

THE **S** **RESOURCE**
SCALE

NEWS, REVIEWS, INFORMATION TO USE

June/July 2018
Volume 4 No. 5



**Partnering
Mentoring
Building**

**Clever Models Contest
Wrap up from S Scale West
What's On Your Workbench
New Tracks & HRM Laser Models Contest
Convert a Baldwin Switch Engine to a "Critter"
Building a Board & Batten Depot From an HRM Kit
Shows, Meets and so much more...**



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S Scale America

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June/July 2018
Volume 4 No. 5

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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

One of the Bay Area S Scalpers' locomotives on their modular layout at S West 2018

We had so many great comments on last issue's article on the [Greymouth to Otira](#) we decided to use one more picture for this months rear cover shot.

Rear Cover Photo

Wharf scene on the Rewanui from Greymouth.



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

From the Publisher's Desk



This issue is coming our right on the heels of O Scale West - S West - Narrow Gauge West. I always enjoy the sense of camaraderie at the shows, and this one did not disappoint. Once again, we got the word out about [The S Scale Resource](#) along with the upcoming [Indianapolis O Scale Show and S Scale Midwest Show](#). Dan and I had a lot of fun, visited with family before the show, visited some wineries, enjoyed dinner out with friends at the show, and had even more fun in the hotel bar socializing with old and new friends. Like Vegas, what happens in Santa Clara stays in Santa Clara! Well, usually, but occasionally something gets posted to the Internet while enjoying the libations.

If it's not already on your calendar, make sure to add the only S Scale Show in the Midwest, the [Indianapolis O Scale and S Scale Midwest Show](#) September 20-22, 2018. This will be our second year hosting the show and we look forward to another successful event. Also, don't forget about the [2018 NASG Convention](#) in Massachusetts in July.

We here at the Model Railroad Resource are constantly looking for ways to get our readers not only great articles, but information about new products, as well as, providing direct links to our advertisers. With that in mind, we are pleased to announce the addition of Jeb Kriigel to our staff as Advertising Manager. We hope to bring you more advertisers and more links in upcoming issues.

The winners of the "New Tracks" contests were already announced April 23rd on our ["New Tracks" Facebook page](#), but for those of you not on Facebook, here it is again:

Congratulations to Moe Berk, Club Coordinator for the American Flyer "S" Gaugers of the St. Louis Area, on their winning of 50% off an American Beauty Resistance Soldering System. We hope your club gets a lot of use out of this unit.

Congratulations also to John L Robertson, winner of the Monster Modelworks kit. We can't wait to see the final model, and will be sure to feature it in an upcoming issue when John finishes it.

Make sure you check out this issue's "New Tracks" article and the "judged" building contest sponsored by Clever Models. Everyone who enters gets a free kit! The winner will be selected from completed entries submitted to and judged by Clever Models, and will be featured in an upcoming issue.

We returned from California yesterday where it was 60-70 degrees the entire week to 98 degrees (I am not kidding!) in Central Illinois. What happened to spring? Oh well, it's a great time to stay inside and work on those model trains and layouts. So what are you waiting for?

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE



Daniel J. Navarre from [River Raisin Models](#) sent us an update: The Berkshires are here. The models certainly are up to the top standards set by our builder, Boo Rim Precision. Most pre-reserved models have now been shipped to their respective homes, and the remaining models will be shipped over the next week. There are a few models available for purchase. Above is a photo of the entire stable of Berkshire versions we built. We were pleased that our friend, Matt Herman, General Manager of ESU, personally put a final tuneup on all our DCC models. I am excited how the first factory installed DCC turned out. They operate and sound great with the Loksound installation.

The REA Refrigerator Cars are in production now. We expect them to arrive this summer. There are still some available for pre-reservation. [See the River Raisin Models Website for more details.](#)

Colin Stewart says Gilmaur is going to do another run of the U23B/U30B kits. These kits are unpainted brass bodies with the chassis. The modeler needs to add trucks (chassis is designed to take the American Models' trucks), motor and drive gear, and locomotive-specific detail parts such as horn, bell, screen wipers, etc.



Dave from [LBR Enterprises](#) has new LED 9 light strips for "S" passenger cars and buildings. They operate 12v - 18v AC or DC.



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



Our friends at [Pre-Size Models Specialties](#) announces that they have acquired lightweight and heavyweight passenger car detailing parts from the former The Supply Car company. The parts include ones for interior, roof, and underbody detailing. They are individually listed on their web site with photos, and ready to be ordered today. These products will only be available direct from their Website. A few examples are shown on the next page.



The photo shows a completed model from the 2016 run. Each kit will be \$180 plus shipping.
[Email Colin here](#) for more information.

See their [Website](#) for all of these fine castings.



H for red or black steel Boxcars with black, red, green, or orange doors and New Haven Road Name Set white has white script NYNH&H as well as white NEW HAVEN in 2 sizes spelled out are just a few examples.



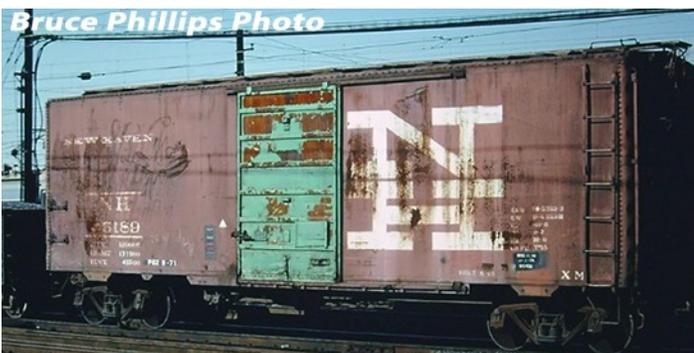
Contact Bill at PO Box 4-4-2, Rutland, MA 01543-0442 or call at: 508-886-4848 8AM Till 8PM EDT Please.



From the Internet: "*Shinohara, a brand leader of track and turnouts in many scales—including S—for three decades or more, has announced it will stop production of its products, although a Japanese company has plans to take over the Japanese market at last report. The brand has been known world-wide for precision and quality for a long time. Its North American distributor for the S and Sn3 scale line, Scenery Unlimited, expects to have only a small amount of stock on hand when the firm finally closes its doors, largely because the announcement came so suddenly. "This is a very unfortunate circumstance," says Don Heimburger, president of Scenery Unlimited, "but Shinohara is planning to retire and there appears no recourse." Scenery Unlimited will continue to sell its remaining stock of S and Sn3 track and turnouts until they are gone.*"



Bill Morris from NE Prototypes has some new decals available. New Haven Script Boxcar set for wood cars only, New Haven Script Boxcar set for Wood or Steel cars, New Haven Large white N over



Stephen Milley from [Rail-Scale-Models](#) says: As of May 2018, Rail-Scale-Models has acquired the Laser-Cut Details product line from Rusty Stumps Scale Models. This line-up includes over 300 unique items within many categories: Windows & Doors, Roofing, Ladders & Stair Stringers, Fencing, Crates & Pallets, Wall Materials, and other miscellaneous details. Many of the products are available in different colors and on different materials – giving the modeler plenty of choices.

The product line covers the popular model railroading scales: N, HO, S, O; and many items are offered in other scales: TT (1:120), OO (1:76), 1:35, and G (1:25). This line-up of laser-cut detail components is combined with the craftsman structure kits that Rail-Scale-Models already offers in N, HO, and O scales. Rusty Stumps Scale Models will continue to provide 3D printed detail castings and structure kits.

Rail-Scale-Models offers model railroad craftsman kits, laser-cut detail components, custom scale structures, and laser-cutting services for the scale model railroading community; the addition of the Rusty Stumps collection gives modelers a one-stop location for complete structure kits and scratch-building components. Rail-Scale-Models is committed to providing the same quality and service modelers have been accustomed to receiving from Rusty Stumps over the past 15 years. Keep posted for new items added to the product line-up, and don't hesitate to reach out to Rail-Scale-Models to suggest other new items.

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

Al Castellani from [East West Rail Service](#) says: East West Rail Service announces a new kit that will be available the end of June 2018.

The kit is a Southern Pacific S-40-5 stock car. This is a 36 foot car modeled after the series built by The Ralston Steel Car Company in 1916 and 1917. This is a laser cut kit with custom brass fittings, draft gear and end sills. It also includes custom Microscale decals. Easy to follow, step-by-step instructions are included on CD or you will be able to download them from the website. Trucks and couplers not included.



The kit will sell for \$79.00.

East West Rail Service is working on their next project which is an S-40-8 Southern Pacific stock car and is expected to be available by the end of August 2018.



To view additional images of the SP stock car, visit www.eastwestrailservice.com.

Ron Sebastian of [Des Plains Hobbies](#) has announced five new paint schemes for their all new modern Thrall 2743 cu ft gondola. The new schemes are: Gateway Western, OHFX, Oregon Steel Mills, RJ Corman and Union Pacific.

These feature new tooling, finely detailed steps and ladders, separate wire grab irons, correct brake gear, all new 100 ton trucks, metal wheels, razor sharp graphics, prototype colors, body mounted couplers



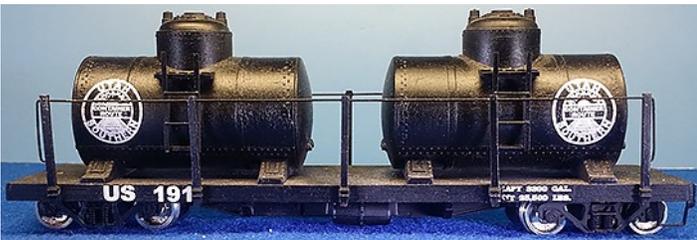
See their [Website](#) for more information.

Precision Vintage Classics announces four new products.

A wood side flat car and a steel side flat car.



We also are releasing a Mini tank to go on flat cars. One will fit our flat cars up to 26", two require our 30' or 34' flats.



Our fourth item is really two. We are now offering a new tool, 2 new coupler height gauges. The new Coupler Height Gauge is available as PV96 for H0/On30 & Sn3 for Sn42 add a 5/64 shim under coupler PV97 for On3 & S standard. Either version comes without couplers



See their Website for more details.

New From S Scale West

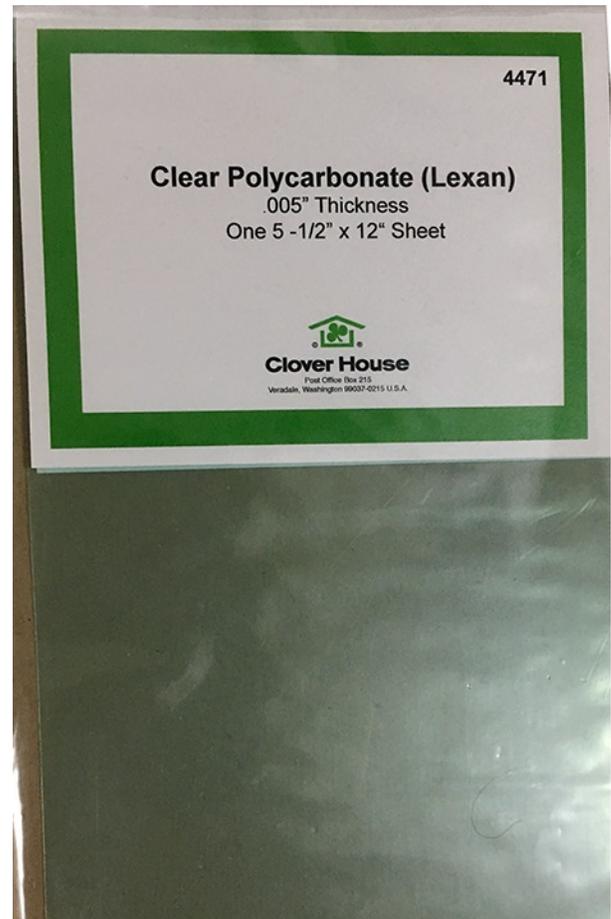


The S Scale Resource June/July 2018

Steve Wolcott from Pre-Size Models was showing his new composite GS gondolas. SP "beatgon" or UP. Resin kits, one piece body, details and decals included. Trucks and couplers not included. \$85 and free shipping. Available after June 1st.



Tom Dempsey from Clover House has clear polycarbonate .005" thickness back in stock. Polycarbonate (Lexan) is an ultra-clear plastic used for windows. It is thicker than our window glass, but it is safer to use in models that will be handled or for models with very large windows.



Each package contains one 5.5" x 12" sheet of Clear .005 Polycarbonate. Corresponds to 0.80" in N, 0.44" in HO, 0.32" in S, 0.24" in O, 0.12" in G.

See their Website for more sizes.

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In S Scale Brass

These cars appeared in passenger trains throughout the country. River Raisin Models has commissioned a small run of these unique Express Reefers built by American Car and Foundry in 1947-1948 for the Railway Express Agency and Atlantic Coast Line Railway. We will also offer two of the later paint schemes of the Railway Express Agency Reefers that saw use until the end of the REA. See our website for updates to this project including photos and information.
www.riverraisinmodels.com.



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Picture above taken during set up Thursday night.

SCALE WE

Another S West has come and gone. We had a great time this year. There were S scale dealers and a layout to show you. The Bay Area S Scalers had their modular layout set up and it was impressive. We caught up with old friends and met some new S scalers. We hope many of these same people come to the [S Scale Midwest Show](#) this September! Here's a pictorial of what was happening.





ST WRAP UP







It's always great to see our friend, Jettie Padgett.



Bill McClung with many items

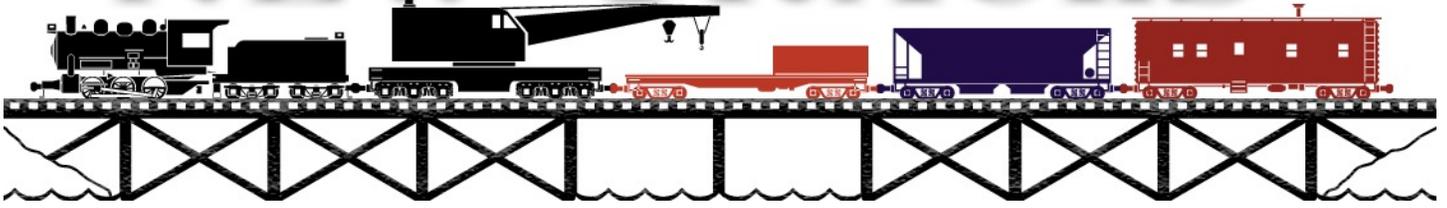




The Bay Area S Scalpers (BASS) is an open club for model railroad enthusiasts. They model in 1:64 scale, trying to accurately reproduce railroad equipment, buildings, scenery, and even railroad operation modeled after the real thing.

