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S

# RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

*June/July 2020*

*Volume 6 No. 5*

SCALE

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New Tracks Farming and Timber Modeling  
Building Track Crossings  
Building a Unique Diner  
Pictorial: Farm Scenes  
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O Scale vendor  S Scale vendor  No preference

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Dwight, Illinois 60420  
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**June/July 2020**  
Volume 6 No. 5

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**Amy Dawdy**

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*Managing Editor*  
**Daniel Dawdy**

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*Advertising Manager*  
**Jeb Kriigel**

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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**

*Using parts designed for building an O scale trolley, Gaylord created this unique Blue Moon Diner for the railroad employees on his S scale layout.*



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

# From the Publisher's Desk



After almost two months on “lock down”, things are starting to loosen up. Many stores are opening again, and I hope we can get back to some sense of normalcy.

We continue to plan for our [O & S Midwest Show](#) in September. We have many tables sold and a list of vendors is available on the [O & S Scale Midwest Show Website here](#). I would also encourage you to sign up as a vendor or attendee early so we can continue to monitor the support for this year's show.

[For on-line registration click here.](#)

[For a printable registration click here.](#)

[For on-line hotel registration click here.](#)

If, down the road we are forced to cancel this year's show, you will be notified by email or letter as soon as the decision is made. You may expect a FULL refund within 10 days of that decision. We certainly are not planning on this, but we want to know that we will be very proactive with information and refunds. So please, if you are planning on attending the show, get your registration in now.

We continue to request articles that will appeal to scale S modelers. These can be anything from a kit or scratch build, scenery, wiring/DCC, or most anything else. I see some great work on Facebook and I don't have an issue of turning some of those into articles. Not everyone is on Facebook or knows about private blogs. Let me know what you are working on, and we'll be happy to print you projects, as well as publicize your Facebook page or blog.

We have a great issue this time around and two new drawings in the New Tracks section. Brad Duenow from C&B Hay Bales is giving one lucky winner a selection of a variety of 26 hay bales of his choice or 100 of his small bales. Plus Jozef Van Eenbergen from Kanuck Valley Models is giving away an S Scale sawmill kit.

Gaylord Gill shows us his beautiful diner build and Hugh Sinn does a conversion of an American Models S scale heavyweight RPO Car to a Reading baggage mail car.

Scott Lister shows us how he builds his track crossings, and Randy Wilson's What's On Your Workbench? looks at the Des Plaines Hobbies S Scale America Gunderson Husky Stack

If you are working on, or even planning a project, please let us know. Drop us an [Email here](#) and tell us what you are working on.

Happy Reading & Happy Modeling,

*Dan Dawdy*

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### Pilot models shown

Delivery of the production models is planned for later this summer.

*The George Washington Sportsman, and the Fast Flying Virginian* passenger trains.

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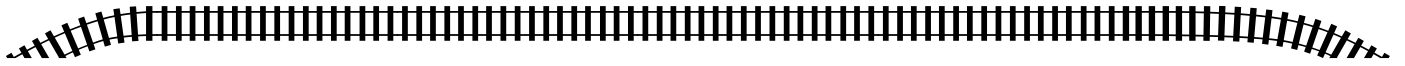
NEWS, REVIEWS, INFORMATION TO USE

## ONLINE MAGAZINE

# SCALE

Don't forget to read our other magazine, **The 0 Scale Resource,**

# NEWS YOU CAN USE



Daniel J. Navarre from River Raisin Models has received three sample models from Boo Rim Precision.

We are reviewing the models for any necessary corrections, and testing them operationally. Delivery of the production models is planned for later this summer. There are a few models still available for reservation.



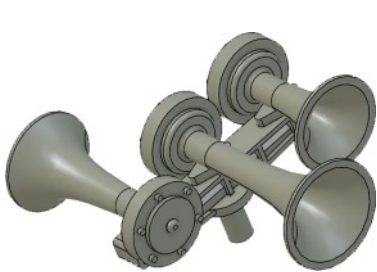


For more information on these beautiful models and to reserve [see their Website today!](#)



Matt Keoughan wrote to tell us he was able to obtain Nathan horn specification plans and these designs have been made from them. Some samples are below.

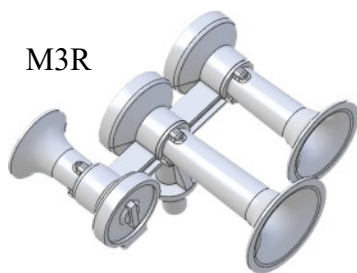
[News from Steve Wolcott and Pre-Size Model Specialties.](#) Their latest offering is a 42' drop-bottom steel side gondola kit in S scale. This GS gon was built from 1936 to 1958 and carried loads into the 1980's. The Southern Pacific, Northern Pacific and Illinois Central each owned thousands of these cars, while the Union Pacific and Rio Grande had hundreds of them. The kit is a one-piece body of high quality resin with separate underframe and inner floor. Available with decals for SP, NP, IC, UP and D&RGW or without decals. Trucks and couplers not included.



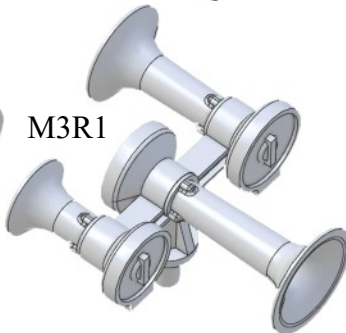
K3L - Reversed CP



K3L - US



M3R



M3R1

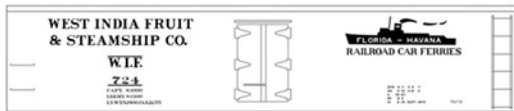


[Go to their website to see the instructions for complete details and to order.](#)

[Click here to see all of these from as3dsolutions.com.](#)

K4 Decals has some new offerings in S scale as well as other scales.

West India Fruit & Steamship Co. Wood Ice Reefer Black.



Car is reefer yellow with brown ends and brown roof.

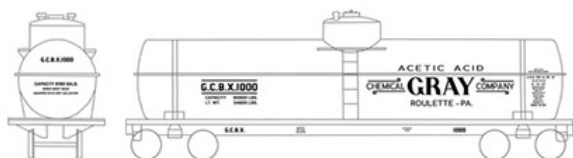
For best results, apply decals to a painted surface. They will not bond to most unpainted plastics. Cut desired decal from the sheet with sharp scissors. Soak the cut decal in clean, warm water for 20 seconds. Remove the decal from water before the backing comes off. Slide the decal from the paper onto the desired surface. Blot excess water from the edges of the decal. Allow to dry. On rough or uneven surfaces, apply a decal setting solution such as Microscale Micro-Set to help the decal settle onto the surface. Apply a clearcoat once the decals are fully dry and set.

WEST INDIA FRUIT & STEAMSHIP CO.

West India Fruit & Steamship Co. Wood Ice Reefer



Gray Chemical Company Acetic Acid Tank Car Black and White Roulette Pennsylvania.



Tank is aluminum with black lettering. Underframe and running boards are black with white lettering.

For best results, apply decals to a painted surface. They will not bond to most unpainted plastics. Cut desired decal from the sheet with sharp scissors. Soak the cut decal in clean, warm water for 20 seconds. Remove the decal from water before the backing comes off. Slide the decal from the paper onto the desired surface. Blot excess water from the edges of the decal. Allow to dry. On rough or uneven surfaces, apply a decal setting solution such as Microscale Micro-Set to help the decal settle onto the surface. Apply a clearcoat once the decals are fully dry and set.

ACETIC ACID CHEMICAL GRAY COMPANY ROULETTE - PA.

Gray Chemical Company 8000 Gallon Tank Car

K4 has an extensive line of decals and all are available in S scale. [See their Website for more!](#)

Mount Blue Model Company has a new Sandy River early 24' boxcar available in Sn2.

Early Dyer built 24' boxcar with 5' 3" high door opening.

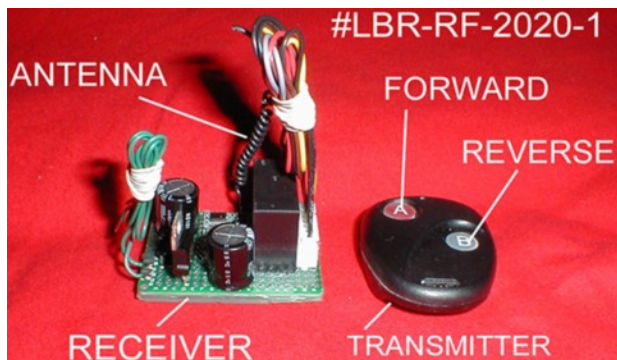
S scale kit includes laser etched door hangers, plastic door stops. Trucks and couplers not included.

[See their Website](#) for all the details and more Sn2 equipment.

Dave from LBR Enterprises LLC has a new product that mat appeal to collectors.

They are now offering a NEW RC REVERSING UNIT for the old AF open frame (universal) AC motors. This new unit is FWD. & REV. only (no neutral). This unit was R&Ded with the operator that enjoys switching operations over road running.

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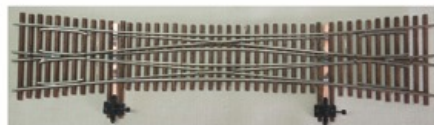
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# ***Building a Unique Diner***

**By Gaylord Gill**



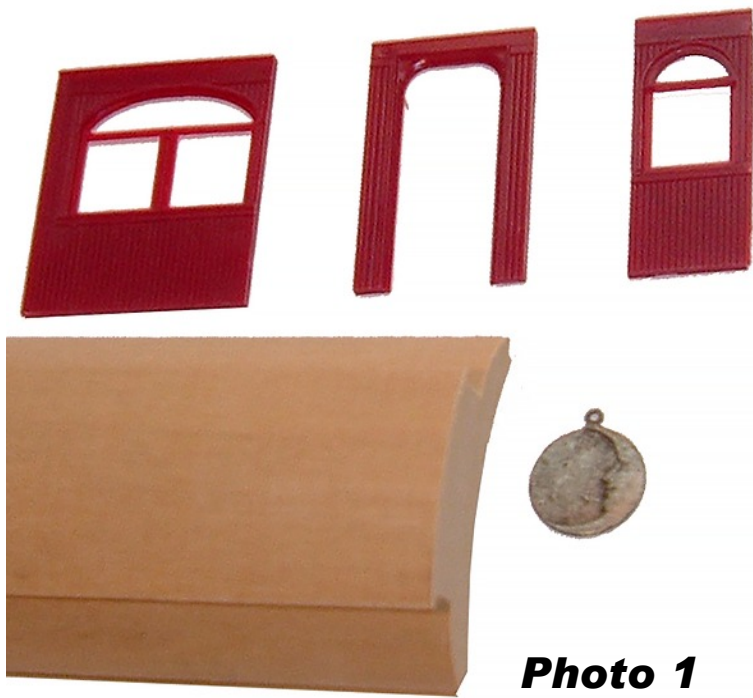
*Using parts designed for building an O scale trolley, Gaylord created this unique Blue Moon Diner for the railroad employees on his S scale layout.*

My layout portrays the 1953 trackage along the Pennsylvania Railroad's Buffalo Main, including a yard at Olean, in the southwest part of New York State. At that time, Olean was a decent-sized town, with a population of about 23,000 people.

In considering the structures that would help set the scene, I decided I wanted a diner for the Pennsy's employees. I was also interested in creating a structure which would be different from anyone else's. So I pulled out some parts I had been saving for decades, and it's always a good feeling to put such pieces to use – it's the justification for why you've been hanging on to all that stuff!

At a train show in the 1980's, I had purchased a sack of loose plastic parts, appearing to be components for wood-sided, O scale trolleys. At first, I thought they were leftovers from kits, but recently I've come to believe they were individually-packaged parts made by East Gary Car Company. Only the car sides were in my sack, but there was a nice variety – single-window panels, double-window panels, door frames and two classic rounded car ends. These could provide the basis for a kit-bashing project to create an interesting diner, which I envisioned had been built of wood to simulate the design of a vintage trolley.

From my existing supplies, I continued exploring other items which could be used for this project. For the diner's roof, I pulled out a length of stock by Northeastern Scale Lumber, milled out of basswood to represent the clerestory roof of an S scale heavyweight passenger car. I also set aside some suitable door and window



**Photo 1**

*Here are some of the components for my kit-bashing project: clerestory roof stock by Northeastern Scale Lumber, plastic O scale parts, and a medallion charm for the diner sign.*

castings, along with a couple HO roof vents and my usual assortment of styrene sheet and dimensional strips (*Photo 1 shows a sampling of these components*).

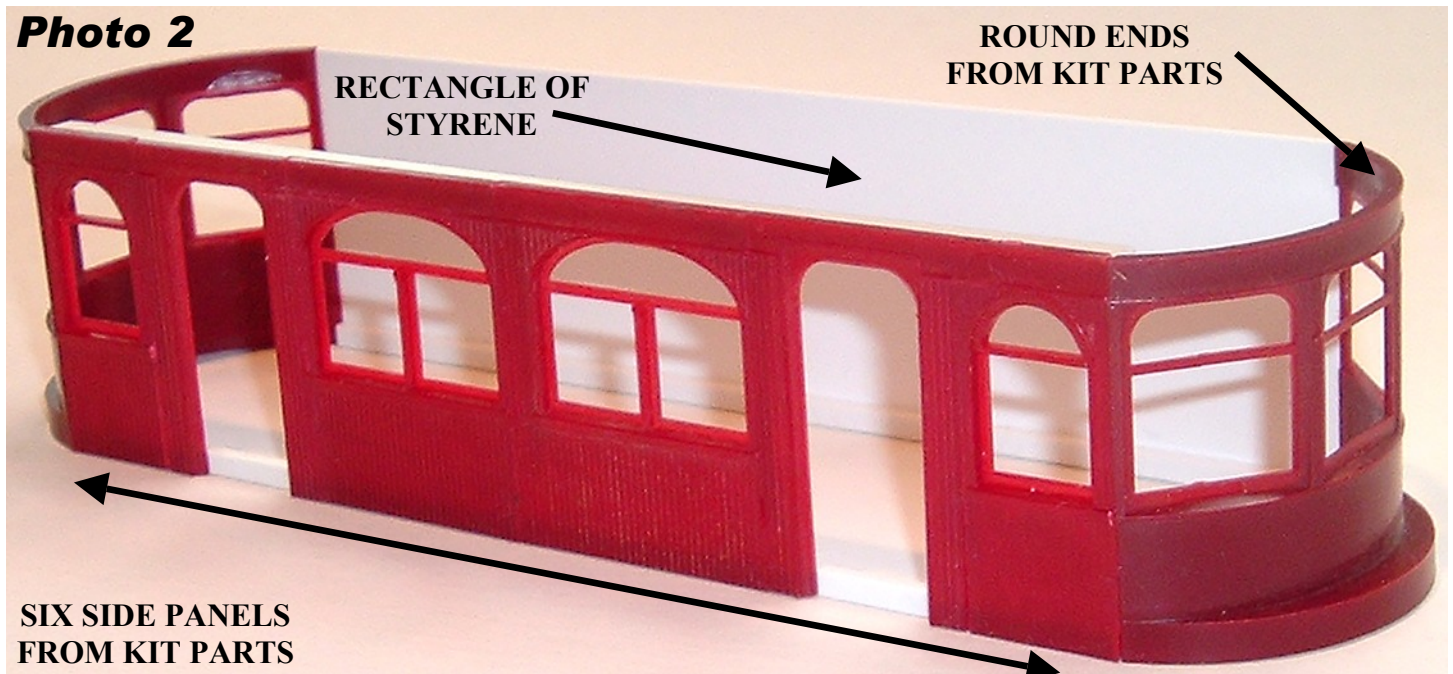
**The Basic Structure**

To start the construction, I laid out various combinations of the straight car side pieces, finally selecting a symmetric pattern of two single-window panels, two double-window panels and two doors. Since I planned to position the diner with its long side facing the viewer, the rear wall would never be seen and could be represented by a simple rectangle of styrene. Of course, the rounded end castings in my sack would be the end walls of the diner.

Using a straight-edge, I aligned the front wall pieces face-down on my modeling mat and then applied liquid glue for styrene to each of the joints. To these inside surfaces I then added reinforcing strips of .100 x .100" styrene, along the top and bottom edges of the wall assembly. For the back

wall, I cut a rectangle of .040" styrene to match the outside dimensions of the assembled front wall.

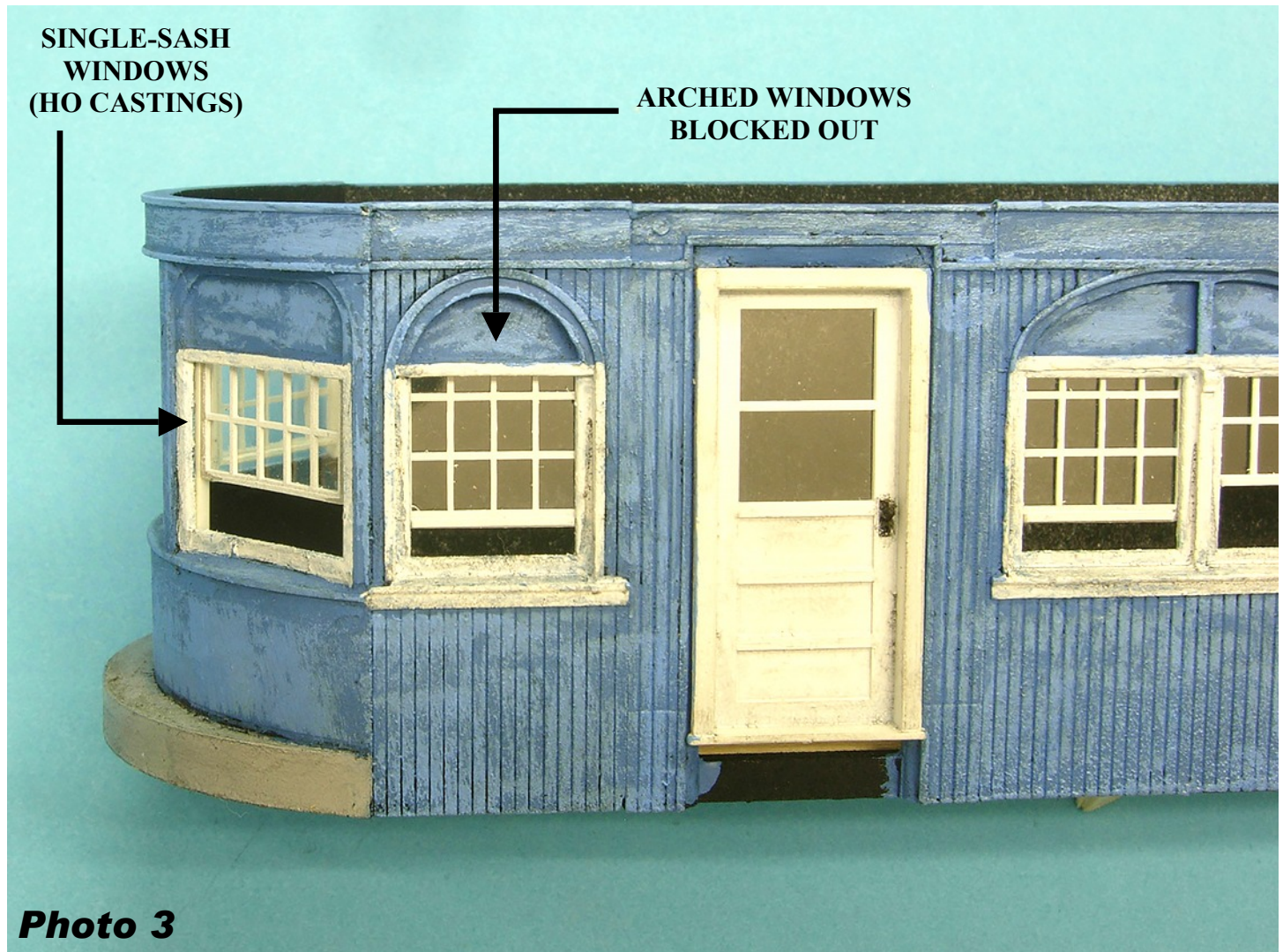
My usual approach for assembling structure walls is to use a large former that I made several years ago. This is a block of wood which started as an 8" length of 6" x 6" post material, trimmed so that all the sides meet at true 90° angles (as close as I could make them on my miter saw). I picked two adjacent walls of the diner (a long side and an end) and braced them against a corner of my former, then glued that joint. After doing the same to the remaining two walls, I glued the assemblies together to form the four walls of the diner (*Photo 2*).



