

THE

S SCALE

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

April/May 2018
Volume 4 No. 4

Partnering
Mentoring
Building

MODELING TECHNIQUES
"NEW TRACKS" MENTORING PROGRAM
GREYMOUTH TO OTIRA IN STEAM DAYS
LET'S BUILD AN S SCALE AMERICA X29 BOXCAR
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Published Bi Monthly

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

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April/May 2018
Volume 4 No. 4

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

All the key features of the West Coast's steam-age railway terminus are skillfully represented in Greymouth.
John Agnew's layout.

Rear Cover Photo

Another view of John Agnew's beautiful layout.

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

From the Publisher's Desk



Spring has sprung, or so the calendar says! Mother Nature is definitely not on the same page as I write this during a snow/sleet/ice storm here in central Illinois. Not a great day to be outside, but a great day to read a model railroading magazine!

This issue takes on an international flair with an article from New Zealand originally published in *NZ Model Railway Journal*. We have republished it with permission and a few minor changes. Author, John Agnew, takes us on a tour of his great 1:64-scale layout that is currently in its third rebirth. If you were ever curious about New Eland steam railroading, this is a fantastic introduction.

This issue also features an article from Daniel Dawdy in which he tries his hand at building his first S Scale model – an S Scale America Pennsylvania X29 Boxcar. As most of you know, Dan is an O Scaler, so even though the techniques are the same, the model (especially the details) is smaller. He persevered, and if I may say so, did a fantastic job! (I might be a little biased, but I do tell him when he screws up.) Hopefully, he will entice some of you to try building a kit.

Modelling Techniques by regular author, Jim Kindraka offers some helpful hints. Even if you know some of these techniques, they may be a reminder or nudge to use them in future builds. As always, this issue has our regular features: Scene Around the Layout, What's On Your Workbench Today? and New Tracks; in addition to one of our newer features, Reader Classifieds in the back of each issue. To submit yours go to: <https://ribbonrail.com/railroadresource/Classified/>.

If you belong to a club, don't forget to enter The American Beauty Resistance Soldering contest. This is a perfect way to add some equipment to your club at a substantial discount. To enter, [fill out the form here](#). Good luck!

If it's not already on your calendar, make sure to add [O Scale West - S West - Narrow Gauge West](#) in California May 24-26, 2018 and the [Indianapolis O Scale and S Scale Midwest Show](#) September 20-22, 2018. We'll be there so what better reason to go than to say "Hi!" to us? Don't forget to check out the other shows in the back of the magazine including ones the [Sn3 Symposium](#) in April in Texas and the [Spring S Spree](#) in Ohio; not to mention the [2018 NASG Convention](#) in Massachusetts in July.

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE

New S Scale B&A wood Boxcar decal set now available. Boston & Albany 36' wood Boxcar set from NE Prototypes. This new white decal lettering set is now available for B&A boxcars at \$6.00 per set ppd. I accept check. MO, PayPal "Gift" to family and friends as payment.



Other sets are now still available in limited quantities, call for information.

Bill Morris

NE Prototypes

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Rutland, MA 01543-0442

TEL: 508-886-4848 8AM Till 8PM EDT Please

Jimmy Simmons from [Monster Modelworks](#) has a new release. Two Story Storefront Starter Kit with updated building techniques and 3D printed parts. This Two Story Storefront structure fits in anywhere because you custom fit it to your needs.

Now that we've got you started with our Starter Structures, what will you build?
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- Laser Cut Storefront
- 3D Printed Chimney Pipe

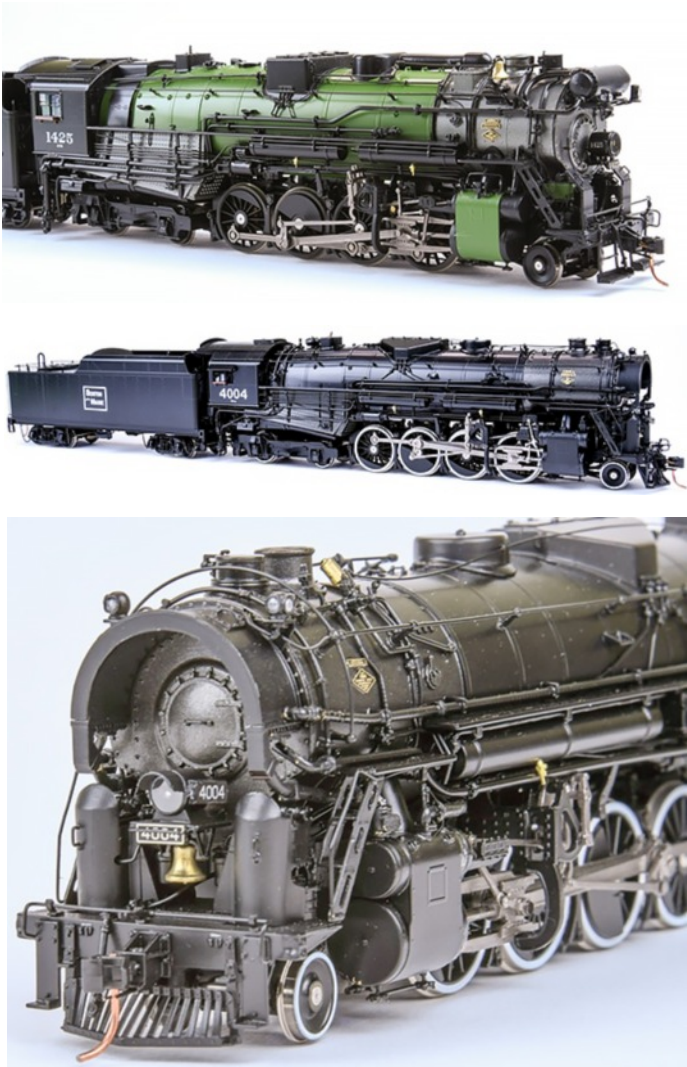
[See their Website for all the details!](#)

Our good friend [Dan Navarre from River Raisin Models](#) has a lot going on right now.

The REA cars are in production. [We posted photos of the sample models in the February/March issue of The S Scale Resource.](#) They are planned for completion in May this year.

The Berkshires are also in the final stages of production. Attached are some photos of just arrived production samples.





We are really excited about our newly added and unique "Wishlist" which lets you save, sort and see thumbnail pictures of backdrops you are thinking of ordering so you can compare scenes and select backdrops that will match best for your needs. Of course, our custom blending service is still available so we can blend different scenes seamlessly into each other to create one natural looking scene customized for your layout.



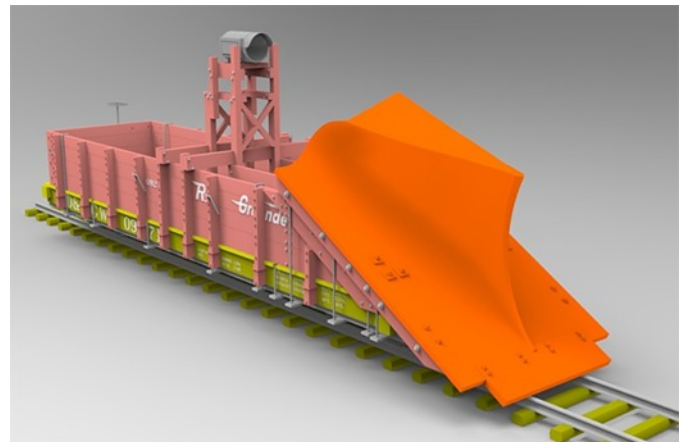
See their Website for more details. The is new product will roll out on March 1st!

Completion of the models is expected in the next 30-60 days. There are a few unsold models available. This is our first project with factory installed DCC.

See all these beautiful models and more at riverraisinmodels.com.

www.RailroadBackdrops.com is introducing their new website rollout beginning March 1, 2018. Already the easiest railroad backdrop website to navigate with it's 1-2-3 step ordering process, we have listened to our customer suggestions and added several new features. We have moved the sizing and pricing selection to step 1 so no more hunting around for pricing. www.RailroadBackdrops.com is the only backdrop maker that allows you to select from a variety of sky and cloud patterns to put behind your scenes so the cloud patterns do not repeat over multiple scenes and we have expanded our selection of these skies.

[Portland Locomotive Works](#) is producing this snowplow kit for use on Sn3 equipment. They have produced the HOn3 version. The kit does not include trucks or couplers. The kits are being produced now and are shipping as they are ready to go.



Please contact the company to express your interest. Contact [Gary Kohler](#) or 330-719-0264.

[St. Charles Model Works](#) announces two new loads. These are iron ore loads intended for use in the S-Helper Service or MTH ore cars. These are also available in 8-packs. If you want to order 20 or more, contact the company for a volume discount!



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

[Des Plaines Hobbies](#) announces that Tichy Train Group has released another 37 new S-scale decals. Des Plaines Hobbies carries all of the over 300 S-scale decals produced by Tichy so far. [See their Website for more S Scale offerings.](#)

[Wild West Models](#) announces new building kits. The Kokomo House Details include: Interior etched floor boards, interior walls, stairs, removable



roof and second floor, clapboard facade, horizontal and vertical plank additions in the rear (shows how the

house evolved over time)! Includes an outhouse.

Windows and doors can be custom positioned and include laser cut glazing. Our trademark EASY to follow FULLY Illustrated step-by step instructions make building easy!

[See this and other kits on their Website.](#)

[Ron Sebastian from Des Plaines Hobbies and S Scale America](#) has all new modern Thrall 2743 cu ft Gondolas. Features new tooling, finely detailed steps and ladders, separate wire grab irons, correct brake gear, all new 100 ton trucks, metal wheels, razor sharp graphics, prototype colors and body mounted couplers.

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See their ad in this issue and [check their Website for ordering.](#)

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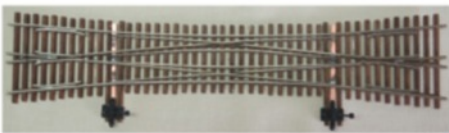


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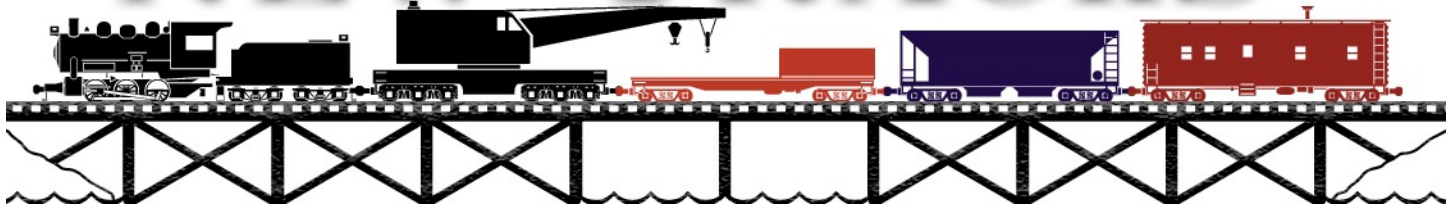


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NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Jim Kellow MMR

We received some really helpful comments about our mentoring articles after the first one was published in the last Issue of this magazine. I am encouraged that our articles will make a difference in both modelers getting a mentor, and increase the number of them building models. Lots of “New Tracks” to travel and have fun.

Monster Modelworks wants to help modelers build better models. I proved last issue that manufacturers would want to help modelers increase their skill and confidence levels and build fantastic models. Monster Modelworks proves it again this issue. Have fun going down theses “New Tracks”.

Monster Modelworks

I am so pleased to have Jimmy Simmons, the owner of [Monster Modelworks](http://www.monstermodelworks.com), who wants to be a part of our mentoring project. When I contacted him, he immediately said he wanted to definitely help. I believe him because he helped me some years ago.

I can remember the first time I heard about Monster Modelworks. It was about 6 or so years ago and I was just starting to develop my plans to scratchbuild a model of the John Allen Water Tank. A friend asked if I had heard about the basswood sheets of brick work being produced by Jimmy. I had not, so I called and ordered some of the sheets, and Jimmy told me how he suggested I paint them using another product I had never heard of. All of a sudden I was really going down “New Tracks”.

Monster had just started making kits, but of more interest to me was the use of their product for scratchbuilding. I loved the basswood brick sheets and when Jimmy came out with the “old brick” basswood sheets I could not wait to get my order in the mail and begin another project. Beautiful product.

There is no question in my mind that if you are a scratchbuilder, Monster Modelworks products should be one of your suppliers. Now I am not much of a kit builder, but I have heard nothing but positive comments about Monster Modelworks kits from modelers who have built them.

You can go to the Monster Modelworks website (www.monstermodelworks.com) and see all of their products. Jimmy told me he founded Monster Modelworks in 2011 with the goal of specializing in highly detailed scale model building materials, kits, detail parts and custom laser cutting. The company offers: Complete Starter and Advanced Structure Kits, 3D Realistic Laser Engraved Building Materials, Detail Parts, Custom Laser Cutting and, Multiple Road Materials.

Monster Modelworks works with: Individuals, Manufacturers in all markets, and Museums, Clubs and Associations. They are also available to do clinics and classes for groups. As their website says “if you are looking for highly detailed structures and roadways look no further”. I can definitely agree with those comments based on my personal experience.



For this contest, Jimmy suggested we use the Brick City Jail Kit. A photo of the model built from this kit is shown here. More information can be found on Monster Modelworks web site: (<http://monstermodelworks.com/S-Scale/S-Kits/s-scale-brick-city-jail-kit.html>). Jimmy believes this kit will be a great building experience for a modeler. Monster Modelworks will provide the kit and a mentor to help the modeler build the best possible model. I wish I could win, but since I can not, I wish the best of luck to all of you being able to go down “New Tracks”.

The method of contact between the mentor and the modeler building the kit will be decided by the modeler and the mentor. The winner’s model and comments about what he learned from the

experience will be featured in a future mentoring article in this magazine and on “New Tracks” Facebook page.

How to enter the Monster Modelworks contest:

If you want to enter this contest, you must [Fill out our form here](#). A modeler can only enter one time in this contest. All emails received by April 18th will be included in the random drawing by the independent overseer. The winner will be announced in the next article in this series as well as on the “New Tracks” mentoring [Facebook page by clicking here](#). Monster Modelworks will contact the winner directly to arrange for mentoring and delivery of the kit. Good luck to all of you. Have fun going down these “New Tracks”. And thanks again to Monster Modelworks for their help in this mentoring project

Individuals who can be your mentor

I hope you enjoyed reading in the last issue about some very knowledgeable and skilled modelers who were willing to help mentor modelers who felt they could benefit from their help. In this issue you will meet several other modelers who could be your mentor. If you feel they can help you please let them know. I really appreciate them wanting to help you improve your modeling skills, boost your building confidence and go down “New Tracks”.



Robert Farscella

(<https://www.facebook.com/groups/1689316454712151/>)

What I Model:

I model the late 1970s. More specifically the Delaware and Hudson Railroad in the late 1970s. My modeling is a cross between the historical operations of the D&H and proto-freelancing. It seems like a rather strange concept but combines the interests that I have in a specific piece of railroad and my love of the D&H in a certain era. The railroad is the former Elmira Branch of the Pennsylvania Railroad from Williamsport, PA to Elmira, NY.



From the old days of S scale modeling, the K-5 conversion, , an Old Enhorning F-7 with scale wheels and a scratch built mechanism, and a Flyer Alco PA with scale wheels and hand painted graphics.

The railroad was abandoned during the Penn Central era, yet my interest is in the time following the Conrail merger. The actual Elmira Branch was devastated by Hurricane Agnes in 1972 and never rebuilt. But, in my world, The damage was not significant and service resumed until 1976 when Conrail was formed.

Following the Conrail reorganization of bankrupt northeastern railroads, the Elmira Branch became redundant, and as a concession to the newly formed railroad and a means to foster competition, the Elmira Branch became the property of the D&H. Along with trackage rights on Conrail's Southern Tier Line and on the former PC from Williamsport to Perryville, MD and then the Northeast Corridor to Potomac Yard, The D&H could run haulage trains from Buffalo to the Richmond, Fredericksburg, and Potomac in northern Virginia. It is truly fiction but completely plausible.

The section that I model is Williamsport to Southport Yard (Elmira) which features a steep ascending grade northbound and interchanges with a short line railroad in route. The short line, The Susquehanna and New York was factual and connected with the PRR at Marsh Hill, PA. the S&NY was abandoned in the early 1940s, and using more modeling license, survives into my model era interchanging carloads of crushed stone, finished lumber, and agricultural products. The S&NY never owned a diesel locomotive, but if it had survived into the 1970s, would likely operated with a fleet of well-used, but reasonably maintained first generation power.

Modeling the 1970s in S scale is a significant challenge because of the limited amount of second generation diesel locomotives commercially available. I have been able to overcome that challenge by scratch building, and developing new models using 3D printing technology combined with mechanisms from available commercial products.

People who have Mentored or Helped Me

I've always been an S scale modeler which means that building from scratch is a necessary skill. The early days of S scale meant American Flyer and there wasn't much else available. During the early 1970s, I subscribed to the *S Gauge Herald* magazine and was awestruck by a PRR American Flyer K-5 Pacific conversion to scale by the late Sam Powell. The caption of the photo mentioned that Sam used scale brass castings and other parts obtained from S Scale Locomotive and Supply (SSLS) in St. Louis, MO. At the time, I was living in St. Louis and contacted the owner of SSLS, Claude Wade.

Like most S scale manufacturers, Claude worked full-time by day and sold brass locomotive kits in his spare time from castings that he had made that would enable a skilled modeler to build an impressive brass steam locomotive designed to run on scale track. Claude was more than helpful in supplying the parts and advice needed for me to make my own version of Sam Powell's masterful creation. Claude not only supplied countless parts for my scale projects, but also taught me valuable skills, such as soldering brass, drilling and tapping machine screws, painting brass models, what adhesives to use and numerous other skills.

One of Robert's 3D Printed Locomotives



Claude's interest in mentoring me went well beyond his desire to sell me scale parts. He was truly dedicated to helping me learn the skills needed to build quality S scale models. With Claude's help, I was able to create a very nice S scale replica of the Pennsy K-5 Pacific that I still have to this day. Claude's skills came in very handy during the 1970s as new manufacturers developed S scale kits that required soldering, kit bashing and scratch building skills.



Becoming a skilled modeler required more than just an ability to build scale rolling stock. A truly pleasing model railroad needs to replicate life in miniature. I was influenced by many skilled modelers over the years. When I moved to the Boston area in the early 1990s, I met the late Ben Brown. Ben was an O scale modeler that lived in the suburban Boston area and had an outstanding proto-freelanced layout known as the Chemung Northern.



Another of Robert's 3D Printed Locomotives.

What impressed me about Ben's layout was that it was a true believable replica of railroading in the 1960's and captured the era nicely. It wasn't just nicely modeled rolling stock running through convincing scenery, but it was the attention to detail that made you feel like you could actually be present in scene. His layout featured many fine details such as buildings with lighted interiors, realistic ground clutter, convincing backdrops, and adjustable room lighting, that with different color lights, could change the sky from daylight to dusk to twilight and then nighttime.

Ben was a true inspiration, and we communicated on regular basis even after he moved away from the Boston area through comments on his blog and regular email. Ben had a great way of encouraging you without being critical. Ben unfortunately passed away unexpectedly in 2015 and was unable to complete his latest layout of the Maine Central's Eastport Branch. I truly miss Ben, his fine modeling skills, but mostly his friendship.

These days there are many influential scale modelers doing great work in every scale. They can be found everywhere in print and digital magazines, on YouTube, Facebook, internet groups, podcasts, special

interest groups, and list goes on. But one modeler in particular has influenced me more than any other, Mike Confalone. Mike's layout, the HO Allagash Railway, in my opinion is one of the finest model railroads in any scale. Mike's attention to detail and his fidelity to scale operations makes his fictitious proto-freelanced railroad so believable that you will want to visit the State of Maine just to see where his railroad is supposed to be. I've never met Mike or communicated with him in any way, but his series of videos and books available through *Model Railroad Hobbyist Magazine* are a wonderful resource for any scale modeler.

How I Mentor

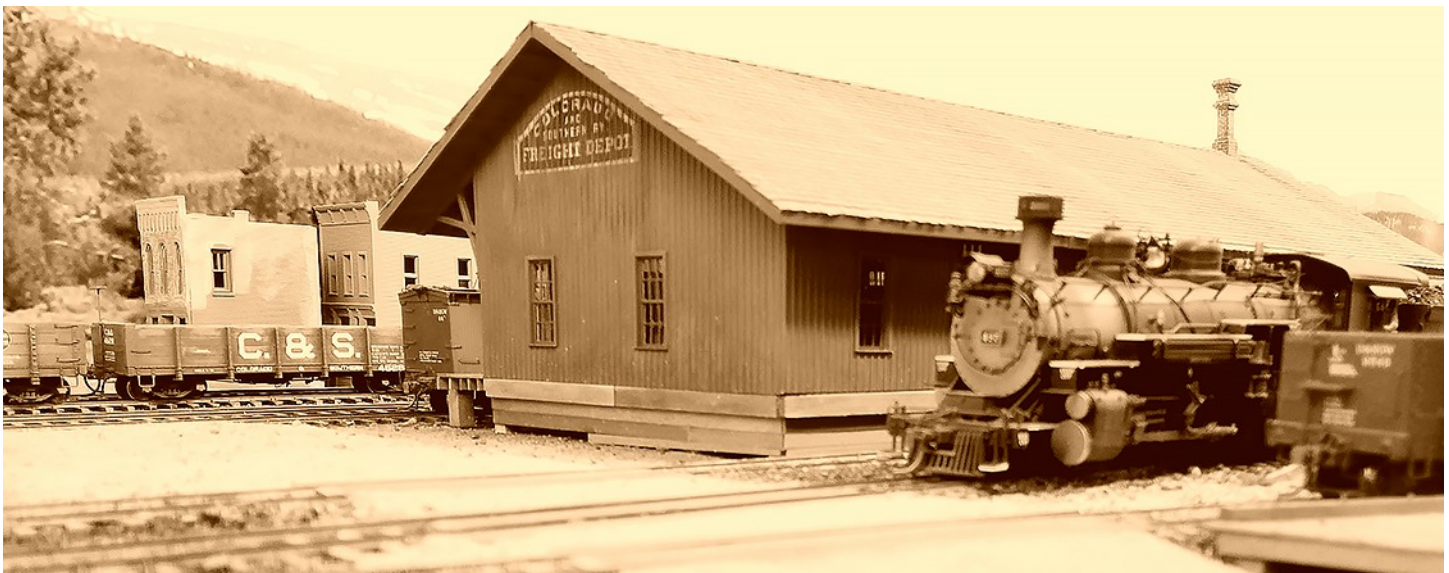
Mentoring fellow modelers today is easier than ever with the advent of social media. It's easy to follow modelers that have a presence on sites such as Facebook. I have a Facebook page dedicated to my layout building and modeling efforts - *The D&H in S Scale in 1977* - www.facebook.com/groups/1689316454712151/.