[See their Website here!](#)

NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Jim Kellow MMR

Manufacturers and Mentors who want to help Model Builders Improve their Skills and Confidence

I recently was told of a small firm I had never heard of before. But since the recommendation to include the firm in my “**New Tracks**” Mentor series came from John Mann, MMR, who I am spotlighting as a mentor in this article, I knew I had to contact the owner to see if he was interested in being a part of my mentoring project. Scott Peterson, the owner of Hidden River Manufacturing Company, immediately told me he wanted to participate. Scott agreed with the need for more modelers to build, and that having a mentor was a great idea to help modelers get started and develop their model building skills. So first I want to introduce you to Scott and then to his company, and the contest he is providing to readers of this magazine. I know you will be as impressed as I am with Scott and his Company. Good luck to everyone and have fun going down some “**New Tracks**”.

D. Scott Peterson – Modeler and Manufacturer

I was born in Wausau, Wisconsin where the Milwaukee Road and the Chicago & North Western had a junction, and each had a nice large brick depot in town. Wausau Insurance used the Milwaukee Road depot in its advertising and made Wausau famous in doing so. You may remember its ads on the television show *60 Minutes* back in the 1980’s.



Anyway, as a child I was train crazy. We lived near a few businesses that the Milwaukee switched in and out of, and in 1954 they still used a steam switch engine. As a 4 year old boy, I was fascinated by it and also deathly afraid of it. I would drag my mom outside and hide behind her and peek out at it to watch the switching as steam and black smoke belched out.

When I was 5, my dad bought my mom a new clothes dryer and with it you got an

American Flyer S scale train set. I was in heaven. Later, he bought me a big Lionel O scale train set, and later I switched to HO, basically my scale ever since.

The Wisconsin Valley Model Railroad Club started in 1960 in the basement of the local Historical Society and it is still there. The model railroad was behind glass windows and I would stand and look at it for hours dreaming of becoming a member. Members at that time needed to be 18 years of age so on my 18th birthday I drove down to the club and joined. 50 years later I am still a member. My expertise at the club is structure building. Many of the structures on the layout I built.

I have been a member of the NMRA, Milwaukee Road, Chicago & North Western, Northern Pacific and the Soo Line Historical associations, and have entered and won many contests for my models. Someone once asked if I had an unfair advantage in a scratch-building contest, using my laser. I feel it is just a fancy cutting tool, but the skill and artwork in creating a pleasant scene is where the talent lies.

Uncle Sam tapped me on the shoulder during Vietnam and I was drafted in the Army. My dad was in the Navy and that sounded like a better deal, 3 hot meals a day, clean sheets and a bunk at night, and riding rather than walking, so I enlisted in the Naval Air division of the US Navy. I deployed on the Aircraft Carrier Kitty Hawk, but my A6 squadron was stationed in Whidbey Island Washington. In the Bachelor Living Quarters there I built a shelf model railroad with a PFM sound system and brass locomotives in HO_{n3} narrow gauge. I stayed in the Navy for 4.5 years and then the Navy shipped me and my railroad home to Wausau. What a deal. I always kept in touch with the railroad club and they kept my membership active while I served my country building a model railroad. Ha Ha!

I got out of the service and took a job as a mechanical designer. When Computer Aided Design came along, my company bought an expensive 2 seat CAD system in 1984. I knew this was the future so I told my boss he would never be sorry if he sent me to be trained on the new CAD system. I learned it and excelled at it. I later became the manager of the CAD department, and my boss worked for me (maybe he was sorry, he never said). Anyway, CAD became second nature to me and I wondered how I could marry my two loves, CAD and model trains together. Laser kits later became the answer.

In 2013, I was thinking about retiring and my wife asked me what I was going to do with my time. I told her that I was studying laser cutting equipment and wanted to buy a laser when I retired. She asked the price and I told her the one I wanted was top end and gave her the price. Rather than shoot my dreams down, she floored me by saying, why don't you buy it now? I did and never looked back. I am so happy with my purchase, researching railroad structures to find original plans, redrawing them in CAD and then sending the CAD drawings to the laser and cutting out miniature structures of depots and other buildings.

I retired in 2014 after forty years at that company. For something else to do in retirement, it became a mission to locate every railroad depot still standing in the state of Wisconsin and photograph it completely all the way around it. As my wife likes to bum with me, I took her along. With her, wandering around old depots causes less suspicion and I never had a problem taking my photos. I will stress if the depot became a home, but still looked like a depot, we would ask permission to photograph it; and also if the depot was totally changed and didn't look like a depot anymore, we would just drive by. I also live by the motto: "Take nothing but photos, leave nothing but footprints.". This mission took 3 years, but still, every once in a while, I hear of a depot we missed and off we go.

I collect copies of original northern Wisconsin railroad depot plans. When I find a set of plans, I ask to borrow them, I get them digitally scanned at a local large format copy service, and return the plans to the owner. If I am given the plans, I have them scanned and then donate the original plans to the pertinent Historical Society. I own a large scale plotter so at any time I can plot a set of plans to work from to create my kits.

I frequented a local hobby shop (now closed) and was asked to give some clinics on building model buildings for model railroads. I gave a number of classes and they were popular. The manager of the hobby shop asked if we couldn't do a small kit for the attendees to build. The first kit of the soon to be "HRM Laser

Models” was born. We did the class and it was well received. The hobby shop wanted to sell the kit in their store so I produced more. I created Hidden River Manufacturing and I now have designed and sell over 100 laser kits of accurately scaled structures from original plans.

I do not advertise, but rely on word of mouth and the Internet for my sales. I enjoy being a small “one man” business operation and love developing new kits of northern Wisconsin railroad structures. I also volunteer my time at the County Historical Center and am known as the train guy there.

I do build custom kits for people, but I have two criteria that I follow. First, they must have the plans for the structure. Second, it must be something that I myself am interested in building.

People sending me one or two pictures of a depot and expecting me to come up with all the missing data, draw up accurate plans and build them a model kit, just doesn’t work. Also the cost of a kit is in the CAD design, and the development of a model that fits together well, not in the small pieces of basswood in the kit. So therefore I can’t give my time away. I need family time also.

I have a wife, three grown children and four grandchildren. We have a F scale garden railroad in our backyard which is a big hit with old and young alike. (F scale (1:20.3) is a more “to scale” form of Garden scale modeling. G scale being a generic term.) I have won best of show with my Garden scale structures at national contests, but I do not sell kits in that scale. Our backyard railroad has been on a number of community tours, I do the trains and my wife works with the dwarf trees and landscaping.

I enjoy my life, family and my three main hobbies, Model Railroading, Photography, and Computer Aided Design.

Obviously Scott is a committed model railroader. You can read it in the way he talks about his history in the hobby. Now I want you to hear about his Company.

HRM Laser Models A subsidiary of Hidden River Manufacturing LLC

The company Started in 2003 making garden scale resin kits and O scale kits. I no longer work in resin, too messy. I purchased my first laser in 2012, and traded in the smaller laser for a larger and more powerful laser in 2013. The business is run out of my basement. I retired from an engineering profession in 2014. Along with my business, I volunteer at the local county historical society two half days a week. This has been a great resource in helping find photo and drawings of the things I want to model. In the last five years, I have created more than 100 laser cut kits that I sell. That’s a lot of kits.

The Laser

My laser is a 50 watt CO2 laser with a 12” x 24” bed with 2” of rise/fall in the bed. The laser fires a beam of coherent light from the back of the unit which is slightly unfocused. This beam is reflected off of two gold plated mirrors in the XY arm which directs the beam through a lens with a 2” focal point. At that focal point, full power is obtained. The beam is slightly unfocused until it goes through the lens so as to not destroy the mirrors or the lens.

An exhaust fan is required to draw the smoke and combustion materials out the back of the unit. If the smoke stayed in the unit, it would cut down the laser power much as headlights in the fog. It would also collect on the mirrors as resin, dirtying them. I vent the exhaust out a basement window.

This is not an unpleasant smell. If I were to go into any kind of production with the laser, I would move it to a more suitable location such as a heated out building where I could vent the laser more directly.

The laser is controlled by colored lines to make various cuts. White - makes a surface raster image much as a wood burning set. Blue - fires a beam at quarter power to cut part way through the wood. Red - fires a full power beam to cut fully through the wood.

Even with the large fan, a fair amount of residue deposits referred to as creosote does collect on the bed of the laser. The blower is fairly loud so I built a more sound proof enclosure for it and stuck it outside the basement window with an on/off switch inside. I also added a gate valve on the vent pipe to keep bugs and cold air out.

The laser operates as a MS Windows printer. You can actually print an Excel file in a block of wood. I use AutoCAD as my design platform. I have been using AutoCAD in my profession since 1986.

I draw all the CAD files for the laser to cut in basswood and aircraft plywood. Wood is my favorite medium for model building and the least offensive in the basement. There is a faint odor of a wood fire, as in a fireplace, near the laser after a burn.

Equipment and process that Scott uses in his company



Exhaust fan sound deadening box



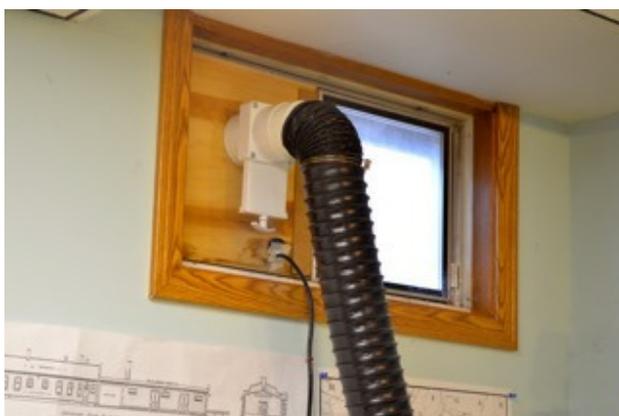
Laser open to accept material to be cut



The Laser



Laser X-Y Arm



Laser ventilation exhaust pipe



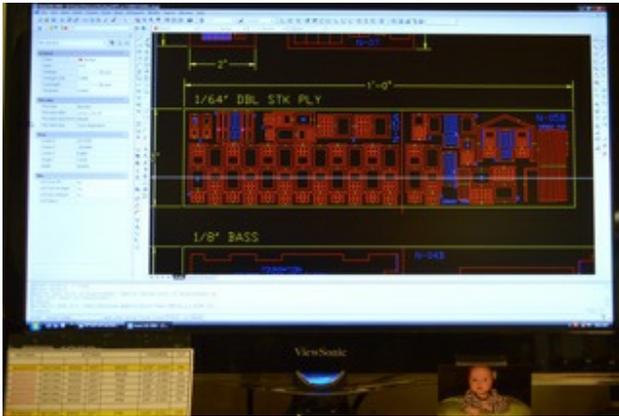
Red mirror holder on X-Y Arm



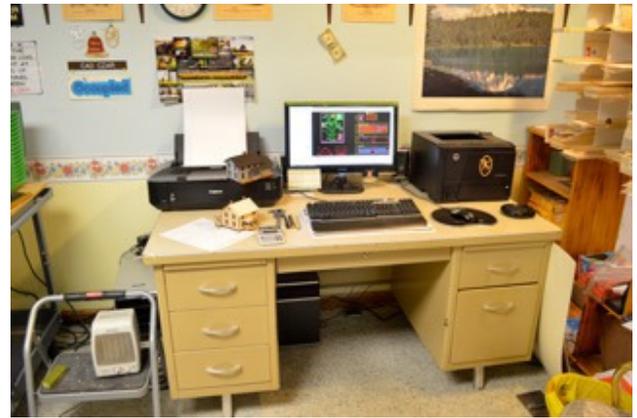
Basswood and locator beam mark



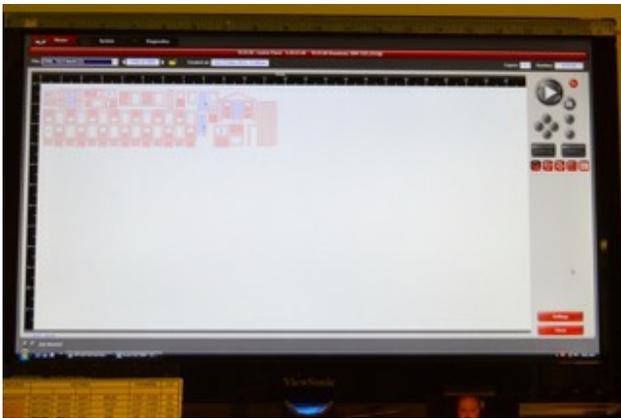
Laser and design desk



AutoCAD drawing file



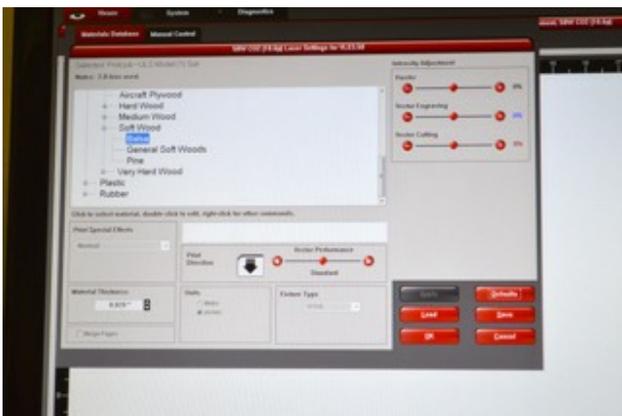
Design desk



Part set to the printer driver



Each kit has a parts box for keeping extra parts



Printer driver material selection and thickness screen



Supply of basswood in various sizes



Plotter for printing large format photos and prints



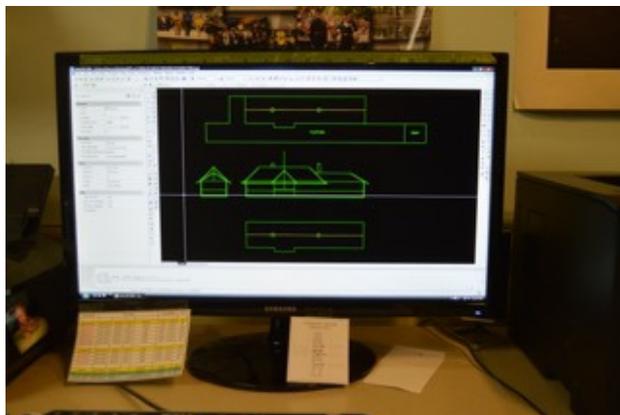
Windows and doors



Depot plans being plotted



Second build with paint for pictures



Kit being designed



Completed model



Kit first build testing the fit-up



Me and some of my models

AutoCAD creates a printer file from the drawing. In that file, you tell the laser the type of material you are cutting, softwood, hardwood, plywood, paper, cardboard, plastic, etc. and also the thickness of the material. The laser driver uses this information in setting the power and the speed of the cut. You can also cut a quick draft mode file, regular cut or a highly accurate cut, depending on the material. The laser bed drops away in the Z direction, depending on the material thickness, to keep the 2" focal point.

