

THE

S

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

October/November 2022

Volume 9 No. 1

SCALE



**2022 Buffalo CanAm NASG Convention
Modeling Boston & Maine Caboose in HO
and S Scale
NewTracks - Modeling with Mentoring from
Talented Model Builders
Scene Around the Layout
And So Much More...**

Published Bi Monthly

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October/November 2022

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Owner / Publisher
Amy Dawdy

Managing Editor
Daniel Dawdy

Advertising Manager
Jeb Kriigel

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

Front Cover Photo

*A fuel truck on a wooden trestle passes over a slow moving Canadian National train on the S Scale Workshop's layout.
Photo by Amy Dawdy*

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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.

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**Don't forget to
read our other
magazine, The O
Scale Resource, for
more modeling**

From the Publisher's Desk

Last time I was complaining about the heat. Now I'm cold, as Autumn is here in the Midwest. Amy says that I am never happy with the weather...



A not so flattering, and thoroughly soaked, selfie of the two of us after the Maid of the Mist boat tour which gets up close and personal with Niagara Falls.

As you may know, we attended the NASG Convention which was held in Buffalo, New York in August. What a wonderful time we had! We did a few of the tours and spent time shopping and looking for great wines and quilting supplies. Everything from the hotel, to the staff that put it together, to the final banquet and auction was a blast. We have a bit of the fun from the convention to show in this issue, but for a complete write up, look for the next NASG magazine *The Dispatch*. If you are an S scale modeler of any type, scale, Hi-Rail or Flyer, you really should [join the NASG](#). The convention had something for everyone – trips, layout tours, clinics, food and of course the famous, or maybe infamous, auction on Saturday night. Next year, the convention will be held July 26-29 in Harrisburg, Pennsylvania. Be sure to make plans to attend.

On another note, we are going into our 9th year publishing *The S Scale Resource Magazine*. I admit it was touch and go for awhile until we got ourselves established, but I firmly believe in scale S and its future in the hobby. We are seeing more readers and more products, but most importantly, more great modeling. We want to thank our readers, contributors and also our advertisers who help in making this magazine possible.

Don't forget the Danville Indiana Train Show this coming November 19, 2022. New this year, there will be an O and S scale 2-rail sales and display room! 2000 square feet devoted to the O and S scale 2-rail modelers. [Check their Website for more information](#). We will be there!

We are always looking for articles on anything to do with scale S. We know there are great modelers out there. We see them on Facebook and other groups. Please get in touch with us to show us what you are doing at daniel@modelrailroadresource.com, and we'll help you get started in sharing your modeling with our readers.

Happy Reading & Happy Modeling,

Amy & Dan Dawdry

NEWS YOU CAN USE

Jim Kindraka showed these at the recent NASG convention.



TT-West finished a new set of decals specifically for the Specification 486 boxcar kit Simon Parent sells. It guess you could say I continue to lurk in the background of that whole project... At any rate, here is a photo of the model and also a flat shot of the decals themselves. They are available on the [TT-West Website](#) for \$7.95.



[Tru-Color Paint](#) continues to bring new colors to their fantastic line up. Here's the new product information for the paint sets for October & November, 2022. The sets comprise six (6) 1-ounce paint bottles of either all sprayable or all brushable paints (for now, anyway.)

October, 2022

Automotive

- TCP-668: Metallic Express Brown (For Porsche 911 Carrera & Targa)
- TCP-669: Lagoon Green Metallic (For Porsche 911 Carrera & Targa)



Paint Sets

- TCP-10202: 1987-1989 Porsche Carrera & Targa Set, #1
- TCP-10404: Scenery & Diorama Set, #1



November, 2022

Automotive

- TCP-611: Matte Red Interior, #2
- TCP-612: Matte Maroon Interior

Paint Sets



- TCP-10502: Brick
- TCP-11002: Canadian Railroads Set, #1

- TCP-398: Gulf, Mobile & Ohio- Boxcar Green, coming in October; and,
- TCP-4200: Coaster- Dark Blue & TCP-4201: Coaster- Teal Blue, both coming in November.

As always, Tru-Color Paint is open to new ideas for paints. If you have any suggestions for new colors, email us at tru.colorpaint1@yahoo.com or tcpmodelpaint@gmail.com. If we can find enough information on the color, we could put it in the next year's product schedule.

See their full line up at their Website!

Inter-Action Hobbies has some great items for you. At the NASG convention, Ken Zieska gave me some samples of their kits.



This is a very small sampling of what they offer. For more products, go to their Website at www.interactionhobbies.com.



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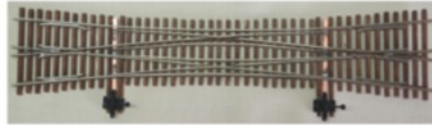
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2022 Buffalo CanAm NASG Convention



By Daniel Dawdy

Photos by Amy and Daniel Dawdy

Although I have attended an NASG convention in the past for the show itself, this was the first time Amy and I spent the entire week at the convention. Unlike O scale nationals, this event spans five full days of activities, three of which are before the trading floor is even open. It's much more of a social event than anything else. The "Buffalo CanAm" was hosted by both the Western New York S Scale Association and the S Scale Workshop.



Ready to board our busses to Niagara Falls and beyond.



Maid of the Mist boat trip runs you right up to the falls. And yes, they supply the rain gear.



Niagara Frontier Chapter of the National Railway Historical Society.

After having a nice diner with John & Pat Henning near Cleveland on Sunday, July 31st, we made our way to the Buffalo Marriott Niagara hotel in Amherst, New York on Monday. There were daily events to select from, and we decided to do the





Niagara Falls and the Niagara Frontier Chapter of the National Railway Historical Society trip. Of course we could have driven to the falls ourselves and gone where ever we wanted, but the idea was making new friends so we went with the group. In fact, once we arrived, we all split up anyway so we were on our own for 5 hours.

Wednesday, we took the New York & Lake Erie train trip, had lunch and beer at Hamburg Brewing Company complete with a huge indoor G scale layout, and

continued on to Artcraft Toy Trains which was next to the Buffalo Cattaraugus & Jamestown Scenic Railway.

Top: New York & Lake Erie train trip.



Center: Beautiful G scale layout at the Hamburg Brewing Company

Below: Outside of the Artcraft Toy Trains Hobby Shop was this behemoth, a Pennsylvania Railroad 2-10-2 No. 4483.



Thursday, we opted out of doing anything and hit a few quilt stores and a cigar store or two. Set up was that night, and the main event started Friday morning.

Friday, I attended a clinic by [Bernard Hellen](#) of mini prints. It was a paint and take of



one of his beautiful miniatures using inexpensive acrylic paints. Best of all, I learned a new technique for my own 3D printing.

Good tip, don't drink the paint water!



Sales were good for the vendors and there were some beautiful layouts there. I bought a few building kits as I am working on a area on

my O scale layout that really needs forced perspective, so I thought I would give that a try by using smaller models. I'll let you know how that goes.

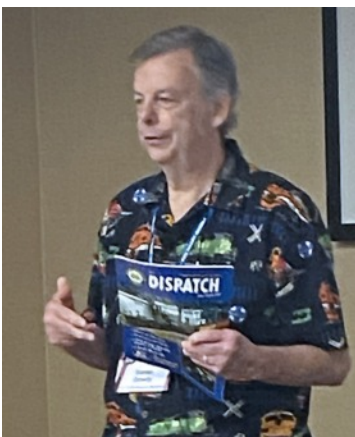
Below is a beautiful scene from the primarily Canadian-based S Scale Workshop's layout.





Above: The show opened and had all the S scale you could want.

Below: A great turn out for the contest room. Here is an E8 And B set by Ken Garbar.



While I am not the most photogenic guy, as the new editor, I did a presentation and Q&A about the NASG's magazine *The DISPATCH*.

Now, this is just the tip of the iceberg, and in the next issue of *The DISPATCH*, there will be a full roundup of all the activities including the wild and woolly banquet and auction that happens on Saturday night. **Not a member of the NASG? Why not! [Join here](#)** and get ready for next year's convention in Harrisburg, Pennsylvania from July 26-29, 2023 at the Sheraton Harrisburg Hershey hotel.

THE WAY BACK MACHINE

MY S GAUGE BEGINNINGS

By **Dick Karnes**

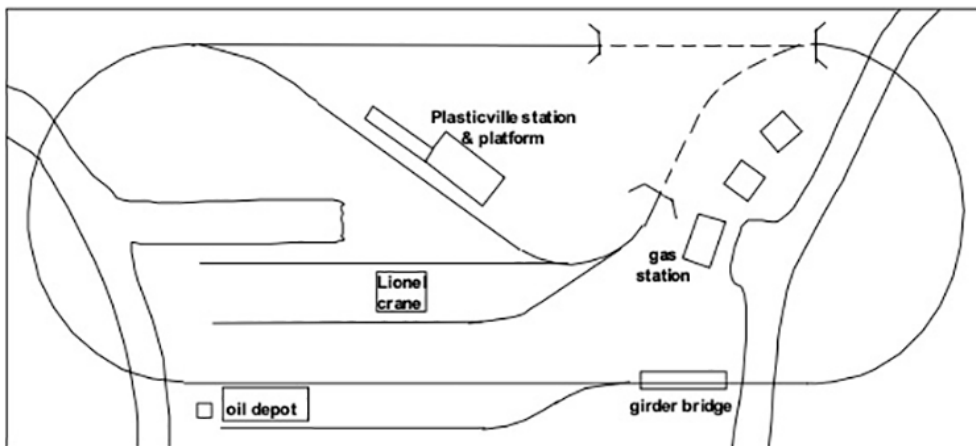
I got my AF set (322 Hudson, MP stock car, C&NW searchlight car, AF side-dump coal car, RDG caboose) for my tenth birthday. I was overjoyed! It was much more realistic than my Lionel set (sheet-metal 2-4-4-steamer, Baby Ruth boxcar, NYC caboose with no rear coupler, Sunoco tank car, three-rail track). For the next Christmas my father got me more AF track, a pair of switches, a Lionel magnetic crane, and a T&P gondola for the crane to load. I had my own bedroom in our apartment, so I was allowed to create layout configurations on my floor provided I had a clear floor every evening.

There was a stationery store (remember those?) with an extensive magazine rack on my walking route between home and school. I started to look at model railroad magazines there and discovered *Model Railroader* and *Model Craftsman*. Leafing through, I found interesting S ads – Dayton, Midgauge, Chester, Miller, etc. I was fascinated. In particular, I decided I really wanted a Chester Industrial Arts passenger car. I settled on a baggage car kit, \$2.00, so I got my mother to order one for me. At my request, she also ordered a pair of Nixon Model Company sprung four-wheel passenger trucks.

I learned some important lessons from this simple kit:

- A 15-inch car does not do well on 20-inch radius curves.
- Duco cement does not do well for securing celluloid window material to aluminum car sides. I took the car apart and used Scotch Tape to secure the celluloid.

So the next thing I did was to cut an inch off each end of the floor, roof, and each side and reassemble the car. Then it worked okay.



As best the author can remember, with the help on one old photo, this is a diagram of his first “permanent” S layout (not drawn to scale), built in 1952. The girder bridge at the lower right is mentioned in the text regarding Dick’s ill-fated experience with guard rails. Not shown is the scratch-built but inert crossover between the main line and the crane spur, just to the upper right of the oil depot. All track and switches were AF.

When I was 13 we moved into a house with a 23-foot-square basement. I thought I was in heaven! I was given a space about 11 feet by 16 feet to build a layout, which I did. It was on a 5 by 9 plywood sheet sitting on two sawhorses. I came up with a track arrangement that worked for me (see diagram). I constructed a fuel oil depot from two old StromBecker wooden HO tank car bodies and a red and yellow Erector Set sheet-metal shanty. The layout had Plasticville houses, a gas station, a railroad station, and a station platform. And I made sure I had a suitable place for my Lionel crane. Track was AF mounted on homemade

roadbed made of wood lath covered with asphalt shingle rectangles. To me, it looked sort of like ballasted roadbed complete with lateral slopes. I also cut and installed extra ties between the metal AF ties.

Then I began to experiment. There was a Lionel girder bridge at one end of the layout, but it looked like it should have some guard rails. So I bought some .172 brass rail, cut two lengths, bent their ends inward, and glued them down adjacent to the running rails. But when I ran my Hudson over the bridge, BLOOEY! The flangeways were too tight for the tinplate flanges. I moved the guard rails toward the track centerline sufficiently for the wheels to make it through, but the look after doing this was pretty terrible, so I junked the guard rails. Then I tried my hand at building a crossover. It actually worked, pushing cars through it without derailments. But I knew nothing about polarity. When I applied power, the circuit breaker in my transformer tripped. Every time. So I learned about reverse loop wiring the hard way.

At one point, I wanted a second locomotive – an AF Nickel Pate 0-8-0 switcher. My father nixed that. How could I run two locomotives on the same layout and control them independently? Well, by that time I had read enough in the model press to understand electrical blocking, aka “cab control.” Lacking any knowledge of stores that sold toggle switches, I scratchbuilt four spdt switches out of an old folding ruler and some nuts and bolts for pivots and contacts. I installed these on the edge of my layout, gapped one of the track rails to create four blocks (with the other rail as a common return), wired it up along with a second transformer, and borrowed a locomotive from a friend. Then I demonstrated the independent control to my father, connecting each block containing a locomotive to the transformer controlling it using the spdt switches. He was impressed! The next day he came home from work with that 0-8-0!

Around that time, I noticed Ambroid ads for three S scale kits – the B&M winged snowplow, the PRR stock car, and the ACL watermelon car. I saved up my allowance, pedaled the 12 miles to my favorite hobby shop (Eastern Model Railroad Co.) in Hasbrouck Heights NJ, bought all three and built all three. This was the first time I had used Northeastern sprung freight truck and body-mounted couplers (dummies), so I doctored up one of my AF boxcars, putting a body-mounted coupler at one end so I could run the two freight cars. A caboose also got the doctored-up coupler treatment. The plow was simply pushed in front of the 0-8-0 which, in the era of link couplers, had a simple bar across the front instead of footboards and a real coupler.



Dick built this ACL stock car from an Ambroid kit when he was 13. Soon after it was built, he replaced the hirail wheelsets and dummy couplers with scale wheelsets and Kadee couplers. Over time, the roof ribs began to separate from the roof because of glue aging. Dick removed and replaced them, then repainted the roof. All else is original, including the factory-prepainted/lettered side panels.

Well, time passed and we had some remodeling done in the kitchen and basement. Our painter was a model railroader. We got to talking, and – because I was about to tear up my layout and build a better one in the other half of the basement, he suggested that I look into Tru-Scale milled roadbed – the stuff with roadbed, ties, and tie plates all in one piece, and it came in several different curve radii as well as straight lengths. So I experimented with the Tru-Scale, lengthening the layout by four feet to make the yard tracks much longer, used Tru-Scale milled roadbed for the new yard tracks, and honed my virginal trackwork skills by scratch-building new yard turnouts.

Then I junked the old layout and built a brand new one with code 172 brass rail and Tru-Scale roadbed throughout as a permanent installation. The new layout was actually two separate layouts on two levels. The upper layout was a simple double track with loops at each end, no turnouts. The lower one was single-track with a reverse loop at each end. Reverse loops on both levels were stacked and hidden. It had a dummy interchange track an industrial spur, and a small two-track yard. By that time, I had purchased and assembled a Rex Suburban 2-4-4T kit and ran this on the upper level with a rectifier furnishing the DC current. I had also bought an AF New Haven EP-5 electric loco and decided to construct catenary for it (before someone told me that catenary was really difficult to build!) so it wouldn't look silly. I rewired my EP-5 to take current from the pantographs and rotated the wheels 180 degrees in one power truck for single-rail pick-up. That allowed me to run the EP-5 from the overhead using AC, and the Suburban on two-rail DC, with one running rail as the common electrical return path.



Dick built this No. 8 double-slip switch in 1962 as part of a passenger terminal yard throat. The 3 ft. by 8 ft. stand-alone throat module was under construction in Dick's rental living room. It originally had movable center frog points. However, when Dick installed the unit in his present layout, mechanizing the frog points was too complex, so he replaced the frogs with rigid ones. This is the only visible use of code 125 rail on the layout, All other track is codes 100, 83, and 70.

Then I went off to college. In my freshman year, I built a small switching layout on a five-foot storage shelf above the door of the dorm room I shared with another guy. The layout was just two tracks connected by a crossover.

During my college years, I became close friends with a French horn professor who was an excellent O scale scratchbuilder. He taught me a lot, including soldering techniques and airbrush painting. We went to several conventions together, including the 1960 NMRA national convention in Chicago, where I was among the half-dozen S gaugers who founded the NASG there.



Dick built this Ambroid stock car soon after the watermelon car was completed. The car originally had a mid-level deck, suitable for double-decking sheep and pig livestock loads. But when the car was about to be pressed into cattle service, Dick pried out the mid-level deck piece by piece.

Also, during my college years, I had converted all my locomotives and rolling stock to NMRA S scale standards and converted Kadee HO couplers. I didn't have a layout anymore, other than a three-foot by eight-foot passenger terminal throat that I had started to build in my rental-house living room shortly before moving to the west coast. This layout chunk had .125 nickel-silver rail spiked to individual ties and many scratch-built turnouts, including a No. 8 double slip switch and some outside third rail a la NYC in New York City.



During my entire venture through S, my goal – and that of most of my S contemporaries – was to gravitate toward more realistic appearance and operation. I passed through tinsplate, hirail, and then into scale. I converted AF locos to scale using S Scale Locomotive & Supply chassis and details, I kitbashed scads of AF equipment into serviceable full-scale models. And I've enjoyed every moment of it – with one exception: I HATE installing switch machines!!

My present layout incorporates that same double-slip switch as well as the Ambroid watermelon and stock cars.



This locomotive is typical of what early S scalers did to achieve scale models. The loco superstructure is from an American Flyer Hudson, but almost everything else is S Scale Locomotive & Supply – chassis, drivers, pilot truck, compressors and shields, other details. The locomotive had a Hudson tender until SSL&S came out with their tender kits. The locomotive then received the proper tender, kitbashed from a modified SSL&S Berkshire tender kit. The locomotive is quite accurate for a New York Central L-2b; it is only a scale 16 inches (1/4 actual inch) too short.



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New Paint Sets

10404: Scenery & Diorama Set, #1 (October, 2022)		10502: Brick (November, 2022)	
TCP-400	Matte Rail Brown	TCP-426	Matte Brick- Orange-Red
TCP-401	Matte Dirt	TCP-427	Matte Brick- Brown-Red
TCP-409	Matte Railroad-tie Brown	TCP-428	Matte Brick- Dark Red
TCP-411	Matte Signal Red	TCP-429	Matte Brick- Grimy Red
TCP-432	Matte Concrete	TCP-430	Matte Brick- Aged
TCP-434	Matte Aged Tar	TCP-369	Light Pink Primer







A Tale of Two Buggies

Modeling Boston & Maine cabooses in HO and S Scales

Article and photography by [Wayne D. Hills](#)

Van, Way Car, Cabooses all had different names on different railroads. When I worked for the Boston & Maine Railroad we called them buggies. This project began in early February, 2022 as my brother's birthday approached. I was at a loss as to what to give him. While going through some things in the basement, I came across two Overland Models HO scale B&M cabooses I had purchased in 1984, buying one for myself and one for our late father. They were still in their original boxes and were unpainted. My brother works part time as a locomotive engineer for the Conway Scenic Railroad in North Conway, NH, and models in HO. Mostly he models what he sees up there, so he has models of much of the equipment on the Conway Scenic. A couple of years ago two former B&M buggies showed up on the property, privately owned. One has been restored to B&M paint and operated last year on the railroad. I could paint the car up to match the one up there, which would make a fine birthday present, even if it was late. While looking over the brass model, it occurred to me that the S Helper Service extended vision cupola caboose might be a good starting point to model a B&M version. Comparison of the two confirmed it; virtually all of the details were there. They just had to be rearranged, and new sides would have to be made, as well as new walls for the cupola.

