

*THE*

**S**

# RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

*August/September 2024*

*Volume 10 No. 6*

**SCALE**



**What's New?  
What's on your Workbench?  
Harrisburg NASG Convention  
Painting Real Railroad Cars Part 2  
NewTracks - Modeling with Mentoring  
John Johnston's Beautiful Canadian Inspired  
Layout  
And more...**

Published Bi Monthly

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**August/September 2024**  
Volume 10 No. 6

*Owner / Publisher*  
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**Daniel Dawdy**

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**Jeb Kriigel**

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

*American Models CN # 5290 pulls across the cement viaduct over Trent River on John Johnston's layout. The hydro electric dam and plant is just visible in the background. The wooden trestle was a late addition over the river to help accommodate the passing of longer trains that the grandson prefers to run.*

*Photo by Amy Dawdy*

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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.

# ALLEGHENY SCALE MODELS

## S SCALE LOCOMOTIVES & ROLLING STOCK

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### Steam Locomotives

B&O EM-1 2-8-8-4, Early, South Wind, New, FP, Sand Valve Cvrs, Lts, No. 7614, Green Art, Korea ..... \$1695  
 C&O H8 2-6-6-6 Allegheny, Late Ver, RRM, New, FP, Lights, Road No. 1645, Ajin, Korea ..... \$1795  
 C&O N1 2-8-4 (ex PM), RRM, L/N, CP, C&O Lettering, LED H/L, Road No. 2699, Boo-Rim, Korea ..... \$1495  
 NYC H10a 2-8-2, RRM, New, FP Black, Unlettered w/ Decals, Lights, Ajin, Korea ..... \$1295  
 NYC H10b 2-8-2, RRM, New, FP Black, Unlettered, Baker Valve Gear, Lights, Ajin, Korea ..... \$1295  
 NYC J3a 4-6-4, Late, OMI, New, Pro Paint, PT4 Tender, Mixed Drivers, No. 5409, Ajin, Korea ..... \$1125  
 NYC L3a 4-8-2 Mohawk, Omnicon, New, UP, Box Pox Drivers, Samhongsas, Korea ..... \$795  
 NYC L4A 4-8-2 Mohawk, Omnicon, New, FP Black, Disk Drivers, No. 3100, Samhongsas, Korea ..... \$895  
 NYC S1b 4-8-4 Niagara, Early Ver, South Wind, New, UP, Single Lens H/L, Smoke Lifters, Korea ..... \$825  
 NYC S1b 4-8-4 Niagara, Late Ver, South Wind, New, UP, Twin Lens H/L, Smoke Lifters, Korea ..... \$825  
 N&W Class A 2-6-6-4, OMI, New, CP, Cast Pilot, Late Details, Road No. 1239, Ajin, Korea ..... \$1495  
 PM/C&O N-1 2-8-4, RRM, L/N, FP, PM Lettering, Rect. Coal Tender, No. 1222, Boo-Rim, Korea ..... \$1595  
 PRR I1sa 2-10-0, Omnicon, New, UP, Post-War Front End, 90f82 Tender, Samhongsas, Korea ..... \$895  
 PRR M1 4-8-2, Omnicon, New, UP, Post-War Front End, 210f75 Tender, Antenna, FM Models ..... \$750  
 PRR M1 4-8-2, Omnicon, L/N, UP, Pre-War Front End, 210p75 Welded Tender, M Models ..... \$750  
 Reading I-8 2-8-0 Camelback, OMI, New, UP, Rect. Coal Tender, M.S. Models, Korea ..... \$650  
 SP A-6 4-4-2 Atlantic, South Wind, New, FP, Daylight Scheme, Vandy Oil Tender, No. 3001, Korea ..... \$595  
 SP GS-4 4-8-4, OMI, New, Pro Paint, Daylight Scheme, Oil Tender, Lights, No. 4434, Ajin, Korea ..... \$895  
 SP/UP Harriman 2-8-0, South Wind, L/N, FP, Unlettered, Vandy Coal Tender, OCS, Korea ..... \$695  
 UP Big Boy 4-8-8-4 Early, Sunset, New, UP, Pilot Cooling Pipes, Centipede Tender, Dongjin, Korea ... \$1350  
 UP Challenger 4-6-6-4, Late, Sunset, New, Pro Paint, Centipede Coal Tender, No. 3977, Korea ..... \$1375  
 UP Challenger 4-6-6-4, Late, Sunset, New, UP, Centipede Coal Tender, Korea ..... \$1325  
 UP FEF-3 4-8-4, Late Ver, OMI, New, UP, Oil Version, Centipede Tender, Windwings, Ajin, Korea ..... \$925  
 USRA 2-8-2 Light, OMI, New, UP, Standard Rect. Tender, Lights, Ajin, Korea ..... \$625

### Diesel Locomotives & Powered

NYC ALCO DL-721 Low Hood, OMI, New, Pro Paint, Black Scheme, Late Run, No. 8022, Ajin, Korea ..... \$625  
 NYC Baldwin RF-16 Shark Nose A-B Units, RRM, New, FP BLK LS, Nos. 3816-3708, Boo-Rim ..... \$1195  
 NYC EMD E8, A Unit, RRM, New, Pro Paint, Gray L/S, Lts, Nos. 4084-4073, Ajin, Korea, Each ..... \$595  
 NYC GP-7 Freight, Sunset Models, L/N, Pro Paint, Black Lightning Stripe, Road No. 5623, Korea ..... \$450  
 PRR EMD SW-1 Diesel Switcher, ORI, L/N, CP, Tank Drive, Lights, No. 5662, Ajin, Korea ..... \$550  
 PRR FA-2, OMI, New, UP, w/ Antennas, Tank Drive, Cab Interior, Ajin, Korea ..... \$550  
 UP GTEL 3-Unit Gas Turbine, RRM, New, FP, A&B Units Powered, Oil Tender, No. 18, Ajin, Korea ..... \$1595  
 Burro Crane Model 40, RRM, New, FP, Yellow/Black, Powered, Clamshell Bucket, Ajin, Korea ..... \$495

### Rolling Stock

NYC HWT 2 Door Baggage, South Wind, New, CP, Pullman Green, 4 Wheel Trucks, Duck Yoo, Korea ... \$225  
 NYC HWT RPO No. 1, South Wind, New, UP, No Tarnish, 6 Wheel Pullman Trucks, Duck Yoo, Korea ..... \$225  
 PRR Pullman HWT 13 DBR Plan 3997A, South Wind, New, Pro Paint, Tuscan, A/C, Duck Yoo, Korea ..... \$225  
 SP 60-C-4 Harriman Coach, South Wind, New, FP, Coach Green, Road Nos. 2850 1955 Each ..... \$175  
 SP/T&NO 60-0-1 Baggage, Southwinds, New, Pro Paint, TTG, Road No. 6190 ..... \$175  
 T&NO 60' OBS/Business Car, Southwinds, New, Pro Paint, No. 996 "EL Paso", Sae-Hyung Korea ..... \$195  
 Pullman Troop Sleeper, RRM, New, FP, Pullman Green, Road No. 8099, Cheyenne Ind., China ..... \$175  
 ATSF Steel Caboose, Steam Era, South Wind, New, Pro Paint, F/C Red, No. 1989, WBM, Korea ..... \$225  
 B&O I-5ba Wagon-Top Bay Window Caboose, South Wind, New, FP, No. C-2507, Green Art, Korea ..... \$225  
 NKP Wood Caboose, RRM, New, Pro Paint, High Speed Svc, Steam Era, No. 1058, Cheyenne, China ..... \$295  
 NKP Wood Caboose, RRM, New, Pro Paint, F/C Red, Steam Era, No. 1104, Cheyenne, China ..... \$295  
 USRA 55 Ton Hopper, As Built Version, RRM, Mint, UP, Cheyenne Industries China ..... \$175  
 Jones & Laughlin Steel Co. 20,000 Gallon Tank Car, NWSL, New, Pro Paint, Japan ..... \$175



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### 3D Printed Objects

#### Details and Add-ons

PPM-32020 Road Grader  
 PPM-32535 Crate Stacks- Assortment  
 PPM-32530 Skylight- 0-Window Out  
 PPM-32595 Concrete Tie-Stacks



#### New 3D Objects

PPM-32600 Sacks on a Pallet- Full  
 PPM-32601 Sacks on a Pallet- Partial  
 PPM-32631 Large Earthmover Tire- as a Load for a Flat Car



Phoenix Precision Models has a number of exciting 3D printed accessories in S-Scale to heighten the modeling experience in S-Scale. These detail parts and vehicles are 3D printed in gray resin; they come unpainted, and come with the supports off the model. They are available now from your local retailer, or you can purchase them directly from us.

### Individual Paints - 3D-Printed

#### July, 2024

TCP-5009 Glossy, Sprayable Dark Green  
 TCP-5042 Glossy, Sprayable Metallic Burnt Iron  
 TCP-5043 Glossy, Sprayable Polished Bronze Metallic



#### August, 2024

TCP-5200 Matte, Sprayable White  
 TCP-5201 Matte, Sprayable Black  
 TCP-5207 Matte, Sprayable Seasoned Wood



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# From the Publisher's Desk

*Welcome to the "dog days of summer". She is a hot one indeed. Good time to cool off in the layout room.*

*I don't normally do this, but I need to make a comment about something in New Tracks column this month. Contributing Editor Jim Kellow MMR talks about "Publications going digital? Who should pay?" In that piece, Bill Banta made some comments that I think we and other possible advertisers need to look at.*

**Mr Banta said: "You mentioned "O Scale Resource" having made the free magazine thing work... Yes, but it's online only, and it's not free. You bought a device to go online and you pay a monthly service to be able to peruse such publications and web sites, you are still paying for it. Frankly I like having the print copy in my hands. Also, the magazine needs to pay its creators. It's not so simple an equation to simply give away your work."**

OK, I guess he is right about needing to get on-line and that may have been an issue 20 years ago, but I don't think we can add that to the equation today. I do understand that some still like to hold a physical magazine in their hands and I can't really refute that other than to say you can print out our magazine or just parts of it for reference. Most importantly, we do offer payment for authors and in fact now have a form they must sign for payment and reporting for a W-9 form.

**Mr Banta goes on to say: "The business model of relying solely on advertisers to fund subscriptions can sometimes lead to conflicts of interest or compromise the editorial integrity of the publication."**

The first part of that could be true and that was why we decided at the beginning not to offer full reviews of products. However, I would say even in paid magazine, the editorial integrity is subject to who their biggest advertisers are. It goes both ways.

**"I can't tell you how many magazines I have advertised in where I got absolutely no response from any reader, even the online magazine "Model Railroad Hobbyist" where its free to read created zero sales, others are O scale Magazine, S Scale Magazine, Sn3 Modeler... all wasted expense with no results."**

Now here he have an issue. He claims to have advertised in "O scale Magazine" and "S Scale Magazine". I am not sure what he is referring to but it's not us. We have never carried a paid advertisement from Banta Models in any of our publications. We have had some of their product in our News You Can Use section, which of course, is free. We feature many products from companies who do not advertise. In fact, we pride ourselves on finding new products and bringing them to our readers' attention. I would say that 75% of products that appear in our News You Can Use section have never advertised with us.

My second comment is, how do you know? If you click on one of our advertisers you go to their Website. If you see something you like you may buy it. How does that advertiser know where you came from? There are ways do to this behind the code, but I highly doubt that is the case here. Now if you don't see anything you want/need at the time you move on, but you may well remember that site and come back later. Also, with all our back issues being on-line and being read many years after being published, and yes we can track that, someone may click on a several year old ad and buy something. But again, the advertiser has no idea where that sale came from.

All we can do is drive viewers to your Website with a simple click. Paper magazine can't do that. Once on your Website, it's up to the reader to decide if they will buy anything. That's how it works in the real world. But again, you did get the exposure you paid for and that customer may very well come back.

Our most popular ad size is a 1/12 page and these advertisers are in every issue. Some change up their ads while some keep it the same. The point is, they are in every magazine every time and that's how advertising works.

This not the big football game where you blow all your money on one ad and hope for the best. It's consistency of ads moved around the magazine. People do notice and we do our job to get them to your site.

OK, I'll get off my soapbox now. I just could not leave that alone. Whether it's us or any other on-line or print magazine, advertising does work. And one last thing here, we have never edited Jim's articles when he talks about and even wants company logos and links to their site as they are helping New Tracks. Look at the number of links to companies and their logos that show up in his article. That is basically free advertising. I don't know of any magazine that would allow that. We do because we support what Jim and New Tracks is all about. Would I like a few paid advertisers, and some do, out of all the freebies? Yes, but we don't push that on anyone.

I'm sure you all have your own thoughts about this and my Email box is ready for your comments.

In this issue we visit John Johnston's layout from our trip to the Toronto area. Also part two of Glenn Guerra's Painting Railroad Cars for the readers who want a real deep dive into prototype and model painting.

The next S scale show for us will be 2024 Danville Indiana Train Show featuring a room dedicated to two rail O and S Scale November 23, 2024.

That's it for this time. Enjoy the magazine, and if you have a layout or building project (or just about anything else), please drop me an Email [daniel@modelrailroadresource.com](mailto:daniel@modelrailroadresource.com)

Happy Reading & Happy Modeling,

*Amy & Dan Dawdry*

# BUY US A COFFEE

Know the old joke "How do you make a million dollars in the model railroad business? Start with two million.". Well, same here. We are not going anywhere and will still continue to bring you the best in O scale information every other month but...



As with any ad supported endeavor, there are ups and downs. We have not raised our ad rates (and will not) since we started 11 years ago. We feel the rates are more than favorable for the thousands of readers our magazine reaches. Of course, not everyone wants to advertise instead using Facebook and other social media. In a normal paper magazine you have the subscription fee that more than covers mailing and normal operations. Not having that is fine here, but our costs have also climbed.

Traveling to layouts, web services, storage, and hosting fees have all gone up. So we thought we would try "buy us a coffee" in hopes of helping with these extra expenses.

Therefore, if you are getting a good read and enjoying the information please "buy us a coffee" and help us continue to bring you the best in O scale information. **Hey, even a buck an issue every few issues will help.**

So, if you like what you see and can go without a Starbucks for a day, click here and give it try.

Thanks for your support!

# NEWS YOU CAN USE

Doug Peck from Port Line Hobbies says, “The time has come, the Walrus said....” It is my current intention to close Port Lines Hobbies on December 31, 2025, at which point I will be almost 81. Between now and then, I will be working on liquidation of all my NON-PARTS inventory through regular website “Flash Sales”, as well as auction consignments. The AF PARTS portion of my business is not included. I hope to offer that portion of the business for sale intact to someone capable of continuing the Parts business past 2025.

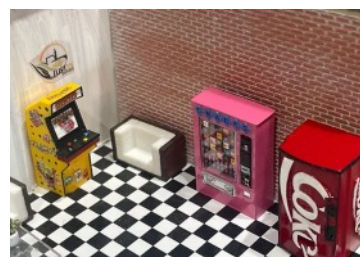


Watch my [website](#) and [Facebook](#) page for relevant announcements of periodic sales (which have already begun).

It has been a pleasure serving the S-gauge community for close to 40 years, and Cecile and I have met and made many friends during that time. I thank all of you for your support. But, as the Walrus said, “The time has come.....”.

[Justin Displays](#) is a company that supplies product for 1/64<sup>th</sup> farm displays which of course will also work for S scale layouts. Just a quick sampling of things that caught our eye.

Concession Stand, Apple, Cotton Candy, Water, etc. This one has had the front flap removed.



Fuel tank on stand, many shop parts and scenes, along with vending machines.

See more at their Website.

[Miniprints](#) has a miniature model of a 1,600 gallon water trailer. 2-piece model comes unpainted. Used to apply water around your farm or property. It can be towed by a large tractor, truck, or SUV. It is powered by an engine and pump to apply variable amounts of water from the rear spray nozzles. Common uses include dust abatement, irrigation, hydration, watering, washing, and supplying in applications such as horse arenas, nurseries, ballfields, pools, parks, farms, and more. This comes painted or unpainted.