The power that the laser is using creates different brightness in the cutting spot. Very hard materials creates a light so bright it is painful to watch. Cutting softer woods and paper is dimmer and watching the laser work can be hypnotic.

The beam cut is 0.010" wide. This is normally not a problem unless tight fits are required and then you need to account for the gap just as you do with a saw kerf when cutting wood with a table saw.

Other Equipment

I have a woodworking shop with a paint booth, table saw, band saw, jig saw, sanding disc, drill press, etc. I have a kit packaging area and shipping area. I have a large wood storage area for the wood I use in creating the kits. I have one of each of my kits on display in the basement, but I need more shelf space as my kit numbers increase. I keep an inventory of two of each kit for fast turnaround when an order comes in. I take checks and PayPal but no credit cards.

Kits

My initial product line was depots of central and northern Wisconsin. I added other railroad structures such as coaling towers and water tanks, freight houses etc. I also do special requests for structures, but I will only do them if I have an interest in the structure and I am provided plans (original preferred) to build from.

Wooden structures are better suited to laser work. I can do brick depots, but they are more expensive to produce as each brick is cut with the laser in basswood. It also takes an incredible amount of time to cut out a brick structure so brick kit production is slower and costlier.

Creating kits is a hobby for me. HRM Laser Models is a business unlike most others. While I enjoy others building my kits, the business is not about making money, but creating enjoyment for me and others. I like to remain low-key. I do not advertise, but I do have a website that modelers stumble across from time to time. If I sell 3-4 kits a week, I am happy. More than that is just plain work. I would rather be hunting for old depot plans and then creating a new model, than cranking out one kit after another, all day long. I actually have a helper, knowledgeable with computers, who has been trained to cut out all the kits I offer, and package them. Because I only have the one laser, I use this person sparingly. I would rather be playing with the laser than producing inventory.

I do offer the service of building my kits for a customer, for a price. Many people do not have the skill set or the tools to build a laser model. I do like building the kits. It allows me to go back to earlier kits, build them again, and update the kit if I am using new methods of kit construction as I have matured my methods and my company. I can build the kits fairly rapidly as I have all the tools, materials and the skill set to build them. My e-mail is on my order form. I hide it there to keep my website from getting spammed.

For his contest, Scott suggested we use the Schofield, WI Depot Kit, HRM-60. A photo of the actual depot and a model built from this kit is shown on next page. More information can be found on Hidden River Models Website. Scott believes this kit will be a great building experience for a modeler. Hidden River Models will provide the kit and a mentor to help the modeler build the best possible model. I wish the best of luck to all of you being able to go down these "**New Tracks**".

The method of contact between the mentor and the modeler building the kit will be decided by the modeler and the mentor. The kit and the mentor will be provided by Hidden River Models. The winner's model and

comments about what he learned from the experience will be featured in a future mentoring article in this magazine and on the “**New Tracks**” Facebook page.

**ENTER THE HIDDEN RIVER
MODELS CONTEST
HERE**

Only one email can be sent for each modeler.

All emails received by June 18th will be included in the drawing for this contest by the independent observer. The winner will be announced in the next article in this series as well as on the “**New Tracks**” mentoring Facebook page.

Hidden River Models will contact the winner directly to arrange for mentoring and delivery of the kit. Good luck to all of you. Have fun going down these “**New Tracks**”. And thanks again to Scott and Hidden River Models for their help in this mentoring project. The best way for you to show your appreciation to Scott and Hidden River Models is to enter their contest. See the steps that Scott Peterson went through at the end of this article.



Above: Schofield, WI Depot.

Below: Model kit of same depot for the winner.



**Individuals who can be your
mentor**

John Mann MMR

OB’S’E’S’ION I got my first train for my sixth birthday, December 25, 1957. It was an AF North Coast Limited. I still have it. It started a life long obsession with all things S Scale. Thanks Dad! We had relatives on the south side of Chicago. From Oak Park, we would go down Ridgeland Avenue in Berwyn. Ridgeland crossed the CB&Q. Occasionally, we would see the North Coast Limited on those tracks. My model was a real train!

Needless to say, the CB&Q became my favorite railroad. Unlike the Soo, the Northwestern and the CGW, which were all closer, the Burlington ran a lot of trains, including many passenger trains which I learned were called Zephyrs and they ran them FAST. By 1962, I had discovered Steam Locomotive trips on the Burlington. A big O5 Northern 5632 was my favorite locomotive. Sadly, new management discontinued them in 1965. I spent many hours along the tracks watching trains and later taking pictures of them.



John Mann

I have always been interested in models starting with model airplanes. I built many plastic airplanes, but because we lived in an urban area, the only thing you could do with them was put them on a shelf. Trains were different. You could run trains. When I was very young, I wasn't allowed to use sharp knives. It was very difficult to cut Balsa with a kitchen knife but I did. I also cut cardboard with scissors. Eventually I was allowed to use Xacto knives. The only paint I had was water based Temperapaints. I still have a couple of my first attempts. I was given a copy of Marshall McLintock's book "How to Build and Operate a Model Railroad." I wore it out.

After 1959, AF started to go downhill. Some people tried to interest me in HO, but I felt it was too small. Lionel was too big and had three rails. While the El had three rails, they were spaced differently. I got involved in a local HO club, but I couldn't operate my trains there. Finally, Gilbert went out of business in 1965. I was 14. There was a local guy

that was trying to get S Gaugers together. His name was Gene Glendenning. I was bowled over that a grownup (Gene was in his 20s) would want to talk to me about trains. Anyhow, we had a meeting, which was the start of the Chicagoland S Gaugers. Early meetings were at IIT which was not in the greatest of neighborhoods in 1967 or 68. Early members were Gene, myself, my dad, Bob Pichler, Hans Krause, Len Normand, Dave Garrigues and a young guy by the name of Don Heimburger. At one point, I thought "Wow there are only 10 S Gaugers in Chicago". I started college in 1969 and by the time I graduated and came back to meetings, there were 35 or so. Unlike the beginning group which were mostly builders, most of the guys by 1973 were collectors. The builders were still there, just a smaller percentage. The S Gauge Herald and The S Gaugian helped to keep the interest going, but you really had to scrounge to get the basics. Scale wheels were a problem at one point. Still, we carried on. There was very little in the way of CB&Q anything. There was the Miller Switcher, Enhorning F units and the Flyer Baldwin that could be deemed Burlington. No steam engines and the big beautiful ALCO



CB&Q GP9. This is a detailed AM model with added details and paint. Decals by DPH.



CB&Q bobber caboose scatchbuilt of wood.



Scratch built lumber yard based on Atlas HO model.



S Scale C&NW Wyeville tower. Laser kit by Hidden River Models.

PAs weren't usable as the Q didn't have them. So, I learned to modify AF. We also modified some Lionel 027. I did meet a CGW man by the name of Jim Konas who built beautiful CGW models in S from scratch.

Unfortunately he and several of the other builders were kind of loners. I could admire their

work, but it was hard to learn from them. I did hear about Nimco, Rex, Midgage, Sylvania and an older defunct club called the Model Builders Guild. Nevertheless, I kind of learned on my own, building what I wanted. Wood kits were available and you could always build buildings although windows and doors were a problem until I learned how to make them by looking at the real thing.

I was becoming somewhat proficient by the early 80s, and built many models which I still have. I discovered Styrene which I use now almost exclusively. I moved to Rockford, IL in 1985. I joined

the local NMRA Division. I was interested in the Master Model Railroader program. The first Midwest Region Convention I went to was in 1990. I put some models in my car and went to the convention. It was only 5 minutes from my house. I entered a few in the contest and was surprised to win Best of Show. I also qualified for Structures and Rolling Stock. I got my MMR in 1994. I am #213. I believe I was the first S Standard Gauge MMR. Pete Moffitt was the first S Scale MMR but he was in Sn3.

So at 66 where am I? I still love building models. My eyesight isn't as good as it used to be so I am doing more "three foot" models. (Models that look good from 3 feet!). I am still into the Q, but I have done some CGW, Northwestern, Milwaukee Road, and I have done some research on the Wisconsin Central and the DSS&A. I have quite a few diesels to which I am gradually adding



S Scale scratch built Milwaukee Road Woodruff WI station.

DCC and sound. I have discovered Laser kits. I still scratchbuild. I am working on a 30 car ore train, a mail train, the California Zephyr and our Stateline S Gaugers Club layout. If you think I can help you, send me an email to john.mann@sscaleresource.com.

John Robertson

My name is John Robertson. I am 66, retired and live in Tucson, AZ. I currently model a hi rail code .148 S gauge layout. My current layout is 17' x 19' Digitrax DCC . The layout was started in 2004 and was featured on a layout tour for the Hartford NMRA Convention in 2009. The layout was carefully loaded and moved by ABF Trucking to Tucson in 2011. It was fully reassembled when I retired at the end of 2016. It is now getting expanded with a staging yard, and I am in the process of setting up a car card system for operations.



John Robertson, Picture taken by son-in-law, Brad.

I started at an early age when my father obtained a few pieces of American Flyer and built some rolling stock and yardstick structures. I was out of the hobby for many years, but got back into it in the 1980s. I was living on the East Coast, and got involved in a few clubs, notably the CT S gaugers and Pioneer Valley S gaugers. I had many mentors in both clubs. I have also built a couple HO scale timesaver layouts, but my main interest has always been in S. My main interest is in scenery and building or kit bashing structures. I like to keep things as close to scale as possible, but by no means am I a rivet counter. My current layout is based on Waterloo, Iowa and has representative factories for the big Rath Packing Co. and John Deere Tractor Works which were both big employers in the area when I was a kid. I recently have become interested in Passenger and LCL operations. I built a freight station based on the large freight house in Dubuque, Iowa in the early 1900s, in a compressed version, of course. My layout loosely follows the mid 1950s and has the CGW, IC, Waterloo Railroad and CNW. The layout has a fairly industrial feel with a lot of building flats and kit bashed structures.

My first mentor was my father. He taught me how to scale up plans from early modeling magazines to S Scale. We would go to the local hobby shops and buy balsa, basswood and the supplies we needed as



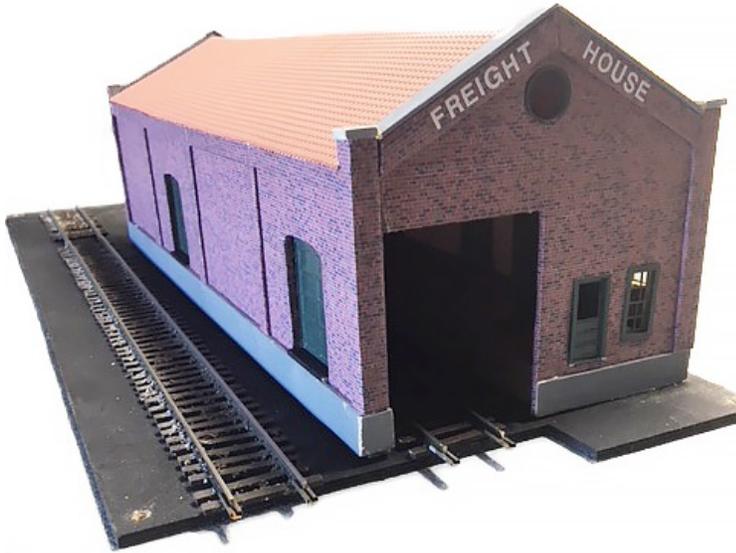
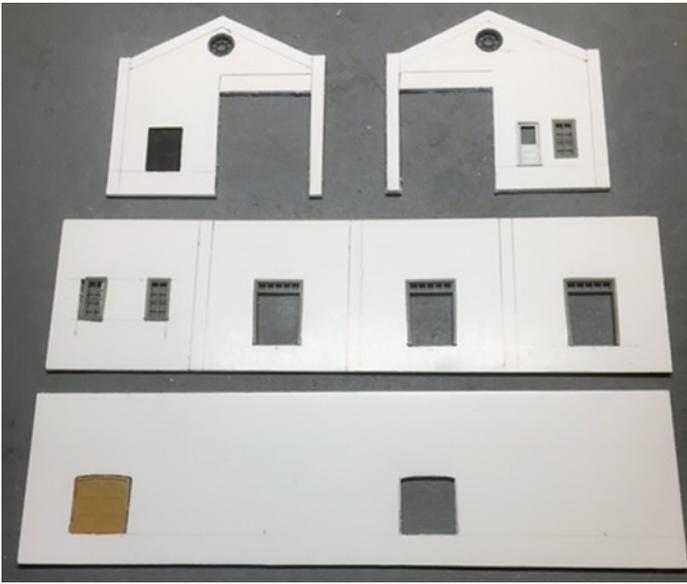
styrene was not used much back then. We would order American Flyer trucks to put on all the cars. We would also get books from the local library and trace plans as copy machines were not available.

In the early 80s, a great modeler named Charlie Bettinger from the East coast got me involved in improving scenery and ballasting track. He also got me involved with a local group called the Roundhouse Boys that met every Wednesday night and helped mentor each other on different aspects of scenery, wiring, kit building etc. Over the years, involvement in local clubs really helped keep me motivated in pursuing new aspects of the hobby.

A lot of self mentoring is involved. Reading articles, doing online research and then planning a project. I think all forms of mentoring fellow modelers works well. With social media, it is especially easy to send pictures of ongoing projects and ideas. Round robin meetings at homes of local modelers is a great way to critique each other on layouts and projects. And, of course, the old fashioned telephone conversation with a fellow modeler. Skype or face to face time works well also. To me, mentoring a new modeler is best pursued by open communications, suggesting ideas and then gentle nudges in the right direction to help the modeler learn by doing. I think the “close enough” approach is best for new modelers, and not to be too critical in the early stages. John can be reached at: john.robertson@sscaleresource.com

Well we come to the end of this article. I hope you have enjoyed it and found some inspiration for your own model building. Please like our “**New Tracks**” Facebook page and thanks for reading this far. Time for me to go back to the work bench.

