-indicant, destiny orchestrated the brothers' reunion when they least expected.

On the solemn occasion of the 23rd anniversary of the Monongah mining disaster of 1907, the tragedy's sadness reverberated through Turtle Creek. Late that morning, people began gathering in small groups at the depot to go to the nearby memorial site of the closed mine. Although over two decades had passed, this day was a chilling testament to the townspeople remembering the darkest hour in American mining history that claimed the lives of over three hundred and sixty-two miners.

Eagle volunteered to run a special train for the families and friends of the deceased from the towns of Rustic Buff, Old Gothic, Oolitic, and Shantytown to the memorial service. Eagle began his planning the evening before with meticulous care for every detail. He intended to quietly glide the locomotive past the Turtle Creek depot to the solemn backdrop of the Monongah Coal Tipple, a grim reminder of the tragedy that scarred their community. Upon arrival, he thought a mournful, low-key wail from the train's whistle would pay homage to the fallen miners, a poignant tribute to their memory.

Everyone rode the rails for free on this day as the RB&OG donated a train to and from the service across the line. As Eagle prepared the locomotive for the day's journey, he thought he saw a familiar figure in the crowd at the Shantytown Depot. At first, he wasn't sure, but the initial uncertainty quickly gave way to recognition as Eli squinted down the platform and realized it was indeed Hawk. Despite the passage of time and the changes it brought, there was no mistaking his brother standing there. Checking again, the man was clearly weathered by years of apparent hardship, but unmistakably, his brother! Surprised and emotional, Eagle climbed down from the cab and briskly walked the platform.

The memorial service was brief, and fate almost intervened again when unforeseen circumstances unfolded. A shortage of skilled workers plagued the RB&OG, prompting Eagle to recognize an opportunity to reconcile the railroad with his estranged brother. Eagle's plan was simple; Hawk could temporarily live with him and his family until he found work, which would

not be easy during the depression, but he had to try. That wouldn't deter Eagle; he would talk to the RB&OG and put together "Team Hawkins" again!

Eli advocated tirelessly for several weeks for Hawk's reinstatement, citing his brother's past dedication, impeccable safety, and work ethic. His superiors were skeptical, even with Eli's persistence and heartfelt appeal. Unfortunately, Eli's efforts were in vain, as the railroad refused to make an exception. Railroad workers were union men bound by work rules and labor contracts, and the regulations regarding "Rule G" were unequivocal. Management had to uphold their previous decision, regardless of Eli's convictions or Hawk's apparent rehabilitation. The risks were too significant. If Hawk couldn't keep rolling down the track on his own, they couldn't afford another derailment on his part. The RB&OG's decision clearly prioritized the welfare of the many over the few, or in this case, the one. The safety of the public, passengers, and workers and the preservation of the railroad's capital had to come first, leaving no room for personal appeals or second chances.

After several weeks, Eagle felt uneasy with Hawk "temporarily" living with his family in their modest workingman's home. With two teenage sons and a wife increasingly irritated by her brother-in-law's extended stay, the situation was nearing its second month and becoming untenable. Something had to be done, Eagle thought, something soon. "Something soon" came that very morning, as fate and the RB&OG railroad played another pivotal role in the lives of the Hawkins brothers.

At 6:00 a.m., Eli departed from the classification yard at Rustic Buff, beginning his fast freight run to Turtle Creek. His first stop was to deliver a couple of boxcars to the Fort Pitt Brewery. Lacking a brakeman, Eli was aware that he would need to handle all the uncoupling tasks himself upon arrival. The term "fast freight" seemed ironic under the circumstances, as operating shorthanded inevitably slowed down the process. As he considered the extra workload, Eli couldn't help but think how beneficial it would be to have another man with him—someone dependable like his brother Hawk.



About an hour later, Eagle had just spotted the boxcars at the Fort Pitt Brewery and was walking down a sidewalk to uncouple the two cars from his train when a man stepped out of the Brewery's office and approached him. It was the owner, "Big John" Hudak.

"Seems like the railroads are getting their money's worth from you today," said Big John. Eagle replied with a laugh, "Yes sir, I'm doing the job of two men today!" Big John then said, "We have a different problem. I need a good man in the brewery's lab, the most critical position in the company. My longtime Brewmeister wants to retire, and we need to hire an apprentice. Do you know anyone?" Without hesitation, Eagle blurted out, "My brother Henry, who goes by 'Hawk,' is out of work and could use a good job." Instantly, Eli realized his mistake: he had just recommended a boozier to work in a brewery! Big John responded, "Well, if he's half the man you are, we've got a great new employee. Tell him to see me tomorrow, right here in my office at 7:00 a.m."

Eli's thoughts raced—his brother would need to be better than he ever was to land and keep a full-time job at the second-largest employer in Turtle Creek during these challenging times. And what about the temptation? The cliché "the fox guarding the henhouse" couldn't have been more fitting...



To be continued...