*Various panels from collection of O scale trolley parts form the basic body of the structure. Since the back of the diner is away from the viewer, a simple rectangle of styrene is sufficient for the rear wall.*

The window framing was already molded into the wall pieces, and I'm sure the original parts were meant to have a single pane of glass installed at each window. I wanted multiple smaller panes, so my next task was representing the muntins and stiles (what today's window manufacturers just call the grille). I searched my supply of Grandt Line and Tichy castings and found an HO roundhouse window that looked right in terms of the window panes.

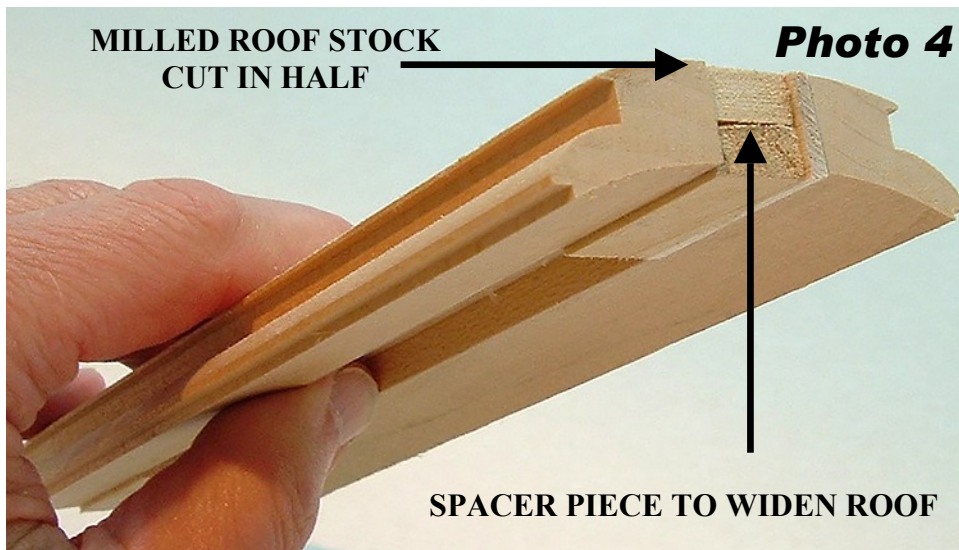
The proportions of the overall window opening wouldn't easily support the more common double-hung arrangement of sashes. So I imagined the windows of my diner were built as a single-sash type, where the sash could be slid up into a pocket in the wall above. Since I had a sufficient quantity of the roundhouse window parts for my project, I cut out the grille pieces I would need to fit the dozen windows of my model. The decision for pocket windows drove a small modification to the structure walls: I used a piece of styrene, glued on the inside of the wall, to cover over each of the arched upper window spaces (*photo 3*).



**Photo 3**

*While Grandt Line S scale doors were a good fit for the door openings, I needed to cut out the window grilles from HO roundhouse window castings.*

The doors were straight-forward: the door openings in my parts would accept commercial S scale doors, after I first squared out the rounded upper corners. I selected two of Grandt Line's two-light doors (I think it was part number 4025; a similar one is still available from Tichy) and used a chisel to remove the molded-on door knobs so I could later install my preferred choice of door knobs made from dress-makers pins. Since I wanted to have one door ajar, I carefully cut through the junction of that door and its frame to separate those components.



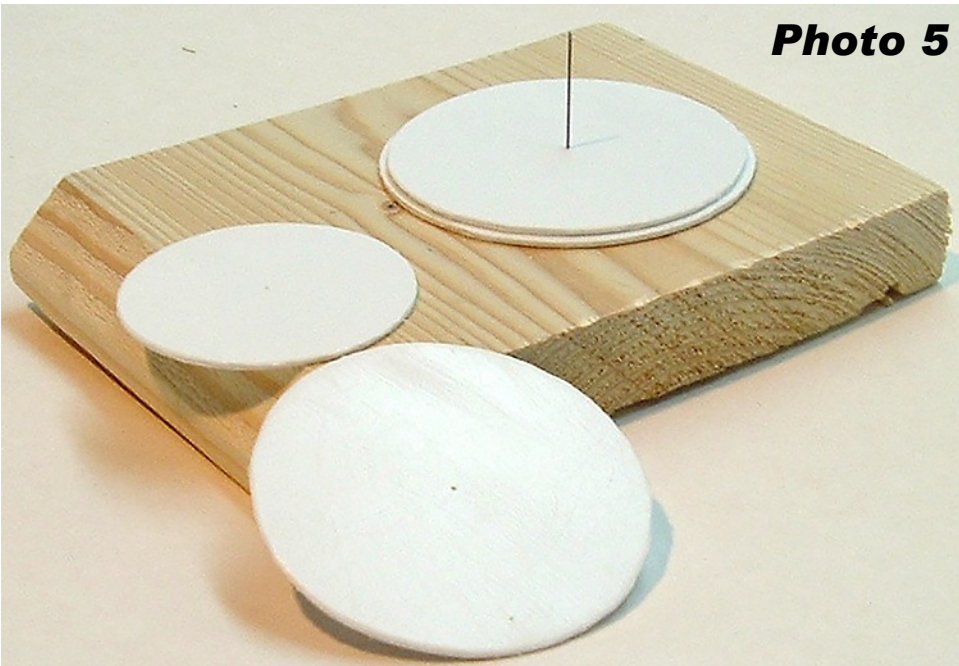
**The Roof**

When I compared the width of the now-assembled building to the Northeastern roof stock, I saw the roof would need to be widened by 5/8". I cut a length of the roof stock equal to the length of the long sides of the diner and then measured and marked its centerline. Using a straight-edge and X-acto® blade I scribed a deep line down the center of the roof piece. This provided a guide for sawing lengthwise through the piece with a razor saw.

From scrap basswood stock, I created a spacer piece to widen the roof the appropriate amount. With a set-up of two clamps (plus filler pieces to compensate for the depressed part of the roof edges), I glued the spacer and two roof halves together (Photo 4).

Creating the rounded roof ends took some extra thinking, but I hit on the idea of cutting progressively smaller circles out of .060" styrene and then stacking them into tiers. I used a standard compass to draw the circles, with the largest circle at 2 3/4" diameter, and then drilled through the center point of each so I could align the circles on a short piece of wire for gluing (Photo 5). Once the pieces were glued up, I used a razor saw to make two parallel cuts across the assembly, matching the arcs of the end walls. This operation left me two curved

*The S scale clerestory roof stock had the profile I wanted, but the width was 5/8" too narrow. I cut the piece in half lengthwise, then glued in a spacer of wood and sanded it to match.*



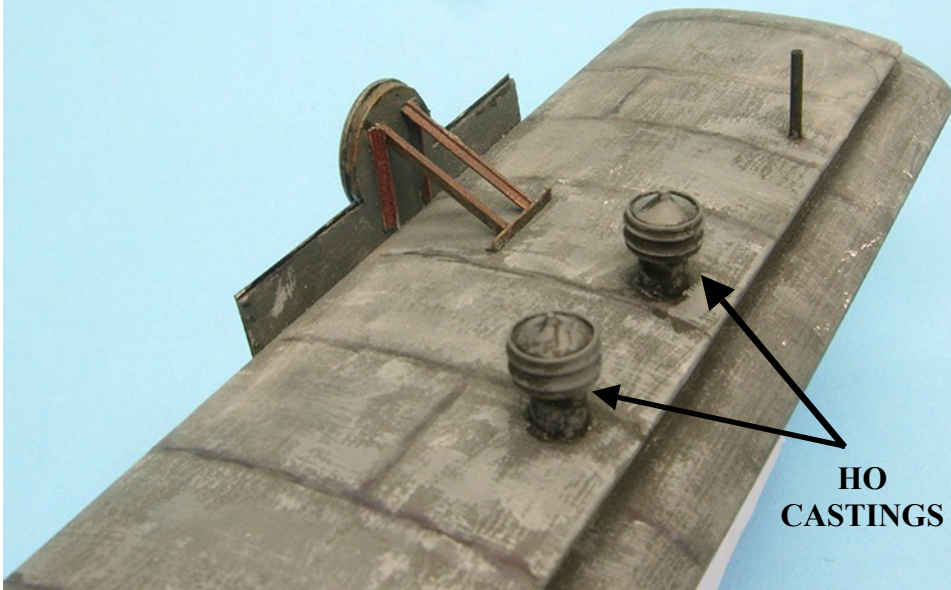
*To create the rounded roof ends, I cut circular disks of styrene in diminishing radii. I then stacked and glued the disks in tiers and then cut apart the two end pieces.*

tier assemblies, each less than a full semi-circle, plus a chunk of scrap from the middle that measured about 1" wide.

After gluing these curved ends to the center part of the roof (this time I used epoxy to join the wood and styrene components), I filled in the gaps between tiers with household spackling. Then it was a case of sanding and checking and sanding some more until the contours of the ends blended with those of the sides. Anticipating I would later want to be able to remove the roof, I glued a plastic trim strip all around the underside of it. This created a set of alignment guides to ensure a snug fit between the roof and the structure walls.

**BACK SIDE OF SIGN  
WITH BRACING**

**Photo 6**



*Using spackling and sandpaper, I got the end profiles of the roof to match the sides. Here's the completed roof after painting and weathering. Note the angled bracing for the sign.*

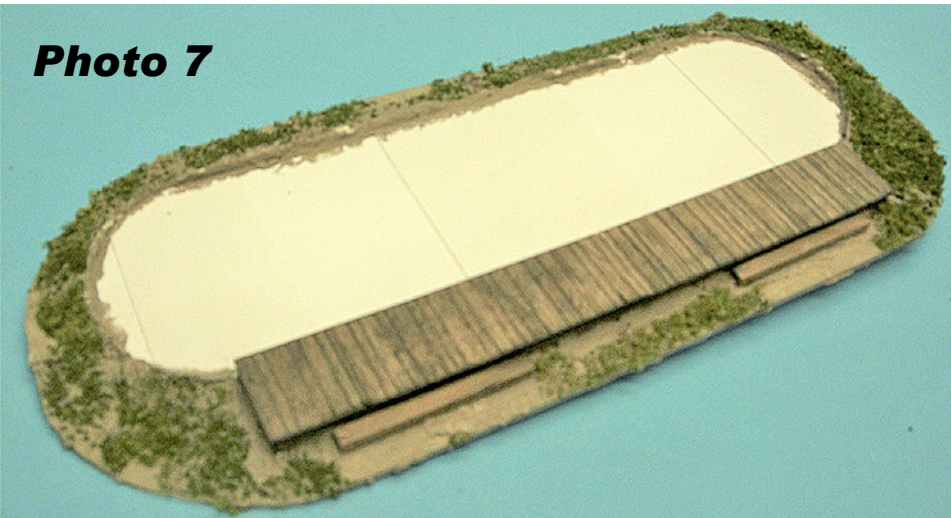
For the weatherproof covering, I employed the time-honored technique of 3/4" strips of masking tape to simulate rolled tarpaper. I then drilled holes for the vents I had planned: two HO exhaust fans over the area where the cook's grill would be located and a stack vent for the lavatory.

**Painting and Finishing**

At this point, I applied a coat of gray primer to all the sub-assemblies, using rattle-can spray lacquer. For the structure walls, I mixed a light blue color of acrylic paint and applied it with a brush. The doors and the window grilles could be spray-painted with a flat white, but I had to hand-paint the molded-in window framing with white acrylic. For the projecting base on each end, I mixed a concrete color to simulate a poured foundation.

Once the grilles were dry, I cut and glued pieces of .010" clear styrene to the backs as window glazing. I then glued the grilles into the window openings. Since air conditioning in 1953 wasn't nearly as widespread as today, I chose to represent all the windows opened to various positions. For each of the two doors, I painted and glued in a pin-head for the door knob, and then I glued the one separated door back into its frame along the hinged edge so it represented a partially-opened door.

**Photo 7**



*Starting with sheet styrene, I created a base for his diner. This included a stained wood deck at the front, and steps at each door formed from S scale railroad ties.*

I painted the tar-paper roof with a flat black and then misted over that with flat gray spray paint to create a faded look. Next, I outlined the seams with a Sharpie felt-tip to simulate tar sealant. The exhaust fans needed only the gray primer, although I did further weathering across the roof with chalks and an India ink/alcohol wash (Photo 6).

In preparation for a wood deck across the front, I cut out a piece of styrene sheet as a base for the model. The decking is scribed basswood with a walnut stain, and this was then glued over a support frame of 3/16" square basswood strip. The steps are simply two railroad ties, and the figure pushing the door open is one

which was already posed with his hand outstretched (originally he held a shovel). A layer of cinders and some ground foam complete the diorama (*Photo 7*).

## The Blue Moon Sign

The sign on the top of my diner is a small story in itself. Like the bag of trolley parts, the circle with its iconic image dates back to the 1980's when I had picked it up at a craft store. It was originally sold as a medallion for a charm bracelet – probably made of pewter, it had a nice bas-relief representation of the man-in-the-moon plus a few stars. I carried that medallion around in my modeling kit for 30-some years, always on the lookout for an opportunity to use it in a structure project.

If you're of a certain age, you'll remember the song "Blue Moon" as a Top-40 hit in 1961. But I learned the song dates back to the 1930's, so it certainly would have been appropriate during my layout's era. And since the phrase "once in a blue moon" has been around even longer, I created Blue Moon Diner as the name of my structure.

To create the night sky as a backdrop, I spray-painted the medallion with a flat black. I then used acrylic paint and a fine artist's brush to give the stars and the man-in-the-moon a pale blue cast. A rectangular piece of styrene was the starting point for my sign, and I added a circular extension to hold the medallion. Using PowerPoint® on my computer, I composed the wording I wanted. With printed signs like this, I always coat

both sides of the paper with a clear matte spray before gluing the sign to the backing. To anchor the sign to the roof, I cut and painted angled styrene strips from Evergreen to create a foundation and bracing (*refer back to Photo 6*).

### Photo 8



*This is the original sign I made. Compare the font size and spacing of the words in this sign with the later, revised version shown at the beginning of the article.*

their message in the space available. Too often, I feel, our homemade model signs have fonts which are too small and empty space which is too great. Compare Photo 8 with the revised version of the sign at the beginning of this article – the outer dimensions of the two versions are identical, but you'll probably agree the revised version looks better.

My list of future projects includes lighting and detailing the interior of this little structure, but for now, my Blue Moon Diner has been a great addition to the scene at Olean.



# Conversion of an American Models S scale Heavyweight RPO Car to a Reading BMp/r Baggage Mail Car

*By Hugh Sinn*

No matter what the scale, there are times when you want a car, locomotive, or structure you are going to need to get creative. I model a branch line of the Reading in the post WWII era. So some passenger, mail, and parcels were still being carried and I wanted a BMp/BMr class car

The Reading baggage mail cars had arched roofs, and were 63 feet over the body, and 66 feet over the knuckles.

For reference, I had a drawing from *Model Railroader* November 1984, for a BMp, and a Reading Model Engineers drawing #102 for a class BMr. They are very similar, with "r" being about six inches longer.

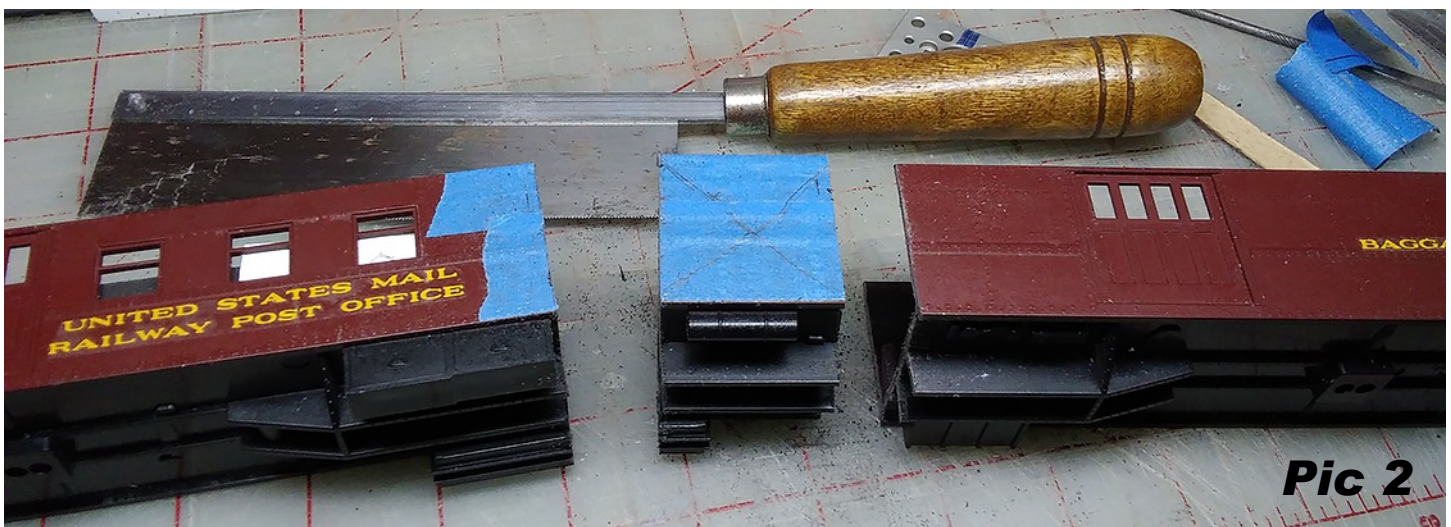
My conversion starts with the American Models 72 foot Heavyweight RPO. Picture #1 the body.



Primary changes needed to make a reasonable representation:

- Removal of the clerestory roof, and replace with an arched Reading style roof.
- Change out the trucks from six wheel to four wheel.
- Reducing the length of the car body.

The body of the RP is actually 70.5 ft, so I took out seven feet of car. As you will see I chose my cuts around some of the under body details to preserve as much as possible. Picture #2.

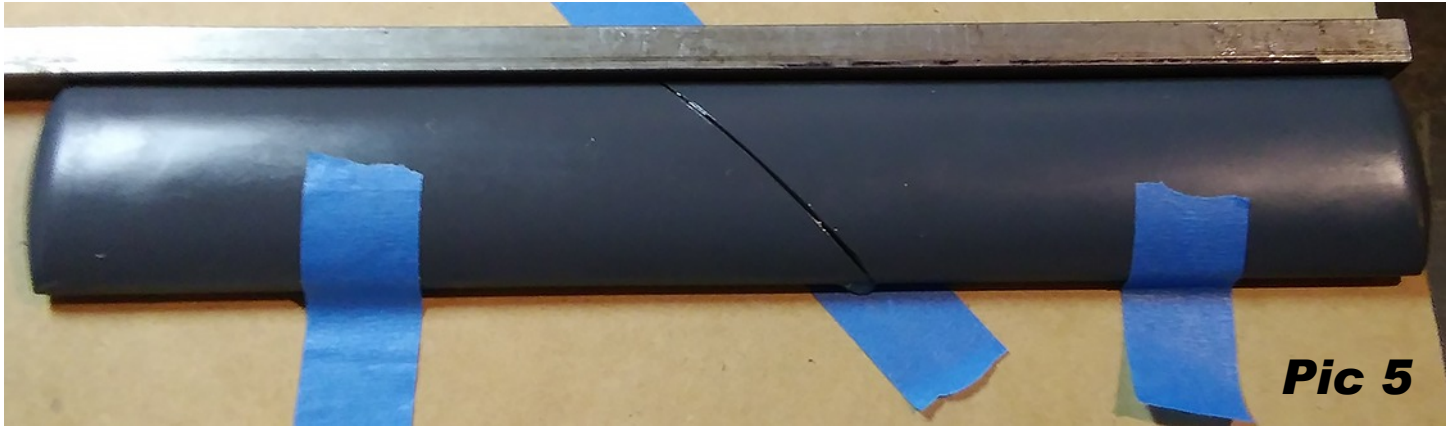


Interior bracing with plastic L pieces and section of flat glues in. Body filler and the necessary sanding.