*Top: John Deere Tractor factory and Iowa Public Service
Middle: Iowa corn fields
Bottom: Rath Packing at night*



Freight House built by John Robertson



John Robertson's Layout A Pictorial

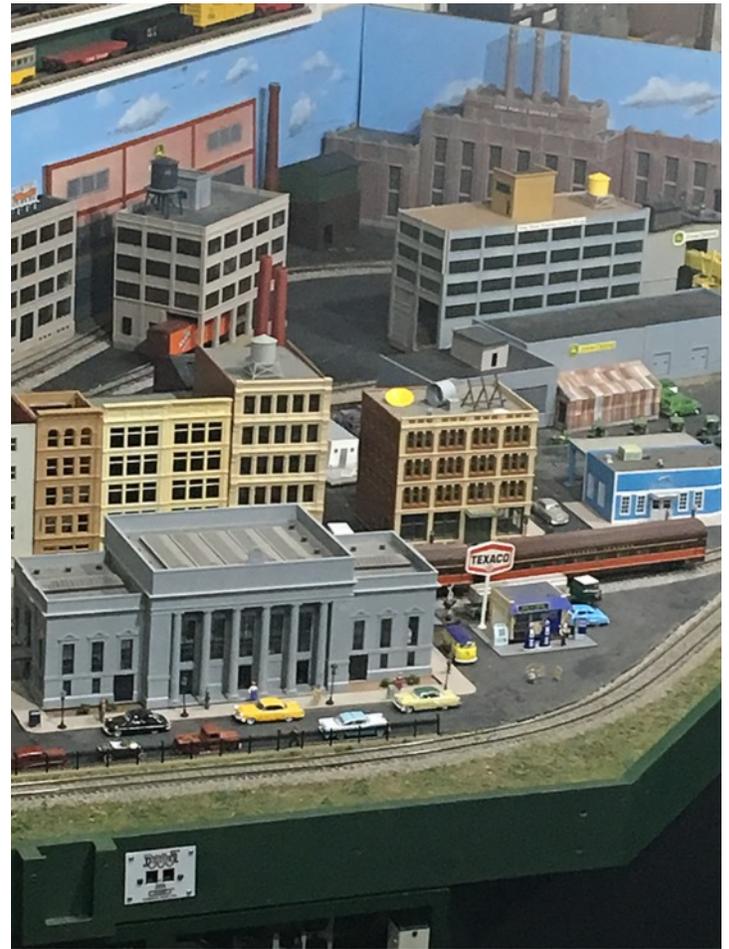


Construction of 6 track yard





Construction of 6 track yard

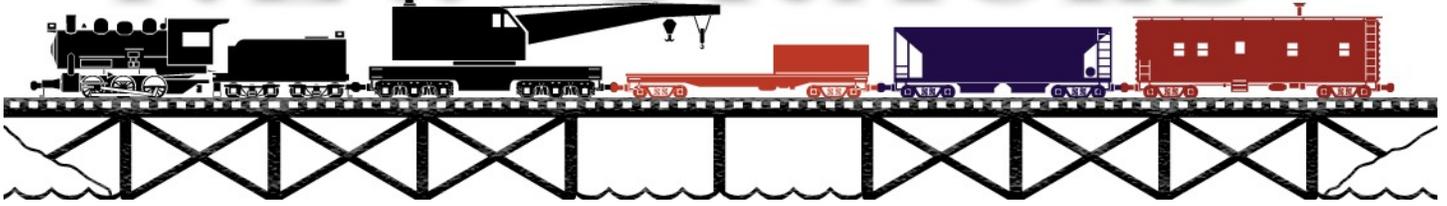


Overview of main train layout



Overview of main train layout

NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By **Jim Kellow MMR**

You asked Clever Models Delivered A true Judged Contest

A comment I received on one of my previous “New Tracks” mentoring articles about having a manufacturer’s contest, was that the way the contests were structured, they allowed only one person to get the benefit of the mentor to help and advice on building the manufacturer’s kit, and there was no model contest judging involved.

I personally believe the approach I took is a way for manufacturers and suppliers to show modelers their interest in helping them become better model builders at a relatively small cost, and shows modelers the value of having a mentor to work with. In my articles, I also spotlighted other individuals that were available to work with modelers as mentors. Therefore making mentors available to any modeler who needed their help. My goals in writing these articles is simple. Mentors helping modelers who want help to improve their building skills and boost their confidence, and more building by more modelers. I plan to continue these articles as well as looking for better ways to link mentors with modelers. Just let me have your suggestions and I will try to respond. My email is: JimKellow@sscaleresource.com

However, one modeler wrote me and wanted a contest that any modeler could enter and where there would be a winner selected from all the modelers who build the kit. Therefore a lot of you could go down “New Tracks” together. The model judged to win the contest, as well as 2nd and 3rd place entries, would receive a prize from the manufacturer.



Dave Miecznikowski

I understood what the modeler was saying so I started looking for a manufacturer I believed might be open to this type of contest. When I talked to Dave Miecznikowski who owns [Clever Models](#), I knew I had found the perfect manufacturing partner to offer this special contest. In fact, I did not know until I talked to Dave, that he had sponsored this kind of contest before.

I hope this contest answers the request of the modeler who wrote me. After all these “New Track” articles are meant to help you find a mentor and build more and better models. I have asked for your comments and I am trying to be as responsive as possible This is a true judged contest for everyone who wants to enter. The winner will be the modeler who builds the best model of the Clever Models Contest Kit as judged by the Clever team. I am honored to have Clever Models respond to the request of the modeler.

I also hope this contest will get many of you to build the Clever kit and submit it for judging. Detailed information on the contest is presented below. Based on my personal experience I know you will gain a lot from having your model judged, in addition to the knowledge, skill, and confidence

in your building ability, you will gain from working with a mentor, and actually building the Clever model. Knowing Dave, I guarantee the judging will be done fairly. Photos and comments from the winners will be published in a future “**New Tracks**” article.

If you are already a model builder or just want to learn to be a model builder, this contest is for you. Dave and I truly believe this contest will provide everyone a building experience that will give you the skills and confidence that will have you building beautiful models you are proud to say you built. Dave also believes that this kit will allow you to be creative in how you complete and detail the finished model. Dave and I are looking forward to seeing your modeling. In addition, this contest will hopefully encourage you to continue building models.

Thanks Dave for going beyond what I originally asked and offering all modelers this judged contest opportunity. Please show Dave your appreciation by entering his contest. I wish the best of luck to everyone, and I look forward to seeing the winning model and hearing from the modeler what he learned from this experience. The model and the modelers comments will appear in a future “**New Tracks**” article in this magazine and also on the “**New Tracks**” [Facebook page](#).

If you like this contest or have other suggestions or comments for my mentoring articles, please let me know at jimkellow@oscaleresource.com. As I am doing with this contest, I will try to meet your needs and suggestions.

Clever Models

Dave told me that since 2004, Clever Models has established a reputation for creating quality model kits that has changed people’s ideas about modeling in card stock. Our collections of kits and textures are immediately downloadable files and are the best value you will find anywhere. (also on DVD) Take a quick look at our best selling “Brick and Mortar” disk on our website, www.clevermodels.net. Once you get on the site look on the left, and click the Orange GET DVD’s button. When you get to that page click the orange BRICK INDUSTRIAL BUILDINGS button. There are ten (10) complete structure kits and twenty-four (24) high resolution textures. An entire industrial district for less than a few dollars each. All of our products offer the same high standard of quality and value. Brick buildings, steel buildings, wooden structures and entire neighborhoods, all for less than you might expect to pay for one “box of sticks” model kit. Our models always look great, satisfy craftsman modelers, are fun & easy to build and a great value.

We’re sure you will enjoy working with our models and textures as much as we have enjoyed creating them. All of the textures and structures, in our collection, are either immediate downloads or files on DVD. Printed kits are still available by special order. See the GET MODELS page on our [website](#) for more information. Be sure to visit our MODEL GALLERY & BLOG pages. They are full of great pictures & ideas. Really want to build something RIGHT NOW, but can’t get to the hobby shop? Just click something from our FREEBIES page or download one of our many inexpensive kits. Come & share your ideas, photos and thoughts on our DISCUSSION page. Thanks for visiting. Dave Miecznikowsk

Dave is an experienced electrical engineer and machinist. He has a long involvement in the hobby of model railroading and has written and published several articles on the subject. Best of all, he is a nice guy and truly understands modelers needs and does everything he can to meet their needs.

Clever Contest

Dave believes the Clever Kit to use in this contest is the [The Coal Dealer](#). More information about this kit can be found on the [Clever Models website](#).

A small coal operation like this could be found in every town, in every corner of the country. Everyone needed to buy coal to keep their homes and places of business warm in winter. With different signage, this

building can be re-purposed into many other types of business. Comes with Coal Bins, a Truck Scale, a Coal Loader and interior details.

Dave believes this kit will give a great building experience for all modeler who enters this

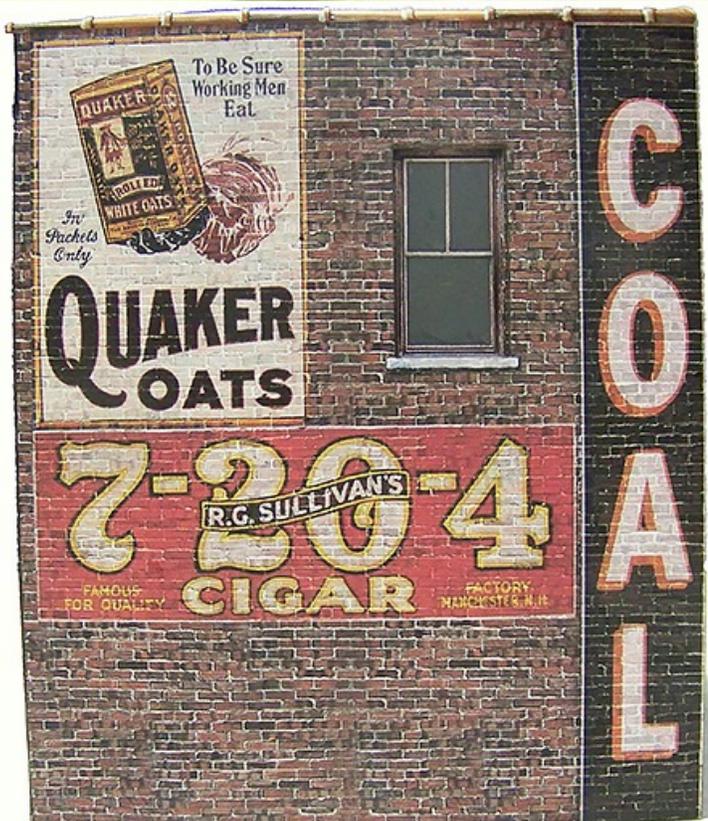
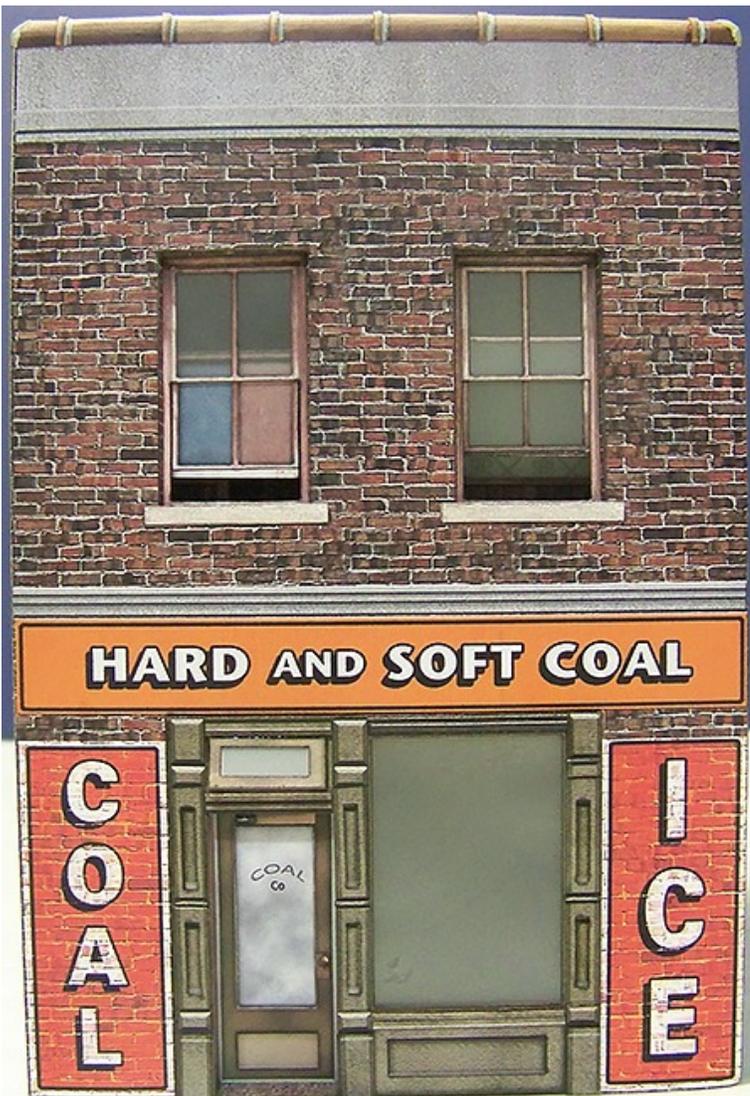
**ENTER THE CLEVER
MODELS CONTEST
HERE**

contest regardless of their previous building experience. One of the great mentoring benefits is that the Clever website has a great tutorial on building and detailing their kits. Dave is looking forward to seeing the creative detailing included in a modelers entry. In addition, Dave or his staff will provide mentoring help to modelers who need additional help.

The winner of the judged contest wins \$50.00 in free kit or texture downloads. (no DVD's) 2nd. Prize is \$30.00 and 3rd prize is \$10.00.

You can email him direct for any help or questions during your building of this kit at mizel@sbcglobal.net.

Within 5 days of receiving your entry, we will forward your Email on to Dave at Clever Models. He will send you a download link for the Coal Dealer kit.



When you finish the model, please send us a few pictures of the front, sides and top on your completed model.

Pictures must be color with no extra editing other than for size. Please keep the file size under 2Mb.

Email the pictures along with your name and address to clever_contest@modelrailroadresource.com

We must have these by December 14th, 2018. That will give you plenty of time, even after the long hot summer, to complete this kit. You will receive an Email confirmation from clever@modelrailroadresource.com upon your submission. Please allow Email from modelrailroadresource.com

You may Email Dave direct (mize1@sbcglobal.net) with any questions coinciding issues you may have during construction. The models will be judged by Clever Models. Clever Models will notify the winners and arrange for the prizes to be awarded. A photo of the first place modeler, along with the winning model will be published in a future “**New Tracks**” article in this magazine and on the The “**New Tracks**” Facebook page. Photos of the 2nd and 3rd place models and their builders will also be published.

Again, best of luck to everyone. I hope you enjoy going down these “**New Tracks**”. Lastly, and most importantly, thank you Dave so much for your interest in mentoring and model building. You are certainly demonstrating your love for the model railroad hobby and willingness to help modelers improve their building skills and gain confidence in their model building ability.

