

# THE S RESOURCE

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## SCALE

NEWS, REVIEWS, INFORMATION TO USE

*June / July 2022*

*Volume 8 No. 5*



**New Tracks: Where Mentors Help  
Modelers Build  
A Bumblebee for the Rio Grande  
Time Traveling to Port Dover  
Kit Bashing B.T.S. Kits  
S West Wrap Up  
And So Much More...**



## Published Bi Monthly

**The Model Railroad Resource LLC**  
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**June/July 2022**  
**Volume 8 No. 5**

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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

*Old waits for new at the CNR/LE&N diamond on Jim Martin's layout. The flag stop was built from styrene scraps during a rainy cottage weekend.*

*Photo by Pete Moffett*

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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

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Well, we are back and it's Memorial Day as I am writing this. O & S West is in the books. We left for California on May 21<sup>st</sup>. A quick vacation to see my brother and sister-in-law and then up to O & S Scale West. This is another show that is hard for us because of the costs; however, combining it with a family vacation works well. I wanted to make sure to add the article in this issue and publish before the end of the month, which is why this is coming out a bit later than normal. I am no fan of flying, but after a trip to a bar at Midway, I was fine on the way out. Renting a car is stupid expensive so we took Amtrak from my brother's area to the show in Santa Clara, and returned home last night. I was really looking forward to seeing many old friends as it's been a few years since the last show.

The show was somewhat disappointing. Many tables were bare and attendance was way off. Being a show promoter in the past, I feel for them. I think that a lot of things combined to hurt them this time around. It is California and people are still wearing masks in their cars, the holiday weekend does not help, but the over \$6.50/gallon gas really has to hurt. For the most part, sales were good and there were many bargains to be had. I am happy that we had time to get a few pictures in this issue.

Amy is a planner extraordinaire, and my reason for living this day is to sign up and plan our trip to the 2022 NASG Annual Convention. So here I sit deciding on what tours to take and where our half way point is for hotels coming and going from Buffalo. We are looking forward to this year's convention as it's the first time both of us can make it. It looks like North to Niagara and Rails and Ales will do it for us.

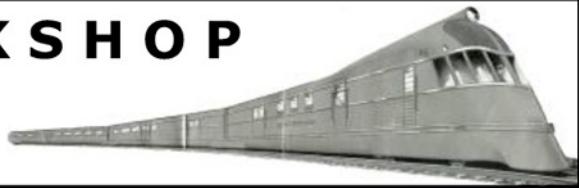
We put out a call for articles and many of you responded. We are working up everything that was sent in, and will be sending proofs to the authors as soon as we can. Thank you all, and if you have anything scale you would like to share, please let us know.

Because of the show coverage in this past issue of *The O Scale Resource*, we did not run our follow up article to 3D printing. That will be in the next issue and repeated here for those of you who do not read *The O Scale Resource*. (You really should read both magazines you know...)

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

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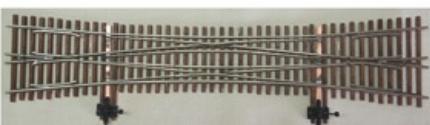
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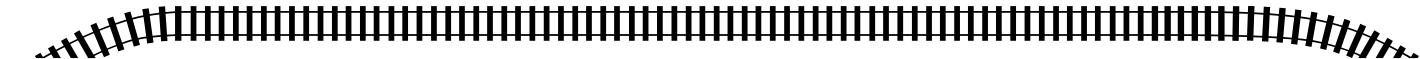
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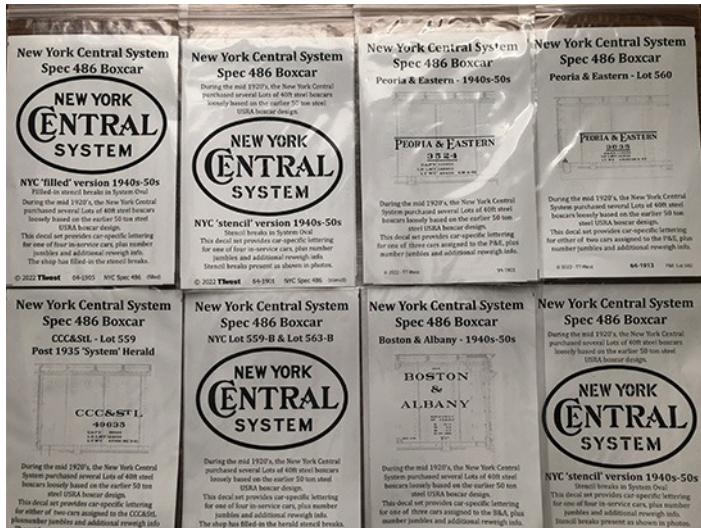
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# NEWS YOU CAN USE



New decal sets are now available for modelers who want to build an important New York Central boxcar. TT-West has completed several sets shown below for the NYC USRA-design, Specification 486, all-steel boxcar.



The decals cover the post-1935 lettering and include subsidiary roads as well as both the stencil and filled-in oval logos. I've attached a couple renderings from the artwork to show decal placement, end lettering as well as correct capacity, re-weigh and paint stencils. Different prototype numbers are included in each set. Artwork is in process for the pre-1935 NYC "Lines" logo and an additional Big Four set. Decals can be ordered directly from TT-West via their website: <https://www.tt-west.com/s-scale-decals-1-64>



The Specification 486 boxcars were the most numerous boxcars on the entire NYC System from the mid-1920's until the 1960's. Resin and 3D printed kits of two versions (Murphy or Dreadnaught end) are available from Simon Parent.

The S Scale Resource June/July 2022



The TT-West decals complete a modeler's ability to accurately build and represent this very common, yet important, boxcar.

[Forbes Models](#) has a new drop bottom gondola (GAc P&R Gondola Drop) available in their Shape Ways Shop.



This is an S scale model of Philadelphia and Reading railroad GAc gondola. Regarding the prototype, 1500 of these early steel gondola cars were built for the Philadelphia & Reading RR in 1901 to 1902 by the Cambria Steel Company. Their claim to fame was a 50-ton capacity and the use of standard structural steel shapes, meaning that spare parts could be purchased from any commercial steel shapes supplier.

These cars ran as built until 1909 when they began to be rebuilt with fishbelly side sills, new end sills, & steel braced ends.



Also an HKa 30' P&R Reading Railroad Coal Hopper Gondola H is available.



Tru-Color Paint continues to bring new colors to their fantastic line up. Here's the new product information for the 3D Printed & cast resin paints and aerosols for June and July.

#### June, 2022

##### Paint Sets

- TCP-10501- Structure, Set #1
- TCP-801: Concrete
- TCP-816: Gray Stucco
- TCP-817: Off-White
- TCP-821: Brick Red
- TCP-823: Roof Brown
- TCP-831: Window Trim, Deep Brown
  
- TCP-10550- Bridge & Building, Set #1
- TCP-404: Matte Light Rust
- TCP-407: Matte Brown Rust
- TCP-410: Matte Roof Brown
- TCP-412: Matte Stucco- Light Blue-Gray
- TCP-432: Matte Concrete

#### July, 2022

##### Paint Sets

- TCP-11100- Great Northern
- TCP-049: Empire Builder- Green
- TCP-050: Empire Builder- Orange
- TCP-051: Big Sky Blue
- TCP-155: Glacier Green
- TCP-214: Freight Car Red, Late 1930's-1945
- 273: Dark Gray
  
- TCP-11101- New England Railroads, Set #1
- TCP-031: Boston & Maine- Blue
- TCP-036: New Haven- Warm Orange

- TCP-037: New Haven- Hunter's Green
- TCP-102: Maine Central- Pine Green
- TCP-103: Maine Central: Harvest Yellow
- TCP-104: Vermont Railway- Green

As always, Tru-Color Paint is open to new ideas for paints. March will end all of the 3D Printed & Cast Resin paints we have scheduled, and April ends all of the aerosols so scheduled. 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!



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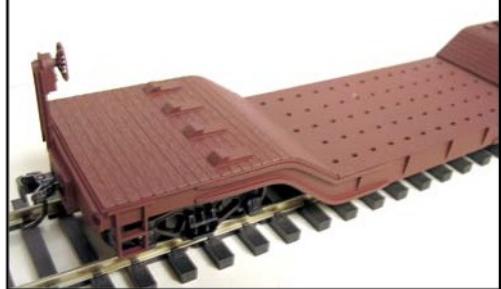
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### ④ Easy Clean-up

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### New Releases- Paint Sets

#### JUNE

10501 Structure Set, #1: Brushables: 801: Concrete; 816: Stucco- Gray; 817: Off-White; 821: Brick Red; 823: Roof Brown; 831: Window Trim, Deep Brown

10550 Bridge & Building Set, #1: 404: Matte Light Rust; 407: Matte Brown Rust; 410: Matte Roof Brown; 412: Matte Steel; 417: Matte Stucco-Light Blue-Gray; 432: Matte Concrete

#### JULY

11000 Great Northern: 049: Empire Builder- Green; 050: Empire Builder- Orange; 051: Big Sky Blue; 155: Glacier Green; 214: Freight Car Red- Late 1930's-1945; 273: Dark Gray

11001 New England Railroads, Set #1: 031: Boston & Maine- Blue; 036: New Haven- Warm Orange; 037: New Haven- Hunter's Green; 102: Maine Central- Pine Green; 103: Maine Central- Harvest Yellow; 104: Vermont Railway- Green

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# Time Traveling to Port Dover

By Jim Martin

Photos by Pete Moffett unless otherwise indicated

Layout drawing by Joe Kimber.

**Picturesque Port Dover**, Ontario, straddling the Lynn River on the north shore of Lake Erie, is better known these days for its Friday the 13<sup>th</sup> gatherings of motorcycle enthusiasts numbering in the thousands. On the other days, it's a popular destination for beach goers and ice cream lickers. There was a time however, when its west dock pretty much belonged to the fishing industry and the railroads.

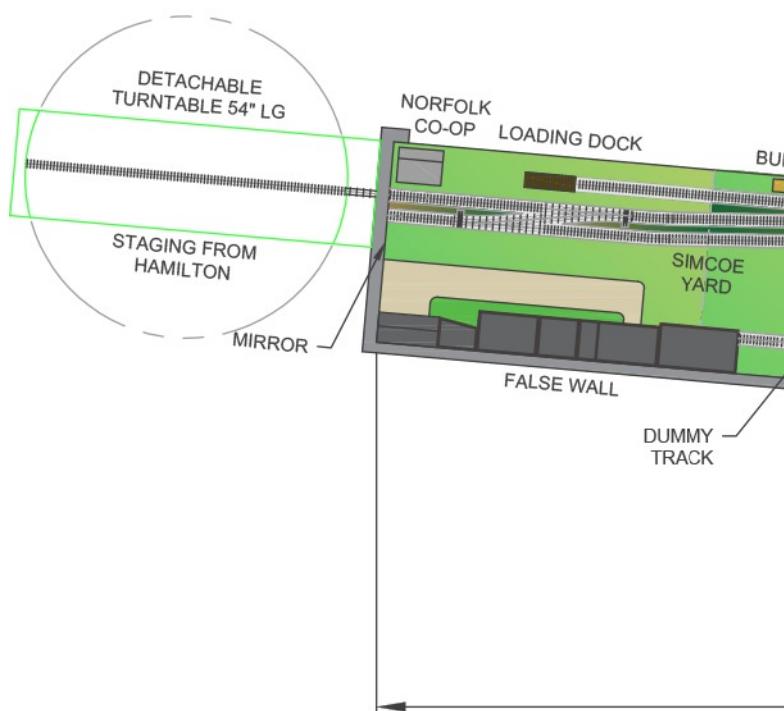
Rails first visited Port Dover harbor in 1878 when the Port Dover & Lake Huron Railway pulled into town. In their final iteration, those rails belonged to Canadian National Railways. Port Dover was the terminus of the CN's Simcoe branch which dropped down to the lake from that city some 6 miles further north.

At its zenith, rail operations on the west harbor served a large fish processing plant, and a coal yard, as well as passenger traffic, some of which arrived or departed via cross-lake passenger steamers. For a few years very early on, there was also a rail slip for retrieving loaded coal from barges that crossed the lake from Conneaut, Ohio. However, by the early 1950s, the era that I model, the lake passenger and coal operations were long in the past. Other industries north of the harbor were a bulk oil depot, a cannery, and a large florist operation.

In addition to a beach side turntable, engine house, and water tower, the wooden ex-Grand Trunk station was, until 1947, a union station serving both the CN and the Lake Erie and Northern Railway. The LE&N was an electric railway running between the lake and what is now the Kitchener-Waterloo area. In 1947, the LE&N built its own station a half mile further north in the town, leaving CN alone by itself on the beach.

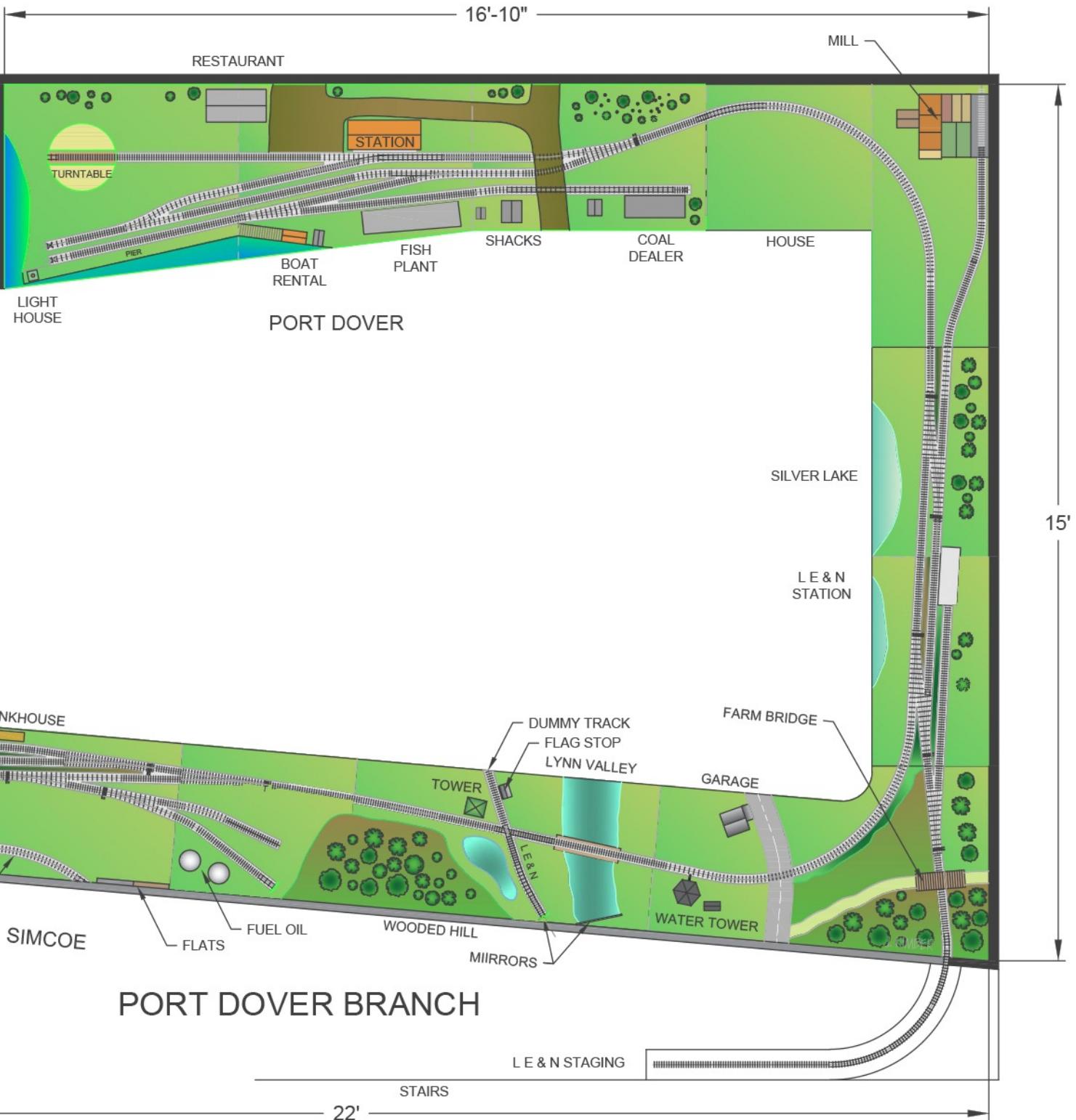
The Twenties brought automobile traffic and increasing numbers of day visitors. Between the tracks and the rest of the town, a small amusement area grew up encompassing arcades, snack stands, a dance hall, and the iconic Erie Beach Hotel, which remains to this day.