Pictures #3 &4.



For a the Reading style roof, I used a piece produced by another S scaler, Bill Lane. He no longer produces this piece, which was for a stock American Models heavyweight car. You can also use one from [Pre-Size Model Specialties](#). As you will see, I cut the roof down to size, but on a 45 degree angle. There are two reasons for this: the cut is longer, and therefore gives more surface area for the bonding agent being used (I used a two part epoxy); and, if done correctly, hides the cut somewhat. Also, the cut will not visually be at the same spot as the body joint. Picture #5.

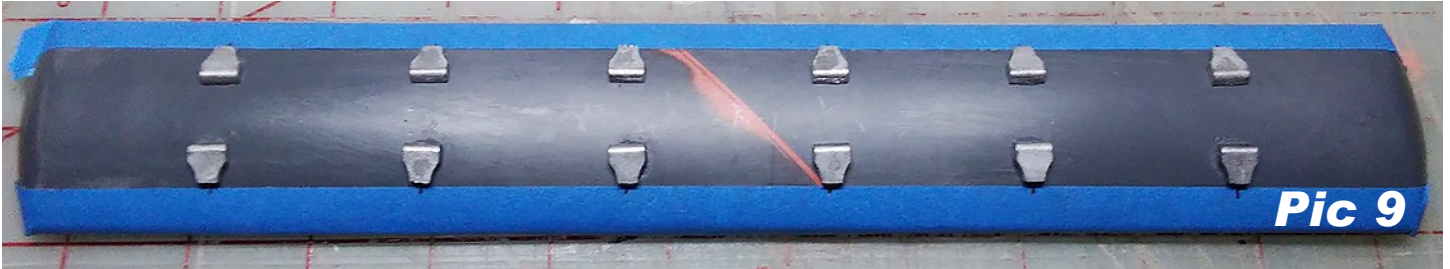




**Pic 8**

At this point, I did a mock up. Picture #6. Notice that the four wheel trucks are rather close together. For a better representation of the wheel base on the actual cars, I needed to move them out to the ends of the body. Picture #7. The trucks naturally came from American Models.

For roof vents I used O scale Low Arch Garland vents 941-1143 from Walther's. You can also get these at [Pre-Size Model Specialties](#) or [Scale City Designs](#). Pictures # 8 & 9.



**Pic 9**



**Pic 10**



Some more test fitting after painting the body, Picture #10, which showed I needed to add some more frame sections to fill the open space. I did this by using additional L plastic pieces.

The roof and under body were painted a flat black.

Body painting was with a grey primer, and then finished with Pullman Green paint by Scalecoat, #S2017. The decals are from a John Hall set #105 for Reading Passenger equipment. While not the most detailed car, it meets all of my expectations.

The car occasionally gets away from the branch line in the basement, and runs some laps with the modular club I belong to the North Penn S Gaugers .

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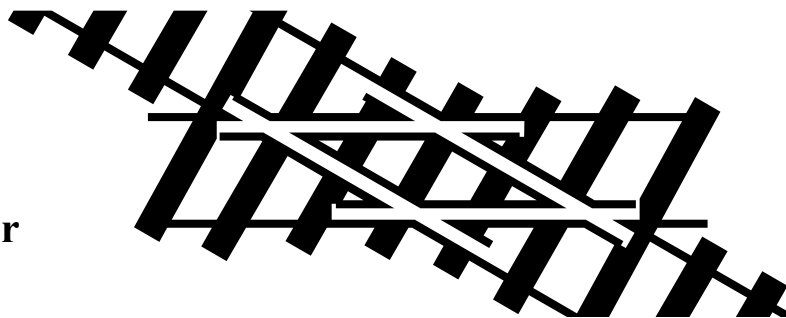
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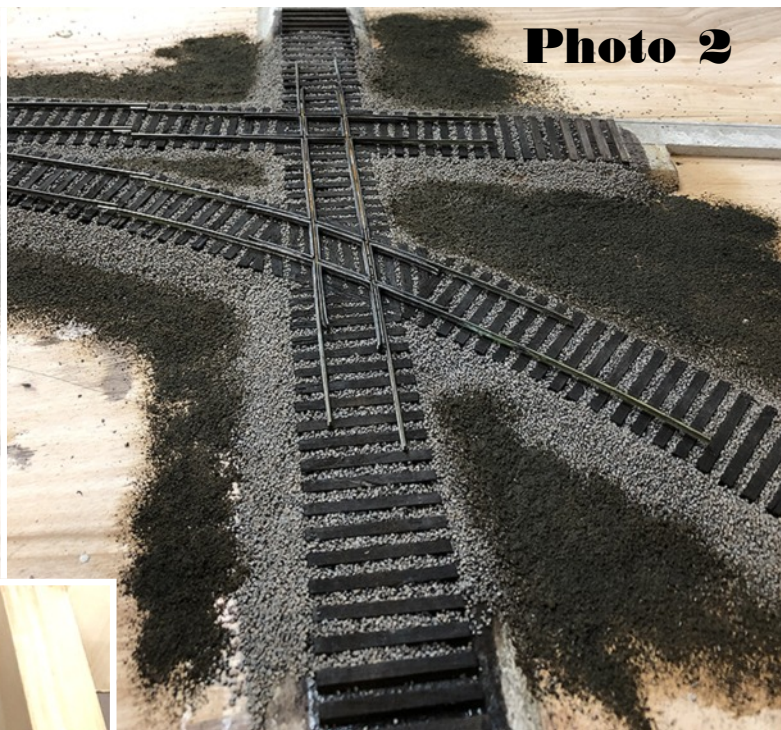
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# CROSSINGS

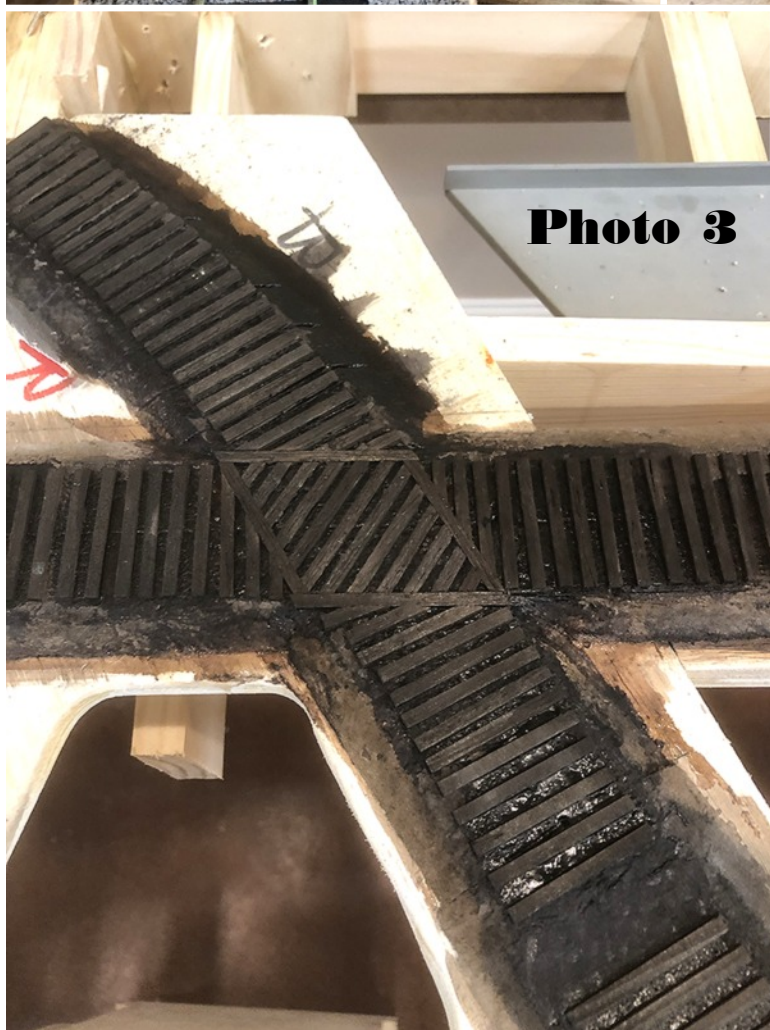
By Scott Lister



**Photo 1**



**Photo 2**

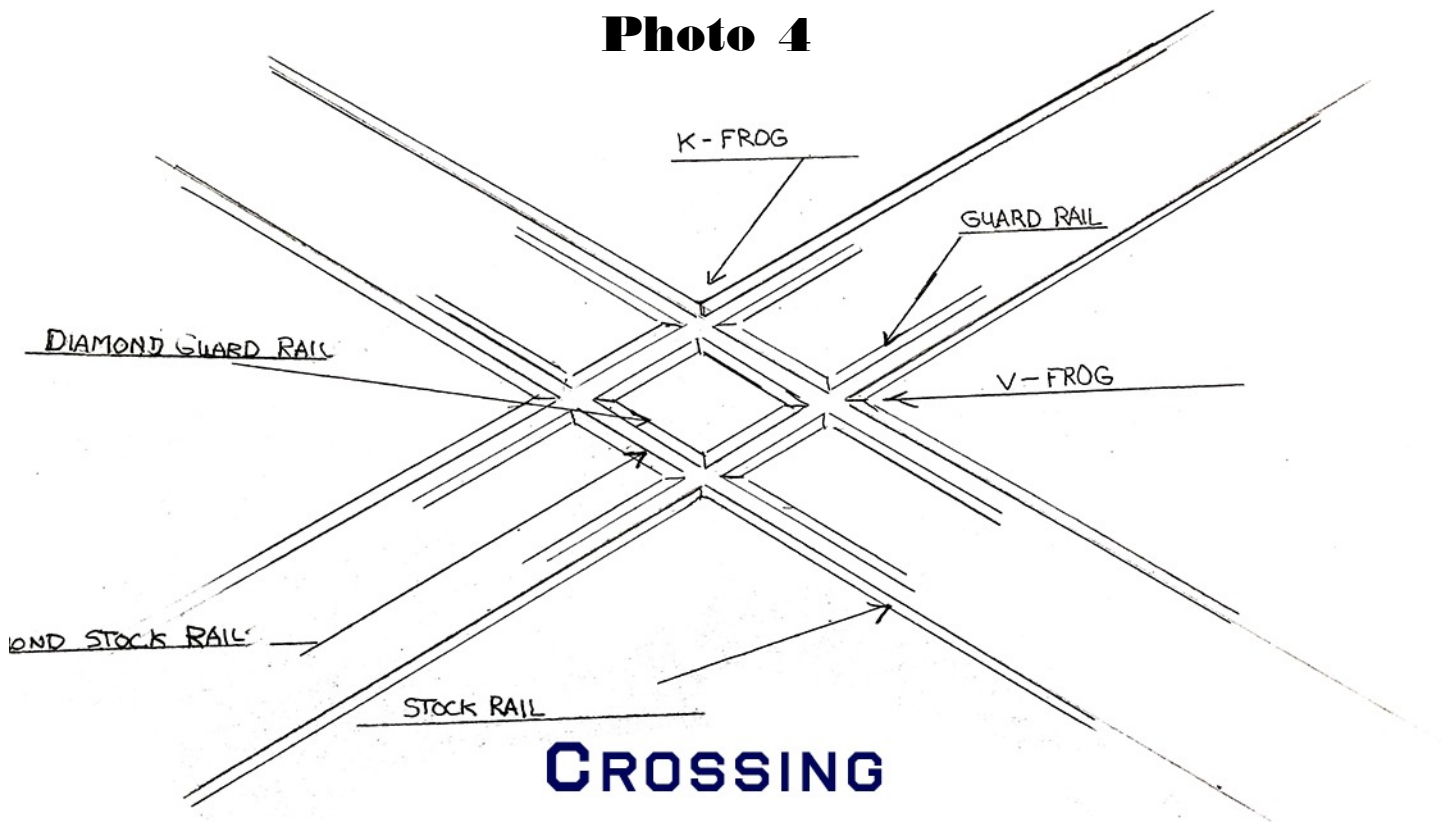


**Photo 3**

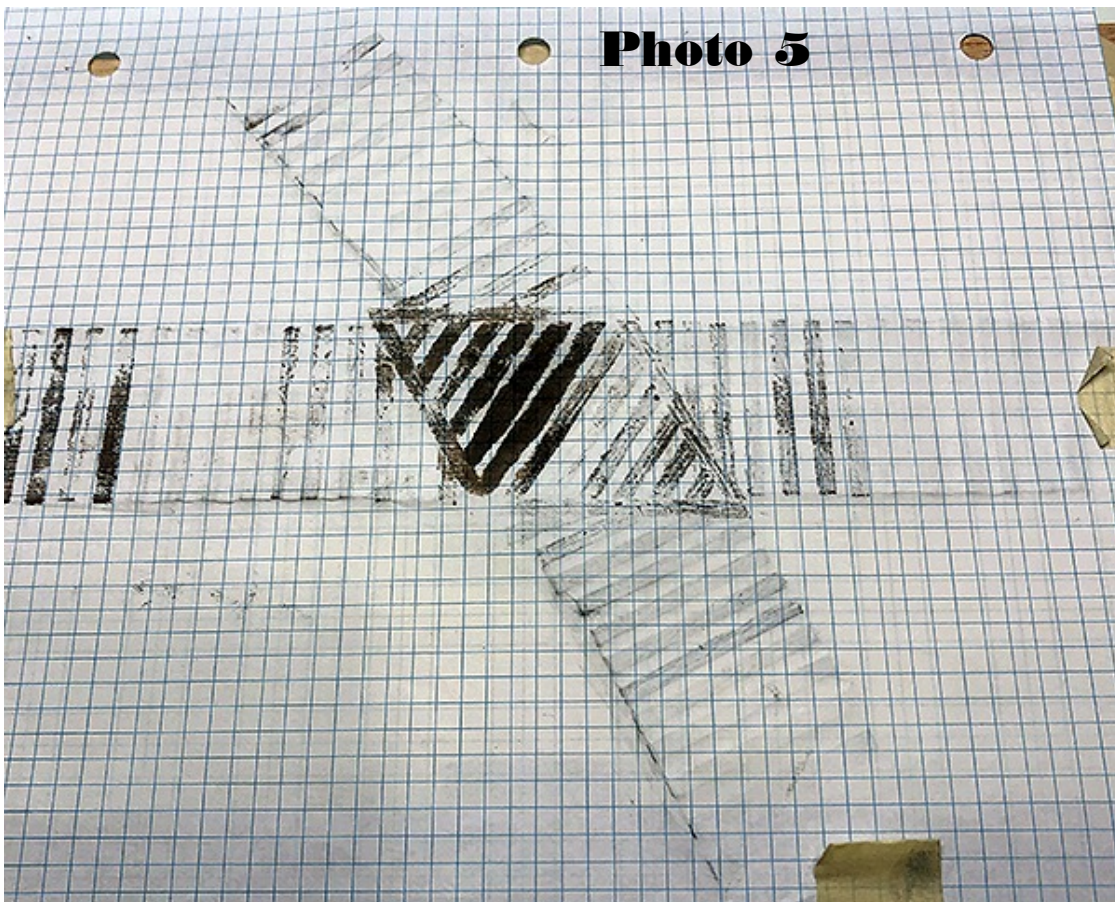
Have you ever spent hours searching for something in S-scale to find out that it's only made in HO or O scale? Well, that may be when you decide you can bash or rescale, only to realize that it's not turning out the way you had envisioned.

You may want to try what I did and build it from scratch. I needed five different shaped crossings for my Greenville & Northern layout, so I decided to scratch build (Photo 1, 2, and 3). I will attempt to explain and show how I built the single crossing with a radius through it (Photo 3). This is the same method that I used to build the other four. I also have included some terms that I use to describe the build in a diagram (Photo 4 next page).

## Photo 4



First, I had to figure out how to transfer the crossing to paper so I decided to lay the ties through the crossing as shown in photo 1 (previous page).



S

Next, I needed to transfer the crossings to paper. This was done by laying a sheet of paper over the freshly weathered ties and rubbing a pencil or finger over the paper to make an imprint of the crossing on the paper as shown in photo 5.

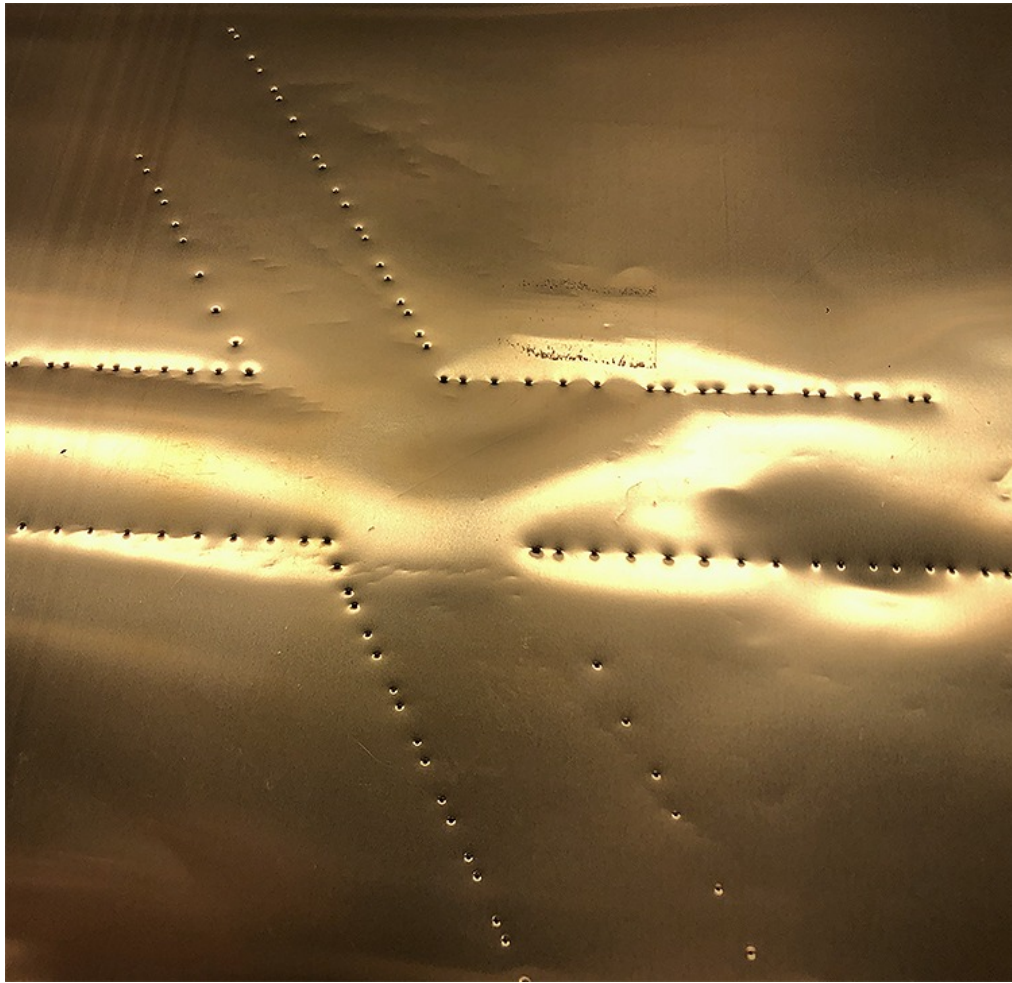


After successfully transferring the crossing to paper, I tried several different approaches of keeping the rail aligned for soldering. Nothing seemed to be working, so I regrouped, and while thinking of ideas, I started looking through my supply cabinet. This is when I pulled out a roll of .002 thick brass tooling foil that I had purchased at Hobby Lobby as shown in the photo on the left.

