

THE

S SCALE

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

October/November 2015

Vol. 2 #1



Kansas City National

Kansas City Model Contest

Building Kits with Dick Karnes

Steve Doyle's Chicago and Route 66 Layout

Building A Pittsburgh & Lake Erie Berkshire

And Much More...

Bill Of Lading

Published Bi Monthly

The Model Railroad Resource LLC
407 E Chippewa St
Dwight, Illinois 60420

Owner and Copy Editor

[Amy Dawdy](#)

Editor

[Dan Dawdy](#)

October/November 2015

Vol 2 #1

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 “one of” Burlington Route train on Steve Doyle’s Chicago and Route 66 Layout.

Rear Cover Photo

The city never sleeps as night falls on Steve Doyle’s Chicago and Route 66 Layout.

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The Model Railroad Resource LLC publishes [THE O SCALE RESOURCE](#) also.

Be sure to take a look. There are many articles in our magazines that are not scale specific, and will be of interest to you. Click this announcement to see the magazine online.



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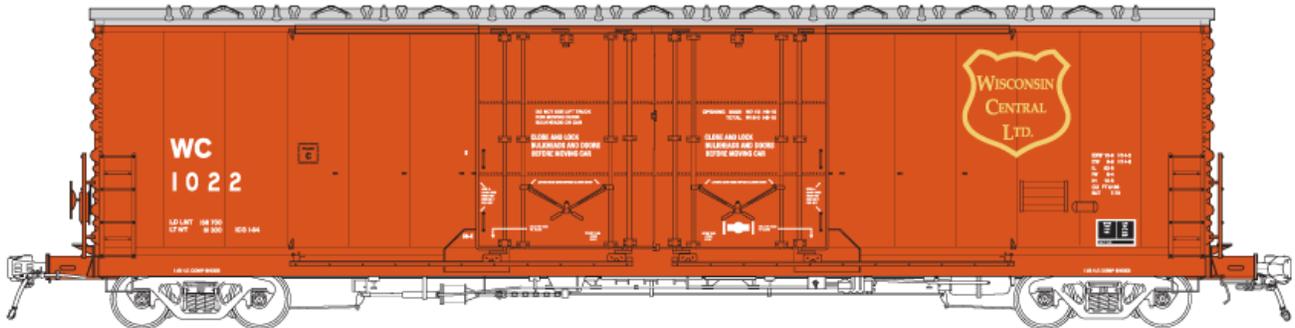
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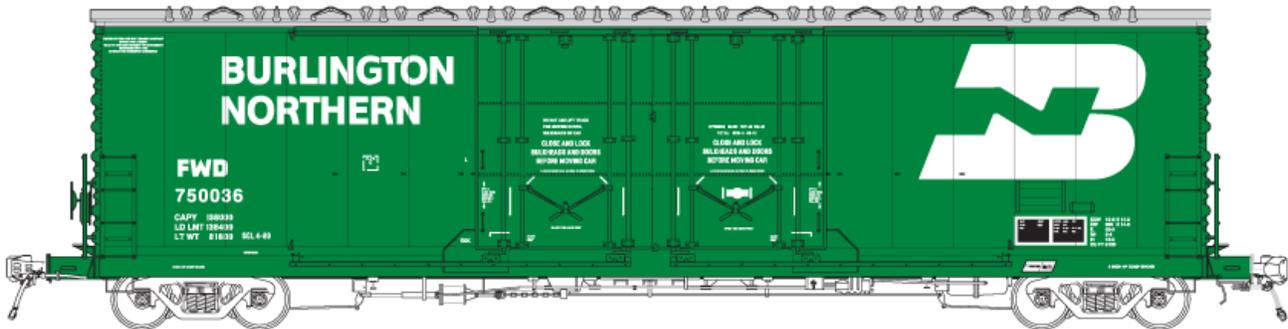
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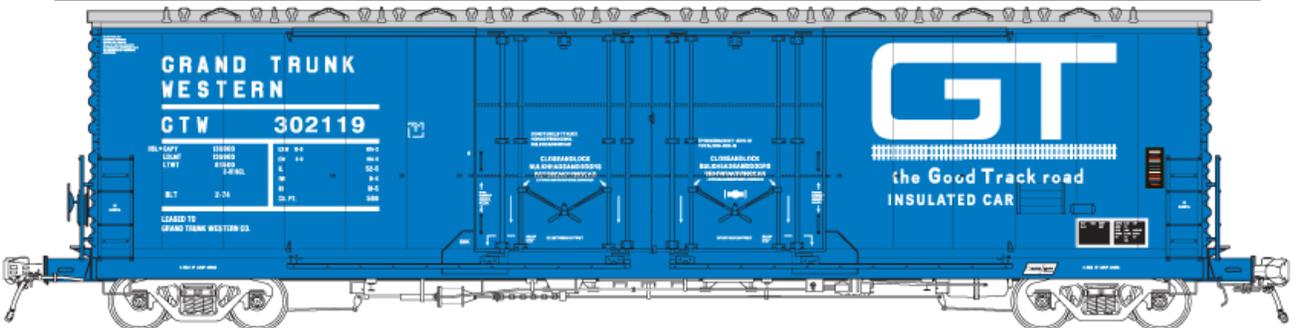
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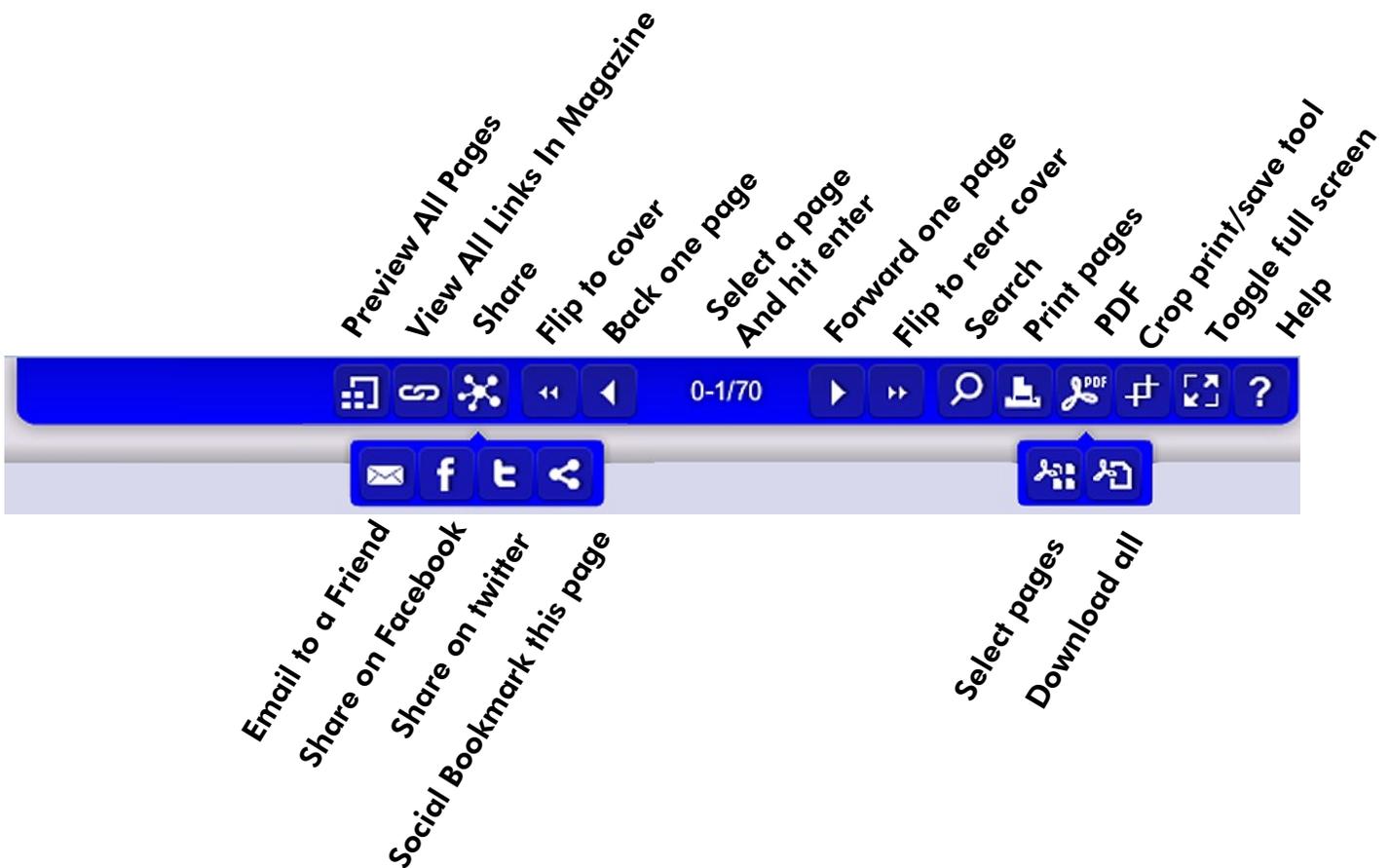
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How Do You Work This Thing?

By Dan Dawdy

As more Email comes in, and we do more shows, we get asked some questions about how this online magazine works. Although simple, it can be confusing for someone who is not familiar with online publications. Below is the blue banner that appears above of the magazine. You can see what each button does by moving your mouse/pointer over it, and I have labeled the buttons below. It's easy to print one page, a series of pages or the whole magazine. Want to save one article as a PDF or the entire magazine? No problem. Want to zoom, preview all pages, Email to a friend's share on Facebook? All this and much more can be done from this banner. Did you know that if you click on any ad, and you will be taken directly to a Website or Email address if one is available? When you do that, don't forget to tell them that we sent you!



Editorial Comment



Fall is here and soon many of us will be snowed in. Rather than fight the snow and trying to get around, work on a model instead. Winter is a good time to stay in and do modeling hobbies. To get ready for winter, take stock of your modeling supplies. Look to see that you have fresh glue, a stock of knife blades, strip styrene or other building supplies, scenery supplies, or a few kits to build. Get yourself ready so that on the day when you look out the window at the storm, you can just go work on a model instead of having to run out to the hobby store. Make yourself a snack and head for the work bench.