Volunteers Working on the Real EBT Railroad



Ties looking north to 475 - Apr 28th
(Larry Fuchs photo)



Ties laid out south of 475 - Apr 28th
(Larry Fuchs photo)



EBT Two-foot gauge - April 27th
(Larry Fuchs photo)



Tamping - Apr 30th
(John Quinn photo)



Assembling the pieces - May 2nd
(John Quinn photo)



Making up joints south of 475 - May 2nd
(Dave Johnson photo)



Gauging and spiking - May 2nd
(John Quinn photo)



Looking south from 475 - May 2nd
(Dave Johnson photo)

I love modeling everything -- Buggies, Trucks, and Automobiles

Jim Kellow, MMR

I think it is important for everyone to understand that being a railroad modeler means you can build models of anything you want, and use them as part of your model railroading hobby.

It amazes me how small model scenes that have nothing to do with trains really make your model railroad come alive. I believe a railroad modeler can enjoy building a wide range of modeling subjects. This is a major factor separating my hobby from more narrowly focused hobbies. For example, my trolley line needs vintage structures, cars, trucks, airplanes, kites, balloons, people in period dress, etc., etc., to make it look realistic.

I started with some horse drawn buggies, automobiles and trucks I found photos



of on the internet. I scratchbuilt all of these models in brass in O scale (1/48) from plans I found, or drew from photos. First here are two trucks and one horse drawn wagon.

Why did I specifically build these vehicles?



I liked their look, thought they were unique, and ones that you would not probably see on anyone else's model railroad.

Here are some of the O scale (1/48) automobiles I scratchbuilt primarily in brass from plans I drew based on interesting photos.



Again why these cars? I liked their look, and would love to own an original of any of them to drive around.

Now that I started my car and truck fleet I needed drivers and passengers. I plan to modify some unpainted seated figures I got cheaply from a Chinese source. At least that is going to be my first option. If that doesn't work, I will need to find a person who can design various seated drivers and passengers using a CAD program.

My first choice for this project will be my friends at CatzPaw who helped me with motorcycle riders. Actually while most of us "old" modelers cannot use CAD, any middle or high school student can probably easily do the job.

CAD is one of the newer technologies that I believe will entice young people to become modelers. It's like learning to use any other computer program for them and it will be required for most STEAM (Science, Technology, Engineering, Art, or Mathematic) college degrees and careers.

I wonder if this could be a good class project at one of our local schools? It could be a real challenge to design figures to fit into a specific seat dimension, floor pedals, and steering wheel diameter for a specific vehicle (at least it would be for me!).

For me each buggy, truck, and automobile can become their own mini-scene on my trolley line. Wherever it's located, because it is unique, it will draw attention and help to start telling a story to viewers.

It might be stopped at a roadside fruit stand, stopping traffic, or be part of an accident on the only street through a rural town, or passing a horse drawn buggy, or just parked somewhere. In fact, some my automobiles have even created another new business for my city.



Wherever they are located, they get noticed, and the viewer's mind starts creating a story about why they are there. Your ability to tell stories with your modeling is another reason I believe model railroading is such an all-inclusive creative hobby.

I believe that the modeling skills you gain in one hobby are transferable to other hobbies. That is why I encourage people, particularly young people, to give a lot of different hobbies a try before deciding on your preferred hobby. I believe you will gain new experiences and skills from each one, and will increase your overall modeling abilities. This has certainly worked for me!

Thanks for reading this far. Till next time, Happy Modeling in your chosen Hobby. I am. I'm a model railroader.

New Tracks Show Schedule – June/July (Register at: <https://newtracksmodeling.com/>)

