

THE

S

SCALE

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

December/January 2023

Volume 9 No. 2



**Painting Brass
Building a CNR Class Z-1-A Boxcab
Pre-Size Center Beam Flat Car Build
Pines and Prairies S Scale Workshop
Leadville Designs MOW Bunk Car Build
New Tracks Modeling
And So Much More...**

Published Bi Monthly

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December/January 2023

Volume 9 No. 2

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

Front Cover Photo

New Haven EY-3 electric yard switcher on Dick Karnes' layout.

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

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From the Publisher's Desk



Winter is officially here, at least in Illinois. No more sitting on the porch with a cigar, it's time to head back into the train room.



This past November 19th, Amy and I headed to the Danville Indiana Train Show. 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.

This year, they added 2000 square feet of space dedicated to O and S scale 2-rail sales and display. Being the first time for this, we had no idea what to expect. We were pleasantly surprised. First of all, the location, Hendricks County Fairgrounds, is a very nice venue. There were two very large halls for the normal show featuring everything from Z to O gauge, including Flyer items, and then a special area for O and S scale.

Charles Malinowski was there with his "MR2GO!" Portable layout.

This was a great start, and hopefully, it will continue to grow.

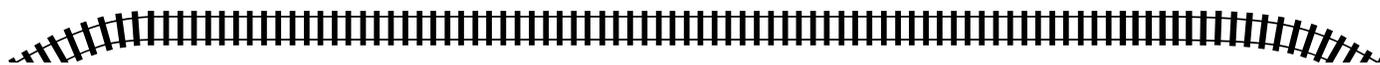


There were many items at Paul Alldredge's tables.

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 the other groups. Please get in touch with us at daniel@modelrailroadresource.com, and we'll help you get started.

Happy Reading & Happy Modeling,
Amy & Dan Dawdy

NEWS YOU CAN USE

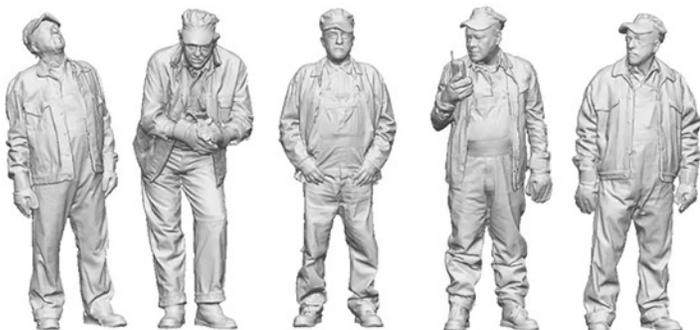


New North American 1970s & Up Crew Figures by [Modelu](#).

These 3D scanned figures are about the most realistic you can get.



Here we have an set of modern crew members.



They also have a transitional era crew bundle. They offer many North American figures and sets. These come unpainted but they also work with Ian Fainges and Dan Evason for painting. [See all their extraordinary models at their Website.](#)



CNR 0-6-0 by Miniatures From The North

Simon Parent announced that he is working on a semi-built-up kit for a Canadian National 0-6-0, Class O-18. The model is based on the extra River Raisin Models 0-6-0 drivers, gear towers, and valve gears that he and Andy Malette acquired. This means that there is a limited supply of them. The plan is to have the superstructure be 3D-printed, with some additional castings for details. Simon is still in the early stages of this project, so he is not accepting pre-orders and he

does not have a due-date. [Feel free to Email him here](#), if you are interested.



Our good friends at [miniprints](#) have some new products.



Santa down the Chimney is something we could all use this season. And don't forget Leaf Blower Guy.

[Check these and all the great items at the miniprints Website.](#)



[All-Nation Line has an NP 60-foot Experimental Box Car Kit.](#)



The All Nation Line is releasing The Northern Pacific 1920s era LCL Box Car, a re-engineered version of the original kit. The NP Car was unique due to the fact that the railroad was experimenting with a 60' car. Right around the 1910 – 1920 period, freight cars were starting to be built using steel. Previous to that time, construction was of wood and cast iron. Stock cars were a good example of this transition for obvious reasons such as longer service life, less upkeep and heavier loads.

While longer wood passenger coaches had truss rods, the only thing that makes this car look a little different is the fact that it looks like a stretched 40' box car. I say if you are going to build anything at all for your layout or collection, make it the unusual or unique piece. It seems at no time in the railroad industry was there a lack of innovation. That can be known by researching the patents to understand how better equipment evolved over time. And a driving force as can be noted in the history of the Northern Pacific Railroad was the need to meet their competition and drive the best value for their customers by trying new ideas and building upon prior successes.

[Click here to see this model on their Website.](#)



Multiscale Digital LLC has some new products for freight car loads and other uses.

Here are just a few of their offerings. These all come unpainted and no assembly is required.



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

[New from Berkshire Valley Models: Tell House - S Scale](#)



The Tell House is based on a house that stood for many years in Telluride Colorado. The house was probably built as a single residence home. Later, the outside stairs were added to allow the upstairs to be used as a possible apartment.

The kit is made from laser cut wood. Easy assembly. Footprint is 3' x 4-1/2".

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



Tru-Color Paint continues to bring new colors to their fantastic line up. Here is the new product information for the paint sets for December, 2022-January, 2023. The sets comprise six (6) 1-ounce paint bottles of either all sprayable or all brushable paints (for now, anyway.)

**December, 2022
Railroad**

- TCP-4200: San Diego Coaster- Dark Blue
- TCP-4201: San Diego Coaster- Teal Blue
- TCP-4202: San Diego Coaster- Gray

Automotive

- TCP-613: Interior Deep Black
- TCP-614: Interior Matte Black

Paint Sets

- TCP-10102: 1969-1971 Ford® Mustang
- TCP-11003: Southwestern Locomotive Set, #1

January, 2023

Railroad

- 328: Brooklyn-Manhattan Transit- Green
- 341: New Brunswick- Green
- 342: Brooklyn & Queens Transit- Cream
- 343: Brooklyn & Queens Transit- Salmon
- 344: Brooklyn & Queens Transit- Red

Paint Sets

- 10900: Modern Distribution Industry Set
- 800: Flat/Brushable White
- 801: Flat/Brushable Concrete
- 804: Flat/Brushable Grimy Black
- 805: Flat/Brushable Black
- 818: Flat/Brushable Light Tan
- 819: Flat/Brushable Dark Tan
- 11004: Midwest Railroads Set, #1
- 055: Soo Line- Red
- 067: Burlington Northern- Cascade Green
- 097: Montana Rail Link- Gray
- 098: Montana Rail Link- Blue
- 132: Chicago Great Western/ Soo Line- Maroon
- 157: Soo Line- Off-White

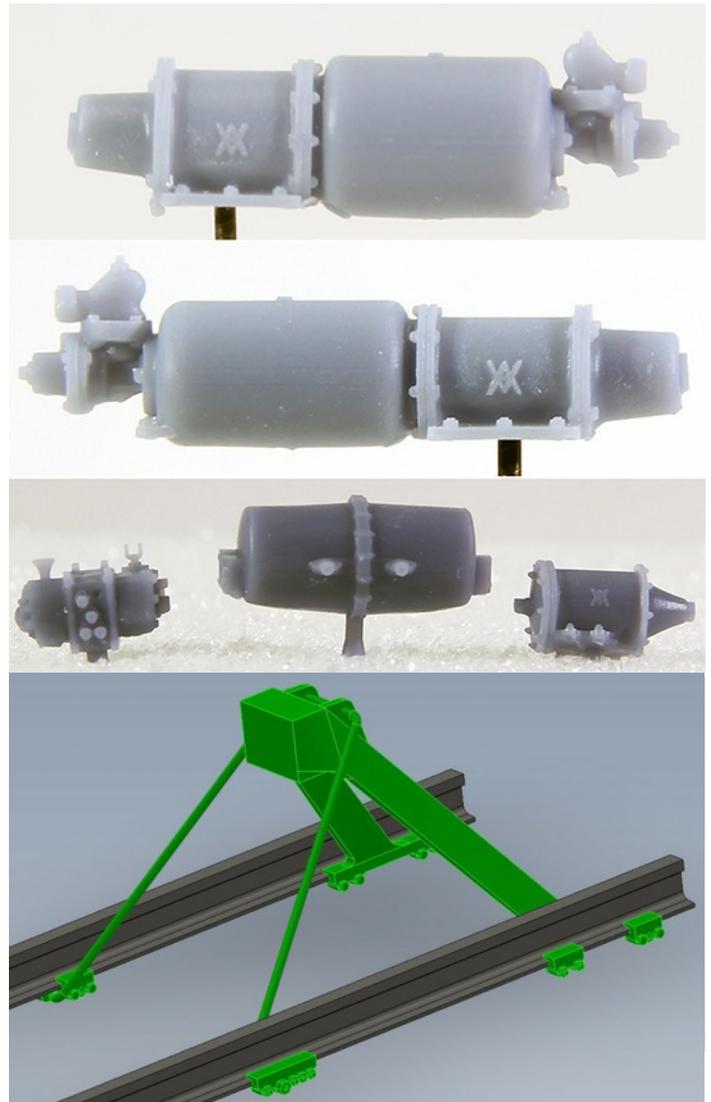
As always, [Tru-Color Paint](#) is open to new ideas for paints. If you have any suggestions for new colors, email us at tru.colorpaint1@yahoo.com or tcpmodelpaint@gmail.com. If we can find enough information on the color, we could put it in the next year's product schedule.

[See their full line up at their Website!](#)

[The Model Railroad Resource 3D Division](#) has released new parts for S scale.

- K Brake 8 Inch: This is the 8 inch version suited for narrow gauge equipment. Two in a package.
- K Brake 10 Inch: This is the 10 inch version suited for 80,000 pound cars. Two in a package.
- AB Brake 3 Piece Set
- BUDA No. 30 Clamp Type Steel Bumping Post: The Buda No. 30 track bumper was used on North American railroads. They could be found all over,

The S Scale Resource December/January 2023



on customer sidings, yards and more.

Our kit includes the clamping parts to attach to the rail. Designed for code 100 track, however, larger codes may be used by removing or filing the pieces. Once glued and ballasted in place you will not notice the difference.

[Check their on-line store for details and pricing.](#)

[New from Smoky Mountain Model Works, Inc.](#)

Kadee compatible box/cover combo fits 802/805-style couplers with SELF-CENTERING feature using Kadee's Phosphor Bronze coil spring. Kit includes (10) #0-48 x 3/8" screws and urethane castings of coupler box, cover plate, and "riveted" strap. Couplers & springs not included. (5) pairs of parts per package for \$16.00.



Inventive Models and Sergent EC64K compatible box/cover combo fits IM's investment cast brass coupler and Sergent EC64K diecast coupler. Kit includes (10) #0-48 x 3/8" screws, urethane castings of coupler box, cover plate, and "riveted" strap, plus (12) Kadee #637 coil springs to make this a SELF-CENTERING design. Couplers not included. (5) pairs of parts per package for \$19.00.

See their Website for full details and more great items.



Bill Lane has a new product.

Electric Junction Box Tree, 14 Pieces. This is a group of 4 electric junction boxes I made mostly to modernize my S Scale brass PRR steam locos. Most of them get used in the front near the modernized headlight. The round box goes to the left of the headlight. The large box with elbows goes to the right of the headlight. 2 conduits go from the elbows to the generator.



See his Shape Ways Store for more information.



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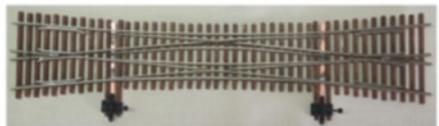
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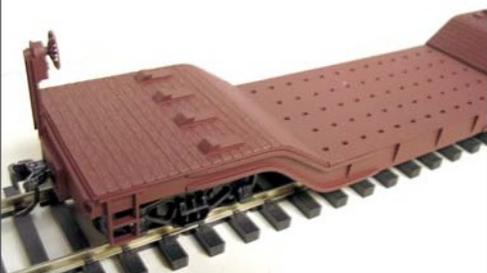
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Depressed-Center Flatcar

The 40', 90-ton depressed-center flatcar is a unique car. The unpainted kit consists of urethane castings for the body and brass & urethane brake details. Less load, decals, trucks and couplers. #09209 S Scale \$79.95



The transformer shown is available as a separate kit. Urethane transformer castings and laser-cut wood bracing. #04000 \$39.95



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- 1-Pass Coats**
 The pigment load we use completely covers the model in one pass when sprayed at 28-35 PSI, with a medium tip.
- Easy Clean-up**
 Clean up of the air-brush equipment or paint brush is easily accomplished with acetone (which is unscented nail-polish remover.)

New Paint Sets

11003: Southwestern Loco-Motive Set, #1 (Dec., 2022)

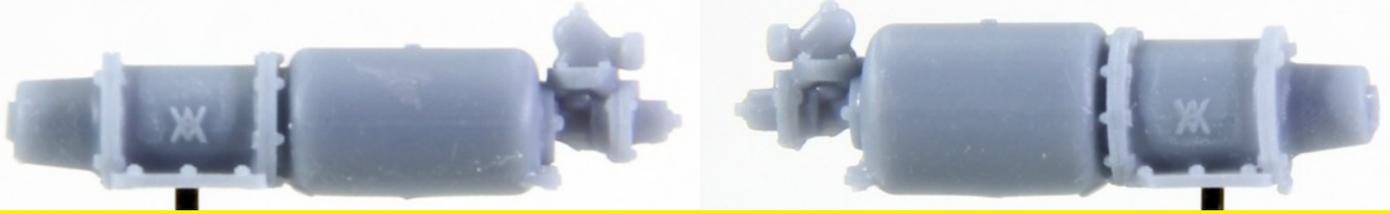
| | |
|---------|----------------------|
| TCP-020 | Santa Fe- Blue |
| TCP-021 | Santa Fe- Yellow |
| TCP-022 | Santa Fe- Red |
| TCP-025 | UP- Harbor Mist Gray |
| TCP-026 | UP- Armor Yellow |
| TCP-077 | Silver |

11004: Midwest Railroads Set, #1 (January, 2023)

| | |
|---------|----------------------|
| TCP-055 | Soo Line- Red |
| TCP-067 | BN- Cascade Green |
| TCP-097 | MRL- Gray |
| TCP-098 | MRL- Blue |
| TCP-132 | CGW/Soo Line- Maroon |
| TCP-157 | Soo Line- Off-White |

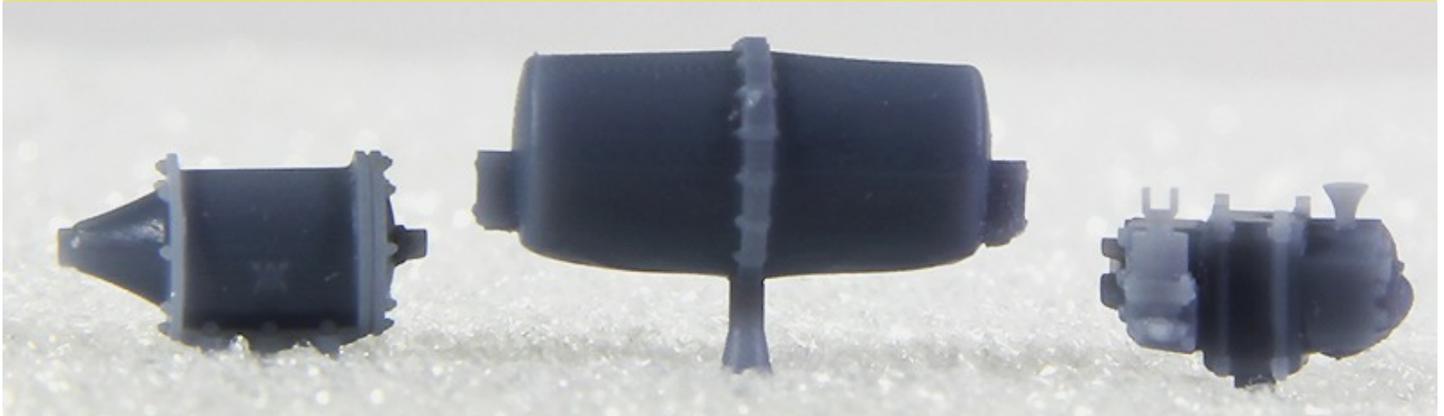



Model Railroad Resource 3D Division New S Scale Resin Castings

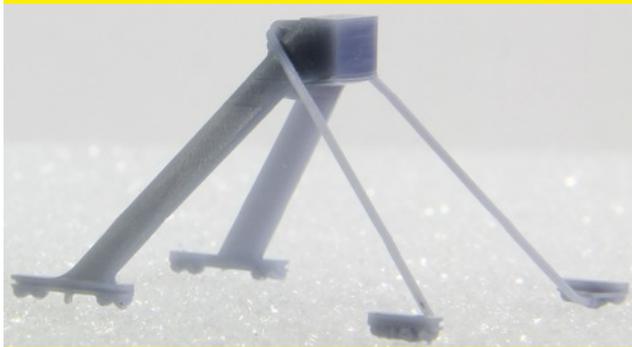


K Brake 8 Inch: New item from the best artwork available. This is the 8 inch version suited for narrow gauge equipment. Two in a package. \$3.95

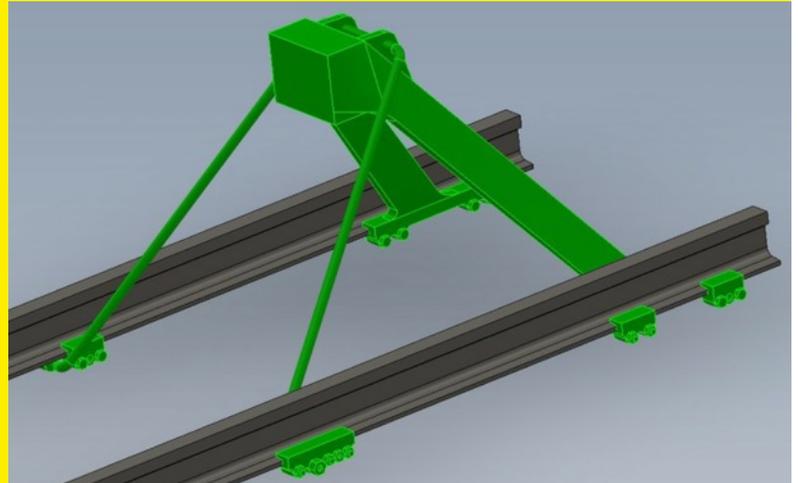
K Brake 10 Inch: New item from the best artwork available. This is the 10 inch version suited for 80,000 pound cars. Two in a package. \$3.95



AB Brake 3 Piece Set: New item from the best artwork available. Note that the air reservoir and brake cylinder will come on supports and will need to be carefully cut. We always recommend a good sprue cutter for this. The AB valve sprue was removed pre curing as to not remove the more delicate parts. Some minor sanding may be required. One set in package. \$3.95



BUDA No. 30 Clamp Type Steel Bumping Post: The Buda No. 30 track bumper was used on North American railroads. They could be found all over, on customer sidings, yards and more. Our kit includes the clamping parts to attach to the rail. Designed for code 100 track, however, larger codes may be used by removing or filing the pieces. Once glued and ballasted in place you will not notice the difference. \$7.95



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More to come!