A little history:

The B&M received new steel underframe cabooses in 1921 from the Laconia Car Company of Laconia, NH. These were wooden bodied cabooses and rode on Commonwealth style trucks similar to passenger cars. Fast forward to 1959. The B&M had International Car Company build 38 steel cabooses using the trucks and underframes from the 1921 cars. Numbered C-100 to C-137 they were originally painted with "B&M blue" sides and end doors, with black roofs, cupolas, ends, underbodies and trucks. They had a horizontal black stripe through the blue sides, with a large white B&M "McGinnis" herald, with white ladders, end railings, end and side grab irons. They were used in both local and through freight service. Some of the cars received repainting and Bettendorf style caboose trucks in the 1960's, but most of the fleet remained in the original configuration until 1972 and lasting until 1978, when the cars underwent a rebuilding and upgrading, replacing the Commonwealth trucks with Barber-Bettendorf roller bearing caboose trucks equipped with leaf springs.

A few cars received axle driven electric generators, although this was discontinued as the generators proved unreliable. During the rebuilding, the cars were painted with blue sides, bright red ends, again with black roofs,

cupolas, underbodies and trucks, and kept the white end ladders, railings and grab irons. The first few cars had the end ladders shortened and the roof walks removed per FRA rules, until it was brought to the attention of those in charge that the end windows of the cupolas were sealed, and getting up on the roofs was the only way to wash the windows so the crews could see out of them. The rest of the fleet kept their end ladders and roof walks for the rest of their service. Beginning in 1975 the cars were re-numbered to C-51 through C-87 as they were shopped, which meant this renumbering was not done in numerical order from the original numbers. Then in the late 1970's those numbers had the letter "R" added to show they were restricted to home road use.

They were renumbered again to 451-487 in the early 1980's after the Federal Railroad Administration approved their use for interchange service. During that time some of the cars were repainted again, losing their bright red ends. The car at North Conway that was restored has the bright red ends, and this paint scheme was the most colorful of the schemes the cars wore. Both the HO model and the SHS model came with the roller bearing caboose trucks, so that paint scheme would be the one I would paint both cars. Plans and roster information for these cars appeared in the Winter 1977/78 issue of the Boston & Maine Railroad Historical Society publication "The Bulletin". These can still be found at swap meets.



B&M buggies C-101, 105, 135 and 120 rest between assignments at Concord, NH on May 1, 1973. C-105 has been repainted with a blue body, but all four cars still retain their Commonwealth style 6 foot wheelbase trucks. Photo by Wayne D. Hills

After gathering prototype information and photos the first thing to do was to strip the paint off the S Helper Service car. I used Scalecoat plastic compatible paint stripper for this. After taking the car apart, I put the cupola and body in an aluminum baking pan and filled it with paint stripper. The directions on the bottle said to immerse the model for 15 minutes. That didn't lift any of the paint so I left it in the stripper for 24 hours. After that, a vigorous washing with warm soapy water and an old toothbrush removed most of the paint. I spent several hours with an X-Acto knife removing paint from some of the nooks and crannies. While the plastic car was sitting in the paint stripper I took the HO brass car apart and gave it a bath in paint stripper, then a bath in an ultrasonic cleaner, followed by blasting in a blasting cabinet with aluminum grit to make the surface of the model rough enough to give the paint something to adhere to.



B&M buggy C-106 is at White River Jct., VT later on the same day, May 1, 1973, still in its original paint scheme. The only numbering on these cabooses in this scheme was on the sill, right next to the fill pipe for the oil stove. This often got covered with oil, making it very difficult to identify which caboose it was. Photo by Wayne D. Hills.



B&M C-110 sits in the yard at Nashua, NH on May 13, 1973. This caboose received a shopping sometime prior to its lube date of 2-18-71, at which time it received Barber-Bettendorf style caboose trucks with leaf springs and a blue paint job with a smaller herald. Photo by Wayne D. Hills.



Cabooses C-117 and C-126 sit on the interchange track outside Billerica Shop in North Billerica, MA on November 10, 1972. These were the first two buggies to be painted in the new paint scheme with red ends and had new roller bearing trucks applied with axle driven generators. The axle driven generator experiment did not last long, and neither did C-126, being destroyed in a rear-end collision less than two weeks later. Photo by Wayne D. Hills.



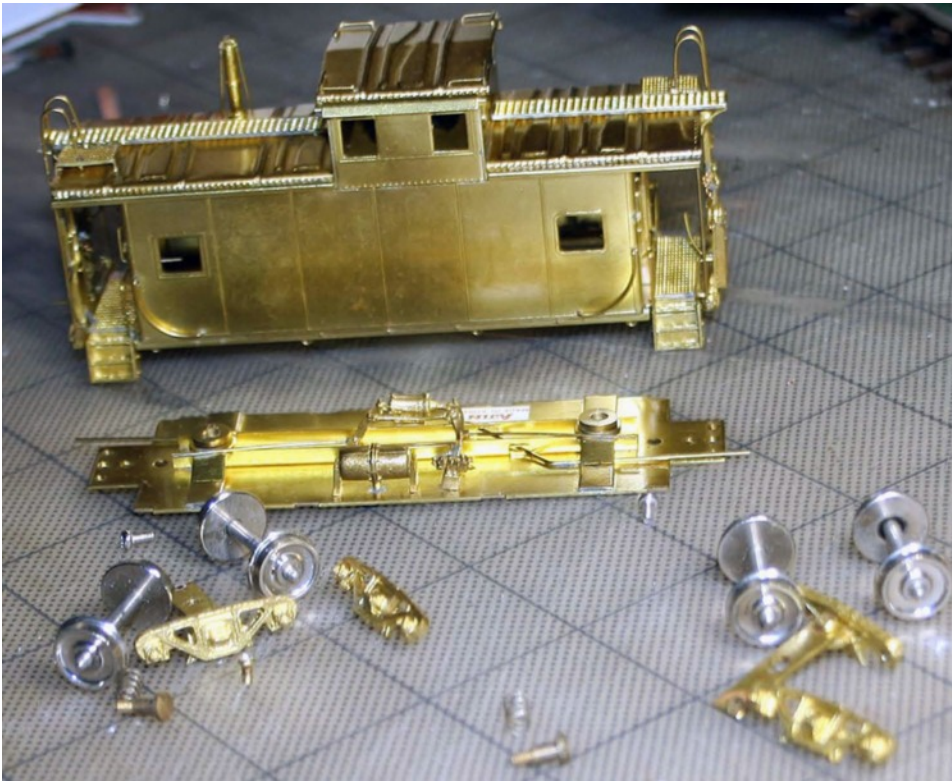
By 1975, the cabooses were being renumbered into the C-51 to C-87 series, with an "R" after the number to indicate they were restricted to home road usage. Freshly shopped C-53R is bringing up the rear of Boston, MA to Mechanicville, NY freight BM-1 passing through Littleton, MA on November 30, 1975. Photo by Wayne D. Hills.



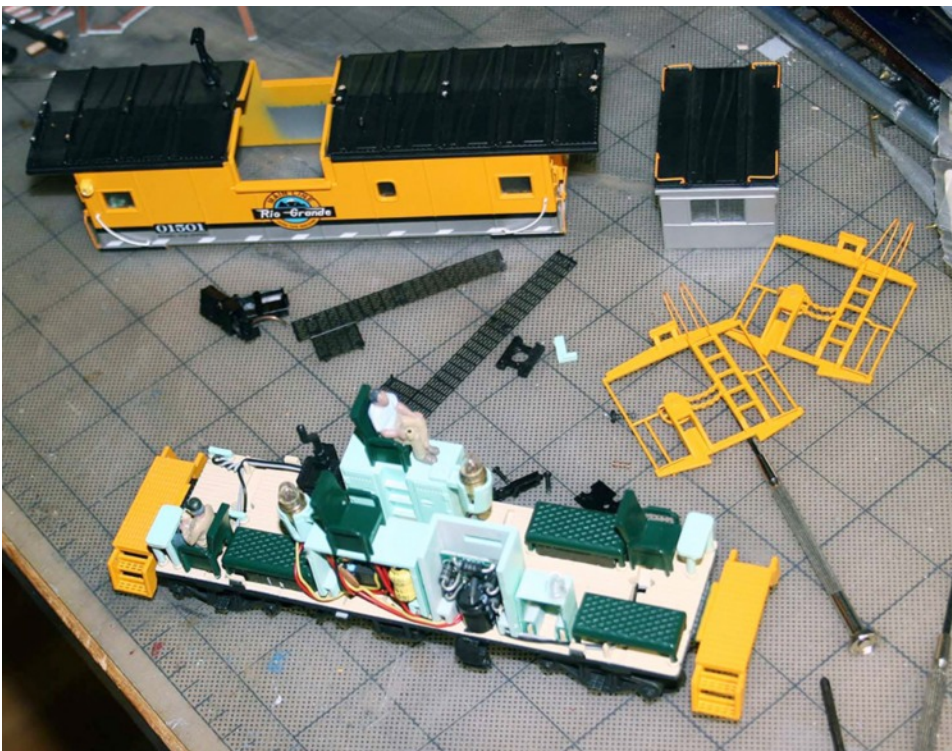
Former B&M C-110 was renumbered to C-76R during a rebuilding that was finished on September 28, 1977. By the early 1980's, the FRA had approved the cabooses for interchange and the "R" was dropped and later the number 4 was added, making this car the 476. Now privately owned, it resides at North Conway, NH and has been nicely restored. Photo taken June 12, 2022 by Wayne D. Hills.



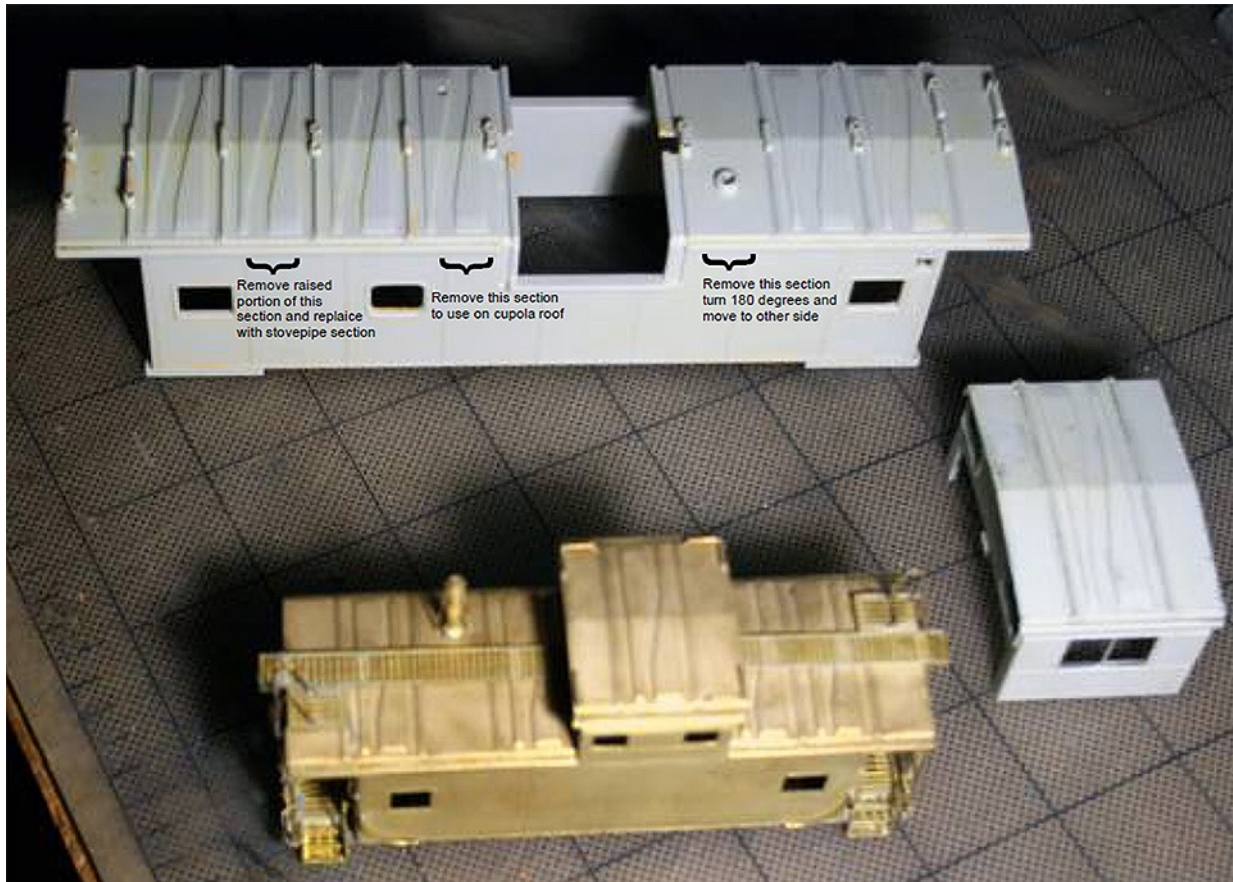
The scene above was the one that decided which number I would use on the S scale caboose. Car C-55R is on the tail end of local freight A-4 at East Fitchburg, MA on January 5, 1978. The train consists of GP-9 1725, B&M and Canadian Pacific 40-foot boxcars, a Conrail bulkhead flat car still lettered for PRR with an over-dimension load, and the C-55R. NW-2 1210 is the Fitchburg switcher, and Portland (Rigby yard), Maine to Mechanicville, NY freight NE-1 with brand new GP-40-2s 308, 306 and 309 are stopping for a crew change. Through the years I would photograph the C-55 many times between Fitchburg and Ayer. Photo by Wayne D. Hills.



After gathering photos and information, it was time to start. The first thing to do was to take the brass HO model apart to strip it. For those that don't know, brass models come with a clear lacquer coating, and the best thing to do is to strip the lacquer off the model, then bead blast it. I use a Paasche Air Eraser and aluminum oxide grit to give the model a microscopic pebbled surface so the paint can adhere to it. The HO caboose was fairly easy to take apart; screws with springs held the trucks on the chassis. More screws held the chassis to the body. Even more screws held the truck sideframes to the bolsters. The parts not being stripped were put in a small covered container to keep from misplacing them, and the rest were put in a tray for stripping. The end railings and ladder are soldered to the body, which made painting difficult, but not impossible.



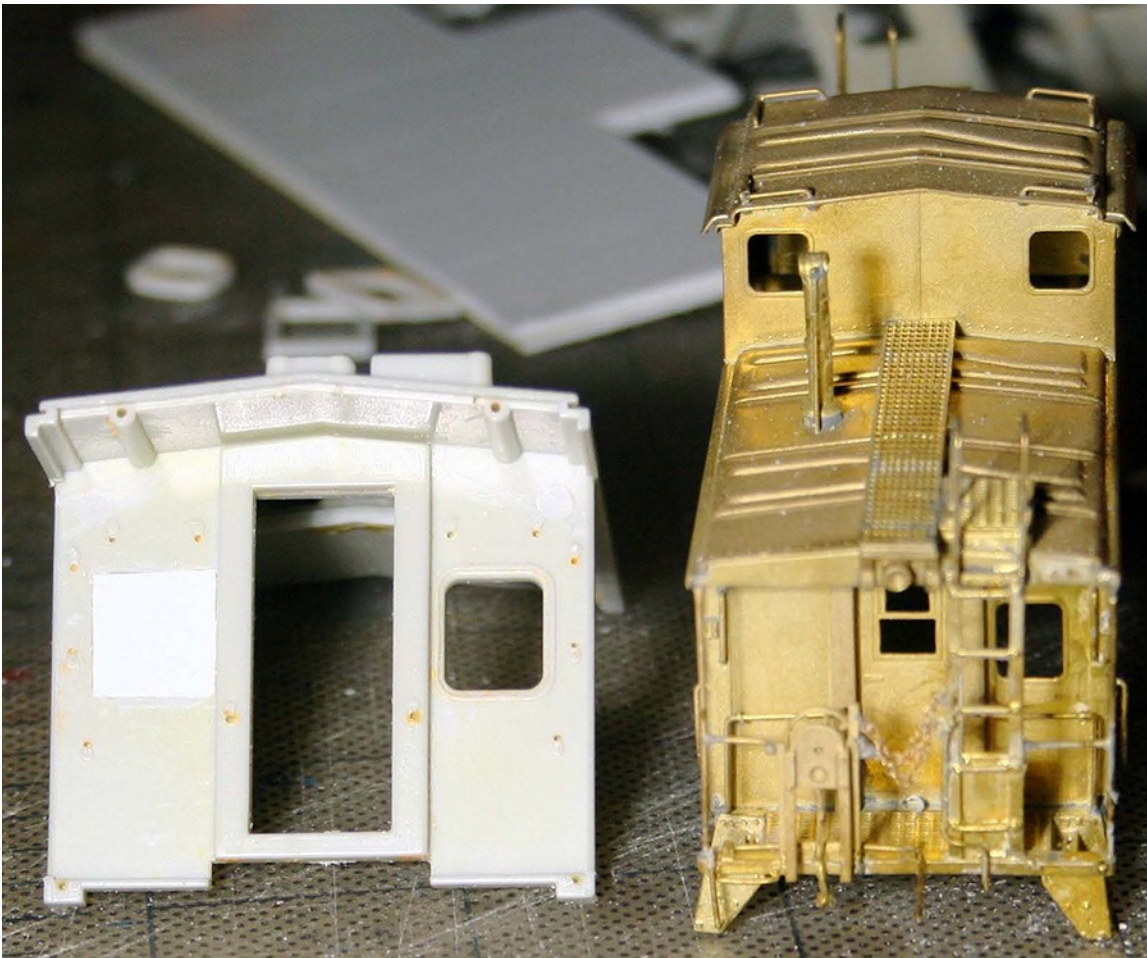
Once I had the brass model in the paint stripper, it was time to take the S Helper Service caboose apart. The ladders and roofwalks came off first, then I was able to carefully pry off the castings for the ends. The body was held onto the chassis by four tabs that had to be carefully squeezed to allow the body to be removed. I was then able to remove the cupola from the body. I set the chassis aside for later, since there would be a lot of work to modify the body. The next thing to do was strip the paint off the body and cupola. I used Scalecoat plastic compatible paint remover for this. The instructions on the bottle said the paint would come off after 15 minutes. That didn't even begin to take the paint off, so I left the body and cupola in the paint remover for 24 hours.



