

THE **S** **RESOURCE** **SCALE**

NEWS, REVIEWS, INFORMATION TO USE

October/November 2018

Volume 5 No. 1

**Our
5th Year
Anniversary
Issue**

**Adventures in Painting
NASG National Convention
Indy 5 Scale Midwest Show
New Tracks - Meet Wayne Hills
Best of Show Contest Winner
Imitating Life...
With A Little Help From 3D Printing
Shows, Meets and so much more...**



Published Bi Monthly

The Model Railroad Resource LLC
407 East Chippewa Street
Dwight, Illinois 60420
815-584-1577

October/November 2018
Volume 5 No. 1

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

Front Cover Photo

We don't normally use a prototype image on the cover, but this was such a beautiful shot by Jeb Kriigel from the NASG National Convention trip, we had to use it.

Rear Cover Photo

*A scene from Bob Frascella's layout.
Photo By Bill Lane*



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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



This is our 5th anniversary issue. I can't believe we've been publishing this S Scale magazine for five years! Thanks to our readers, authors and advertisers for your support, and making this dedicated scale magazine the premier magazine for the S Scale community. Please send us your comments and ideas for future issues.

There are many talented modelers in the S Scale community. If you are working on something that might be of interest to others, let us know. If you don't want to write an article, just send us some pictures with captions. We'd be happy to publish them, and maybe even work up an article for you featuring your photos. We see a lot of neat posts on Facebook from talented modelers. Why limit yourself to just your social media friends? Send us your Facebook photos/postings and we'll put them together for an article in *The S Scale Resource* for our readers to enjoy. Send your comments, photos or articles to us at: info@modelrailroadresource.com

The 2018 NASG National was held in Massachusetts last month. Glenn Guerra and Jeb Kriigel were in attendance representing the magazine, and bring you some highlights and photos in this issue. If you've never been to the NASG National, it is definitely worth the trip.

In the last issue, I talked about learning. That point was brought home at this year's [Indianapolis O Scale and S Scale Midwest Show](#) September 20-22, 2018. There were "learning areas" in the trading hall this year where attendees of the show were able to see firsthand demonstrations on figure painting, kit building, soldering and DCC. Now that I know how to paint figures realistically, I think I have a "job for life" on Dan's model railroad layout. This was our second year hosting the show, and we are proud to say that we had a very successful event! The compliments from everyone were greatly appreciated. It's always nice to have your hard work recognized. Thanks to all the vendors and attendees who participated making it a great fall show. See the recap in this issue, and check out the Video Extra.

In this issue, Glenn shares with you what he has learned from plastic airplane and military modelers in his article on resin kit building and painting. Glenn learns from observing, and the Internet is a form of mentoring for him. Just because you can't speak with someone face to face, doesn't mean you can't learn from them. Videos, Blogs and FaceTime are great ways to continue to learn and be mentored. Be sure to check out "New Tracks" in this issue to see how our Monster Modelworks contest winner, John Robertson, was mentored by Jimmy Simmons, the owner of Monster Modelworks. The learning continues as Jim Kindraka shares his experience with 3D printing, and how he turned to a fellow modeler, Scott MacKenzie, for assistance to complete his gondola project.

So remember, help is always there if you are willing to learn. All you have to do is ask for it or do some surfing on the Internet.

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE



[Right On Track Models](#), builders of scale laser cut wood model kits in HO, O scale and now S, launches a new model structure kit in S scale this month.



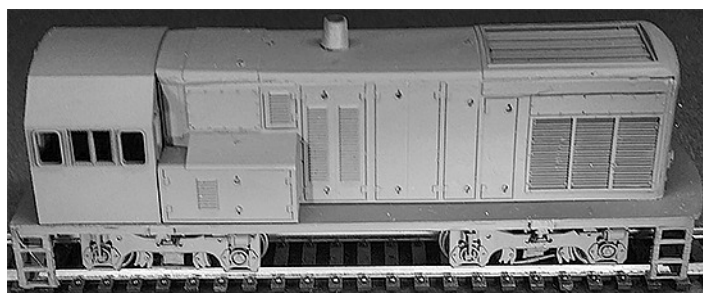
This kit represents a typical structure that would handle produce from farm to market via truck to rail. This kit features precision cut basswood, highly detailed styrene windows and doors as well as cast resin parts. Complemented with easy to follow step by step color instructions. S scale release August 30th 2018. S scale 14" by 7 1/2" footprint..

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



[Precision Vintage Classics](#) is developing a new Locomotive Kit. GE Export locomotives. The U6B and soon a U8B.

The initial U-series, as announced in 1956, included two small end-cab variants, namely the U4B and U6B. They shared a common, 33'6" frame. The U4B had the 8-cylinder Cat D375 engine, whereas the U6B had the 12-cylinder Cat D397 engine. The U6B can be seen as the 52 ton model The U4B was never built, but later there was a U5B and a U6B. not to be confused with the V12 U6B. The first V12 U6B models, for United Fruit Costa Rica, were not built until 1959. And later came the U8B and U10B. Let us not forget the U11B, three different engines, And passenger versions too with short hoods. Plenty of variety for your narrow gauge line.



These kits are planned to consist of a resin and 3D printed parts plus motor & power trucks. Couplers and hand rails included. Details and pricing to be determined. We are planning to first offer these in On3 followed by Sn3 and Sn42. If you want one of these excellent kits please send us a message to reserve one just for you! We will ask for confirmation and a deposit when we have a release date.



[Daniel Navarre from River Raisin Models](#) says that the REA cars are here and there are cars available in each of the versions for sale.

Arn Menke Collection

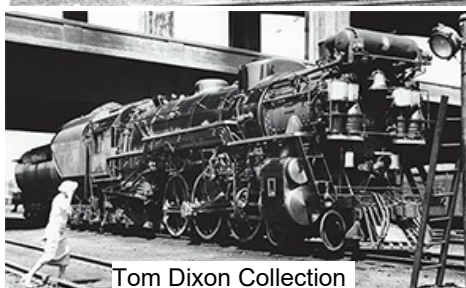


Also, the new Pacifics have been announced.

Tom Dixon Collection



The SP P-10's will be built in four versions; regular boiler, skyline boiler, Daylight Paint scheme with full streamlining, and with early and late lettering.



Tom Dixon Collection

The C&O F-17 will be built in three versions and all five of the F-19's will be offered.

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

New from Model Tech Studios LLC. Super Detailed Lumber Carrier comes ready for your Lumber / Logging Scenes.



This S Scale detailed model has a lot of character and will add a new dimension to your scenes. Machine Operator is available in a 2 pack and can also be purchased.

[See their Website for more details.](#)

GOLDEN GATE DEPOT S Scale New Announcement:

We are pleased to announce the first S Scale Production for GGD. These Aluminum Sets boast the same great features and details that GGD O Scale Cars are known for. Choose from Scale Length or Shortie 6 Car Sets. Additional cars will become available for reserve soon. Show your interest and support for this new line of cars by GGD. These sets will not arrive at the same time, so don't worry about your train budget being blown all at once. For starters we are offering the following:

S Scale SF Super Chief 1937 (Budd) 6 Car Set

S Scale PRR 1938 Broadway Limited in both Fleet of Modernism and Post War Schemes. 6 Car Set

S Scale NYC 20th Century Limited (1948)



The cars shown are from previous O scale runs that GGD has done in the past.

This is great news for the S scale community.

[Click here to see these and to make your reserve your sets.](#)

[RailroadBackdrops.com](#) has released its new website version 2.0 that includes many improvements to the industry's premier photo backdrop source.

Many of the improvements to make your backdrop ordering easier were customer suggestions. Here are a few of the upgrades: (1) All backdrops are ordered by the physical size and the scenes are resized to be scale specific. (2) O-Scale is now specifically offered and no longer do you need to choose between the too small HO Scale and the too large O Scale (3) Pricing and material selection is now on the main Backdrops page so you can easily see the cost and compare cost between available materials (4) Added both an economy presentation paper line and a super ultra premium vinyl line of materials to compliment our proven ultra premium polypropylene film line (5) A new "Wish List" so you can select, sort and compare various backdrop selections back to back to

see how they work together or get custom blending ideas (6) Nearly 500 backdrop scenes and 50 interchangeable sky/cloud formations.



These are just a few of the upgrades to the industries best photo backdrops at www.RailroadBackdrops.com Enter the code SSR100 in the coupon code box at checkout and you will get 20% off your backdrops.



At the Indianapolis O/S meet, [Des Plaines Hobbies](#) displayed an S Scale 3 unit car body Maxi-Stack IV of a Greenbrier Leasing intermodal car. Tooling is underway for the articulation units and final details. The tooling is completely American made with assembly done in China.



The Maxi-Stack IV is the mainstay of the United States domestic double-stack car fleet because it provides the optimum balance between tare weight and capacity. It is a three unit, articulated double-stack car that can handle containers 20' to 53' long in the well and containers from 40' to 57' in the top position. A summer 2019 delivery is expected. See larger pictures in the show wrap up article in this issue.



[Pre-Size Model Specialties](#) announces our new kit of a TTX 60' Flat Car.



TTX built almost 6,000 of these flat cars starting in 1964. A number of variations were built. This is a model of the OTTX and HTTX cars, assigned to hauling farm machinery and heavy equipment, respectively. The kit consists of a cast-resin frame, laser-cut wood deck, brake wheel, grab irons, brake details, and decals. The kit does not come with trucks or couplers. \$55 introductory price! Free shipping! See instructions and order from our website:

www.pre-size.com



Bill Morris at NE Prototypes has some new decals. Latest releases for September now include the following Road name sets:

SN-41 D&H Road Name set
SN-47 CV Road Name set
SN-54 MILW Road Name set

Bill Morris, NE Prototypes, PO Box 4-4-2
Rutland, MA 01543-0442
TEL: 508-886-4848 8AM Till 8PM EST



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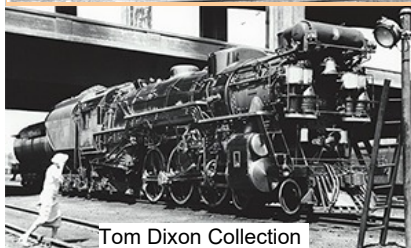
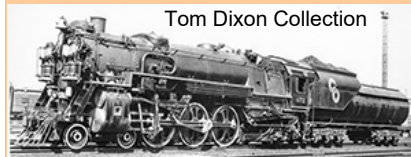
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"Southern Pacific P-10 and Chesapeake & Ohio F-17, F-19 4-6-2 Pacific Project" In S Scale Brass!

Arn Menke Collection



Tom Dixon Collection



Tom Dixon Collection

These classic locomotives will be built in very limited quantities.

The SP P-10's will be built in four versions; regular boiler, skyline boiler, Daylight Paint scheme with full streamlining, and with early and late lettering.

The C&O F-17 will be built in three versions and all five of the F-19's will be offered. These classic locomotives powered the famous *The George Washington Sportsman*, and the *Fast Flying Virginian* passenger trains.

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S Scale



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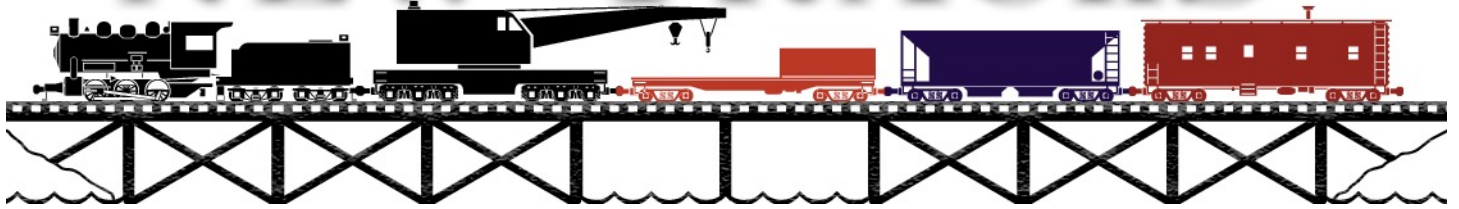
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Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

2018 "S" NASG Best of Show Contest Winner

Wayne Hills

Wayne can be a great Mentor

For those "S" modelers who attended the recent 2018 NASG Convention, a special treat awaited them in the Contest room. A model GP-9 Diesel built by Wayne Hills. Out of the 24 models entered in the contest, Wayne's model won not only a **First Place** in its category but also, **Best in Class**, and "**Best in Show**". It does not get any better than that.

There is only one Best in Show model a year at the NASG Convention so you immediately know just how special the modeler who built this model must be. The other reason the person winning this award is so special is because of the high quality of the contest judging at the convention, led by the NASG Convention Contest Chairman Dick Karnes MMR. [I profiled Dick in a previous article](#) so I know what a talented modeler he is.

I believe Wayne is a very special modeler, and it is my honor to introduce him to you. By the way, a Boxcar Wayne entered in the NASG contest Freight Car category also won First Place in its category. With Wayne as your mentor, you can learn new skills, gain confidence in your modeling abilities, and have more fun traveling "New Tracks". Please meet a great "S" modeler Wayne Hills.

Wayne Hills

History in the hobby:

I literally grew up with trains, both real and model. My father worked for the Boston and Maine Railroad in the signal towers and later as a train dispatcher. My brother, who is 14 months older, received his first American Flyer train set for his first birthday in February, 1954, two months before I was born, so American Flyer trains were part of growing up. We always received some trains for birthdays and Christmas. In 1964, we moved to a house which had a dirt floor in the basement, so the trains were packed away until a concrete floor was poured. About 1968, we found out Gilbert had gone out of business. By then, my father and brother wanted to go in to HO scale, and they did, but I held out. I went into N scale in 1969, which was in its infancy. We actually built a layout in the basement with American Flyer, HO and N scale on different levels, but it was hard to access some things. I eventually capitulated and went to HO, as the N scale engines did not run well, and the motors would stop running after as little as six months. The Flyer was packed away and some of it put in a display case.

I began modeling the B&M in HO, painting and decaling locomotives while in high school. I taught myself how to use an air brush and how to add details and decals. I went to work for the B&M the day after I

got out of high school in May, 1972 as a "cleaner"(B&M's word for janitor) in North Station in Boston. This was supposed to be a summer job as I was supposed to attend college that Fall. I had originally interviewed to become a trainman, but was disappointed to find out that the B&M had a new height requirement of 5'9", and I was 5'7", so they wouldn't hire me. A few days later, I was offered the cleaner's job, so I took it. I won't go into a lot of detail here, but later that summer I found out I was not going to college (baby boomer year, I was accepted at college, but there was no room!), so I wound up transferring into the signal towers and became an Operator. Less than two years later, I was asked if I wanted to be a train dispatcher. I questioned my father sharply about that, as I did not want anything to do with it if he had any influence in this. I wanted to make my own way. When he assured me was just as surprised as I was, I accepted the promotion, and worked as a train dispatcher for 42 years, retiring in December, 2016 after forty-four and a half years of railroad service, but I'm getting ahead of myself.