PRE-SIZE MODEL SPECIALTIES CENTER BEAM FLAT CAR

By Jim Kindraka

Some background on the Prototype...

Historically, lumber has been transported to markets in boxcars, or heavy center and side sill flat cars or similar flat cars with bulkheads. Loading lumber in boxcars was labor intensive, time consuming and expensive. Flatcars were an improvement, but there was still added time and expense for blocking and tie downs to prevent longitudinal and lateral load shifting. Heavy bulkhead ends solved the longitudinal shifting problem, but at the expense of lading weight. The added weight of the ends reduced the weight of lumber that could be carried and increased the freight cost. Lateral shifting remained a problem requiring blocking and tie downs.

In the early 1960's, lumber producers in British Columbia began working with Canadian National Railway to design a new flat car to efficiently carry greater amounts of their lumber. They hoped to capture a larger share of the eastern US building market with a combination of low freight rates and high volume using a more efficient design. The design employed a steel girder running over the longitudinal center of the car. The girder was tied to considerably slimmed down bulkhead ends and replaced the heavy structural side and center sills of traditional flatcars. The tie down system became part of the car, adding uniformity to securing the load, saving time, as well as largely eliminating the cost of dunnage. The design was patented, the name "center beam" attached.

When further progress on the cars bogged down, the design patents were sold to Thrall Car Company in Chicago Heights, Illinois. In 1968, Thrall managed to interest Northern Pacific RR in leasing 8 cars built at Thrall's expense for tests with lumber shipments. The tests achieved a 76% increase in the weight of lumber that could be carried in a single load. It always takes railroads a while to embrace new designs. NP became part of Burlington Northern via merger in 1970 and finally, in 1977, Burlington Northern, Milwaukee Road, Union Pacific and Western Pacific ordered 385 of the 60' 8" center beam flat cars for lumber transport. They were unofficially dubbed "opera window", more accurately "oval window", center beam flat cars. The numbers continued to increase, eventually more than tripling to 1275 cars by 1986. Additional owners included: Trailer Train (TTZX and TTZK reporting marks) and TCAX, Centrex leased cars. Gunderson also built 60' 8" center beam cars for Trailer Train and GBRX reporting marks. The latter were leased to Domtar Gypsum for transport

Photo 1



You can still find 'em! UP 273026 is an 'oval window' center beam flatcar photographed by the author on June 23, 2022(!) in Fostoria, Ohio. The shot is going away and a little blurred as the car's presence in the fast-moving manifest freight took me by surprise. I chased the train west for close to 20 miles, but it did not slow down, nor was I able to get in a position to take a better photo.

of sheet rock (dry wall). The 60' 8" oval window cars were built between 1977 and 1986, afterward the industry moved to the 73' center beam flat car, which remains the current standard. If you pay close attention to manifest freight trains, you can still see some earlier oval window center beam versions on the rails today (Photo 1).

The Kit:

The Pre-Size kit is from drawings of the center beam design as built in 1977. Using those drawings, Scott MacKenzie created the car in a 3D CAD program and patterns were made for resin molds by Steve Wolcott at Pre-Size Model Specialties. Scott also did the 3D pattern drawings for two other Pre-Size kits, the Pullman-Standard OTTX 60' flat car and the 53' 6" Greenville gondola.

The kit I worked with had minimal flash to clean, and all the resin castings were straight and true. Steve posts all his kit instructions on his website so a modeler can review them and get a good sense of the work involved or the tools required before beginning. Here is a link to those instructions:

<https://www.pre-size.com/products/PS594Instr.pdf>



I began assembling all the sub-assemblies by attaching the 'A' end to the floor and using a square to make sure it was straight and true. I then test fit the center beam and 'B' end several times. There are slots for the center beam to fit in the top of the ends. You want the center beam section to fit as tightly as possible against the floor and the ends, but you do not want it so tight it pushes the ends out of vertical alignment. Again, file a little (if necessary), test fit and repeat as often as necessary.

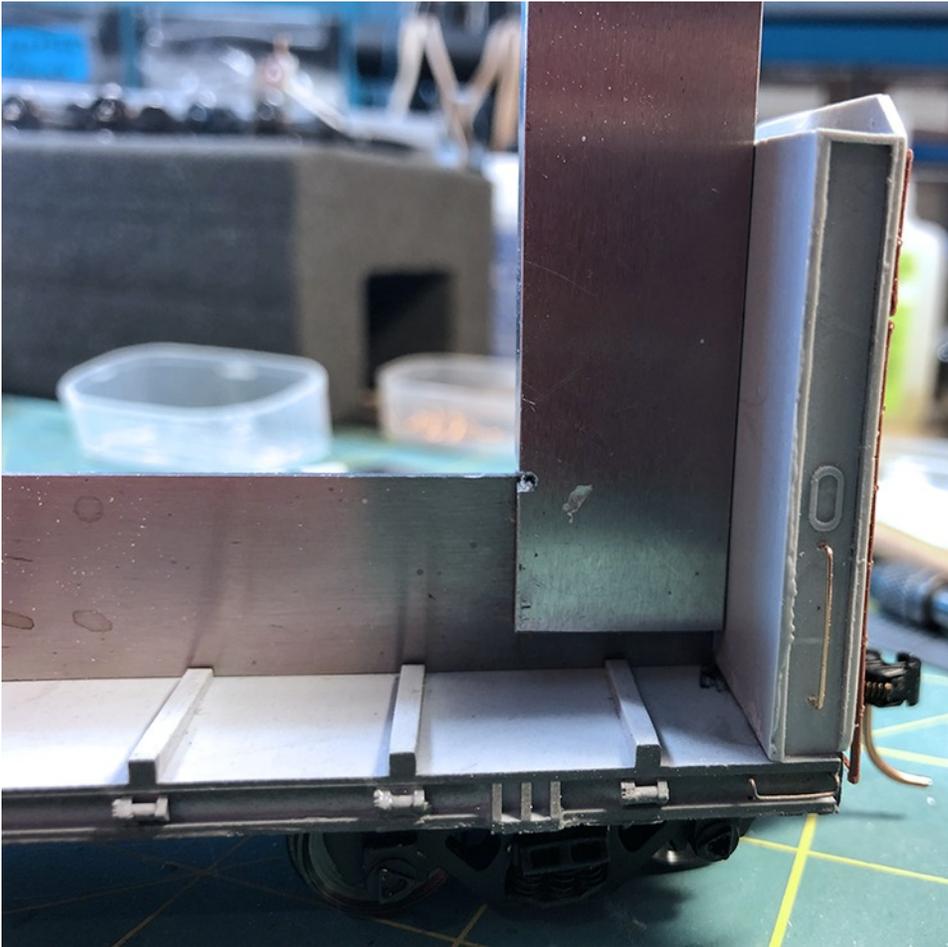
One bonus of the Pre-Size kit is that a specific decal set is offered for each kit version. A modeler can get a kit with a decal for one of five car owners: BN, UP, Milwaukee Road, Trailer Train or British Columbia Railway. An additional bonus is the instructions include links to prototype photos of the different lettered cars to help guide a modeler in detailing and lettering. I decided on the Union Pacific version and extensively used this photo, <http://www.rrpicturearchives.net/showPicture.aspx?id=2927081> provided by Pre-Size.



The 'A' (non-brake) end with the ladders complete. Probably the most complicated step is piecing together the 9-rung ladder on the left using what you cut from the right ladder. Steve Wolcott of Pre-Size informs me that he is working to develop a complete 9-rung ladder as a part so future modelers can breeze through this step.



While I was working on the model, I did some searching for Eye Pins. They come in handy on the ends to hold the horizontal hand grab running between the two ladders and under the car for all sorts of brake rod support applications. Tangent Scale Models, a big HO supplier of high end RTR freight cars and parts, sells the eye pins shown here. They worked great in both my applications and will accommodate up to 0.020" rod with no reaming. That works out fine for me, except for the larger brake pipe, I always use 0.015" brass rod under the floor for brake pipes anyway.



Here are the ends and under frame partially built and detailed. The under frame shows the weight the Pre-Size kit provides to install in the center sill. The holes for grab irons are all 'dimpled' in the resin, so the modeler has no trouble locating and getting the right spacing. There are not a lot of hand grabs on the car, so I hand drilled the holes with a pin vise and #79 twist drill.

The Pre-Size instructions are clear and straight forward, including several good photos of the model under construction to help the modeler along. I followed the instructions (kind of a first for me!) and had no issues.

The instructions recommended working on each section as a separate step so you can keep the pieces flat on your workbench. I appreciated and highly recommend that approach.



At one point, the Pre-Size instructions mention the brake parts are visible from the side of the car. That is absolutely true! How much you want to detail the brake rigging is an individual choice, but the instructions give you a good photo to work from and, from a visibility point of view, this is an excellent car to show off a detailed brake system.



The prototype cars are meant to ride on 100 ton, 5' 10" wheelbase trucks, using 36" wheels. I mounted my car on some appropriate metal trucks because I like the added weight, especially closer to track level to keep the center of gravity as low as possible. Using those trucks, my 64' (over pulling surfaces) model had a total weight of 7.4 ounces and, as per the photo, the coupler height is spot on.

Once you assemble the basic structure, the model can become a bit unwieldy on a workbench – which is generally when parts get broken. Approaching the ends, underframe and center beam as separate unit steps really minimizes that risk. I did not intend to simply parrot the Pre-Size instructions in this review, rather I thought I would present some additional photos on steps that I thought rated extra care or a few general modeling tips that came up as I worked on the kit.





Because of the thinner flat car deck, the prototype cars carry their COT&S stencils on a plate that is welded to the deck to the left of the right end truck. In order to support a decal in this position I painted some 0.015" x 0.188" Evergreen styrene the appropriate color, added the decal before cutting to length and attaching. These two photos show the process. By the way, in case anyone isn't familiar, COT&S stands for "Clean, Oil, Test & Stencil".

Don't let any of my comments put you off. If my photo explanations get wordy, just stick to the Pre-Size directions and you will be fine. I think it is a great kit and one that modelers of any level of proficiency can tackle. I would rate this as a good starter kit for someone to expand their modeling experience. The kit can be assembled in 4 or 5 evenings. The longest wait will be for the glue to set!

Keep modeling!



**Building the Leadville Designs
MOW Bunk Car #4965**

Rio Grande

By Richard Dombrowski

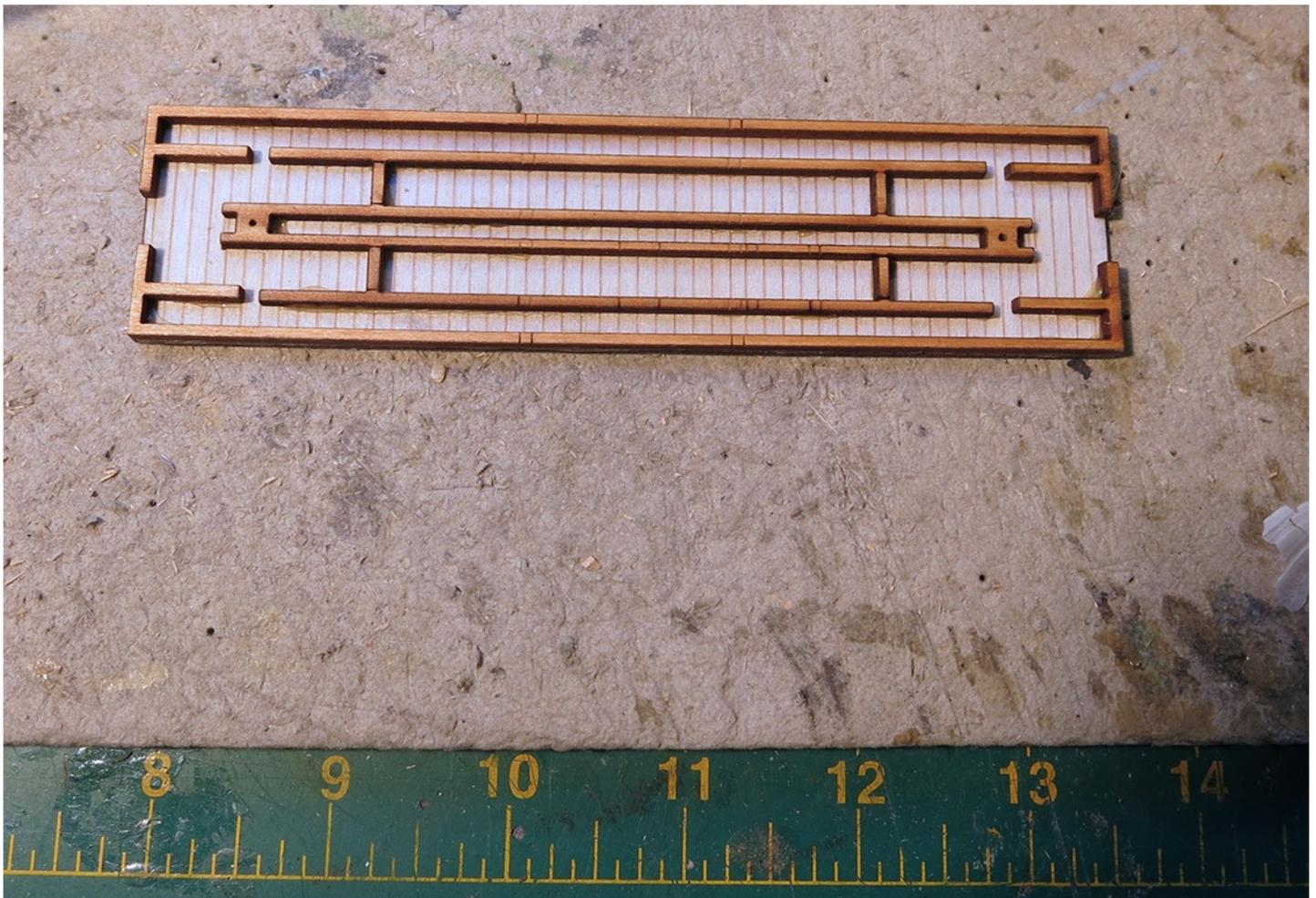


I won a kit via the Zoom meeting newtracksmodeling.com and picked the MOW car #4965 to go with my rotary or possibly even the derrick car. The package arrived in great shape from Canada, and upon pening the package I found a well secured box. I opened the box and immediately read the directions, Not once, but twice, totally out of character for me. They are short, but very much to the point.