Today's Port Dover, in addition to tourism, remains famous for its perch fishery and is home to an active fleet of distinctive Lake Erie fishing tugs. They operate out of the harbor's east side. But over on the west side, almost nothing remains of the rail heritage. The CN and LE&N tracks have been gone for sixty years. The old Grand Trunk station has been shortened and moved closer to the beach. It is now a gift shop occupying the former location of the 70-foot turntable. The footings for the water tower have an easy retirement, supporting the kitchen of one of the many area restaurants. The fish plant that dominated



the waterfront was torn down a few years ago to be replaced by condos. Beside those, the old Matthews Boat Livery buildings sit in ruins, fenced off and awaiting demolition. Further along the former right of way, the old LE&N station survives, as a town works department building.

**The layout:** Big decisions often come about from the intersection of lesser influences. In my case, S Scale Locomotive and Supply released a Simon Parent-designed brass kit for a CN E-10 Mogul, one of my favorite small Canadian locos, and a class that was a mainstay of Dover traffic.





*Mogul #88 starts to assemble her short train ahead of leaving Port Dover. Note the net dryers on the dock. The fishing tug, Mary Ellen Carter, named after a Stan Rogers folk song, is a converted Lindberg shrimp boat.*

At approximately the same time, Charles Cooper released his book *Hamilton's Other Railway* which chronicled the history of the line to Port Dover. The dust jacket has a color photo of CN Mogul number 80 switching the Port Dover fish plant. Also in the frame, the picturesque Matthews boat livery and snack bar. That was that...Port Dover was what I set out to recreate.

As fate would have it, my S Scale Workshop buddies (see sidebar later in this article) were drawing up the standards for a new, traveling Free-mo modular layout. I was already designing my home layout to be sectional in order to facilitate any future work or changes of address. I quickly realized that with a small track realignment at the yard entrance, Dover was literally ready-made for Free-mo. So it was, that the three sections comprising Port Dover, when not anchoring the rest of the layout, would ultimately travel thousands of miles to Workshop appearances in Canada and the U.S. Following the 2013 National Association of S Gaugers convention in Scranton, PA, Port Dover was permanently retired to the basement.

The current U-shaped layout is small and simple: 16 feet down the Dover side, 15 feet across, and 22 feet down the side that incorporates the Lynn River trestle and the city of Simcoe.

None if this exactly replicates the real locations back in the day. Most scenes are representative in nature. Dover comes closest. The track layout, the configuration of the harbor, the lighthouse, boat livery and the Arbor Restaurant, all scratchbuilt from styrene, are readily recognizable to many area locals. Other buildings such as the fish plant and train station, both purchased from a friend, are simply place holders until I can make more accurate structures, something I enjoy doing.



*Mid-week in late summer, business at the Matthews boat livery and snack bar is slow. The seagulls gathered under the takeout window remain hopeful. The structure made of styrene was “guesstimated” from photos.*



*The 1929 Essex and its passengers patiently waits for the van (caboose) to clear the crossing. The vehicle is a Railmaster product. The van was built from a Ridgehill Hobbies kit.*



*The Clubine Mill is a busy spot this morning as parent CPR SW-9 7402 switches the Lake Erie and Northern siding. The mill was constructed of foam core, computer-printed building papers and lots of bits from the scrap box.*



*The farm bridge here was gifted to the author by his late friend Oliver Clubine. It hides the access to the LE&N staging track.*



*Above: A contrast in cultures. An Amish buggy passes by, while a couple of young hot rodders work on the 1927 T-bucket roadster. Ken's Garage was scratch built by the author's friend, Pete Moffett.*

*Below: Having just taken on water, H-6-d Ten Wheeler 1533 heading train M238, crosses the Lynn River trestle. The octagonal tank built by Pete Moffett, although not the correct design for this location, is a model the author couldn't pass up.*







*Old waits for new at the CNR/LE&N diamond. The flag stop was built from styrene scraps during a rainy cottage weekend. The tower is an old favorite of S scale modelers...Plasticville.*



Above: In south Simcoe, a River Raisin 44-Tonner lettered for Ontario Midland, switches a factory spur. The author can't quite justify this road name, expertly painted by his friend and previous owner David Mehew, but he hasn't the heart to repaint it.

Below: Train number M236 arrives in south Simcoe from Hamilton. It will drop some cars here before heading a further 6 miles south to Port Dover.



The Simcoe end is a little more freelanced, but once I had laid out the track as I wanted, I was pleasantly surprised to find it was nevertheless strongly suggestive of the south part of that city where southbound branchline trains diverted, heading either to Port Dover or to Port Rowan further to the west. And just as with the real thing, the locos take on water just beyond the LE&N diamond and a trestle spanning the Lynn River.

I have also roughed out the area where in 1947, the LE&N built its own Port Dover station, a design by its parent Canadian Pacific. From this location, the LE&N tracks disappear under a rural farm bridge to off-layout staging. The station currently at this location is a paper mockup and ground cover is rudimentary. Proper scenery is still to come.

The Clubine and Son feed mill and building products facility sits in the opposite corner. Nothing like that was ever in the area, but quite simply I fell in love with the plans for the Hinkle Mill in the January 1982 issue of *Railroad Model Craftsman*. It fills the corner nicely and gives the LE&N something to do. It's named in honor of the late Oliver Clubine, a good friend, and S Scale Workshop founder. It is scratch built from foam core, computer printed building papers, and bits and bobs from my scrap box.

The layout construction is a hybrid of plywood, steel framing studs and 2-inch foam. It is lightweight and rigid. During its life, it has survived rough highways and temperature extremes of more than 120 degrees Fahrenheit. Through all of that, everything has held together. Now comfortably at home, its sections sit on L-girder platforms, and as in their traveling days, are fastened together with C-clamps for speedy take down.

I use Tomalco flex track and have built my turnouts, ranging from numbers 5 to 8, using Fast Tracks fixtures. (Interestingly, Port Dover is the home of Fast Tracks). Rail size is code 83 with code 70 on a few sidings. Port Dover is still wired for DCC, but I have removed the power supply. I am now switching my locomotives over to BlueRail battery power. Thus, any new track is electrically dead.

I enjoy scenery work, but I'm a slow mover and an inveterate tinkerer. While most modelers will complete an area to their scenic satisfaction and then move on, I will often return to a previously worked area for further tweaking or tear it out try something entirely different. For example, you may have noticed from the backdrop that while it's still summer in Port Dover, at the other side of the room it is late autumn. I am slowly working my way around the room repainting the backdrop and redoing the foliage to fall colors. Fall scenery coloration requires a little more thought and subtlety, but I'm pleased with the change. Because the Port Dover sections remove easily, I will have no trouble accessing the backdrop to effect the seasonal change.

I don't rush the hobby which is why there is still much to do even after several years. One last piece remains to be built, a detachable 4-foot-long train turntable for off-layout staging. A mirror at the end of Simcoe doubles the size of the scene, but hidden out of sight, a small corner of that mirror has been cut away to allow trains future access to the train turntable. Once that off-layout staging is in place I will implement a simple operational system that will allow visitors to run trains with no fancy training or explaining.

**The S Scale Workshop** is a loosely organized group of enthusiasts formed for the purpose of promoting S scale at train shows far and wide. And for fun of course.

Our original intention was to operate layout displays near our southern Ontario home base, and we still do. But wanderlust set in after a few years. In addition to trips to Ottawa, our nation's capital, and Montreal, Quebec, we have displayed at three National Association of S Gaugers conventions in the U.S.

Other U.S. destinations have taken us as far west as Trainfest in Milwaukee, WI, and as far east as the Amhearst show in Springfield, MA. At both of those giant shows we were proud to be awarded "Best Layout".

This summer, we are heading to another American destination, but one that is much closer to home. We will be set up at the annual NASG convention this Aug 2 -6 in Buffalo, NY. We'd love to meet you.

Visit [www.nasgconvention.com](http://www.nasgconvention.com) for details.



*The author belongs to the S Scale Workshop, a traveling group that likes to show off the potential of S scale.  
This module displays the artistry of Workshop member Simon Parent.*

I would love to be Dr. Who, hop into my phone booth Tardis, and travel back in time to my favorite rail locations. But a model railroad can also be a time machine. With mine, I can walk down the stairs anytime and travel back 70 years to Port Dover when coal smoke mingled with the smells of fish and cotton candy.

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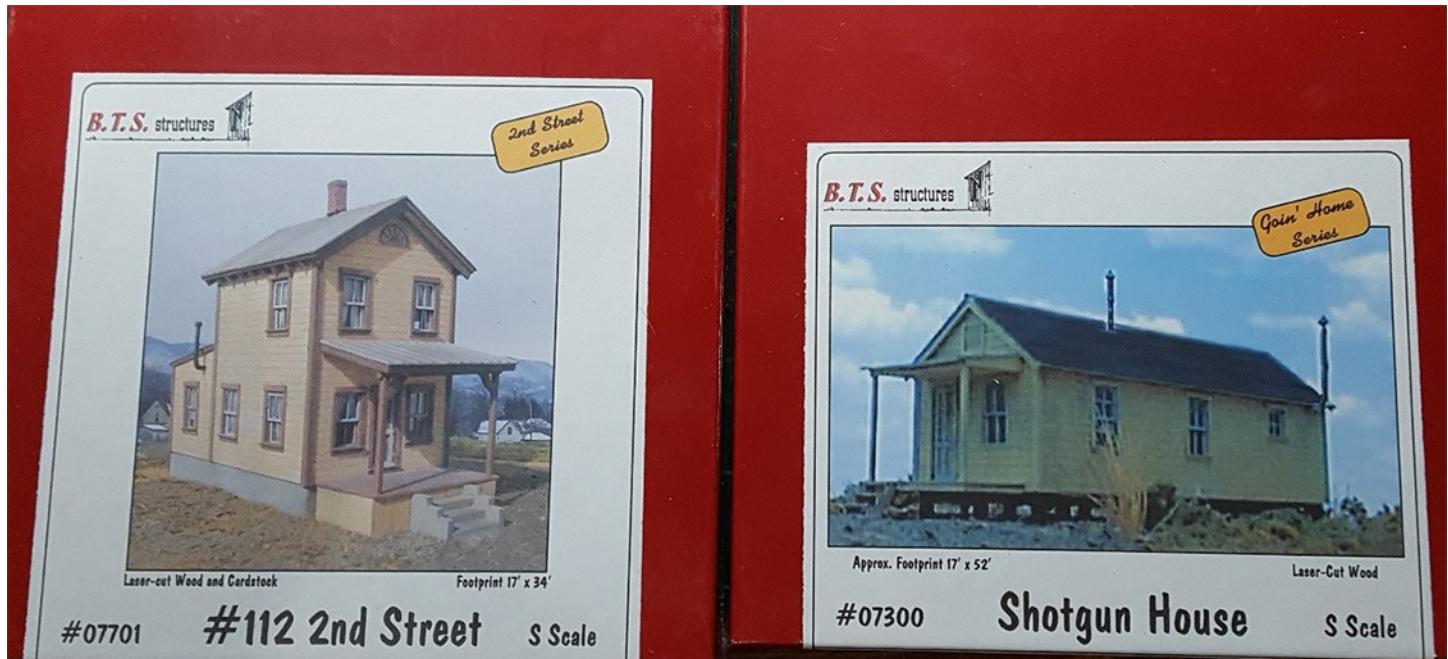
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# KIT BASHING TWO B.T.S. S SCALE KITS INTO A GENERAL STORE AND OFFICE

By Jon Stetz

I needed a building it that would fill both a space and service for my Rust Sawmill complex and at the same time, be something unique. I choose to kitbash B.T.S. #112 2nd Street (#07701) and Shotgun House (#07300) S scale kits for this structure.



Below are a few steps I took to create the final product.



I pre-stained all the kit materials first with diluted India ink colors.



To match other buildings built in the complex, I enlarged or reduced the window and door openings to accept Grandt Line products, as well as added freight doors to the Shotgun House, soon to be a warehouse.



Next, I assembled the two kits per their respective instructions with no additional changes.



The sub-roofs were test fitted and a stone veneer was added to the store-office building.



While both buildings were still un-attached, windows, doors, semi-finished roofs, and some of the trim was added.



As an afterthought, I decided to change the ornate attic vent above the office.



With the two buildings now attached, porches from the original kits as well as custom docks, stairs and chimneys were added.



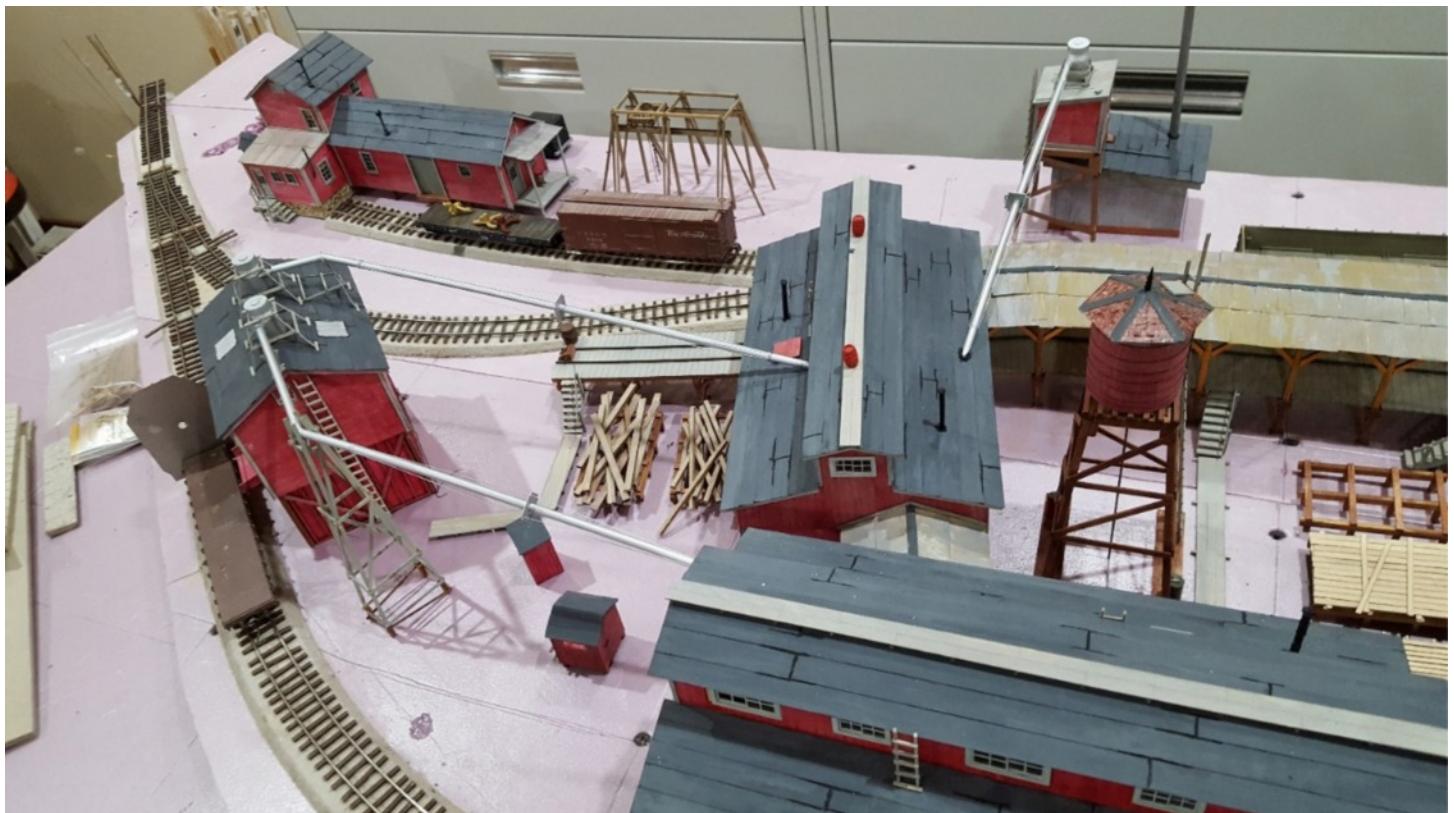
Front side of the nearly finished warehouse, office, and General Store.