It's a private page, but most modelers can gain access upon request. I usually post updates on the layout's progress and brief descriptions on my processes and methods. **Modelers can post comments and questions and I'm more than happy to reply with further details and information.** I also post photos and information on the S Scale Model Railroading Facebook Page, and on the S Scale Yahoo Group site. Serious modelers can message me on Facebook or through the Yahoo site with specific questions, and I'm more than happy to reply. My style is much like that of Ben Brown, be helpful but never critical.

Keith Haynes

Keith.Haynes@sscaleresource.com

My Modeling Journey: Like many model railroaders, I got the bug from my Father and Grandfathers. Railroad careers are distant in my family: suffice it to say my Grandfathers liked trains. My Dad modeled in HO and HO. I followed in the footsteps and we had several layouts during my youth. The prototype was not far away, either: I got my fill of steam during Rocky Mountain Railroad Club trips on the UP, and rode The Silverton and Cumbres and Toltec in the early 70s. Western prototypes were a natural for this Colorado native.



A D&RGW freight arrives in Leadville at the rear of the C&S freight depot. The building is constructed of styrene with 3d printed windows and doors. A friend created the art for the sign.

College provided a forced hiatus from model railroading as I devoted time and money to school. Breaks provided brief opportunities for modeling. I confess I used the time to experiment. At the time, Crossing Gate introduced some excellent narrow gauge kits in On3. During the 70s, most models required some form of assembly, and these Crossing Gate kits consisted of scribed styrene exteriors with Grandt details: they were not “shake the box kits.” Within a year or two, Grandt introduced an excellent On3 Colorado & Southern caboose kit. The models turned out great, but they were big: about eight times the size of the HOn3 kits I was accustomed to. This was the mid-80s and PBL was starting to manufacture models for all sorts of narrow gauge prototypes in Sn3. I spied a Triangle Kit for a High Side Gondola (now manufactured by Weisman) and tried it out. The kit went together as easily (or with the same challenges) as the larger Crossing Gate models, but it was about the size of an HO scale standard gauge car. I was sold.



Extra 71 west (all freight trains are run as extras) arrives in Leadville. Locomotives are all brass models and most of the rolling stock is kit built.

At the time, I was living in Seattle, and happened to attend a local NMRA meeting one evening. During introductions I confessed my narrow gauge interest and a fellow introduced himself afterwards: Bill Wardell. Bill participated in a local round-robin of Sn3ers. It was nice to be among others with similar modeling interests, even though I did not have a layout of my own at the time. Bill encouraged me to try out a PBL kit, and he suggested a steel flat car as the best introduction. I threw caution to the wind and got a caboose kit instead: it proved to be a much longer build.

Bill also told us all about the Friends of the Cumbres and Toltec. This is a group of volunteers that supports the preservation of the surviving narrow gauge main line between Antonito, Colorado and Chama, New Mexico. Each summer the Friends host a series of week-long work sessions where teams work on the gamut of projects from the restoration of mile posts to preservation of buildings to rehabilitation of freight and passenger cars. After returning to Colorado, I had the opportunity to volunteer with the Friends during work sessions for about ten years: it was a very rewarding experience, and I found my railroad calling in the car shop. My specialty? Circa 1900 wood cars. The work sessions proved invaluable to my understanding of period rolling stock construction and railroad operations. I have also had the privilege to make the acquaintance



Locomotive 71 stops for water at Birdseye Tank outside Leadville. The water tank is constructed from styrene with 3d printed columns.

of many, many great folks.

Model railroading has always been my calling though, and family and career finally got to a place where I could devote time to starting a layout. I had been collecting models all along, and it was time to create a railroad to run trains on! I initially planned a freelance layout that would permit both Colorado & Southern and Denver and Rio Grande Western prototypes set in the late 1930s. I picked the date because the Rio Grande had just adopted the speed logo, the narrow gauge passenger trains had been modernized, and Leighton (GRAMPS) Hughes had his tank cars in operation. I considered a number of prototypes not modeled—no offense RGS-ers, but Ophir quickly fell off the list. Too many people have

modeled this highly picturesque place. Central City had a fabulous brick depot, and Black Hawk had an interesting yard. Though most folks focus on Chama to Antonito or Durango—in part because operations persisted to the late 60s and are well documented, the Salida-Gunnison line was really the main line with heavier traffic, and has lots of neat locations and track to model.

One month, the afterward in *Model Railroader* featured a photo of the Leadville, Colorado engine terminal taken by Linn Wescott. Leadville was an important mining center once served by three railroads. The Colorado & Southern terminal in Leadville included a neat brick depot, a freight house, a compact yard and an engine terminal. Most of the structures survive today. I had long admired a layout track plan constructed by Dave Adams. Dave's layout is on two levels and is based on Chama on the D&RGW with a branch off the tail of the Cumbres Pass Wye. It features nice operating potential and is well executed. I started my plan with Leadville being the terminal on the upper level connecting to a lower level terminal based on the Rico, Colorado track plan. The levels will be connected with a helix. The idea was to model places that I have not frequently seen modeled.

As I started construction, I had no idea how I was going to build the layout, much less the individual models. I did a lot of reading on benchwork and roadbed; control systems and operations. A lot of this research occurred on line and I started to follow different web pages and meet many modelers I admire over the Internet.

Darel Leedy started the C&Sn3 web page (<http://coloradosouthern.blogspot.com>), which has become a magnet for discussion about this prototype. I had loosely based my plan of Leadville on a selectively compressed version of the real track plan. The thing is, the more I build, the more the layout is transforming into the segment of the Colorado & Southern between Leadville and Breckenridge

A fragment of the original layout design is the D&RGW connection at Leadville. This serves as staging—or a universal industry—via an interchange track. In fact, it is a neat job to operate the daily mixed, switch several industries and exchange cars with the C&S. One of the industries modeled is a portion of the Arkansas Valley Smelter. I selected an HO styrene kit from Walthers to kitbash into the warehouse. The thing is, the model comes with windows that give away the scale: this led me to discover 3d printing. I could model new windows with larger panes of glass using Sketch Up, and send my plans to Shapeways to print. This started a whole cascade of modelling projects and allowed me to more easily follow the prototype than I ever intended.



The Superintendent has stopped at the smelter to check on business. The car is a toy that proved to be an accurate model of a period Ford. The paint was stripped, and the car was primed and painted in a color correct for the era.

Another watershed for me was the introduction of laser cut parts from several folks, like Monster Model Works. I got some of the brick sheet from Monster and started experimenting on my model of the Leadville depot. Using the brick sheet with 3d prints for windows, doors and dormers, I have been able to build reasonably accurate models of the passenger and freight depot and the roundhouse. Other structures will follow.

Fortunately, a number of manufacturers have introduced C&S and D&RGW prototype kits for me to build. Though I have a handful of PBL ready-to-operate equipment, I enjoy building the kits more, particularly

painting and lettering the cars to match specific prototypes and showing a variety of weathering. I am adding Soundtraxx Soundcars to my caboose fleet to provide some noise at the end of the train as well as the beginning.

The layout is far enough along that I have multiple projects occurring simultaneously. When I confront an obstacle on one, or just need a change, I move on to another. Sometimes the glue just needs to dry on one project, and the next project gives me something to do. Though some modelers profess to prefer one material, I have tried everything: styrene, basswood, resin and plaster. I have no one favorite and tend to use what is close at hand and best suited for a particular project. I have had my share of lucky accidents too. After far too many years, the hobby remains an enjoyable one, and I look forward to more model railroading in my future.



The C&S Leadville is scratch built using laser cut wood sheet and 3d printed windows and doors.



Extra 75 west arrives in Leadville. The backdrop is a photo of the mountains east of Leadville taken with my cell phone. This was taken to a store and blown up to a 2' x 8' print, which is was taped to the wall. The print is fuzzy which causes the viewer to focus on the model.



I've always liked trains, along with many other things, and I've always liked to build things. My father taught me about tools and machinery, and infused in me the desire to create, and that I could create whatever I wanted. I also always loved to see the trains of the 1950s and early 1960s when we traveled. I was a bit late for steam, however, as I never remember seeing any steam engines in normal operation. But my father had told me all about them. For Christmas when I was two and one half, I remember getting an O scale two-rail wind up train set, which ran in an oval. I had that for a number of years, and really enjoyed it.

Regretfully now, I don't remember what finally happened to it. When I was



My first HO train set sixty years ago, when I was five

about three years old or so, my father got me a simple American Flyer set. I also really loved that, but I was far too young. I remember breaking the track pins as I would try to assemble and take apart the track. I remember also the really wonderful feeling of handling the equipment in and out of its box wrapped in the old corrugated cardboard. My father then either sold it or gave it away, which greatly disappointed me, but I was decidedly too young to handle it and run it properly. When I was five, my father gave me a basic HO train set: a Burlington rubber-band drive F unit, a Southern Pacific gondola, a

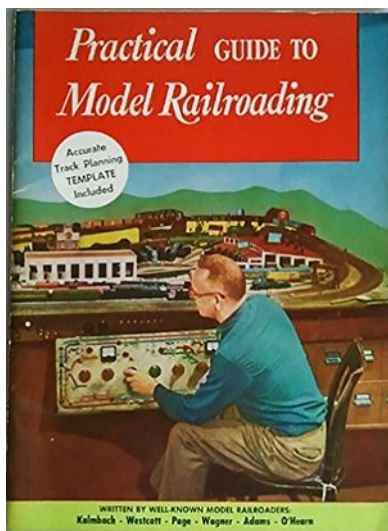
Western Pacific "feather" silver-colored boxcar, and a Union Pacific caboose. I still have these items.



The original MRC power pack that came with my train set still works today. In fact, I use it now as the power source for DCC operations. But I can also hook it up to my sectional layout in DC mode to operate trains as well using DC power. I replaced the original throttle knob when it was lost with a Tinkertoy wooden knob from the same era, and the original "pop-up" circuit breaker has been replaced with an old-style automotive fuse. Otherwise, it is in original condition except for showing its age, and it operates now as it did when new. In the years following, my father helped me start a layout a couple of times, but nothing ever got finished. We did, however, expand on the number of items of HO equipment. These are some of the

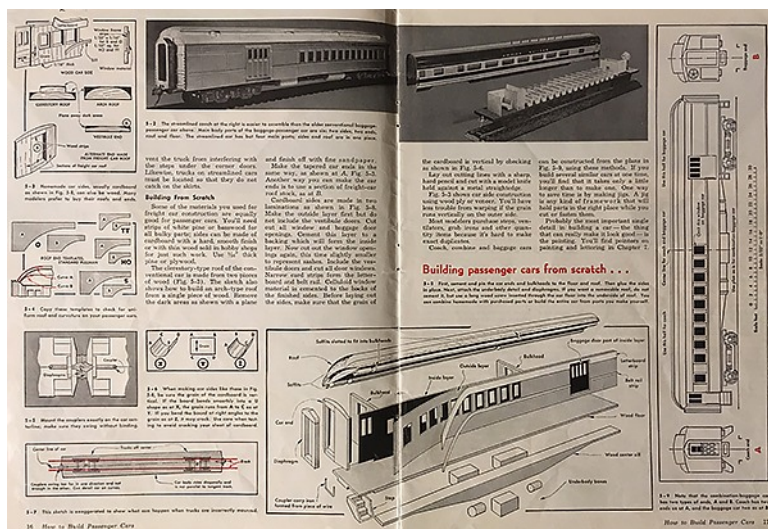
HO cars that were added to the original set when I was still very young, and of which I keep very fond memories:

As I got older, I at last got an oval of HO track completed and tacked down on a 4 x 8 sheet by myself, but I didn't have the focus and precision to keep from having derailments. This was frustrating to me, though over time, on my own, this improved somewhat. As a youngster, my father bought for me the Kalmbach book "Practical Guide to Model Railroading", This book was published first in 1952, and was written by Westcott, Page, Wagner, Adams, and O'Hearn. I read it over and over as a youth. That book became for me my "Bible"



for model railroading. The drawings and photographs in that book are indelibly impressed into my mind. It is still a valuable resource for modeling today, even if some things are dated. In my model railroad thinking today, I still automatically go back to things I learned in that book on so many railroad subjects. The book treated “the four scales” on a very equal footing: O, S, HO, and TT. (There was no “N” scale yet when the book was published.) The book also spoke considerably about prototype track construction, and of hand laying model track, which really intrigued me. The book also spoke

of scratchbuilding railroad equipment, and structures. Chapters four and five are titled respectively, “How to Build Freight Cars,” and “How to Build Passenger Cars.” The concept of “building” was implicit in the titles to those chapters, and frankly all through the book. There



were even plans and diagrams for freight and passenger cars included in the book to aid in those who wanted to try scratchbuilding. I loved it! Here is an example.



Being so inspired and greatly motivated, at eleven years old I made my first attempt at scratchbuilding. This was on my own, and I had no mentor or supervision, save my Kalmbach “Bible.” I had always been intrigued by the attractive “Pacific Fruit Express” reefer cars, and so I attempted to build one, and then another, adjusting my methods slightly for the second car. The first car (Left Above) was made of thin modeling plywood, upon which I did horizontal wood plank scribing. (I hadn’t realized yet that PFE wood siding had the planks oriented

vertically.) It was painted with Testors model airplane paint. The roof is card stock. It still has trucks and couplers, and will operate today if placed on HO track in a train. The years, however, have not been kind to the cardstock roof of either car. The second car (Left Bottom) was made of “Strathmore” card stock or cardboard, and painted with poster paint. The machine nuts I glued inside for weights are now loose, and rattle around inside. I thought I was clever to cut the Union Pacific shield out of a brochure and glue one on each side of the car. Passenger train brochures were plentiful in those days when EMD “E” units were still kings of the passenger fleets, and we did indeed live then in Union Pacific territory. My railroad “Bible” listed “Hand Lettering” as an option in the chapter on “Painting and Lettering.” My abilities as an eleven-year-old were not as expert as those of some of the examples in that chapter, however. But I tried. At any rate, the only decals I had in those days were what came with plastic model airplanes, and it didn’t even occur to me at that young age that I might find and buy model railroad decals anywhere. A few years before these attempts at scratchbuilding, I inherited some Lionel trains from my cousins. I had a good time with these, and it was something that I could set up and reliably run on my own. I eventually expanded on the Lionel collection, and obtained several additional cars. When I was 9 or 10, I wrote to Lionel, chastising them for producing so many “unrealistic” cars, like the balloon car, the rocket launching car, and other sensational but “unrealistic” stuff they’d advertise on TV in the early



1960s. I encouraged them to “expand their line of rolling stock.” I did ask my father, however, for the new Lionel “gold bullion” car, with all the gold showing through the transparent windows.

However, the “toy train” aspects of Lionel, and my perception of the “realism” of HO, invariably kept my long-term interest with HO trains, and I kept coming back to them. I also earned the “Railroading” merit badge in the Boy Scouts program.

As an older teenager, I lost interest in trains, so the HO stuff got packed away, and I sold off all the Lionel equipment for a song. I’m still sick about that now. After that, I didn’t interest myself in model railroading for some time, until well into my adult years.

When I was about 30 or 31, I was in the Air Force and living in Dayton, Ohio. I happened to be downtown one day, and I discovered a train show at the convention center. So I paid and went in. It was magical. The railroading “hook” from my youth from that point on was in very deep.

So I retrieved all my HO equipment which was still safely packed away at my mother’s home, and started in again. I had no room for a layout, so I decided to build some shelf modules, and I tried to lay some track. I also made a couple of switches. They mostly worked, but I really didn’t know very well what I was doing, and I didn’t have any track or standards gauge. There were some railroad tracks near our home then, so I went out and measured the rails one day. I then discovered that the code 100 rail that I was using in HO was definitely

not to scale. The local hobby shop then informed me that there were other rail sizes than code 100, and sold me a section of HO flextrack in code 70. It looked really nice, compared to code 100.



My Kalmbach “Bible” was still there, as I had retrieved it along with my HO equipment. The book’s descriptions of scratchbuilding and hand laying track still inspired me. So I decided to build from scratch an HO flat car.



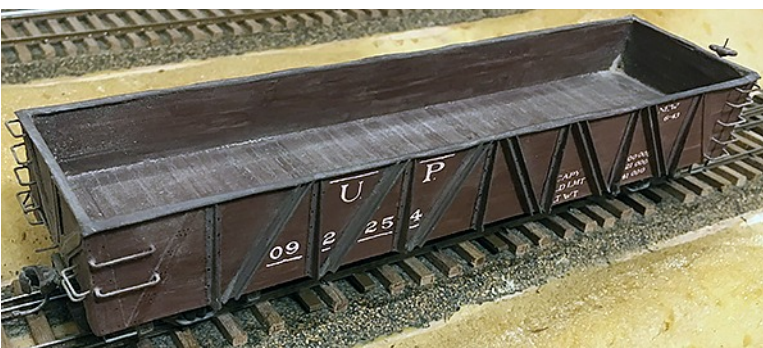
3-4 This unusually detailed S gauge caboose took Robert F. Shank of Los Angeles, Calif., an entire year to construct. It is equipped with seats, tables and a pot-bellied stove. The underside has all of the truss rodding of the prototype as well as the brake rigging. Bob worked from notes and photos taken from a full-size caboose. He spent a total of \$2.68 for all the materials needed.

One day at the local hobby shop, remembering my old American Flyer set, I asked what the modeling scale was for American Flyer and S in general (not remembering that it was in my “Bible”). “1/64,” I was told, or “3/16 inch to the foot.” There was something magic about those numbers that really grabbed me. I then contemplated building in “S” in a truly “scale” fashion. “But of course I can,” I thought, as there were photos of examples of “Scale S” in my Kalmbach book. Besides, if I decided to lay my own track and to scratchbuild, I could just about

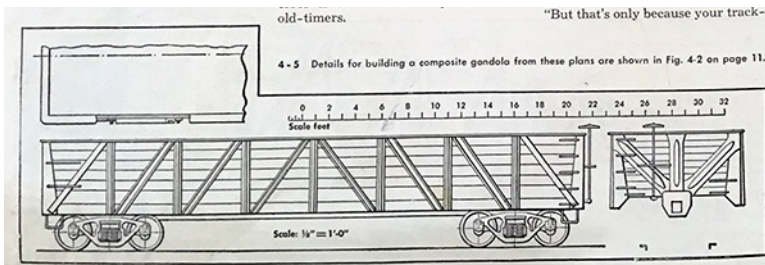
model any scale. But I was still tentative.

One day I saw a small ad in Model Railroader magazine, where a catalog was offered by a company named “S”cenery Unlimited, containing “thousands” of S items, which was really interesting. “Thousands?” I thought. When the catalog arrived, it became clear that there was sufficient in S to make a good go of it, and I began to learn more. So I placed my first order for some “S” items, including a boxcar, some “S” trucks and couplers, and some detail parts. I also made an S scale three-

foot long display track, with hand-laid rails.

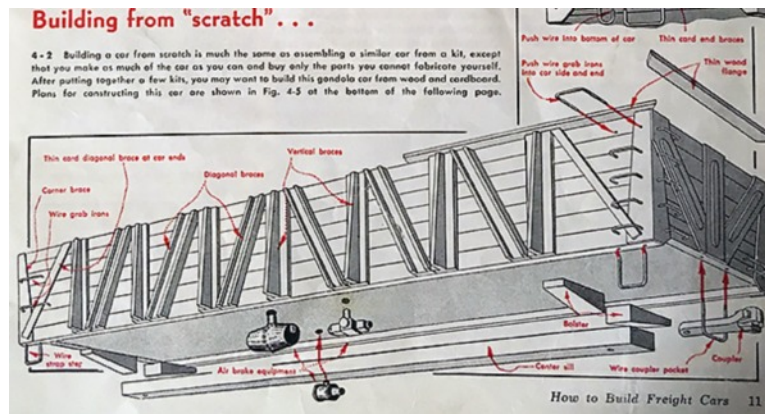


A week or two later, I got a call from Don Heimburger, the owner of “S”cenery Unlimited, who was in town (Phoenix area, where we lived then) for a narrow-gauge convention. He asked if he could come by and deliver my order in person. It was really exciting for me at the time to meet him. This was about 1984 or 1985. I then scratchbuilt



my first S scale freight car, a composite gondola, from plans in the Kalmbach "Bible." I never looked back. It was "S" for me.

I made some early modules, with hand-laid track, but like all things, we learn from our experiences, and I decided to part with them during one of our subsequent moves. My equipment over



the years has been partially scratchbuilt, partially commercially produced, and some "kit bash" projects. I



S Scale 4-6-2 "Pacific," from a kit from "S Scale Loco and Supply"



bought a fair amount of S scale brass over the years, but wound up selling most of it. I still have one brass steam loco import, and one brass steam locomotive from a kit that after a couple of overhauls, works reliably, and looks nice.