Well, that’s it for now. Have fun with this contest. Remember the best way to say thanks to Dave and Clever Models for offering this contest is to enter the contest. If any of you out there are not currently building models, please consider entering this contest. If you are builders, I know you will want to show us your modeling skills and maybe be a spotlighted mentor in one of my future “**New Tracks**” articles. Lastly don’t forget to friend the “**New Tracks**” [Facebook page](#). Off to the work bench.



S Scale Track...



Fox Valley Models
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info@foxvalleymodels.com

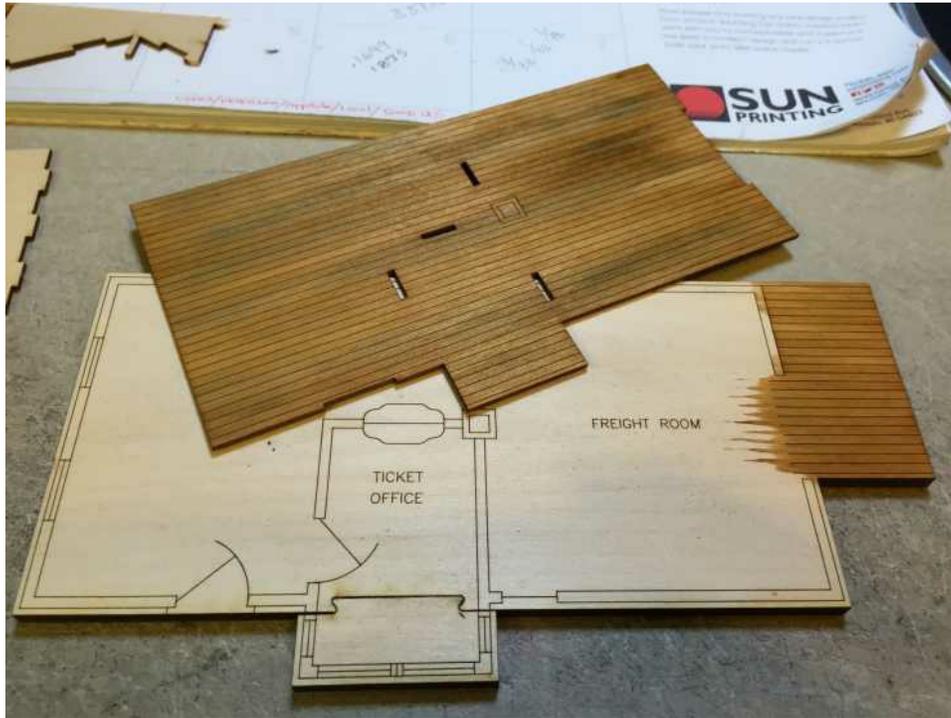
...Now Arriving

How I built My S Scale HRM Laser Models Board & Batten Depot

By D. Scott Peterson

Editors Note: Although this article is about building this specific kit, there are ideas expressed and workflow shown that will be helpful in many other laser kits.

This is the kit you can win. See the New Tracks article in this issue!



Above: Stain the flooring and the loading platform. Paint the edge of the foundation a concrete color.

Below: Glue the flooring to the foundation. Use glue sparingly.





Above: Glue ramp supports to the bottom of the ramp.

Below: Glue the ramp to the end of the platform.

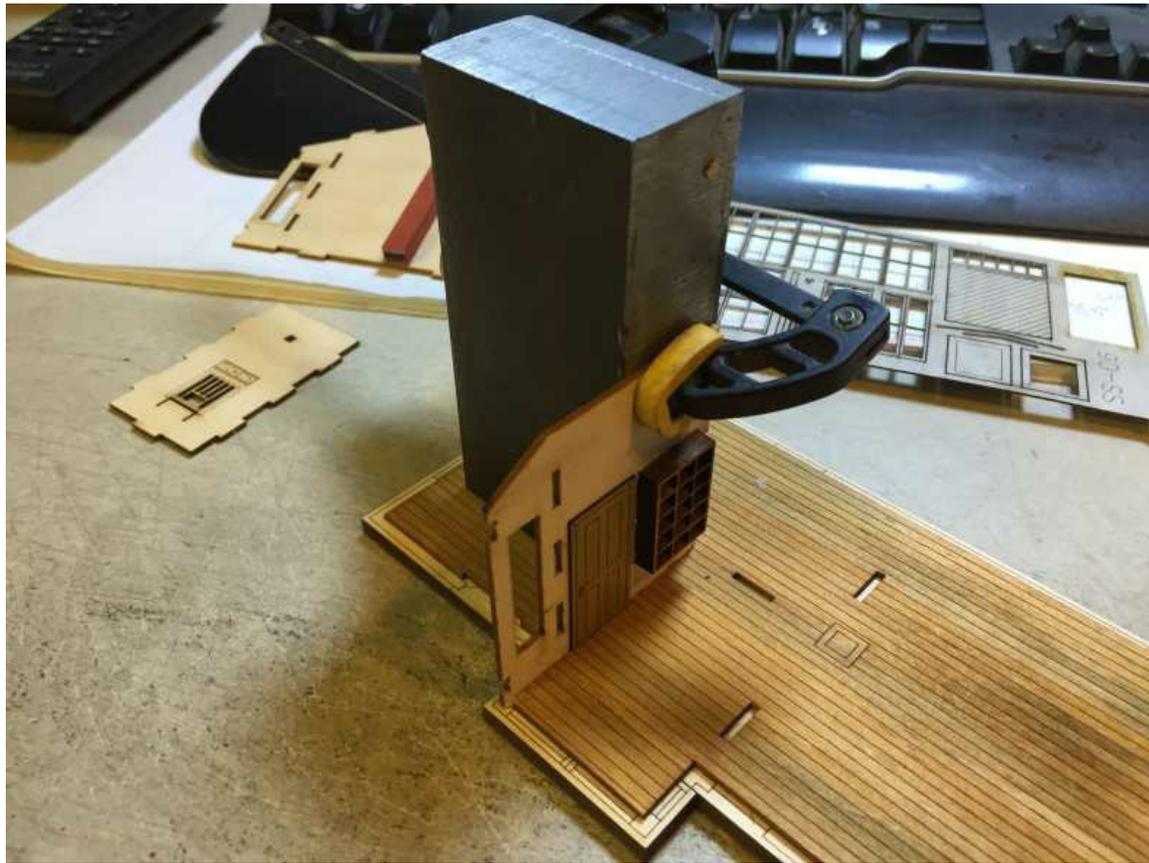




Above: Glue the chimney to the long bay wall.

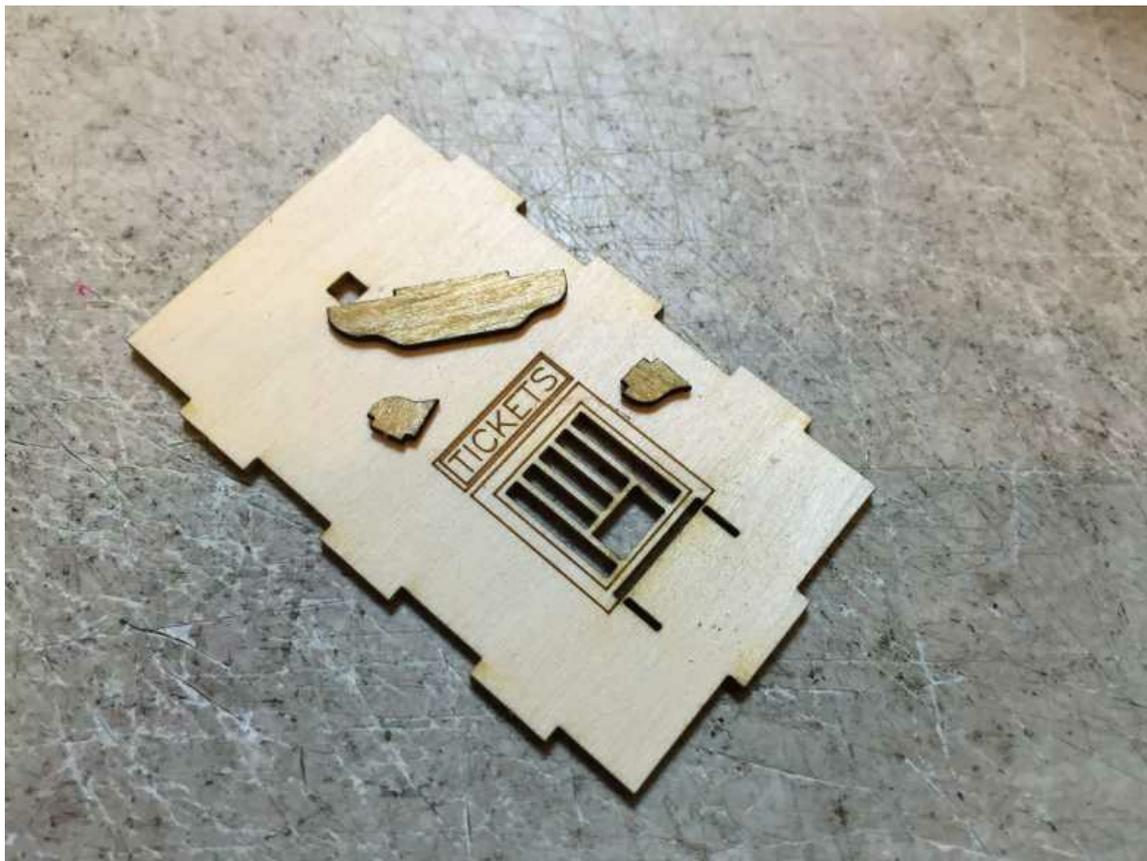
Below: Glue the order box and the door to the short bay wall.

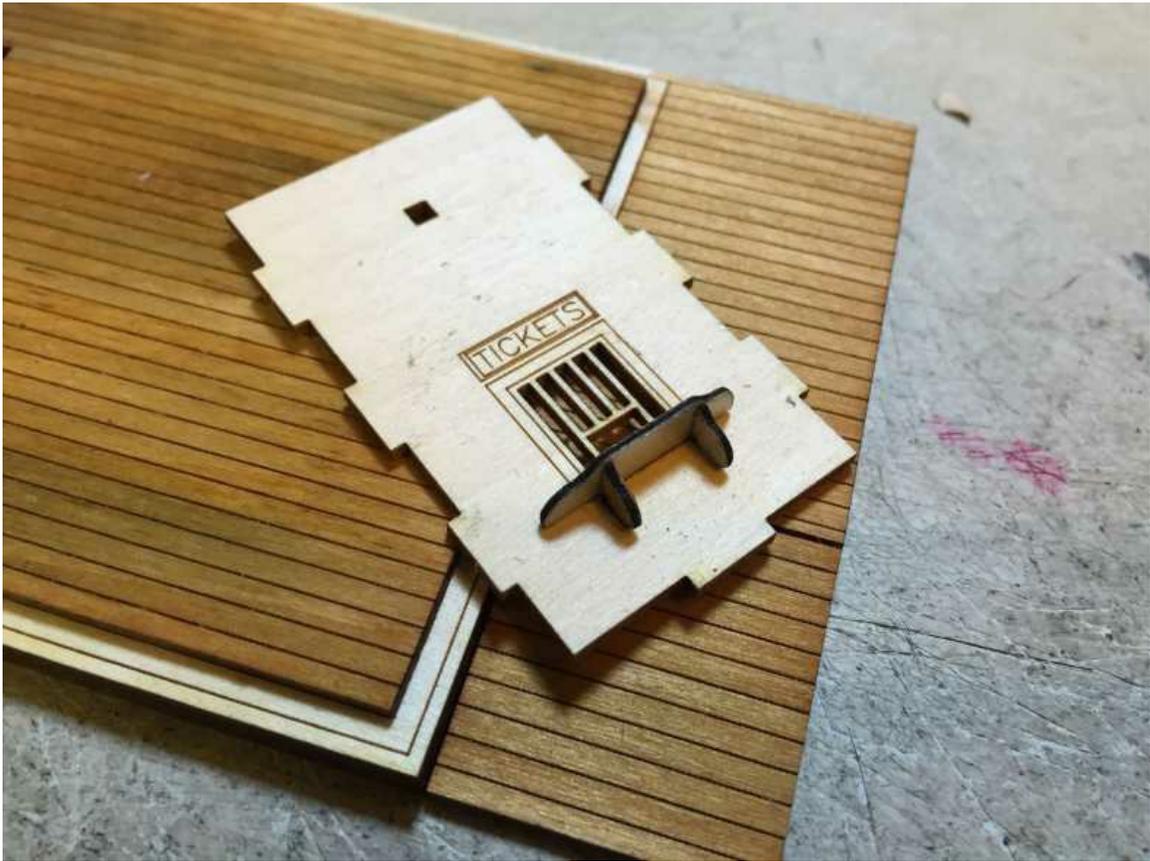




Above: Glue the short bay wall to the floor, making it perpendicular.

Below: Add the ticket counter to the ticket window wall staining it first.





Above: Finished counter.

Below: Glue the ticket window wall to the short bay wall and the floor.



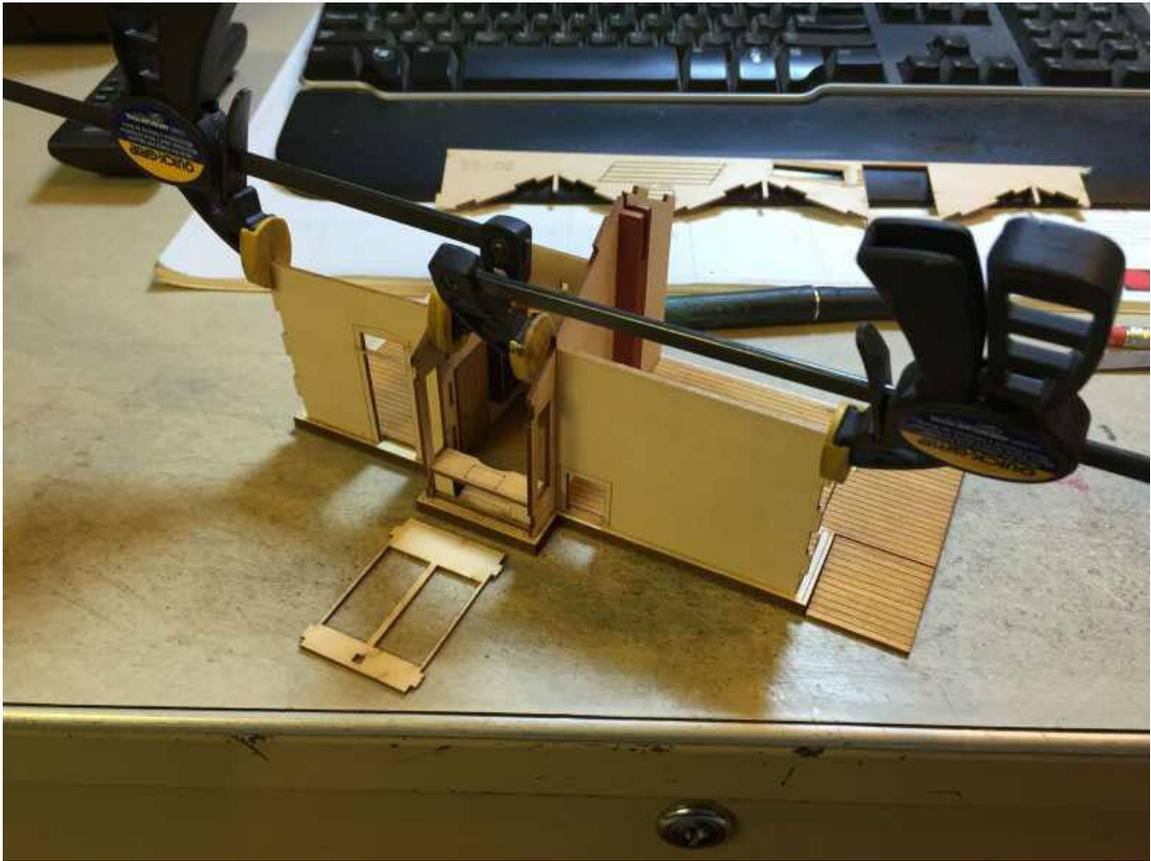


Above: Build the operator bay desk and glue it in place.