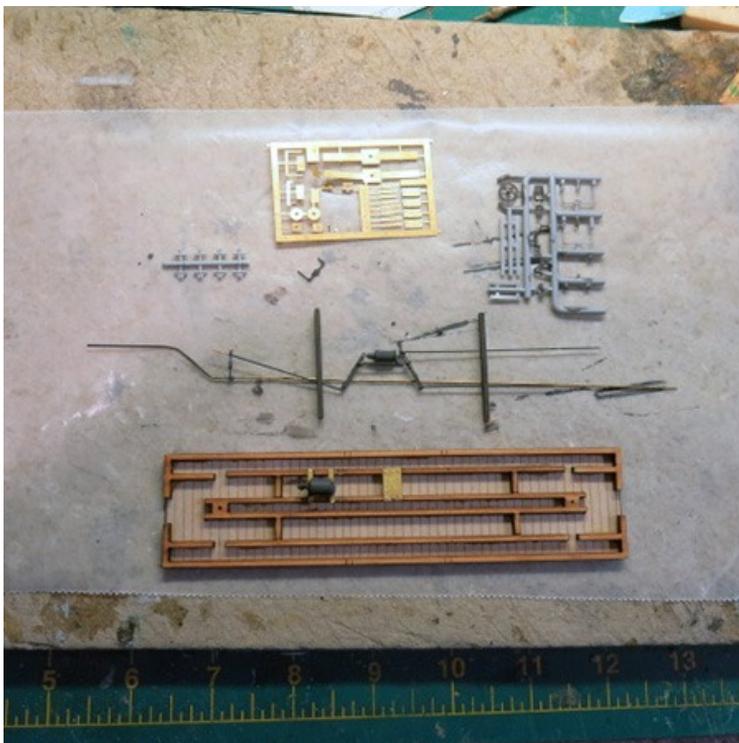
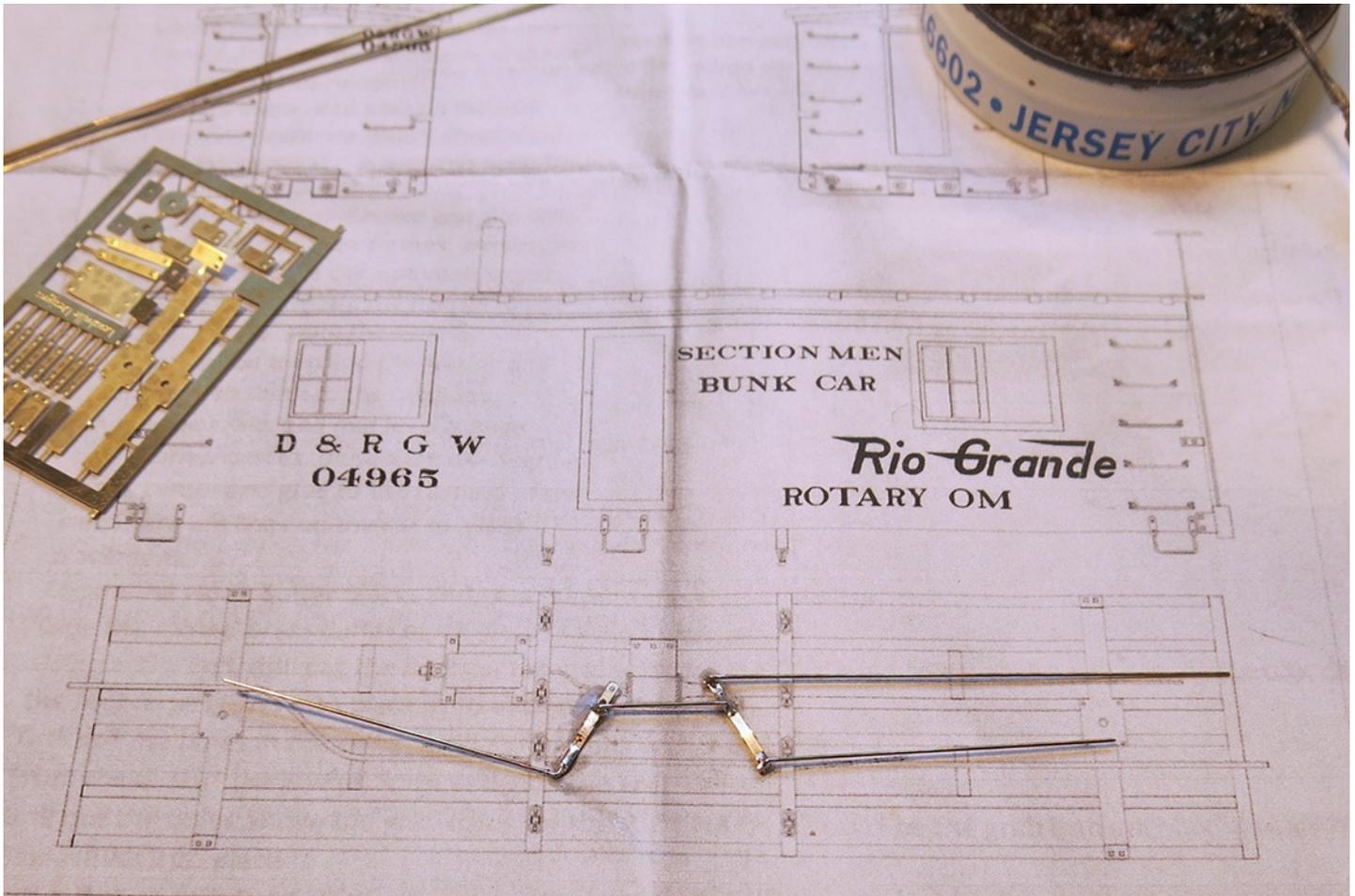
Assembly started with the floor, one piece etched for the planks with a guide for the placement of the inner frame. That was glued and allowed to dry overnight. Next, the two side frames were glued on and again allowed to dry overnight.

I also checked the brass wire, as three sizes are mentioned in the directions. They were separated, then taped and labeled together by size, so I wouldn't have to fumble finding the right one.

Then I started the brake rigging. The levers are etched brass, easily removed and cleaned; and the holes for the brake rods were already there! But first I made another copy of the braking diagram on the last page. This copy was placed on my work board (a piece of Homesote) and I first soldered on the short connecting piece for



the two brake levers being careful to keep the proper angle. Then attaching the other lines was simple. Finally, I glued on the brake cylinder and let set overnight.



Here, I deviated from the plans. I have painted some the the brake rigging, and once dry, I will thread the rigging through the needle beams including the brake line, but won't install this on the frame until I complete the body. (At first, the valve wouldn't slide on the brake line so I had to scrape off the paint.) The directions have you attaching the brake rigging to the frame then doing the sides, but I don't trust my 75 year old hands and eyes and was afraid to damage it. F.Y.I. – I have built probably 30 Sn3 cars, and this was the easiest and quickest brake assembly ever for me. I wish had thought of this decades ago!

The body bolster side sill braces, main body bolsters and truck pad were added to the frame. I had to trim about 1 mm from the end of the body bolsters to get them to fit. Finally, I used a straight pin to make sure all was aligned with the guide hole in the frame.

Moving onto the sides, be careful to match the sides to the inner wall, they are different. (From my modeling wooden ship days, you can see you can never have enough clamps.) Just be careful that clamping down can cause the sides to slip so be sure alignment is right.



When I took clamps came off there was a problem.

The backing for the two ends warped. I was able to glue one long side and the lesser warped end to the frame and carefully clamped it so that is now straight. I decided to do minor surgery to the other end by cutting off part of the warped backing, flipping it over and regluing and clamping it again. I'll be really surprised if there's still an issue.

And yes, there is a side buried there under the clamps.

Today, I added the doors, their frames and window frames, the lower and mid corner braces and buffer blocks. You have to watch the doors: on the two side doors, the 'grooves' extend to the bottom at one end, but not the other. I placed them so that the grooves extend to the bottom. Otherwise, it's straight forward. There are two sets of small corner braces. One set had two bolts at one end and one at the other. The other set has two bolts at each end. The drawing shows the mid brace with two bolts on the long side and one bolt for the end side. I checked my box car fleet and it's two and one in the middle. Well, I'm thinking of using artistic license and using the others at the top.

Handy modeling tip, I have one handle with a #17 blade, it the greatest for scraping up excess glue before it dries and this model has many small pieces, so it has come in handy. For glues, I have used Titebond for years, dare I say decades, and it really holds once set. To attach the brass pieces, I used Aleene's, it works well for most anything to anything else. ACC has it's place, I used it on the rigging for the model ships, but never to secure wood planking in a permanent manner.

There are plenty of holes to drill for the grab irons and the NBW castings, almost 100. At first, I had problems with the number #76 drill. After drilling, I couldn't always find the hole. Eventually, I went all the way up to a #70. It does go quickly and I did the long sides first. One trick I use is I cut one end of the grab short, just enough to cover the hole, and the other end is longer and that goes into the side. This way you don't have to fiddle with lining up two holes, and once glued, it stays in place. I also changed from the kit's gray NBWs to black ones since I could see the black more easily. I did put a shim under the long side to elevate it off my work area so as not to crunch the grabs when I went to the second side. I also used a 1/32 scrap to fix the grabs to the same height prior to ACC. Then I did the NBWs. The NBWs didn't fall into the larger hole! For the ends, I did have success with a #76, but I had put the drill into a small bit and then into a small power drill. At times, it went too fast and the bit wandered, but I was able to drill one end in just a couple of minutes. Once the ACC dries, I'll go back and do the NBWs and do the second end.

Then I glued on the roof and the slippery nemesis struck again. I carefully lined up the two roof sections before clamping, but the next day I found it had slipped. One end is flush with the end and the other has too

large of an overhang. It would be almost impossible to fix as I spread the glue on the ribs and center beam of the roof. So the roof walk supports and walkway were glued on.



Then it was off to the paint shop, two coats and it looks like an MOW car.

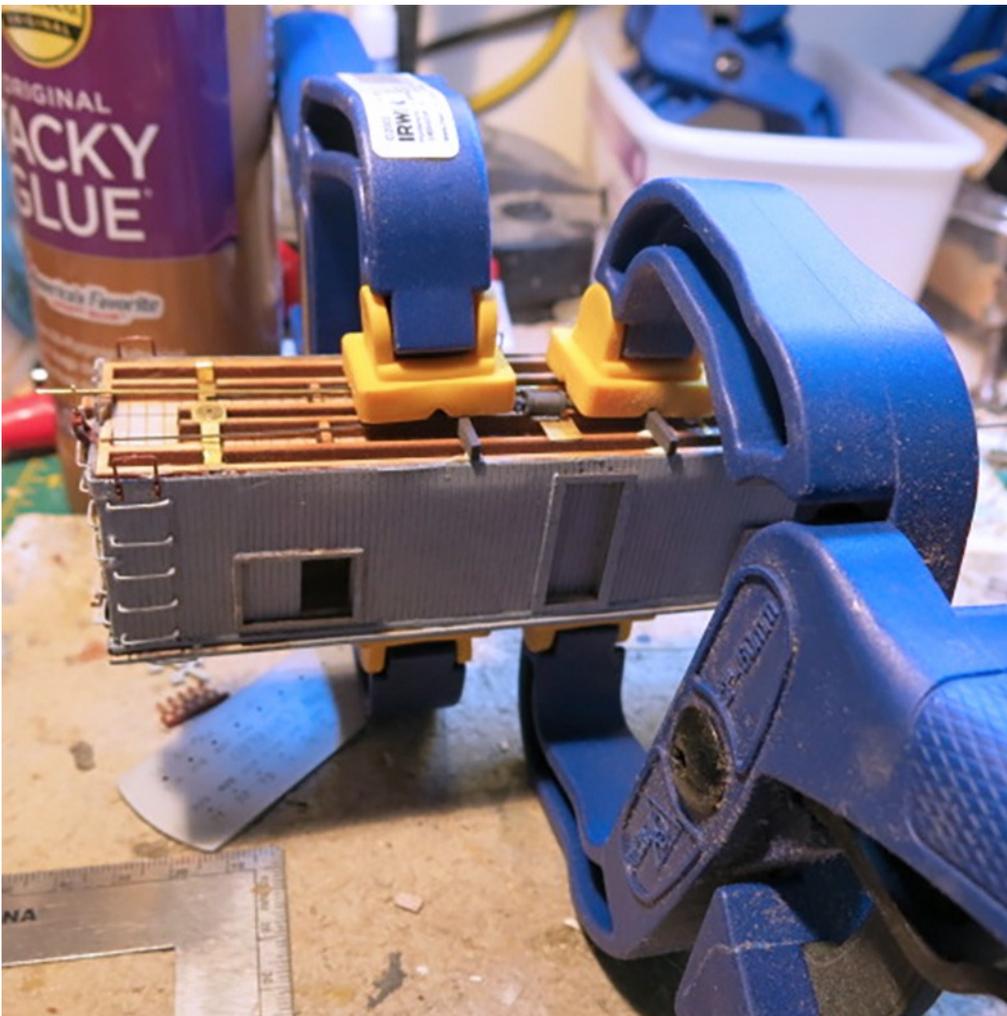
I did the foot stirrups first, and had to realign some of the holes, easy task.

Then I added the brake rigging, and it was very easy being already preassembled. The needle beams were glued, again and one slipped a little bit, very annoying. Then I thought Aha!! The truss rods will now have to be formed and set into place, always tricky for me. I should have installed the brake rigging and needle beams before gluing on the roof. Then I could have drilled holes through the floor and threaded monofilament line in a much simpler operation and then glued the roof on. I find the only trick to truss rods is to remember to thread the turn buckles on before threading.

I leave extra brake line because if you cut it too short, what do you do? It's easier to trim afterwards.

The windows were easy, just don't install them until the painting is complete.

I haven't decided the coupler situation yet. The buffer blocks don't allow for a Kadee coupler pocket so I could install a dummy coupler as I don't intend to move the MOW equipment that much.



The bottom will be painted grimy black after touching up the gray.

I ended up giving it a third coat of gray, the first two didn't cover the roof that well.

I didn't notice the decal sheet with the smaller print until after I had put on the larger one. Oh well, this will be easier for the crew to read.



Fun kit and it adds interest to the 'Empire'. Just an FYI, I had a decoder whose light function doesn't work so I installed it in the rotary. It's neat to here the steam engine start up and the blade spin. The only problem is the blade is connected directly to the motor shaft and spins too fast so I never increase the throttle. The whistle function does work. Yes, the roof of the station is crooked. It's a loose estimation of the Swampscott station on the commuter rail line from Newburyport to Boston. And the roof wrapped, sound familiar?

Deviations and changes from the Instructions:

I had to clean up the door and widow openings as I lined up the side to the top of the backing. If I lined the sides up to the backing for the windows there would have been a small gap at the top of the sides to the backing. Not sure then how the roof would have fit.

The grab irons were tedious. I ended up drilling larger holes, #70 for the grab irons and NBWs on the car sides but I did manage to use #77 on the ends. My eyes and hands made this necessary, maybe to much coffee early in the morning? Luckily I had several of the grab iron jigs from PBL and this saved much time. I did run out of the .016 brass wire, there was only enough to almost do three sides. I was using 1/2 - 9/16 inch lengths of brass to build the grab irons so I needed almost 16 inches. The kit came with 14 5/8. But I did have plenty stashed away so it wasn't an issue. Then I also used that same size as the larger wouldn't fit through the turnbuckles. For the record grabs on the long side are 23 inches and the ends are mostly 17 inches. Roof's are 23 inches.

Both roof sections had etchings for the chimney but only one is shown in the plans, Maybe etch only one panel?

One thing I learned from doing many PBL kits is to drill out all holes prior to any assembly. Makes life much easier.

Some of the foot stirrups didn't have mounting pins on the back side which made gluing tricky.

I wondered about the two possible smoke stack locations when the plan only shows one. I'll have to cover up the second.

Revised Order of Assembly:

Steps 1 – 8

Treat as a subassembly, can be done any time.

Steps 9 – 10 OK

Step 11

Put aside with the brake subassembly, don't lose it!

Steps 12 – 17

Associate pieces with the assembly from steps 1 – 8, leave aside

Steps 18 – 55

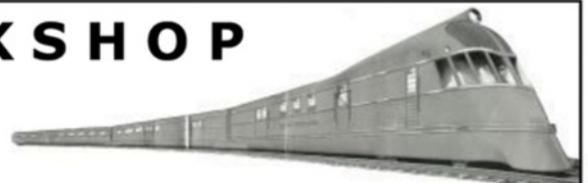
OK

Now attach the brake assembly from steps 1 – 8, 11, and 12 – 16

Steps 56 – 57 OK

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Painting Brass

Compiled by Dick Karnes

Gleaned from the S-scale groups.io e-list

Major contributors: Andy Malette, Mike Swederska

OVERVIEW

Painting brass models, particularly locomotives, has long been a mental hurdle for most hobbyists. However, if one follows a few basic guidelines, excellent results can be attained even on the second try. I say “second try” because your first try should be on something you really don’t care about, say, an ordinary soup can.

We cover a lot of aspects here, with emphasis on cleanliness and surface preparation. While we include airbrush usage, we also address the more modern approach of achieving comparable results with particular cans of spray paint from your local hardware store. Also, we cover preparatory steps that eliminate the need for any primer coat. Follow the steps below in the sequence in which they are presented, but skip the parts that do not apply to your specific model.

PREPARATION: The Model

Painting brass locomotives and other equipment requires careful preparation. Particular problems that can be encountered are overly-thick clear lacquer (on some imports), tarnish, oil (from lubricants or even fingers), and residual soldering flux.

First, make sure you are happy with the operation of the item, particularly a locomotive. Make sure the lighting, motor, DCC, etc. work flawlessly. Usually brass locos need to be adjusted until they run well. Now, disassemble the model entirely. Take pictures as you go, and put all screws and springs in bags or containers. (One modeler recommends an ice cube tray, in which you can arrange the components positionally with respect to your model.) Label the bags. It’s really important that the mechanism goes back together the way it came. Diesels need their gearboxes marked or scribed so they don’t get swapped. If any components of the model are plastic, separate them and set them aside for a different cleaning method.

