

THE


S RESOURCE

SCALE

NEWS, REVIEWS, INFORMATION TO USE

August/September 2017

Volume 3 No. 6



Building a Rock Island Fowler Box Car
A New Modular Railroad Takes Shape
What's a Missabe Fan To Do?
Scene Around the Layout
Milwaukee Road H-10-44
Workbench Update

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August/September 2017

Volume 3 No. 5

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

Dave Jackson, Jr. 's modular layout on display at the Paperton Junction Southern Railway Shops.

Rear Cover Photo

Bill Wade offered anything on his site for possible articles. We'll do some of that, but for now, here are two of his custom painted locomotives – B&O Light Mike and New York Central Hudson.

Bill Of Lading

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

From the Publisher's Desk



Have you blocked off your calendar for upcoming shows and made your reservations? Besides local shows, the NASG 2017 Convention is coming up in August in Maryland, and of course the Indianapolis O Scale Show and S Scale Midwest Show September 21-23 at the Wyndham Indianapolis West.

Dan and I took a trip to Indianapolis last weekend to measure the space and take one last look before beginning table placement and finalizing the Hors d'oeuvres Reception for Friday night, from 5:00-6:30 PM. Be sure to stay and enjoy some food as a thank you from us for attending the show. We are also working on finalizing the clinics and layout tours. We hope to have the [website](#) updated soon with clinic and vendor information.

Want free registration (a \$25 value)? All you have to do is host a layout tour or clinic. Contact us at info@indyoscaleshows.com or 815-584-1577 so we can discuss the specifics with you. If you haven't yet registered, you can do so online at <http://indyoscaleshows.com/>. Just click the registration button and register online with a credit card or print the registration form and mail it in. To book your room with the hotel to receive the special rate of \$105, call 317-248-2481 or 877-361-4511 *before August 20th* and mention the O/S Train show. If you get transferred to Wyndham's central reservation center and they can't locate the rate, please ask to be transferred back to the hotel directly. If you continue to have problems, please contact me directly at amy@modelrailroadresource.com or call 815-274-8809.

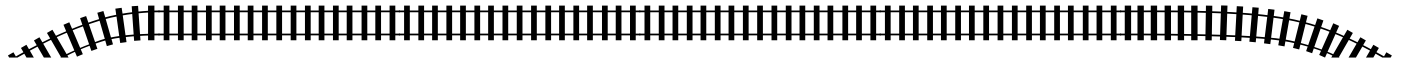
We put the word out on our [FaceBook Page](#) asking for help with this issue. Summer is here and it is sometimes hard to get new articles. We would like to thank those who responded to our request. It worked and we have a great issue; however, we really want and need to continue to hear from you! What are you working on: layout, rolling stock, engines, structure? For layouts, all we need are some good pictures and we'll send you a questionnaire about the layout. From that we'll develop an article. Of course you may do your own writing, but we know many don't have the time or don't want to write an article. We'll take care of that part for you. For any how to articles, send a lot of pictures. We can use as many pictures as it takes to really show how you did something, and close-ups are encouraged. We know there are a lot of lone-wolf modelers out there, and this is your chance to show other S Scalers what you are doing. Also, if you have any ideas of what you would like to see in a Scale magazine please let us know.

Send an Email to Daniel Dawdy, daniel@modelrailroadresource.com, or call 815-584-1577 and let's talk.

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE



More from [Great Decals!](#) Decals for The Richmond, Fredericksburg, and Potomac (RF&P) box cars (set # 134), in white, are available in S-scale from Bill Mosteller, 3306 Parkside Terrace, Fairfax, VA 22031 for \$11.99 each, postpaid. This is new artwork designed specifically for this project. Each set provides 10 "canned" road numbers, and the modeler can easily make any road number valid for the cars. Each set does one car. The decals allow modelers to produce many uniquely numbered, scale cars. These decals include the herald, road name, road numbers for both sides and ends, dimensional and end data specific to these cars. Several built and new dates are also provided. See our web site, www.greatdecals.com



Michael Eldridge from [Sandy Point Models](#) announces a new kit. Southern Pacific common standard Powerhouse. This kit was developed from drawings made in 1924 of the power house at Mount Hebron, California, and a photo of the power house at Wendel, California. This was a common standard Southern Pacific power station, which supplied steam and electricity to other buildings, typically maintenance structures such as shops and repair facilities.



The kit is laser cut, with corrugated siding that is applied over the basic form. The parts are cut from MDF, cardstock, and acrylic plastic. The kit includes what you see in the photo, including the outside oil storage tank that was a half buried tank car. This is an intermediate level kit. You can download the instructions from the website to see what is involved in assembling the kit.

You can purchase the kit from our website, sandypointmodels.com. If you would like to preview the instructions, they are available for download on the website.



[Jimmy Simmons](#) from [Monster Modelworks](#) has a new kit that should be shipping by the time you read this. Railway Express Agency Background Flat Kit.



This multi level REA background flat is perfect for any layout. The kit represents the trackside of the structure, ready to receive shipments.

Features:

- 3D Laser Engraved Aged American Brick
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- Laser Cut Peel & Stick Windows with Glazing
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- 3D Printed Loading Dock
- 3D Printed Iron Wall Anchors
- 3D Printed Downspout
- Sign Stencil & Printed REA Sign

[See their website](#) for this and more beautiful S Scale products.

[Martin Cohen of Tru-Color Paint](#) is pleased to announce that a new product line of Matte, Sprayable paint will be added to our extensive line of model paint products beginning in November, 2017.

The list price of these colors will be \$ 5.69 for a 1 oz. bottle and \$ 10.25 for a 2 oz. bottle. The following will be first to be released:

- Matte Rail Brown
- Matte Dirt
- Matte Foundation
- Matte Aged Rust
- Matte Railroad Tie Brown
- Matte Signal Red
- Matte Steel
- Matte Grimy Red Brick
- Matte White

As with all of the Tru-Color Paint product line, all of these new colors are manufactured in Phoenix, AZ! [See their website](#) for more details.

New SoundTraxx Tsunami2™, 4-amp Digital Sound Decoders for Steam, Diesel or Electric Locomotives.

