

*THE*

**S**

# RESOURCE

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NEWS, REVIEWS, INFORMATION TO USE

*August/September 2022*

*Volume 8 No. 6*

**SCALE**



**The 12" Square Challenge**  
**Painting an American Models RS3**  
**The Sn3 Re-Birth of the DR&N Railroad**  
**An Ode to the Doers and the Hoarders**  
**New Tracks: Where Mentors Help**  
**Modelers Build**  
**Detailing an American Models New York**  
**Central Class J-3a Hudson**  
**And So Much More...**

Published Bi Monthly

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**August/September 2022**

Volume 9 No. 6

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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

*In your face, F7s running coal on Chris Rooney's C&O Attic Division.*

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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



Well, we are in the last of the “dog days of summer”, or so says the Old Farmers Almanac. We had quite a hot spell here in central Illinois. It was more than enough to drive me back into the basement to do some modeling. I grew up with out air conditioning, and as a kid was outside all day in the summer. But now, I want that cool soothing air on all the time!

As I write this, Amy and I are packing up and looking forward to heading to the NASG Annual Convention, taking place in Buffalo, New York from August 2<sup>nd</sup> through 6<sup>th</sup>. This will mark the first time we both have gone to a NASG Annual Convention, and we will be taking part in the tours and enjoying the surrounding area. We are looking forward to seeing Niagara Falls from the US side, seeing the Carousel Museum, along with touring the Railroad Museum of the Niagara Frontier on the first tour. The second tour will allow us to see some great scenery while onboard a train traveling to South Dayton and back with a stop for lunch at a brewery and taking in a G scale layout located therein. Beer and trains – what a great combination! We’ll probably take in some layouts, and I’m sure we will find some wineries and quilt stores on our travels. Amy has begun the visitor verification process for crossing into Canada should we decide to visit our neighbors to the North. Lastly, we will be attending the banquet, which we have been told is always a great time. I’m looking forward to meeting new friends and putting faces with people I am now working with as editor of *The Dispatch*.

We do have a bit of sad news – Dan Navarre of River Raisin Models has announced his retirement after 35 years of serving the S scale community. See the “News You Can Use” column in this issue for Dan’s press release. Dan has been a great supporter of our magazine, advertising in every issue of *The S Scale Resource* since its inception. This will leave a large void in the scale S arena for brass models.

Some may say that the time for brass production and low quantities has passed. I’m not so sure, although I am looking at this from an O scale perspective. Sunset Models continues to bring in quality brass models in small enough numbers to be able to sell them all, and have some some money left over for the next project. Now yes, these are being made in China and not Korea, and steam projects are still very expensive no matter where you produce them, but new locomotives and cars are constantly being announced. That said, it is still sad to see the end of an era, but Dan has certainly earned his retirement and can now focus on his family and layout.

A blue circular graphic with a white border, containing the text "Partnering Mentoring Building" in white, bold, sans-serif font.

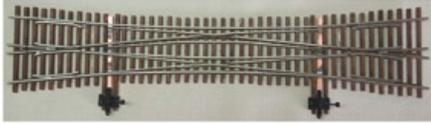
**Partnering  
Mentoring  
Building**

Happy Reading & Happy Modeling,  
*Amy & Dan Dawdy*

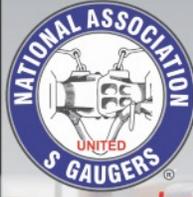
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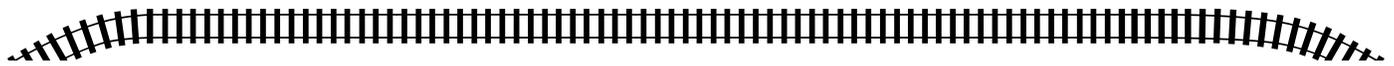
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# NEWS YOU CAN USE



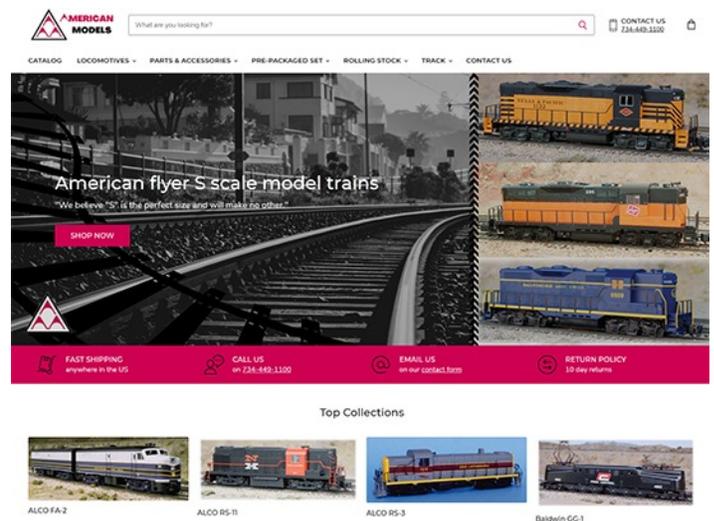
Pre-Size Model Specialties announces a resin kit of the opera window center beam flatcar. These distinctive looking cars are used by lumber producers in British Columbia and the Pacific Northwest to lower shipping costs so they can be competitive supplying their products to the East Coast and Midwest.



Trucks and couplers are not included. Decals for five different roads are available; Burlington Northern, Milwaukee Road, Union Pacific, TTX, and British Columbia. Price is \$95 with free shipping in the US. For ordering and to see the instructions go to [https://pre-size.com/products/SscaleFreight\\_Cars.php#PS594](https://pre-size.com/products/SscaleFreight_Cars.php#PS594) TTX



American Models has a new Website.



Check out all their products with their new, easy to navigate Website.

Banta modelworks have a new product. The Allison Depot laser wood kit, a small simple depot.

The kit is composed of a laser cut MDF core overlaid with laser cut milled wood siding. Another fine kit with lots of assembly enjoyment and quite

Hundreds of these cars were built starting in 1977 and can still be seen in use today. This kit consists of high quality cast resin body parts with tabs and notches for easy assembly. Separate brake parts, wire grab irons, stirrups and etched brake platforms and a lead weight are included.

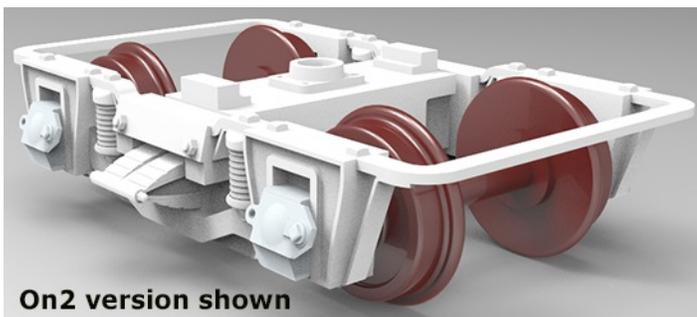


easy to build. It's what makes building kits fun.  
Footprint: 3¾" x 8¼".

See all their fine S scale products on their [Website](#).

[Trout Creek Engineering](#) has updated their web site with a full listing of the former Tomalco line of Sn3 freight car kits, and are beginning to upgrade the Sn3 line of D&RGW cars. They have started color coding the wood parts, and have a parts list in all kits. They are now adding formed grab irons to new kits. They also will start adding castings that may have become available in the past 20 years since the kits were first made. They are in the process of rewriting the instructions on all cars, along with their listing of detailing parts.

[Portland Locomotive Works](#) is announcing the availability of On2 passenger car trucks, available in ready-to-run version only and will be making them available in S as well. Trucks will be painted in flat black or green, come fully assembled, tested and ready to install on your equipment.



Contact them if you are interested in the Sn2 trucks.

[New Scenery Detail by Miniprints](#). A personal watercraft (PWC), also called water scooter, is a recreational watercraft that the rider sits or stands on, rather than inside of, as in a boat. PWCs have two style categories, first and most popular being a runabout or "sit down" where the rider uses the watercraft mainly sitting down, and the watercraft typically holds two or more people. (Photo credit Bill Groder).



See their [Website](#) for all their fine products.

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

#### **August, 2022**

##### Automotive

- TCP-609: Glossy Red Interior, #1
- TCP-610: Midnight Black Interior
- TCP-664: Metallic Marschin Red (*For Porsche 911 Carrera & Targa*)
- TCP-665: Marine Blue Metallic (*For Porsche 911 Carrera & Targa*)

##### Railroad

- TCP-398: Gulf, Mobile & Ohio- Green

##### Paint Sets

- TCP-13000- U.S. Navy- Camouflage Measure 22: 1942-1944; Destroyer, Destroyer Escorts
- TCP-13001: U.S. Navy- Modern Ships

September, 2022

Automotive

- TCP-572: Detroit Diesel Engine Green
- TCP-666: Light Gold Metallic (*For Porsche 911 Carrera & Targa*)
- TCP-667: Almond Metallic (*For Porsche 911 Carrera & Targa*)

Railroad

- TCP-997: Pipettes- 8-Pack
- TCP-998: Pipettes- 20-Pack
- TCP-999: Rejuvenator

Paint Sets

- TCP-10600- F-16 Aggressor- Flanker Scheme, in Blue
- TCP-10603- Luftwaffe (German) WWII Set, #1

As always, [Tru-Color Paint](#) is open to new ideas for paints. If you or your readers have any suggestions for new colors, email us at [tru.colorpaint1@yahoo.com](mailto:tru.colorpaint1@yahoo.com) or [tcpmodelpaint@gmail.com](mailto:tcpmodelpaint@gmail.com).

If we can find enough information on the color, we could put it in the next year's product schedule.

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

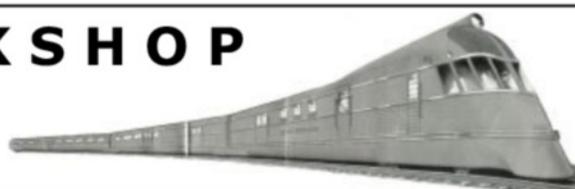


From **Dan Navarre of River Raisin Models**: After 35 years of serving the S scale community, it is time to retire. We have enjoyed designing, manufacturing, and

importing brass models that represented the best in S. Over the years, we had the privilege of working with some of the best brass builders in Korea, with the last 22 years with Boo Rim Precision. SeHo Jang, owner of Boo Rim Precision, became a great partner with us as we were able to build projects that had many, many versions, all slightly different, for our S scale customers.

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River Raisin Models imported its first brass freight car in 1987, the Airslide Covered Hopper in two versions. Since then, we imported 21 different Steam Locomotives, 7 Diesel locomotives in 18 versions, 3 complete passenger trains, freight cars, cabooses, and many different brass freight and passenger trucks. River Raisin also had a line of brass detail parts and decals. All the projects were in S scale and some projects included hi-rail versions.

We will be closing River Raisin Models at the end of 2022. We will continue to sell our inventory

throughout the year. Our website will stay active at least through the end of 2022.

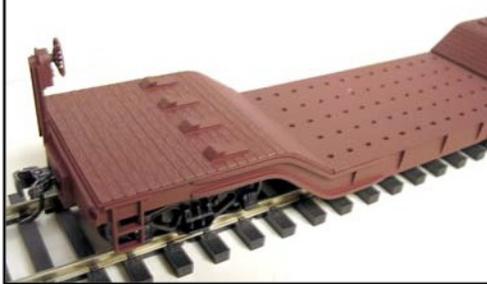
Keep watching the website for additional models/parts/decals and books that are being made available. Most items listed on the website are one and only items. Once they are gone, they're gone.

It has been a pleasure serving your S scale modeling needs!

### Depressed-Center Flatcar

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

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10401- Weathering Set, #1  
10402- Weathering Set, #2  
10403- Weathering Set, #3

Brushables

10501- Structure Set, #1  
10901- Flesh Tones

Railroad

11000- Great Northern  
11001- New England Railroads Set, #1






# Detailing the American Models New York Central Class J-3a Hudson “Empire State Express”

by Dick Karnes  
Photos by the Author



The American Models “Empire State Express” Hudson is a fine-looking model that runs like a champ. However, there are several compromises made in the design and manufacture of the locomotive in order to withstand robust handling and allow it to function on American Flyer curves. Additionally, it exhibits some minor detail deviations from the prototype which it shares with the AHM HO “Empire” Hudson. I wanted a true scale model of this Hudson, so here’s what I did to modify the American Models “Empire” Hudson into a detailed full-scale model.

## Design Features – beware!

The locomotive has two unusual design features. First of all, all drivewheel sets are geared; i.e., the side rods are merely cosmetic. Removing the drivers risks getting them out of quarter. Nevertheless, I removed them because I needed to drill a fifth hole in the first and third driver centers to match the five-hole pattern of the prototype.

The second unusual feature is that the drive wheels are hub-insulated. Thus, the rods on the right side are a different polarity than the rods on the left side. Because of this, the locomotive has plastic crossheads and valve guides to prevent a short circuit through the solid-metal cylinder chest.

Here's what I did to deal with these features:

- “Keyed” each driver set in order to guarantee proper reinstallation.
- Re-used the crossheads instead of replacing them with metal ones.
- Split the replacement valve gear hanger into a right and a left hanger.

## Disassembly

I began by taking the entire locomotive apart. While doing this, I replaced all bolts, with any washers or bushings that go with them, in their proper holes after separating the parts. This practice prevents losing bolts etc., and also assures that the correct bolt goes in each hole when the locomotive is reassembled. Here's my disassembly sequence:

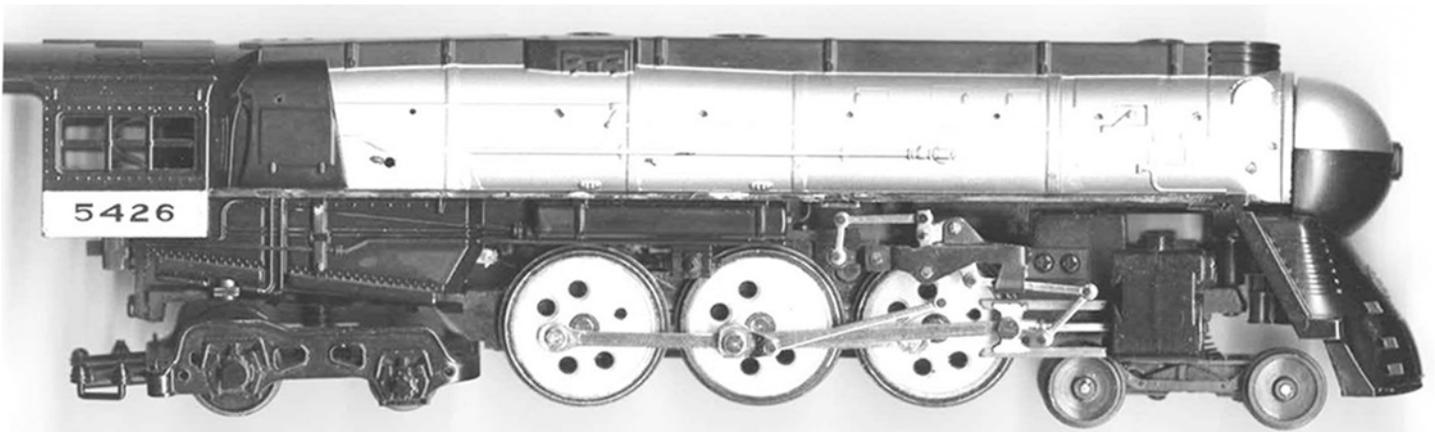
- Removed the pilot and trailing trucks.
- Unscrewed and removed the smoke-fluid tube from inside the smokestack.
- Turned the locomotive upside down:
  - Removed the screws beneath the rear of each side of the firebox.
  - Removed the forward-most screw under the cylinder chest.
  - Lifted the chassis out of the superstructure shell.
  - Unplugged the headlight-lead socket from the wire harness that runs the length of the locomotive. (The chassis was now completely separated from the locomotive shell.)
  - Removed the two screws that go through the ring under the front of the smokebox, then pulled the locomotive front forward and out of the smokebox.
- Chassis:
  - On each side, removed the bolt and bushing that attach the eccentric crank to the second drivewheel.
  - Removed the pair of bolts that attach the valve gear hanger to the chassis.
  - Removed the hex bolts that attach the side rods to the drivers.
  - Removed the bolt that secures the cylinder chest to the chassis.

Then I removed the plastic skirts and boiler side trim panels. These are held in place with super glue (ACC) as well as alignment tabs, so this required care, patience, and time.

I worked carefully with a tiny flat screwdriver blade and a No. 11 X-acto blade to break the glue bond between the cast-metal running board and the plastic skirt. Then, working from the underside only, I gently pried along the width of each tab to free it, thus allowing the skirt to drop off.

Each boiler trim panel has two alignment pegs. One is directly beneath the center of the end of the Elesco feedwater heater atop the smokebox. The other is about ½" aft of the rearmost boiler band. As with the skirts, I pried the trim panel to loosen the glue bond along the length of the panel between the alignment pegs, then popped the panel off.

Then I removed the handrails by grasping each handrail stanchion with smooth-jawed (non-knurled) pliers and twisting gently.



*The handrails and skirts have been removed, the first and third drivers have had fifth holes added, and the pilot truck has been replaced. This view is extremely interesting because there is full detail (tanks, piping, rodding, rivets) that is normally hidden by the skirts. Perhaps American Models has plans to produce an unstreamlined New York Central J-3a Hudson?*



*Two tender components not mentioned in the text are the automatic train control (ATC) shoe on the right rear of the front tender truck and the water scoop under the tender. Both are currently available from River Raisin Models. The author chose not to replace the plain journal covers with roller-bearing covers because they are normally nearly invisible in the shadows beneath the skirts.*

Now I went to work on the modifications.

## **Locomotive Modifications**

### **Chassis**

#### ***Pilot Truck***

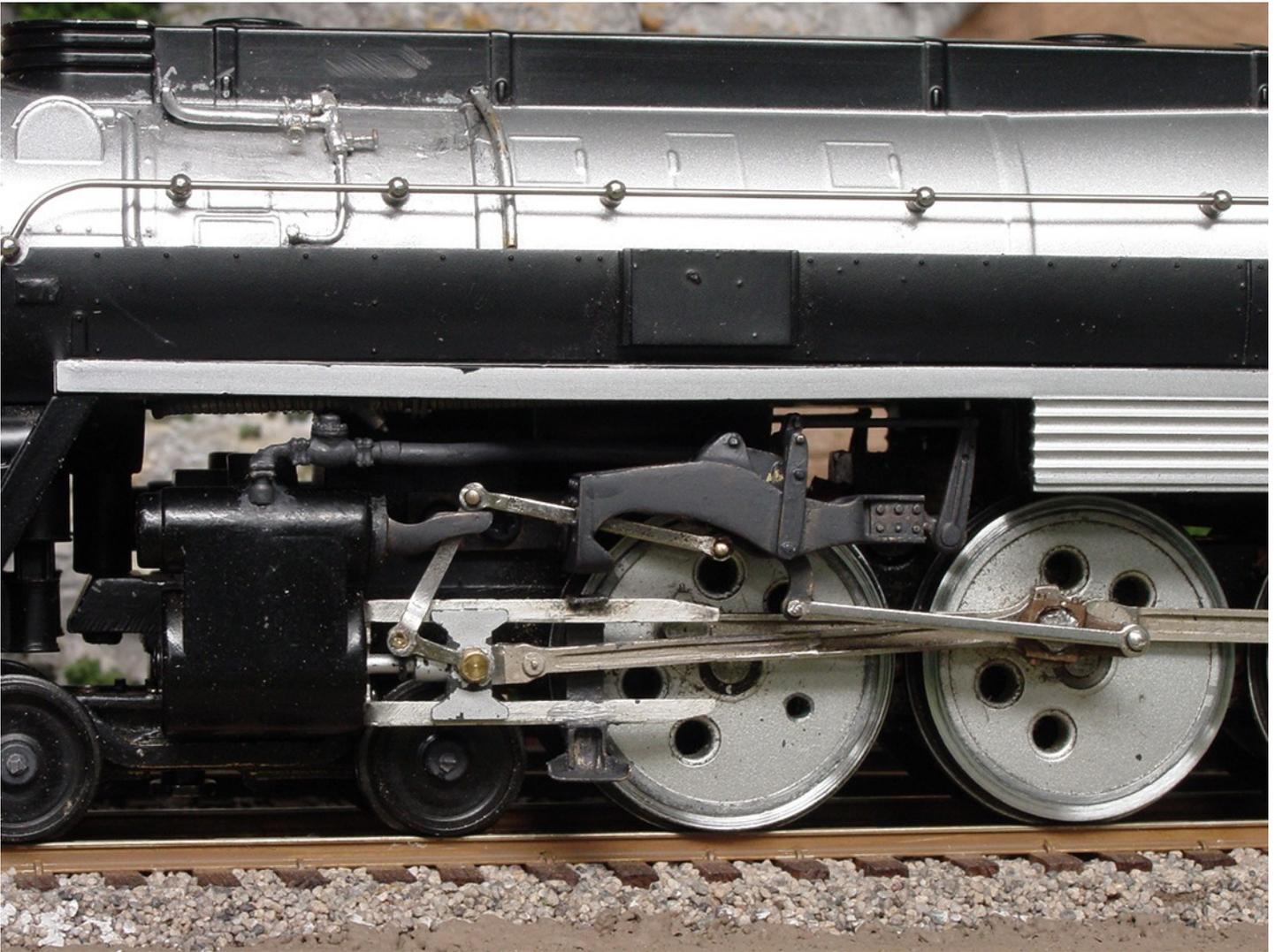
The stock pilot truck wheelbase is too short and its wheels are too small. I replaced it with an S Scale Locomotive & Supply pilot truck with 36" wheels.