HO Steam Locomotive Kit Modified to Sn3

My first S scale locomotive was a four-wheel diesel that I scratchbuilt, based on the old HO Athearn "Hustler." An early attempt at building "S" modules. I've also had some American Models and S Helper Service diesel "F" units, but presently have just one American Models FP-7. I also have an Sn3 steam loco, that I modified from an HO kit, and a few Sn3 cars from kits, scratchbuilding, or kit bashing. I have a modular or sectional layout, and at the present time I have 5 sections, 6 feet long by 2 feet wide. Each has two standard gauge lines, and one Sn3 line. I am currently laying track on the two newer sections, which I expect to finish within a month. I like high-number switches, which is possible on straight sections, and also



unusual trackwork. I have a number of #15 switches, along with some #10s, including a #10 double-slip switch, and a #15 three-way switch. I also have one dual gauge spur. So far I've put only #8 switches on the narrow gauge track. I am a member of the NMRA, and working on the Achievement Program. I'll have my "Cars" award ready for approval upon completion of a Pullman sleeper resin-wood kit I'm now working on. I have significant work done in three or possibly more



other areas. I have entered scratchbuilt models in the local NMRA division competitions, and have done well there, including a couple of "Best of Show" awards, and many NMRA merit awards.

I use a modified "Fast Tracks" method to build my switches and other trackwork. Rather than purchase expensive and inflexible aluminum turnout jigs, where a new, separate jig must be purchased for every different kind of trackwork, I simply use an accurate, full size CAD printout of

These photos depict a standard gauge-narrow gauge separation turnout, as well as a "draw," which moves the narrow gauge from one side to the other of the dual-gauge track.

the trackwork I intend to build. This printout includes all rail sections, as well as the ties. I tape this securely to a wooden board. I start by preparing my PC ties, exactly as in the Fast Tracks method, only I tape them to the plan in the correct locations. I then prepare my rails, and solder them to the PC ties as I go, using a track standards gauge to insure the gauge and all gaps are accurate. I prepare the frog in advance using a wooden jig of the correct angle. This way, I can prepare any trackwork I can conceive of, without an expensive investment in a jig that can only be used for one specific form of trackwork. This also allows me to construct trackwork for which no aluminum jig exists. But in the end, my switches "turn out" (pun intended) to resemble and function just like Fast Tracks switches.

I'd like to show a few more models here. The first is a styrene-build caboose based on the S scale caboose photo that I was so fond of from the book "Practical Guide to Model Railroading".

As far as railroad names go, I appreciate all road names, but I especially like western US roads, and in particular, the Union Pacific. As a 10-11 year old, I rode the Union Pacific several times between Chicago and the west, and those are very dear memories. It is interesting to me how much our emotions, memories, and experiences play out in our model railroading choices and preferences.

I don't consider myself an expert by any means, but there are some areas of this art form that I can and have done well. There are many people I feel who are far more expert than I, and I am thrilled when I learn new things, and gain new modeling abilities. I desire to share my joy and experiences with whoever may want to either see what experiences I've had, or who may want to learn what I am able to demonstrate.

I want the model railroading scratchbuilding art form to continue, and to not die out. I plan on continuing to learn, and in that process, I wish to share with others my past, present, and future learning experiences, both mistakes and successes. If I am able to help or to mentor any persons desiring to work in or to advance their abilities in this art form, I will have joy in that. It gives me great excitement when I see others realize that they CAN build whatever they conceive in their mind, and when I witness that same excitement and joy in others.



This car was also made from styrene. The corrugated car ends, as well as the roof and doors, were scratchbuilt. The roofwalk is a modified O scale part. Stirrups are brass wire hammered flat. Full underbody and brake rigging is included. This car also won a "Special Grand Award" at the New Mexico State Fair model railroad contest. Dust control on models that have been around for a while is very hard.

for the car sides, and the car framed in maple wood. The roof, roof walk, doors, and car ends were entirely scratchbuilt out of maple, including the underframe and even brake components. The car side rivets were printed on the card stock. The stirrups, grabs, ladders, brake wheel, glad hands, cut levers, and brake rods were all made from brass and soldered. The only commercial parts in the model are the trucks and couplers.

I don't have much experience (yet) in scenery, nor any in photo etching, but I kind of see the photo etching on the horizon, for some possible future projects. I'm also trying to come up with my own, homebuilt, reliable, quiet, diesel drive system. There is lots of opportunity for future work.

I am fairly experienced in constructing using wood, cardstock, and in styrene and ABS plastic. I have some good results also in brass, and as in other areas, I am continuing to learn. I am currently scratchbuilding a brass steam locomotive, and I have plans in my mind to build many more after that. I am currently building the drivers for this project. I really like the "big steam" locomotives from the '20s, '30s, and '40s. I also like early EMD Diesels: F units, E units, and the early GP and SD units, up through about GP-9. I also like to model the DDA40-X. This car was scratchbuilt using largely "old school" methods. The only thing modern in the construction was designing the car sides on a computer and printing them out on card stock using a color printer. The printed cardstock was then glued to thin wood

Sn3 Free-mo Modules

When I saw Steve Cox was setting up a Sn3 Free-mo group I immediately joined and called him to discuss his idea. Steve said: "The site is for anyone interested in the discussion and creation of a Sn3 Free-mo standard so that anyone who desires can build modules they know will connect to anyone else." The group can be found at <https://groups.io/g/Sn3Freemo>

I discussed in a previous article in this magazine how important it is, if S Scale is to grow and become "The Builders Scale of the Future," for modelers to be involved in demonstrating what S Scale is all about by showing their models and modeling skills to other modelers as well as to the general public. Seems to me that a Free-mo modular layout could be a perfect way to show what S Scale has to offer and how highly detailed and operationally beautiful S Scale is. I would hope groups that are going to have a modular layout at a local show would post that event in this magazine. I look forward to hearing about the development of Steve's group.

Well that's it for this issue. I hope you enjoyed it, and look forward to you comments and suggestions for future "New Tracks" articles. Please contact me at JimKellow@sscaleresource.com Also if you have not yet, please friend the "New Tracks" Facebook page. I think you will be glad you did. Off to the work bench.

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“Club Contest”

One O Scale or S Scale Club will win this contest. The winning club will be able to purchase an **American Beauty Resistance Soldering Unit** at a 50% discount and use the unit to mentor members in its use.

By Jim Kellow MMR



Ultra-Light Capacity Probe-Style Resistance Soldering System. Just one of the many products you can select.

Enter here to receive a 50% discount on an American Beauty Resistance Soldering Unit for your club!

I believe it is important for a modeler to have a mentor. I am doing everything I can to provide the opportunity to find a mentor to readers of *The S Scale Resource* and *The O Scale Resource* online magazines. This contest is only open to clubs in the US, that have an O or S Scale permanent or

modular layout, have an active website about the club, and is open to accepting new members. I am asking that the club also agrees to write an article for the “New Tracks” series telling about the club’s experience with the American Beauty Soldering equipment, and how it aided in mentoring the members of the club.

Local clubs can be an excellent way for a modeler to find a mentor. For one, they are local so personal contact is easy. Two, they have skilled builders in their membership. Third, they need to have new members who want to learn about building a model railroad. Fourth, the club offers an existing model railroad layout for the benefit of its members. Therefore, it is only natural in my opinion for a club to have an active mentoring program and use it to attract new members. I believe having an American Beauty Resistance Soldering unit will enhance their mentoring program. Make sure your club enters this contest.

The winning club gets a one time offer from **American Beauty** of **50% off of the retail price of one of their Resistance Soldering units**. That’s right ½ off of the new unit price. The club can select any of the Resistance Soldering units offered by American Beauty. This is a very significant discount, and I can’t thank American Beauty enough for providing this opportunity. American Beauty’s Resistance Soldering equipment is a product I have had the privilege to use since the mid 1990s, and know the winning club and its members will benefit from their product.

How Does A Club Enter to Win

The club needs to fill out our form [here](#). The independent Overseer will randomly draw the winner on or about May 19th, 2018 I will notify the winner, and the winner will be posted in a future “New Tracks” article in this magazine and on the “New Tracks” Facebook page. The club’s article about its experiences using the soldering equipment will also be posted here. Good luck to all!

Why is this contest For clubs and not individuals?

Limiting this offer to clubs fits in with the educational goals of America Beauty. It also allows the use of the soldering equipment to the greatest number of modelers. One of my goals in doing these articles is to reach as many modelers as possible so limiting entries to clubs was a easy decision. I hope everyone understands.

I also believe clubs can be an excellent place to find a mentor; and for many of us, the best way for us to build and operate a model railroad. I only have joined one club and that was due to my mentor pushing me to do it. He only pushed because to join required me to build a traction layout. I joined the Detroit United Railway (DUR) club and met a lot of very talented modelers.

What I found in the DUR club was a group of modelers who could, and would, answer my questions and even come over to my house and help me build my first traction layout. I truly have my mentor to thank for my first traction layout and introducing me to a great bunch of model builders. As I said, you had to have a traction layout to join, so everyone in the club had already proven that they were talented model builders.

I am by nature not a joiner and I have met many model railroaders who have never considered joining anything. However, the current economic climate we live in may make clubs much more attractive for model railroaders to join instead of building their own private home layout. Many of us have limited space and/or finances to build a model railroad in our home. Therefore, the club offers modelers the option of building only what they want to for the club layout and enjoy the significant operational possibilities of the club’s layout.

But the real benefit could be to find a mentor who you can work with. Some clubs offer clinics for their members, and the person giving the clinic could become your mentor. I know clubs have building and maintenance meetings. These can provide a member the ability to work on the layout with a highly skilled modeler who could become his mentor.

I started with my mentor because I wanted to learn to build models in brass, and soldering was one of the skills I had to learn. This very generous offer from American Beauty enables a club to own its own soldering outfit and will help pass along the skills and techniques of soldering and encourage model building for all its members. Good luck to everyone going down these “New Tracks”.

I just off the phone with American Beauty and discussed with them if there would be opportunities for modelers who use their equipment in building models of their railroad to make a video, and have American Beauty then post the video on their website for other modelers to view and learn how to use a Resistance soldering unit. Their reply was that they would very much like to have such videos to publish on their website. Naturally, I would love to see such videos available to modelers as this is just another way for mentoring to take place. More on this later. Let me know if you are interested, and I will put you in touch with the person at American Beauty you need to talk to about this video project.

Greymouth to Otira in Steam Days

Originally printed in *NZ Model Railway Journal*

Reprinted with minor changes by permission

John Agnew from Railmaster Exports in New Zealand sent us an article that originally appeared in NZ Model Railway Journal a few years ago. This is John's third rebirth of his 1:64-scale MZR layout. We have reprinted it here with some new pictures from John.

After the article, we'll have the map and then have a go around the layout. We hope you enjoy this look at 1:64 scale modelling New Zealand style.

One Saturday morning back in the early 1940s, in the township of Rangiora, North Canterbury, a young preschooler name of John Agnew went 'missing'. After a short time, the local postman, who also happened to be the next door neighbour, located the Hokitika-born 'web footer' where else but down at the station. This memory marks the early beginning of a strong interest in things railway that, if anything, has grown more intense with each passing year since. As John grew up, this fascination found its outlet in railway modelling, including the layout featured here and its several forerunners, but also in kitset manufacturing, as a dedicated railway historian, and by touring and taking video of railways – especially surviving steam railways – all around the world.

John continues: 'In more recent years I have taken to videoing steam around some of the more remote parts of the globe, in particular the Andean Railway systems from Bolivia to Patagonia, Garratt hunting in Southern Africa, and numerous trips across the length and breadth of China. Just recently Doreen and I have discovered the steam hauled East German narrow gauge railways, and now are pursuing these in conjunction with our other passion, sea cruises.

Other lifelong hobbies include playing bagpipes, a product of my school-age upbringing in Dunedin. CMT (compulsory military training) saw me inducted into the Army in Whangarei in 1958 as a piper in the Northland Regiment, and then later, once we had moved to Auckland, into the NZ Scottish Regiment. I loved the Army and stayed in the territorials for 15 years. This hobby has also taken me to Scotland, etc, with the Auckland & District Pipe Band on several occasions. Although retired, I still do a bit of judging, etc. I have played the odd duet at narrow gauge model railroad conventions in the USA with Duane Miller, also a bagpipe fanatic and owner of Caboose Hobbies in Denver, the world's largest model railroad shop.

In 1960-1, I fell under John Smythe and Colin Zeff's influence while working in post offices in the Christchurch area. My Hornby Dublo NZR conversions quickly bit the dust once I had seen Colin's La wagon with working handbrakes. Wow! His F class loco really took my breath away. And John's conversions of Rivarossi OO locos to NZR tanks, etc, prompted my similar model of W192 on a Rivarossi chassis.

After moving from the mainland to Auckland, I married the girl next door in 1965, and after 51 years together we now have four delightful grandchildren, two here and two in Brisbane, so work is frequently interrupted these days.

In 1966-7, we started producing commercial NZR kits following the late Brian Cross's RTV silicon rubber moulding techniques with polyester resin. The first few kits included, an La, Xa, K and Kp, plus a 30ft steel guard's van for distribution by Stoker Models of Mt Roskill. A little later we made a 50ft steel car kit that was initially distributed by Eric Burns under his Sunlander label. These were all depicted in the Journals of the day and were well received. However, when I look at them today, they look positively primitive.

In May 1974, my brass caster, the late Jeff Thompson and I sat down to try and give our own name to the fast developing range. He worked for Mastercrafts, so after a bit of name bending, we arrived at Railmaster, which we both thought was appropriate. Forty years on it still works for us. Thanks Jeff, we all miss you mate.

Many readers will know of our involvement from 1967 with NZR kitsets, but may not know that we started exporting kits for NZR coaches and accessories to Scenery Unlimited in the USA, albeit on 3ft- gauge bogies, from around 1984.

In June 1988, after 21 years hard labour producing polyester resin kitsets in Sn3½ (1:64-scale) for the NZ market, we sold Railmaster NZ and guaranteed not to re-enter the NZR manufacturing scene for at least three years. We still retained the right to sell 1:64 products abroad as Railmaster Exports, and as some readers will know, we built up a successful export business selling standard and narrow gauge 1:64 S gauge locomotives, autos, figures, etc, worldwide, most in ready-to-run form.

We now have many varieties of steam locos and diesels/railcars in our glossy-covered 20 page export catalogue, which also lists 60-odd automobiles and 150-plus figures and animals, etc.

For many years now we have enjoyed an excellent working relationship with the Model Company, and North Yard. We take the opportunity to thank Paul Berntsen, and the late Graham Selman for helping us break into the very competitive American marketplace – no easy task. One has to front up on a continuing basis to gain acceptance and continually produce quality products to gain respect. Conversely, our Kiwi expertise is being recognised as world class in new places each year. One of the catalogue photos shows us at our trade booth at the 1990 narrow gauge convention in Durango, Colorado, one of many we have attended across the USA in the last 30+ years. On one Colorado trip in the 1990s, current NZMR Guild execs, Terry Bradley and Trevor Cheer accompanied us, and a hilarious time was had by all.

I retired from New Zealand Post in 1995 after 40 years service around NZ. However, that 40-hour week job quickly became 60+ hours seven days a week buying and selling trains and toys on-line in all sorts of exotic places from Alaska to Zimbabwe (literally!) and we love it! To make one's hobby a retirement business is kind of fulfilling after 60-odd years playing trains.

The historian part of me was Bill (WW) Stewart's fault. As postmaster of Auckland's mobile post office in the early '60s, the last stop every Wednesday afternoon was right outside his Mt Albert house, so I used to spend an hour with him while my assistant dished out five shilling British Postal Orders (one per person only) to all and sundry from the caravan. Bill handed me three bound volumes of NZR 1:64-scale Cedric Green carriage, loco, and wagon plans and a bunch of spare carriage photos and told me that as everyone was into loco research I should concentrate on passenger cars. I couldn't argue with the master and so started my ongoing research into our passenger car fleets.

Bill had a lot of expensive Japanese-made HO brass locos and he struck a deal with me. I had to make them look 'a-la-WMR' by replacing funnels, domes, etc. In return, every Wednesday he would loan me 100 half-plate negatives and I would take them to Tomkinson's studio in Newmarket where John Pitman, another bagpiper and train nut, would contact-print them for me, as normal printing couldn't handle them economically.

It was at Bill's that I met Jack McClare and Jack Mahoney who soon played an important part in what I was doing. While I was postmaster at Newmarket, Jack McClare and I spent many mornings over three years at the Auckland museum, making copy negs of all their NZR pics, and even searching family albums that had been bequeathed to them. This was with the co-operation of Ian Thwaites another bagpipe fanatic. It's who you know that counts. And we even got into Winklemann's fabulous glass plate collection. Try doing that today! One print will cost you mega-bucks.

Over the next decade, Jack reprinted all of WW Stewart's negs for me using Willy's standard economy size of two prints to an 8" x 10" sheet. To this day, I persist with this 5" x 8" arrangement. It fits into my 50-odd wooden photo boxes ideally. Similar deals struck with Les Hostick and Jack Creber mean I have a huge

collection of prints from the three of the best photographers of their era in the country. One of the attached pictures shows Willy Stewart and me farewelling the last Northerner express in the 1970s. (I'm the piper).

Although I spend much of my spare time researching and writing the history of NZ's passenger cars for NZ Railfan magazine, after 10 years I am not yet into the 20th century! I think I'll need another lifetime to complete this. Running two yahoo groups – NZ Passenger Cars and NZR Railway Research – is another sideline that I enjoy doing.

In 2004, we introduced Loksound programmable sound decoders from ESU Germany to the NZR fraternity and this has brought a whole new dimension to NZR modelling. The 'Westies', Auckland's loose-knit bunch of Western suburbs 1:64-scale NZR modellers, has taken to sound big-time, despite Cuzzie-bro (Ken Cousins) saying 'not for me' in the early days of sound here. He soon became my biggest customer and spends most of his time fitting decoders for the rest of NZ. Sound has revolutionised how we run our trains. No-one races their trains around the layout any more, steam now ambling around with sound, glorious sound, in true Kiwi style. And Neville Connew and co are always improving the distinctive NZR sounds. My 9 Mil friends have also caught the bug, God bless them.

Must cut this short now, as Reid McNaught is on my back again about my next article for NZ Railfan. Ok Mc0, it's coming. And Doreen has shouted 'tea' for the third time so I gotta go ...'

Modellers visiting Auckland are cordially invited to come and visit our NZR complex at 29 Pupuke Rd, Birkenhead, Auckland. We are usually available seven days a week, but kindly ring us first at 09 419 1994. We have many overseas visitors, but not a lot of Kiwi members know of our set-up. Ask us for an emailed direction map.

Our author

It may not be well known these days, but John Agnew was made a life member of NZMR Guild in recognition of his services to a previous Executive. As mentioned in his story, John has roamed the world to visit steam and other interesting railways and have adventures. While in Peru with Paul Mahoney they actually rode with Roger Danilla (Inspector-General of the Peru Central RR) on the buffer beam of the diesel loco from Lima up to the snowline at 13,000 ft before having to retreat into the warm cab for the run up to the Galera tunnel, at that time the highest bit of railway in the world.

The builders

Over its three lives, the layout and the models on it were made or contributed to by many people, Who did what is not recorded, but the list, with apologies to anyone missed, includes Ajin, Paul Berntsen and The Model Co, Lexi Browne, Trevor Cheer, Neville Connew, Ken Cousins, John Gardener, Jim Harwood, Robin Knight, Grant Morrell, Railmaster Models, Bob Stott, Pete Van Grinsven and of course John Agnew himself. Jack Creber did the panels and wiring many years ago incorporating old NZR telephone relays, and each panel includes several matrix's for multiple route selection in yards, etc.

The locomotives

The roster includes 23 steam locos, three electrics, three railcars and six diesels. Some of these ran on the Midland Line, and there are two T class interlopers.

Steam: A428, A472, Ab610, Ab792 (G tender), B302 (narrow firebox), B303 (wide firebox), F5, G100 (4-6-2), J1212, J1221 (streamlined), Kb969, Q346, T101 (black c1895), T106 (green c1880), Ub330, Uc365, W192, Wa289, We376, We377, Ww684, Price E, Heisler. Diesel: Dg787, Dj1204 (Southerner Blue), Dj1236 (clean pink), Dj1256 (red), Dj1259 (dirty pink), Ds213 (red).

Electrics: Eo 2, Eo3, Eo 6.

Railcars: Rm50 Vulcan, Rm52 Vulcan, Rm109 Drewry.



Above: It's November 3, 1975 and Journal author, John Agnew, is seen with his friend and mentor, WW (Willy) Stewart, piping the last Auckland-Wellington Express out of Auckland on the eve of the introduction of the Northerner service. Mr Stewart, then 77, also saw the first express depart in 1908.

Below: John Agnew (right) pictured with good friend and layout assistant Jack Creber in Ficksburg South Africa alongside a 23 class 4-8-2 on a visit in 1988.



Rolling stock

The layout has some 50 Q wagons that John soldered up in the early 1970s from his own early brass castings and pewter underframes. These, as well as the steam loco tenders, all have polyester drop-in coal loads. In the case of the tenders, this makes for easier access to the Loksound decoders and tender-mounted speakers that John considers work at least as well as ones in the boiler.

There are also about 55 passenger cars, 10 guard's vans, six Fell vans, and about 70-odd pre-1950s goods wagons. The latest additions to the passenger car fleet are two of the Dunedin & Clutha Railways four-compartment side-seated four-wheel coaches to complement the new Central Otago-style T locos, themselves cut down versions of John's very successful 3ft gauge D&RG C16 export models. There are also many of his firm's 1:64-scale 1930-1950s cars on the layout. For some reason, although very popular with US modellers, these are seldom sold to Kiwi's. Scale people and animals also abound on the layout.

Other sounds

Background sounds come from some modules bought years ago in the US and installed by Graham Dredge. Sounds include road crossing bells, Brunner church bells, and the rumble of coal dropping into Rewanui's large bins. Graham also automated the two return loops to make life easier for the operator when there's a room full of visitors and it's almost impossible hear or see what's going on, even with the help of the dozen-odd wardrobe mirrors strategically suspended at various places.



Previous page: Dunollie (bottom left) lay at the foot of the three-mile incline to the Liverpool State Mine at Rewanui over grades as steep as 1 in 26. The track plan was cleverly woven to include as much of the West Coast rail system as possible. Also seen here are Brunner, Jackson, Otira and Malfroys. This latter now being known as Hou Hou. Greymouth is beyond the high scene divider on the left.



While the engine off the afternoon miners' train is away briefly collecting a couple of wagons for the trip up the incline, the passengers stretch their legs and admire the scenery.