June 5 Welcome & Announcements; Jim Kellow O Scale Modeling with David Schultz O High Rail with Dennis Brennan New Technology you need to Understand to Improve your Modeling with Sherri Johnson NMRA Standards and Conformance Manager, Senior Chief Andy J Zimmerman “Watch Me Build” Frenchman River’s Spillane Building in O Scale with Tom Farrell building (currently occupied), and Tom Yorke building (vacant and dilapidated). Scratchbuilder’s Corner 29 with Martin Brechbiel Scratchbuilding his layout with Tom Farrell “What Do You Want to Talk About” with Steve Sherrill	June 12 Welcome & Announcements; Jim Kellow HO Scale Modeling with Gary Shurgold N Scale Modeling with Clem Harris New Technology you need to Understand to Improve your Modeling with Sherri Johnson “Watch Me Build” Frenchman River’s Spillane Building in O Scale with Tom Farrell building (currently occupied), and Tom Yorke building (vacant and dilapidated). Scratchbuilder’s Corner 30 with Martin Brechbiel Scratchbuilding his layout with Tom Farrell “What Do You Want to Talk About” with Steve Sherrill
June 19 Welcome & Announcements; Jim Kellow S scale Modeling with Jamie Bothwell S gauge Modeling hosted by Joel Weber MY BUILD with Chris Coarse and Greg Cassidy	June 26 “Watch Me Build” Frenchman River’s Spillane Building in O Scale with Tom Farrell building (currently occupied), and Tom Yorke building (vacant and dilapidated). Paint Brushes to use and keep clean with Greg Cassidy Scratchbuilder’s Corner 31 with Martin Brechbiel Scratchbuilding his layout with Tom Farrell “What Do You Want to Talk About” with Steve Sherrill
June 26 Welcome & Announcements; Jim Kellow G Scale Modeling with Steve Bittinger New Technology you need to Understand to Improve your Modeling with Sherri Johnson	
July 3 Welcome & Announcements; Jim Kellow O Scale Modeling with David Schultz O High Rail with Dennis Brennan New Technology you need to Understand to Improve your Modeling with Sherri Johnson “Watch Me Build” Frenchman River’s Spillane Building in O Scale with Tom Farrell building (currently occupied), and Tom Yorke building (vacant and dilapidated). Paint Brushes to use and keep clean with Greg Cassidy Scratchbuilder’s Corner 32 with Martin Brechbiel “What Do You Want to Talk About” with Steve Sherrill	July 10 Welcome & Announcements; Jim Kellow HO Scale Modeling with Gary Shurgold N Scale Modeling with Clem Harris New Technology you need to Understand to Improve your Modeling with Sherri Johnson “Watch Me Build” Frenchman River’s Spillane Building in O Scale with Tom Farrell building (currently occupied), and Tom Yorke building (vacant and dilapidated). Scratchbuilder’s Corner 33 with Martin Brechbiel “What Do You Want to Talk About” with Steve Sherrill
July 17 Welcome & Announcements; Jim Kellow S scale Modeling with Jamie Bothwell S gauge Modeling hosted by Joel Weber New Technology you need to Understand to Improve your Modeling with Sherri Johnson “Watch Me Build” Frenchman River’s Spillane Building in O Scale with Tom Farrell building (currently occupied), and Tom Yorke building (vacant and dilapidated). Scratchbuilder’s Corner 34 with Martin Brechbiel “What Do You Want to Talk About” with Steve Sherrill	July 24 Welcome & Announcements; Jim Kellow MY BUILD with Chris Coarse and Greg Cassidy Painting Plastic Models with Ft Ron Walters
July 31 Welcome & Announcements; Jim Kellow 2024 Scholarship winners - Bob Davidson G Scale Modeling with Steve Bittinger New Technology you need to Understand to Improve your Modeling with Sherri Johnson	July 31 Scratchbuilder’s Corner 34 with Martin Brechbiel Scratchbuilding his layout with Tom Farrell “What Do You Want to Talk About” with Steve Sherrill Airbrush, what to buy, how to use them with Tom Grossman

A Logging Railroad in the British Columbia Mountains

By Pat Rivard (Photos *Paul Hurly*, unless otherwise noted).

Model railroading is a journey of creativity, patience and dedication. Building a model railroad is like painting a canvas, but in our case, we use tracks, trains, and intricate details to bring things to life. In this article I will discuss how I built an O scale 2-rail model railroad in the stunning landscapes of British Columbia's mountains complete with a sawmill, small town, and an engine yard, all nestled in the mountains and the rugged terrain.

I started my current layout, the Valley City Logging Railroad, in 2009. I chose O scale because I had had an HO scale layout and felt that as I grew older, O scale would be easier for me to work with as I felt that G scale would simply require too much space. I had had a G scale business for many years which I had run from the house, so I was very familiar with what was available and the costs involved.

Design and Planning

I chose to model British Columbia because I love mountains and logging. My father had operated a sawmill business in Ontario and I had worked in the business for many years. BC is also where our son lives. So, I have visited and toured that province a lot over the years. BC is also where our son lives. So, I have visited and toured that province a lot over the years.

The first step in creating this intricate layout masterpiece of British Columbia was the design and planning phase. I estimate this went on over three years as I put ideas to paper and received comments from friends.

The room dimensions are 22' x 14'. You would think that this size of room would not allow you to build a layout that would capture the sprawling mountains of BC, especially in O scale. To help maintain the illusion of mountain size, the locomotives on the layout are all four-wheel trucks. Trains are intentionally kept short.



Photo 1. Pat started the mountain backdrop by applying plaster cloth over cardboard webbing. This was followed with plaster rock castings with stipple filler (Photo by Pat Rivard).



Photo 2. The terrain has been completed with colour washes and handmade trees added, along with lichen (Photo by Pat Rivard).

I began by sketching out a track plan that allowed for realistic curves, elevation changes, and scenic elements. I incorporated my backdrop into the mountainous terrain.