See their Website for more.

# Harrisburg NASG Convention

The 2024 NASG convention has come and gone. Unfortunately Amy and I could not attend this year, but we did get a few items of note from Jim Kindraka.



*Simon Parent dropped his latest at the NASG in Harrisburg. All 3D resin produced, with laser cut wood walkways. The wood snaps onto "pins" that then look like the bolts holding it down! Pretty slick! Officially it is a model of the ACF Type 27, ICC103 riveted tank car. Pre-Size will sell the kits, no release date or price yet, the instructions need to be written.*

## How to contact us...

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*East-West is working on a Swift 36' meat reefer with the correct, 3D printed, 'H' beam underframe.*

*Pre-Size had kits available for sale of all their current models, including the Haliburton vertical covered hopper, I bought one - as well as a couple of Ben Trousdale's 4750 covered hoppers. Ben had a run of Plate C 100-ton RB trucks in resin to go with the 4750's.*





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*AFAIK, Plate C hasn't done any other S Scale trucks through their new partner.*

*3D Central. According to my RPM friends, HO model kits from 3D Central made quite a splash at the Collinsville RPM meet.*



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# John Johnston's Beautiful Canadian Inspired Layout



By **John Johnston** Photos by Amy & Dan Dawdy

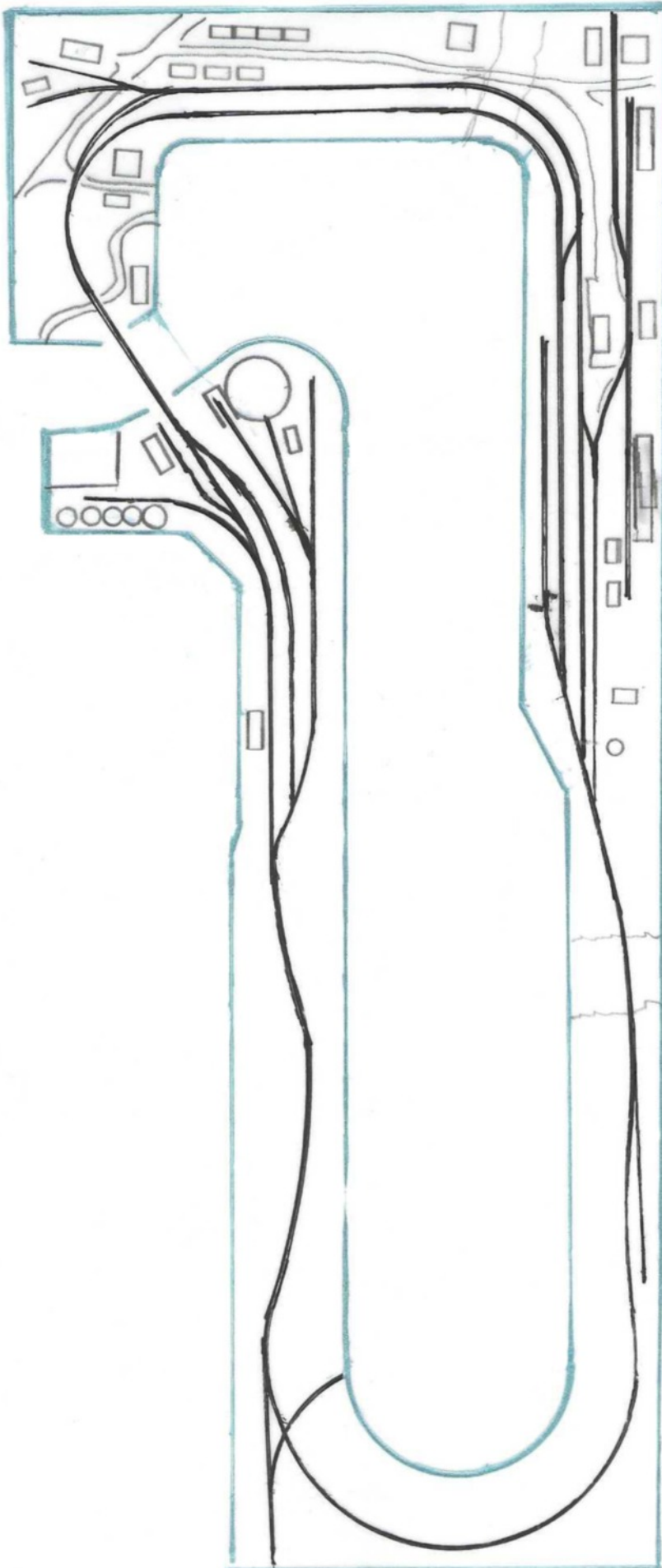
*Editors Note: Amy and I had the pleasure of visiting John and his wife Esther in their Ontario home on our trip North. [Last time we looked in on Brian Walsh's layout.](#) Now it's time to see John's freelanced Canadian railroad.*



*Growing up on the farm and operating it for a decade myself greatly influences the type of scenes I have included on the layout.*

My first introduction to model trains was my cousin's who lived next door. He had an American Flyer set. It was an oval set up on piece of plywood in the semi finished attic of their house. My first train set was for Christmas when I was twelve. It was a Lionel steam engine with passenger cars and we set it up in the base of our ping pong table. I later graduated to HO and always had a layout of various stages on the go.

In 2004, after my children had gone off to University and College, my wife and I decided to move closer to the village. There was a large HO layout that had to be dismantled and I decided my next one would be something simpler which made me consider changing scales. As I was researching what was available in the different scales, I came upon the S Scale Workshop at a nearby train show. I was really impressed with the workmanship, and upon talking with them, was invited to join and to build a module for the workshop. With the building of our new home, a room in the basement was set aside for a new layout and has been a labour of love ever since.



The layout is freelance, but the inspiration comes from a number of small railroads that existed in the area. I call the railway the Shelter Valley Trent River Rwy. Beginning at the harbour in Grafton (actually existed) following the Shelter Valley north to crossing the Trent River on to the mines near Marmora. I like switching so made sure as I was designing to incorporate lots of facilities for this.

The CN and CP mainline tracks are nearby so have a fondness for these railways, thus most of rolling stock is CN with a few pieces of CP. Locomotives consist of a River Raisin 060, a CN mogul by S Scale Loco and an American Models pacific. The diesels are SHS, AM and two American Flyer. The rolling stock is mostly SHS with a few pieces of AM. The balance are kits produce by members of the S Scale Workshop or my own custom built. The layout was to be set in the 50's, but in 2012 my daughter and grandson came to live with us. Decker (grandson) had a great influence on the layout so there are considerable pieces of modern rolling stock to be seen.

When I first built the layout not only was I member of the S Scale Workshop, but there was a local group of model railroaders. We did round robins to respective layouts helping each other build and operate. I have a basic card system when we have an operating session, and then there is my grandson who just likes to run trains.

The layout is 1" x 4" framing mounted to the wall with diagonal bracing leaving lots of clearance for storage. Track work is homasote on 3/8 plywood with risers off the framing. When I built the module for the workshop I wanted to keep it light as possible so I used styrofoam for scenery base, thus the home layout is built the same.

The Workshop uses Digitrax DCC, so to be compatible this is the system, I incorporated DCC into the home layout. Since then, I have been introduced to a number newer options which I would give serious consideration to if starting again.

I get the most satisfaction out of building. The structures are a combination of scratch built, kit bashed with a few kit built. The rolling stock began with mostly out of the box, but with few items available for Canadian prototype most of it has now been redecorated for CN with a number scratch built cars

When I first built the layout I had a lot of help from my round robin group, but this group has dwindled with age and health, however, my grandson has maintained an active interest which is a great blessing. The S Scale Workshop is still active with a great group of friends but we all live considerable distance from each other.



*CN # 9005 is just passing the Trent River station. In the background is Trent Pulp and Paper. The water tank was kitbashed from a Rix kit.*



*The Trent River station was built by fellow S scaler Dave Mayhew. I acquired it when he switched scales along with a few pieces of his rolling stock.*



*The inspiration for this scene is from my childhood growing up on the farm.*



*Examples of signage that are easy to come by online. These are mounted on top of a false front building constructed from a couple of older engine houses.*



*Left: The BP tanker just leaving the fuel depot on its way to deliver fuel to the service station across town.*



*A view of the harbour and the freight shed.*



*The SHS F3 has just crossed the lift bridge on its way to Trent River. The black, orange/red and white CN scheme has always been a favorite of mine so I stripped this engine, added CN details and repainted.*



*Looking over top of the Osprey Milling Company are section sheds with a milk truck headed to the local creamery.*



*The curved trestle going over a well treed ravine was built from a Hunterline Kit.*



*I acquired the Coop fuel truck from a fellow S scaler when he changed scales. I needed a place to fill this vehicle so I came up with the BP fuel depot using combination of scratch built and Walther's kits.*



*A repainted SHS F3 pulls a freight past the freight shed and engine shed about to cross the drop down.*



*A CN passenger train has just pulled into the station at Grafton while a freight takes the passing siding towards Trent River.*





*I built 3 of Andy Mallet's MLW 8 hatch reefers and did not have a purpose for on the layout. I needed a cold storage facility. Looking online, I found Johnston Terminals in Winnipeg. Using a Walthers cold storage facility kit created a representation of the building.*



*A River Raisin 44 tonner switches industries in the Trent River yard.*

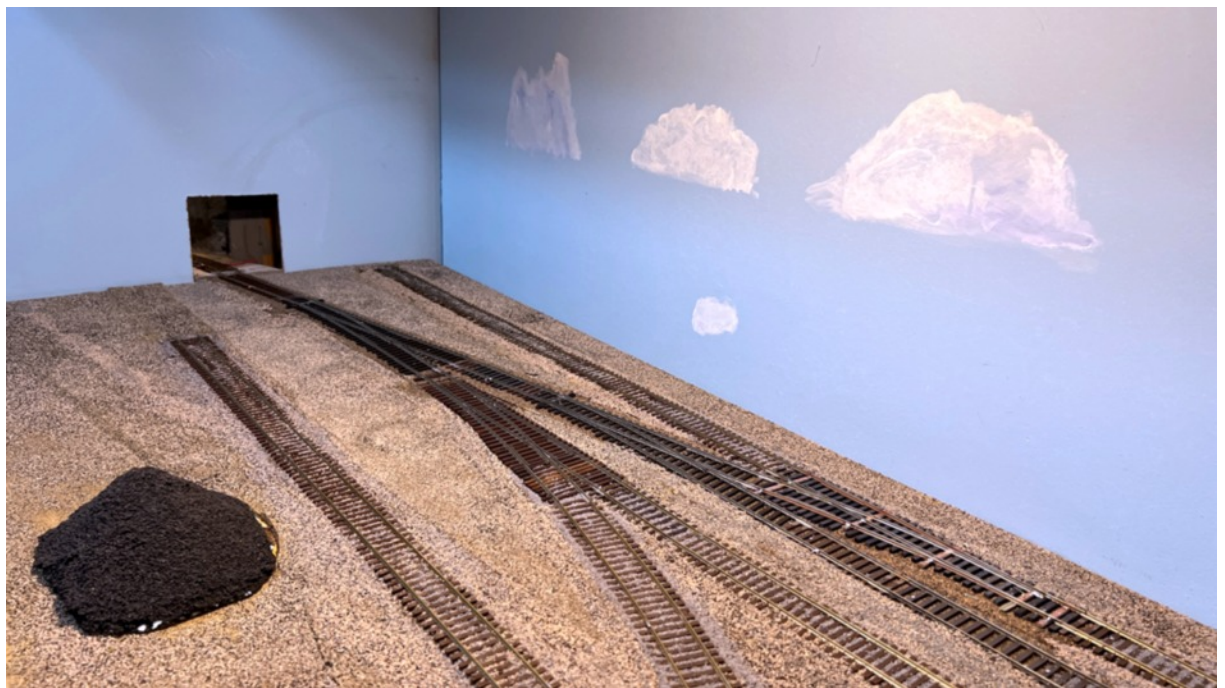


*I had built the Deerfield River barge kit to provide a purpose for my string of coal hoppers. The harbour scene did not seem complete without a boat so I built the Frenchman River tugboat to complement the barge.*



*At this time the coal loading and grain elevator share the same trackage, but a future project is to provide another siding exclusive for coal loading.*

*Exiting the main layout via the interchange track there is a small fiddle yard along with car ferry dock.*





*Above: I kitbashed the ice truck in the foreground to service reefers. An expanded description of the ice truck can be found in the May-June 2021 "NASG Dispatch". Behind this is Canadian National 7960, a SHS NW2 switching the Purina elevators.*



*After completing the double track across the river, I was left with a piece of triangular real estate. I used Mt Albert clapboard siding and Tichy windows to complete this building to fit the space. I like buildings to have a purpose as much as possible, thus this became the Continental Can Company supplying cans for Dominion Cannery.*



*I always have two or three projects on the go at any one time as the well used workshop bench reflects.*



*An American Models GP idles in the yard waiting a crew.*



*My grandson wanted to be able to shuffle rolling stock between his and my layout so I built this car ferry for this purpose. It sits in the workshop area and is connected to the layout via the interchange track.*

*Granson Decker came to live with us when he was only one year old so he was completely indoctrinated into model railroading. It wasn't enough to run trains with me, he had to have his own layout.*



*A repainted tank car sits waiting to unload at the BP fuel depot. It is a combination of scratch built and store-bought kits*



*I scratch built this bridge for the S Scale Workshop module and it would sit in a box between shows. At the urging of my grandson for more running space, I decided to lengthen the train room and decided to incorporate the bridge into the layout. It is removable so can be used for both purposes.*



*I came across the plans for this service station in the May 1988 "Model Railroader". This building was very similar to one in the village where I grew up so I just had to build it.*



*Above: The yard facilities are comprised of a redecked HO turntable for S scale along with scratch built coaling tower and a BTS engine house.*

*Right: I modified this HO turntable by adding S scale deck then a piece of sectioned track provides power to the track by way of pick ups under the deck.*







*I grew up on a farm in the rural community of Grafton. The CN & CP mainline passes by the bottom end of the farm. My love of trains must come from the many opportunities to watch the passing trains. Now retired, I am able to spend time enjoying modeling and train watching with a very enthusiastic grandson.*

**Please check out our video of John's layout over on YouTube. Click below.**



# Painting Railroad Cars

## Part Two

By Glenn Guerra

In the last issue, we discussed a little about what paint is and how it was applied to railroad cars. We saw how paint binders and additives change, and how those changes can make some difference in the appearance of the paint job. We quoted a C&NW paint specification from 1941. At that time, they had two different paint specifications for the same color paint to be used on wood cars or steel cars. The steel car paint had alkyd resins added. This change made a subtle difference in the gloss of the paint. The formula for wood cars produced a very flat finish like the heavy body stain we put on houses today. The steel car paint would have looked more like semi gloss finish house paint. If you are doing a model from an older era that was wood, you may want this flat finish. In this issue, we will look at some of the common model paints and painting techniques to see some of these differences. The object here is not to see who may or may not have the best paint, but to look at what we may want to try to get the desired effect. Then, we will look at some things that can be done with what kind of paint.

Let's start with comparisons first. I masked off a piece of styrene, a piece of basswood, and a piece of birch plywood and painted stripes on them. I sprayed the paint according to the manufacturer's recommendations and used their thinners if needed. The styrene is a flat non absorbent surface, whereas the basswood is absorbent and very close grained. The birch is a bit of an open grain compared to the basswood. Next, I sprayed one end with Testors Glosscote from a spray can on one side. On the other side, I sprayed Testors Dullcote from a spray can. The center third was left natural. The samples were photographed in daylight and two types of florescent light. The samples are arranged on three separate pages by lighting type later in this article. Take some time to study the samples, and note the differences lighting can make.