The NASG National S Scale Convention was in Kansas City this August, and I was there. The show was good and I had a lot of fun. There are some photos from the show in the Kansas City 2015 article. Take a look and see what was there. The NASG runs a model contest at the national show and it drew a lot of models. They have the usual categories of models, but do some different things with the judging. Each category has three levels of participation. Each entrant starts by entering models in the first, or entry level (Amateur). If you win that level four times, you are automatically bumped up to the mid level (Craftsman) of competition. If you win the mid level four times you are bumped up to the advanced level (Master Craftsman). This is a good way of attracting new modelers to the contest since they will be more likely to be matched up to others of the same level. It's a good system that provides fun for all the entrants. They also have some fun categories. One of them is to model a car that American Flyer may have had in their line if they were still around today. Another contest for this show was to take a stock American Flyer caboos and see what you could do with it. Take a look at some of the photos from the model contest in the *Kansas City S Scale National Model Contest and Display* article. While at the show, I was talking a bit with Dick Karnes about his contest winning Pittsburgh and Lake Erie Berkshire type steam engine. Dick sent me an email with the contest entry information after the show. I thought it would make a good stand alone article, so Dick worked it up into an article. Sometimes we tend to work in one medium with our models and really limit ourselves to what can be done. Bill Clouser the professional model builder from St Louis, used to say that it does not matter what you build the model out of as long as it looks right. Dick's model is a good example of that. Take a look at *Building a Pittsburgh and Lake Erie Berkshire* and see how Dick did it. Then, we do a layout tour and see Steve Doyle in Minneapolis. Dan and Amy went to see Steve and took some photos. I called Steve to interview him and away we went. Everyone has a vision of their layout or models, and it's fun to see how people interpret that vision. I wanted to point out some of the things on Steve's layout that he did for some ideas you can use. Check out what Steve did in *Steve Doyle's Layout*.

Enjoy the issue and try to attend a show in the future. You won't be disappointed.

Glenn Guerra



A Note From Glenn

Dan and I started a website called The O Scale Resource about six years ago as an online resource of suppliers to the O Scale hobby. After a few years, we started to post some photos and modeling data on the site to increase traffic. This worked for a while. About three years ago, we decided that we would do an online magazine and started with *THE O SCALE RESOURCE*. The magazine was well received, and after two years, we started to hear from some S Scale modelers about doing a similar publication for S Scale. I went to the S Scale National Show in Oconomowoc, Wisconsin and talked to some of the people at the show. There seemed to be some desire for a magazine like *The O Scale Resource*, but dedicated to S Scale. Dan and I talked it over and decided to give it a go. We would call the new magazine *THE S SCALE RESOURCE* and would publish it on a bi-monthly basis. By staggering the publication months, we are able to give the modelers something to read each month even if it was not their primary scale of modeling. *The S Scale Resource* magazine has been well received also. I went to the S Scale National Show in Kansas City this year, and had good feedback from the people and a really good time at the show. It was fun to meet some of the people I have been corresponding with. The NASG gave Dan and I an award for being so supportive of the S Scale hobby and we greatly appreciate it.

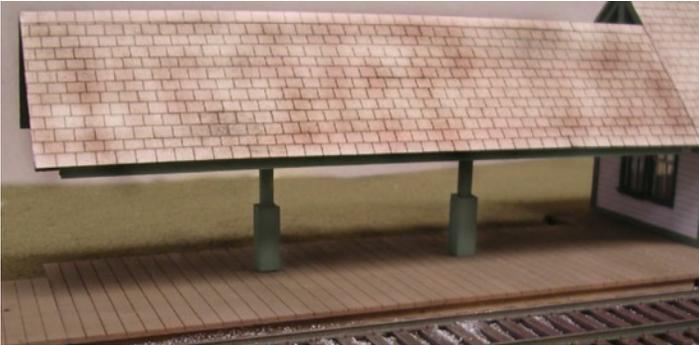
As I mentioned, Dan and I have been at this for around six years. I just turned 65 in May and want to take a look at the future a bit closer. I have some health issues. No, it's not time to celebrate or panic yet. Our family has a history of enlarged hearts on my dad's side of the family, and I had some problems a few years ago. This is not life threatening right now, but it is a condition that will eventually get me as it did my dad, uncles, and grandfather. Dan and I talked some of this over and what would happen to the business and magazines if something happened to me. Essentially, we did some succession planning and decided to make some changes. You may have noticed that the business address for the magazines has changed from Wisconsin, where I live, to Illinois, where Dan lives. Dan's wife Amy is the youngest of the three of us so we put the business in her name. With this change ownership, of the magazine is in younger hands. Along with this change Dan and Amy are handling more of the administration of the magazine. Amy has a business degree in Organizational Leadership, knows bookkeeping and runs a tighter ship than I did, so these changes are for the better. As I mentioned, I turned 65 in May and also want to get rid of some of my other obligations. As my good friend Norm used to tell me, "Moe (he used to call me Moe all the time) you need to lighten the load a little". I have closed my other business, as well as the design work I did on the side, and will just write articles for the magazines. I like the writing, and it will give me time to work on some of my own models. You may be seeing some of that work in future issues of the magazines.

So, all is well at The Model Railroad Resource, LLC now, and for the future. We have taken care of any succession issues, put the business in better organizational hands, and I have less of a load. Yea! In the future, Dan will be doing the editorial pages and telling you what is in each issue on a regular basis. As I said, it's fun for me to write and I will continue to do that. We are also getting more contributions from readers and that is great – keep it coming. I will still attend a few shows each year, and look forward to seeing you at the shows. Thanks for all of your support for the magazines.

Glenn Guerra



NEWS AND REVIEWS



[Bill Wade from BTS](#) sent us a note to tell us he has some new additions to his line. Bill has produced a small flag stop station kit in S Scale for some time now. To go with the station, he is now producing a plain platform that can be used with the station kit or by itself. The platforms come four to a kit. A variation on the platform is one with a covered canopy that matches the roof line of the station kit. These come two to a kit. See the photos above and see their website for more details.

Bill has had some requests to do his Howard Brothers Feed and Grain elevator kit in S Scale and put some feelers out. The response was good. See the BTS ad in this issue or their website for more details. Be sure to get your reservation in.



Dan Navarre from [River Raisin Models](#) tells us they are in the final design phase of their Berkshire steam locomotive. This locomotive will come in a variety of options and they will limit the number of each option. Dan said to get your reservation in now to make sure you get the variation you want. See their ad in this issue and their website for more information.

In the July/August 2015 issue of *The S Scale Resource*, we mentioned a new lumber yard kit that Al Castellani from [East West Rail Service](#) was working on. Al was showing the kit at the Spring Spree in Dayton, Ohio. Since then, he has made some design changes and is ready to start shipping the kits in late September. The office for the lumber yard is pictured in the top photo and can be modeled as a stand alone building or attached to the lumber shed shown in the bottom photo. Al plans to offer a lighted sign for the building and LED lighting as separate items. Check the website for more information.



The Rocky Mountain Division of the Train Collectors Association is offering an S Scale Spreckels Sugar Red Covered Hopper Car and is the third in a series of three Spreckels Sugar hoppers produced as a fundraising cars for the Rocky Mountain Division of the Train Collectors Association.

Artwork by Lionel - 6-41020

Production by Pleasant Valley Process Company

Estimated delivery December, 2015

Production limited to 150 pieces

Cost \$59.95 plus \$10 shipping

Order online at www.shop.rmtts.com or by mail: RMD TCA Spreckels Car, P.O. Box 63, Pine, CO 80470

I talked to Shawn Cavaretta at Minuteman Scale Models. They have purchased the Scalecoat paint line from Weaver Models. Shawn said they moved into a larger facility and now have the paint equipment up and running. Scalecoat paints are again available and they are shipping. See your paint dealer or contact Minuteman direct at

<http://minutemanscalemodels.com/>

Questions or comments?

[E-mail us here.](#)



[Des Plaines Hobbies](#) sent us a note about a limited run item. They sell ready to run models of the Pullman built boxcar shown in the photo above. For a limited time, they will also offer the parts shown in the photo separately as a kit. Contact them and ask for the S Scale America 2100 series Pullman boxcar kit. The cost is \$30 as shown.

Attention manufacturers, importers,
distributors and the like!

Send us your news items for publication in
the next *S Scale Resource*. For
information, contact Daniel Dawdy
daniel@sscaleresource.com.

Kansas City 2015



By Glenn Guerra

The NASG National Convention was held in Kansas City this year. The show had a lot of activities and everyone had a good time. If you have never been to a national convention, or even a local S Scale model show, you should consider taking one in. There are a number of S Scale only shows throughout the year that are generally one day shows. These are worth going to so you can see the products up close before you buy. It will also open your eyes to how much S Scale product is available. The national show generally runs for 3 to 4 days and has a lot more planned activities with it. I was there from Wednesday evening until Sunday morning and still only took in a small part of the whole show. There were many good clinics to attend if you were interested in seeing how other people do things, along with guided tours to layouts and railroad activities around the Kansas City area. And, of course, there was the trading hall and a lot of tables piled high with good stuff.

The Crescent City S Gaugers from New Orleans brought their module layout. They have a lot of nice modules on this layout, and it was nice of them to bring it to the show.

I spent most of the time in the trading hall spending some time talking and meeting people who I have only corresponded with via email. I got to meet Willy Monaghan and we slipped out one day to find a good Bar-B-Q place for lunch. We got to talk a lot about what he does for modeling. The next day, I slipped out and went with Jim Kindraka and Sam McCoy to see Mike Fyten and his Kaw Valley layout. The rest of the time I sat at the table and visited with people.

All these shows take a lot of work to make happen. To all of you who made this show a good time, hats off to you, and thanks for your hard work.



The Crescent City S Gaugers from New Orleans brought their module layout to the show.



Willy Monaghan made these buildings on the Crescent City layout. They will eventually be used on his Ulster and Delaware layout at home.



Willy Monaghan built these two modules of a rail to steam boat transfer, and had them connected to the Crescent City S Gaugers layout.



The tables were piled high with good stuff. Going to a show like this will open your eyes to how much good S Scale product there is being made or that has been made.