Back side of the warehouse with freight car loading, 2nd floor office, and General Store living quarters.



End view of the warehouse office and freight car loading. The final product still needs weathering and lighting to be installed.



In the upper left corner of this photo is the backside of the General Store, warehouse and office building. In the foreground, lies the part of the Rust Sawmill Complex in the planning stages.

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# ***A Bumblebee for the Rio Grande***

**Modeling a Denver & Rio Grande Western GP-9 in S scale**  
**A project that took 20 years to complete**

**Article and model photography by Wayne D. Hills**  
Prototype photography as noted.



**A bit of history:** The Denver & Rio Grande Western Railroad had a modest fleet of EMD road switcher units. The first units were GP-7's. The first four units were delivered in October, 1950 and numbered 5101-5104 (1st). In November of 1951, 5104 (1st) was re-numbered to 5100. The second group of ten GP-7's was delivered in June, 1952 and numbered 5104 (2nd)-5113. All of these units were delivered painted in "Dulux Imitation Gold" then known as Dupont Duco Imitation Gold and black, in a striking scheme that was meant to match the then-current paint scheme the railroad was using on its much larger fleet of EMD F-units. Of note is that the units were delivered without numbers on the cab sides; only in the number indicators by each headlight.

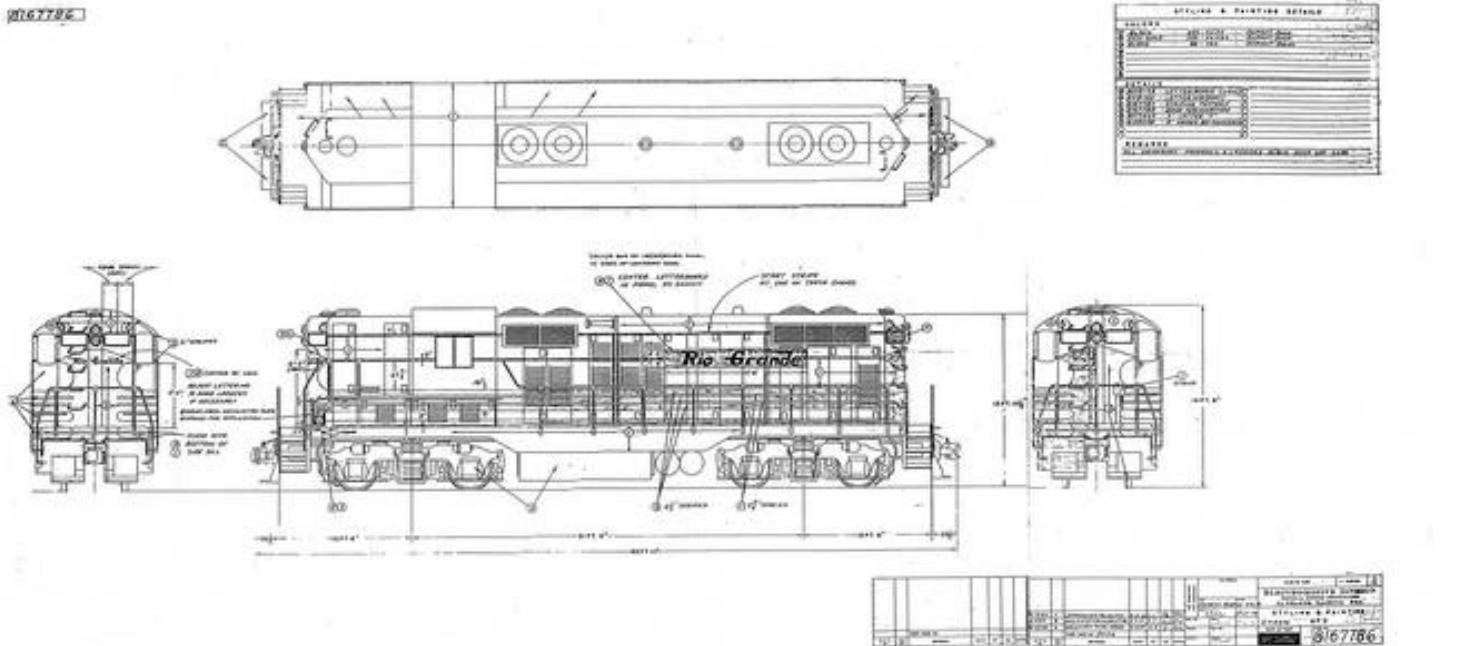
The first order of twelve GP-9s was delivered in April, May and June of 1955. This time the units were numbered in the same sequence as the F-unit fleet, which were always numbered ending in the numerals 1 through 4. Thus the first batch of GP-9s were numbered 5901-5904, 5911-5914 and 5921-5924. As was the case with the GP-7s, these units were also painted Dupont Duco Imitation Gold and black, and also lacked numbers on the cab sides.

**The final order for the D&RGW:** The final twelve units were delivered in July and August of 1956. While these units were painted in the same paint scheme as the rest of the GP fleet, there were two differences. The first was the replacement of Dupont Duco Imitation Gold with what is shown on the EMD paint diagram as "Acrylic Orange" and would become widely known as Rio Grande "Aspen Yellow" to match the yellow paint being applied to F-units as they were delivered or repainted into the railroad's attractive yellow and silver paint scheme. The other difference was the units were delivered with twelve-inch high numbers on the cab sides. This "as delivered" paint scheme was quite striking, and it became known as the "Bumblebee" paint scheme on all the GP-7s and GP-9s. All of the GP-7s and GP-9s were repainted into a much simpler scheme of black with diagonal striping only on the ends, frame stripe, small Rio Grande on the long hood and numbers on the cab beginning about 1961. This scheme was originally applied to diesel switchers and became known as the "switcher scheme".

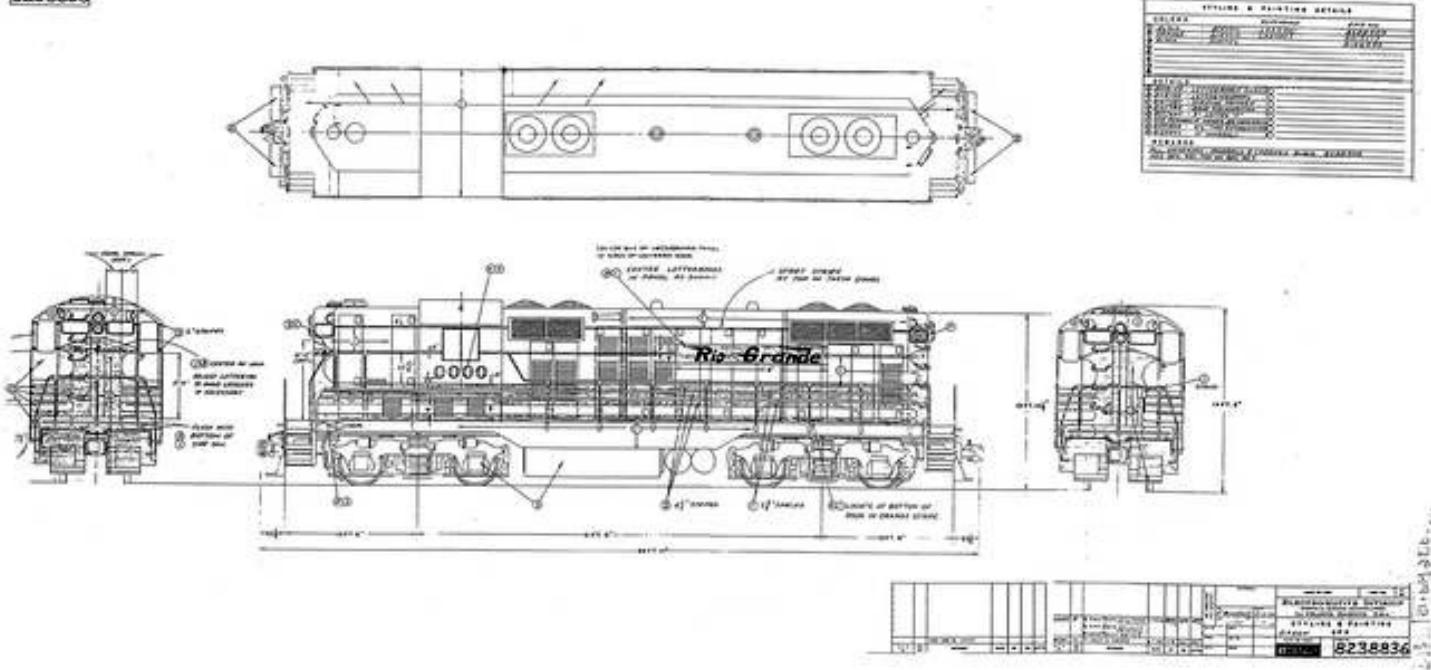
I chose to model one of the units from this final order of GP-9s "as delivered". My original intention was to model a GP-7, but at the time that I started this project some 20 years ago, that would have been a little more complicated than I wanted, so I settled for a GP-9. I wanted the yellow to match (as close as possible) the color on my S Helper Service F-7s. I would like to point out that when it comes to the shade of this color, you can get as many different opinions on the color as there are Rio Grande modelers! This is due to what the eye perceives the color to be from photographs taken back in the 1950's when the engines were new, and is subject to many variables, such as lighting, type of film used, weathering and other things. I initially purchased a set of Des Plaines Hobbies decals for these units, but decided against using them, as I didn't like the color (I'm one of those guys with an opinion on the color!). Instead of using yellow decals on an engine that would be painted black, I took a different approach. What if the engine were painted "Aspen Yellow" first, and black decals were used to define the striping and cab numbers, similar to the "wraps" used on busses and some commuter rail coaches?

I began by purchasing an American Models scale GP-9 at the 1998 NASG convention. This was one of the older units with spring drive. I replaced the spring drive with universals and also replaced the motor with one slightly narrower. The unit was decorated for the New Haven railroad in black and orange. I stripped the paint off of the shell using Scalecoat plastic compatible paint stripper.

I obtained copies of official EMD painting diagrams from the late John W. Maxwell. These proved to be a wealth of information, with the width of the yellow striping and the width of the black paint between the striping all on the diagram, as well as the size and spacing of the cab numbers, the "F" on the frame and other details, including the size and placement of the "Rio Grande" lettering on the long hood. This is a very complex paint scheme, with the striping wrapping around both ends of the engine and even on the pilots, ending in curves.



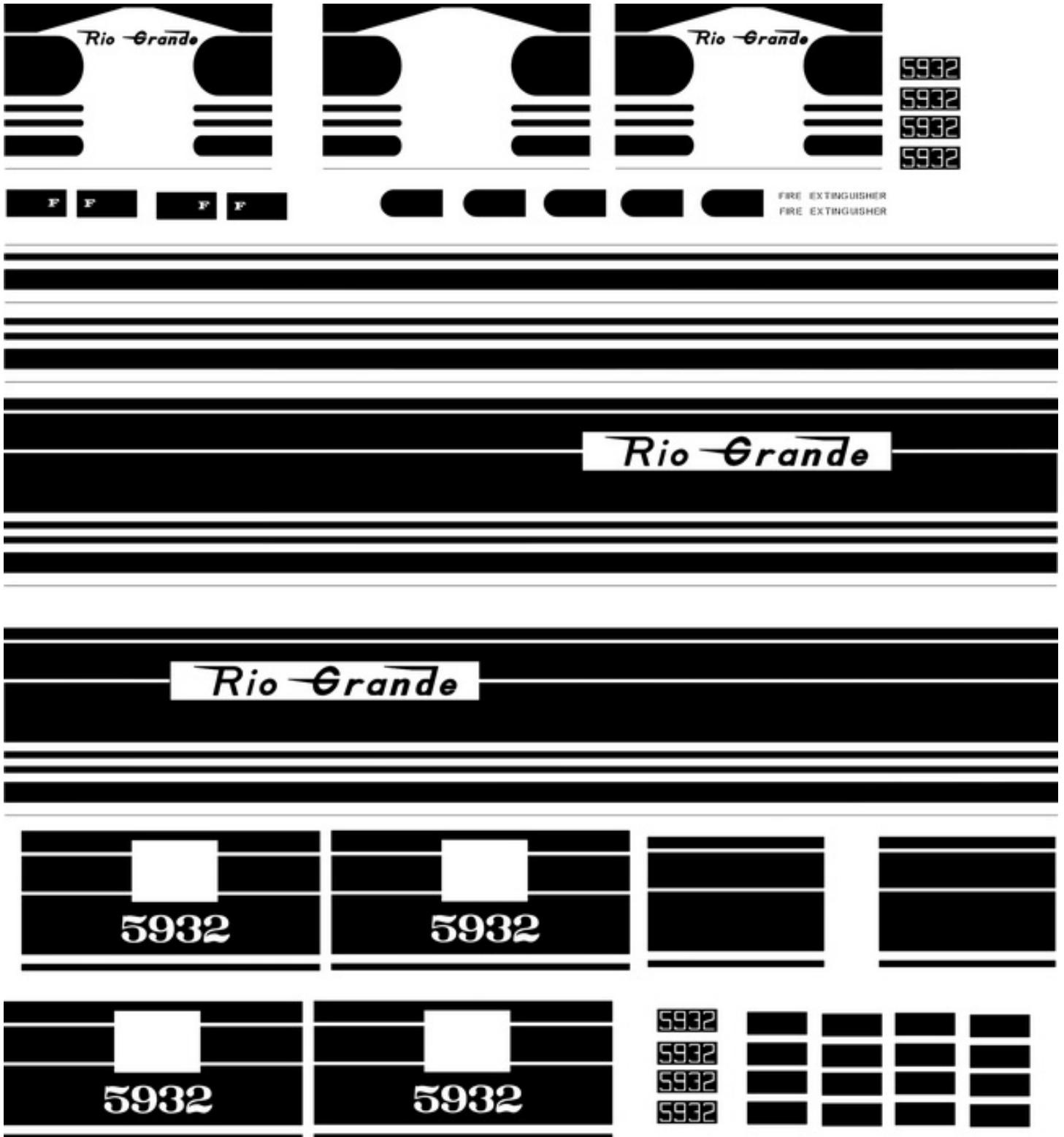
Above is the EMD paint diagram for the first order of GP-9s. Note there are no numbers on the cab. Below is a close-up of the color chart showing "Dupont Duco Imitation Gold" for the yellow.