The TSU-4400 is a universal-style, 4-amp Digital Sound Decoder with 6 function outputs. It is available in steam, diesel or electric versions. This digital sound decoder is designed for models with high stall currents such as some S, O, and smaller large-scale locomotives. This decoder features terminal blocks for solder-free wiring and a high-power audio



amplifier for big volume, indoors or out. New features include an expanded library of realistic sounds (including new prime movers and exhaust chuffs), Hyperdrive2™ advanced motor control, and simplified function mapping using SoundTraxx' Flex-Map technology.

Tsunami2 TSU-4400 series of sound decoders also feature Dynamic Digital Exhaust™ in all versions – steam, diesel and electric. Steam versions contain over 60 whistles, while diesel versions have upwards of 40 horns and as many as nine prime movers in each version.

Also from SoundTraxx: [SoundTraxx Tsunami SoundCar™ Digital Sound Decoder](#) with NEW Sounds. Updated Tsunami SoundCar Digital Sound Decoders with an expanded sound library are now available through your local hobby shop or online retailer.



The Tsunami SoundCar is the only Digital Sound Decoder to replicate prototypical rail car sounds and lighting effects for your entire train. The updated SoundCar features 8 new airhorns and whistles, 2 new bells, and selectable sounds for cattle and sheep including a “spooked livestock” effect.

The expanded sound library also includes adjustable clickety-clack, customizable generators, multiple brake sounds, multiple coupler effects and more! The SoundCar also has four function outputs

for both interior and exterior lights and is easily connected to a SoundTraxx CurrentKeeper.

[See their website](#) for all their fine products.



Daniel J. Navarre of River Raisin Models has a new project in the works.

Railway Rxxpress Agency
Steel Welded Express
Refrigerator Reefers, “Unique
Cars for your Passenger Trains”

These cars appeared in passenger trains throughout the country. River Raisin Models has commissioned a small run of these unique Express Reefers built by American Car and Foundry in 1947-1948 for the Railway Express Agency and Atlantic Coast Line Railway. The REA Reefers were numbered 6100 – 6599, the ACL Reefers were numbered 3000-3049. River Raisin will be offering these cars in four paint schemes.

Each scheme will be made with multiple car numbers for those who order more than one of a paint scheme. We will offer both original paint schemes (The Railway Express Agency Dark Green and Aluminum, with Red Stripes Scheme, and the Purple and Aluminum with Yellow Stripes Atlantic Coast Line Railroad Scheme.) We will also offer two of the later paint schemes of the Railway Express Agency Reefers that saw use until the end of the REA.



[See their website](#) for updates to this project including photos and information.

Also from [River Raisin Models](#): Early Berkshire

Photos by C.T. Felstead Courtesy of the Bob Hundman Collection



Project Now In Production. They are are expecting the sample models very soon and are in the final stages of construction now.

[See their website](#) for full details.



[Rusty Stumps Scale Models](#) has some newer offerings in S Scale castings.

Short brick chimney at 4' tall from the sloped roof. Has square vent hole in the top. 3D printed so each piece is an original.

S Scale Chimneys, Vents and Smoke Stack for sloped roof. All pieces are 3D printed by Rusty Stumps.



[See their website](#) for more great castings in S Scale.



[River Leaf Models](#) now offers some great new building kits. Always there is a corner to fill on our layouts, and they are not always square. In real life this happened the same, and the Flat Iron style building born.



The name Flat Iron is because the shape, associated to the appliance, some people say the name was given after the first building built on a corner called Flat Iron, in both cases the appliance shape is the reason.

The history of The Elbow Room bar was that it was a small bar located in Hazleton, Pennsylvania behind the old Hazle Drug store. This was a bar room that was mainly for Anthracite Coal Miners at that time. It was small enough to hold probably about 10 people. The Coal



Miners would usually drink at this bar after their shift in the mines. The bar sold mainly cold beer and shots of whiskey. The miners would usually have “boilermakers”, which was a shot glass of whiskey placed inside their mug of beer, then downed in one or

two gulps. Also in those days of yore, there was no need for a bathroom. The brass pipes mounted above those tile gutters in the floors of the old taprooms weren't for resting feet. They were for miners who stopped at the bar after a 12-14 hour shift. Their ritual included lining up and drinking 8 to 10 consecutive shots of whiskey so the alcohol vapors would loosen the coal dust from their lungs.

[See their website](#) for more buildings.



[RSLaserKits](#) is offering a 38 foot pickle car using ses RSLaser wood parts along with Tichy and Grandt Line Products detail parts.



[See their website](#) for more information.

[Twin Whistle Sign & Kit Company](#) has a new release in S Scale. Welcome to the 1887 Chicago Engine NOW in O and S scales. This firehouse comes built, as a kit, or just as a facade. S Scale for the Code 3 collectors and other hobbyists and model railroaders. O scale is for the 1/43 to 1/50th hobbyist, and will be released on July 29, 2017. The detail on this model is remarkable.



Wooden and Styrene Body
Cast Resin Cornice
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Instructions with Photos
Beginner to Moderate Skills Required

[See their website for full details.](#)

[Dave Allen of Concept Models](#) continues to bring us new S Scale models.



A unique tank car in our product line. It is a refrigerated liquid Argon carrier with Air Liquide as the owner.

Also a Halliburton Oil Co. 3-tank Hopper Car Kit. The Halliburton Oil Co. car does not carry oil. They are a purveyor of oil well supplies and the containers on board this car carry a special well casing cement. Nowadays they carry them on a semi-truck trailer. I've seen the containers in Huntington Beach next to drilling rigs.



The car parts are manufactured from resin castings and PVC parts. Handcrafted mold patterns and molds have been used to create this unique car.

Custom decals are provided. Sold less trucks and couplers. [See their website](#) for all the details.

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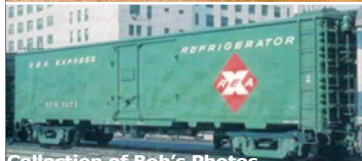
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FAIRBANKS-MORSE MILWAUKEE ROAD H-10-44

By Ken Zieska

I am finishing the Smokey Mountain H-10-44 kit. Here are some photos, completed and in process. The kit was not difficult to build. The body casting is well detailed and the holes are located for easy drill out. It builds with ACC and some soldering for the handrails. This was a place of concern for me, but it turned out to be easier than soldering a decoder or track jumpers. Another point about the handrails, the kit includes a very good pattern for bending the wire and plenty of wire. I would not recommend this for a first build, just because you may not have the confidence to get through some of the challenges, even if you do have the skills.