During my time in the signal towers, I found that I had to model something other than the B&M; I was working for the B&M, chasing trains on the B&M on my days off, and modeling the B&M. It was beginning to feel like I never left work!

In November of 1973, Dad and I made a train trip across the country to visit his friend in San Bernardino, CA. On the way West, we rode the "Rio Grande Zephyr" between Denver and Salt Lake City, and I got hooked on the Rio Grande. After we got home, I began modeling the Rio Grande in HO and HOn3. I acquired some HOn3 brass engines. My brother and I built a large layout in the basement that included some HOn3 trackage. That's when I became disenchanted with HOn3; I had a C-16 2-8-0 that would not pull its own tender up a 1% grade! About 1976, I was in a hobby shop in East Boston, and there was a Tomalco/PFM C-16 in the display case that I had been eyeballing for some time. The hobby shop owner must have got tired of my looking at it, as he made me an offer I couldn't refuse, and I came home with the engine. That began my journey back into S. Shortly after I bought that engine, there was an ad in one of the magazines by this outfit called PBL. They were selling "train sets" consisting of those C-16's, plus several Tomalco wood kits and six sections of Sn3 flex track, for less than I had paid for my C-16. I wound up buying two of those 'sets' and was on my way. Over the years, I have acquired a reasonably extensive collection of Sn3 engines and cars. My love of the narrow gauge came from my father, who visited the Rio Grande and Rio Grande Southern in 1947 and 1950, riding the "Gallopig Goose" on the RGS and the "San Juan" on the D&RGW. My first visit to the narrow gauge came in the Fall of 1976, and I have been back several times since then.

My interest in the D&RGW naturally lead me to model the standard gauge, as well as the narrow gauge. After all, I had done so in HO, so why not in S? This started out as an attempt to just have a small representation of standard gauge to go with the narrow gauge, so I could show the difference in sizes if I ever built a layout. That, in turn, lead to building more standard gauge, and the creation of Marker Light Productions, a company I created to produce brass car sides in S scale. The reason for the company was because I wanted a model of the "Prospector" passenger train, and had found a supplier that would produce nickel plated car sides for me that would fit the American Models lightweight cars. I figured on having the car sides produced and selling off the extra sides that I did not need to help reduce my costs.

I was successful in producing plated sides for D&RGW coaches, and with one minor adjustment to the artwork, I was able to produce C&O coach sides. However, the supplier began to have trouble with the plating, and I wound up looking for a new supplier. At this time, I also let someone talk me into producing the sides in full scale length, as the AM cars were 1 scale foot short. I also let that same person talk me into using a supplier in AZ. In retrospect, I never should have listened. The cost from the supplier in AZ wound up making the project nearly impossible, and the promised 'core body kit' for the sides never materialized, so I wound up with a lot of car sides that I couldn't sell. Then Union Station Products came along with their plastic car sides, and that was the end of the brass car side business. At the same time I started the car side business, I also began producing S scale decals, mostly for prototypes that were available that there were no decals for. This was sustainable until Union Pacific began their "licensing" program. When they started that, I closed my business for good.

Contests: The first contest I entered was at the NASG convention in Altoona, PA in 1994. I built an A-B set of F-7's from Omnicon "kits" that had Wabash Valley shells and Omnicon drives. I placed second in the Amature Class. I scratch built the back end of the A-unit and both ends of the B-unit out of styrene and added other details, but should have gone further. These engines were painted with Floquil paints, now long out of production.

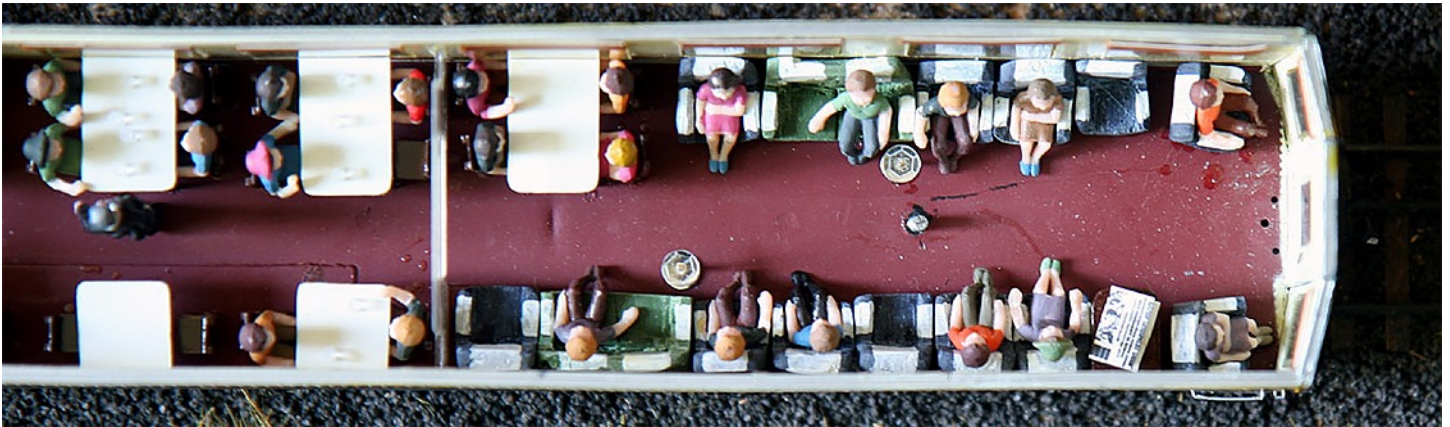


In 1997, the NASG convention was held in Denver, Colorado. I had friends out there. I designed their convention car artwork for a D&RGW 50 foot double door boxcar produced by Pacific Rail Shops. The club had a very large layout in a vacant store in a shopping mall south of Denver, and one of my best friends and I conspired to create a model of the "Royal Gorge" passenger train to run on the club layout during the convention. He would produce the motive power, and I would produce the cars. The only car I had so far was the lightweight coach. I wound up kitbashing some heavyweight cars for the train, including a baggage/RPO, a baggage and a diner lounge, and I painted up an AM 10-1-2 Pullman. My friend Karl produced a PA, an F-3B and one of the unique ex-C&O dome cars that ran on the train. Before the layout was open, I had my passenger cars on display in the vendor hall, and was urged to enter the diner/lounge in the model contest. Scheduling was such that I was able to enter the car in the contest, and also have it operating on the layout, so I did enter the car, although I had some misgivings about that, since I did not have time to add brake rigging and diaphragms to the car. The car did not place in the contest, earning just an Honorable Mention.

This car began life as an AM cafe car. The sides and one end were removed and replaced with scratchbuilt sides made from sheet styrene. With those extra large windows, I had to put an interior in the car. This took a lot more time that I wanted, but the results were worth the effort and got a lot of positive comments.



The lounge section of the car. The seated figures are Circus Craft O scale seated children. The smoking stands are made from sequins and brass wire, and there is a copy of the "Rocky Mountain News" sitting on a table.



Lounge seats were formed from modeling putty that came in different colors. The seats were formed and the putty could be baked in the oven to make it as hard as a rock. Dining tables and chairs were scratchbuilt from styrene. The couple in the lower left has their dinner on Rio Grande china. One has a Rocky Mountain trout and a baked potato, and the other has a steak and a baked potato, all formed from bits of clay and painted.



The kitchen was all scratchbuilt from styrene. There is a cook with a spatula attending to the grille. A buttered bun sits on a plate to his right. There is a four burner stove with a pot on one burner and a frying pan on another. To the right of that is a toaster with two slices of toast in it. To the right of that is a bread box. Another cook is reaching for the cupboard. There is a plate beside the toaster and on the opposite counter. A waiter is reaching for the silver cabinet, which has a coffee pot in it. The plates were made from sequins, with paper glued to them to represent plates. The paper was printed with Rio Grande "Prospector pattern" artwork and a single hole punch was used to make the 'plate'.



In 1998, I began another project to build a GP-9 in the 'as delivered' paint scheme. I obtained copies of official EMD paint diagrams from the late John W. Maxwell. I used those diagrams to create black decals with clear 'stripes' in them. When used as a sort of 'wrap' over an engine painted yellow the 'as delivered' paint scheme slowly emerged.



This was the way the engine looked before I added the number boards. (Left)

Entering the 2018 contest:

Fast forward 20 years. Life had gotten in the way. I had been working as a train dispatcher, putting in a lot of extra hours as we were chronically short of help. I

had changed carriers four times without leaving the office as the commuter service in Boston was passed from one operator to another. My father had passed away, and I was left to deal with issues from his passing. To top it all off, I had fallen flat on my back in February of 2015 while using my snowblower to clear a neighbor's driveway. MRI results in April, 2016 revealed I had broken my neck and crushed my spinal chord in two places. I had successful surgery to repair my spine in September, 2016, but recovery from my spinal chord injury, according to my surgeon, would take as long as five years. By September of 2017, I was doing pretty well, but sitting around the house was driving me crazy. Could I return to building models, or would it bother my neck? I decided I had to try. I began by building some freight cars. I found that I could work on models in two hour sessions, then would have to rest. I built four boxcars; two modified Pacific Rail Shops cars and two Fowler patent Des Plaines cars, one of which was given to me by my good friend Roger in Grand Jct., Colorado.

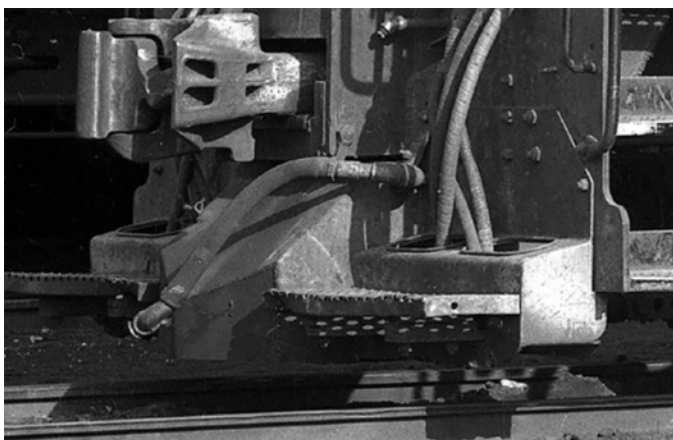


I then turned my attention to the GP-9 I had built 20 years ago. I had always loved that Geep. Could I finish it to a degree that would allow me to enter it in the NASG contest in July? It was now January, and time was getting short. I decided to try. After all, I was retired and could spend as much time building models as my neck would let me. I wound up finishing the model about one week before the convention. During that time, I also wondered about entering one of the Fowler patent boxcars. They had come out well, but I wasn't sure they were good enough to enter. I decided to finish one and enter it. I finished it just three days before the convention started.

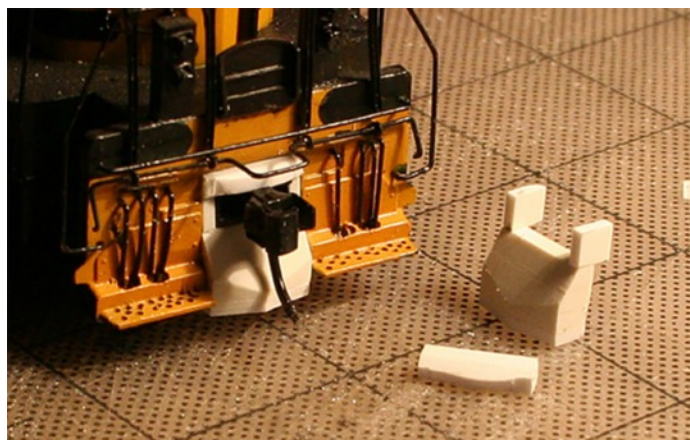
Here is my GP-9.(Next page) I used photos of the prototype to finish the model, adding just about every detail I could find on the prototype. I took photos of the model as I finished it, and included the EMD diagrams and several prototype photos in my documentation for the judges. The results were surprising; I earned First Place, Craftsman Class, Diesel/electric locomotives, plus Best in Class and Best in Show.



One thing that stood out to me was the gaping hole in the pilot under the coupler. The Rio Grande units have a small pointed 'pilot' under the coupler that dips down below the footboards.



The above photo of a Rio Grande GP-9 pilot shows the pointed pilot between the footboards, and you can also see the housing around the coupler, as well as the round holes in the footboards.



I used some Evergreen strip styrene, cutting it to fit and gluing several pieces of .100 x .125 strip together with two pieces of .030 sheet styrene cut to the same size. Then I whittled the block of styrene to shape and used a flat file to get the final shape for a 'press fit' into the pilot. Also missing from the model is the housing around the coupler. This was also replicated from strip styrene filed to shape and glued to the model.

Besides having lighted number boards, I also wanted headlight lenses that were flush with the headlight openings, and also wanted lighted classification lights. I used Plastruct clear plastic 1/8" rod for the headlights, cutting a piece of rod about 1/2 inch long and chucking it in a Dremel Moto-tool. I used a Dremel drill press, a Variac to reduce the voltage to the Dremel-tool to slow it down so the plastic rod would not melt, and a flat file to turn the rod down, checking frequently for a "press fit" in the headlight;



Above: Besides having lighted number boards, I also wanted headlight lenses that were flush with the headlight openings, and also wanted lighted classification lights. I used Plastruct clear plastic 1/8" rod for the headlights, cutting a piece of rod about 1/2 inch long and chucking it in a Dremel Moto-tool. I used a Dremel drill press, a Variac to reduce the voltage to the Dremel-tool to slow it down so the plastic rod would not melt, and a flat file to turn the rod down, checking frequently for a "press fit" in the headlight.

Below: When the piece of rod fit in the headlight I scribed the rod and snapped it. I filed both ends flat and square and inserted the piece in the headlight. When I had all four headlights done, I carefully drilled out the classification lights, and used 1/16" rod for them, once again turning the rod the same as I had done for the headlights. I also filed one end somewhat rounded to simulate the lens of a classification light. My GP-9 now has lighted number boards, headlight lenses and lighted classification lamps.





This photo shows the new pilot assembly in place, along with m.u. hoses made from pieces of brass wire. The coupler cut lever and grab iron above that were made from brass wire. The m.u. stands were made from Evergreen styrene with Detail Associates S scale m.u. receptacles glued to them. The handrails and handrail stanchions are brass details from [Des Plaines Hobbies](#). The drop step is a brass detail from B. T. S. Models.

Other details added were nut/bolt/washer castings to all the grab irons, flush fitting clear plastic windshields, brass windshield wipers, sunshades, scratchbuilt wind deflectors, reflectors on the frame, fuel filler emergency cut-outs, inspection lights over the front truck, air lines on the trucks between the brake cylinders, sand lines on the trucks, and even the toilet drain pipe. I found a brass cab interior in my parts supply, and used the seats and control stand from it to add cab interior details.