The basement samples were shot using 6000 Kelvin florescent lighting which is typical layout lighting using daylight bulbs as the light source. The two wood samples show very little difference in gloss, and changed when the Glosscote and Dullcote were applied. On the hard styrene surface, the Scalecoat showed the highest gloss, followed by the Model Master Enamel. The Tru-Color was the flattest. The splatter on the Glosscote was my fault caused by the can running out when I was painting. A word to the wise, this will mess up your model! Also note the apparent change of color when Glosscote or Dullcote is applied. The camera exaggerated this, but I have noticed it on some models I have done. I used a clear finish over the decals only, and you cannot see it with your eye, however, when I photographed the model, there were cloudy spots over the decals. If you like to photograph your models, make some samples first to see if the finish will affect your paint job. This is an example of how the camera sees things differently than your eye. On the wood samples, I sprayed right onto the wood. I personally like the look, but some people do not. If you are painting wood, the wood grain will show unless you seal the wood first so the paint does not soak into the wood.

The paint booth samples were shot using a 3000 Kelvin florescent bulb. This bulb does not match daylight, and the colors will look different both to the camera and to your eye. You will not be able to see it with your eye because you cannot capture the image to compare it when you go outdoors. On these samples, the light angle was lower and highlighted the gloss more. You see this effect when using flash photography on models. There will be a bright spot where the flash is reflected. The Scalecoat paint will gloss even on wood. The light also shows more of the wood grain. All three samples were shot in the same location; therefore, the light reflection on all is from the same angle. Notice how on the styrene the Glosscote did not affect the gloss of the Scalecoat, but the Dullcote wiped out the gloss thereby changing the apparent color.

The last set of photos was done outside in daylight. There is not much change on the wood samples, but the hard styrene showed a lot of change when Dullcote was applied. The wood samples showed some difference when the Glosscote or Dullcote was applied, but not very much. On the birch sample, all the paints showed the open pores of the birch and the grain of the wood.

The differences between hard or absorbent surfaces and raw wood are apparent in these samples. To paint styrene or urethane and have it come out flat, it appears that the Dullcote or some equivalent may work best. If you want high gloss on wood, the wood needs to be sealed first. The important thing to remember here is that different paints will give different looks depending on how they are used, and what they are used on. If you are not getting the look you want, it may not be you. Try some different paints and/or techniques. Make samples of your methods and paints for comparison.

Another thing to consider is thinners. In general, use what the manufacturer sells. However, if you are interested and want to experiment, I will provide you with some information. Thinners have different properties and will thin different paints. Thinners are generally used to aid the application of the paint, but can give a higher or lesser gloss. A thick paint, or one thinned with a high volatile thinner, will dry before hitting the surface when spraying causing a very flat rough finish. This may be what you are looking for. Slow drying, or less volatile thinners, will give smooth surfaces, but the paint will be more prone to run. For this discussion, I will mention the common thinners that can be purchased at most hardware stores. The most volatile is acetone; followed by naphtha; and finally mineral spirits. These are the petroleum based solvents. Xylene (sometimes known as toluene) is derived from coal tar or pine tar by distillation. Xylene falls near naphtha with respect to volatility. Turpentine is distilled pine sap, and about in the range of naphtha. It is not as refined as xylene, and is more of a range of solvents. Lastly, there is denatured alcohol which is methanol or wood alcohol, take your pick. These thinners vary in volatility and their ability to thin different paints. Oil paints can be thinned with mineral spirits, naphtha, xylene, turpentine, or acetone. Alcohol will not work with oil based paints. Acetone is the primary thinner for lacquer with the addition of xylene to control drying times. Mineral spirits is the least volatile or slowest of all with respect to evaporation, and usually does not work well in model paint. The primary use of mineral spirits is to clean brushes and thin house paint. The inexpensive price makes it desirable for clean up, and it will work on oil base model paints. Mineral spirits tends to dull high gloss paints and generally dilutes the film weakening the paint. Naphtha, also called VM&P Naphtha, is used by a sign painter friend of mine to thin high gloss enamel. The naphtha will evaporate quicker than mineral spirits helping to control runs. Turpentine is seldom used any more. Turpentine is not as refined as the other solvents and contains a lot of other organic compounds that can deteriorate with sunlight and darken paint. Alcohol and water will mix, so things that are water soluble can have alcohol added to them. The alcohol will evaporate faster than the water and may give you a desired result. Generic lacquer thinner is really only good for clean up. Since the basic ingredient of lacquer thinner is acetone with some xylene mixed in, the high volume of acetone makes the generic lacquer thinner very volatile, and it will evaporate very quickly. If you try this in your model paint, it will be drying as you spray, making the finish very flat and rough. Another reason to be cautious when using high volatile generic lacquer thinner to thin your paint is that the very high evaporation rate will cause the surface of your model to cool, and water vapor in the air will condense on your paint causing it to blush or get cloudy. This will not make you happy! When automotive lacquer was common, there were many grades of thinner to compensate for this ranging from fast to slow drying. If you want to use the generic hardware store lacquer thinner, you may want to try adding xylene to it to slow down the evaporation. As I mentioned previously, use what the manufacturer supplies first. If you want to experiment, you may get some different looks that might be appealing. Read the small print to see what you are working with. Lastly, remember if you start down this path, you are out there on your own, so don't call me or the paint manufacturer complaining that it did not work. Experiment first.

So, now we see that different paints, and combinations thereof, give some different effects. Experiment for yourself a little like I did. The next three pages are the paint samples I have referred to. You can study them, and I would suggest trying them on your own. Following these samples, is some information on driers.

These samples were photographed in the basement.

Lighting was 6000 Kelvin daylight florescent bulbs



# Basswood

# Birch Ply

# Styrene

These samples were photographed in the paint booth.

Lighting was 3000 Kelvin daylight florescent bulbs



**Basswood**

**Birch Ply**

**Styrene**

These samples were photographed in daylight.

Lighting was natural daylight

Model Master

Tru-Color

Scalecoat

Enamel

Floquil



Dullcote

Natural

Glosscote

Dullcote

Natural

Glosscote

Dullcote

Natural

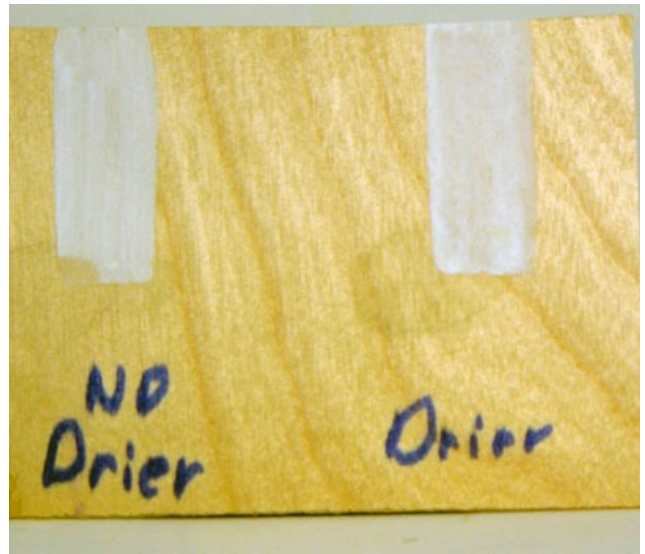
Glosscote

**Basswood**

**Birch Ply**

**Styrene**

Paint driers make oil base paints set up quicker. In the first article in this series, we discussed what some of the driers are. I hear grouching sometimes that oil base model paints take forever to dry. This is not a defect in the paint. The manufacturer is actually doing us a favor. We all have bad habits, myself included, when it comes to model paint. We all open the bottle and stick the brush in the paint. Next, we groom the brush on the lip of the jar and paint something. Lastly, we put the brush back into the paint. We have just done the worst thing you can do with oil base paints. Remember that oil base paints set by a polymerization reaction and an oxidation reaction. By dipping the brush in the paint, we are introducing air to the paint. Then, we make it worse by grooming the brush on the lip of the jar. Now we have super aerated paint running into the jar. Next, we paint the object loading up the paint in the brush with air. The final insult is putting the brush back in the jar, and doing it all over again. This is the fastest way to ruin a can of varnish or sign enamel. The best practice is to pour out what you will use and close the jar. Use the paint you have poured out, and throw the leftover paint away. As I said, we all do this. The paint companies know this, so they put very little drier in the paint. When I was thinking about this for the article, I wondered if that could be changed. I did an experiment, and it worked. Let me say again that this will work on oil based paints, not lacquer paints. I went to the craft store and looked in the artists paints for Japan drier. Japan is a term that goes way back in paint, and there are as many stories about where it came from as there are people to tell the stories, so I won't even try to explain it. What's important to us is that when you add Japan to oil paints, you speed up the drying process. For this experiment, I took put some Model Master enamel paint on a palette. First, I painted some on a piece of birch plywood. Next, I added some Japan to what was left on the palette, and painted another sample on the same birch plywood. After about four hours, I tried to dissolve the paint with mineral spirits. The sample without the drier would dissolve, but the sample with the drier would not, so I was able to considerably speed up the drying. This may have some possibilities, and should work on all oil base paints. Try some of your own experiments. I'm going to mess around with this more in the future.



*This is a sample I made to experiment with Japan drier in Model Master enamel paint. You can see where I was able to dissolve the corner of the sample with no drier.*



*This is an example of a subtractive paint technique I have been trying. Look at the step treads. I wanted to make them look like the paint was worn off, so I used a fiberglass scratch pen. Then, I put some India ink on thinned with alcohol. The India ink soaked into the raw wood, but did not adhere to the paint and darkened it.*

Let's get to railroad cars. I want to talk about what happens to a railroad car after it leaves the shop. There are three things happening, color fade, paint wear, and dirt accumulation. I am not going to get into color in this article, we will do that in the next issue. Let's concentrate on the other two. Basically what's going on here is subtraction or addition, either removing paint or adding dirt. I want to look into what we can do by using the properties of paints. For most of my life, I have been weathering my cars by addition of material to look like dirt. The last few years however, I have been experimenting with subtraction, and I like some of the results. My first attempt at this was on the steps and platform of a CB&Q caboose model. The material was wood. My thought was, if the steps and platform were painted, the foot traffic would be wearing the paint off. I tried staining the wood with India ink before I painted the model. Then, after I painted it, I used a fiberglass scratch pens and worked the paint off where people would walk.

The India ink was very thin and I rubbed it off also. So, I reapplied it, and it worked well. I thinned the India ink with alcohol because it soaked in better than when thinned with water. I'm sure I'm not the first guy to think of this, but it did work. What is important is the thought process. I wanted to duplicate some paint wearing off, so why not try wearing it off. This would work well on a wood model, but what could I do on a hard surface model of urethane, styrene or brass?

I was thinking about how to do this for this article, and I thought I would try a non wood car to see what might work. The effect I was trying to duplicate was a photo take by Joe Collias in 1961. At first glance, the light spots on the car look like sun flares, but when you enlarge the photo, you see that the paint is worn off the car. If you look close, you can see the wood grain. The reason the lettering is not worn off is because the lettering paint was thicker and protected the paint under it. I can't use the scratch off method like on the wood car because I will end up



*This photo was taken by Joe Collias in 1961 at Council Bluffs, Iowa. This was the look I wanted to try and duplicate on a non wood material like urethane or styrene.*

with bare styrene or urethane which will not absorb the India ink. But, remember the differences in paint. Most model paint is oil based, and will set. I could try painting the car with a gray color to look like weathered wood, and let it dry for a long time. Then, I could paint the car with the same paint only using the body color. I would need to go lighter on the wood and heavier on the steel parts where I wanted the paint to stay. Now, before the paint sets, I could try to wash it off with mineral spirits. The mineral spirits will thin the fresh paint, but will not attack the gray paint that is already set. I should be able to go slow, working in small areas. The brush will need



*When I enlarged this photo, you could see the wood grain very clearly. The paint is worn off of this car. The lettering held up because the lettering paint is thicker and also protected the body paint.*

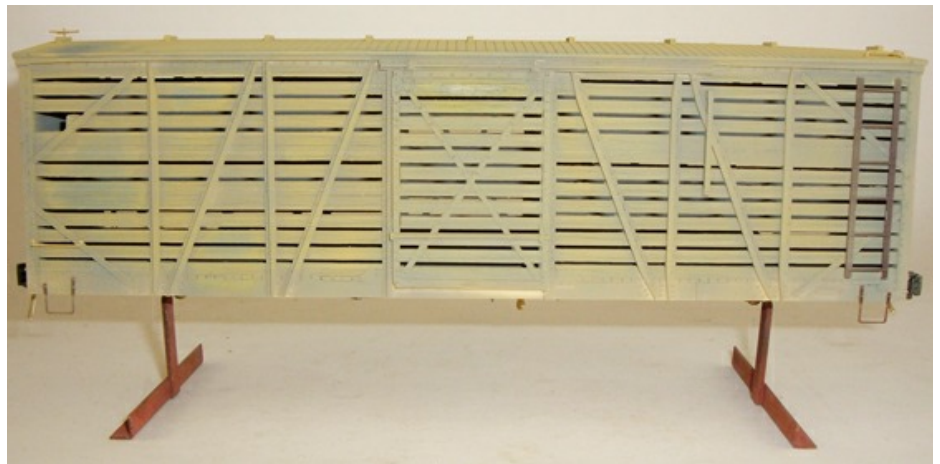


to be cleaned often, and kept a little on the dry side. Another option would be to put the gray on with lacquer paint, and the color with enamel. The relatively mild thinners used for the enamel would not dissolve the lacquer. If it was done the other way around, there is a good chance that the strong thinners used in lacquer might damage the enamel base. If you wanted to try the lacquer on top of the enamel, I would try xylene to remove the lacquer while it is still soft because it probably would not damage the enamel base. By knowing something about paint and thinners, we can start to come up with ideas on how to get the desired result. Now let's try it.

To do this project, I chose a stock car since the photo I was trying to emulate was of a stock car. I chose a Rails Unlimited urethane kit to start with. For this first test, I decided to go with all oil paints. After putting the basic body together, I sprayed the wood parts a gray color. I tried to stay away from the metal parts to keep from getting the paint too thick on the details. In addition, since the car will have four coats of paint on it when it's done, I did not put the details on yet. During the assembly, I broke off one of the slats on this side of the car. Rather than try to fix it, I left it off. Since I was going to do a heavy weather job, I thought it would look good broken. Don't you just love it when your screw ups work out? Next, I mixed up a color that looked like raw wood, and sprayed some of that on. The idea here is that as the paint is wearing off, the area next to the paint will have the least weathered wood. After this step, I finished the details on the car. I left the car for about ten days while I did some other things. At this point, I had not yet tried the experiment with the Japan drier. I checked the model with a little mineral spirits to see if the paint was set. It seemed to be, so the next step was to paint the red oxide color on the car. You can see in the photo that I only painted the metal parts of the car. I sprayed the roof and underframe completely at this time. Now the car was starting to look like the paint had worn off, but still was not quite what I had in mind. Before this coat of paint set, I started brushing it off. To do this,



*This was the first step painting the stock car. I sprayed the car with gray oil base paint concentrating on the wood parts of the car.*



*For step two of the paint job, I mixed up some color that looked like raw wood, and sprayed it around a little.*



*This is step three of the paint job. I have just sprayed the freight car red oxide color on. For this part, I concentrated on the metal parts of the car.*

I used a moderately stiff brush that I dipped in clean mineral spirits. I dried the brush on a towel, and started removing paint. I rinsed the brush often to keep it clean. You will notice that the oxide red is coming off, and it's getting a nice feathered edge on it. I did a little at a time, and didn't concentrate on one area. There was plenty of time to work the paint. After doing this a bit, I decided I wanted more dark gray showing. To do that, I used some very dilute India ink as a wash. I used two brushes and kept some clean alcohol handy. I brushed the India ink on and immediately started washing it with clean alcohol causing it to bleed. Remember, alcohol will not dissolve oil paint so it is safe to put the India ink diluted with alcohol on the car at this point. For effect, I put a little white along the bottom board to look like the lime that the cars are sanitized with. The paint job was

almost done. The next step was the decals. If you look back at the C&NW photo, you will see that the lettering is still there, but the wood is bare around it. The white lettering paint makes the coating thicker, and the paint holds up better. In addition, the white paint reflects the sun better, and as a result, holds up better. You can see in the finished photo that some of the lettering appears to be on bare wood. This would not be possible unless I had put decals on the car and then painted it. The last step was to distress the lettering a little. After the decals were set well, I scratched them with the fiberglass scratch pen to wear them down a little. Decal ink is sometimes lacquer and you can dissolve them with lacquer thinner, but this usually just makes a streaking mess. I have tried both, and I like the scratching method better.