One vender was selling these pre-built stock yards.



Roy Meissner was there with the NASG table. Roy also does some resin casting and sells bridge parts and truck bodies at the shows.



Ken Zieska works with the people from Monster Model Works and designs variants for their buildings. He had a table set up so you could sit down and talk to him about putting one of the kits together. In many ways, this works better than a clinic. You get to ask specific questions and are sitting one on one with the person doing the work.



Ron Sebastian from Des Plaines Hobbies was at the show with a new etched brass kit for an Alco RS 1 locomotive. The model was well received, and the production etchings have been ordered. The locomotive has been designed to use the S Scale America trucks and gear boxes.



Steve Wolcott from Pre-Size was at the show with some of the cast resin detail items he makes. Steve is from western Colorado, and on the drive to the show, he stopped and picked some sage brush for tree armatures. This is something he only sells at the show.



Milepost 169 is a group from Minnesota that is building an S Scale display of a New England railroad. They had a table and were selling, as well as, introducing themselves to people.



There are a lot of good things at these shows, both old and new.

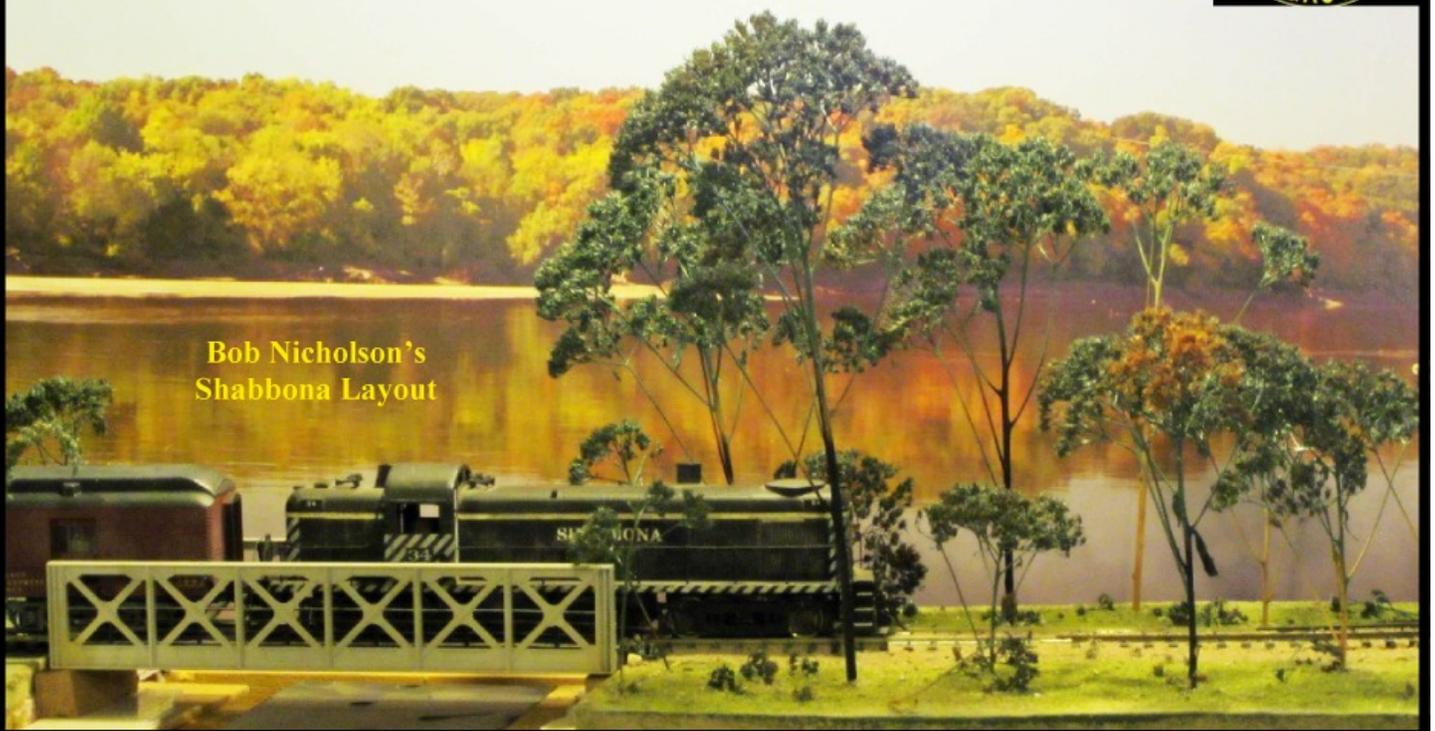


Mike Fyten had his Kaw Valley layout on the tour.



Here is another view of Mike Fyten's layout. Mike said the rocks were hand carved by a friend who also showed Mike how to do it. They look nice, don't they?

**Join the NASG for more S Scale fun.
Click here for information.**



Kansas City S Scale National Model Contest and Display



One of the model contest areas this year was for models based on the basic American Flyer caboose. The idea was to show what you could do with the basic caboose. These are some of the entries. Some clever uses, don't you think?

By Glenn Guerra

The model contest this year in Kansas City had a lot of entrants. The rules for the contest are set up to allow people of all skill levels to participate. There are three levels to each category. When you enter a model for the first time, you are placed in the Amateur Class. If you win this level four times, you are considered a more advanced modeler, and are moved up to the Craftsman Class for any future contests you enter. After winning in the Craftsman Class four times, you are moved up to the third and final level, Master Craftsman, for future contests and can only appear at that level. This is a good way to encourage people to participate, and also provides more awards at the end. If you have never entered a model in the national show, you should consider it. You will get lots of compliments and ideas from the other modelers, in addition to having some fun showing off your handy work.

With that said, let's take a look at a few of the models.



Some of the models on display at the Kansas City show.



Willy Monaghan won first place in passenger cars and best in show with this Ulster and Delaware Railroad baggage car. Willy drew a 3D model and had rapid prototype parts made. He assembled his kit and painted it.



Willy Monaghan built this Ulster and Delaware Railroad milk car also.



This fuel storage tank was made by Jay Mellon, and was a first time entry. He won first place in the structure category.



Dick Karnes won first place in steam locomotives with this model of a Pittsburgh and Lake Erie Berkshire that he built. Dick wrote an article for us on how he built this model. Be sure to take a look at the article. I think you will be surprised at some of the techniques Dick used.



These cars by Mike Korando won an award in a category for whimsical cars that may have been made. Mike likes to do the graphic work and decided to do these cars as his idea of a special run of cars that American Flyer may have made.



Bob Hogan had a lot of models on display and in the contest. He took up the narrow gauge portion of his layout and replaced it with a standard gauge logging railroad. He built this typical logging tank engine to run on the line.



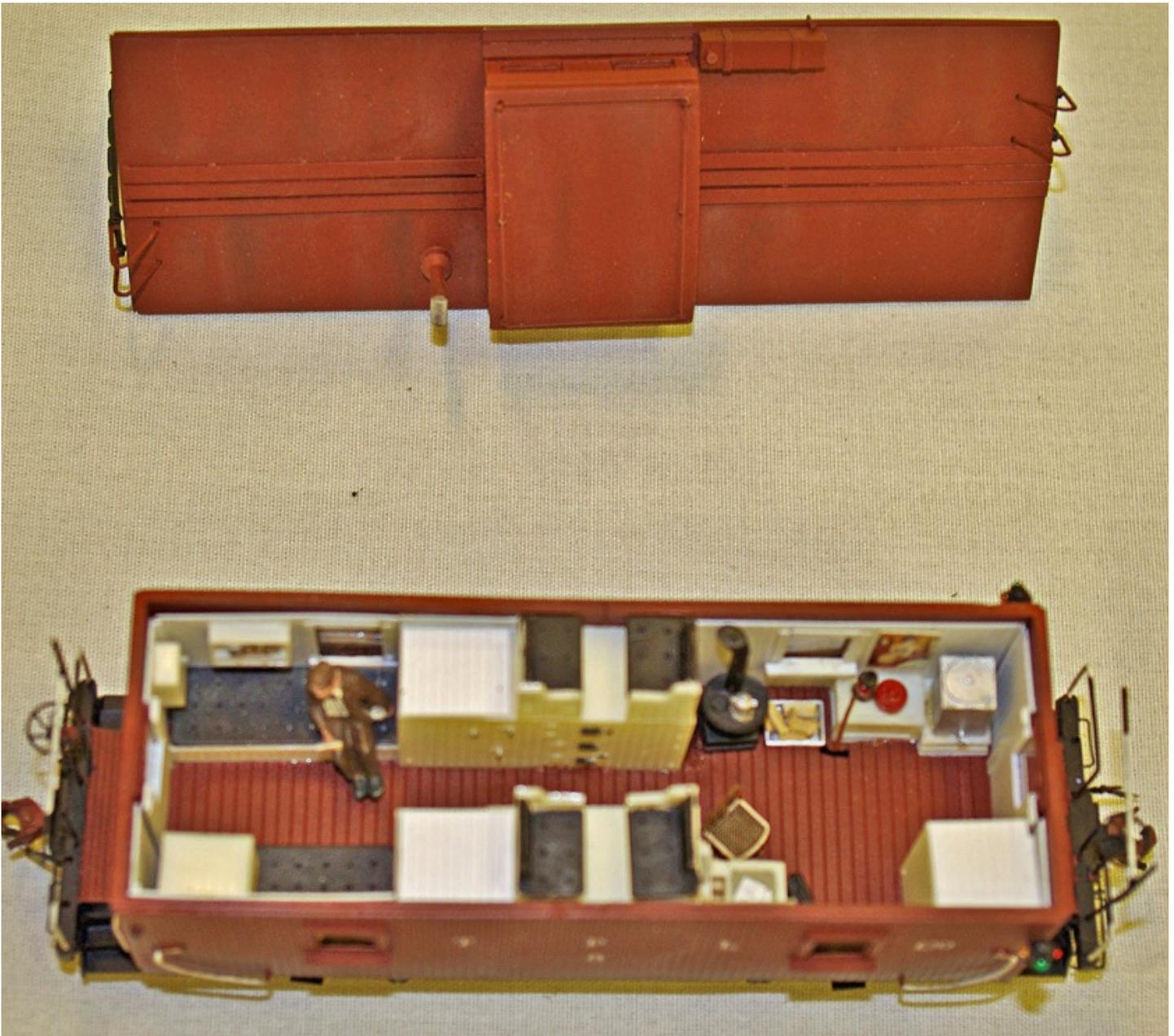
These two models were built by Gawaine Dvorak. The gas turbine is scratch built. The 4-12-2 is kit bashed using American Flyer mechanisms and boilers. Both models have high rail flanges and run on a high rail layout. Notice that the steam engine has flanges on the second and fifth axle only. It will take some tight curves.