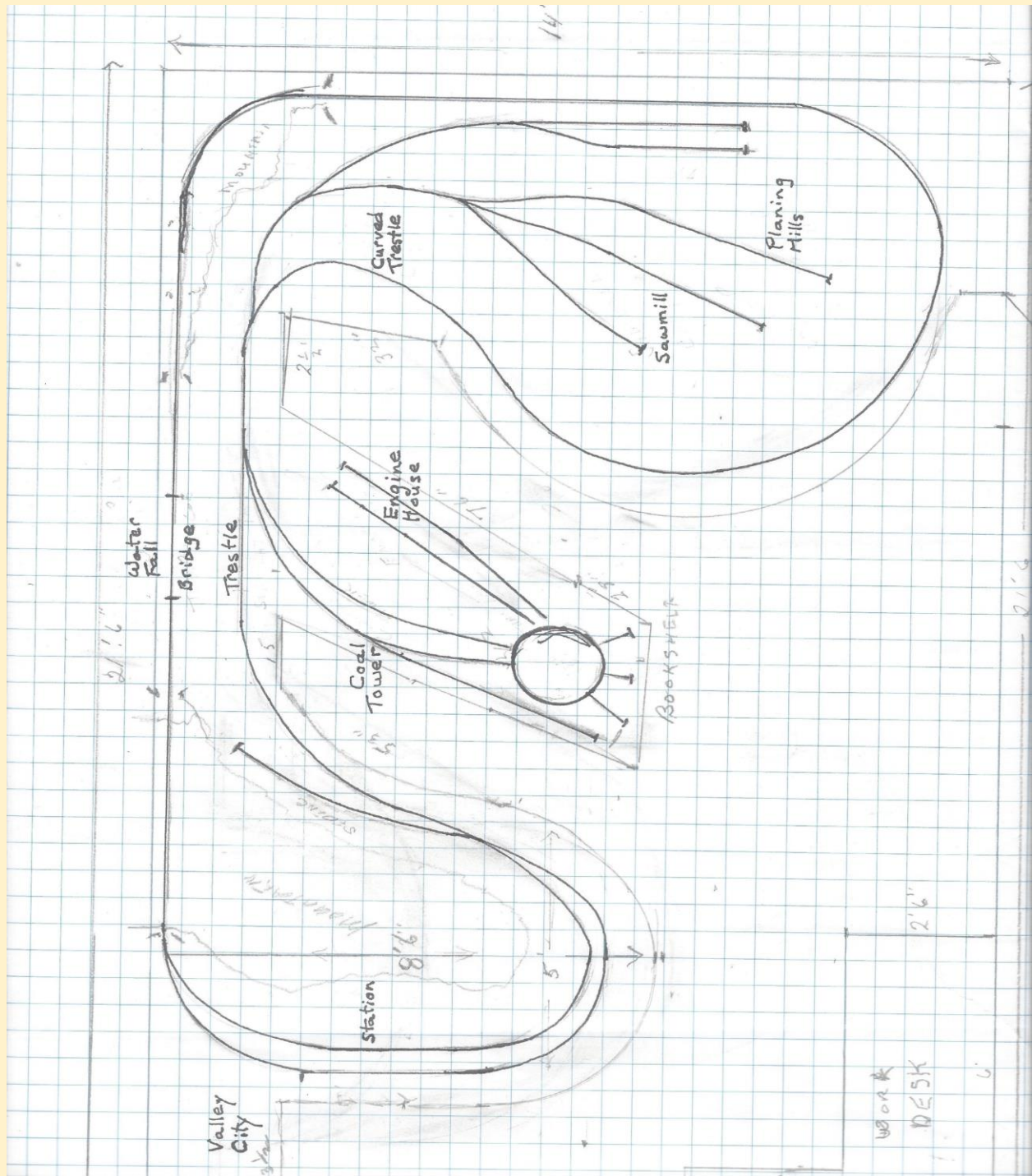


Figure 1. The Track Plan for Pat Rivard's O scale Garden Valley Railroad in a 42' x 14' room (Drawing by Pat Rivard).

The Logging Theme

Logging played a pivotal role in shaping the history of British Columbia. To keep in tune with this theme, I strategically placed my tracks to wind through the forests to transport logs to the sawmill. They pass by lumberjacks and machinery waiting to load freshly cut stacks of logs. This helps to make the railroad come to life.

Initial Setback

In 2015, the first version of my O scale BC railroad was partially ruined by a flood. A burst in the kitchen above poured water onto the layout. I managed to salvage many of the buildings and trees that had been “planted” to that point. Once the locomotives were Dried out, they all thankfully still ran.

Ironically, once the plaster work for the mountains dried out the flood was actually somewhat beneficial. The plaster actually got harder as a result of the soaking and subsequent drying.



Photo 3. Towering wooded mountain terrain was the pipe overall visual impression Pat sought on his layout. A variety of commercial and hand-crafted trees populate this scene, with underbrush fashioned from lichen and other bits of material (Photo by Pat Rivard).



Photo 4. A track-side photo of the Rivard Sawmill. The walls are framed with board-on-board construction finished with Hunterline Stain and Doc O'Brian Weathering Powders. The dock crane was built from a metal kit from Crow River Products.

