

*THE*

**S**

# RESOURCE

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NEWS, REVIEWS, INFORMATION TO USE

*April/May 2021*

*Volume 7 No. 4*

**SCALE**



**Building an H10-44  
1938 NYC 20th Century Limited  
Freight Car Modifications Part III  
Improving The Tracking Of River Raisin'S 43R Trucks  
News, Shows and so much more**

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**April/May 2021**  
Volume 7 No. 4

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**Amy Dawdy**

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*Managing Editor*  
**Daniel Dawdy**

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*Advertising Manager*  
**Jeb Kriigel**

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

### Front Cover Photo

*Northern Pacific number 138 is holding at the stop sign on the diamond while MN&S 11 crosses over to the double tracks to rattle the diamond bringing in a transfer job. By Ken Zieska*

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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



Winter is over and Spring is in the air, well for some of us anyway. We received some bad news that the group that runs the NASG Convention has unanimously decided to postpone the 2021 NASG Convention to 2022. As soon as we have more details about the 2022 event, [their page will be updated](#). It's a shame, but understandable because of the Canadian vaccine situation and delays. Their Website states "A true cross-border event, the "Buffalo CanAm" is hosted by both the Western New York S Scale Association and the, primarily Canadian-based, S Scale Workshop." Since border crossings are still uncertain, it's better to postpone this year's event.

The good news is that the O & S Scale Midwest show in September is going forward. It will be held September 17-19, 2021. This is the only scale S show this year. Our Website is <https://oscalemidwest.com/> and you may register on-line or download the form. If you register before May 31<sup>st</sup> you will receive \$5.00 off your registration fee, so please register early. We need the support from the scale S community to continue to host this event.

There is a new Facebook group called [S Fine Scale Model Railroading](#). Their page states "This group is for fine scale model railroading in 1:64 scale or 3/16" = 1 foot. It is not for discussions of Gilbert American Flyer and most other toy trains. Most of the trains we use are made after about 1985. We paint, detail, install DCC, and do 3D design to make our models better and more accurate." It's nice to see this along with some of the other groups on Facebook.

We are again looking for articles to get us through the rest of the year. Layouts, how to, kit bashing, on the workbench, or most anything else related to scale S is welcome. You don't have to be a master writer as we'll help you through that if need be. We see a log of great information on Facebook and other groups, but by publishing with us, even if you have published on Facebook, we can bring out more of what you have accomplished and offer more and larger images. Plus, you'll be sharing your knowledge with others who might not see your posts on Facebook. So, please, let us know what you are working on and we'll talk!

In this issue, we continue to bring you building/bashing articles. It's nice to see this activity in any scale, and we here at The Model Railroad Resource LLC like to feature this type of article in both our publications.

There is a series of articles in [The O Scale Resource Magazine](#) running now on scratch building two steam engines. It's a step by step series by Glenn Guerra and started in the [September/October issue](#). Glenn also did a nice intro into using a [The Sherline Milling Machine here](#). Yes, it's O scale, but the techniques and tips apply to anyone researching and build a brass model.

Well, that's it for now. Enjoy this issue and tell your friends!

Happy Reading & Happy Modeling,

*Dan Dawdy*



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## The Pacifics Have Arrived!

*These beauties were built in 15 different versions across the Southern Pacific P-10's, Chesapeake & Ohio F-17's and F-19's. The Master Craftsman at Boo Rim Precision did themselves proud with this project! There are still a few models available. Contact us to see availability or check out our website.*



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## NEW COLORS

### APRIL, 2021

TCP-383 Ontario Northland- Dark Blue  
TCP-384 Ontario Northland- Yellow  
TCP-392 Frisco- Meteor Blue

### MAY, 2021

TCP-383 GO Transit- Dark Green  
TCP-388 GO Transit- Light Green



## FEATURED RELEASES

TCP-019 Santa Fe- Brown  
TCP-020 Santa Fe- Blue  
TCP-021 Santa Fe- Yellow  
TCP-022 Santa Fe- Red  
TCP-251 Santa Fe- Freight Car Brown, 1945 to Current  
TCP-280 Pacific Fruit Express- Orange  
TCP-294 Swift Reefer Company- Red



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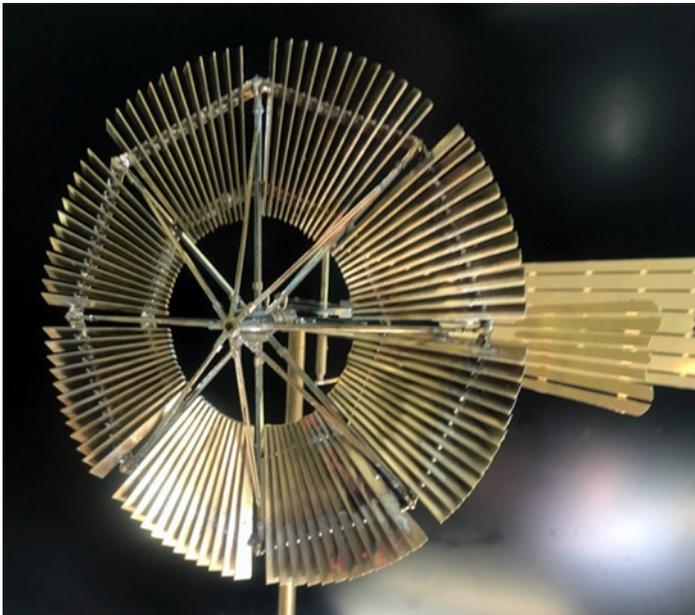
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# NEWS YOU CAN USE

Mark Andrews from [Mark's Model Works](#) has a neat little brass Windmill for sale. This model is designed from the NZMRG plan LS11 and based on the preserved, working windmill pump at the site of the old Belgrave Station, on the Nelson Line.



## 14 Foot NZR Windmill

Designed from the NZMRG LS11 Plans this is the 14 Foot version of the standard NZR windmill pump. There are 9 etches, 8 for the fan sectors and 1 for the tail vane parts

Available in 3 scales

1/64th scale Price \$50.00

1/48th scale Price \$75.00

1/34th scale Price \$120.00

These windmills were used throughout New Zealand for pumping water into the loco water towers. They were slowly replaced as electric pumps and town supplies become more reliable.

"Americanizing" these would be a fun project and make a nice feature model.

[Click here for the instructions.](#)

We received an Email from Kyle Wyatt about the windmill from Mark's Model Works after reading *The O Scale Resource Magazine* which also carried the News item.

"Reading through the latest issue, I noted the windmill model from Mark's Model works of the New Zealand Railways standard design on pg 9. With a bit of research, I find this was apparently based closely on the Eclipse Railroad windmill made widely by Fairbanks-Morse in the US. It probably does not require much "Americanizing" to make it very usable from the late 1860s to the early 20th century."

I found the example below from [wikipedia.org](#).



Gaylord Gill and Randy Bosscher, both experienced S scale model-builders, will build a model using the Bar Mills 1-Kit on the "New Tracks" Meetup zoom events. A 25% discount is available to all S scale modelers from Bar Mills for this BUILD ALONG project. Order the kit so you can BUILD ALONG with your S scale mentors Gaylord Gill and Randy Bosscher.

Initial introduction of the project was on the February 27, 2021 "New Tracks" Meetup and the first construction session will be April 17, 2021 at 7pm

Eastern Time on the "New Tracks Meetup and continue each week in short construction segments until the kit model is completed.

You can get all the log in links for Zoom and the live streaming on YouTube each week by registering on the website [NewTracksModeling.com](http://NewTracksModeling.com). You can view a video of the February 27 segment on the New Tracks Modeling YouTube channel. Go to [barmillmodels.com/product/the-1-kit-n-ho-s-o/](http://barmillmodels.com/product/the-1-kit-n-ho-s-o/) to order the kit.

Remember to use the the special discount code NTM1KIT to get the 25% discount. We hope you BUILD ALONG with Gaylord and Randy because this may become the first model you can say you scratch-built! Also if any other S scale modeler would like to be the Featured Modeler and do a BUILD ALONG with another kit manufacturer let Jim know at [jimkellow@sscaleresource.com](mailto:jimkellow@sscaleresource.com)

Stephen Milley of Rail-Scale-Models sent us a note: Introducing a cool little laser-cut kit - lumber stacks. Use them at your sawmill or as loads on your flatcars or gondolas. Each kit includes material for two (2) 4' high lumber stacks cut into scale basswood. This kit simulates rough-cut lumber - ie varying lengths and widths - with two (2) lengths available - roughly 10' lengths or 12' lengths.



You may model up to 6 shorter stacks if you like. Several layers include pre-cut "cut-outs" so you can add weight to the center of these assemblies if using them for freight car loads. Kit includes scale 4" x 4" stripwood to use for risers and banding around each stack. This new kit is available in HO, S, and O scales. Check them out under the "What's New" tab at [www.Rail-Scale-Models.com](http://www.Rail-Scale-Models.com)

John Agnew from [Railmaster Exports](http://Railmaster Exports) sent us an Email with a large list of railroad books. He has some 500 plus worldwide RR books including many USA roads. Well over 500 listings. Drop John a note for his list at: [john@railmaster.co.nz](mailto:john@railmaster.co.nz) And, of course, he is still making S scale kits for Yankee modelers.

Dave from LBR has a new product. Our newest offering is our #LBR-RF-2021-1 ADD-A-BOARD for pre-1966 AMERICAN FLYER and others including some LIONEL with tender mounted reversing units.



We invented this unit for the AF reversing units (F-N-R-N) that have the electromagnetic coil that operated the finger contact drum.

This unit turns the reversing unit into a RADIO CONTROLLED unit. Thus, allowing the operator to run more than one engine at a time with just one transformer. No special track wiring is required and comes with installation instructions. Plus, if the buyer mentions SSR we will give a 10% discount on two (2) or more units. [See their Website for full details.](#)



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Chris Cardinal of [Adirondack Car & Foundry](#) has a new locomotive on the way. S Scale-Thousand Island Railway 500. This summer, we will be offering this wonderful little locomotive in S scale. Final pricing will be around \$499 USD, including DCC and sound.

This is a RESERVATION PRICE, you will be billed the remaining amount once your specific engine is ready for delivery. Some background info: Thousand Islands Railway 500, one-of-a-kind home-built diesel rebuilt by CN owned-Oshawa (electric)



Railway from an electric locomotive. Trucks and traction motors from Oshawa 42 were utilized along with twin 125 HP Waukesha gas engines. Other parts were provided by Whitcomb, who assigned it their builders number 50006 12/30.

This tiny 35 ton unit operated briefly on the Oshawa Railway before becoming Thousand Islands 500 in March 1931 where it operated on the tiny CN-owned railway. In 1947 it was re-engined with twin 142 HP Cummins diesels. It was retired in April 1963 and finally put on display in April 1966 in Gananoque where it ran most of its life. [See their Website for more information.](#)

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[Steve Walcott of Pre-Size Model Specialties](#) has a new product, Coil Covers for the Thrall Gondola.

These coil covers for gondolas appeared by 1987 and are still in use today. This cast resin kit is designed to fit the SSA Thrall gondola sold by Des Plaines Hobbies. It is a relatively simple kit to build. The S Scale Resource April/May 2021



Decals included.

For more information, instructions and ordering go to [http://www.pre-size.com/products/SscaleFreight\\_Car\\_PartsPS592.php](http://www.pre-size.com/products/SscaleFreight_Car_PartsPS592.php) Price is \$38.50 with free shipping.

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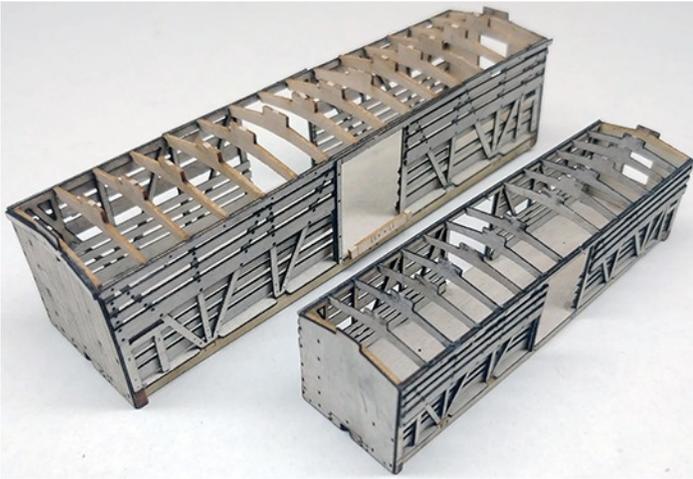
Sn3 D&RGW 04965 MOW Bunk Car by [Leadville Designs](#). After many months of intense development, our kit is ready to ship.



Extensive research and analysis ensures the most accurate kit for the 04965 ever. Kit comprised of laser cut wood, extensive injected plastic castings, etched brass and wire components, and 3D printed details. Full lettering is included for both pre- and post 1941 paint schemes including lettering as used in the Rotary OM service train.

Also their Sn3 RGS/C&S Type 1 Stock Car kit for the RGS/C&S Type 1 stock car comprised of laser cut wood, extensive injected plastic castings, etched brass and wire components, and 3D printed details.

Full lettering is included for both RGS and C&S (lettering as appeared in its final configuration, if you would prefer an earlier style, we can provide those as well. Just send us a note when you order).



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



[Geoffrey Graeber from Greenbrier Models](#) sent us some information on their upcoming plans.

I just wanted to inform you of a program that we are starting this year. We have found an exceptional painter/finisher of scale brass locomotives who has agreed to do short runs of our GP-30 locomotives in exquisite reproductions of a scale model of a specific prototype engine from photographs supplied by the purchaser. If the purchaser doesn't have photos of a specific engine, we can suggest the model based on our substantial collection. Pictures of the GP-30's finished by our master painter are supplied which show our next two runs: The Union Pacific in the summer; The Southern Pacific and the Cotton Belt in the fall.

The Union Pacific will consist of three pairs of one "A" unit and one "B" unit. You, can, of course, purchase either one of the engines as a single unit.



The engine(s) will come with standard DC power and directional headlights. For the purchaser who wants DCC, we have an excellent firm who places DCC in  
The S Scale Resource April/May 2021



any locomotive according to the specifics you request. The cost of putting DCC in any locomotive is the precise fee he charges for the installation.

After the Union Pacific engines are completed, we will start the run of Southern Pacific/Cotton Belt engines. Six "A" units will be prepared for the S Gauge market. The units will display the same superlative qualities as the Union Pacific models.

We are currently constructing a website which will show our different models and display our decals. We have worked with several decal producers over the last 20 years to produce the decals we need to precisely model the prototype our customers desire. Contact us to see how we have fashion the model you want. We have produced over 50 custom decals for our GP-30.



The 2021 NASG convention has been postponed for this year and will again be scheduled for Buffalo, New York in 2022. Keep checking their [Website here](#) for any new information.

Chuck Kemper posted information on the convention car:

I am happy to announce the 2021 NASG Annual Member Car. This year's car is the Pullman Standard 4427 cuft 3-bay, covered hopper introduced in the early 1960s carrying dry commodities such as grain, corn, fertilizer, etc. The PS-2CD 4427 cars were very successful and were seen all over the US and can still be found in active service today. This particular car is labeled for the General Electric Railcar Services

Corporation's TLDX (formerly Transport Leasing, a Division of Pullman, Inc.), and decorated with "Gold Kist" "Atlanta, Georgia."

Gold Kist was one of the largest food producers in the US in the 1960's. The model will be manufactured by American Models and have the original gold sides and black ends. The cars are available in either of two correct road numbers and in either high-rail AF compatible or scale coupler & rail compatible. They are scheduled to arrive in July 2021, but can be pre-ordered now with an active NASG membership

<http://www.nasg.org/Store/AnnualCar.php>

The example photo is of HO-scale model by Exact



Rail (AM's version will not include the two placards)

Our friends at [Tru-Color Paint](#) continue to roll out new colors.

Here's the new product information for the railroad and brushables paints and aerosols for April-May, 2021. If we haven't said it enough, thanks for everything you do.

#### April, 2021 Railroad

- 382- Ontario Northland- Light Blue
- 383- Ontario Northland- Yellow

#### Brushables

- 886- Flat/Brushable Northern Pacific- Light Green
- 887- Flat/Brushable Northern Pacific- Dark Green

#### Aerosols

- 4020- Boxcar Red
- 4021- Engine Black

#### May, 2021 Railroad

- 387- GO Transit- Dark Green
- 388- GO Transit- Light Green

The S Scale Resource April/May 2021

#### Aerosols

- 4022- Matte Dark Rust
- 4023- Matte Roof Brown

As always they are always open to new ideas for paints. If there are colors that you need but aren't made, have them shoot them an email at [tru.colorpaint1@yahoo.com](mailto:tru.colorpaint1@yahoo.com). If they can find enough information on the color, we could put it in the next year's product schedule. [See their Website for all their paint colors and products.](#)

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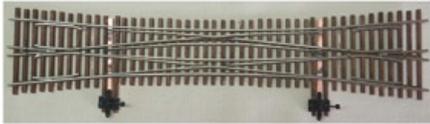


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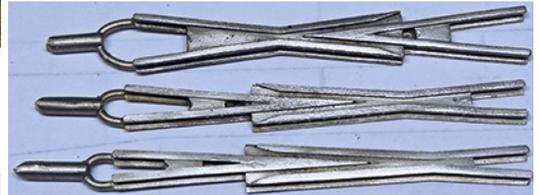
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# 1938 NYC 20TH CENTURY LIMITED IN S SCALE

By Dick Karnes

I've had a lifelong ambition to build this train, ever since I was around seven years old and sent in some Kellogg's box tops for a three-dimensional cardstock cut-out kit for the 1938 20th Century Limited Hudson designed by Henry Dreyfuss. I built it, glued the base to a chunk of 1x2 lumber, and kept it on my bedroom dresser for six years. My mother hated it because its clunky-looking pseudo-hemispherical nose, only hinted at by a series of slot-and-tab discs, was a terrible dust collector. The model was reluctantly discarded when we moved from our apartment to a house.