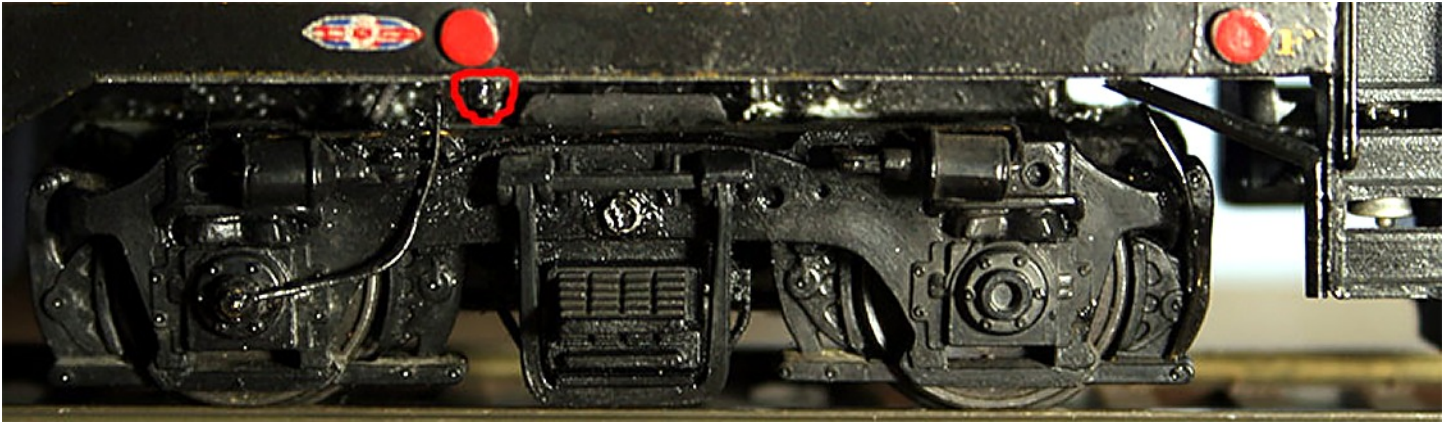


This photo shows the wind deflectors to either side of the cab windows and the control stand inside the cab.

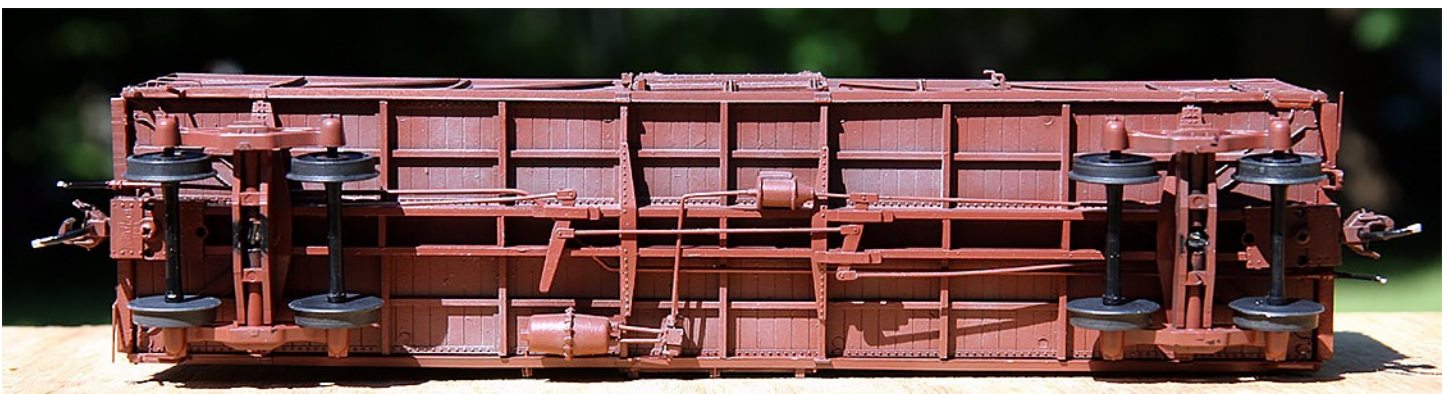
The photo below shows two of the frame mounted reflectors, which were made from styrene rod and painted red. The model has the fuel filler cast in place with a mounting tab in the middle which does a good job of standing in for the fuel filler cap, and the sight glass to the right of that. To the right of the sight glass is the mechanical fuel emergency cut-off. This was made from a piece of styrene tubing glued to the model and painted red. I drilled out the middle and added a tiny piece of brass wire. The square detail to the right is the electronic fuel emergency cut-off, which is cast on the model.



This photo shows the speed recorder, air line between the brake cylinders, sand line, inspection light (circled in red) over the truck, two of the reflectors and the builders plate.



Here is my Fowler patent boxcar. Besides following the article in [The S Scale Resource](#) magazine, I added details for the roofwalk end supports, a fourth lower door guide scratchbuilt from styrene, underbody brake details came from a Des Plaines Hobbies No. 426 brake details for 40 foot former Pacific Rail Shops cars and a trainline pipe made from brass wire. I made my own decals for the car, using a font that I made for D&RGW stencil lettering and for the "Rio Grande". Paint was PBL's Star Brand "D&RGW Freight Car Red".



Trucks are Des Plaines Hobbies 50 ton friction bearing trucks. Weathering on both models was done with chalks. I had trepidations about entering this car because the Freight/MOW category is usually the

The S Scale Resource October/November 2018

toughest, given the number of entries. Much to my surprise, I earned First Place, Craftsman Class in that category. I used the article in *The S Scale Resource* as a guide during construction, and also an article in *Railroad Model Craftsman*, along with photos I had taken of the cars on display in Antonito, Colorado and plans drawn by a friend in Colorado. Quite a few details were added, including underbody brake detail. Everything was photographed during construction and used in my documentation.

Documentation for my GP-9 wound up being 24 pages, and 17 pages for the boxcar. Don't assume the judges know everything about your railroad or model. It is up to you to guide them. I learned that from my previous experiences entering contests.



When Saturday morning came during the convention, it was time to pick up my models. The judging had been completed the night before, and I knew the models would be in the contest room with whatever awards they had won. I procrastinated in going to the room, standing around the Registration room and chatting with other attendees. I was getting up my

courage to head down to the contest room when I saw one of the club members come out of the room and head towards me. He saw me and asked "Have you been to the contest room yet?". I replied, "No, I'm afraid to go in there.". He smiled and said "Well, I think you should go in.". So in I went, and was I surprised. Two First Place ribbons, a Best in Class and a Best in Show!



I asked club member John Korajcyk to take my photo

I took pictures of all the winning entries, then carefully picked up my models, ribbons and award certificates. On my way out the fellow in charge of the contest told me "I want you to know this was no 'drive by shooting'. The judges were in there for four hours and forty-five minutes last night and went over everything, and went back and forth many times.". I was glad to hear that. He then told me "I hope you don't mind similar trophies.". Trophies? What trophies? I hadn't been to a convention in 20 years. The only awards back then had been a ribbon and a paper award that gave you bragging rights. That was what I had received. I didn't expect anything more. I was very surprised at the banquet when the awards ceremony came. Each of us who had won Best in Class received a very nice mantle clock with a plaque on it.

Tommy Robichaud, president of the club and Richard Karnes handed out the awards. As I shook Dick Karnes' hand he whispered "Don't go too far", so I sat at Tommy's place at one of the tables. When my name was again announced for Best in Show, Tommy opened the box and showed the audience a beautiful larger mantle clock. I was nearly speechless! After the banquet was over I couldn't resist getting out my GP-9 and taking a photo.



Here I am with the models I've entered in contests over the years.

On being a Mentor

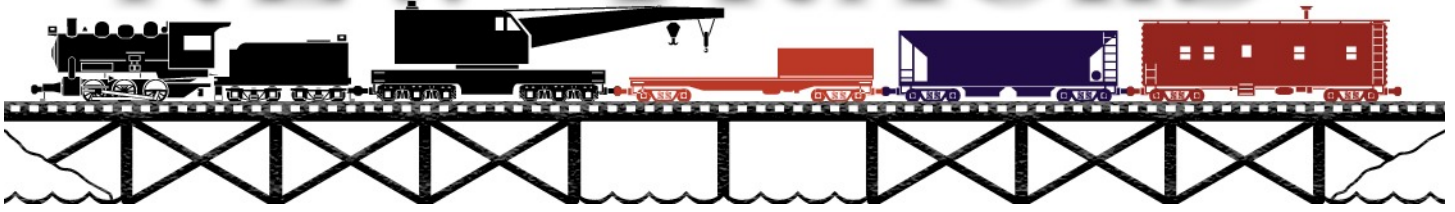
In a way, I have been a Mentor most of my adult life. On the railroad, the way you initially learned how to do a job was "on the job training", in which whoever was working that particular job taught you. I was very fortunate that I had some gentlemen teach me that learned their profession back in the 1940's and 1950's and had plenty of experience and patience. It then became my job to 'pay it forward', teaching the people who became train dispatchers after me. The most gratifying experience in that regard was when I started to talk about retiring, and several of the young people in the office made no bones about telling me "Noooooooo!!! You can't retire!! We have too much to learn from you!!" I don't think you could ask for a higher compliment. Besides mentoring at work, I have always tried to mentor in modeling, answering questions, whether it be about model construction, prototype operation and/or information, track planning or whatever. It is something that I enjoy doing.

If I can help you in your modeling please contact me at Wayne.Hills@sscaleresource.com

Thanks Wayne, In my opinion any "S" Modeler who builds models or wants to build models should contact Wayne. All of us should feel grateful that a modeler with his modeling knowledge, experience, skills, and confidence is available to be our mentor. It is rare that you can learn from a true contest winning "Best in Show" master modeler. Please take advantage of this opportunity.

Lastly, thank you Wayne for wanting to be a part of my mentor project and sharing your modeling abilities and experiences with us.

NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

Monster Modelworks “New Tracks” contest winner’s Model and his Mentoring comments

This is one of the Contest Winners follow up articles I promised to provide. I am very pleased about the results of this mentoring effort by both the company, Monster Modelworks, and the modeler, John Robertson. It is exactly the kind of result I was hoping for when I started this “New Tracks” series.

When I asked Jimmy Simmons, the owner of Monster Modelworks, to comment on his experience in Mentoring his contest winner, John Robertson he said: “It was fun, and John Robertson is a great modeler.” Words of praise from Jimmy pretty much says it all.

Jimmy, thank you so much for being a part of my mentoring project and demonstrating your commitment to helping modelers achieve their modeling dreams. You were so gracious about being a part of my mentoring program.

I am so sorry to see you sell your company and remove yourself from manufacturing great models in S Scale. We all thank you for all your great contributions to our hobby. Thank you Jimmy, I will never forget seeing your first brick basswood sheet arrive in the mail. Fantastic creative work.

I was pleased that Jimmy enjoyed this project, and therefore, I wanted to know how the Contest Winner, John Robertson, felt about the experience. John told me:

“The mentoring program you have initiated is a wonderful resource for both new and seasoned modelers. I was able to work with Jimmy Simmons of Monster Modelworks.

I received a neat little laser cut building called Brick City Jail in S Scale which is the scale I model in. Jimmy did an initial phone call with me discussing the process of construction, and took me through some initial painting techniques to prepare the building for weathering. He advised me of which weathering products he felt would give us the best end results.

I have modeled trains for many years, but had no real skill at weathering buildings in the way that we all see in magazines. I needed a mentor to bring me to that next level. After I did the initial painting and applied some used brick Bragdon weathering powders, we decided to do a FaceTime session so Jimmy could demonstrate the different techniques he uses to really make a structure come into its own.

He used a sample of the exact building I was working on to show me the different steps of the process. I found it helpful to take notes of the process in a sequential order so I could refer to them later. Jimmy walked me through all the different steps of weathering and finishing the model. Once I completed the project I sent

him pictures of the building so he could critique my results and give me a few pointers on how to tweak a few minor changes.

I found the whole process to be very rewarding. Essentially, I had a professional modeler give me one on one mentoring that you would normally get at a train convention clinic. I think anyone can benefit from a mentor in improving whatever level of modeling skill you are at. I hope to be able to mentor a few modelers in the future from what I have learned from this whole experience.”

Thanks John, I am sure John will have the opportunity to mentor many other modelers. His profile is in a previous “[New Tracks](#)” article in this magazine.

But speaking of winning, I am also pleased that John won Three (3) First Place awards in the Amateur Categories of: Structures, Diesel, and Traction, at the recent 2018 NASG convention. I appreciate Dick Karnes MMR, the NASG Convention Contest Chairman, for providing me the contests results. By the way, Dick is also a fantastic mentor. [I profiled him in a previous article in this magazine.](#) I hope in the future other Contest Chairman provide me information so I can profile the winners. Thanks Dick. Three First Place wins in three different categories in the same contest is not easy to achieve. Congratulations John for building those great models.

I asked John to tell me a little about his three contest winning models. He told me: “The freight motor car that won First Place Traction, is based on a Hoquat Hobbies, Chicago North Shore and Milwaukee Railroad Express Car. An AF Baldwin switcher chassis was lengthened and a Sagami motor with Brass flywheel and Digitrax decoder and directional lighting was installed. The “Critter”, that won the First Place Diesel award, was based on an article in [The S Scale Resource June/July 2018](#). An AF Baldwin shell was spliced and S Helper front and rear pilots were installed. An S-N-S 12 Volt motor and Digitrax decoder with directional lighting was installed. The “Car Department Office”, that won the First Place award for Structures, is a representation of a car in Norrh Fond du Lac, WI . It is created from an AF 638 caboose.” Nice modeling and a very creative use of existing model bits and pieces to create award winning models. Congrats again John.

To contact John Robertson, please email him at john.robertson@sscaleresource.com.

I am pleased that the Monster Modelworks contest was successful for both the Manufacturer and the Contest Winner. It is obvious that this experience took Jimmy Simmons and John Robertson down some “**New Tracks**”. I know Jimmy is extremely busy trying to sell his company and start a new job, but I hope in the future, when Jimmy has time, I can profile him in one of my articles and have him share his modeling skills with all of us. Good luck Jimmy. I look forward to your future modeling contributions.