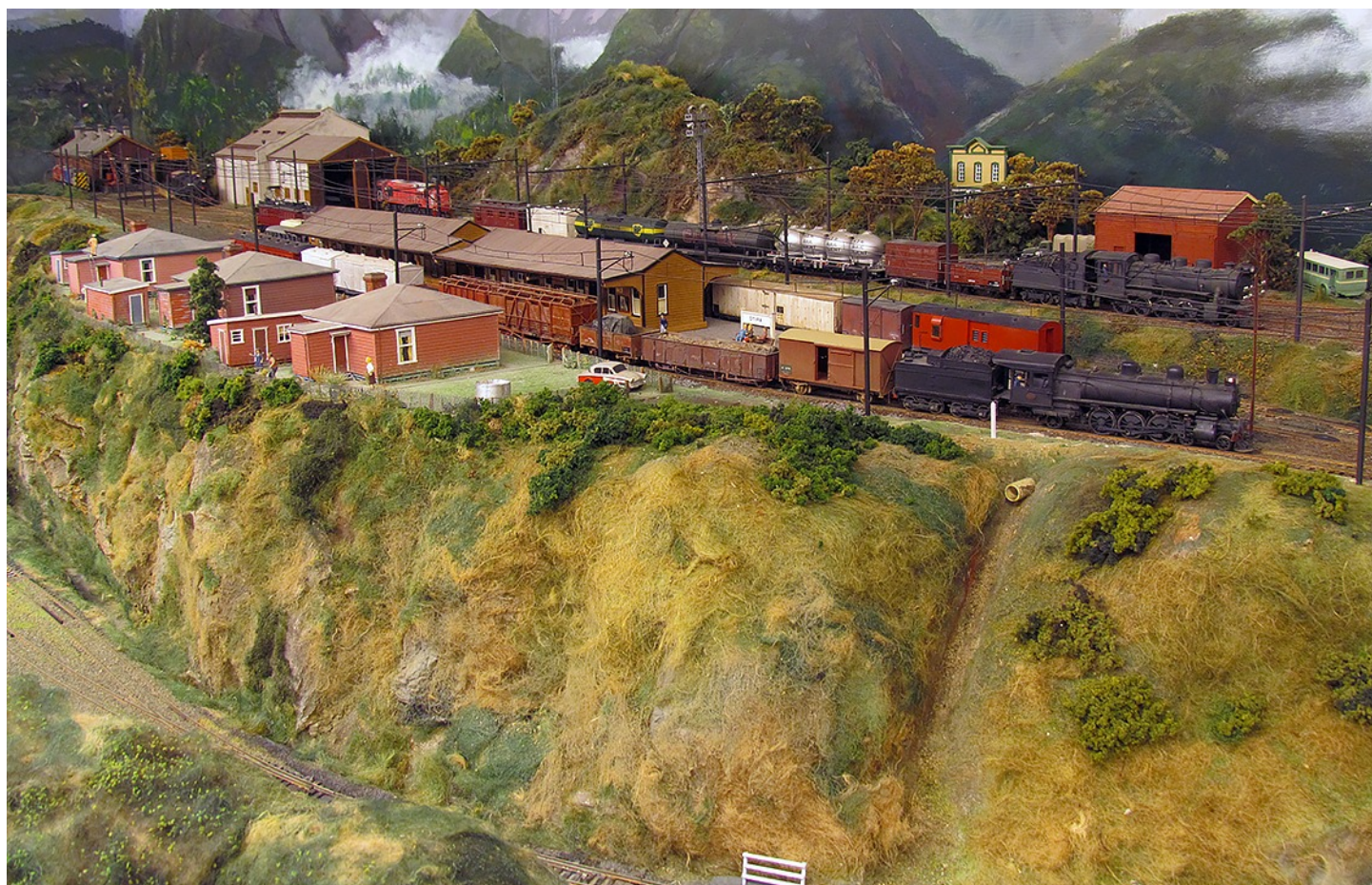
The compact Seven Mile Creek valley left little room for a railway, a fact that combined with an interesting assortment of buildings and mine workings, has always made Rewanui an attractive subject for a model. The use of small tank engines added to that attraction, as did frequent passenger workings in addition to the plentiful coal traffic.



Otira



Like the other iconic West Coast scenes on the layout, Otira is much reduced in size and detail, but once again it succeeds in creating an unmistakable impression of the real place in steam days. The Otira scene dates from 1972 and is the only part of the original layout to have survived through to this the third rebuild. Robin Knight built the Eo locomotives around 1975.





Both portals of the Otira Tunnel are reached by way of through-girder bridges. This one at the Otira end spans the Rolleston River and makes a wonderful mountain railroading setting for an Eo-hauled coal train. There was a limit of 10 unbraked Q wagons on trains through Otira.





Previous page and above: Brunner, on the opposite side of the Grey River to the mine, was one of only a few places to have internal access from the station to the signal box. An Otira-bound express pauses at the platform while B302 fusses about in the yard and high above Q346 brings a goods train down from Otira.



Jackson could be a busy place in steam days. Located at the start of the climb from the Taramakau River bridge to Otira, loads could sometimes be reduced there or more power added, particularly before the appearance of big power like J1212 seen here bringing empties west. Parts of Otira can just be glimpsed on the level above.

This scene is a reminder of the fine backscene painting work done by John's pipe major, Merv Appleton, over several years, which blends so well with John's own scenicing. The tree by the station is one of only a few on the layout because as John noted, 'I don't use many trees, as low growth helps with the perspective much better'. That low growth used to be based on teased-out carpet underfelt (foreground), but more recently John has been using green polyfibre from the USA (below Otira). 'It's marvelous stuff and one bag covers vast areas. I spray it various shades and dust on grass fibre foliage, etc, then overspray with Woodland Scenics Scenic Cement. It's good for quickly doing large areas.'

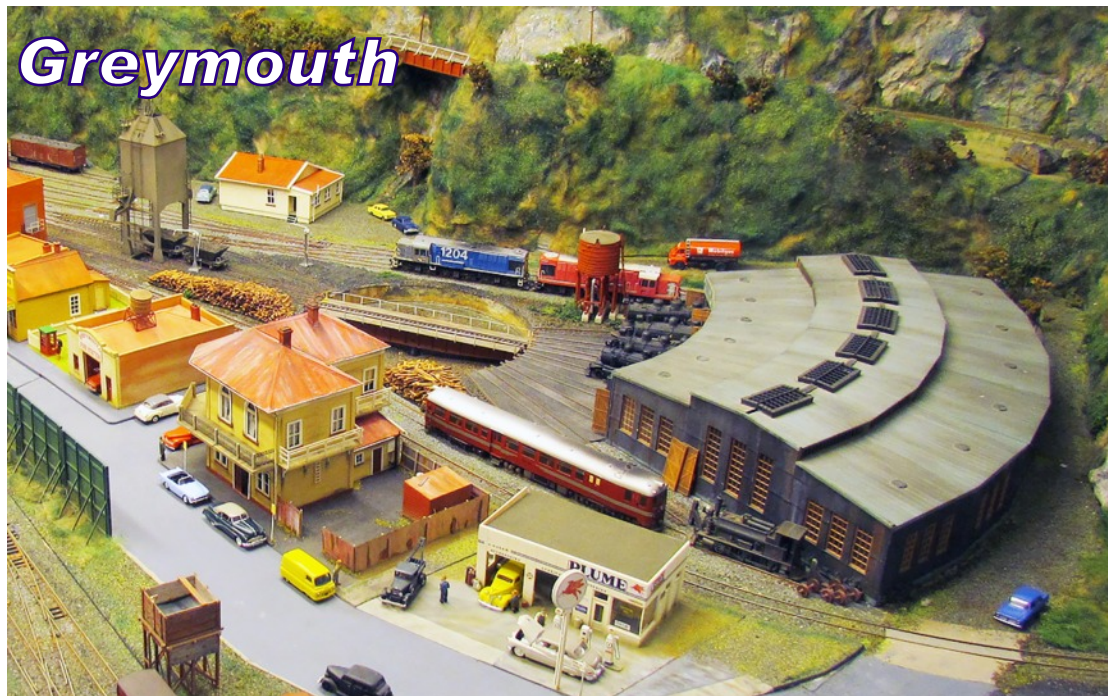




Jackson below Otira



Nestled below the approach to Jackson is Hou Hou on the Hokitika line. Uc365 is ready to depart with a load of logs while a Price E built many years ago by Brian Lilley and a US-built Heisler enjoy a brief respite. Including Hou Hou allowed the added interest of a short bush tram.



To model the full 16-stall Elmer Lane roundhouse would not have been practical, so the model was reduced to six stalls. Likewise, some familiar and still unmistakable parts of Mawhera Quay, which to fit the available space have been allowed to extend past the loco depot. Using the rear of some billboards as a scenic break to separate the road from the actually quite distant wharf tracks has also worked well.



We376 a 4-6-4T, about to take a miners service up the incline to Rewanui from Greymouth's Riverside platform. The main station is at rear. Note the gap in the cowcatcher due to the "Fell" inclines centre rail for braking purposes. The Ford model B buses etc. are manufactured as kits by us. ([Railmaster Exports](#))



Two views of a nicely modelled scene that until the 1970s remained almost timeless. Now almost the only thing that remains is the station, slightly revamped to serve passengers from the TranzAlpine. Modeller's compression has meant the merging of Mackay St where the partly bow-trussed footbridge actually terminated and Mawhera Quay, which with its colonial-era storefronts parallels the Grey River. The houses are gone and a Red Shed and a supermarket now occupy the once crowded carriage sidings.



Down at the Greymouth wharf, Totara, the smallest collier on the New Zealand coastal run at the time appears ready to start loading from some of the heaped-up Q hoppers being positioned by Ds213 and B302. The ship is a 1:64-scale waterline model actually built in the early 1960s by Captain Ricketts of the Anchor Shipping Co, which owned the real vessel. The elegantly façaded commercial buildings packed in along Mawhera Quay, and the kerb lined with mostly pre-war cars, while not in any way unique to Greymouth in the late 1950s or '60s, would appear totally familiar to anyone with memories of that time. John's friend, Pete van Grinsven, built the nicely detailed wharf cranes. It's also clear in this view how well the sceniced hills and painted backdrop combine to add realism to the scene.





We wish to thank John Agnew for allowing us to reprint this article along with the *NZ Model Railway Journal*.

We sincerely hope you have enjoyed this look at 1:64 scale, New Zealand style!

Let's Build Something

S Scale America

Pennsylvania X29 Boxcar

By Daniel Dawdy

In the [January/February issue of *The O Scale Resource*](#), I walked people through a build on an InterMountain O Scale boxcar. Although no longer in production, there are many kits out there at the \$10-\$20 price and they make beautiful cars. My reasoning was two fold. First is that many people did not grow up building models. I built mostly airplanes and ships. Companies like Monogram, Aurora, Revell and others. Testors little square bottles of paint and that great smelling Testors glue. The thing was, they were fairly easy to put together. Things just fit with minimal cleaning of parts off the sprue. Second is that the instructions were somewhat vague, and I wanted to make it much easier to see how it went together.

For this article, we'll go through the S Scale America X29 boxcar. The included instructions are much more clear than the InterMountain instructions, but there are a few issues we need to look at so that everyone can feel comfortable with the build.

First, the items that I use for this build are shown below.



A few basic tools and supplies.

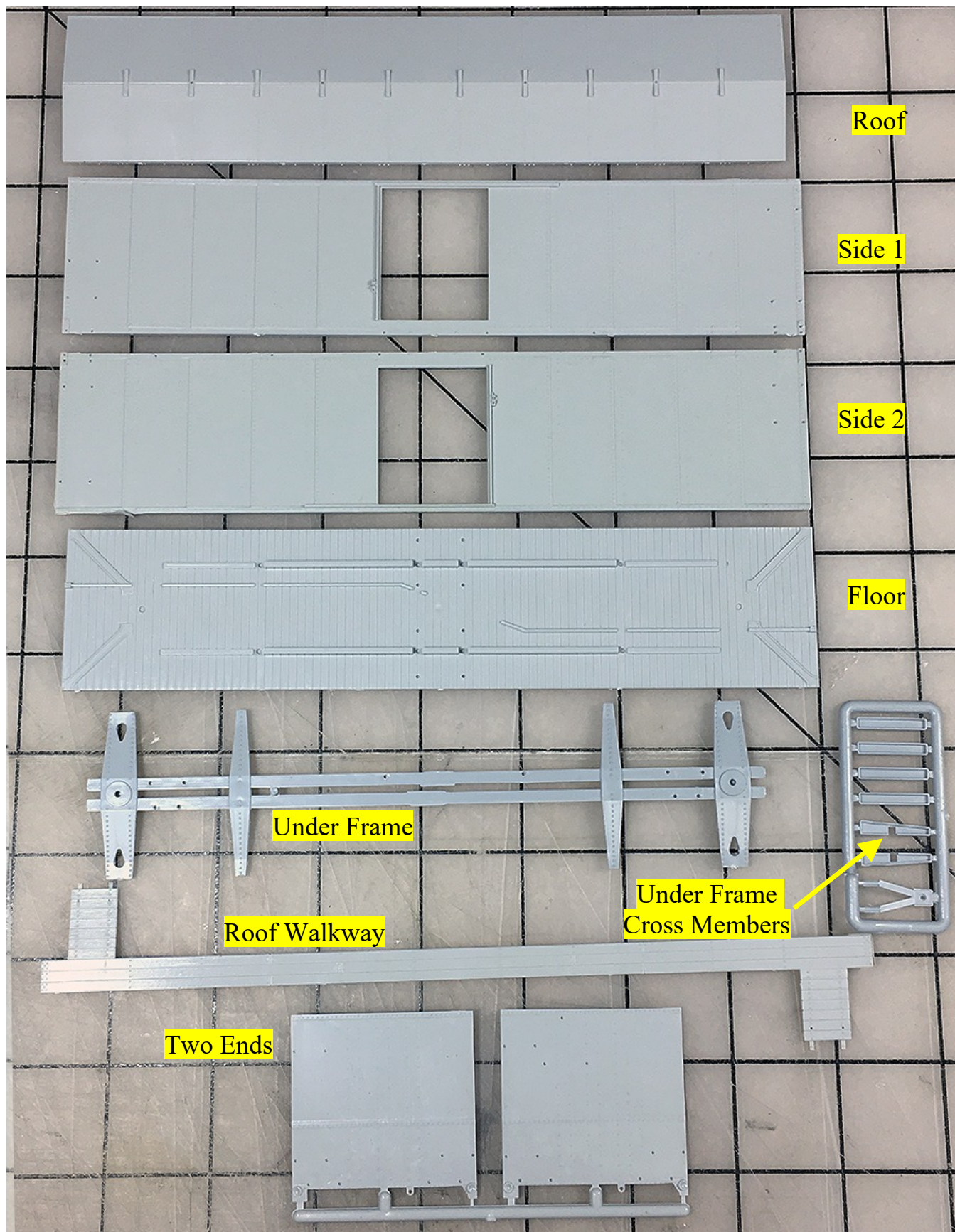
A pin vise and #76 drill are required as well as #72 and others.

Some of these are optional like the taps and pin vise for the coupler. We'll touch on those in the article as we progress.

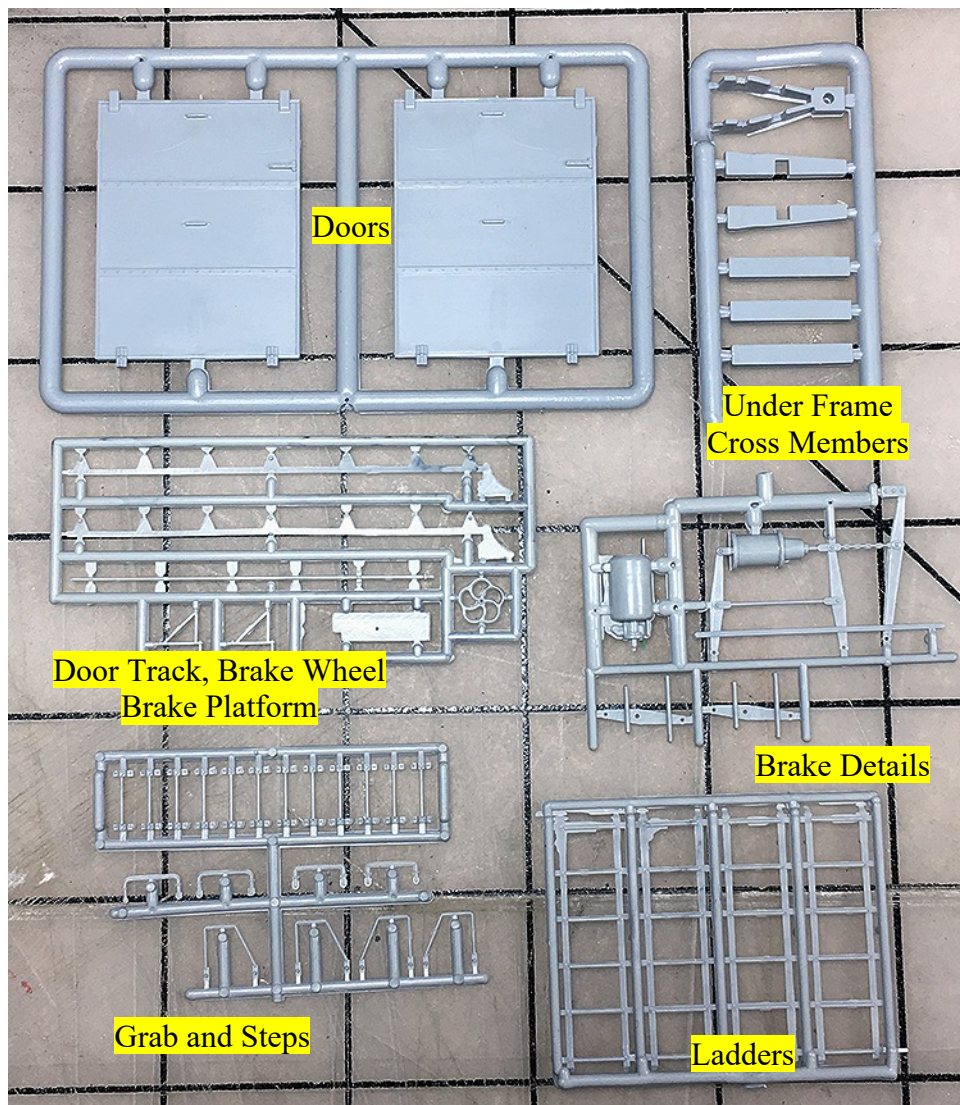
I have switched to MEK for all gluing of parts. It's less money, and I simply refill the old bottles.

Always use caution with any glues.

Replace the X-ACTO blades often.



Above, we see the main parts for car and underframe.



The other sprues are shown on the left. And the rest of the kit pieces are shown below.

I don't start removing and cleaning the parts until needed. Some people like to do all that ahead of time and get it over with. It's personal preference.

OK, the first step is to remove any molding flash from the ends and the sides. I use two things for this. First is a nail file. I can cut these to different shapes and sizes to get into small areas. I also use [3M 02606 4-1/2" x 5-1/2" Medium Softback Sanding Sponges](#). These also can be cut to size, and you have much better control than with a metal file.

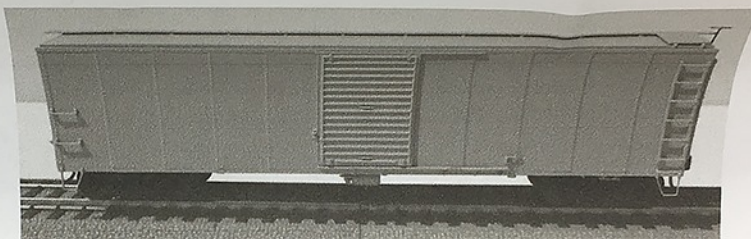
Once the any flash has been removed, we can build the box. The most important thing, of course, is keeping this square.

S Scale America X29 Boxcar Kit

Thanks for your purchase of our S Scale X29 kit. While the kit is injection molded styrene plastic, care must be taken to insure that all flash is removed and parts are test fit before final gluing. We have tested many cements and have found Testors brand liquid #3502 works great for the assembly of this kit. Before doing anything else, inventory the parts to insure you have a complete kit. We suggest that parts not be remove from their sprue until ready for attachment. Many parts are delicate and can be lost or broken during handling.

A complete kit consists of:

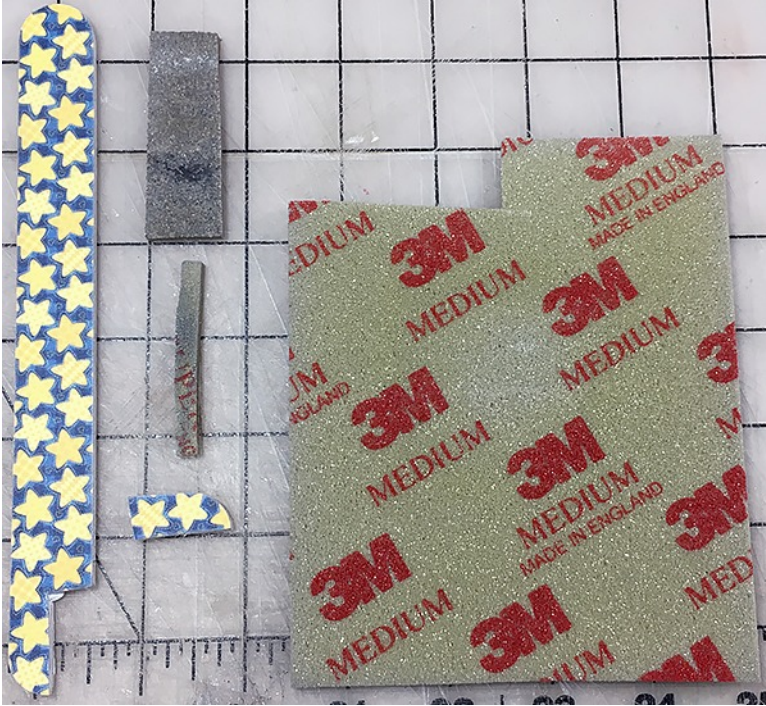
- 2 sides
- 2 ends
- door sprue
- roof
- floor
- underframe
- underframe cross member sprue
- roof walkway
- ladder sprue
- brake detail sprue
- grab iron and step details
- door track, brake wheel, and brake platform
- .020 wire, weight



.020 Wire

Weight

I have a heavy piece of plate glass with an 8 Inch x 12 Inch Steel Carpenters Square glued to one corner. You can see in the pictures how this can really help with keeping a good square corner. Once I have a side and end lined up, I use a small glue applicator that has been dipped in MEK, and I run it down the inside corner. If you try and use the brush that comes with most bottle solvents, you get way too much glue. The small applicator will use capillary action to wick into the seams.