Even though the NYC was always my favorite railroad, I did nothing more about the Century as I graduated from Lionel to an AF Hudson freight set in 1949, and then from tinplate through hirail and finally to scale in my college years (1957-62), after which I continued building locos and rolling stock for the future NYC-in-the-sky. During my college stay I constructed an 80-foot Midgage/Sylvania observation car and, with help from a fine O scale modeler, painted, striped, and lettered it in the 1938 Century scheme. But this car never saw service; a review of prototype data revealed that it was grossly inaccurate, so I traded it away. The desire for the Century never left me. As the years went by, I collected several AF Hudson loco and tender shells with the idea of creating scale Hudsons by fitting them to an S Scale Loco & Supply NYC Hudson chassis. I actually completed an unstreamlined J-3a Hudson (Figure 1), even scratch-building a sprung brass trailing truck because the AF truck was too crude for me. Over the years I kept the 1938 Century in mind, always looking for anything I could use to create the train. Alas, all I found were some Champ decals for the diners and baggage-mail cars lettered "New York Central"; the rest of the cars were lettered "Pullman." so I made up a master and had "Pullman" and car name decals custom made.



**FIGURE 2**



## LOCOMOTIVE

I was pretty much resigned to having to add brass skirts, skyline casing, and half of a plastic fisherman's bob (for the nose) to an AF Hudson shell. But THEN — Tom Hodgson came out with his S version of the streamlined New York Central J-3a locomotive kit, designed to fit over the American Flyer Hudson loco and tender chassis.

I was able to secure one of these kits. I cut the Hodgson cylinders off the loco shell and test-fit it over a completed S Scale Loco & Supply NYC Hudson chassis. There was a lot of work to be done until I was satisfied, but it was a lot easier than modifying an AF shell. Basically, I corrected misplaced pilot steps, replaced the molded-on boiler details with brass castings, and added piping and other details missing from the plastic molding. I also constructed a brass boiler bottom and secured it to the shell with machine screws.

I slotted the closed top of the Hodgson tender and installed a deck beneath the slot so the fireman could climb up the rear and access the water hatch.

Hodgson's trailing truck and tender truck sides were quite nice, so I thinned them and glued them to sheet-metal truck foundations.

The last thing I did before painting was to construct a one-piece brass cab floor and end and secured it to the rear tang of the loco frame. Of course, I had to repaint the loco shell because of all the added stuff, so I masked the pilot's blue NYC oval, oversprayed with Scalecoat NYC Light Grey, then renumbered the cab with decals a week after painting. I also relettered and restriped the tender with the correct lettering font and also replaced the white stripes with the correct blue color. Figures 2 and 3 show the finished product.



**FIGURE 3**

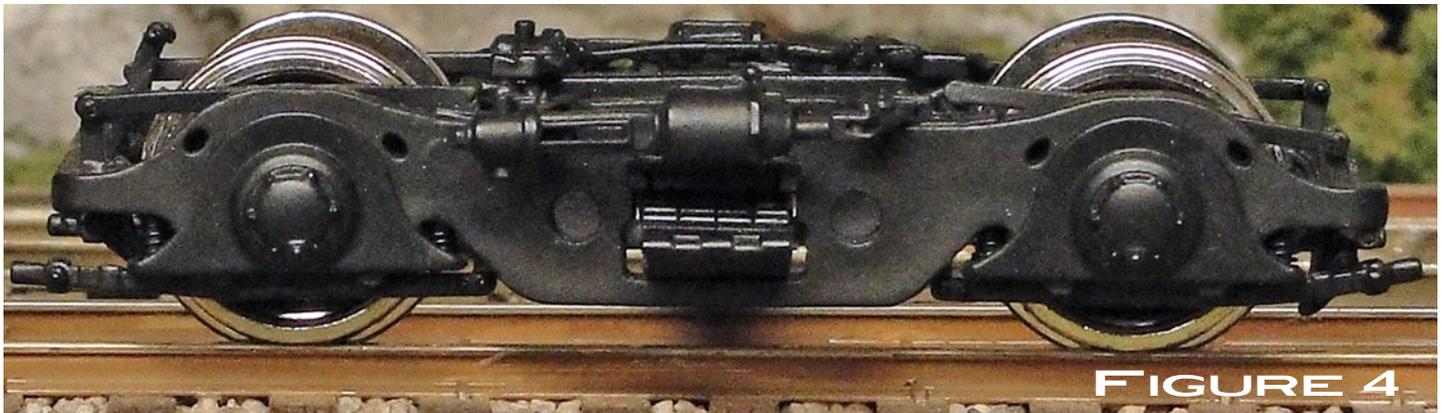
## CARS

If you want to create accurate models of specific prototype passenger cars, I strongly urge you to consult prototype references for photos. For my project, I made copious use of *The Official Pullman-Standard Library, Vol. 2, New York Central, Randall & Ross, Railway Production Classics, 1987*. (This same publisher has released many different such reference books for a wide variety of railroads, so look for them if you model a different road!)

Fortunately, anyone who wants to construct the cars for any version of the streamlined 20th Century Limited can purchase, new, all the components needed. However, I began this project some years ago when Bob McCarthy bought all the undecorated Pullman smooth-side car bodies and their floors from American Models when AM decided not to re-run them – ever. I thought I'd get nine sleeper bodies and an observation body and make my own styrene sides. So I got the nine sleeper bodies, but there were no observation car bodies in Bob's stash. However, I was able to acquire an observation car body from Earl Henry in trade for something I have long forgotten.

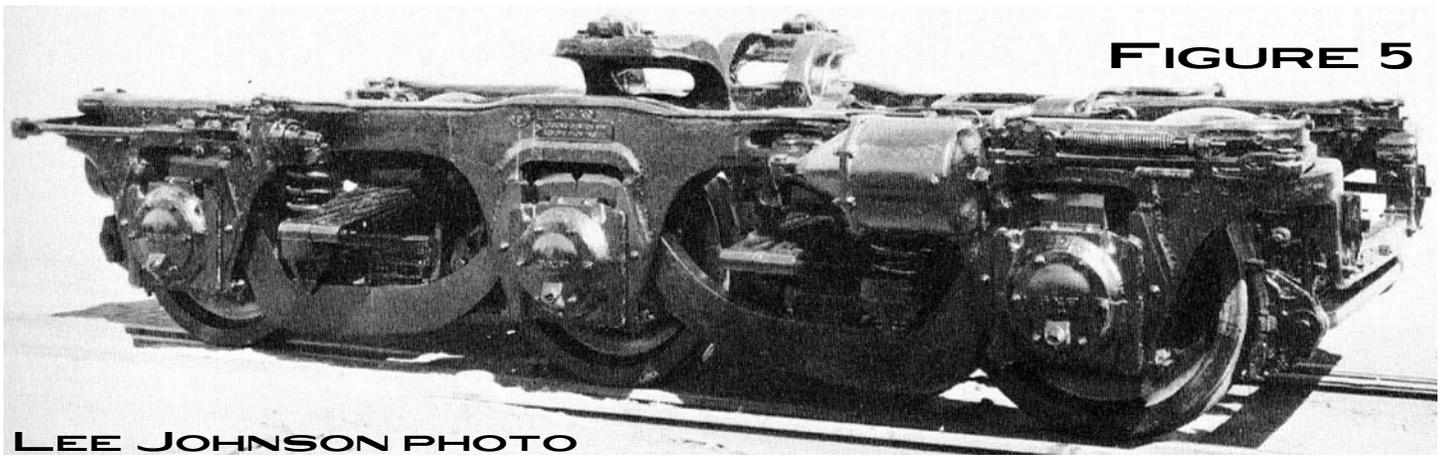
(Note: Union Station Products is now offering S scale core body kits, so you don't have to scrounge for out-of-production components for these cars anymore.)

Just as I was gathering data for making the car sides, Bob McCarthy (now deceased) announced a deal with Mark Meeks of Union Station Products to offer his extensive line of Pullman and Budd car sides in S scale in addition to his established O and HO lines. In conjunction with this, The S Gaugian published a detailed article by Bob Hogan describing how to construct specific streamlined passenger cars using McCarthy's car bodies and Union Station Products' car sides. This article is essentially what I used my construction sequence and adhesive recommendations, so I won't go into these details herein.



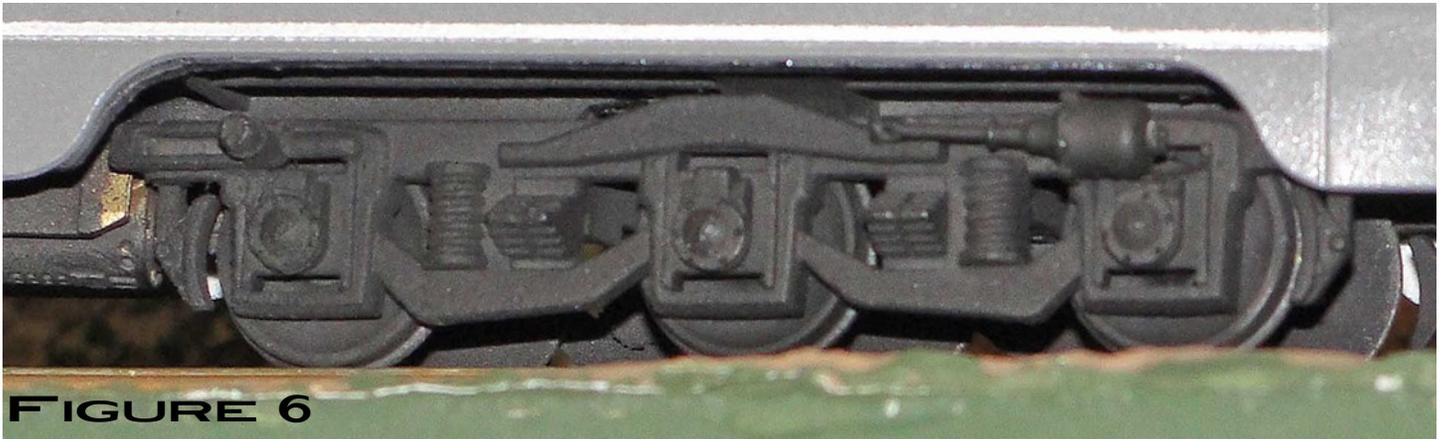
*River Raisin imported these beautiful 43R trucks. Pullman developed this truck to achieve the utmost in passenger comfort, furnishing them beneath nearly every four-wheel-truck streamlined car delivered in 1938. The two outer bolsters ensure overall rigidity, while the center bolster, upon which the car rests, provides vertical cushioning on leaf springs in the sides. Each journal is independently sprung, thus providing smooth tracking over rail irregularities. However, their high maintenance cost generated so much negative feedback that they were discontinued after only one year.*

In about the same time frame, River Raisin Models announced they were importing 43R four-wheel triple-bolster roller-bearing passenger trucks with “Napoleon hat” journal boxes (Figure 4), correct for most of the 1938 Century cars. All the Century cars lettered “Pullman” had these, but there were three cars in each Century set that were lettered for New York Central and had six-wheel roller-bearing trucks – two back-to-back diners and the RPO car. So I was almost home free.



**FIGURE 5**

LEE JOHNSON PHOTO



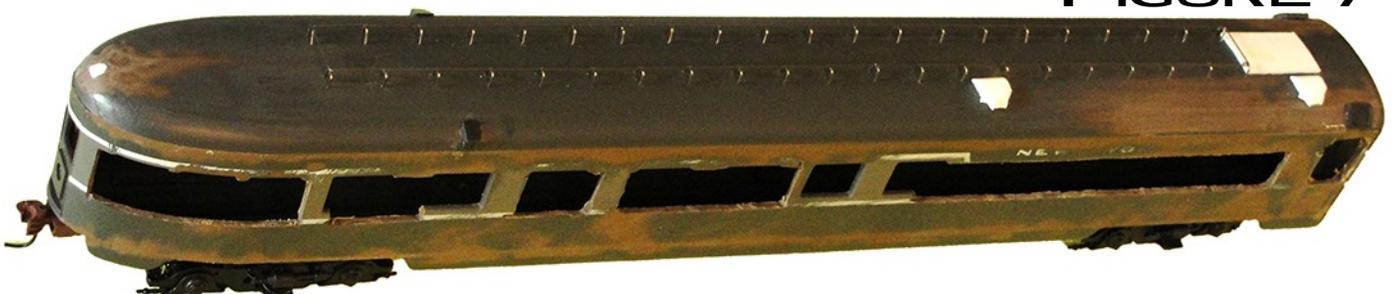
**FIGURE 6**

I contacted Mark Meeks to see if he would be willing to run a set of observation sides for me. He responded that he would be glad to add this car to his multi-scale line, but unfortunately he had no plans for this car. But I did, thanks to my Pullman Standard reference. I mailed Mark a copy of the plans and got my sides (which are now in Mark's regular line-up).

This left only three pairs of the six-wheel trucks to deal with. I could never duplicate them exactly because the prototypes are basically a one-piece steel forging (Figure 5). But I figured I could get away with modifying American Models' six-wheel heavyweight passenger trucks because the top arch on these older-style trucks would be mostly hidden in shadows. I replaced the journal lids with Details West HO roller-bearing lids, added slack adjusters cut from old Kinsman or current BTS passenger-car brake cylinder, and added separate brake cylinders, Train Station Products HO part No. 444, "passenger car brake cylinder/slack adjuster." (I cut off the HO slack adjusters as they are too small for these S scale trucks anyway.) Figure 6 shows my effort – not precisely correct, but "close enough." At about this time, as if by magic, Pre-Size Model Specialties roof and underbody detailing components arrived on the S scale scene. So I was off and running toward completion of my cars.

I got all the roof photos I needed for all my Century cars from my Pullman-Standard reference. My roof details are a combination of Pre-Size parts, HO reefer hatches, and scratch-built components.

**FIGURE 7**



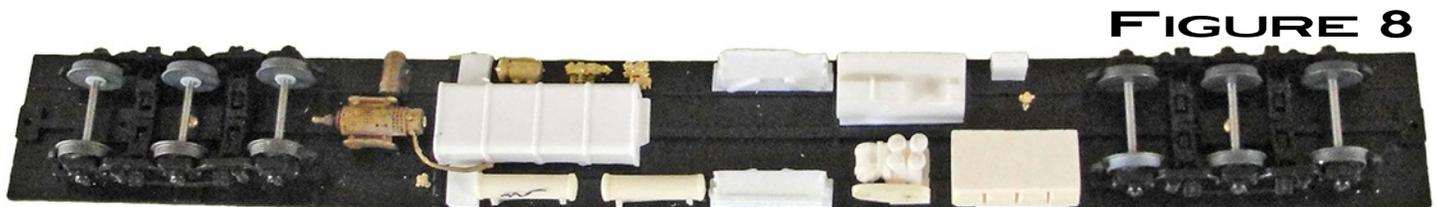
## Core Bodies

The observation car body (Figure 7) has two Pre-Size vents (white), an access hatch scratch-built from styrene, and other vents once marketed by Bob McCarthy (black). (I got mine from Bob Hogan, who received some of McCarthy's posthumous inventory.) The antenna is also scratchbuilt from steel wire mounted atop stanchions that are Kadec Code 70 spiker staples pushed into holes drilled using a jig for uniform spacing. Uniform height of staples was assured by length of .125 rail as a spacer.

Carbody masking for painting the roof and ends is not really necessary. Spray the ends with the basic car color first. Then spray the roof with its color. Use a piece of card stock to shield the ends as you rotate around the carbody with your sprayer. Some overspray on the sides is OK, but try to minimize this. For the Century cars, the ends are New York Central Light Grey, the roof is dark gunmetal.

## Underbodies

Unfortunately, I could not find any references that showed the layout of underbody components, so I used generic underbody diagrams for diners and sleepers. Figure 8 shows the underbody of one of my Century diners.



## Sides

The sides need to be completely painted and glazed before gluing to the car bodies. My color scheme is really complex. Each side is basically light grey with a black window band containing two silver stripes, thin silver eave and skirt stripes, and thin blue stripes bordering the window band. Doors are not striped. Once glazed, you need to test-fit the sides to their respective core bodies and trim away any core body plastic that interferes with the window glazing. I could have glued an entire sheet of clear styrene on the back of the sides to avoid this problem. However, that would have made the two layers separately visible at the ends of the cars.