This two story house kit was entered by Rob Berridge.



This interlocking tower was displayed with the contest models. The sign says it all.



Bob Hogan built this caboose for his logging railroad. A lot of nice detail went in to the interior of this model. Bob won an award for this model.



Bob Hogan built these freight cars also. They run on the main line section of his railroad.

BUILDING KITS WITH DICK KARNES

1:64 Scale Gas Station Kits by Reviresco



Reviresco's "1930s Rural U.S. Garage" represents a typical Texaco gas station with old-fashioned gravity-feed pumps. The Texaco sign stanchion was made from coat-hanger wire and formed per a template included in the kit. Additional details in the kit (not present in the photo) include signage and oil drums.

pumps. Were it not for the broken windows, it could certainly pass as an in-service facility. The coke machine and the oil can display belie the otherwise abandoned look of the facility. If I were to place these structures on a layout, I would be tempted to interchange the sets of pumps, and also move the oil display and coke machine to the Texaco station.



The "Haunted Garage" kit represents an abandoned 1950-era gas station. Everything you see, except the automobile, the pump hoses, and the corrugated cardboard base, is in the kit. Even the base sheet (atop the cardboard base) is printed and marked for structure placement. Note the recessed door and windows that provide apparent depth to the walls.

I built two Reviresco 1:64 scale gas station kits to display on the S Scale SIG (Special Interest Group) table at the 2015 NMRA national convention in Portland OR.

One kit, a "1930s Rural U.S. Garage" (\$7.50), represents a typical Texaco gas station with old-fashioned gravity-feed gasoline pumps. From the photo, one would never suspect that the entire kit is built of lightweight card stock. The only items not included in the kit are two pieces of black insulated wire used as gasoline hoses and the formed stanchion for the large Texaco sign, plus a piece of heavy card stock used as a base for the structure. The kit actually includes a template for forming the mast, which I made from a wire coat hanger. There are also extra card stock kit details that I did not use – signage, oil drums, etc.

The second kit, a "Haunted Garage" (\$10), is actually for a more modern service station, as evidenced by the 1950s-era gas

I used two lengths of wire for the pumps, even though a paper set is furnished. Per the instructions, I supplied round toothpicks around which to wrap and glue the oil-can wrappers. I used a NWSL "Chopper" to separate the can rolls into individual cans, then painted their tops silver. I also reinforced the rear of the billboard with stripwood. As with the 1930s kit, I supplied a stiff piece of cardstock as a base for the structure.

There are no visible blank surfaces on the finished models. Even the garage interiors consist of printed walls detailed with images of typical service station tools and fixtures.

These two kits are very easy to build. All you need to complete the service station kits are a No. 11 X-acto blade and handle, a straightedge, a hard level surface on which to cut the cardstock (I use a foot-square glass tile), and a squeeze bottle of fast-setting white glue. (I prefer Aileene's Original Tacky Glue.)

For more information on these kits, contact Reviresco, P.O. Box 3350, Lacey, WA 98509-3350, or email John@tin-soldier.com.

SMALL 1:64 SCALE STYRENE BUILDING KITS BY AM MODELS



The four AM Models sheds are lined up, left to right, from smallest (8-foot square, \$5.98) to largest (12-foot square). Each consists of four walls, a floor, and a roof. The kits come colored as shown.



Bill Hamel has acquired AM Models. AM Models has been around for a long time, mainly catering to HO modelers. I had never heard of AM Models before planning the NMRA S Scale SIG's display at the NMRA National Convention in Portland, OR last August. I received two built-up S scale styrene structures plus kits for three other S scale buildings, which I built up for the Portland display. The five included four different sheds and a cute little 12-foot by 19-foot "Buck's Creek Station." The complete list appears below.

These kits are very easy to build. All you need are a No. 11 X-acto blade with handle and liquid plastic cement applied with

a No. 0 artist's brush. I glued clear styrene window glazing (not included) behind each window before assembly. You may wish to paint the doors, door frames, and/or window frames a contrasting color before glazing and assembling; I didn't.

Each shed kit consists of a floor, four sides, and a one-piece roof. The station kit contains seven sides, two roofs, and a two-piece simulated wood platform. The floors, invisible once the buildings are completed, serve to ensure 90-degree corners. If I were to build the windowed sheds again, I would install the floors as ceilings. This change would still serve to maintain 90-degree corners while allowing subsequent interior detailing.

The individual wood boards molded into the station platform serve as guides for helping to square up the station. However, gluing 90-degree scrap styrene triangles inside each of the six building corners will ensure squareness.

These simple structures are welcome additions to the range of S scale structures.

For more information on the kits below, contact Bill Hamel via email at AMModelsTrains@gmail.com or phone (269) 795-9050, or visit their website: <http://www.ammodels.co/> or <https://www.facebook.com/AMmodelstrains>

Model No.	Size	Description	Price
801	8' square	Shed, door plus 2 windows	\$5.98
802	8' square	Shed, no windows	\$5.98
803	12' square	Shed, door plus three windows	\$6.98
804	8' wide x 12' deep	Shed, door plus 2 windows	\$6.98
805	17' x 23' (platform size)	Buck's Creek Station	\$14.98

Steve Doyle's Chicago and Route 66 Layout



We start our trip at Union Station in Chicago. We are on the California Zephyr and it has just pulled out of the station. The big building on the left is the Chicago Post Office and the tracks from Union Station go under the Post Office. The elevated trains and background buildings are all HO scale to force the perspective and make the scene seem deeper. The actual distance from the Zephyr to the elevated is about 4 feet, but it seems like much more.

By Glenn Guerra

Photography By Dan Dawdy

This month we have an article about Steve Doyle and his layout. Steve will be featured in the next *Great Model Railroads* issue, but we want to do something here a little more specific to S Scale. Let's start with Steve himself. Steve got started in S Scale with an American Flyer train set when he was a kid. So he has always been in S Scale and is not a recent convert. The story is even more interesting when Steve tells you that his mom sold subscriptions to the Chicago Tribune to earn points and trade them in for merchandise. This brought back memories for me when Steve was telling me this story. I sold magazine subscriptions as a grade school kid so I could get points to buy myself models. Steve has two brothers, but they were not that interested in trains. He remembers that his dad would spend time with him building models. His dad was a parent that realized you had some interests and helped you develop them instead of trying to make you into something. Steve said his dad was not a model railroader, but they had fun together building train models as well as anything else. It was when his mom got the American Flyer set that Steve took more interest in the trains. Dad set them up on a board, and Steve was happy as could be.



Steve wanted to create the feeling of riding the train through Illinois. This overall view of part of the layout shows how the train on the left is leaving Chicago, passing through suburbs, and finally into the countryside. Steve uses directional spot lights for his layout lighting, and this photo is a good example of the results. The spot lights hide the aisles and keep your attention focused on the layout. The directional lighting also provides shadows that make the scene seem more like sunlight. Look at the shadow under the truss bridge on the right for example. Steve does video production for a living, and these are the things he sees when making up a set.

Steve grew up in La Grange, Illinois only a few blocks from the Chicago Burlington and Quincy main line. In the 1950's when Steve was growing up, he remembered hearing the last of the steam whistles. By the time he was reaching his teens, the CB&Q was running steam fan trips and he would watch them go by. The Burlington also had a parade of passenger trains running at that time and he would watch them. The Burlington and Chicago were a big part of his growing up.

Like most of us, Steve went to work and the model train went into storage. Around the time he turned 40, the train was rediscovered and set up. It still ran after all those years. It was great fun and brought back a lot of memories, but it soon faded into the background again. About the time Steve was 50, the train started to come back into view. He started looking at his house, and the basement rec room in particular. About this time, Steve met some of the other local S Scale modelers in the Minneapolis area. The idea of having a scale layout started to gel. He started to think of what he would want to do with his layout, and was seeing what other people were doing.



As we continue our trip, we ramble through the countryside and small towns. Look how Steve uses a variety of vegetation. The different types of trees add a lot to the scene. Look also at the foreground to the right of the trailer. The small undergrowth in the woods is very typical of the forest margins.