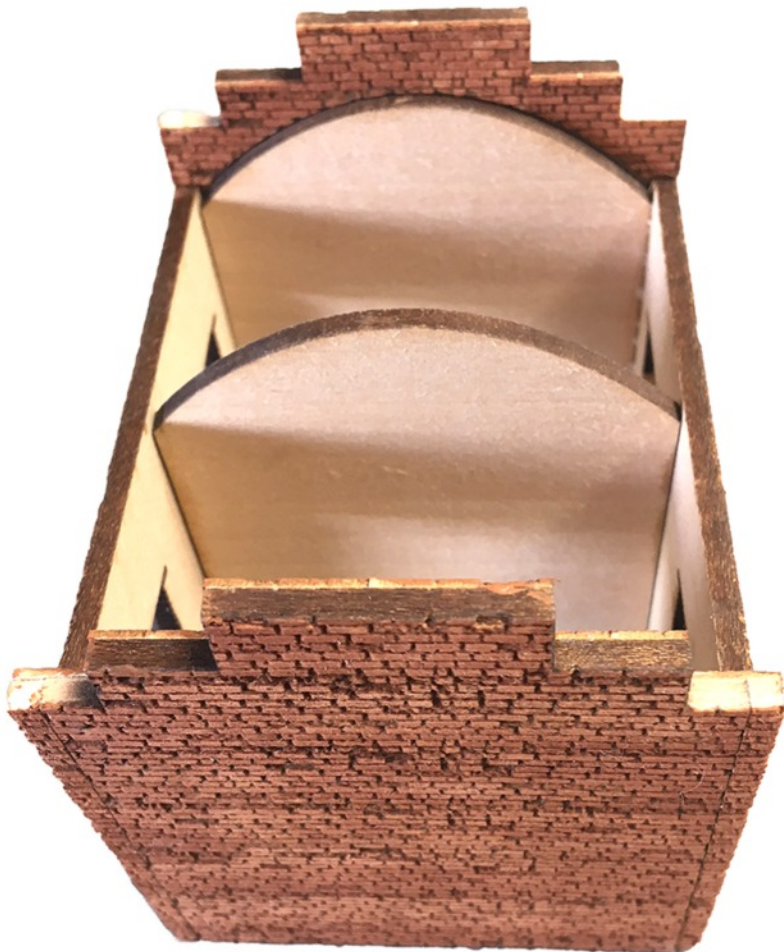
Well that’s it for now, my workbench is calling. Thanks for reading this far and have fun going down “New Tracks”



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NASG National 2018

Hosted By

The Bristol S Gauge Railroaders

By Glenn Guerra

This year the NASG National was hosted by the Bristol S Gauge Railroaders in Boxboro Massachusetts. The club did an excellent job on the show. Boxboro is a far out suburban area of Boston and motels are pricey in that area. The Boxboro Regency was a good choice for the convention location and the room rates were very good considering the area. They had plenty of activities planned and many of the convention goers took part in them. There were activities all day long for the women who were not particularly interested in the model trains. All and all it was a good convention and well run thanks to the efforts of the Bristol S Gauge Railroaders.

The Bristol S Gauge Railroaders club has been around since the beginning of time in S gauge modeling. Their club was formed in 1948. S Scale, or 3/6" to the foot modeling, got going in the 1930's by Cleveland Model Supply and was called C-D Gauge. Other manufacturers soon followed. Hats off to the Bristol group for their long existence.

The S Scale Resource was at the show and Jeb Kriigel and I had a lot of fun. We took some photos of some of the show and here they are.



This year the silent auction had a lot of stuff in it. The auction was held a few times each day so you knew if you got the item. If not, you could bid on things for the next auction.



Ken Zieska from Minneapolis was running a clinic called "Make It Take It". He has building kits designed specially for the clinic. You buy the kit and build it at the show. Ken brings paints and glue. This year they had a nice room set up where they could work. This is a nice feature of these national shows, and the people who participate have a lot of fun.



The S Scale Workshop from Canada brought a number of modules to the show. This is a view of some of them. They do some very nice model work, and it is always good to see what they have. Some of the modules go home and back to the home layout of whoever built it. The track meanders around so modules are not always interchangeable, but it makes the layout look nice.



This farm scene was on the S Scale Workshop module layout from Canada.



Here is a production for you. The Canadians were taking pictures of their module layout and were holding up the blue backdrop for the photos.



This nice elevator complex was on the South Jersey S Gaugers module layout. Many of the module club layouts have a lot of nice detail like this. These clubs also promote the S Gauge hobby to people.



The North Penn S Gaugers had a nodule layout set up at the convention. It takes a lot of work to make these modules, and even more work to bring them to the shows. Many of these layouts can only be seen at shows since there are few of them that have permanent homes.



Steve Wolcott from Pre-Size Models was at the show. Steve purchased a line of resin cast bridge piers and other stone work. Since that time, he has been actively expanding his line and has ventured into rolling stock. His first project was a Harriman style roof for American Models passenger cars. At this show, he had a new resin Enterprise drop bottom gondola kit. Coming to a show like this enables you to see the products and meet the people who make them. The gondola proved to be a popular item.



Jim Kindraka from Michigan had a few tables. He is having a laugh with one of the people at the show. These shows are always a good time to visit with people.



The people from Trains and Trooper in Mt. Vernon, Maine were at the show with the building kits they offer. Here they are showing one of their structures. They also have many other products to see.



Des Plaines Hobbies was there with many full tables. They produce some of their own S Scale line under the name of S Scale America, as well as, carrying other S Scale product lines.



Will Holt, in the red shirt, is the current president of the NASG. He spent some time at our table talking with Jeb Kriigel, our advertising manager.



Dave Blum of Pikesville Models sells a lot of pre-owned models, and is also heavy into American Flyer collectibles.



Dick Karnes, who is the NASG contest chairman, is passing out the awards on Saturday morning. The NASG has standards for how the models are to be judged and establishes the categories. Dick helps the local people with the administration of the contest. There are many categories, so whatever you bring, you will be judged along with others of similar abilities.



This small diorama was built by Steven Allen who also built another module for the show. Steve received 2nd place for this diorama.



Steven Allen built this diorama also and won 1st place for it. It looks like he has a lot of fun with these small dioramas.



Norman Bos built this nice model of an Army hospital car. He won 1st place for this model.



Well, that is about all the space I have for coverage of the 2018 NASG National Convention. The Bristol S Gaugers who hosted the show did a great job. If you are not already an NASG member, I would recommend it. There are a lot of members who attend this show and a good time is had by all.



Green Mountain Railroad ALCO RS1 #405 at Bellows Falls, VT. This engine is former Rutland Railway #405 and it is the oldest engine on the GMR fleet.



Following page: Detraining for the photo run by during the excursion.





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MORE NASG CONVENTION

Photos by Jeb Kriigel unless noted

Glenn Guerra was not the only person from *The S Scale Resource Magazine* at the convention. We asked Jeb Kriigel, our Advertising Manager, if he would also like to go and get aquatinted with the members and vendors. Jeb took advantage of some of the site tours and had a wonderful time. Here are some shots from the Green Mountain tour and convention.



The photo line during the photo run by. Recognize your "caboose"?



Train route follows the scenic Connecticut River.

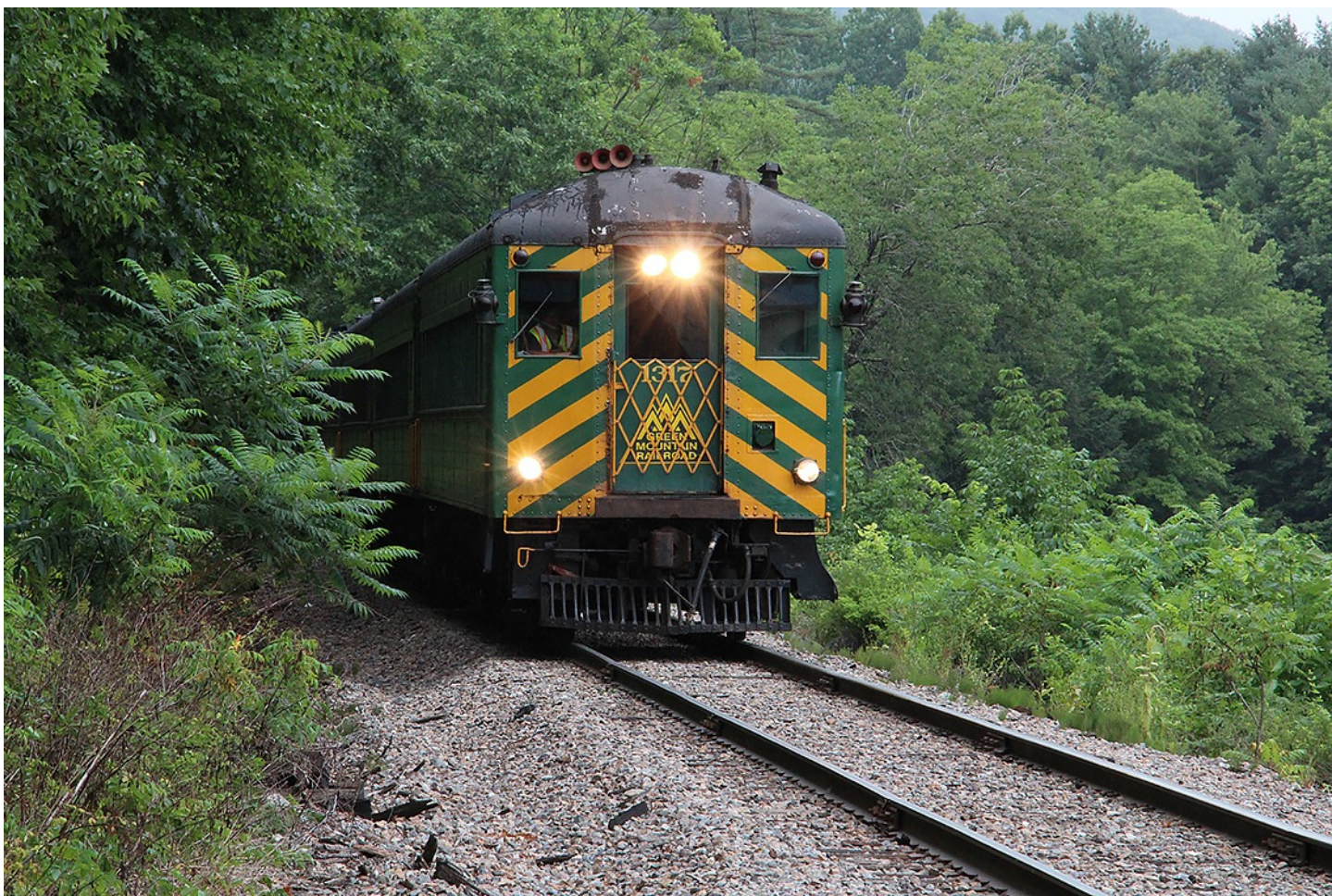
*Next page top: Scenic waterfall as seen from the excursion train.
Next Page bottom: New England (Vermont) as seen from a high trestle.*



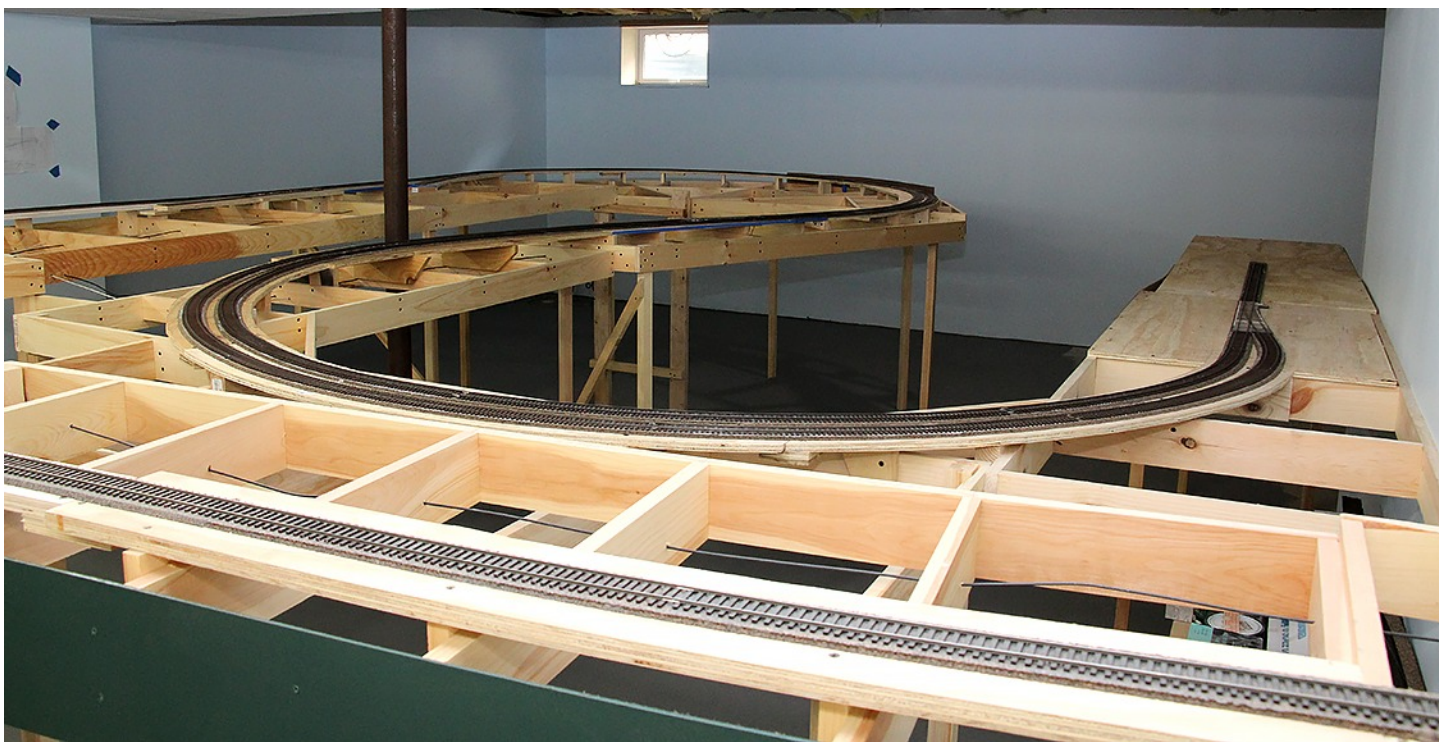
THE FOLLOWING PICTURES WERE TAKEN BY BILL LANE. HE SHARED MANY PICTURES OF THE CONVENTION AND TOURS WITH HIS FACEBOOK GROUP AND OTHERS. WE THOUGHT WE WOULD INCLUDE A FEW HERE AS WELL. THANKS TO BILL LANE FOR ALLOWING TO USE THESE BEAUTIFUL PHOTOS.







The following images are from Bob Frascella's beautiful layout. [See more on his FaceBook page: The D&H In S scale in 1977](#)











Below: Andy Malette, Ron Kemp, Bud Rindfleisch





Above: Jim Whipple looks happy.

*Below: Ed Conner, Glenn Guerra, Simon Parent, Jeff English, Andy Malette, Claude Demers & ?
(If you know, let us know.)*



IMITATING LIFE... WITH A LITTLE HELP FROM 3D PRINTING

By Jim Kindraka

Photos by the author (unless otherwise noted)

“Modeling” can be defined as the craft of creating a three-dimensional representation of something, typically on a smaller scale than the original. Many of us apply that to trains, taking drawings or photos off a prototype railroad and working to make a “three-dimensional representation” as accurately as our skills and materials allow. How complex a model we can craft will always vary. The relatively recent development of 3D printing techniques has opened some possibilities to challenge skills by increasing the array of materials. This is the story of one.