I tried a few different techniques for finishing the car sides, including using black decals for the window band, a first spraying of silver so as not to have to use any silver decal stripes, and using silver stripes for the skirt and eave stripes. I learned a few things from these experiments:

- Aligning the large black decals over the window band with its pre-cut windows is impossible.
- Cutting and applying/aligning very thin strips of masking tape for, say, 1/32" stripes, and then avoiding any spray bleed beneath the tape edges, is beyond my skill level.
- Applying long thin decal striping for, say, 1/32" stripes, is overwhelmingly tedious.

I finally settled on a procedure which relies only on being able to cut a new perfectly straight edge on a strip of light-tack masking tape. (Don't rely on the factory-cut edge to be precise and dust-free.) Here are my finishing steps:

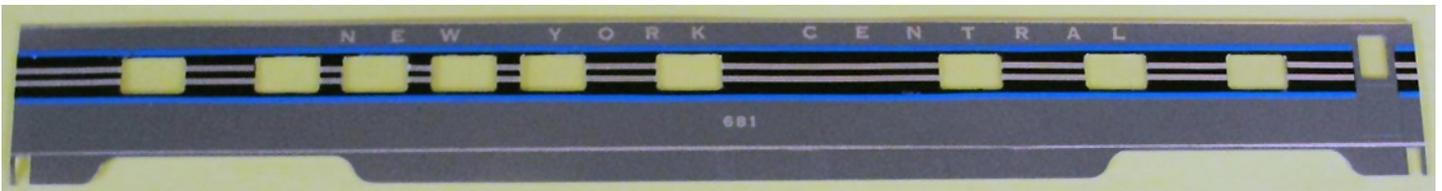
1. Spray NYC Light Grey on entire car side.
2. Align smooth edge of masking tape strip on each side of each 1/32" stripe location as well as adjacent to the window band. That's five strips – one below the skirt stripe, one above the skirt stripe, one below the eave stripe, and two more, one on either side of the window band. (All you need is one smooth edge on each

length of tape as long as the other side doesn't reach all the way to another masked edge.) Temporarily cut a strip of paper wide enough to more than cover the window band and secure it over the band with bits of masking tape that can be removed easily without disturbing the masking tape underneath.

3. Spray silver.
4. Remove the paper shield over the window band, and cover the eave and skirt silver stripes with more masking tape. The window band is now the only exposed portion of the car side.
5. Spray black, then remove all masking.
6. Decal the 1/16" silver window band stripes. I cut these in segments and positioned them by eye, checking occasionally with a steel straightedge. Letting them wrap around the window edges is OK.
7. Apply 1/32" blue chart tape for window band borders. (I couldn't find any that narrow, so I laid lengths of wider chart tape on a sheet of glass tile and cut 1/32" strips with a No. 11 X-acto blade.)
8. Decal the car lettering.
9. Glaze the windows with clear styrene.

Figure 9 shows the result.

**FIGURE 9**



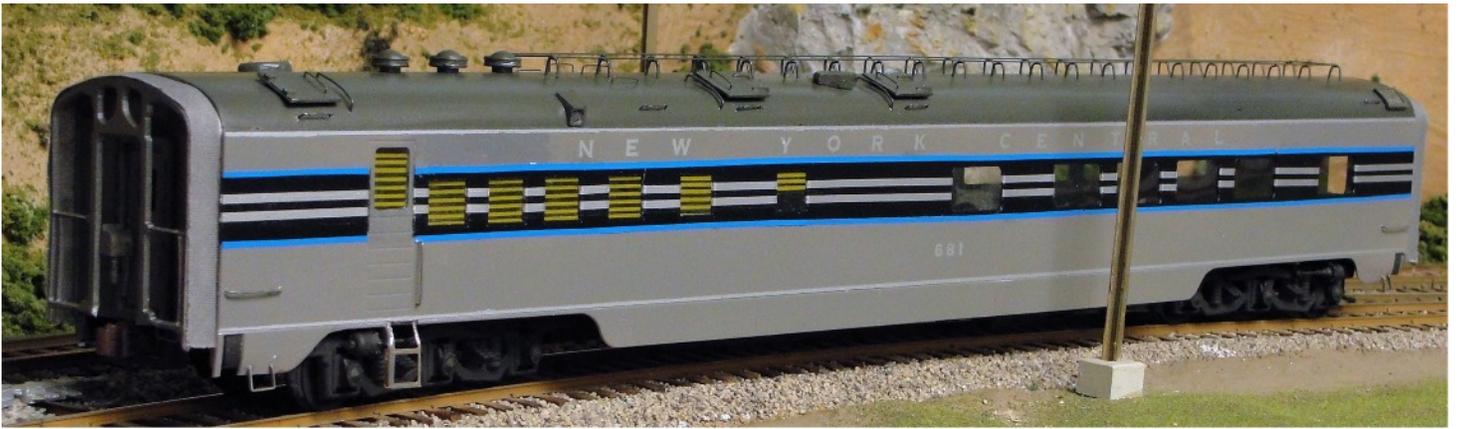
### **Final Assembly**

The final assembly process is very straightforward. Once the sides were completed, I glued them to their respective car bodies using Bob Hogan's method. Basically, you need to use slow-setting (about two minutes) viscous cyanoacrylate cement ("super glue"), which allows enough time to carefully align the side to the body. It's also important to keep air moving inside the body to prevent the glue vapors from fogging the clear styrene. I did this with a little electric desk fan inches away.

### **FINISHING TOUCHES**

Now it's time to install hand grabs and ladder rests at roof edges. I made simple jigs for hole positioning, drilled mounting holes in the cars where needed, bent brass wire to suit, and pressed them in place. These cars also had small strap steps at one end of each side and one- and two-rung steps beneath lounge, diner, and mail car access doors. I made the single steps from strip nickel silver and used ladder stock of the correct size for the others. I hand-painted these with care, sliding a tapered strip of typing paper beneath each grab so as not to smear paint on the car side beneath.

I did not apply any car end details because these cars have full-width diaphragms. Union Station Products sells S scale diaphragm end and striker plates for Pullman, ACF, and Budd cars. I used strips cut from double-stick glue sheet to attach the fabric bellows to the edges of the plates. Some of the completed cars are shown in the remaining photos.



# IMPROVING the TRACKING of RIVER RAISIN'S 43R TRUCKS

By Dick Karnes

*Note: Dan Navarre (proprietor of River Raisin Models) and I have had a running e-mail conversation about this issue. Dan urged me to disclose the problem and its solutions while he worked on his end. He has conferred with Boo Rim's SeHo, who had independently discovered the paint problem. He will apply a more delicate paint finish to future River Raisin passenger trucks, and offer an unpainted option as well.*

River Raisin's 43R trucks (3 bolsters, 4 wheels, and Roller bearings ) arrived just in time to equip seven of my 1938 New York Central 20th Century Limited cars. The 43R, developed by Pullman, appeared on every streamlined passenger car built by Pullman in 1938, and *only* in 1938. Besides NYC, the Pennsylvania Railroad and the Santa Fe also had cars with these trucks, and perhaps others as well. River Raisin also produced the SP43 trucks, identical to the 43R trucks except they had plain bearings and were made exclusively for the Southern Pacific.

The 43R truck center bolster rides on leaf springs in the sideframes and the other two bolsters, one on each side of the center bolster, keep the truck frame rigid. The journals, shaped like Napoleon hats, are sprung via coil springs, one on each side of each "hat." Thus, the leaf springs cushion the car vertically, and the sprung journals accommodate the usual rail dips and twists.

For any truck with at least an eight-foot wheelbase to roll well on model railroad track, it either has to be fully equalized *or* its springs must be sufficiently soft to function (i.e., flex) beneath any car weighted according to NMRA recommended practice. The River Raisin trucks are beautiful, but they track as if they are rigid – which they are, because the thick black paint cakes the truck springs and partially bonds the journals to the sideframes, thus severely inhibiting spring flex. Testing the River Raisin trucks shows that it takes more than eight ounces straight down on the center bolster to even *begin* to compress a single 43R's journal springs. The NMRA's recommended weight for an 85-foot car is 2 plus half of its 16-inch length, or 10 ounces total. My cars weigh 11 ounces including the 43R trucks, so additional weight should be unnecessary to compress the springs at least partially.

So, having ten pair of these and needing only seven, I decided to do some experimentation. Here's is what I came up with.

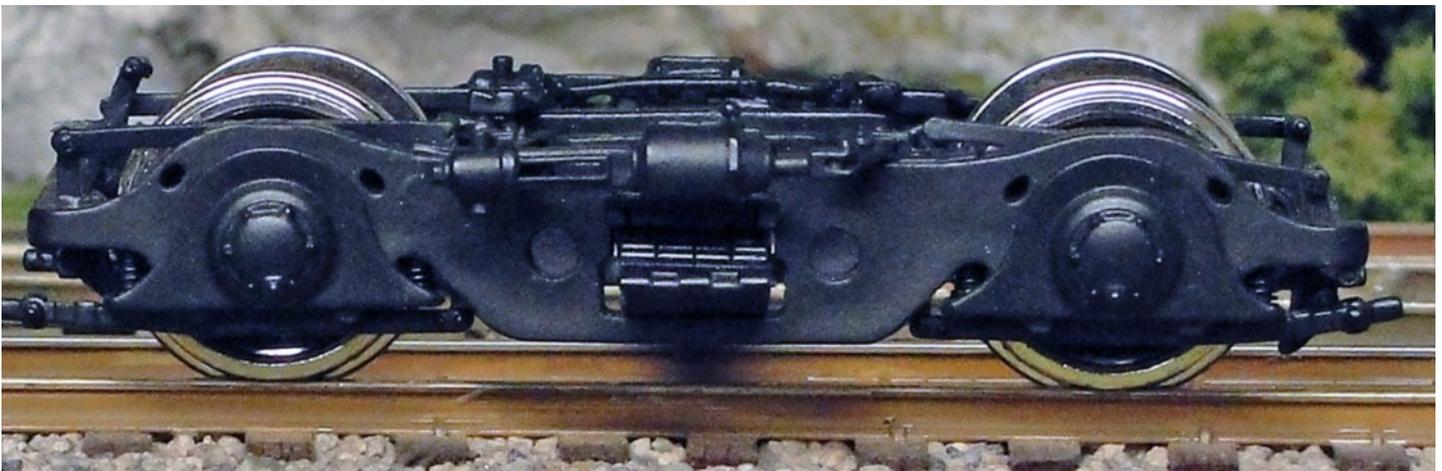
Detach the end braces from the sideframes and remove the wheelsets from the truck, soak the truck in lacquer thinner to remove the paint, wash it in warm detergent while scrubbing with a toothbrush, pick any loose paint flakes from behind the journals and from between the spring coils, wash/rinse/pick until all traces of paint are gone, then wash and dry, then finally chemically blacken the truck. The result is a nicely sprung truck that actually functions well beneath an eleven-ounce car. Details:

- Free up each truck end brace from one of the sideframes. You can do this with the tip of a hot soldering gun. This will provide just enough flexibility for you to force the sideframes apart to release the wheelsets.
- Soak the truck in lacquer thinner for at least a half hour. Then remove the truck to a washbasin filled with warm detergent water. Use a soft toothbrush to remove as much of the loosened paint as you can. Then do this another two or three times until the truck looks pretty much paint-free.

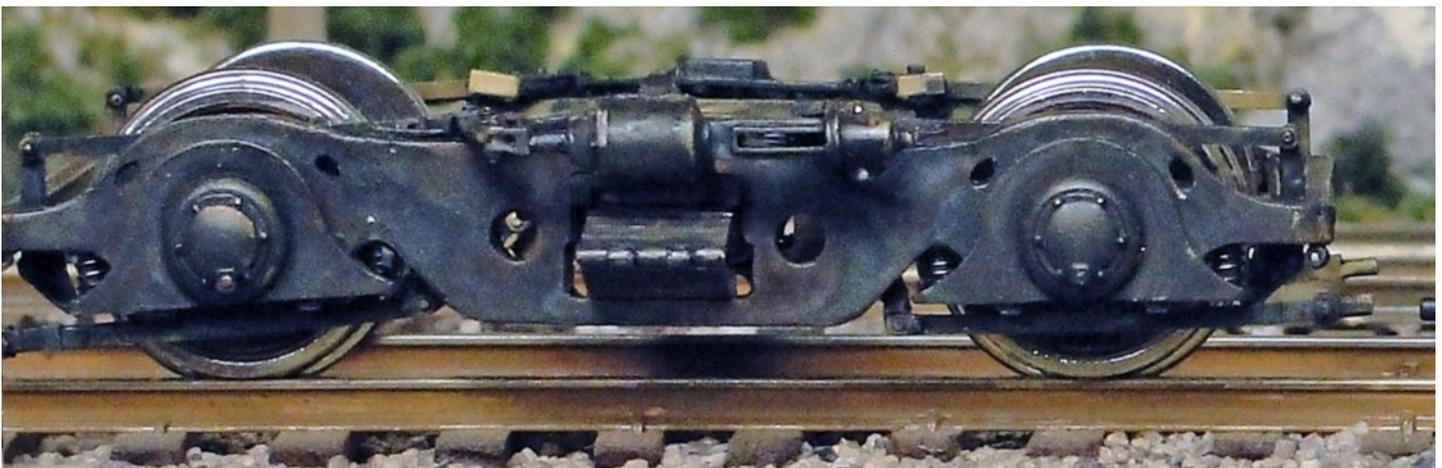
- Using your No. 11 blade, begin pushing paint flakes from behind each journal's Napoleon hats until there's no paint left. Then, from the backside of the sideframes, coax paint flakes from between the journal sides and the slot sides; don't overlook fairly large paint flakes in the arch above each journal.
- Again with the No. 11 blade, pick at the coil springs at the outsides of the Napoleon hats, from both the outside and the back of each sideframe. This picking will release tiny paint flakes from between the spring coils. Do the same with the two coil springs inside the leaf spring leaves.
- Finish cleaning up the coil springs by poking with a small paintbrush with short stiff bristles.
- Replace the wheelsets and resolder the end braces by just touching the iron tip to the reassembled joint.

You will now have a rigid truck frame with slight vertical give between the bolster and the sideframes, and nice soft spring action at the ends of the Napoleon-hat journals.

I used Birchwood-Casey "Brass Black" metal blackener (ordered from Amazon.com) to finish my reassembled trucks. Using this stuff requires pre-scrubbing in detergent, then rinsing, then handling only with rubber gloves while applying the chemical blackener. More than one coat will be required, with detergent washes and rinses between coats. For around \$11 you get a three-ounce bottle that'll last through at least several dozen trucks.



*The original River Raisin 43R truck is above; the modified one below. The only significant difference is the slight slant of the left-hand truck's left Napoleon-hat journal, which I remedied with a little more paint-chip picking on the spring with my X-acto blade.*



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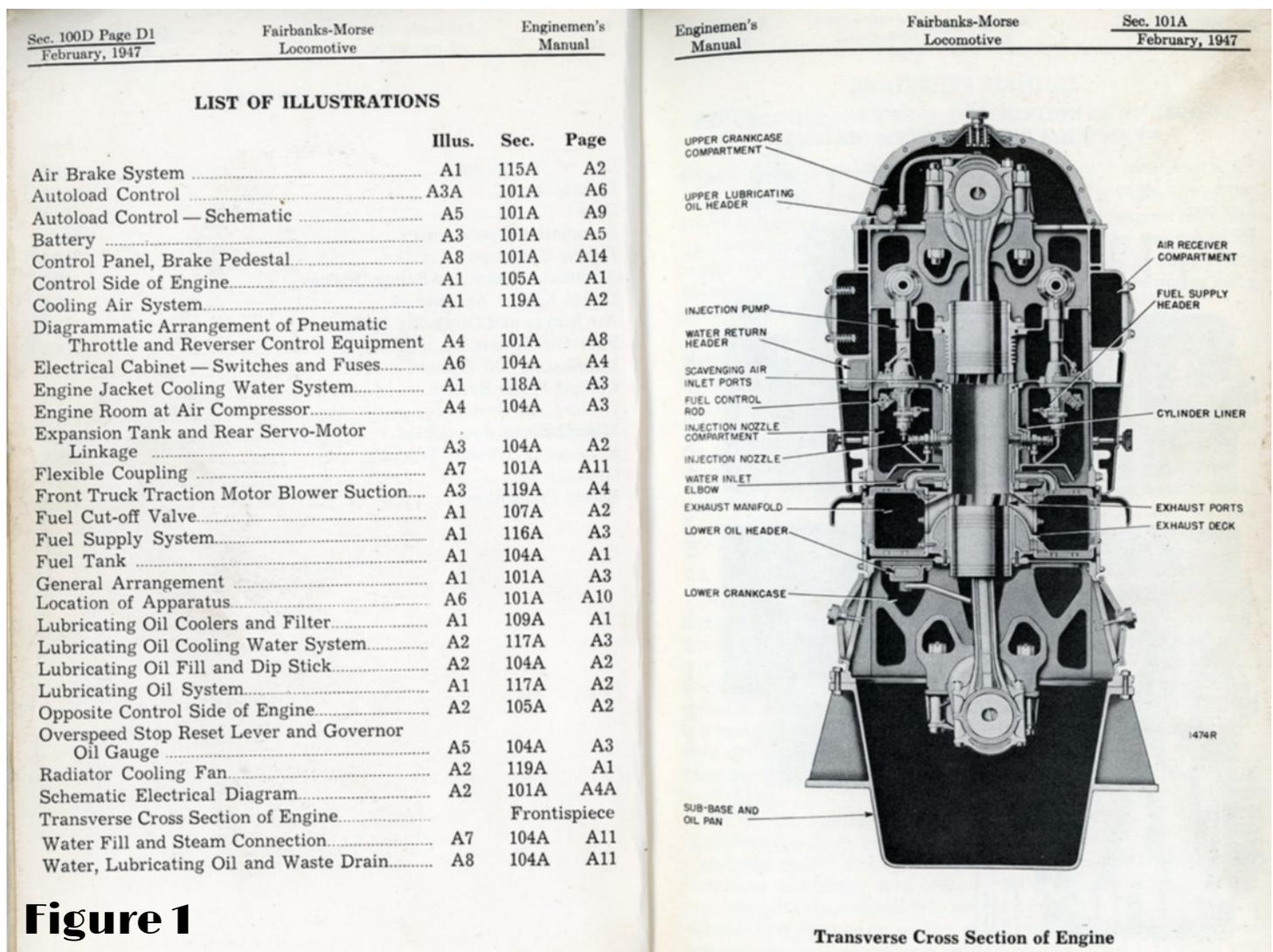
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# Building the Smokey Mountain Model Works H10-44 Kit in S Scale

By Ken Zieska

Post WWII, diesels replaced steam switch engines at a rapid pace. Steam switchers were heavily worn from the burden of their wartime labor. Government tax and depreciation incentives encouraged the purchase of new engines and scrapping of old inefficient steam servicing facilities. Additionally, many large cities were becoming increasingly hostile to pollution and thus steam engines.