Track Work

Ninety percent of the track work is hand-laid Microengineering code 148 rail spiked to wood ties I cut on my woodworking equipment. The remaining 10% is Atlas flex track. Most of the turnouts were hand built by me. I did however purchase some assembled turnouts for the curved locations from a firm which is long out of business. I custom cut the ties for all the turnouts. Stationary decoders are used to power these remotely, as discussed under “Electronics and Controls”.

Crafting The Sawmill

The sawmill is the heart of my layout and plays a significant role on it. I used board-by-board construction to complete it. I have paid close

attention to recreating the intricate machinery, the cranes, the numerous conveyor belts, and the hustle and bustle of workers piling lumber from the finish milling end. A small crane will be added at some point to assist the workers to load the bundles of lumber onto flat cars.

I also added subtle lighting in specific areas to highlight details and add a sense of realism. Then I added a scratchbuilt planing mill, which is highly detailed, to complement the complexity of the scene.



Photo 5. This is a slightly different view of the sawmill loading dock (left) with the planing mill on the right.



Photo 6. The night shift is in full swing at the saw mill. The scene shows some of the lighting effects Pat installed.



Photo 7. This animated night scene shows a cut of flat cars pulled by an SW9 switcher as it passes the sawmill and wig-wag signals, which protect a rail crossing.



Photo 8. Pat added a lot of detail to the interior of the sawmill including white metal aftermarket products, and a 3D machinery kit from Canuk Models. It has a super detailed log carrier, a double headed saw and a cut-off saw. The rest are scratchbuilt items like the shelving (Photo by Pat Rivard).

Building a Small Town

Nestled at the base of the mountainous background, a small town – Valley City - to provide contrast to the rugged landscape. I populated the town with inhabitants, a small restaurant, and other local business to compliment the main focal points.



Photo 9. This Shay lifts a load of rough-cut lumber from the sawmill on its way to an off layout customer.

I highly detailed all the buildings which included adding lighting to the detailed interiors and exteriors. I added street lighting via a controller custom built by my son-in-law. This system illuminates the charming street scenes as well as the fire station, gas station, lumber yard, and some small homes. Every structure contributes to the narrative of the model.



Photo 10. This is an overview of the downtown Valley City which features a wide range of lighting effects including neon signs by Miller Engineering.



Photo 11. Ed's Variety is a major gathering place of as well as a source of fresh produce, as shown in the interior detail in this night scene.



Photo 12. Mary's Diner, named in honor of Pat's wife, has a fully detailed interior with lighting.



Photo 13. This is some of the interior detail which Pat added to Mary's Diner (Photo by Pat Rivard).



Photo 14. An SW9, which Rivard's Sawmill recently purchased from the New York Central, pulls a cut of log cars, through the station in Valley City. Pat's Lunch Wagon, front left, was built by friend Gary Shurgold. Casey's Repair Shop, rear, built by Pat from a kit, has a fully detailed interior, a working bay door, and lighting.

Rolling Stock and Power

As I mentioned before, the engines are intentionally small to help them look realistic on the curves and to reinforce the size of the mountains. For steam power, I have two Shays and a 2-6-0 which is waiting for a DCC decoder. Diesel power is SW 9 units, one from Atlas and the other a Lionel which was converted to 2-rail and had a DCC decoder installed.

Engine Yard

Positioned strategically in the mountains, in the middle of my layout is my engine yard. It serves as a hub of activity with the locos undergoing maintenance and refueling. I will be adding a scratchbuilt engine house. The yard has a turntable, a large water tower, sand-house and coaling tower which adds to the authenticity of the facility. I utilized the space efficiently to accommodate the locos and some rolling stock.

Capturing the Landscape

Creating the mountain scenery was the pivotal part of the layout. I utilised materials, such as cardboard webbing with plaster cloth, covered with a custom mixture of Hydrocal and dental plaster. Gypsum (drywall compound) was used to blend the scenes together. I used a good quality acrylic paint and a 1" brush for the application. I received great advice on colouring the rocks from Joel Bragdon, of Bragdon Enterprises.

Gesso was used to cover the cast plaster rocks before painting them. The gesso helps to control the depth of the paints I used to colour the rock faces. I sculpted the rocks and cliffs to closely represent the reality of the terrain and the majesty of the area I model in British Columbia. I used photos I have taken during several trips to BC as reference as I progressed.



Photo 15. The engine service yard sits on a peninsula which was added to the middle of the layout. The water tower kit is from Walthers, and the sand house and sanding tower are from Model-tech, with added details. Pat scratch built the turntable and custom-developed a power system for it. The coaling tower is from Suncoast Models. The shutes were modified, and scratchbuilt stairs were added. Lighting was added to the structures and the yard.



Photo 16. A Canadian Pacific SW9 coasts past a forestry crew and their equipment at trackside.

I used realistic ground cover material, trees, shrubs, and a waterfall to further enhance and immerse the visitor to my layout into the experience of being there. The trees are a mixture of commercially available kits and hand-made custom trees I learned how to construct.