Above is the official EMD painting diagram for the final group of GP-9s. Since the paint scheme was originally for the first GP-7s, EMD did not make a new diagram for the subsequent units, but just modified the original drawing. The numbers in the number boards on the long hood end in this drawing are for Rio Grande's first GP-7, 5101. Below is a close-up of the color chart. Note the difference between this and the first order of GP-9s for the 'yellow' color.

STYLING & PAINTING DETAILS					
COLORS	REFERENCE	EMD NO.			
① BLACK	- ACRYLIC	L43K001	82BR509		
② ORANGE	- ACRYLIC	L43Y077	8317117		
③ BLACK	- ENAMEL		8106299		
④					
⑤					
⑥					
⑦					
⑧					
DETAILS					
⑨ 8078128 - LETTERBOARD (SIDE)					
⑩ 8118150 - LETTERING (FRONT)					
⑪ BIG7787 - STRIPING PATTERN					
⑫ BIG7785 - CRASH TERMINATION					
⑬ 8077640 - 3" LETTER "F"					
⑭ SEE REMARKS & NUMBER 8078128					
⑮ 8201503 - 2½" "FIRE EXTINGUISHER					
⑯ 8129999 - 12" NUMERALS					
REMARKS					
ALL GRABIRONS - HANDRAILS & LADDERS BLACK 8288509					
SEE DEV. REL. FOR NO BOX NO'S.					

**That's a wrap:** I spent many hours working on making black decals for this scheme in my Corel Draw program, and printed them out several times on plain paper to see how I was progressing. When I had the artwork finished, I then printed it on decal paper using an Alps MD-5000 printer. Once I had the decals printed, it was time to start detailing the engine. Some details would be added before the engine was painted. Others would have to be added after the decals in order to make the decal application go smoother.



Above is the artwork I used to create the decals for my GP-9 project. I created my own fonts for the "Rio Grande" lettering and number board lettering. The black panels to the right of the number board decals at the bottom right would be printed white. All other artwork would be printed black with clear decal film where the

'white' striping and lettering is. I drew a very thin black line at the bottom of the decals placed on the hood to help with cutting the decals to get the bottom stripe the right width and to help with getting the decals square on the model.

I originally used the plastic air horn from American Models, drilling out the horns so they would look better. I wound up using BTS 1010 F-unit style windshield wipers, as the ones on the Rio Grande units have longer wipers than those modeled as the number 1019 GP wipers. Detail Associates eye pins were used for lift rings on the roof. Brass handrails and handrail stanchions came from Des Plaines Hobbies. The second batch of GP-9s had high m.u. stands at both ends of the engine. These were made from strip styrene with Detail Associates S scale m.u. receptacles. BTS drop steps were added along with a length of Campbell Scale Models and PBL chain over the drop step. I made m.u. hoses out of brass wire and drilled out the pilots to tuck the ends of the hoses into as on the prototype. I also drilled out the footboards on both ends. Des Plaines Hobbies GP-7/9 grilles replaced the American Models parts. Piping was added to the air tanks, and a speed recorder was added to the front truck using Southwind/BTS details for both. Sunrise Enterprises cab sunshades were also applied.

I painted the engine with Testor's silver paint as a primer over the unpainted black plastic. Once that was dry, I painted the engine with Scalecoat II "D&RGW Old Frt. Car Yellow", which should be named "D&RGW Aspen Yellow". I applied a couple of very light coats of this color until I had good coverage over the silver. Once this had thoroughly dried, I masked off the sides, ends and pilots, and the cab, leaving the walkways, frame and the top of the engine unmasked. I then applied Scalecoat II black. When this was dry I removed the masking tape and began applying the decals over the parts of the engine that were painted yellow, and watched the transformation take place as the engine's paint scheme began to take shape. Placement of the decals took a long time, and I had to use many coats of Walthers Solva-Set decal setting solution to get the decals to conform to all the details. I also drilled out the number boards on each end and filed the openings so I could add lighted number boards. When I was finished, and before the number boards were installed, my engine looked like this;



I made front and rear cab windshields out of thick Plastruct clear plastic, cutting and filing each piece to fit the cab window opening with a 'press fit'.

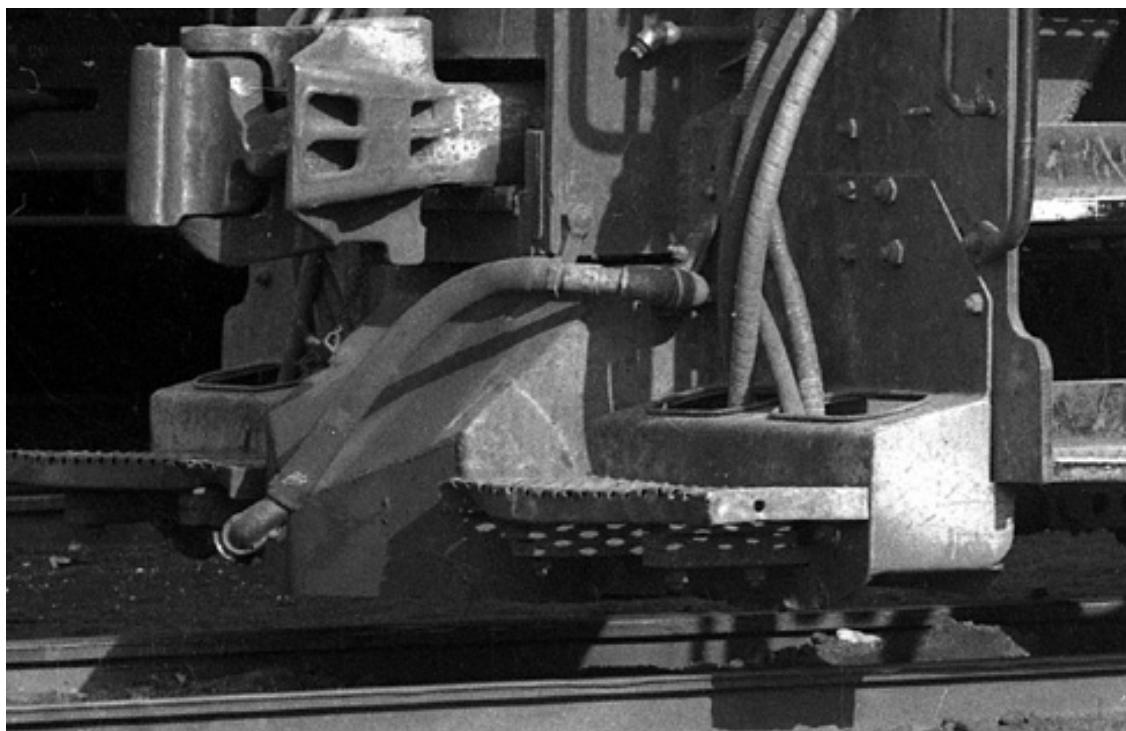
List of parts used:

Detail Associates SA 2206 wire eye pins  
Detail Associates 5655 m.u. receptacles  
Des Plaines Hobbies GP-9 grilles  
Des Plaines Hobbies brass GP-9 handrails and stanchions  
BTS Details 1010 windshield wipers  
BTS Details 1002 3-chime air horn  
BTS Details 1062 drop step  
BTS Details 1058 handbrake  
BTS Details 1054 air tank piping  
BTS Details 1030 speed recorder  
Sunrise Enterprises S-102 cab sunshades  
Sunrise Enterprises S-108 frame mounted bell

Grandt Line Products 101 nut/bolt/washer castings  
Micro-scale S scale decals for the EMD builder's plates and trust plates  
Evergreen styrene, strip, sheet, rod, tubing and clear sheet.  
Detail Associates brass wire  
Plastruct clear plastic rod  
Campbell Scale Models chain  
A-Line No. 29222 silver chain  
Testor's silver paint as primer  
Scalecoat II "D&RGW Old Frt. Car Yellow" paint  
Scalecoat II black paint  
Pactra 'Enamel black paint for touch up  
Testor's Model Master brand silver paint

Adhesives used were ACC gap filling type and Plastruct liquid plastic cement. In addition to the above parts, I scratch-built my own radio antenna, as the ones used on these units were a sort of "pre firecracker" antenna and not like any available. I also formed my own grab irons and coupler cut levers from brass wire.

**Bringing the model up to date:** Fast forward nearly 20 years; I had retired and the 2018 NASG convention was coming up, and I decided to add more detail to the engine and enter it in the contest. I started by adding nut/bolt/washer castings to all the grab irons, but this did not go well at first, as the castings I used from Tichy Train Group wound up being too large. I was able to remove them and replaced them with Grandt Line nut/bolt/washer castings. While handling the model during this stage, I was clumsy enough to break the plastic horn off the cab roof. In the meantime, I had found my stash of detail parts from 20 years ago, and replaced the plastic horn with a BTS three chime horn made of brass. I had never completed the long hood end of the engine, so I added the missing drop step and chain using A-Line No. 29222 silver chain instead of the Campbell Scale Models chain as I couldn't find it in my parts inventory, and the A-line chain matched the Campbell product in size.

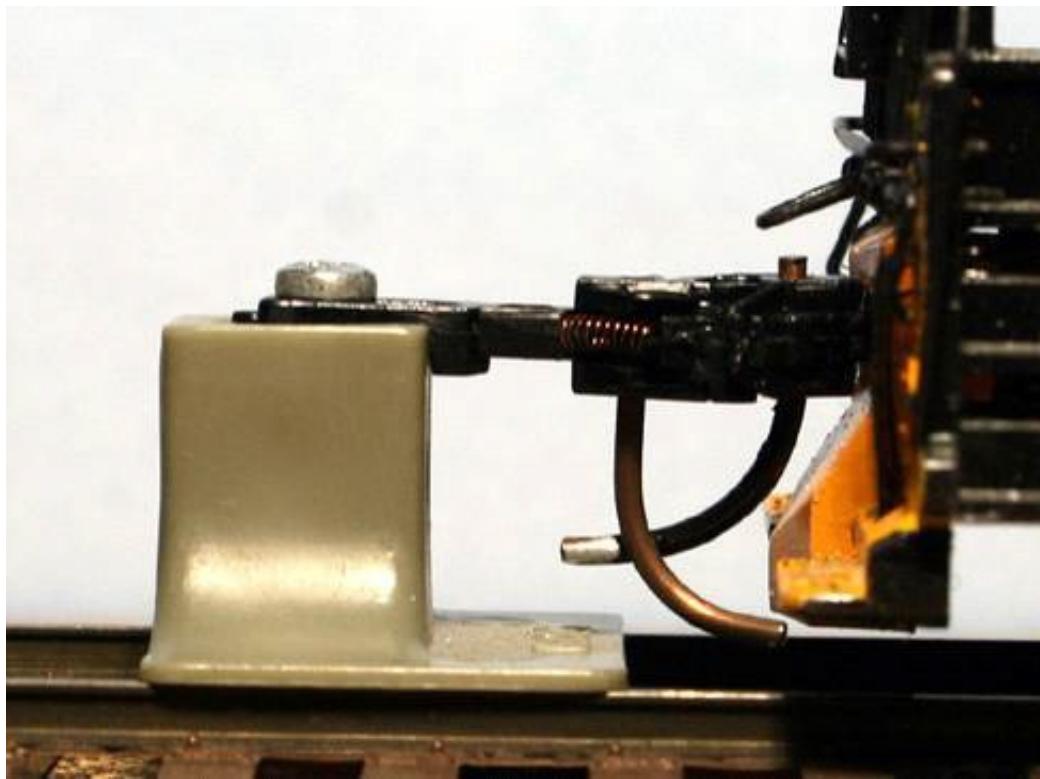
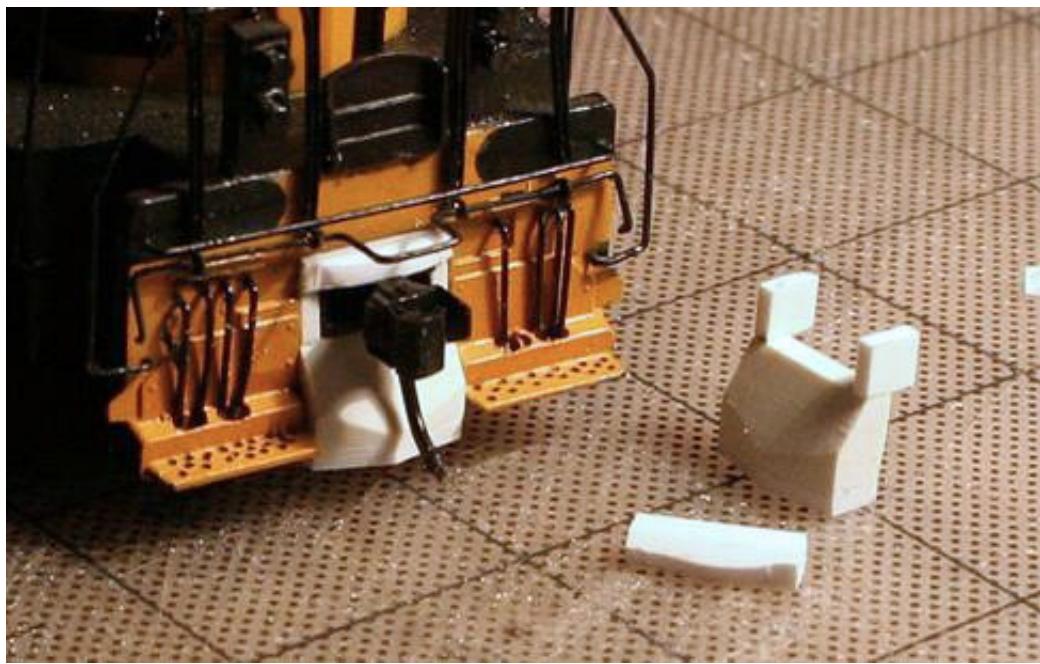


I would like to point out that after 20 years, the part numbers at B.T.S. have changed. What used to be "10--" parts are now "20--" parts. Time marches on!

**The pilots:** One thing that stood out to me was the gaping hole in the pilot under the coupler. The Rio Grande units have a small pointed 'pilot' under the coupler that dips down below the footboards.