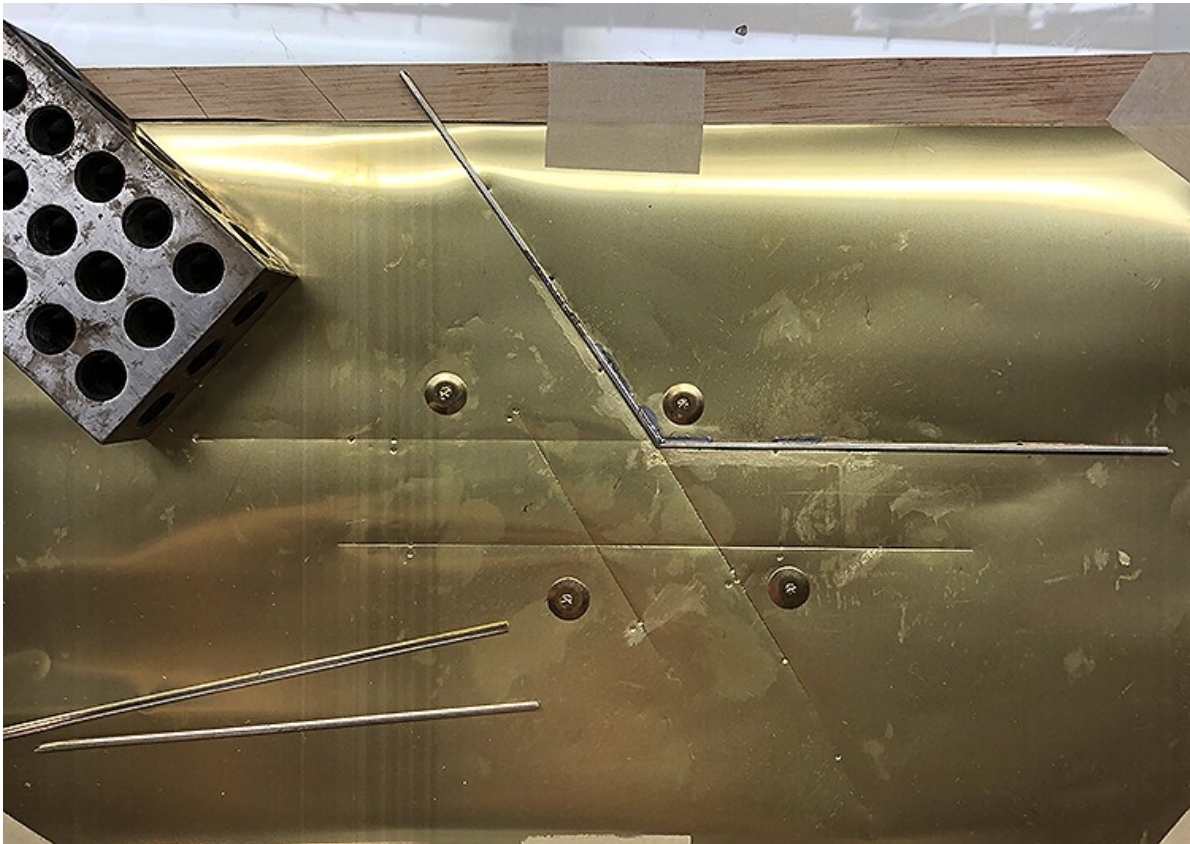
I placed a piece of 7 inch x 11 inch foil on to a half inch x eight inch x twelve inch piece of plywood to start this project (shown in photo below).

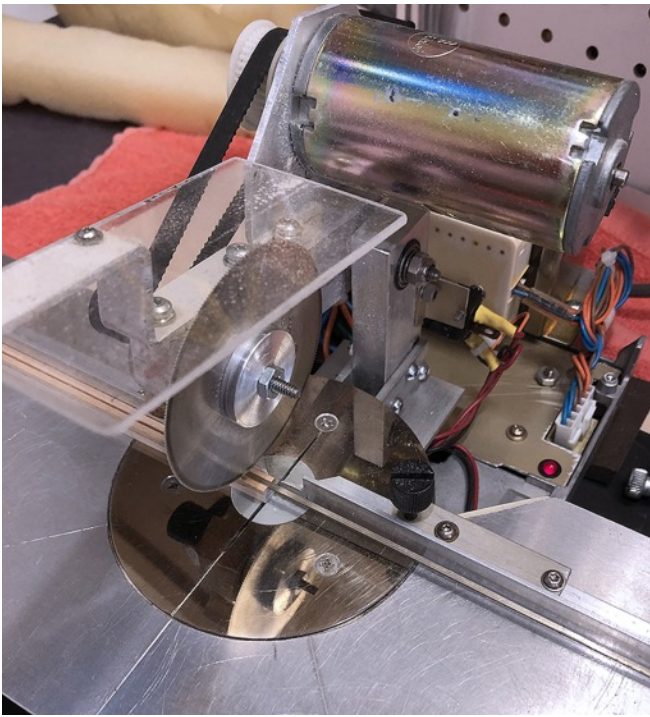




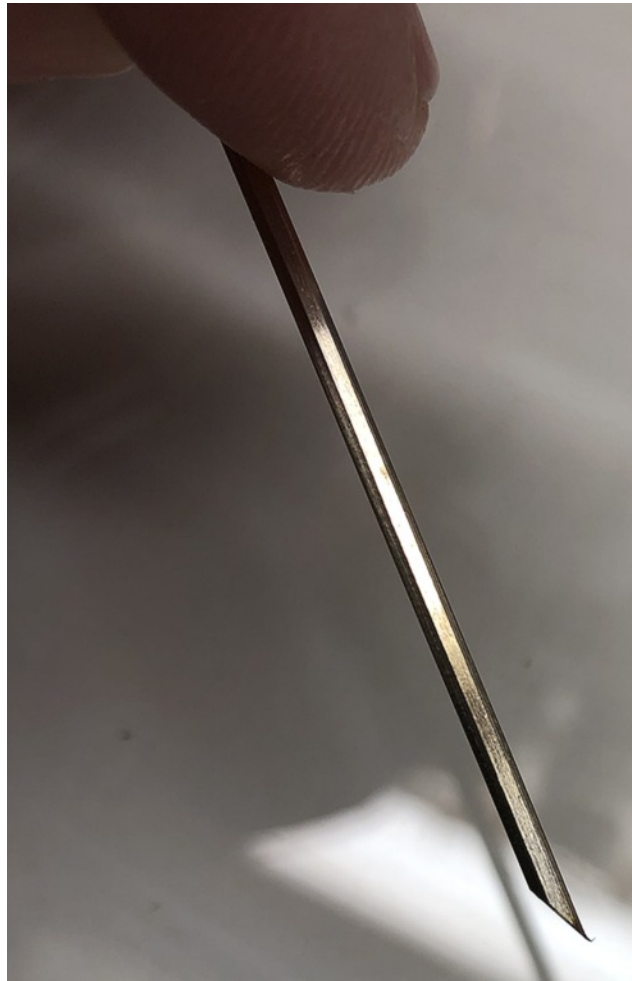


I put the paper template that I had made earlier of the crossing over the brass foil. Then, I used a punch to transfer the crossing template to the brass foil.

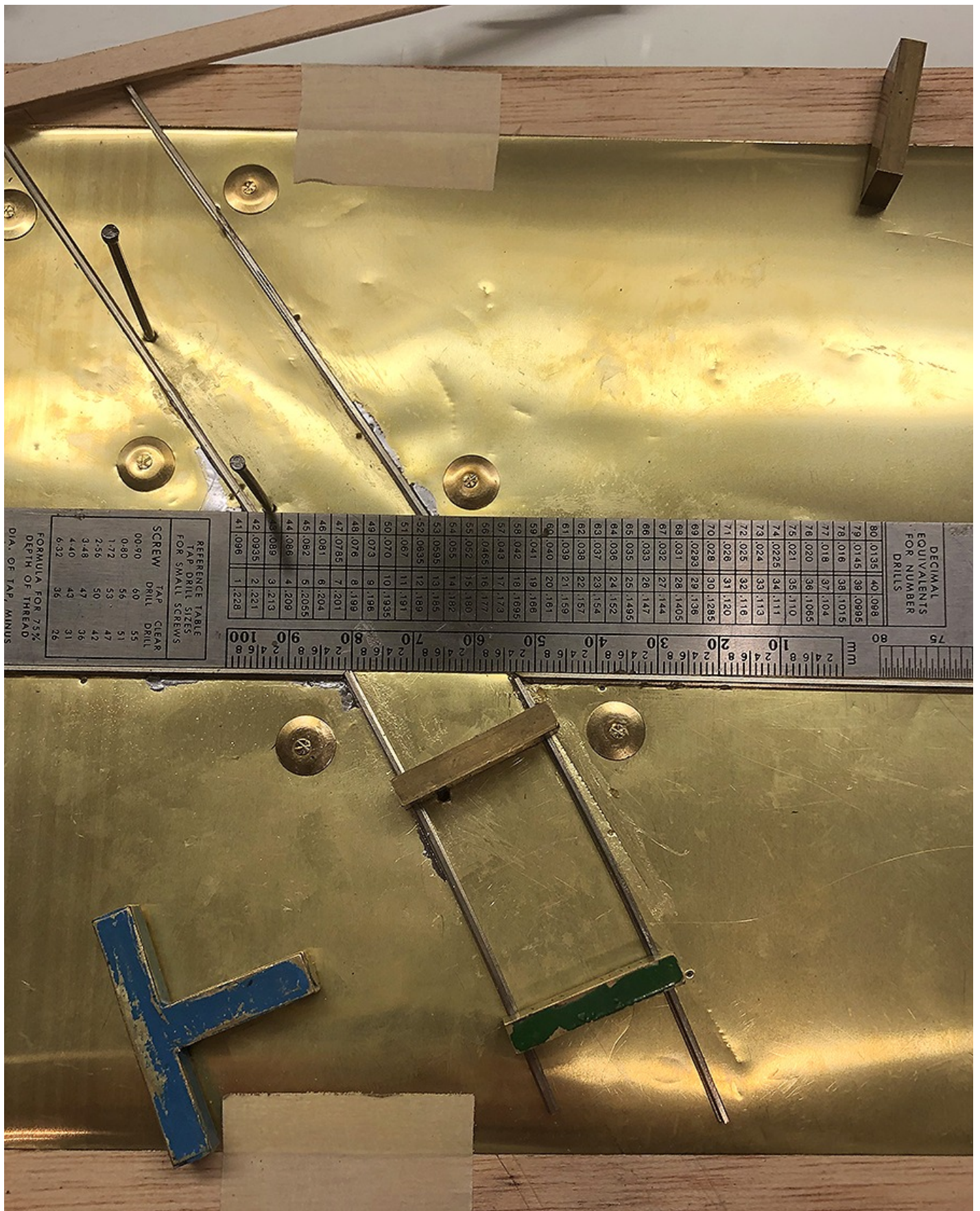




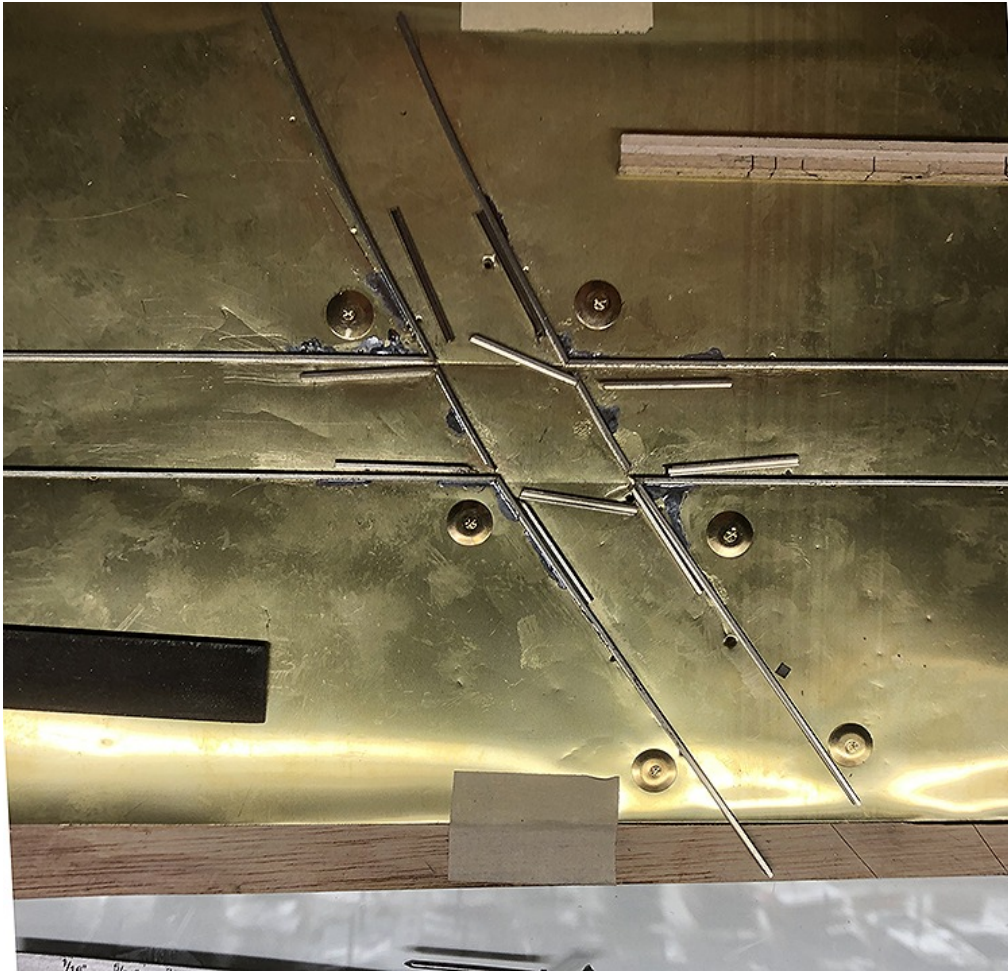
Next I needed to cut the rails to the correct size and angles. I used my mini chop saw shown above. You also could use a razor saw to cut the rail and a file for angles. I think angling the rail makes a better joint.



Tip: When I am working on a soldering project, I like to cut up small pieces of solder to use as shown in the photo on the left.



After soldering the stock rail in place at the K-frog, I used a straight edge to help position the rails of the V-frog. I soldered them to the brass foil, and then repeated this for the other two V and K frogs.



Above: Next, I cut the diamond stock rails. Note two of these have a slight radius, making it slightly harder to align. I installed these first, then I installed the straight pieces as shown in the photos.

Below: In the next step, I install the guard rails for the stock rails and the diamond rails.





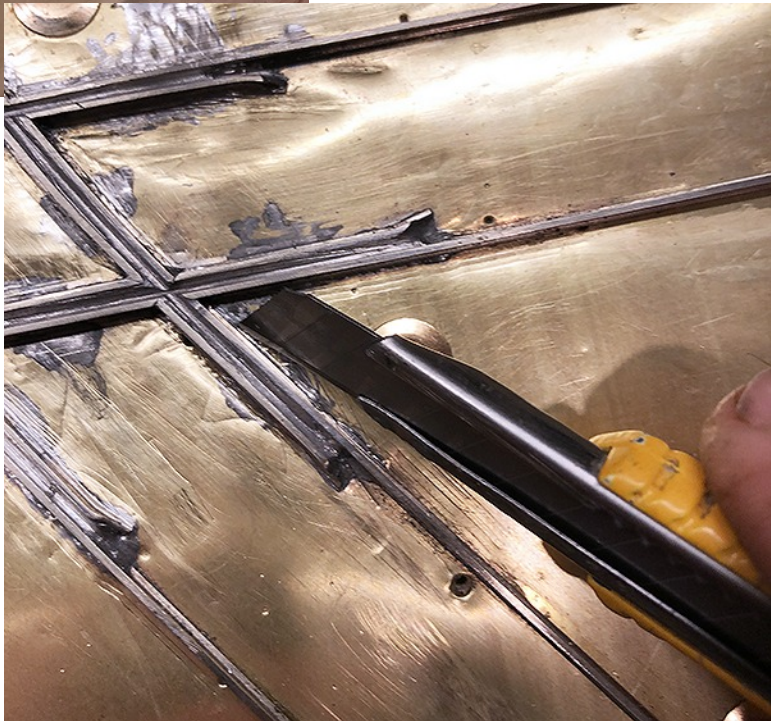
Now it's time to fill the gaps between the stock rails and the guard rails with solder. This step takes time, so don't hurry.

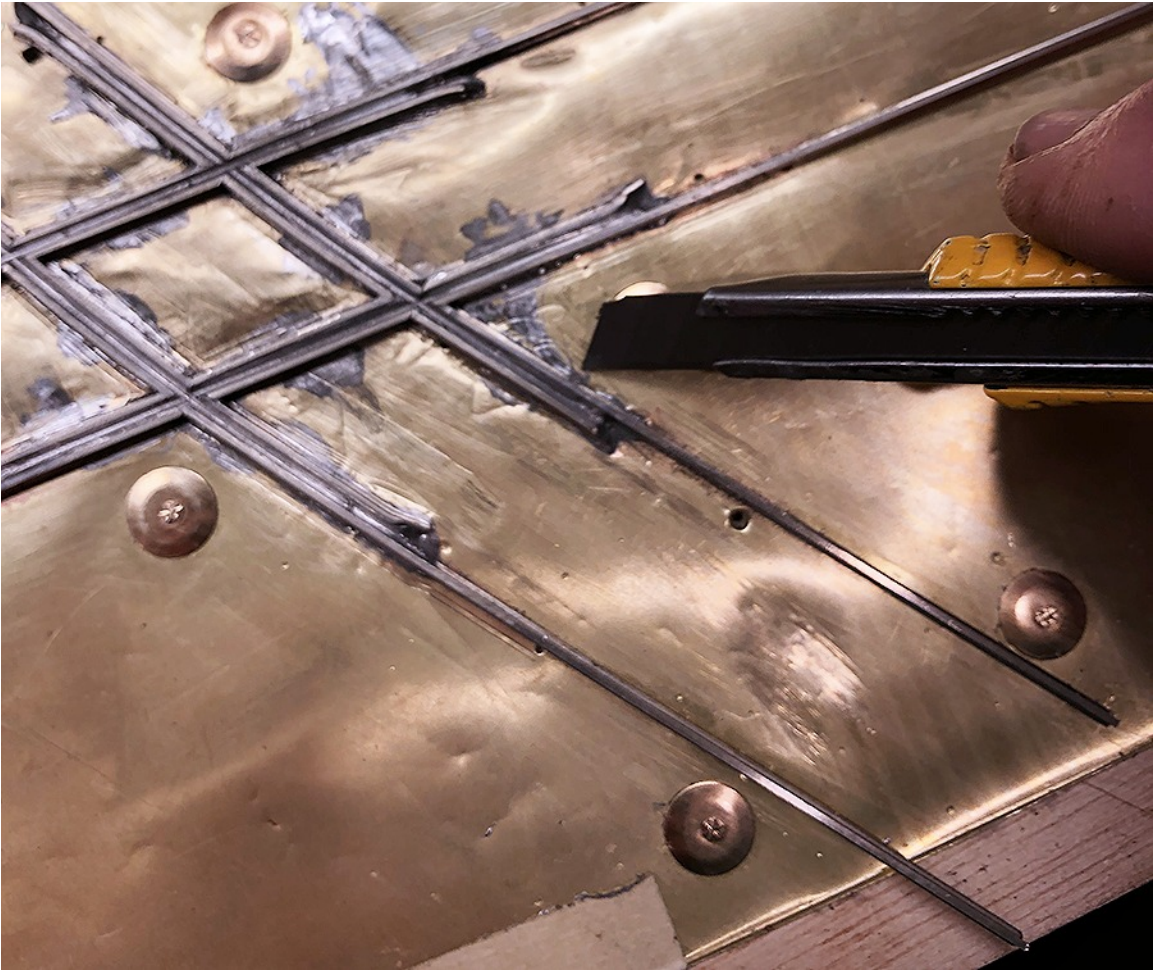




Once the gaps are filled, I take a small saw and remove the solder from between the rails just above the rail flange.

Assembly of the crossing is now finished so its time to cut away the brass foil.