Flexible nail files and 3M medium sponge for cleaning flash.



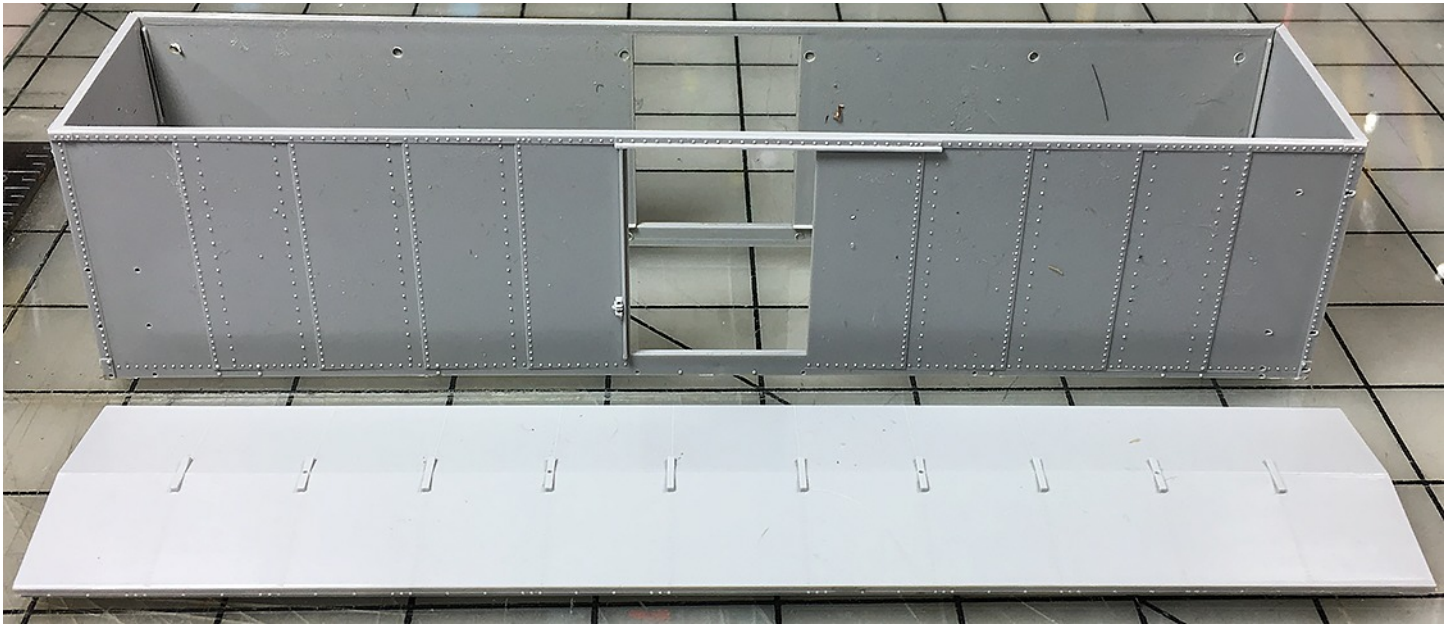
Using a small glue applicator on the seams.



First side and end on the plate glass and butted up against the square ready for gluing.

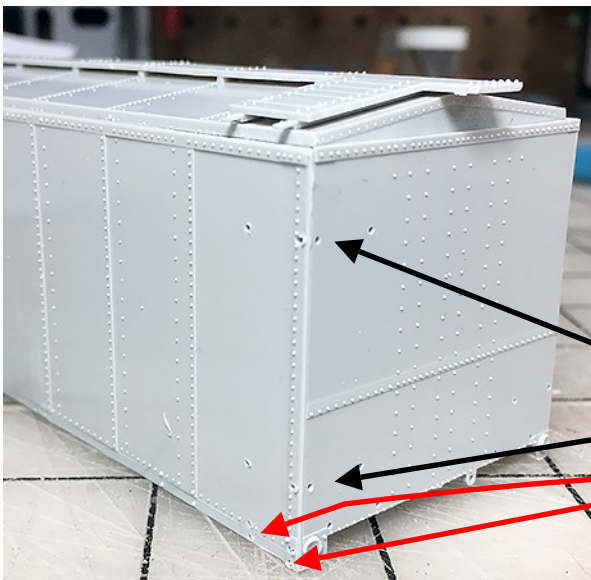


Continuing on with the other end and keeping it square.



With the ends and sides finished, you can glue the roof on from the inside again using the small glue

CAUTION: At this point, the instructions call for mounting the roofwalk. I would hold off and drill out all the holes first. I kept bumping the roof walk while handling the car to do all the drilling. All the holes are

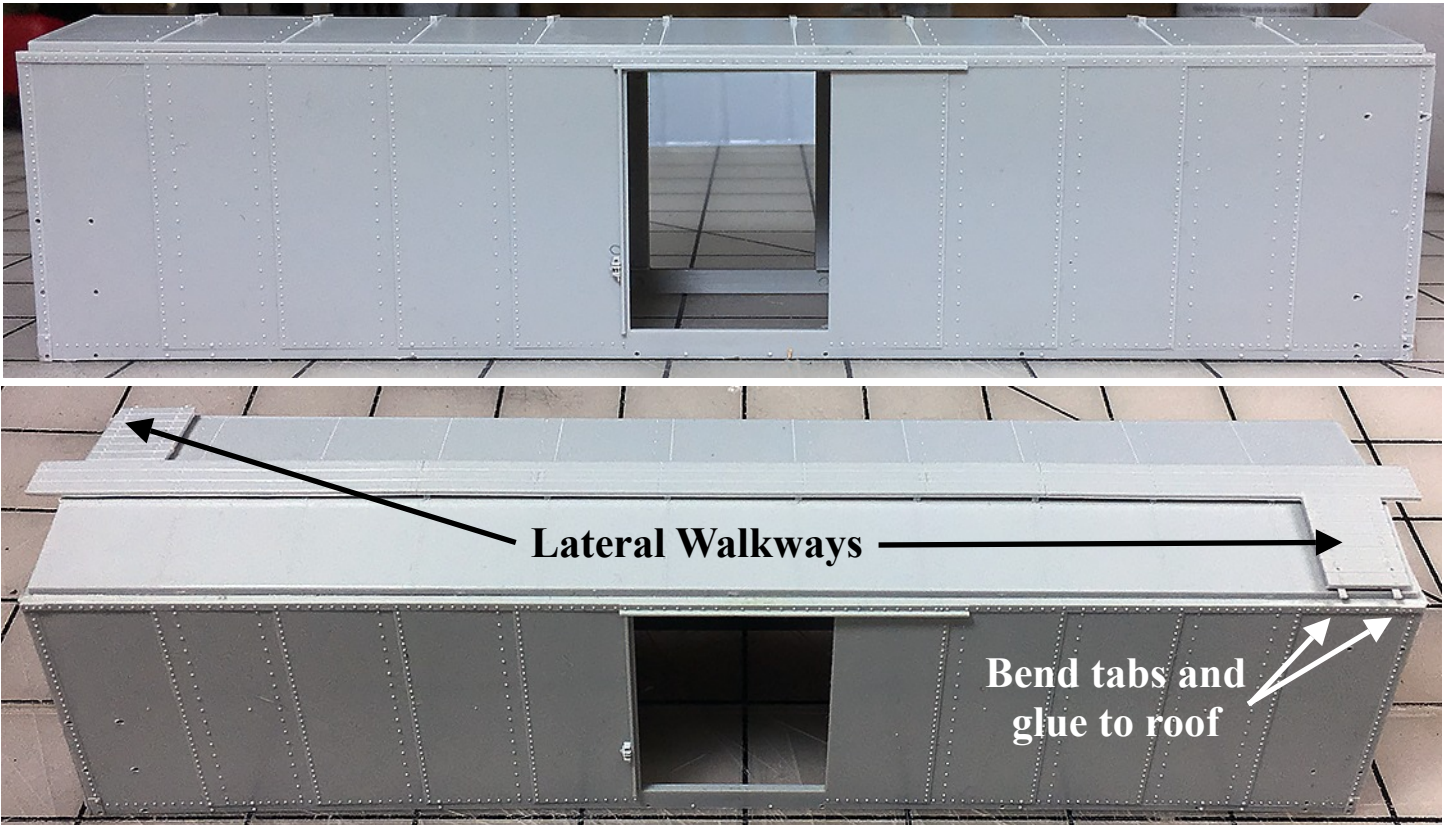


“spotted” so you know where to drill. Again, if I were to do another one, I would drill before mounting. A note about those holes. On the sides where the ends come together, you may end up trying to drill into the edge of the plastic. Here you only need to drill as deep as the pin of the piece you will be attaching.

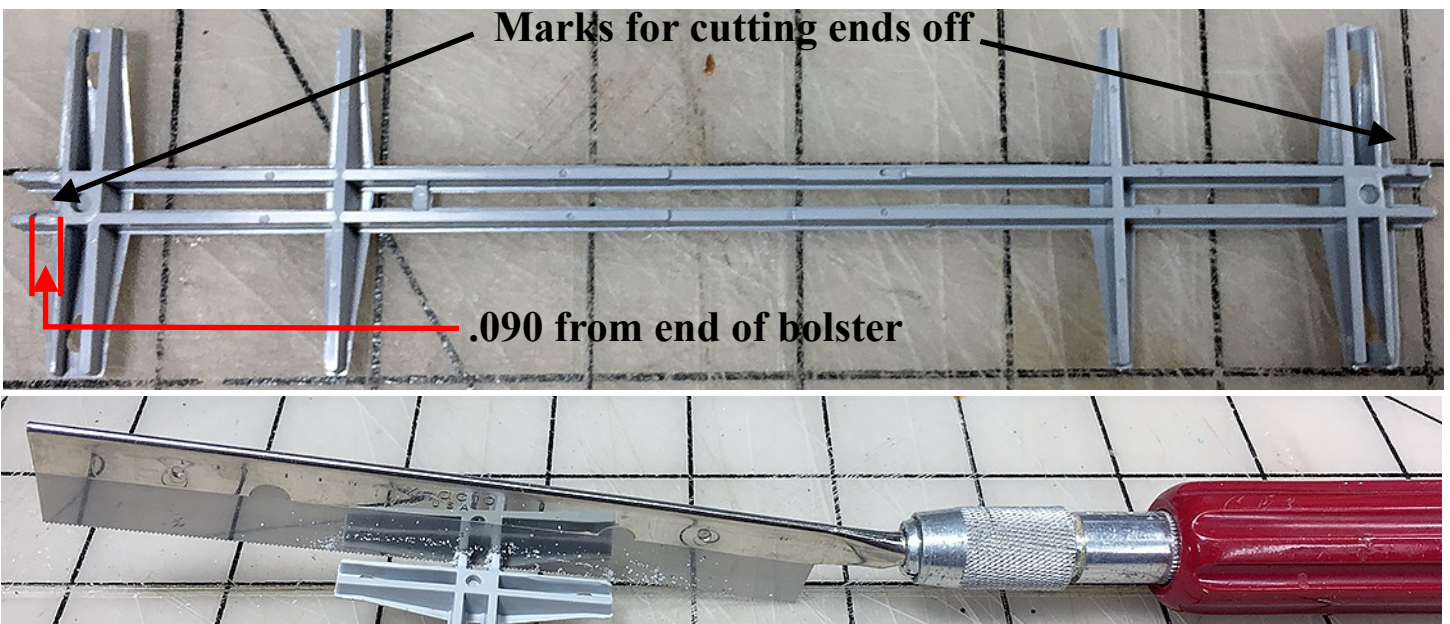
The black arrows show where I am talking about. The red arrows point to the where the stirrup steps will be attached later. Be careful as you drill since these are extremely close to the car bottom. If you go slow and keep the drill straight, you’ll have no issues.

CAUTION: On my model there are extra “spotted” holes. Two below the side ladders just above the stirrup steps. I drilled before checking what would go there. Check the parts and where they go before drilling.

Now with the holes drilled, go back and attach the roofwalk. There are small pins on the underside. I glued the pin on one end and attached it to the roof while lining up the other pins. Once the first pin is dried to the roof, you can gently lift the other end of the roofwalk and use your glue applicator to attach the pins. I do this

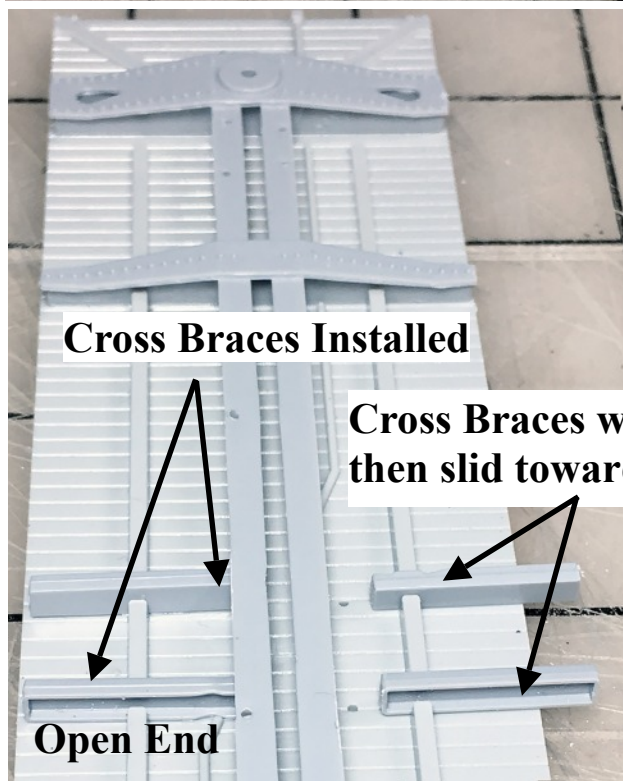
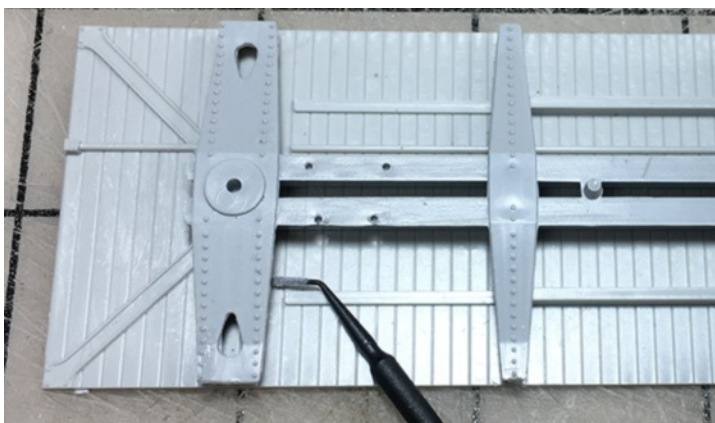
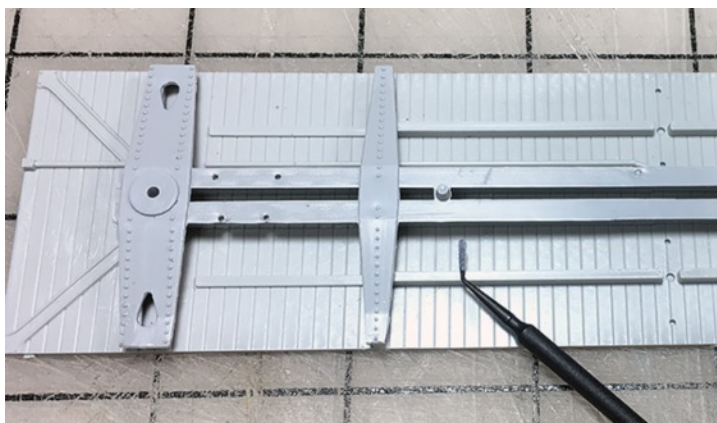
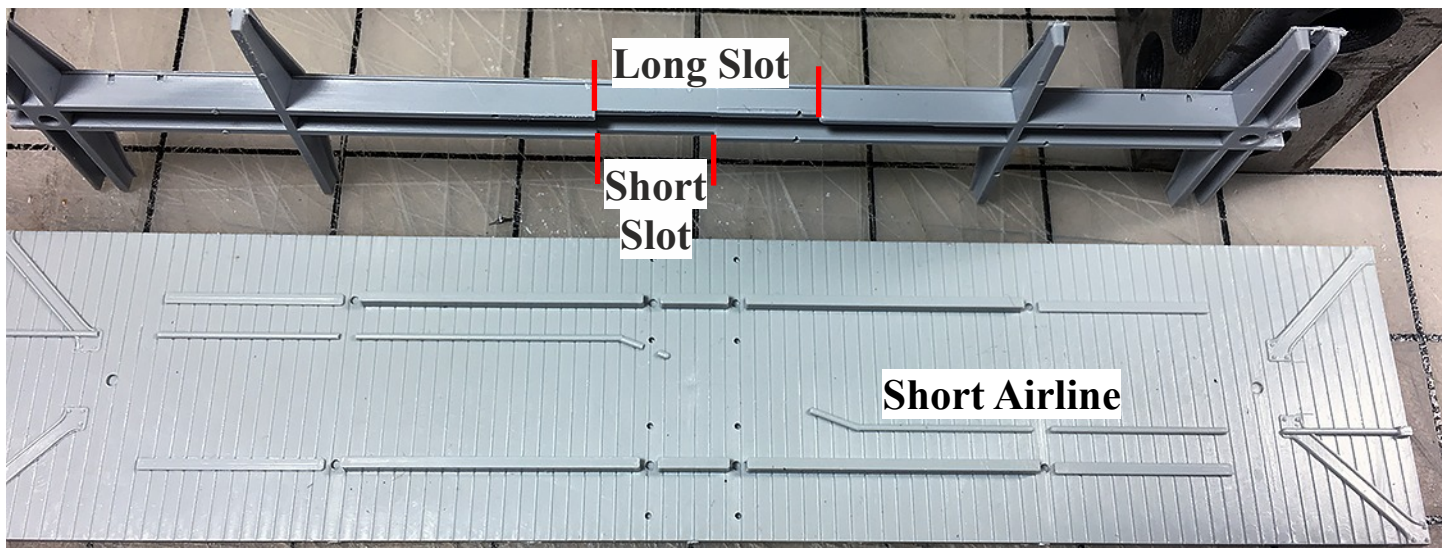


because the MEK evaporates very fast, and trying to add it to every pin and then line everything up caused problems for me. Once dry, you can glue the lateral walkways down on both ends of the car. The two tabs on the walkway are bent down and glued to the roof. Set this aside and move on to the underframe and floor.



I used a razor saw to remove the extra material from the underframe.

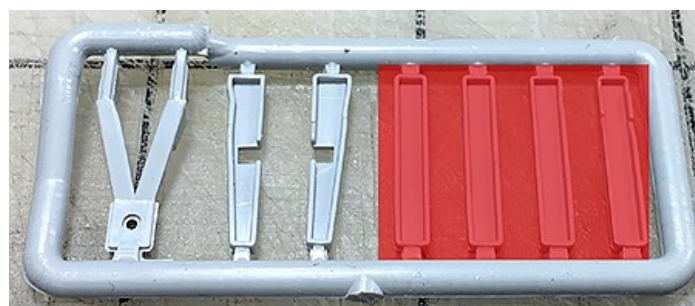
The underframe is too long to allow a good fit if using Kadee couplers. It needs to be shortened to .090 from the end of the bolster. I have a caliper, but if you don't, you could glue 2 scrap pieces of .040 and 1 piece .010 styrene together to make the spaced needed for sawing.



You can now glue the underframe to the floor watching the cutouts in the underframe. The underframe has two slots, one longer than the other. The long slot needs to face the floor with the shorter section of molded airline as seen below.

The pictures above again show the small glue applicator I use and allow for capillary action to draw in the liquid cement of your choice.

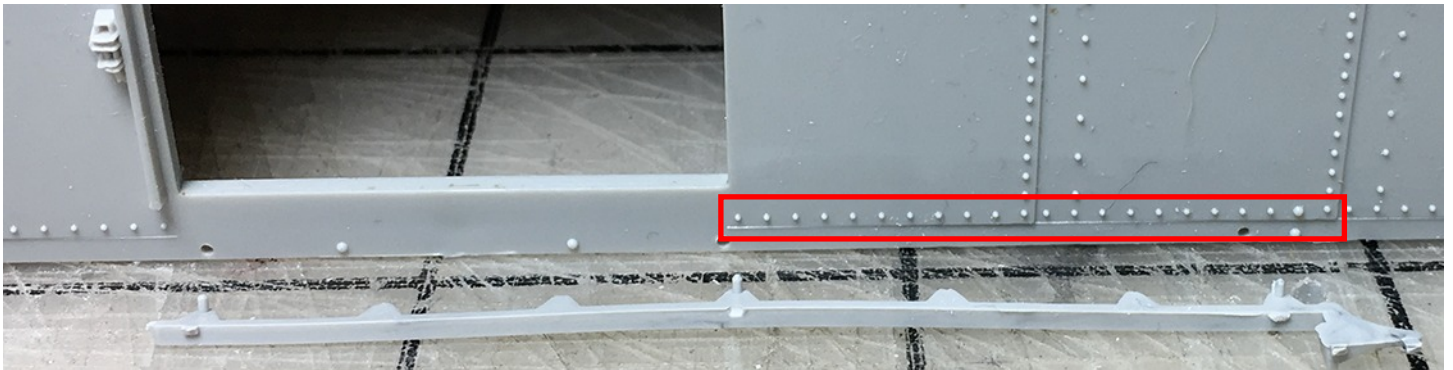
Once all of this is dry, you can add the four cross braces, shown in red below. These insert on the floor as shown on the right. The open or cutout sides face the car ends.