The FM H-10-44 is a very unique engine. Fairbanks Morris made their mark supplying diesel engines to the Navy in WW-II, but it was a unique shape and required a taller hood than the traditional diesel engines such as EMD and Alco provided. At a glance, the 1,000 HP FM stands above all the EMD and Alco units of similar horsepower, and with the Art Deco influenced design of its body, the first glance becomes a lasting look. This model is numbered for Milwaukee Road number 777 from several prototype photos. The roof mounted horn and the MU stands are from BTS; however, I admit one variation, the prototype photos I have show that the distinctive Fairbanks Morris casting had been ripped off of the nose, perhaps sold for scrap or to a collector. I left the casting proudly on the model.

I have one additional unit in process, this will be an H-12-44 engine painted for the Minneapolis Northfield and Southern. While the MN&S has the 1,000 HP unit as MN&S 10, I am modeling the 1200 HP unit MN&S 11. This unit will have significant changes made to the body vents as well as the handrails and rear porch. The MN&S used their FM's in switching, transfer and road work. Their distinctive engine sound and Hancock Whistles made these hard working brutes favorites of their crews and railfans. MN&S number 11 was sold to Hallott Dock in Duluth and is now stored at the Duluth Transportation Museum.

Pictures below are before the side frames were added. The following page shows completed model.





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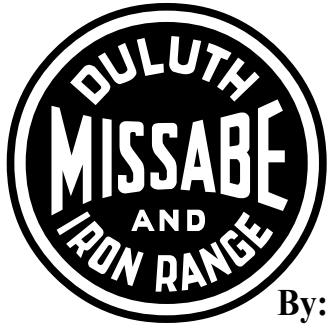
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What's a Missabe Fan To Do?

By: Tom Lennon and Ken Zieska of the Pines and Prairies S Scale Workshop

Sometimes, you just have to be alright with a compromise. You see, up here in the Land of 10,000 Lakes there was a small Class 1 named the Duluth, Missabe and Iron Range RR. In truth, it was basically a single commodity, single purpose railroad. Its purpose in the steam era was to transfer hi-grade iron ore from local mines to nearby ore docks in and around the Duluth-Superior area, where they were loaded into the holds of various Great Lakes Ore Boats. A fair proportion of the steel used in the WWII war effort was dug out of the earth in Minnesota, and transported to various mills around the Great Lakes in this manner. The DMIR survives today, hauling low-grade ore to Taconite Plants, where it is transformed into hi-grade pellets, and then shipped to the same docks for lake transport.





Long strings of ore cars are collected at the DMIR yard at Proctor, MN, where they are graded and sorted by content. As specific grades of ore are ordered by eastern steel mills, appropriate cars are made into a consist, coupled to locomotives, and sent down the Proctor Hill to Duluth Harbor. In the steam era, these trains would be powered by more than one of the road's Yellowstones, at times assisted by Heavy Mikes. Up in the Proctor yard, the workhorses would be the heavy Mikes, massive 0-10-0's and 0-10-2's. They would sort the cars per the train orders, and in some cases, they would move the entire train to a staging yard to await the Yellowstones.

Ken Zieska and I decided to stage and operate a set-up of empty jimmies in his Junction Yard for transfer from Twin Ports back to Proctor. The photos show Mike #1338 shunting around with a cut of ore cars, plus a stray flat car holding a piece of a new stacker/reclaimer for the Hull-Rust Mine operation near Hibbing. It made for a couple hours of operating fun! Now if I can just convince him to build an ore dock...

To the best of our knowledge, the only piece of DMIR motive power made in S Scale was the SD-9's in brass. Certainly, there's no steamers available, so what's a Missabe fan to do? Make do, and be happy. Fortunately, prototypical ore cars are stock units from S Helper Service, with a few stray Delaware Valley kit built cars. The flat car is converted American Flyer with an HO kit-built load. The Mike is from River Raisin Models, accompanied by a surplus Southwind Models SP tender, and makes a decent stand-in for the real thing. The RRM is really modeled after an NYC prototype, but it has a cluttered look, typical of the DMIR Heavy Mikes. DMIR fans will notice the lack of torpedo air tanks and their plumbing on the top of the boiler just aft of the stack. "Well" said Tom, "the chances of an S Scale importer doing a Missabe Mike are zero to none. And I don't want to totally cannibalize a beautiful RRM model, so I'll live with it as is." So, only minor cosmetic changes were done on the loco. It was custom painted and lettered by Tom, and awaits weathering and DCC installation.



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Photo by Dan Vandermause

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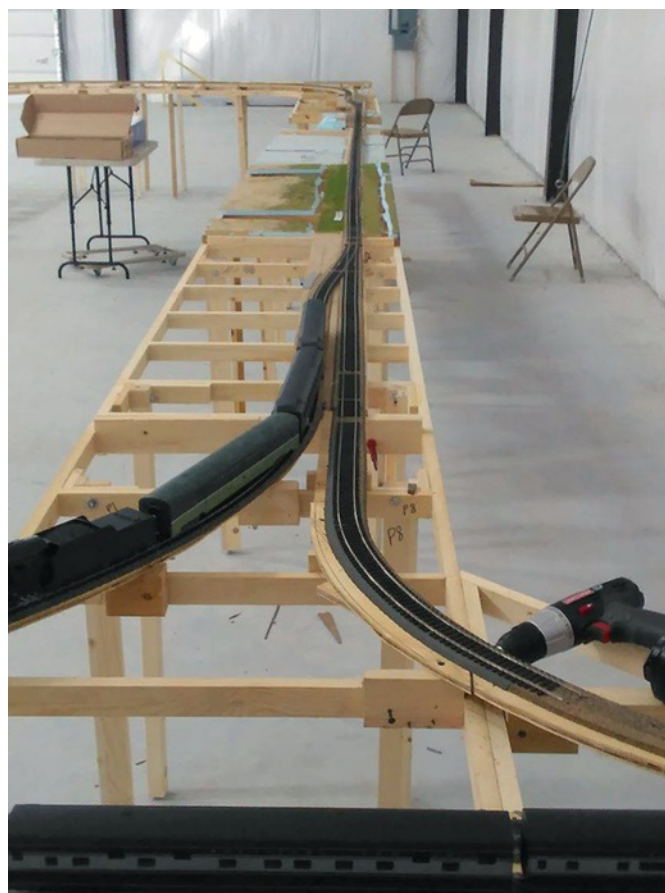


A New Modular Railroad Takes Shape

By Dave Jackson, Jr.