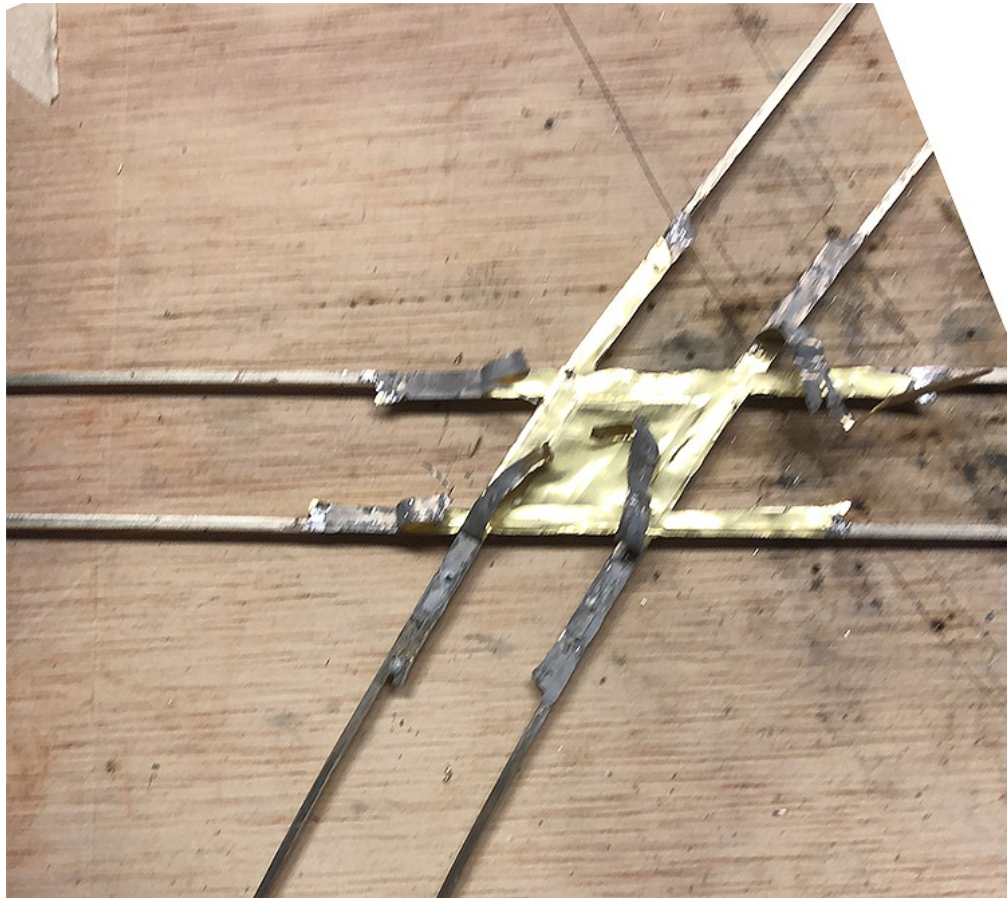


Using a razor knife, I start at the frog and cut outward along the rail flange. I repeat until I remove all the foil except the foil inside the diamond.

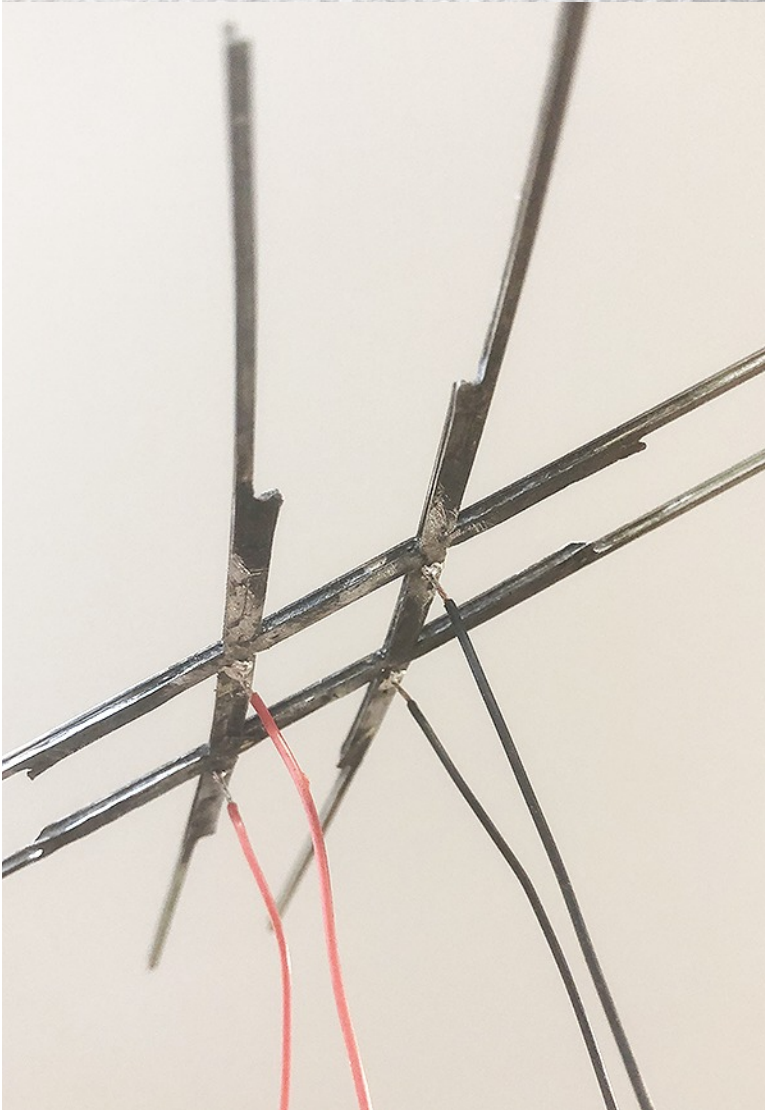
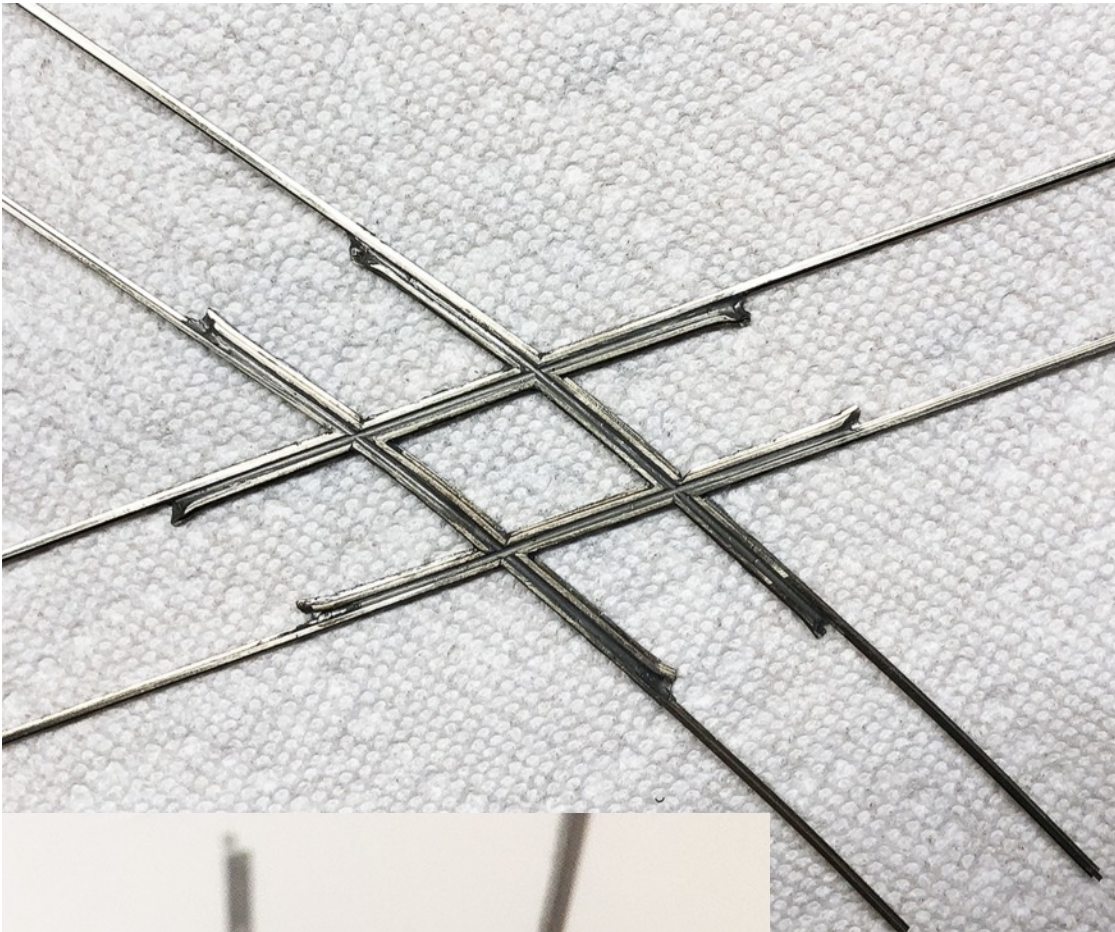




Above: I leave the foil in the diamond until I have cleaned and inspected the crossing.  
Below: Once everything checks out, I flip the crossing over and remove the foil from the bottom of the rails.







I then clean the crossing.

After cleaning, I solder the wire drops for power.

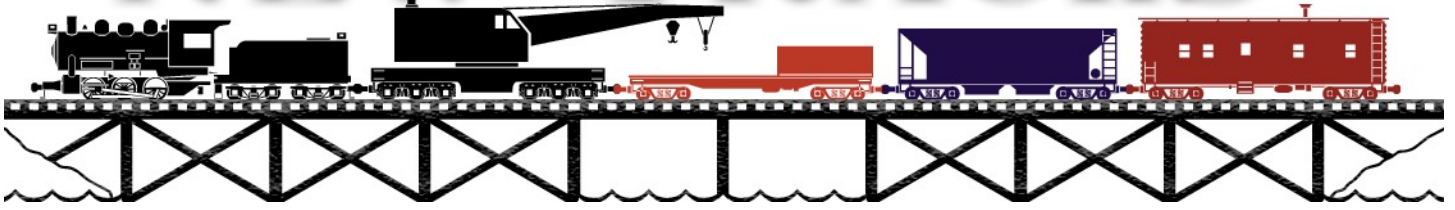
Now it's time to weather the crossing and install it on the layout (next page).

Be sure to check out Scott's Facebook page [Modeling the Greenville and Northern RR in S Scale](#).





# NEW TRACKS



**Mentor Definition: A Trusted Counselor or Guide**

**By Contributing Editor Jim Kellow MMR**

## **ZOOM Mentoring Meetings, Plus Farming and Timber Modeling & Much More**

**"New Tracks" ZOOM Meetings to meet, talk with, and learn from other modelers and a MENTOR!**

I recently participated in my first ZOOM meeting hosted by Chris Lane Sr, the Editor of "The On30 Annual", for members of the Mid-Hudson On30 Facebook group. I have been a member of this group for several years and have profiled some of the members in my "New Tracks" articles in *The O Scale Resource* online magazine. Some other members are included in my next O Scale article in the magazine to be published in late June, 2020. If you have not signed up to get the free *S Scale Resource* and *O Scale Resource* magazines delivered to you by email, I suggest you consider doing so. I don't want you to miss any of my articles!

I had never actually met any of the modelers in the Facebook group. ZOOM allowed me to actually see each person and talk to them. It was a great experience, and now I can put a face and voice to their Facebook posts. After actually talking to some of them, I feel I know those members a little bit better.

I really liked ZOOM video conferencing especially for bringing together people, who can see and talk to each other in real time, from different parts of the US and the world, who have a common interest in model building.

I immediately started thinking of the possible "NewTracks" model mentoring opportunities. Modelers and manufacturers I Profile could be featured in a ZOOM meeting with modelers who are interested in talking to them about their skills, techniques or products, as well as asking questions about modeling issues they are trying to solve in their own projects. Sound good?

I like ZOOM having only one person speaking at a time. Questions and answers go quickly and easily. With ZOOM, you are not just watching someone, you are participating with them and the other modelers who log into the meeting. We can actually learn from and help each other, and that is what I call mentoring.

A few weeks ago, my Co-Host and Technical Advisor, Dylan Lambert, Owner of Lambert Locomotive Works, and I posted on my Facebook page a request for modelers to tell us if they would be interested in participating in a ZOOM "New Tracks" mentoring meeting. We got a little over 100 replies. Ninety percent (90%) said they either liked the idea or wanted to help anyway they could.

Based on this, Dylan and I decided to hold our first meeting and then see how to go forward from there. We have had our first ZOOM meeting, and were very pleased with the results and the comments we received about the meeting. It was attended by about 25 modelers who met and talked with Dylan Lambert of Lambert Locomotive Works. The feedback we received was very positive, and I think everyone enjoyed it.

You can see the meeting for yourself as I have posted a link to our first "New Tracks" Mentoring Meeting on my Jim Kellow MMR Facebook page, and also here for your viewing. If you missed the meeting, you can see a video of it by clicking on this link: <https://1drv.ms/v/s!Av4HTjcdjmVvkEx4reUnBKwlrqnI>

All of our future meetings will also have a video posted on my [Facebook page Jim Kellow MMR](#) for free download. Also, all future meetings will have captioning to accommodate hearing impaired modelers if we can find a way to do it automatically. We are currently working on this feature. This need was recently brought to my attention and I appreciate the information from the modeler who requested it. We are trying to be responsive to participants' suggestions and needs. Just let us have your comments.

We used the Free ZOOM app for the meeting which is supposed to allow for up to a 40 minute meeting. Our meeting actually lasted over an hour and a half. ZOOM did not try to cut us off, so maybe the 40 minute limit has been removed, at least for now?

We got some comments from modelers about their concerns of not being able to participate in the meeting because they live in various parts of the world with very different time zones. This is one of the main reasons we decided to record and post all of the Zoom Meetings on my [Facebook page, Jim Kellow MMR](#). We hope this will help partially solve the time zone problem, as well as provide modelers who missed the meetings, an opportunity to at least see what went on. Yes, some of us still have to go to work!

If we find there is sufficient demand for live meetings in other time zones, such as the U.K., Australia, and the Far East, we will try and provide Live meetings in those areas. We are currently investigating and looking for local Co-Hosts. You will just have to let us know that the demand exists in your time zones, or you are interested in being a Co-Host, by contacting me either by [email](#) or by leaving a message on my [Facebook page](#).

Another thing that has happened is that we are finding many great modelers who like the idea of sharing their skills and modeling techniques, and are interested in being a featured modeler in our "New Tracks" ZOOM Mentoring Meetings. So we are going to experiment with expanding our efforts and have two meetings a week, on Wednesday and Saturday evenings at 7pm EST. All the details and log in information will be posted on my [Jim Kellow MMR Facebook page](#). As I write this, our next Zoom meetings are scheduled for May 13 and May 16 at 7pm EST, and weekly on Wednesday and Saturday thereafter.

I think our ZOOM meetings may be a substitute for some of us to actually be able to sit by the side of a talented modeler, watch him/her build a model and learn why it is being built the way it is. I was lucky to have the privilege to be able to sit with my mentor for hours at a time each week and do this. He also always gave me projects to do between our meetings and then gave me feedback on my efforts. Now I look forward to these ZOOM meetings providing me that kind of hands on learning experience and hopefully even feedback on my modeling projects. Join us and see what you think. You may be surprised at what you get out of the meetings. At least I hope so.

You can follow our progress, and get the information you will need to participate in any of our ZOOM meetings on my [Facebook page, Jim Kellow MMR](#). All you have to do is go to my Facebook page at the scheduled time for the meeting and click on the posted link. We are trying to make this as easy for everyone as possible. We look forward to seeing and talking with all of you at future meetings.

If you want to be featured in one of our Zoom Meetings, or want to see a ZOOM meeting with a specific modeler or manufacturer let me know on my [Facebook Page](#) or send me a email to [JimKellow@oscaleresource.com](mailto:JimKellow@oscaleresource.com) and we will try to schedule it.

For these Zoom meetings to be of benefit, you must want them to work and participate. We appreciate all of your interest so far, and want to thank you in advance for your future help. We look forward to seeing you soon and hearing your feedback so we can include your suggestions and ideas in our ZOOM programs.

## Now how about some Farm Modeling?

I recently got interested in farm modelers and their focus on creating scenes of actual farm life. I even wrote an article about S Scale farming which profiled some of the manufacturers and modelers who provide farm models and expertise in creating farm scenes on your model railroad. I am still finding more farm model manufacturers and mentors for what I term "Farm to Table" modeling.



Please meet one of these talented modeler/manufacturers.

### Brad Duenow

I got started in this hobby because of my son wanting to make displays for 4-H at the county fair. We deal with 1/64th scale or S scale because that is the size our kids had for toys. My son and I have been in the hobby around 6 years.



I started making bales, because the guy we had make them decided to stop making them. Before he quit however, he was very gracious to show me the ropes of making bales and became my mentor. I just took his advice, and ran with making bales. My company is **C&B HAY BALES**.

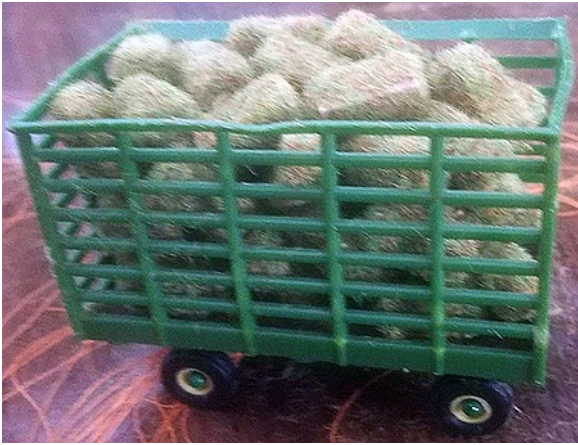
I make all kinds of 1/64th S scale bales. I make round bales and large square bales. Also, little hand held bales.

I don't have a website at the present time, but I plan on doing one soon. If you have any questions please contact me at [Brad.Duenow@sscaleresource.com](mailto:Brad.Duenow@sscaleresource.com)

I plan on taking this business as far as I can. I want to make more Farm modeling products, the modeling customer needs for his Farm Scenes. For example I recently added Farm sheds to my product line because modelers asked for them. These are not kits, at this time, but rather scratch built models I make to order. They can be either small or large sheds depending on the modelers needs.

I am currently looking for other products modelers would like to see offered for their Farm modeling. If you have a need or an idea you would like me to consider, I would appreciate hearing



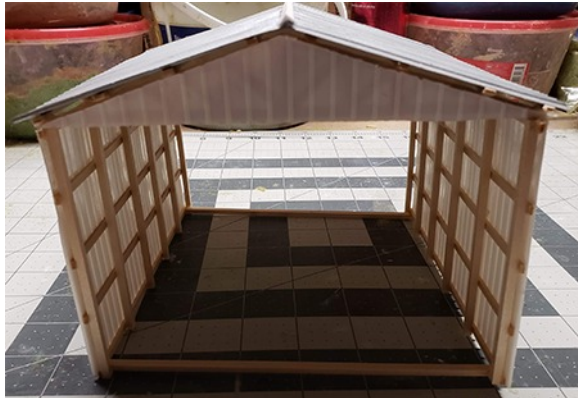


about the product. If I decide to offer it commercially, I will send you a free one to say thanks for your help. I look forward to hearing your suggestions at [Brad.Duenow@sscaleresource.com](mailto:Brad.Duenow@sscaleresource.com).

Also, as a way to introduce his new company, I suggested Brad offer a contest drawing. He immediately agreed and is offering one lucky modeler the selection of a variety of 26 hay bales of his choice or 100 of his small bales. Thanks Brad for your interest and help, and good luck to all of you in his contest.

[Modelers fill out form](#), agree to use the models and write an article on their experience that I will include in one of my future “New Tracks” articles.

I look forward to seeing your photos of how you use these hay bales in your Farm scene. I will include your photos in a future article so all of us can see your creativity and modeling. I also look forward, as I know you are, to hearing about new products Brad offers for sale.



I really appreciate Brad’s interest and hope you will contact him at [Brad.Duenow@sscaleresource.com](mailto:Brad.Duenow@sscaleresource.com) for more information, new product ideas, or if you feel he can help with your modeling.



## Now How About Some Timber Modeling?

If the timber industry interests you, I found a modeler and company you need to meet. I really like Jozef's ideas and plans. Please meet him and his company, Kanuck Valley Models. By the way, Josef will be a featured modeler in an upcoming ZOOM "New Tracks" Mentoring Meeting. Look for his appearance on my [Jim Kellow MMR Facebook page](#).



### Jozef Van Eenbergen

I got into the hobby thanks to my dad. He always had an N scale layout while we were living in The Netherlands. After growing up, I travelled a fair bit before settling in Canada. I happened to live close by the trains and was amazed by the size difference between Europe and Canada when it comes to the trains which re-ignited the modeling spark.