#### ***Drive Wheels***

I marked the backsides of the drivewheels, one side only, so I knew which side is left vs. right, and how to reestablish identical angular relationships so the siderods would again fit when the chassis is reassembled. I scribed each backside horizontally, using the chassis cover plate as a guide for the stylus.

Then I unscrewed the bottom cover plate from the chassis and lifted out the first drivewheel set. I left the other drivewheel sets in place until I replaced the first modified one; only then did I remove the third one.

The S Scale Resource August/September 2022



*There's a lot to see in this view. New piping and valves have been added to the smokebox side to replace the original molded-in equivalents. The booster throttle atop the cylinder chest was made from brass rod and an SSL&S boiler check valve. The valve guide on the top rear of the chest and the valve gear and hanger have been replaced by SSL&S parts. New longer crosshead guides have been installed. The space between the crosshead guide bracket and the yoke to which it was originally attached, clearly visible, is necessary to keep the cylinder chest electrically isolated. The photo shows SSL&S side and main rods instead of the original AM rodding, but the author reverted to the original AM rodding because of dimensional tolerance inconsistencies. Finally, the lack of a firebox/boiler bottom beneath the running-board level is quite apparent. A simple black cardstock view block will prevent the see-through effect.*

I slid each driver set (first and third sets) into the open jaws of a bench vise so one driver rests atop the jaws with the gear between the jaws. **I DID NOT TIGHTEN THE VISE.** The vise merely stabilized the wheelset to make drilling easy. First I dimpled the driver center with a hammer and punch where the fifth hole should be. Then I drilled the dimple all the way through with a #50 drill bit. Then I turned the driver set 180 degrees and re-inserted it in the vise to drill an equivalent hole in the opposite driver center.

I replaced the drivewheel sets in the chassis, making sure my scribed marks all lined up. Then I replaced the cover plate.

On the prototype, the entire wheel, including tire and hub, should be silver. I applied current to the motor using alligator clips attached to the two motor terminals. With the wheels turning reasonably fast, I held a small folded piece of 400-grit emery paper against the tire sides to remove the black finish. Then I painted each drive

wheel hub silver. The single color makes the model's 76" drivers appear much larger, visually indistinguishable from the prototype's 79" drivers.



*As is prototypical, the tender shroud extends beyond the actual tender rear so as to be flush against the first car's full-width diaphragm. However, the fireman can't get up and out because the stock AM tender has no opening for the fireman to climb out to take on water. The author cut out the correct size rectangle and lined its inside with a "floor" for the fireman to stand on. He added an SSL&S rear tender ladder and a "danger" sign reproduced from a prototype photo scan using Photoshop Elements. The original molded-on ladder was only crudely removed, enough to install the new ladder without interference. Similarly, the back-up light lens area was not drilled out and replaced. Neither of these "not-done" features are visible once the recessed tender rear is back in place. (Ignore the shelf extension that the author added to the tender rear. This was his earlier attempt to provide a cutout floor. However, it didn't look right, so the added shelf was removed.*

### **Valve Gear**

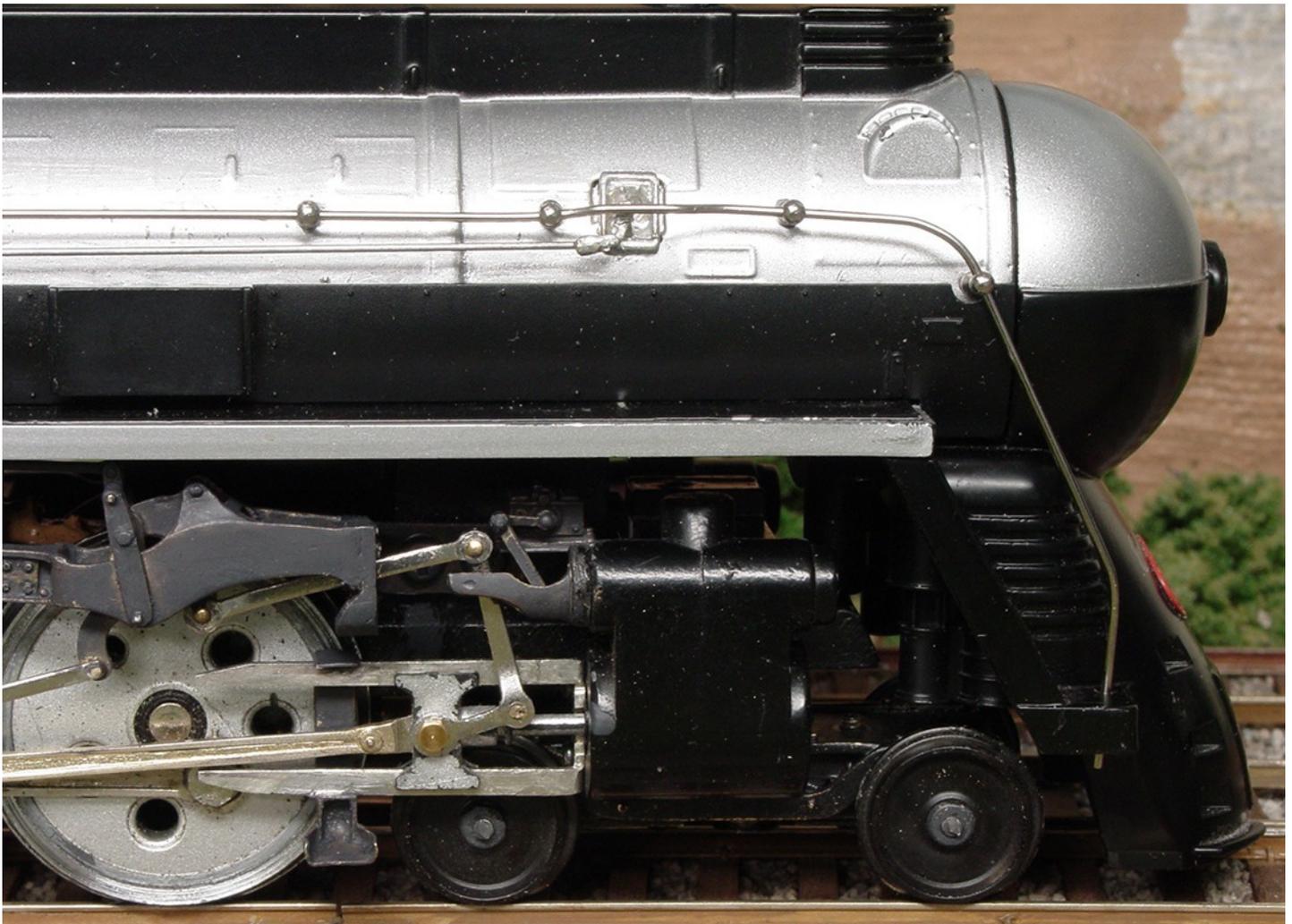
I replaced the American Models Baker valve gear, yoke, and hanger with equivalent SSL&S parts. First I removed the center pin that runs through the crosshead and holds the main rod in place by gently filing the backside of the crosshead to remove the flared end of the pin. Then I pried the assembly apart with my X-acto blade.

I cut the crosshead guide brackets away from the SSL&S yoke and save these for later.

I assembled the Baker valve gear linkages internal to the hanger. Then I cut the two halves of the valve gear hanger into a right and left half by removing the center portions of the hanger. I cut the yoke in half and soldered each half to its mating valve gear hanger.

Then I made two new brass mounting brackets in the same configuration as the original AM valve gear hanger mount, trimmed each yoke half to match the hanger, and soldered the new brackets to each so I could re-attach the new valve gear hangers to the chassis. After this, I reassembled the valve gear and rods on each side as follows:

- Screw the combination link, crosshead halves, and main rod together.
- Attach each new valve gear assembly to its proper side of the chassis using the same bolts that held the AM valve gear.
- Re-attach the side rods, main rod, and crankpin to the center driver. As you tighten the bolt, allow the eccentric crank to lead clockwise about 10 degrees.
- Finally, bolt the side rods to the first and third drivers.



*This right-side view shows the SSL&S front-end-throttle installed, with the reinstalled AM handrail prototypically bent around it. A cardstock view block behind the valve gear prevents see-through for all but the most critical onlookers.*

## ***Steam Chest***

I replaced the AM crosshead guides with new ones. I flattened an AM guide and used it as a pattern for cutting and drilling the new ones. However, the new ones are longer per prototype photos. I cut them out of 060" nickel-silver sheet, bent them 90 degrees, and screwed them back into the cylinder chest.

Next I retrieved the crosshead guide brackets that I had separated from the SSL&S valve gear yoke. When reinstalled, these cannot touch the valve gear hanger yoke; if they do, a direct short circuit will occur. To prevent this, I ground off the top portions of each bracket down to the level of the tab that fits over the top of crosshead guide, and soldered each to its crosshead guide directly beneath the valve gear hanger yoke.

I removed the valve guides from the top of the cylinder chest by pulling them out of their mounting holes. Then I trimmed these so as to leave only a thin circular pad adjacent to the mounting pegs and filed the peg surface smooth and flat. Then I took SSL&S valve guides, cut off their mounting pegs, filed their peg surfaces smooth, and super-glued each valve guide to a circular pad. Then I super-glued each new guide assembly into its respective mounting hole in the steam chest.

I fabricated a mounting bracket for an HO mechanical lubricator, soldered the lubricator to the bracket, then super-glued the bracket to the upper right rear of the cylinder chest. I made the two-piece lubricator actuation linkage from spare parts in my scrap box, but you could make your own from nickel-silver strip and a straight pin.

I made a booster throttle from an SSL&S boiler check valve and brass rodding, then installed it into a hole drilled in the top of the left-hand cylinder. The pipe to the booster disappears behind the valve gear hanger.

Finally, I test-fit the steam chest to the locomotive chassis. I slid the cylinder chest in place so that the crosshead guides properly engage the crossheads, and so that each combination lever slid in between the sides of each valve guide. The crosshead-guide bracket should be directly beneath the valve-gear yoke

## ***Locomotive Superstructure***

I removed the cast-on detail from the superstructure, in particular, the piping on the left side of the smokebox and the front-end throttle on the right side of the smokebox, along with the cast-in-place actuation rod from the cab. I did this very carefully with a Dremel cut-off disk, followed by flat jeweler's files and finally 400-grit sandpaper. I fabricated three-dimensional piping on the left side with brass rod and SSL&S valves, drilling holes in the AM casting to receive the piping. Once in place, I soldered the joints between the valves and piping.

On the right side, I drilled a hole for the front-end throttle and enlarged it to a rectangular hole with jeweler's files until large enough to receive the throttle base. I did the same for the front-end throttle's bell crank halfway back on the boiler. Brass wire completed the front-end throttle assembly.

## ***Smokebox Bottom***

No one likes to look sideways into a locomotive's valve gear and see daylight behind it instead of a smokebox bottom. I drilled starter holes through the tender top and cut and filed an opening to shape. Then I constructed a false floor (just a simple square U-shaped styrene baffle) to represent the portion of the tender deck for the fireman to stand on and glued it in place. Finally, I brush-painted the opening's components black.

## ***Finishing***

I cleaned and masked the superstructure, then oversprayed silver paint. Once dry, I oversprayed with a compatible clear gloss finish. I also brush-painted the new valve gear hanger parts.

## ***Boiler Trim Panels***

I super-glued the boiler trim panels in place, being sure to pop the alignment pegs into their holes.

Then I reassembled the engine, reversing the disassembly sequence, and attached the new pilot truck last.

## **Tender Modifications**

### ***Deck***

The top of the tender deck needed to be opened up so the fireman can climb the rear ladder to open the water hatch and fill the tender.

I extended the top of the tender end by attaching the styrene piece with liquid plastic cement, then paint the extension black.

I drilled starter holes through the tender top and cut and filed an opening to shape, brush-painted the cut edges of the cutout black, and reassembled the tender.

### ***Tender Drawbar***

All my curves are 30" radius or larger, so I moved the tender closer to the locomotive. I shortened the tender drawbar by drilling a new tender hole one scale foot (3/16") closer to the locomotive end of the drawbar.

## **Some Mods that Didn't Make It**

### ***Tender Trucks***

The tender trucks are a plain-bearing style, whereas they should have roller bearings. Because the journal covers are shrouded in shadow, I did not make this modification.

### ***Trailing Truck wheels***

The trailing-truck wheels are way too small. I tried replacing them with the correct 36" and 51" wheelsets, but then the trailing truck wouldn't move laterally at all. There just is not enough room for the larger wheelsets because of the design of the model's rear frame. You will need to live with the smaller wheels unless you're up for a major machining task.

### ***Firebox Skirts***

The skirts should be modified to conform to prototype. Specifically, they require another two rows of corrugation below the firebox. One could obtain another tender shell, slice off two corrugations from its bottom, and trim its long edge to match the bottom of the firebox skirt. It can be attached to the bottom of the firebox skirt with the aid of a couple of small .010" styrene gussets behind the skirt. Do not attempt to trim the ends yet. Butt the extra corrugated piece against the skirt bottom and glue it to each rectangle. Now trim the ends of the extra piece to match the skirt outline. Repeat for the other skirt.

But if you do this, you will have limited your minimum radius to about 72 inches. The reason is that the trailing truck can no longer swing out from beneath the skirts – it is trapped within!

### ***Tender Trucks and Skirts***

Strictly speaking, the tender trucks are not quite correct even with roller-bearing cover replacements. They should be six-wheel Commonwealth roller-bearing trucks, like those from SSL&S. However, the length and width of these replacement trucks will inhibit rotation, limiting the effective minimum track radius to something over five feet. For this reason, I do not recommend truck replacement. But if your track radii are sufficiently large and you do opt for truck replacement, you can also reconsider deepening the firebox skirts, which will

also force you to deepen the tender skirts to match. Again, a spare tender shell from American Models will help here.

Note: This project was done quite a while ago. Therefore, some of the replacement parts may be difficult to find. In particular, S Scale Locomotive & Supply has been dormant for several years until Simon Parent purchased the line. Simon, under the firm name "Miniatures from the North," has recently begun offering some of the SSL&S parts commercially. Contact Simon at [miniatures.from.the.north@gmail.com](mailto:miniatures.from.the.north@gmail.com).

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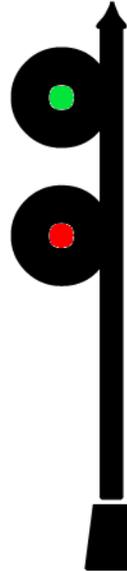


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# TRAINZ

# Painting an American Models RS3

By Chris Monje



The American Models Alco RS3 is a good locomotive, but wasn't available in the Erie Lackawanna paint scheme, my favorite. I purchased a Pennsylvania Railroad model.

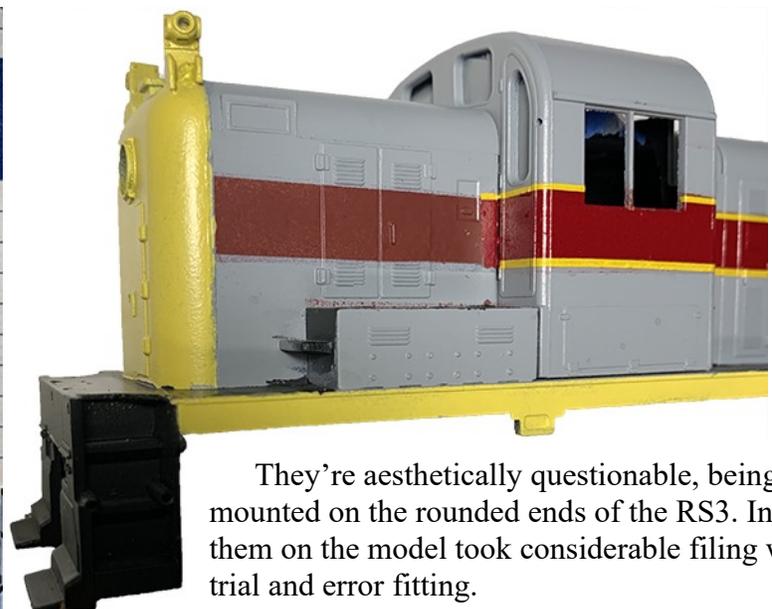
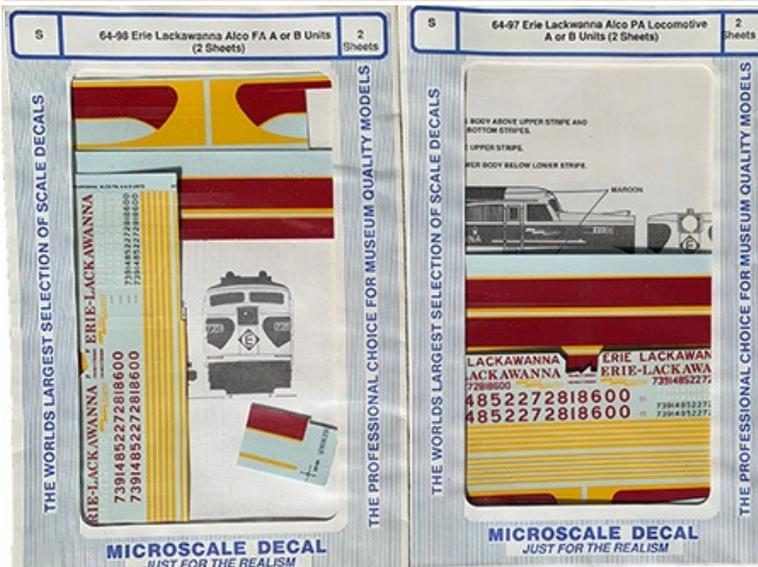
I then found out that EL RS3 S scale decals weren't available. However, Des Plaines Hobbies does have S scale EL decals for Alco PA's and FA's. I was able to adapt these for the RS3, but I needed to use an HO decal set for the road numbers.

<http://www.desplainseshobbies.com/store/product/24778/EL-ALCO-PA-LOCOS-%282%29/>

<http://www.desplainseshobbies.com/store/product/24776/EL-ALCO-FA-FB-%282%29/>

The S scale Erie Lackawanna locomotive decals weren't easy to find on their website, but careful browsing revealed them.

Before painting, I added marker lights from S Scale America. These are excellent quality brass. The brackets for the lights are unique, used by the Erie Railroad.



They're aesthetically questionable, being mounted on the rounded ends of the RS3. Installing them on the model took considerable filing with trial and error fitting.