I am currently working on a modular S scale layout. My layout represents the route from Bald Knob, Arkansas to Newport, Arkansas; and from Bald Knob to Patterson, Arkansas that is the Missouri Pacific route on the far end is the Rock Island route from Patterson, Arkansas to Newport. The overall layout is 12 ft by 40 ft, with a 3-foot wing at Bald Knob.



Here are some earlier pictures. I made the modules out of 1 x 2s, with 1/2 inch plywood for the track base.

The era of the layout is from about 1950 to 1980, which is the last 30 years of the Rock Island and Missouri Pacific Railroads.

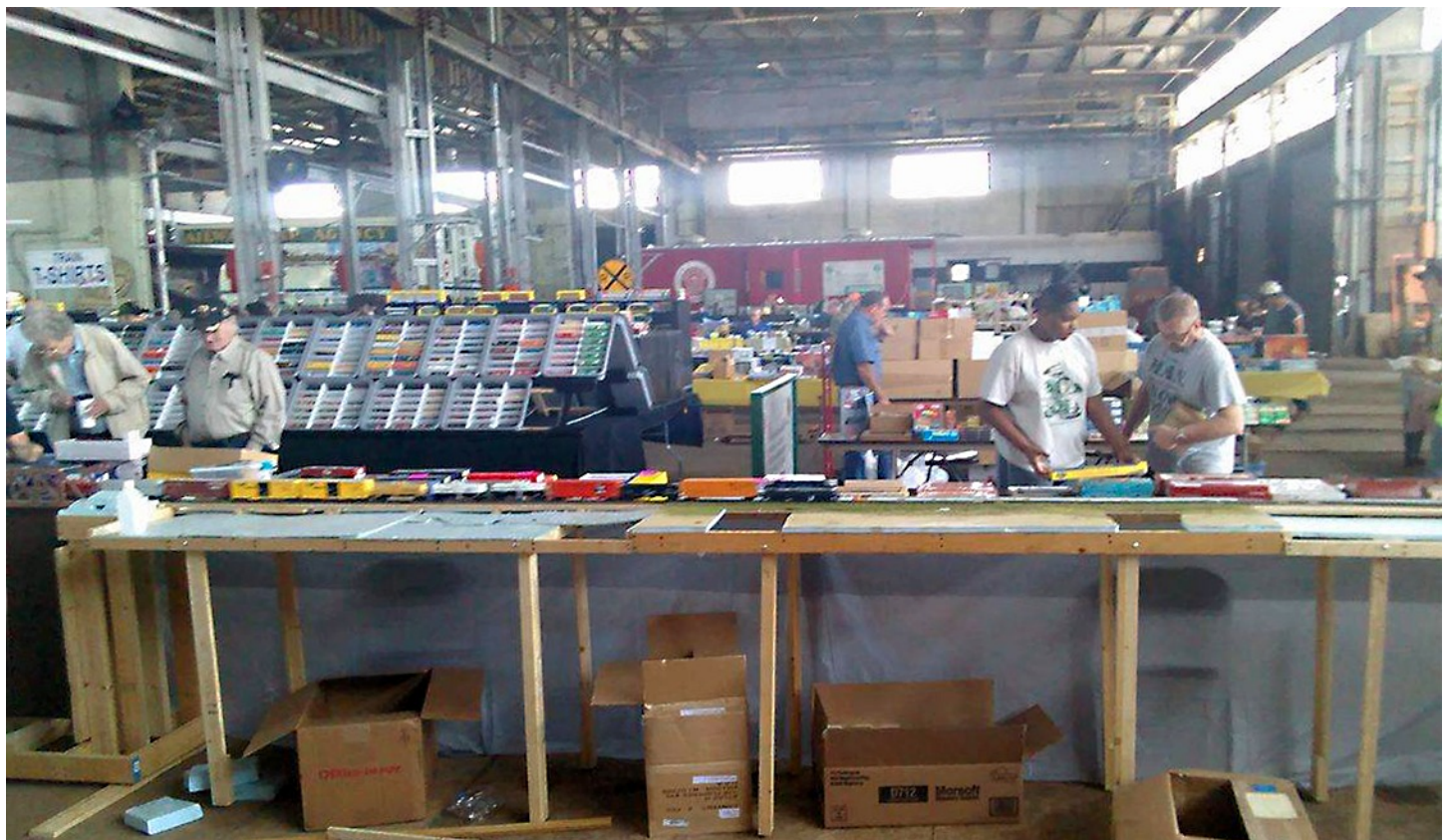
I started construction last year, and did my first show in April of this year. The next show that I intend to set up at is in Jacksonville, Arkansas at the end of August. Hopefully, I will have more scenery done than I have currently.

All of the track is code 100 Shinohara rail.



The show that it was set up in was the Cotton Belt Historical Society annual train show in Pine Bluff, Arkansas. Although this is my personal layout, I do work closely with Arkansas Traveler Hobbies which is located in the 1915 Missouri Pacific Depot in Bald Knob, Arkansas.

That depot will be represented on the layout in the near future. The next show will be August 26 - 27 in Jacksonville, Arkansas. There has been some progress... although not as much as I had planned.



BUILDING A ROCK ISLAND FOWLER BOX CAR

By Jim Kindraka

Photos by the Author (unless otherwise noted)

One of my ongoing fascinations with modeling freight cars from the first half of the 20th Century is their wide array of body styles, heights and external detail. No disrespect meant to many current train operators, but a train representing the early 1950's that is all identical height and style box cars, separated only by lettering, is about as boring to me as standing trackside today and watching a long double stack container train pass. Actually, the container train is more interesting! All you need to do is spend some time looking at the lead photo (below) in this article to see the wide array of heights and styles of the era's freight cars in a typical railyard.



Boston-area Beacon Park Yard of New York Central subsidiary Boston & Albany. Photo was taken in the late 1940's. Note the great diversity in freight car design, structure, construction materials and height. Photo courtesy of the New York Central System Historical Society.