*These two photos are the result of washing the paint off the car. I also did the roof. Notice how the oxide red fades out to the wood and then the weathered gray wood.*



*The finished car. I am happy with the result, and learned some things by trying this. I think the technique has some possibilities, and the more I work with it, the better it will get.*

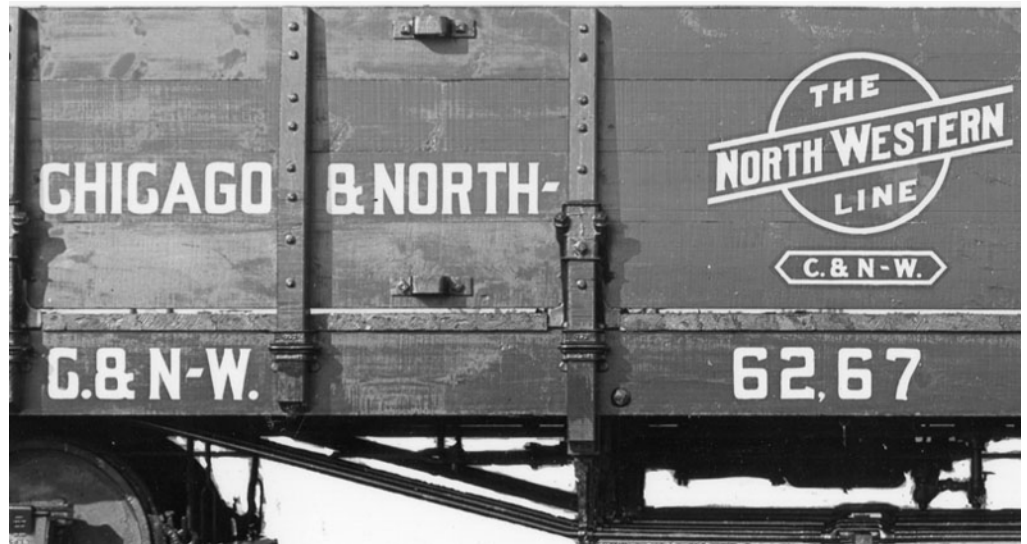
I was able to do some of this because I understood something about the materials I was working with. This is by no means the end all paint job. What's important is that I was able to make a plan at the beginning as to how I was going to try this. I could assess some of the problems, and create a work plan that would give me the results I was looking for. Some of the other options I discussed prior to starting the car also have some possibilities, and may work. If you would like to experiment, give them a try. I am a big proponent of knowing something about the materials you are working with. In addition, when you go to buy things, read the small print on the label to see what you are really getting.

I am running out of space here for this article, but for fun, let's go through the same exercise on another car. This time, we will look at an 1899 Pullman car from the C&NW. At first glance, the car looks like any other old freight car. When you enlarge the photo you start to see some things. The paint on the side and planks is very thin. You can actually see the knots and wood grain. Also, it looks as if the center panel has more paint on it. The black background of the logo can also be seen. The planks have saw marks from the band saw that was used to cut the lumber.

Lastly, the truss rods and queen posts look like a darker color than the body. The master painters referred to in the first article of this series would call this "blackening off" the iron work. So, how would we duplicate this? On a wood car, I think I would try making the wood grain by staining the wood first with a red ochre ink or aniline dye. The idea would be to stain the features of the wood grain as if you were painting them on. I think the wood grain shows because the paint was very thin, and it soaked in at different rates because of the wood grain orientation. When picking ink color, make it a little darker than the body color desired. I think the ink would be better than paint because it will not seal the wood grain for the next coat. In addition, the alcohol base stain will not be affected by the oil paint for the body. Then, I think I would try dampening the body by misting on some thinner. This may help draw the paint into the wood. Next, I would mix up some very thin paint, applying it very lightly. The knots and wood grain done with the stain should show through the paint. If the car were styrene or urethane, I might try lacquer paint very dry so it is somewhat absorbent for the wood color. Then, I would paint on some grain with lacquer. After that, I would come back with the very dilute body color of an enamel paint so it could be washed with mineral spirits like was done on the stock car. So, again, we can look at a paint job, and start coming up with ways we might be able to duplicate it because we have some basic knowledge about paint. I have a wood gondola like this that I am working on, and will give it a try. In the next issue, I will show you how it comes out. If anyone else has some ideas, try them, and send us the results.



*This is an 1899 photo from the Pullman collection at the Smithsonian Museum. The photo is very sharp, and the paint is interesting when you enlarge the view.*



*In this enlargement, we can see the wood grain and the saw marks in the wood. This would be an interesting project to see how to duplicate the wood grain and the paint job.*

When picking ink color, make it a little darker than the body color desired. I think the ink would be better than paint because it will not seal the wood grain for the next coat. In addition, the alcohol base stain will not be affected by the oil paint for the body. Then, I think I would try dampening the body by misting on some thinner. This may help draw the paint into the wood. Next, I would mix up some very thin paint, applying it very lightly. The knots and wood grain done with the stain should show through the paint. If the car were styrene or urethane, I might try lacquer paint very dry so it is somewhat absorbent for the wood color. Then, I would paint on some grain with lacquer. After that, I would come back with the very dilute body color of an enamel paint so it could be washed with mineral spirits like was done on the stock car. So, again, we can look at a paint job, and start coming up with ways we might be able to duplicate it because we have some basic knowledge about paint. I have a wood gondola like this that I am working on, and will give it a try. In the next issue, I will show you how it comes out. If anyone else has some ideas, try them, and send us the results.

# NEW TRACKS MODELING

## “MY BUILD” Models Shown on the June 19th, 2024 Show

These are some of the photos modelers shared on our June 19th, 2024 MY BUILD Zoom Show.

[You can see a video of the entire MY BUILD segment here.](#)

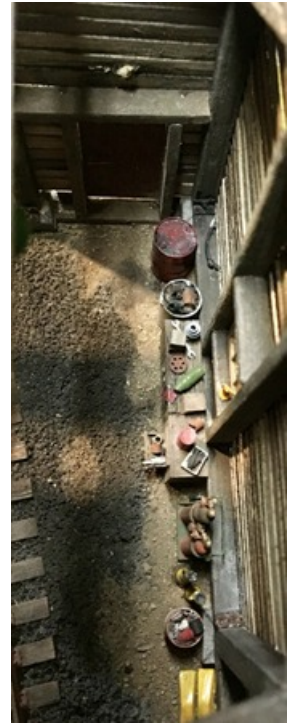
Each of the participants has an email address included, and welcomes your contact.



*Greg Cassidy - [gcassidy2@verizon.net](mailto:gcassidy2@verizon.net) - HO Scale - Diorama of Conowingo Models Whispering Chapel and Crunge Bridge. Also included layout photos.*

**We could not print all the images in some of these builds so check out the video [here!](#)**

Leonard Davis - [lleeblues@yahoo.com](mailto:lleeblues@yahoo.com) - O scale P : 48 - Front, side, 3/4 shot, interior of engine house at Chaffee.



Tom Farrell - [tfarrell60@comcast.net](mailto:tfarrell60@comcast.net) - On30 scale - The Rustic Buff & Old Gothic Shantytown Wharf section. Frenchman River Model Works (some boats) many scratchbuilt. Water is epoxy mix with Modge Podge. Lots of Gilligan's Island references.



We could not print all the images in some of these builds so check out the video [here!](#)

Bob Farquhar - [bob.farquhar@sympatico.ca](mailto:bob.farquhar@sympatico.ca) - HO scale - Various kits/manufacturers. Liquitex water/heavy gloss gel water. Scratchbuilt piers. Tamaya XF-27 paint on the water.



Jeff Jordan - [jordan.jordan54@verizon.net](mailto:jordan.jordan54@verizon.net) - O scale - Lehigh tugboat from Seaport Models. Boot heal coal barge from old kit -Sheepscot ?



Steve Havrath - [harvath.steve@gmail.com](mailto:harvath.steve@gmail.com) - O scale - scratchbuilt "Philadelphia" tugboat. Transfer barge #2. San Francisco bay Scow Schooner. Poseiden Fish Company. Florida Sharpey boat. Inside of a suction dredge. Outside of the dredge.





Sherri Johnson - [slj@catzpaw.com](mailto:slj@catzpaw.com) - S scale - Photos of Boating Diorama. This was my first attempt at modeling anything with water. I used the water accessory kit purchased from Hobby Lobby and followed the included directions. This uses ocean themed scrapbook paper as the water.



Phil Scandura - [pascandura@suddenlink.net](mailto:pascandura@suddenlink.net) - G scale - River of Time Museum Project. "Water in a box" from Woodland Scenics. Animals from Catz Paw and Miniprints.

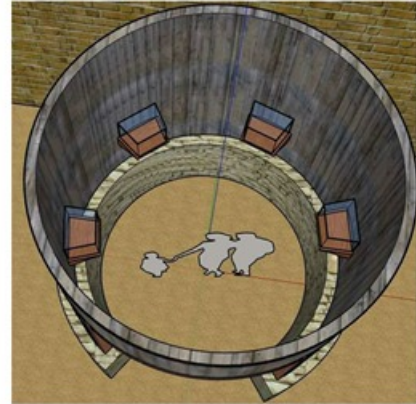
### Design Rendering



River of Time Museum Project  
© 2021, Mainoni Miniatures

2

### Design Rendering



River of Time Museum Project  
© 2021, Mainoni Miniatures

3



[We could not print all the images in some of these builds so check out the video here!](#)

Gary Shurgold - [gshurgold@gmail.com](mailto:gshurgold@gmail.com) - HO scale - Only water scene on his layout. Woodland Scenics water. Wood boat kit - board on board construction. No manufacturer identified.



Fr. Ron Walters - [rwalters@friars.us](mailto:rwalters@friars.us) - HO scale - Water Tower #1 is a kit from ITLA. Water Tower #2 is a kit I am in the middle of from Mine Mount Models. Last photo is a "water closet" albeit outdoor version.



## At B.T.S., 2023 Means . . .

44 Years in the Hobby Business  
and 25 years in Manufacturing has created ...

184 HO Scale Kits,

113 S Scale Kits,

174 O Scale Kits,

5 TT Scale Kits,

And more than a few hundred Detail Parts.

Currently, there are over a dozen new kits in development for release this year!

Oh, yea, I recently published two **Military Crime Novels**. Writing #3 now.

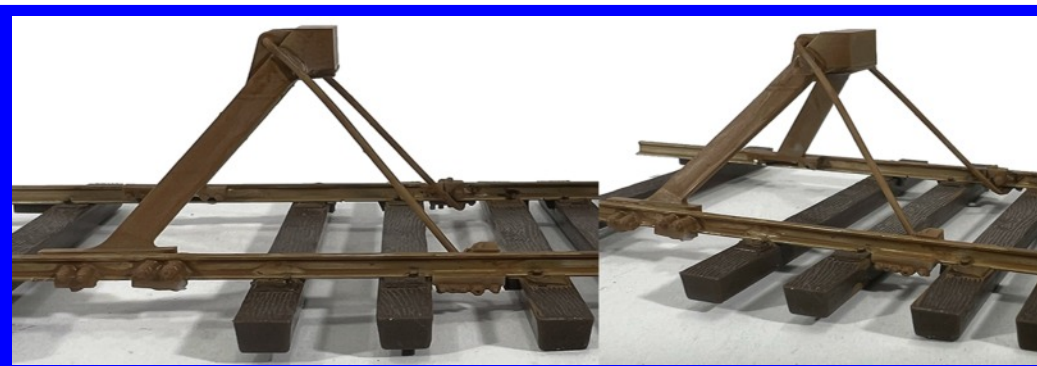
Yep, I've been busy! Thanks for keeping me that way!!

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## The Model Railroad Resource LLC

Announcing our new BUDA No. 30  
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Kit includes the clamping parts to  
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# Along the Railroad

A North American Rail Journey  
1958 - 1978



Howard Serig

with  
Kent Loudon

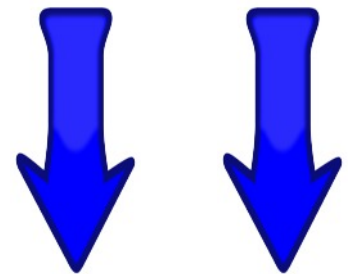
*Along the Railroad* features the exciting and unique railroad images of photographer Howard Serig who has captured the special time "when trains were really trains!" Many have claimed it to be "The best railroad book out there!" To see a video preview of the contents of the book please click on the image above. This is a limited edition hard cover book containing 222 pages of content. Copies are available for \$49.95 plus actual shipping. Orders may be placed by contacting the seller below:

[kjkriigel@aol.com](mailto:kjkriigel@aol.com) (mention book title) or by phone: 434-589-2660.

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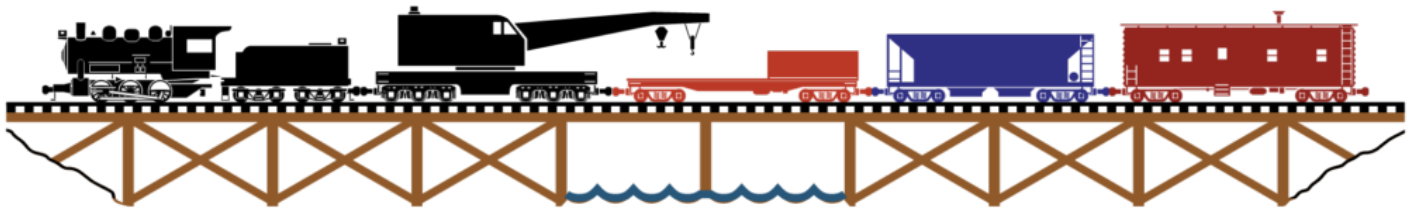
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# NEW TRACKS MODELING



By Contributing Editor Jim Kellow MMR

## “Modeler’s Path to Success”

**Use a mentor’s past memories to help create your own and achieve your modeling successes.**

**“Try it. It works!”**



I asked Nova AI: Is sharing your memories important to help other people learn about a subject?

Answer: *“Yes, sharing memories can be very important in helping others learn about a subject. Personal anecdotes and experiences can make a topic more relatable, engaging, and memorable for others. It humanizes the information and adds a personal touch that can enhance understanding and retention of the subject matter. By sharing memories, you can provide real-life examples, insights, and perspectives that go beyond traditional teaching methods.”*

As I said above:

**“Try it. It Works”**

### Help Kids Become Modelers

Great news for our new Facebook group.

Our new Facebook group, New Tracks Modeling, just had the 700th modeler join and follow the group. The next station stop is 1,000. Tell your friends about our group so they can join and share their modeling knowledge and learn from others. Modelers in all scales and gauges are welcome because modeling is modeling. Thanks for your interest and support. Questions? Email me: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

I recently wrote an article about what future modelers need today’s mentors to teach them about modeling. I believe structures and scenery are the two most needed modeling skills that they seek. Therefore, I approached several manufacturers about developing “S Scale Animated Scenes” that could help fulfill these needs.

In addition to the manufacturers, I also contacted a S Hi-Rail/Scale modeler to be the Chairman and appoint an advisory committee to work with the manufacturers on developing the specific “S Scale Animated Scenes” kits. We hope every S Scale and Gauge modeler enjoys building these unique kits and improving their modeling skills in the process.