They're glued on with multiple applications of ACC. There isn't much room for brass to plastic contact, but I filled in between

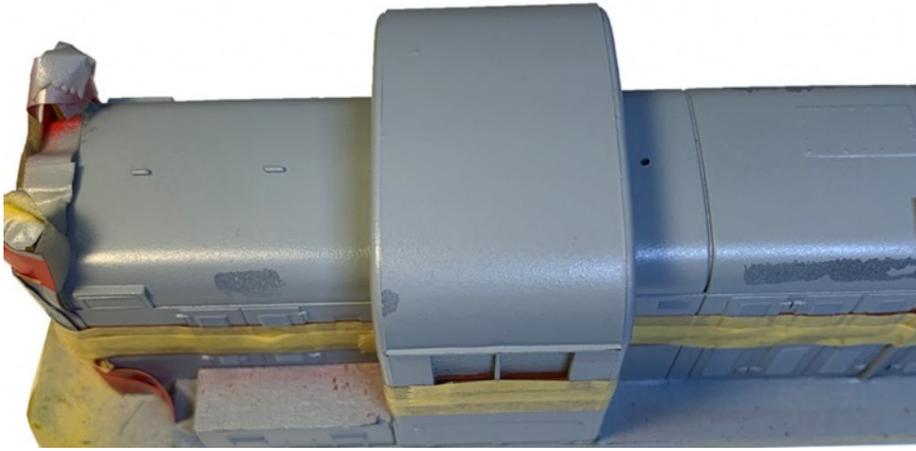
the brackets with more glue. I didn't take a picture of this step, but the marker lights are seen in this close up of the decaling process.

The three color Erie Lackawanna paint scheme involves masking the yellow ends from the gray body, and possibly masking the maroon horizontal band. I used the three paint colors on this model, but I put the maroon decal stripe on top of the maroon paint. Speaking of paint, the Lackawanna and Erie Lackawanna railroads used very light gray. I've seen some Lackawanna models, in particular an O gauge passenger set, that was almost as dark as Southern Pacific gray. Conspicuously inaccurate! I purchased three bottles of Tru-Color Erie Lackawanna paints, gray, yellow, maroon, and a fourth bottle of white. The white was very important to lighten both the gray and yellow. I almost needed two bottles of white. The Tru-Color paints worked well in my 1970's Paasche airbrush.

<https://trucolorpaint.com/wp-content/uploads/2016/02/116-151.pdf>

The first painting step was light gray primer from a rattle can. This was almost the correct gray. Next was to use the Tru-Color EL gray lightened with white. Note that very careful masking is always essential. Masking may look perfect, but fine mist overspray will find the tiniest opening. In this picture I compared two brands of





tape, the Tamiya is superior. The red tape was probably older, and is not as flexible as the Tamiya. Fortunately there is a seam between the yellow ends and the gray body, convenient for masking. The seam is both a guide and a barrier for making a clean line for the yellow ends. The maroon band is not as easy to mask, but flaws are hidden by the application of yellow decal stripes. One trick for removing masking tape is to completely fold it over to 180 degrees during removal.

Much to my chagrin, I lifted some of the Tru-Color gray from the primer gray that can be seen in the rounded edges in this picture. Spray touch-up is needed, so the marker lights are carefully masked.

The Microscale decals are excellent. Patience and experience are valuable for successful application, but the durability of these decals allows positioning without decal damage. I used a fine tip paint brush to nudge them into position, then applied a 20 year old Solvaset from Walthers. This product is placed on the decals, softening them to snug around contours. I've had experience with other decals that were not as durable. They will split or shrivel during positioning. A decade old decal may not work.

An important final step is a light coat of sealer such as Dulcoat. I prefer to get a finer mist with an airbrush, but a rattle can of matte finish is adequate. First, practice spraying on a piece of cardboard or empty container to improve results on the finished model.

Incidentally, the RS3 body is easy to remove by spreading the running board slightly to lift it off the frame.

A good first step in weathering any locomotive is to weather the trucks. A light mist of dark brown enhanced with Bragdon's weathering powder enhances detail.



Trucks are the first thing to accumulate road dust, even on a nearly new locomotive.

I also used Tamiya weathering solutions. This product is good for minimal weathering. It's thin, so it highlights hinges and louvers. Even if almost no weathering is desired, it's a good effect. The dirtiest part of this model is the exhaust stack. Here I also used Bragdon's weathering powder. It's real rust mixed with an adhesive. *A little goes a long way.*



*The finished model in the roundhouse.*



My other EL locomotive is a S Helper factory paint SW9. The two are a good team for moving freight and switching the yard.



My experience indicates it could be preferable to have a custom decal set made. Precision Design is a custom supplier, and made excellent decals for an HO McKeen motor car. It was necessary for me to provide exact dimensions. Precision Design lived up to their name, even the curved stripes provided were perfect.



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# The O Scale Resource Magazine

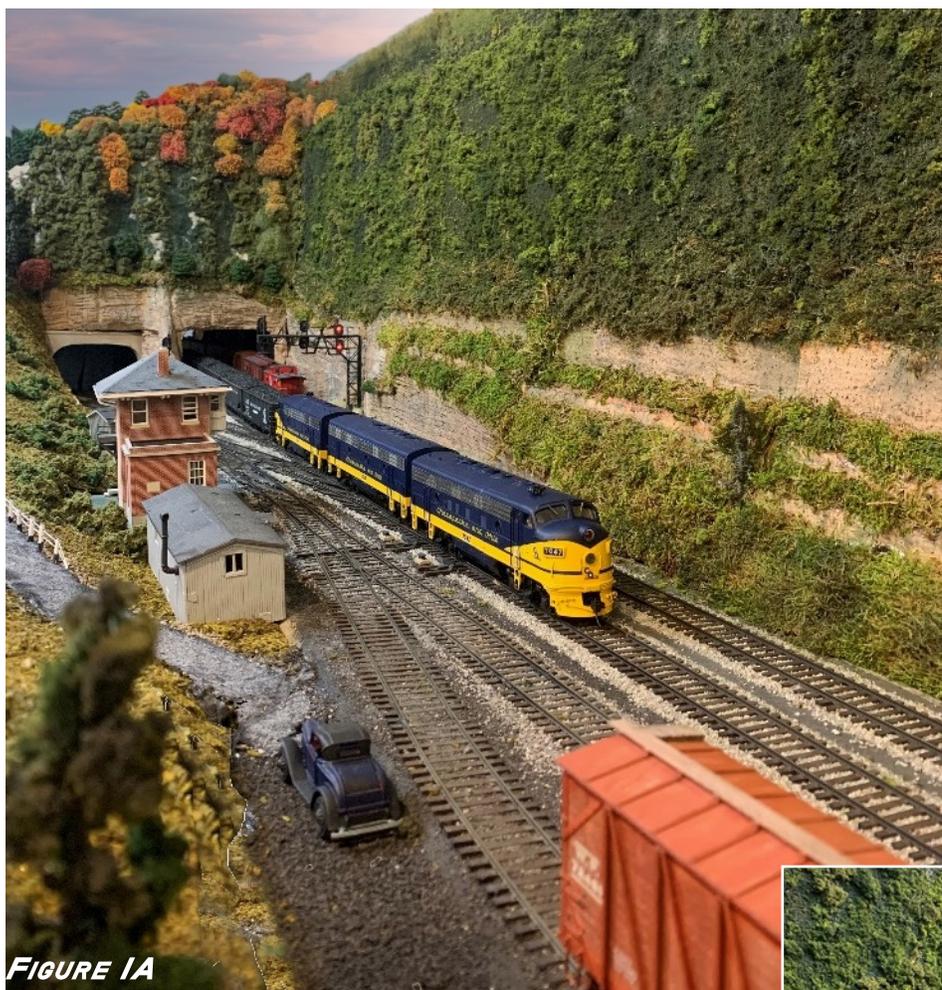
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# *An Ode to the Doers and the Hoarders in S Scale*

By Chris Rooney



**FIGURE 1A**

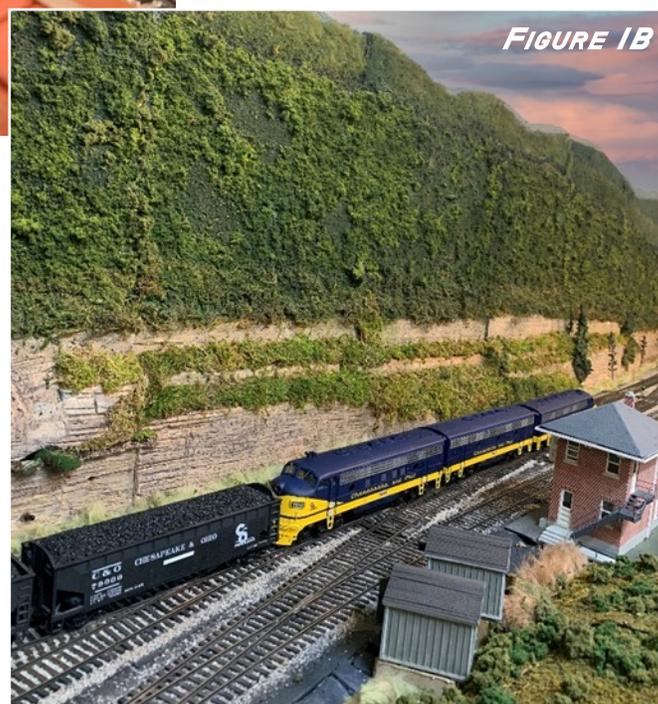
*Figure 1A and 1B: Doing what they were bought for.*

In late 1952, they also purchased fifteen dual service FP-7s for freight and relief passenger duties when required. All these units were configured as 4,500 horsepower A-B-A sets which remained pretty much fixed into the mid 1950's. After these orders, they never acquired another cab unit for freight service as Geeps were ideal for coal country operations in both switching and road use.

Naturally, I managed to paint and detail several C&O FP-7s of American Models lineage and they are fine runners, but I just had to have some F-7s as they were far more numerous. And there the tale commences, since I had acquired two A-B-A sets of Omnicon drives manufactured by Charlie Sandersfeld and company in the 1980's.

The S Scale Resource August/September 2022

It seems folks in our scale alternate between creating things where we see a need and hoarding things created by others “just in case”, sometimes for years and even a good part of a lifetime. Such was the case with my pursuit of a trio of F-7s for the C&O Attic Division coal trains. C&O purchased the EMD F-7 model in 1949 for service on the Chicago – Cincinnati line, judiciously far from coal country, in 1950 when the C&O was still touting a coal powered steam turbine for the coal country. These units, meant for flat land running, had no dynamic brakes. Two years later, they purchased 35 more units numbered 7031 to 7093 with varying details and dynamic brakes for hauling coal trains from Russell, KY to Toledo.



**FIGURE 1B**

Charlie's drives used side frames and other purpose-built parts that Jettie Padgett of Southwind Models added to his extensive line of brass details, and ultimately also locomotives imported from South Korea. This is the line of diesel details and car details that Bill Wade of Bill's Train Shop (BTS) offers today. Many of these parts were intended to customize the plastic shells first introduced to fit on Enhorning drives and later acquired by Wabash Valley Models, which if memory serves correctly, was owned by Merle Rice of Model Railroad Warehouse. These shells have been the basis of many nice conversions, but I elected to go another route by shortening the American Models FP-7s.

I had acquired a slew of chrome plated AM shells from Tommy Lennon, the source of many treasures and a certified hoarder and doer. The challenge was three-fold and entails more stories. The shells were chrome plated, slightly bowed in from poor heat control during plating, and missing all steps. Undeterred, I set about removing the plating using all the accepted methods assuming it was the synthetic plating toy manufacturers use – nothing budged. So, I telephoned Ron Bashista for advice, and after he stopped laughing, he assured me nothing would budge as they were genuine chrome, but they could be painted with Scalecoat and other enamels. The undecorated B unit shell was purchased from Ron at the same time.

In my opinion the AM FP- 7s are some of the best die cutting work that has been done in S scale until and possibly including the SHS products, but alas, surgery is required. The FP-7s were four feet longer than the F-7s due to having a train heating boiler with an optional underframe water reservoir positioned ahead of the fuel tanks. I wanted to preserve the well detailed roof fans although, once again, these are available from BTS. To preserve just the ventilating fans would be no problem, but to preserve the dynamic brake fan, some more elegant surgery is required. (Oriental/Overland produced a parts package dynamic brake fan I would use if I did this conversion again.)



Figure 2: Tools you will need.

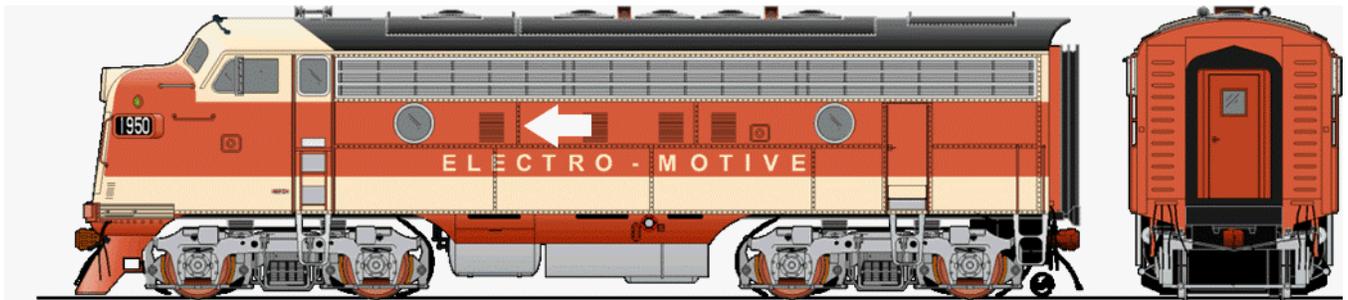
The necessary tools are shown in Figure 2. I used a rigid Zona saw for the major cuts and a jeweler's saw with coarse blade to make the horizontal cuts along the radiator grills. Allow for the kerf of the saw and give plenty of additional material for final finishing.

How to decide where to cut? Assuming you don't have an unlimited supply of shells on which to "operate", some thought needs to go into deciding where and which way to cut. I find it helpful to scheme this out on a line drawing and then use a photo

editor or just a cut and paste method to try fit the parts. In this case I used a drawing from Trainweb's excellent collection of accurate line drawings of many diesel models. I used the FP-7a drawing to move things around and checked that with a drawing of the first-generation F-7 demonstrator model which seemed to be closest to where I was headed. I learned to use these high-quality drawings instead of those used in railroad diagram books or painting diagrams, which are notoriously inaccurate. Drawing 1 shows the artwork I modified in Photoshop to reflect the best way to cut. The idea was to leave all four of the side air intake louvers in place on each side and one batten to hide at least half of the seam thereby reducing the amount of body work. The cuts across the grill areas will be hidden by etched grill sections in a later step.

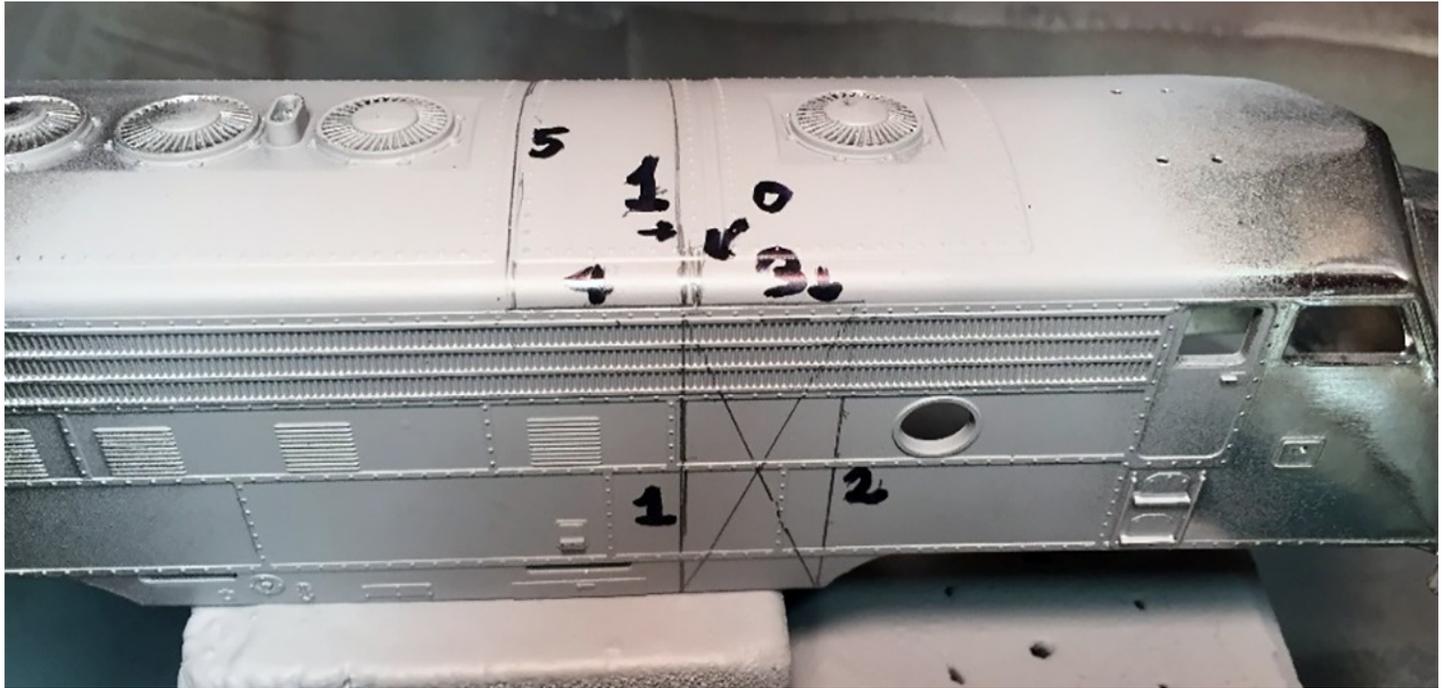


*DRAWING 1*



Fortunately, the cuts along the horizontal are somewhat hidden by the grill frames but the roof itself must be carefully mated along the molded-on plates for the fans and dynamic brake fan. The side louvers will follow along after the removed section, so they end up in relatively the same place as the F-7 unit, but an extra batten ends up on the cab side of the louvers. I judged this not to be objectionable.

Here in Figure 3 is a view of the cuts and the order in which they are made. One detail worth mentioning is of critical importance. The line marked "0" will require careful fitting because the body will be long by 4 scale inches using this method and to maintain the rivet details aft of cut 5 it will be necessary to further reduce the body aft of line 1 and then hand fit the seam at 0. A filler piece may be needed.



The internal braces needed to reverse the bowing-in play double duty as backup braces for the gluing and that is highly recommended. Pay attention to where the portholes will be blocked – I cut out the braces where this would happen and made sure the braces' vertical depth was such they didn't interfere with the frame.

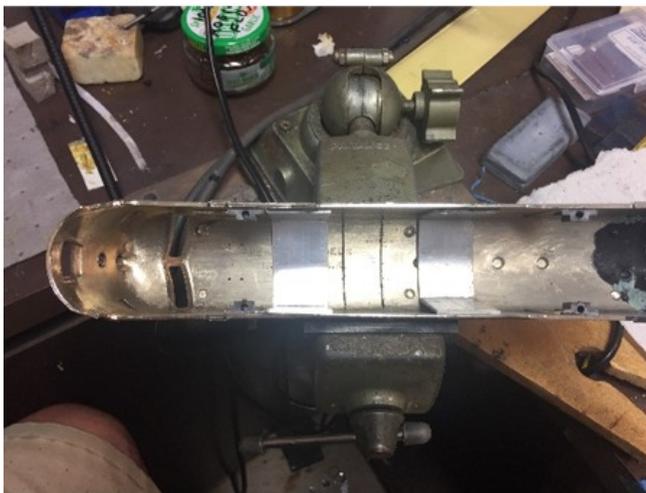


Figure 4 shows the internal braces set up for gluing with A-B Weld a two-part metallic powder infused epoxy cement that sets up very strong and is recommended for this purpose with the braces added. (The second brace was needed for the bowing.)