In the 1000 HP class of switch engines, The Fairbanks Morse Company offered the H10-44. Built around their 2-cycle 38D8 1/8 opposed-piston prime mover. (Figure 1)



**Figure 1**

On the next page are a few prototype photo pictures: MN&S end cab detail edited by Ken Zieska from the Joe Frischmon collection and MN&S 11 showing the different arrangement of the number and logo.



This engine design was widely used in marine transportation and enjoyed a good reputation for power and durability. The unique design of this engine gave the H10-44 a taller hood than its competition. (Photo 1 next page of H10-4 nose to nose with an EMD switcher shows hood height difference.) Mechanically, the unique maintenance requirements of the design did not make it a favorite of the mechanical department.

Under the “hood”, Westinghouse supplied the major electrical components. Outside, Raymond Lowey’s design influence is seen, particularly in the curves of the cab. The H10-44 was introduced in 1946 with 207 units produced over 4 years and sold to an interesting array of class 1, short line and switching railroads. <https://www.american-rails.com/10L45.html>. Smokey Mountain Model Works has produced 120 kits of this engine in two production runs.





**Photo 1**

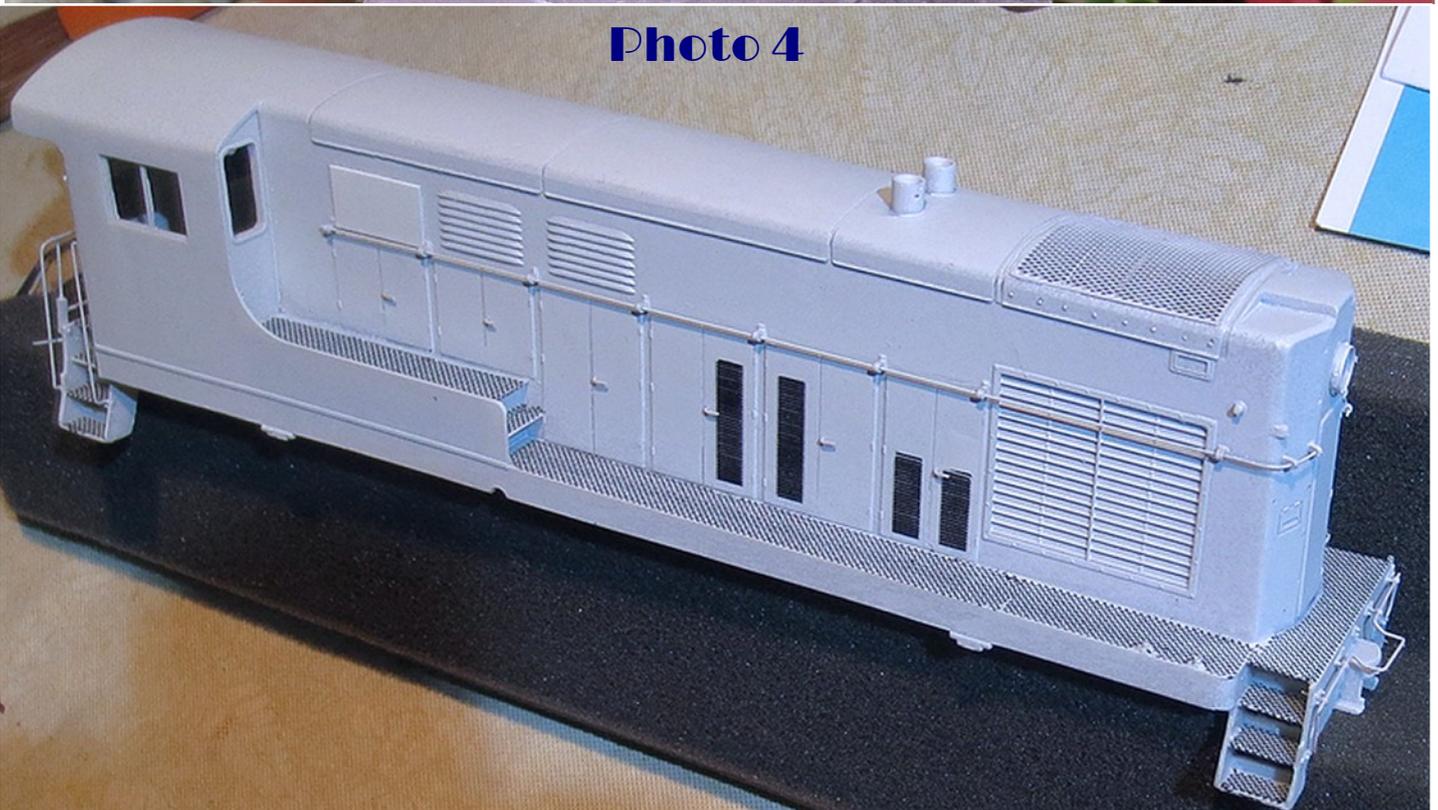
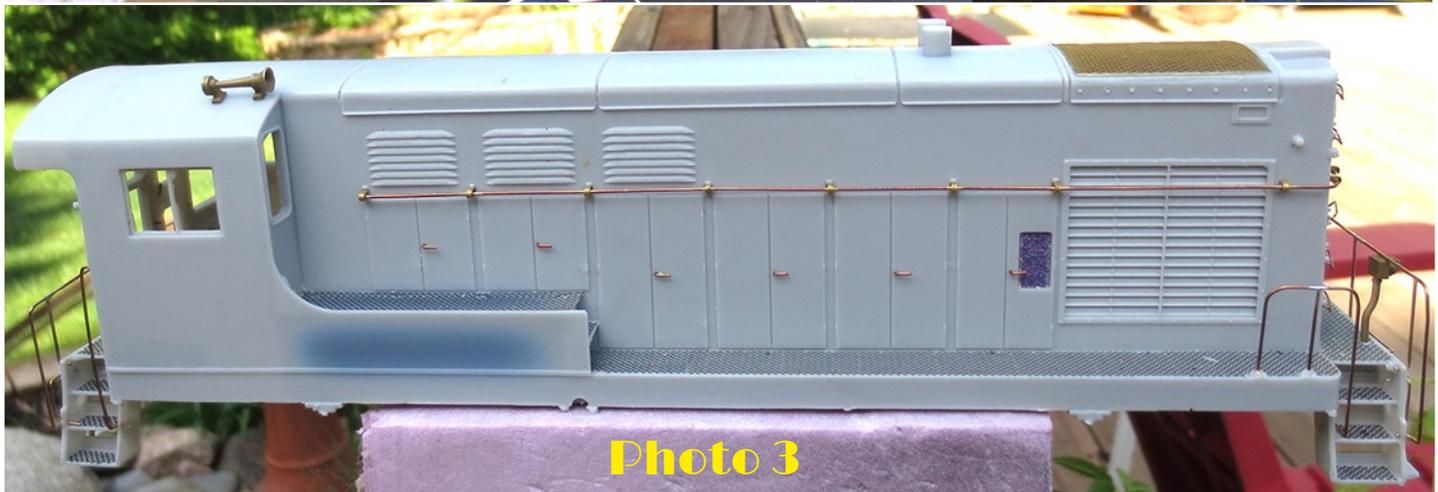
Building a resin kit is only a little harder than an injection molded plastic kit. Construction requires attention to detail, drilling pilot holes, bending some brackets and the biggest challenge, forming and soldering the handrails. If you have considered building a “Craftsman Kit”, this is a nice one to start with. The end result will be a roster favorite, a very unique models with sharp detail your fellow modelers will envy. This construction article is an overview of my project, The instructions supplied with the kit are complete and outstanding.

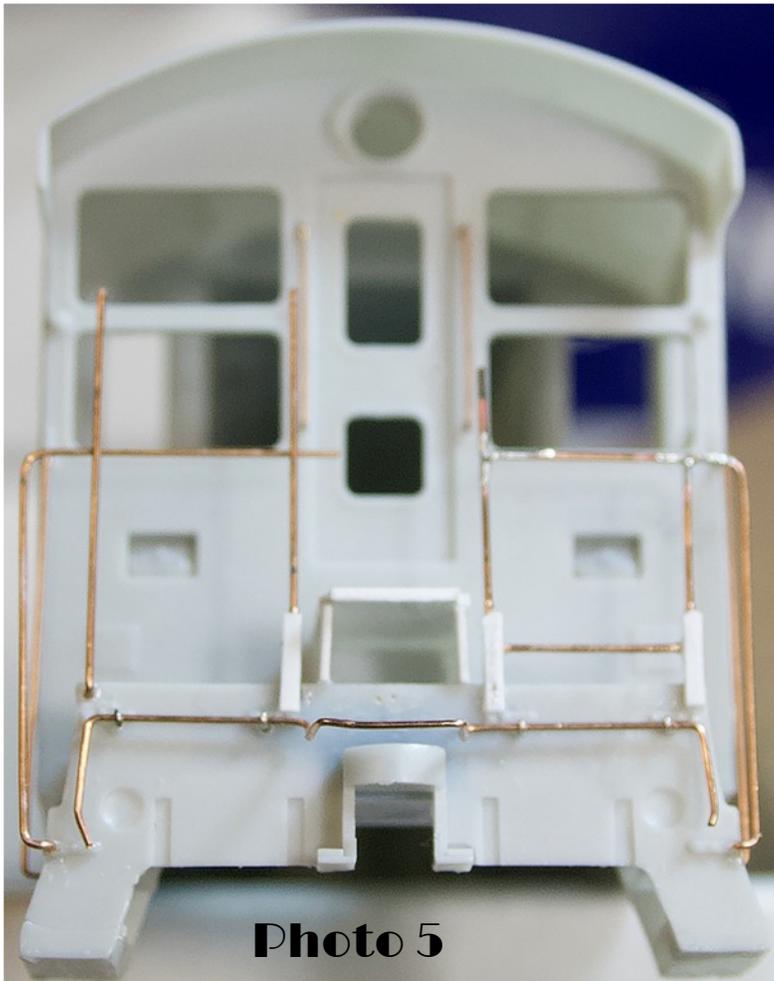
After you open the package and admire the fine detail on the body casting, aggressively clean everything. I soaked all the cast parts in Pine Sol, rinsed thoroughly and gave them another short soak in clean water before letting everything air dry. There was very little casting flash to remove from the body itself. Small detail parts were cast on a larger “web”; they needed to be cut from the thin web and touched with sandpaper. With that done, follow the directions supplied with the kit and drill all of the holes for handrails, grab irons and door handles. When in doubt, consult the directions, they are most complete and supplemented with great photos. As side note, consult your prototype photo to be sure your railroad did not modify the location of any handrails or grab irons. We care about details in S because we can see them! The body railing posts are etched brass pieces. Cut the posts from the etch sprue, follow the directions and consult the photos and press them into the holes you drilled. Because you read the instructions, you know to insert the posts along the length of the body and not in front of the side louver. I applied a bit of CA glue to the posts on the inside of the shell for a bit more security.

Kit instructions and photos show the process for forming the long hood hand rails. When the rail is formed, you install it with the balance of the posts. Not difficult, but because you did it yourself, it is a point of pride.

The door handles are formed from .015 wire and there is a nice forming template supplied in the kit. Again, I touched a drop of CA glue to the inside of the shell for security. Grab irons are preformed and their location is clearly marked on the body casting making another easy install. Looking at my prototype photos, I saw that the railroad I model had modified the vent louvers on the side of the long hood. The first set of louvers in front of the cab were eliminated to help keep the engine room warmer in Minnesota winters so I blanked out that first louver with .010 styrene. I then noticed that they had removed the small filter molded into the shell and added louvers on the doors of the hood. I added door louvers with Archer Transfers after filling the depression for the stock filter. To finish my hood detail work, I added Archer wet transfer walkway tread as shown. Comparing the photos of the hood before the changes and with all the additional detail shows quite a change.

Photo 2: Left side of engine before vent changes. Photo 3: Right side of hood before vent changes. Photo 4: Shows the finished body with vent changes and the tread added to walkways.





**Photo 5**

At this point, the instructions are to add the horn on the side of the long hood. This is the “as built position”; however, some prototype photos show the horn migrated to the top of the cab. My horn would mount on the cab roof and be painted a different color than the body, so I waited to add the detail. The horn I used is a Hancock Air Whistle which I found at [Des Plaines Hobbies](#) (SSA203) in their wonderful detail selection. When I installed the body mounting tabs, I placed them with the CA and then reinforced the seam with epoxy for added strength. I scrubbed my model again to clean oil from my hands then I added the screen over the top radiator. I primed the engine then painted it with Tamiya paints.

Now is when you build your modeling muscle. Use the forming tool to shape the end handrails. I tinned the brass wire then created heat sinks with wet paper towels then made the joint where the uprights met the hand railing. More scary than difficult. Bending the cut lever was a bit of a challenge, I bent a bunch of wire before I was happy with the results. I bent the shape that goes to the couple lift pin first, then I added the eyebolts, then I shaped the end bends. The final bend are for the footboard supports.

You could model your engine for the era after footboards were outlawed, but come on. Just bend the flat wire, It fits into a hole in the end plate for plenty of strength.

Photo 5 shows the handrails I constructed for the cab end of the model. Photo 6 shows the front end view and the handrails. Photo 7 shows the detail of the side rails, and Photo 8 looks down at the end handrails and foot board. The footboard will have Archer water slide tread added before paint.



**Photo 6**



**Photo 7**



**Photo 8**

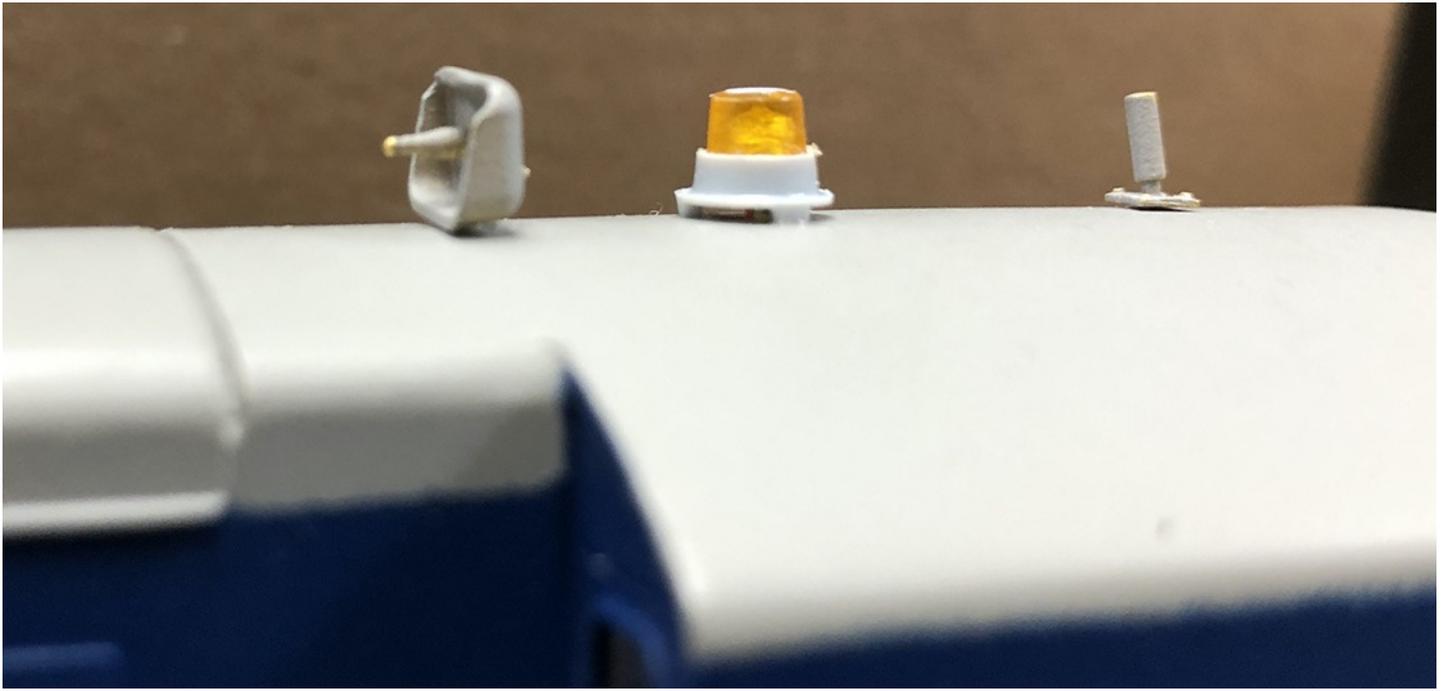
Adding the air tanks the underbody is easy, I have not added any of the piping because I am still thinking of modifying the air tanks to give the engine more weight. Finally, add the “glass” to the cab window openings. I made one more addition to my model, I found B.T.S. had a beautiful cast brass Lifting Spark Arrestor (BTS 02048) for the exhaust stacks that is a great feature for my prototype.