New imports invariably come with a thin coating of clear lacquer, which is applied to forestall tarnishing over time. Closely inspect your model to ensure that the coating is thin and uniform, i.e., that tiny details like rivet impressions will still be visible once an opaque paint is applied. This coating makes a good primer, so you can safely paint your color right on top of it. But if the coating is too thick or not uniform, you will need to remove it.

The Human (You!!)

The basic rule for handling the components of your model when cleaning and painting is to never touch it with your bare fingers. This is because human flesh is always exuding something – perspiration, oils – that will transfer to the model components, sabotaging even the most careful efforts. Clean hands are a necessity and when you spray wear protective gloves, respirator and, if necessary, eye covering. Get yourself a supply of latex gloves (or nitrile if you are allergic to latex) and put them on once you have initiated cleaning. Always wear a face mask and eye protection when using solvents or paints.

CLEANING

Separate your model's plastic components from its brass components, as we will be using two different cleaning methods for these. We'll cover prepping the brass components first. For this, you will need to buy a gallon of lacquer thinner. It's handy to have this stuff around anyway; I always keep a lidded jam jar of the stuff on my workbench for routine clean-up of newly soldered model components and touch-up paint brushes.

Brass

If your model's clear finish needs replacing, put your brass components in a container that will permit them to be completely submerged in lacquer thinner. Do this outdoors because of the fumes, and place some sort of cover over the container to minimize evaporation. If your model is scratch or custom-built, it will have residual soldering flux and finger oils on its surfaces, so do the same thing – soak the components in lacquer thinner. Let your components soak for a couple of days. Then fish them out of the thinner with a pair of long tweezers and place them in a glass or ceramic bowl. Subsequent washing will remove grease and oils. But before we do that, read on.

● Tarnish Removal

Tarnish can be a problem on a really old model that has never been painted. If it is tarnished, that's because air has gotten to the surface, indicating that the clear lacquer overcoat has been breached, and therefore must be removed. Untreated tarnish can interfere with good finishing, so it must be treated. Make a paste of baking soda and water with a consistency of toothpaste. Apply it over the tarnished areas. With a soft toothbrush, work the paste over all surfaces and into all crevices. Most of the tarnish stains will lighten or actually disappear. Then rinse the paste off with clear water. If any tarnish remains, try removing it with a Scotch Brite pad, then repeat the baking soda process.

● Baking Soda Neutralization and Surface Etch

For naked brass, and particularly for brass treated with baking soda for tarnish removal, fill a cooking pot with a 50-50 mixture of white vinegar and water and a couple of teaspoons of salt and heat to about 140 degrees (enough to make you say "ouch" when you stick your finger in it). Turn off the heat, submerge your brass components in the liquid, and let the pot sit for half a day. If there was any baking soda lurking in crevices, the vinegar will neutralize it. The vinegar will also impart a microscopic etch to the brass surface, giving it sufficient "tooth" for paint to adhere well. Then wash thoroughly with clear unscented dishwashing detergent and water, and rinse thoroughly.

Brass and Plastic

Wash the components in a solution of warm water and clear unscented dishwashing detergent. (Read the detergent label and avoid those with an oil component.) Scrub with a soft toothbrush. For plastic, we're cleaning everything of all oil and other schmutz. For brass, we're getting rid of any goop left behind after the thinner treatment. (You are wearing gloves, right?)

Rinse well in clean water and let dry for at least two days. You can save some time by using a hair dryer, but I still recommend waiting another day for the nooks and crannies to become completely dry. Check to see if there are loose items and secure them with either solder or ACC. You will have to clean the area again where you soldered – lacquer thinner applied with a broad artist's paint brush, then more detergent, then rinse.

All wheel tires and parts to carry electricity must be masked. These include loco chassis bearings and journals, tender truck mountings, and all wheel bearings including those inside the tender truck sideframes.

PAINTING

Some experts always use primer before applying the final color. The primer's function is to provide a uniformly-colored surface that adheres strongly, both to the object to which it is applied, and to the paint to be oversprayed. But if your model already has a clear lacquer coat and you're going to use lacquer-based paint, primer is not necessary. Primer is also not necessary for plastic parts or for brass that has a finely etched surface. But if you'll be using water-based paint, metal surfaces must first be primed because the paint will not adhere well to bare metal.

Professional brass painters recommend a good airbrush. That, historically, has been the **ONLY** way to get a professional-quality finish. Some use a homemade or commercial paint booth with a fan exhaust to the outdoors, others simply paint outdoors. If you go the airbrush route, you will also need a small air compressor.

If you opt for the airbrush, use the "fine" nozzle. Make sure the paint is well mixed. If you are using lacquer, a 50/50 split between paint and a compatible thinner is good. If you are using water-based paint, use a medium nozzle and thin 50/50 with water. Test and adjust your flow on a scrap piece of anything. Then, get in close and lightly spray the corners and hard-to-get-at places first. Having enough light is key here, so outdoors might be best for you, climate and weather permitting.

Now hold your air brush back so that you are at least six to eight inches away from your model and lightly spray the whole thing over and over until you have a thin layer of paint covering everything. Don't worry if you need more, you can apply a second coat in a couple of days.

You must clean your airbrush immediately after using it. If you use lacquer-based paint, first spray a few squirts of pure thinner through your brush, then take it apart, drop the sprayer components in lacquer thinner, then clean them out with pipe cleaners. For water-based paint, spray some clear water, making sure all paint is removed from the airbrush components. Pipe cleaners are helpful here too.

However, with the current vast array of spray paints ("rattle cans") available at hardware stores, many of us (myself included) have switched to these instead. But you need to be careful. Go for the paints that advertise thin but opaque coating. Follow the same instructions (above) for rattle-can spraying. The major advantage of rattle cans is no clean-up! See Sidebar A for specific brand and color recommendations.

AFTER PAINTING (Lettering, Striping, etc.)

Let your components dry for at least two days. Make sure everything is placed in a dust-free environment where they will not be touched by ungloved hands. Then, look over your work to see where anything need to be retouched. Once again, apply a light thin coat, but make sure you get all the coverage you need.

For lacquer-based paints, let your work dry until there is no more odor from the paint, generally a week. That way you know it has cured and you can safely decal it without the setting solution causing a problem. If you need to hand-paint some details, like window frames or the edges of running boards, do it now. Be sure to wear gloves while holding the model to avoid grease from fingers.

You will need a glossy surface for decorating your model, whether you use decals or dry transfers. If your painted surface is flat or satin, overspray with clear gloss and set aside (gloves on!) in a dust-free environment until the clear coat emits no odor. If using dry transfers, apply them now. If using decals, apply them per directions and use a decal setting solution to snuggle them down. Let dry, rinse, then let dry again for another day. Finally overspray with clear lacquer – matte or gloss per your preference.

REASSEMBLY etc.

Remember those bags of screws and springs? Look at your pictures and put the drive train together, oiling/greasing as you go. Test it until it rolls very smoothly. Add the gearbox and motor. Run it. You may have

to adjust the linkage until the running is to your liking. Reassemble the superstructure and any electronics. Test run. Add coal to your tender.

Now is the time to weather your model. Some modelers prefer not to, others tend to overdo the process. I recommend light weathering. But weathering – chalks, spray paint, diluted India ink, even stove polish! – is a topic for another article, of which many have appeared in the model press.

Sidebar A

| Railroad Color | Rust-Oleum Product |
|----------------|--|
| Pullman Green | Camouflage #1919 “Deep Forest Green” |
| Tuscan Red | 2X “Painter’s Touch” #249083 “Satin Claret Wine” |
| Grimy Black | 2X “Painter’s Touch” #249115 “Gloss Dark Gray” |
| Black | 2X “Painter’s Touch” #334020 “Flat Black” |
| Matte Clear | 2X “Painter’s Touch” #334022 “Matte Clear” |
| Gloss Clear | 2X “Painter’s Touch” #249117 “Gloss Clear” |

Sidebar B

Further comments by Mike Swederska...

Inspect any purchased model for damage, broken solder joints and loose parts that may have fallen off in the box. If the model has been repaired or modified, make sure those alterations are cleanly and solidly soldered. Make all necessary repairs before proceeding.

I recommend some unusual tools. A hair dryer, toothbrushes and a very stiff non-metallic bristle brush for cleaning, some kind of light mounted on you that can be directed at the location you are spraying. Put a light-colored T-shirt on your work surface, and wear an apron that covers your lap. Little parts will not bounce when dropped on these; they’ll catch anything you drop – tiny parts, screws, springs.

Strip your components with two jars of clear lacquer thinner – one for stripping, the other for rinsing. Stripping will reveal any glued-on parts that you will have to reinstall. (And it will also dissolve any plastic parts, so beware!) Lacquer thinner won’t remove grease and oils, so wash everything in hot water and dish detergent. I use Simple Green, an all purpose cleaner and degreaser, before the final detergent wash.



Figure 1

Figure 1:

Mike recommends taking the chassis apart and masking all surfaces that either carry electricity and/or slide on each other (e.g., driver journals). His work after painting and removing masking tape is shown here. Dick prefers to spray the assembled chassis, drivers and all, rolling the chassis so as to rotate the drivers while spraying. This saves time and also prevents getting paint into mating surfaces. Dick removes paint from the driver treads with pipe cleaners soaked in thinner.



Here are two Pullmans made from 1961-era Models by Miller brass kits, recently completed by Dick. They were painted with Rustoleum rattle cans: No. 1919 "Deep Forest Green" for Pullman Green, No. 249083 "Satin Claret Wine" for Tuscan Red.



BUILDING A CNR CLASS Z-1-A BOXCAB ELECTRIC MOTOR

By Dick Karnes, MMR

Photos by the author except as noted

The Canadian National Railway Class Z-1-a (zed - wun- ay) box cab electric locomotives, General Electric E-166 units, were built in 1917 as freight motors for the Canadian Northern. In later years, they were acquired by the Canadian National for commuter service in the Montreal area, and used as such until 1995.

My New York, Westchester & Boston, circa 1955, runs passenger service with the CNR between New Haven, CT and Montreal; so my Grand Isle Limited is hauled by either a CNR FPA-2 or a CNR F3 A-B with a heater car between Montreal and Cornwall Bridge, CT. At Cornwall Bridge, the CNR lash-up is replaced by an NYW&B electric. But because the NYW&B is electrified all the way to Montreal, we (railroad management) asked the CNR if they would try one of their Zeds on the route.



This New Haven EY-3 electric yard switcher, obtained on eBay, was most likely custom built in the early 1940s. Its truck sideframes were used as patterns for casting brass copies, which were then altered and spliced for the CNR Z-1-a.

An article about this GE locomotive, including scale plans, appears in the December 1989 issue of *Railroad Model Craftsman*. The article covers three variations of the locomotive: The original Canadian Northern loco, the version as modified by the CNR, and the single-pantograph version of the Butte, Anaconda & Pacific, used in an open pit Anaconda Copper mine in Montana. I chose to model a version with conventional pilots and the color scheme employed by CNR before the 1990s.

THE MODEL



As you can see, I am not a fan of “clean” workbenches. Shown are two nearly completed sides and one end under construction. I used Aleene’s Tacky Glue to glue the car end paper template to the end blank. Then I positioned my drill on each of the ladder and grab holes mount locations and drilled through the template into the styrene. I scribed lines along the perimeter of the end door and peeled the paper template off. I used another end template to locate the holes on the wood block assembly jig. The jig holds a partially completed ladder/handrail assembly, targeted for the left side of the carbody end. (The block is from the core body portion of an old unbuilt PermaBilt house car kit, and, yes, it went back into the kit box once this project was done.) I spliced the end door from two Tichy doors (packet at lower left). The end windows are also Tichy products: structure windows with frames, mounted from the rear with the back side out. The side windows are Grandt Line On3 Rio Grande cabooses cupola windows. The side door and vents are built up from styrene strip and sheet.



Truck Sideframes

Here are the completed truck frames with integral pilots. Behind them is the built-up brass chassis. The motor will fit into the circular strap.

The toughest portion of such a project would have been the trucks. Nothing like them has ever been available on any commercial S scale model, brass or plastic. However, I do happen to have an S scale New Haven EY-3 boxcab electric switcher obtained on eBay. This locomotive, auctioned as a boxcab “diesel,” was actually an electric missing its pantograph. Upon examination of the EY-3, my best guess is that it was professionally custom-built in the early 1940s. The truck sideframes are excellent brass investment castings. The carbody is built up from rivet-embossed brass sheet and brass structural shapes. Before I re-powered it with a pair of NWSL Stanton drives, the original wheel contours were P:64; i.e., they matched prototype measurements scaled down to 1:64 – obviously pre-NMRA S scale standards, which were developed around 1943. The open-frame Pittman motor, mounted at 30 degrees over one unpowered truck, drove a worm/gear on the far axle of the powered truck; the second axle was driven by a chain-and-sprocket arrangement from the first axle.

There was a real rat’s nest of wires inside the carbody. Some of these were intended for the missing pantograph. There was a homemade rotary switch, centered on the idler truck kingpin, that selected power from either both rails or one rail and the pantograph.

I tore all that out and replaced the idler and power truck with two NorthWest Short Line Stanton drives. While I had the loco apart, I sent one pair of sideframes to a friend who happens to do his own brass investment castings as part of his modeling hobby. He made four of each for me, providing enough material to splice for my longer-wheelbase Z-1-a sideframes. I also deleted the equalizer bars in one truck because one of the Zed trucks has none.



Here’s one side and one end of the carbody. The side still needs door handrails, and the end still needs a bracket under the headlight, two hand grabs, and one triangular step on each side of the door.

Chassis

I had an unused S Scale North Yard powered chassis for an Alco RS diesel whose components appeared quite suitable for the Zed's chassis. I disassembled its truck and drive components, built a new brass chassis that would provide the shorter truck spacing, then remounted the North Yard components with NWSL universal ball-and-socket joints instead of the much longer North Yard universal couplings.

At this point, I soldered air tanks to tabs I left on the outer edges of my chassis. These tanks are simple 1/8" brass tubing, slotted to match the chassis tabs. The ends of the tubes were filled with blobs of solder filed to a convex shape. Bands made of .015" styrene strip were super-glued around the tanks just prior to painting.

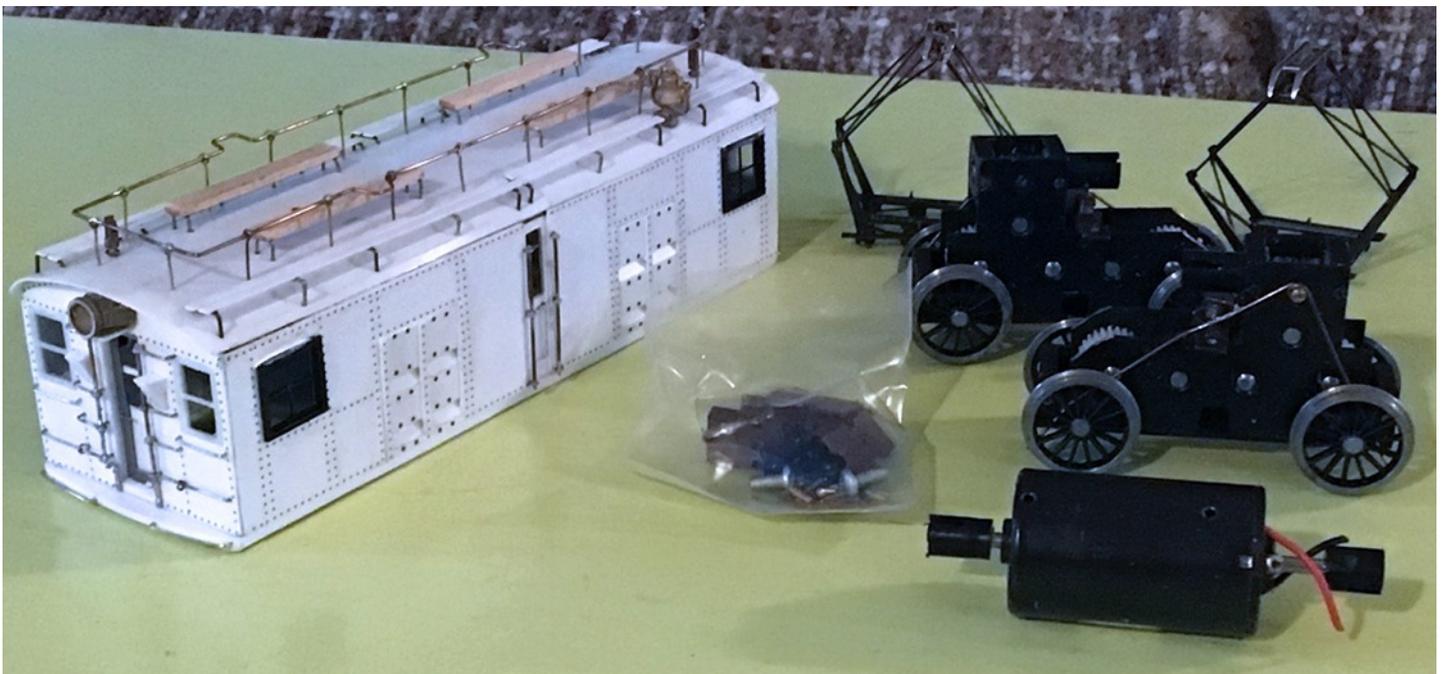
The prototype Zed has 46-inch spoked drive wheels, unavailable in the US. So I bought mine from Alan Gibson in the UK; his No. 4855E 55-inch OO scale drivers are perfect. These have metal rims, plastic centers, and separate plastic counterweight overlays (which I didn't use). Because of the plastic centers, I had to rig up pick-up wipers to collect current from the tires. I reamed the driver centers for a force-fit onto the North Yard axles.