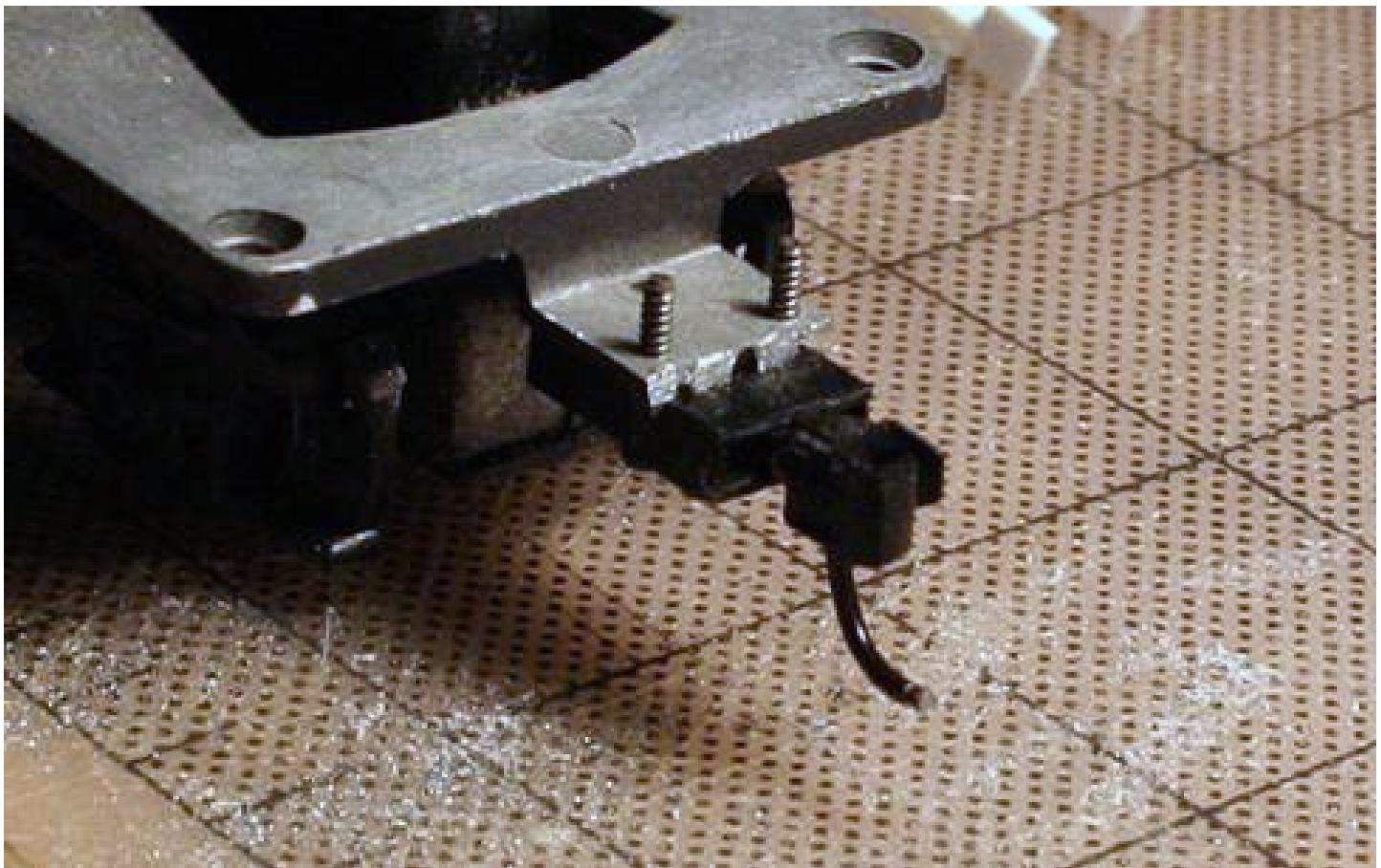
This photo of a Rio Grande GP-9 pilot shows the pointed pilot between the footboards, and you can also see the housing around the coupler, as well as the round holes in the footboards.

I used some Evergreen strip styrene, cutting it to fit and gluing several pieces of .100 x .125 strip together with two pieces of .030 sheet styrene cut to the same size. Then I whittled the block of styrene to shape and used a flat file to get the final shape for a ‘press fit’ into the pilot. Also missing from the model is the housing around the coupler. This was also replicated from strip styrene filed to shape and glued to the model.



The Kadee trip pins were bent to clear the new pilots so they would not interfere with coupling. I use the Kadee trip pins on my models, painting them black with silver tips to represent air hoses. Those who cut their trip pins off say the real railroads do not have large magnets between the rails or under the ties to uncouple cars. Those who use them counter that you don’t see a flag pole coming down out of the sky to uncouple cars either. I would rather use under the track magnets and avoid possible damage to my models by an ‘uncoupling device’. I do not apply air hoses as general rule as they interfere with coupler operation.

The mounting holes for the Kadee coupler pocket made the coupler stick out too far. By butting the lip of the coupler box up against the metal tongue of the chassis I located and drilled new holes for the Kadee coupler boxes, and tapped the holes to receive the Kadee screws. I then cut the tongues back to clear the inside of the body so I could build the housing around the coupler. The only way to remove the body now is to remove the screws from the couplers and pull them straight out first.

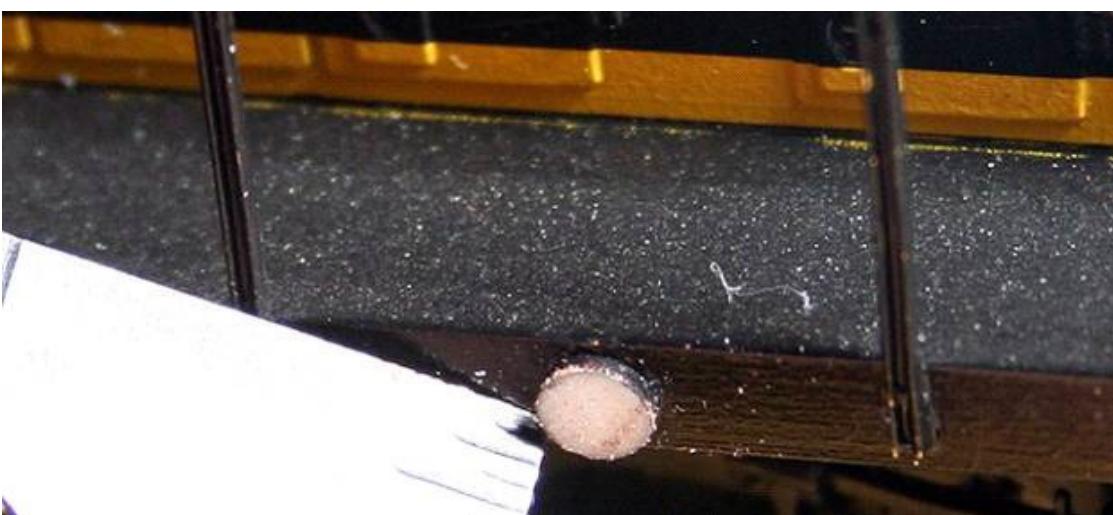


This photo shows the relocated Kadee 802 coupler box. I nipped off the screws so they would not stick up so far.

The D&RGW placed small circular reflectors along the side sill, 6 to each side, about 6 to 8 inches in diameter. I used some 1/8 inch diameter Evergreen plastic rod for the reflectors, using a Northwest Shortline ‘chopper’ to cut many discs, then sorted them out until I had twelve discs about the same thickness of a scale 1 to 1.5 inches. It was my intention to make decals to fit the plastic rod, however my Alps printer went down for the count when I tried to use it after a long layoff, so I settled for the brightest red paint I could find. Using photographs as a guide, I placed six reflectors on each side of the unit. After the discs were glued to the model and painted, I thought they were too thick compared to the real thing, so I took a flat needle file and filed them down until they were all a scale 1 inch thick. I then repainted them black first, then red.

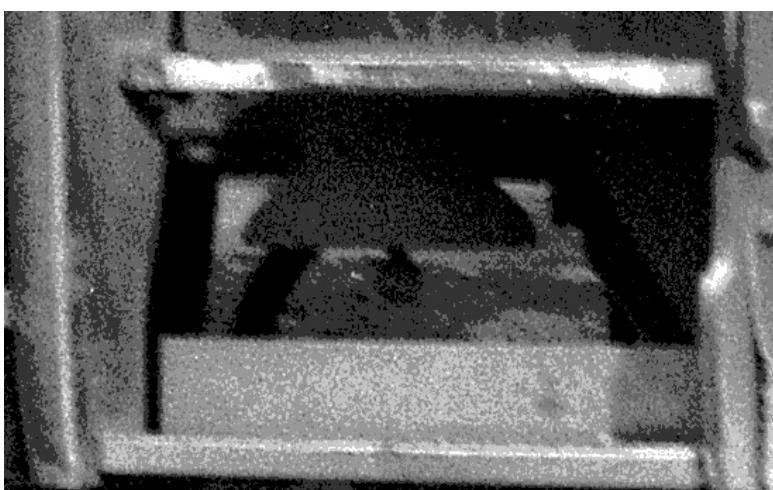
I also added the round casting for the mechanical emergency fuel cut-out, located by the sight glass, by

cutting slivers from a piece of Evergreen 3/32" tubing and gluing them in place on the frame by the sight glass. After the glue had set I drilled a small hole in the center of the tubing and inserted a small piece of brass rod. I then painted the piece of tubing red as per the prototype.





This photo shows the reflectors with the fuel filler, sight glass and mechanical fuel cut-out. The small square painted red at the bottom of the sill on the right is the electronic emergency fuel shut off.



The bell presented a problem. Where was it located? A search on the Internet found the answer; on GP-7s and GP-9s, the bell was mounted under the frame up behind the pilot on the engineer's side. I took a look through my collection of negatives, and finally came up with a negative that showed where the bell was;

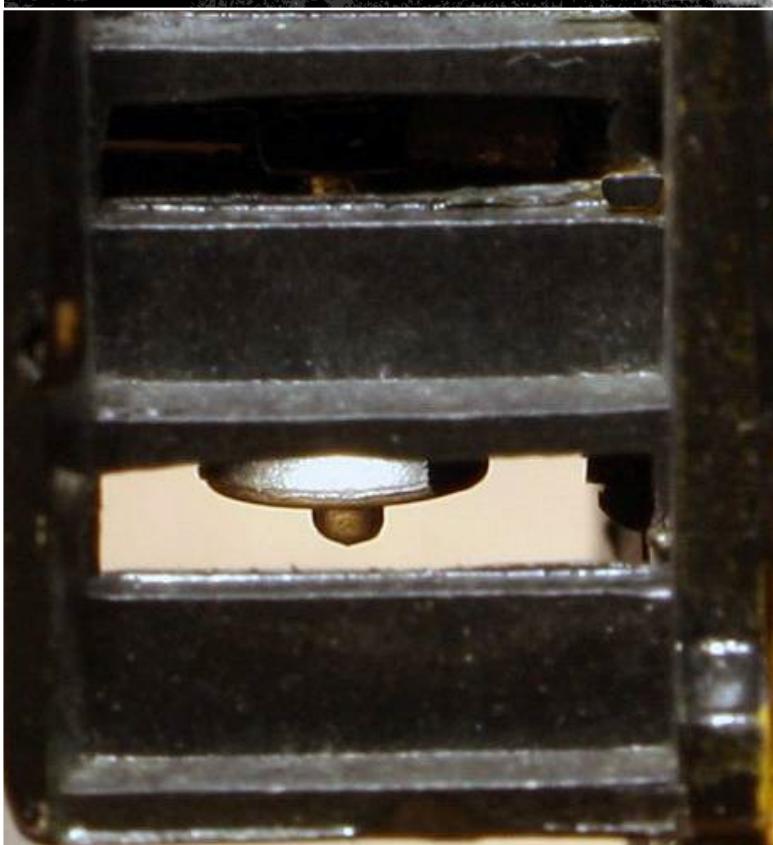
I had a package of Sunrise Enterprises S-108 frame mounted bells in my parts supply. I had to cut two small blocks of styrene and glue them to the bottom of the body with liquid plastic cement, and use ACC to glue the bell assembly to the styrene to get the bell lowered to about the same as the prototype;

I painted the styrene blocks and the white metal part that holds the bell in place black, and left the bell and clapper unpainted, since most bells were not painted.

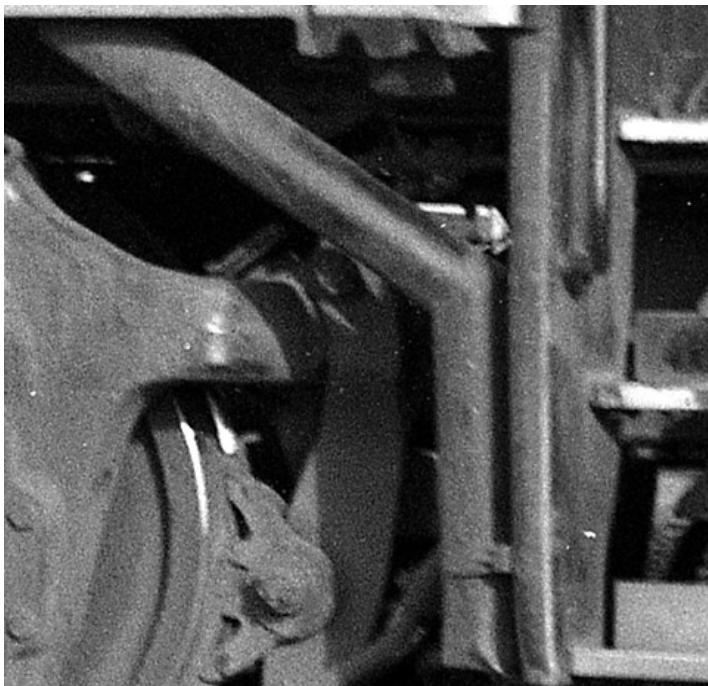
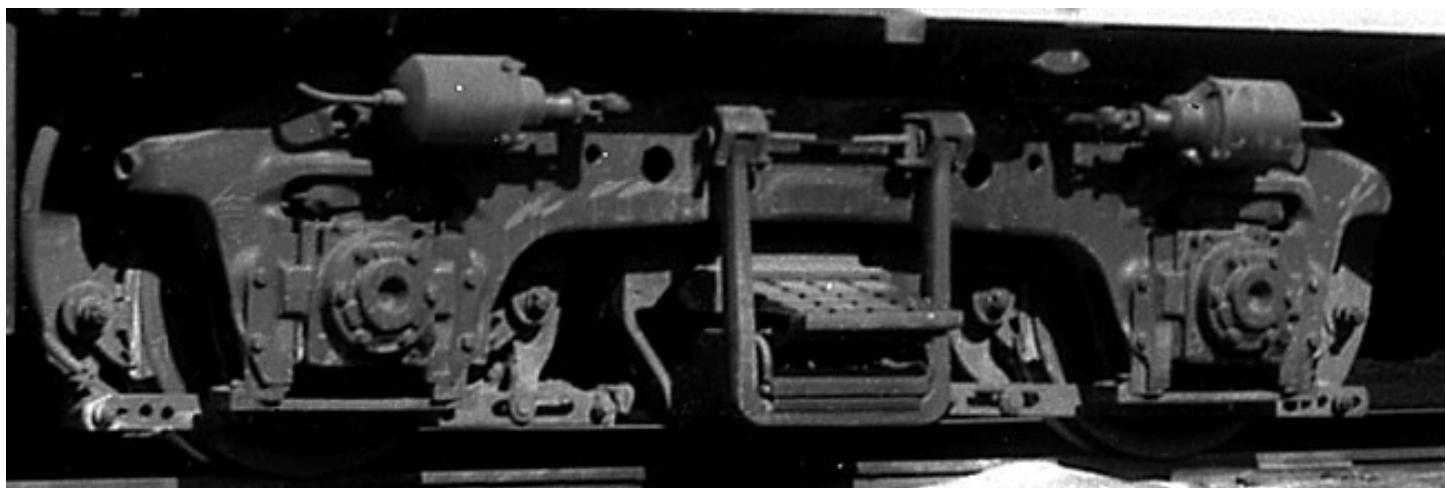
I added the brake lines between the brake cylinders on each truck and also added the lines for the sanders. (See next page.) In doing research on these, I found that the sanders were only on the wheels of each truck next to the steps, so I added brass wire to simulate the sanders on both trucks. The wires were painted black before the trucks were weathered.

Above is the prototype truck with the sand hose to the left and the air line connecting the two brake cylinders, and the model is on the next page.

There are two other details along the frame that stand out to me and had to be modeled. One was the drain pipe for the toilet, which was

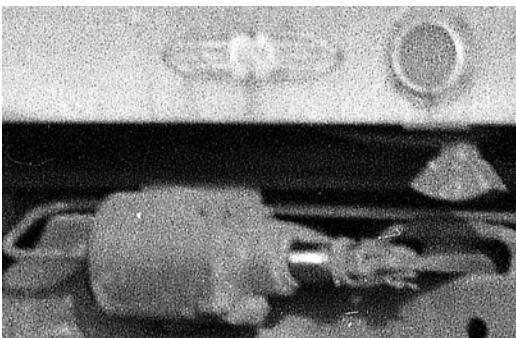


located in the short hood. It is located on the engineer's side and empties out next to the bottom of the steps. Below is a crop of a negative of unit 5943 taken at Salt Lake City, Utah on February 19, 1967 by H. N. Proctor showing the pipe.