Apart from saving cost, the hand-made trees allowed me to create realistic facsimiles of several different BC coniferous species. I estimate I have close to 200 trees on the mountain slopes and in the valleys on my layout. My tree-making method has been the source of several WOD clinics, online presentations with NMRAx and New Tracks, and an article in the *NMRA Magazine*.

Electronics and Controls

For the layout to operate smoothly, and reliably, I use DCC technology to operate the locos independently on the same track. All engines have ESU Lok-sound decoders. This enables consistent, precise speed and direction control which contributes to the realism of the operating layout. I use is the Easy DCC system, with hand-held controllers radio connected to the power command centre. I also use a separate power source to operate the turnouts and another one to operate the scenic lighting.



Photo 17. The components of the Easy DCC system are stored in a drawer for easy access and to keep them clean.

Conclusion

Building an O scale 2-rail model railroad which depicts logging in British Columbia's mountains has been a labour of love that combines craftsmanship, creativity, and historical appreciation for the area. Every element, from the tracks to the trees as well as the industry, contributes to the tapestry of this model railroad. As I brought this vision to life, the journey itself was just as rewarding as the finished masterpiece. Thank you for spending the time with me on this journey.



Photo 18. Pat scratchbuilt this curved trestle bridge for the approach to the sawmill (Photo by Pat Rivard).



Photo 19. This night time photo shows some of the interior detail of Casey's Repair Shop.



Photo 20. The towering mountain scenery Pat envisaged for his O scale layout is clearly depicted here.



Greg Cassidy being presented with his 1st Achievement Award Certificate for Model Railroad Author at the May Potomac Division meet by Martin Brechbiel, MMR.

Coming up in future shows!

WATCH ME BUILD Railroad Models

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

Starting June 5, 2024 Sherri Johnson Technology series

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

Scheduled subjects are:

June 5th CAD: Discuss what it is and present the different types of CAD applications

June 12th CAD: Hard Surface Modelling Applications

June 26th CAD: Sculpting Applications

July 3rd CAD: Specialty (figure creation, RR Layout design)

July 10th Craft Cutters: What's Out There

July 17th Cutters: Knife/Blade

July 31st Cutters: Laser (Bob D. Showcase operation)

Aug 7th 3D Printing: What it is and the types of printers out there

Aug 14th 3D Printing: FDM Printers

Aug 28th 3D Printing: Resin Printers

Sept 4th AI: What is it & What can it Do

Sept 11th AI: Continued - showcase it being used

Sept 25th Other: Anything we may missed or mentioned/suggested during the series

(possible entry: 3D scanning, chemical etching)

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

Starting June 12, 2024 Frenchman River's Spillane Building in O Scale

Tom Farrell will build this as currently occupied, and Tom Yorke as vacant and dilapidated. This project will be done in a number of 15 minute separate show segments. These segments will be a great way not only to watch two very talented modelers show how this kit can be build, but also how it can be bashed to become something entirely different.

Starting July 31, 2024 For 4 show segments ending on August 28, Tom Grossman, owner of Tag Team Hobbies will discuss and demonstrate which Airbrush modelers may need to buy, the air source you will need for an airbrush, and how to use various techniques with your airbrush. Tom has been helping modelers with airbrushing for over 30 years across various hobbies and for all skill levels. He believes you get the best results if you learn the basics of airbrush control.

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

<http://www.tagteamhobbies.com/>

Starting September 18, 2024 and continuing for 2 more weeks thereafter, Jeff Jordan will show a new technique for painting our figures that regardless of our skill level will look great. He's calling it, "Figure Painting for People Who Can't Paint Figures" that produces results that are quite presentable.

Here is an example →



Show date → October 23, 2024 → Kurt Thompson with Modeling Lifestyle.



Big Boy No. 4014 Returns this Summer with Public Display Days in Roseville, California and Ogden, Utah

The legendary locomotive also will make 19 whistle stops in five western states

Union Pacific's legendary Big Boy No. 4014, the world's largest operating steam locomotive built to conquer mountains, will make 19 whistle-stops in five states this summer during its 2024 Westward Bound Tour from Wyoming to California.

In addition, this mighty steam locomotive will be on public display for two days each in Roseville, California, July 12-13, and Ogden, Utah, July 20-21.

Big Boy will leave its home base in Cheyenne, Wyoming, on June 30, traveling across Wyoming, Utah, Nevada, and California. On its return trip to Wyoming, it will travel for a short stretch across southeast Idaho.

Scheduled whistlestops:

- June 30 – Laramie, Wyoming
- July 1 – Wamsutter, Wyoming
- July 3 – Green River, Wyoming
 - July 4 – Morgan, Utah
 - July 6 – Wells, Nevada
- July 8 – Carlin and Battle Mountain, Nevada
 - July 9 – Gerlach, Nevada
 - July 11 – Oroville, California
- July 14 – Colfax and Truckee, California
 - July 16 – Lovelock, Nevada
 - July 17 – Carlin, Nevada
 - July 19 – Montello, Nevada
- July 22 – Brigham City, Utah, and Soda Springs, Idaho
 - July 23 – Kemmerer, Wyoming
 - July 25 – Point of Rocks, Wyoming
 - July 26 – Medicine Bow, Wyoming

Display days offer an up-close look at the 1.1-million-pound marvel along with the "Experience the Union Pacific" rail car, a captivating walk-through exhibition that provides a unique glimpse into the rich history of railroading.