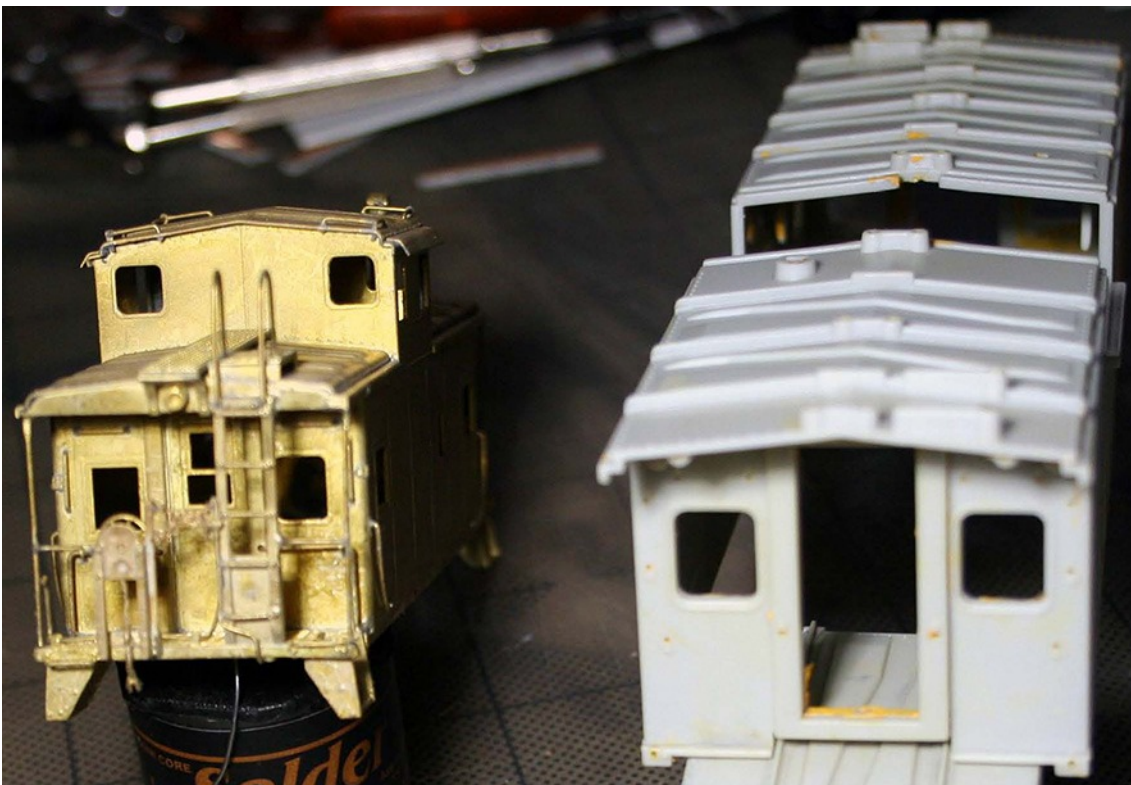
After stripping the plastic model and blasting the brass model, I compared the two to formulate a "plan of attack" for the changes I would have to make to the S scale model to produce a B&M buggy like the HO brass model. The body of the caboose is 24 feet long over the crash posts around the end doors, which meant the SHS caboose would have to be shortened. Roof panels would have to be rearranged to match the HO caboose and the cupola walls would have to be replaced.



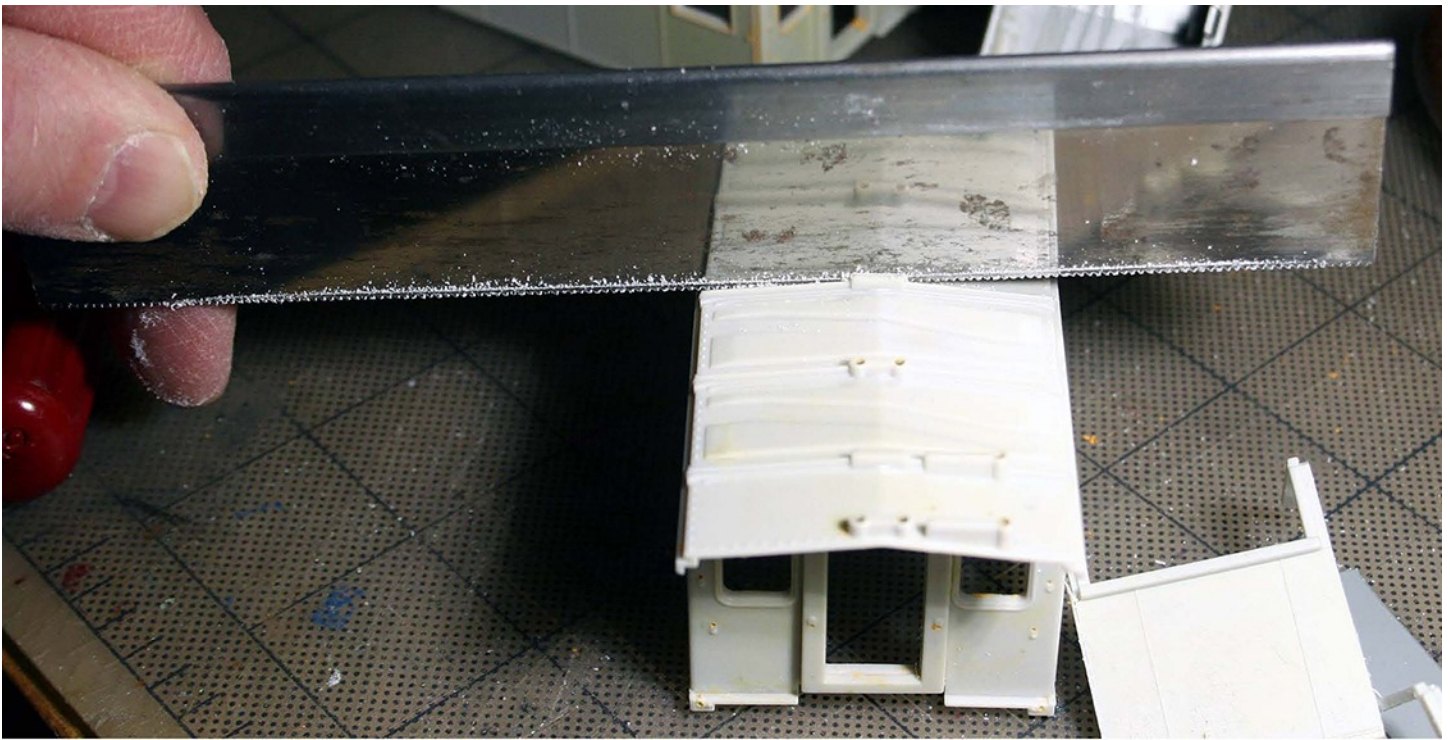
Instead of trying to rearrange the windows, I chose to replace the sides of the car entirely and use the windows in the sides as castings in the new sides. I began by cutting the body in two at the opening left by the cupola. This would make the body exactly 24 feet long, the same length as the prototype.



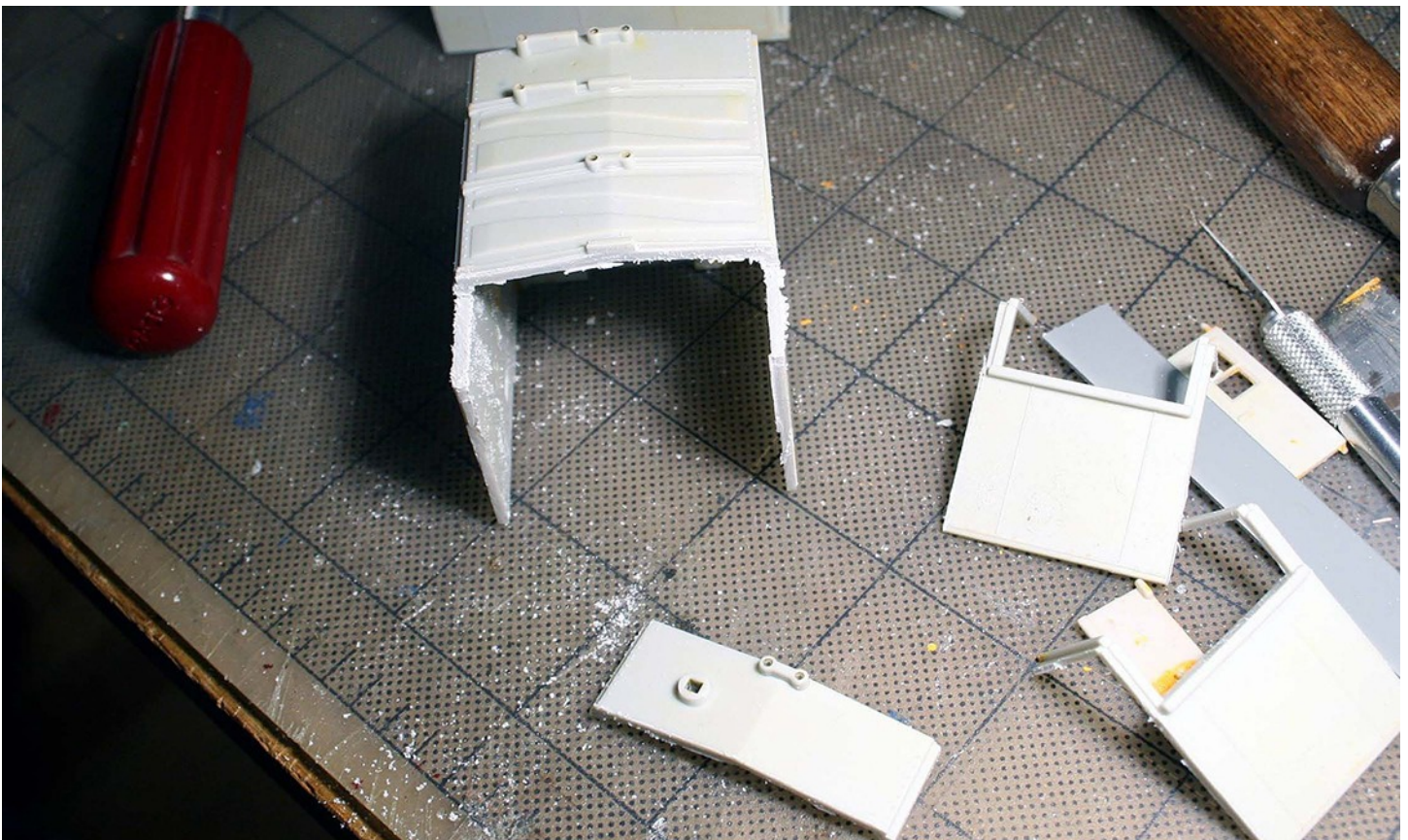
The SHS caboose has two sealed windows on each end. The prototype is different, as can be seen by comparing the HO brass model to the S scale model. In the photo above, the window on the left has been filed out square - well, almost square - and filled in with sheet styrene, as that side of the caboose on the end with the stove does not have a window.

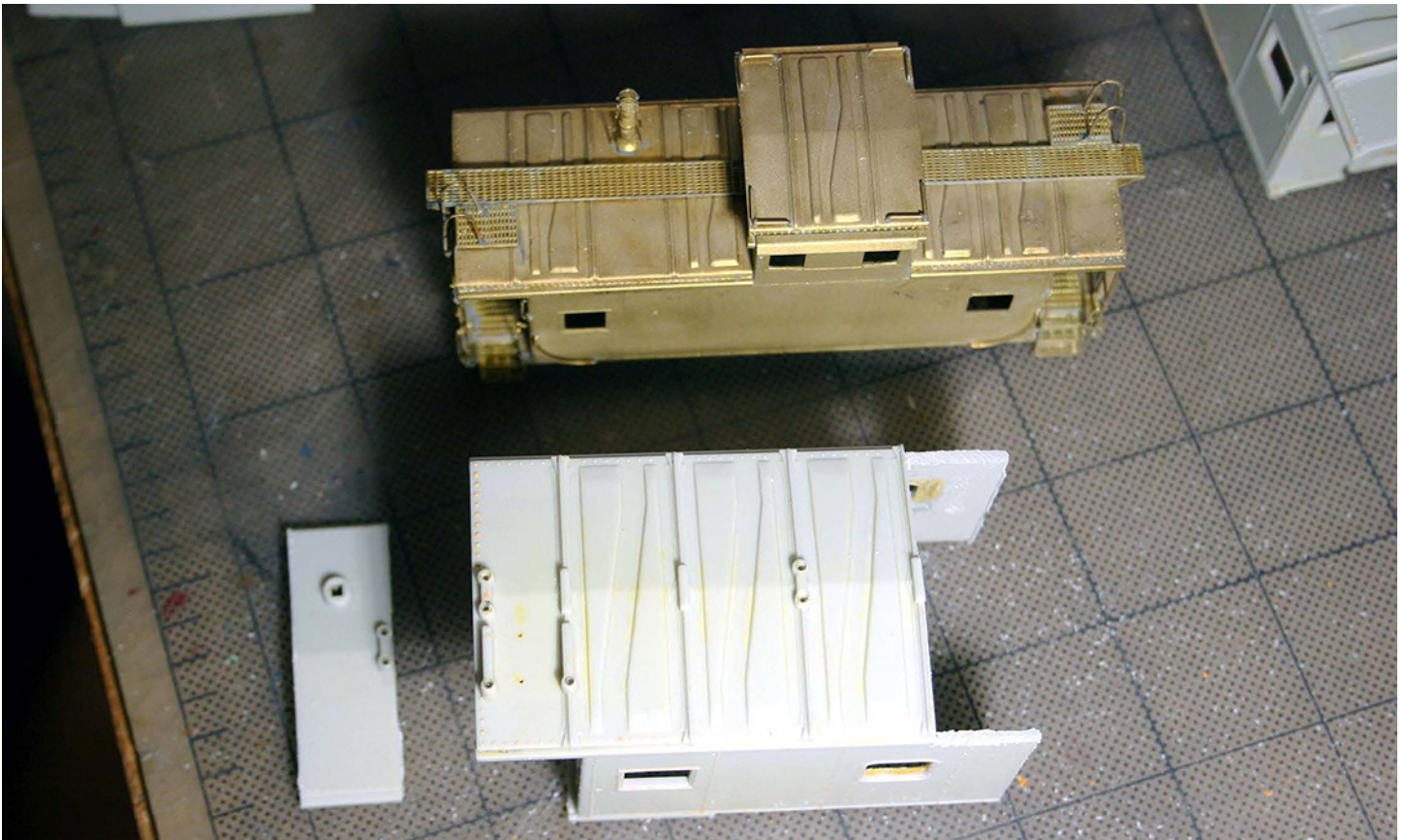


The opposite end of the caboose has two windows, however the window on the left side is not sealed and can be opened on the prototype. I wound up filing the sealed window on the left to the same dimensions as the window on the HO model and used .020" x .020" and .020" x .030" strip styrene to simulate a window frame.



The next thing to do was to start cutting out the roof panels to rearrange them. The panel with the stove pipe was next to the 'new' inside end of one end of the car, so I cut that out first by cutting the roof, leaving the walkway support in place, and cutting down even with the drip moulding overhang on the sides. When I was finished, I had a roof section as shown in the image below.



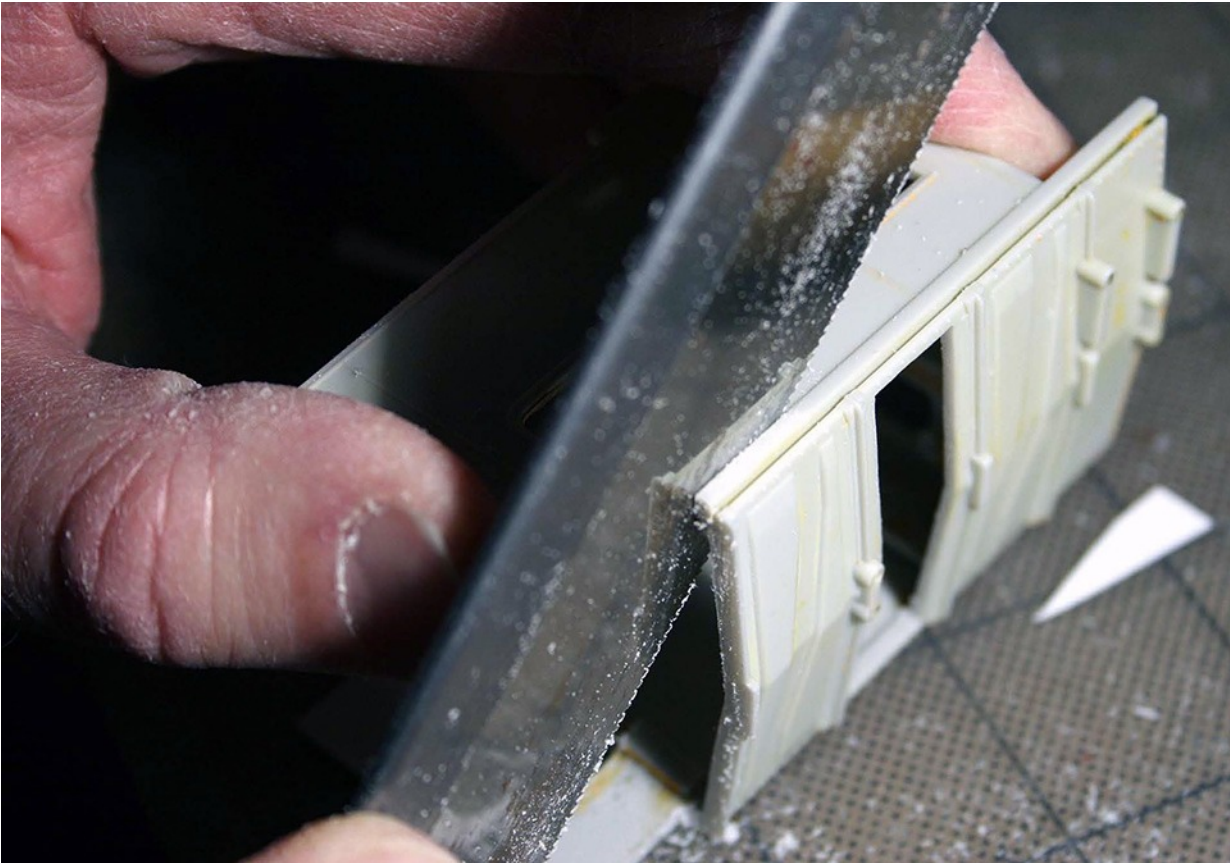


After cutting the stove pipe section for the other half of the caboose body, I then compared it to where I wanted it. I wanted to keep the roof line intact along the drip moulding, so I drilled out the raised panel of the appropriate section of roof, and cut down the stove pipe section to fit in the opening, carefully filing it down until I had a near "press" fit. I also cut out the section of the roof closest to the 'new' end of the car and saved it for use on the cupola.