Now I focused on the frame. The custom .040 brass Omnicon frame was set up match the corner posts of the Wabash Valley shells supplied with that kit. After trying to imagine how I would reposition the AM mounting pads to match the frame, discretion overcame valor and I notched the frame as indicated to intercept the AM mounting pads in a relatively forgiving manner instead of trying to drill holes precisely. The lead blocks shown are positioned to allow the sound unit speakers to float over the drive shaft of the centered gear tower and the two front weights are sized to

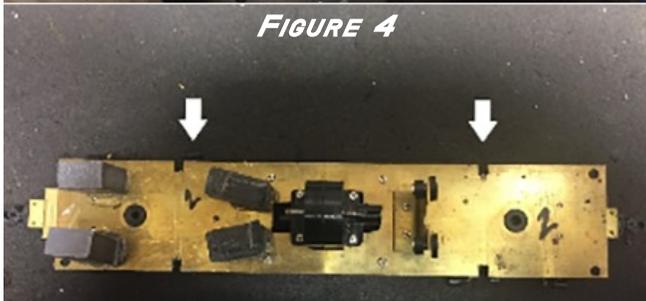


FIGURE 4

allow the engineer and fireman to sit with a front view, but also to counterbalance the weight of the 29 mm Sagami motors powering the units.

Turning to the application of details is where the AM shells pay off, except for missing steps in my case – another story. James D. “Rusty” Rustermeier is a guy who has been routinely meeting his own needs and those of others by developing items to make repairs or make things work better including cast brass drive train parts and in this case diesel steps. I had stashed away sufficient steps to replace the missing ones.



Figure 5: Units in primer.



Figure 6: What we were shooting for.

The AM shells have excellent detail that crisply reproduces all but the handrails and grab irons as set up on your prototype. My personal preference is to use ultra-small eyelets to represent lift rings instead of castings available from BTS, but remaining details including the horns and windshield wipers come from Bill Wade. I decided to go all the way on installing grab irons and included a representation of the bolt holds using Tichy .030 rivets. The few notable customizations on the C&O units were vertical handrails above the pilot steps and a headlight mounted in the front door (standard on the AM units) with a Mars warning light occupying the usual headlight position. I used a 5 mm red LED to represent the Mars light and the AM lens for the headlight. I have not yet installed signal hoses between the units, and in this case, C&O only applied one side of the set since they were intended to be maintained in a fixed A-B-A orientation. Figure 5 shows the units in Tamiya light gray primer that emphasizes the details applied.

The C&O’s so-called low wave scheme as applied to the second order of F-7s by EMD, like the first order high wave scheme, was a very handsome design. Apparently, the C&O left this chore to EMD designers and, equally apparently, to someone with strong ties to the University of Michigan. For that “as delivered look” I decided to use Tru-Color C&O Enchantment Blue and Federal Yellow.

The decals evoke yet another story. Once again, champion hoarder Tommy Lennon comes to the rescue. Some years ago, he was selling of an excess of Enhorning decals, and I purchased many perhaps all his C&O stash. This has provided a source of lettering for all the F-7 freight units, which were not the same lettering scheme as the passenger FP-7 units (Microscale formerly and available from Des Plaines Hobbies).

Tommy said he rescued these from the roadside where they had been dumped and he did an admirable job of sorting and conditioning them as very few show their age, now exceeding fifty years. With some care and judicious use of Micro Scale decal film to restore some numbers the decals settle well using the technique of soaking them off the backing, blotting, positioning, and applying Walthers Solvaset. Patience and multiple applications of setting solution will ensure a presentable job with the blue decals exhibiting good opacity and the yellow acceptable IMO.

**FIGURE 7**



*Figure 7: Shadowed, ready for Plano grills application.*

That leaves the final sculpturing touch being the Plano etched air intake grills. I commented on this technique before, and I wouldn't attempt this surgery without them. The first step is to shadow paint the forms behind the air intake screens by interpreting broad-side pictures of the desired units and schematics of the machinery placement from diagram books. I cheated some in this step by observing the highly detailed interior of a brass Oriental HO model. Then the grills are cut, since they are meant for FP-7 units, and fitted in place using canopy cement which dries clear and holds firmly but flexibly.

**FIGURE 8**



*Figure 8: The finished product.*

Drawing 1: Source:  
[http://www.trainweb.org/willstrainer/EMD\\_line2.htm](http://www.trainweb.org/willstrainer/EMD_line2.htm)

and:

[https://th.bing.com/th/id/R.45477d7a435f8593f14c5b5471189955?rik=kBn3Zi7R8jKZXw&riu=http%3a%2f%2fwww.trainweb.org%2fwillstrainer%2fTrain\\_Art\\_files%2fEMD\\_Line%2fdemof7.gif&ehk=tUo1LwJNythuAi0Pk1Cyj%2fpZW%2fE4IWAmIGpzhZY06Yc%3d&risl=&pid=ImgRaw&r=0](https://th.bing.com/th/id/R.45477d7a435f8593f14c5b5471189955?rik=kBn3Zi7R8jKZXw&riu=http%3a%2f%2fwww.trainweb.org%2fwillstrainer%2fTrain_Art_files%2fEMD_Line%2fdemof7.gif&ehk=tUo1LwJNythuAi0Pk1Cyj%2fpZW%2fE4IWAmIGpzhZY06Yc%3d&risl=&pid=ImgRaw&r=0)

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# **The Sn3 Re-Birth of the DR&N Railroad**

## **Model Railroading as a Lifetime Hobby**

**By Jon Clinton Stetz, MMR251**

I will never forget the day in 1964 when my father brought home a box with “ears HO train set” printed on it. I was 6 years old, and this was my first train set with green plastic mountains, tan roads, and lots for buildings. It was the coolest thing I'd ever seen, and he attached it to a board that was stored under my bed. When I got older, it was moved to the basement, and I made my first attempt at building bigger mountains and hills using dark green foam and cardboard over the top of the plastic mountains. Soon after, dad gave me a 4x8 sheet of plywood on which to build a railroad empire with atlas trestles and wads of newspaper covered with Perma-Scene, a wood fiber material. My dad was a talented model builder, and he taught me a lot about how to build and finish models like Red Ball, Ulrich and Walthers over the years I was growing up.

As time passed, I went from that original HO set to an N-scale set that ran under a Christmas tree during the holidays. After college and my first job in Kansas City, I built a small 9 x 12 ft. railroad room in the back end of my town home garage. It was there that the 1<sup>st</sup> Durango, Rico and Northern was built in HOn3, and during the 1984 NMRA convention, it was discovered and published in *Model Railroading* magazine a year later. Many years later, another version was built in Sn3, and it traveled to NMRA and Narrow-gauge conventions before finding a home at Overland Models in Muncie, Indiana.

Now, 30 years after the original DR&N Railroad was built, and with my modeling skills considerably improved since the days of Perma-Scene and green foam, I finally got the courage to submit this article about the newest and last version of the DR&N Railroad to be published here in the pages of this magazine for all to enjoy.

### **The Birth of a Railroad:**

The Durango, Rico and Northern Railroad was conceived in the late 1800's as part of a network of rails and stagecoach lines designed to tie together the mountain rich ore towns between Durango and Rico and points North. Originally surveyed by Thomas Wigglesworth in 1881 for the Denver and Rio Grande, the route is generally believed to be the product of Otto Mears as part of the Rio Grande Southern. The line left Animas City, North Durango, ran several miles up the Las Animas River Valley, then up the North fork of Hermosa Creek and then down Scotch Creek just South of Rico. From there, it followed the Delores River, through the Lost Canyon and over Cimas Pass and then back to Durango. Although the Rio Grande Southern did build from Durango to Ridgeway via the Delores River route surveyed by Wigglesworth, the Rico to Rockwood branch was never built and remained a stage line and later (to this day) a logging road.

Since the Denver and Rio Grande already had an existing line from Durango through Rockwood and on to Silverton, the Durango, Rico and Northern would have run from Rockwood to Rico via Hermosa Park, then the East fork of Hermosa Creek, then down Scotch Creek, to Scotch Creek Junction with the Rio Grande Southern. It is this branch that is being recreated and modeled here in Sn3 as it would have appeared in the years spanning 1940-1949 in Southwestern Colorado. The DR&N, and all its references and descriptions are based on research material from the Rio Grande Southern, as well as the Denver and Rio Grande, during the 1890's and later years. During its construction, the DR&N, had enough foresight to lay 50-pound rail, build heavier bridges and more adequate grading than was needed in 1891. This foresight paid off as the line was able to utilize its own C-16' and the heavier K-27' it leased from Rio Grande Southern and Denver and Rio Grande over the years.



**PHOTO 1**

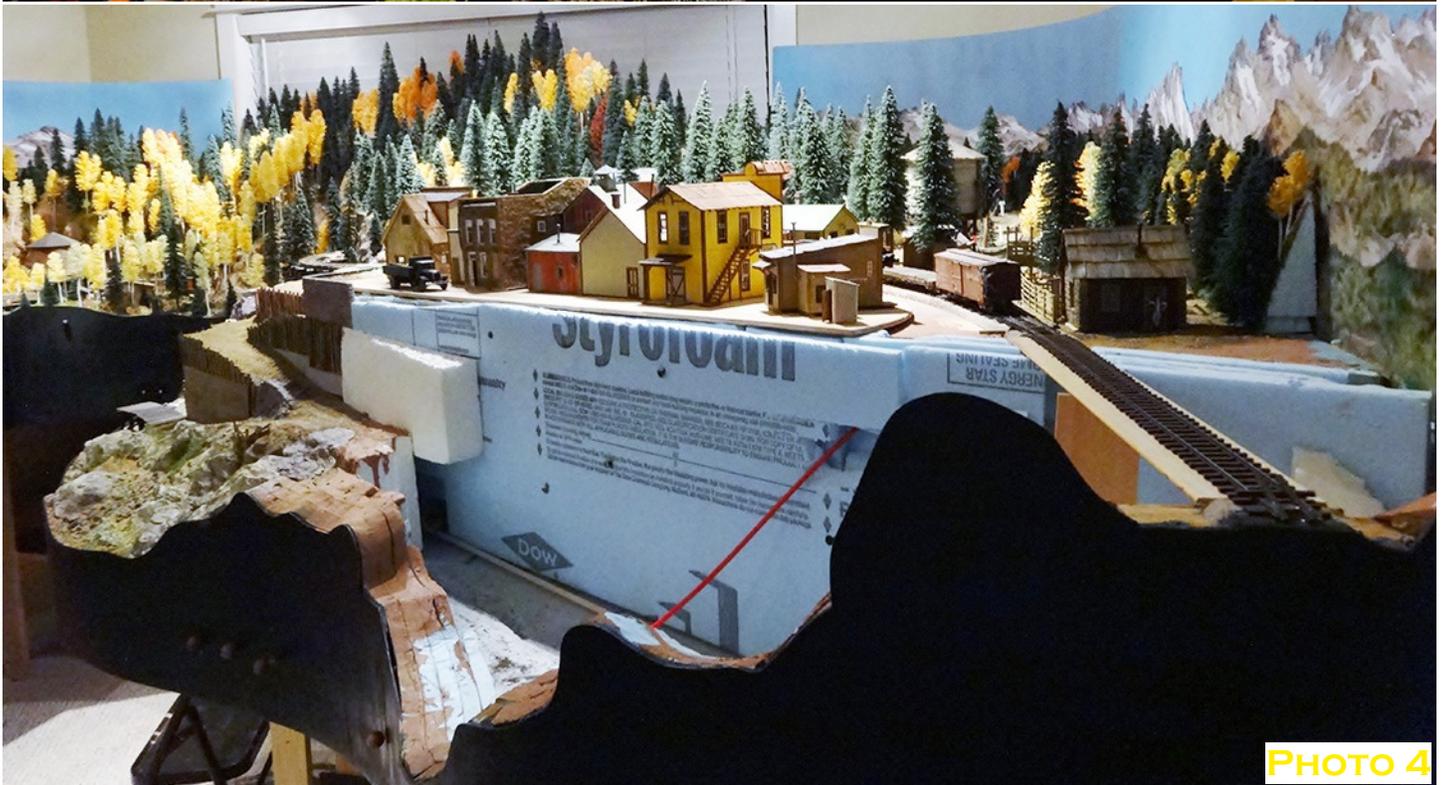
### **The Overview:**

Entering the layout room, the tall timber trestle spanning the North Fork on your immediate right catches your eye. (Photo #1) The trestle has a center wood truss span across the ravine just below Maggie's Pond and Dam. Across the room to the left is the busy D&RGW town of Rockwood, Colorado (photo #2) and the origin point of the Durango, Rico, and Northern Railroad. Rockwood boasts of a large engine servicing area where careful maintenance is done in (photo #3) preparation for the long descent to the North Fork Loop and then up



**PHOTO 2**

to Scotch Creek Junction. To the very far right is the Western terminus of D. R. & N., at the mountain town of Scotch Creek Junction (photo #4) where this railroad connects with the Rio Grande Southern and has rail access to the towns of Rico or Delores and beyond.



As a feeder railroad, most trains are either made up or broke down in Rockwood. Everything from warehouses to oil docks can be found there, as well as, a growing town with all the services needed for lumbermen, miners and train crews. On its way to the North Fork Loop, the main line will pass by the town's station and then thru the Hermosa Cliffs rock shed, before entering the Purgatory Ridge tunnel. Once thru the tunnel, (photo #5) the track enters North Fork Loop via the tall timber trestle as it steadily descends into Hermosa Park Valley. Towards the western end of the valley, the main crosses another timber trestle over the

Northern most fork of Hermosa creek and then a plate girder bridge over the Hermosa Park branch line, (photo #6) before drifting thru the tall pines down to Timberline and the rock tunnel. At Timberline, (photo #7) the branch line cuts off from the main and drops back into the valley floor. At the bottom of this long grade, the line passes under a rockslide shed and by the old depot. It then splits and crosses over Hermosa Creek to the Powerhouse on the South side of Maggie's Pond, (photo #8) and the other track goes to the North Side serving both the new station and the Mill Complex, (photo #9) with its long loading dock and service track.



PHOTO 5



PHOTO 6

The view from the valley tells a lot about the local area. High above the floor are other tracks that service the mines and aerial trams which feed the mill complex in the park. The valley is full of color from the Aspen groves, and there is always a steady flow of both water and activity in this little corner of the San Juan's. Back towards Timberline, the main line passes several spurs that head off into the lumber and mineral filled woods.



**PHOTO 7**



**PHOTO 8**

These spurs are another source of revenue for the railroad as they are shipped under the crest of the North Ridge to Scotch Creek Junction and the connecting trackage to the McPhee mill at Dolores, or down to the smelter in Durango.



As the railroad departs Timberline, it quickly enters the rock tunnel where it climbs out of the upper valley towards Scotch Creek Junction. The tunnel is one of a few that completes a spiral to gain elevation and allow the mainline to cross under the North Ridge and furthest end of the Hermosa Park Valley. Emerging at the South end of Scotch Creek Junction, the main crosses another tall timber trestle (photo #10) high above the waters of Scotch Creek and immediately enters a turning wye as it passes

by the store fronts of this high mountain town (photo #11). In the center of the wye is the town's depot, water tank and supply sheds. With limited facilities here, if a locomotive or car needs repairs, it is set out on the RGS



**PHOTO 11**

siding or it is deadheaded back to Rockwood or Rico. The Eastern leg of the wye connects to the RGS spur, mainline to Scotch Creek. It crosses a long steel truss bridge over the headwaters of Scotch Creek and heads towards its own mainline and the towns of Rico and Delores. Near the West leg of the wye and just above town, you will see the Northern terminus of the local logging operation (photo #12). Here the log cars and locomotives are serviced, and the crews can get some rest at the local hotel, get supplies at the general store, or even catch a connecting train to visit other towns along the line.

Once a sleepy company town on the flourishing Durango, Rico and Northern Railroad, Scotch Creek Junction quickly grew into a booming connection point between the RGS and D&RGW railroads in the fading fall years of the 1940's.



**PHOTO 12**

## The Room:

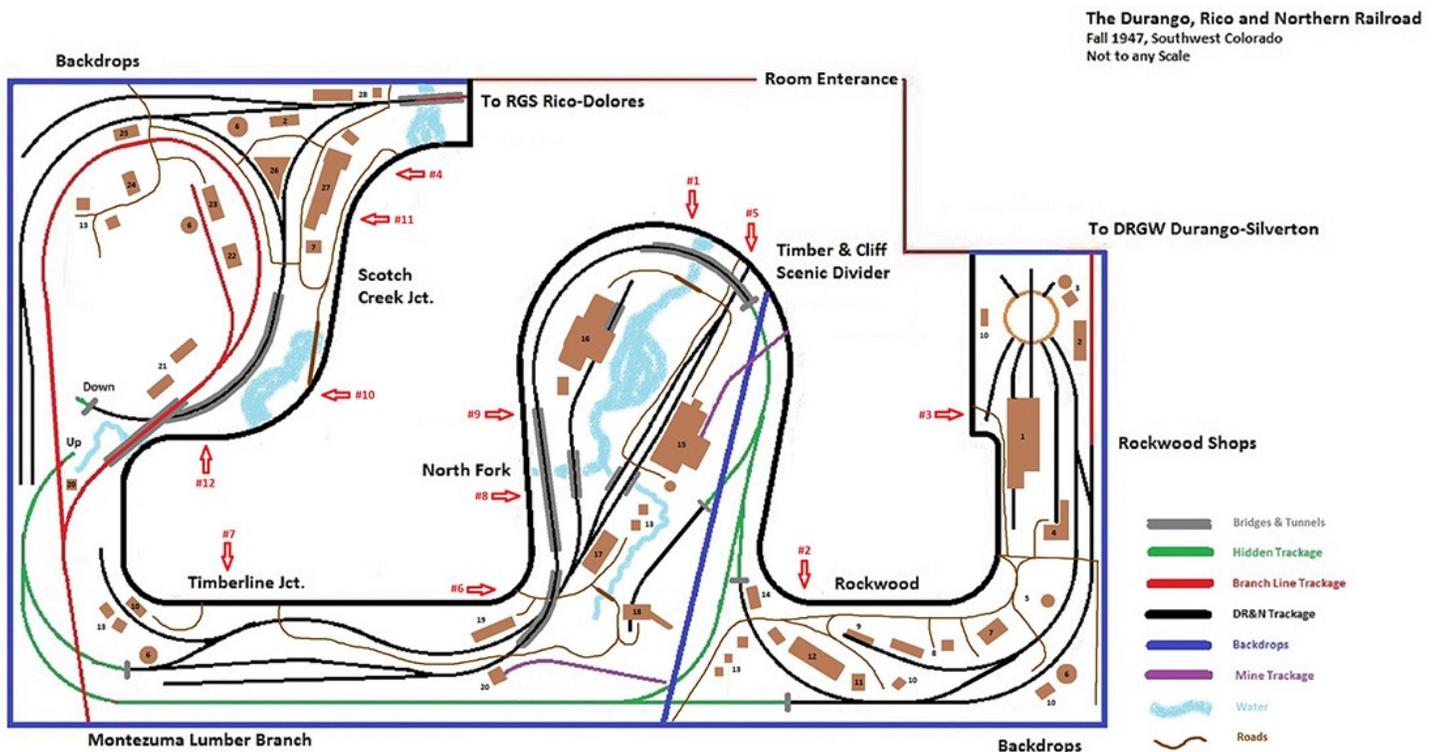
The layout room is a finished 22'6" by 11'0" space over my garage. It was originally designed as a carriage-house with bedroom, clothes closet, laundry room and bath. When I finished the space, I chose not to have the bathroom installed, but had the plumbing placed in the walls and floor. Both the closet and laundry room were off to the side and would not affect the planning and building of the railroad. The windows were something I had no choice about, and they were eventually covered by a tall painted backdrop anyway.