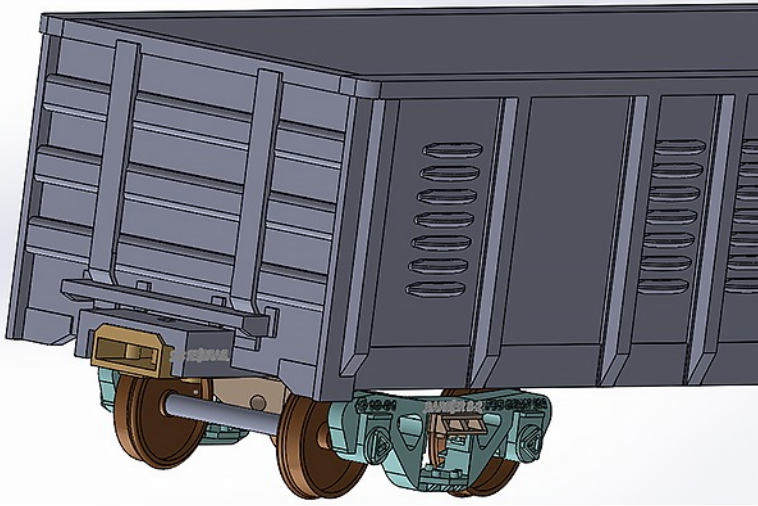
A few years ago, my friend, Glenn Guerra, called me about some freight cars that were sitting on a rail siding in Plymouth, Wisconsin where we both lived. The Wisconsin & Southern Railroad (WSOR) was rebuilding an abandoned C&NW branch. The branch originally had connected the Milwaukee Road in Plymouth with the C&NW in Sheboygan, running about 16 miles from Plymouth east through the towns of Sheboygan Falls and Kohler on the way to Sheboygan. A quick aside, a short article on the interesting junction in Plymouth was written by the late Gordon Odegard and appeared in the July 1960 issue of *Model Railroader*. This day, Glenn was out photographing the cars as he could get “up close and personal”. One gondola carrying new ties really caught his attention, and MP 642902 is shown here from some of Glenn’s photos. I thought it would be an interesting model to build.



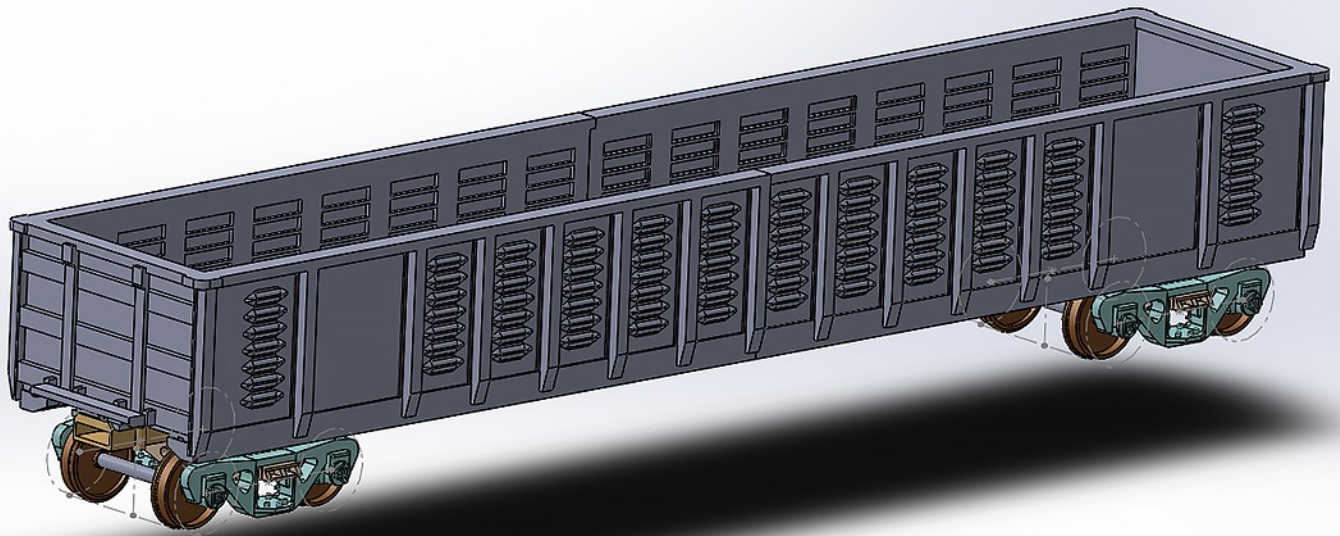
The prototype Greenville gondola that started the project, MP 642902, sits on a rail siding in tiny Plymouth, Wisconsin in July 2015 having delivered a load of ties for a Wisconsin & Southern RR branch line rebuilding project. Additional photos of the same car can be seen in an earlier article in The S Resource. That article appeared in the [June/July 2016 issue](#). Photo by Glenn Guerra

Some quick research revealed that a drawing of the 70’ version of this gondola had been done in the December 1984 issue of *Mainline Modeler*. The cars were built by Greenville Steel Car Company beginning in 1979. Glenn’s photo was a 52’ 6” version and there are plenty of photos in on-line Internet sites, but no specific 52’ car drawings. Those sides, with their corrugations, are really interesting, but how to accurately model them? The project remained on the shelf for some time, never totally forgotten, but certainly lacking the right material to build it. Then came the world of Solid Works and 3D printing.

I got to know Scott MacKenzie last year. His modeling interests were around steel mills, and we exchanged a lot of useful information. Scott draws in Solid Works and helped me with a 3D drawing for a unique express truck I had been trying to build. He asked about something “more challenging” and I passed along the information I had on the Greenville gondola. Scott developed a drawing for the car almost overnight!



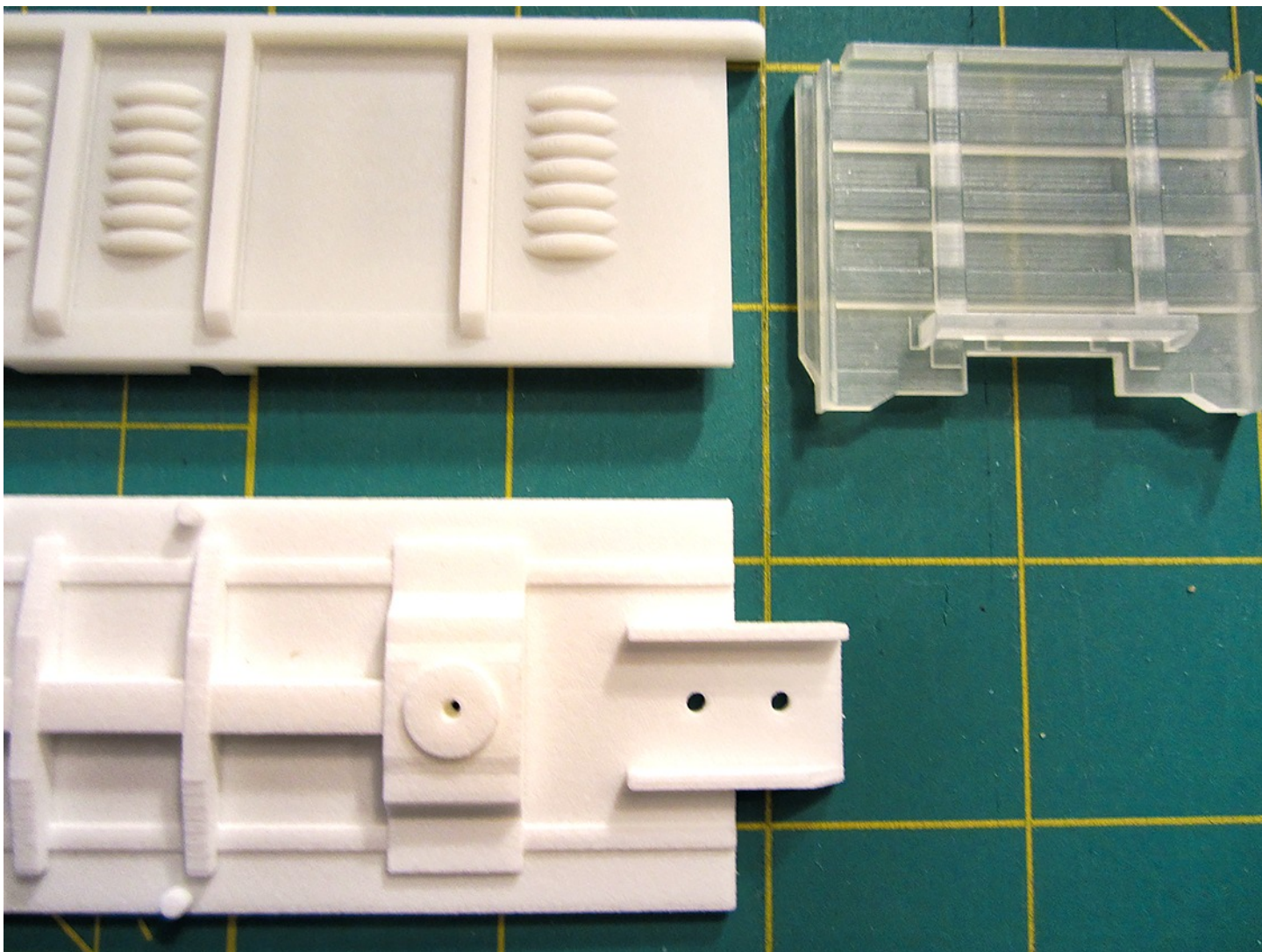
A couple of the initial drawings are shown, and we went back and forth to adjust things and get the drawing as close as we could. The Greenville gondola is unique in that the sides are a sandwich of two steel plates embossed with corrugations. On the outer plate you easily see those corrugations bumping out. On the inner plate that lines the cars interior, the corrugations also bump out, but they do not necessarily match those on the exterior. Getting those placed correctly took several iterations...



Above: Here are a few of Scott MacKenzie's early drawings of the Greenville gondola model. Photo 2 shows the gondola before work was done on the interior detail. In Photo 3, the interior detail is taking shape. There are still several adjustments and corrections to be made. Drawings courtesy D. Scott MacKenzie, PhD.

After we were satisfied with the drawings, Scott turned them into files that could be read by a third-party 3D production company. For this model we could use Shapeways as the commercial producer. The 3D portions of the model consist of two ends, two sides and a floor/under frame. The floor could be made using a slightly less expensive process called Selective Laser Sintering (SLS), but the sides and ends required a better finish for painting so the SLS process was used with a more expensive Fine Detail (FDP) material. The cost for producing the five 3D parts at Shapeways was \$110.

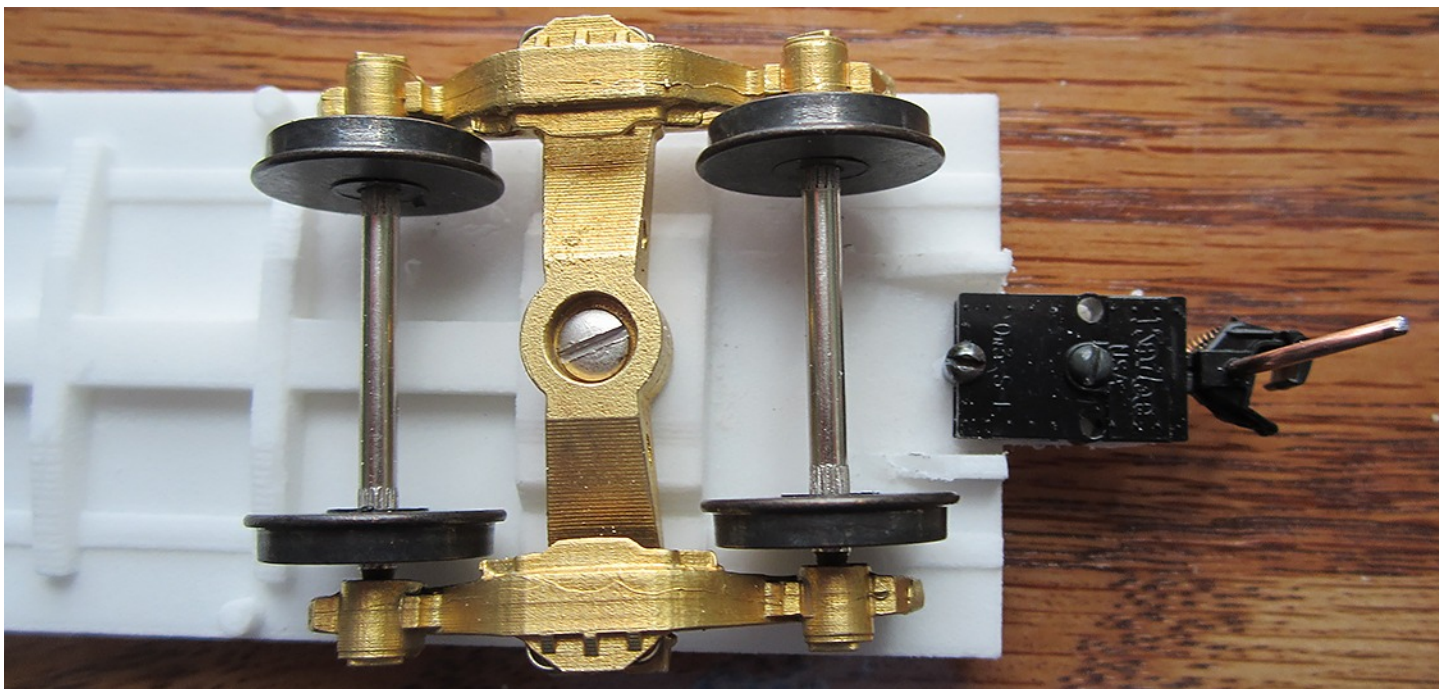
The photographs and captions accompanying this article show some of the parts as the project progressed, and also construction as the finished 1:64 models took shape.