Completed underside so far.

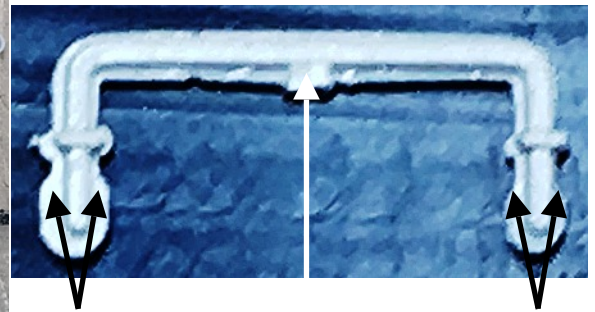
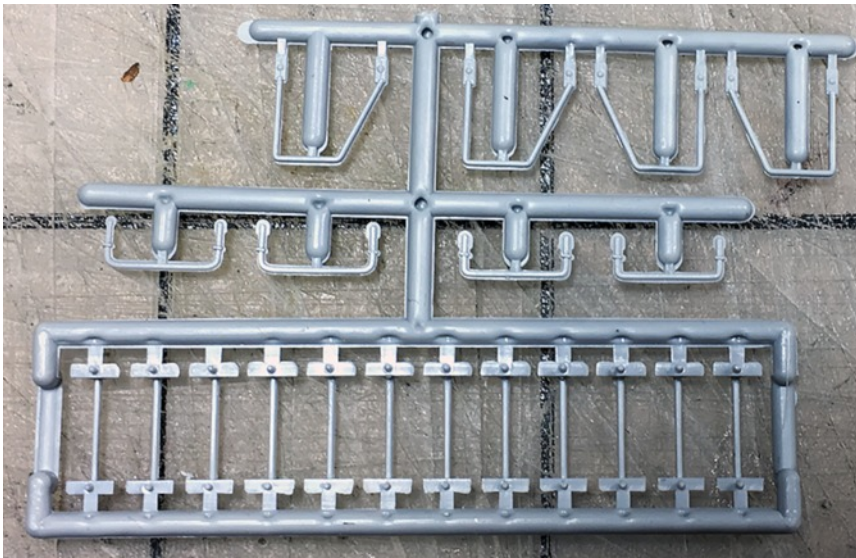
Now we can begin to add the carbody details. If you have not drilled out the holes, do so now. The first thing is the door guides. Clean any flash off carefully and then, without gluing, hold one to the car side bottom. Notice the rivets that lie under the door guide. These must be removed for a better fit to the car side. See the red outline in the picture below. Using a cut piece of the flexible nail file worked well and gave good control for removing these.



Door guide in place

Once both sides are dry, we move on to the bracket grabs, straight grabs, ladders and brake detail

On the next page, the picture top left shows the spruce for the grabs. The four stirrup steps on the top will be installed later, but you can test fit in the holes now. The second row are the straight grabs and the bottom are the bracket grabs. I would invest in a good sprue cutter to remove these. I don't have one so I used my X-ACTO with new blade to remove the pieces. Notice the enlargement of the straight grab in the top right photo. There is



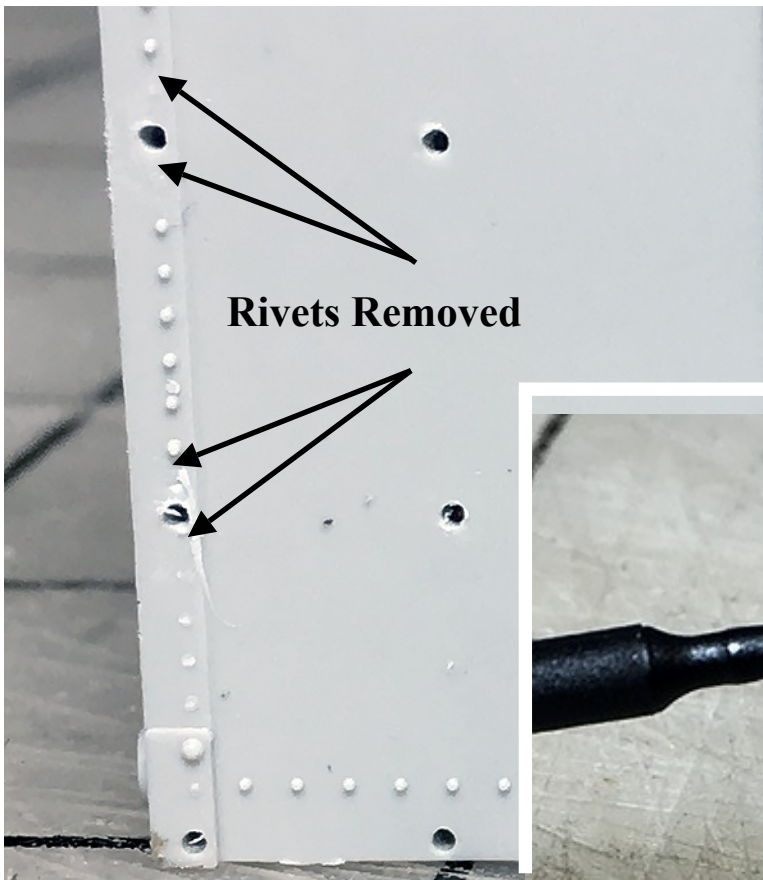
Flash to be cleaned away on straight grabs.

a lot of fine flash to remove before it will fit into the holes of the car. I started to do this while holding with a tweezers and "ping"... it went flying never to be found again. Well, since these were so delicate

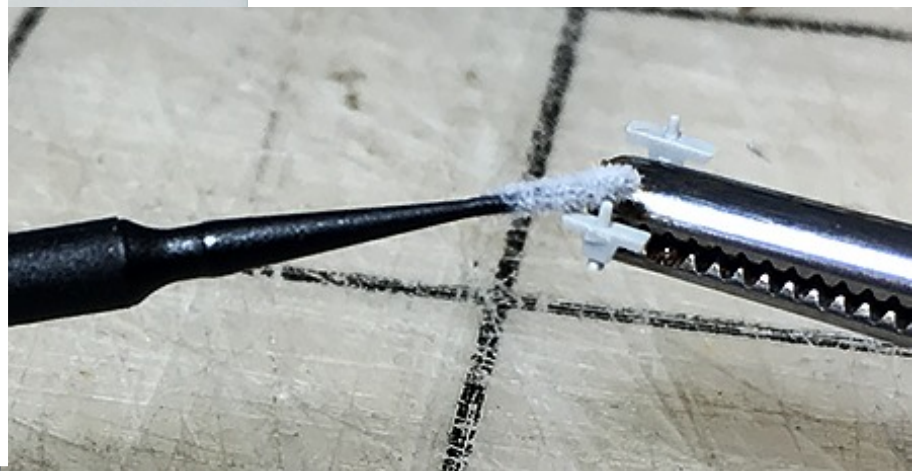
anyway I decided to use .020 brass wire. We'll get to that later. Even if you use the plastic one, I would not install them until the car and floor are together as the floor will cover the inside of those holes you drilled. Once the car is all together, you can drill deeper if needed.

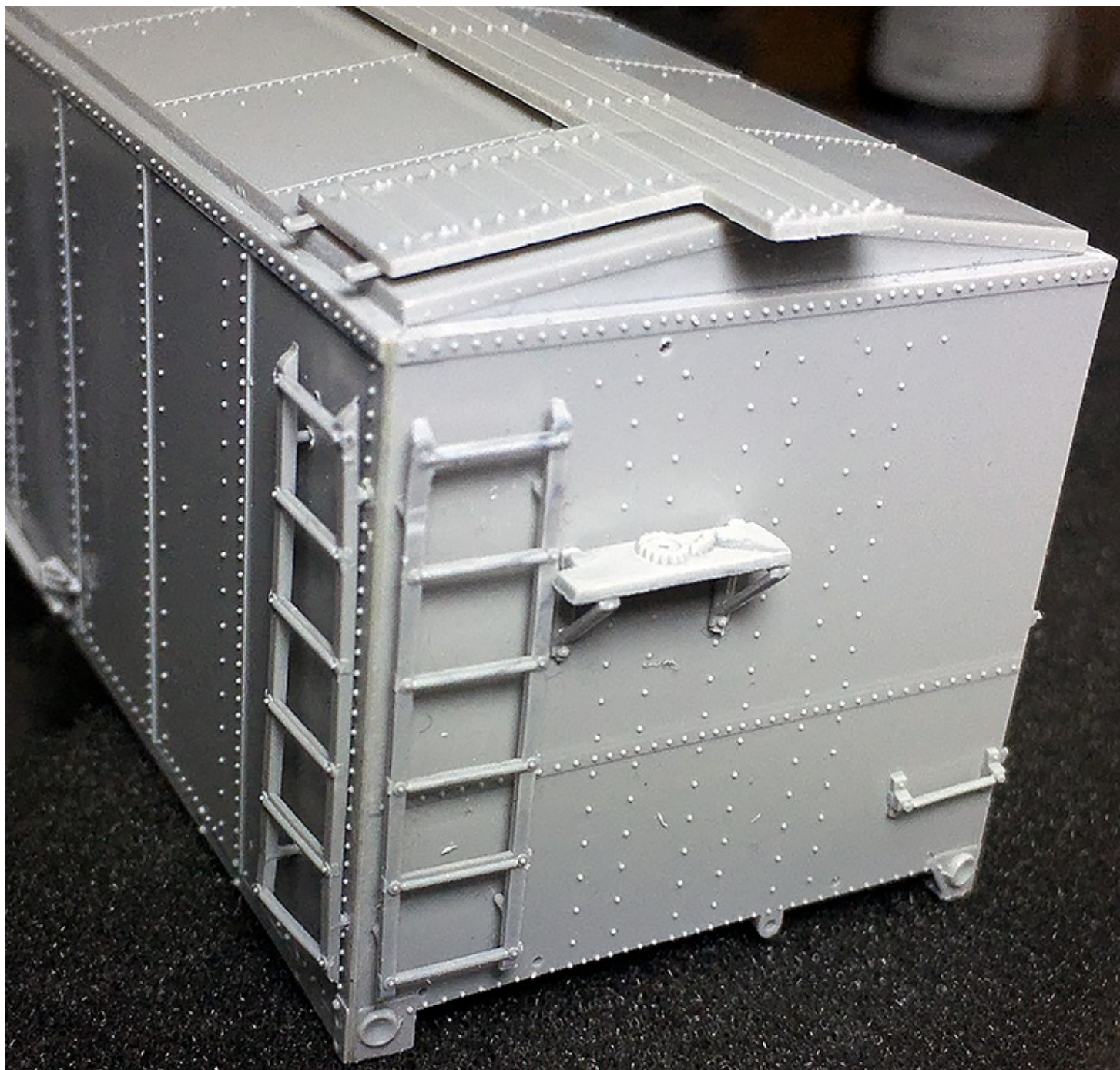
Test fit the bracket grabs. Once again, you will need to remove a few rivets to have these sit flush on the car body. To glue the bracket grabs, I wet the ends of the grabs with MEK and quickly attached them to the car.

With those attached, we can move to the brake end of the car and install the brake platform brackets and, when dry, the platform. The pins on the brackets were larger than the suggested #76 drill. I ended up using a #70 as I did not want to risk pushing too hard on the pins trying to get them in the hole.



I added the doors, and set the body aside. Remember, if you did use the straight grabs that came with the kit, put them on now. If you want to make them out of brass, hold off until the car is together.

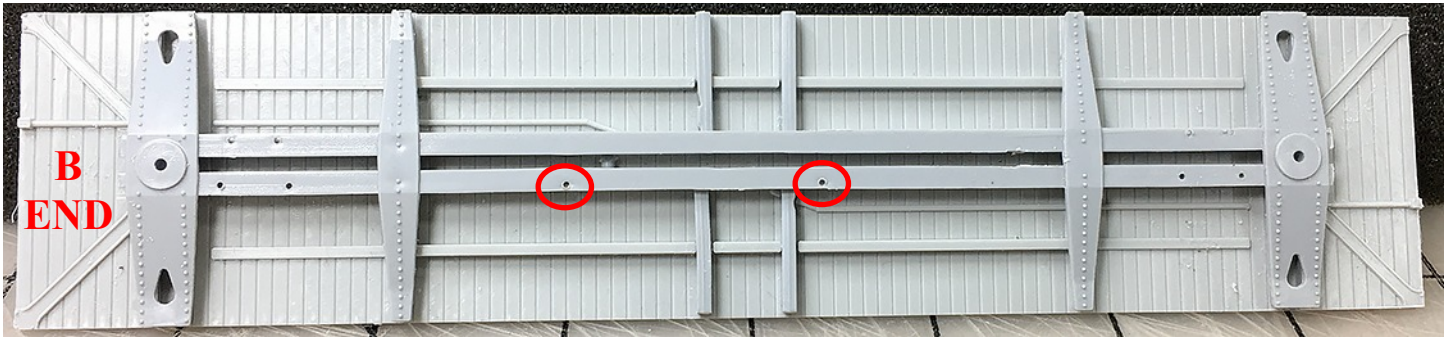




Brake end with platform attached. This is the “B” or brake end of the car.



With the outside completed up to this point, we’ll look at the underbody.



Now we can test fit the underbody to the car. The instructions make no mention of a “B” or brake end of the underbody. There is a difference. On this underframe, the brake end is shown above. You can tell by the two holes for the the brake cylinder assembly shown with the red circles above.



Slight sanding on both ends of the car was needed on my model to easily fit the car body.

My underbody was too long and did not fit the car. I ended up shaving a bit off the ends. I did a little sanding on both ends and tested for fit. I wanted the underframe to drop in without putting any pressure on the ends of the car. Again, make sure the brake end of the underbody points to the brake end of the car.

Once you are happy with the fit, we have another cutting project. The flat bar stock weight supplied is also too long for the underbody. Now you can forget this and add your own weights if you like, but I decided to go ahead and cut through it. It's about .20 to long. I wanted it be just a little shorter than the floor. I used my Dremel Tool with a reinforced cut-off wheel to make the cut. Do not



try and use the standard cut-off wheel. It's not strong enough and you will break it. OK, so my cut is a bit ugly, but no one will ever see it so I'll continue on. I used carpet tape to attach the weight to the floor.

CAUTION: If you keep the weight the size of the floor and then attach, you will not be able to drill through the floor for screwing the couplers. I had this problem and after drilling through the floor and hitting the weight where was not much grab for the screws. I ended up tapping the holes with a with a 0-80 tap and using shorter screws to make it work. I would suggest cutting



Air Tank

the supplied weight leaving plenty of room on the ends for these screws to allow for a better and more secure hold.

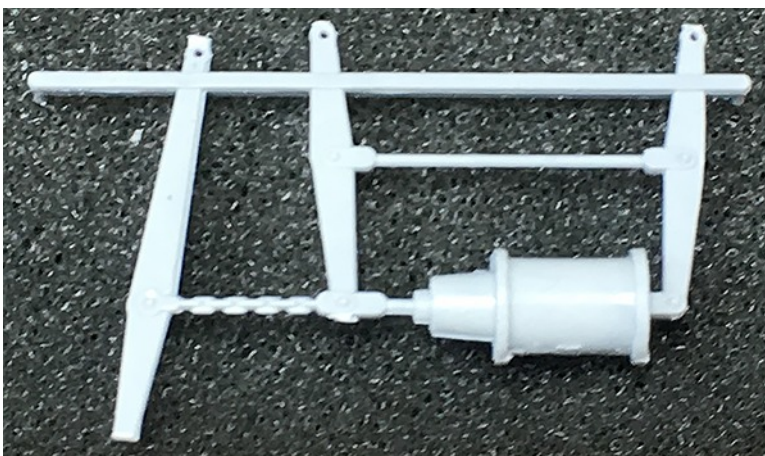
Carefully remove the air tank from the sprue and clean it up. Next, remove the brake cylinder assembly from the sprue and clean that assembly up.

There are two brake levers (clevises) that will also be attached. The brake system on this car represents a K brake system.

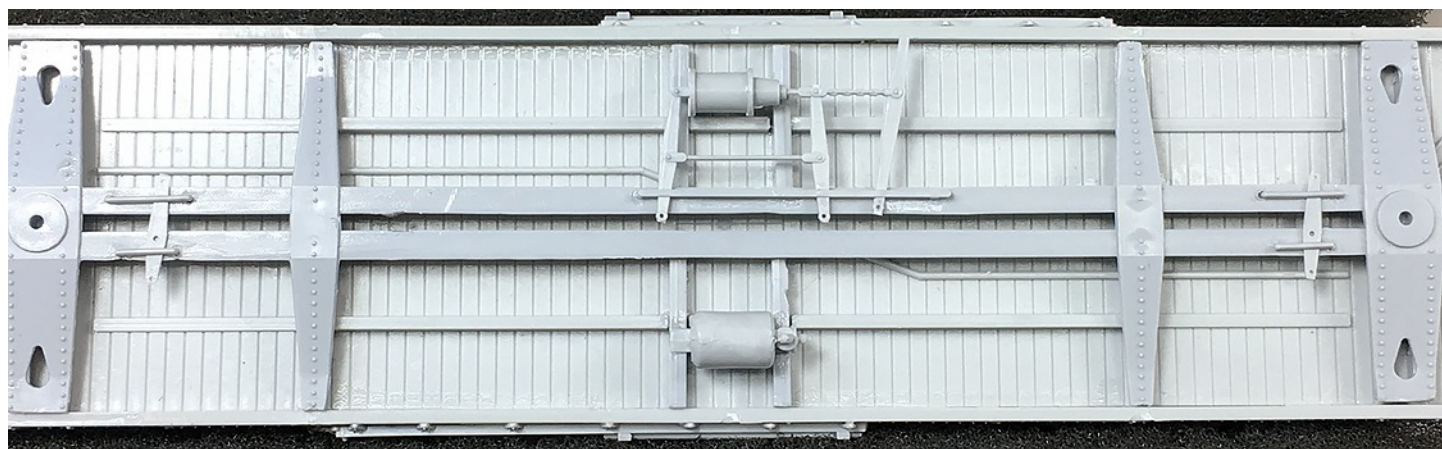
The picture below shows these installed. Next, the two clevises can be installed on each end next to the bolster.

Being an O scale modeler, I don't have a box of parts for S scale like I do for O. You could add the wire for all the piping. I'm not going to do that here, but if you have the parts it will make the car look really nice.

See [Jim Kindraka's model of this car here](#) as he added the piping for a great look.



Brake cylinder assembly.



For the couplers, I had a package of Kadee Number 808. I placed the coupler box in place and drilled number 61 holes and then tapped for an 0-80 screw which would work well with the the screws provided with the Kadee coupler. Again if you want those holes to go all the way through the floor, the weight will need to be cut much less in length to clear. The instructions suggest using a number 2 round head screw for the trucks. You can do that, or use small self tapping screws.

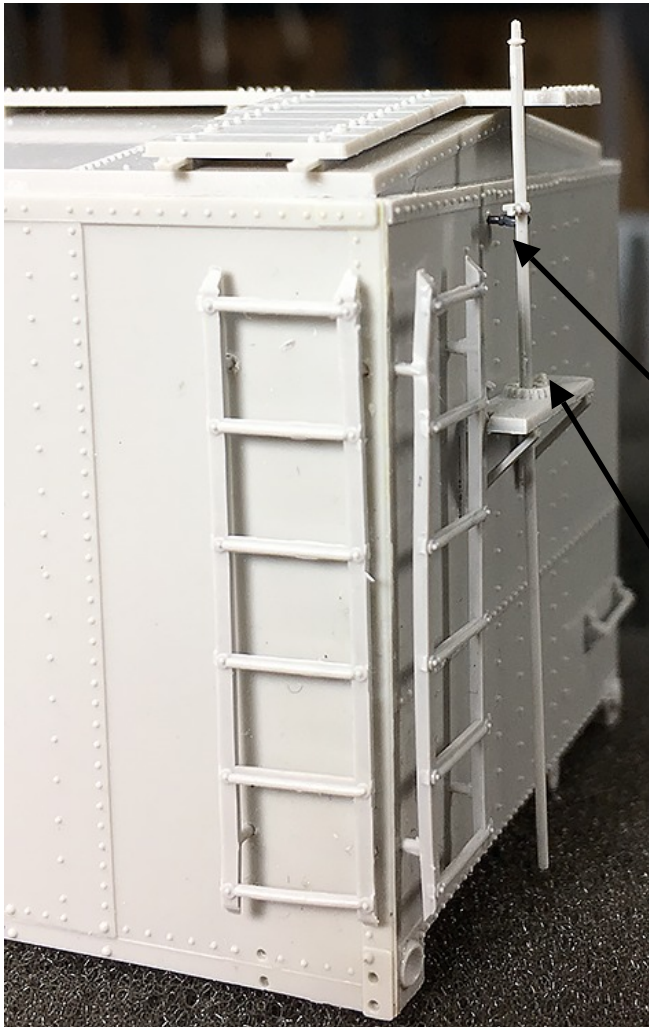
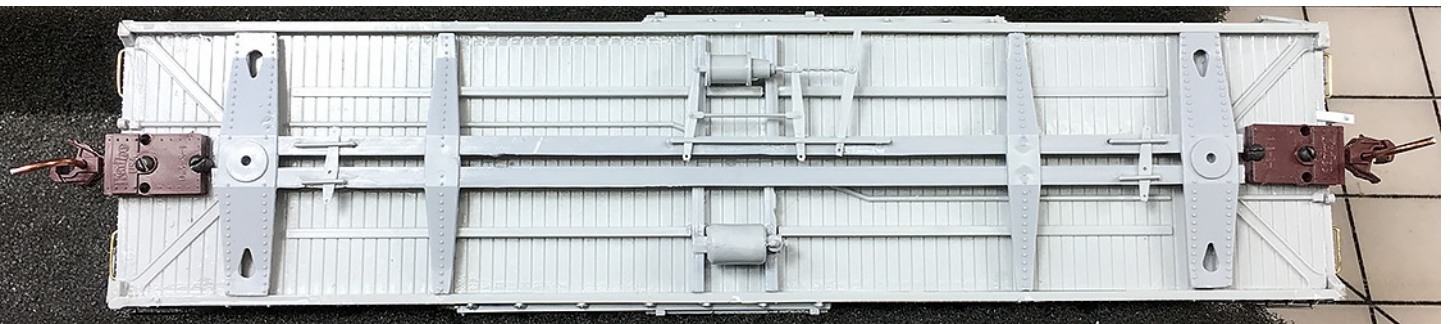
With the couplers drilled and the holes for the trucks drilled, the bottom the car is completed unless you want to continue to add your own parts.