I used some Evergreen 3/64" diameter rod to represent a three inch pipe and cut two pieces to form an angle similar to the photograph. I glued them together, then glued the vertical piece to the steps and angled the other piece in behind the frame. The piece does not touch the chassis so the body can be taken off for maintenance.

The other detail I wanted to model was the inspection lights over the front truck. There is one light over the truck on each side of the unit, just under one of the reflectors and ahead of the builders plate. Once again, this is a crop of a negative of unit 5943 taken in Salt Lake City, Utah on February 19, 1967 by H. N. Proctor. This was after the engine had been repainted in the so-called "switcher" paint scheme.



I replicated these by cutting a piece of 1/16" clear plastic rod. I chucked the rod into my Dremel tool, then put the Dremel tool into its drill press and used a flat file to turn the rod down to about 1/32 of an inch. I took the rod out of the Dremel tool and trimmed it, leaving a 'bulb' at one end. I drilled a hole in the frame of the chassis and secured these with ACC. After the ACC had dried, I painted them black, leaving the end of the 'bulb' unpainted. This way I can light them if I want. Here is the rod after shaping, with a second one in the background.



The photo below shows the drain pipe and one of the inspection lights installed on the locomotive. The inspection light is just below the reflector, under the frame as per the prototype. I circled it in red as it's hard to see. You can also see the speed recorder, brake line between the brake cylinders, sand line, toilet drain pipe, bell, two reflectors, decal for 'F' and EMD builders plate.

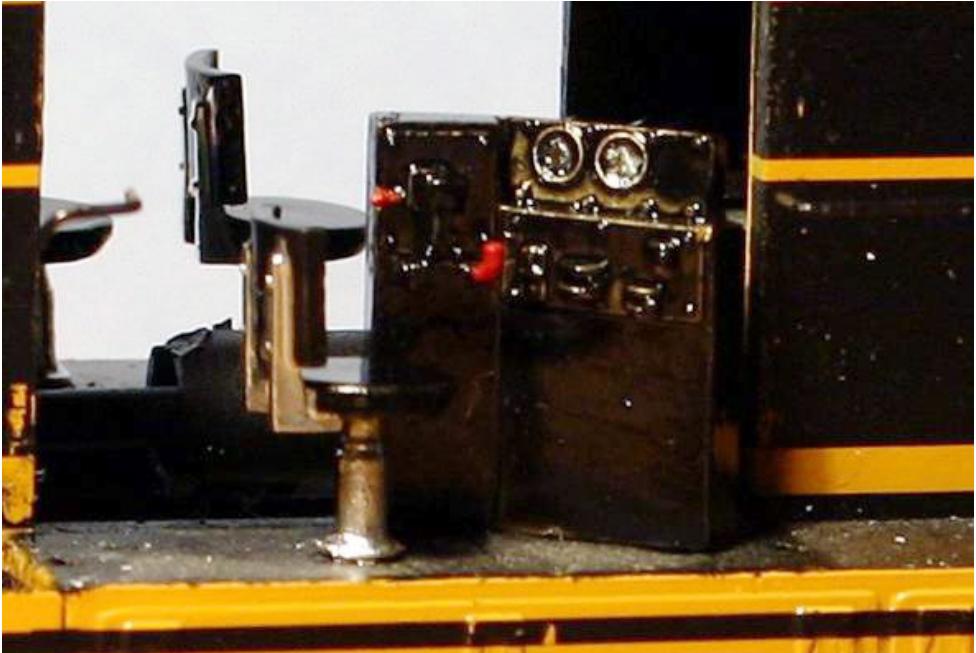
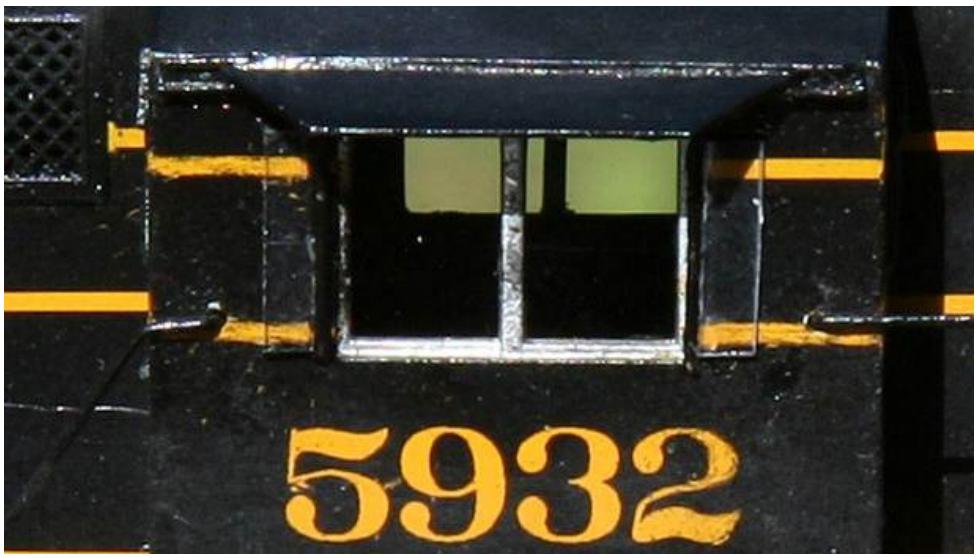


After twenty years of handling, the black paint had worn in places. I used a fine artist's brush to touch up the areas where the paint had worn and where the decals had become scratched.

I added BTS EMD door handles to the cab doors. The Rio Grande units were equipped with wind deflectors on both sides of each cab side window, making four deflectors per unit. I discovered that the BTS wind deflectors were different than those used by the D&RGW, so I made my own from pieces of Evergreen .015" clear sheet plastic cut to size with a Northwest Shortline chopper, and added .020" brass wire to one side. My original intent was to affix these to the cab sides with Detail Associates wire eyepins, but this did not allow the wind deflectors to lie flat against the side of the cab, so I opted to just glue them in place with some ACC applied to the brass rod.



The photo on the left shows the wind deflectors on a Rio Grande GP-9 with the cab window open. Photo taken by H. N. Proctor. The photo on the top of the next page shows the wind deflectors as they appear on the model.



I found a brass cab interior in my parts supply. While the entire thing would not fit in the cab of the GP-9 due to the drive train going through the center of the cab, the seats and control stand would fit. I used a resistance soldering unit to unsolder the seats and control stand from their base, cleaned the solder from them and painted them before installing them in the GP-9. American Models put a section of cab floor on each side for the separate cab to sit on, and this proved to be enough for the seats and control stand.

These are the cab seats and control stand (left)". There are three seats in the cab; one for the engineer, fireman and head brakeman. I painted the brake handles on the control stand red as per the prototype and dry brushed silver on the dials. The throttle and reverser levers were left black as per the prototype.

Besides having lighted number boards, I also wanted headlight lenses that were flush with the headlight openings, and also wanted lighted classification lights. I used Plastruct clear plastic 1/8" rod for the headlights, cutting a piece of rod about 1/2 inch long and chucking it in a Dremel Moto-tool. I used a Dremel drill press, a Variac to reduce the voltage to the Dremel-tool to slow it down so the plastic rod would not melt, and a flat file to turn the rod down, checking frequently for a "press fit" in the headlight.

When the piece of rod fit in the headlight I scribed the rod and snapped it. I filed both ends flat and inserted the piece in the headlight. When I had all four headlights done, I carefully drilled out the classification lights, and

used 1/16" rod for them, once again turning the rod the same as I had done for the headlights. I also filed one end somewhat rounded to simulate the lens of a classification light as shown in the photo below.



**Finishing up:** I removed the window glass, headlight and classification light rods and number boards, and went over the body carefully, looking for worn spots in the paint and scratches in the black decals. I used Testor's Pactra brand black enamel to carefully touch up any areas that needed it. I then washed the body in a diluted soapy solution and dried it. After the body was dry, I applied a thin coating of PBL Star Brand paint gloss. This did an excellent job of blending the different blacks together and making the brush strokes disappear. Then I began final assembly by reinstalling all the rods and number boards, the front and rear windshields and the wind deflectors. I used PBL microscope slide cover glass for the glass on the side cab windows, cut to fit with a PBL scribe. I painted the gear towers and the underside of the chassis black and put the body back on the chassis.



I weathered the trucks, air tanks and body with chalk powder, blending three different colors for "sand", "grime" and "earth", using an emery board to make powder from pieces of chalk, which were brushed on the model.

The engine now looks like it's earning its keep, but is still well cared for, just as the prototype would have been right after delivery. With all the tunnels and harsh climate the Rio Grande ran through, it did not take long for a 'factory fresh' paint job to get dirty. I choose not to seal the chalk weathering on my models. If it rubs off, I just add more, and the weathering changes just as it does on the prototype.

I was quite surprised at the 2018 NASG convention when my model took First Place, Best in Class and Best in Show in the Craftsman Class. I enjoyed the many hours I spent building this model. I wish to thank American Models for producing a fine model of a GP-9 and providing it in scale and undecorated for those of us who like to paint and detail our own models. I also wish to thank Southwind Models, Bill's Train Shop, Sunrise Enterprises and Des Plaines Hobbies for producing the parts we need. Without them, this model would not have been possible. I already have plans to build a GP-7 with a long hood from Des Plaines Hobbies and other parts. I hope to take a lot less than 20 years to complete that one!



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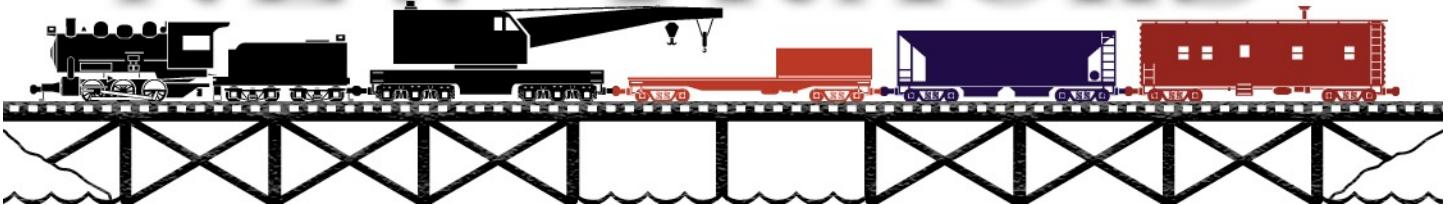
# The O Scale Resource Magazine

We're putting the "modeling" back in Model Railroading!®

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# NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

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



**"New Tracks" is the longest running series of Articles about Mentoring for Modelers.**

### "New Tracks" Announcements

I am extremely proud that this magazine has allowed me to continually publish the "New Tracks" series for over four years. Thank you to Amy and Dan Dawdy and all the outstanding modelers who have allowed me to include their profiles and their modeling for you to enjoy and learn from. Also, thank you to all the people who have given me help including ideas, contacts, and overall guidance over the years that have helped immeasurably in producing the articles. It has been great fun and a fantastic journey for me to meet all of you I have written about, and to hear reactions from readers of this magazine.

Now moving into our fifth year, I look forward to many more years of being able to continue "New Tracks" with your continued help. Join us and let's see just how far we can go together traveling down some "New Tracks".

"New Tracks" Zoom shows are the original ground breaking, weekly live streamed, modeling shows, where mentors help modelers build better. It is a unique, always different, non-judgmental, and fun experience.

I am proud to say that the "New Tracks" Zoom shows have provided live mentoring at least once a week for over two years this month.

As with my articles, I want to thank a lot of people. First are the volunteer members of our management team, both past and present, who help produce and run our shows. Their help, advice, and commitment to our shows is something I will never be able to repay. Saying thanks does not even come close to how much I appreciate all their involvement and help.

Also special thanks to Amy and Dan Dawdy for putting up with me and offering their help, as well as all the outstanding modelers who have participated and shown their modeling for you to enjoy and learn from on our shows. Further, thank you to all the people who have given me ideas, contacts, and overall guidance over the years that have helped immensely in developing the shows. The shows have been great fun and a fantastic journey for me to meet all of you and hear your reactions about the shows.

Now moving into our third year of our “New Tracks” live weekly Zoom shows, that have recently expanded back to twice a week, I look forward to many more years of being able to continue, and even grow them further with your help. Join us and let’s see just how far we can travel together down some “New Tracks”.

### **“New Tracks” Press Release**

Starting June 2, 2022 at 7pm Eastern Time “New Tracks” will offer a new live stream bi-weekly series every Tuesday on its YouTube channel. The show is called Modelers Lifestyles. These shows seek to document model railroading in the early 21<sup>st</sup> century, by looking at the modeling and contributions our leading modelers have made, and are still making, to our hobby.

The shows will introduce you to a talented creative modeler each week and hear him/her talk with some friends about their life in model railroading, tell their stories and modeling experiences, and give opinions and suggestions to help all of us improve our modeling

Some of these modelers you may have heard of 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](#) and ring the bell to get notification of all of these shows and meet some of today’s really great modelers in our hobby.

Our first guest modeler on June 2, 2022 is Allen Littlefield. I have had the honor to know Allen and have seen some of his outstanding modeling in On30. Allen is not only a modeler who needs to be listened to and learned from, he is to be recognized as a major artist, historian and promoter of model railroading, and On30 modeling.

### **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 volunteers who make our programs possible. But as our show’s audience continues to grow and as 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, owner of this magazine**

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



1. Martin Brechbiel:  
[Martin.Brechbiel@newtracksmodeling.com](mailto:Martin.Brechbiel@newtracksmodeling.com) - O Scale:  
Styrene scratchbuild  
of a Riverside Oil  
Co. tank car.



2. Greg Cassidy:  
[Greg.Cassidy@newtracksmodeling.com](mailto:Greg.Cassidy@newtracksmodeling.com) -  
HO Scale: Build of  
Conowingo Models  
Flatbed Doodlebug.



3. Jeff Jordan:  
[Jeff.Jordan@newtracksmodeling.com](mailto:Jeff.Jordan@newtracksmodeling.com) - O  
Scale: Conversion of  
a Tamiya Japanese  
Navy Komatsu G40  
Bulldozer into a US-  
built bulldozer that  
was used by the Rio  
Grande Southern to  
clear tracks of snow.



4. Left: Alan Rogers: [Alan.Rogers@newtracksmodeling.com](mailto:Alan.Rogers@newtracksmodeling.com) – O Scale: 1930's build of St. Mary Star of the Sea Catholic Church in Ocean City Maryland by [newcreationsvictorian.com](http://newcreationsvictorian.com).



5. Above: Bill Stimson: [Bill.Stimson@newtracksmodeling.com](mailto:Bill.Stimson@newtracksmodeling.com) – N Scale: More from his scratchbuild of Thomas Yorke's Frijole Flats buildings using styrene and spackling for plaster.

6. Right: Rich Wolfanger:  
[Rich.Wolfanger@newtracksmodeling.com](mailto:Rich.Wolfanger@newtracksmodeling.com) – HO scale: Kitbash of a Playart 0-4-0 into something more back-woodsy. Rich said he liked the look of the wooden cabbed Forney's and wanted to replicate that on what he had available to work with.



Our monthly “New Tracks” MY BUILD segments are the opportunity for viewers to have their work featured. They can show their latest project, discuss their modeling technique, or 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, the publishers of this magazine. The MY BUILD is moderated by Chris Coarse, an excellent modeler and owner of Conowingo Models.