Finishing the room was done no different than any other room in a house. The electrical was placed as it would be for any bedroom, but with a few extra wall and ceiling outlets. The heating and cooling were done the same as well, and once the sheet rock was hung and textured, it was painted a flat off-white color. Since this is a walk around railroad, and one tends to do a lot of standing so I had a heavy Berber carpet installed to make the standing a bit more comfortable. When the room was finally ready and the time came to start the railroad, I covered the carpet with a plastic carpet guard, therefore allowing easy cleanup after the bulk of the messy railroad construction was completed.

With the careful planning of the railroad room, it has become an enjoyable place to work and play, and can easily be returned into its intended purpose if the need arises.

## Construction:

As you can see by the track plan, the layout wraps around the walls with a large island towards the middle. The mainline curves were all laid out to be no less than a 26" radius, and the switches a mix of number 4' and 6'. Only in a few sidings does the radius drop to 24", thus requiring idlers to be used when switching cars. To spend more time on the operation and details of the layout, pre-manufactured benchwork was chosen vs. the homemade "Girder style" and making multi trips down to the garage and saws. This would also permit the layout to be built in sections as time and funds allowed, plus provide the benefit of easy movability if needed.



After reviewing several manufacturers of pre-made bench work, I chose [Sievers Benchwork](#). Their modular system allowed the railroad to grow as desired, using their 2x4 ft. sectional kits which included predrilled holes for wiring, heavy duty legs, and fast, simple bolt and screw assembly at a fair price. The benchwork for the Rockwood, Hermosa Park and Timberline was assembled and in place within a few days, leaving only Scotch Creek left to be built later. Three power busses, using common 14-gauge solid wire were added next, one each for track power, switch machines and railroad effect lighting. At the main modular section joints, buss bars were added to allow for movability if ever needed. The track wire buss was further divided into separate block sections at Rockwood, Hermosa Park, Timberline, and the future Scotch Creek to help trace shorts or to operate the railroad independently of other sections. With the basic wiring done, 3/8"ply-wood was installed over the frames providing a solid bench top; making sure the joints of the plywood matched the main module sections.

As you can see in the photos, the town of Rockwood is virtually flat, with only background hills, thus permitting several large pieces of Homosote® to be installed over the plywood before any track center lines were drawn. In areas like Hermosa Park, Timberline and Scotch Creek that were to be elevated with risers, large pieces of craft paper were marked with track center lines, so that they could be later used as cookie-cutter templates for the 3/8"plywood sub-roadbed and the installation of Homosote® roadbed from [California Roadbed Co.](#) before beginning track installation.

I decided to use Shinohara® flex track and switches throughout the layout which did require some adjusting and customizing as they were put down, but with the help of [Track Tools LLC](#) sweeps, the process went a lot faster including the soldering of the joints and the laying out of the curves. The track was “spiked” to the Homosote® roadbed down its center every 10-12” Drops of “super glue” were added at the track section joints and where electrical gaps were cut in the rails. Track power wires were added either by directly attaching them to the bottom of the rail joiners or via the use of “PC” ties. In the hidden wye at Rockwood and storage tracks behind Scotch Creek, “[Circuitron](#), Tortoise” switch machines were mounted next to the switches, with control buttons installed under the front edge of the Railroad for a cleaner appearance. The remaining switches on the layout were fitted with [New Rail Models](#), “Blue Point” MANUAL switch machines mounted directly under the sub-roadbed and switch. All the “Blue Points” were then controlled by RC aircraft cable and knobs, mounted on the fascia for ease of use and a clean, consistent appearance.

With the railroad’s wiring already a bit of overkill, the tracks are powered by [NCE’s](#) “Power Cab” system, and the switch machines and special effects lighting with separate 12v transformers. As buildings or streetlights are added to the railroad, a brass tube is passed thru the scenery and RC car plugs are used to make the connections to the lighting buss therefore allowing easy removal of a building or street lamp if needed. The only turntable on the railroad at Rockwood is a [Diamond Scale Products](#) controlled by a [New York Railway Supply](#) PTC III Controller. Before any of the scenery work was started, I installed a low voltage, track mounted spotlight system on the ceiling. Some lighting tracks are above the layout itself, and others are set back from the fascia edge below as the movable lights allow certain areas of the layout to be highlighted with light as needed.

### **Backdrop & Scenery:**

With the itch to get started on my favorite part of modeling, the scenery, buildings, and details, I still took about a year perfecting the track operation by testing it with various locomotives, cars, and consists insuring all was in working order before tunnels were made and tracks were covered over with ballast. The hobby has evolved since the early days of chicken wire, plaster, and newspaper, and with that, I too, wanted to try my hand at cleaner and simpler methods. So, I re-read all the books on water-soluble-scenery and the new use of rigid foam before diving in.

My first task though was the installation of my backdrop. With the walls textured, I needed to preserve them as best as possible for a future re-use of the room. To have a simple and somewhat seamless backdrop I came up with the idea of using vinyl flooring. If you reverse vinyl flooring it has a sealed paper backing that can be

joined at the seams using regular joint compound and mesh tape as you would on sheet rock. With that idea, I installed a single row of lath board 23” above the highest point on the railroad, then two more equally spaced below the first and around the room using finishing nails into the studs behind the sheet rock.

Next I cut 24” wide strips from a 12 ft. long roll of remnant vinyl flooring and attached them to the lath using a thin bead of liquid-nails and push pins until dry. At the joints and over the small holes, I applied joint compound, sanding it smooth once dried, thus forming a continuous backdrop ready for several shades of sky-blue paint, starting darker at the bottom working towards a light blue at the top.

I did try my hand at painting a few mountains and trees on some scrap vinyl, but decided that I’d best stick with something I’m good at – scenery, buildings, and details. Since I knew the backdrop would be only the vanishing point of the railroad and not the focal point, I dug out some old mountain backdrops I had from my HO3 days, scanned, enlarged, and printed them on my printer. Next, I carefully cut them out, joined them together into manageable sections before attaching them to the backdrop at approximately where they would meet the rigid foam and terrain. It was a long and slow process, but in the end, they blended well with the finished scenery.

### **Scenery:**

Foam on the range as I called it, as I never knew how easy you could build mountains, tunnels, valleys and creeks until I raided a dumpster near work and bought a hot knife and shaping set from [Woodland Scenics](#). After a few months of stacking, carving, and shaping blocks of foam, I had the bulk of the shapes of my mountains and hills done before adding homemade plaster rock castings and even real small rocks to create the look and feel I wanted. Once all the basic features were in place, I used different shades of brown, tan and grey latex paints to paint over the foam and around the castings. While the paint was still wet, I added talus and gravel around the rocks and outcroppings and various ground foams in the areas of future forest or fields. As the paint dried, it bonded as what I considered the first layer of scenery, to be followed up by a second layer as I perfected the final appearance and look for that area. This second or final layer consisted of twigs, weeds, bushes, trash, and rubble from [Scenic Express](#) all bonded to the first with an 80/20 mix of matt medium and wet water. In Maggie’s Pond and the creek leading to it, I stuck with what I knew and poured a very thin layer of Envirotex, while adding a few cattails and pieces of junk before it hardened.

While adding the scenery, I built in place my tunnel liners and rock sheds, adding NBWC, tie rods as the prototype would have had back in the day. The trestle and bridge bents were built at my workbench, but were modified as they were installed. For the most part, each bridge was built on location to fit the scenery as it gives a better appearance when done vs. the scenery around the bridge. The flex track ties were removed as the tie decking was installed over stringers and the stringers to the trestle bents and the rail was then reattached to the real ties with a track gauge. Cribbing and fences were made from a variety of materials, and again built on location to fit the terrain; same goes for all the road crossings and small auto bridges around the layout. Even the dam below the large bridge was built in place from scraps of sheet styrene and wood planks, along with its gate and watchman’s shack.

As you can see by the photos, the railroad has its share of trees. Some 1800 pines and 500 aspens were all hand made by the folks at, [McKenzie Brothers Timber Co.](#) to cover the vast areas of the mountains, towns, and valleys, bringing to life the finer details of the finished scenery and the railroad. Their planting and variance of colors help showcase everything from the rusted autos to the colorful weeds and flowers, to smaller details such as bottles and papers along the road or tracks, the clothes hanging on the line or the dog in the yard, and the fishermen in the creek. As each area of the railroad is finished, I carefully looked it over to ensure the scene had as much realism as possible, bringing out life in miniature as in the real world.

## **Structures:**

As a former model railroad manufacturer, I saved a few drawings of kits I wanted on my railroad, as well as, some kits themselves. Using modeler's license, I scratch built or modified them as needed to fit the locations or the setting. Other kits from [Banta](#) and [Western Scale Models](#) were also used. Several buildings, like the powerhouse in Hermosa Park and the engine house in Rockwood, were completely built from scratch with no drawings or idea of the final appearance. For a forced perspective, I also used HO scale Model Masterpiece, [Campbell](#), and [Magnuson](#) kits in the background. In the town of Rockwood, Main Street was laid out to showcase the store fronts with the mainline passing behind their rears. In Scotch Creek, the opposite effect will be done with the rears and alley side of Main Street facing the viewer.

In both towns, as well as in the mill complex and engine facilities, detailing of the buildings, both inside and out are the main focus. Everything that should be in or on a building was added, within reason, from pots, pans and furniture in the windows, to machines in the engine house, to trash and junk in the alley, has been added to create that lived in look and feel. [Scale Structures Ltd.](#), [Wiseman Model Services](#) and [FinestKind Models](#) were the best sources as they offered the largest variety of items needed regardless of scale. Figures also were another area of focus. Both inside and out of the buildings, in rail cars, vehicles, in the woods and along the right-of-way, [Fun & Games](#) and June's Small World filled the bill adding life and variety to every scene.

When each building was assembled on the workbench, I decided at that time if and what type of lighting they would have and installed in it. Several buildings with side doors or loading docks received shaded lamps, while others only got general interior lighting. The mill's powerhouse and engine shop's boiler house all have additional red flickering lamps to simulate open flames in the boilers. Regardless of what type, when the buildings are installed onto the railroad, they are all connected to the wiring lighting buss via RC car plugs. The street lamps and poles around the railroad are made from plastic tubing with their wires running up the inside of the tube to a hole near the top, at that point they come out to the shade and bulb. They, like the buildings, are connected to the wiring buss again using RC car plugs. To further add to the realism of the railroad, sound effects from [ITT Products](#) have also been added to some buildings, such as stamps pounding ore at the Mill, to grinders at the engine house and music at the Scotch Creek Saloon and Bordello. I even added a thunderstorm above Scotch Creek and the sounds of frogs in Maggie's Pond, along with the bubbling of the creek flowing into it.

## **Locomotives and Rolling Stock:**

Once again, with scenery, buildings and details being my strong points, I had my limitations when it came to scratch-building locomotives and rolling stock. So, over the years I had amassed a nice collection from swap meets, train shows and eBay. All but one of my locomotives and two geese are from PBL, and as time allowed, they were equipped to operate with DCC/[Tsunami](#) sound chips with each programmed with all the effects the chips have to offer. The rolling stock for the railroad is a mixture of assembled [PBL](#), [V&T](#), and [TSM kits](#) equipped with [Kadee](#) couplers and PBL Metal Ribbed Wheel sets. Only a few pieces of MOW equipment are scratch built or brass, and are only on the railroad for show and not for operating. Everything is weathered using pastel chalks or dusting powders and sealed with Testors Dullcote. Many of the cars feature loads, from pipe, to ore, to wood or machinery, and there are even passengers in the coach and combine that ride the rails from Rockwood to Scotch Creek and back. As my mood for operating the railroad changes, I often change out complete consists and power equipment with my extras, leaving whole trains in different locations or configurations awaiting their next assignment.

## **Conclusion:**

The future for the Durango, Rico & Northern looks to be bright and long lasting. Construction will continue at a slow pace with well thought out additions to maintain the realism and detail. In time, many more structures, mine areas and other details will be added with the intent of creating mini scenes that will be an

integral part of the main scene all while preventing the layout from becoming overdone and losing its believability. I've enjoyed the re-building of the Durango, Rico, and Northern Railroad in Sn3 in its original design concept as its HOn3 counterpart from 30 years ago. The improvements to the hobby from DCC, to rigid foam, to readymade products, have made this a most enjoyable adventure; and I look forward to what the future holds in new products and additions to it.

**About the Author:**

Jon lives part-time in Durango, Colorado. He was one of principles of JAKS Industries Inc, a manufacturer of several model railroad product lines during the 80's and 90's. In 2000, he was recalled to active duty in the US Navy, serving around the world while only working on this railroad when he was home on leave in Colorado. Now retired from the Navy, he is planning his next Sn3 railroad while building its structures, working on rolling stock, a On30 switching RR, and creating 1/35 scale WWII armor dioramas.

**Manufacturer's Products Used:**

<a href="#"><u>Sievers Benchwork</u></a>	<a href="#"><u>Woodland Scenics</u></a>
<a href="#"><u>California Roadbed Co</u></a>	<a href="#"><u>Banta</u></a>
<a href="#"><u>New Rail Models</u></a>	<a href="#"><u>SoundTraxx</u></a>
<a href="#"><u>Diamond Scale Products</u></a>	<a href="#"><u>ITT Products</u></a>
<a href="#"><u>New York Railway Supply</u></a>	<a href="#"><u>Western Scale Models</u></a>
<a href="#"><u>Scenic Express</u></a>	<a href="#"><u>Scale Structures Ltd.</u></a>
<a href="#"><u>McKenzie Brothers Timber Co</u></a>	<a href="#"><u>Model Masterpiece</u></a>
<a href="#"><u>Track Tools LLC</u></a>	<a href="#"><u>Wiseman Model Services</u></a>
<a href="#"><u>FinestKind Models</u></a>	<a href="#"><u>Campbell Scale Models</u></a>
<a href="#"><u>Junes Small World</u></a>	<a href="#"><u>Magnuson Scale Models</u></a>
<a href="#"><u>Circuitron</u></a>	<a href="#"><u>PBL</u></a>
<a href="#"><u>NCE's "Power Cab"</u></a>	<a href="#"><u>V&amp;T/TSM</u></a>
	<a href="#"><u>Kadee</u></a>

**Building Key:**

1. Engine House and gantry	15. Empire Mill complex
2. Sand and coal shed	16. Empire Mill powerhouse
3. Boiler house and water tank	17. North Fork station
4. Railroad Warehouse	18. Mine and shaft
5. City Park and water tank	19. Abandoned station
6. Railroad water tank, 4 locations	20. Ore bin and tram
7. Gas station	21. Logging camp
8. Oil depot and office	22. Car repair shop and gantry
9. Loading dock	23. Sand and woodshed
10. Out buildings, multiple locations	24. Church
11. Rockwood City Hall	25. Company store
12. Rockwood Town block, multiple stores.	26. Scotch Creek station
13. Residence, multiple locations	27. Scotch Creek Town block, multiple stores
14. Rockwood station	28. Cattle pens and office

## Photo Key:

- 1) The High Line trestle over the dam for Maggie's Pond with Empire Mill and Hermosa Valley in the distance.
- 2) Downtown Rockwood with the mainline passing behind the businesses, is the starting point for the DR&N and connection with the D&RGW.
- 3) The DR&N Engine servicing facilities features a two-stall engine house turntable, and warehouses.
- 4) Downtown Scotch Creek Junction has the mainline passing in front of the businesses and a logging camp in the distance. (All under construction.)
- 5) The Purgatory wood and rock tunnel exist onto the High Line trestle just above the dam for Maggie's Pond and Hermosa Creek.
- 6) A plate girder bridge carries the main line over the Hermosa creek branch line into North Fork station.
- 7) Timberline Jct., a busy place, holds a service siding, water tank and is the starting point for the Hermosa Creek branch.
- 8) Just before the North Fork depot, the branch line splits with a siding crossing over Hermosa Creek to the powerhouse on the south side of Maggie's Pond.
- 9) Further past the depot the track enters the mill complex with its long loading dock and sidings.
- 10) Emerging from the North Ridge tunnel, the mainline crosses the last tall timber trestle and enters the mountain town Scotch Creek Jct.
- 11) The mainline here passes directly in front of downtown business while the buildings rears back against the cliffs of Scotch Creek below.
- 12) Above and at the Western end of town is the terminus of the logging branch with a small service and storage area

# THE 12" SQUARE CHALLENGE

By Jas Millham

In 2019, the Chelmsford and District MRC (UK) issued a Challenge to the junior members to build a diorama on a board 12" square. The idea was to get them actually modelling instead of just collecting RTR items to run on the club's 00 tail chaser. Something of railway interest had to be included, and the entrants were offered a voucher to spend at the local model shop with the winner getting a bigger voucher. The results were to be shown at the annual exhibition in October. There were around half a dozen entries of varying quality, some quite imaginative. As a result, the challenge was repeated in 2020 and thrown open to all members with the club offering a £30 contribution toward the cost of materials.

I wouldn't normally be interested in that sort of thing, but stuck at home with the lockdown it looked more interesting. I checked that it could be to any scale and that it would remain the property of the builder after the



show. It was thus a chance to get some "S" scale into the autumn show (it was cancelled). A photo taken in Wisbech in 1958 was the inspiration and led to some sketches on the backs of envelopes, plus the chance to incorporate an idea I've had for some time, but never found anywhere to use it. I had a suitable offcut of ply and a bit of hardboard to make a backscene, so cobbled up the basic structure and sketched out the plan. Mock-ups of the buildings were cut from lumps of expanded polystyrene to try the ideas out before going further, some ideas were quickly revised as a result. I had a bit of track left over from earlier versions of Yaxbury which was spiked down. I then pinned some 3/16" strip wood greased with candle wax along the footprints of the buildings and plastered the roadway in to rail level. I ran an old 00 wheel along the rails to create flangeways deep enough for EM profile wheels. After it set, I removed the strip wood, sanded it level, filled a few low spots and repeated the sanding.

The first building to be made was the three story warehouse at the back right hand corner. This was constructed as were most of the buildings on Abbey Street from

Kapafix foam board with chads for brickwork. The doors were made from some Slaters planked card that has been in my possession for over 50 years. The mainly white chads were given a wash of diluted brown Rotring drawing ink with a drop of black added, and came out a nice brown brick colour. Some of the chads absorbed more than others giving a lovely variation between individual bricks that I couldn't have achieved if I'd tried deliberately. The slates were from postcard and the ridge tiles from Wills building pack A, as were the gutters and drain pipe. A plywood base was incorporated so that the building could be screwed rather than glued to the main base allowing it to be removed if it obstructed access to other areas during their construction and to allow the building to be reclaimed for possible future use elsewhere.

The building at the left hand end was made next. I had a panel of Wills round top window brickwork along with the overlays and windows to go with it. The panel was cut in half, one part, reduced in height, became the upper story, the piece I cut off forming the plinth. I sprayed the brickwork with Halfords Aerosol grey car body primer, then rubbed it off the face of the bricks with a fibreglass scratch brush. This also took the shine off the bricks. That, together with the grey mortar lines, gave an aged appearance to the walls, an idea I used on the factory at Rookfield on my Yaxbury Branch in the attic. The vent pipe is a plastic drinking straw with a cap turned from aluminium. Slates and rainwater hardware as before.



Ace Tyres is an idea I've had for some time, but could never find anywhere that it fitted. It clearly belongs in a side or back street or under a railway viaduct, but such locations never fitted into any previous models. The basic carcass of the building is made from 1/16th" plywood. This was covered with corrugated iron sheets produced by rubbing aluminium foil from the base of ready meal trays over the Wills plastic sheet then cutting it to "S" scale size sheets. The tyres were made from some large black sprue which I think originally came from a Kitmaster NYC Hudson kit. I skimmed it to a suitable diameter then used a large centre drill to make the hole in the middle and countersink it. I made 50 loose tyres to form the heap of old tyres in the yard and cut some 3/4"



lengths with grooves at intervals to form the new tyres on the racks inside. A Matchbox car was screwed down inside the bay.

The track exits between the LH corner building and the one down the LH edge. I've always liked the way the railway used its own private alleyway to get from Leiston station to Garret's works, so there's a couple of inches of one here, heavily overgrown, but with a pathway alongside the track trodden by the shunt horse when moving waggons.