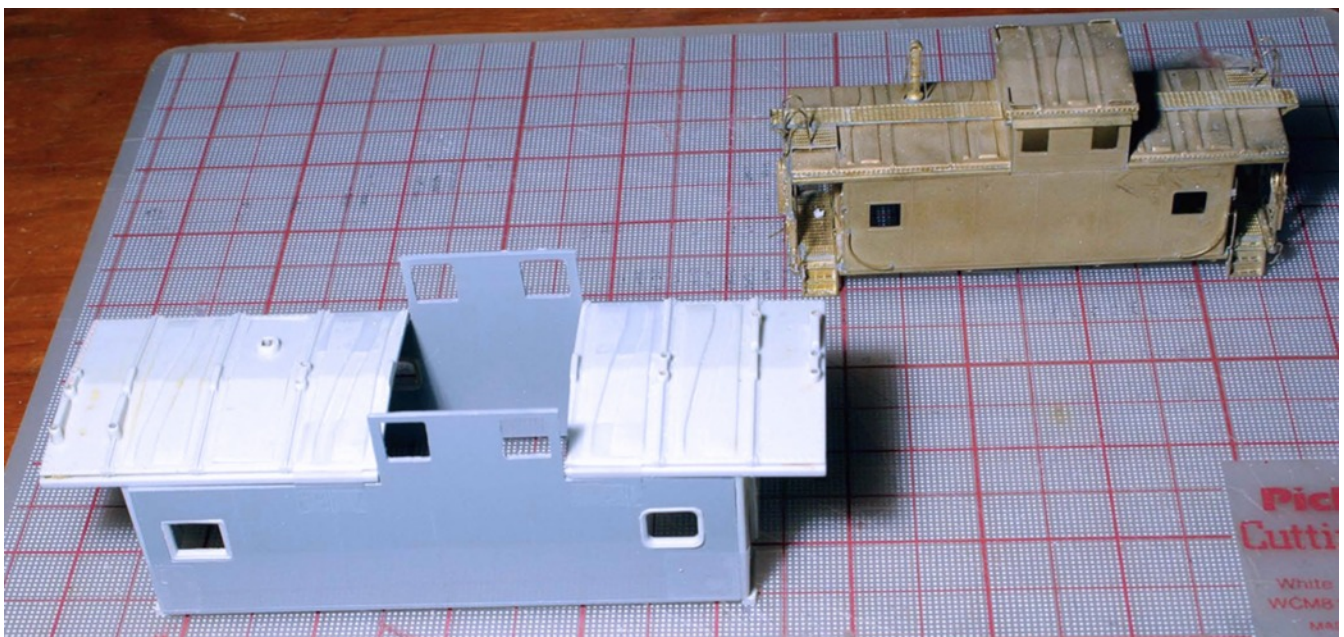


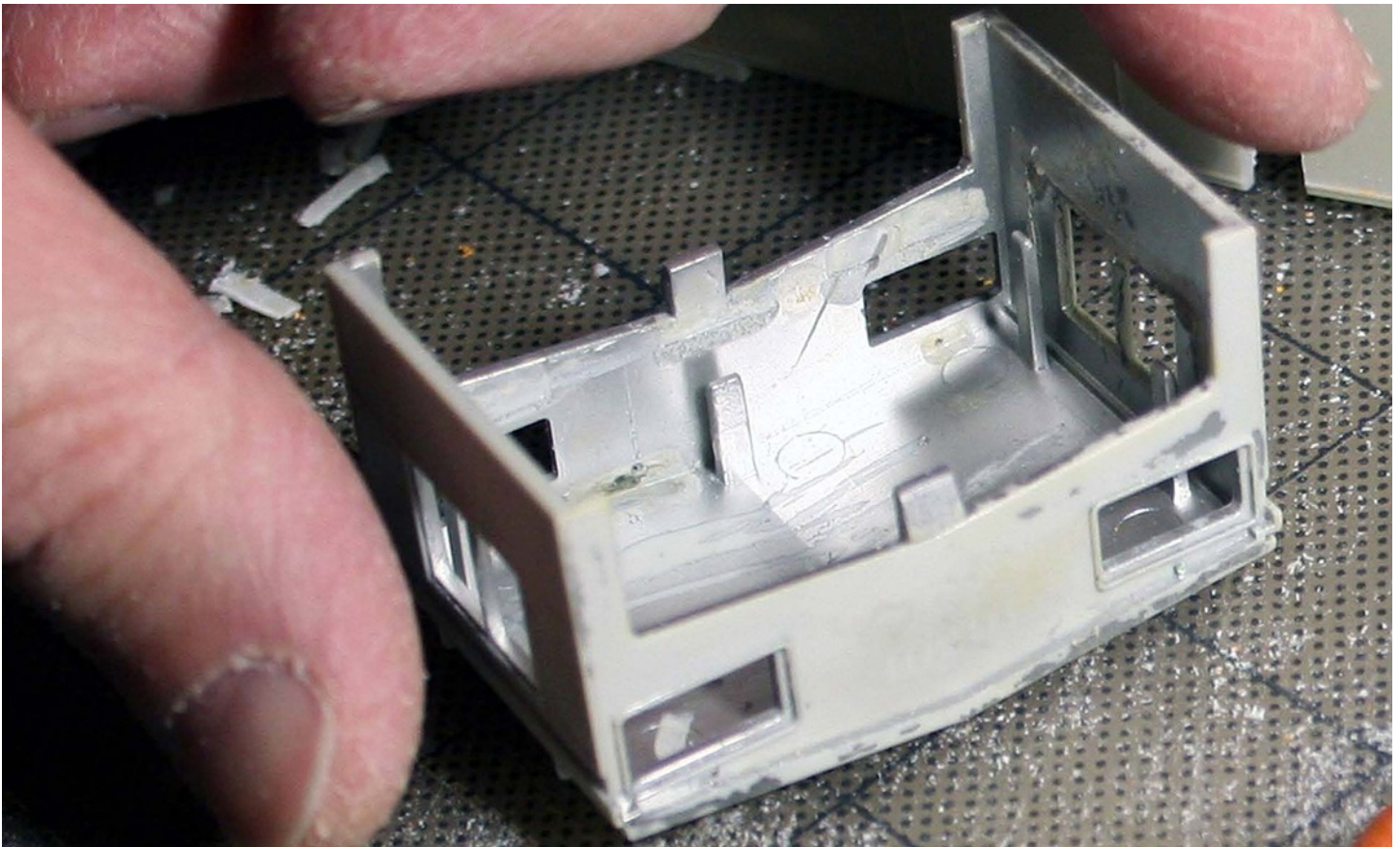
In the image above, the stovepipe section has been press fit into the roof and checked repeatedly to make sure it was square, and compared to the brass model. Once the seams were filled and the model was painted it would be hard to notice that the section was a “transplant”, and the roof line along the car side was left intact. After this, it was time to remove the sides by cutting along the drip moulding on the roof and just inside the corner posts on the ends as in the image below.



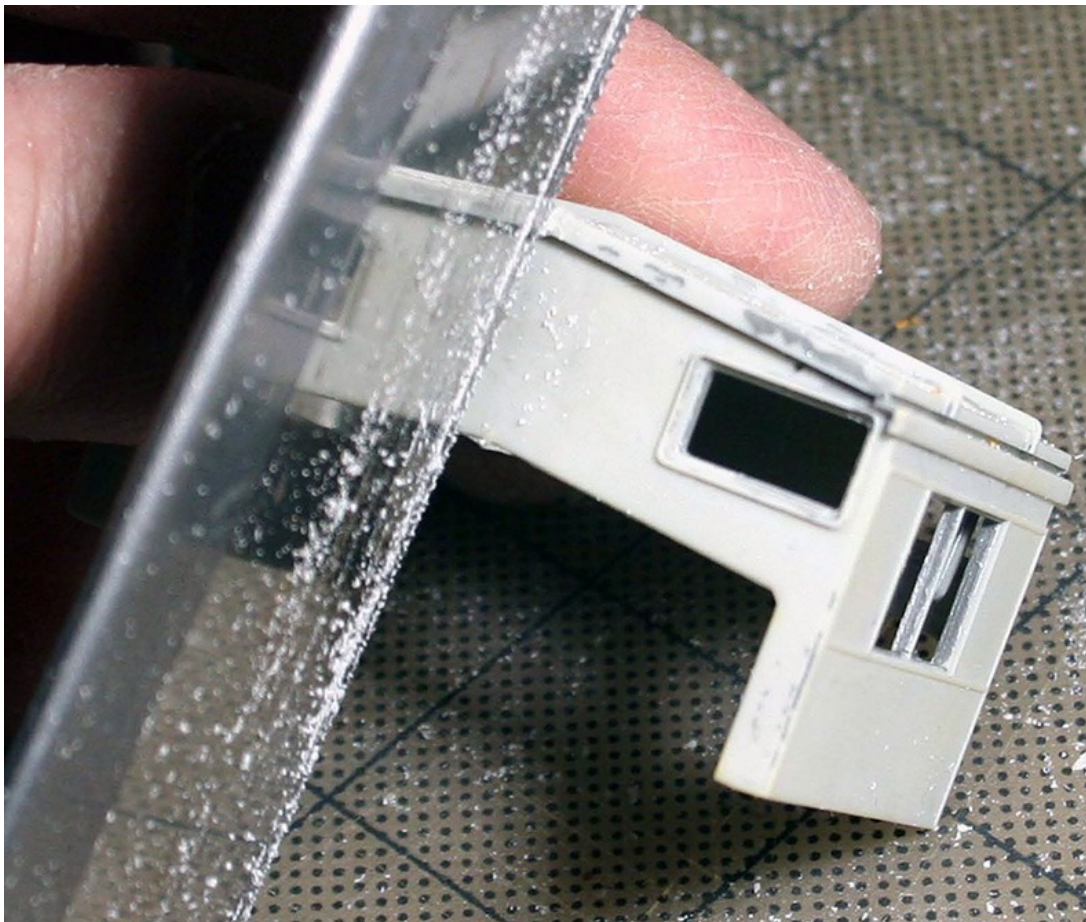


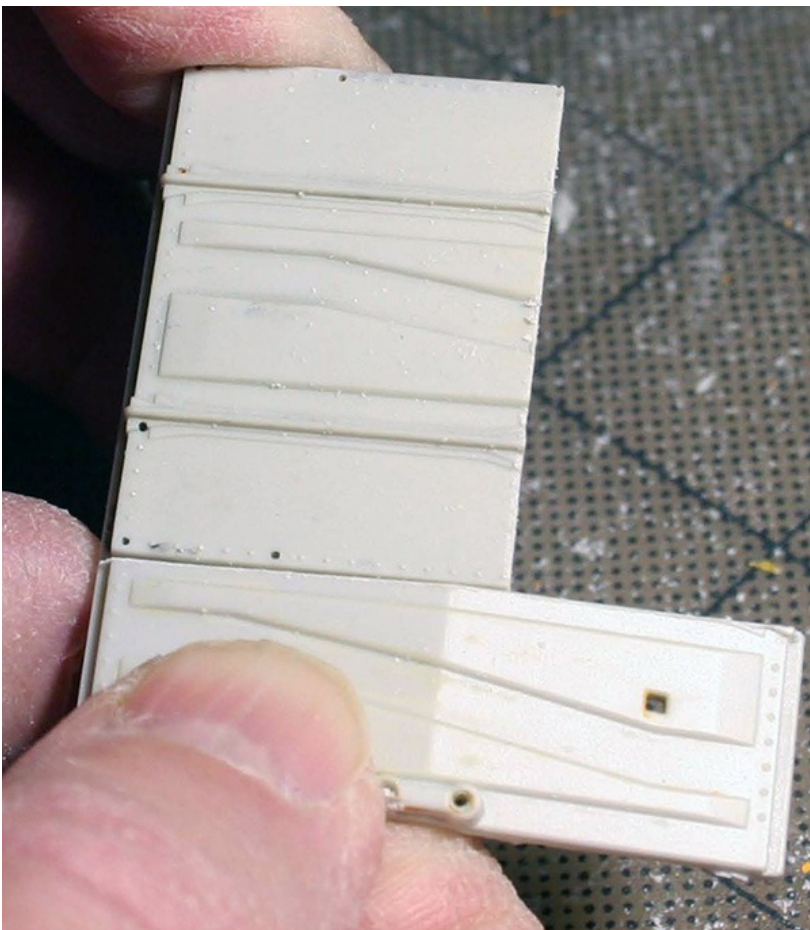
When both sides were cut out, I was left with half the roof and the end of the body. I carefully filed down the saw kerfs until I had the roof line and the corner posts smooth and square, then did the same to the other 'half' of the body. The plans for the caboose in the *B&MRRHS* magazine are printed in S scale, so I scanned the plans and printed a bunch of copies. I then used the plans as a template for cutting the sides from .040" sheet styrene. Yes, I made some scrap. It took me three tries before I had a set of sides I was happy with. These wound up being made from Plastruct sheet styrene instead of Evergreen Products, as I had used up my supply of Evergreen and didn't want to make another run to the hobby shop. Once I had the new sides cut, I carefully drilled out the openings for the windows and fit the windows from the scrapped body into the new sides. I test fit the sides and ends together with Scotch tape and measured the length of the car over the crash posts around the doors while I held my breath. Much to my relief the "new" body was exactly 24 feet long. The car is taking shape in the image below and compares favorably to the brass HO model.



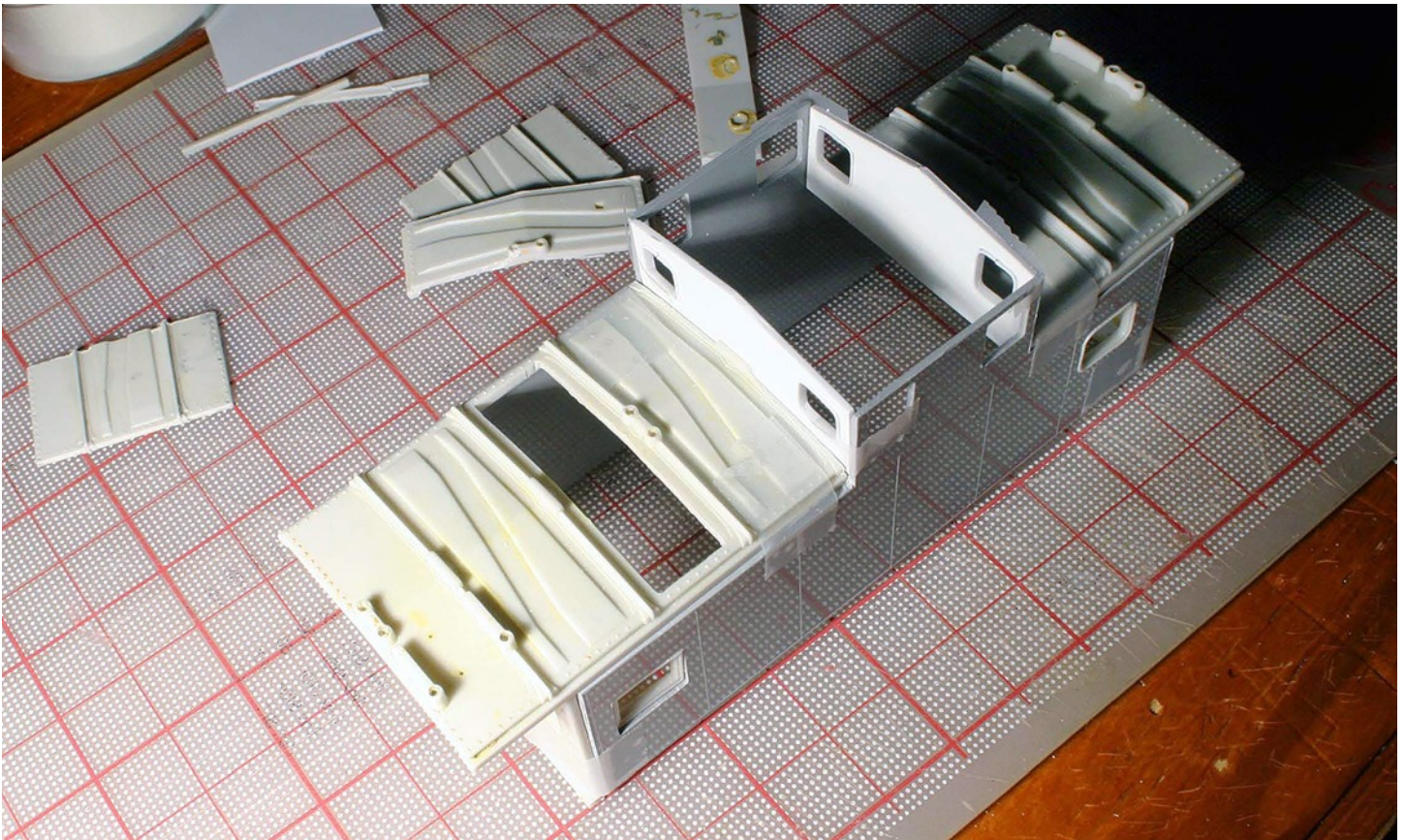


In addition to the roof section from the body, I needed the roof of the cupola narrowed to the same width as the body. To do this, I had to nip off the piece of plastic used to hold the clear window 'glass' in place, as well as the mounting tabs on the body of the cupola before I could cut the cupola in half.



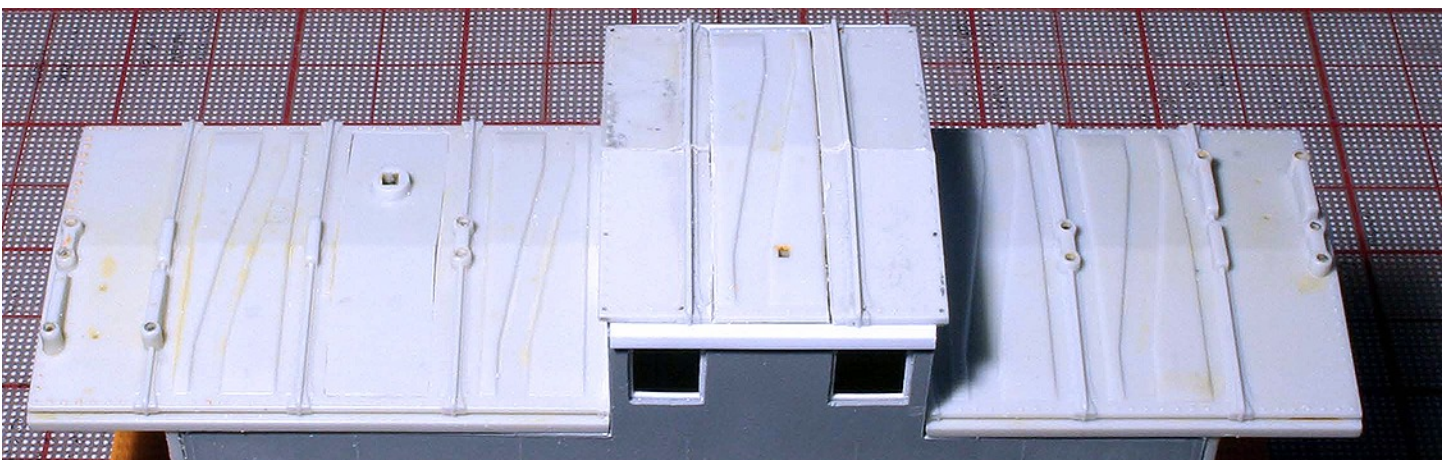


After cutting the cupola in half (top image), I cut all the end and side pieces from the roof, then used the section cut from the body of the car as a guide for filing the roof sections down so they matched the section from the body.