I built up each sideframe assembly from the altered sideframes mentioned above by soldering bars across the ends of the sideframes, then soldering Z-shaped brackets over the bars so I could snugly slide the assemblies over the North Yard trucks from the bottom. I drilled holes in the centers of the Z-brackets for screws to secure the sideframe assemblies to the screw holes in the ends of the North Yard trucks.

I constructed the pilots from old Stewart white-metal castings for gondola ends and SSL&S USRA pilots. The rest of the pilot assembly was built from brass sheet cut to resemble the Zed drawings. Each pilot was then soldered to the outer end of a sideframe assembly. San Juan couplers and BTS air hoses were added, as were handmade coupler lift bars mounted in eye pins.

Carbody

I had a spare American Models lightweight combine body shell that I thought I could use to make the Zed's carbody. But when I removed the ends from the AM body, the residual stresses trapped in the plastic when



Here's the rest of the locomotive. MicroMark rivet decals have been applied to the carbody. The Alan Gibson spoked drivers have plastic centers, so I had to make two pick-up wipers that contact the backs of half of the tires. After test runs, I decided to add two more wipers to pick up current from all tires.

cooling in its mold caused a substantial uncorrectable narrowing at floor level. This was impossible to deal with, given that the chassis and mechanism must be removable from the carbody.

So, I decided to scratchbuild the carbody from sheet styrene. I used my computer's copier to enlarge the *RMC* plans to S scale, making several copies. I cut out two sides and two ends from the plans, glued them with water-soluble glue to .040" styrene sheet, and cut the sheet to the outer edges of the plan cut-outs. Then, leaving the paper overlays in place, I cut out the window, door, and ventilator openings. I did this by drilling closely spaced holes close to the edges of the openings, cutting between the holes with an X-acto No. 11 blade, then truing the openings with a triangular jeweler's file. Then I peeled off the paper overlays.

The side doors were built up of layers of styrene; the vents were pieced together with .080" styrene strip for borders and louvers, and squares of styrene between the louvers. I added Grandt Line On3 Rio Grande caboose windows, sanding the sills and wood grain off before gluing them in. I used Tichy HO structure windows and doors in the ends, re-sectioning the doors to match the CNR plan. The windows are inserted from the backside of each end. I removed the mullions and muntins from the windows after installation. The handrails and steps are built up from brass eye pins and .018" brass wire soldered together; the headlights are from Precision Scale; and the door handles are BTS parts. I beveled the vertical edges of each side and end to create seamless joints, then glued the sides and ends together.

The roof is a simple one-piece sheet of .015" styrene sheet. I made a pattern for the roof out of printer paper, cut to shape by trial and error to meet the top edges of the sides and overhang the ends correctly. I then cut a piece of styrene to match the paper pattern, rounded the corners, and glued it to the top edges of the carbody. This was not a one-step process. I first repeatedly rolled the styrene roof over a dowel to introduce a permanent curve matching the roof arch. Then, from the inside, I glued the roof along one side of the carbody and about a sixteenth of an inch along the adjacent ends. Once the joint was set, I used rubber bands to keep the roof in contact with the tops of the car ends; then, again from the inside, glued the roof to the ends. Finally, for the unglued side, I placed a piece of stripwood between the rubber bands and the roof, right at the roof's edge, and glued it in place, again on the inside of the carbody.

Because the roof was about to receive a lot of details via force-fits in small holes and screws in larger holes, I lined the inside of the roof with 1/8" x 3/16" commercial styrene strips butted against each other side by side, for the full length of the carbody. I secured these strips with 5-minute epoxy so as not to dissolve the thin roof material, which normal styrene solvent would.

The roofwalk supports are repurposed Kadee Spiker spiking staples; the walks themselves are styrene strips super-glued to the staples. The roof handrails are .028" brass rod soldered into more brass eye pins. I cut four basswood pantograph support planks and glued them to more Kadee staples. The whistle is an old S Scale Loco & Supply part; and the bell is from Precision Scale. I drilled and tapped two holes in the roof to accept the 4-40 machine screws to secure the pantographs in place. The straps around the air tanks were glued on at this time.

I weighted my carbody with a mixture of lead deer shot and five-minute epoxy, applied to the underside of the roof.

Finishing

Preparatory to adding the MicroMark rivet decals, I washed the completed carbody in warm water with dishwashing detergent and rinsed it with warm water.

The *RMC* plans show three-rung stirrup ladders beneath the side doors, but none of my photos – from when these were Canadian Northern freight units through when they retired as suburban Montreal passenger locos – have any side door ladders. I asked CNR maven Andy Malette to see if he can find out whether I should put ladders on; he replied that, although all plans show the ladders, they were never applied to the prototype locos. So my Zed has no ladders either.



Above: The completed, but unpainted (and not yet riveted), Zed poses during its first test run.



Left: I used this photo from CNLines, the CNR Historical Association's publication, for painting and lettering my Zed. Photo credit: Jack Sims, courtesy of Robert D. Turner.

For decades, I had used an airbrush for painting. Airbrush painting itself is easy, but preparation and clean-up is very tedious. These days, I use Rustoleum rattle cans.

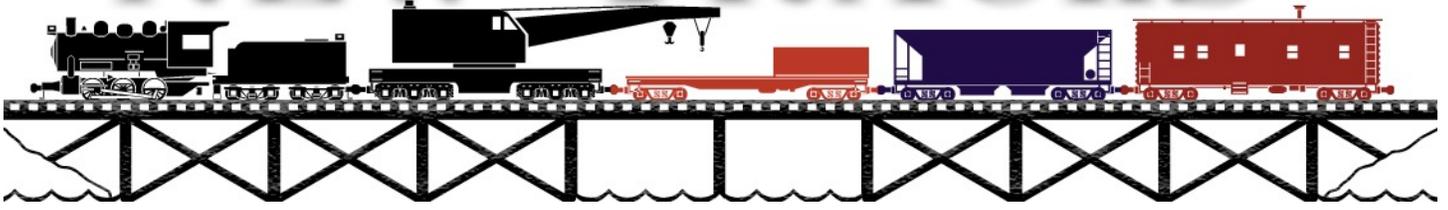
This paint produces a very thin, but very opaque, finish that does not obscure small details. For this loco, I used Rustoleum #334020 Flat Black. The window frames are brushed-painted with Scalecoat CP Rail Bright Red. I followed up with an overspray of Rustoleum #249117 clear gloss to provide a smooth base for decaling. I used Black Cat decals for the loco, except for the large “102” number on each side. These thin metal pre-colored numbers are from MLW Services. I just plopped them into position while the clear gloss was still tacky. I applied the decals after the gloss had dried for a week. When the decal work was complete, the entire carbody got a coat of Rustoleum #334022 matte clear.

The last finishing task was to trim the pantographs with the CP Rail red, brushed on, to match the prototype photo I used as a paint/lettering guide.



Completed CNR motor No. 102 leads a coach out of Cornwall Bridge, CT on the author's New York, Westchester & Boston Railroad, circa 1955.

NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

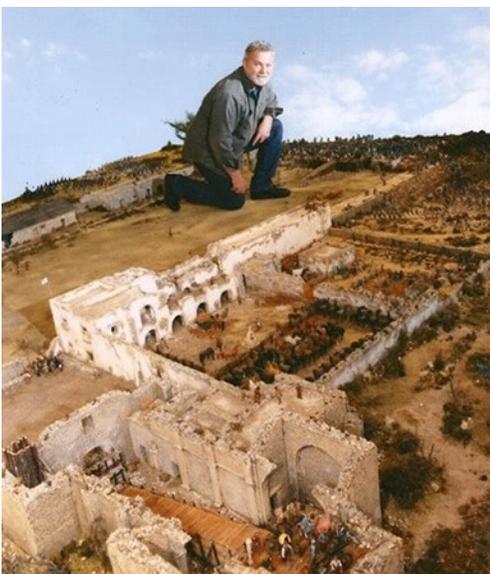


MODELERS WHO MAY BE ABLE TO HELP YOUR MODELING!

Young or Old, Mentoring Will Definitely Improve Your Modeling

Revelation!! When is a model finished.

How do you know when a model is finished and you have done your best work? When I started working on my MMR, this is a question I started asking myself for the first time. Frankly, at first I had a great deal of trouble answering this question, and that always was a problem for me. I was never really confident that my model represented my best work and would be competitive in a contest or be judged to get me a satisfactory score by the NMRA Achievement Program judges. I relied on other people's opinions to tell me my model was good, good enough, or bad. I believed that with more time, the answer would come to me. In my mind, it was all about developing my model building skills and techniques. But was that really all that mattered?



Over the years I have asked many talented modelers this question, and in a lot of cases, their first reaction was "That's a hard question". How many of you have asked yourself this question?

The other night I had the opportunity to interview Col. Tom Feely on my Modeling Lifestyle show. As always, I asked him the question. His first response was "That's a hard question." Then he was quiet a few moments and said something that is the best answer I have ever heard.

I had showed him a photo of a portion of his Battle of the Alamo diorama (left). He looked at it a minute and said "Everything in that scene is correct, it is based on all the original research I could find. And yep, it looks like it is real. It is finished".

Texas Liberty Forever!: The Battle of the Alamo

A recreation of the besieged compound as it appeared on the morning of March 6, 1836, Tom Feely has created a world-class Alamo diorama. Based upon the most recent research, the diorama is rich in architectural detail, supplemental features and assorted artistic fine points.



His answer came near the end of an hour and a half interview where I had heard him talk about the 90 minute final battle of the Alamo as if he had been there at the time. I felt he knew everything there was to know about the battle, and it felt like he had actually lived it. It was the first time in my life that history came alive as I listened to him and looked at his diorama. I felt that his diorama had captured and showed exactly what the battlefield looked like, and exactly what had happened at some point in the battle.

Where people stood, how they fought and died. How the horses were tied up and placed, where the structures were located and their condition, and yes, he had even included the only women who fought and died that day for the Texans. It was an amazing revelation for me. I was actually seeing the battle. He had captured the sight. I had the answer I had been looking for all my modeling life.

So for all modelers to know if your model or scene is finished, I would say do your research to a point you feel you know what the prototype really looked like and remember how it made you feel when you saw it. You can actually see it in your mind, can't you?

Then do your absolute best modeling, no shortcuts, stay true to the prototype you saw, and duplicate the original prototypical scene or model. When you stand back and look at it, you can say: "Yep that is what it looked like", because in your mind you know what it really looked like. It is finished. Congratulate yourself and move on to your next project.

As I look back on my early modeling, I think I should have done more prototypical research before I started to build a model. Guess what? I can now understand that is exactly what the NMRA Achievement Program was telling me to do. Research! Want to be a better modeler? Start with researching your subject. The better your research, the better your modeling, and the easier it will be to know when your model is finished.

To see a video of my interview with Col. Tom Feely go to my [YouTube channel New Tracks Modeling](#). Let me know if you agree with my analysis at jimkellow@newtracksmodeling.com. I look forward to your reaction.

New Tracks Announcements

This article completes my fifth year of writing the "New Tracks" series. Thank you for reading my articles and encouraging me to keep going and even to start the live Zoom shows. I enjoy hearing your suggestions and ideas. Thanks also to Amy and Dan Dawdy for their patience, for publishing my articles all these years, and supporting my Zoom shows.

As most of you know by now, "New Tracks" is all about modeling and learning from talented modelers how to improve your modeling.

I write about modelers in all scales, gauges, and yes, even other hobbies to try and show modeling skills and techniques that we all can use to improve our individual creative modeling efforts. For example, I have previously written about O gauge 3 rail modelers because of their modeling skills and techniques which are just as applicable, in my opinion, to O Scale 2 rail or any other modeling scale. Take a look at a portion of this 3 rail model railroad video and judge for yourself. [Please check out this video](#). I think it is absolutely beautiful modeling.

I hope you will keep an open mind about the people and subjects I write about because hopefully you will learn something, or meet someone, who can help improve your modeling. At least that is why I write about them. So keep reading and watching as we begin year six.

Special Message to All "New Tracks" Readers

To kick off year six of my articles in this magazine I have an announcement I hope every "New Tracks" reader and viewer will support!

NEW TRACKS

YouTube

- Web Site Fees
- Zoom Fees
- Constant Contact
- Equipment/Software (new computer for Jim?)

- Eyeballs
- Clicks
- Click Throughs

Running New Tracks Costs Money

YouTube and Google enables NT to get paid for viewer actions

I know many of you have noticed we have gained sufficient YouTube subscribers to monetize our YouTube Channel, "New Tracks Modeling". This allows YouTube to place advertisements on our videos and website so we can earn a little money from YouTube each time a viewer watches any of the advertisements.

We will use these funds to pay the direct costs for "NewTracks" future shows. Up to this point, I have paid these costs out of my own pocket and/or used the revenue we earned from the

participating manufacturers in the 2020 “New Tracks” digital Train Shows we produced. Unfortunately, the Train Show money is almost depleted and therefore we need to develop a sustainable independent funding source. This is what we are working to create.

What are we going to do if there is extra money?

New Tracks Mentoring Scholarship

- Use all excess income (beyond expenses) for a great purpose
- Goal: \$1,000 Stipend (annual)
- Awarded to a single modeler pursuing a higher education to enable a career in modeling
- Given to the Modeler's Institution of Higher Learning
- Scope: US and Canada Initially – Global Expansion in year 2
- Modeler Criteria and Selection – TBD
- Will report quarterly to the New Tracks Community

Annual Fund Goals

All Excess Income

New Tracks Income

New Tracks Operating Costs

July 28-October 4 total
YT revenue is \$47.53

I believe (hope and pray) the level of viewer support we currently are seeing on YouTube will be able to sustain our show’s direct costs including the website, email, and Zoom capability. Personnel costs are not included as they are currently donated by our fantastic volunteers who help develop, promote and produce our our shows.

Recently, several regular viewers have asked how they can support the New Tracks community. To enable direct donations to support the New Tracks shows, [we have also established a Patreon account “New Tracks Modeling”](#) where viewers can make contributions directly to the show. Our hope is that viewers will become “Patrons” and make contributions to help continue our shows.

New Tracks on Patreon

- Single Contributions
- Monthly Ongoing Contributions
- Direct payment to New Tracks less 5%

Recent posts by New Tracks Modeling

Welcome to the new Tracks Patreon Account, your patronage is greatly appreciated.

All the funds received in excess of those needed to run the show will be dedicated to a “New Tracks” Mentoring Scholarship program. This is an exciting new program to help a young Model Railroader continue their post High School education in a STEAM program at an Institution of Higher Learning.

New Tracks Mentoring Scholarship Program

We really want ‘New Tracks’ to do more for modelers and our hobby, so we are developing this new program called “New Tracks Mentoring Scholarship”. I want to thank Phil Edholm for suggesting this endeavor.

The goal of the program is to provide scholarships to students pursuing a STEAM program in an Institution of Higher Learning. Our 2023 goal is a single \$1,000 scholarship, with an intent to grow both the scholarship size and number of scholarships in subsequent years. We have established a committee, led by Larry Price, to define the requirements for participation and criteria for recipients to receive the scholarship. While we will focus on the US and Canada in 2023, the goal is for the program to become international in subsequent years.

I have repeatedly said how much I admire the Walthers Corporation for developing their groundbreaking Scholarship Program. I believe we all should have a way to make an impact on the future education of today’s young modelers and our scholarship program is a small step in that direction. With the New Tracks mentoring Scholarship, there is now a way for everyone to contribute to the future of modelers in the model railroading hobby.

Therefore I am asking each of you to help get “New Tracks Mentoring Scholarship” Program off the ground. Please help by doing one or both of the following options:

1. Watch [New Tracks YouTube videos](#) and visit our website. If you see advertisements that are interesting to you, please check them out and view. On YouTube, liking our videos increases their appearance in the algorithms. Please also recommend to your modeling friends and associates that they join our efforts and

become become subscribers and viewers of our YouTube Channel and join the growing New Tracks community.

2. [Become a Patron of New Tracks on our Patreon account New Tracks Modeling](#). Any contribution is greatly appreciated. We thank you in advance for your generosity.

This is the first time we have ever asked for your financial support to help make our programs successful. We hope you enjoy our programs, and feel the value New Tracks delivers is worthy of your support. Naturally, we also hope you will encourage others to join our show. More viewers equals more mentoring and more model building!

After all, we are all modelers who share a mutual love for our modeling hobby, want to improve our skills, and, and want young modelers to have the education and motivation to succeed in their future careers and continue their modeling. This is an opportunity for all of us to help, in a small way. I hope you will help make that happen.

Our “New Tracks Mentoring Scholarship” Program is also an opportunity for hobby manufacturers, Associations, Clubs, and businesses to show their support for our efforts by helping increase the scholarship program’s reach and funding. If you are a company, association, club, or magazine that would like to contribute to or just support the New Tracks Mentoring Scholarship. Please contact me at jimkellow@newtracksmodeling.com. We are establishing a Scholarship Sponsors program, and would love to have you participate and be recognized.