The MN&S also used a rotary beacon in my era. To model the rotary beacon, I drilled out the amber dome of S Scale America part SSA221 and inserted the RB-1 led cluster from [AMHelectronics2015@gmail.com](mailto:AMHelectronics2015@gmail.com).

Photo 9 shows the roof detail, the Hancock Air Whistle, Rotary Beacon and a Firecracker Antenna.

A challenge with this locomotive is that it is light. The latest run is made to use Stanton Drives which gives plenty of room to add weight. The first run had either S Helper Service drives or a Smokey Mountain knock off of the SHS drive. If you find a kit with the Smokey Mountain drive included, you may find that the gearbox is flexible enough that the gears will jump under load. Tom Lennon fixed that by drilling and tapping the gearbox and adding support screws.

With either variation, the light weight and inherent fractions of the drive train will cause a bit of shimmy unless weight is added to the body. There is enough space to add 3/4 oz to each end which helps, but this is why I am looking to add additional weight with the air tanks. With the extra weight I have added, the engine works well in my yard. It will not pull like an SHS engine but it handles a string of cars in the yard very well.



*Below: Update as Ken found that BTS had the lifting type spark arrester needed to complete this model in stock! They come two items to a package and are BTS number 02048.*

*Next page: Completed locomotive before the BTS lifting type spark arrester.*



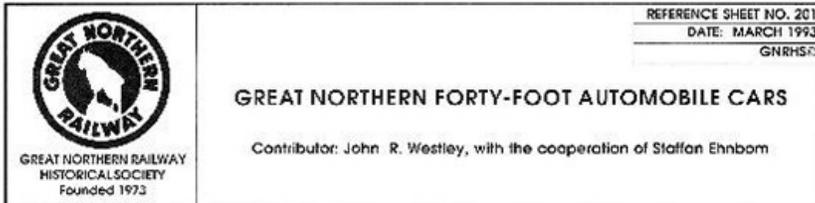




# Freight Car Modifications

## Part III – A Few Great Northern Cars

By Tom Lennon

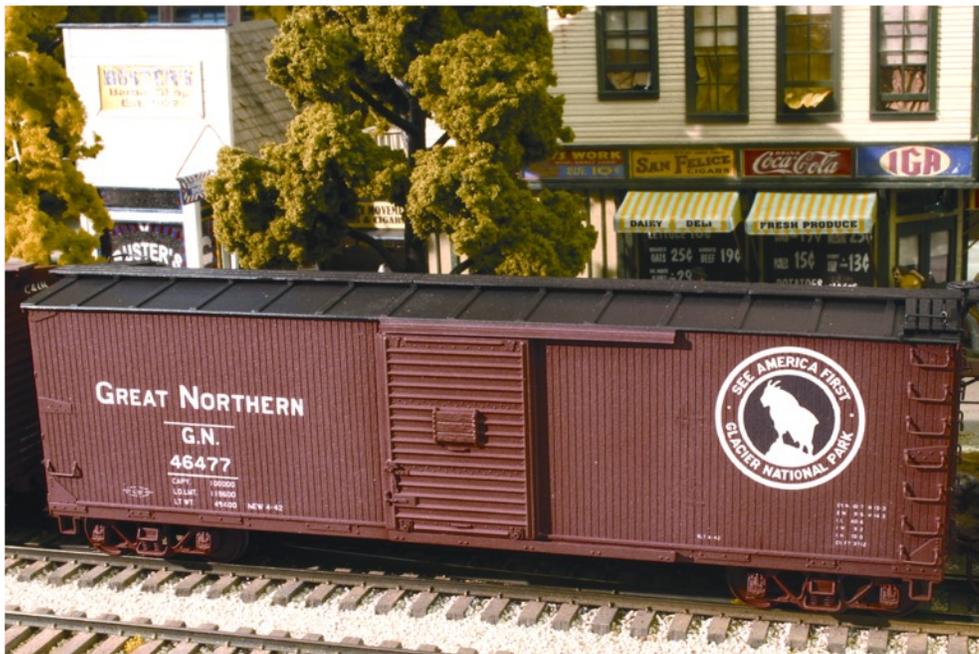


Hmm. Oh, I'm still looking over the GN Historical Society Reference Sheet I mentioned last time, and there's a slight hitch in my plan to build one of the styles mentioned. That is a double sheathed, double door car in the 30,000 number series. C-D-S has the basic lettering and herald for this car, but the as-built style of the data and reporting marks is not available in S. I really like the looks of this prototype, and I think I'll take the time to do it justice, so...if I'm going to do this car correctly, I'm gonna' have to do something about that!

The next car in the article is a single steel door re-build version from the '30s that is a piece of cake, so I'll start with it. Then I finished a Locomotive Workshop Steel

Boxcar, and for kicks I converted a Flyer metal tank car frame into a GN flatcar.

GN #46477 started with an SHS double-sheathed USRA undecorated car. The only cosmetic work I did on the car was to remove the molded on doorstops on the sides. The photo I have notes they're gone by the 1930's, so I carved them away with a chisel blade in my Exacto knife. Remember to keep your fingers behind the blade, and to cut away from your body. Then file, sand and carve the remaining evidence of the stops off of the body. I mixed a little MILW Brown with my Oxide Red from Badger and shot the body and under frame with it. When dry, I masked off the roof and sprayed it with Grimy Black.



I used the C-D-S set for GN 40' boxcars that has the side-facing Rocky the Goat herald. The road numbers in the set are in the 46,000 series, but that's OK with me. I used them as is and didn't worry that the prototype is in the 38,000 series. I over sprayed the car after the transfers were done, with some "dirty water" from the airbrushing, just to weather the lettering a bit. My airbrush utilizes a paint cup and I use an eyedropper to transfer the paint from the jar into the cup. I always make a small glass jar of

“wet water” (tap water with a drop of detergent in it) and keep it handy. After a few uses, the eyedropper will have polluted the wet water a bit, and it’s perfect to use for weathering. Then I applied a satin clear coat and this time I mounted SHS’s new Kadee compatible couplers to the car. Done! That was easy enough, but what to do about the other version... OK, let’s just dive in and do it.

GN #37290 represents the double sheathed, door-and-a-half car from the 1920’s. The photo in the reference sheet shows the lettering clearly enough, but not all of the text is available in the C-D-S GN sets. So I contacted Art Griffin Decals on the web. I mailed him copies of the photo, and clear instructions of exactly which parts of the lettering I needed him to generate. Art will custom print most anything like this that you need. He charges



\$50.00 if he has to do the finished art work, and when it’s done he’ll send you a proof sheet that you can apply to a car. After I tried this proof set, I sent him another \$50.00 to print me a bunch more sets, as I’m sure I’ll use more. If you need a set or two of this type of data, you can contact me. I’ve a few that I can share.

The “half door” was made in much the same manner as for the Wabash car we did a while back, except that the pair of doors only needs one handle/latch assembly. Look at the photos and you’ll see how I married up the 2 doors. Again, I glued the doors to the car body, and didn’t worry about opening up the doorway. I did have to carve away the “lip” around the door opening to get the new doors to sit flush with the car sides. I also removed the upper and lower door guides and tracks from the car. Evergreen Styrene produces “Z” and “C” cross section shapes in styrene. I used the “Z” section for the upper track, and “C” section for the lower guides. I thought that the doors looked a little naked along the lower door guides, so I cut Grandt Line reefer hinges in half, and applied the longer bit to the bottom of the doors to simulate the roller hardware. See the photo and you’ll get the idea. I also added doorstops for the left hand half door to the car sides.

I added a little oxide to the color I had mixed for the last GN car (just to vary the shade a bit) and painted all but the roof. Then I masked the roof and sprayed it black. I really like how quickly the Badger paints dry, thus allowing one to mask and paint several colors in one sitting. The older enamel and lacquer based paints had to dry overnight before you could mask them.

I used the Art Griffin produced items, along with a C-D-S GN set for 40’ boxcars with the forward facing Rocky the Goat herald. I again installed SHS’s new Kadee compatible couplers. Oh yea, on this car I substituted a pair of SSL&S Andrews type freight trucks. I just thought they looked a little beefier than the SHS trucks, and they matched the prototype trucks a bit better.

The 40' steel boxcar #19666 is built from a Locomotive Workshop injection molded flat kit, produced many moons back. It's the front car in the picture. The car behind it is the SHS USRA rebuilt version. I found that I needed to run the sides and ends under a cutter in my mill in order to make them the same thickness. It's impossible to glue these together squarely with the variation in wall thicknesses in my kit. Once done, I cannibalized an underframe from an American Models 40' boxcar kit and trimmed it to fit in the resulting shell. Details came from my parts box and CDS transfers were used for lettering.



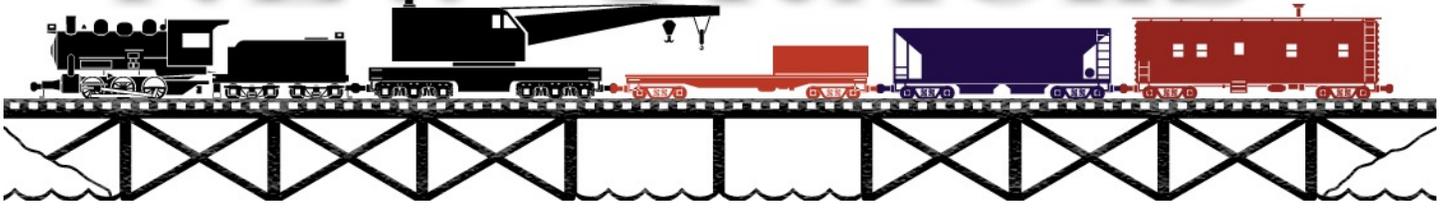
I had a spare AF metal tank car frame rattling around a drawer on my workbench for several years, and while looking for CDS transfers for the boxcars above, I happened on a set for GN flat cars. Why not?

I grit blasted the finish off of the frame and used epoxy to add a bit of detail to it. First I milled off the round “truck bolsters” and added white metal ones from the parts bin. Stake pockets are bits of square brass tubing. I drilled holes for Northeastern grab irons and American Models steps. Wood decking is individual sticks of basswood, added after painting the Vermillion Red at the same time I painted the boxcar.

The wood load is courtesy of my local coffee shop, and couplers are Kadee S Scale.

Next time we're going to re-roof an SHS car to better match a specific prototype car. 'Till then, keep having fun! Tom

# NEW TRACKS



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

**By Contributing Editor Jim Kellow MMR**



## **MODELING WITH MENTORING FROM TALENTED MODEL BUILDERS AND EVEN FROM MODELERS IN OTHER HOBBIES**

### **“New Tracks” Virtual Train Shows Canceled**

I regret I had to cancel the "New tracks" Virtual March 20 & 21, 2021 Train Show and all future Train shows, at least for now. Unfortunately, we just do not have the technical capabilities needed to produce the Virtual Train shows at this time.

I apologize for having to cancel the Virtual Train shows, but after careful consideration felt this was the right decision. If you have Zoom and/or YouTube technical capabilities and want to volunteer your help, please email me at [jimkellow@sscalerssource.com](mailto:jimkellow@sscalerssource.com). Your help will be greatly appreciated and may enable us to resume our "New Tracks" Train Shows. Thanks to all of you, volunteers, sponsors, vendors, and viewers who supported our efforts thus far.

### **Announcement of "New Tracks " Meetup Virtual Personal Mentor Segment.**

We have started a new model building segment with your own personal mentor segment on our "New Tracks" Meetups. We call it BUILD ALONG. I hope it will encourage more modelers to build models and maybe even get involved in the NMRA Achievement Program.

A very talented model builder is going to build a kit in short segments each week until the model is finished.

You will find out the tools, paints, and glues he/she uses to build the kit, along with tips to help you avoid errors, and correct any mistakes you may make in building the model. Best of all, you can talk to the modeler and ask questions.

You will be able to watch him/her build the kit in small segments, learn their techniques first hand, and talk to them as they build the model. Building your kit at the same time allows you to build along with them. I believe this effort will, in effect, provide you with a personal mentor in helping you build the kit.

We have four model builders, and kit manufacturers lined up to begin our program. We welcome your comments and recommendations of other modelers and manufacturers we should ask to be a part of this effort, as well as ideas to improve the segments. Contact me at [jimkellow@sscaleresource.com](mailto:jimkellow@sscaleresource.com)

1. Modeler Greg Cassidy will build the Conowingo Models HO-scale Grey Street House-Company House Version, starting February 24, 2021. The kit is also available in O Scale.

Greg will be joined by kit designer Chris Coarse and lighting guru Geoff Bunza. Go to <https://conowingomodels.com/> to order the kit.

Greg Cassidy has built many different variations of this kit and you can easily make it into your own version, to fit into your railroad. You will want to have the kit on hand March 3, 2021. However since all segments will be videoed and posted on our New Tracks Modeling [YouTube channel](#) you can easily catch up if you receive the kit later. The first segment broadcast on our February 27 Meetup involved tools, planning and research.

2. Starting April 17th, 2021, Bob Farquhar modeler, will build the Blair Line kit General Store with kit designer Dale Rush. This kit is available in N, HO, and O scale. A 25% discount is available from the Kit manufacturer for this BUILD ALONG project.

Bob presented a segment on this BUILD ALONG February 20, 2021 which discussed the tools, paints, and glues needed to build the model. This segment is available for viewing on our New Tracks Modeling [YouTube channel](#). Go to <http://blairline.com/> to order the kit in N, HO, or O scale, and be sure to use the code newtracks to receive a 25% discount and free US shipping. Order the kit so you can BUILD ALONG with your mentor, Bob Farquhar.

3. Gaylord Gill and Randy Bosscher, both experienced S scale model-builders, will build a model using "The 1-Kit" by Bar Mills Models. The kit is available in N, HO, S, and O scales. A 25% discount is available from the Kit manufacturer for this BUILD ALONG project. Order the kit so you can BUILD ALONG with your mentors, Gaylord Gill and Randy Bosscher.

The kit is available in N/HO/S/O scales. Initial introduction of the project was on February 27 and the first construction session will be April 17, 2021. You can view a video of the first segment on our New Tracks Modeling [YouTube channel](#). Go to [barmillsmodels.com/product/the-1-kit-n-ho-s-o/](http://barmillsmodels.com/product/the-1-kit-n-ho-s-o/) to order the kit in your scale. Remember to use the special discount code **NTMIKIT** to get the 25% discount. I hope you BUILD ALONG with Gaylord and Randy because this may become the first model you can say you scratch-built!

4. Hunterline BUILD ALONG: Rick and Maureen Hunter will be building and weathering their Hunterline kit of a 30' King post Bridge. The kit is available in N, HO, S, and O scale. They will be building the S Scale version. This BUILD ALONG will be presented in eight (8) weekly, 30 minute segments starting on our "New Tracks" Meetup May 22, 2021 at 7pm Eastern Time.

Join Maureen and Rick from Hunterline, as they take you through, step by step instructions, to build your own Hunterline 30' King Post Truss Bridge in your scale (N, HO, S, O, including all the Narrow Gauge scales)

Skills to learn: read templates and instructions, distressing basswood, staining and gluing techniques, assembly, drilling for rods, NBW installing, finish weathering techniques. This is a beginner to intermediate difficulty. Old pros can learn a few things too!

The price includes the kit and two bottles (8oz) of Hunterline Weathering Mix – a base colour, and a highlight colour. The highlight color Rick and Maureen recommend is their Creosote Black. They will advise you on the base coat if you tell them the weathered look you want to achieve.