Consequently, when S Scale America brought out their Fowler Box Car kit (SSA 708), it caught my attention. First though, a very abbreviated history of the prototype... A "Fowler Patent" box car is a steel framed single-sheathed wood box car, built following the patented design of W. E. Fowler, the Master Car Builder for the Canadian Pacific Railway just after the turn of the 20th Century.

A lot of grain was transported long distances in Canada, often through harsh weather. CP transported grain in box cars, and keeping it from getting wet or otherwise contaminated was a high priority. W. E. Fowler's patent was a method whereby the car's wood siding could be adjusted throughout the car's service life to eliminate gaps that formed as the wood aged and dried out. On the Fowler Patent box cars, the Z-braces had

slotted adjustment holes which allowed each board to be tightened against the next, thereby retaining the box car's integrity. That kept the car weather-tight and its lading much more protected from dirt and rodent infestations.

Thousands of Fowler cars were built for the CP, CN, CMO and C&NW proper in the first 20 years of the 20th Century. Rather than pay for patent rights, a few other railroads developed similar systems that avoided the specifics of the Fowler Patent. These designs were built into the 1920's in large numbers by the D&RGW, Rock Island, M&St.L and RF&P. The cars proved long-lasting with many rebuilt in the 1940's with AB brakes. Some of the cars made it on rosters into the late 50's and early 1960's.

The Fowler car was also an 8' inside height (IH) box car, so a model of one would be visually shorter than all the 10' and 10'6" IH cars already available in S Scale. I do not intend to write a review of the S Scale America kit; I built my first one according to the instructions. The SSA kit contains sprues that show the modeler the exact orientation and placement of the "Z" brace pieces so the entire model goes together easily. I finished the model as a Chicago, St. Paul, Minneapolis and Omaha Railway box car, the Omaha Route. That Midwest granger road, a subsidiary of the CNW, owned over 6000 of these box cars in the 1930's, and still had several hundred on the roster in the 1950's. I used Tichy decal set #10119S to complete the model, as seen in the photo of CMO 32257 on the next page.

I've always liked the Rock Island; it's probably part of my S Scale DNA to have a soft spot for lost causes! So, to build my second SSA Fowler kit, I went searching for old Rock Island photos. It did not take long to find the photo shown below of RI 158558, part of a group of 1200 cars, numbered 157500 – 158699, built for the CRI&P in the 1920's. However, the photo shows one very significant difference. The RI Fowler box car has a Murphy 7/7 end; two sections of 7 ribs each. The SSA Fowler kit has the original wood ends. Nothing like the Murphy 7/7 end exists in S Scale!



RI 158558 is a Fowler style box car built for the Rock Island Railroad in the 1920's, part of an order for 1200 cars: 157500 - 158699. By 1931, the Rock Island owned over 8000 Fowler style box cars, approximately 25% of the railroad's entire box car fleet! The last re-weigh date on this car is January 1947, and it appears to be in very good condition for its age. The car is riding on Bettendorf "T" section trucks which is consistent with the fact that these trucks were not totally banned from interchange service until 1953. Some probably lasted longer in non-interchange service. Charles Winters Photo.

Like any “lost cause”, some of us aren’t smart enough to give up so the work started. The photos and their captions on the next few pages detail the process of taking the prototype photo of RI 158558 and creating an S Scale model from it. The project turned into a combination “kit build” and “kit bash”. I would recommend modelers try a project that combines the two to help develop more skills for the inevitable scratch building projects we all want to undertake. The project also helped me understand the need to reason through each step, trying to think one or two steps ahead, and create solutions along the way that did not interfere with later construction. It all helped make the journey of building the model much more enjoyable and fulfilling.

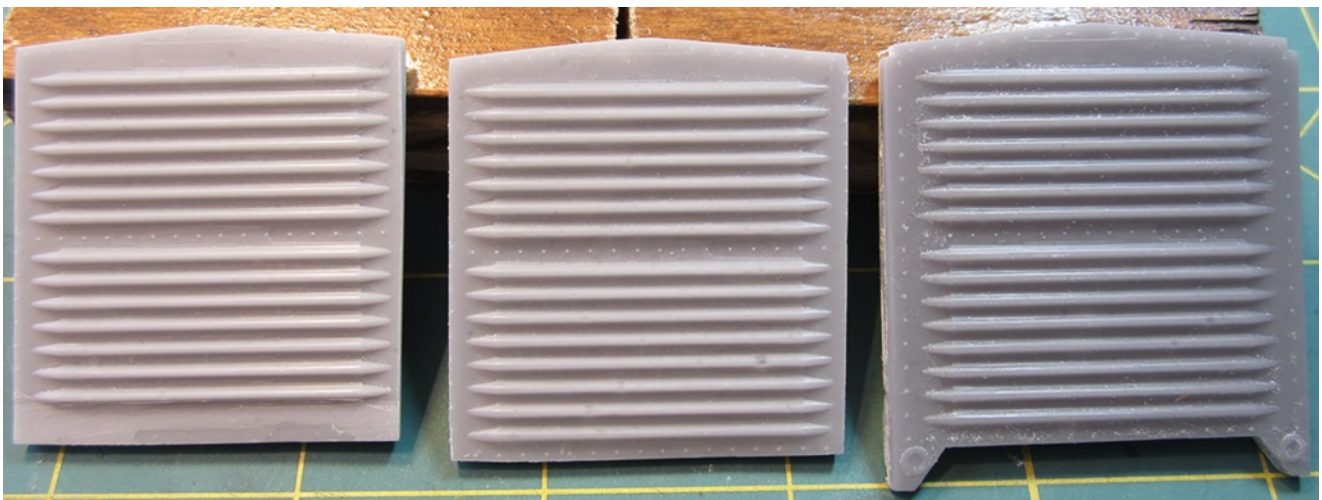


Above: CMO 32257 is a model of a Fowler Patent Box Car, built from the S Scale America kit. Model was constructed exactly as provided in the kit and lettered with Tichy decals.