I have the advantage of having 10 years of experience in the Visual Effects industry where one of my jobs was 3D modeling, so it became a great fit for me as things picked up in the 3D printing world. All of a sudden, I was able to design and build the things I'd been wanting to build for years with very little limit to the imagination.

I joined a few groups on Facebook and posted some of the work and people were asking if I could print it for them and that is how Kanuck Valley Models was born.

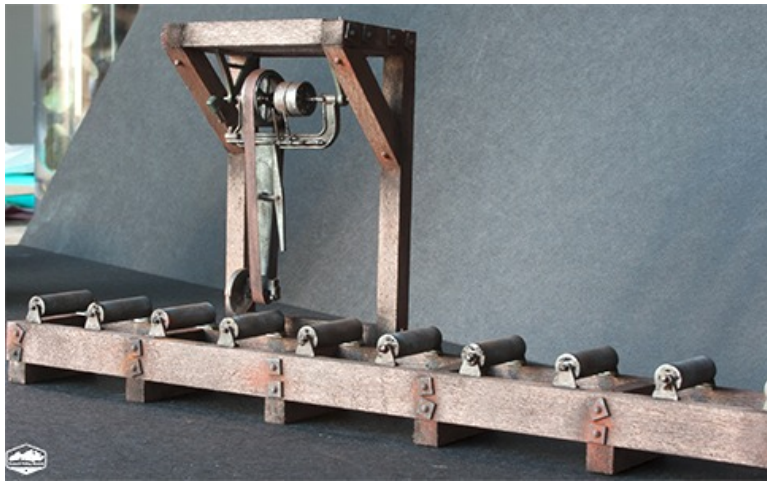
As I am originally from The Netherlands, but also lived in France the word Kanuck (with the older spelling, an old term in Canada for Dutch and French immigrants in Canada a century ago) seemed a perfect name ☺ .

For me, it is really important to provide good instructions; and I spent a fair bit of time making the manuals and technical drawings that go with it. Having made kits when I was younger, I found that the kits I enjoyed most were the ones with good instructions, yet left freedom to use your imagination, and that is what I strive for with the kits I have been selling.

Cost is another important factor, and I try and keep the kits accessible for a larger audience without skipping on the details which is something that is made easier with 3D printing as the details achievable feels greater. That being said, there are some parts like the pulleys and wheels that I am curious to cast, but that is a plan for somewhere in 2020 to see how much detail I can get out of those.







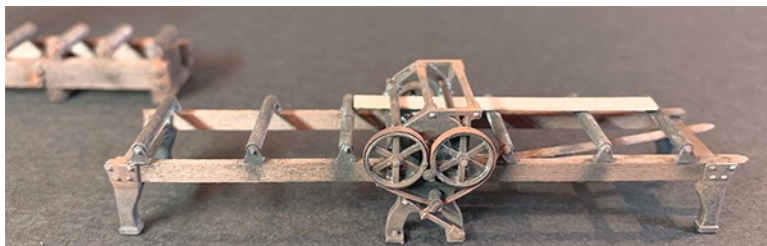
I have spent the last few weeks building and designing the additional machinery that compliment the existing saw mill kits and hope to launch about 5 new kits in the next month including an edger, log haul, live rollers and transfer skids.

I have also been working on some On30 disconnected log bunk rolling stock and hoping to also finish off a Shay Class C. The Shay is a kit I hope to be able to offer but it involves a fair bit more of mechanics that I want to get absolutely right before offering them.

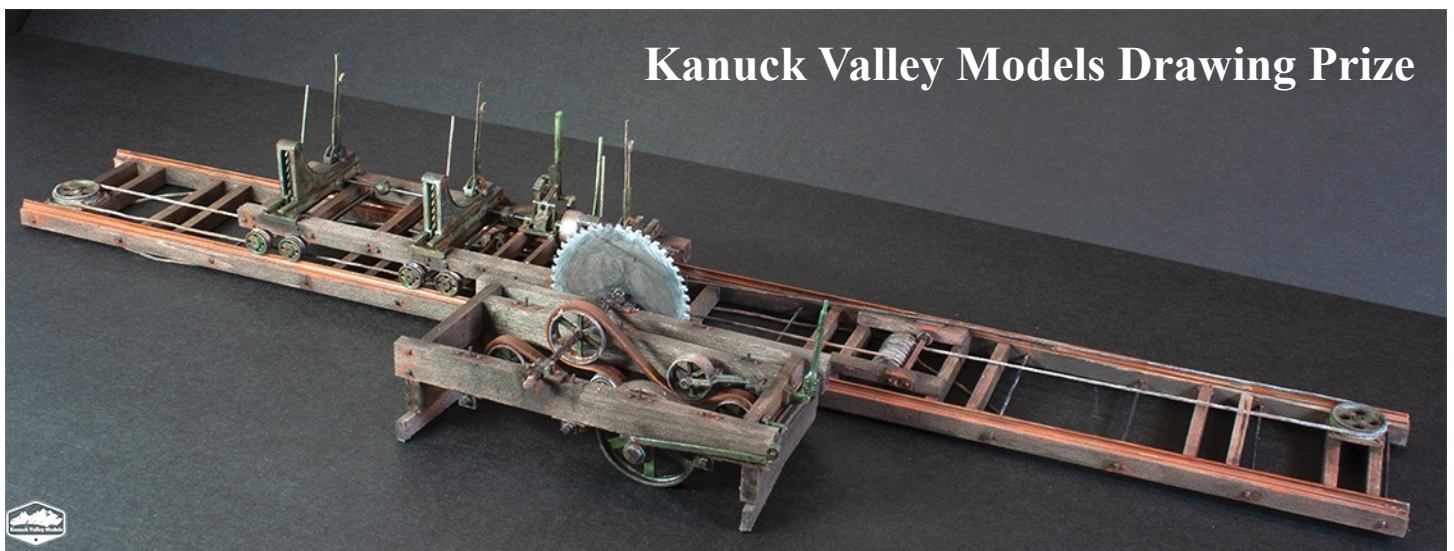


A bit more in a concept phase are crew and characters for the sawmill as well as the building itself.

I personally have switched to On30 recently. I started out in HO but loved the slightly bigger format and On30 allows me to keep things still fairly contained as a large space for a layout I do not have.



When it comes to other modellers, I love helping out and providing tips, and although I am still fairly new, the things I do know I love to share. For the kits, I stay available via Facebook, or Email, or Etsy (the webshop platform I do all of my sales on as it is a safe and secure platform for



## Kanuck Valley Models Drawing Prize

buyer and seller), and provides additional instructions if needed or replacement parts or photos from the assembled kits as I build all the kits at least once to make sure the instructions and drawings and prints all fit.

Thanks for allowing me to provide a glimpse into the world of Kanuck Valley Models. Please contact me at [Jozef\\_Van\\_Eenberg@sscaleresource.com](mailto:Jozef_Van_Eenberg@sscaleresource.com).

During our conversation, I suggested Jozef offer a contest drawing where one lucky modeler will win one of his S Scale sawmill kits. The kit comes in three parts with the carriage, track, and saw husk. He immediately agreed. Thanks, Jozef, for your interest and help, and good luck to all of you entering the contest drawing.

**ENTER HERE TO WIN OUR  
JOZEF'S KANUCK VALLEY MODELS  
DRAWING**

How to Enter Jozef's Kanuck Valley Models contest: [Modelers fill out form](#), agree to use the models and write an article on their experience that I will include in one of my future "New Tracks" articles.. I look forward to see how you use the sawmill kit in your modeling. I will include the photos and your comments in a future article so all of us can see your modeling.

Please visit the Etsy shop: <https://www.etsy.com/ca/shop/KanuckValleyModels> as well as my Facebook page: <https://www.facebook.com/KanuckValleyModels/>

Thanks so much Jozef for your help and interest. I look forward to seeing your future products. You can contact Josef directly at [Jozef\\_Van\\_Eenberg@sscaleresource.com](mailto:Jozef_Van_Eenberg@sscaleresource.com)

**An amazing Z Scale layout with prototype scenery and moving automobiles? Ideas we can also use.**

Funny what you can learn from modelers in other scales. This Z Scale Modeler taught me a lot, and I think you may also learn some modeling ideas from him.

I recently wrote an article in this magazine about creating a [motorcycle club with the potential for motorcycles moving on streets in your model railroad](#). I also wrote in the current issue of [O Scale Resource magazine](#) about antique and classic cars and their movement in your model railroad. Well, here is a modeler who scratch-built a creative solution for moving automobiles on his Z Scale model railroad. He also found a way to recreate a picture in time of his home town's Main Street. I was very impressed with his modeling and think his ideas can help us in modeling our city scenes and have realistic automobile and motorcycle movement on our layouts. Please meet David Wood and see his "Stanford Springs, Connecticut" model railroad.

### David Wood



My daytime job is programming the CNC machines and engineering architectural woodwork for the company I work for.

One of my hobbies is woodworking, and I have a woodshop at home.

My interest in model trains started in February of 2003 after I bought a starter set at the train show at the Eastern states expo in January.

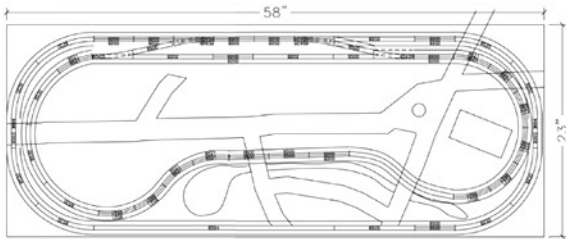
At the time, I didn't have a lot of room for a large layout, so I decided on Z scale, or 1:220, as this was the smallest commercially available train.

After finding out how expensive Z scale train accessories were, I decided to make my own scenery.

What better landscape to use but the beautiful downtown Stafford Springs, Connecticut where I live. I remember watching the train come through town when I was a kid, waiting for the caboose car to go by.

After looking at maps online, (they did not have many satellite images back then) I drew the layout as close to scale as I could.

I created a custom mahogany cabinet to hold the town in style. After all, a train layout should be more than a track on a sheet of plywood. This layout is 23" deep by 58" long. and it's on casters so it can be easily moved.



Now recreating the buildings in town was a challenge, since I can't paint and the detail needed was too small. Instead, I decided to use photographs and Photoshop®, which is another one of my hobbies. I removed all of the extra details such as telephone wires, and scaled it down to size. The end result were buildings that looked exactly like my town's main street, and was relatively inexpensive. On some buildings where I couldn't photograph the whole side, I recreated the missing parts in Photoshop®.

I must say that the joy in model railroading for me is the actual planning and building. Once it was complete, I could only run the train around so much. I needed to do more.

I thought, wouldn't it be great if the cars drove down main street? So I figured out how to achieve this. One of the problems with Z Scale is there are not as many accessories as most of the other scales. They did make a car system to automate the cars but 1) it is expensive; and 2) it's not available in Z scale. If you do model in Z scale, you will learn you need to work with very small parts, they're harder to handle than most other scales, and the cost is very high for the tiny accessories. The park light at the time was \$18 each for working light the size of a toothpick. A lot of the commercially available accessories are modeled after Europeans trains. A European crossing gate would not look good in a New England town.

Most of the thrill for me in model railroading is not the finished layout, but is the journey to get there. From creating the layout to building the cabinet. Taking photos and learning how to make them work for the layout. Making the electrical and sound system, and making it all look like a real snapshot in time.



Now this layout is special to me. It's a recreation of the town where I live. The town is constantly changing. Businesses come and go. Some businesses that have been a part of the town for many years are now gone forever. My layout is a snapshot in time. Want to see more beautiful pictures of this layout? [Click here to see more of the Stafford Z Scale Train.](#)

The town just celebrated their 300 year anniversary with yearlong events ending in a parade and a town wide party. My Stafford Z Scale layout was on display for all to see. It was a great day. It made it all worthwhile. Overall, model trains is a great hobby, and Z scale is a great size to have a large layout in small space, but plan on spending some money. I added up all that I spent on my layout from start to finish and it's just under \$3,000. I have several videos on YouTube about my train.

<https://www.youtube.com/playlist?list=PL9FFAF07E90928970>

You can reach David at [David.Wood@sscaleresource.com](mailto:David.Wood@sscaleresource.com).



## Freelance Modeling

Now I would like to introduce you to a freelance S Scale modeler who I believe expresses the philosophy many of us have about our modeling experiences.

When I first met Pat Finelli he told me: “There is a long story about my interest in model railroading. It began with a train set my parents gave me for Christmas when I was four years old. My father built my first layout in our basement. It was dismantled long before I left for college and the parts languished in a box under the cellar stairs. About two years ago, my brother and mother asked me to either take them away or throw them out. A colleague who is a model train enthusiast suggested that I take them back to Florida and helped me with the platform. The rest is just craft and patience. It is so cool to do it. Today, kids play video games and few have the inclination to create these amazing scale worlds. I admire the hobbyists who model actual rail lines. Mine is entirely fictional.”

I could not resist hearing about what Pat is doing now and seeing his model railroad. Please meet:

### Dr. Pat Finelli

I began this project in the Spring of 2018. My father built my first layout in S-Scale with plywood and 2x4s. He painted the plywood green and set it up with side tracks and a cattle farm. As a young boy, I was preoccupied with keeping the train on the tracks. It was disassembled and the tracks and trains were put into storage in a box under the cellar stairs. My brother and mother pulled out the box while I was visiting for the holidays in 2017. I debated whether to sell the parts on eBay or toss them out. I consulted with a colleague at the university who is a model train enthusiast (Beau Edwardson), who convinced me to bring them back to Florida for refurbishment. He suggested that I build my own layout and told me to purchase three 3'x6' tables at iKea and synthetic turf. Beau came over with his compressor and pneumatic staple gun and we created the platform. I purchased FastTrack that was much more efficient than the legacy track. The project grew from there as I added features and fabricated hills, roads, ponds and trees.



How did I learn to build?



As a boy, I did a lot of scale model building of planes with decals from kits with Testors® cement. I also built using balsa wood. I took a scenography class in college and built a 1/4" scale model of a set for Harold Pinter's play “The Homecoming”. It had details like a tongue-and-groove floor (at least it looked like it), a sideboard, wallpaper and a radiator. My professor said during his critique that it was great to have an architect in the class. I was a Psychology major with a minor in Computer Science. Later, after I had earned my Ph. D., I build a scale model of America, winner of the first America's Cup international yacht race, out of balsa wood. As far as this current "Hidden Springs" layout, I would think of a feature like water, or hills or a field (painstaking to fabricate the field that Bigfoot walks through).

Woodland Scenics carries most of the supplies that we need to build trees and terrain. I followed instructions as far as process. YouTube videos help a lot. Fellow model builders post many helpful



hints about building roads and waterways. The problem that took the longest time to solve was mounting the backdrop. 96" foam core and spring clips did the trick. The "YouTubers" often used spray adhesive. I opted for an easier process that can be set up and taken down easily. The curve was a challenge. You can't tell the difference in the pictures.

Who was my Mentor? I suppose my father was an early mentor. He was a perfectionist, an engineer who held patents for the Polaroid SX-70. His meticulous attention to detail inspired me, although every time I make a mistake I think of him and wish I had more patience (and talent). Beau has been a mentor too in giving me advice and encouragement along the way. He took me to a train show where I saw some tremendous layouts on display. Last year, my brother and I went to the Museum of Science in Boston where they had a few different scales on display. I showed pictures of my layout to a few experts who were offering advice. They just said to keep doing what I'm doing.



I chose to model in S Scale I suppose because my original layout was in S Scale. It is wonderful scale to work with and display. It doesn't take up too much space. Beau has a building behind his house with his large scale. Mine is set up in a corner of my great room. In my early career, I worked as a lighting designer making plots for stage productions in 1/4" scale, very close to 3/16". Probably the purist S Scale modeling is my logging camp. Everything is to scale in that scene. You might notice that some of the figures are not S Scale. I bought a bag of them from China to use as victims in the murder mystery. Another colleague remarked that the actual S Scale figures are wonderfully painted and posed, but the mass produced ones aren't as good. Right now they are scattered face down all over the layout. One of the features is O-scale. It is an alien abduction spacecraft. The way I see it, they would be larger than life and their beams might swell the bodies of the cows. There are a couple of items that I picked up at a gift shop that aren't exactly scale. Purists might be alarmed at that.

I joined forums to try to learn more about model making and receive critiques from other enthusiasts. I'm putting the layout into action by



making a film about the investigation of mysterious events in the fictional railroad town of Hidden Springs. I've become more aware of the craftsmanship involved in modeling legendary rail lines. I'm willing to share what I have learned. I wish I had advice while I was building the bed-and-breakfast house. I forgot to put window panes in until it was too late. I just decided that it is in decline and adds a spooky quality since there is a cemetery right next to it (and a photo of an alien spacecraft). All of those are built to scale. The fence around the cemetery is my own design. Key chain and wood posts

painted to look like concrete with pins to mount to the soil. Gravediggers to scale. Cadillac hearse to scale.

Thanks, Pat, for your help and comments. Please contact Pat at [Pat.Finelli@sscaleresource.com](mailto:Pat.Finelli@sscaleresource.com) if you believe he can help your modeling.

### Some other talented Model Artists at work

I recently saw a post by a lady whose artistic modeling is considered a collectible by her customers in Brazil. She hopes one day to be able to expand to have an International market. I think you will enjoy meeting her and seeing some really different modeling.

Please meet **Camila Garcia Mendes**



Well, my name is Camila Garcia Mendes, I am a visual artist and craftswoman and specialize in handmade structures for Models Railroads on almost all scales except the Z, N and TT scales. I live in Niteró City (near Rio de Janeiro) Brazil. I started working as an illustrator in the 80's, but with the advent of computer graphics software and refusing to exchange paper, pencils, brushes and inks for a mouse and computer screen, I sought new ways to express my art. It was then that, starting from this last decade, I began to dedicate myself to the branch of miniatures, a passion that I have cultivated for a long time and into which I joined as a plasticmodelism.

The modeling techniques I developed in the 1980s, at a time when, even in Brazil, there was little access to information and no one was willing to teach anything, keeping these “secrets” at all costs in order to have no competitors. I have been acquiring magazines and books specialized in the art of modelism and learning a lot from the so-called books and making-off movies of productions such as Star Wars.



The main material I work with is polystyrene in which I cut and manually engrave each piece. This is insane work, as there are many limitations in Brazil, due to the fact that we do not have at our disposal a great offer of products like in the United States or Europe. So, many parts and details must be done by hand and you can imagine the great difficulties that are faced here. These difficulties force us Brazilians to use a lot of creativity to do here what Americans and Europeans can buy in any store. Importing is very expensive because exchange and taxes make any product five times more expensive than in the United States. So understand that every building I made takes time, effort, and an ability to overcome huge obstacles.



In Brazil, I am innovative in terms of materials and unique models that I rarely repeat, with each model or structure becoming a rarity in itself - this gives them a value and lends their owner pride in owning something so exclusive. The models are delivered ready-made, painted and with a typical and realistic finish as belonging to a diorama. Although much of my production is in the field of Model Building, I also make sculptures and models with other themes, such as fantasy, science fiction and terror: They are therefore spaceships, monsters and creatures.

Going back to railroad models, the structures are sometimes based on photos found on the Internet, sometimes reinterpreting old buildings and adapting them to commercially available





materials when possible. Many of these are inspired by real buildings. I like to portray the buildings of the first half of the twentieth century, the Golden Age of Railways.

Because it is handmade, the production is not very large, because each piece takes a considerable time and I end up serving a narrower circle of people also, making the pieces very disputed (sought-after), especially in a market such as the incipient Brazilian compared to other countries.

I can say then that my production is almost never announced by Internet, being more common sales that occur on customer visits to my studio or by whatsapp. Static models of locomotives, trams and wagons are also produced in small quantities in the 1/10 or 1/20 scales.

After designing each building, I draw them on the polystyrene plates. Then the pieces are dug or cut with a hobby knife or with a micro drill. To simulate the joints of the boards I use a plaque calculus tartar remover or periodontal gracey cureta with which I make grooves with the help of a steel ruler along which it slides, scratching the surface of the plastic.