"New Tracks" Meetup Special pricing includes The Kit, 2 bottles of Weathering Mix & Shipping cost to your address:

N - \$65.00USD HO - \$68.00USD S - \$72.00USD O - \$80.00USD

- Recommended Tool List to build the model:
- Work Surface - cutting mat - big enough for your scale
- Leftover dish for stain
- Wood glue – fast tacking carpenters glue such as Titebond Regular or II, Elmers or LePages
- Masking tape
- Waxed paper
- Pin vise (drill bit is included in the kit)
- Razor saw and/or Xacto knife
- Tweezers – very sharp point is helpful
- Wire snips
- Small files, clamps, cheap brush
- Disposable gloves
- Patience

Please order your Hunterline Kit by May 8, 2021 to ensure delivery before the BUILD ALONG starts on May 22. Please order by Phone: 1-866-934-4174 or preferred Email: [rick@hunterline.com](mailto:rick@hunterline.com). For more information, visit the Hunterline website : <https://hunterline.com/>

We all hope these new Personal Mentor segments get more modelers building models, learning some new skills, gaining confidence in their abilities and demonstrates the benefits of having a mentor.

Additional potential benefits are we get more modelers sharing their model building on our MY BUILD segments and participating in the NMRA Achievement Program. Good luck to everyone who participates. I look forward to seeing your finished models. Your suggestions to improve this program will be greatly appreciated. Please email me at [jimkellow@sscaleresource.com](mailto:jimkellow@sscaleresource.com)

Also please check out our new "New Tracks" website which was developed by Dan Dawdy's company, [Ribbon Rail Productions](#), and don't forget to register to get emails for all our events and zoom log in links. Also visit my [Facebook page Jim Kellow MMR](#) and follow/like it to stay in touch between articles.

Finally ,I hope you saw my presentation on," Model Railroaders and their potential to be Professional Model Makers", to the Association of Professional Model Makers on February 17. [If you missed it please check out the video](#). I would really appreciate your comments on the presentation. Please check out the APMM at their website: <https://www.modelmakers.org/>. Modelers will be able to join under the Free category and see if they can benefit from the Association's programs.

Now for some Modeling:

### **Stan Cederleaf and his Decals.**

When we moved from the San Diego area to Prescott, Arizona where our new home had a yard that was just right for an outdoor G Gauge layout. The community to which we were moving was named "Prescott Canyon Estates." Hence the name of our railroad became the "Prescott Canyon Southern Garden Railroad." Shortened for use on rolling stock and locomotives to "Prescott Canyon Southern."



Of course, no manufacturer had the PCSRR logo or lettering on any of their equipment, so we had to design our own. Many different techniques were tried. Some successful, some not. After many attempts, an ALPS printer was chosen for full color, white, gold and silver.

We've been able to work out some techniques to print color lettering with good success, although white, silver or gold have produced the best results. I would need to know what your requirements are and then we go from there. If you want to type out something in MS Word or Word Pad with the copy and sizing and send it to me, I can work with it. I do have a variety of fonts, graphics and other "stuff" to work with. I'll do the design and email you a sample sheet for your approval before final printing.

As of March 2016, Kay and I have sold the house and moved into a Senior Retirement Community. The PCSRR is now a Fallen Flag. HOWEVER, we are still in full production to serve you as needed.

UNION PACIFIC MOTOR CAR  
 UNION PACIFIC MOTOR CAR  
 UNION PACIFIC MOTOR CAR  
 UNION PACIFIC MOTOR CAR  
 T - 12

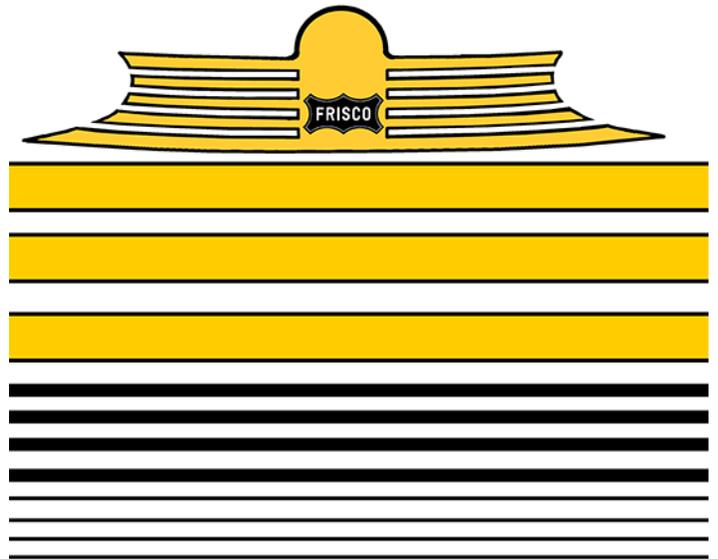
UNION PACIFIC MOTOR CAR 7  
 T - 12  
 UNION PACIFIC MOTOR CAR 7  
 T - 12



5 Inch Scale Line

**PRINTED IN METALLIC GOLD**

Front: MOTOR CAR 1/4" x 1 1/4"  
 7  
 Middle: UNION PACIFIC 3/8" x 3"  
 End of car: MOTOR CAR 7 3/8" x 3"  
 Trailer  
 Front & Back: T - 12 1/4" x 3/4"  
 Middle Front: UNION 3/8" x 1 1/2"  
 Middle Back: PACIFIC. 3/8" x 1 1/2"



5 Inch Scale Line

2020 2020 2020 2020  
 FRISCO Twenty Grand  
 FRISCO Twenty Grand

*Above right: Decal page for a FRISCO E9 Diesel Locomotive for 1:32 scale. All pages can be scaled to various scales.*

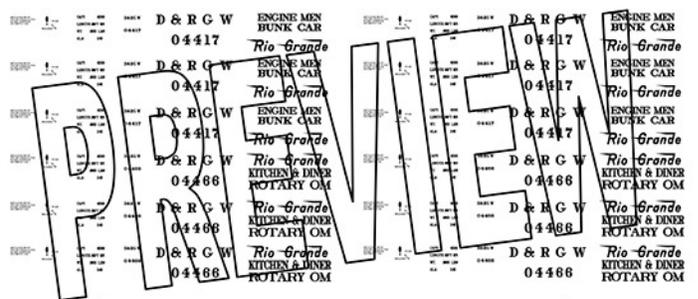
*Above left: Union Pacific KEEN CAR All lettering and numbers printed in metallic gold. Can be sized to all scales*

*Lower right: D&RGW HOn3 3 car set. All lettering and numbers can be printed in white or black as needed and can be scaled to other sizes.*

**Decal page for FRISCO E-9's**

All Black will be white except the Frisco Herald

All gold will be metallic gold



5 Inch Scale Line

Since ALPS USA has discontinued sales and service for all ALPS printers, we've been able to purchase the printers from an overseas source. Cost is quite a bit more with shipping than those here in the US and all supplies have more than doubled in price.

Because of the shortage of the ALPS supplies, the costs of the supplies have gone up sharply. Expect the finished costs to increase as well. We still are able to produce custom decals for the railroad and model community.

- Prices listed are per 8 1/2 x 11 sheet and START AT..... \$34.50 for black.
- Color pages start at \$38.50 White, Gold and Silver pages start at \$38.50 (same color on the page, depending on density of copy. Tightly spaced copy on the page will increase cost per page.)
- Color(s), other fancy stuff. page design and file pre-preparation charges are done on a quote basis STARTS at \$15.00 up.
- Logo design STARTS @ \$25 plus the price of one sheet of decals.

Generally, prices include shipping to you.... However, there are exceptions for full page and International mailing. Stan Cedarleaf 928 778-3732 or 520 831-3390 Email: [Stan.Cederleaf@sscaleresource.com](mailto:Stan.Cederleaf@sscaleresource.com)

In talking to Stan, I asked him to offer a drawing where readers send in their contact information and a winner is drawn from the entries. He immediately agreed and offered the winner a prize of one full 7 1/2 x 10 page of custom designed decals in S scale. On behalf of all the modelers reading this article, thank you.

### **How to enter the Stan Cederleaf Decal Drawing.**

**To enter the Stan Cederleaf Decal drawing, each modeler must complete the form here.** I know that all of us are looking forward to seeing the winner's decals installed on his models, and hear about his experience in working with Stan in getting his custom decals designed.

Stan was kind enough to also provide the following comments to help modelers successfully apply decals to their models. This should be helpful to all of us.

Even though this decal material is very easy to work with, the surface is a bit tender and can scratch if handled roughly.

For best results, always apply the material to a Semi-Gloss or GLOSSY surface. Dull or matte surfaces do not allow the material to adhere as well. In my experience, Rustoleum American Accents or Painter's Touch 2X "Clear Satin" finish (same product, different stores) have proven to produce a very good surface for application. If the surface is not glossy, I find that it works best when sprayed with American Accents Clear Gloss or Satin which becomes an excellent base for the decals. Mask or remove any windows, headlamps, etc. prior to spraying.

***NOTE: When using Rustoleum Clear Gloss and Satin named above, test them on the paint you are over spraying first to see if the paints are compatible. We cannot be responsible for any paint or coating incompatibility.***

Trim the decals as close to the lettering to have as little ‘excess’ (1/16-1/8 inches or so) clear material around the edges as possible. I generally use a sharp scissors. Occasionally, I’ll trim them with a paper cutter.

These guidelines may be very familiar to you and you may know how to work with decals, but I’ve found these procedures to work very well with the material.

Fill a soup bowl with warm water and stir in 4-6 drops of dishwashing liquid. (The dishwashing liquid makes the water wetter and allows the decal material to work much easier.) I do this after putting the water in to keep it from foaming up. A Photo Wetting agent (Photo Flo) will work just fine as well. If you can find it...

After cutting each decal to size, I dip them in the water for 4-5 seconds and place them on a folded white paper towel while the water is activating the release of the decal material from the backing. Then dip your finger in the water and wet the surface of the area the decal is to be applied. When the decal is released from the backing, (time varies from 30 seconds to minutes, CAREFULLY slide it onto the surface of the model. The tools I’ve found to move the decal on the model are a fine pointed Exacto knife, my fingers, a toothpick and/or a soft brush about 3/8 inch wide.

When the decal is in the right position, gently blot all excess water off with the corner of a paper towel. Although I rarely use a setting solution, “Solv-a-Set” or “Micro-Sol” both work quite well with this material. If you use it, this would be the time to apply it, let it work with the decal to set it. Proceed to the next decal, but be careful of the one you just put on. I’ve grabbed the model to turn it over, stuck my thumb or finger on the one I just put on and messed it all up...

After application, put the model aside and go play trains. When the decals are dry (usually 24 hours), spray the model with a thin coat of Rustoleum 2X Satin followed by wetter coats. The edges of the decal just disappear and you have great looking lettering. Krylon Matte (can #1311) is good for a dull coat over the satin. DO NOT USE Krylon FLAT.

For small scales and small areas of application, where over spraying is not feasible, I’ve had good reports from folks brushing Polyscale Satin or Clear Gloss over the decals after drying. It’s a water based product and shouldn’t react with the decal material and your paint. However, test it first..... I’ve also had reports that Dull-Coat does not work well directly over the raw decals. It has been known to melt the decal material.

If you have any problems or questions, email Stan at: [Stan.Cederleaf@sscaleresource.com](mailto:Stan.Cederleaf@sscaleresource.com), or call him at 928-778-3732. Stan is a real gentleman and you will enjoy talking with him about your project.

Change of Subject:

One thing about reading my "New Tracks" series is that you never know who you will meet or what you will learn. You get the same thrill I do whenever I open emails.

It is my honor to introduce you to a group of talented, creative, and dedicated modelers who are very active in the hobby and are interested in helping you improve your modeling. I know you will enjoy meeting this diverse group of modelers and finding out how their experiences may help you. I wish you all the best of success in your modeling.

**Axel Vega**

Books and magazines on railways and railroad model making were my first source of inspiration. These readings gave me the desire to build a large layout in HO scale. Despite my young age, this layout rescued requirements of unity of place and time, it had large curves and could accommodate long train. But when I left to do my graduate studies, I disassembled this layout, and I put the rail and trains in boxes. At that time, I



practiced model making alone, far from any club or conventions. So I didn't have a mentor, except to consider that it was the librarian...

A few years later, I opened these boxes and sold everything. But that was not the end of the story. Envy was always present. But when I came to live in Paris, I didn't have time or space for a layout. Later, I looked for the right idea compatible with my constraints. Around 2009, I discovered Karl Arendt's Blog. Then I followed the way of micro-layout.

I was attracted by many topics like quarries, mines, steel industry, as well as various scale from N to On30. But I chose to stay at HO scale and focus on the city, industry and port theme. I made a first layout Time-saver type that was on a shelf of my library (180 x 30 cm). Its theme was an harbor area. A switcher distributes wagons at different points and then

forms freight trains. The second layout was about a streetcar that circled in an urban setting. It was housed in a box and we looked inside by means of a window. Next, a third demountable urban tramway layout was made to be seen at night.



With these micro-layouts, I found my way as a model maker, this desire to create a small world by manufacturing the maximum things by myself and not only assemble the same models that are found on all other layouts. I started by learning to manage light, to make trees, to imitate the water of a channel with resin and then to learn the techniques to using laser cutting for the buildings and all the urban environment. Finally with 3D printing, it's the turn of vehicles and finally tram and train. The synthesis of all this progress happen with the micro-layout InTheBox 3 - Hotel du Nord, canal Saint-Martin. It was started in 2016 and I continue to improve it. A new theme is added to the others: the movies. So this layout is the set of the movie's set "Hotel du Nord" (1939, Marcel Carné).

*Above: Canal Saint-Martin, Paris.*

*Below: At this place, there is no tram. But for me this micro-layout is the jewelry box my masterpiece, the parisian tramway 300 series.*



When I returned to modeling around 2009, the choice of scale is openly posed. Until then, I practiced HO, which imposed itself on me by the abundance of choice in the catalogs. I don't have a collector's mindset and selling everything has changed the deal. I first went to the N by making a very small replica of my big layout. But it was just a soulless layout. And I have never built the stage, it's too thin for my big fingers. I asked myself a few questions: go to O, and have trains but no layout or to the HOn30. Finally, I stayed in HO. I only got one streetcar and two freight trains from my early days that were without nostalgia as the basis of my current activity.



## Axel's Bazar by Axel\_Vega - Shapeways Shops

I prepare a new small layout but in HO scale. It's about a parisian circular line station. I make a maximum of things myself (scratch build, cutter robot, 3D print...) including trucks, cars & tramways.

Last year there was an article about the Berliet CBA 3D model construction and painting in the french magazine « [Le train](#) » (N. 370, February 2019).



I learned 3D while I was studying architecture. In this time, it was really new and there was no teacher to teach us! But we had computers and software at our disposal. I learned by myself and with other students who shared the same curiosity for this new tool. I then worked in this area few years before abandoning it for other activities. It's recently by working on my railroad models that I returned to this field. First making plan in CAD, for using a laser cut, then 3D modeling for 3D printing. My career is atypical and my practice is very specific on software that is no longer sold or even updated today. Also I am listening to questions that can be asked me, but I do not guarantee answers.



My favorite areas are many, but don't cover the whole activity of model making. For example, electricity or electronics bores me. I have never spent to digital. My skills and also what amuses me is first to develop a layout. The strength that leads me to launch a project is envy. It can come from a movie, a reading, an exhibition of photos, or simply a walk in the street. After work starts with the search for documents.

There are many things on the Internet, but we would be wrong to believe that there is everything! Other sources are often needed, especially for town

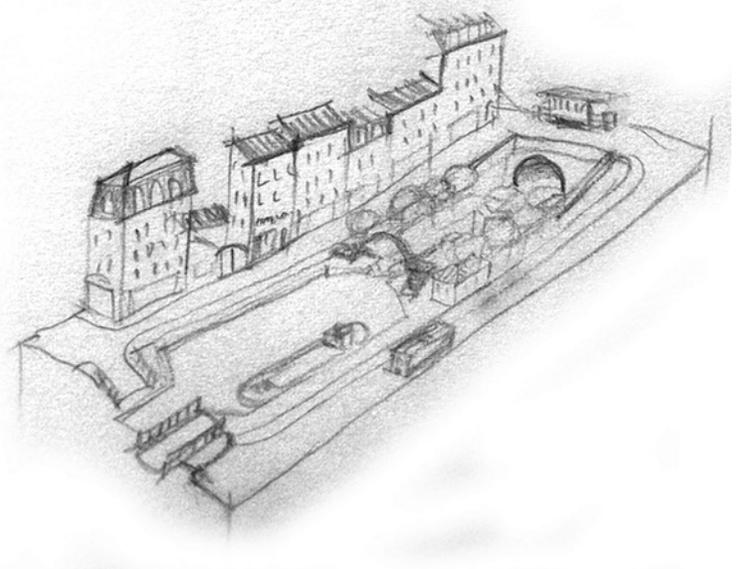
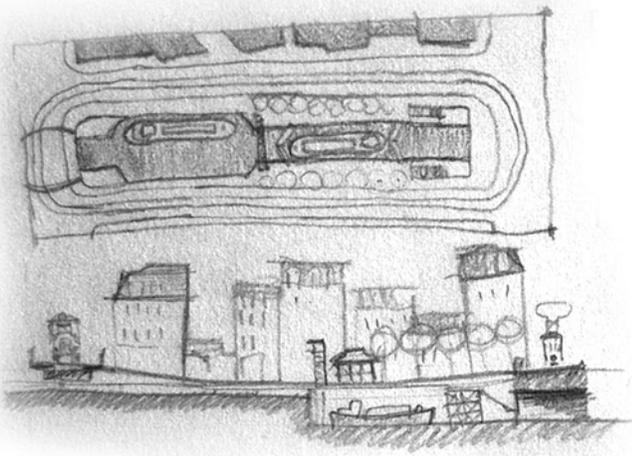
*Top: Sloped streets and variations in altitude contribute to the specificity of this network.*

*Center and bottom: This is the first layout of my return to model making. It's a fun time-saver. Now it is stored and waiting for a new theme (USA, 1960?).*



plans and drawings of buildings or vehicles. Books, magazines, and plans often have to be found in libraries or archives. Next comes the stage of drawing.