Now we go on to the brake wheel and staff. The brake staff is on a sprue, however, the instructions say to use the piece of wire that came with the kit. I was, as always, confused, so I looked at the part supplied to see how it would fit. The problem is the brake staff runs through the hole on the platform. That puts the staff way



too far from the carbody to use the pin and hole in the carbody up top. The part has the smaller molding on top for the brake wheel so I am not sure why the instructions called for wire. To fix the distance from the carbody above the platform, I added a small eyebolt from Grandt Line that I had for O scale. It sticks out from the hole in the carbody and keeps the brake staff straight.

Now we have a problem on the bottom of the car where the brake staff just hangs freely. Again, if you have a box of parts, you may have the right parts for the U shaped end. I simply added a small .015 piece of styrene from the carbody out to the brake staff and drilled a hole. This keeps the brake staff from moving or getting broken and, when painted, gives the appearance of the connection.



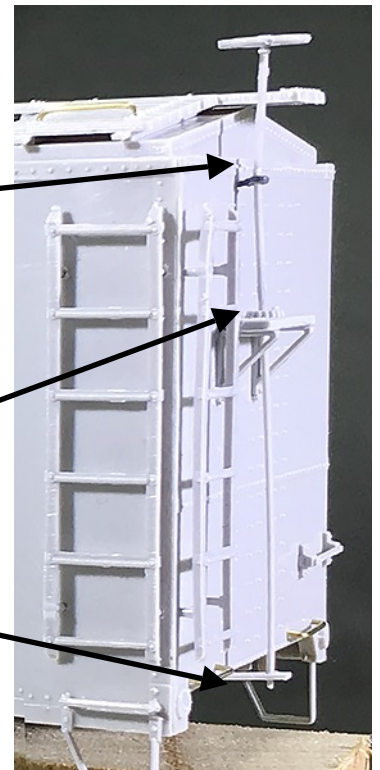
Next, I added the brass straight grabs made from brass wire because I lost one that was supplied with the kit. I also formed the roof lateral grabs from brass, and lastly, added the stirrup steps.

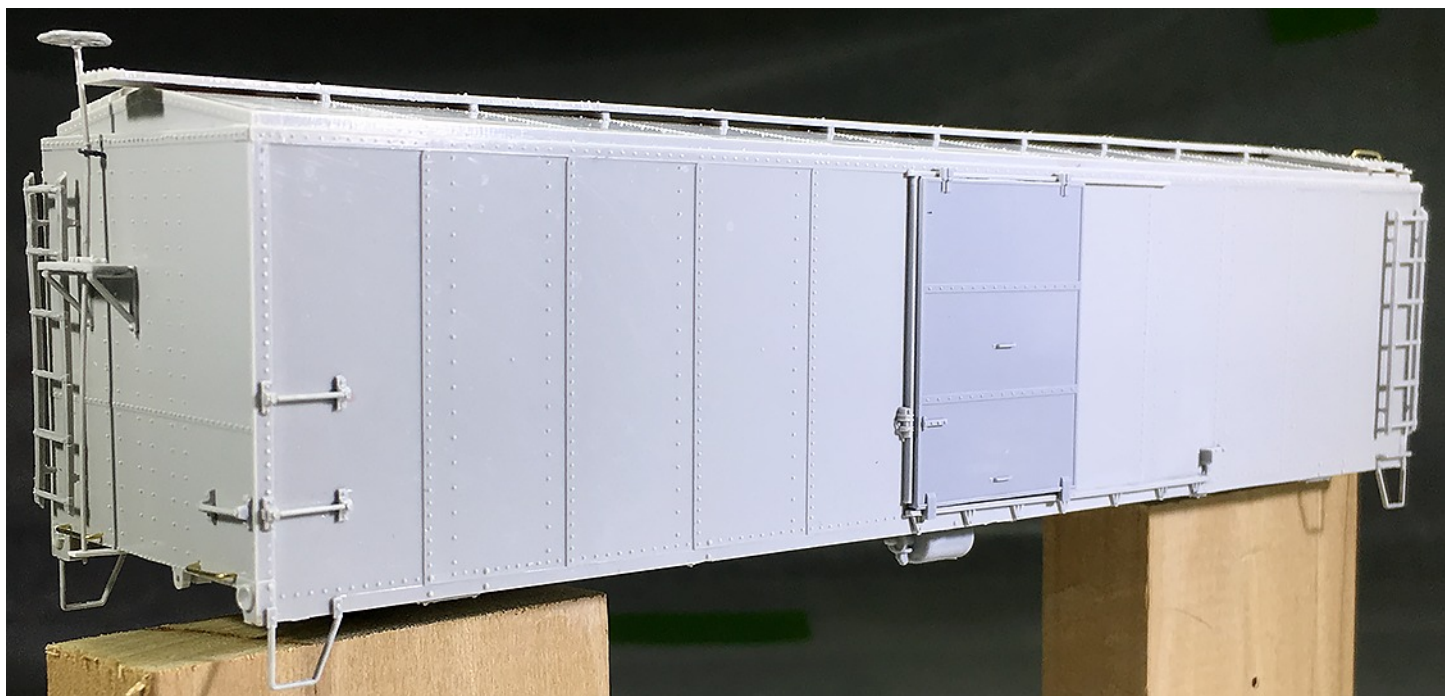
I glued the body to the floor assembly before painting. You may want to paint those separately.

Added eyebolt

Existing hole in platform

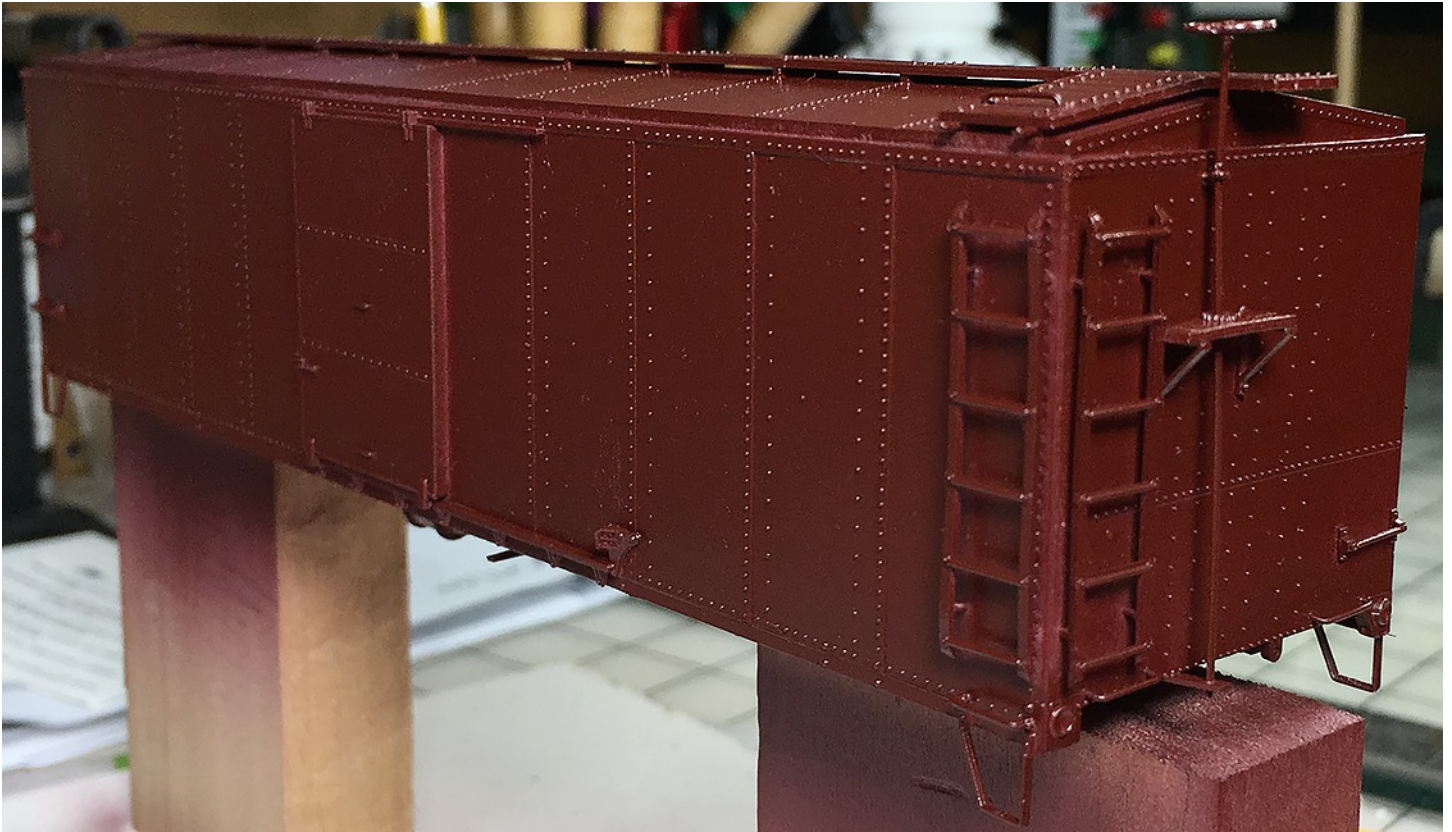
Styrene strip





The car is now finished and ready to move into paint. Note how I fixed my extra holes under the ladder with two straight stirrups I had left over. Again... don't drill these.

I use only Scalecoat paint and have for over 30 years. I'm used to it, and it works well for me, plastic or brass. Also, I don't have to go back and gloss coat the model for decals. I first shot Scalecoat II UP Hopper Car Gray as a primer. With this car I may not have had to prime, but that's the way I do it. Once it was dry, I used Scalecoat II Tuscan. I normally thin 60% paint with 40% Scalecoat thinner, but that really depends on the color. 20 PSI is my normal spray pressure. Not being a Pennsy expert, I could have used PRR Dark Tuscan Red or PRR Freight Car Red, but Tuscan is what I had. Please remember the article is not about the exact X29 per se, but the model itself. On the next page, the car out of paint and ready for decals.



The decals are not included with the kit, so I bought an X29 Pennsy set that Ron from [Des Plaines Hobbies](#) had for this car. The set had everything very close together so be careful cutting everything apart. Use a new blade before starting. I made a mistake and did not see it until after the fact, but just below the logo, you can see an extremely small white line with the the lettering below. I'm not going to worry about that now, and with weathering, you could cover that if you ever make the same mistake that I did. I had to go on the Internet to see what went where as far as the placement went. There are a lot of variations out there for this car.

The finished car came out well. Once painted and decaled, I used an over spray of Krylon 1311 matte satin finish spray, the couplers and trucks were put on and called it a day.

You can also build the car for B&O, B&M, CGW, CNJ, L&NE, MEC, MTC, NKP, NYC, and W&LE. An article by Jim Kindraka on the NYC version is in the [S Scale Resource, February-March 2017, starting on page 53](#). Jim built the car with K brakes and another with AB brakes to show the difference.

To wrap this up, I enjoyed building the kit. We don't do reviews, and this is not meant to be one. There were issues that I overcame and that's part of being a modeler. There were a few parts left on the sprue that I had no idea what they were for. If I had a box of car parts in S scale, I would have gone much farther. The instructions were OK, but as you saw, I deviated a bit from them. Instructions are always hard for the manufacturer. They know the model, and make sometimes assumptions that we modelers don't.

It's worth trying a few of these. The first one is always the hardest. I hope you enjoyed this article. I realize that 16 pages from a 2 page instruction sheet may be overkill, but I wanted to go through each step, show the problems you may encounter, and how to fix things that don't go right. It's time we as modelers get back to, well, modeling and building.

Not trying to fool anyone here as the finished car was photographed in my O scale layout. Not bad for forced perspective though.



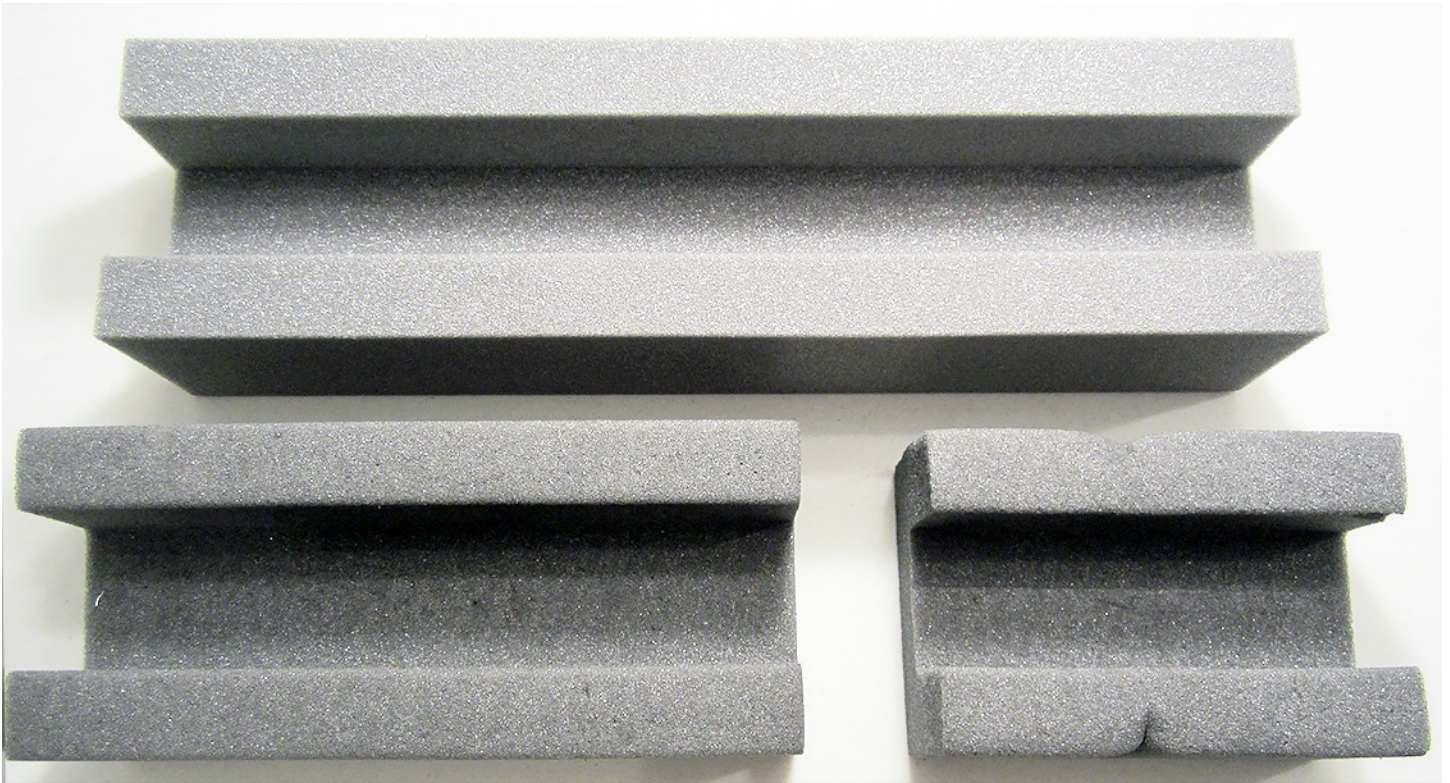


By Jim Kindraka

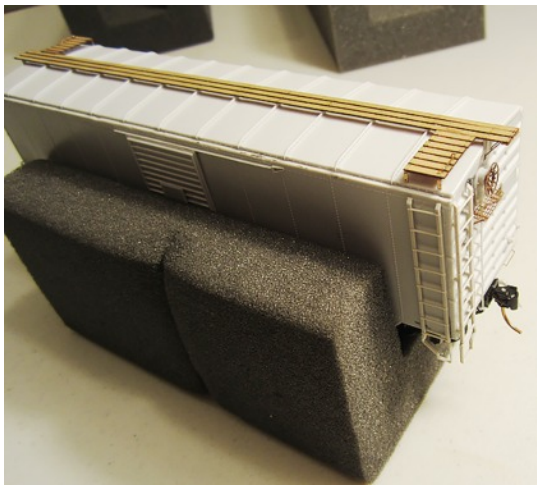
Photos by the author

Sometimes new modelers get stopped by relatively minor issues that all of us face sooner or later. Over the years, people who have mentored my own modeling efforts have encouraged me to think about “how” things are done, not just the finished product. That begins the process of developing techniques that will aid future model work. It also keeps the mind active and hones hand-to-eye coordination skills.

While recently working on a couple of kits, it dawned on me that I’ve developed a couple of these modeling techniques that might be worth sharing. I’m certainly not taking credit for originating the techniques, I’m sure they have been around for some time, but passing them along hopefully will encourage others to share and help encourage other model builders. Consider sharing some of your own building techniques with others!

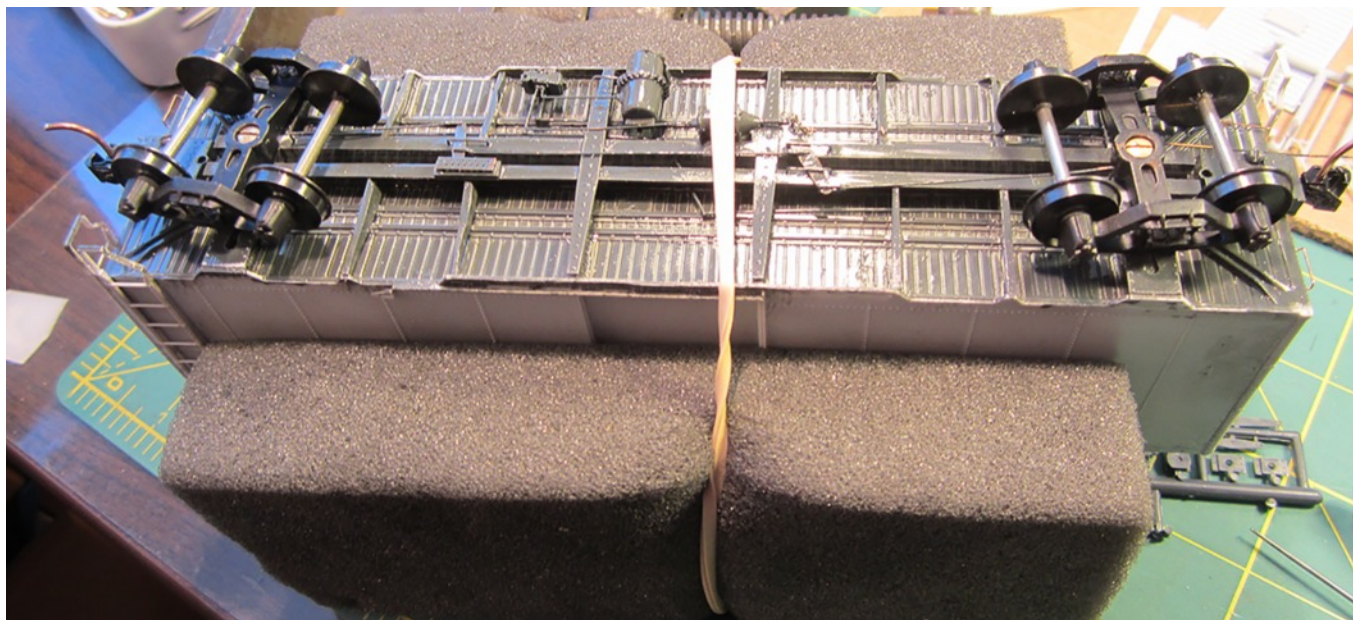
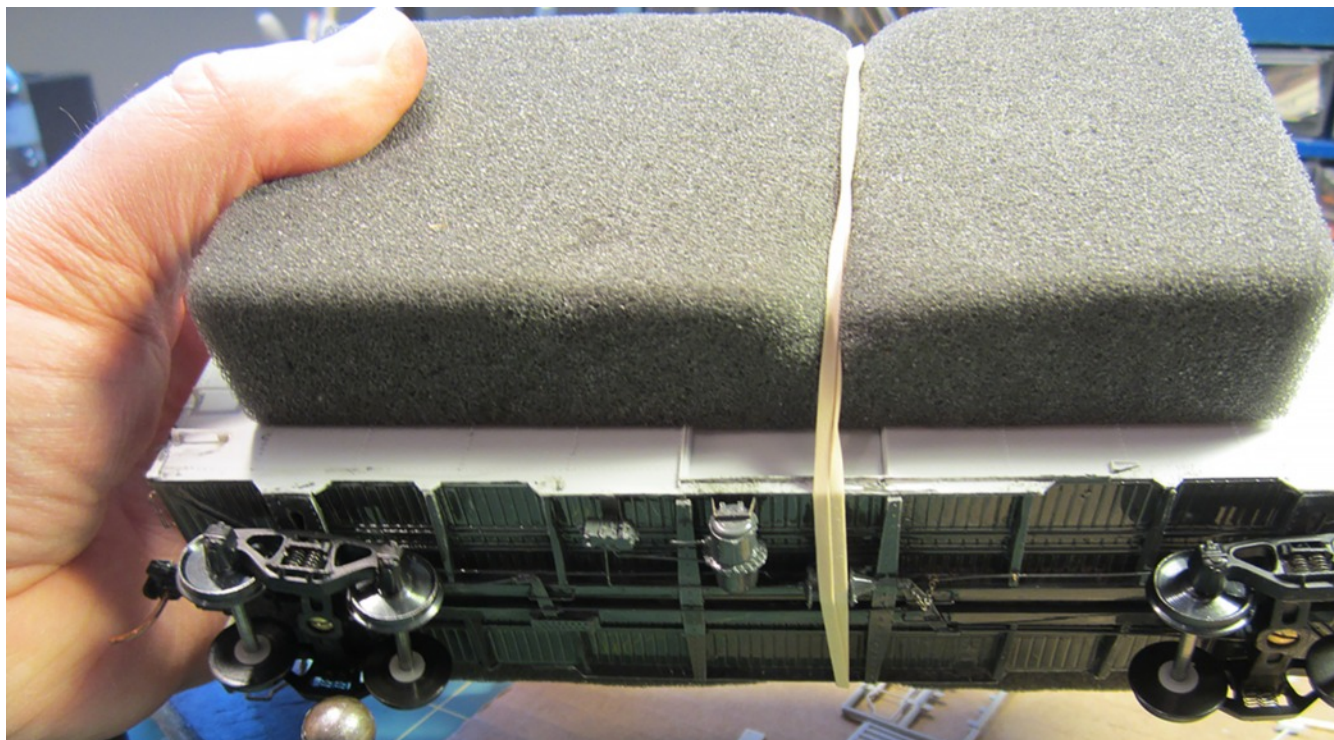