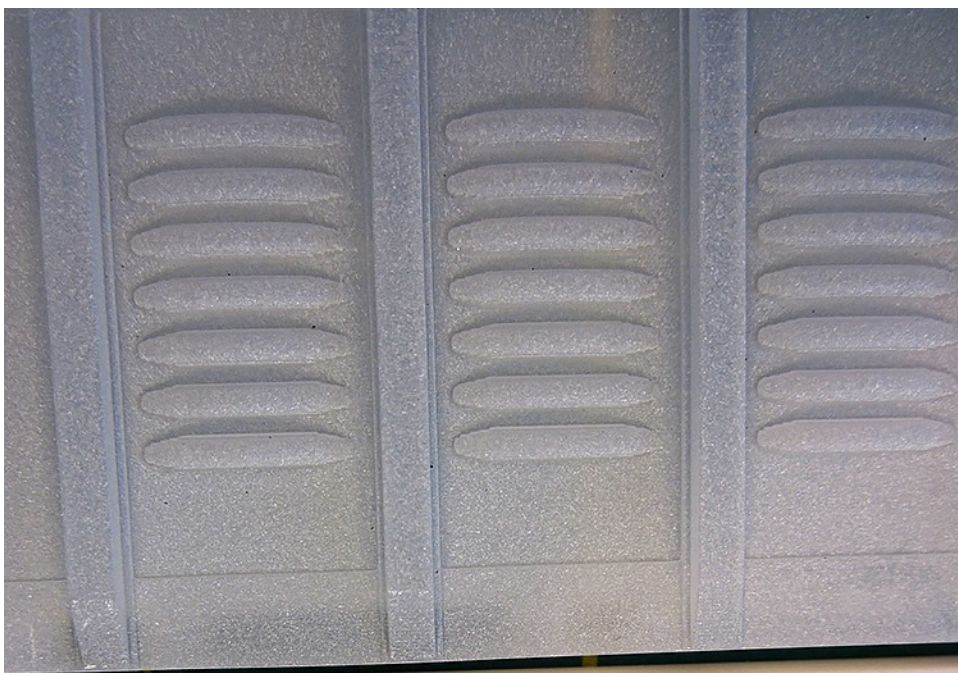
A photo of the initially produced 3D parts. Details came out nicely and both the end and side could be painted without further preparation. The floor, made via a sintering process, has a rough texture. Since it ultimately won't be highly visible on the finished model, that was deemed acceptable – and less expensive!



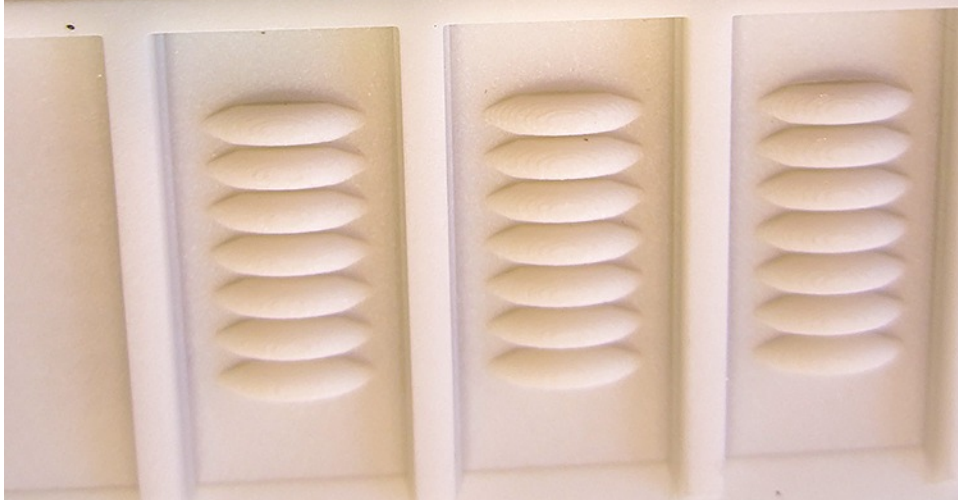
Construction of the initial prototype model. Form and fit for the parts was excellent, the joints were all snug with no gaps or unsightly seams. If you look closely, you can see that the interior corrugations are not completely in line with the exterior features. This was corrected before any further 3D parts were printed.

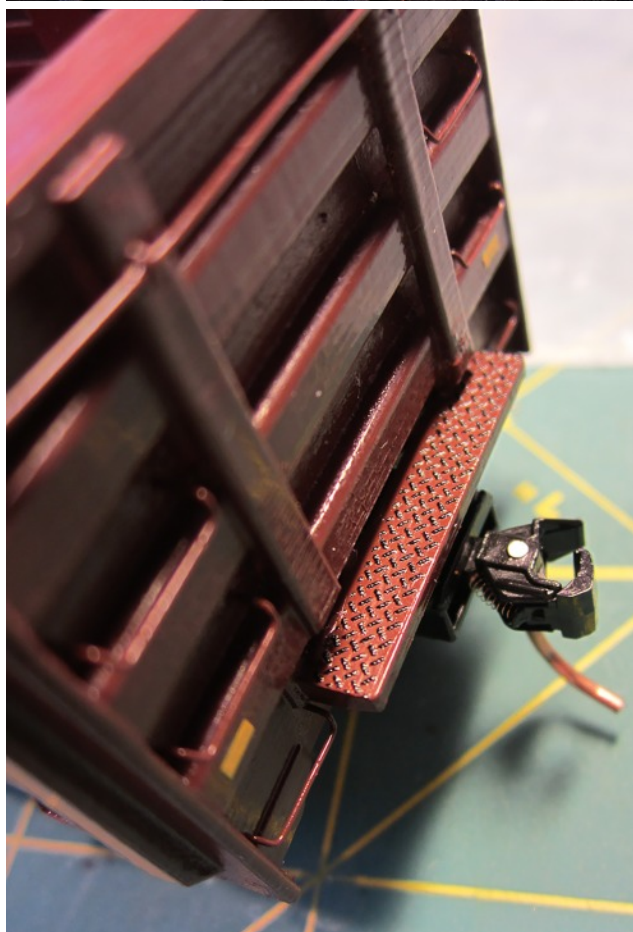
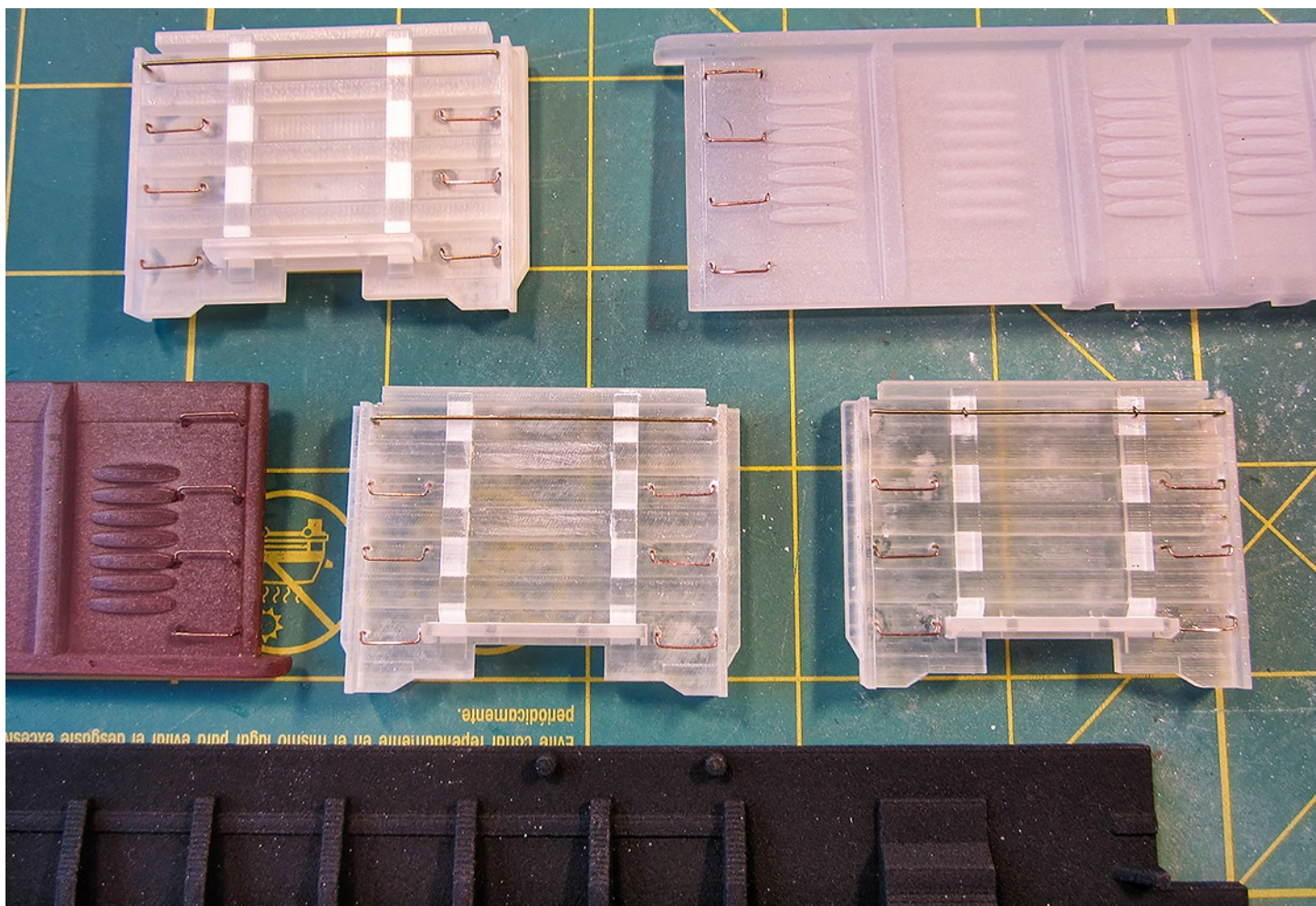


Above: Test fitting of the trucks and coupler. The prototype cars all employ 36" wheels so the model was designed to be the correct coupler height using scale 36" Code 110 wheel sets in the trucks.



Left: The first side printing is on the bottom and the new side with enhancements to the side posts and exterior corrugations is shown on top.





Above: With all the corrections made, enough parts were printed to build three cars. This is a photo of the last set of parts after the grab irons were installed. Modifying the exterior corrugations, see photo 7, resulted in some of the grab iron mounting holes being right at the corrugations edge. This made measuring and spotting the hole very easy, but did add some challenge to drilling it. Additionally, Shapeways offers their SLS process in black material so that was chosen for the floor to save painting.

Left: After painting the model, a small piece of Archer Diamond Treadplate decal transfer was used to simulate a walking surface on the brake platforms. The tread plate could also have been applied prior to painting.



Here is a picture of the initial prototype following completion and application of decals. I used a Missouri Pacific font and created appropriate decals which were printed by Don Tichy. The herald came from a Microscale HO set. I have seen prototype photos of many of these cars still in service with MP reporting marks. Some now sport Union Pacific shield heralds, but retain the MP markings.



Above is the final model, numbered the same and lettered in a similar fashion to the prototype photo Glenn took back in 2015 below.





THE **S** **SCALE**

RESOURCE

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INDIANAPOLIS O SCALE AND



S SCALE MIDWEST SHOW

COME TO INDY AND KICK OFF YOUR MODELING SEASON!

Our second Indianapolis O Scale & S Scale Midwest show has come and gone. Again this year we used two ballrooms at a combined area of 18,000 square feet. After feedback from last year, we combined the layouts with the dealers and changed the entrance so the flow would go into both rooms.

The S Scale contingent was there with more dealers and scale modelers than our first year. Stay tuned to sscalemidwest.com as we finalize next year's show.



Larry Morton from [Tomalco Track](http://TomalcoTrack.com) was there with his line of switches, track and accessories.



[Des Plaines Hobbies](http://DesPlainesHobbies.com) displayed an S Scale 3 unit car body Maxi-Stack IV of a Greenbrier Leasing intermodal car. Tooling is underway for the articulation units and final details. The tooling is completely American made with assembly done in China. The Maxi-Stack IV is the mainstay of the United States domestic double-stack car fleet because it provides the optimum balance between tare weight and capacity.



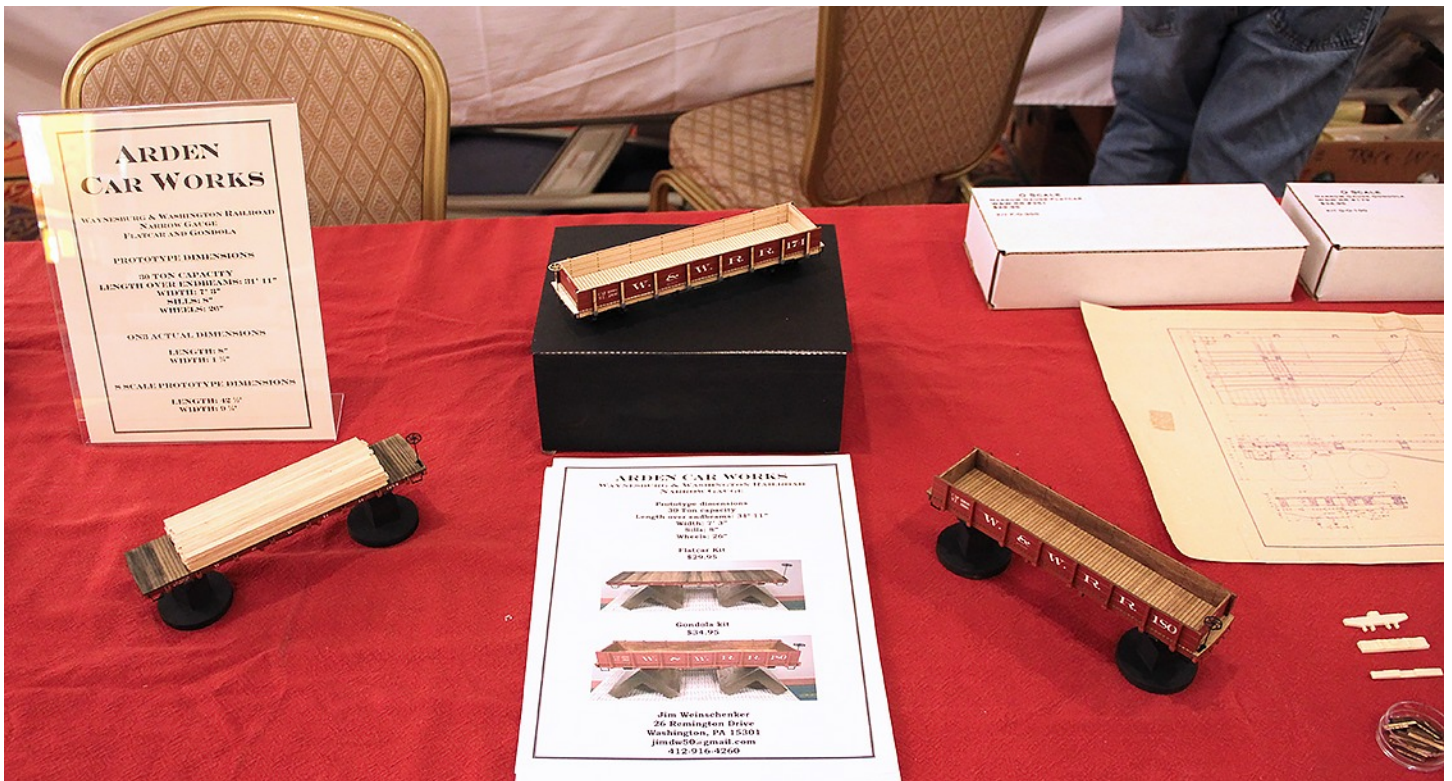
It is a three unit, articulated double- stack car that can handle containers 20' to 53' long in the well and containers from 40' to 57' in the top position. A summer, 2019 delivery is expected.