You, our “New Tracks” readers and viewers, have gotten us this far, and we thank you. Now, we want to thank you in advance for your continued help and support for our future growth and development. Let me know if you have any questions or ideas. My email is jimkellow@newtracksmodeling.com



As the Ambassador for Model Railroaders, I get the communications from the [Association of Professional Model Makers](#). The President’s letter I just received contained a short paragraph that I feel is totally applicable to “New Tracks”. Michael Scrubber wrote as part of his President’s message: “Once you stop learning you start dying,” or so the great Albert Einstein is said to have asserted. Words to live by, my friends. And it just so happens that the newsletter you’re reading right now contains more than a few opportunities for you to expand your knowledge, gain some new skills, and become more involved with your professional community.”

Michael continued: “APMM is doing more than ever to give you opportunities to broaden your skills and your horizons. Only you can make those opportunities into something tangible for yourself. Attend the next Meet-up if you’re able. Seriously consider attending Dayton in 2023 if you aren't already. Take advantage of our Forums on the website the next time you run into a challenge with some technique or are considering purchasing a new piece of equipment and want a recommendation from your colleagues. Contact me personally and suggest topics for future meet-ups you’d be interested to see. If you really want to be a rock star, talk to me about presenting a Meet-up of your own - all you need is a unique skill or shop space, a collection of tools or something else you think several dozen professional model makers would find compelling for an hour.”

Please consider joining the APMM and participating in its activities to keep you learning from Professional modelers. I know it has certainly helped me. [Click here to go to the APMM website](#).

Also please read on and keep learning. I promise all the “New Tracks” team are doing everything we can think of to make reading “New Tracks” worth your while.



Click image to view Narrow Gauge Modeling Company's video introduction.

Modeling Lifestyle: NEW bi-weekly show Thursday evenings at 7pm EDT on our YouTube channel New Tracks Modeling

Sponsored by Narrow Gauge Modeling Company (NGMC).

“New Tracks” has started a new, bi-weekly live series called: Modeling Lifestyle. 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 and a few of their friends.

Each show will introduce you to a different featured guest modeler along with some friends. You will 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 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 and subscribe to our website newtracksmodeling.com.

Some of the modelers we feature you probably 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.

HELP WANTED

If you watch our “New Tracks” shows, we need you to be part of the team that makes them happen.

We are fortunate to have as many volunteers as we do who make our programs possible. But as our show’s audience continues to grow and the types of segments viewers ask for increase, we are always in need of more volunteers. Please help us keep the shows going.

Everyone who watches our shows has a contribution to make. Offer your help in participating by sharing your modeling skills, or help make and produce our Zoom and YouTube shows, or help with our website and digital marketing, etc. Any amount of time and help you can provide will be greatly appreciated and definitely needed. Contact me at jimkellow@newtracksmodeling.com and let’s talk.

“NewTracks” MY BUILD Sponsored by Model Railroad Resource LLC.

HELP WANTED

UNDER CONSTRUCTION

Volunteer and help the New Tracks Team

- Show Producers
- Web site management
- Web Site Content
- YouTube Operations
- Promotion
- Video Editing
- Build Along Modelers
- Segment guests

THE MODEL RAILROAD RESOURCE PUBLISHERS OF

O SCALE RESOURCE
We're putting the "modeling" back in Model Railroading! ©

S SCALE RESOURCE
We're putting the "modeling" back in Model Railroading! ©

These show segments are sponsored by Amy and Dan Dawdy, owners of The Model Railroad Resource, LLC, publishers of this magazine. The MY BUILD is moderated by Chris Course, an excellent modeler and owner of [Conowingo Models](http://ConowingoModels.com). Here are the photos modelers shared on our recent October 19, 2022 My Build. Each of the participants has an email address included and would welcome your comments.



Chris Course of [Conowingo Models](http://ConowingoModels.com) is our host for this series.

Martin Brechbiel - martin.brechbiel@newtracksmodeling.com

O scale - Frenchman River false front building work in progress. Scratch built interior



Ed Cady - jayceerail@gmail.com

HO Scale - Hunterline covered bridge

Phil Edholm - phil.edholm@newtracksmodeling.com

O scale - Berkshire Valley Ore Cars



Bob Farquhar - bob.farquhar@newtracksmodeling.com

HO scale - Kitbash of Bar Mills O'Dules Flop House and Pinkhams Pallets





Jeff Jordan -
jeff.jordan@newtracksmodeling.com

O scale - Mining Supplies kit,
manufacturer unknown, Western Scale
Models interior kit

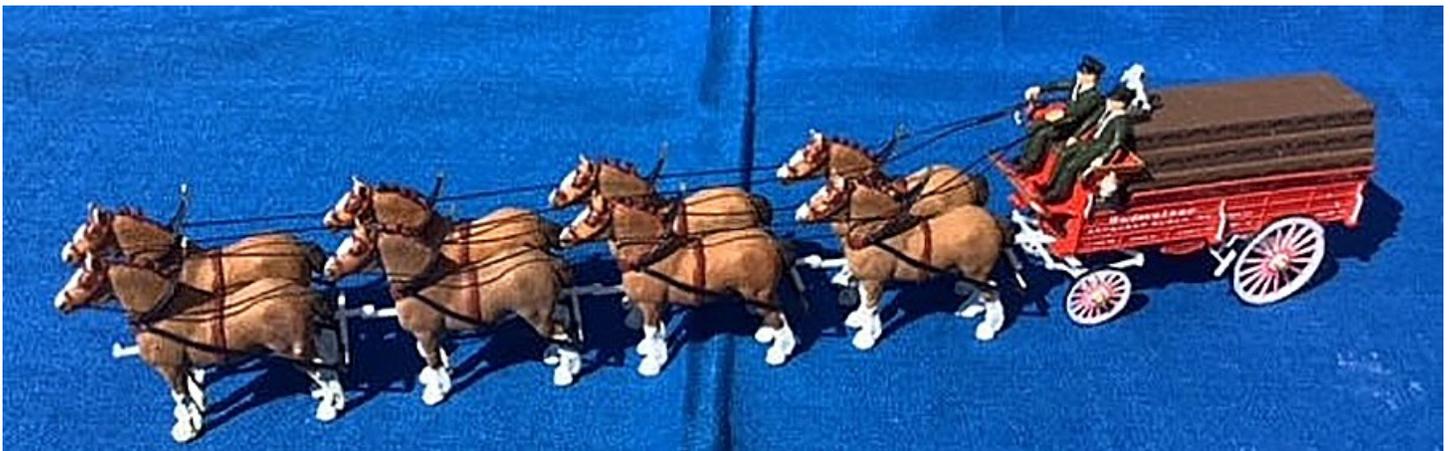


Bill Stimson - bill.stimson@newtracksmodeling.com

N scale - Mudd Creek Models Brotman Hobbies, scratchbuild of
Thomas Yorke's Frijole Flats Bordello/Pool Hall and scratchbuild of
Mt Graves Undertakers

Gary Shurgold - gary.shurgold@newtracksmodeling.com

HO scale - Jordan Eight Horse Beer Wagon



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, 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" Modeling Community. No judging is done, only helpful modeling discussions. Join us to share and discuss your modeling with other model builders. 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 at railrunner130@hotmail.com. The next MY BUILDS are scheduled for, November 23, 2022 and December 21, 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 all of us improve our modeling skills.



Local NMRA CLUBS and DIVISIONS: A Bi-Weekly Segment about Local Organizations

Sponsored by the NMRA

This bi-weekly segment introduces local model railroading organizations where many of us have found 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 credit these local organizations with providing much of my modeling education and believe such organizations can also help you.

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 and techniques needed to help the modeler gain confidence in their efforts. These are some of the greatest memories I have from participating in local clubs and NMRA Divisions.

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.



Phil Edholm

Since all of my “New Tracks” efforts are focused on modeling and 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.

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 in California, to lead this segment. We kicked off the series with Gordon Robinson, President of the NMRA, who discussed the value of NMRA clubs and divisions to improving the modeling abilities of their members.

Phil 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: a monthly segment with hobby store owners

Sponsored by the [National Retail Hobby Stores Association \(NRHSA\)](#).

Mark Poggendorf, a NMRA member working on his MMR, a hobby manufacturer, an owner of Poggies Trains Hobby Shop, and a member of the National Retail Hobby Stores Association (NRHSA), started a monthly show 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 shop to help you become a more knowledgeable and more skilled model builder.

Mark's involvement in our hobby as 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 insights into the problems and issues facing both the hobby shop industry and modelers. Who knows, you also may find a new source for your modeling products from this series.

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 know at Mark.Poggendorf@newtracksmodeling.com.



Remote Switching Layout Operation

On July 13th, Heath Hurwitz showed us his small, 48" x 10" switching puzzle layout he calls Human [c]ity Junction. It is a variation on John Allen's Timesaver. What makes Heath's layout special is that it can be operated 100% remotely.

One fortunate "New Tracks" viewer will have the opportunity to operate the layout, including coupling and un-coupling the boxcars, from the comfort of their own home, controlling the locomotives and turnouts while seeing it all in real time over the Internet. WOW!

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.

Watch the YouTube video on our channel New Tracks Modeling of the July 13th, 2022 show to see how it works, and the technology that makes it possible. On future scheduled shows, 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 give you a personal mentor. Join in for a great learning experience. Merry Christmas Modelers!



Hangman Creek Dioramas

Starting November 23, 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 began 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 began a Build Along project using his Lighting Without Wiring system. He explores what this paradigm shift in lighting will do for you.

Two examples of what can be achieved using the product are shown on the left 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.

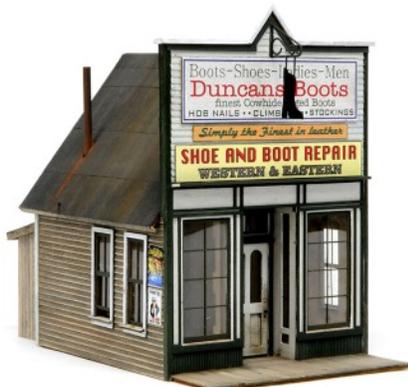


On the left is a photo of the prototype the structure in Colorado, along with a photo of the model next to it.

Happy New Year 2023 Build Along Models

Banta Models

Starting January 25, 2023, Bill Banta will begin a Build Along of Duncans Boots.



Bill is giving a 15% discount off the kit from January 1 to February 1, 2023. The kit is available in HO, S, O, and F/G scales. Additional information is available on the [Banta Website](#) and on our website NewTracksModeling.com.



Atlantis Models

Starting February 22, 2023, Atlantis Models owner, Peter Petri, will build an O scale gasoline truck. There is a 15% discount available to “New Tracks” modelers building this model who place orders between September 1, 2022 and 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/>.

Rocking Farm Toys

Starting February 22, 2023, Eric Haselhorst owner of Rocking Farm Toys will begin a Build Along of one of his kits. Additional information will be available soon on our website.

Rail Tales Hobby Shop

Starting March 1, 2023, Bret Jones of Rail Tails Hobby Shop will begin a Build Along of one of his kits. More information and details will be available soon on our website.

Touch Toggles

Starting March 22, 2023 Kevin Hunter owner of Touch Toggles Company, formerly Berrett Hill Trains, will begin a Build Along using his Touch Toggles. Additional information will be available soon on our website.

Modeling with Inkscape

Starting March 29, 2023, Fr. Ron Walters will begin a Build Along series on how to use the “FREE” software called Inkscape. He will start out with three segments: one on how to design windows with fine mullions using Inkscape and self adhesive labels; one on using Inkscape to change signage; and one on using Inkscape to plan walls for a scratch build. If viewers like these, he will look at a couple other uses of Inkscape for modeling. Each segment will last 15 minutes so you can learn a little at a time.

Tom Yorke

Starting May 10, 2023, Tom Yorke is coming out of retirement, a little, to do a Build Along for one of his Structure Kits called the White Front Grill. There is a limited number of 25 O Scale kits available to “New Tracks” viewers, at a price of 50% off the normal retail price for the kit. Viewers may start ordering the Kit on March 1, 2023 by Emailing Tom at tom.yorke@newtracksmodeling.com using the code word ‘*White Front Grill*’ When I talked to Tom last night (10/28/2022) while he was working on the prototype model for the kit, his enthusiasm for the kit and building it on my show made me realize that here was a true lover of our hobby, and this opportunity might be your last chance to get a Tom Yorke kit.

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 true learning experiences 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. Remember, a model builder can select the dates, manufacturer, and specific kit they want to build. Manufacturers can build their own kit, find a modeler to build it, or I can find someone to build their kit. Contact me at: jimkellow@newtracksmodeling.com

Other Regular Modeling Segments on our Wednesday Shows:

“Watch Me Build”

- Starting January 4, 2023, learn some scratch-building tips & tricks from Bob Davidson.
- Starting January 4, 2023, Tom Ferrel will show his scratch-building artistry in building his new layout.
- Starting January 11, 2023, Philip Crews, owner of “Miniatures By Philip”, <https://miniatures-by-philip-crews.square.site/> will build one of his structures and asks you to watch him build it. I am very impressed with his modeling.
- Starting March 22, 2023, learn figure painting from a master craftsman Ian Fainges.

These segments are meant for modelers who want to share their modeling efforts, show their skills, 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.

I hope you will share your modeling experiences so other modelers can benefit from your techniques. Please let me know of your interest by email to: jimkellow@newtracksmodeling.com.

“Ask Your Modeling Question”

These segments encourage viewers to 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.



Now let's meet some talented modelers and manufacturers.

This couple has really been very supportive of “New Tracks” Zoom shows and now is also supporting my articles. Please meet two very talented and dedicated modelers.

David and Kristin Kemick: 3DP Train

David began modeling at an early age, his father collected trains in many scales, but focused largely on American Flyer S Gauge. He joined local modelers



and built a modular layout that they took to a few shows. From an early age, David fell in love with narrow gauge, having visited the East Broad Top as a young child, and began modeling in HO_n3.

After getting married, Kristin learned about the hobby, and at first, was reluctant to become involved. Slowly she discovered her love for scenery, weathering, and other parts of the hobby. Through trial and error and Google, she figured out how to do everything. Her real challenge came when we began designing and building our first modular layout to present our models at shows. She figured out new techniques for water falls, and rock formations. The modular set gets high praise when it is displayed.



Our business really started about 10 years ago. David had designed a few models for personal use and printed them through 3D printing service that had the option to sell your model, and, on a whim, he checked that option and forgot about them. About 4 years later, we had our first sale. We were both working full-time jobs outside the home at the time, so it was a great way to make a little extra money. In 2018, the print service went through changes and its prices doubled on many of our models overnight. We were designing about a product a month at the time and gaining momentum. It was devastating, we could no longer make a profit and keep our prices competitive.

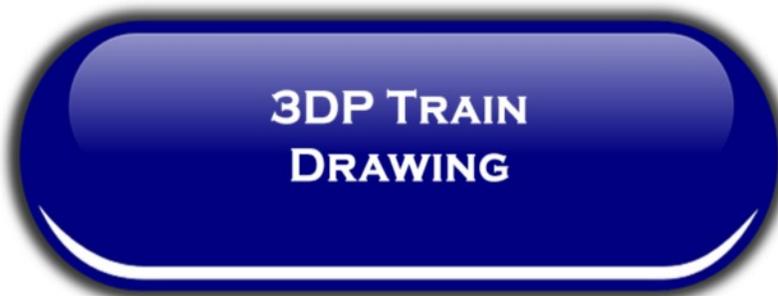
We were at a crossroads, close or invest in the equipment and move the printing in-house. At the time, we were still operating as Western Rails Company and printing our models exclusively. As we grew, we began to receive requests to print models for customers and other designers, so in 2021, we launched 3DP Train. Through the launch of 3DP Train, we have been able to make it our full-time jobs. We have now transformed into a 3D marketplace specializing in model trains where you can buy models from our growing team of creators, or have your creations printed as well. Our business has exploded, we have a growing team of vendors and hundreds of customers spanning the globe. We are adding new models to our catalog constantly and currently have models from N_n3 to O_n30.

Our Contest Drawing

I asked Kristen and David if they would offer a Contest Drawing. They agreed. The winner will receive a \$10.00 credit off of any of their 3D printed parts shown on their [Website](#).

To enter the 3DP Train contest, each modeler must complete the form [here](#).

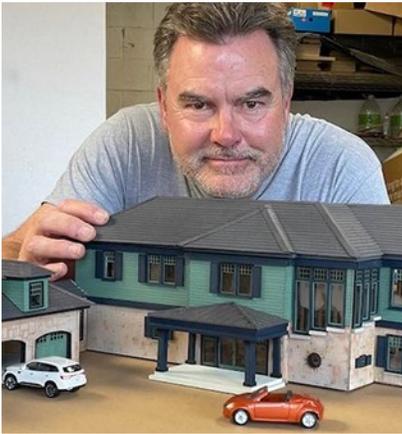
The company will notify the winner and make arrangements for \$10.00 credit . Please show your appreciation to 3DP Train by entering their contest. I wish all of you good luck in the 3DP Train contest and a great mentoring experience in building the kit. I look forward to seeing your finished model.



Click To Enter the 3DP contest.

Thanks to both of you for your help and interest. You can reach them at their company or individually at: Kristin.Kemick@newtracksmodeling.com or David.Kemick@newtracksmodeling.com.