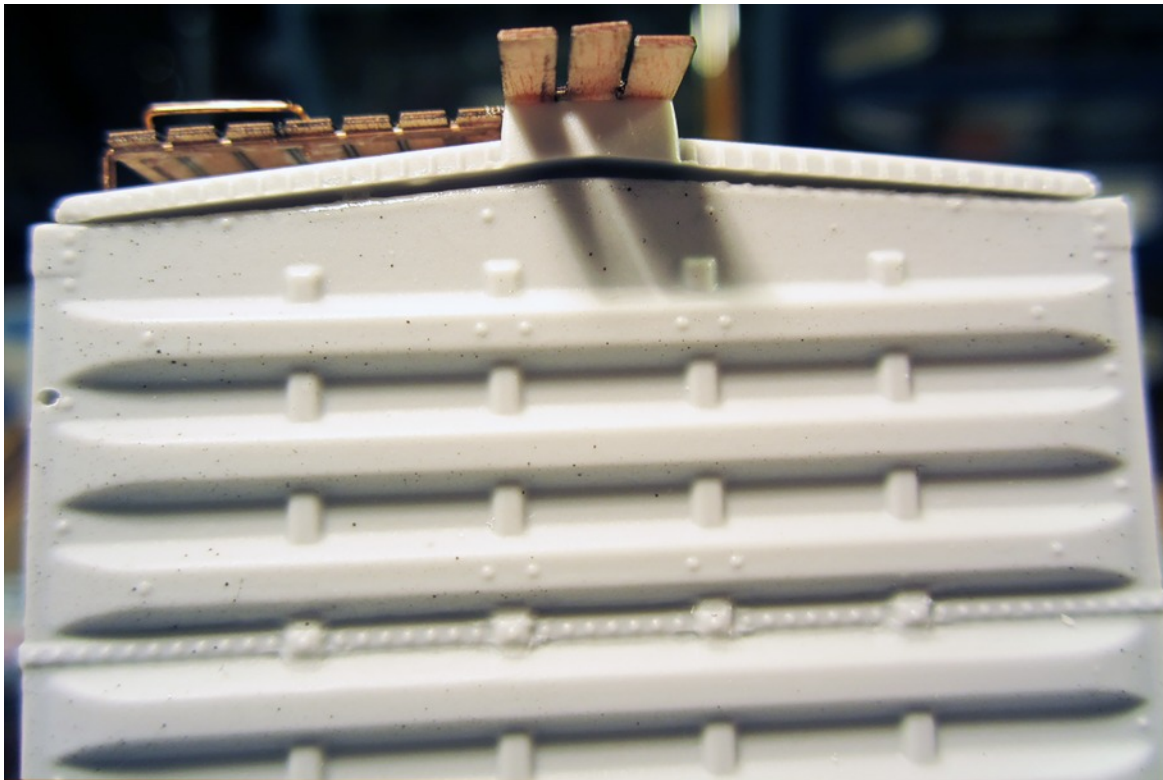
Cradles: *There are several types of foam cradles sold to aid the modeler. I purchase rather simple ‘U’ shaped foam cradles from Port Lines Hobbies. However, I’ve gone one step further with one. Using an electric carving knife, I cut the foam cradle into 6” and 10” sections.*



Left: There is nothing more frustrating than breaking detail on one end of the model while you are working on the other end. The 6" section is great for protecting a freight car model during construction, but also allowing access to both ends for detailing while giving the modeler a hand hold that shouldn't crush other detail.

Below: Finally, you can use a rubber band over a solid part of the model, in this case the brake cylinder glued directly to the floor, to hold you work tight in the cradle. It makes holding and moving the model around easy and gives it about the maximum protection you can during the construction process. I use the 10" piece in the same fashion for longer modern cars or locomotives.

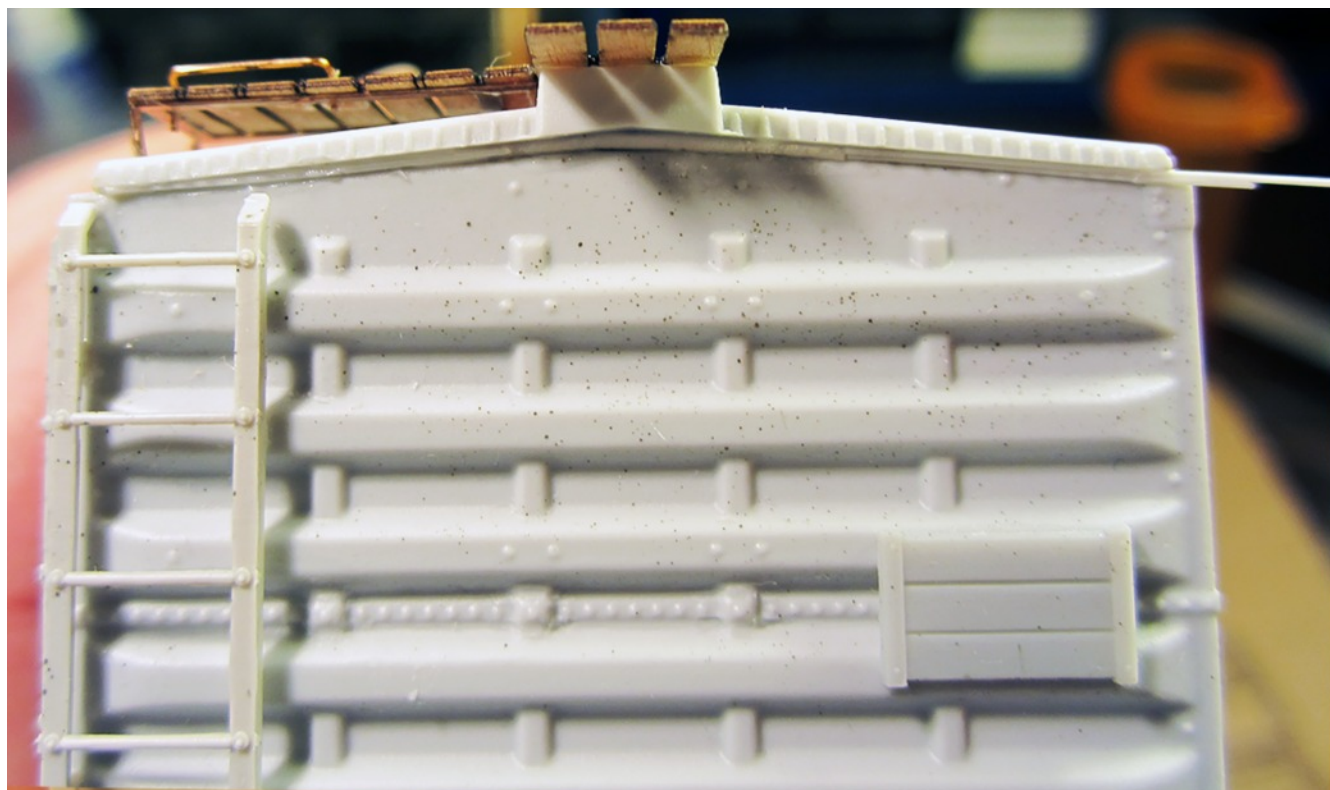




*Above: **Filling Cracks:** No matter how well a model kit is thought out or constructed, there are always places where things just don't completely fit together, such as the fit of the box car end to the roof on this model. A modeler can always use "Bondo" or the old favorite "Squadron Green" to fill the space and then shave and sand the filler smooth.*

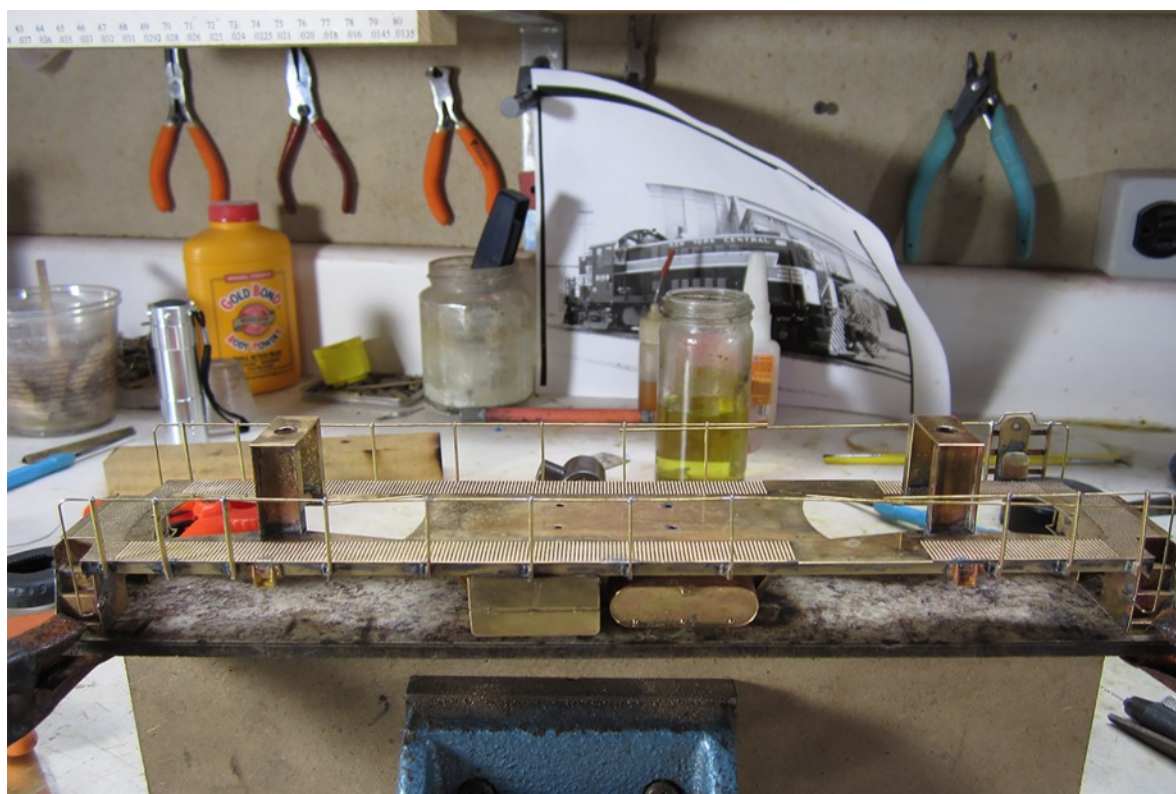
Below: On resin kits I've found success using styrene strips and rods instead. Both Evergreen and Plastruct make very small rod and rectangular strip material that can be used for filling.



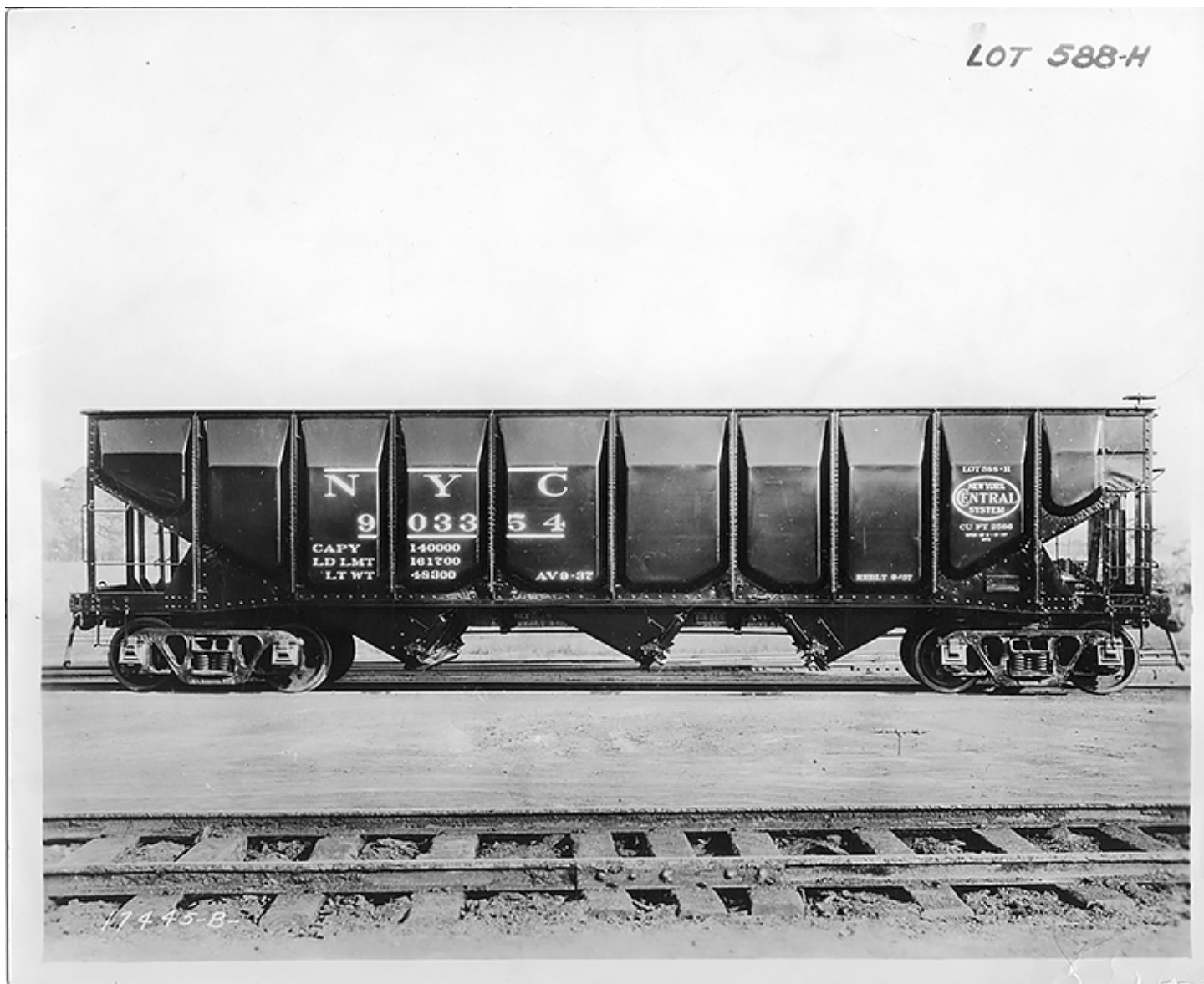


Above: In this view, some 0.010" and 0.020" styrene rod has been laid in the gap and covered with styrene cement. Since the cement will not attack the resin easily, you can use a bit more to soften the styrene pieces and flatten them into place with a knife blade. I generally use longer pieces to make them easier to handle. The portion protruding from the right in the photo can easily be sliced off once everything is dry. This technique is especially useful in places where a saw blade has left an errant cut.

*Below: **Model Photos:** When building, I like to accumulate photos of the prototype and keep a few visible while I'm constructing the model. Sometimes it helps see a particular detail or its placement and other times it*



just serves as a historical symbol that recharges my psyche when modeling is not going very well. For me, it's fun to think of the "real thing" and how it was used and looked in the day. In this photo, the frame for an RS-1 is being soldered together and in the background, is a picture of NYC RS-1 #8109, the exact prototype I am trying to recreate with the model.



Another prototype photo of an NYC Lot 588 panel side triple hopper and the eventual S Scale model it inspired.



WHAT'S ON YOUR WORKBENCH TODAY?

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

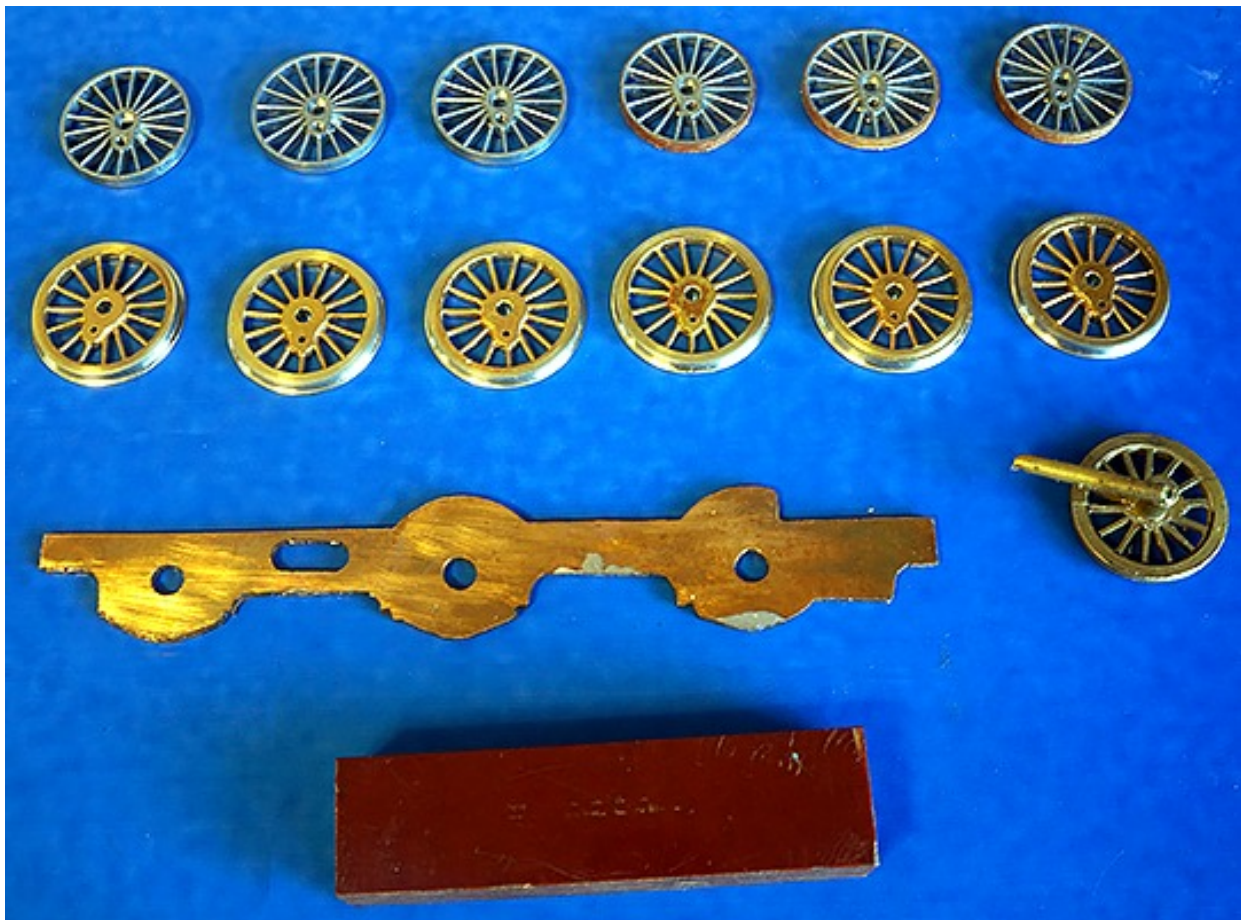
I was given a box containing a collection of old "00" gauge wheels, some of which have not been marketed since the 1960's.

The top row in the picture shows some "00" driving wheels which were 24mm dia on the treads representing a 72" wheel in "00". 24mm is very close to 15/16th inch which is a 60" wheel in "S". The wheels were die-cast with nickel silver tyres which I removed.

The second row shows the tyres fitted to "S" Scale lost wax cast brass driving wheels. A cast wheel as received from the casters is shown at the right hand end of the third row. After removing the sprue the spigot was trued up and the wheel held by the spigot in the lathe while the O/D was turned down to allow the reclaimed tyres to be pressed on. The tyres were then re-profiled. The wheel was then held by the tread with the flange up against the chuck jaws, the spigot removed and the axle holes drilled. Lastly a jig with a pin in the axle hole was used to locate the drill while drilling the crankpin holes.

The third row also shows a set of frames for an 0-6-0 freight loco, below which is a Tufnol block from which the frame spacers will be made, current collection being on the split axle system.

~ Jas Millham



SCENE AROUND THE LAYOUT

Sam McCoy sent in a few shots of the loads from St. Charles Model Works for the S Helper ore cars. Nice loads in some great looking cars!

Photos by Alan Zielinski



We are proud to feature readers work. Depending on your response we would like to make this regular feature.
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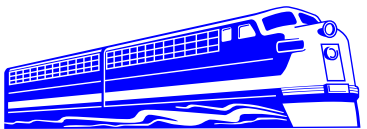
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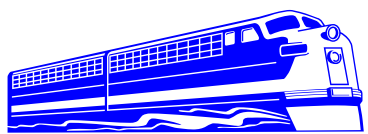
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O Scale West is considered the one of the best 2-rail O scale meets in the country, and is an institution among O scalers. 2018 will be the twenty eighth consecutive annual O Scale West. It will also be the thirteenth consecutive S West meet, and of course, the first annual Narrow Gauge West. The O, S and narrow gauge activity is fully integrated into one large event with the umbrella name of O Scale West.!

The show includes vendors, how-to clinics, contests, operating display layouts, individual seller tables, and local layout tours (self-drive).

Website: www.oscalewest.com

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July 24 through 29, 2018

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