I ordered the horse from Front Rank Figurines via a link on the S Scale Model Railway Society web site. The Horse was £2-10, but post and packing was a fiver which made me sympathise with those who have to get all their supplies by mail order. I have to say it's a beauty, whoever made the original pattern for the casting was a fine artist, it came complete with the horse collar, girth strap and bridle; there are even nails in the horse shoes! Inspecting the underframe, it appears to be a mare so it's a class GG/F 0-4-0. Looking at photos of the prototype, there seems to be quite a bit of variation in the harness, I hope it isn't regionally specific. Mostly the man in charge walks behind the animal alongside the waggon about half way between the buffers and the leading wheel holding the reins,



presumably needed to tell the horse which way to go at turnouts. The Woodbridge Tramway in Suffolk was different with the man leading the horses which were walking in the four foot with a rope attached to the coupling hook of the waggon, more often the horse seems to walk along the cess with a chain hooked into a W iron. This presumably avoids the possibility of the horse being injured if the waggon overruns. My eldest niece is in the jewellery business and sent me a selection of necklace chain, one piece was the same as I'd used for chaining the telephone pole load to a bolster waggon, and is probably the finest available, so I made the harness from it and fixed it to the horse with superglue. The reins were made from black button thread. The horse doesn't appear to be straining hard so I've given it an empty wooden framed Ex LNER Lowfit waggon to pull which is probably as light as they came at 6 ½ tons. Shunting horses lasted until the early 1960's.



The building down the LH edge was modified from the mock up to include the gabled part of the roof as it looks more interesting than a plain one. The large double doors were left over from a Wills occupied arches kit that I used to make the bridge at the end of Rookfield for the S Scale Society's millennium challenge. (Can that really be over 20 years ago?) With the depressed pavement in front of them, I find this is one of the most atmospheric parts of the model.

The RH front corner is the Red Lion pub. I took my exercise walk down the back streets of my home town and took a camera with me and photographed several back street boozers, of which there were a surprisingly large number. I had a packet of Tiny Signs pub signs, all Whitbread, the Red Lion being chosen as it seemed most suited to a back street area. I had some textured plastic sheet 60 thousandths thick that was left over from a

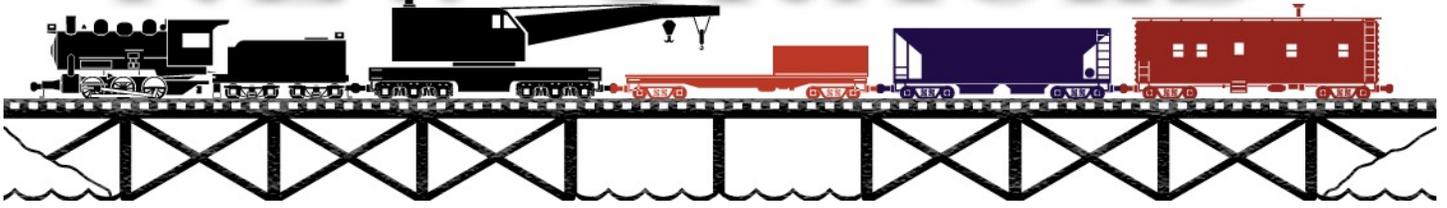
job at work many years ago. I seem to recall there was a minimum order of 50 sheets, so several were left over when the job ended. I nabbed a couple and have used them over the years when modelling a rendered building. As before, rainwater hardware was from Wills building details pack A. The doorway was from a Wills windows and doors pack increased in height by adding part of a second moulding to the bottom and fitting a scratch built “S” size door. The windows were also from Wills with curtains from the patterned inside of envelopes. A large pattern from an A4 envelope provided the tiling in front of the door. A large H TV aerial made from brass wire was fitted to the chimney stack. Note that the two legs of the H are not the same length, the longer one is on the side facing the transmitter, the other is a reflector. In some areas, the H was horizontal rather than upright due to the signal being horizontally polarized.



The road works crew were some figures I’ve had since my early days in “S” scale, but never found anywhere to use them in unmodified condition. The area was roped off with stakes made from lace pins and cotton dyed red with red ink. I added some lanterns made from 1/16th” square tube with a small lace pin fed through and bent into a hook handle. The scene was made on ½” ply so I was able to excavate a reasonably deep trench with a piece of plastic tube for a pipe at the bottom. The Kellogg’s van is a Lledo promotional version of their Days Gone Bedford 30 cwt van. There is no guarantee Kellogg’s ever owned such a vehicle, Lledo produced a steam lorry in Eddie Stobart livery, Stobart’s were not created until the 1960’s. I dismantled it to remove the glazing while I sprayed the rest with matte varnish and added weathering. While reassembling, the base was tapped 4BA to allow it to be screwed down.

Well, with the cancellation of the autumn exhibition I didn’t get some “S” into the show, and have a white elephant on my hands, but at least it kept me sane during lockdown 1.0.

# 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**

**APMM**  
INTERNATIONAL  
AMBASSADOR



I am honored to have been appointed, two years ago, to be the Ambassador for the Association of Professional Model Makers (APMM) to the model railroad community. I believe the skills and knowledge acquired by model railroaders make us well suited to consider exciting careers as professional model makers. I encourage all modelers to visit the Association's website

<https://www.modelmakers.org> and find out about how the Association can be of benefit to you and maybe help you find a career as a professional model maker.

If you are a young modeler who wants to investigate a possible career, or a modeler who just wants to meet professional modelers who could help you learn new modeling skills and techniques, along with acquiring knowledge of new building materials and technology, membership in the Association is worth your consideration. I have met some outstanding people and been able to discuss modeling subjects with some of the best model makers in the world. If you love creating and building models, I know the APMM has been of benefit to me and my modeling.

If you have any questions or just want to talk about my experiences and get more information about the APMM, I will be glad to talk with you. My email is [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com). You never know where a little conversation may lead.

**“New Tracks” Modeling Announcements.**

**Modeling Lifestyles: Sponsored by Narrow Gauge Modeling Company (NGMC).**

On June 2, 2022 at 7pm Eastern Time “New Tracks” started a new bi-weekly livestream series on our YouTube channel called: Modeling Lifestyles. It will be available to watch live on our YouTube Channel, New Tracks Modeling.



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

Each show will introduce you to a different featured modeler, along with some of their friends. They will discuss their life in modeling, share stories of their modeling experiences, and opinions about the hobby.

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

To join us live, subscribe to our [YouTube channel](#): New Tracks Modeling, Ring the bell to get prior notification of the shows.

To help with developing and guiding this new program I asked the following modelers to serve as an advisory Board.

### Advisory Board Members

1. Joe Fugate, Owner, MRH Magazine
2. Martin Brechbiel MMR, Editor, O Scale Trains Magazine
3. Dan Dawdy, Co-Publisher and Editor, The Model Railroad Resource, LLC
4. Gordon Robinson, President, NMRA
5. Kevin Macomber, Owner, Narrow Gauge Modeling Company (NGMC)\*\*
6. Phil Edholm, Superintendent, NMRA PCR/Coast Division\*
7. Dylan Lambert, Owner, Lambert Locomotive Works\*
8. John Burchnall P.E., ret. lifetime rail modeler

\* Producer of shows.

\*\* Founding Sponsor

On June 2, 2022, our first Featured Modeler was Allen Littlefield. Here is the link to his New Tracks Modeling video link for his interview. <https://youtu.be/RiA-5TO-Cr4>

Allen will be followed later in biweekly shows on Thursday evenings at 7pm Eastern Time by Howard Zane, Lou Sassi, John Burchnall, Cheryl Sassi, David Vaughn, and many more who are making real differences to our great hobby in these early years of the 21st Century. For a complete list of the modelers and their friends who will be on our shows, please visit our website at [newtracksmodeling.com](http://newtracksmodeling.com) and don't forget to subscribe to our YouTube channel, New Tracks Modeling, and ring the bell to make sure you don't miss any of these interviews.



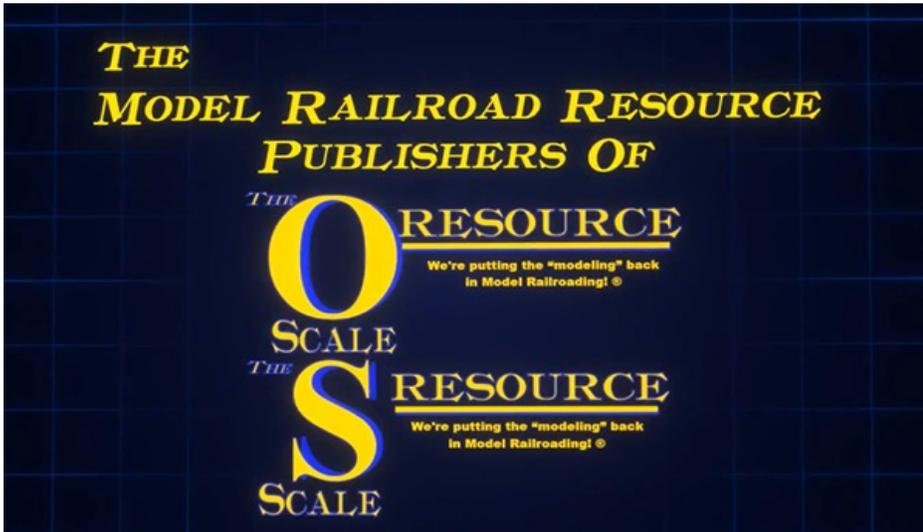
### HELP WANTED

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

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

Everyone who watches our shows has a contribution to make. Offer your help in participating as a mentor, or help making and producing our Zoom and YouTube shows, or help with our website and digital marketing, etc. Any amount of time and help you can provide is greatly appreciated and definitely needed. Contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) and let's discuss.

### “NewTracks” MY BUILD: Sponsored by Model Railroad Resource LLC

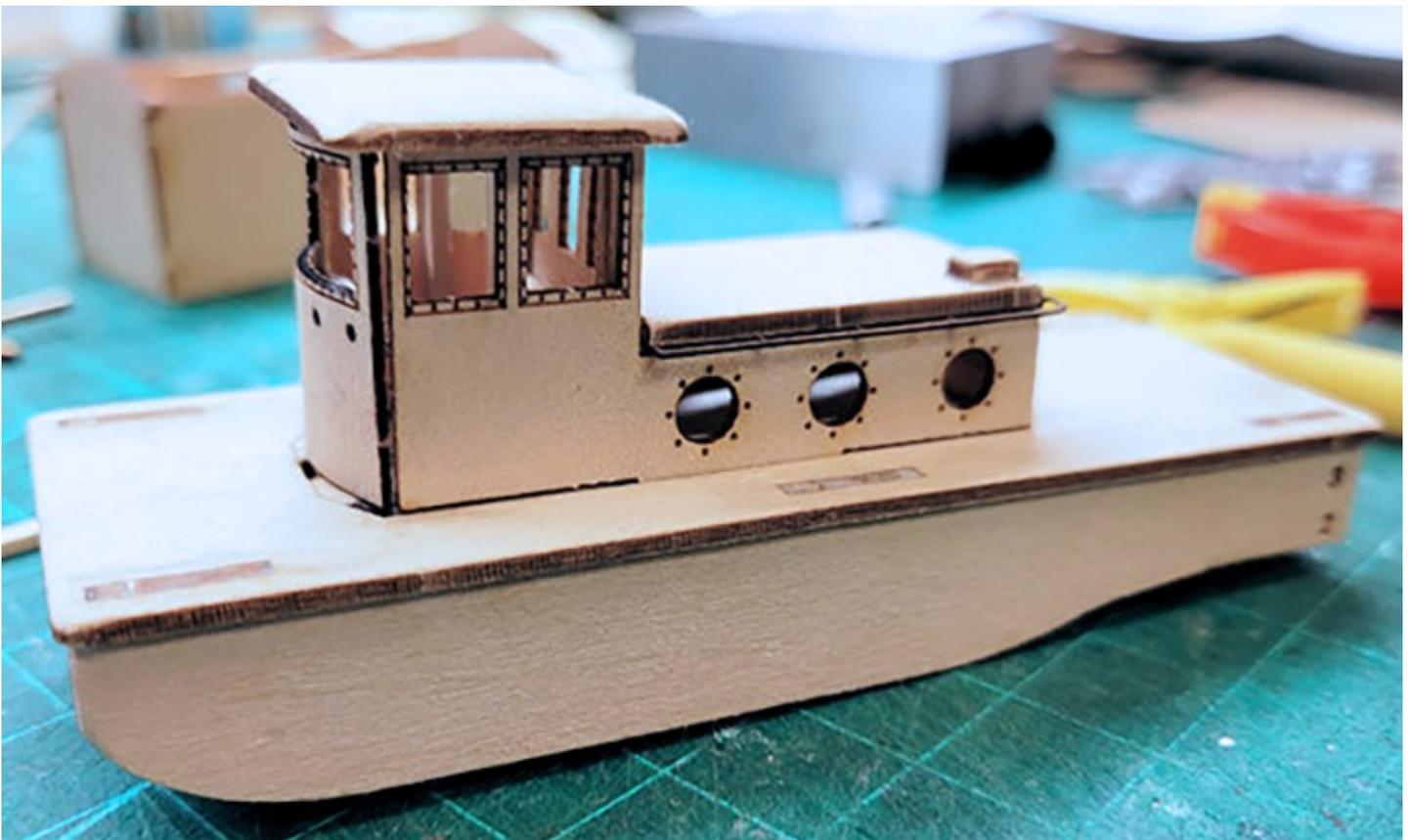


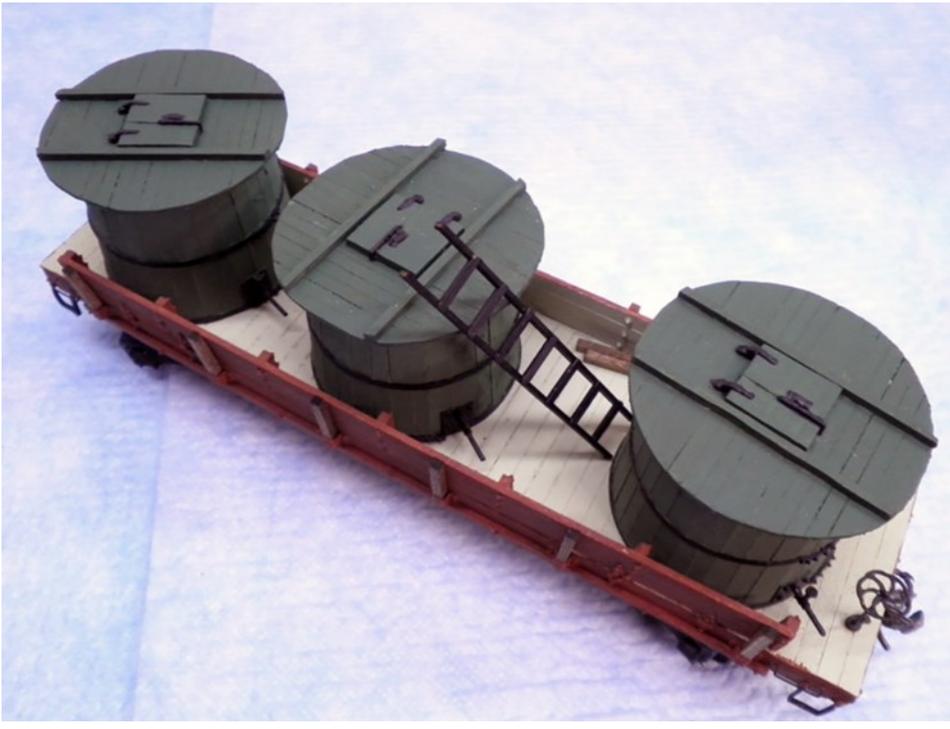
These are the photos modelers shared on our recent June 29, 2022 My Build.

Each of the participants has an email address included and would welcome your comments.

*Chris Coarse – New Conowingo Models project – Work in progress photo of HO scale truckable push boat.  
Email: [railrunner130@hotmail.com](mailto:railrunner130@hotmail.com)*

*Click image to view The Model Railroad Resource LLC video introduction.*





*Martin Brechbiel MMR– On30  
scratchbuild of an undefined tank  
car. Email:  
[martinwb@oscalemag.com](mailto:martinwb@oscalemag.com)*



*Greg Cassidy – Work in progress  
photos of Altoona Models Works  
Pennsy Brick Signal Cabin in O.  
Email: [gcassidy2@verizon.net](mailto:gcassidy2@verizon.net)*



*Alan Rogers – Build of Conowingo Models Kellow Station in O scale as Kellow’s Restaurant Francais. Email: [eauchiche@gmail.com](mailto:eauchiche@gmail.com)*



*Gary Shurgold MMR – Presented an HO scale farm pop-out from his layout. Gary is updating his layout and showed before and after photos. Email: [gshurgold@gmail.com](mailto:gshurgold@gmail.com)*

Our monthly “New Tracks” MY BUILD segments provide opportunities for viewers to have their work featured. They can show their latest project, discuss their modeling technique, a new tool they found, or give a tip they learned that helped their modeling. Modelers can use this opportunity to engage with the “New Tracks” modeling community. Join us to see and discuss their modeling with other model builders. They are sponsored by Amy and Dan Dawdy owners of The Model Railroad Resource, LLC, publishers of this magazine. The MY BUILD is moderated by Chris Course, an excellent modeler and owner of [Conowingo Models](http://ConowingoModels.com).

If you want to participate in our next monthly MY BUILD, send your model photos with a brief description and your name to Chris Coarse [atrailrunner130@hotmail.com](mailto:atrailrunner130@hotmail.com). The next MY BUILDS are scheduled for August 17 and September 21, 2022 . This is the time to plan for which projects you want to share at these events.

Chris will incorporate your photos into the show. When your photos come up, you will have time to share your experiences from building the model with the “New Tracks” community. I believe each of us has unique modeling talents and skills and showing your modeling can be a great motivator for other modelers. Sharing your modeling is a significant part of mentoring. Please participate in these programs designed to help other modelers improve their skills.

## New Weekly Wednesday Show Segments: Women in Modeling

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

This “New Tracks” segment will introduce the women who are talented model builders and active in the hobby who could become your mentor and who are helping to make our hobby great. Kristin and I need a lot of help developing this project. If you are interested in helping, please contact [KristinKemick@newtracksmodeling.com](mailto:KristinKemick@newtracksmodeling.com).

## Local NMRA CLUBS and DIVISIONS: Sponsored by the NMRA



A bi-weekly segment which started April 27, 2022 is based on one of the ways I, and many others, were able to get modeling help and meet some really outstanding modelers. I have been honored to have served on two NMRA Regional BODs and as Superintendent for one NMRA Division, AP chairman for three Regions, and Contest Chairman for two Regions.

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

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

Since most of my “New Tracks” efforts are focused on mentoring, I have been trying to figure out how to communicate with you, the “New Tracks” audience, the value of seeking local mentoring and how to find it. This new segment is based on my personal experiences and is my answer to how you can find a local mentor and meet some great people in the process. Join us in this special segment of our show.

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

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

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



Starting October 19, [Mark Poggendorf](#), a NMRA member working on his MMR, manufacturer, owner of Poggies Trains and a member of the National Retail Hobby Stores Association (NRHSA), will moderate a monthly segment concerning common issues facing hobby shops and modelers. The focus of these segments will be on how both groups can work together for their mutual benefit and hopefully introduce the value of your local hobby store to help you become a more knowledgeable and more skilled model builder.

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

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

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

### **Remote Switching Layout Operation**

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

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

View our YouTube video of the July 13th show to see how it works, and the technology that makes it possible. Then starting on August 10th, and every two weeks thereafter, we will be offering our viewers the chance to operate on the layout with different puzzles at changing difficulty levels. Operators of all skill levels are welcome.

Please Subscribe to our [YouTube Channel](#) New Tracks Modeling click the BELL and hit ALL to get notices about our weekly Live streaming YouTube shows.