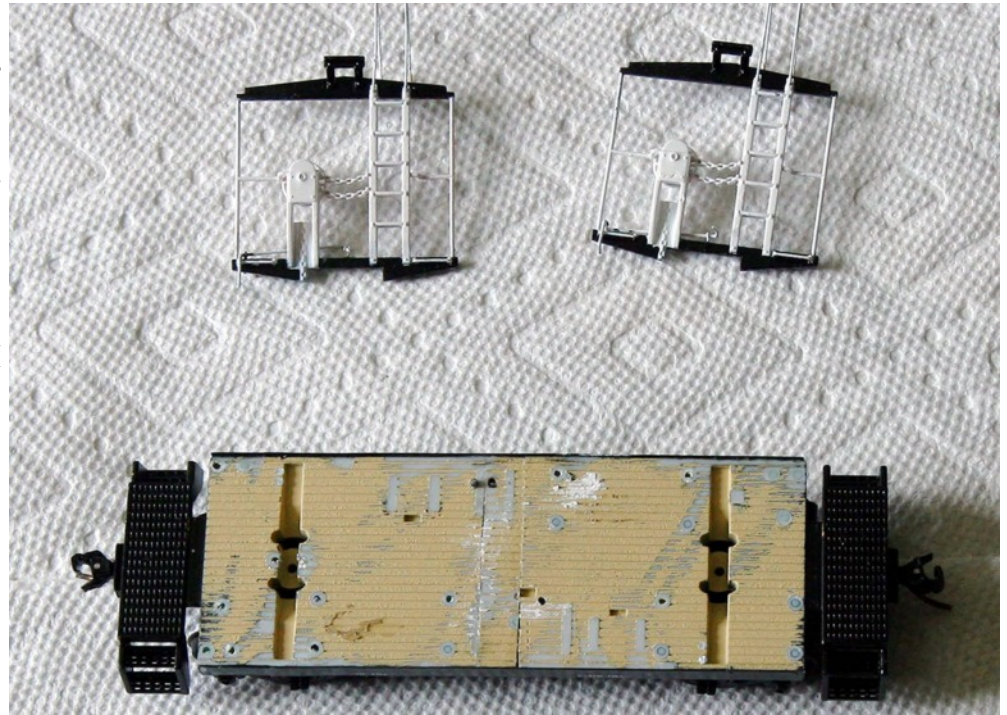


Using the plans as a template, I made new end sheets for the cupola and drilled out the window openings. The end windows on the prototype are sealed windows with gaskets. I simulated the gaskets by gluing .010" x .060" strip styrene into the window openings and gluing .020" x .020" strip styrene filed to a triangle shape around the protruding ends of the .010 x .060" strips. After that, I glued .020" x .020" strip styrene into the side windows to simulate window frames in the side windows, as these windows can be opened on the prototype. Once all the strip styrene was in place, I began gluing the body together.

Even though I had used the plans as a template for the cupola ends, I discovered the peak of the cupola was too steep and did not match the rebuilt roof. I had to carefully file down the peak until the rebuilt cupola roof sat properly on the cupola. The bottom image shows the rebuilt roof of both the body and the cupola. The stovepipe section has been moved to the opposite side of the car and turned 180 degrees. The cupola roof has the section from the body with a hole for the air vent, which was not on the B&M cabooses. This hole will be filled as will all the other seams. I used Perfect Plastic Putty as filler. These two sections were the only modifications I had to make to the roofs. I used .040" x .040" strip styrene filed down to a triangle shape to simulate the sun shade over the cupola side windows.



It was time to turn my attention to the chassis. The trucks and underbody details were removed and set aside. The interior details were also removed. I had to make two cuts in the chassis to shorten it. I did this carefully to keep the chassis square and also make sure the shortened body fit on it properly. I added .020" x .080" strip styrene to the sides of the chassis to act as side sills. This was necessary because the .040" styrene used to make the new sides was actually thinner than the original sides. This also helped stiffen up the chassis. I did not bother filling in the holes in the floor or making the floor "perfect". I did reuse

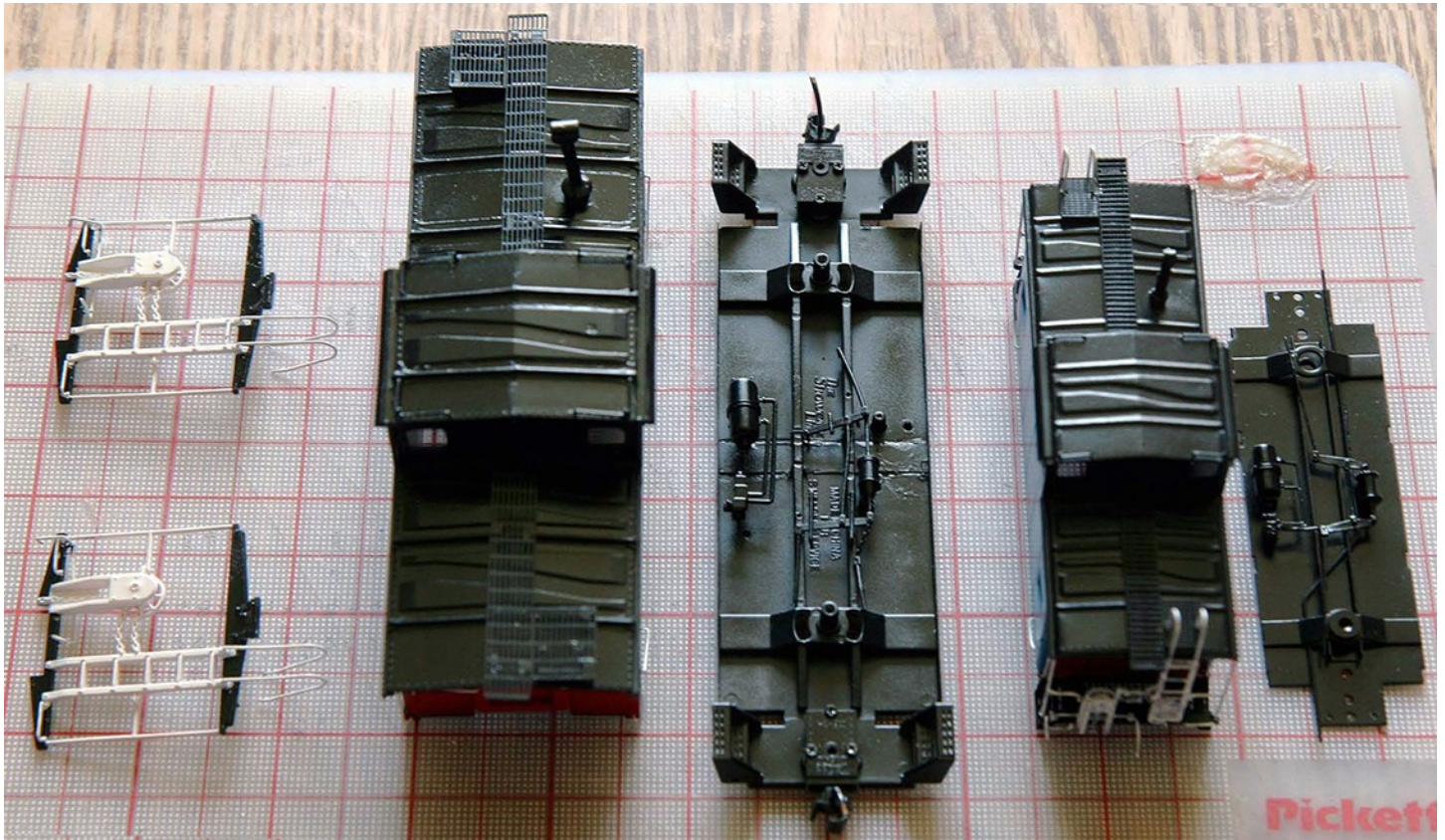


most of the interior details to make as much of the interior as possible, but I did not add lighting. In prototype practice, the interior lights were not used much, as they made it more difficult for the crews to see out of the windows at night. The underbody details were modified to fit the shortened chassis and re-applied to the model.



I couldn't resist putting the caboose back together to see how it compared to the brass model, and was pleased with my work so far. The image above shows the new sides and cupola. I'd like to point out that these cabooses had welded sides, not riveted. The plans show where the metal plates butted up against each other. When the cars were freshly painted, these seams did not show up in photos, but did show up as the cars weathered. I simulated the metal sheets by scribing a light line on the new sides, using the plans as a template for scribing the lines.

There should be a line of rivets along the top of the side at the bottom of the cupola. I've misplaced my stash of Archer Fine Transfer rivet decals. I'll add them later when I locate my decals. The underbody and roofs were painted black. After painting, I photographed the two cars to show how the roofs and underbodies compared.



The S scale caboose has been painted in the top photo on the next page. I painted the interiors of both cabooses with Scalecoat II primer gray, and used Scalecoat II B&M blue for the sides and Scalecoat II "State of Maine Red" for the ends, plus Scalecoat II black for the roofs and underbodies. No S scale decals were available for this car. Lucky for me, my brother was able to measure much of the lettering on the caboose at North Conway, and I created new decals for both cabooses in an old Corel Draw program. The decals were printed using a color laser printer and a Ghost white toner cartridge. Using the color laser printer presented its own challenges. While it does a good job of printing, you only get one "pass" of the paper at a time through the printer (unlike the old Alps printers which reversed the paper and held it in perfect registration for as many passes as you wanted). Also, the printer properties do not allow you to print a single color at a time other than black. The white toner cartridge is used in place of the black toner cartridge, so you can't print white and black at the same time. This meant that I would have to design the decals so I could print the white portion of the lettering, and print the black outline of the B&M herald and the black panel for the lube stencil as separate decals, which I then used on the model. On the B&M herald I put down the white herald first, then over-layered that with the black outline. The process was reversed for the lube stencil, with the black panel applied first then over-layered with the white lettering. Once the decals were applied, several applications of Walthers Solva-set decal setting solution were applied to make the decal film disappear. Once that had dried, the models were carefully washed to remove any oils from handling, then given a clear coating to seal the decals. I used PBL star brand clear flat and clear gloss mixed about 50/50 to give the cars a satin finish. The S scale car was much easier to paint than the HO brass model; painting the ends of the brass model proved to be a daunting task. Once the finish had dried, glass was applied to the windows. I used PBL microscope slide cover glass in the HO model and in the windows of the cupola in the S scale model. SHS window material was re-used in the appropriate windows that came from the SHS model. Both cars are shown on the next page.



I re-used the interior details from the SHS caboose, repainting the lockers, bulkhead for the toilet and the water cooler with Scalecoat II primer gray. The bunks, chairs and stove were left in the colors they came in. There are two weights under the bunks that came with the car. I put them back in the car to give it some weight. I did not have an extra bunk or sink and did not use the parts for the conductor's desk, but this does not really matter to me as the interior will not be lighted and it's difficult to see the details through the windows anyway. I used the seats that came with the model as seats in the cupola and put the figures in there as well.

I was never in a B&M caboose, and the article in the *B&MRRHS* magazine does not have a diagram of the interior. My brother was able to take some images of the interior of the caboose at North Conway through the windows, so I used those as a guide to place the details I had. Once I had the interior details in place, I put the model back together and called it "done". I may add details to it later.



Thanks go to my brother for taking measurements and photos of the car in North Conway. My brother is very happy with his belated birthday present. There are some minor details that could be improved upon on the S scale car, but overall I'm quite pleased with the results. It reminds me of the "good old days" of my time on the Boston & Maine.



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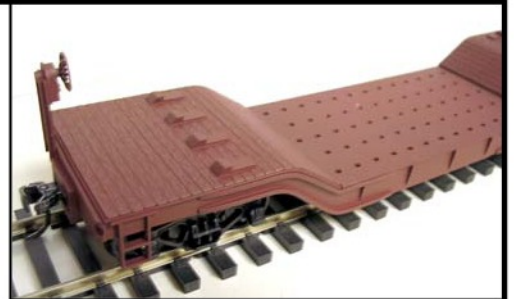
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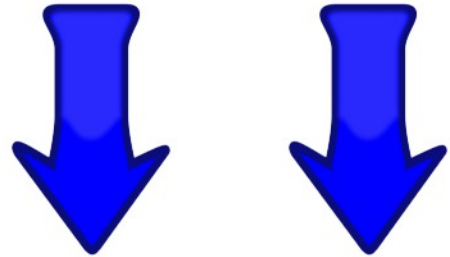


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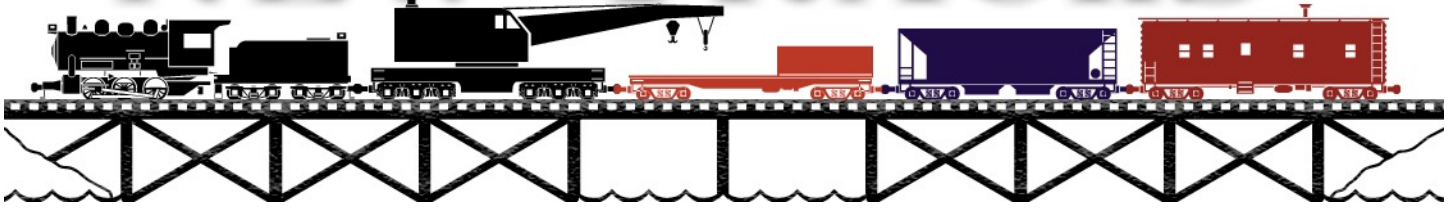
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By Contributing Editor Jim Kellow MMR



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“New Tracks” Announcements. NEW SHOW: Modeling Lifestyles Sponsored by Narrow Gauge Modeling Company (NGMC).

“New Tracks” has started a new, bi-weekly live series called: Modeling Lifestyles. It is available to watch live on our YouTube Channel, New Tracks Modeling. This is your opportunity to meet and chat with some of today’s outstanding modelers.

Each show will introduce you to a different featured guest modeler along with some of their

friends. Hear them discuss their modeling, share stories of their modeling experiences, and give their opinions about the hobby. You can see all of the interviews we have conducted so far on our YouTube channel, New Tracks Modeling.

We have many great modelers scheduled who are making real differences to our great hobby in these early years of the 21st Century. For a complete list of the modelers and their friends who will be on our shows, please visit our website at newtracksmodeling.com.

Some of the modelers you may have heard about and always wanted to meet. Others you may not have heard about, but I know you will be glad you have an opportunity to meet and chat with them.

Please subscribe to our [YouTube channel: New Tracks Modeling](https://www.youtube.com/channel/UC...), and ring the bell to get prior notification of the shows and be able to join us live.

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Chris Coarse of Conowingo Models is our host for this series.



NewTracks” MY BUILD Sponsored by The Model Railroad Resource, LLC.

These are the photos modelers shared on our recent August 17, 2022 My Build. Each of the participants has an email address included and would welcome your comments.

Martin Brechbiel

On30 - On a tank car kick
martinwb@oscalemag.com



Bob Davidson
 Log House of the
 Haudenosaunee
 Tribe for Skä•noñh
 Great Law of Peace
 Center Museum 1/25
 scale scratchbuilt.
 y2kflstf@twcny.rr.
 com



Tony Dixon
 International
 Harvester Tractor
 builds (1/64) S
 Scale. Used a lot of
 specialized made
 parts.
 tex50613@gmail.
 com



Dmitry Voronov
 from Ukraine
 Military railway car
 w/tank (Card and
 paper model) 1/43
 scale.
 dimadzak44@ukr.
 net



Bob Farquhar
HO Scale Completed
version of Bar Mills
Clark's Sticks Named
after Clark Kooning
MMR.
bob.farquhar@symp
atico.ca



Jeff Jordan
Window treatment
discussion.
jordan54@verizon.
net

[Click here to see all the photos from the August 17th version of the “MY BUILD” presentation.](#) Our monthly “New Tracks” MY BUILD segments provide opportunities for viewers to have their work featured. You can show your latest project, discuss your modeling technique, or a new tool you found, or give a tip you learned that helped your modeling. Modelers can use this opportunity to engage in discussions with the “New Tracks” segment. The S Scale Resource June/July 2022

Tracks” Modeling Community. No judging is done, only helpful discussions. Join us to see and discuss your modeling with other model builders. The show segments are sponsored by Amy and Dan Dawdy, owners of [The Model Railroad Resource, LLC](#), the publishers of this magazine. The MY BUILD is moderated by Chris Course, an excellent modeler and owner of [Conowingo Models](#). If you want to participate in our next monthly MY BUILD, send your model photos with a brief description and your name to Chris Coarse railrunner130@hotmail.com.

The next MY BUILDS are scheduled for October 19, 2022 and November 23, 2022. This is the time to plan a project you want to share at these upcoming events. Chris will incorporate your photos into the show. When your photos come up, you will have time to share your experiences from building the model with the “New Tracks” community. I believe each of us has unique modeling talents and skills and showing your modeling can be a great teacher and motivator for other modelers. Sharing your modeling is a significant part of mentoring. Please participate in these programs which are designed to help modelers improve their skills.



New Weekly Wednesday Show Segments

Women in Modeling

I looked for and found a talented modeler and hobby business owner to lead this program. Her name is Kristen Kemick. She and her husband, David, own a 3D Printing and CAD design development company called 3dptrain. Their website is 3dptrain.com. We are calling the new segment “Petticoat Junction News” and initially it will be a bi-weekly segment starting on October 19, 2022.



This “New Tracks” segment will introduce women who are talented model builders who could become your mentor, and who are helping to make our hobby great. Kristin needs a lot of help developing this project. If you are interested in helping, email KristinKemick@newtracksmodeling.com.

Local NMRA CLUBS and DIVISIONS Sponsored by the NMRA



This is a bi-weekly segment which started April 27, 2022. It is based on one of the ways I got, along with many others, modeling help and met some really outstanding modelers. I have been honored to have served on two NMRA Regional BOD and as Superintendent for one NMRA Division, AP chairman for three Regions, and Contest Chairman for two Regions.

I believe, at its core, mentoring is best done one on one at a local level with a talented model builder, who can guide a person in learning the skills, techniques, and gain confidence in their modeling efforts. These are some of the greatest memories I have.

A mentor does not have to be an MMR or a famous model railroader, he or she just needs to be able to build models you admire or have some skills you want to learn. Ultimately, a mentor wants to help you improve your modeling. Those were the people and friends who helped me become a modeler.

Since most of my “New Tracks” efforts are focused on mentoring, I have been trying to figure out how to communicate with you, the “New Tracks” audience, the value of seeking local mentoring and how to find it.

This new segment is based on my personal experiences and is my answer to how you can find a local mentor and meet some great people in the process. Join us in this special segment of our show.



Phil Edholm

I have asked Phil Edholm, a NMRA Division Superintendent of the NMRA PCR/Coast Division, which includes the San Francisco Bay Area down to Monterey, California, to lead this segment. We kicked off the series with Gordon Robinson, the President of the NMRA, who discussed the value of NMRA Clubs and divisions to improving the modeling abilities of their members.

We will be inviting NMRA Divisions and clubs from all over the world to talk about what activities and mentoring opportunities they offer. If you hear something that sounds good, see if your local club or division offers it as well. If they do, take advantage of it!

Let's Go To Our Local Hobby Store Sponsored by the National Retail Hobby Stores Association (NRHSA).

Starting October 19th, [Mark Poggendorf](#), a NMRA member working on his MMR, hobby manufacturer, owner of Poggies Trains and a member of the National Retail Hobby Stores Association (NRHSA), will moderate a monthly segment concerning common issues facing hobby shops and modelers. The

focus of these segments will be on how both groups can work together for their mutual benefit and hopefully introduce the value of your local hobby store to help you become a more knowledgeable and more skilled model builder.



Mark's involvement in our hobby as both a modeler, manufacturer and hobby shop owner, who not only has a brick and mortar store in California, but also attends, as a vendor, many of the train shows throughout the country, makes him well suited to lead these discussions and provide his insights into the problems and issues facing both the hobby shop industry and modelers. While I live in Florida, I use Poggies as my local hobby shop. Great service, knowledgeable personnel and competitive prices. I can not go down the street to the store, but for me, Poggies is next best thing. Who knows, you also may find a new source for your modeling products from this series.