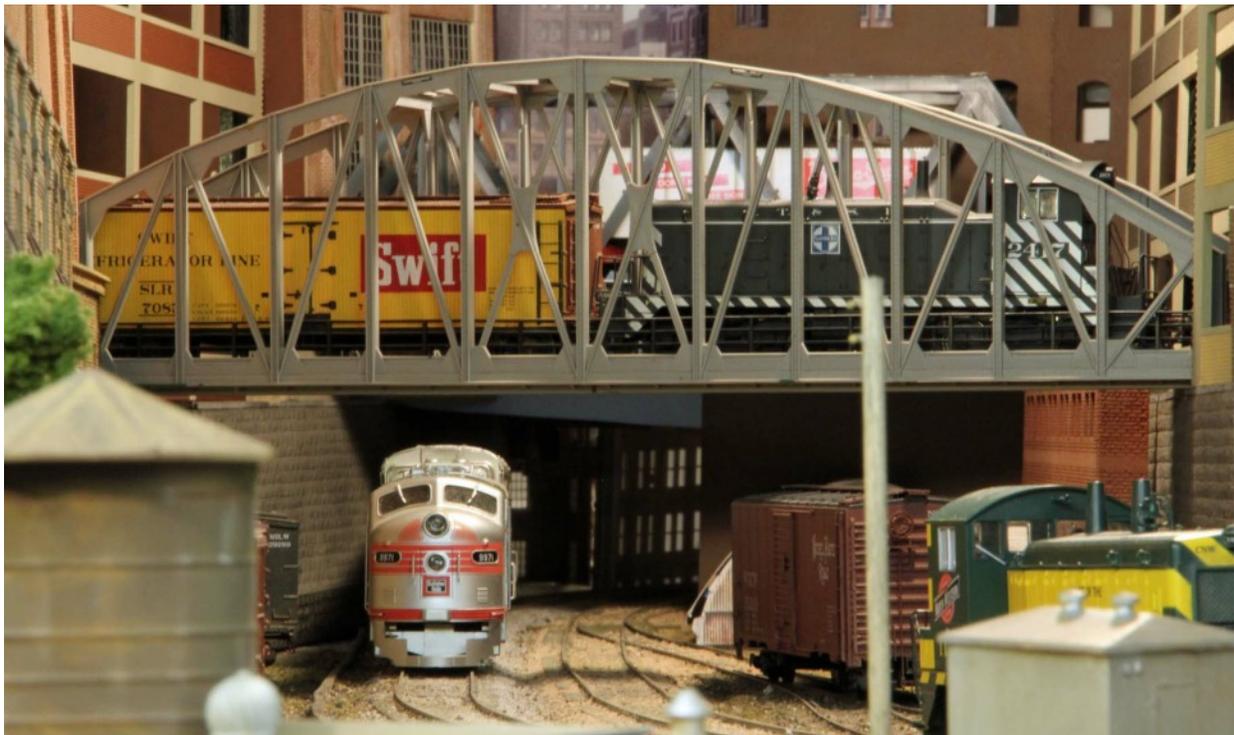
I asked Steve the same question I ask everyone – What were you trying to do here? All of us have a different view of our layouts and I think that view is interesting. To understand Steve’s view we need to know a little more about Steve. We know he has a lot of memories of trains when he was younger, but there is a bit more. Steve works producing video productions. He thinks of his layout as a theatrical set to give the viewer a feeling. Some of us model a particular scene or railroad and strive for the utmost in accuracy, some concentrate on train operation, and so on. Steve wanted to give the viewer the sense of downtown Chicago and Route 66. From downtown, the railroad goes through close up industrial areas, farther out through suburbs, and finally through rural small towns.



Steve likes the images and lore of the old US 66 as it went from Chicago to Los Angeles and wanted some reminders on his layout. These small roadside stops fit the bill perfectly so they were incorporated into the layout. They are typical of the many such stands and stops along the highway in the 1950's.



Route 66 is an old route that was used by many travelers. As the highway went through the rolling hills of western Illinois and Missouri, there were old hotels along the way. Steve installed one on his layout.



Chicago, like most cities, has rail corridors with many railroads right next to each other. It is hard to tell who really owns the tracks. This scene of a Burlington commuter train passing under a Santa Fe transfer run and past a North Western switch job is typical of Chicago.



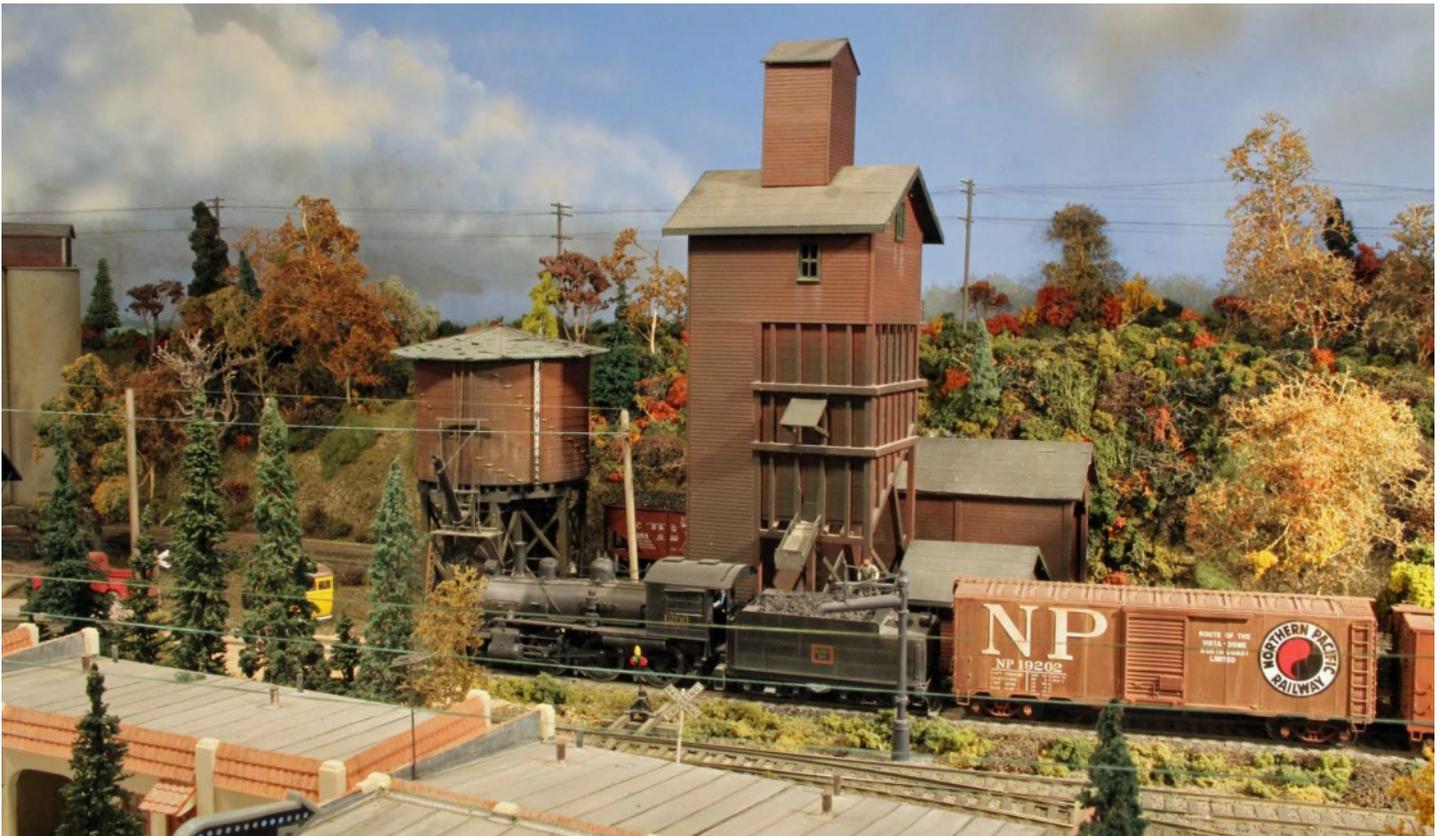
When creating a layout, it is very hard to model a scene exactly as it is because we just don't have the space. What we create is the feeling of the area. Chicago has many rail corridors with different railroads running right next to each other. In addition, there was a big push to elevate main lines to eliminate grade crossings and rail crossings. These two views of the same scene show that. There are many lift and bascule bridges in Chicago and they were built by different railroads. Notice also that the Milwaukee Road transfer run is on a track that goes nowhere. It is just there for the effect. Look at the shadow under the bridge in the upper photo. This is created by the directional lighting.



The main lines in Chicago were elevated around 1910 to eliminate grade crossings. Scenes like this with the train running on an elevated right of way are typical.



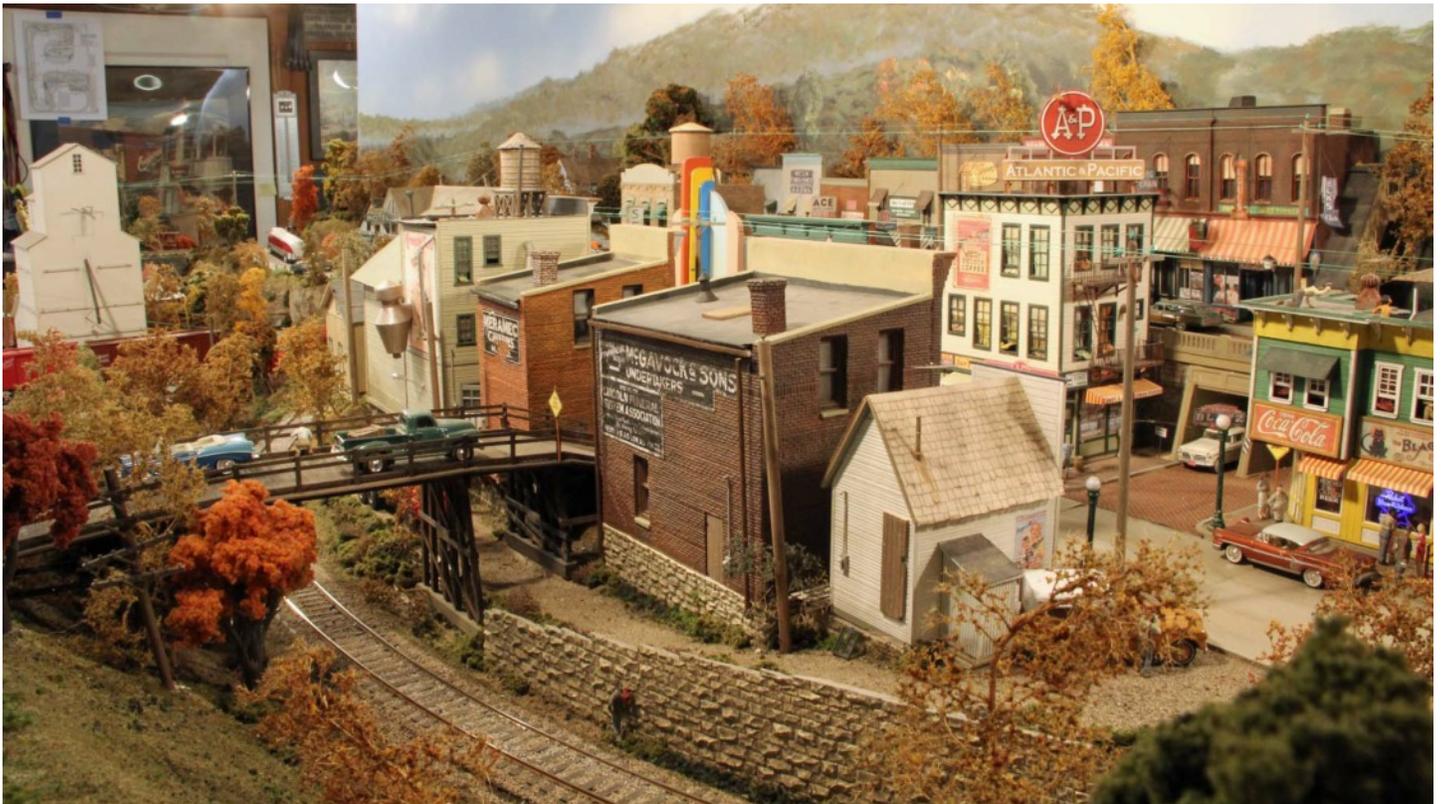
We are in the western suburbs along the Chicago Burlington and Quincy main line. The depot is a model of the Stone Avenue station on the Burlington. This is a model of the actual station, and a few buildings like this help to reinforce the image you are trying to create.