If you want to participate in our next monthly My Build, send your model photos with a brief description and your name to Chris Coarse, [Chris.Coarse@newtracksmodeling.com](mailto:Chris.Coarse@newtracksmodeling.com). The next MY BUILD segments are scheduled for June 29, and July 20, 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 Tracks” Saturday Scratchbuilding Workshops**

These Saturday afternoon (1pm Eastern Time) Scratchbuilding Workshops resulted from comments I received from modelers, and are structured like our popular BUILD ALONG segments on our Wednesday Evening “New Tracks” shows. These Saturday shows are designed to show modelers HOW to scratchbuild or kitbash a model and opens up totally new modeling opportunities for model builders of all skill levels. I personally believe that scratchbuilding is one of the most creative parts of model railroading, and I think you will agree if you try it. Here is your opportunity to work with skilled modelers to learn how to do it. This short 1 minute video shows what the Scratchbuilding Workshops are all about: <https://youtu.be/aKmQxRv1FVg>

You can learn the steps, skills and techniques involved in scratchbuilding a model in any scale you want. There are no kits to buy, only the needed scratchbuilding supplies, so cost is at a minimum.

Kris Blackmarr, moderator, and show guests will guide you through the complete scratchbuilding process, one small step at a time. After all, that is what mentoring is all about.

If you are a beginner, join in and experience the thrill of building a scratchbuilt or kitbashed model and being able to say, “I created and built that!”.

If you are a more experienced or advanced modeler, join in and offer your advice and knowledge to less skilled modelers, and even get some fresh ideas yourself.

The shows will be live streamed and recorded on our [YouTube Channel: New Tracks Modeling](#). Please subscribe so you do not miss any shows, and so you can refer to the information later if needed. I hope you join us and help make this new project a success. Any ideas, contact me at [jmkellow@newtracksmodeling.com](mailto:jmkellow@newtracksmodeling.com).

### **New Weekly Wednesday Show Segments**

#### **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 BOD and as Superintendent for one NMRA Division, AP chairman for three Regions, and Contest Chairman for two Regions.

I believe, at its core, mentoring is best done one on one at a local level with a talented model builder who can guide a person in learning the skills, techniques, and 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 Hobby Store:** Sponsored by the National Retail Hobby Stores Association (NRHSA).

I recently talked with the National Retail Hobby Stores Association and wrote an article for their publication called "A Modelers View" where I talked about the importance of modelers for the Hobby Shop Industry and the issues that we both, modelers and hobby shop owners, have in common. It was published in the Association's October, 2021 Member only Magazine, "Hobby Merchandiser". It was very well received, and I have already scheduled some of their

members on future shows. Two of the first members were Mark Poggendorf owner of Poggies Trains, and Steven Elliott, a member of the NRHSA Board of Directors and owner of Fundemonium Hobby Shop on February 9, 2022. These discussions resulted in this new segment.

Starting October 19, 2022 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 both a modeler, manufacturer, and hobby shop owner, who not only has a brick and mortar store in California, but also attends, as a vendor, many of the train shows throughout the Country, makes him well suited to lead these discussions and provide his insights into the problems and issues facing both the hobby shop industry and modelers. While I live in Florida, I use Poggies as my local hobby shop. Great service, knowledgeable personnel and competitive prices. I can not go down the street to the store, but for me, Poggies is next best thing. Who knows, you also may find a new source for your modeling products from this series.

This segment will provide a forum where modelers and hobby shop owners can better understand each others' 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 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).

### **Meet a Modeling Inventor**

On our Show June 15, 2022 Peeyush Garg of the LocoFi™ Team will be our Modeler/Inventor. He will discuss the features and capabilities of his LocoFi™ control system. In addition, he will sponsor a random

drawing for one viewer of the show to win one of the latest versions of his product. This is a great opportunity to meet and talk with the inventor of LocoFi™ and maybe win one for yourself. You can take your LocoFi™ equipped locomotives and operate on any DC or DCC powered layout without changing a thing.

I hope to expand this segment to include other modelers/inventors and their products. If you are interested in sharing your inventions with us, please contact me at [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

## Remote Switching Layout Operation

On July 13th, Heath Hurwitz will show us his small, 48" x 10" switching puzzle he calls Human City 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, all while seeing it 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.

Join us on July 13th 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” shows introduce modelers to talented experienced modelers who could become your mentor or at least give you ideas to improve your modeling and confidence to try new techniques. 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.

## “New Tracks” Build Alongs



Our "Build Along" Modeling Experiences give you a personal mentor. Join in a great learning experience.

### [Conowingo Models: THE KELLOW STATION](#) in HO and O Scale

Starting May 25, 2022 Chris Coarse, owner of Conowingo Models will be building one of his new kits on the New Tracks Build Along segments. There will be four segments in total for this build.

The kit is called “KELLOW STATION”, and it was named after me! What a great honor to have your name on a model kit!! Thanks Chris. Chris

said that since I am a trolley modeler it will be a trolley station. However, the kit should be open-ended enough to allow for several variations.

There will be a \$10.00 discount off of the regular price of the HO kit. Use the discount code jimho. For the O scale kit, there will be a \$15.00 discount off of the regular price. Use the discount code jimo. So buy the kit and join us for this fun build!

Both kits feature V-cut shingles from Rail Scale Models, Tichy doors and windows (which vary by scale) and a full-length ridge beam with rafters.

## Banta Models



Starting June 1, 2022 Bill Banta owner of Banta Modelworks will start a “Build Along” of his Banta model On30 Caboose kit.

Laser cut wood caboose conversion. Fits Bachmann 18ft On30 Flat Car. This kit is all laser cut wood and laser board. Includes wire and bending fixtures. Based on a caboose from a logging railroad, its really a cool looking addition to your fleet. Like all of our kits, its a fun build backed up by our no questions parts replacement, you break it, missing or lost, the dog eats it, no cost to you.....

This is the first On30 scale BUILD ALONG we have done. It is the result of comments I have received asking what is involved in using a HO scale chassis from one manufacturer, in this case a Bachmann 18' flat car, and using a O Scale body kit from another manufacturer, in this case the Banta Modelworks Caboose kit, and building an On30 scale model. This may sound complicated, but Bill will show you how easy it is. Here is your chance to find out how On30 narrow gauge models are created and why On30 has become a significant part of O scale modeling. Bill Banta is offering a 20% discount off his Caboose kit to New Tracks” modelers who BUILD ALONG with him on their orders specifying it is for “NEW TRACKS” May 1, 2022 until June 15, 2022.

## CAD BUILD ALONG

Starting July 13<sup>th</sup>, a Two Step Modeling BUILD ALONG with Earl Hackett

Step 1. A CAD produced Model BUILD ALONG using a free downloadable CAD program to produce the parts needed to build the model. Earl will present either Fusion or Onshape pending the outcome of his comparison of the two applications.

Who is Earl Hackett and what is this all about?

Earl answers: “I have been a scratch builder most of my life. I've also been using CAD systems since AutoCAD v1.0 that I used to design our current home.

Years ago, I made CAD models just to get dimensions for a model, but with the improvements in 3D printing, CAD has taken on a much more important role. The models I produce on my Elegoo printers are as good as any injection molded commercial models. I believe the thing holding people back from using this technology is the startup cost, particularly the cost of a CAD system that they may not be able to figure out how to use.

Whenever we have a NMRA division meet and I give a presentation or show my latest model, I'm usually asked what CAD systems are available for hobbyists. My recommendations for a free CAD program are either OnShape (out of the UK), or Fusion 360 from AutoDesk. Everyone I know who tried them came away frustrated, unable to produce anything useful.

Therefore, I came up with an idea for a series of presentations that would document me learning how to make Fusion 360 or Onshape work, and finishing with the construction of a small model of a short deck girder bridge.

This presentation would be very different from the usual tutorials. Those I've seen are given by one of the program developers who goes so fast you can't understand what he's doing, or they skip over some little, but critical detail, because 'everybody knows that'...

Since I'll be learning the system along with everyone else, it certainly won't be going too fast to understand, and critical details will certainly be pointed out. Think of it as a digital "BUILD ALONG".

I told Earl loved the idea. I think this will be exactly what many modelers, including me, need to see. It is how a mentor would do it – slow and detailed. I also liked the idea that the CAD program would be free.

But most of us do not have a 3D printer, so how do we get our CAD items printed? No problem, Earl will discuss this and we have some ideas we are discussing. Of course, Shapeways is the most well known custom printing house. However, here in Wilmington, there are dozens of home businesses that do custom printing, but most use filament extrusion printers that are useless for detailed models. You have to shop around to see what's available. I'm sure that is the case in most towns in the US. You could probably find another model railroader with one in your area. Plus, if a viewer wanted to purchase one, the prices have come way down. Here are prices for Elegoo printers on Amazon:

Mars 2P:	\$299	print volume 129 x 80 x 160 mm
Mars 3:	\$349	print volume 143 x 89 x 175 mm
Saturn:	\$499	print volume 192 x 120 x 200 mm

Earl and I will give more information about what will be involved in this Build Along on the June 8, 2022 Zoom show. Please join us and have your questions ready. Then Earl will start the CAD BUILD ALONG program on the July 13, 2022 Zoom show, and continue the segments every two weeks to make sure that everyone has sufficient time to complete each task. Each show will be 30 minutes and we encourage questions.

### Step 2. Get the CAD parts printed and build the model.

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

Once we get the parts, Earl will build the bridge and 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 4 shows.

### Card Model with Paul Egri and John Thomas Reynolds

Starting July 20, 2022 a Build Along of a Paul Egri Card model by John Thomas Reynolds. The FREE model can be downloaded as of June 15, 2022, in any scale from our website [newtracksmodeling.com](http://newtracksmodeling.com). There will be a presentation on our June 15, 2022 Zoom meeting about this Build Along. Don't miss this as you will find out how to do the scaling and downloading of the model along with tips to help you get started.

The model on our website is in HO scale so you will need to use the provided scale chart to download it into your preferred scale. If a modeler wants to customize the model with different signage graphics, please contact Paul Egri at [Paul.Egri@newtracksmodeling.com](mailto:Paul.Egri@newtracksmodeling.com) and he will work with you to provide your needed graphics. Again, Paul is doing this for FREE. Any questions for John Reynolds about the Build should be sent to him at [John.Reynolds@newtracksmodeling.com](mailto:John.Reynolds@newtracksmodeling.com). If you have never built a Card model, this is your opportunity to learn from a very talented modeler how it is done.

### **Sea Port Model Works**



Starting August 17, 2022, Bruce Nickerson, owner of Sea Port Model Works, will start building his 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 Tracks 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 which would 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 as 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**

Starting August 24, 2022, Arron Piotraschke, owner of Apogee Locomotive Works, will build one of his (ALW) locomotive kits in a BUILD ALONG. More information will be provided soon.

### **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 assembles 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 & 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. There will be a 15% discount off of the price of the kits for "New Tracks" modelers between August 15th and September 30th when the code word ALTON Is used. More information will be available on this project soon.

## Narrow Gauge Modeling Company (NGMC)

Starting October 5, 2022, Kevin Macomber owner of the Narrow Gauge Modeling Company (NGNC) will begin a BUILD ALONG with Martin Breckbiel MMR of one of his Wagon kits. More information will be available soon. Please see the information below about Kevin's company.

NEWS RELEASE: Narrow Gauge Modeling Co. is pleased to announce the acquisition of Grizzly Mountain Engineering O Scale wagons. This new product family makes NGMC the largest provider of horse and people drawn wagons in the hobby market place. With over two dozen designs including Globe Circus and others, this will permit the expansion of a very broad range of wagons for all applications including freight, transportation, circus, military and others. Wagon drivers from our McKenzie Iron & Steel line that is being released March 1<sup>st</sup>, will further complement these.

Wagons start with V201, but there are many more not shown.

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



**Merry Christmas Modelers. Thank you Alan Rogers. Read below:**

## 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 for 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 the 1st and ending December the 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)."

## **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.

These programs are providing modelers their own personal mentor. 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 and 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 2022 and beyond. I have several scheduled so far, but if you are interested, please let me know. Remember, a model builder can select the dates, manufacturer, and specific kit they want to build. A manufacturer can build his own kit, provide a model builder, or I will find someone to build their kit. Contact me at: [jmkellow@newtracksmodeling.com](mailto:jmkellow@newtracksmodeling.com).

We have several other regular modeling segments on our Zoom shows:

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

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

July 6, 2022 Pat Rivard and Paul Hurly will do a segment "Making Coniferous Trees". This will be a 40 minute DIY PowerPoint presentation by Pat and Paul where they will share their easy-to-follow six steps to build realistic foreground and mass planting coniferous trees in O and HO scale. They will show how to use a variety of tree branch materials to recreate species that are seen throughout North America.

You may never have shown your modeling before in public for a variety of reasons. I assure you will enjoy and benefit from participating in these segments. If you would like to discuss your idea, contact me via email at [jmkellow@newtracksmodeling.com](mailto:jmkellow@newtracksmodeling.com) or if you want to call me, you can get my contact information off our website.

### **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 be building 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 and remind all of us what modeling used to be like.

The first two segments had Martin Breckbiel, MMR building a Van's Car Shop and a Train Craft kit. If you have an old kit and want to participate, let me know at: [jmkellow@newtracksmodeling.com](mailto:jmkellow@newtracksmodeling.com).

Now, let's meet some modelers. I met this modeler on one of my Zoom shows and was fascinated by his elevated subway. I think he is a very unique and creative modeler.



### Bob Davidson

Bob Davidson Cicero, New York is originally from New York City (born in Brooklyn, raised in Queens), and when I was a kid (late 50s) my Dad got me a small Lionel 027 set. Just an oval with two switches for a crossover and a 1033 transformer. My cousin had a much larger O scale layout in the basement of his apartment building in Jackson Heights, and Les was quick to learn a lot about control circuitry and other fun stuff, which he shared with me. Soon we had set up an automation system using latching relays to set occupancy blocks, throw switches, and control locomotives. Along with running the model trains, one of our favorite activities was riding the subway – visiting as many stations as possible on a single token (10 cents).

Like so many of us, the trains eventually were packed in boxes, and after a move to Lynbrook, NY (Long Island) and a brief set-up in a low-ceilinged attic, the trains were stowed for good. I still loved to ride the subway, and for a while I could watch the New York Mets play at Shea stadium from the platform of the 7 train station beyond right field.

College took me to Brockport, NY and a degree in theatrical design and technology. I then worked as a carpenter at the Alley Theatre in Houston, TX, and after getting married in '77 went to Milwaukee, WI to be the Technical Director and Instructor of Theatre at UWM. In '79 we moved to Syracuse, NY where I was Production Manager and Associate Professor of Theatre at Syracuse University until 1985, when I started a design and fabrication company with a former student, primarily working in the theatrical industry. After several years we transitioned to become a full-service exhibit company, serving both the trade show and museum sectors ([www.exhibitsandmore.com](http://www.exhibitsandmore.com)).



*Photo shows a stock Atlas lumber yard kit, with paint and details to create a much more realistic look. I used fine sawdust to give texture to surfaces.*



*Another stock kit—this one from the Kibri factory complex series. Again, subtlety is the key to realism.*

Working in both the theatre and exhibit worlds has given me extensive experience in all phases of fabrication (wood, metal, plastics) as well as painting and lighting techniques, electronic controls, and more recently interactive technology.



*The next two photos show the work-in-progress on my elevated NYC subway line. Components are mostly from ITLA kits, with some custom modifications. Conduits and electrical cabinets are practical and contain components and wiring for control of the train.*



Back to modeling... A few years after starting my company I once again got the itch to return to model railroading. I attended several shows, and through a wonderful train shop in Syracuse (Central Hobby Supply — unfortunately now closed), I began assembling parts for a new HO scale layout. So many new things to learn – this was the beginning of multiple-train control (I had an On-Board analog system) and being able to build cars and structures was serious fun. This first layout was 12' x 16', and if memory serves me right, it came out of an Atlas layout book.