“New Tracks” currently has three different weekly shows which introduce talented experienced modelers who could become your mentor, or at least give you ideas to improve your modeling and the confidence to try new techniques. We have something new every show and try to make all our shows a unique, enjoyable learning experience one small step at a time. Make sure you don't miss one of them by subscribing to our [YouTube channel New Tracks Modeling](#) and clicking on the bell. I think you will be glad you did.

Our Website: [newtracksmodeling.com](http://newtracksmodeling.com) provides the latest information about our upcoming events and provides zoom links by email to subscribers.

Please tell your friends so they can also join in the Mentoring and fun of our shows. Thanks in advance for your help and support. Word of mouth is our best way to advertise our shows. Please help us.

## “New Tracks” Build Alongs

Our "Build Along" modeling experiences give you a personal mentor. Join in for a great learning experience.

### CAD Design 3D Printing

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

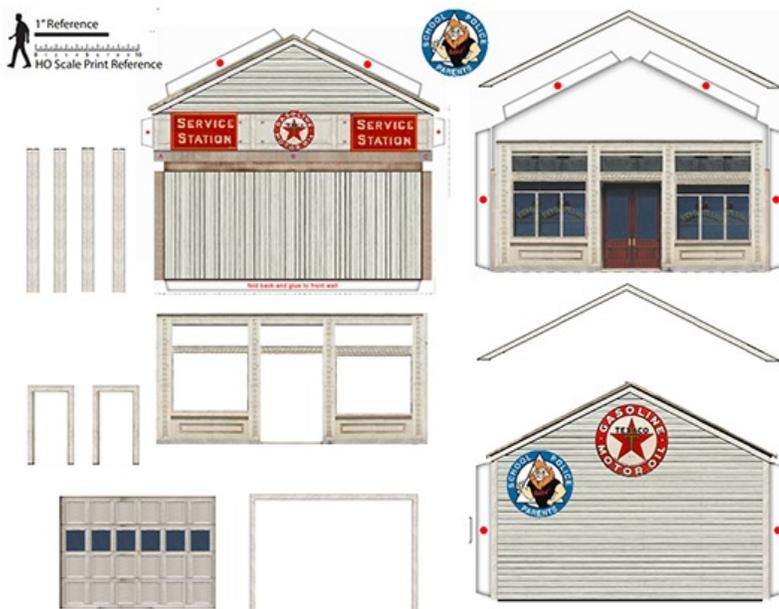
Step 1. A CAD produced model BUILD ALONG using a free downloadable CAD program to produce the parts needed to build the model.

Step 2. Get the CAD parts printed. Print them on your own printer or have a friend print them or have a company do it. Or have David and Kristin Kempic owners of [3dptrain.com](http://3dptrain.com) print your parts as they are offering a 10% discount to all “New Tracks” viewers who need their parts printed. Thank you David and Kristin. You can contact them at [KristinKemick@newtracksmodeling.com](mailto:KristinKemick@newtracksmodeling.com).

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

Once you get the parts needed to build the bridge, everyone will be able to Build Along with him. To give everyone time to get all the parts made, we anticipate this will start on the September 21 Zoom show for four shows.

### Card Model with Paul Egri, designer, David Rarig and Fr. Ron Walthers



On July 23, 2022, a Build Along of a Paul Egri created a card model of a service station was started by both David Rarig and Fr Ron Walthers using different techniques. The [FREE model can be downloaded](http://newtracksmodeling.com) as of June 15, 2022, in any scale from our website, [newtracksmodeling.com](http://newtracksmodeling.com). Don't miss this as you will find out how to do the scaling and downloading of the model, plus get some tips to help you get started.

### Special Card Design Along with Earl Hackett and Paul Egri

These segments will teach how to use MS paint to do your own Card designs like Paul does. Earl will create the outlines in a CAD package to insure accuracy and import them into a paint program for detailing. This

program will start after Earl has completed his current 3D CAD Build Along program. The exact date will be announced in the near future.



## Sea Port Model Works

Starting August 17, 2022, Bruce Nickerson, owner of Sea Port Model Works, will start building Kit #H136W, a Waterline kit of a 53' Coastal Steam Passenger Ferry in HO scale. Bruce is offering a 25% discount off the price of the kit to New Track modelers who want to build the kit along with him.

This specific vessel would have been designed, built, owned, and operated by local families, captains, railroads, or investors, etc. The steamer that we present

through this kit is similar to the one we are familiar with called the Sabino, or originally called the Tourist. The Sabino is up and running in Mystic, Connecticut at the Maritime Museum. This model is not a model of the Sabino, but similar, and would have been used for very similar purposes. It will carry a lot of passengers, mail, and heavy cargo and attempt to keep schedules. It will make multiple stops at various islands and mainland harbors to deliver and pick up mail, produce, dry goods, livestock, groceries, etc. This kit, with some minor modifications, could be converted to a double decker to increase passenger capacity.

This kit represents a small steam powered vessel working on the east or west coast, lakes, rivers, or oceans carrying on commerce that was vital to the growth of our nation, from the mid 1800's to mid 1900's.

There is so much to say about these steam powered vessels that have a distinct parallel with our nation's history. I strongly recommend that you read up on the subject. Here are a few great books that you might have a hard time putting down.

- STEAMBOAT DAYS by Fred Irving Dayton
- STEAMBOATS YESTERDAYS (ON CASCO BAY) by Capt. William J Frappier
- STEAMBOATS of GLOUCESTER and the NORTH SHORE by John Lester Sutherland
- STEAMBOATS COME TRUE by James Thomas Flexner

Bruce was recently on our Zoom show and this "BUILD ALONG" is a result of modelers' interest in his models during his presentation. If you have not built a ship before, Bruce says don't worry, it is not much different than building a craftsman structure kit since the hull is a resin one piece part and there is very little rigging to do. I am looking forward to this as it is our first ship building project for the show. Thanks Bruce for your help.

## Apogee Locomotive Works



**28-TON B-UNIT**  
-INCLUDES EXHAUST STACK



**28-TON BOXCAB WITH "GAS MECHANICAL CRITTER" DETAIL KIT**

-INCLUDES RADIATOR, EXHAUST & INTERIOR ENGINE SHROUD

Starting August 24, 2022, Arron Piotraschke, owner of Apogee Locomotive Works, will build one of his (ALW) locomotive kits in a BUILD ALONG. The kit is the ALW 28-Ton Freelance Boxcab for Northwest Shortline Stanton Drive with 6'6" Wheelbase & 33" drivers. Accepts standard Kadee coupler boxes & couplers (preferably #58 couplers and #242 coupler boxes) Tichy Train Group phosphor bronze wire (.020) recommended, plus any additional details (up to modeler).



**28-TON BOXCAB WITH "JUICE BOX" ELECTRIC DETAIL KIT**

-INCLUDES RACK, PANTOGRAPH & PANTOGRAPH RACK.  
-INCLUDES HIGH-VOLTAGE RACK FOR INTERIOR

Recommended tools: needle files of various shapes, pliers, CA glue, Tamiya masking tape, paint of choice. There is a 10% discount starting on May 26, 2022 for “New Tracks” viewers on both the Boxcab and the B unit. Use this discount code when ordering: NEWTRACKSALW28. For more information about the company, visit: [Apogeelocoworks.com](http://Apogeelocoworks.com).



### **Berkshire Valley Models**

Starting August 31, 2022 Richard Rands, owner of Berkshire Valley Models, will join with Martin Brechbiel, MMR to build his On30/On3 Ore car kit. There is a 25% discount on the purchase if the kit is for “New Tracks” members who order between July 27 and September 7, 2022 using the order code NEW TRACKS.

Kit #351 a 16’ On30/On3 Ore Car. The kits are precision laser cut wood that assemble easily. The detail parts are made of white metal. Trucks and couplers are not included. The ore car we have designed does not follow a specific prototype, but is patterned after the many types found around the turn of the century.

A good place to see examples are the “Car Builders Dictionary”. The shorter cars were made to carry the heavy precise metal copper, and iron ores.



### **Motrak Models**

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



### **Sylvan Models**

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

The model is available in HO and O Scale and Bill will be building the kit in both scales on the show. There will be a 10% discount off the price of

the kits for “New Tracks” modelers when the code word New Tracks is used during ordering. More information is on the Sylvan website.

### **Narrow Gauge Modeling Company (NGMC)**

Starting October 5, 2022 Kevin Macomber owner of the Narrow Gauge Modeling Company (NGMC) will begin a BUILD ALONG with Martin Brechbiel MMR of one of his Wagon kits. More information will be available soon. Wagons start with V201 but there are many more not shown.

<https://www.narrowgagemodeling.com/wagons-carts-cars/>

## Poggies Trains

Starting September 21, 2022, Mark Poggendorf, owner of Poggies Trains will use several of his molds to build a rock wall and bridge. More information on this BUILD ALONG, and the dates the 25% discount on the molds for “New Tracks” viewers is available, will be posted soon on our website.

## Hangman Creek Dioramas

Starting October 26, 2022, Jess Dozier owner of Hangman Creek Dioramas will build one of his kits.



### New Creations Victorian Railroad Buildings

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

More details can be found on his website at New Creations Victorian Railroad Buildings - Home, and by contacting him directly at [Eauchiche@gmail.com](mailto:Eauchiche@gmail.com).



### Dwarvin Lighting Without Wires

Starting November 23, 2022, Michael Groves will begin a BUILD ALONG project using his Lighting Without Wiring system. He will explore what this paradigm shift in lighting will do for you. Michael is offering any of the Lamplighter Starter



kits, a month before the first Build Along event in which you will need to use it. The kits will “go on sale” using the code “NewTracks” for 20% off the regular price from October 23rd through November 23rd, 2022. Two examples of what can be achieved using the product are shown from Michael Morley - winner of Fiber Guild for Model Railroaders competition.



### Berkshire Valley Models

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

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



## **Mudd Creek Models**

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

### **More Build Alongs to come**

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

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

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

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

### **"Watch Me Build"**

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

### **"Ask Your Modeling Question"**

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

### **"Remembering Old Kits"**

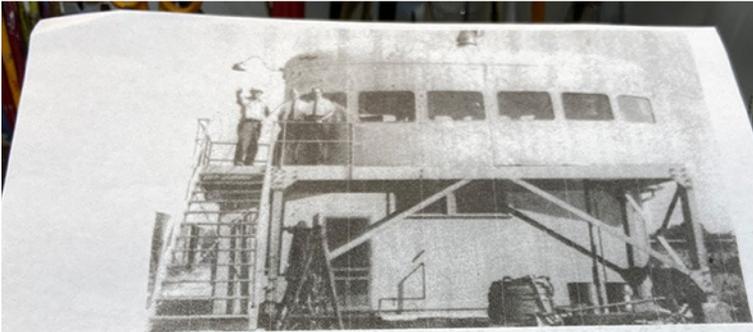
Modelers will build kits from our distant past that are either no longer manufactured or hardly available. Kits whose names we may have forgotten, but when we hear their name again, bring back great memories from our youth. These builds will definitely remind all of us what past modeling used to be like.

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

Previously I showed some of my models which were scratchbuilt in card and brass. I have had some of you who have never tried scratchbuilding in card or brass ask me questions about how I build, particularly in brass. I hope the following information will encourage you to give brass a try.

### **Jim Kellow MMR Builds in Brass**

In April, I showed some of my models which were scratchbuilt in card and brass. I hope some of you who have never tried scratchbuilding in card or brass will give it a try.



## I Build in Card First Then in Brass

I am personally in the habit of building a model in card first, working out any issues, and then using the card plans as modified to build the final model in brass. It sure saves me money. Everyone has a favorite modeling material, mine is brass. It is what my mentor used and taught me.

## Brass I Normally Use

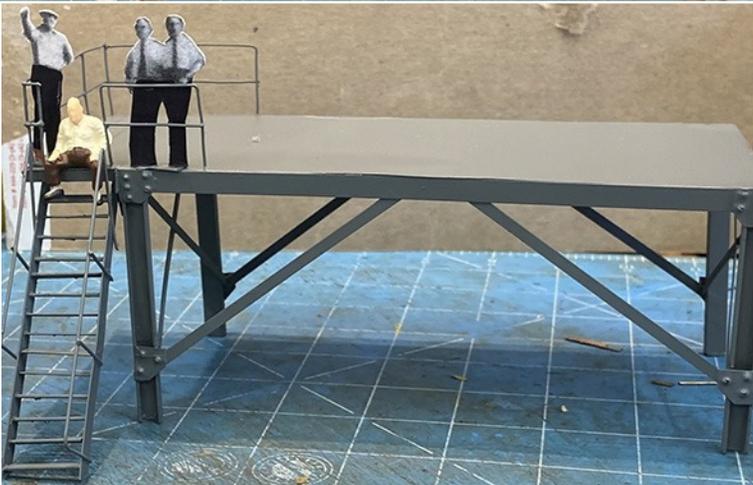
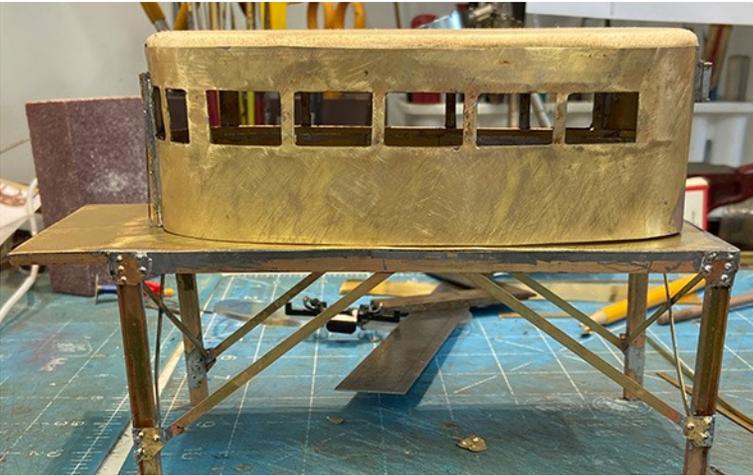
Primarily, I use K&S .005, .010, .015 sheet brass, and most shapes from 1/32 up to 1/4. I can't get 1/32 bar anymore or almost any 1/32 shapes, so I have to make my own.

## My Tools for Brass

Tools include: a Dremel which I use mainly with cutting and shaping wheels. A bench grinder and sander, a very old Unimat combination lathe/milling machine (owned by my mentor), a drill press, an American Beauty Resistance Soldering unit, Micro Mart variable heat and Weller professional variable temperature soldering units. Also a flame that uses cigarette lighter fluid. Lots of files, drill bits, scissors (big, medium and small). X-acto #11 blades and several other miscellaneous blades, nibbling cutter, machinist anvil and jewelers chasing hammer, metal ruler, 1-2-3 blocks, small metal angles, magnetic table with magnets. Lots of clothes pins converted to alligator clips, and jigs (I make a lot out of wood). For solder, I use resin core 60/40 tin/lead and 50/50 tin/lead (called body putty). For flux, I use a paste flux.

## How I Build in Brass:

1. Get a photo, plans or an idea of something I want to build.
2. Scale the photo and/or draw a plan to scale on paper. For me either S or O scale since I write articles for both *The S Scale Resource* and *The O Scale Resource* magazines.
3. Cut out paper pieces, test fit and make corrections. Redraw and build again until satisfied.
4. Transfer final drawing to brass sheets. What brass thickness to use depends on what I am building. I normally use a thicker brass for the floor or base of a model – .010 or .015.





5. Cut out brass pieces. Scissors, X-acto #11 primarily and nibbler.

6. File as needed to finish and to get square. I use medium and then fine files. Check and recheck. Correct shapes and dimensions are critical.

7. Start building at floor of model, build base, build up. File and shape again as needed for fit.

8. Clean and “flux” both pieces of brass to be soldered. This is critical.

If you are new to soldering, practice on scrap brass. For example: always use something to hold brass pieces to protect fingers. I usually use my converted clothes pins. Position the brass firmly in place. Clean and flux both pieces of brass to be soldered. Don't sorry

about using too much flux. It is easy to clean up. Worry about not using enough. The biggest problem I have ever had was due to lack of flux. OK, now apply heat and solder any two small pieces of brass together. Easy, wasn't it? Now solder a straight piece of brass to another straight piece to make an “L” shape. Move the heat down the solder line and watch the solder flow into the joint. Is the joint completely soldered from end to end, and is the soldered line straight? If not, reheat to correct it. Then take it apart and try again. Take a round brass shape and solder a flat piece to one end to cover it. Can it hold water? If not, why not? Reheat to correct the problem. Try again. See it's easy – really no magic in soldering – it just requires a little practice.

9. Details. Buy or build, depends on availability, cost and how complicated the part is to make. You can always buy it, so build your skills and try making it first. Soldering details is not difficult, but practicing soldering small pieces of various shapes close to each other helps learn easy ways to do it. I normally use a heat sink to draw the heat away from where I am soldering a detail part. Small strips cut off coke cans work best for me. Again, don't forget to use flux on the part and the brass.

10. Clean up the model. Remove any excess solder, fill any gaps and resolve any imperfections, reheat a part as needed.

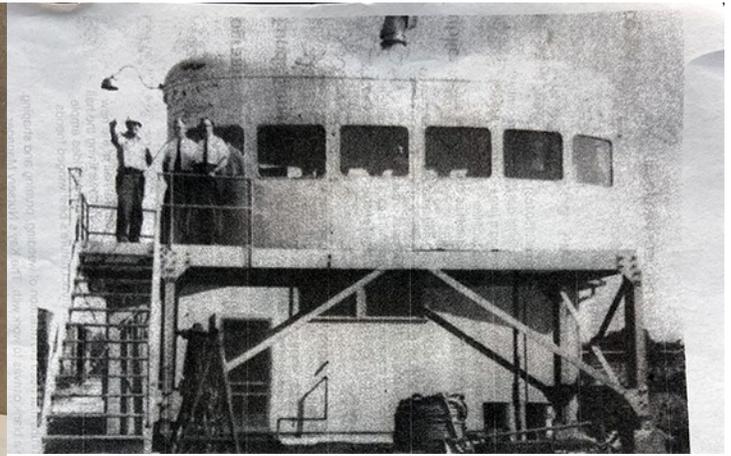
Photos taken from my cell phone help me to see things my eye missed. I take a lot of photos with my cell phone at each major step. It really saves me from a lot of frustration later. Finally, I clean the model using lacquer thinner. You need great ventilation. (I do this and let the model air dry outside).

11. Install and test power if used. (I primarily use NWSL magic carpet underbody power units as I build traction models). If only building for scenery, I make card wheels and axles with no power.

12. Paint, decal, finish, final assembly.

13. Take some more photos. Model is done. You did it! Congratulations.

As you can see, there is no magic in building in brass. You just the need to learn a few skills by trial and error. Start by learning to solder.



I try to create a scene with each of my models. I like to build unusual or different models that I hope people will want to stop and look at, and maybe want

to build one like it. For example: model above left and prototype above right.

Thank you Bachmann for providing the prototype photos for the Eggliner and for making a really creative Easter gift. This was a fun project for me to scratchbuild in brass and basswood for my new grandson, William. I doubt you will see many of these on a model railroad!

If you want to discuss modeling or send me photos, plans, etc, for me to build, my email is [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com). I am always looking for a new something to build. Email is great to first meet, but if possible, I prefer talking by phone. I will be glad to give you my number after we have met by email. I look forward to hearing from you.



Now let's meet some talented modelers.

**Darell Trawick**



I was introduced to the wild west as a child at the age of 7 years old. My grandfather would take me to town and buy me a couple of bags of toy soldiers. I was amazed by the sculptures and poses and watched classic westerns on TV.

My choice of figures is 1/32 or 60mm scale. Years later, I began to start painting my toy soldiers, plus building my own terrain landscapes, and painting my own backdrops, etc.



I asked Darell about how he paints and his future projects. He said: “ I use apple barrel acrylic paint. I use regular artist brushes and toothpicks for small details. I use I use Mod Podge Matte sealer. I'm thinking about doing D-Day diorama 1/32 or 1/35 scale. To build my dioramas, I normally use elements of the outdoors mixed with hobby scenic like water and greenery things. I paint my own background drop.”