This segment will provide a forum where modelers and hobby shop owners can better understand each other's positions on hobby issues, and hopefully help each other solve the issues for both of their benefits. Please join us in these discussions and make your voice heard. I guarantee the industry will be listening. After all, they are the sponsor of this segment. When local hobby shops are successful and meet modelers' needs, everyone benefits.

If viewers have a hobby shop to recommend to be on our show, or you are a hobby shop owner who is interested in being on our show, please let Mark and me know at either Mark.Poggendorf@newtracksmodeling.com or jimkellow@newtracksmodeling.com

Remote Switching Layout Operation

On July 13th, Heath Hurwitz showed us his small, 48" x 10" switching puzzle he calls Human[c]ity Junction, a variation on John Allen's Timesaver. What makes this layout special is that it can be operated 100% remotely. One "New Tracks" viewer will have the opportunity to operate the layout, including coupling and uncoupling the boxcars from the comfort of their own home, controlling the locomotive and turnouts while seeing it all in real time over the Internet.



One day, maybe not too far off, we may all be able to operate layouts of all different scales remotely from all over the world. Having dedicated space for a layout will no longer be an obstacle to engage in operating a model railroad layout.

View our July 13, 2022 YouTube video on our channel New Tracks Modeling show to see how it works and the technology that makes it possible. Then starting on August 10th, and every two weeks thereafter, we will be offering our viewers the chance to operate on the layout with different puzzles at various difficulty levels. Operators of all skill levels are welcome. If you want to be a remote operator, please email me to get on the schedule at: jimkellow@newtracksmodeling.com.

“New Tracks” Build Alongs

Our "Build Along" Modeling Experiences gives you a Personal Mentor. Join in a great learning experience.

CAD Design 3D Printing with Earl Hackett

Starting July 13 we have a Two Step Modeling Build Along with Earl Hackett. Look at our June 8, 2022 show on our YouTube channel, New Tracks Modeling, to find out details of what this CAD learning experience is all about.

Step 1. A CAD produced Model Build Along with Earl Hackett using a free downloadable CAD program to produce the parts needed to build the model. Join in and learn how to make your own parts using this free CAD program.

Step 2. Get the CAD parts printed. Print them on your own printer or have a friend print them or have a company do it. David and Kristin Kmecik owners of 3dptrain.com can print your parts. as they are offering a 10% discount to all “New Tracks” viewers who need their parts printed. The code to use when ordering to get the discount is “NTM22”. Thank you David and Kristin. You can contact them at KristinKemic@newtracksmodeling.com.



Step 3: Building the model. Earl wanted to do something that was complex enough to show all the problems that can be encountered during a CAD design. He felt a 50' plate girder bridge would be a good topic. Earl searched his digital copies of *MR* and found drawings and dimensions. It looks complicated, but there are only 7 or 8 parts that you have to design that are used over and over. Rather than building it in one big print, it will be printed as a kit - a bunch of parts to be assembled. The biggest challenge is putting in all the rivets.

Once you get the parts needed to build the bridge, everyone will be able to Build Along with him. To give everyone time to get all the parts made, we anticipate this will start on the September 28 Zoom show for 4 shows.



Motrak Models

Starting September 7, 2022, Jeff Adan, owner of Motrak Models, and Greg Cassidy will team up to build the Alton Fire Station in S scale. It will be available in all 4 scales, N, HO, S, and O. There will be a 15% discount off of the price of the kit for “New Tracks” modelers between August 15, 2022 and September 30, 2022 when the code word ALTON is used.

Additional information is available on the [Motrak Website](#).



Sylvan Models

Starting September 7, 2022, Claire Gilbert, the owner of Sylvan Models, will have his CNE 1937 Boxcar kit built by Bill Davis.

The model is available in HO and O Scale and Bill will be building the kit in both scales on the show. There will be a 10% discount off the price of the kits for “New Tracks” modelers when the code word New Tracks is used during ordering. More information is on the [Sylvan Website](#).



Hangman Creek Dioramas

Starting October 26, 2022 Jess Dozier, owner of Hangman Creek Dioramas, will build one of his kits. The Diorama Kit is called “Log Boat at Lame Deer Mill”. Jess is offering this kit with a 50% discount starting October 1, 2022 through November 30, 2022. When ordering use the code word “New Tracks Mill”.

Jess tells me it’s an easy kit to build and has a lot of different materials, resin, wood, hydrocal, and scenery to complete the 12” x 12” Please visit [Hangman Creek Dioramas Website](#).

New Creations Victorian Railroad Buildings

Starting November 16, 2022, Alan Rogers, owner of New Creations Victorian Railroad Buildings will begin a Build Along of his kit, the St. Mary Star of the Sea Catholic Church of Ocean City, Maryland. He is offering a 25% discount off the price of the kit in both O and HO from November 1st through December 31, 2022. To get the discount, use the code "NewTracks."

<https://newcreationsvictorian.com/shop/ols/products/st-mary-star-of-the-sea-catholic-church-o-scale>. More details can be found on his website and by contacting him directly at Eauchiche@gmail.com.



Dwarvin Lighting Without Wires

Starting November 23, 2022, Michael Groves will begin a Built Along project using his Lighting Without Wiring system. He will explore what this paradigm shift in lighting will do for you. Michael is offering any of the Lamplighter Starter kits, a month before the first Build Along event in which you will need to use it.

The kits will “go on sale” using the code “NewTracks” for 20% off the regular price from October 23rd through November 23rd, 2022. Two examples of what can be achieved using the product are shown from Michael Morley - winner of Fiber Guild for Model Railroaders competition.





Berkshire Valley Models

Starting December 7, 2022, Richard Rands, owner of Berkshire Valley Models, will join with Bill Davis to build his kit of the Walsh/Duncan Bay Window House in Animas Forks, Colorado. The kit is available in both HO and O Scale. A 20% discount on the kit is available from November 2 through December 15, 2022 by using the Code “New Tracks I” when ordering.

On the left is a photo of the prototype the structure in Colorado, with a photo of the model on the left below.



Mudd Creek Models

Starting January 4, 2023, Frank and Natalie Saladino, owners of Mudd Creek Models, will build one of their kits. More details will be available soon on our website.

Atlantis Models

Starting February 22, 2023, Atlantis Models owner, Peter Petri, will build an O scale gasoline Truck. There is a 15% discount for “New Tracks” modelers building this model for orders for one year beginning September 1, 2022 to Aug 31, 2023. This is the first truck model we have built on the show, and I believe it will appeal to many viewers. Please visit the Atlantis website and see this and other O scale models they offer.

<https://atlantis-models.com/white-fruehauf-gas-truck-sinclair-us-army-plastic-model-kit-1-48/>.



More Build Alongs to Come

I hope you want to participate in all the "Build Alongs". The modelers and manufacturers, who are making these events possible, are doing them to try to help you improve your skills and have more enjoyment and confidence in your modeling. They are a true learning experience that have helped many modelers. Join us.

This program is providing modelers, their own personal mentor on our shows. So if you have been sitting on the sidelines for awhile, give model building a try. I believe you will have some fun. It is really great for me to hear the enthusiasm and excitement from first time or previous armchair builders about their experiences by participating.

Please show your support for these events by your active participation. Thank you.

I am looking for more modelers and manufacturers to be involved in future "Build Alongs" in 2023. I have several scheduled so far, and if you are interested, please let me know. Remember, a model builder can select the dates, manufacturer, and specific kit, you want to build. A manufacturer can build his own kit, find a modeler, provide a model builder, or I will find someone to build their kit. Contact me at:

jimkellow@newtracksmodeling.com.

Other Regular Modeling Segments on our Shows

"Watch Me Build"

These segments are meant for modelers who want to share their modeling efforts and discuss their modeling techniques so others can benefit. These segments can be for one or more shows depending on the details included for the model building presentation.

On July 6, 2022, Pat Rivard and Paul Hurly did a segment “Making Coniferous Trees”. They demonstrated how to use a variety of tree branch materials to recreate species that are seen throughout North America.

You may never have shown your modeling before in public for a variety of reasons. I assure you I think you will enjoy this experience knowing many others will benefit from your techniques. My email is jimkellow@newtracksmodeling.com or, if you would like to discuss your idea by telephone, I will provide my cell number to you.

Ask Your Modeling Question

These are segments where viewers can ask modeling questions and get answers from other modelers on the show. It is a forum where viewers can help each other solve specific modeling problems or offer advice on modeling techniques. We have a form on our website you can use to ask your questions. This allows us to schedule the appropriate time for this segment on each show. Don't hesitate to ask questions, after all, that is how we learn new things.

“Remembering Old Kits”

Modelers build kits from our distant past that are either no longer manufactured or hardly available. Kits whose names we may have forgotten, but when we hear their name again, bring back great memories from our youth. These builds will definitely remind all of us what past modeling used to be like.

The first two segments had Martin Breckbiel, MMR building a Van's Car Shop and a Train Craft kit. Martin has plans to build more old kits shortly. If you have an old kit and want to build it let me know at: jimkellow@newtracksmodeling.com

After someone tells me our hobby of model railroading is dying, the discussion normally turns to the question:

How do we attract young modelers to become Model Railroaders?

I recently talked with Stephen Elliott, who is a National Retail Hobby Store Association (NRHSA) member and serves on their Board of Directors. He also is the owner of Fundemonium Hobby Store in California. In our discussion on my Zoom show, he told me his store's main market is the young beginning modeler with varied interests, but not necessarily model railroading.

If his customer decides to become a serious model railroader at some point, Stephen recommends a specific model railroading hobby shop nearby that can better serve their needs. This was very interesting to me as these young modelers are what I constantly hear is the age group the model railroading community seeks to attract.

Where are these young modelers and how can we attract them to model railroading?

They are at the local hobby store or with a group of like minded friends, which may not be where experienced model railroaders normally shop.

As Stephen told me: “To grow interest in a hobby, you have to meet potential hobbyists where they are. Find the kids who are interested in miniature games and snap-fit fantasy models and introduce them to the broad range of hobbies available (including model railroading).

Build interest by being visible at places beyond the big traditional train shows. Participate in hobby store shows for model contests and in-store train shows.

Hold seminars for model railroading skills at non-model railroading events. Examples would be teaching weathering and detailing techniques and a scale model building club; demonstrating scenery techniques for school dioramas and table-top gaming terrain.”

Stephen continued; “Modelers love modeling and will pick up different hobbies where they can exercise their modeling skills. If model railroaders could break out of the roundhouse they would find a whole world of modelers out there who would appreciate what they have to offer.”

Now, lets meet some talented modelers.

This first modeler is from Hungary and is a very diverse modeler.



Péter Lajos Bulkai,

My name is Péter Lajos Bulkai, I live in Győr, Western part of Hungary. In civilian life I am a teacher of Biology and Chemistry, husband of an understanding wife and father of four children.

I was born before the end of the Hungarian steam era, one of the last people to see a steam locomotive in regular operation. I have been seriously involved in railway modelling for 25 years, first as a member of a modelling club (Baross Gábor Railway Modelling Club, Veszprém) during my university years, and then as a founder of the Arrabona Railway Modelling and Railway-fan Club in my home town. Today, this club has outgrown the city framework, and modellers from the surrounding towns and the capital regularly visit the club.

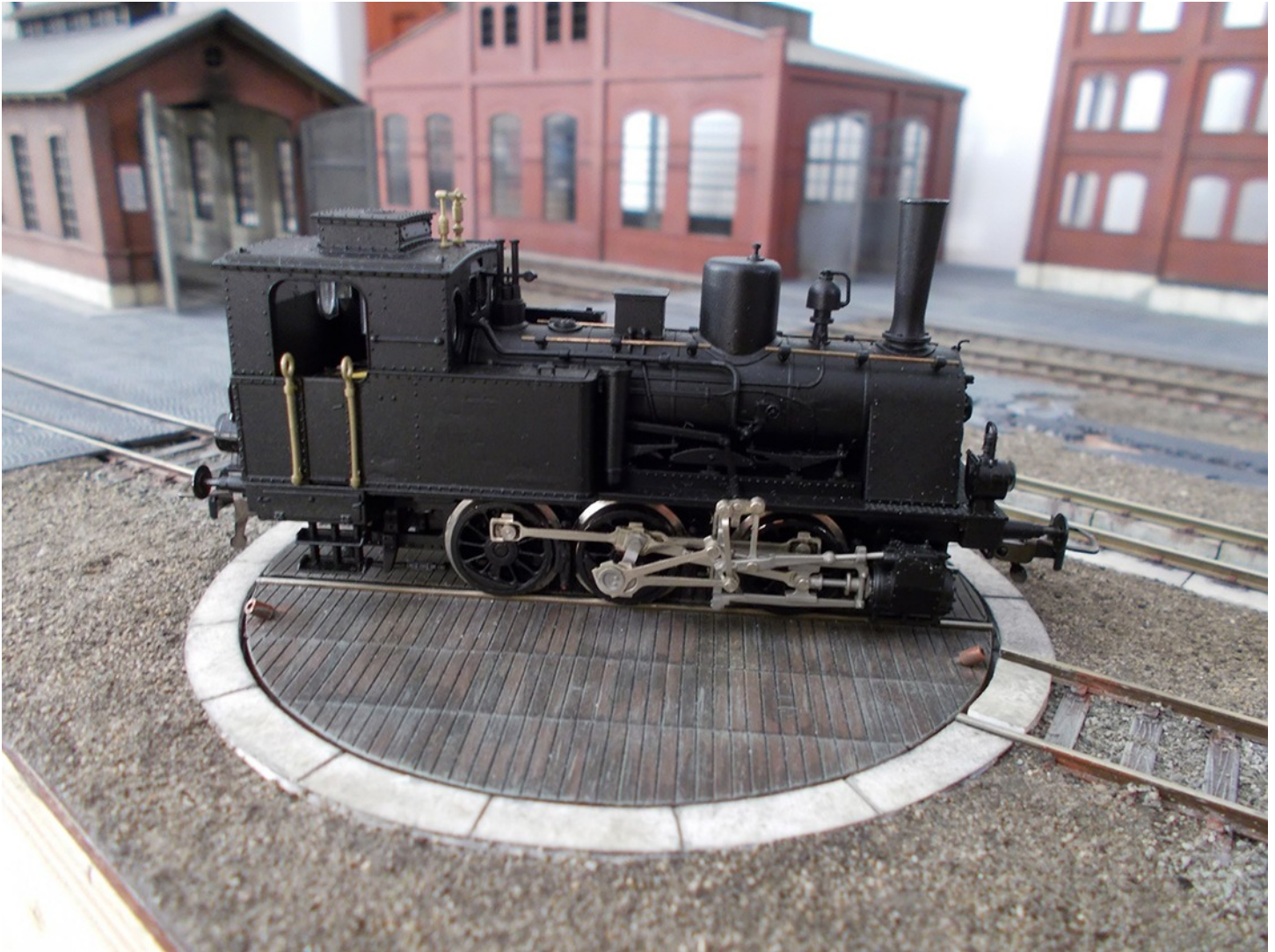
During the past two decades I have built or transformed (how do you say a custom model damage, and rebuild to an another type of vehicle?) many Hungarian-related vehicle models and field table accessories, partly for myself, partly for friends and acquaintances. Since 2005, with the help of my club members, I have also participated in the design and construction of a large number of modular tables (sectional field table elements), I am a member of the international FREMO association, we run the game on our table system



according to the association's guidelines, and since 2013 we have been organizing FREMO meetings in Hungary independently.

At this point I asked Peter: “What do you mean by vehicles ?”

Peter answered. “I was taught that in English, the word vehicle can mean any means of transport, while locomotive can only mean a railway vehicle. I wrote it that way because I have modelled cars, farm vehicles,

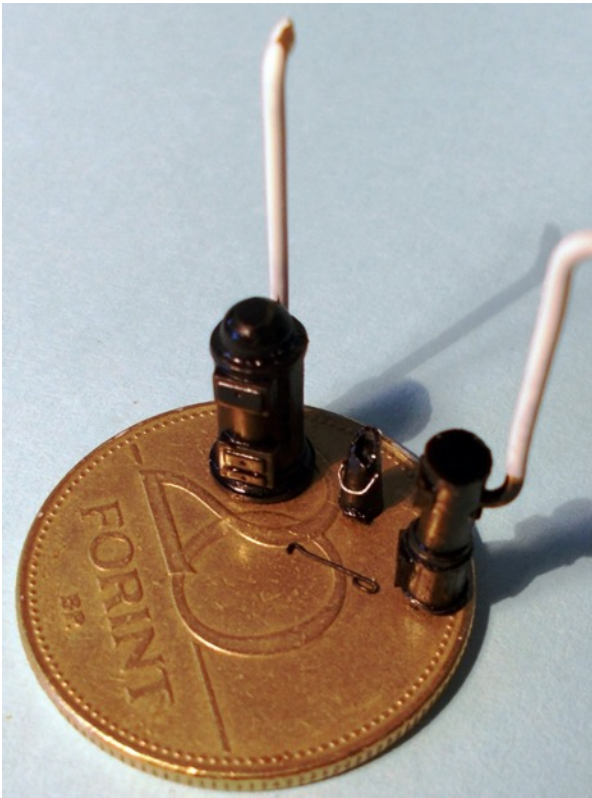


aeroplanes and locomotives. I am most proud of my two scratchbuilt brass-plate steam locomotives, but I also try to model in detail the other locomotives and wagons, converted from factory models or built from resin building sets, as well as the additional vehicles on the field table.”

Continuing ...

Modeling the railways were part of my childhood, my father gave me my first circular railway when I was 3 years old. In hindsight, it was crucial that in the scarce economy of Hungary at that time (we are talking about the last years of communism) it was difficult or impossible to get most of the railway modelling accessories, and money was needed for other things in the family than modeling.

So I learned very early on that if I wanted something to go with the small trains (station guardhouse, mountain, etc), I had to produce it myself. At the beginning I was building with paper and all kinds of scrap, I developed my manual skills, and when I went to exhibitions and museums I always tried to ask questions and find out how other people made the various elements of the scenery.



It is important to know that Hungarian railway architecture was once at the forefront of European railway engineering, and that the Carpathian Basin conditions meant that the design of vehicles and architectural structures differed in many respects from German and English construction principles. For this reason, the railway design of my country is fundamentally different from Western European models, so it is not easy for me as a modeler, because before the 2000s, the proportion of vehicles purchased from abroad in the infrastructure was very low.

At this point I asked Peter about the differences in Hungarian and English and German Locomotives.

Peter Answered:

The main difference between Hungarian steam locomotives and those of the two countries is the sizing of the boiler.

The quality of coal mined in the Austro-Hungarian Monarchy lagged far behind that of German and English coal at the turn of the century.

For this reason, the ratio of the grate area to the heating surface of the steam locomotives of the monarchy was very different from that of the English or German machines. This difference also determines the appearance of the boilers as well as the possibilities of editing them in a locomotive.

There are also serious differences in wheel diameters, Hungary is a basin-like area (the name "Carpathian Basin" is coincidental) and the railway network of the monarchy was radial: the main lines headed towards Budapest to the edges of the basin, so every line started on a plain and ended in the mountains. The German and English lines are more uniform, so the locomotives are more in line with the type of traction (freight, high-speed). Hungarian machines are more universal due to the mixed slope conditions of the lines. For example: the





wheel diameters of Hungarian high-speed steam locomotives are barely 2 m, much less than that. This is due to two reasons: in mixed mountainous terrain they can thus travel without changing locomotives and frequent accelerations and stops due to short distances between the stations do not digest unreasonably much steam and coal.