**MENTOR DEFINITION: A TRUSTED COUNSELOR OR GUIDE**

## New Tracks Modeling announces: “S Scale Animated Scenes”

Kits you can build & scenes you can create

We are pleased to announce a new “S Scale Animated Scene” concept by a collaboration of three manufacturers to create a unique, InvisaTrax™ animated core scene that can be displayed, in a diorama, or integrated into your S Scale or S AF/Hi-Rail model railroad. The three manufacturers involved can be contacted at their websites to find out details about their products included in this “S Scale Animated Scene” project. To make ordering easy, the complete kit components can be ordered by contacting one of the three manufacturers. That manufacturer will coordinate your purchase with the other two manufacturers and get your complete kit components delivered to you. You only need to make one payment to the manufacturer who takes your order.



American Models Website: <https://americanmodels.com/>  
Email: [americanmodels@sbcglobal.net](mailto:americanmodels@sbcglobal.net)  
Phone: (734) 449-1100



CatzPaw Website: [www.catzpaw.com](http://www.catzpaw.com)  
Email: [info164@catzpaw.com](mailto:info164@catzpaw.com)  
Telephone: (770) 847-0076



New Creations Victorian Railroad Buildings LLC  
Website: <https://newcreationsvictorian.com/>  
Email: [eauchiche@gmail.com](mailto:eauchiche@gmail.com) Telephone: (661) 444-9656

Many of us remember when American Flyer produced operating accessories that provided animation and functionality to create scenes on our model railroads. In fact, many of us still buy them, if we can find them, in any reasonable condition. This new scene is not a recreation of an old American Flyer accessory, but rather a new scale 1/64 animated scene using new technology and materials. The scene is suitable for use by both S Scale, American Flyer, and Hi-Rail model railroaders or any other modeler who creates 1/64 displays or dioramas.

This first scene is of a Transfer/Distribution operation which moves products between rail and truck. The core scene's components include a railroad car, and truck chassis by American Models, laser cut Transfer/Distribution structure kit by New Creations Victorian Railroad Buildings LLC, 3D printed figures, equipment, and details, along with relevant InvisaTrax™ animation products by CatzPaw which shows the movement of the cargo between rail and truck, and detailed building instructions to create a unique S scale (1/64) animated scene to enhance your modeling experience. The best part is, all the work of designing the core scene, and engineering the technology, has been done for you. Your participation is to have modeling fun and experience the thrill of creating your personalized scene.

Plus, everyone gets the benefit of having a personal mentor, so you can improve your modeling skills, as you work live with talented modelers building the scene on New Tracks Modeling weekly Zoom shows or on our YouTube videos to make sure you produce a scene you will be proud to display. The “Build Along” series is scheduled to start in January, 2025 and continue on consecutive shows until the project scene is completed. If you miss the live shows, all of the shows are recorded on our New Tracks Modeling YouTube channel for future reference and viewing.

Oh, and not to forget the S Scale/AF/Hi-Rail collectors, this scene provides a new first scene in a planned series of new collectibles. That's why you may want to get two of the scenes before they are sold out.

This first scene will be available to preorder at the 2024 S Fest St Louis, Missouri convention October 25-27, 2024. For details about the S Fest convention, go to their website: <https://www.wrcresearch.com/SFEST24/> Information concerning how to preorder at the S Fest Convention will be available on each manufacturers' websites.

If for some reason you can not attend the S Fest convention, you may also preorder during the month of November from one of the three manufacturers by using the code word contained in the November issue of the New Tracks Modeling Observations Newsletter. Our newsletter is available to all of our website subscribers. For website subscription information please go to our website: [newtracksmodeling.com](http://newtracksmodeling.com).

For questions about ordering, contact any of the three participating manufacturers.

If you like this concept or have suggestions for future "S Scale Animated Scenes", please contact Joel Weber, Chairman of our S Scale Animated Scene Advisory Committee via email [weber1b14@gmail.com](mailto:weber1b14@gmail.com) or call at 630-977-9323.

If you just want to talk, gossip, or suggest other new concepts or projects you want New Tracks Modeling to investigate, my email is [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

**Attend the 2024 S Fest in St Louis Missouri, Preorder the new "S Scale Animated Scenes", and visit our New Tracks Modeling table to say hello and support our New Tracks Modeling, Mentoring Scholarship Program. Fall S-Fest October 25-27, 2024 in St Louis Missouri.**

The Convention Spokesman is Joel Weber and provided the following information:

*"Fall S-Fest 2024 will take place in St Louis from October 25th through the 27th. This year's event is being hosted by the American Flyer S Gaugers of the St Louis Area (AFSGSLA). This is the 47th edition of this annual event and will again take place at the Doubletree – Westport conveniently located along I-270 on the west side of St Louis. Reservations for the hotel can be made by calling them directly at 314-434-0100. Registration for the event can be done online by going to the club website at [trainweb.org/afsgsla](http://trainweb.org/afsgsla).*

PRELIMINARY SCHEDULE	
Friday October 25	Trading Room Open
8:00 AM to 9:00 PM	Saturday October 26 (cont)
Registration Desk Open	9:00 Am to 1:00 PM
8:00 A.M. to 2:00 PM	Model Contest Viewing
Move In, Set Up, Display Room	9:00 Am to 1:00 PM
(only open for Vendor and Manufacturer)	Clinics and Spouses Program
10:00 AM to 9:00 PM	1:00 PM to 2:00 PM
Hospitality Room Open	Model Contest judging
2:00 PM to 9:00 PM	3:00 PM to 4:00 PM
Trading Room Open	Train Races and Incline Contest
3:00 PM to 7:00 PM	5:30 to 6:30 PM
Model Contest Entries Accepted	Cocktail Hour
4:00 PM to 8:30 PM	6:30 to ?? PM
Clinics Open	Annual S Fest Banquet
	Annual Post Banquet Auction
Saturday October 26	Sunday October 27
8:00 Am to 3:00 PM	9:00 AM to 1:00 PM
Registration Desk Open	Morning Layout Tours
9:00 AM to 3:00 PM	9:00 AM to 5:00 PM
	All Day Layout Tours

*This premier S Scale/Gauge event includes a swap meet starting Friday afternoon continuing through Saturday afternoon where you can find a wide array of trains and train related merchandise, all in S Gauge. During this time there will be clinics on a variety of related subjects as well as a craft session for the spouses. The club modular layout will be on display during the event which also can serve as a test track for items you might purchase. This event also includes train races, a model contest and then capped off with a banquet, speaker and auction to wrap up the day. Sunday there will be a number of layouts in the area to tour to see the work of local train enthusiasts to learn about and share ideas for your own modeling efforts. Last but not least, we will have meet cars available which are American Models TOFC cars in Missouri Pacific and Chicago and Eastern Illinois livery. The meet cars are suitable for both American Flyer and S Scale collectors and operators.*

*Come join us in St Louis and immerse yourself in the best S Scale/Gauge experience available. For further information you may contact Joel Weber at [weber1b14@gmail.com](mailto:weber1b14@gmail.com) or call at 630-977-9323."*



## Is “Wireless” the future for our Hobby?

Senior Chief Andy Zimmerman Manager of the NMRA Conformance and Standards Committee was on our June 5, 2024 Zoom show and I asked him about wireless standards which are being worked on by his NMRA Committee. He said he believed wireless might be the future for model railroading, but because of confidentiality issues, wanted to check with his committee before answering. I just got his answer in the following email. If Andy thinks this new technology is important then we need to take notice and get involved.

*Andy Zimmerman's comments about "wireless" I posted on my Facebook pages:*

Jim

Pleas pass to the rest of the crew.

Concerning the Wireless protocols the goal for the Wireless Command Control protocol is several parts:

1. To create a standard for Wireless throttles so any one of them can be used with any system
2. To create a DCC wireless command protocol that communicates directly to locomotive decoder (or accessory decoder for that matter). A couple of similarities that exist of this are G-Wire and Blunami. This is a plus for DC users as they can use the decoder-equipped units powered by batteries or DC current to the track.
3. Include in the wireless transmission bi-directional communication (similar to RailCom).

I'll be happy to answer more questions if you have any.

Andy J. Zimmerman

*David Adams commented to Andy:*

My thought/question is...why create a wireless standard when multiple generations of standards already exist for wireless communication. IEEE 802.1x is already a defacto standard

*Andy Zimmer replied to David:*

David Adams thanks for your Great question,

Short Answer: Interoperability. Without an NMRA Standard guiding the manufacturers, they will create great product that only their decoders will respond to. Not everyone wants an ESU decoder or a Digitrax or a SoundTraxx. Many are loyal to a brand and to a fault. They will gut a brand new engine with an ESU decoder to install a SoundTraxx in it. When that happens, they expect it to work and respond identically. Without a wireless communication standard, manufacturers will isolate and produce decoders that only work on their brand specific systems to increase their market share. Standards create uniformity and interoperability.

Andy J. Zimmerman

*Ry River Railroad Model Train layouts comment:*

Well to start with that wasn't really an answer to the question, sounded like an endorsement for 2 products.

Are they using those 2 manufacturers to create standards?

Why is it that the NMRA is trying standardizing wireless? Or anything thing else? It's a wireless system, One unit talks to the other not difficult if 1 manufacturer does it better than another 1 great, we don't need the NMRA to get involved with it. If you go with an air wire system and somebody comes over to your house with a different system and it doesn't work oh well..... Let's put more restrictions on the businesses this that produced these things for us. This is just a hobby for fun. Never have been a fan of the NMRA. IMHO they have always

been a waste of time. And has always been an organization that promotes themselves look what I did, look what I accomplished, recognize me I'm better than you type of organization.

*Paul Boulay reply:*

Ry River Railroad Model Train layouts: Why did the NMRA standardize wheelset and coupler specs? So that different manufacturers products could be used with other products, so that the end user can successfully navigate the variety of products in order to assemble a functional layout. Everybody wins: manufacturers, distributors, and end users as a consequence of industry/hobby Standards. The WHY question is silly. The WHEN and HOW MUCH questions are subject to everybody's different assessment. It would appear that the NMRA Standards to DCC are minimalist - restricted to the packet protocol at the railhead. There are several different architectures to handle consists (multiple locos), and networks (multiple throttles).

But the Standards appear to seek the balance between the need for industry conformity and the advantage of retention of an open environment for innovation that you endorse. Wireless Control Standards are not a fact as yet. The NMRA is working towards it apparently. Likely it is too early to avoid the suppression of innovation. So for now, they are listening, much more than talking. We will likely get Standards after there are several divergent architectures to products, of which some dominate and others become orphans. No end user wants to invest in an expensive orphan. That is what Standards are purposed to avoid.

*Jim Kellow MMR comment:*

I have no idea about the impact on my Modeling "Wireless" will have, but naturally I am very curious. Please send me an email with any comments or questions you may have and I will get them to Andy Zimmerman. The more we can learn about this new technology the better.  
[jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

### **Publications going digital? Who should pay?**

I recently posted the following in our New Tracks Modeling Observations Newsletter and got an immediate reply from Bill Banta of Banta Models. I believe this subject is a discussion our hobby needs to have and I encourage your input.

I found out yesterday we will get our morning newspaper delivered by the US Postal Service. This means we will get our morning printed newspaper about 2-4 in the afternoon.

For over 60 years, my wife and I have loved reading a daily newspaper with a cup of coffee in the early mornings as a way to start our day. Well, we used to anyway. Will we keep getting the printed newspaper, or for a reduced cost, subscribe to the digital copy and have our coffee with our cell phone or iPad, or just watch TV!

We really don't want to lose our printed newspaper early in the morning, but I personally believe financial considerations are making the inevitable decision for companies with printed publications to go completely digital. The question becomes who pays for the digital publication?

My model railroading hobby's printed publications are also facing financial issues. The current trend seems to be for printed publications to also publish online or cease publication completely. One association recently told me their goal is to get me to voluntarily convert from getting their printed magazine to getting the online copy. Times are certainly "a changing" for all printed publications.

Funny, but I saw this "going digital" trend coming 12 years ago when the hobby magazine which had been publishing my articles for over 20 years went out of business. The long-time editor died and the owner decided to sell the publication, but no one was interested in buying it. That was a red flag for me.

Then about 8 years ago I found two model railroad magazines that were only available online and were free to individual subscribers. Their revenue came from advertisers. This was a new business plan for a hobby publication that made a lot of sense to me. I congratulate Amy and Dan Dawdy for coming up with the idea and making it work for over 10 years. Frankly, I think this is the future business model all hobby publications, and even general magazines and newspapers should consider and adopt.

Many of us have complained for years about having to pay to read more ads than text in our magazines. I think this issue will accelerate with aging of our hobby population, and the growth of other information sources such as YouTube.

To me, it makes more sense for businesses to pay to reach us, their customers, than for us, the customers, to pay to reach them. This applies in my mind to both printed and digital publications. To me subscribers want to get great content that will help them improve their hobby skills techniques, and enjoyment, and will support the businesses that pay the cost for them to get it. Amy and Dan Dawdy got the message and made it work. I wonder how much longer we will be asked to pay for a subscription to any printed or digital publication? Why should we? What do you think? As always, if you just want to talk or comment, please contact me at: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) Thanks for reading!

*Bill Banta reply 6/3/2024:*

Jim,

Hope you are doing well. I read with interest your comments about having to pay for magazines that are seemingly full of ads (how else are we going to get the word out?)..... You mentioned "O Scale Resource" having made the free magazine thing work... Yes, but it's online only, and it's not free. You bought a device to go online and you pay a monthly service to be able to peruse such publications and web sites, you are still paying for it. Frankly I like having the print copy in my hands. Also, the magazine needs to pay its creators. It's not so simple an equation to simply give away your work.

Relying solely on advertisers to fund a publication without any cost to the reader can indeed raise concerns about fairness and sustainability. It may seem unfair to expect advertisers to shoulder the entire financial burden, especially if their funds are limited. The business model of relying solely on advertisers to fund subscriptions can sometimes lead to conflicts of interest or compromise the editorial integrity of the publication. It's a complex issue with no easy solution, but it's important for magazines to find a balance that keeps both readers and advertisers satisfied while maintaining journalistic integrity.

Most kit people are small one or two person shops. For me advertising is a costly expense. For many years I was able to take full and half page ads in the *Narrow Gauge Gazette*, but when I added RMC to the list I cut my ad size back because RMC is running about \$200 a month. And since I also advertise in 4 annual magazines the limited funds get stretched and the ads become smaller. I'd like to advertise in *Model Railroader* but their pricing is at least double what RMC is... With no subscriptions or retail sales of the magazine the advertising costs would probably double or triple and would push us out of the market along with a lot of the small guys.

From a reader's point of view, if you buy the magazine and only read the articles without buying from the advertisers then you are getting it for free with no return to the advertisers. I can't tell you how many magazines I have advertised in where I got absolutely no response from any reader, even the online magazine "Model Railroad Hobbyist" where its free to read created zero sales, others are O scale Magazine, S Scale Magazine, Sn3 Modeler... all wasted expense with no results. Advertising with no sales means no funds to fund the advertising. If advertising costs go up, then kits prices go up... which leads to another issue I hear from time to time..."they always pass the costs on the the buyer"....

Businesses need to cover their expenses to sustain operations. Passing on costs to buyers helps offset production, distribution, and marketing expenses. Passing on costs helps ensure the long-term viability of the

business by covering essential expenses required to deliver products or services to customers. Do we continue selling a kit at last year's prices when the cost of materials has doubled? Yes, we find alternative materials but that's not always an option. When you go to the grocery store and see higher prices, who is to blame, the grocery chain? the warehouse? minimum wage? or maybe the cost of diesel fuel. Diesel fuel is used from the raw material stage to the time the product gets to the store. In 4 years the cost of diesel has doubled, thus the rise in everything that is conveyed in diesel vehicles. And no, electric vehicles are not less expensive, they are more expensive.

At the end of the day you can always ignore the ads and just read the articles... Thinking broadly, every viewer on YouTube will see the ads they put on unless they pay for the Premium service... As my economics instructor said, there is no free lunch, somebody pays..... sorry for the rant.. thanks, Bill...