Brian Jackson from Jackson-Standard was showing his new truck designs.



Just a sampling from Dave Blum and Pikesville Models



Jim Weinschenker of Arden Car Works was showing his new products.



We tried something new this year. In place of clinics we had “presenters”. People at their tables during the show demonstrating. In this way, you can sit and watch, ask questions and see just how to do what the presenter is doing. It is easier to talk and show people how things are done. The feedback was outstanding. People really liked the format.

Ken Zieska working on model building.



Glenn Guerra spent his time showing the different types of soldering tools and accessories while working on a [Des Plaines Hobbies](#) RS-1 brass kit.



Bryan Vianco from [Streamlined Backshop](#) was showing the different DCC programming options including JMRI, ESU and others.



Marty Vaughn, front left, is the prototype figure for Allen Pollock's *Fun & Games*. Marty had a good crowd both days demonstrating his techniques for painting metal and plastic figures.

This was the one area we had requests for a clinic. This format was so much better and relaxed.





Lots of interest in kit building and soldering.



Portland Locomotive Works was in attendance showing their wonderful new models.



Steve Wolcott, *Pre-Size Model Specialties*, had new GS gondolas on his table along with other new products.



Need brass parts? *River Raisin* has them.



Speaking of [River Raisin Models](#), Dan Navarre had the last of their Berkshire models on display along with the Railway Express Agency 54' Steel Welded Express Refrigerator Cars. See their ad in this issue for their new upcoming Pacifics.

Always great to see Tom Marsh (Overland) at the show.



Matt Gaudynski from Fox Valley Models was there showing his product line.



S scale is alive and well.

Building A Resin Kit

Adventures in painting

By Glenn Guerra



This is a basic Funaro and Camerlengo kit. Other resin kits are very similar. The masters are usually made of styrene, although rapid prototyping is also being used. The master is cast in rubber and that mold is used to cast the copies. This kit is relatively easy to assemble into a good looking model.

I will start by admitting I like to build kits. Building them is not for everyone, and if you are one of those people, don't stop reading yet. This article is more about painting the model than building it. I have been experimenting with paint and paint techniques again. Some of this will apply to any model.

When I was at the NASG National in Boston this summer, I saw a kit of a Pennsylvania Railroad low side gondola. The kit was made by Funaro and Camerlengo. I like their kits and built their New York Central gondola for a previous article, so I purchased this one. I also like this era of freight car so that was a plus.

Before I get started let's talk about my view of kits. I have built very few kits that I did not do something extra to. For me, that is the fun of building the kit. Because of this desire to add detail or modify a kit, I look at them as a starting point. This is similar to the discussion of whether your glass is half full or half empty. I don't look at a kit to see what is wrong or not quite good enough. Instead, I look at it as, what am I getting that I can work with? Using this kit as an example, I see some parts with some good detail on them. The sides and floor are well detailed and will look nice when painted. I could not scratch build these parts for what I paid for this kit. The resin material is not hard to work with, and that is a plus. There are some things I did not care for on the underframe, but that's part of kits. The center sill on the model is cast solid and not two sills like a prototype car would be. There is also no flange on the center sill. This is part of life when looking at these kits. To add the details I mentioned would add a lot of cost and complexity to the kit. At this point, you need to ask yourself is this really necessary? For a contest model it would be. For a model to put on the layout, probably not. This car has deep side sills and at any viewing angle, you will not see much of the underframe. The shortcomings of the underframe were negated by the reality of what I want this model for, the complexity of the kit, and the cost of the kit.

One last point before I go on. Ready to run models are great; however, there will always be a limited variety of them. The cost of the tooling and assembling them will assure that a limited variety will be available. So what does this have to do with kits? Kits add variety to your layout. One time Dan Dawdy and I were looking at someone's layout and Dan was admiring the freight car yard. I made the comment that it looked good and Dan agreed. Then I asked if he knew why it looked so good. His answer was they were all expensive brass models. That's not why. Ready to run models have as good a detail as most brass models. What made the yard look good was that the cars were all different. They were all painted so you could not tell they were brass models, but they were all different. I convinced Dan that he needed to start adding some variety to his car fleet. Kits are an answer to that. I put a lot of extra work into the kit in this article, but you don't need to. If you just built it the way it was, and put some paint and decals on it, you would have a different car on your layout. After Dan built a few kits and put them on his layout, he could start to see the difference. If you don't build kits now, try a few and you will see what I mean about adding variety to your layout.

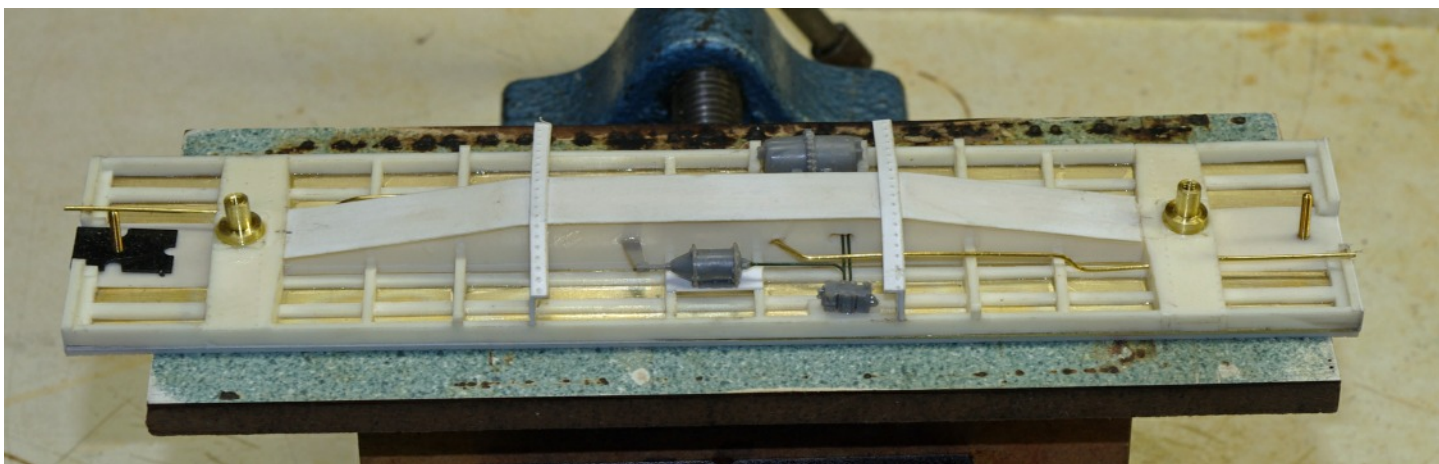
Enough grand standing, let's get to assembling this kit and some painting things I am trying. I have been looking at what people are doing with plastic airplane and military models. The painting is what is interesting to me. They have some techniques that really bring out small details. This does not need to be heavy weathering as this often hides detail. One of the techniques they use is what they call panel lining, and there is a special paint used for this called panel lining accent paint. It's a very thin black or dark brown paint that will seep into cracks. What it does is highlight these features by creating an artificial shadow that you would see on a full size car. The technique is to apply the lining paint and let it dry. Then take it off with a cotton swab dampened with thinner. This removes it from the high spots and leaves it in the cracks to highlight them. This was the first time I ever used this technique, and I will show you how it came out and what I need to work on. The other technique they use a lot is a wash. Washes are basically thin paint that is applied and then rubbed off part of it while it is still wet. This technique adds some tone variation to the model because the wash is thin and the base color shows through. One last point before I get to the photos. These techniques rely on some differences in paints that are important to consider. I will get into more of that with the photo captions. So let's get started.



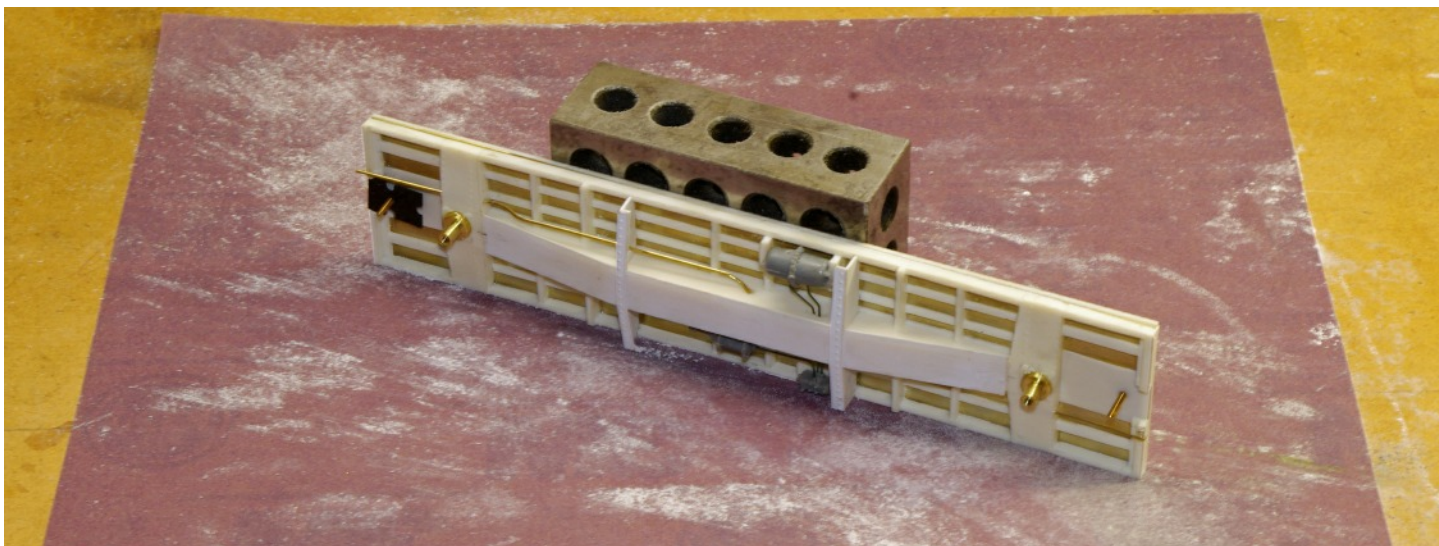
Resin kits are almost always cast in one sided molds. What this means on a car like this gondola is, the inside will be smooth with no detail. This is part of life and the way it is. Since I like to build kits and add detail to them, this seemed like a good place to start. The outside of this car has good detail and wood grain showing. I wanted to do some of that on the inside. I was going to scratch the wood grain on the inside. To do this, I gave the sides a light coat of gray so I could see where I was scratching. On the top piece I scribed some pencil lines where the individual boards would be. Then, using a straight edge and the back to the knife, I scribed in the board lines. The next step was to scratch in some wood grain. The grain you see in a board has a lot to do with how it was cut. A flat sawn board will have a curved grain like the top and bottom boards here. A board that is cut more like a quarter sawn board will have a straight grain like I tried to do on the middle board. This only took a few minutes to do and did not require any special tools.



After I had my scratching done, I washed the gray paint off with thinner. You can see the scratching better here. I like the effect, but am not sure about washing the primer off. Some of the primer was left in the scratches and affected what I did later. I was concerned with getting the primer off so I could glue the sides to the underframe. I tried a wire brush to see if that would get the gray out of the scratches and had mixed results. The solution here may be to use a water soluble paint that you can wash off with soap and water. That may lift the paint out of the scratches better. Another idea may be to make the scratches deeper in the first place. At any rate, that is what I tried and found out. See what you can come up with.



One of the things I like about resin kits is the compatibility with styrene. You can use ACC to bond styrene to resin and it works fine. This makes modifying the resin kit much easier. I added a .010" piece of styrene to cap the center sill. This gave me the flange that was missing. I did not care for the cross bearers that came with the kit, so I made some out of styrene. The caps for the cross bearers were not in the kit so I made those. The kit had a set of Grandt Line brake details. I bent up a few of the brake lines and added a main air line. Not all there, but good enough. I weighed the whole kit and trucks before assembling and thought it was a little light. One of the things I considered was to open the center sill and put some lead in there. I cut a piece of solid core solder I thought would fit, and put that on the scale. Even then, the car was a little light, and I decided that trying to open up the center sill was not worth the effort. What I did do was cut a piece of .020" brass and glued it between the frame and floor. You can see it in the photo. Mounting the couplers in open cars is always a challenge because the screw ends up coming up through the floor of the car. The other problem is there is not much to screw to. I solve this problem by using a flat head screw counter sunk into the brass and glued in place. The screw is hidden by the finish floor and the coupler is pulling on the brass. I just use a nut on the coupler box to hold it in place. The trucks I had needed a shim to get the height right. I made the brass center bearings on my lathe. You could make the same with some styrene tube and it would work fine.



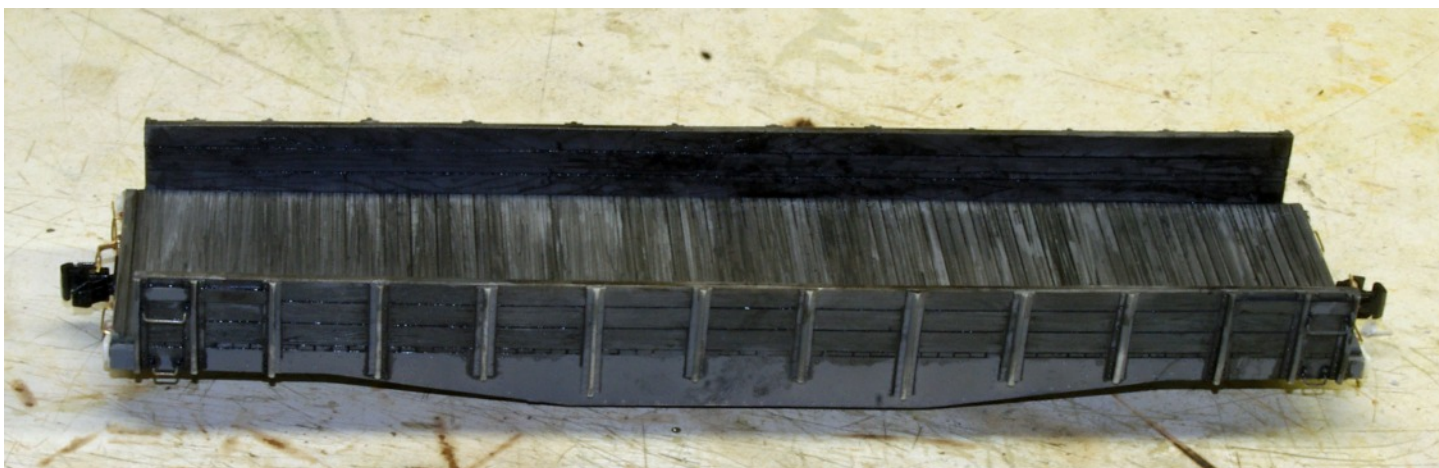
A lot of kit instructions have you build the basic car body first and then install details. I found that fitting the frame parts into a finished car body can be difficult. Jim Kindraka sent me a photo of a model he was working on and he built the whole frame first. I thought it was a good idea, and did it here. I left the cross bearers and other frame parts I added a little long. Then, I sanded the whole frame as shown. The block is to keep the frame square. Don't sand the block or it will not be square anymore. Just slide the frame back and forth using the block as a guide. Now, I had a lot of even square surface to glue the sides to. One last note, it's easier to install grab irons and other details on the side while they are flat.