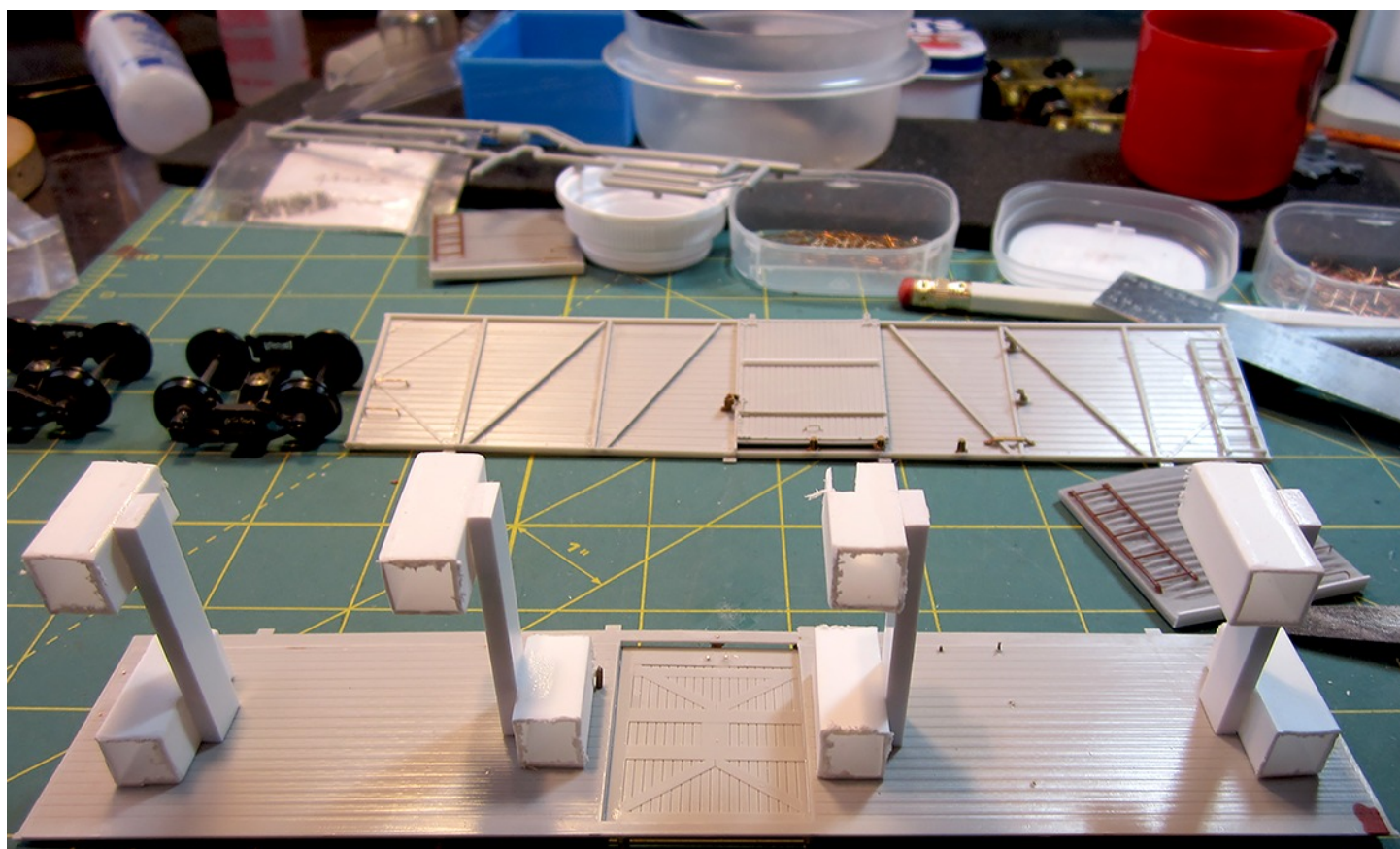
Left: For some time, I have also been working on a project to build a New York Central USRA steel rebuilt box car. That project is still in the future, but one step was to develop the Murphy 8/7 end used on those cars. I obtained the railroad drawings for the end from the New York Central System Historical Society and worked with a friend to have the correct end drawn and 3-D printed. What is shown is a resin casting of the Murphy 8/7 end using the 3-D printed part as a master.

Below: The Rock Island car is an 8-foot Inside Height box car so the resin casting had to be shortened and reshaped slightly. Also, the casting needed to be narrowed to fit the existing SSA sides and roof structure to produce the correct width model. Finally, the lowest rib from the original Murphy 8/7 end had to be removed to produce the 7/7 end. This photo shows the progression from right to left of shaping the end and finally removing the rib.

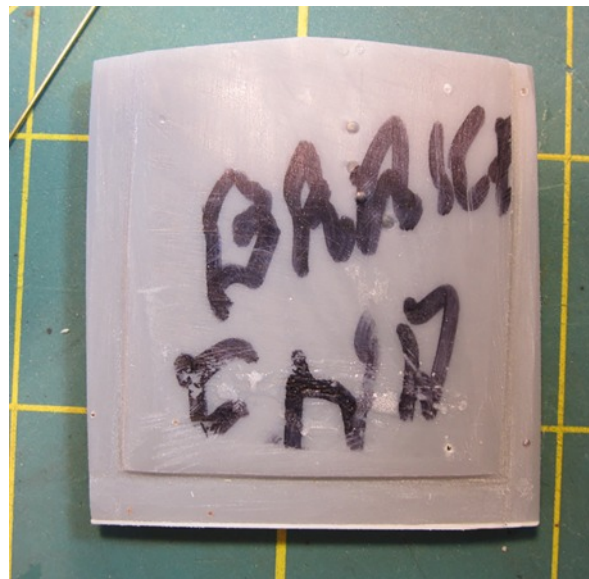
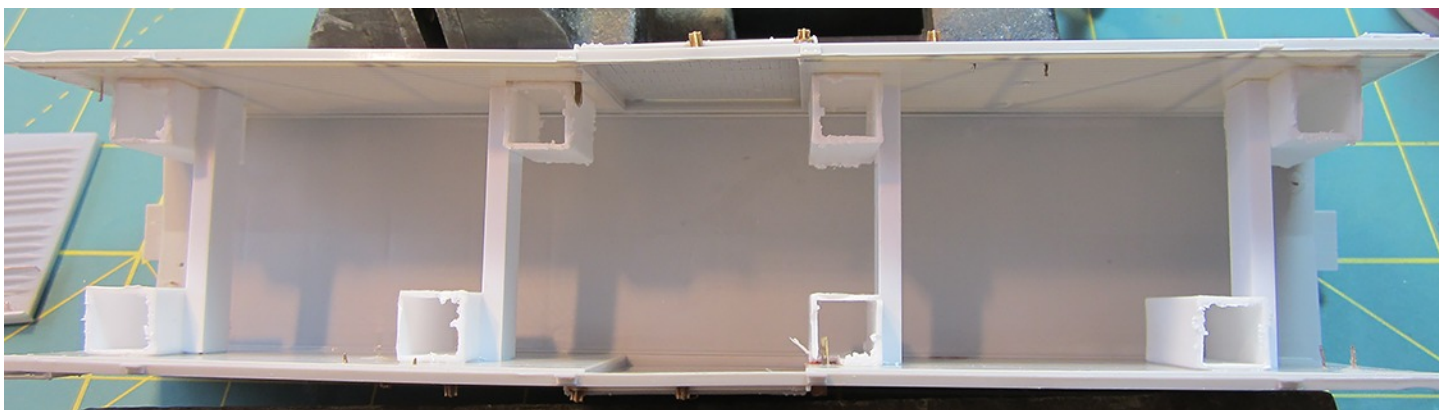