For those who want to know a little more about the models already produced can visit my Facebook page: <https://www.facebook.com/pg/CA-Models-Railroads-Camila-Garcia-Craftswoman-111520990353705>

I asked if she would mentor other modelers if they contacted her. She said; "Yes! I could guide other modelers! In the areas such as handmade structures modeling and painting." Please contact her at [Camila\\_Garcia\\_Mendes@sscaleresource.com](mailto:Camila_Garcia_Mendes@sscaleresource.com) for more information.

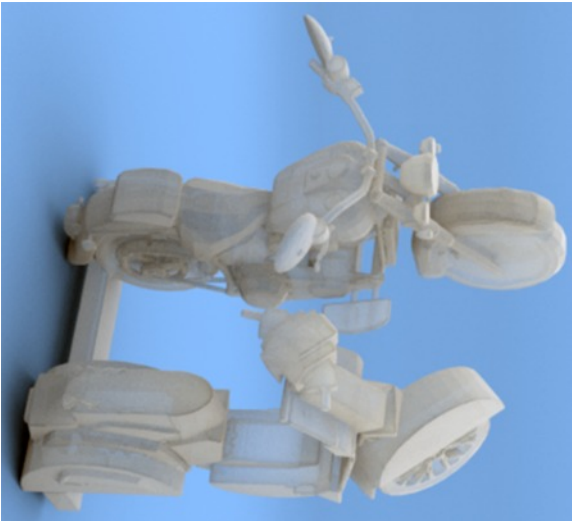




## Carl Brannin

I have been interested in model railroading all my life, well at least since I was 8 years old. I used to go to Bobby Halls hobby shop in Dallas, Texas almost every Saturday. That's where I met John Allen.

Anyway, I have had various small layout setups throughout my life always in HO Scale. Anywhere from the proverbial 4 x 6, to an around the walls of a small bedroom, to what I am working on now – a 22 x 15 ft layout depicting a fictional area of the southern United States. I model the Southern Railroad. If you want to see my layout, here's my website: [www.scificbl.com](http://www.scificbl.com).



I got interested in 3D printing and design a few years ago. I was looking for hanging beef for my meat packing plant in HO Scale. I could not find it anywhere. So I looked into 3D printing my own. 3D printers are very expensive. That's where Shapeways comes in. Thus the birth of my shop on Shapeways <https://www.shapeways.com/shops/cb-s-designs>. I started out strictly HO Scale, but now have S Scale, O Scale, N Scale, and various other scales with special projects. If I design something in one scale, it is fairly easy to change to the other scale sizes. The S Scale Draft Horses are good example. They started out in HO Scale.



The S Scale motorcycle and scooter started out as toys uploaded by an unknown artist. I fixed them and originally uploaded them in HO Scale, but a special request from a customer came in to change them to S Scale. Most of my designs can be contributed to other artists uploaded to various sites. Most have problems and can't be 3D printed as is. I take the designs and fix the holes or make them manifold, which is a 3D term meaning all the lines merge together properly. The horses were uploaded by an unknown artist. I fixed the holes and sized them to 3D print. I do have original designs as well.

I just finished up the S Scale truck as pictured. That too was a special project. The customer needed one for his layout and neither of us could find one online. I modified a Model A truck into a Model T according to pictures the customer sent me. I feel lucky I have managed to combine two things I love to do into one hobby.

Please contact Carl at [Carl.Brannin@sscaleresource.com](mailto:Carl.Brannin@sscaleresource.com). I am sure he will be glad to hear from you and help you in anyway he can.



## Jack Dziadul

I am primarily a structure modeler, with a preference for building and creating craftsman kits. Like 99% of the male population, I started in the hobby at a very young age with an American Flyer S scale train set. I migrated to a smaller scale when my younger brother received an HO set a year later. The change was made for very practical reasons. Our “layout” was the top of a ping-pong table in the unfinished basement of our home. We simply could fit more track and Plasticville buildings on the tabletop with HO, than with S scale. This was enhanced tremendously when my father brought home a 4’x4’ preformed module with track and a small mountain with a tunnel. So now we had contoured hillsides instead of just a rolled out mat of green “grass.”

Vehicles came from inside cereal boxes. I am not sure if my mother ever caught on to why we ate so much cereal back then. When we added money from our Monopoly game, the play value increased exponentially and we had many hours of creating wonderful memories. Fortunately, I saved many of those old buildings from Revell, Plasticville, Bachmann, Life-Like, Model Power, and others.

Like so many, the hobby took a backseat to school, family, and career. When the nest eventually emptied, my interest, which never really waned, was re-kindled. I would pick up the occasional *Model Railroader*, *Model Railroad Craftsman*, or other publications on my business travels. I slowly came to realize and appreciate the difference between the toys that I had as a kid and what I now know as an adult hobby.

I learned to build by reading, listening to podcasts, watching videos, following Facebook blogs, attending clinics, and by just trying things. Most recently, I have gone out of my way to build craftsman kits from different manufacturers.

When I lived in Massachusetts, I would visit private layouts in the annual November “Tour de Chooch.” Layout owners from northeastern Massachusetts and New Hampshire opened their homes during November, which is promoted as Model Railroad Month. Here in North Carolina, I have visited and operated on dozens of home and club layouts. Similarly, I have toured many layouts at the various conventions. Visiting other layouts helped my modeling in many ways; learning from others what to do, and even sometimes what not to do. There was no single mentor. I learned many things from a number of people. However, a few do stand out. When I lived in the Boston area, I read about monthly decoder clinics that were sponsored by the South Shore Model Railroad Club. Although I was not a member of the club, Dave Clinton allowed my participation. It was Dave who taught me how to hardwire decoders.

Another Dave, Dave Lynam, MMR, was supervising the construction of a layout that we would be raffling off as a fundraiser. Dave was an expert in scenery and challenged me to just make a mess and get my hands dirty. He also handed me my first craftsman kit and said build this. It was the Fishing Shack by Bar Mills.

When I attended my first NMRA National convention in Philadelphia, I responded to a call for volunteers to be apprentice contest judges. I was assigned to a team evaluating Finish & Lettering. It was a revelation studying and observing what went into Achievement Program level modeling. I have since assisted many contest and AP evaluations at NMRA National and Mid-Eastern Region conventions as well as assisted my local AP Chairman with merit award evaluations.

We are lucky to have a very active NMRA Division here in central North Carolina where we meet monthly. These get-togethers feature model contests and excellent clinic presentations. I am always amazed at the talent that comes together to share their love of the hobby. Almost every year, the Carolina Piedmont Division builds a raffle layout. Participating in these team construction projects allows each of us to learn and practice various skills such as track laying, scenery applications, and structure building, detailing, weathering and placement to create a mini-scene.

At conventions, I usually sign up for hands-on clinics, also called “make-n-take,” where the clinician walks the class through building a freight car or structure. I could go on, but suffice it to say that there are so many ways to learn about this great hobby. I think that it might have been Gerry Leone, MMR who many years ago said to just do some something each day, even it was just taking fifteen minutes to cut, glue or paint some detail.

Below are a variety of various craftsman kits from other manufacturers that I have built in recent years. I tried to include a variety that illustrate how I generally approach my builds.

- I typically lightly weather buildings
- Extra details are usually added. I often do not include signs until I know where on my layout the structure will be placed.
- Interiors are either modeled or at least view blocked.
- Chimneys are often substituted or additional ones added from my scrap box.
- The photos with the four garages shows that I am trying to acquire a number of different garage models. Most layouts of the transition era in the area that I model would have a detached garage.





## Starting my Hobby Business, [Ipswich Hobbies](#)

The seed was planted for my hobby business about three years ago. On my summer trips back to New England, I always made time for “industrial archeology.” That is my expression for photographing the remnants of the Boston & Maine Railroad. One structure in particular that I always returned to was the old freight house in Rockport, Massachusetts. This vacant shell showed further deterioration with each visit. I had frequently thought of modeling this before it was lost to the ages. A local friend, Steve Milley, purchased a laser-cutting machine for his newly formed Rail Scale Models enterprise. I had Steve create the CAD work from my field measurements and detailed photographs. The test build that I constructed was an eye-opener and became Kit #1 for Ipswich Hobbies, named after the town where I grew up.

My objective in creating Ipswich Hobbies was to produce kits based upon prototype structures of the B&M that had not been produced by other manufacturers. I model the B&M in HO and wanted my business to be a part of my hobby, not just another job.

### Products

My first kits were all in HO scale and each was a B&M structure. I thoroughly enjoyed researching each and each got to the finish line by slightly different routes. Rockport Freight House was primarily my undertaking with some late stage help from Rockport resident and fellow B&M modeler, Rick Knight.

Driving through New Hampshire, I stumbled across a restored freight house in Union, which is part of the Wakefield Heritage Park. Some very skilled modelers created an HO scale layout inside the old freight house. Bill Garver provided measurements from the renovation along with the UCC Valuation plan; thus, Kit #2 came to life.

Kits 3, 4 and 5 are all lineside structures that were once in Ipswich. Reading a book on old railroad structures led me to track down a former REA baggage shed. I found it behind a private home and worked with the owners to bring Kit #3 to life. The crossing shanty, Kit #4, has been restored and is located at the Ipswich  
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Historical Society. I worked with IHS Chairman and B&M modeler, John Stump. I photographed the Ipswich section house in its state of near collapse. Fortunately, historian and fellow B&M modeler, James VanBokkelen, measured the structure before it was bulldozed. I used James' measurements and some of his photographs to produce Kit #5.

After working several train shows as a vendor, it became obvious that I needed to expand my product line. So almost all of my kits are now available in N scale. Since I live now in North Carolina and since most of my train shows are in state, I have been working to produce products of interest to local modelers. There are not too many B&M modelers in NC. After seeing my work at a train show, I was approached by a nearby railroad museum to produce a kit of the Southern Railway freight house that was recently moved to its campus. Goldston Depot became Kit #7 with the documentary assistance of Bob Crowley, David Dick, Victor Varney, and David Bott.

Kevin von der Lippe is credited with inspiring my model of the Goldston Tool Shed. Kevin's measurements and photographs, along with my photos brought us to Kit #9.

As to the future, I am presently working on structures that served railroads in MA, NH, and NC. In addition, I will be coming out with non-rail structures to includes residential and commercial buildings. HO versions will be released first, with N to follow.

### **Why no S or O Scale products?**

I have not yet produced any kits in O or S scales for several very practical reasons. My highest kit price right now is \$115, and I am trying to stay at or below that pricing. Going up in scale would double that price, at a minimum. I also get only a few inquiries for the larger scales. Storage also comes into play. Kit parts and packaging take up space. HO and N scales allow for more compact storage here at my home base, as well as in the storage bins that I pack into my car for transport to train shows.

### **What areas will you help other modelers by mentoring?**

Structure building would of course be an area where I would be happy to assist other modelers. Researching histories of railroad structures, rolling stock and locales are also areas where I would be very comfortable mentoring modelers. You can reach Jack at [Jack.Dziadul@sscaleresource.com](mailto:Jack.Dziadul@sscaleresource.com).

I personally hope a lot of you contact Jack as I think his kind of kits would be great for the S Scale market. But he is going to have to believe there is a S Scale market for him before he provides his products to us. That means his entry into the S scale market is entirely up to you.

### **Winner of Evans Software Contest Drawing**

Before going I want to show you the comments I received from the Winner of the Evans Software Contest Drawing. Sounds like he made good use of his prize.



#### **Terrance O'Kelly**

Hi Jim, I apologize for getting back to you so late. The end of last year was busier than I ever expected, and almost no time was spent on trains, unfortunately. I did get the software and experimented with it a bit. My layout has been in a fairly finished stage with little room for new structures. There was one part, however, that had been a problem; and ModelBuilder software helped.

The layout runs around a small 15 x 11-foot utility room – the rest of the basement was dedicated to my daughters' birthday parties, dancing, and toys. One corner of the room has the electrical panel and breaker box that looms above any large building I would have placed there. The panel needs to be hidden and still quickly accessible if a breaker trips or I have to do some work on lights somewhere. My solution was to have a paper backdrop suspended by magnets that would sit behind a removable plywood panel. I glued a few buildings, roadway, and scenery to the plywood panel so that nothing would be disturbed when I lifted the panel from the fixed wood framework. Once that panel is lifted out, it's a simple job to pull the backdrop/magnets from the electric box to gain access to any breakers.

ModelBuilder software allowed me to design lightweight paper overlays that I glued to the paper backdrop to make a more interesting background. One building actually wraps around a two by four so that particular building appears three dimensional. The scaling of the software allowed me to size the buildings so that their dimensions could be changed to represent the correct perspective in relation to their distance relative to the buildings in front or "behind" other buildings. In the scene below, the beige and reddish buildings are glued to the plywood panel and everything behind is the paper backdrop. The two ModelBuilder designs are the two brick buildings behind the plastic versions in front of them. The brick building on the right is the one wrapped around and hiding the wooden stud.



There is another wall that is only half done at this point. My plan was to have everything done by Christmas. Now, maybe the fourth of July is more reasonable. That wall will have a fixed backdrop set behind some plastic building fronts. I will have some ModelBuilder designs behind the fronts to add dimension to the backdrop. I realize that the software is ideal for building entire structures, but I have found that it has helped me

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come up with creative solutions to what I had considered major problems. I just wish I had more time to spend with it...and with trains. Regards, Terry O'Kelly. [Terry\\_O\\_Kelly@sscaleresource.com](mailto:Terry_O_Kelly@sscaleresource.com)

I shared Terry's comments with Evans Design Software, and their reply was very informative so I have included it here:

"We have had such great feedback from customers regarding our software (as well as our other products!), and we're glad that ModelBuilder was the solution to Terry's design issue. If you look through our Model Builder gallery on our website, you can see many, many other applications (not just building train layout structures) for which our customers have used our software."

Thank you both for your interest and participation in my Model Building and Mentoring efforts. I really appreciate your help.

That is all for this "New Tracks" article. I hope you enjoyed it and have found some interesting ideas for your modeling. Any comments about this article or suggestions for the next article will be appreciated. Please contact me at [JimKellow@oscaleresource.com](mailto:JimKellow@oscaleresource.com). Also, please go to my new [Facebook page: Jim Kellow MMR](#) and "Like and Follow it" so we can keep in touch between articles, you can get information about our ZOOM Mentoring Meetings, and of course leave your comments, and suggestions.

Lastly thanks for reading this far. Time for me to be off to the work bench. Good luck with your model building and have some fun going down some "New Tracks".

**"Don't settle for the copycats..."**

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# PICTORIAL: FARM SCENES

By Roy Johnson



*Loading bales looks like hard work.*



*Sowing spring barley.*



*I picked a few bits up on my American road trip to create this scene.*



*My house and garden.*



*Main road to the station.*



*Threshing wheat.*

My layout is in a small shed, so I build the dioramas so I can swap them around as the seasons change.

# WHAT'S ON YOUR WORKBENCH?

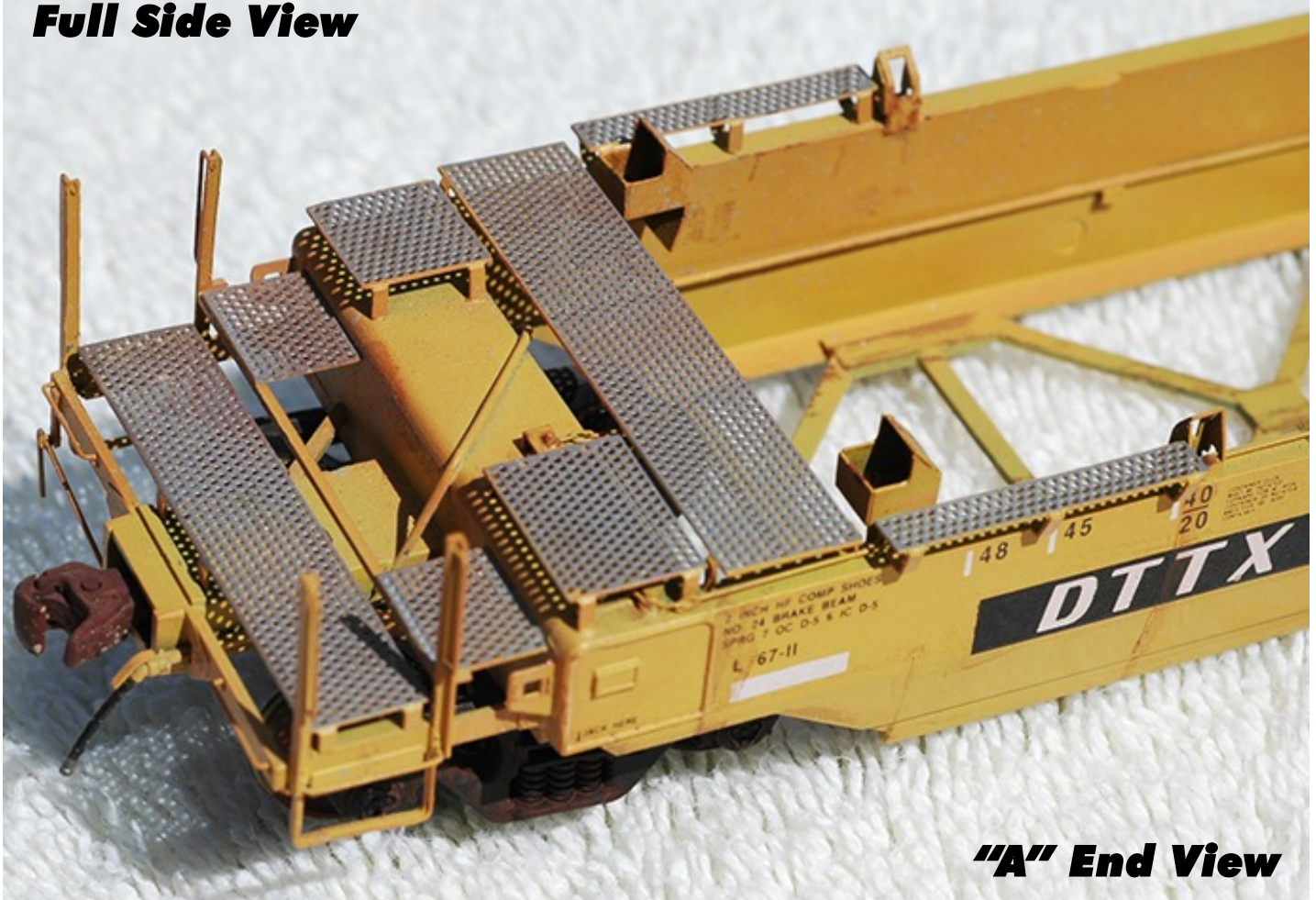
## Des Plaines Hobbies - S Scale America *GUNDERSON Husky Stack*

By **Randy Wilson**

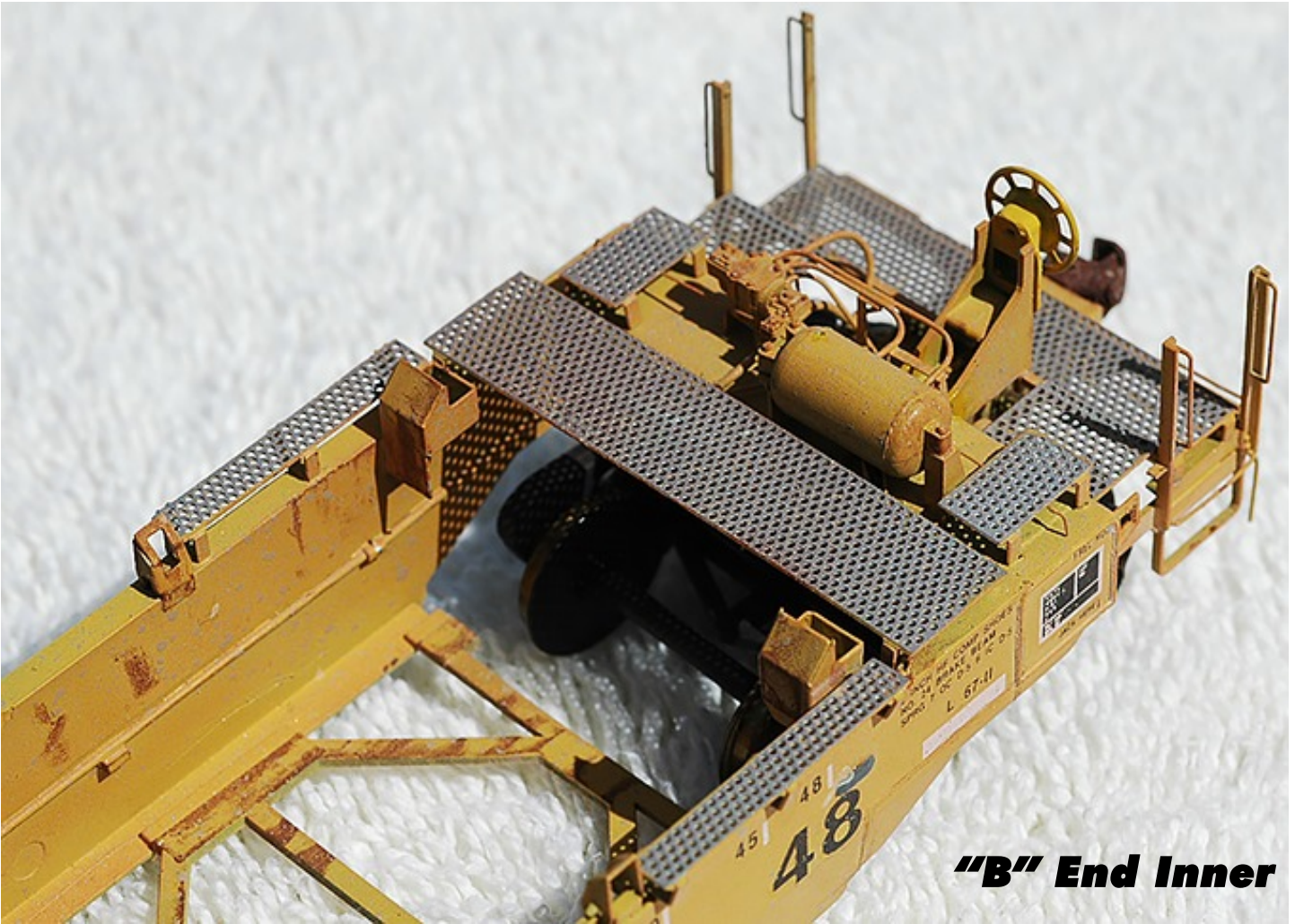
The real Gunderson Husky Stack was introduced in 1990 as a stand alone double stack car (single unit). Trailer Train ordered 175 units in 1991, followed by a 75 unit order for Burlington Northern as BN 203000-203074. Arizona & California Railroad Company got 25 units in 1993 as ARZC 100000-100024. These transferred to NOKL 210000-210024 in 1998.