*My reply to Bill:*

Thanks for your comments. I understand the points you are making. By the way the *O Scale Resource* and *S Scale Resource* online magazines can be downloaded and printed by the recipient at their cost. Thanks again for reading my article and replying. I got Bill's permission to print his comments and encourage everyone to also comment.

Well what do you think? At a time when we are, losing print publications and publishers, seeing more digital being offered and seeing the present model railroad community dying off and not being replaced by a younger generation, I believe it is time for modelers to speak up about (1) What they want to see and hear about manufacturers; and (2) How and in what format they want it presented to them.

After all, the manufacturers need to be able to reach their potential customers and their customers have to want to support them when seeing their advertising. Otherwise both sides suffer. To me, given the obvious changes in our hobby, discussing how manufacturers advertise and who pays for their advertising are questions we need to discuss. I look forward to hearing your opinions. [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).



**New Tracks modeling was represented at Harrisburg Narrow O Summer Meet**

In addition to having live videos about our New Tracks Modeling, New Tracks Mentoring Inc Scholarships, we had a video about Conowingo Models who was the donor of two of his Grey Street Company House kits.

<https://conowingomodels.com/shop/ols/products/grey-street-house-ho-scale-model-kit-gry-str-hs-ho1>) that were awarded in two random drawings to two lucky attendees:

the Friday winner was Jack Dziadul, and the Saturday winner was Bill McCourt.



*L to R Chris Coarse, Al Judy, Greg Cassidy*



*New Tracks Modeling Table at Al Judy's show.*



*Chris Coarse at Al Judy's show.*



*Greg Cassidy (left) with Ian Fainges.*

Thanks guys for all your help for New Tracks Modeling and our Scholarship. Greg said one of his biggest highlight of the show was getting to spend some time with Ian Fainges. What an incredibly charming gentleman, and a fantastic figure painter from Australia.

We will have video presentations and random prize drawings at other shows and conventions around the country. Please watch for our New Tracks Modeling banner at the shows you attend. Stop by, say hello and register to win a prize. Please let me know if you or your company or group is interested in participating as a kit donor or volunteer representative for our programs. My email is: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com).

### **New Tracks modeling was represented at the NASG 2024 Annual Convention July 17-20, 2024**

New Tracks Modeling has had our Zoom show and Scholarship banner displayed at as many other events as possible including the 2024 NASG National Convention in Harrisburg, Pennsylvania.

### **New Tracks Modeling will be represented at the Sunshine Region - NMRA IRON HORSE October 10-12, 2024 Convention.**

We have been represented at previous Sunshine Region events and am looking forward to this next one. The Sunshine Region of the NMRA invites you to our new convention home at the Ocala Hilton in beautiful Ocala Florida, known as The Horse Capital of the World®, for Iron Horse 2024!

Enjoy numerous hands-on activities, clinics, op sessions, contests, meet and greet, fellowship and more. The convention will run from 4pm Thursday October 10, 2024 to Saturday October 12, 2024, 11pm (or when the banquet breaks up).

This year's change of venue offers us at least 6 benefits:

- 1) A much lower convention cost
- 2) All activities are under one roof
- 3) Longer clinic room availability (we have clinic room availability from morning to night)
- 4) The opportunity for more fellowship
- 5) You asked for more hands-on clinics and we are delivering more
- 6) Op sessions on-site!

If you've never been to an op session or are a seasoned pro, we will have time to train the newbies and let our pros have at it. If you are new to op sessions and have been curious to what it's all about, then this is the place for you!

We think you will agree the Board has worked hard to bring more to our convention and to increase the quality, while being mindful of the price. Now it's up to you to come out and have some fun and fellowship. Let's celebrate our hobby together! [For more information CLICK HERE.](#)

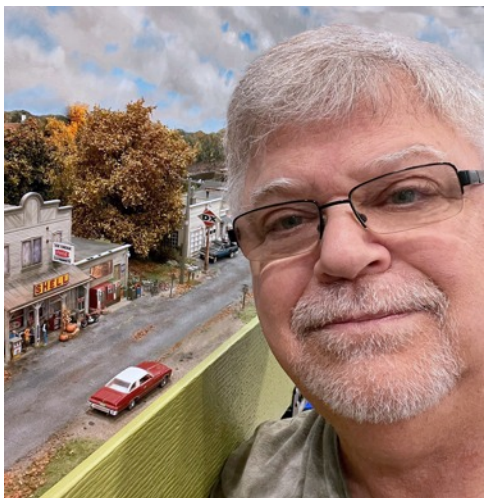
### **New Tracks Modeling is awarding three \$2,000.00 Scholarships on July 31, 2024**

The goal of the New Track Modeling Mentoring Scholarships (NTMMS) is to help model railroaders pursue higher education in the STEAM disciplines. Our scholarships are paid to the student's school and can be used for any fee owed to the school, including room, board, or other school fees (such as stuff bought at the school's bookstore. For 2024 we awarded three \$2,000.00 scholarships, one of which was provided in conjunction with the PCR Region of the NMRA.

The presentations of the three scholarships will be made by Bob Davidson, Chairman of the New Tracks Modeling Mentoring Scholarship Committee on the New Tracks Modeling July 31, 2024 Zoom show. A link to the presentation's video on our New Tracks Modeling YouTube channel will be available on our website: [newtracksmodeling.com](http://newtracksmodeling.com).

## Now let's meet some railroad modelers

This modeler has a long history in model railroading and shares his exceptional modeling Internationally whenever he can. Now he lives in the middle of Florida.



Please meet:

### Tom Johnson

My name is Tom Johnson and I've been into model railroading since my Jr high school years. My Uncle George and parents got me started in the hobby. I had the typical Lionel and American Flyer train sets as a child but my Jr high school years is when I actually got serious. We lived by the Nickel Plate Railroad that also fired me up for trains. After graduating from college and getting married, I built my first real model railroad and it was published in *RMC* in November of 1985. Since then, I've been published in *Great Model Railroads 2008*, again in *RMC* in October 2022, *MRH "Running Extra"* digital magazine, *LOKI America* from Switzerland, and the *UK NMRA Division Magazine*. I will be published again in *Great Model Railroads* next year. I've also had multiple photos used in several special addition books released over the years by various authors. I am currently retired and living in Florida with my wife and our kids who live nearby. I have a small retirement sized bedroom layout that gives me lots of enjoyment and is easy to maintain. We have no basements in Florida.



This is Farm Bureau Co-op Elevator, The Co-op Covered hoppers were converted from Tangent MKT hoppers. I soaked the MKT letters with solveset for about 15 minutes and pulled off the MKT lettering with scotch tape. The placards are photos printed on high quality Premium Photo Glossy Paper.

I learned to build by reading lots of articles in various magazines over the years. I am also an artist and retired art teacher so that helps a lot. I learned pretty much by trial and error. I've always been in HO scale for the most part. I did have the typical Lionel train set when I was in elementary school. I do answer a lot of questions on my Facebook page as well as others. I try helping as much as I can but I'm also 72 and we have lots of other things to do for entertainment here in Florida. We are only 30 minutes away from all of Disney and Universal. My help will come mostly in scenery and weathering.

I take pride in getting my autumn color as correct as possible. How many modelers forget the leaves on the ground? I like using lots of static grass mats and other textures mixed in. This is Farmers Feed and Grain Elevator on my Cass County Railroad in Logansport, Indiana. My layout is a one town layout.



Above: This is Gene's Neighborhood Grocery. Note the mid 80's specific detail. The pop machines are all 80's era machines. The newspaper machines are mid 80's detail along with everything else in the photo. Note the station wagon. You've got to have a couple on a mid 80's layout. The pumpkin detail and lawn chairs are 3D printed by Miniprints. Other detail is from Showcase Miniatures and scratch build by me.

Left: Overmyer Garage. Note the 80's era specific gas pumps. Also, note the 80's era Jeep. The Sunbelt System covered hopper is from Three Notch Rail and Tangent.

Hawk's Garage is a smaller mom and pop repair building that expanded into several connecting buildings. They repair mostly older IH equipment but will work on other brands. Lots of smaller farms in the mid 80's still used machinery from the 50's.



This is Farm Bureau Co-op Elevator. They mostly deal with corn and soy beans. Note the old telephone poles no longer in use with the vines growing up the pole and downed lines. Also note the pigeons along with droppings on the roof tops.





Just a rural view through all the trees. Note the missing sign in the Texaco hoop! Something I originated and now being copied by others.

Just pulled loaded covered hopper from Farmers Feed and Grain. Note the autumn colors and that lonely old telephone pole. No Popsicle colors seen here!





The office end of Farmers Feed and Grain. Note the spot light on the ground in front of the sign. Also the labels on the feed bags, a detail often missed by modelers, and all of the cable on the moisture probe.

I took all of the photos using Helicon Focus and photo stacking.

Thanks Tom for your interest and help. Tom can be reached at: [Tom.Johnson@newtracksmodeling.com](mailto:Tom.Johnson@newtracksmodeling.com).



This modeler is fairly new to the hobby and his local club is providing him all the help and mentoring he needs, and he is in turn providing electronic and digital promotion help for his club members.

## Curtis Fay-Wolf



My name is Curtis Fay-Wolf. I'm 25 years old and from Northern Illinois and I am a member of the Stephenson Society of Model Trainmen or better known as the Fever River Railroad or FVR in Freeport IL which is an HO scale club located in an old IC/CC bunk house purchased from the railroad in the 80s. (The following photos are from the Fever River Railroad)

I'm not really sure who I am as a modeler as I'm still very much a novice in all aspects, but I have found that programming DCC models and managing the clubs social media accounts is where I've excelled; and while I still have a lot to learn, I am one of the two guys that other FVR members turn to for help programming and troubleshooting their DCC equipment.

I really can't pinpoint what first sparked my interest in railroading and model trains, but it was either a Thomas and Friends VHS in the early 2000s or a ride on the Silver Creek and Stephenson railroad in Freeport which is about an hour long journey down and back on a modified flat car pulled behind a 2 truck Heisler.





I got my first model for Christmas 2008, it was an HO scale Bachmann Casey's General Store Express, and that was it until I got my driver's license and was able to go to shows on my own. I eventually found out about an open house for the FVR where I learned about joining them and I've been a member since steadily growing my collection and knowledge.

I haven't done much in the building side of the hobby, but I would say every member of the FVR has mentored me in some capacity whether it be trouble shooting a piece of rolling stock to figure out why it keeps causing issues or to program DCC locomotives or what the best products to get the best value for my money. They've all helped me and I do my best to pass that advice on to new members whenever I can. I do have a few projects planned when I get the time to improve some models that don't quite perform the way I would like them to and those will largely be trial and error.

I model in HO scale because that is what my first model was and eventually when I joined the FVR that's what they modeled. As for what I model, well my collection ranges in size from everything from a m18 Plymouth made by Walthers to a scale trains museum quality big blow gas turbine, era ranges from a 4-4-0 American made by Bachmann to a Broadway limited imports gevo, and road names that represent most of the United States from coast to coast and even a couple models from the UK and Germany.

I like everything from humble backwoods logging trains to monster freight trains and pre Amtrak passenger services.

I always try to help others in every aspect regardless of if it falls into my area of knowledge, but when I really have no idea, I will try to point them in the direction of someone that I believe has a better answer than what I can provide.

Thanks Curtis for your help and interest. He can be reached at: [Curtis.Fay-Wolf@newtracksm modeling.com](mailto:Curtis.Fay-Wolf@newtracksm modeling.com).

I found this next modeler in Auckland New Zealand. His subjects and techniques are very interesting to me as I like to scratchbuild 1920/30 autos in brass. Anyone have a MAD MAX, or auto racing scene on your railroad? Something to consider. It would sure be different!

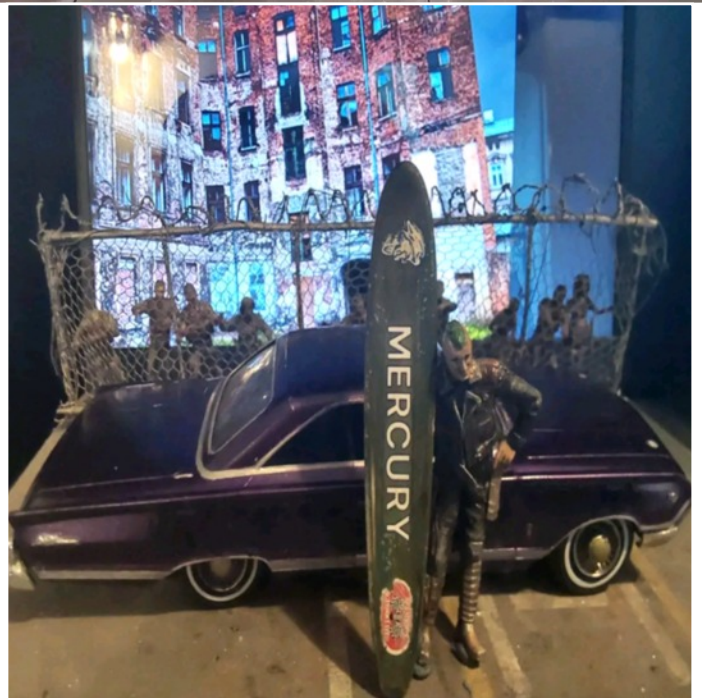


### Randy Cambell

I started making models when I was about 7 through to I when was 12. I restarted again when I was about 37 to now, so about 17 years all up. I mainly do 1/24 scale because most car kits are in that scale, but I do other scales. I learnt mainly by trial and error and YouTube tutorials. I'm always up to teaching others and I'll start making my own tutorials on my Post apocalyptic modeling page soon. I'm a huge fan of Mad Max and all Post Apocalyptic movies from New Zealand through to Italian and the USA.

I asked Randy what painting techniques he uses.

For figures I use a lot of Rustoleum cans for primer and then I spray down from above with cheap dollar store white matte cans, and after they dry, I use washes, and at the end, I touch up with highlights and seal with dollar store matte varnish. I do the same technique for my dioramas. I also use nail polish with lacquer thinner for different colours too on my dioramas. For cars I use Rustoleum to prime then nail polish mainly for them.



*Above: Lewis guns fun times.*

*Top right: Dodge the danger.*

*Right: Time for some zombie surfing.*



*Greaserpunk metal dreams.*

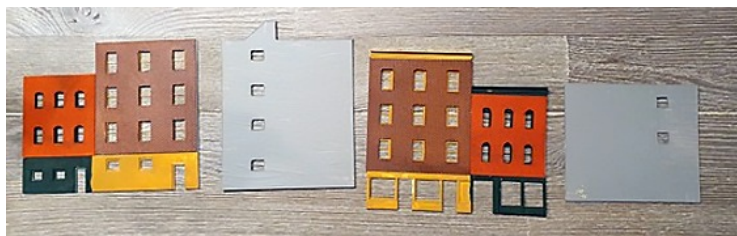
Thanks Randy, or Warwick Eagle, for sharing your modeling and skills. He can be reached at: [Randy.Cambell@newtracksmodeling.com](mailto:Randy.Cambell@newtracksmodeling.com).

This next modeler is a member of a Dutch Model Railroad club. Since I am part Dutch, this caught my attention.

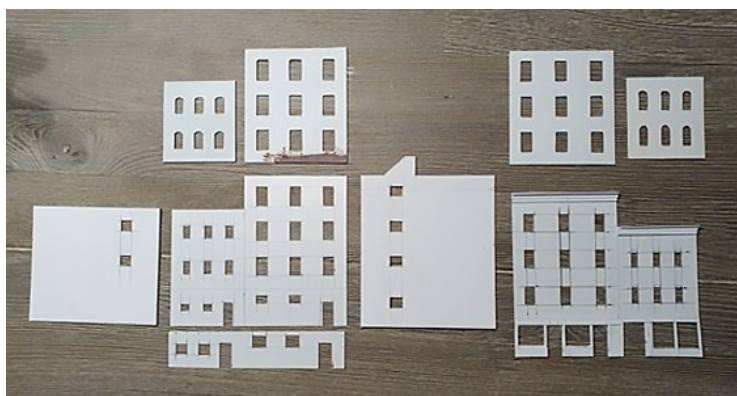


### **Hans Sodenkamp**

I have been involved in model building for a long time, but since the founding of the PH&LF in 2001, model building has gained momentum. The PH&LF is a Dutch model railway club scale N, originally N-trak ,but now also oNetrak and twintrak.