There are other aesthetic differences, English locomotive engineers were famous for hiding boiler assemblies for aesthetic reasons. (I really like it anyway, extremely spectacular machines.) Hungarian locomotive engineers sought much more simplicity of maintenance, and there was also a requirement for a kind of functional aesthetic: the assemblies should always be easily accessible, but arranged in a proportionate way.”

“The endemic vehicle fleet, on the other hand, is not known or modelled by the big modeling companies (ROCO, PIKO, Fleischmann etc.). For this reason, I sometimes had to build the vehicles myself, which required a high level of technical skills: I had to learn graphic design, photo-engraving, resin casting and painting techniques. Today I am still basically self-taught, but the Internet has expanded the possibilities, and there is now an incredible wealth of tutorial topics available to you that you couldn't even dream of 30 years ago.

I have also been involved in field building since my club was founded, before that I would have defined myself more as a model-vehicle builder. I've been creating in H0 and H0e scale since childhood, which is a good compromise for me: I like the meticulous, visible detail, the process of creating with my two hands, but I don't have to struggle with the huge space requirements of scale 0 or I. Plus, in this size, there is still a rich parts base of gears, motors, general accessories, and maybe after 20-30 years, as an older modeler, I will be able to see all of this with glasses or a microscope (luckily both unnecessary for now)”

I asked: What areas will you help other modelers by mentoring?:

“I'm on FB under a nickname, purely for modelling. I publish on several modelling sites, answer relevant technical questions in the comments under the pictures when time allows, or offer help and resources when my own knowledge





is insufficient. I am also the administrator of a Hungarian vehicle building page of a scratchbuild railway modelling site group. Besides, I almost always post educational content in my profile picture gallery, one of these albums always shows the realization of a project step by step, with a text explanation next to the pictures (the explanations are in Hungarian language, but if someone from abroad asks me a question, I try to answer in English or German.)”

“As I wrote above, in my photo gallery under my profile you can find a lot of my work, most of the time documenting the whole construction process.:

-Rebuild a custom model: <https://www.facebook.com/media/set/?set=a.2186839908294700&type=3>

-Build a H0e module: <https://www.facebook.com/media/set/?set=a.1848595122119182&type=3>

-1930's Tobacco-shop (TRAFIK in Hungarian) from scrap elements:
<https://www.facebook.com/media/set/?set=a.2680661598912526&type=3>

-A small woodwork: <https://www.facebook.com/media/set/?set=a.1936777163300977&type=3>

-Factory hall building: <https://www.facebook.com/media/set/?set=a.2669507033361316&type=3> and other further albums.”

Thanks Peter for your information about Hungarian railroading and your help. You can reach Peter at lajos.bulkai@newtracksmodeling.com

Now please meet a modeler who went from S scale to building models for museums.

Phil Scandura

Have you ever seen someone wearing a T-shirt that says, “Still Plays with Trains”? I’m that guy. I’ve been interested in “modeling railroading” since age 5 when my dad let me play with his American Flyer trains. Of course, we didn’t call it model railroading, I just know I loved trains. I also loved toy cars (like Matchbox and Hot Wheels).



Photo Credit, Barbara Sherman Photography Munds Park Arizona

I would build cities out of shoe boxes, set up my trains and cars, and play for hours. Eventually, this love would translate into building train layouts.

Over the years, I've built more than a dozen train layouts, ranging in size from a few square feet to room sized, and in practically all model railroading scales. At first my layouts were freelanced, following my imagination to build whatever I wanted.

As I got older and more experienced, I became attracted to prototype modeling, often choosing places local to my area to model. I also began scratch building structures, instead of using kits.

Below: The model that started it all, the first model produced by Mainenti Miniatures in 2008. This is the Cottage Hotel in Seligman Arizona. It was created for the local historical society to accompany their fundraising efforts to restore the building. S Scale was chosen for this model as it allowed the best presentation effect while being easily carried from event to event. Not shown here is the acrylic cover that protects the model. (Photo Credits, the author)





Above: Created in 2020 using HO Scale for the Historic Tours of America Museum in St. Augustine Florida, the model represents the Castillo de San Marcos which began construction in 1672 and wasn't completed until 1695. In order to fit the space available, only the front half the fort was modeled, while the back half was represented by a mural created by Mural Mice of Flagstaff Arizona. The museum installation and scenery work were done by Train Installations of Woodstock, Georgia. (Photo Credits, Train Installations and Wikipedia)

I am primarily self-taught from magazine articles, books, and a healthy dose of trial and error. The most influential book in my library dates back to a 1969 birthday gift from my Aunt Lucille, “The Complete Book of Model Railroading” by David Sutton. Check the shelves in your train room. I wouldn’t be surprised to hear you have a copy too.

Playing with trains also contributed to my career in electrical engineering and eventually computer avionics for commercial aircraft. Building train layouts taught me about electricity, wiring, how things work, and how to fix things.

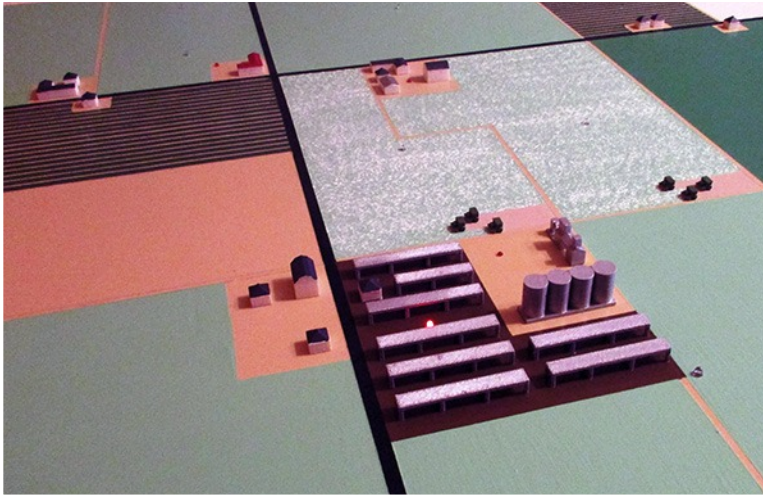
While I never had an actual model railroading mentor, much of my technical inspiration is owed to my dad who repaired radios and TVs in our basement (back in the age of vacuum tubes and CRTs), and my maternal grandfather, Sebastiano Mainenti, who immigrated from Sicily to the United States in 1905. He loved working with his hands and could build practically anything. What scale and why that scale? I’ve modeled in nearly every scale except narrow-gauge, ranging from a Large Scale outdoor layout in my parent’s backyard to a Z Scale layout intended for a coffee table that never quite panned out. Early layouts were mostly HO Scale, until I was introduced to N Scale and got hooked. I loved how N Scale let me build a lot of layout in a limited space. N Scale was my favorite for years and years. But as I aged, my eyes started giving me problems (now I wear trifocals) and my fingers began losing tactile dexterity (tweezers are my friend).

On the suggestion of a co-worker, I tried out S Scale and never looked back. I love its heft and feel in my hands. And when built as an eye level layout, S Scale offers the ability to become truly immersed in the illusion of reality. S Scale offers a “presence” which is hard to achieve in the smaller scales.

What areas will you help other modelers by mentoring? Prototype modeling is all about conveying a “sense of place.” Whether an entire layout, a specific scene within that layout, or a building on that layout, my goal is to communicate to the viewer in such a way that invokes the reaction, “I recognize this! I’ve seen this! I’ve been there!”



Left: Created in 2017 at scale of 1:3000, the Morrison Brothers Ranch diorama represents the 3600-acre family farm and dairy in Gilbert Arizona. It includes narrative text and photos provided by the family and was professionally illustrated by Northern Arizona Signs of Flagstaff Arizona. Custom electronics provide interactive illumination, such that pushing a button on each of the story panels causes color-coded LEDs on the exhibit to illuminate. For example, on the story panel explaining the importance of water to the farm, pushing the button causes blue LEDs to illuminate showing the irrigation canals and various groundwater wells used on the property. The buildings on the exhibit are 3D-printed at an exaggerated scale to support better viewing. The project took nearly two years from inception to installation and serves as the centerpiece to the family museum. The project required extremely close coordination with the family throughout the design and construction process. (Photo Credits, the author and Morrison Family)



It's not about 100% accuracy, it's not about 100% completeness, rather it's about "close enough". Knowing the difference between these concepts and having the discipline to achieve the desired viewer reaction takes patience and practice. The establishment of my architectural modeling business, Mainenti Miniatures, is somewhat nebulous. In 2000 I began freelance writing for model railroad magazines, first as a contributing author, then a regular columnist and new product reviewer, and eventually an associate editor. My portfolio includes over 140 articles across four publications. I still contribute today, only much less frequently. Somewhere along the way I began building models for customers and Mainenti

Miniatures was born, named after my maternal grandfather. Mainenti Miniatures specializes in the modeling of historic structures, as well as multi-structure dioramas such as small towns.

The company moniker is "Preserving History in Miniature", as I have a fondness for historic preservation. The architectural models are one of a kind, commissioned works for private individuals as well as public museums. The choice of modeling scale depends on the particular circumstances of the exhibit.

Since establishing the company, I've modeled as small as 1 to 3000 scale and as large as 1" to 1' dollhouse scale. Pricing depends upon many factors including size, fidelity, historical research needed, technical complexity, animation, and schedule demand. I have built models for customers ranging from hundreds to thousands of dollars.



Left: The most recent customer installation, this Large Scale (1:24) model represents the depot in Cairo, Georgia built for the Grady County Historical Society. Conceptually a very simple building, its sheer size was the greatest challenge. Had the structure been created true-to-scale, it would have measured over 8' long! Instead, selective compression was used to reduce the size to just under 5' long while still maintaining the overall look and feel. An additional challenge, the actual depot is located just across the tracks from museum, so visitors viewing the model can look out the window and see the prototype. This took "close enough" to the next level! The layout, museum installation and scenery work were done by Train Installations of Woodstock, Georgia. (Photo Credits, Train Installations)



Mainenti Miniatures is a one-man show, with each model being more of an art piece than a commercial product. I work in a variety of materials, including wood, styrene, Card-stock, and metal. To increase model fidelity, I use a variety of third party services, including 3D printing, laser cutting, and metal engraving. I work closely with the customer to understand their needs, see their vision, and bring it all together in the final piece.

Thanks Phil for your interest and help. You can contact Phil at Phil.Sandura@newtracksmodeling.com.

Chris Poppe

American Flyer and Me - Part One



When I was about 5 years old (and my sister Katie was 3), Santa Claus brought us an American Flyer electric train. We weren't allowed to use it unless Daddy was there with us, but I thought it was the most wonderful thing I had ever seen. We only had use of it for Christmas, since it was set up to run around under the Christmas tree, but eventually the two loops of track and the various accessories were affixed to a 4x8 ft. sheet of plywood which was brought up from its basement storage to serve as the Christmas tree platform every Christmas for many years.

We had two loops of track – a large oval and a smaller oval inside it, with two remote control switches, a remote control uncoupler, an air chime whistle and 19B transformer to power it. We had one wonderful locomotive – a big Northern (I know now) and two sets of cars – a silver passenger set and a multicolored freight set.

We had no scenery, no other buildings or accessories, but we thought it was wonderful – and it was a really big deal when I was finally considered responsible enough to run the train without Daddy being there beside me!

Electric trains were clearly the present du jour in the 1950s. The kids across the street got a set, but theirs was a Lionel, with that weird third rail in the track. The kids in the family of my parents' best friends (all boys) The S Scale Resource June/July 2022

also got an American Flyer set, but theirs was set up in their basement to be run all the time and they had all kinds of nifty accessories. (We would get to play with the trains with the boys whenever our parents got together at their house.)

When I was 14, we moved from Connecticut to Santa Barbara, California and the train set was taken down from its base, packed up and moved with us. As far as I can remember, we never used it again until I had married, moved to Minnesota and had my own two daughters. At that point, my parents sent the whole set to me. I tried setting it up for the girls, but they never seemed very excited about the trains, so I packed it away again until I had retired from teaching and my granddaughters were about 7 and 10 years old. At that point, I thought it seemed like a good time to introduce them to model trains.

The first thing I decided was that, to be fun, it had to be set up where it was accessible at any time – not just Christmas. I started looking online and emailing with Bob Graves, creator of the “Upstairs Train” website and

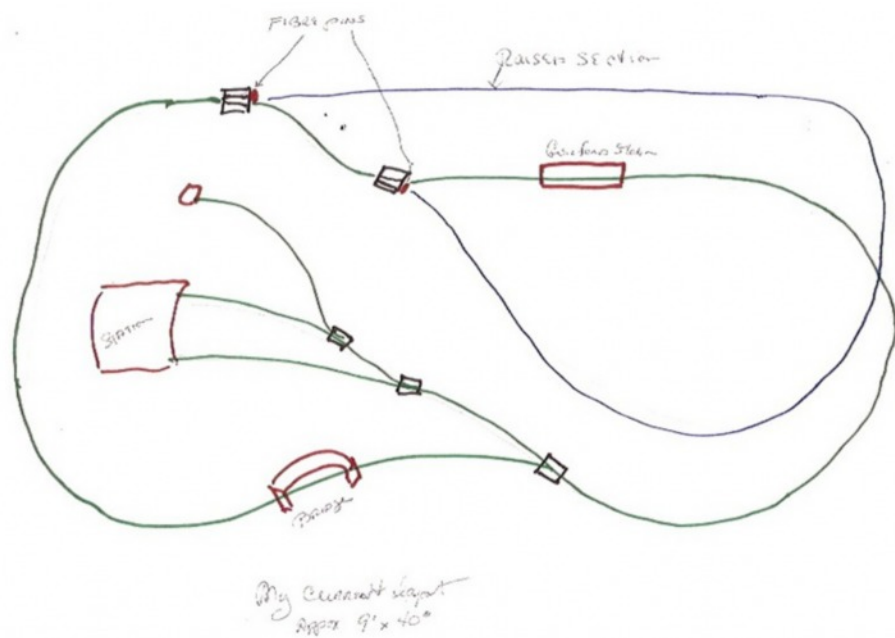
layout. (He was the one who identified my Northern from the only photo I could find.) He gave me a lot of great advice and even visited my layout once when he and his wife came to Minnesota to visit their grandchildren.

By that time, I had built the pink foam underpinnings of a layout which started out 40” wide x 8 ft long and gradually grew through the addition of both a side flap (40 inches wasn’t wide enough to accommodate my Northern on a curve) and an end flap (to accommodate a small incline in the track.)

This was an early plan. The dog-bone on the bottom loop was to accommodate the large wooden support post around which the layout had to wrap itself. As I began to acquire AF accessories, this track layout was simplified into something more like the picture on left.

The track at the back was raised to create a bridge around the Long Island Sound area, the back right hand corner of the layout, which was a poured ocean scene with a beach, a road that followed the coastline and a couple of houses facing the Sound.

In the course of my eBay and YouTube explorations, I began corresponding with Dave Blum, of Pikesville Models, who told me about NASG and suggested I come to the annual conference, held in Scranton,



- = switch
- = Union Station
- = large bridge
- = train shed
- = Guilford Station
- = Branford Diner
- = parking lots
- = girder bridge
- = track
- = roads



PA that year. I hadn't been to Pennsylvania for years and I was blown away by the fabulous hotel which was once the Erie-Lackawana railroad station. I was something of an oddity, since I didn't know the difference between "scale" and "Flyer" and I was there as the train-hobbyist, rather than the spouse of the train hobbyist. But I had a wonderful time and learned quite a bit about my new hobby.

At home again, I began turning my pink foam paradise into a landscape. I went to every model train sale I could find and hunted eBay and the few local hobby shops with S scale trains in my search for track, cars, engines and accessories. The first engine I bought was a little Franklin engine and tender. It was not only small enough to negotiate my tight curves, it bore my father's name – Franklin.

I also started building houses and shops from kits – my first one was a small corner store from Pine Canyon. I turned the downstairs shop into an ice cream parlor named and modeled after one that used to exist in Santa Monica, California in the 1960s – Will Wright's. Since it had nice big windows, it needed an interior, so I made patron booths and a soda fountain counter out of small pieces of leftover wood from the kit, printed menus on my computer and painted the walls with pink and white stripes. It also needed to be lighted, so I found small LED stick-on light bulbs on eBay, which I used to light both the ice cream parlor and the apartment upstairs. The kit came with an assortment of window curtains, so I used them as the basis for decorating the apartment.

A few of the RailKing plastic seats intended for outfitting a railroad car made excellent chairs and sofas, along with a few pieces of scale "furniture." Photos of rugs, a TV and pictures for the walls cut from a Home Decorator's catalog completed the decorations. I put a few people inside – at least one of whom looks out one of the windows.

I was so thrilled with my results that I immediately bought a second, larger, kit from Pine Canyon – and turned it into the A&P grocery store

we had in Branford. I won't go into detail about what I did with this kit, but, one by one, I added more stores and houses to both the Branford end of the layout and the Minnesota farm end of the layout. I started naming the shops after my family members: Lucy's Laundry & Dry Cleaning, Mimi's Menagerie (the pet shop), Sam's Music Box (the music store), Heather's Haberdashery, Lisa's Lending Library and Bookstore, and, most recently, Crissy's Country Gardens (the flower and garden shop) and Bud's Bait Box (not a family member but



a treasured Connecticut memory.) Bud Beckley was a local lobsterman and fishmonger from whom we bought lobsters every summer. The shop is called Bud's Fish Market now and it's very much grander than it was, but it's still there!

I also added a number of AC Gilbert accessories: the talking Union station, the train shed, Guilford Station and the Branford diner, plus switches, crossing signals and bigger transformers.

The Minnesota Farm end of the layout (the left end as you face it) was modeled loosely on my grandparents' farm in southern Minnesota, which we visited every summer. Using various kits, I built a red barn, a farmhouse, a shed and a windmill. I also built a scene of hay-baling, done just the way my grandfather did it almost every summer of my childhood: with 1948 red McCormick Farmall tractors, a windrower to create the straw "path" for the baler, a rectangular baling machine and a hayrack to hold the bales, which I made out of untwisted twine.

I also added a horse-back riding paddock, which my grandparents' farm did not have but I wished they had!), plus apple trees, a vegetable garden, fencing and numerous farm animals grazing around the farm. The barn was lighted, this time using the "Just Plug" lighting system from Woodland Scenics. The house was furnished and decorated like the apartment above the ice cream parlor, using a combination of the small LED lights I started with and some later additions from the Just plug system.

In the back corner, behind the railroad tracks, are two small hills with a road between them, leading off into the distance. I built the N scale house to sit on the hilltop, to create a forced perspective of distance. The ocean and city are painted on the wall. The city is New Haven, Connecticut and the buildings are some of the Yale campus buildings, including Harkness Tower.

The industrial buildings in the background of the picture on the right are flats which I found on eBay. Two of them are made of foam core, the third is a plaster building flat that I had to paint and install windows in. These are loosely based on the Malleable Iron Foundry which existed in Branford when I was a child. The wooded hill just behind the Branford diner is Sleeping Giant Mountain,



which is in Wallingford, CT. I built it out of pink foam, and my granddaughters helped make the trees and bushes which cover it. In this picture, it is being used for automobile traffic and has a light inside.