Being self-taught, I concentrated on out-of-the-box models which I modified with details and finishes to give them more of a realistic look. Many of the scenic techniques I used in theatrical scenery are transferable to modeling. Weathering with washes, under-painting to give depth to surfaces, French-enamel-varnish techniques, all lend greater realism to the models I build. One thing I concentrate on is achieving a realistic level of detail (specifically weathering). All too often, in my opinion, modelers go overboard and structures or rolling stock take on a cartoonish look. Anyway...

Two moves later, I'm now working on a 12' x 8' freelanced layout based on a short line in Brooklyn, NY. One of the highlights of the new layout is an elevated subway (an oxymoron, I know). The main (freight) line uses code 100 and 83 track, and the subway uses hand-laid code 83. The elevated line is from an ITLA kit, finished according to photos I found doing research on the A train line in Ozone Park, NY. I originally designed a control system for the elevated line using components from Circuitron, which worked fine, but after seeing a demonstration of the Motorman controller from Iowa Scaled Engineering on a New Tracks installment, I switched over so that the consist could be better controlled to accelerate/decelerate at end and station stops.

Now semi-retired, I'm enjoying taking the time to do things right (the first time) and learn new techniques. One of my prime tenets is believing that you never stop learning, and that we all have an obligation to pass on our knowledge to the next person. On-line platforms now abound, offering many opportunities to expand your range of modeling. Take advantage of them – I know I do.

You can reach Bob at: [Bob.Davidson@newtracksmodeling.com](mailto:Bob.Davidson@newtracksmodeling.com).

This next modeler won a prize offered by a Manufacturer on one of my “New Tracks” Zoom shows. We corresponded, and out of those discussions, his profile was developed. Please meet a very creative and talented modeler.

### **Jon Stetz MMR 251**



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 4'x8' sheet of plywood on which to build a railroad empire



*Rockwood Colorado, Engine shops on the Durango, Rico and Northern in Sn3.*

with Atlas trestles and wads of newspaper covered with screen wire and Perma-Scene, (a wood fiber material). My dad was a talented model builder, he even cut his own strip wood to build his models. He taught me a lot about how to build and finish models, everything from ships to airplanes and model railroad kits like Red Ball, Ulrich and Walthers over the years I was growing up.



1/35th scale Navy LCVP.



1/35th scale WWII diorama, "Among the Locals".



Rust Sawmill complete in S scale.



Sonny's car lot diorama in O - Scale.



Route 66 Conoco Station Diorama in HO - scale.

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' railroad room in the back end of my townhome 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 after that, 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.

30 years after the original DR&N Railroad was built in HOn3, and with my modeling skills considerably improved since the days of Perma-Scene and green foam, I built a third version of the Durango, Rico and



*Moonlight Motel diorama in HO - scale.*

Northern in Sn3 seen at the 2017 NNGC in Denver.  
(Since dismantled)

I now live in Elgin, Illinois. Recently retired from the US Navy after 23 years of service and was one of the principles of JAKS Industries Inc, a manufacturer of several model railroad product lines, N-O scale, during the 80's and 90's.

I primarily build in S scale for model railroading, but I also build 1/35 WWI & II armor, 1/24th car dioramas and HO scale dioramas. I'm currently building a portable On30 banana plantation to seaport theme railroad.



*The building of my On30 "Punta Cayo" Banana Plantation to Seaport RR.  
[Click here to see the building of this beautiful railroad in The O Scale Resource Magazine.](#)*

You can reach Jon at [Jon.Stetz@newtracksmodeling.com](mailto:Jon.Stetz@newtracksmodeling.com).

I recently saw the modeling of the next modeler and was extremely impressed with the details he includes in his work. Please meet:

### **Daniel Lutz**



I'm retired from EMS I've spent my life doing many jobs such as: Computer Network Consultant, Deputy Sheriff, many different Security Gigs. I have enjoyed many hobbies over the years, plastic military models, RC airplanes, Drone Pilot, model rocketry, HAM radio operator "KN4OTY" photography and of course Model Railroads.

I originally started in the hobby back in the 70's with the 4x8 layout and did some hand laying of track and regular plastic structures. So from there I discovered girls and the hobby went by the side with family and kids taking priority.



*Foxy Roxy's - took extra care to make sure this kept its period feel, windows and stain glass above each door to the silhouettes on the window shades... quite the place to visit.*



*Ashley's Produce Distribution, named after my daughter... each item from the crate of oranges made from seed beads to each rusty panel looked at from every angle.*



*Everything is decaying from the moment its made, some faster than others... oils and weathering pencils.*

This next modeler you will definitely want to meet and get to know about his “Art Form” of modeling.

### **Neil Harwicke**

When did I first start building models? I'd have to say at the age of 5 or 6. I would take cardboard boxes and make forts to house and protect my toy soldiers. As I got older, I started with Revell battleships and planes made of wood. The completed kits contained more glue than the plastic or wood composing the models, but I struggled to complete them.

My father had a American Flyer train set so I took it over and started getting involved building a layout on top of our ping-pong table. It consisted of the ubiquitous oval and a set of switches in the middle connecting the two sides. Plasticville structures were all the rage at the time and dotted the landscape. I tried building balsa structures for it, but I gave up pretty quickly. I didn't have the patience. This was my "Railroad Empire" for several years.

When I moved out of town for graduate school I didn't have much time for hobbies, but I sorely missed the satisfaction of building something, anything! I went to a local hobby shop and found a kit from a new manufacturer, one that I had not heard of. It was FSM's Branchline Water Tank. This was his first kit. Little did I realize it would change my hobby interests for the rest of my life.

Once I finished school and was established in my profession, I had more time to become immersed in the hobby. I tried a small switching layout, but it didn't hold my interest. I found building structures more challenging and satisfying. I bought a copy of George Sellios's *Franklin & South Manchester RR (V.1)* and studied it as if I were going to be tested on it. Almost every page was dog-eared for future reference. I started kitbashing, scratchbuilding and duplicating some of his structures. I then went one step further creating one-of-a-kind dioramas from prototype photos. This is where I am today. I view model building as an art form no different from oil painting, sculpting and the like. I am not a rivet-counter, and prefer building something that is photogenic rather than rigidly following a prototype. However, I do archival research to make sure details in my projects are accurate for the time period of the model.

All of my work is done in 1:87 or HO scale. This was for one reason alone. If I decided to build a layout again, the scale was better suited for my space requirements. I primarily use bass and balsa wood including clapboard and batten board sheets. Styrene is used on occasion when I feel wood would not suffice. I pick projects that I am interested in for one reason or another. It might be because it looks particularly challenging, something I have not tried before, or it has an impact on me aesthetically or emotionally. I often find pictures on Shorpy or other historical Internet sights that serve this purpose. Choosing a photo of something that does not particularly strike me is a guarantee that my construction project will never be completed and wind up on the orphan shelf.

I learned mostly by trial and error in my early years. When I was younger, the Internet was not available. When it was, I joined several blogs. Most modelers will share their secrets. Seeing veteran modelers in action is a wonderful way to learn and get feedback on projects (if you ask). I try to remember modeling is supposed to be relaxing and enjoyable. There is an old saying, "Sometimes your avocation can become your vocation.".

If this is the case, we will all burn out quickly. I take my own pictures with a small digital camera. I don't have a large, 4lb. mega-pixel behemoth hanging from my neck. Taking clear and focused pictures has been a problem for me. Getting the right lighting comes with practice. I am still working on this. Good photos are necessary to showcase the hard work that goes into our modeling. Decent photo editing software and apps are free on the Internet, or you can buy them for a modest price. I have two on my computer. They can make the difference between a fair shot and a great shot. Like many other things in life, a good presentation can add interest and professionalism to anything you build

Generally speaking, there are four methods of making a model:

Basic kits (plastic, laser cut, Wood etc.). These can be for beginners or experienced modelers. My advice to those who are interested in learning how to build models would be to start with these kits. They are abundantly available on the market. Again, find structures that interest you so you won't become frustrated and give up if you have difficulty with construction.

Kitbashing is when you use different kits (or additional sources) and combine them to make a unique or larger structure.

"Craftsman" kits are much like scratch building, but you are given all the material and instructions you need for a complete model. They typically consist of wood, laser cut parts (and other materials), castings and entail measuring and cutting components to fit the included plans.

Scratchbuilding is where you are totally on your own; buying wood and other materials, finding plans from a magazine, or using photos as a guide.

Which method to start with is not carved in stone. It depends on your skills and interests. One of the benefits of not having a layout is you can build structures from any era and not be limited by a specific time period. Using the Internet seems to be the way to go today for beginners and the rest of us too. To name a few, YouTube, manufacturer's websites with tutorials, and of course modeling blogs can be a great sources of information. They cover structure building and the all important weathering which give any building character.

As a mentor I can be of help to you in the following areas:

1. Building wood structures
2. Styrene structures
3. Kit-bashing plastic/resin kits
4. Scratchbuilding
5. Research for historically accurate details
6. Working from a photograph

Here are three pictures from my website that I selected to illustrate important modeling points. (These are my opinions and may not be agreed upon by my fellow travelers.)



*This picture shows two interesting points. Groups of buildings can be more interesting to view than just one. As a whole it makes the diorama look more like an industry. It also tells a story of what occurs within that industry. The other point is plastic kits that have been on the market for many years are often viewed as suitable for children only and are often overlooked. They can have very detailed brickwork and may be used for kitbashing or enlarging a structure. In this case, I used two Superior Bakery kits to make this iconic model of a turn of the century building.*



*Left: Signs and details can add much appeal to the viewing experience. They draw the observer into the diorama as their eyes glide from one structure to another.*



*Small models can be as interesting and appealing as the large. This diorama is only 11.5 inches square. It was the most popular of my projects as measured by views on blogs where it has been posted. The other point is the quality of the picture and how it stands out.*

If your readers are interested in seeing more of my work, please go to my website:  
[neiljharwicke.blogspot.com](http://neiljharwicke.blogspot.com).

Thanks Neil for all your help and advice. You can contact Neil at [Neil.Harwicke@newtracksmodeling.com](mailto:Neil.Harwicke@newtracksmodeling.com).



Time for me to return to my workbench and continue working on the scratchbuilt brass Business Car for my new Grandson, William Clifton Kellow. I have some improvements to make based on his initial examination. Got to keep the boss happy.

Please subscribe to my [YouTube Channel](#), [New Tracks Modeling](#), and ring the bell.

Our website [NewTracksModeling.com](#) provides log in links to my 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. My email is: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com)

Thanks you for reading this far. I really appreciate it. As always, best of modeling to you. It really is fun!



# T I P S & T R I C K S

Have an idea for a different way of doing things? Something you built to make things easier around the workbench or layout? Let us know and we'll share with the world.

[Send your tips and pictures to us here.](#)

**By Tom Lennon**

I really dislike drilling the 40+ number 70 holes required to mount all of the grab irons on box cars, reefers, etc. I tried a few times to drill up a brass jig using my small milling machine, but always ended up with a couple of stray holes.

Then, yesterday afternoon, as I was thinking about mounting PermaBilt ladders, yet again, I noticed the tiny dimples on these stamped ladders. So, I flipped one over and drilled the 16 holes using the divots on the back side. Nicely spaced and by chance, the same width as the Northeastern grab irons. Oh Happy Days! A couple hints ...

I drill the top two holes first, and hold the ladder/jig in position with a grab. Then repeat with the bottom grab. The rest of the drilling is easy.

I use the number 70 (.028" diameter) which allows the grab wires on the corners to cross bypass each other without needing to trim their length.

Keep building!





# *WRAP UP FROM S SCALE WEST*

**By Amy and Dan Dawdy**

We just had enough time to slip in a few shots from the S Scale West show this past May 27<sup>th</sup> and 28<sup>th</sup>. There were some great S scale buys, and after a few years of not having shows, it was nice to see many of the participants again.



*Jettie Padgett all the way from Florida. It's always a pleasure to see Jettie at shows.*

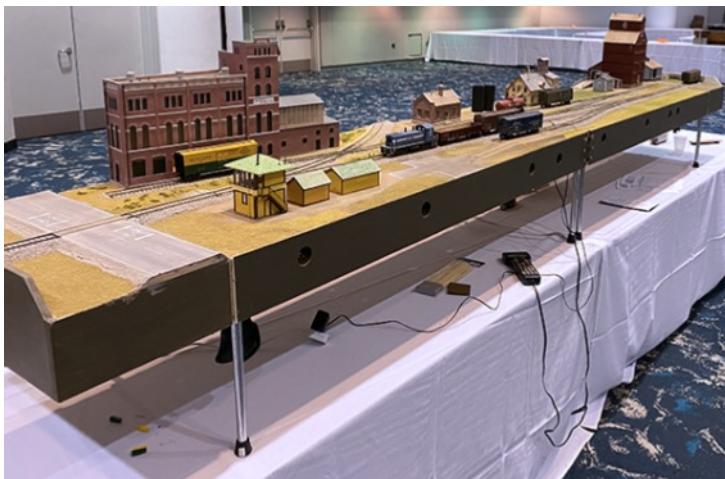


*New car from Pre-Size.*





Michael Eldridge brought his beautiful S scale modified "Time Saver" layout. It was fun to watch people trying to work it.



# S SCALE SHOWS & MEETS

## Sn3 Symposium

### Tentative Information

June 2 through 5, 2022

Sheraton Denver West

Website: <https://www.sn3symposium.com/>



## 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](#)

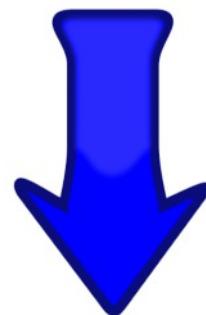
The S Scale Resource Magazine will be providing a free listing of upcoming events. This small, text only listing will include the Event, Date, Location, Type of Event, and Contact Information. [Click here](#) to go to the sign up form. This form will take your information, and we will publish it in our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



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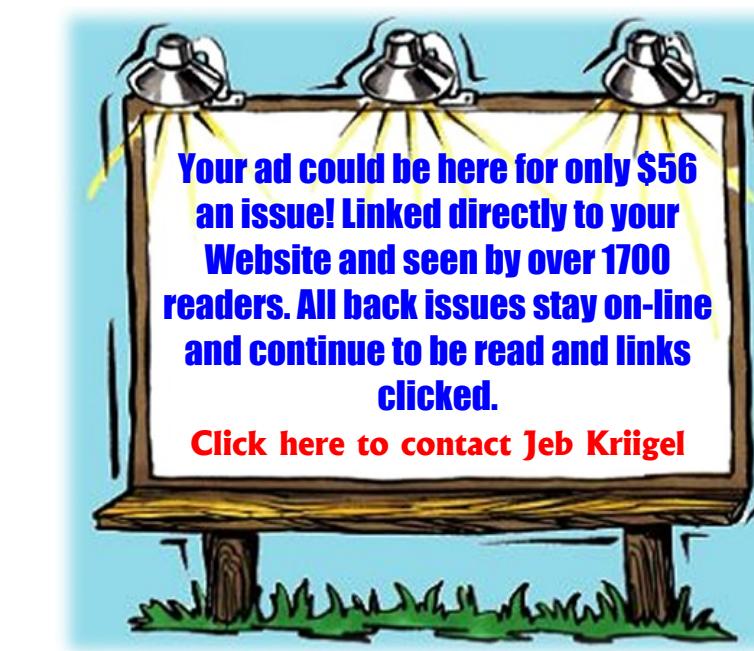
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 retaining walls.  
 Trackside details and sage brush tree armatures.

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