During the tour, the Union Pacific Museum will host a special passenger trip. The unique experience is the annual gala fundraiser for the nonprofit organization and provides a rare opportunity to travel on this historic heritage equipment. More information and ticket information will be posted at www.UPtrainTix.org as the tour gets closer.

Twenty-five Big Boy locomotives were built for Union Pacific to haul freight over the steep grade of the Wasatch Mountain Range in Utah during World War II. Eight were preserved after the locomotives were retired six decades ago, but only Big Boy No. 4014 is still in operation.

Union Pacific reminds all rail fans to keep safety top of mind and stay 25 feet back from the tracks when taking a picture or viewing this mammoth machine. That means never take a picture or video standing on the track or the ballast and never climb on the locomotive or equipment.

A steam tracking map showing No. 4014's location and route will be available at UPsteam.com.

About Union Pacific

Union Pacific (NYSE: UNP) delivers the goods families and businesses use every day with safe, reliable and efficient service. Operating in 23 western states, the company connects its customers and communities to the global economy. Trains are the most environmentally responsible way to move freight, helping Union Pacific protect future generations. More information about Union Pacific is available at www.up.com.

Pennsylvania Trolley Museum -- A Brief Tour

Curt McCormick sent us this video containing a random tour of the Stephen's Substation and the Museum Building, to see some of their 30+ trolleys. As a trolley modeler this is great information to have and a real opportunity to learn how trolleys were operated in the past. There are two trolleys that Jim Kellow saw that he wants to build. Click here to see the video: <https://youtu.be/flTmxjwCDIM>. No question if you are interested in Trolleys & Traction this is a museum you should visit. Thanks for the video!



Have you considered onboard battery power and wireless RC for your trains?

Modelers are becoming increasingly interested in power on board or battery powered solutions (aka deadrail). Ken Myers, an RC airplane hobbyist for 40+ years and a model railroader prior to that, is back into the hobby and has been working on his deadrail HO scale layout for the past 2 years, running exclusively on **LocoFi**. His rich experience with model airplanes has allowed him to work with different kinds of batteries over the years. He shared his journey so far on the [New Tracks Modeling YouTube channel](#) on May 15, 2024 at 7:00 PM EST.

If you have an interest and want to discover how **LocoFi** helped rekindle Ken's passion for model railroading, please visit the New Tracks YouTube channel to view this past of the May 15th show at: https://www.youtube.com/watch?v=j7_ZNC7xBZE. This could be a great introduction for anyone looking to learn about what deadrail is all about, its pros and cons, and how you can get started with it.

Rusty Rail

For the HO scale crowd we have three items this month.

First item is a small train station with a small footprint and has a lot of detail that would work in a small town. The baggage and other castings are separate and can be placed anywhere on the station platform. This even comes with three figures and also some signage (the station wagon is not included). All resin castings can come unpainted. Minor assembly using super glue is suggested. The station platform measures 4 1/2" by 2 3/8"



Second item is a oil tank on concrete supports. You also receive a 3D printed valve for the tank. Minor assembly to super glue the supports and value to the tank. Measures 1 1/2" by 1" by 1 1/4" tall. All resin casting and comes unpainted.

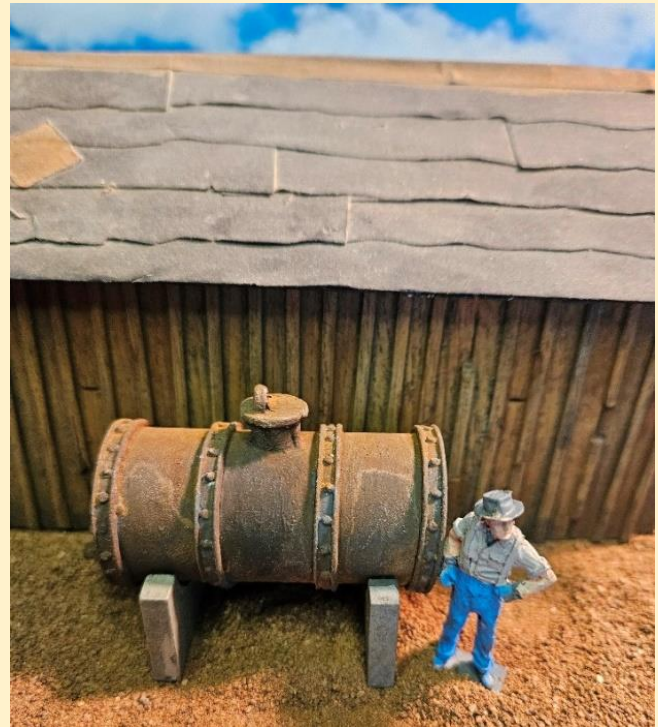




Third item is a 1946 Chevrolet Panel Delivery. Check out the two tone paint job. Minor assembly required attaching the tires to the frame. Power Wagon measures 2 1/4" long 7/8" wide and 5/8" tall.