As we get farther out of town, we find a local freight still powered by a steam engine. Steve uses a lot of different types of trees, and the different colors and textures add nicely to the scene.



As you go west in Illinois toward the Mississippi river, the country starts to get hilly. It's hard to make a living farming here as compared to the prairie lands, and this farm shows it. They still have time to enjoy the river though.



We are getting close to the Mississippi river now and you can see the rolling hills in the background. Our train rolls through a small village built on the hillside. Not having the village face the tracks is a nice change.



Somebody is not having a good day.



As we head back into Chicago, we go through Clyde Yard on the Burlington. The freight engines are kept here, while the passenger engines are kept by Union Station. A switcher spots cars at some of the many warehouses around Chicago.

Steve wanted the main focus to be the Burlington line, but Chicago is home to many other railroads and their colorful passenger trains. Steve decided to model the things that make Chicago interesting, and not the specific scenes.

Once Steve decided he would build a new layout, he looked to the local guys for some ideas. Steve was telling me that Dave Jasper came over and they measured the room first. Then they started sketching up ideas. Dave was a big help here because he understood scale models. They decided on a 42" minimum radius for curves. Steve said the plan evolved over the years and is still being tweaked. While this was going on, Steve started hanging around with the Pines & Prairies S Scale Workshop. They are a formal round robin group in the Minneapolis area. By formal I mean they actually have "officers", and Steve got elected president right away. Sort of a way of getting the new guy involved immediately. This group, like most round robin groups, goes to each others' house. Sometimes they run the trains, sometimes they work on them, and sometimes they just sit and talk. While this was going on, Steve was learning about scale modeling and catching up on the last 30 years of progress in the hobby. Dave would come over with a plan and Steve would start looking at it with the producer's eye thinking about how a scene would develop. Then they would change a few things. Like all plans, there were some hard and fast considerations. One that Steve had was the ability to run the train in a huge loop for visitors to see. Through the group, Steve was also learning more about train operation and some of that was considered in the plans. In 2000, Steve started building. He said that Ken Zieska and Tom Lennon helped a lot teaching him how to and also building turnouts for him. With all the help, they were able to get the track finished and trains running rather quickly.



As we get back to Union Station, we pass some of the many freight houses and truck terminals around

As I mentioned, Steve views the layout as a set for a production. When you look at his downtown Chicago area, you may not see it, but there are some tricks. The big buildings in the background are all HO Scale buildings. The other thing is that they are almost all kits. The North Shore Line Electroliner train and the Chicago elevated cars are all HO Scale models. This forces the perspective when you view the scene. On the left is the Old Chicago Post Office and it is custom-built to S scale size. The post office is built over the tracks to Union Station in Chicago and is a landmark. The trains all emerge from the building as they leave Union Station. This gave Steve a place to have his staging yard emerge into the scene. As we mentioned, this is a Chicago layout so other Chicago trains roll out of here also. We all know the Illinois Central and Santa Fe trains did not come out of Union Station, but seeing them says Chicago, and that is what the layout is about. We no sooner leave the station and we pass a multi track transfer yard. As the train rolls along it goes over a lift bridge, and right next to it is an operating bascule bridge. Chicago is full of these types of bridges, and having them on the layout enforces the idea that you are looking at a Chicago scene. Chicago also has a lot of rail corridors with many railroads right next to each other. The lift bridge and the bascule bridge being right next to each other and owned by different railroads is Chicago. To help reinforce this, Steve also used different ballast on the lines to make the distinction between railroad companies and main lines and sidings. Next, we are rolling through the western suburbs of Chicago. There is still a lot of industry here. Soon the suburbs turn into bedroom communities and we are starting to see farms. Moderate size towns spring up and disappear as we roll on. Soon we round the corner and disappear from view.



As we come back from our trip, the train rolls under the Chicago Post Office on the way to the station platform at Union Station.

As I mentioned, another interest of Steve's is Route 66. Chicago is the start of the famous road as it headed west. While it did not parallel the CB&Q, it is an icon and Steve wanted some of it on the layout. Parts of the actual highway are modeled as are some of the quirky roadside attractions along it. Look close and you will see the Route 66 motel, the pink pig Bar-B-Q stand, the corncob veggie stand, and the Big Doughnut shop. These are not in any particular prototype location, but they remind Steve of the highway. Like many Route 66 fans, Steve is planning a pilgrimage along the old highway for next summer. We will have to wait and see what inspires him and what ends up new on the layout as a result of his trip.

As you can see Steve, did a good job of making this all happen. Here are some of the technical things that you cannot see in the still photos. Steve used a lot of Fantasonics sounds on the layout. With small speakers near some of the scenes, he helps to enforce the illusion. For example, when you are in the city you hear cars, trucks and trolleys moving. Not too loud, but just a little to help the illusion. As you move to the rural scenes, you hear grain elevator and farm yard sounds and so on. The entire room is lit with fluorescent work lights, but when he sets the layout up for viewing, he uses an array of spot lights only. The spot lights produce directional lighting and that casts shadows. Look at the photos and look for the shadows. See how they enhance the scene. He can dim the directional lights for a nighttime effect and the city comes alive with street lights and animated billboards. To help with this, he has a string of blue LED lights that make it seem like moonlight in the room. In the Chicago downtown scene, Steve wanted the buildings to be the background. He painted them all flat colors to look like stone or concrete. Then, he over sprayed them with a very thin gray to tone them down even more. As you can see, the effect is very good.



By the time we get our bags and come out of the station, night is descending on the city. In case you were wondering what the blue LED lights were for in the second photo, it's for this effect. When the directional lights are turned down, and the blue LED lights are turned on, it gives the effect of a moonlit night.

Steve said they are now starting to talk about operating, and will probably use a card system for switching. In the design of the layout, Steve knew this day was coming so he made some industrial areas and towns where an operator could be kept busy switching for a while. He separated these areas so the operators would be spread out and not bottlenecked all in one place. There are no classification yards on the layout, and most of the operation will be transfer runs in the city and locals in the country. These trains will originate from the staging yards.

There is a lot here that's good. Not only is the layout well done, but the fellowship with the other modelers in the area is exceptional. Through the other modelers' help, advice and comradery, Steve was able to create his layout. Nice job, Steve. It looks great.

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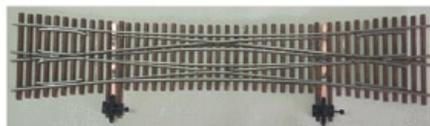


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Building A Pittsburgh & Lake Erie Berkshire



The recently completed P&LE class A-2a Berkshire doing what it does best. Hauling a string of coal cars on my layout.

By Dick Karnes

Photos by the author except as noted

My NYW&B layout is not a coal hauler. It isn't the New York Central (of which the P&LE was a subsidiary). It isn't situated in P&LE territory (Pennsylvania, Ohio, West Virginia). But, the NYC does have trackage rights on portions of the NYW&B. And, a portion of the NYC's Boston and Albany is actually included in my layout.

Besides, I have a "thing" for coal trains. I've been a fan of the Class A-2a P&LE Berkshires ever since I bought Alvin Stauffer's New York Central Steam Power, Vol. 1 in 1961. I love the hulking volume of the gigantic Niagara look-alike boiler with its eight-foot diameter smokebox sitting atop those teensy 63-inch drivers, and the tender that's as long as the locomotive.

But, back then I wanted a Niagara, not a Berkshire. At the time, I talked Ithaca College professor Bob Prins, a friend and fellow model railroader, into starting on a Niagara project for me. He got as far as a boiler, cab, and chassis when I left the area for the state of Washington. The chassis was built-up and the drivers were Lobaugh O scale, lathe-turned to 79 inches in S.

A couple decades later, SouthWind imported brass NYC Niagaras, so I bought one. I dug out the old Niagara project, discarded the chassis, and looked at what I had left. Then, I remembered the A-2a and put the boiler back in the box instead of trashing it.

Then, maybe 20 years later, one of the Yahoo e-group S scalers said he had an Omnicon PRR L-1 Mikado chassis for sale. I looked at the L-1 in my MR Cyclopedia, then at the A-2a in my set of plans from *Mainline Modeler* and thought I spied a potential marriage. Thus was born the project described here.

The Prototype

American Locomotive Works (ALCO) built seven Class A-2a Berkshire locomotives (Nos. 9400-9406) in 1948, the last steam locomotives manufactured by ALCO for any domestic USA railroad. Because ALCO had already shut down its tender plant, the tenders for these locomotives were built by Lima Locomotive Works.



The prototype locomotives were the last steam locomotives constructed by ALCO.



This A-2a painting is one of a series by Howard Fogg commissioned by P&LE president John Barriger in the late 1950s.

These locomotives had few modern steam appliances: overfire jets, a front-end throttle, and an exhaust steam injector. Instead, they depended on a large firebox grate and an extremely large boiler diameter identical to that of the NYC 4-8-4 Niagara, in conjunction with, relatively small 63-inch drive wheels to deliver high tractive effort. All the journals and rods have plain bearings – nary a roller bearing in sight! These locomotives were intended for hauling heavy coal trains at low steady speeds.