With continuing additions, this is the way my first layout looked and ran for about 5 years. It certainly had its problems, including multiple layers of pink foam added here and there to try to make it level (it wasn't) and wiring that became more and more confused as I added street lights, houses and stores, some wired to terminal strips, some connected to Just Plug hubs.

During this period, I attended NASG conventions in Kansas City and Chattanooga, Tennessee, where I met Dave Jasper, whose beautifully detailed model of a Victorian era ladies hat shoppe inspired me to further detail my own structures. When we discovered that we were both from the Twin Cities, he invited me to come to a meeting of the Pines & Prairies S Scale Workshop (PPSSW). Of course, I didn't.

I got reacquainted with Dave and met several other PPSSW members when, as a NASG member, I was asked to help staff an NASG booth at a large model railroad expo in St. Paul a few years later. Everyone was so friendly and encouraging that, in March of 2019, I decided to attend a PPSSW meeting in the hope that someone could fix a problem with the tender on my Franklin engine. (It wouldn't stay on the track after having fallen off onto the cement floor below.)

Not only did they fix my tender (the tow bar had been bent and straightening it out solved the problem), but I got to run my engine on the huge America Flyer layout owned by Terry Didion. What a thrill! I met quite a few members of the PPSSW that night (Ken Zieska, Tom Lennon, Gary Brown and Charlie Ganz, to name a few). They were all so friendly and encouraging that I decided to start coming to the Thursday night meetings.

Within days, the entire nation was locked down on Covid and PPSSW didn't have another in-person meeting for nearly two years. But we continued to meet via Zoom, and even added new members – people who had been Minnesotans but had since moved away. One of those long-distance members is Ron Kemp, who lives

in Buffalo, NY, where my mother was born, and where I had visited many times. But that's the second part of the story.

Chris's Part two about her journey in American Flyer and scale model railroading will appear in my next article. I believe it is a journey many of us have taken. I know I have, it was with Lionel and that pesky "3 rail". You can reach Chris at: Chris.Poppe@newtracksmodeling.com.

Well it's time for me to return to my workbench and start working on something that I fell in love with and just have to model. Happens all the time! Please subscribe to my YouTube Channel, New Tracks Modeling, and ring the bell. Our website NewTracksModeling.com provides log in links to our Zoom events and has information about what "New Tracks" you can travel.

I love getting your comments, suggestions, and modeling ideas. I so enjoy hearing from you and having a conversation. My email is: jimkellow@newtracksmodeling.com

Till next time on "New Tracks". Happy Modeling

How to contact us...



www.oscaleresource.com



www.sscaleresource.com

Phone: 815-584-1577

FAX: 800-783-0127

**Email: amy@oscaleresource.com
daniel@oscaleresource.com**

**Mail: The Model Railroad Resource LLC
407 East Chippewa St.
Dwight, IL 60420**

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SCENE AROUND THE LAYOUT

By [Michael Tricker](#)

I attach a picture of a PRR, EMD SW-1200 switcher between duties outside the 42nd Street warehouse on my S scale layout.

I moved up from HO scale a few years ago and am one of the few UK modeling the American scene. All the track is down and we have begun operation sessions, but there is a lot of scenic work to be done.



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!

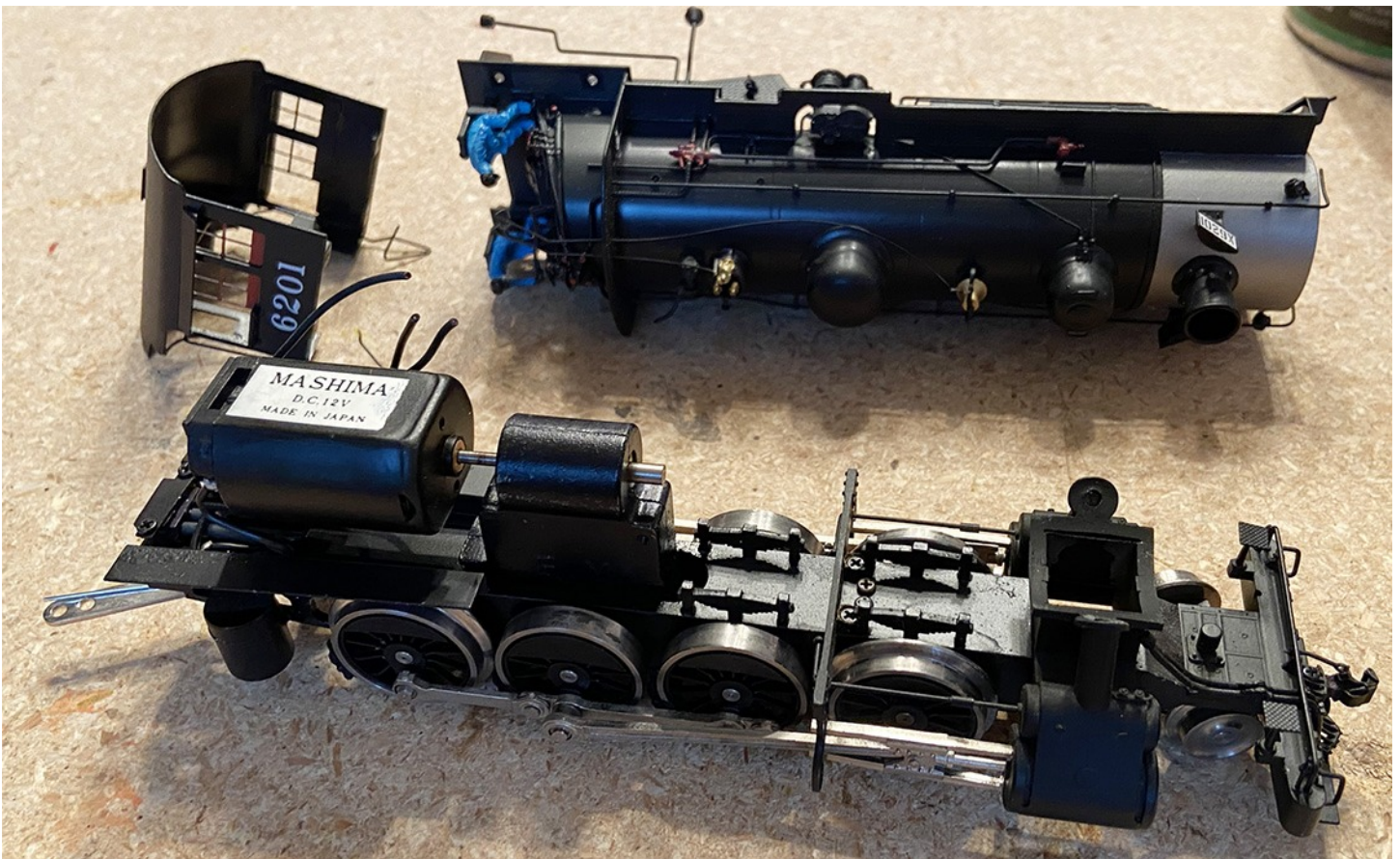
High quality JPG or TIF files are only.

Email to daniel@modelrailroadresource.com with a description of your pictures.

WHAT'S ON YOUR WORKBENCH?

This series shows our readers what other modelers are working on. 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

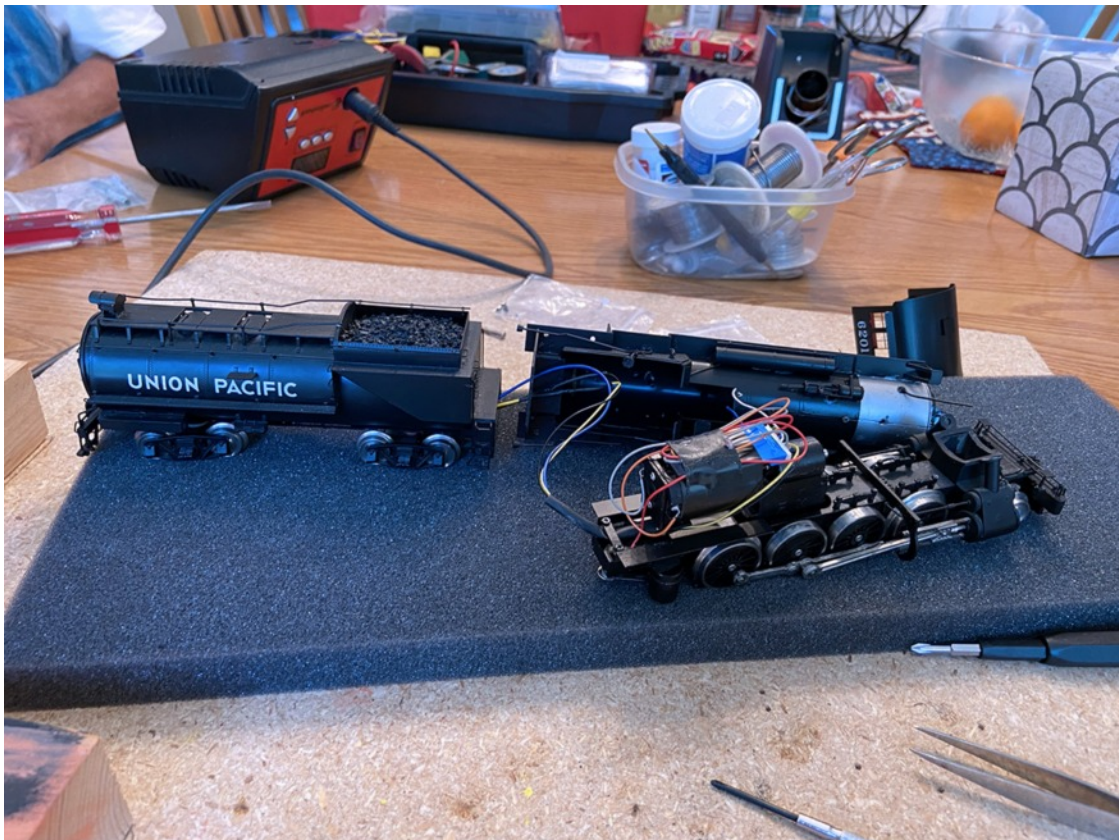
By **Tom Dempsey**

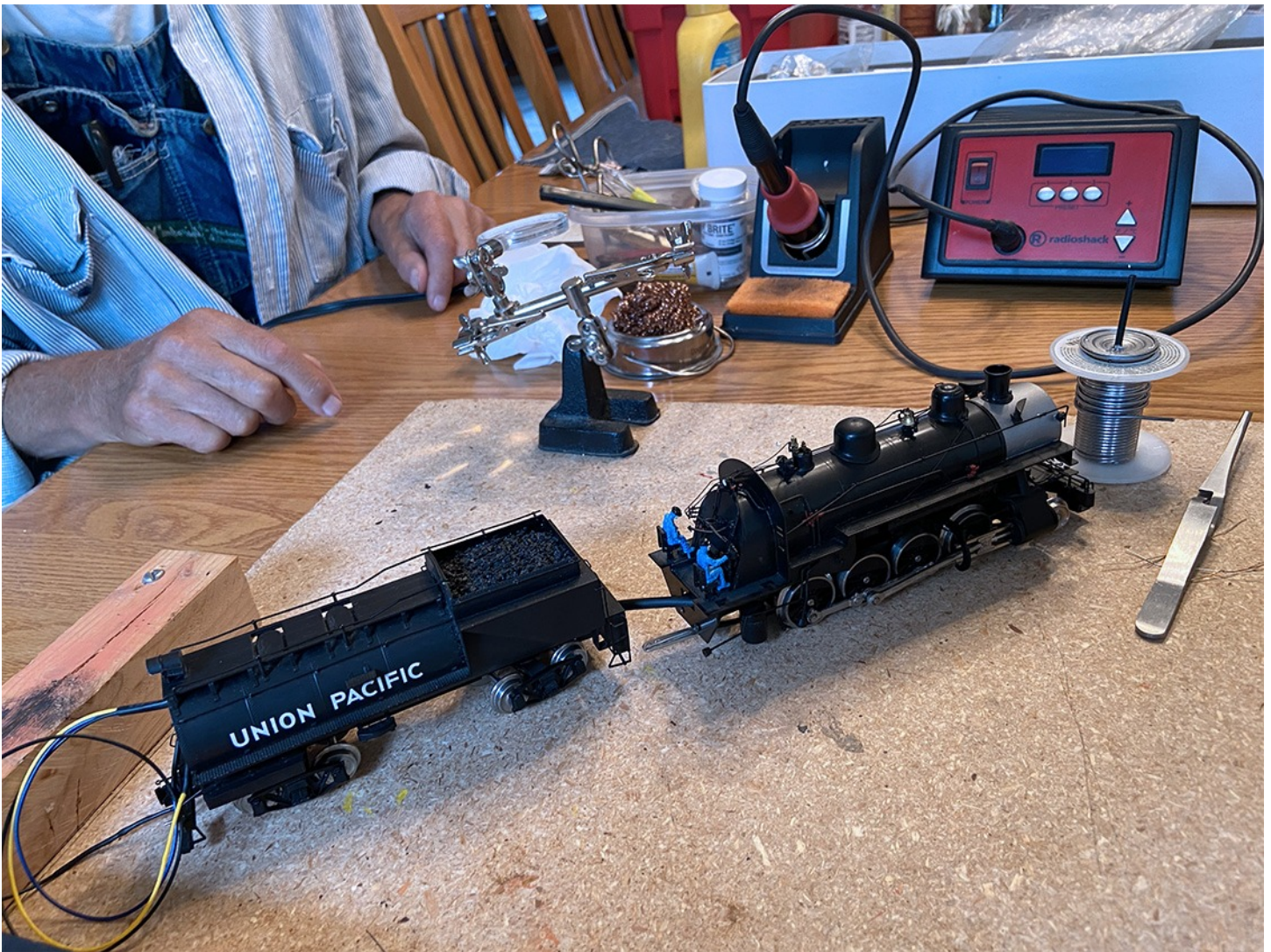


A fellow member of the S scale round robin club purchased a Southwind Models Consolidation from the estate of a deceased member of the local S Scale community. It sat on his shelf for a few years and then he decided to sell it to Doug Sassman. Doug models scale with high rail wheels, and this model was built AC High Rail. I was asked to assist on converting the model for Doug's layout so the first thing to do was investigate the possibilities. The incandescent lamps and control board were removed along with the associated wiring in favor of LED's and the Digitrax eight wire harness.



Doug controls his layout with a Digitrax DCC system so finding a Mashima DC motor under the hood was a happy moment for both of us. Due to clearance, I had to mount the Digitrax DH123D (his standard decoder preference) "upside down" with the socket hanging off and over the space between the motor and the gearbox. The original control board was located in the tender. Due to length and routing issues, several of the wires on the Digitrax harness had to be extended.





We used heat shrink tubing to mimic the fuel and water lines between the tender and locomotive and ran the three wires (negative rail pickup, backup lamp positive and negative) to the tender.

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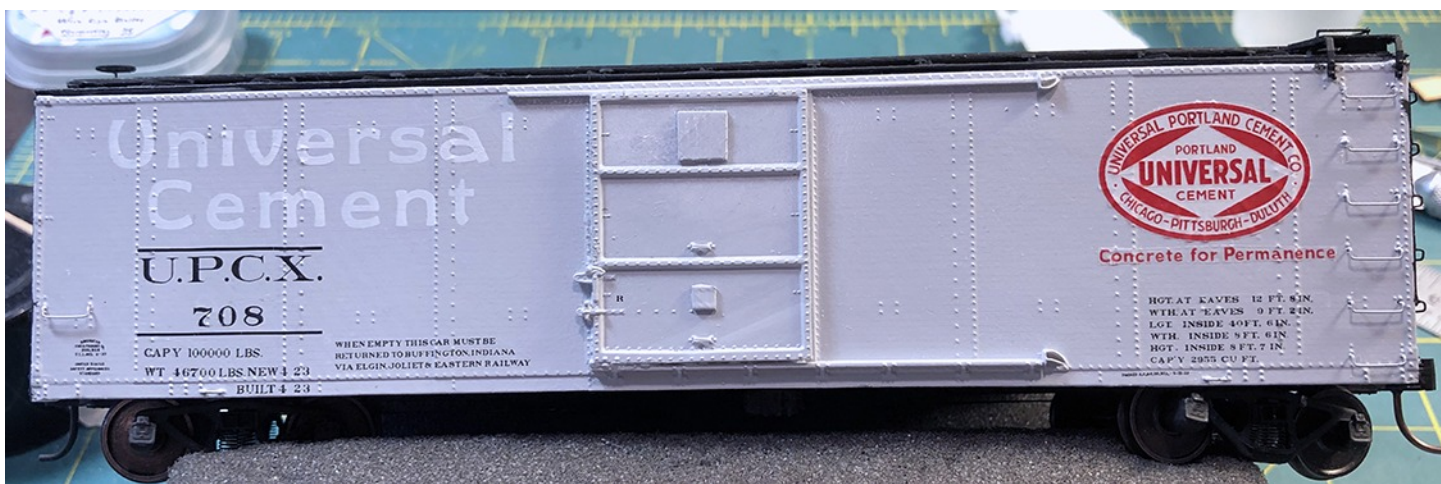
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By **Jim Kindraka**

Wouldn't be a convention without something new, right...?! Here is a photo of the UPCX decals I've been working on, applied to one of Simon Parent's boxcar models. They are correct for that model, Universal Portland had 300 of the 8' 7" USRA-design Spec 486 boxcars built in 1923.

The decal sheet has white shadows for the red decals, to keep the gray color from bleeding through - see second photo. These are thin film decals! I had the model and a few of the decals for sale in Buffalo, along with some for the New York Central Specification 486 boxcar decals, both "System" and "Lines". Otherwise, they should soon be available on the TT-West website.





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S SCALE SHOWS & MEETS

S-scale Zoom Meeting

Every Tuesday at 8pm Eastern Standard US time.
hosted by Ken Zieska or Bill Lane

[Zoom Link](#)



Danville Indiana Train Show

November 19, 2022

New this year, O and S scale 2-rail sales and display room! 2000 square feet devoted to the O and S scale 2-rail modelers. The 15th annual Danville Train Show takes place on November 19, the Saturday before Thanksgiving. Presented by the Central Indiana Division of the NMRA, the show attracted more than 1,000 visitors last year, including model railroad hobbyists of all levels and interests, and many families. Website: <https://www.cidnmra.org/>



2023 Spring S Spree

March 31st and April 1st, 2023

Crossroads Expo Center, Exit 59 off of I-75
6550 Poe Ave, Dayton, OH. 45414

Exclusive Feature (no additional entrance fee): The Gilbert American Flyer Factory Museum Items from Maury Romer, the man in charge of A. C. Gilbert's AMERICAN FLYER train line 1944-1966. Presented by Bob Bernard.

Lots of "S" Dealers at over 100 tables in 9000 sq. ft.
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[Check their Website here.](#)

Email: tctrain@roadrunner.com

The S Scale Resource Magazine will 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.

2023 NASG Convention

The 2023 NASG Convention is slated to be held in Harrisburg, Pennsylvania from July 26th to July 29th, 2023 at the Sheraton Harrisburg Hershey hotel, 4650 Lindle Road, Harrisburg, PA 17111. It is hosted by the Lehigh Valley S Gaugers club. Check back in later issues for more updates.



O Scale, S Scale, Narrow Gauge West

More info coming soon.

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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.