At the start I encountered the problem that the supply of specific buildings was limited here in the Netherlands. That was the reason to make buildings yourself. Before the founding of the PH&LF, I had already made buildings in scale HO from cardboard, but I now also wanted to try building with styrene.



The method is as follows: I look for a suitable example, often a photo or sometimes a drawing. I then make a scale drawing based on the example. Occasionally I make a mock-up to see how the building fits into the whole. I usually make a building from several layers. For example, the outer layer is bricks, below that the frame with windows and then a layer below that with the windows themselves. Here are some examples of my builds.



Thanks Hans for your interest. He can be reached at: [Hans.Sodenkamp@newtracksmodeling.com](mailto:Hans.Sodenkamp@newtracksmodeling.com).

## Now for some other New Tracks Announcements

### Our monthly Newsletter: “*New Tracks Modeling Observations*”

New Tracks Modeling has a monthly newsletter edited by Martin Brechbiel MMR. It is designed to provide ideas, commentary, and insights from New Tracks Modeling Zoom, and YouTube participants and viewers, about all scales and gauges in our Great Model Railroad Hobby. We also give advance notices about upcoming New Tracks Modeling Features, opinions, and projects including our Scholarships. You can see all our issues on our website: [newtracksmodeling.com](http://newtracksmodeling.com).

[Here is a link to our July 1, 2024 issue](#). Don't miss the August and September 2024 newsletters subscribe to our website: [newtracksmodeling.com](http://newtracksmodeling.com).

I personally love the stories modelers want their modeling to tell. Here is an example from our newsletter of the Story Tom Farrell wrote about his models from a recent New Tracks Modeling zoom show.

*“A surprise at the 23rd Anniversary of the Monongah Mine Disaster Memorial Gathering”*

*A short story by Thomas P. Farrell, Jr. (Part #3)*

*Founded in 1890, the narrow gauge Rustic Buff & Old Gothic Railroad has wound through the Appalachia Mountains and valleys in western Pennsylvania to the rolling hills of southern Indiana for forty years. How the RB&OG managed to bypass Ohio between these two states remains a mystery, sparking much speculation among its followers and fans. Yet, adhering to the age-old mantra of "my railroad, my rules" that seemed a fitting explanation to quell any inquiries from the over-curious on the subject.*

*Two railroad men who never questioned the omission of the Buckeye State on the RB&OG were the Hawkins brothers, Eli, and Henry, known locally as “Eagle” and “Hawk,” respectively. Eagle was the eldest, known for his steady demeanor and sharp mind. He was a locomotive engineer, driving powerful steam engines through the aggressive grades of the RB&OG. His younger brother, Hawk, had a penchant for adventure and mischief and a bit of a temper. He worked as a brakeman on the freights, ensuring the train's safety from the relative comfort of his caboose. Rarely did they work together, but there was the occasional fast freight where they were “Team Hawkins.”*

*Their bond as brothers was thought unbreakable, but their paths diverged when Hawk's drinking led to his release from the railroad and his family leaving him. Eli could never erase from his memory the day Hawk was stripped of his brakeman responsibilities and ousted from the RB&OG under the damning decree of "Rule G: The use of intoxicants is prohibited." Both Hawk and Eagle knew several railroad men who were discharged for violation of Rule G, not because railroads objected to liquor itself outside of work but because a man under the influence while at work is not to be trusted in a job involving human lives and railroad property.*

*Eagle never touched the stuff and persevered as a locomotive engineer, even as his brother's life on the rails was derailed. At times, he pondered the fate of Hawk and his family, yet no whispers or sightings of them ever surfaced. Hawk had drifted into obscurity, seeking solace first among the destitute in the makeshift camps of Shantytown, known colloquially as "Hooverville," and later finding fleeting employment in the humble bait shops along the banks of the Salt River Basin. Yet, despite his efforts, he never gained his sea legs there and always thought of himself as a railroad man. Ever-indicant, destiny orchestrated the brothers' reunion when they least expected it...*

*On the solemn occasion of the 23rd anniversary of the Monongah mining disaster of 1907, the tragedy's sadness reverberated through Turtle Creek. Late that morning, people began gathering in small groups at the depot to go to the nearby memorial site of the closed mine. Although over two decades had passed, this day was a chilling testament to the townspeople remembering the darkest hour in American mining history that claimed the lives of over three hundred and sixty-two miners.*



*Eagle volunteered to run a special train for the families and friends of the deceased from the towns of Rustic Buff, Old Gothic, Oolitic, and Shantytown to the memorial service. Eagle began his planning the evening before with meticulous care for every detail. He intended to quietly glide the locomotive past the Turtle Creek depot to the solemn backdrop of the Monongah Coal Tipple, a grim reminder of the tragedy that scarred their community. Upon arrival, he thought a mournful, low-key wail from the train's whistle would pay homage to the fallen miners, a poignant tribute to their memory.*

*Everyone rode the rails for free on this day as the RB&OG donated a train to and from the service across the line. As Eagle prepared the locomotive for the day's journey, he thought he saw a familiar figure in the crowd at the Shantytown Depot. At first, he wasn't sure, but the initial uncertainty quickly gave way to recognition as Eli squinted down the platform and realized it was indeed Hawk. Despite the passage of time and the changes it brought, there was no mistaking his brother standing there. Checking again, the man was clearly weathered by years of apparent hardship, but unmistakably, his brother! Surprised and emotional, Eagle climbed down from the cab and briskly walked the platform.*

*The Memorial Service was brief, and fate almost intervened again when unforeseen circumstances unfolded. A shortage of skilled workers plagued the RB&OG, prompting Eagle to recognize an opportunity to reconcile the railroad with his estranged brother. Eagle's plan was simple; Hawk could temporarily live with him and his family until he found work, which would not be easy during the depression, but he had to try. That wouldn't deter Eagle; he would talk to the RB&OG and put together "Team Hawkins" again!*

*Eli advocated tirelessly for several weeks for Hawk's reinstatement, citing his brother's past dedication, impeccable safety, and work ethic. His superiors were skeptical, even with Eli's persistence and heartfelt appeal. Unfortunately, Eli's efforts were in vain, as the railroad refused to make an exception. Railroad workers were union men bound by work rules and labor contracts, and the regulations regarding "Rule G" were unequivocal. Management had to uphold their previous decision, regardless of Eli's convictions or Hawk's apparent rehabilitation. The risks were too significant. If Hawk couldn't keep rolling down the track on his own, they couldn't afford another derailment on his part. The RB&OG's decision clearly prioritized the welfare of the many over the few, or in this case, the one. The safety of the public, passengers, and workers and the preservation of the railroad's capital had to come first, leaving no room for personal appeals or second chances.*

*After several weeks, Eagle felt uneasy with Hawk "temporarily" living with his family in their modest workingman's home. With two teenage sons and a wife increasingly irritated by her brother-in-law's extended stay, the situation was nearing its second month and becoming untenable. Something had to be done, Eagle thought, something soon. "Something soon" came that very morning, as fate and the RB&OG railroad played another pivotal role in the lives of the Hawkins brothers.*

*At 6:00 a.m., Eli departed from the classification yard at Rustic Buff, beginning his fast freight run to Turtle Creek. His first stop was to deliver a couple of boxcars to the Fort Pitt Brewery. Lacking a brakeman, Eli was aware that he would need to handle all the uncoupling tasks himself upon arrival. The term "fast freight" seemed ironic under the circumstances, as operating shorthanded inevitably slowed down the process. As he considered the extra workload, Eli couldn't help but think how beneficial it would be to have another man with him—someone dependable like his brother Hawk.*

*About an hour later, Eagle had just spotted the boxcars at the Fort Pitt Brewery and was walking down a sidewalk to uncouple the two cars from his train when a man stepped out of the Brewery's office and approached him. It was the owner, "Big John" Hudak.*

*"Seems like the railroads are getting their money's worth from you today," said Big John. Eagle replied with a laugh, "Yes sir, I'm doing the job of two men today!" Big John then said, "We have a different problem. I need a good man in the brewery's lab, the most critical position in the company. My longtime Brewmeister wants to retire, and we need to hire an apprentice. Do you know anyone?" Without hesitation, Eagle blurted out, "My brother Henry, who goes by 'Hawk,' is out of work and could use a good job."*

*Instantly, Eli realized his mistake: he had just recommended a boozier to work in a brewery! Big John responded, "Well, if he's half the man you are, we've got a great new employee. Tell him to see me tomorrow, right here in my office at 7:00 a.m."*

*Eli's thoughts raced—his brother would need to be better than he ever was to land and keep a full-time job at the second-largest employer in Turtle Creek during these challenging times. And what about the temptation? The cliché "the fox guarding the henhouse" couldn't have been more fitting... To be continued."*

If you liked this story, you should subscribe to our newsletter. All subscribers to our website and donors to New Tracks Modeling's Patreon account, or to our Scholarship program will automatically get this publication by emails. If you are not a subscriber you will have to visit our website each month to find the link to our latest newsletter publication.

We hope you enjoy our newsletter and ask you to encourage your friends to become donors and/or website subscribers to our website, [newtracksmodeling.com](http://newtracksmodeling.com) so they can also receive it. Please contact our Editor, [Martin Brechbiel, MMR](mailto:Martin.Brechbiel@newtracksmodeling.com), with your comments, suggestions, details about a new product you are producing in any Scale, or any of your views, opinions, and comments.

### **New Tracks Modeling's Monthly Newspaper Column is Helping Reach a Potential New Model Railroading Audience.**



New Tracks Modeling: Vest shows my model railroading memories

Jul 11, 2024 • 5 min to read

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00:00 08:42

Jim Kellow  
New Tracks Modeling

I don't think there is any substitute for our memories. As I age some of mine seem to be more vivid and clearer than ever. I hope you enjoy hearing some of my hobby's memories. I would like to hear yours if you care to share.

My vest and patches tell you I am an "Old Timer" and gives you a glimpse into my long involvement in Model Railroading. Each Patch shows you one of my Model Railroading memories. That is why some of us wear a vest in the first place. It's all about sharing our memories.

In my last article I told you we are doing everything we can think of to promote railroad modeling, mentoring and our Scholarship program. Here is a photo and a [link to my June 14, 2024 article in the Citrus County Chronicle newspaper.](#)

Wouldn't it be great to have articles written like this by model railroaders in newspapers all over the country? If any of you get an article published, please let me know so I can include you in a future article. Got a question or need help getting an idea to write about email me: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com) Ideas are plentiful and I am glad to help you get the message out.

### **We are adding a second S modeling segment for S gauge modelers called "S Hi-Rail Modeling"**

In the July/August 2024 issue of the NASG members publication, *The Dispatch*, the association defined three main types of S model railroaders as S Scale, American Flyer and Hi-Rail. Therefore we have developed two separate monthly S Modeling segments, using definitions which are along the same lines we are using for O Scale Modelers and to go along with the NASG definitions.

The two segments are S Scale Modeling and S Hi-Rail Modeling. While modeling is modeling regardless of which group you are in, we believe it is important to show what is being built and the talents and techniques being used by the various modelers in each group. We also want modelers in each O and S Scale and Hi-Rail group to feel welcome on our show and comfortable contributing their modeling expertise and sharing their particular issues, needs, and interests. As you have heard me say many times, modeling is modeling and we can surely all learn from each other.

**G Scale Modeling** hosted by **Steve Bittinger** Sponsored by **New Creations Victorian Railroad Buildings LLC**



**O Scale Modeling** hosted by **David Schultz** Sponsored by **O Scale Central**

**O Gauge Hi-Rail Modeling** hosted by **Dennis Brennan** Sponsored by **Millhouse River Studio**



**MODEL TRAINS  
MAINLINE  
HOBBY SUPPLY**



**S Scale Modeling** hosted by **Jamie Bothwell** Sponsored by **NASG**

**S Hi-Rail Modeling** hosted by **Joel Weber** Sponsored by **American Models**



**HO scale Modeling** hosted by **Ed O'Rourke** Sponsored by **Mainline Hobby Supply**



**N Scale Modeling** hosted by **Clem Harris** Sponsored by **National Capital Trains**



### **Edward Skuchas Talks About Traction Modeling**

Ed Skuchas, a long time traction modeler, kit manufacturer, and currently the Traction Coordinator for the O Scale Central Board of Directors, will host a monthly segment on “Traction Modeling in All Scales” beginning on August 7, of this year. Ed and his guests will discuss traction modeling, and its history and future in our hobby.

The dates for Ed’s presentations are: August 7 for 15 minutes, then September 4, October 9, November 6, and December 4, 2024. I have known Ed for many years and know that he and his guests will present an interesting and creative discussion of how traction modeling is an important part of our hobby.

### **Sherri Johnson’s “Learning about Technology” Series**

Sherri Johnson is very well qualified to conduct this series. She has been a Professional Electrical Engineer/Mechanical Engineer working with technology for 45 years which includes using technology in her scale modeling company CatzPaw. This series will discuss technology in such a way modelers understand what it can do for them, how they can take advantage of it, and understand its future development and impact. The dates and subjects for our Zoom shows are shown below. If you miss a show you can view a video of the show on our YouTube channel New Tracks Modeling

- July 31<sup>st</sup>      Cutters: Laser (Bob D. Showcase operation)
- Aug 7<sup>th</sup>        3D Printing: What it is and the types of printers out there
- Aug 14<sup>th</sup>      3D Printing: FDM Printers
- Aug 28<sup>th</sup>      3D Printing: Resin Printers
- Sept 4<sup>th</sup>        AI: What is it & What can it Do
- Sept 11<sup>th</sup>     AI: Continued - showcase it being used
- Sept 25<sup>th</sup>    Other: Anything we may missed or mentioned/suggested during the series (possible entry: 3D scanning, chemical etching)

This is a series that will be presented in such a way you will be able to understand it and actually use it. Don't miss any of Sherri Johnson's Technology presentations.

## Setting Your Modeling Stage With Scenery

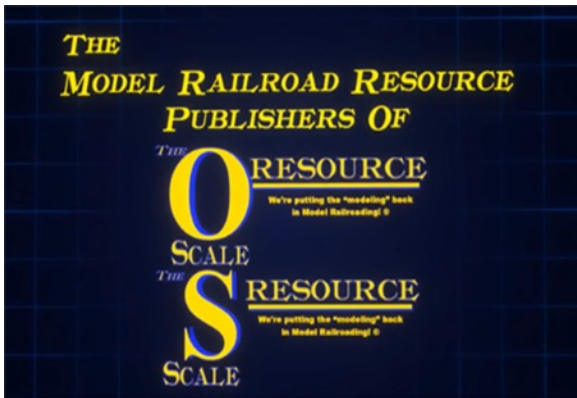
Starting later this year, Bob Geldmacher, Chief Scenery Clinician at Scenic Express, will be presenting a series about using scenery to set the stage and enhance our model railroads. As we all know, scenery plays a vital role in creating the scenes that help to make our model railroading an art form. Bob will discuss a variety of products and demonstrate techniques that can help your scenery come alive. Please contact Bob with any suggestions about subjects you would like him to cover. You can reach him at: [geldy@aol.com](mailto:geldy@aol.com) or call him at 410-926-4514.

## What other segments do you want?

I am in the process of developing 2024/2025 new segments for our Zoom shows and need your advice and ideas. What do you want to see? Please let me know. My email is: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com). I look forward to hearing from you.