Below: Glue in the long bay wall.

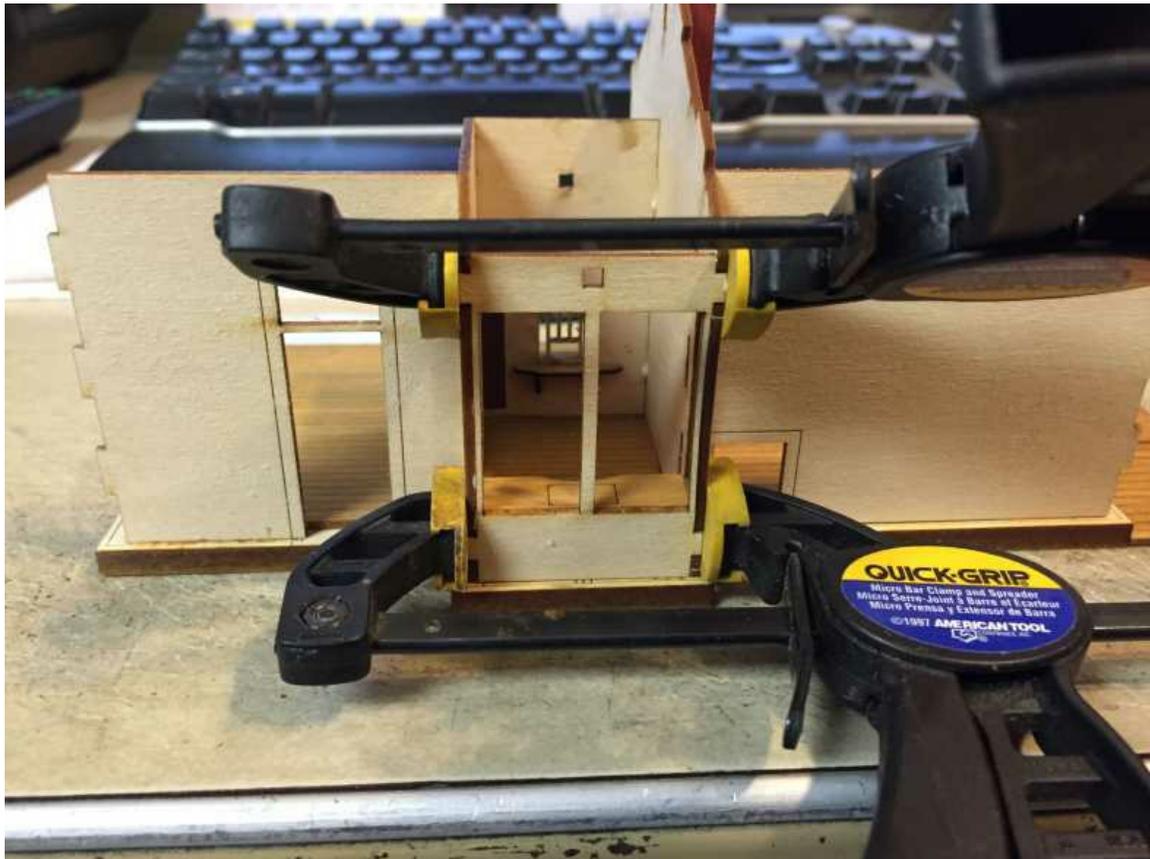
NOTE: these are core walls. The B&B siding gets glued to these.





Above: Glue in the 2 track side core walls.

Below: Glue in the fragile bay front wall.





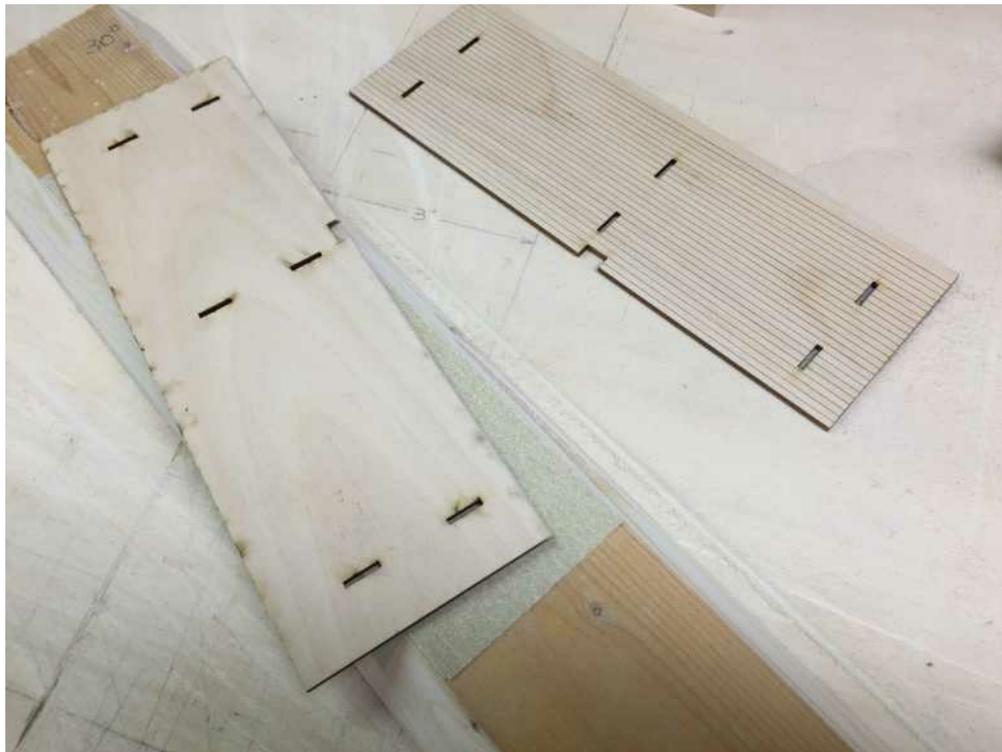
Glue in the 2 end walls.



Add the ridge beam.



Glue in the back core wall.



Bevel the roof ridge on each roof piece. The bevel angle is listed on each piece. Bevel from the back.



I made some beveling jigs for many different bevels. They are 1"x4" pine with a bevel cut on my table saw. Sandpaper is glued to the top to prevent roof slippage. A sanding block sands the bevel.

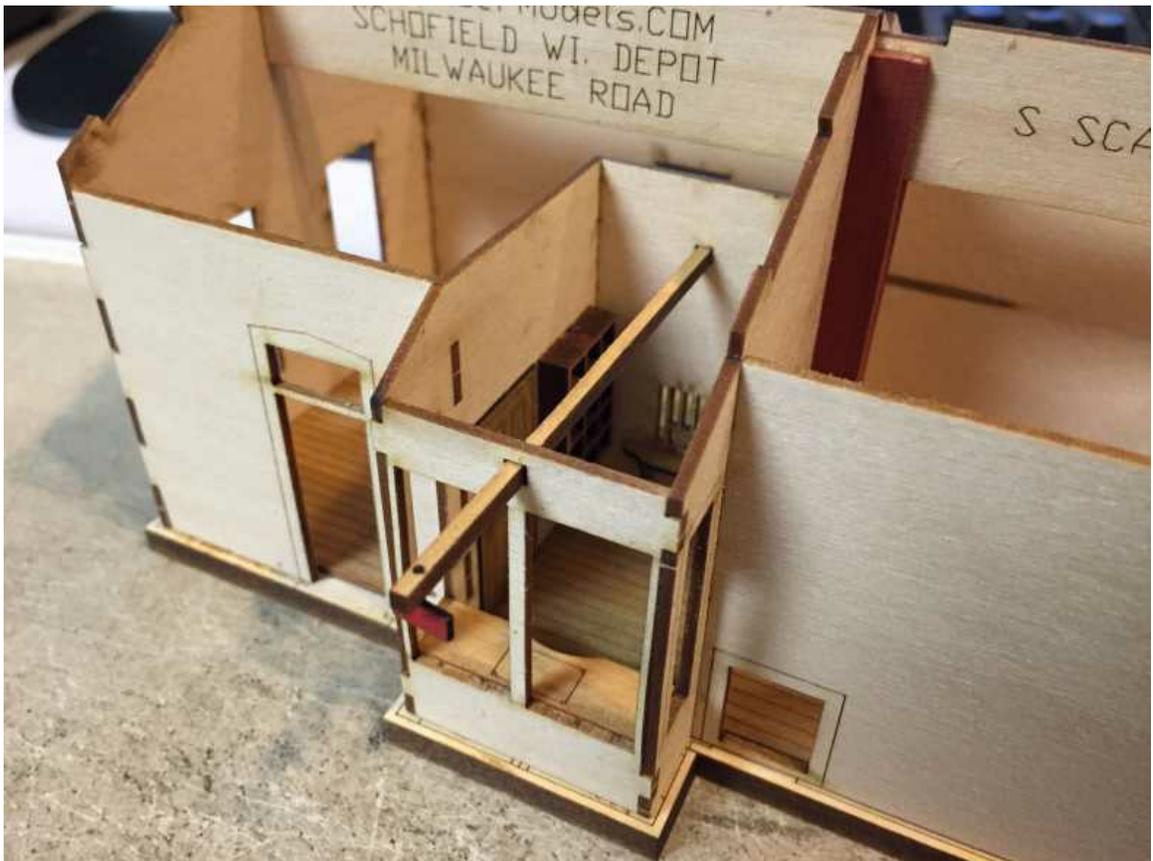


Fit roof but don't glue it yet.



Above: The beveled roofs meet perfectly.

Below: The order signal and arm (Milwaukee road design) fits in the 2 holes.

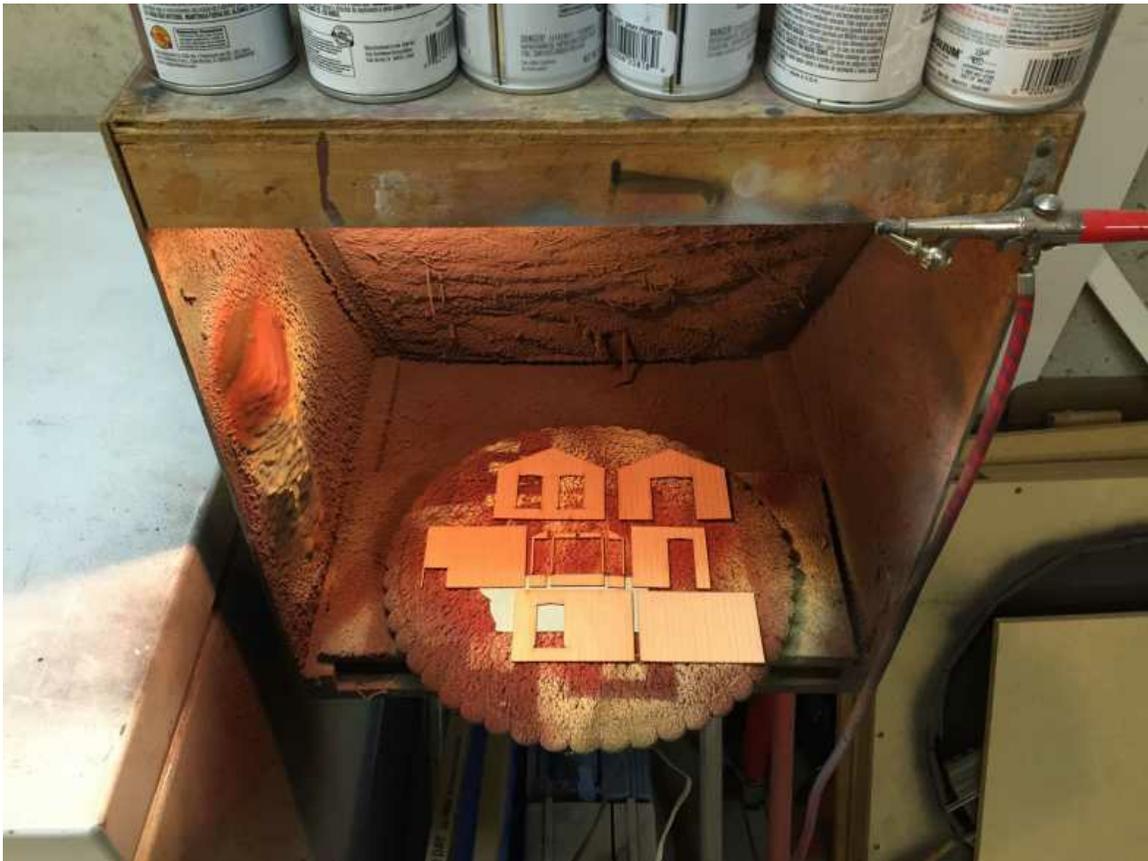




Above: You can slide it back to prevent any damage.

Below: I recommend painting the board & batten (B&B) siding next.





Above: I made a spray paint booth that vents outside with a blower. It has a light and a cake decorating turntable and a changeable furnace filter to knock paint drops out of the air.