Christopher Petersen: Scale Model Homes



I love architecture, especially the old craftsman style, and I've been able to hone my skills in creating miniatures of existing houses. Several years ago, I discovered that Sears used to sell lumber as a kit to build actual homes. I have re-created a number of Sears homes and just love that craftsman look. Years ago, I used to create my models using one 16th of an inch basswood and an X-Acto knife; however, I was frustrated that I could not create windows and other details to the same degree as professional modelers I saw online. As I researched some of their methods, I soon discovered the use of laser cutters which, at the time, were very expensive.

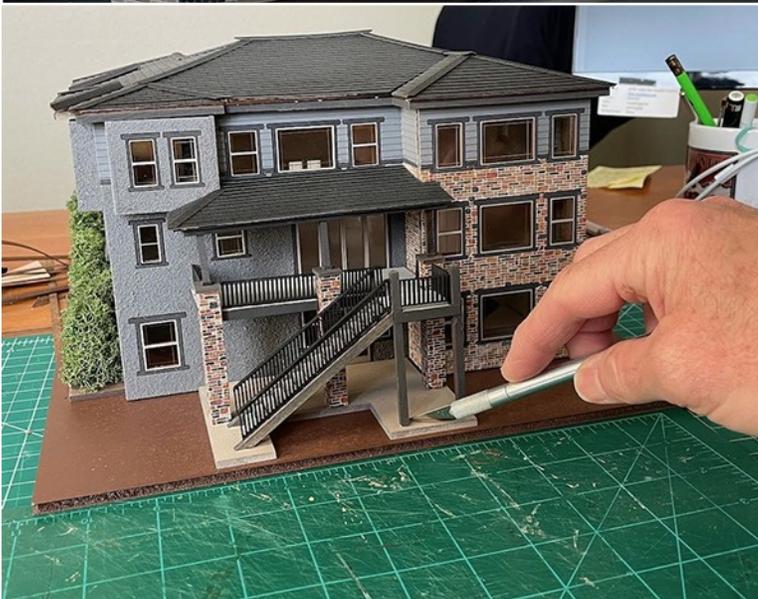
History in the hobby. All my models are made using 1/16" thick basswood. The larger O & S scale models also have a 1/8" thick basswood inner walls for strength and to prevent warping. I started building scale models homes around 30 years ago. Most of them were models of my own houses or friend's homes, and I did a fairly decent job on them considering I used an Xacto knife. Up until about two years ago, I only had time to build one or two a year, but then I retired. Last year I bought a hobby Laser and rented some garage space that I use as a studio. It's easier to paint year round in there without stinking up my house or garage with the paint.



How you learned to build. I am self taught, but read a number of books on model building and residential construction. I have learned some techniques on YouTube, but mostly developed a process on my own. Roofs were always a challenge, so I purchased some architectural software to help, and now use it every time I build a model. It calculates the roof pitches for me and adheres to building standards. It allows me to make adjustments quickly and accurately.

Did you have a mentor or just trial and error? There is plenty of trial and error when I start fitting complicated pieces together. Almost all of my models are one offs, and in virtually every case, I would make changes if I were to build them again. Since 95% of what I build are custom requests from other people, I feel like a surrogate mother spending time doing these works of art for my customers.

What scale and why that scale. I suggest O scale to most of my clients for a typical house and





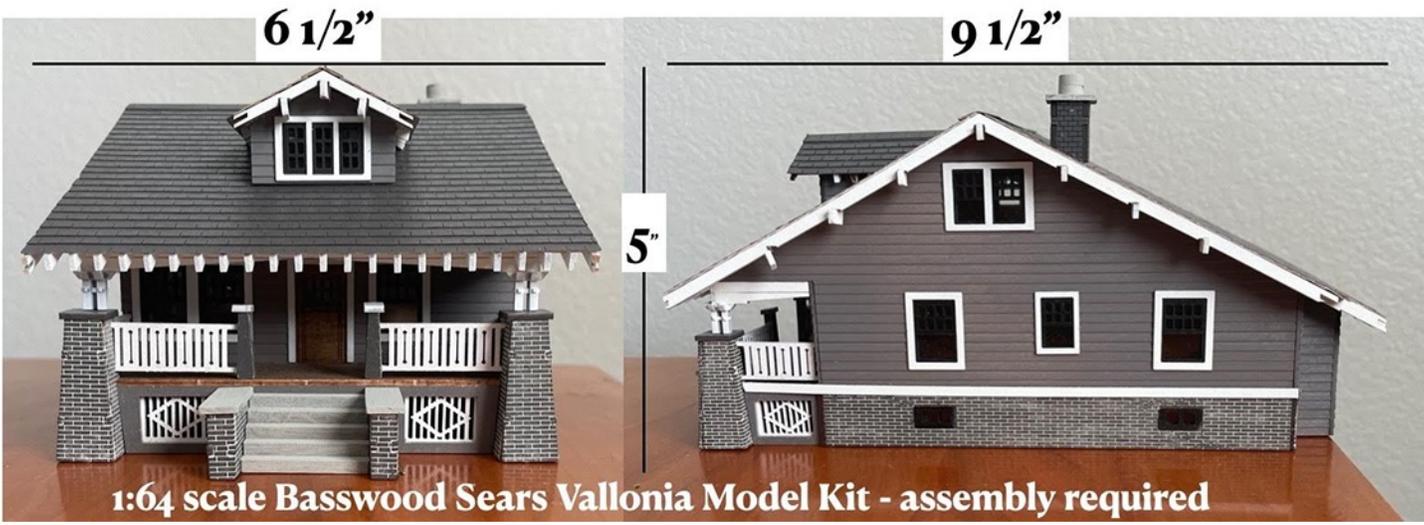
S scale for larger homes. It really depends on how much space they have to display a model. Clearly O scale provides a better opportunity for details and is easier for me to work with. The bed of my Laser is 12" x 20", so there are some limitations to what I can build. I have built HO, 1/6", and I made a large 1:12 scale facade for a TV production company.

What areas will you help other modelers by mentoring? Mainly overall technique or process. I feel a model needs to look great from across the room, but also have details you would not notice unless you're an inch away. I've seen a lot of homes that look great from afar on Instagram; however, they look awful or sloppy when I zoom in.

Talk about your company, when and why started, products and services provided and future plans. For starters, I was fortunate enough to find scalemodelhomes.com was available as a URL as was scalemodelhomes on Facebook, Instagram, and Gmail about 2 years ago. All of my commissions have been generated through word-of-mouth, Google, or social media. I've added about 11,000 followers on Instagram since January alone. For some odd reason, several of my posts

have received over 17,000+ likes on Instagram. I think because they were the Sears craftsman style – people really enjoy seeing those. I did convert a Sears house into a kit in both HO and S scale. Since Sears delivered the lumber for their homes on rail cars between 1910 and 1940, most small towns that have Sears homes also have a railroad line running through them. I thought a line of Sears homes would be a perfect fit for model train folks. I have recognized however that most kits are for buildings in town like your typical lumberyard, barber shop, fire house, etc.

I then asked Christopher if he would offer a Contest Drawing for our readers and he immediately said he would be honored to do so.



1:64 scale Basswood Sears Vallonia Model Kit - assembly required

The winner will receive a kit of 1928 Sears kit home called the Vallonia.

ENTER HERE TO WIN OUR SCALE MODEL HOMES DRAWING

How to enter Scale Model Homes Contest Drawing.

To enter the Scale Model Homes contest, each modeler must complete the form [here](#). The winner will receive a kit of 1928 Sears kit home called the Vallonia. I look forward to seeing the winner's model and sharing it in a future article.

Thanks Christopher for your Internet support and for sharing your modeling experiences, your talent, and your Company with us. You can reach Christopher at scalemodelhomes@gmail.com to discuss his modeling.

Alan Rogers: How a Hobby Launched a Career



I was born in Miami, Florida in the old Florida East Coast and Seaboard railroad territories. One of my earliest memories was with my mother on a trip on the Silver Meteor train to North Carolina to stay with my dad, who was there working for the summer.

Later, my Dad helped me build a 4' x 8' HO scale layout at our home in Belle Glade, Florida. We followed a plan from a Kalmbach publishing book for the construction. It was a very eclectic layout for equipment, and freelance in design and locale. Most of the structures were Plasticville. In 1970, my dad got a job offer in California.

We moved cross-country to Bakersfield, California in the middle of the Santa Fe and Southern Pacific systems. In many ways, I suffered from culture shock. The kids at school had trouble understanding my strong regional accent. The house in California was smaller, so we sold off my HO trains and began an N scale layout.



Left: St. Mary Star of the Sea Catholic Church, Ocean City Maryland, in O scale. Photo by Alan Rogers

Above: Southern Pacific Signal Maintainer's House in O scale Photo by Alan Rogers

My Mother took us to Pioneer Village at the Kern County Museum. Located on the old Kern County Fairgrounds, this museum features a collection of historic buildings from the area. I was interested in the Western architecture with false fronts and wanted copies for my new layout. Armed with only an Exacto knife and 12" ruler, I began building models of those buildings,

By the mid seventies, my life had become consumed with classical music. I lost interest in model railroading. When I wasn't working, I spent many hours in organ lofts learning the great literature of the organ. I won some regional awards and ended up on the local concert scene, where I have played for over 40 years.

The parents of my best friend during Junior High and High School were from Noord Brabant in the southeastern Netherlands. I began learning the Dutch language so I could communicate with their non-English speaking relatives. Later, I continued learning and practicing Dutch with other friends from Friesland, a northern province. Today, I am quite fluent in that language.

In the early 1990s, I decided to construct a small HO scale layout, based on the Southern Pacific. I revisited the Kern County Museum grounds and made scale drawings of the structures I wanted to copy. I enjoyed making the drawings as much as modeling the buildings. Today, those early drawings are a part of my company logo.

After another short hiatus from model railroading, I re-emerged as an O scaler, because of the level of detail possible on the buildings. I began scratchbuilding, using mostly styrene. While I wasn't mentored directly, the articles I found in model railroading publications inspired and helped me with techniques.

After working 30 years in healthcare, I started contemplating what retirement should look like. I had dabbled briefly in rolling out my modeling hobby as a business earlier, but the Covid shut down proved to me that I needed to work in retirement. One of my patients, a successful business-woman in her 70s, admonished me to "do what you love." As the corporate healthcare structure, familiar to many of us, started to rapidly deteriorate around me, I made the decision to leave that industry and begin kit manufacturing full time in 2022, starting [New Creations Victorian Railroad Buildings](#).

In 2021, I acquired my laser engraver and 3D printer. I wrote a business plan and filed my LLC. I learned four different software packages, including two CAD programs and a website designer. Learning all of this technology was a trial.

I am in my early 60s, and hate technology. With a lot of moral support from my friends, I officially opened New Creations Victorian Railroad Buildings on the first of December, 2021. Originally, I wanted to serve just the O scale market, which I believed was under-represented in the industry. I also wanted to target the holiday village market, as O scale is compatible with those pieces.

I was a vendor at my first model railroad show in March of this year. The experience at that show was thrilling for me. Many HO and S scalers asked me to start producing kits for them. Currently, I am learning the skill sets necessary to produce kits in those scales, as well as O scale

In my business plan, I envisioned the founding of clubs in local craft stores to draw people into the model railroading and holiday village hobbies. At the time, I had not heard of New Tracks modeling, but the "Build Alongs" we enjoy there represent this concept perfectly. Please watch my "Build Along" starting on the November 26, 2022 Zoom show of "New Tracks".

Alan's Contest Drawing

When talking with Alan, I asked him to offer a Contest Drawing for our readers and he immediately agreed. The prize for the winner of the contest drawing is his SP Handcar shed that stood at Woodford, California until the UPRR razed it after their acquisition of the SP.



To enter the New Creations Victorian Railroad Buildings,LLC contest, each modeler must complete the form [here](#). The company will notify the winner and make arrangements for delivery of the kit and mentoring. Please show your appreciation to New Creations Victorian Railroad Buildings,LLC by entering their contest. I wish all of you good luck in the New Creations Victorian Railroad Buildings,LLC contest and a great mentoring experience in building the kit. I look forward to seeing your finished model.



Mentoring is a huge part of my company philosophy. I believe new careers can be launched for young people who start out as hobbyists. I would like to see my company continue under the leadership of someone I mentored after I am gone. In the near future, I plan to use my skills in the Dutch language to market my products in Europe.

Click To Enter the New Creations Victorian Railroad

Thanks Alan for everything you do and particularly for our advice and counsel. You can reach Alan at alan.rogers@newtracksm modeling.com.

Now let's see what Chris Poppe has for us in Part two of her American Flyer trip.

Chris Poppe: American Flyer and Me – Part Two

Pines and Prairies S Scale Workshop met faithfully via Zoom throughout the remainder of 2019 and 2020. The NASG convention Ken and the others had worked so hard to create was canceled, along with most of the rest of life outside our own homes. But it was a great time to be building and running a model railroad! Each week, someone would have something to “show and tell” – a building, a railroad car, trackwork. And if someone (usually me) had run into a problem with something, we could bring it to the group and get some ideas or solutions for it! Through Zoom, I got to know a lot of the local guys as well as Ron Kemp, who was working on the NASG convention scheduled for Buffalo, NY (where my mother was born), Bob Fann from Naugatuck, CT (another Yankee!), Tony Dixon from Iowa (a superb modeler), Fred Schlegal from Lincoln, Nebraska, and Chuck Sherman from Chicago.



In April of 2021, I was running my trains one day when everything just stopped. Obviously, I had shorted something out, but no matter what I tried, I couldn't get anything at all to run – no lights, no switches, no sparks, no nothing. In desperation, I called Ken Zieska, who lives fairly close to me and who came over with his multimeter to help me. But he couldn't find the problem, either. After trying to understand the massive mess of wiring under the layout, he finally said, “Chris, I think you need to think about rebuilding this layout.” This was NOT what I wanted to hear! But then, he added, “The PPSSW guys would love to help you do that.” Really?? “Most of our layouts have been finished for ages and we almost never get a chance to start one over from scratch,” he added. “It would be fun!”

Still not sure that anyone would really want to take on this job, I brought it to the group at our next Zoom meeting and, to my surprise, the idea was greeted with enormous enthusiasm. So, I started taking apart the layout I had built, with its many layers of pink foam.



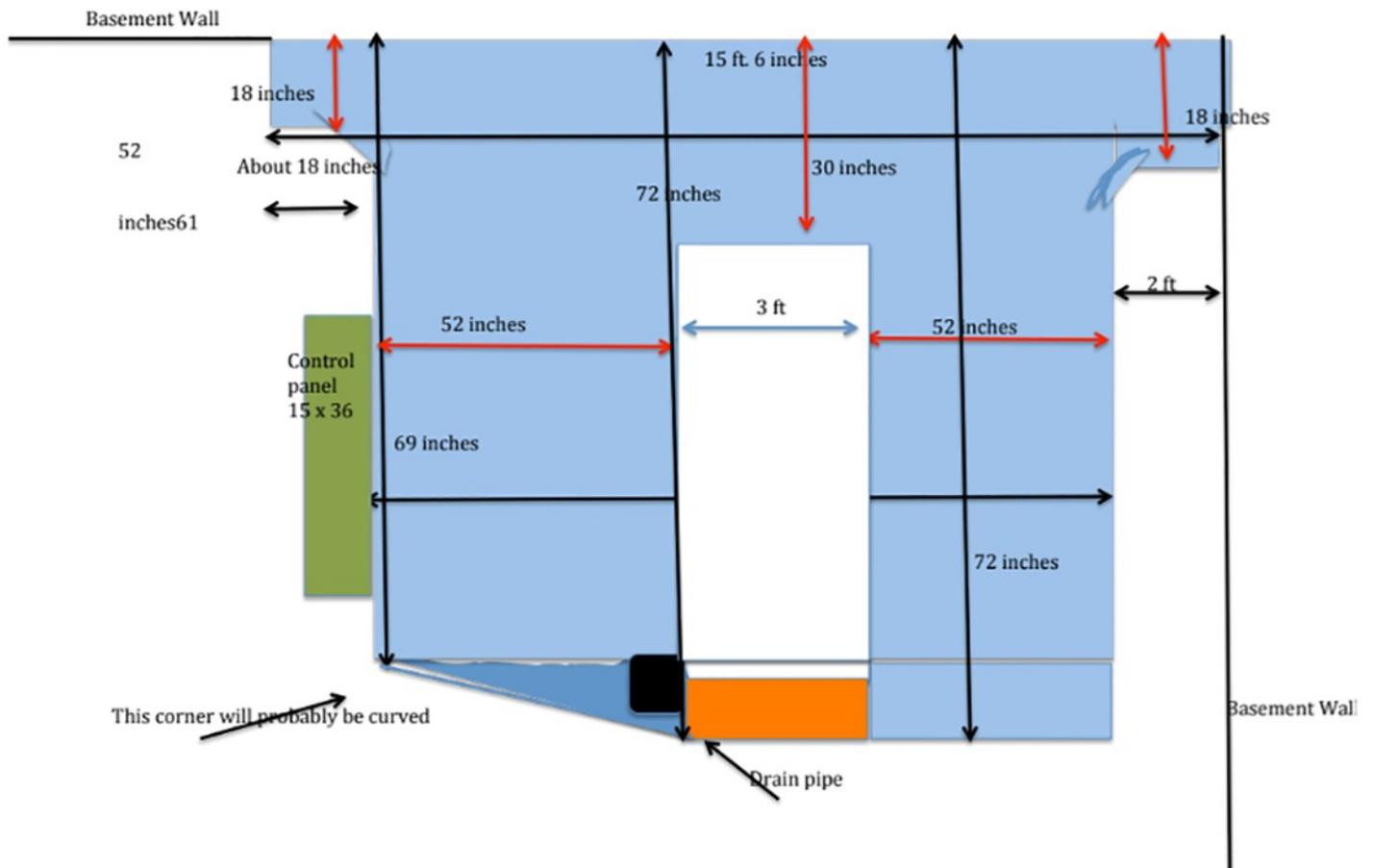
Knowing that I would want to reuse as much as possible, I carefully packed away the trees, buildings, cars, people and houses. I disconnected and wound up the miles of wire and packed up all the switches, lights and transformers that had made them work. Finally, my “train room” looked like this.