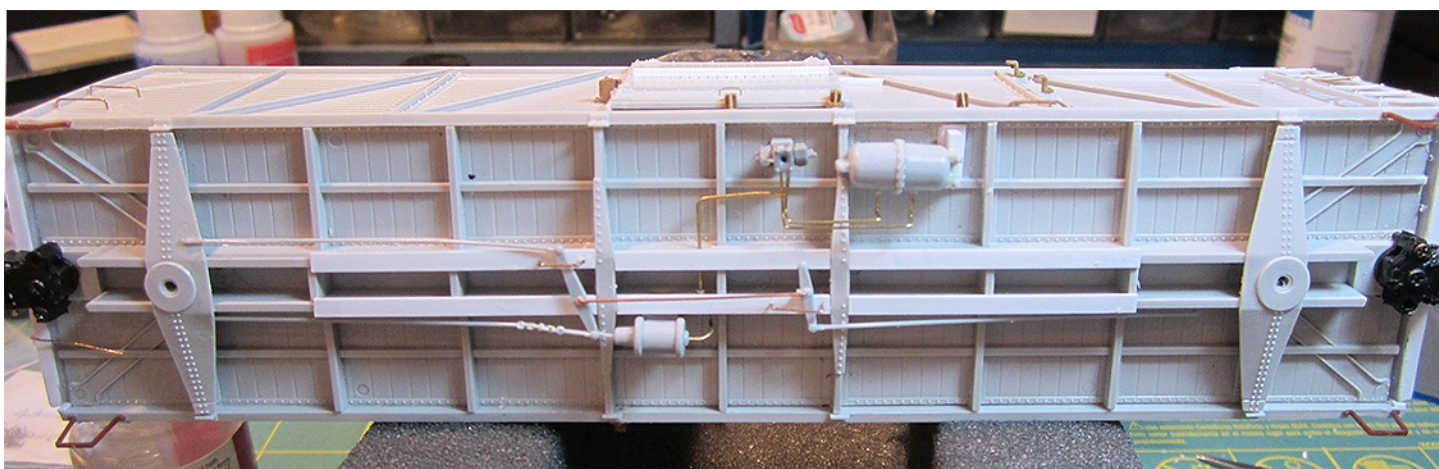
The sides for the RI car should be built up as per the kit's instructions with a couple exceptions. By 1947, the earliest the prototype photo could have been taken, the RI box car had been fitted with an additional angle brace across the top third of the wood door. A small styrene angle can be used here. The RI box car used a six-rung ladder with no hand grab at its base, while the SSA Fowler kit comes with a five-rung ladder. I found a longer ladder in my parts pile and cut it to fit as well as applying a little "bondo" to the holes at the top of the side to hide them.



The normal way of building the kit is to glue the ends and sides together in a box with the roof glued in place to keep everything square. Since these ends would need some final custom fitting, I decided to glue the sides to the roof and use bracing to hold everything in place. The sides need to be 1.610" back to back for the car's width to be correct, so I cut four braces of 0.100 x 0.375 styrene to that exact length and used spare square styrene tubing as reinforcing. The photo above and top next page show the braces in place on one side and then the final assembly of the sides and roof.



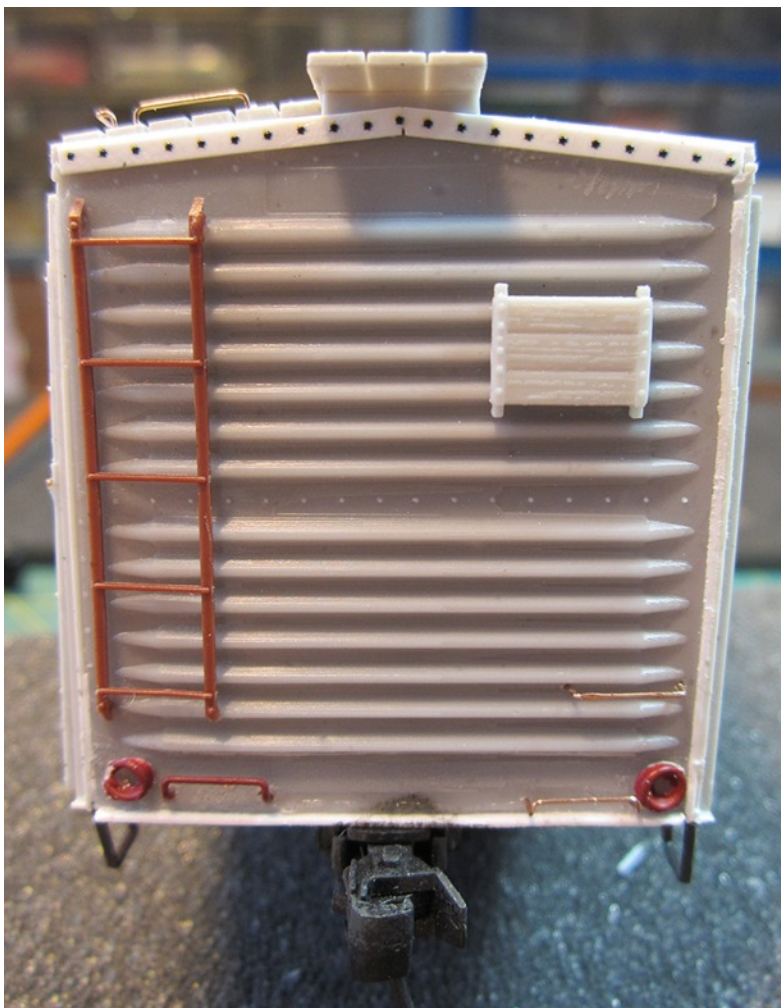
Above: When I tried to fit the resin castings into the box car shell's end, the castings were a bit thick and required some filing to smooth out uneven edges. These are just a couple photos of the filing being done and the finished end (from the back) ready to be installed. The ends have been marked because the ladders, hand grabs and brake detail have already been installed on the reverse side.