After I had the sides glued, on I gave the car a light coat of gray. The wood on freight cars does not hold the paint as well as the metal parts. When the paint wears off, the weathered gray wood will show through. Most of the time we paint the model first and then try to apply the weathered wood look. What I have been experimenting with is weathering the wood first, and then removing a little of the finish color to let the weathered wood show through. I first tried this on an East West Rail Service stock car kit I built. [See the December/January 2016 issue of the S Scale Resource](#). This is my second try. Notice how little of the wood grain exterior and my scratched grain shows right now.



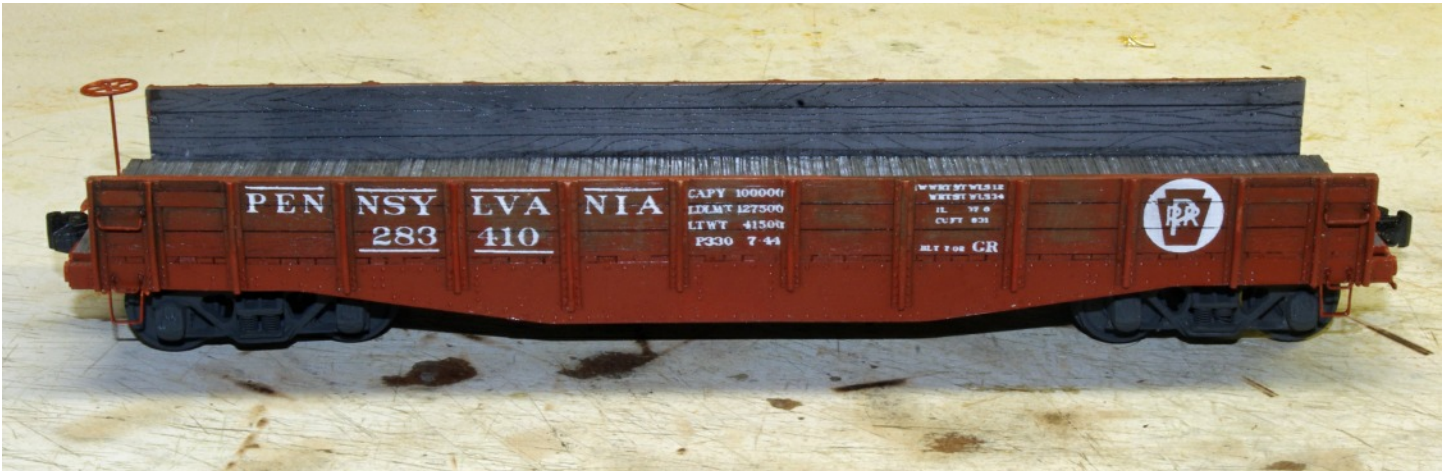
This is what you get with the panel line accent color. I am sure I am not the first model railroader to do this, but this is new to me. You can see how it brings out all the details by creating artificial shadows. It took some fooling around to get the hang of it. This is where you need to pay attention to paint types. The idea here is to apply the panel line paint and let it dry. Then they recommend wiping it off the high spots with a cotton swab and a little paint thinner. When you do this, you run the risk of removing the base color also and making a mess. This is solved by a light coat of clear over the gray before you put the panel line color on. I used a lacquer clear coat since it would not be affected by the mineral spirits thinner when I rubbed off the panel line color. One of the other things you need to consider is having patience, which I don't. You need to let the panel paint dry before trying to remove the high spots. You will see what I mean when you try it.



Backing up a bit, this is the photo that goes between the previous two. This is what your model will look like with the panel line paint on it. Looks like a mess right? It all turned out OK after the rubbing off of the high spots.



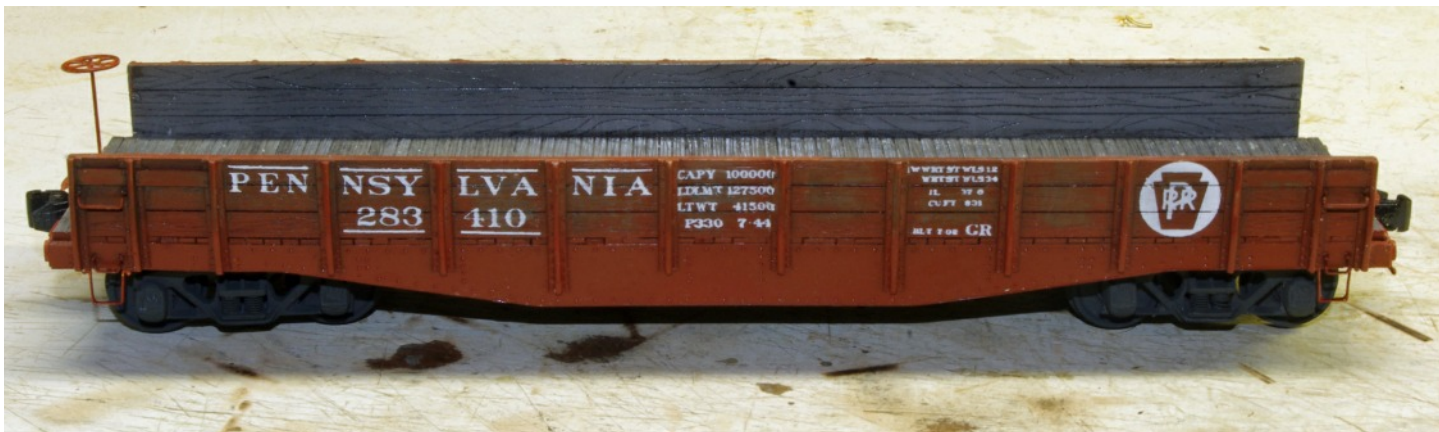
These two photos show the next step. I painted the underframe grimy black. Then I masked the inside because I wanted just bare weathered wood in the inside. I painted the exterior with a clear coat first and let it dry. Then I painted the sides with some Model Master enamel. I started with a color called British Crimson which was a bit too rich and red. By adding some yellow, I was able to make a nice iron oxide color. I thinned the paint a little more than normal and applied a first light coat. To do this, I used a fine spray pattern and just concentrated on the steel parts of the car. After I let this tack up a bit, I came back with a final light coat over all of it. While the paint was still wet, I started removing some of it on the wood with a stiff brush. I wetted the brush with mineral spirits and dried it on a paper towel. After brushing an area, I cleaned the brush and did more. Each time I removed a little of the finish coat paint and exposed a little more of the gray wood underneath. I like this and will be trying more of this. It just takes a little planning ahead.



This is what the car looked like after the decals were applied. I like how the outside turned out. The inside is a little dark for my taste. This is one of those things that will take some experience. Generally, you are starting with a lighter color and adding darker colors to bring out details. What happens is your model keeps getting darker. I think I would like this better if I had started with a lighter gray. As I mentioned before, when I wiped the paint off the sides after the scratching, I think I had paint left in my scratch lines. This prevented some of them from filling up with panel line paint. The result of all of this is the interior is a bit too dark and the wood grain scratching could have been a bit more pronounced. This actually brings up another discussion, how pronounced should the details be? That's all up to you. One side of the discussion is, you can't see the detail on the prototype so why have it on the model? The other side is, I know that detail is there and I want to see it on my model. That is why we tend to over exaggerate some details on our models. Whatever your preference, these are the steps I used and the results. Adjust them to suit your taste. One last point about the panel lining. Go back to the first photo of the panel lining. See how pronounced the deck boards are under the siding boards? These should show since the end grain of the wood will weather and the paint will fall off of them first. I lost that effect here and covered up the panel lining. I fixed some of that later by adding new panel lining.



Now to the ends which were steel on these cars. I originally painted them with Floquil rust. I didn't like that because it was too dark and was a monotone color. To fix that, I sanded the paint off and started again. This time I mixed a lot of yellow in the rust color to lighten it. See the top photo. When the paint dried, I gave it a light clear coat. Then I used some acrylic paint. These are new to me and I have only used them a few times, but I am learning. The advantage to the acrylic here is it will not disturb any of the other paint. The idea is to apply a darker rust color and then remove some of it. The middle photo shows the before, on the left, and the after on the right. Notice the base color is also darker and is no longer a monotone. Next was to apply a darker color yet. I used a stiff brush with the paint wiped from it to stipple the dark color on. This is a technique called dry brushing. It takes a little practice and I need more. What I like is it gets away from the monotone look.



The top photo shows the model before the ends were in place. As I mentioned before, I lost the panel line paint accent on the ends of the deck boards. You can barely see them in the top photo. They did a nice job on this detail for this kit and I wanted to bring it out more. I came back with a little more of the panel line paint which you can see in the bottom photo. I installed the ends next, and gave the whole car a clear coat to seal the decals. Look at the top photo and you will see there is not much definition in the trucks. A technique you can use here is a wash. A wash is a very thin paint that when you apply it will find the edges and highlight them very similar to what the panel lining paint does. I used a different technique which I have used for a long time. Years ago I would use the same thinner over and over again for a first cleaning of my air brush. One day I looked at that bottle and noticed there was some pigment that settled on the bottom. When I shook the bottle, the thinner had some color. I took this used thinner and sprayed it on a model. When I did this, I could not even see it go on and could only see a wet spot where I sprayed. After the model dried I looked again and it had a nice dusty look to it. I have been doing this as a final weathering since. For this model, I used some of the rust color I mixed for the ends and added some white to look more like light dust. Add a lot of thinner to the paint and test it on a scrap. You should not see it go on, but you should see a wet spot. Next I sprayed the model and concentrated on the lower sides and interior where dust would collect. I like the look. Try it some time on an old model. It will look nice, and is a cheap, simple weathering technique.



Here are two views of the other side of the car. Same story as the previous two photos.

Well that's my latest adventure in painting. I like the panel lining paint a lot, and think it would look good on a diesel model to accent the hood doors. I will have to try that some time. This type of paint can be made from most any type of paint with enough thinner. The point to remember here is when you rub it off to accent the detail, you run the risk of disturbing the base color. Pay attention to your paint types and use a clear coat to protect the base paint. I think I will be using more acrylic paint for washes. Even on a ready to run model, they can be used to good effect for weathering. If you don't like it, wash it off with water right away and try again. The other advantage is that no spray equipment is needed and there are no fumes to offend other residents of the household. Lastly, consider kits if you don't already build them. I think you will be happy with the variety they bring to your layout.



Two more photos of the finished car. Not too decrepit, but used. As I discussed before, I think I would like to have the wood grain scratching on the inside more pronounced. I liked the ends and will work more on that technique. I have been looking at rusty cars here in town, and am seeing that rust is not a monotone.

WHAT'S ON YOUR WORKBENCH TODAY?

This series shows our readers what other modelers are working on, and we need your help to make it successful. All that's needed is a simple snapshot of what your workbench looks like and the project on it. Send us a picture or two along with a short description of what you are working on so we can share it here. If it's a project under construction, send it in. Repair job, send it in. Completed project, send it in. Send your pictures and descriptions to daniel@modelrailroadresource.com

This month from Jay Mellon:

I recently finished these two insulated 10,000 gal. tank car models from Concept Models. The kit consists of a piece of PVC pipe to represent the main tank structure plus cast resin detail parts. The center sill for the model is a cast resin part with embedded metal pellets to add weight.

Trucks and couplers are not included in the kit. There is a considerable amount of flash material to be removed before construction can begin. Care should be taken in removal of flash from some of the more fragile parts (e.g. brake wheel) to avoid breaking the part. I built up the truck bolsters from sheet styrene pieces. The paint scheme for the Hooker tank car model simulates prototype paint practices.

The 'fantasy' paint scheme for the Baker's Chocolate car was patterned after a Gilbert AF model produced in the 1950s. A primer paint coat was applied to the models before the final paint application. 'Rattle' can paint products were utilized for painting the models. Particular care should be taken in application of the Baker's Chocolate decals as they are thin and cover a large surface area of the model. Microscale decal setting solutions were used for decal application.



The models were over sprayed with a Dull Coat (Testors) application after decals were applied. The models were fitted with 50-ton roller bearing trucks (American Models), and Proto Max HO scale couplers (Walthers) were used. These tank car models build into nice basic models, but probably do not represent contest quality models. They have good weight and roll smoothly on my switching layout.



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.

Grand River Valley Railroad Club Fall Train Show

October 13th, 2018

HSB, Inc 5625 Burlingame Ave. SW

Wyoming, MI 49509 1-4PM

Train Show with operating layouts Thomas play area,
Lionel O scale, American Flier S scale, G scale, HO and
N scales

Website: grvrrc.org

Email: kwskopp@outlook.com

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November 2-4, 2018

The Chicagoland Association of S Gaugers, Inc. Invites
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Website: trainweb.org/casg/sfest.html

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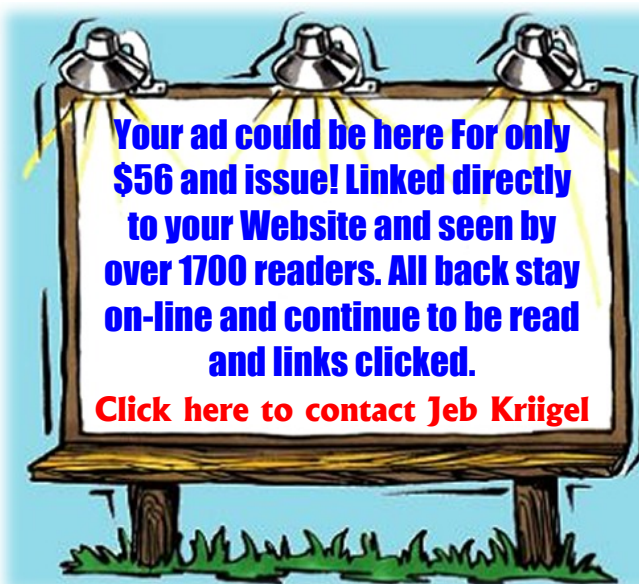
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Yes, we now have a Facebook page to help keep you up to date on new products and ideas. And, even in an on-line magazine, we sometimes have more pictures than we can use so we'll post them on Facebook.