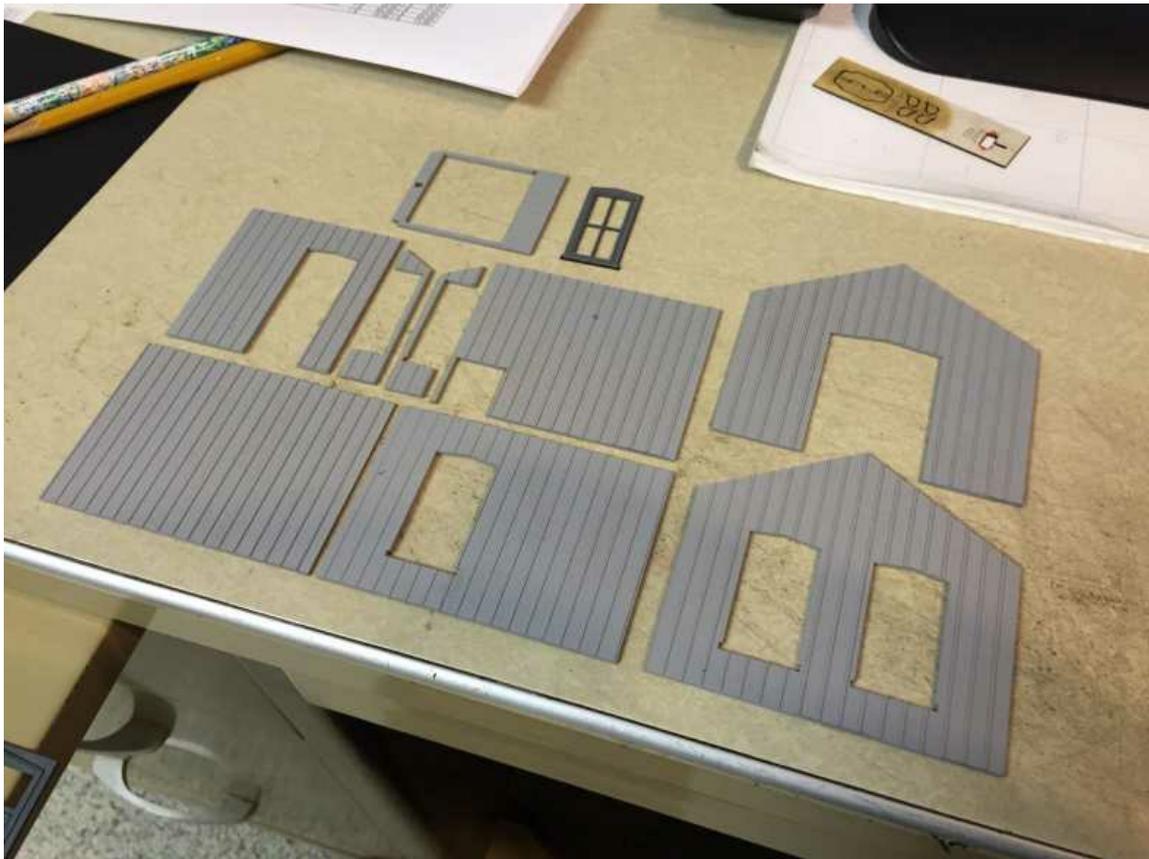
Below: I painted my kit with a light gray automotive primer.





Above: I also painted the trim pieces, but with a darker gray primer.

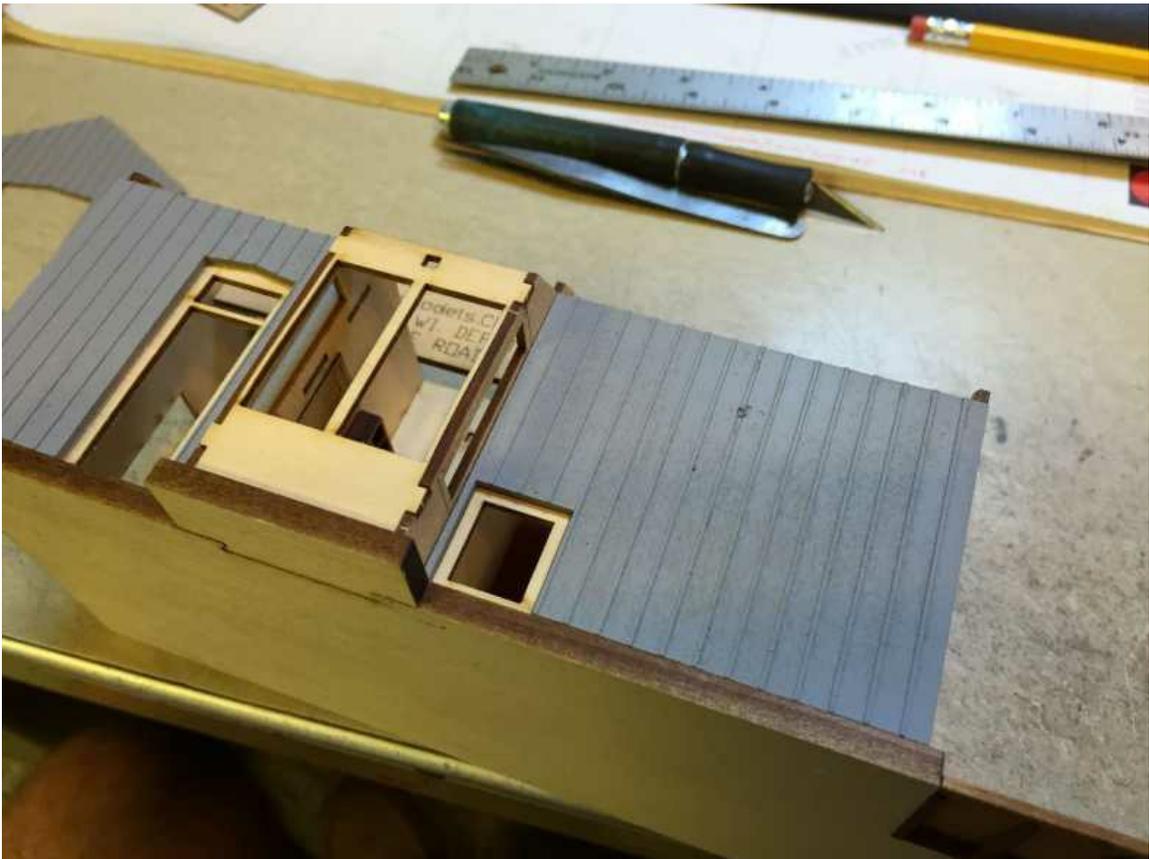
Below: The paint contrast is in the Milwaukee Road scheme.





Above: To prevent warping, a few drops will do you when gluing on the siding.

Below: Glue the 2 trackside siding pieces in place.





Above: Build the door. There are 5 pieces of the door (all double stick) except for the glazing.

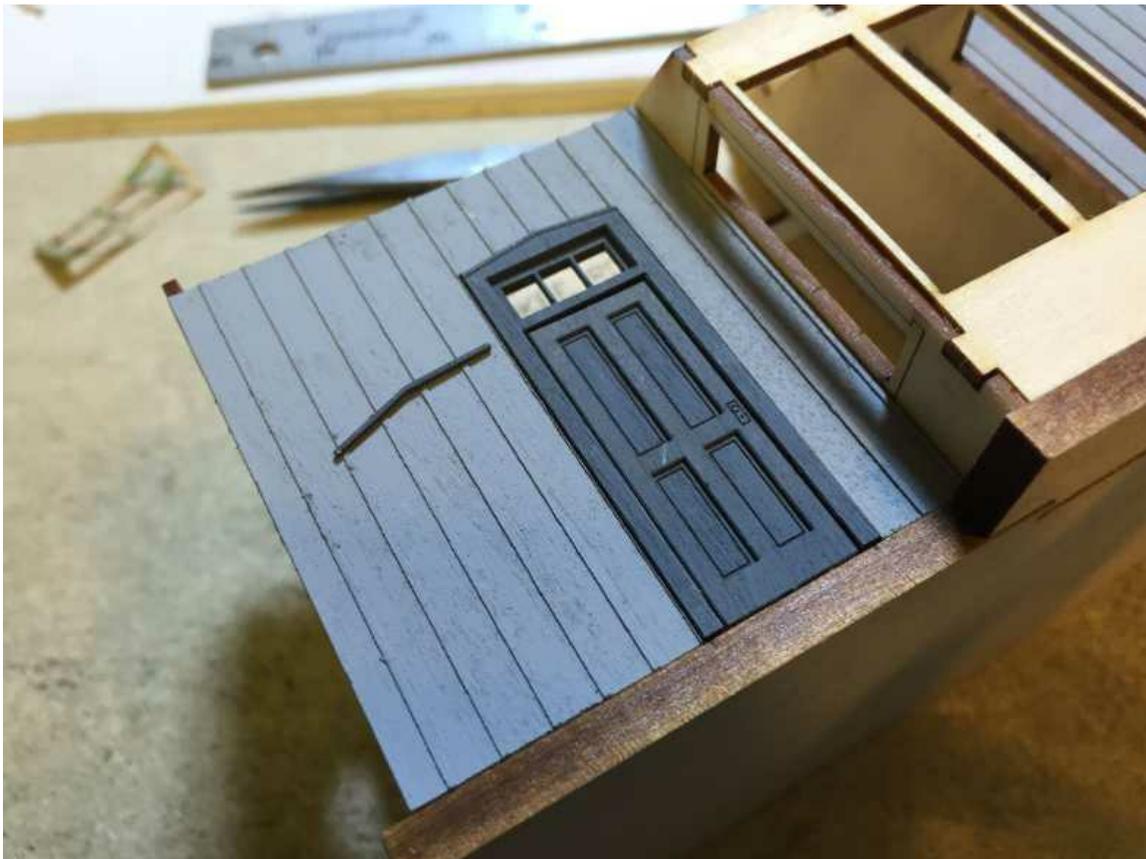
Below: First stick on the main door piece.

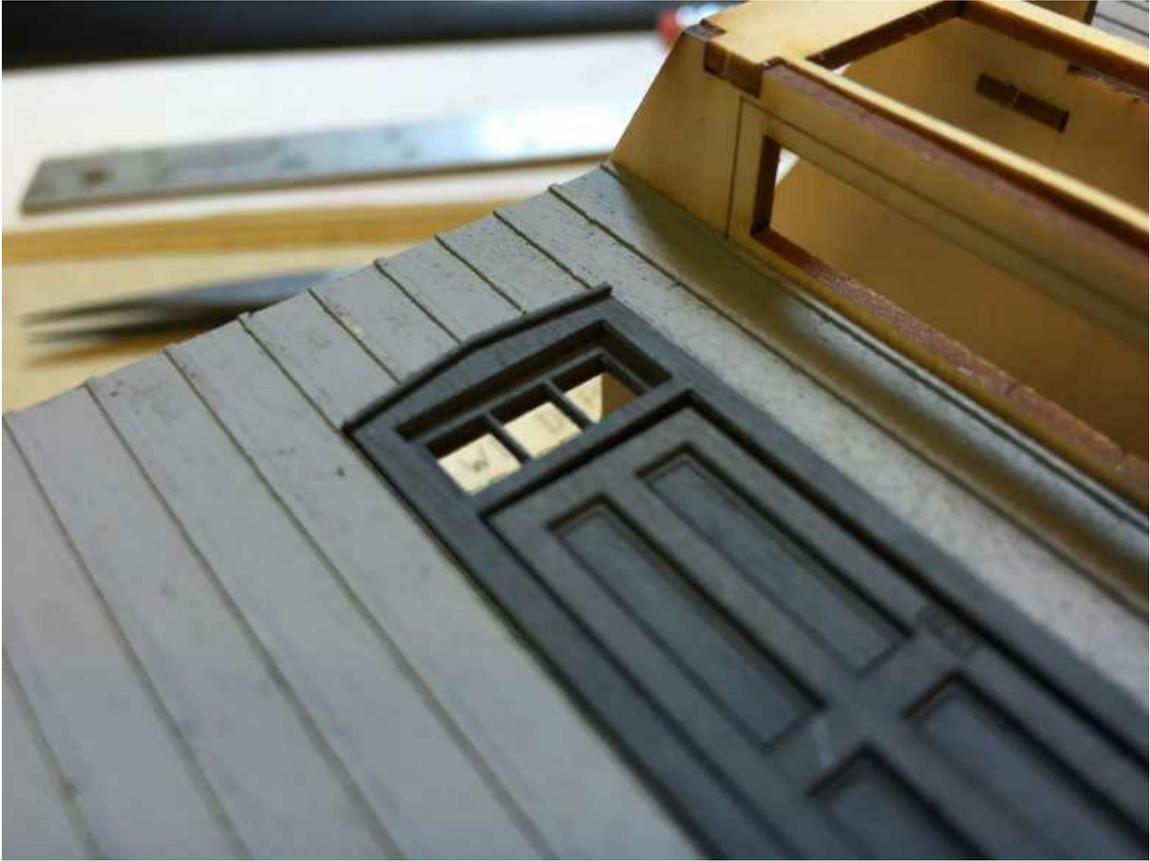




Above: Stick on the door frame. Add the door panel.

Below: The top trim piece sticks to the top.





Above: The almost finished door.

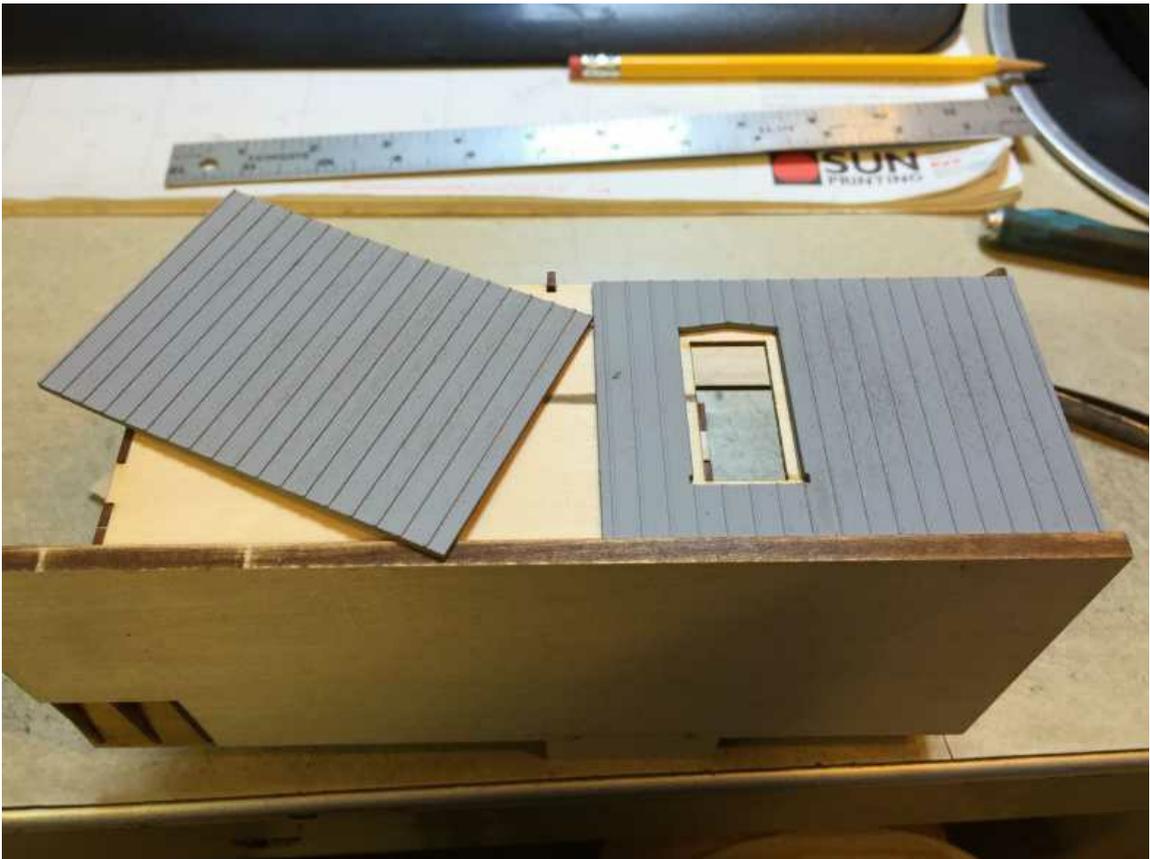
Below: From the back, put in the glazing for the transom window. It sticks to the back of the window.