There is some controversy as to the original color of these locomotives. Most of the color photos on the internet have the loco in black with white lettering and a red “NYC” oval on the boiler front. One shows a black with green steam chest. Another shows a green locomotive with white lettering. A very old HO Micro Scale decal set for this locomotive has dulux gold lettering specifically for this loco, but describes the basic loco color as black. A Howard Fogg painting commissioned by P&LE President John Barriger shows the locomotive in dark khaki with dulux lettering and a black “NYC” boiler-front oval. When I was in college (1957-1964), I wrote a letter to President Barriger asking if the Fogg painting’s loco colors were really correct. Mr. Barriger actually sent me a return letter that said yes, indeed, Fogg’s color and lettering scheme was correct. So that’s what I used.



This view shows the model under construction. The boiler, salvaged from a fifty-year-old unfinished Niagara project, loosely sits atop the chassis with most of its details yet to be applied. The cab is entirely scratchbuilt except for its roof, modified from an SSL&S NKP cab roof. The tender is still in its early construction stage, having just been formed from two sets of flat SSL&S NKP tender wrappers.

The Model

The model has an odd history. As I mentioned, the boiler was originally intended for an S scale NYC 4-8-4 Niagara. The boiler was originally constructed for me in 1963. The rest of the Niagara model was never built, so the boiler stayed in my scrap box for decades.

This close-up, taken before the addition of cab window glazing, shows the firebox details. The can-shaped objects with buttons in their centers are overfire jets (sometimes called smoke consumers). The firebox rivets are 3-D decals from MicroMark.



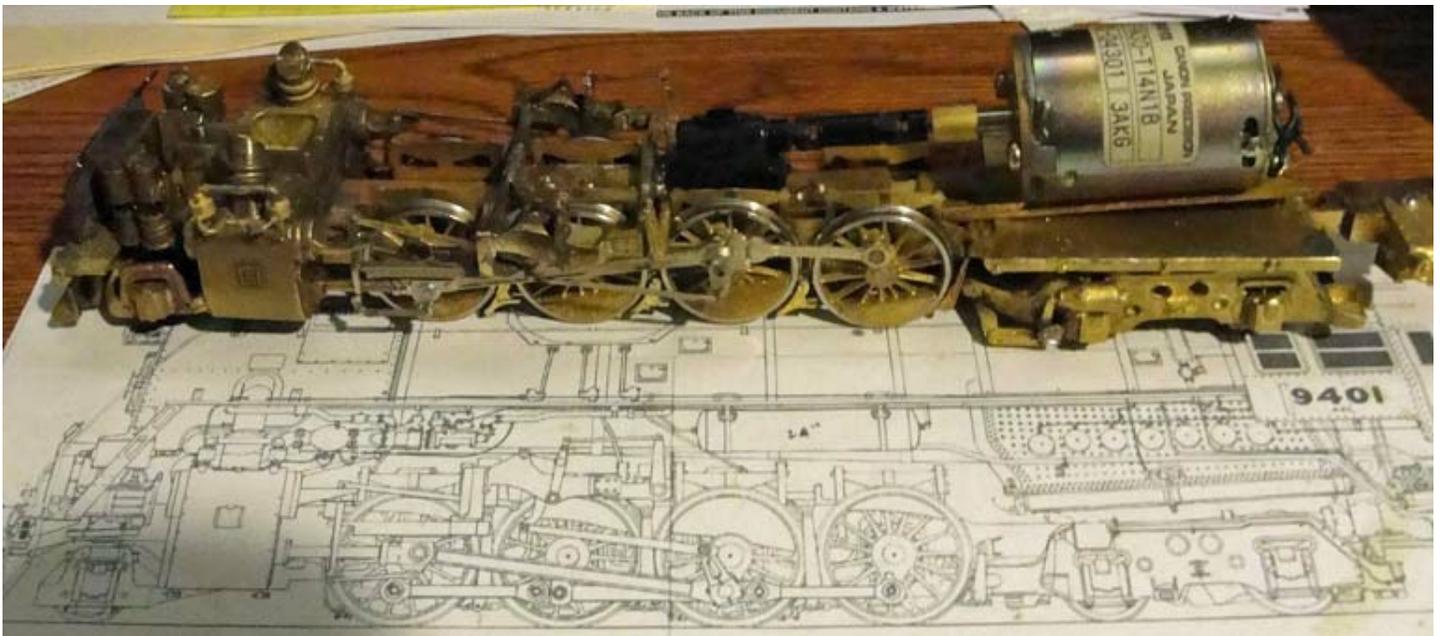
Once SouthWind imported the Niagara, I turned my attention to the A-2a. It so happened that I found a spare Omnicon PRR L1 Mikado chassis for sale on the secondary market, so I bought it expressly for my A-2a project. The L1 has 62-inch drivers, close enough to the A-2a's 63-inch drivers. I shortened the Niagara boiler's smokebox and changed the front contour of its firebox. I scratchbuilt the rest of the locomotive and applied S Scale Loco & Supply (SSL&S), SouthWind, and others' detail parts. The tender body is scratchbuilt from sheet brass, nickel-silver rail, and two SSL&S NKP flat Berkshire wrappers cut and formed. Trucks and detail castings are from S Scale Loco & Supply.

Basic Construction

Locomotive Superstructure

I started with the boiler. Most of the details that Bob had applied were removed, leaving the sand dome (molded from auto body putty!), the riveted smokebox wrapper, some of the boiler bands, and superheater door in place. After removing the details, I soldered additional boiler bands in place where needed. The smokebox was too long by a scale foot, so I shortened it. This left me with having to position the stack over the front edge of the superheater door. A look at a top view of the A-2a showed me that the prototype solved this problem by cutting a circular segment out of the front edge of the door, so that's what I did. Then, I cut enough material out of the bottom of the firebox and boiler to allow the boiler to be placed upon and lifted from the Omnicon chassis and motor.

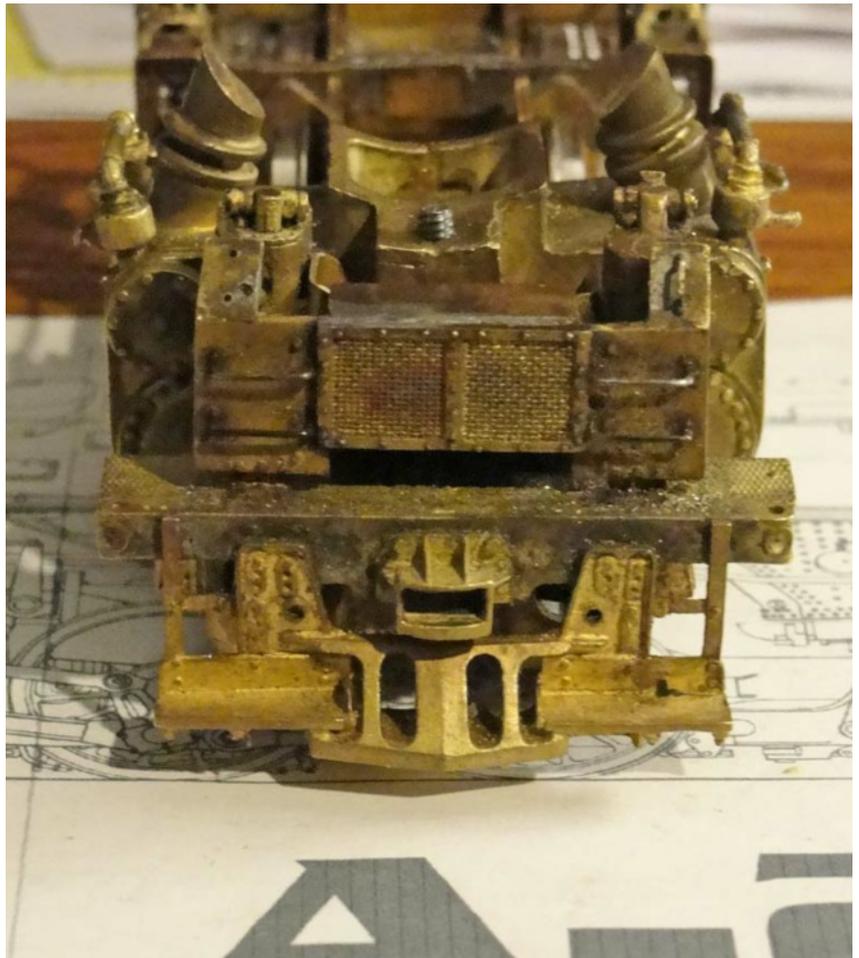
I worked out a deal with SouthWind's Jettie Padgett and Rusty Rustermier to reproduce a lot of Niagara detail parts as new brass investment castings. These included fairly large parts like the smokebox front to the small fold-down steps that appear on the boiler sides. I proceeded to apply the appropriate ones to the boiler with a resistance soldering unit. Sanders were made from brass-rod sand pipes formed into "Z" shapes that were coated with solder blobs and then filed to the correct shape.



P&LE No. 9405's drive chassis, including wheelsets, rods, and motor, were lifted right out of an Omnicon PRR L-1 Mikado. For me, the PRR 62-inch drivers are close enough to the P&LE's 63-inch drivers to "pass." The PRR Walschart's valve gear and crossheads had to go in favor of the S Scale Loco & Supply (SSL&S) Baker valve gear parts that I used. The front end is almost all SSL&S except for the O scale cylinder drifting valve assembly that I shortened for S. The rear of the chassis was extended with an old Nord Mikado tailpiece, atop which sits a fabricated brass ash pan with SSL&S ash pan sides soldered to it. The trailing truck is an SSL&S product with a somewhat altered top contour and brake components added to its front. The unit sits atop a set of Mainline Modeler plans for the loco.

The cab is built up from sheet brass cut from leftover rivet-embossed brass tender-wrapper scraps, wire, T-section brass, and an SSL&S cast tender roof. The turret in front of the cab roof is fabricated upon an SSL&S USRA turret soldered to a bottom flange and built up with three-dimensional material formed from molten solder that was cooled and subsequently filed to shape. Applying the solder fill was easy. I applied flux to the edges of the turret and the exposed top of the flange and proceeded to just deposit liquid solder onto the assembly, one blob at a time, allowing each blob to solidify before depositing the next one. I used a simple trigger-action electric soldering gun. When this was done, the cab was soldered to the boiler.