First a sketch for the atmosphere and after a technical drawing in CAD. This phase is the most tedious. It is necessary to adapt the real model to the scale, but also to the technical constraints of the tool that will be used to reproduce it. I like drawing and I produce a lot of sketches and drawings. Of course, only few will be realized. Making a piece of town and buildings are also a pleasure. Today, 3D printing has come to add to this list. I am not a very good model maker, but I



*Here some pictures about my new layout "Gare de l'avenue de Saint-Ouen, Paris". Next step: the buildings and the station.*



try to create an environment exotic and pleasant to see. I follow the advice of a famous photographer who said: "I am not a good technician, so I take pictures of pretty models". However, I am working to improve my technique. Currently I am working on improving painting techniques; I would like learn and equip myself with an airbrush.

How to find me :Blog (in french) :  
<http://inthebox.over-blog.com>  
 Shop :<http://axelsbazar.com> (english)  
 @Vega1832Insta  
<https://www.instagram.com/axelvega1832/>  
 FB :  
<https://www.facebook.com/profile.php?id=100011289810111>  
 Mail: [Axel.Vega@sscaleresource.com](mailto:Axel.Vega@sscaleresource.com)



*This network is about a tram that goes from the city to the port. But its specificity is its nocturnal atmosphere. Warehouses are scratch built. Kitbashing for some buildings.*

## Jason Lien

I'm not a defined modeler, I am just Jason Lien, the 48 year old kid who found a love and a passion for trains at an early age.

Like so many kids, I was given an O scale Lionel train when I was about 8 by my Grandfather. Keep in mind that is now 40 years ago ☺, but this got me started and maybe like most kids I became mesmerized by real trains. Living in Wichita, KS and having a rich history of rail travel, I fell in love with the Rock Island and the Atchinson Topeka & Santa Fe long before I knew of their history with Kansas.



My dad was an intricate part in moving a ATSF 4-8-4 #3768 in the 80's that was given to the city by the railroad. I can remember playing all over that beautiful piece of equipment and wondering what all the gauges, valves, and, well you know how kids are, I wanted to know it all. My dad moved that train to Union Station where it currently is sitting now and I'm still mesmerized by it.

As a young man straight out of college, I had an HO train set in my apartment, but when I moved back home for a short time before joining the Marine Corps, all my trains went into storage in the barn. I eventually got married and my wife and I bought a house and I immediately set up the figure 8 train set and played with it while I could, but as a married man that is enlisted it's difficult to have fun with trains. In 1998, we had a terrible flood and our house flooded and the trains all went into garbage bags and I put them on my covered deck where they stayed for 17 years. Fast forward through all the boring stuff and now we are into 2017 and I'm cleaning my deck off (which kind of became a storage unit for us). I put all my train pieces in new trash bags and put them in the corner of our secondary living room which we don't use much and that is where they stayed until November 2018. My wife then gave me an ultimatum to throw them away or do something with them, but I didn't know what to do with them. Then one sunny day, my friends and I were driving to a rifle range and we passed two BNSF along the highway and I got to thinking about trains and building a small layout. On Christmas Eve I brought home a sheet of plywood and laid out what I had and just started playing. Eventually, I found the HO Scale Model Railroading Facebook



*Top: This is my coal mine. When I first saw this on other layouts, I knew I needed an awesome mine. Later I realized that it didn't work with what I was attempting to do. It eventually was moved to this point where it works better. In the background, you will see a block of yellow foam with a chute running to it. I'm toying with the idea of adding a flood tower to the coal mine; the idea is to update the old coal mine and allow it to be more modern updated and efficient.*



*Center: This shows my little town with the coal mine in the background, but in the foreground I have a few ammo boxes stacked. They are the exact size of a building that I will eventually add to the layout. The dining car is going to be my dinner and a train ride where patrons can eat and then enjoy a trip around the town on a steam that is pulling vintage cars.*

*The church is set up as if it's undergoing some major renovations and the clear blue structure is almost the same size of another structure I will one day add, or maybe I can retrofit this to make a hotel.*



*Bottom: This is a picture of my grain elevator, every country boy should have one, and the site where the rail are are sitting is part of my scrap yard. I will eventually make this a place where railcars get cut up and sent to the scrap yard.*

page, and I introduced myself and posted a picture of my trains. I immediately received tons of helpful ideas and good lucks. From there the rest is history. My favorite train, by the way, is the Life Like 0-4-0, and of course it's the ATSF, but there is just something fun about that little train; I actually have three of them.

My dad was a General Contractor and I worked with him from the time I was 10 until my early 20's. I eventually left his company and traveled the world, but came home and took up construction again. There is something fun and intriguing about taking a building out of the ground and a few months to a year later handing the keys to the owner. The same ideology applies to my modeling. Even though I have trouble remembering that I'm not working with inches, but now everything is in a much smaller scale the same principles apply. You pick a project and then start building until eventually you have something to be proud of.

I haven't tried to tackle scratch building yet, but with some help of other modelers I learned to kit bash and that is a lot of fun.



*The Central Valley bridge to nowhere is where I will set some of my older non-functioning trains. I have an 0-4-0 that doesn't work and some mid 90's type cars that I will put on it. I don't want them just sitting on a shelf and having them sit as a static display seems to make more sense to me. Plus, this will add a great scene to my layout.*



*Speaking of scrap yards, this is my little scrap yard. Just like everything else, it needs a little work, but the bird's eye view makes it look great.*

My modeling is by trial and error. With my back ground, there isn't much I can't figure out how to do. But with that said, I have made some errors along the way and changes to the layout. With a lot of things, trial and error is the best way to learn. Most of the experienced modelers that post pictures I think of as quiet mentors because they give me ideas and challenges. I look at what they have done and I think about how life like the picture looks; and it helps me realize that with the right twist, a layout can almost look real. If there is anyone though that I would consider a mentor it's John Hilt. He has given me some great encouragement, and we have done a lot of talking. Now any time I can't find an answer, I bounce the question off him. No matter how silly it sounds, he is happy to answer the question and encourage me to keep having fun.

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

As a new modeler in this hobby it's fun to see other enthusiasts, but it frustrates me to see people ask questions but not listen to the advice that people give them. I wish I had the ability to get these individuals to take a look at their questions and to stop getting upset with silly mistakes. It's good to study your layout and make changes, but eventually you need to jump in with both feet and lay some track. This is the only way to really know how well you will like the layout.

I would also like new enthusiasts to realize that it doesn't matter if you have a \$500 BLI or a \$40.00 Life Like, just put some track down and have fun, you don't always need to be a prototypical rivet counter to have fun.

If you think I can help your modeling contact me at [Jason.Lien@sscaleresource.com](mailto:Jason.Lien@sscaleresource.com). I look forward to hearing from you.

## Harold Hopkinson

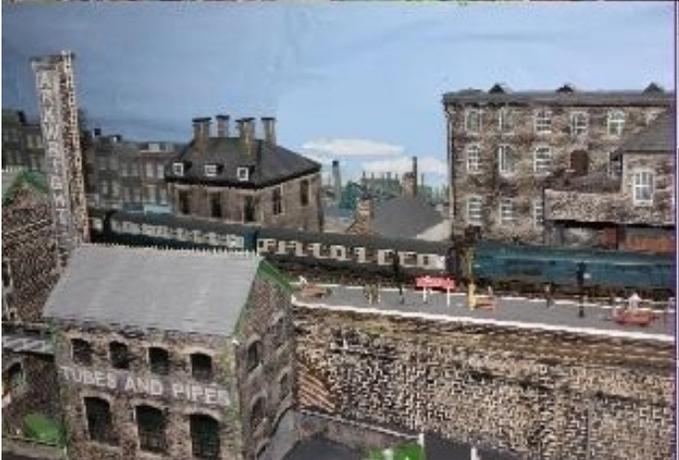
My name is Harold Hopkinson and I am 70 yrs old. I'm from West Yorkshire where I have lived all my life. I have been modelling since I was around 10 yrs old. Like most people of my age, I started with Airfix and Frog models.



My interest varies between cars, armored fighting vehicles, and trains. It's not often I do any two at the same time. I also do a bit of painting when time allows. Portrait and Vehicles are my faves.

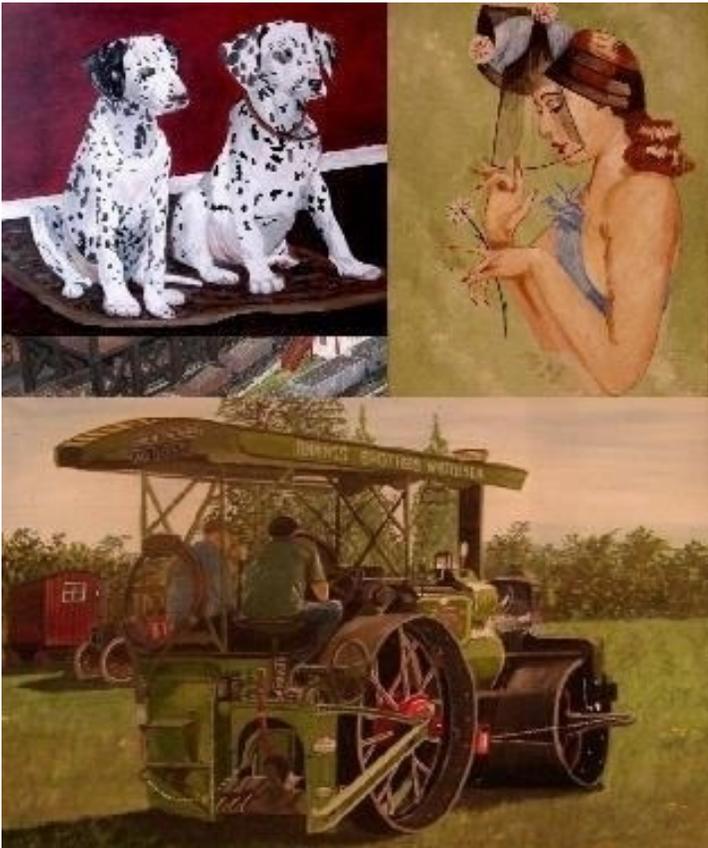
I never had the money to buy the things that I wanted to improve my models so I tended to use whatever came to hand. It still amazes me that today's modellers can buy just about anything off the shelves. Most of the small details, we had to make ourselves. Things like in OO, dustbins, chimneys, drainpipes or interiors for cars. My WW2 models are 1/32 scale, my cars are 1/25 and my trains are OO.

I get most of my info for my models from the hundreds of books I have collected over the years. These range from custom cars, WW2, railways (LNER region), to Local History and architecture.



*Left: Two views of my layout which is all scratch built.*

*Right: I also model 1/32 scale WWII models. House was scratch built and the vehicles weathered.*



*Left: This is my other passion. Painting which I have done most of my life. Sometimes I even get it right!*

*Right: As you can see, I never make anything “out of the box”. The Caddy has been “ratted” and the van built to mimic the Japanese art of customizing.*

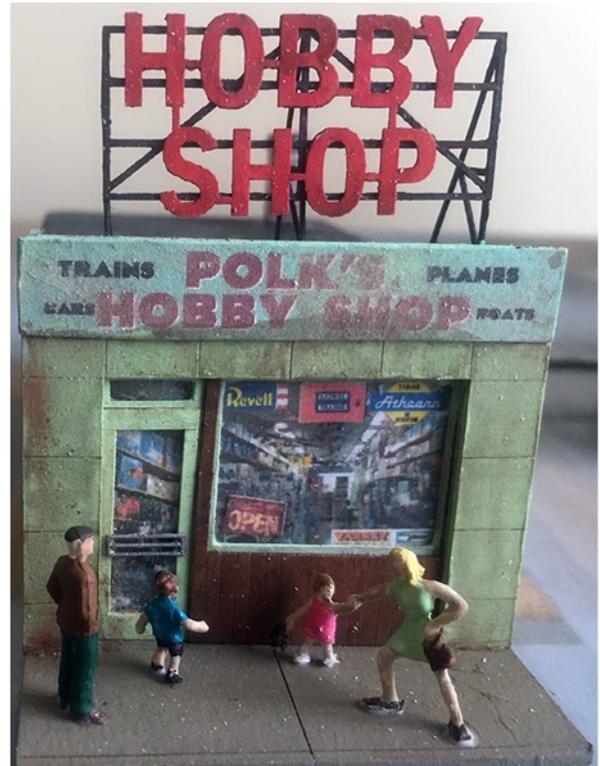
And like today’s modellers, I also use the Internet. Not sure how I could help other modellers, apart from newbies. YouTube and Facebook have all the experts you could want, but if you think I can help you please contact me at [Harold.Hopkinson@sscaleresource.com](mailto:Harold.Hopkinson@sscaleresource.com). Lets talk.

## Jack Conn

I was born in 1949, and we lived in Camden, NJ for my first three years. We were close to a huge freight yard, and my parents would take me there to see the trains. Between that, and my first Lionel set for my second Christmas, I forged my love for trains. My modeling started around my eighth birthday, my cousin gave me a 1957 Buick model. I have never stopped building models since.



I have built all sorts of things, cars, planes, ships, classic monsters, you name it. My skills improved through the years, but in high school, my interests shifted to real cars and chasing girls. My modeling resumed about 20 years later, after marriage and 2 children. I decided to get back into model railroading in O scale tinsplate, then more seriously in HO scale. I developed an interest in photography, taking pictures of prototypes and modeling them as close as I could do. I’m still doing that today! I use a variety of information to develop my skills from magazine articles to discussions at train shows.



I mostly have developed skills on my own, for my own enjoyment. I would be more than happy to share my knowledge with anyone. Some pictures of some of my more recent projects are shown here. Due to a lack of space, most all my builds are being sold as I build them, but enjoying the process is where my fun now originates.

If you think I can help your modeling please contact me at [Jack.Conn@sscaleresource.com](mailto:Jack.Conn@sscaleresource.com). I am glad to help you if I can.

Now meet two members of a Great Chicago HO club I found, Henry and Gary, who would switch to S if they could!

## Henry Kranz



Profile of a Lifer with a 25 year Hiatus. Member NMRA, Oak Park Society of Model Engineers and many railroad historical societies The CAW is listed in the NMRA Pike Registry

Christmas 1952—Santa brought me a Marx trainset, with freight and passenger cars and a diesel as well as a steam engine. Being only 3, I relied on adults to get it ready for me to operate. Soon, the electrical connections failed, but I kept those Marx wheels rolling by pushing the cars around the three rail oval. I had callused knees by the time I was 4.

Christmas 1956 – Another great gift and a move to S Scale: an American Flyer set with a New York Central steam engine three cars and a red caboose. I

marveled at the “realistic” two-rail track. By this time I had visited my first real railroad yard, an industrial spur with its own switch engine which as a school outing we got to visit and ride on. Living in Chicago near the CB&Q tracks, I saw steam and those gleaming stainless passenger trains speed past our street.

Due to space in our rented apartment, my dad steered me to HO when I wanted to expand my oval of track. My first engine was an Athearn rubber band drive switcher. I remember going to a lumberyard with my dad to buy a sheet of plywood to build our first permanent layout. Between 1958 and 1962, I reveled in Athearn track and rolling stock and Plasticville buildings. But I was also deeply interested in automobile design and spent as much time drawing new cars as running my one track, two siding pike.

Skip two and a half decades, and in the eighties, I got the itch to run a train again. I bought into N Scale though I preferred the size and feeling of S Scale. Once again, space was a big issue. I had a 10’ by 7’ room in which to design my empire. I began to collect Atlas and



Kato N Scale and developed an interest in building N scale structures. Failing eyesight and a group of local model railroaders convinced me to return to HO scale.



In 1996, I joined the Oak Park Society of Model Engineers, an HO Scale club and the model train club closest to home. I also negotiated a larger space in our house, a basement room I finished and made comfortable for a new layout. This would be the second layout I built from scratch, repeating only some of the mistakes I made with my first one. But now I had the benefit of new friends who I met at the club who helped me design and construct it. Thanks to help with electrical work, I had a fully operational layout with a reversing loop wye and all sorts of electrical continuity. I filled the layout with structures I built, mostly kitbashed plastic and a few laser cut kits.

With friends and my son Chris, who is a graphic designer, I developed my railroad, the Cortland, Aptakisic & Washtenaw (CAW), a Midwest bridge line running from Wisconsin through Illinois and Indiana to Michigan. Chris designed the logo for the CAW which I made into decals to decorate rolling stock and engines. The Chicago area is a hotbed of many different railroads, so my modeling replicates that abundance of road names: Chicago & Northwestern, CB&Q, Milwaukee Road, Soo Line, Pennsylvania, New York Central, Wabash, Monon, Rock Island and a half dozen more.