## NewTracks Modeling "MY BUILD" Monthly Shows

Sponsored by Model Railroad Resource LLC



Starting in January 2024 the MY BUILD segment started to occupy more of one of our Monthly New Tracks Modeling shows. Because of this increased focus on viewer's modeling, Chris Coarse asked Greg Cassidy to help him promote and Host the expanded MY BUILD segments. Thank you Greg for your help.

Here is the list of the MY BUILD shows for the remainder of 2024 and the special focus for each show. Please join in, show us your models, and help us learn.

August 21 - Harvest: farm equipment, grain elevators, hopper cars, mills, tractors, agriculture, barns, chicken coops, livestock, cattle pens/ranching, cattle cars, reefer cars

September 18 – Free for all! Anything goes!

October 16 - Halloween: haunted houses, abandoned buildings, abandoned railroad cars, scarecrows, derelict engines

November 20 – Free for all! Anything goes!

December 18 - Holiday: Santa, Christmas billboard cars, snow scenery, snow plows, people ice skating, holiday lighting, holiday decorations

The main purpose of our MY BUILD is to provide a platform for modelers to showcase their past and ongoing projects, highlight their achievements, seek advice or assistance if needed, and help others learn new skills. To make things more exciting, some months MY BUILD includes challenges. These challenges typically revolve around seasonal themes and aim to encourage a diverse range of projects within the modeling community. Additionally, these challenge shows are open-ended in order to include any other models a viewer wants to share.

The segments are designed to be supportive and non-judgmental so modelers can help each other learn and develop their modeling skills. We hope allocating the MY BUILD more time in our monthly show will provide modelers with the opportunity to have more extensive and in-depth discussions about their projects. Join our new Facebook Group, New Tracks Modeling, and continue the discussions after the show.

Every viewer of New Tracks Modeling is encouraged to send in one or more photos of their modeling to the show's host, Chris Coarse at, [railrunner130@hotmail.com](mailto:railrunner130@hotmail.com) in advance of the next MY BUILD show. Chris will organize these photos into a PowerPoint slide show. During the show, each participant is given the opportunity to discuss their slides. You can share valuable tips, discuss techniques, answer questions from the audience, or pose your own questions about something you want to learn.

MY BUILD is designed to serve railroad modelers of all scales, gauges, and age groups. Everyone is encouraged to participate. Chris Coarse is the owner of Conowingo Models, [Conowingomodels.com](http://Conowingomodels.com), and he and Greg Cassidy welcome any of your comments or suggestions for the MY BUILD. Their email is: Chris Coarse: [railrunner130@hotmail.com](mailto:railrunner130@hotmail.com) or Greg Cassidy: [Greg.Cassidy@newtracksmodeling.com](mailto:Greg.Cassidy@newtracksmodeling.com).

### **New Creations Victorian Railroad Buildings LLC**

Starting October 30, through November 17, 2024, Steve Bittinger and Steve Sherrill will be building “John’s Place” in G Scale. During the same shows, Bill Davis will build the same model in O scale. These two builds will help illustrate the difference in building a model for indoor versus outdoor use.

This kit is manufactured in G, O, and HO scale by Alan Rogers who owns New Creations Victorian Railroad Buildings LLC. Alan is offering a 20% discount off all three scales kit price to viewers who Build Along with the modelers on the show. Please visit Alan Rogers’ website, <https://newcreationsvictorian.com/> for more information. To obtain the discount, please enter the code **Newtracks20** when ordering. Below are several photos of the John’s Place Model.



### **Keystone Scale Models**

Timothy Millard owner of Keystone Scale Models will start his Build Along of one of his kits on November 6, 2024. Details about the specific kit, discount for viewers, and ordering instructions will be provided shortly.

Our BUILD ALONG Modeling experiences provide viewers a personal mentor and great discounted prices on a models you can BUILD ALONG with a talented modeler on the show. I hope you want to participate in all the Build Alongs. The modelers and manufacturers who are making these events possible want to help you improve your skills, have more enjoyment building kits, and gain confidence in your modeling. They provide a true learning experience that have helped many modelers. So if you have been sitting on the sidelines for awhile, give railroad modeling with a BUILD ALONG a try with the help of a mentor.

Please Donate a small amount through our New Tracks Modeling Patreon account.



Donations to Patreon are not associated with our Scholarship program or personnel costs, but rather cover the out of pocket costs of just getting our Zoom, and YouTube shows produced, our Website developed, maintained, etc. We have a Patreon account, NewTracks Modeling, for your donations to help fund these costs. We hope you can make a financial contribution. Please press this link to donate to help pay for our NewTracks Modeling Shows: <https://newtracksmodeling.com/support-our-website-through-patreon/>

### It's that time again...

I must return to my workbench and start working on something that I fell in love with and just have to model. It happens all the time.

While I am modeling and learning, please help New Tracks Modeling by:

1. Volunteering to join our Team and help us produce and develop our New Tracks Modeling Zoom shows. Email me: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com)
2. Make a contribution to our Patreon account New Tracks Modeling to help pay our out of pocket costs to run our shows. [Click here to donate on Patreon.](#)
3. Subscribe for free to our YouTube Channel, New Tracks Modeling, and ring the bell to get advance notices of our YouTube shows. Please watch the advertisements so we can earn a little revenue from YouTube to produce our shows. There are over 1,000 videos of our past shows available on our site for you to view.
4. Subscribe for free to our website: [newtracksmodeling.com](http://newtracksmodeling.com) which provides login links to our Wednesday Zoom events, provides information about what upcoming on New Tracks Modeling, and receive our monthly Newsletter.
5. Donate to our New Tracks Modeling Mentoring Scholarship program. Details for individual and corporate donations are on our website. Check out our Anonymous Donor's Challenge Grant to match the first \$1,000,00 in contributions under \$80.00.  
[To donate using our Zeffy account, just click on this link.](#)
6. Spread the word to high school and college students about applying for our New Tracks Modeling Mentoring Scholarship program. Details and an Application are on our website: [newtracksmodeling.com/scholarship](http://newtracksmodeling.com/scholarship)
7. Subscribe for free to *The O Scale Resource* and *The S Scale Resource* online magazines so you don't miss any of my New Tracks Modeling articles and also see some great modeling by various modelers who may become one of your mentors.
8. Write to me! I love getting your comments, suggestions, modeling ideas and having a conversation. My email is: [jimkellow@newtracksmodeling.com](mailto:jimkellow@newtracksmodeling.com)

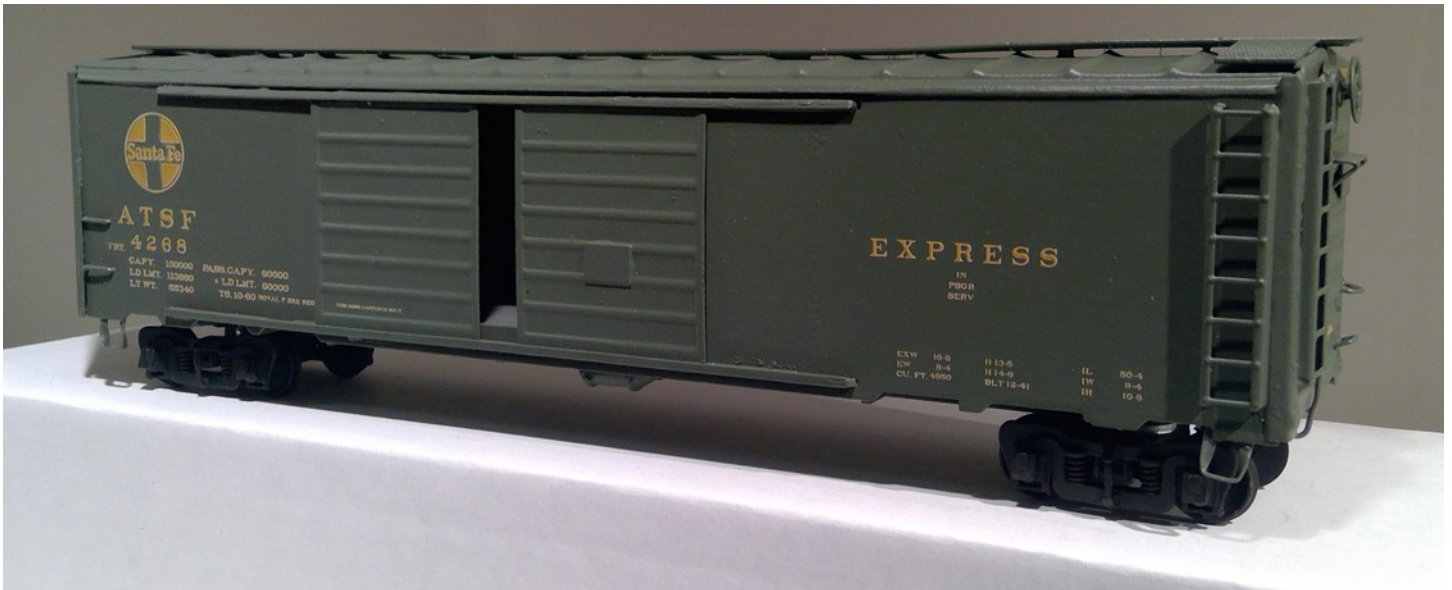
Thank you again for all your interest and for reading this far. Till next time with more New Tracks Modeling, I wish you happy railroad modeling with whatever you are building!

# WHAT'S ON YOUR WORKBENCH?

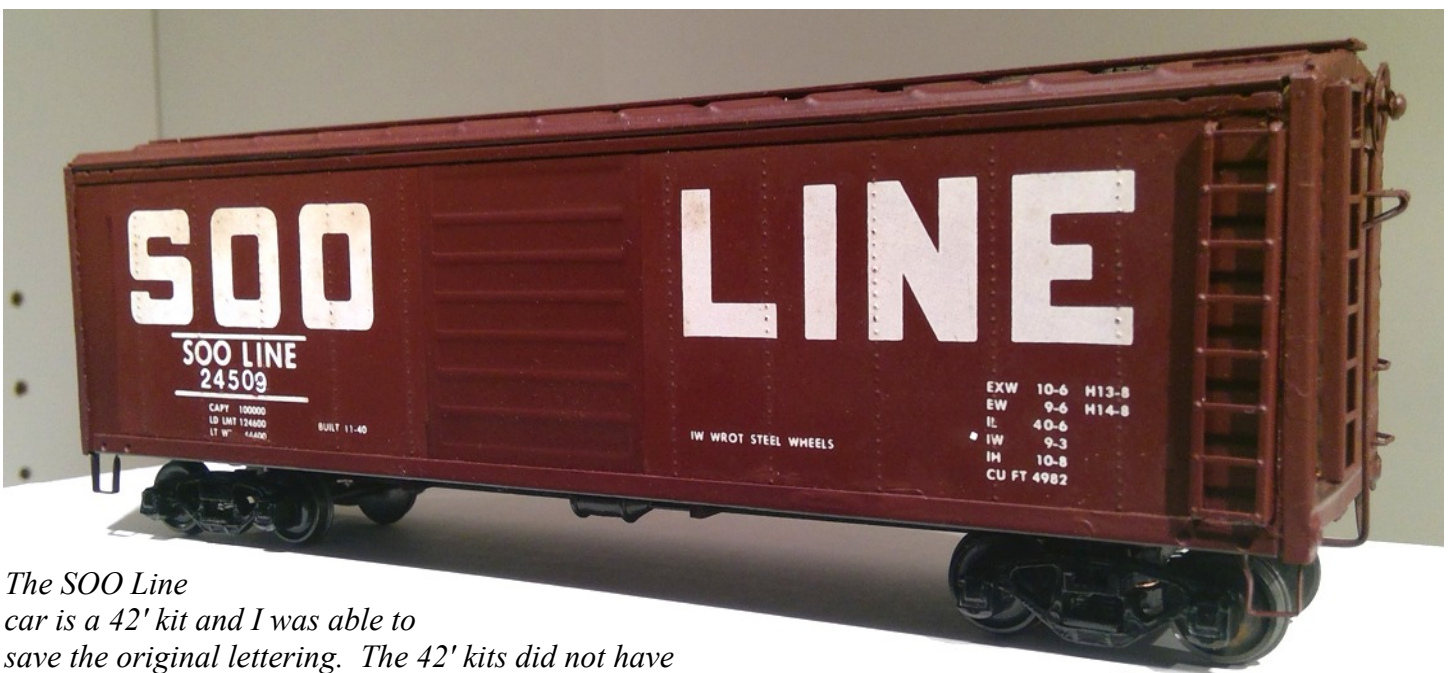
This series shows our readers what other modelers are working on. All that's needed is a simple snapshot of what your workbench looks like and the project on it. Send us a picture or two along with a short description of what you are working on so we can share it here. If it's a project under construction,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

By Tom Lennon

I just finished rebuilding 5 Permabilt box cars and thought I'd share some pictures.



*The 50' double door is done as a Santa Fe Express car and uses hi-speed trucks I got from Jim Kindraka. Decals are Tichy, and are a dream to use.*



*The SOO Line car is a 42' kit and I was able to save the original lettering. The 42' kits did not have separate doors, instead they are of 1 piece with the sides.*



*The Missouri Pacific is a 40' car and has Culp trucks and a combination of decals including K4 and Microscale HO, and Enhorning offerings. It has Evolution couplers.*



*The Wabash is also a 40' car and uses K4 decals and has San Juan Evolution couplers.*





*The MKT is also a 40' car with Culp trucks and ancient Champ decals.*

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# S SCALE SHOWS & MEETS

## S-Scale Zoom Meeting

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

[Zoom Link](#)



## National Narrow Gauge Convention September 11 to September 14, 2024

Pittsburgh, Pennsylvania will host the 44th National Narrow Gauge Convention from September 11 through September 14, 2024. Prototype railroading will be first and foremost: The East Broad Top – the premier 3-foot narrow gauge of the East, the Age of Steam Roundhouse with 22 steam locomotives on display and full functioning backshop facilities, the J&L #58 – an operating two-foot Porter steam locomotive, the Wild Goose Railroad Climax #313 – the only known nearly complete Class A in existence, the Waynesburg & Washington Railroad – a 1916 steam locomotive and 1892 Jackson & Sharp coach, and the Pennsylvania Trolley Museum operating restored trolleys over 4 miles of track.

<https://www.44nngc.com/>



## Railroad Prototype Modelers Conference – RPM Chicagoland 2024

**October 10-12, 2024, Naperville, IL**

Northern Illinois University Conference Center on the NIU campus in suburban Naperville, Illinois. The center is booked and the event is on! The NIU center will open at 8:00 on both days. Events run from 9:00 a.m. to 10:00 p.m. on Friday and 9:00 to 7:00 p.m. on Saturday.

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

## Fall S-Fest 2024

**October 25 - 27, 2024**

The annual Fall S Fest is a gathering of American Flyer, hi-rail, scale, and narrow-gauge modelers. It is held for several days, and offers how-to clinics, contests, vendors, local tours, etc.

DoubleTree by Hilton Westport 1973 Craigshire Road  
Saint Louis, Missouri

110 tables of Flyer and S scale. Two S-Fest 2024  
Commemorative Cars by American Models

<https://www.wrcresearch.com/SFEST24/>



## 2024 Danville Indiana O/S Scale Event + CID/NMRA Train Show

**November 23, 2024**

Hendricks County Fairgrounds  
1900 E Main St  
Danville, IN 46122

The Indiana S Scalers are happy to announce our 3rd Annual O/S Scale Event. In 2023 the O/S Room nearly sold-out, so make your vendor reservations early to ensure a sales table. New for 2024 is an S Scale Social Event! Details will be coming.

Public Show Date: Saturday, November 23rd.

Vendor/Layout Move-in Date: Afternoon of Friday,

November 22nd S Scale Social: Evening of Friday,

November 22nd. Social Event: To-Be-Determined,

occurring immediately after Friday setup. Vendor

registrations should be directed to the Central Indiana

Division (CID) Show Manager, Dave Mashino:

[danvilletrainshow@gmail.com](mailto:danvilletrainshow@gmail.com)



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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.



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