For the O scale modelers, here is an oil tank on concrete supports. You also receive a 3D printed valve to add to the tank. The oil tank measures 2 1/2" by 1 3/8" and 1 3/4" tall. All resin casting unpainted.

[Click here to check it out](#)





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\$4.99

The long awaited and much anticipated InvisaTrax™ Transport System is now available to purchase from the CatzPaw online store.

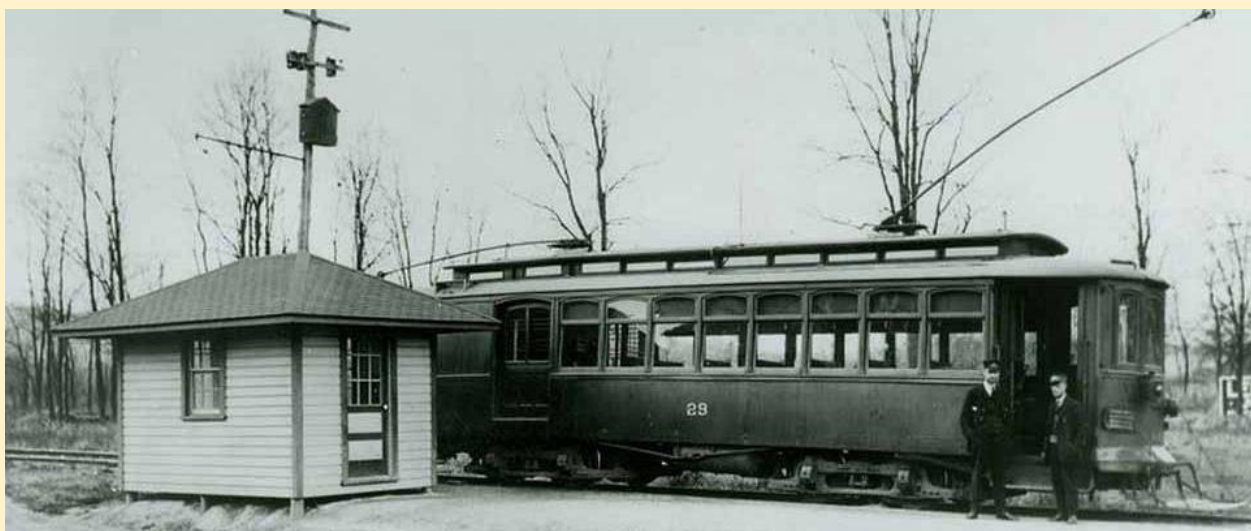
Click [here](#) to order now!

Reaching Applicants for the NMT Scholarship – Getting the Word Out!

Every reader of this newsletter can help get applicants for our scholarships both at their local HS and college levels. Promoting scholarship availability and reaching out to college students can be done through various effective methods. Here are some suggestions:

1. **College Websites:** Contact the administration or career services departments of various colleges and universities, asking them to include your scholarship opportunity on their websites or scholarship portals. This will ensure visibility to a large number of students.
2. **Social Media:** Utilize social media platforms, such as Facebook, Twitter, Instagram, and LinkedIn, to share information about your scholarship. Create visually appealing posts and encourage students to share the information with their peers.
3. **Email Campaigns:** Obtain email lists from colleges and universities, targeting students who fit the eligibility criteria for your scholarship. Send out personalized emails offering information on the scholarship, application process, and deadlines.
4. **College Fairs and Events:** Participate in college fairs and events to directly interact with students. Set up a booth or table where you can provide brochures, answer questions, and raise awareness about your scholarship opportunity.
5. **Campus Ambassadors:** Collaborate with student organizations or campus ambassadors from different colleges to help promote your scholarship. These students can serve as brand ambassadors, spreading the word about your program among their peers.
6. **Press Releases:** Draft and distribute press releases to local and national media outlets to generate wider awareness about your scholarship program. This can attract attention from a broader audience, including potential applicants.
7. **Online Scholarship Databases:** Register your scholarship on popular scholarship search platforms, such as Fastweb, Scholarships.com, or College Board's Scholarship Search. These platforms are frequently used by students searching for financial aid opportunities.

Remember to include clear instructions on how students can apply, including any required documents and deadlines. Make the application process straightforward and easily accessible to maximize student engagement with your scholarship opportunity.



Going digital? Who should pay?

By Jim Kellow, MMR

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

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

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

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

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

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

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

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

As always, just want to talk or comment, please contact me at:
jimkellow@newtracksmodeling.com

Thanks for reading!

Happy Modeling,
Jim Kellow, MMR