This heavily trafficked layout lasted until we sold our house and I had to dismantle it. Fortunately, I had another space I could use to build again, another basement that needed to be made ready for railroading. Our second home in Michigan is now home to the CAW railroad, in an 8' x 22' space. I was able to use three quarters of the structures from layout #2 and all of my rolling stock.

I still really appreciate S Scale layouts I see at train shows. Our club participates in one every March where layouts of all scales are running. S scale still holds the same appeal for me that I experienced when I opened that American Flyer box and assembled that first oval of track. It seems the most realistic and certainly is easy on these aging eyes. If only I had as much room in my house as I do in my imagination, I would be an S scaler for sure.

If I can help you I will certainly try. Please contact me at [Henry.Kranz@sscaleresource.com](mailto:Henry.Kranz@sscaleresource.com).

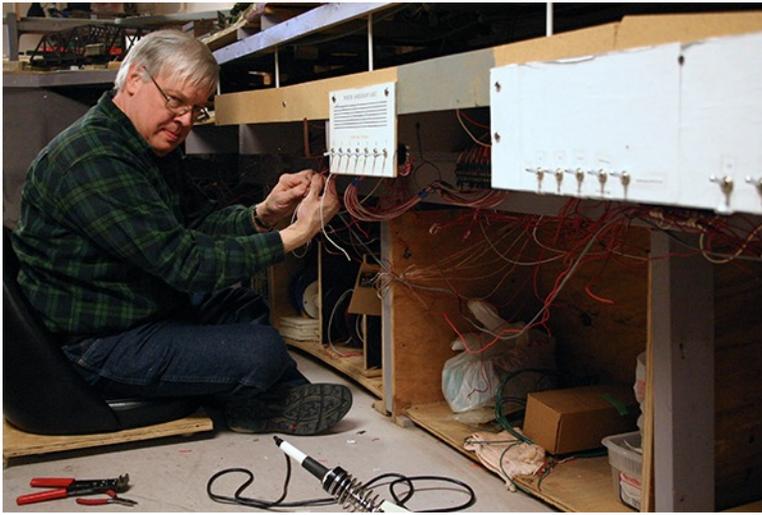


### Gary Rhebergen

Being Black Friday when writing this, reminds me of my first train.

It was on a Black Friday Trip, back in the 1950's, to Downtown Chicago and Marshall Field's. I do not remember the day, but do remember my first train which I still have parts of. This was a wooden train, later known at the Brio Wood Trains.

As I moved into running trains, I had a wind up train with a circle of track and a few cars. I remember Mom putting it away since I would not stop running my train and go to bed. We never did



find what happened to that train, although Mom and I clearly remember where she put it.

Moving into middle grade school, I got my first electric train. It was a circle of train with an American Flyer train on a board. It actually had 2 loops, the other being Lionel. It was used, but my brother and I still enjoyed it, and we each claimed one of the trains as ours. About that time, the Oak Park Society of Model Engineers formed, and Dad joined. He had an HO train layout that had to be removed as the bedroom was needed for our new little sister.

Junior High brought “N” scale trains, mostly because Dad wanted to keep me from playing with his trains. That worked until High School and joining the HO club with Dad.

My modeling up until that time was learned by my father who built all the Ambroid Collectors cars which were craftsman kits. I did not follow into that level of building, but he did teach me about layout building.

I have learned my modeling skills by trial and error, and more error. I did learn more the basic electronics from Dad, so I spend more time under the layout correcting others mistakes in wiring a



layout. A lot of what I know about modeling comes from the many friends I have met over the years, both in the club I am a member of, and home layouts I get to operate on, and many, many others who are willing to share what they have learned.

The last big part of my model railroading came after High School when I moved from HO, to bigger trains. That was in the form of operations in a 1:1 scale. At the time of this writing, I am coming to the close of 44 years as a Conductor in the world of real railroading. This has led me to a great knowledge of operations which I share whenever I can on model railroads.

Why I have a collection of little trains (HO) and not the real size to model is for two reasons. First, I joined an HO club, and second when I joined this club, “S” was mostly old American Flyer that was no longer made. If I were to do this now, I would be an “S” scale modeler.

If you think I can help with your modeling contact me at [Gary.Rhebergen@sscaleresource.com](mailto:Gary.Rhebergen@sscaleresource.com). I am always glad to meet and talk with model builders.

Now I want you introduce a South of the Border modeler. Please meet:

### **Cesar Tirantino**

My name is Cesar Tirantino. I'm from Argentina from a province called Chaco. I currently live in Buenos Aires. I am self-taught, I have developed my own techniques because in this country very few specific materials arrive. For what I have, I have dedicated myself to develop techniques with very basic materials and from tests I

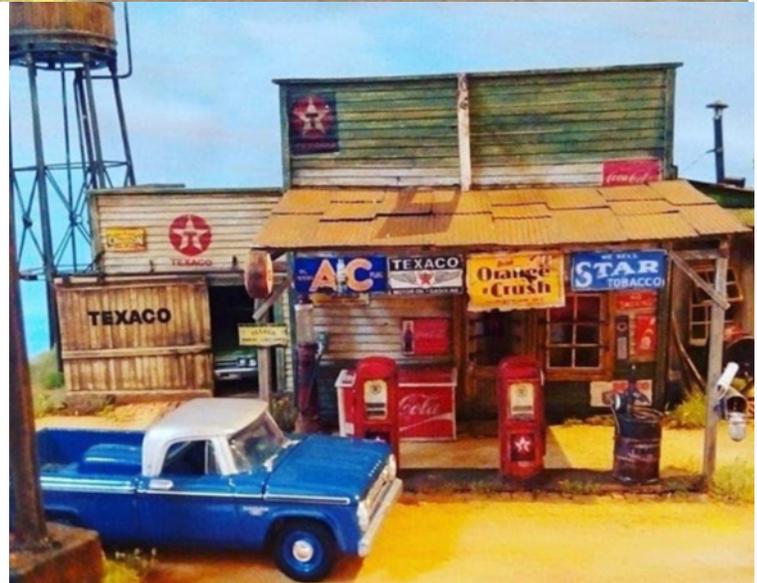


am constantly perfecting my models. I started collecting pieces of diecast in 1/64 scale, and beyond that, I have done in several opportunities models in different scales, but I always keep as a base the 1/64 scale. The photos, as you can see, I do it myself. I am not a specialist, nor do I have the right elements. The economic situation does not allow it.

I appreciate your interest, but I have no way of transmitting my techniques since they are very unconventional. To me the experience tells me that one must learn all the conventional techniques and from there create or adapt one's own. That way creativity is not contaminated and models retain a style. My jobs are 99% created from scratch. Mostly I do not use purchased kits or accessories. That is why I consider it a contaminant for others to transmit their own techniques. The best results come out of trial and error. Observing the original piece and looking for the

means to achieve the most approximate realism. Later I will be sending photos of some works. I anticipate since they are not of excellent quality since I am not an expert in photography, nor do I have specific elements. For that purpose here are some of my works in 1/64.





They are all jobs from scratch, no airbrushes or power tools were used. The diner is built in true aluminum (+90% approx).

Please note that I am not an exclusive 1/64 scale modeller. I like to model on any scale. Sometimes I feel inspired by some larger scale like 1/18, and at another moment I feel like modeling something very small like 1/150. The scale is only a number, but modeling is the inspiration.

If you think I can help your modeling please contact me at [Cesar.Tirantino@sscaleresource.com](mailto:Cesar.Tirantino@sscaleresource.com). I will be glad to help if I can.

Now we are off to Australia. Here's what I learned about Australian S narrow gauge modeling

When I announced on the Australian Facebook Sn3 page about my upcoming Sn3 article in *The S Scale Resource* online magazine and said I wanted to talk with Australian Sn3 modelers to do a follow-up article about the Sn3 activity and modeling in Australia, Dale Smith, who started the Sn3 Australian Facebook page said:

“Well Jim Kellow it will probably be a fairly small article. There are no Sn3 manufacturers here in Oz that I am aware of and there are only maybe a dozen or so 'active' Sn3 modellers that I have heard of. We're a pretty 'rebel' type group down here. That's why I started this Facebook page to try bring us together and maybe drum up some interest in the scale. The scale of HOn3 and a half is active in Queensland as it matches their prototype in rail gauge etc. The main scales of N, HO, HOn3, O, On3 and On30 are well represented though.” He was correct and I did not hear from any Sn3 Australian modelers. Thanks Dale, for your help and information. At least I tried.

### S Scale Virtual Mentoring on the "New Tracks" Meetups

I was recently told that a joke among S scale modelers is that the "S" stands for "Secret". Well I recently found some of the "Secret" scale modelers and some are going to be your Virtual Mentors and build S Scale models, in short 15 to 30 minute segments each week on our "New Tracks" Meetup Zoom shows. The first one starts April 17 and a second one is scheduled on May 22.

I was really pleased that a significant number of modelers who viewed the first segment of the first BUILD ALONG were S Scale modelers. The kit manufacturer, Bar Mills, is giving a 25% discount on the kit to viewers of the show who want to also build the kit. The second manufacturer, Hunterline, is also giving a special price on its kit for "New Tracks" viewers. Watch the Meetups to get the code needed to obtain the discount. (I also included in the introduction to this article) Go to our website [NewTracksModeling.com](http://NewTracksModeling.com) and register to get email notifications about all our series so so you don't miss any. Aren't you glad you read this far?

I hope I hear from more S scalers who want to be a featured modeler and/or manufacturer in this new series. A featured modeler can pick the kit and the manufacturer you want to work with or vice versa. Just let me know of your interest at [jimkellow@sscaleresource.com](mailto:jimkellow@sscaleresource.com)

Well it's time for me to get back to my workbench and travel some more “New Tracks”. Please visit my Facebook page [Jim Kellow MMR](#) and follow/like it to stay in touch. Also, please register at my website: [NewTracksModeling.com](http://NewTracksModeling.com) to get notices for all the Zoom "New Tracks Meetups every Wednesday and Saturday evening at 7pm Eastern time.

Thanks again for reading this far, and best of luck with your model building and finding a mentor.

# Garden Gold

## ONALASKA, WIS.

I was looking at Facebook the other day and this popped up by John Mann.



I reached out to John and asked him about the decals, and also linked to the back story of my Grandfather's company, The Onalaska Pickle and Canning Company. Here is my article that was originally published in *The O Scale Resource* on how these decals came into being. <https://magazine.oscaleresource.com/books/zcjh/#p=55>

John said, "I've always had this on a list of to dos. This was a FGEX car that was leased to National Car and subleased to Onalaska. Onalaska was served by the CB&Q."

I googled Onalaska and your article came up which was how I found out about OBS-CALS. John Hagen was agreeable to doing them in S. He can supply them for what I think is a very reasonable amount."

Wow, who would have thought? And yes, John Hagen of OBS-CALS, is easy to work with and it was great to finally bring my project to fruition.

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

# S SCALE SHOWS & MEETS

The *S Scale Resource Magazine* will now be providing a free listing of upcoming events. This small, text only listing will include the Event, Date, Location, Type of Event, and Contact Information. [Click here](#) to go to the sign up form. This form will take your information, and we will publish it in our next issue. If it is an annual event, you will need to submit your information every year.

## 2021 Spring S Spree

April 29 - May 1, 2021

The 2021 Spring S Spree is an all S Gauge Model Train event. This hobby specializes in 3/16" model trains. The 2020 Spring S Spree will be held at the Veterans Memorial Coliseum located on the Marion County (Ohio) Fairgrounds. The address is 220 East Fairground Street • Marion, Ohio 43302

Website: <https://ssprez.info/>

## O Scale, S Scale, Narrow Gauge West

May 28-30, 2021

Hyatt Regency, Santa Clara  
5101 Great America Parkway  
Santa Clara, California

O Scale – S Scale – Narrow Gauge West is the largest O scale convention west of the Mississippi, the largest S scale convention west of the Mississippi.

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

Website: <https://www.oscalewest.com/>

## 2021 NASG Convention

August 3<sup>rd</sup> through 7<sup>th</sup>, 2021-7

2021 NASG Convention is announced for Buffalo, NY.

The 2021 NASG CanAm Convention will be held in Buffalo NY, August 3-7 at the Buffalo Marriott Niagara in nearby Amherst. The city of Buffalo has undergone a stunning revival in recent years with its downtown Art Deco architecture, its lakeside setting, and its extensive rail facilities. Mark it on your calendar as a “must-attend”.

[Check their Website here!](#)

## O & S Scale Midwest Show

September 17-19 2021

Indianapolis, Indiana

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

**Early Registration through May 31st, 2021:**

**\$20.00**

**Registration after May 31st, 2021:**

**\$25.00**

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

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

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

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To advertise in The S Scale Resource classified listings [contact us for our rates](#). Your classified ad will appear in the section you want for 6 issues. If you do not see a section that you think would fit your products or services, let us know. We can add a category that better suits you. Your ad is hot linked to your website which puts your customers one click away from you.

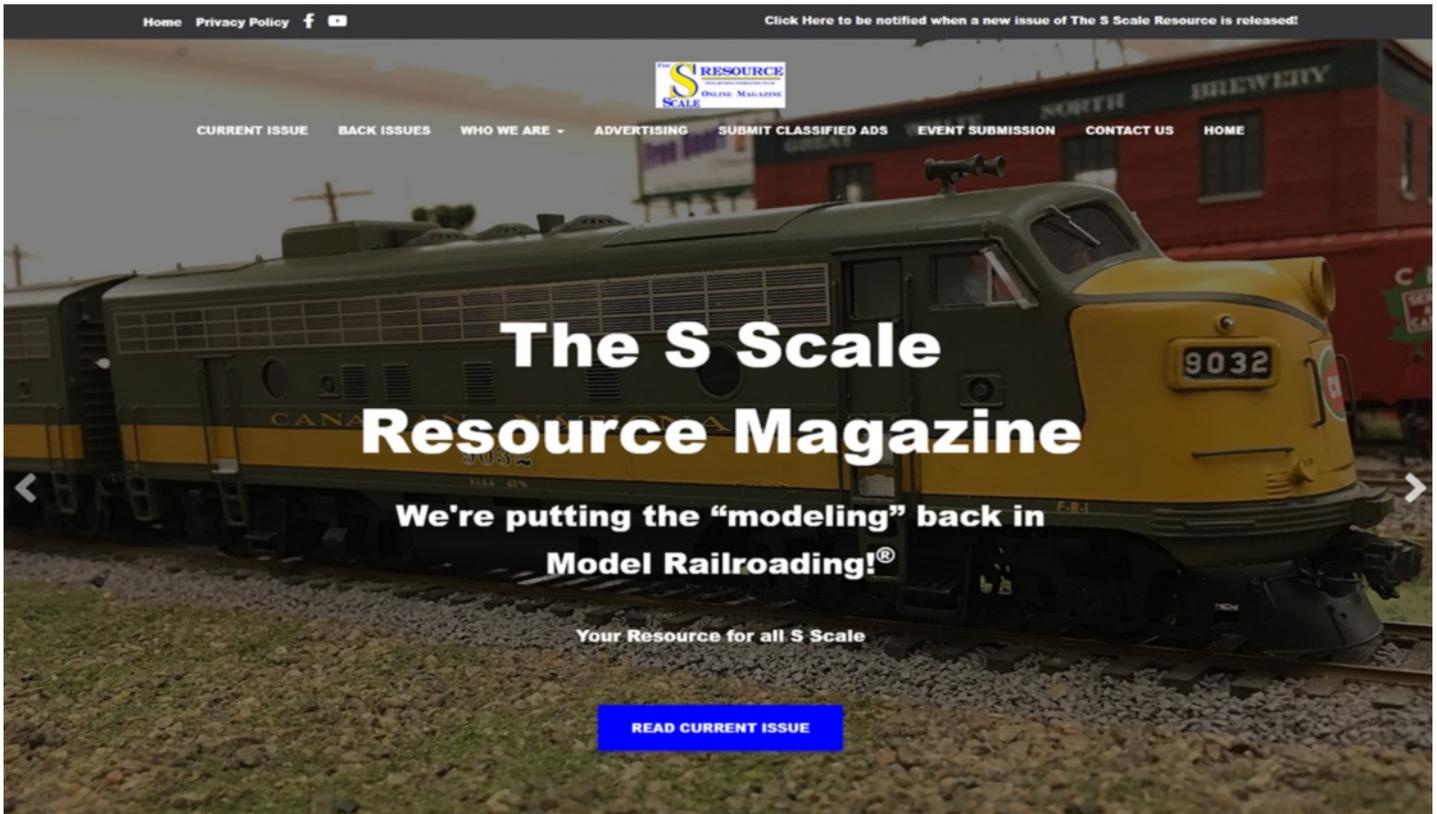


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Yes, we now have a Facebook page to help keep you up to date on new products and ideas. And, even in an on-line magazine, we sometimes have more pictures than we can use, so we'll post them on Facebook.



Check out our new Website. All back issues are available in HTML5 or PDF download. Submit your events and classifieds ads online, or request advertising information.

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