The last big slab of pink foam was attached to the 3/4” plywood base and was too heavy for me to lift. It was removed when the PPSSW guys came over to start building the new benchwork.

But first, I had to do a lot of measuring and design a new layout. Charlie Ganz and Chuck Sherman led me to some railroad design software, RailmodelerPro, which worked with my Mac computer and Scarm, which only worked with a PC, but still produced some pretty useful drawings. Ken reviewed each iteration of the basic layout design, offering suggestions and helping me refine my thinking.

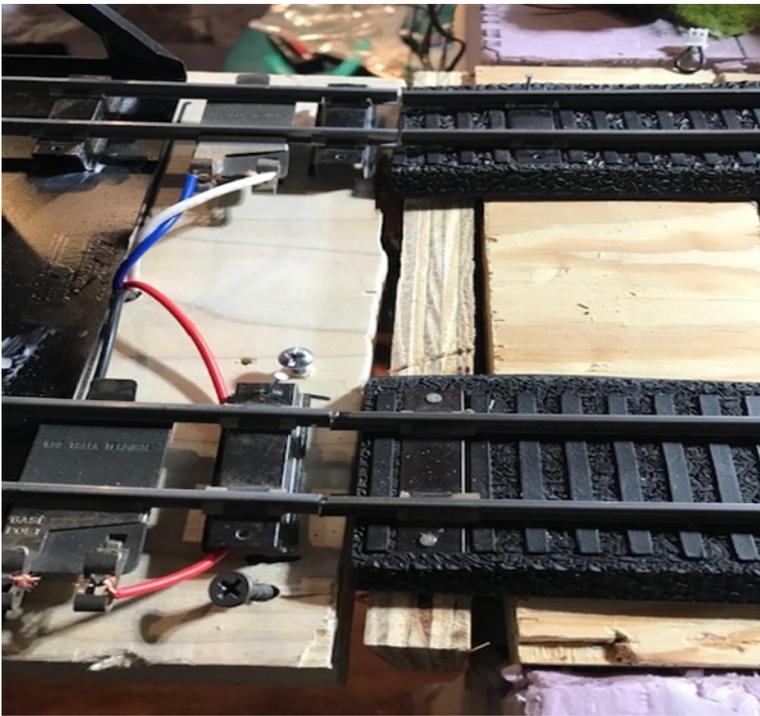
Since this would be a permanent installation, I had to allow for access to the cedar closet built under the basement stairs to the left of the layout area, the storage shelf built into the East end of the area, and, of course, the chimney, furnace and water heater in the center of the basement, plus the 4 inch wood support post and the white plastic drain pipe you can see at the right of the photo!

Since this would be a permanent installation, I had to allow for access to the cedar closet built under the basement stairs to the left of the layout area, the storage shelf built into the East end of the area, and, of course, the chimney, furnace and water heater in the center of the basement, plus the 4 inch wood support post and the white plastic drain pipe you can see at the right of the photo!





PPSSW workers get a well-deserved break. Birthday-boy, Dave Jasper, is at the left.



All that crawling around on the floor and the trips up and down the basement stairs, going to the garage to cut wood or drywall meant that the crew needed a chance to rest and refresh along the way, so I kept them supplied with cheese & crackers, fruit, nuts and even birthday cupcakes to celebrate Dave Jasper's 84th birthday.

There was still the problem of the bridge between the two legs of the layout. I perused several magazines and endless YouTube videos, looking for a solution: lift-out gates, lift-up gates, gates that swung open like a door, hinged lift-up gates. It had to be something that allowed an adult to go through without bending over. I finally decided that a lift-up gate, hinged and wired at one end, would be the solution, and I set to work.

Made of wood, the top platform was wide enough to accommodate a two-track metal bridge. It was supported underneath by two wood 2 x 2s which would hold the bridge in place when it was down. Problems arose when I tried to install the hinges. The track would be cut at both ends, but when the bridge was down, the cut ends had to be as close together as possible. This was no problem at the free end of the bridge.

But at the hinged end of the bridge, if I set the ends of the track as close together as possible, the track would bend when the bridge was lifted. If I moved the track far enough apart to avoid bending, there was too big a gap to avoid probable derailment.

Trying to follow YouTube video examples, I tried three or four different types of hinges,

ultimately building three different wood bridges, but nothing worked. I took photos and sent them to the PPSSW, but no one had ever built a lift-up gate like this. Finally, we held another Thursday night meeting at my house to try to figure out a solution.

A couple of weeks later, Charlie Ganz came back with a working model he had built, showing how to mount the tracks and hinges so they would connect when the gate was down and not bend when the gate was up. Using one of my previous wood gates, Charlie set immediately to work and, by the end of the evening, I had a working lift-gate!

While I was trying to work out the lift-gate problems, I continued to work other parts of the layout. Originally used for car traffic on the old layout, I removed a lot of the inside foam from Sleeping Giant Mountain and it became a railroad tunnel. I built a number of new buildings, including a school, a firehouse and several new houses and shops.

I still have some significant areas of challenge, especially the long, curving viaduct/bridge that sweeps around the upper right corner of the layout over Long Island Sound and down the right edge of the layout. As



Charlie and I celebrate his lift-gate triumph.

with the lift-gate, I built several iterations for the old layout, none of which were completely satisfactory. My latest idea involves using 6 American Flyer truss bridges laid roughly end-to-end, cutting some of them in half to allow them to bend around the curve.

Once I have the bridge problem solved, I need to repour Long Island Sound, reestablish the beachfront areas, install crossing signals and finalize the roads and general layout of the town. On the Minnesota farm end of the layout, I have to get the farm in place and figure out where the roads, shops, the church and the other houses are finally going to go.

Train people say that a layout is never finished and, in my case, it is most certainly isn't. ~ Chris Poppe

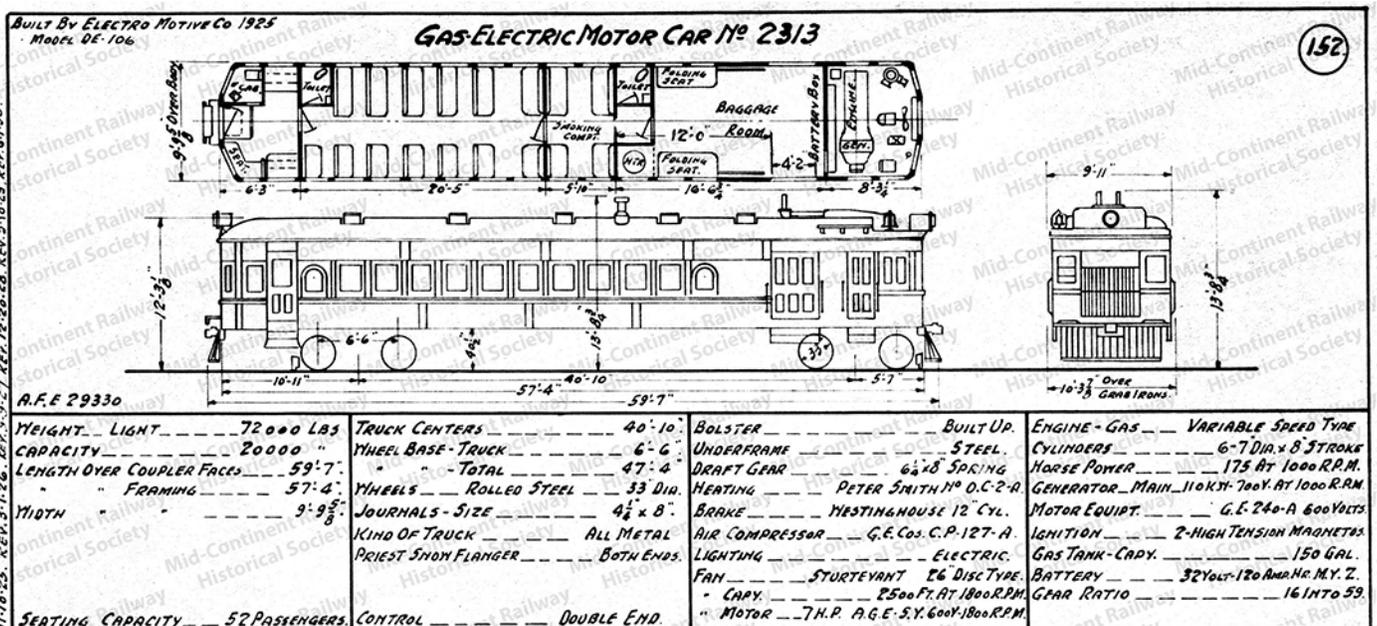
Thanks so much Chris for sharing your modeling experiences and talent with us. You can reach Chris at: chris.poppe@newtracksmodeling.com

Please consider a contribution to our Patreon account, and subscribe to our 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.

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. In fact, below and on the next page is my latest scratchbuilding project. I just started researching with the Mid-Continent Railway Museum and its fantastic staff. Andy Spinelli, who is in charge of restoration of this project, sent me this plan. Take a look at the museum website: <https://www.midcontinent.org/>

Till next time on "New Tracks". Happy Modeling!





Bill Buhmaster photo

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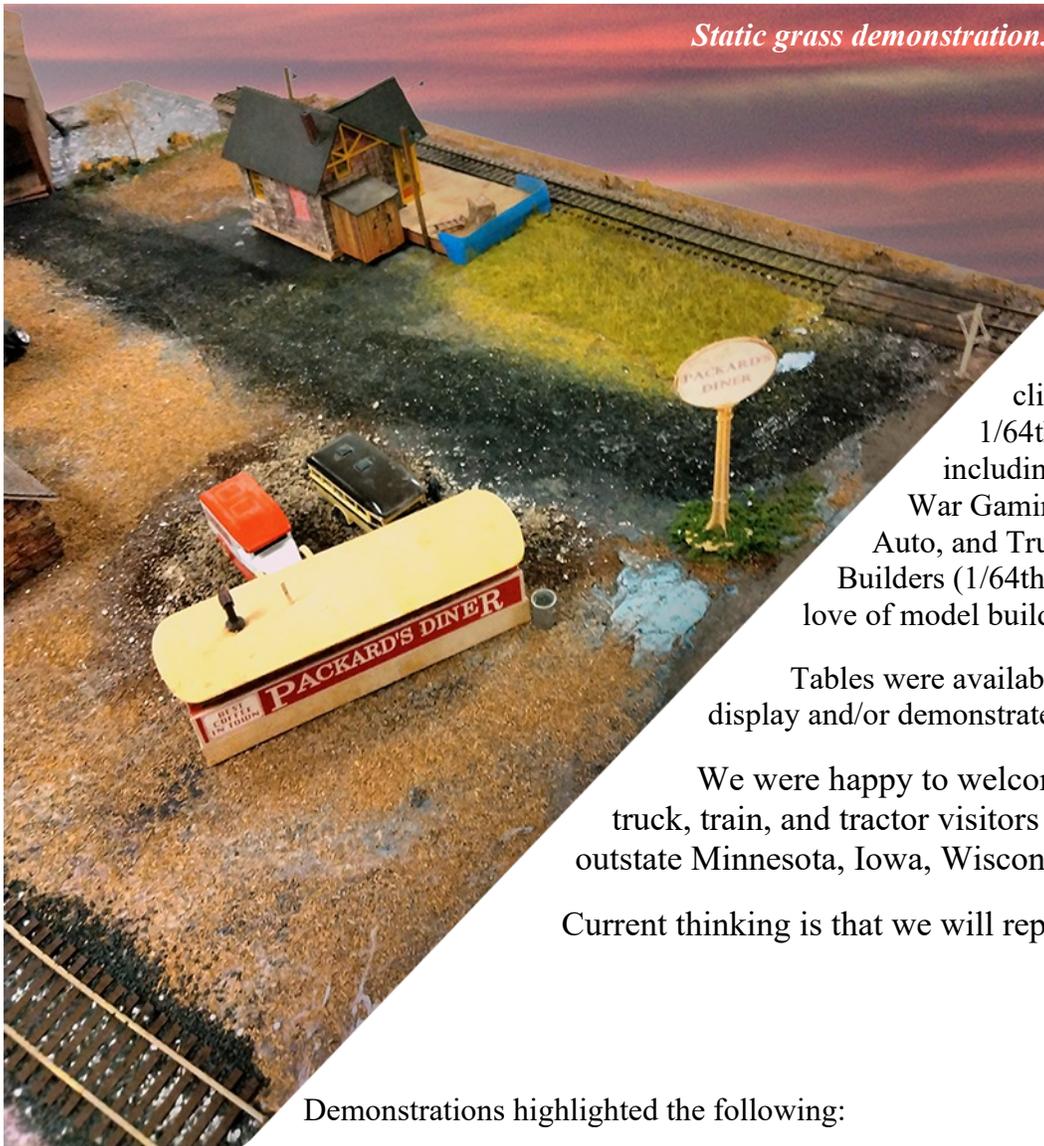
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Pines and Prairies S Scale Workshop's First all 1/64th" scale get together



By Ted Larson and Tom Lennon

Photos by Jeff Madden, Ken Zieska and Tom Lennon



Static grass demonstration.

The Pines and Prairies S Scale Workshop hosted its first "All 1/64th" scale get together on 9/24/22, at the Hopkins VFW.

We invited modelers and clinicians from all types of 1/64th scale modeling genres including model railroading (S Scale), War Gaming (25 and 28mm), Farm, Auto, and Truck Diecast and Diorama Builders (1/64th Scale), and anyone with a love of model building in 1/64th Scale.

Tables were available for those who wished to display and/or demonstrate their methods.

We were happy to welcome 1/64th scale model truck, train, and tractor visitors from the Twin Cities, outstate Minnesota, Iowa, Wisconsin and Illinois.

Current thinking is that we will repeat the effort in Fall 2023.

Demonstrations highlighted the following:

LED and fiber optic lighting (structures, vehicles)
Railway structure and train kit construction methods
"Bashing" and finishing locomotive shells
Diorama scenery construction techniques, and the application of static grass
Weathering materials and techniques
Display: Comparing S Scale and "HiRail" model trains

1/64th scale diecast truck modification
Airbrush spray painting and "Wet Pallet Wash" techniques for gaming figures
Display: vintage toy trains and modern model trains, including an assortment of grain hoppers and boxcars usable for grain hauling
Display: 3D printed models, accessories, and methods
Display: vintage through current diecast vehicles
Display: New products currently available including new 3D figures, assorted structure detail items, 3D - SW1500 kit



Part of Chris Poppe's display of structures.

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S SCALE SHOWS & MEETS

S-scale Zoom Meeting

Every Tuesday at 8pm Eastern Standard US time.
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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



O Scale West - S West and Narrow Gauge West May 25-27, 2023

Hyatt Regency Santa Clara (San Francisco area)
O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held west of the Mississippi since it's founding by Rod Miller in 1991. Plan to join us over the Memorial Day weekend in sunny California.

Website: www.oscalewest.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

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.

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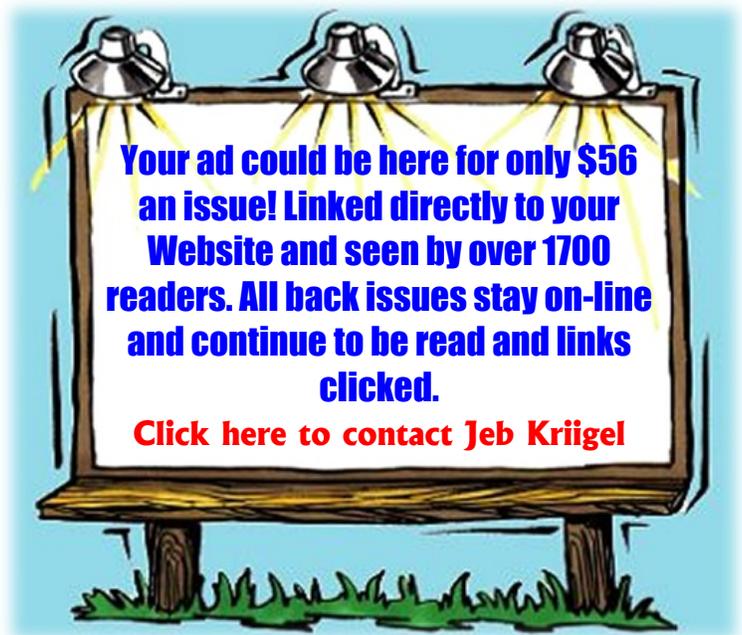
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