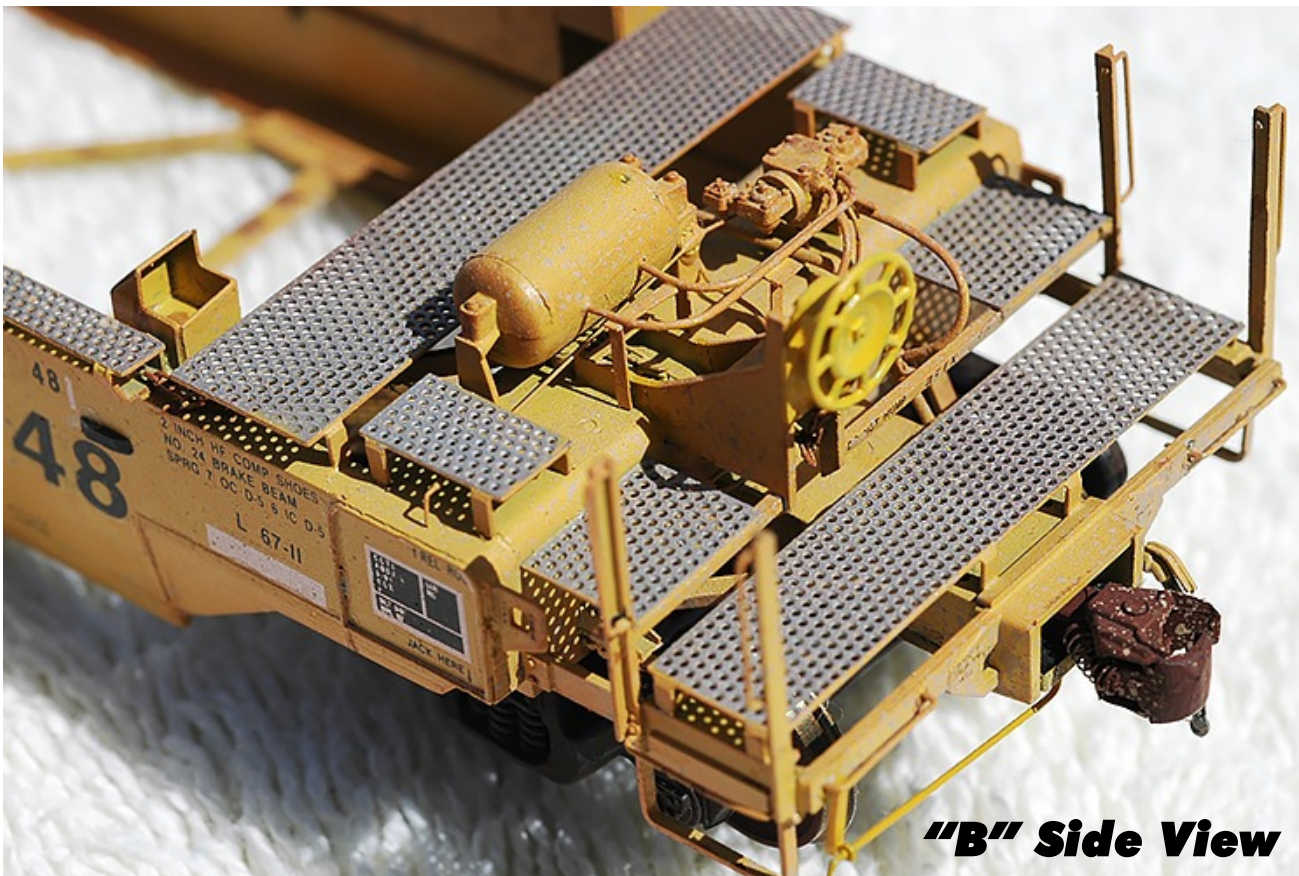
**Full Side View**



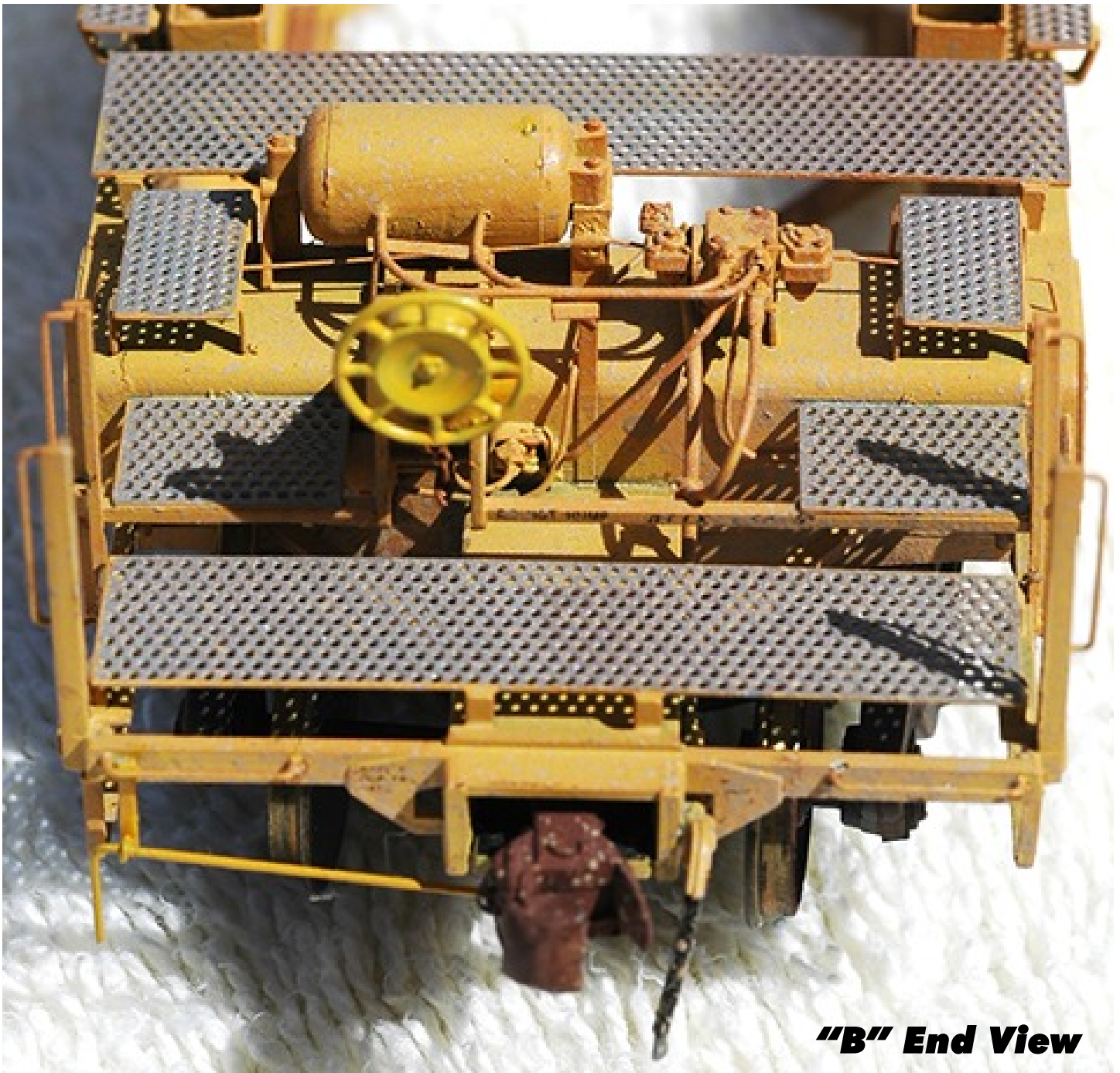
**"A" End View**



**"B" End Inner**



**"B" Side View**

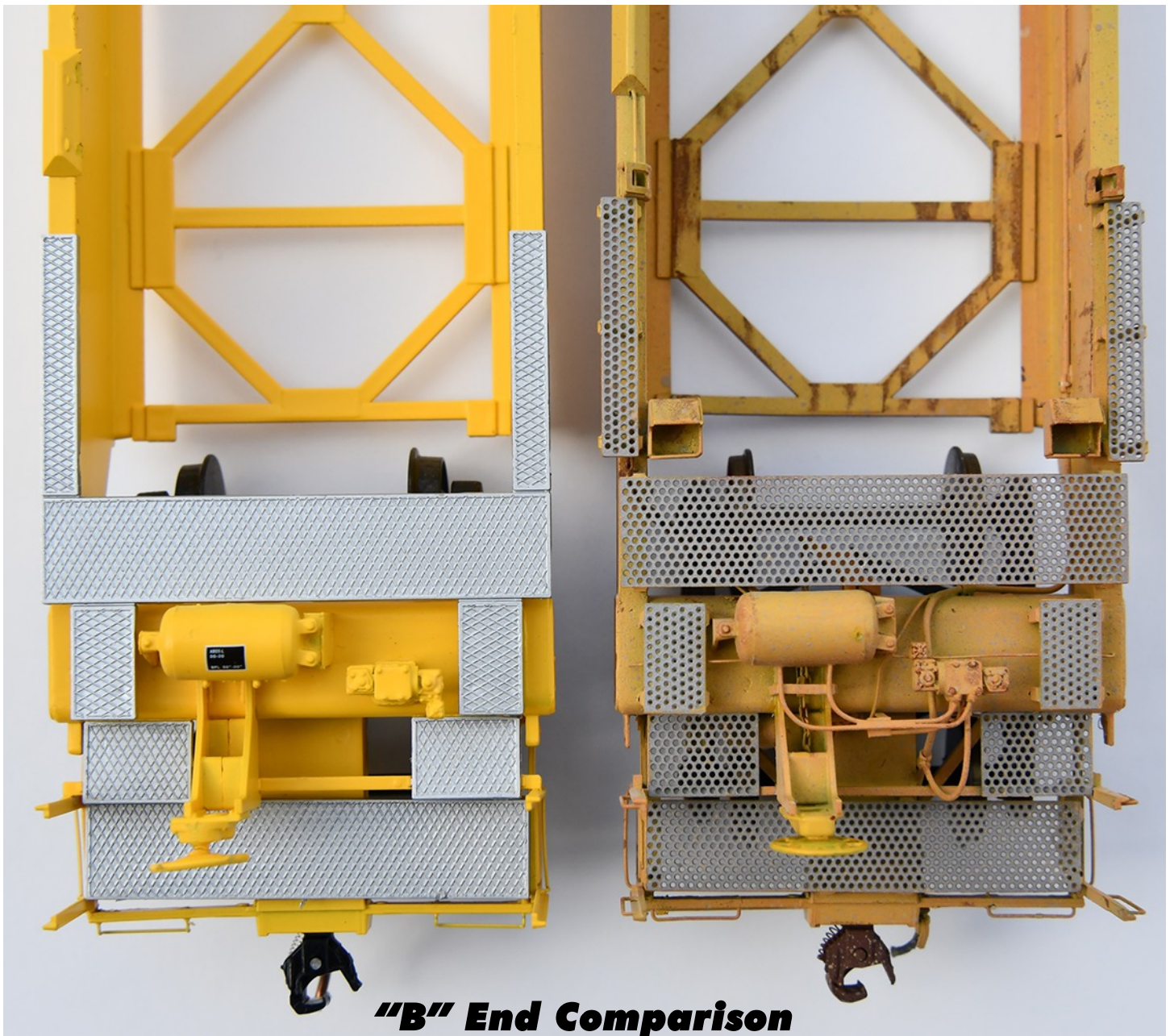


***"B" End View***

This model was built from a kit that was produced before S Scale America had models built, painted and decorated for sale. Etched metal parts originally done by Plano Model Products were used to up the detail level. These included stainless steel walkway surfaces, brass load guides with Inter-Box Connector (IBC) storage boxes, side load guides and corner grab iron stanchions. The etched parts were subsequently bought by Des Plaines Hobbies. Their part numbers are listed below:

- SSA399 - Air Hose, Freight Car
- SSA620 - Husky Stack Walkways, Stainless Steel (currently out of stock)
- SSA621 - Husky Stack Details, Brass
- SSA622 - Husky Stack Side Load Guides, Brass

The S Scale America built-up version of this S scale double stack car has sold well, and the inventory is very low so you may want to snap a few up before they disappear.



Randy also has 15 sets of the Plano Walkways if readers can't find them. HE said "I thought I'd need more than I do twenty years later"

**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](mailto:daniel@modelrailroadresource.com)**



Have an idea for a different way of doing things? Something you built to make things easier around the workbench or layout? Let us know and we'll share with the world.

[Send your tips and pictures to us here.](#)

Randy Wilson of RANDY WILSON MODELS sent us the following.

The left two columns show decimal dimensions at 1:1 and at 1:64 equivalent.  
 The two right columns show degrees of track curvature and translates them into S scale radius.  
 A six foot radius S scale curve equals 14.92 degrees.

It gives modelers an idea of how tight the typical curvature is on our model railroads.

## RANDY WILSONDegrees of Curvature to Inches of Radius

Prototype Dimension	Inch Dimensions		Degree	At 1:64 Inches	Usage
		At 1:64			
0.5		0.0078	1	1074.3	Hi-Speed Mainline
1		0.0156	2	537.2	
1.5		0.0234	3	358.1	
2		0.0313	4	268.6	Unit Train Facilities
2.5		0.0391	5	214.9	
3		0.0469	6	179.1	
4		0.0625	7	153.5	
5		0.0781	8	134.3	
6		0.0938	9	119.4	
7		0.1094	10	107.4	Industry Spurs
8		0.1250	11	97.7	
9		0.1406	12	89.5	
10		0.1563	13	82.6	
11		0.1719	14	76.7	
12		0.1875	15	71.6	
14		0.2188	16	67.1	
16		0.2500	17	63.2	
18		0.2813	18	59.7	
20		0.3125	19	56.5	
22		0.3438	20	53.7	
24		0.3750	21	51.2	
30		0.4688	22	48.8	
36		0.5625	23	46.7	
42		0.6563	24	44.8	
48		0.7500	25	43.0	
60		0.9375			

1:87 to 1:64 = 1.3609441  
 1:64 to 1:87 = .734784



# SCENE AROUND THE LAYOUT

Michael Fox

My fellow Pines and Prairies S Scale Workshop friends suggested that you might find the attached photograph interesting for the magazine. Newly completed, it now sits on my S scale switching layout in my garage in Oro Valley AZ.



**Photo by Tom Prall**

The model is an "interpretation" of the National Tea grocery chain distribution warehouse and bakery that formerly sat alongside the Milwaukee Road's 29th street rail corridor in south Minneapolis. I use the word interpretation as I have been able to find only two photographs of the structure: a high aerial view that shows the tuck under loading dock and a side view that shows it was of brick construction with windows facing the tracks. The rest is imagineering.

It was not concrete frame construction like the model but I wanted to use a kit constructed for Ken Zieska by Monster Modelworks as its basis. Ken commissioned a group of these kits to use initially for a make-and-take clinic at the 2016 NASG convention. There is a picture of two modelers building them on page 11 of the [October/November 2016 issue of The S Scale Resource Magazine](#).

The original kit was about 6-7 inches long and intended to be built either as a single structure or as the modular basis of a larger one. A second kit was developed to offer the possibility of adding a third story to the original building. I took it a step farther. This model is 36 x 9.5 x 9.5 inches. I took six of the base and the third story kits plus sections from others, cut them into sections on a table saw, and repositioned them like jigsaw pieces on a piece of 3/8 inch plywood. The front and sides were set on another sheet 3/8 inch plywood and heavily braced with 3/4 x 3/4 lumber. This was necessitated by its size and the need to move the structure between workbenches and the layout during construction. There is no back side as it sets against the backdrop.

The tuck under loading dock was similarly constructed but as a separate unit that was inserted into the final structure. The concrete posts, floors and beams were laser cut to fit on top of the basswood "brick" as part of the original kit. Where additional pieces were needed, they were supplemented with card stock cut to fit. The coloring was provided by a variety of Pan Pastels.

We are proud to feature readers 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 are only.

Email to [daniel@modelrailroadresource.com](mailto:daniel@modelrailroadresource.com) with a description of your pictures.

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# 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.

## 2020 NASG Convention

July 7<sup>th</sup> through July 12<sup>th</sup>, 2020

Bloomington, Minnesota

We are planning a full slate of activities, tours, clinics, workshops and exhibits. The hotel is also near the Mall of America, Prince's Park and other great "tourist" destinations. We have selected the Doubletree Hotel by Hilton as our headquarters because they have shuttle services to the airport and the Mall, they have great guest accommodations and the Convention space is huge and in one central location. Reservation information will be on the NASG site soon.

Email: [Ken Zieska](mailto:Ken.Zieska@nasg.org)

Website: [www.nasg.org/Convention/2020/index.htm](http://www.nasg.org/Convention/2020/index.htm)

S-FEST 2020

An Annual Midwest S-gauge & S-scale Event

November 6<sup>th</sup> through November 8<sup>th</sup>, 2020

Four Points by Sheraton

5311 S. Howell

Milwaukee WI

Hosted by Badgerland-S-Gaugers

Website: [trainweb.org/bsg/events/sfest.htm](http://trainweb.org/bsg/events/sfest.htm)

**CANCELED**



## O & S Scale Midwest Show

September 18-20, 2020

Indianapolis, Indiana

It's September! Time to kick off your modeling season. Come enjoy the O & S Scale Midwest Show.

This is a dedicated 2 rail O Scale and S Scale show; however, we encourage and welcome the many modelers and collectors from the 3 rail and high rail side of the hobby to attend. There are many aspects of the hobby, including building, scenery and more that applies to any scale. Moreover, this show is a great place to get inspired while meeting old friends and making new ones!

Website: [oscalemidwest.com/](http://oscalemidwest.com/)

Email: [info@oscalemidwest.com](mailto:info@oscalemidwest.com)



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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.