In this photo, the ends have been fitted into the shell and the floor is the final added piece. I added some piping and minimal brake detail to the under body to provide an illusion of complete detail. I also used SHS couplers on my SSA Fowler kits. They provided a better fit without a lot of filing and cutting on the center sill end.

Before securing the floor in place, I added 3 ounces of weight to the car.

The final completed model with trucks weighed in at 6.75 oz.



Left: This end view shows the car as a complete box with the end in place. Some 0.010" strips of styrene were used to fill in any gaps along the edges from overzealous filing. The end is detailed with ladders, grabs and tack board. The poling pockets were sliced from a scrap SHS box car shell and glued in place. Archer rivets have been added to fascia at the top.

Below: Referring to the prototype photo, I decided to put this model on Bettendorf "T" section trucks. I managed to clean up an old master pattern from the 1980's. Current casting technology can control shrinkage much more than 30 years ago, so I was able to have the short run of "T" section truck castings made.





Above: Here is a photo of the finished Bettendorf "T" section truck under the Rock Island box car. The trucks came out looking nice, but using castings from the old pattern required a great deal of filing and fitting to get a free rolling truck.

Below: This photo shows the two different ends on Fowler box cars. The SSA Fowler car kit is on the left and the Rock Island kit bash is on the right.



Two photos of the completed and lettered model. Decals came from a variety of sources in my decal files; see “Old Decals” in the [February/ March 2015 issue of The S Scale Resource](#). The dimensional data came from SSA’s D&RGW Fowler decal. I chose to letter the car for repaint and reweigh dates in 1948, those operations having been accomplished at Rock Island’s Biddle Yard in Little Rock, AR.



SCENE AROUND THE LAYOUT



*Roaring Fork SW9 sits at lower Attalissa crossing.
John Albee's layout.*

We are proud to feature reader's work. Depending on your response, we would like to make this regular feature. So get those cameras and cell phones out and start shooting!

High quality JPG or TIF files only.

Email to scene@sscaleresource.com with a description of your picture.



Top: C&SF GP9 (ex SP) sits on the Caribou line at UP Junction. Now abandoned by UP and track torn up.



Left: 1879, S Helper 2-8-0 backing down the Caribou line.

John Albee's layout.

WORKBENCH UPDATE

By Robert Frascella

Last year in the [August/September issue of *The S Scale Resource*](#), I shared photos of my S scale ALCO C420 locomotive using 3D printing.

That project is now complete, and here are some photos of the finished project. The first two photos show the C420 freshly painted; and the second two are photos of the same unit weathered and in service on my layout.





The 5th photo, below, shows my next project, an EMD GP 38-2 with mostly 3D printed components and EMD Blomberg M type truck modifications performed on the American Models side frame. This locomotive uses American Models power trucks, whereas the C420 used the Railmaster North Yard drive system. This will soon be ready for the paint shop.

All of the components that I designed and used to build these locomotives are available from Shapeways.
<https://www.shapeways.com/shops/century-models>



S SCALE SHOWS & MEETS

The S Scale Resource Magazine will now be providing a free listing of upcoming events. This small, text only listing will include the Event, Date, Location, Type of Event, and Contact Information. [Click here](#) to go to the sign up form. This form will take your information, and we will publish it in our next issue. If it is an annual event, you will need to submit your information every year.

2017 NASG Convention

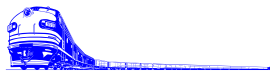
August 8-12th, 2017

Co-hosted by The Baltimore Area American Flyer Club and the Washington and Old Dominion Club

North Baltimore Radisson Hotel, 2004 Greenspring Drive, Timonium, Maryland 410/252-7373

(Be sure to use the "NASG17" code to get a reduced room rate).

[Click here](#) to visit the website, which includes the registration and car-order forms, and the tours.



Indianapolis O Scale Show / S Scale Midwest Show

September 21-23

Wyndham Indianapolis West

The Indianapolis O Scale Show has been in place for over 48 years. For the past 15 years, it has been chaired by James Canter, and he has decided it is time to "pass the torch" We, at The Model Railroad Resource LLC, publishers of The O Scale Resource and The S Scale Resource, are proud to have been selected to carry on the tradition for the 49th year, and include S Scale.

Website: indyoscaleshow.com

Email: info@indyoscaleshow.com

Grand River Valley Railroad Fall Train Show

October 14, 2017

HSB, Inc. 5625 Burlingame Ave SW
Wyoming, MI 49509

Train Show and Swap Meet All Scales, LEGO & Thomas The Train play areas

Email: kwskopp@gmail.com

Website: grandrivervalleyrrc.org



Fall S Fest

October 27 to October 29, 2017

The 42th Annual Fall S Fest

Hosted by State-Line "S" Gaugers
|October 27th – 29th, 2017

Holiday Inn Express

3100 Wellington Place, Janesville, WI 53546

<http://www.state-linesgaugers.org/>

Dick Bird rbird292@comcast.net



Classic Shows Train & Toy Show

Sunday November 5, 2017 and

Sunday February 11, 2018

Zandri's Stillwood Inn, 1074 South Colony Rd
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Yes, we now have a Facebook page to help keep you up to date on new products and ideas. And, even in an on-line magazine, we sometimes have more pictures than we can use so we'll post them on Facebook.