Thanks, Darell for sharing your modeling and skills. You can contact Darell at [Darell.Trawick@newtracksmodeling.com](mailto:Darell.Trawick@newtracksmodeling.com).



**Jim Anderson**

My earliest memory of when I first became a model railroader was when I told my father at the age of ten that I was interested in model trains. Not exactly sure what prompted him, but shortly thereafter, he was looking through the “Want Advertiser” which was a local publication based just outside of Boston that listed things that people were selling.

I remember going down to this man’s basement and being amazed at the size of the layout which was on two eight by ten pieces of plywood. After a quick look at the collection, my father decided to buy it, but I do not think he fully thought it through given that he was going to have to tie down each of the tables to the top of his Ford pinto. I remember him tying it down, but having to reach out the driver’s side window to hold it down because the wind would get under the table as he picked up speed.

Nevertheless, he ended up getting it home to the shock of my mother. I should mention that at this point, my parents were divorced so my father coming home with such a big project without any notice created some friction, but my mother was a good sport about it and let my father set up the two tables in the basement. My father was not a great carpenter, so I remember that the table was quite rickety and unstable. The layout itself consisted of a long oval of brass track with a loop overpass, some Plasticville structures, grass mats and a collection of Tyco cars and a few engines.

While it was a layout, it barely ran, and the scenery was nothing to speak of. Needless to say, this was the start to my first layout.

That summer my grandfather came to visit, and to my surprise, I learned that he was a fairly well skilled model railroader. He modeled the Pennsylvania Railroad in the steam era with a full collection of Bowser locomotives on a pretty good-sized layout in the garage of his home in New Jersey. Anyway, when he saw the layout that my father had purchased and assembled, he quickly went to work making the table itself sturdier and getting the trains to actually run. He did this over the course of one week, and by the time he left, I was off to the races in building the layout.

To my surprise, when he got home, my grandfather signed me up for a subscription to *Model Railroader*. When that first issue arrived, I was amazed by all of the pictures of all of the scenery, and particularly all of the detailed structures that were on these layouts. This was about the time when Magnussen Models was came out with their line of structures that I just found incredible, and about the time I found myself drawn towards urban railroading. Taking everything in I used my imagination, I created a railroad called the Trenton, Tuckerton & Newark, which would be a subsidiary to the PRR in the 1930's. Not exactly sure what drew me to this, but I remember decorating some box cars and getting my first Bowser K-4 to operate on the layout.



My Grandfather would come up from New Jersey every couple of months and I have many good memories of working with him on the layout. We were good partners in that he would focus on getting the trains to run, and I would focus on the scenery and structures. Work on the layout continued all the way up until I was a junior in high school when I learned about a club that was based out of Fort Devans in Harvard, Massachusetts. While this was a pretty far drive from my house in suburban Boston, I ended up getting very involved with the club, and ended up volunteering to essentially construct all of the structures for their downtown sections of the layout. I became so engrossed with the project that I ended up donating a large number of the structures from my layout to the project. By this time, my parents were moving to a bigger home so I sadly was forced to disassemble the layout. This was a good opportunity to make sure everything I was working on ended up in a good home.



After high school, I went right to collage at Northeastern University in Boston. Over the five years that I was in school, I did not



have a layout, but still found time to build structures which improved my general skills as a modeler. Somewhere around this time, my love of modeling cities evolved into this idea of one day becoming a City Planner, so I enrolled in a program at the University of Pennsylvania in Philadelphia. While there, I fell in love with the city and fond myself walking the streets of and discovering some very cool neighborhoods where there was a lot of urban railroading. I also discovered this amazing hobby shop off of Market Street where I was able to purchase some structure kits which brought me back into the hobby.

Upon graduation in 1993, I ended up moving to Washington, DC and ended up taking a job with the Federal Government and have been there ever since. About a year later, I met my wife and we moved into a small apartment wherein I really started back up building the structures that would eventually be placed on my layout. It was around this time that I also started purchasing brass engines that would eventually also make it onto the layout.

We moved into our home in Takoma Park, Maryland in 1999, and I finally had the opportunity to start building the layout I had always dreamed of. By this point, I knew what I wanted to do, which was an urban semi switching layout of the Pennsylvania Railroad running from Philadelphia to Camden up to Newark, New Jersey in the 1930s. As my friend Ben would point out in later years, I basically built my layout backwards in that I purchased and built all of the structures first, and then, without any pre-planning, built the layout tables and then began to think about how to lay the track. At this point, I had no real experience in operating a layout so the simple vision was to essentially have a very large circle of track across the basement and then a lot of feeder sidings and small rail yards in different sections of the layout. At the time, my focus was more on creating a home for all of my structures as opposed to a well operating layout. I also liked the fact that I was

laying track around structures as opposed to laying track and then adding the structures. This enabled me to be creative in putting down tight curves of track through canyons of buildings.

Progress really accelerated after joining the Rockville Model Railroad Society (RMRS) where I met a great group of guys who gave me lots of advice on how to improve the operations on my layout. This was a real turning point wherein the layout evolved away from being simply a showcase for the structures that I had built to an actual operating layout.

Building a large layout is a huge undertaking, and can often feel overwhelming and can evolve into something that is not fun. My strategy for making progress is to do something every day even if it is something really small that takes ten to fifteen minutes. For the longest time, I would only do one project at a time whether that be building a structure or laying a section a track. But over time, I evolved into having several projects going simultaneously. This is helpful because some projects can not be broken out into small increments of time because there are certain tasks that take longer than others. I have just found that making constant progress is the key to maintaining interest in the layout.

I also feel like my modeling skills and overall knowledge about the different aspects of the hobby are constantly evolving. Most recently, I did a cleanse of my freight car fleet with the goal of clearing out all of the cars that were not in my 1930s era. When I started the layout, I really was not paying much attention to what I was collecting, but over time, I have grown to have much more of an appreciation for making everything on the layout as realistic as I can. The endless possibilities for what you can do in the hobby and the good people that you meet along the way are what will keep me involved into the future.

Thanks for your comments, sharing, and interest. You can reach Jim at:  
[Jim.Anderson@newtracksmodeling.com](mailto:Jim.Anderson@newtracksmodeling.com).

This next modeler is an exceptional modeler and provides our New tracks shows with a prayer before every show. I think you will agree.

**Fr. Ron Walters, O.F.M.:** Provincial Minister, Province of Our Lady of Guadalupe, Order of Friars Minor (O.F.M.)



We are fortunate in having Fr. Ron lead us in prayer at the start of our Zoom Shows. ([Click here to view an example.](#)) Please meet Fr. Ron.

Where do I start ... My brother and I had trains as a child. In fact before I turned one, at my first Christmas, my dad gave me trains. Of course I remember nothing of that event. As told to me by my mother, my dad was scolded by his mother that I was far too young to know what it was or what to do with it. I had O scale (O gauge as they called it then) and when my younger brother was old enough, he received HO scale. Of course I played with both.

I got back into model railroading after teaching high school for four years. I was burning the candle at both ends, and was exhausted at the end of every day. Sometimes for a priest and a member of a religious community, the tasks that we performed in the process of teaching were far more time consuming than what normal teachers had. We religious priests and brothers had no families, so we did not have those responsibilities and therefore were freer to do what the other teachers could not. In the midst of that, I remembered spending some time with my dad when I was younger putting together a plastic (static) model of a steam engine during one of the times my mother was in the hospital. I remembered how fun that was, so I subscribed to *Model Railroader Magazine* and found a kit to put together. A year later, I bought my first wooden craftsman kit of a “general store”. It was a box of wooden sticks. It took me several months to put together at the small desk in my bedroom, in between teaching and working as an assistant pastor of a parish



in mission territory. I no longer have the finished kit, but it was great and rewarding. I was hooked on craftsman kits.

I joined a modular group in Albuquerque at that time and attended meetings. I belong to the group today, though most of the members were not members when I first joined. Eventually, I moved to Santa Fe and began building a module. I move often; at that time, it seemed like I was being moved every year. I ended up in Denver for ten years, and was part of a modular group there, which no longer exists, and was also part of a club which was building a layout in the basement of a former traction powerhouse. Right outside was a full scale 4-8-8-4 locomotive. I built a couple kits for that club before the building was sold to REI, the engine moved, and both clubs there had to move out.

After ten years in Denver, I was moved to Northwest Indiana (the other end of the State where I taught high school). I was familiar with the area, and found a club in Valparaiso, IN, the Porter County Model Railroad Club. They had built and mostly completed, a layout in an apartment above a hobby shop in downtown Valpo. I kit-bashed two or three buildings for them, but the first scratch built structure was a New York Central passenger station

*Judson's Candies was photographed by a member of the SAMRA club. I do not know who. This is a building that housed the Judson Candies Company in West downtown San Antonio for many years. It is now condominiums.*



which used to exist East of Valpo. I started the build while my dad was dying of emphysema and white lung from asbestos. I did not finish the build until a couple years ago. The build was a challenge because the operators "bump out" was not in the traditional location in the middle of the station, but on the corner. Further complicating the build was the fact that the club wanted me to switch that bump out to the other end of the station. The station was located across from a crossing tower and basically monitored traffic through the crossing. Neither the tower, nor the station, exist today. All I had were photos in a book put out concerning the New York Central. My article on the build was published in the *NYC Modeler* magazine, but I cannot find my copy of the magazine. You know how it is — you save a copy of the magazine on your computer and then can't find where you saved it.

I had to suspend modeling for a few years. I am currently the CEO of the Franciscans in New Mexico and Northeastern Arizona. I have been an administrator in the Franciscans now for nearly 30 years. That consumes a

*St. Joseph was photographed by Ralph Alexander of the SAMRA club. This is a photo of a Roman Catholic Church above the River Walk in San Antonio, Texas which was entirely surrounded by Joske's Department Store. (HO scale model)*



lot of energy and time. Modeling is my way of getting away from the challenges and tensions of administration. When I lived in San Antonio, TX, I joined the San Antonio Model Railroad Association in Live Oak, TX. I became, for three years, the secretary of the club. The club wanted to add some buildings to the layout and I was asked to build two of them. Both had to be built from scratch. One was Judson's Candy, which is now a condominium and the other was a Church about two blocks from the Alamo. The candy company only needed to have two sides visible to the viewer. What better person to build the model of the Church than a priest. The church was entirely surrounded by a department store: Joske's. The building still exists, but the department store is long gone. So I only need to model the facade and the roof of the Church. I still belong to the club although I now live in Albuquerque. The club will soon be redesigning the San Antonio downtown area on the layout because of damage to the wall of the building behind that area. So I may be doing some more scratch building for the club.

Most of my learning has been by trial and error. I learned a long time ago that the best way to learn something is by making mistakes. I learned this particularly from computer programming and macro building. Finding and fixing a problem, even after repeated

*The two photos of Carolina Craftsman Kits Shotgun House Kitbash were taken by me. I bashed the kit into a house converted into a storage shed which is not well maintained. (HO scale model)*

mistakes, teaches you to analyze your methods and techniques. I am not a master builder, I am far from it. I enjoy learning new things and finding how to apply what I have learned, regardless of the source of the technique.

I model primarily in HO scale, but I have built in N scale occasionally, particularly when working with other modelers who model in different scales.

I don't have a layout. Unlike other modelers who may have some space here or there in their homes for a layout, the room I live in will probably be lived in by someone else in a year or two, so trying to build a layout



*The MOW shed at North Fort Worth Tower 60 was photographed by me. It is a scratch build in wood based on photos of Tower 60 in North Fort Worth. The buildings there no longer exist. Note the unusual "man" door to the right. (HO scale model)*

and then moving it as frequently as I get moved, is beyond my patience. I am a professional. I have three master's degrees, and therefore have a professional library. So moving is a chore.

Therefore, I stick to modeling buildings. I usually end up building them for specific layouts. But sometimes I just build and then give the building away to someone. My biggest complaint about modeling is the cost. For someone like me, cost is significant, since all of us Franciscans live together and share our resources and expenses in common. So having money

available for a hobby is allowed, but funds are limited. That is not to say that I don't understand the cost of owning and operating a model manufacturing business. I do understand and am not trying to be critical. It is just a challenge for me. A kit, any kit, that costs over \$100.00, is usually out of my price range. I saved up and bought Bar Mills' 2021 Christmas kit, but it is three buildings, instead of one, so the cost was closer to reasonable.

So the build I am doing right now for the Saturday Ice House scratch build is in my wheel house, as they say. The pieces are low cost or no cost. I buy some Evergreen Styrene every once in while or perhaps some Northeastern Scale lumber so I am building up some scratch building supplies. Details are often lacking on my models because I just don't have the resources to buy barrels or pallets or figures, etc. I once found some very cheap figures on Amazon which were a scale 1:100, close enough for HO scale, for a very reasonable price, but they are horribly painted. So I repainted them. I buy "for sale" signs for plastic sheets, I look for "trash" that may be able to be adapted to things I need for building (I have a large collection of clear plastic from packaging that I use for windows). In the long run, it is part of the fun of modeling.

Thanks Fr Ron for sharing your modeling and for participating in our Zoom shows. You can reach Fr. Ron at: [Ron.Walters@newtracksmodeling.com](mailto:Ron.Walters@newtracksmodeling.com).

Next is something different from a modeler I recently met. I really like his work. Being able to see something in your mind's eye and create it in miniature is a true gift. See for yourself.

### **David Paulson**

I'm a retired machine builder, and at age 77 I'm happy to still have good hand/eye coordination! I love building many types of things, especially models. I've been at it since childhood, and I suppose I'm blessed with



a natural aptitude for this hobby. Don't get me wrong, as making the occasional "dud" is also something I'm good at... which brings me to my personal motto: "the impossible just takes longer". Here's me with my recently completed Lego pirate ship, although only the pirates (all female) and the parrot are Lego. I suppose some might call this a toy, but to me it's still a scratchbuilt model and requires all the same skills to pull it off properly. It's mostly wood, the sails are styrene, and the barrels are brass turned on a mini lathe.



I also love building wooden boxes. In the photo on the next page, you see the "secret compartment" under the helm. Thinking outside the box is also something to strive for.

To continue my story, I should say I never had a mentor. I learned by doing and had plenty of failures, many of them heartbreaking. The maker in me says to keep plugging, and to this day that's what I do. I've been asked if I consider my works as being art. The answer is yes. Most things I make are one of a kind, as I just don't like doing mass production. I usually have several things going on at once, as it's easy for me to get burned out on a long term project. I've learned to live with that.



Above is a project that took 7 years because of what I call the "on-off syndrome". I knew I could not build a stagecoach without lots of help, and after much research, I found plans in a 1949 issue of *Popular Mechanics* magazine. I soon realized the wheels might be the most difficult, so that's where I started. If one cannot make the hardest part, might as well not start anywhere! The small metal bits that are a big part of the carriage were also difficult and required plenty of soldering. Using brass and soft solder made it fairly easy.

Just last summer, I entered it in our county fair in the woodworking category. I lost out on the purple ribbon to a jewelry box of all things. Something I could build in a couple weeks. I still wonder if the judge suspected I



built it from a kit. Well, in a way I did... but first I built the kit! I didn't let that get me down, as I fully know how special an item it is.

Here's my Granite River water tower in HO scale. I am no longer a model railroader, but have always thought of water towers as interesting subjects. I looked at tons of online pictures and drawings for guidance, and choose the name simply because it sounds and looks good. It is mostly basswood, and cardboard tubes are excellent for many things. I aged the base with an India ink/water mixture. The spout and counter weights are brass. Is this art? Perhaps not, but I strive to do museum quality work whenever I can.

Thanks David for sharing your modeling experiences with us. There is no doubt in my mind that trying to make something, making mistakes and experiencing failures are learning opportunities that can make all of us better modelers in the long run. In the short fun it may be painful, but it is definitely worth the efforts. You can reach David at:

[David.Paulson@newtracksmodeling.com](mailto:David.Paulson@newtracksmodeling.com)

Well, it's time for me to return to my workbench and start working on something that I fell in love with and just have to model. Happens all the time.

Please subscribe to my YouTube Channel, New Tracks Modeling, and ring the bell. Our website [NewTracksModeling.com](http://NewTracksModeling.com) provides log in links to our Zoom events and has information about what "New Tracks" you can travel. I love getting your comments, suggestions, and modeling ideas. I so enjoy hearing from you and having a conversation. My email is: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

Till next time on "New Tracks". Happy Modeling

# WHAT'S ON YOUR WORKBENCH?

By Jas Millham

I was experiencing pick-up problems with my S scale 4 wheeled railbus in spite of it having a compensated underframe and split axle pick-up. If you have a 4 wheel "crittur", the chances are it spends all its time in an industrial area, and only travels 50 ft or so during an operating session. On the layout I take to train shows, the railbus makes one trip per session running around 25 ft. With three sessions per day at a train show, that's around 75 ft. That was fine, and no problems occurred. On my attic layout, the end to end run is 80 ft and the railbus makes four round trips in an operating session. It also has to park up in a head-shunt to allow a freight to use the run-around loop. That's over 650 ft, and I was finding that by the 3rd trip, the starting from a station stop was getting unreliable, needing prodding on occasions. Inspection showed that in that distance the wheels had picked up enough grunge to cause poor pick up even though the track had been cleaned beforehand.



*The prototype as preserved, basically an Anglicised version of a German railbus made by WMD. The red lens on the middle lamp has been fitted since preservation, in British Railways service a normal tail lamp was slotted onto the lamp iron over the buffer. The speed whiskers tapered to a point over the coupling.*

I'm old enough to have cut my model railway teeth on 3 rail 00, no one's made any of that in the UK since the 1960's. I was quite surprised to find it's still used in US 0 gauge. Centre third requires pick-up shoes on the middle rail. The railbus has steps under the doors, so I reckoned I could fit a pick up shoe each side behind the steps and no one would notice. The shoes being a wiping action they would be self-cleaning. I cut some shoes from brass tube and mounted them on strips of phosphor bronze to lightly spring them. The edges were painted black to make them less conspicuous. Some minor adjustment was needed to prevent shorts on pointwork, and once that was sorted the starting proved reliable in both directions even after a dozen or more trips around the attic.



*Above: The s scale model, the pick up shoe is less conspicuous than the motor gear box.*

*Left: A close up showing how inconspicuous the shoe is behind the footsteps.*

*Below: The pick up shoe and its spring, mounted from one of the screws fixing the body to the chassis*



# S SCALE SHOWS & MEETS

## 2022 NASG Convention

August 2nd through 6th, 2022

2022 NASG Convention is announced for Buffalo, NY.

The 2022 NASG CanAm Convention will be held in Buffalo NY, August 2-6 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!](#)



## Grand River Valley RR Club

October 8, 2022

10 am - 3 pm. Enjoy vendor tables of trains and model railroad supplies in all scales, RR books, photos and collectibles. Operating Layouts: G, O - Lionel, On30, S - American Flyer, HO, N and Z Scale plus huge LEGO Layout and play area for children. Hands on "Thomas the Train" layout and play area for children. Drawing for "Thomas the Train" Lionel electric train set - Food - Door Prizes - Free Parking. Admission: Adults \$5, Children 12 and under free. Vendor tables \$18. Contact Ken Skopp: 616-667-9680, [kwskopp@gmail.com](mailto:kwskopp@gmail.com) or visit our website <http://grvrrc.org>



## S-scale Zoom Meeting

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

[Zoom Link](#)

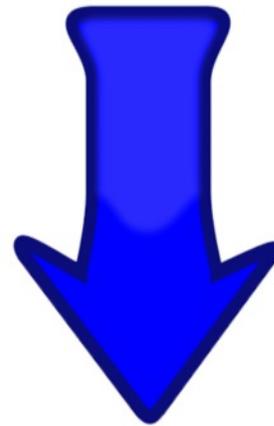
The S Scale Resource Magazine will be providing a free listing of upcoming events. This small, text only listing will include the Event, Date, Location, Type of Event, and Contact Information. [Click here](#) to go to the sign up form. This form will take your information, and we will publish it in our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

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