Here's the loco front in progress. Yet to be applied are one of the grab irons atop the compressor shield, pilot railings and coupler cut lever, and coupler. Everything in the photo, except the drifting valves, is assembled from SSL&S components.



I drilled and tapped the boiler for running board supports made from brass 2-56 machine screws. I ran the screws part way in, bent them as necessary to be approximately level, then soldered them in place with my resistance outfit. Then, I bent them again to a final level position and ground off the screw heads. When they were all done, I filed a flat into the top side of each screw. Running boards cut from engraved brass were soldered to these supports.

The various detail castings were then soldered beneath the running boards. The air tanks are scratchbuilt of brass tubing, strip, and solder. Piping, made from various sizes of brass rod, was also installed. The firebox overfire jets were cut from 3/16" brass rod drilled for small dressmaker pins. The firebox sides were also drilled for these pins, then the jets were fixed in place by soldering the ends of the pins to the inside of the firebox. After cleaning, I applied MicroMark rivet decals to the cab sides, firebox sides, and behind the smokestack directly on the clean brass before painting.

Locomotive Chassis

I removed all the Walschart's valve gear components from the Omnicon chassis and replaced them with new Baker valve gear parts and linkages. All prototype linkages have been fabricated and installed within the SSL&S Baker valve-gear frame. The valve linkages are a combination of SSL&S and scratchbuilt parts. The cylinder chest is from SSL&S. The drifting valve assemblies atop the valve chests were picked up at a recent O/S West O scale detail parts vendor's table, then shortened to fit the S cylinders. Modified SSL&S crosshead guides are soldered beneath the valve gear hanger.

The rear frame extension is from an old Nord Mikado kit (circa 1948). The ashpan was fabricated from thick sheet brass edged with SSL&S ashpan side castings. The trailing truck is also from SSL&S, although heavily modified with brake rigging.



Here's the fireman's side of the Berkshire, complete except for paint and decals. That peculiar-looking appliance beneath the running board, just aft of the cylinder chest, is an Elesco exhaust steam injector, a limited-run part by The Irish Tracklayer.

Power is provided by the original Omnicon motor and drive train. A three-prong electrical plug is wired to the two motor poles and the loco chassis; it connects to a DCC decoder in the tender. The fourth wire to the decoder is permanently soldered to the tender chassis. In other words, two wires (one through the connector from the locomotive, the other from within the tender) provide track power to the decoder; two wires out from the decoder pass through the connector to the two motor leads in the loco.

Locomotive Pilot

The pilot assembly consists mainly of SSL&S components – deck, pilot itself, cross-compound air pumps, and compressor shield. Flag stanchions are scratchbuilt, turned from brass rod chucked into an electric drill. The cut lever is mounted in two Precision Scale handrail posts. The compressor piping is brass rod. The brass dummy coupler's origin is unknown.

Tender

The tender is mostly scratchbuilt, although it helped to have two sets of flat SSL&S NKP Berkshire tender wrappers and a Berkshire tender rear deck. Each wrapper comes in two halves, including the portion that wraps around the rear to the centerline of the rear end. The A-2a tender side alone needs the extra length provided by the portion of the wrapper that represents half the NKP tender's rear. The second set wrapper was needed only to cut a portion out of one side to make the tender rear. The coal bunker was made from a separate sheet of plain brass. The tender deck is a stock SSL&S tender deck piece; it is long enough. I cut each tender side from a wrapper, then used part of the second set wrapper to form the rear of the tender. The floor is .060" sheet brass with a center sill made from two lengths of O scale code 172 steel rail. The coal bin is pieced together with .040" sheet brass. Bracing within the bunker is code 70 nickel-silver rail, as are the two braces behind the coal sheet.

The water hatches are made from resectioned SSL&S NKP tender hatches. Mods to the stock hatches required the installation of four new plastic hinges. The front and rear end sills are River Raisin parts. The rear steps, bunker ladder, and rear ladder are SSL&S parts; the back-up light is a SouthWind Niagara part. Handrail posts are Precision Scale. MicroMark decal rivets were applied to the bottom of the tender sides after cleaning the carbody. These same decal rivets run up and over the diaphragm cowl.



The locomotive, posed in front of Troy Union Station on my NYW&B, is complete except for paint and lettering. Most of the boiler details are from SouthWind Niagara parts, used as masters and re-cast in brass by Rusty Rustermier.

The trucks are from SSL&S. The brake lever assembly is an O scale part of unknown origin. The ATC pick-up shoe assembly is from River Raisin. The funny-looking thing behind the right side of the front truck is made from a brass H section fronted with a modified SouthWind fold-down boiler step. The brake cylinder is a Precision Scale O scale part.

The cab diaphragm was constructed of sheet styrene from a plan and instructions developed by Dave Smith. It is kept in contact with the cab rear by means of a sponge plastic insert that projects back into the tender.

Finishing

These days, paint is a major problem for me because I don't like to use water-based acrylics in my airbrush. After some experimentation, I came up with Rustoleum dead-flat "camouflage" paint followed by Martha Stewart clear gloss, both in rattle cans.

I used acrylics in my airbrush only once. My brush got irreparably damaged because the acrylic set up instantly in the brush's air passages once I finished spraying. No matter what I did to clean it, the airbrush was never the same. (I have since bought a replacement.) Lots of model painters swear by acrylics; there are additives that prevent the problem I had. But, you have to take these precautions ahead of time – retarder in the paint, special cleaning after. I much prefer not to have to do these things. Cleaning the airbrush after using lacquers is as simple as running a couple teaspoonsful of lacquer thinner through the airbrush when you're done, then dropping the airbrush nozzle parts into a jar of thinner.

Dick Karnes



No. 9405, resplendent in its brand-new Pullman Green paint with dulux lettering, heads upgrade past the Quaker Hill Creamery with a long cut of empty hopper cars.

I still have a couple of Floquil spray cans of clear flat, which I used to overspray after decaling. (For the interested modeler, Rustoleum's "camouflage" is a dead ringer for the Pullman Green found on American Models' heavyweight Pullman passenger cars.) The bell was brush-painted with Floquil brass.

Lettering is also a problem. The correctly-sized dulux block Gothic lettering for the tender is unavailable in S scale, so I pieced together the cab and tender rear numbers from Des Plaines Hobbies NYC passenger-car lettering sets. The tender road name lettering is from the ancient Micro Scale HO decal set; I chose to use it because its lettering is the correct style, even though it's too small. The tender capacity lettering (on tender rear), as well as "A-2a" classification lettering on the cab, were pieced together from individual letters and numbers from Black Cat CNR passenger-car decals and old Champ Pullman decals. The oval NYC herald beneath the headlight, from an old Champ NYC steam loco decal set, was applied over the black-painted oval. The front headlight number boards were also painted white, over which numerals individually cut from Micro Scale black-on-clear bugboard decals were applied. The tender light number boards were left green and decaled with individual numbers from a Walthers HO black-on-white bugboard decal set.

Real coal was glued into the coal bunker with diluted white glue. The headlight lenses and clear styrene window glazing were installed last.

PARTS BREAKDOWN

Scratchbuilt Parts:

- Air tanks
- Boiler/firebox
- Cab
- Cut levers
- Flag stanchions
- Handrails
- Mechanical lubricator stand
- Overfire jets
- Piping
- Rear class light brackets
- Sander valves
- Tender body
- Valve gear internal parts

Modified Commercial Parts:

- S Scale America: Bell bracket
- S Scale Locomotive & Supply:
 - Cab roof
 - Crosshead guides
 - Running board front steps
 - Tender water hatches
 - Trailing truck
 - Turret
- Unknown origin: Drifting Valves (atop cylinders)

Custom Cast Parts (SouthWind/Rustermier):

- Boiler fold-up steps
- Headlights
- Low water alarm
- Pop valve cluster
- Smokebox front
- Speed recorder
- Stack
- Steam pipe access hatch behind left side of sand dome
- Turret pipe covers

Stock commercial parts:

- BTS door handles
- D&D Model Products coal
- Irish Tracklayer exhaust steam injector
- Kadee #802 coupler
- MV lenses
- Nord backhead
- Omnicon PRR L1 chassis
- Overland Models gladhand
- Pacific Rail Shops gladhand
- Precision Scale Co.:
 - Check valve
- Handrail posts
- Lagged pipe
- Lagging clamps
- Pipe unions
- Whistle
- Rex bell
- River Raisin:
 - ATC shoe
- Tender end sills
- Cold water pump

S Scale Locomotive & supply

- Ashpans
- Baker valve gear
- Blow-off cocks
- Boiler check valves
- Builder's plates
- Classification lights
- Cross-compound air compressor assembly
- Crossheads
- Flat brass tender wrappers
- Front-end throttle levers
- Generator
- Mechanical lubricator
- Non-lifting injector
- Piston valve crossheads
- Power reverse
- Stoker engine
- Tender cut-lever bracket
- Tender ladders and steps
- Tender trucks
- Trailing truck brake cylinders
- Trailing truck journals and lids
- Various valves
- Washout plugs
- Whistle

Miscellaneous:

- Brass wire, rod, strip, safety tread, sheet, angle
- Nickel-silver and steel rail
- Machine screws
- Pins
- Solder (60/40)
- Steel music wire
- Styrene sheet
- Various decals
- Paint

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Howard Brothers Feed & Grain Complex

The Howard Brothers have been in the grain business for decades storing and shipping the local farmers' crops. They recently added a feed sales to their elevator complex to hopefully kick up the profits. The elevator can be build with or without the horizontal bands. The bands are usually seen on a studded versions of the elevators.

This complex is laser cut and engineered for easy construction. Other features include positionable doors & window sashes. Naturally, an ample supply of detail castings, including workers, are included. See more photos on our web site. This kit consists of laser-cut basswood, plywood, and cardstock. The footprint is a scale 180' x 100'; overall height is a scale 82 feet.

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