Above: The finished door.

Below: Glue on the back siding. Glue the window piece in first, carefully centering the window using the guide lines. Butt the other back in place tight to the first piece.





Above: A typical 4 piece window installation.

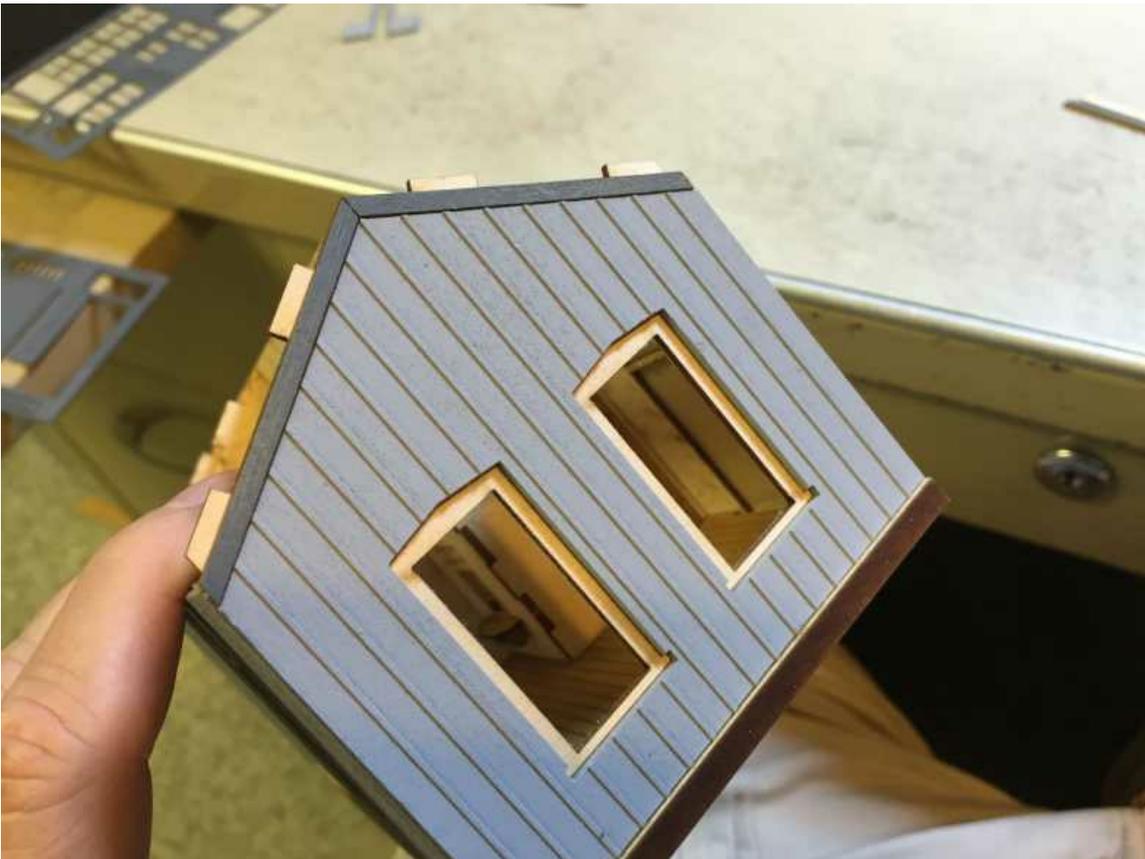
Below: Top sash is over the bottom sash. Glazing goes in from the back.





Above: Back view.

Below: Glue on the end siding walls. There is a trim piece for the top. The windows go in as before.





Above: Freight door builds the same as the front entrance door.

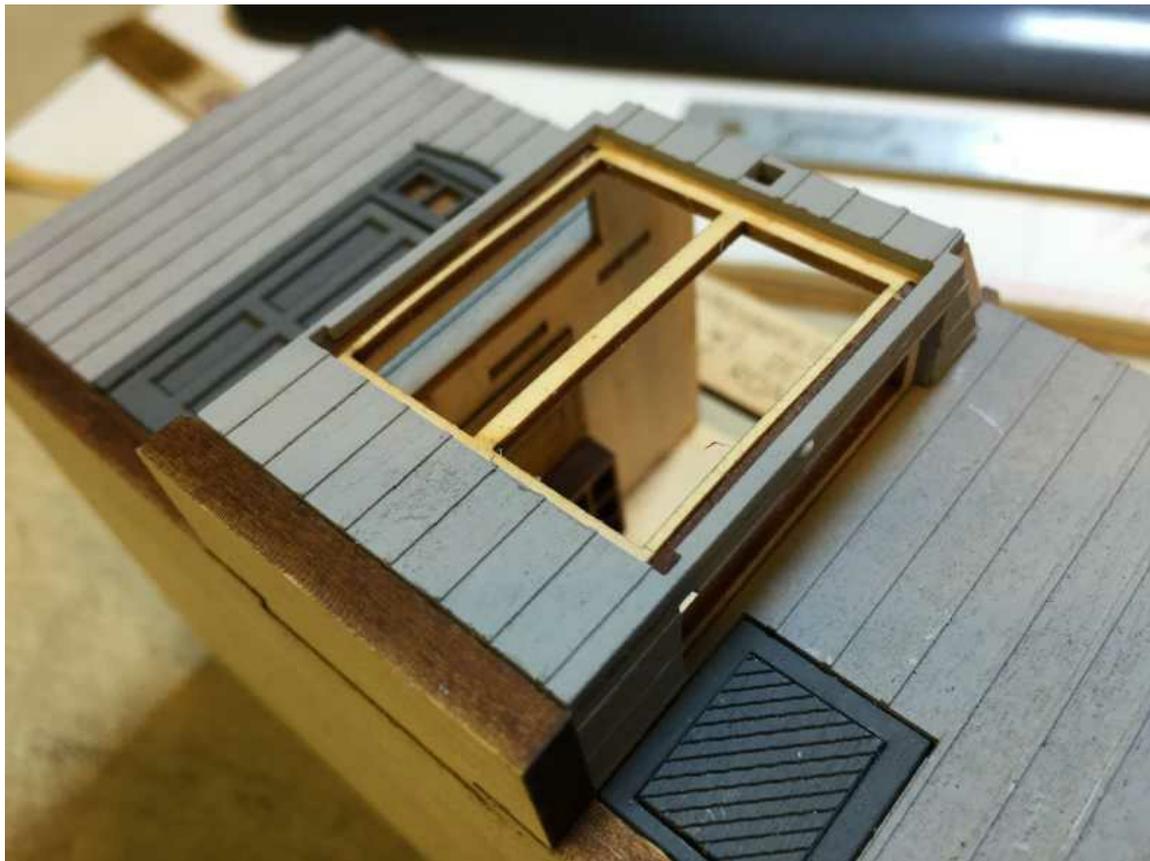
Below: Build the milk can door. Bay siding is added next.

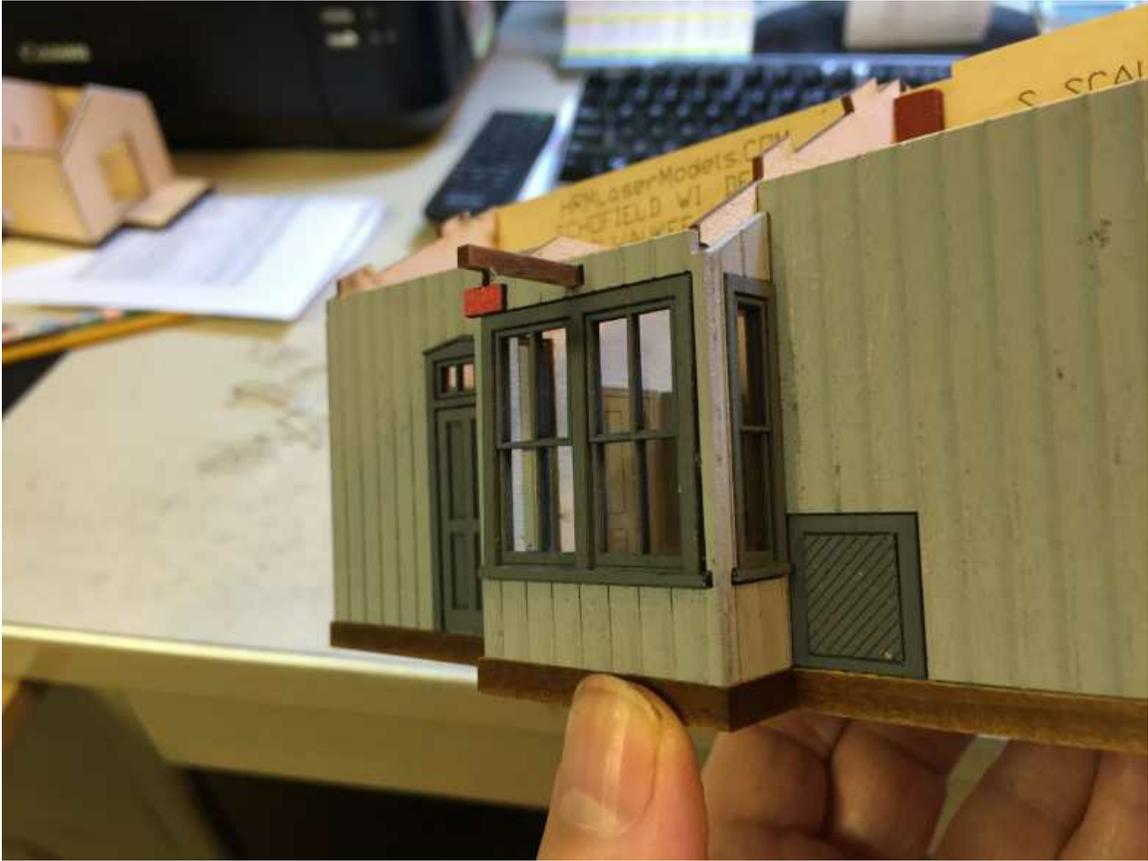




Above: Glue in the 2 side pieces.

Below: Glue on the bay front siding.

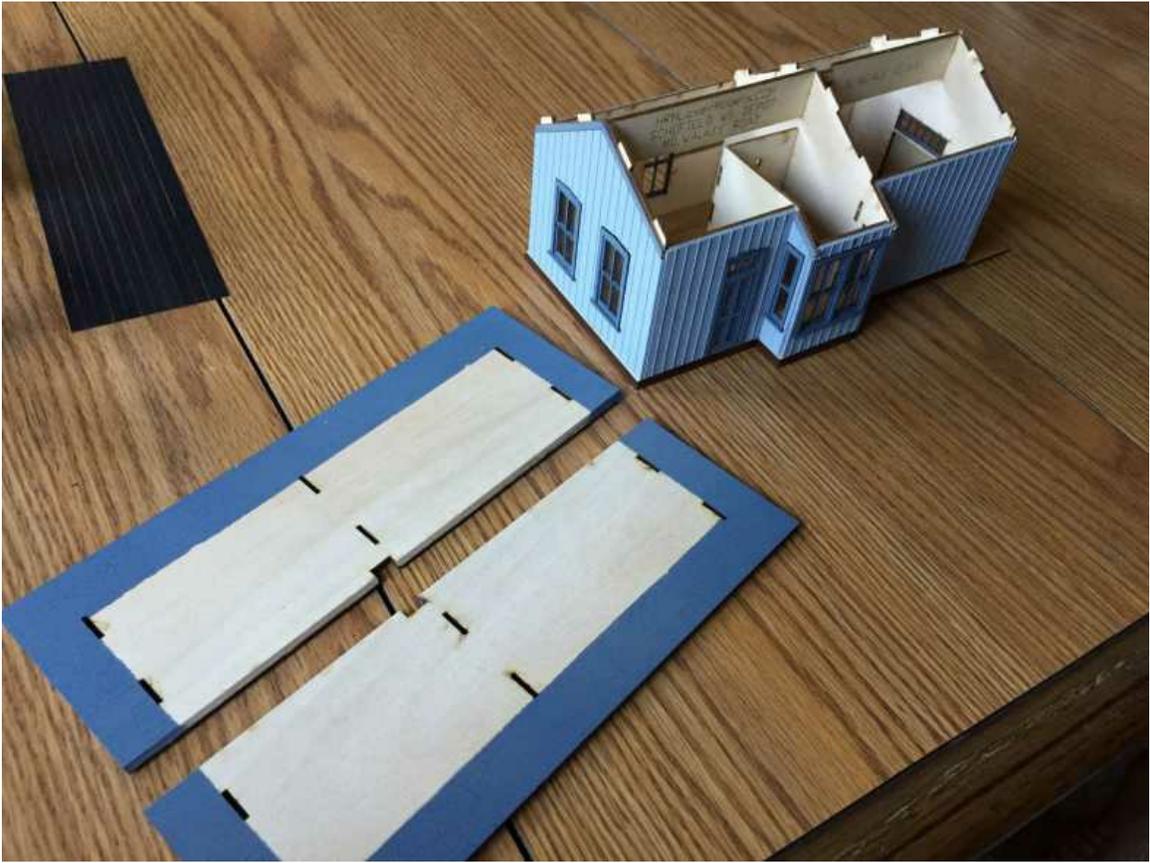




Above: Add the windows as before. There are 2 top trim pieces for the bay sides.

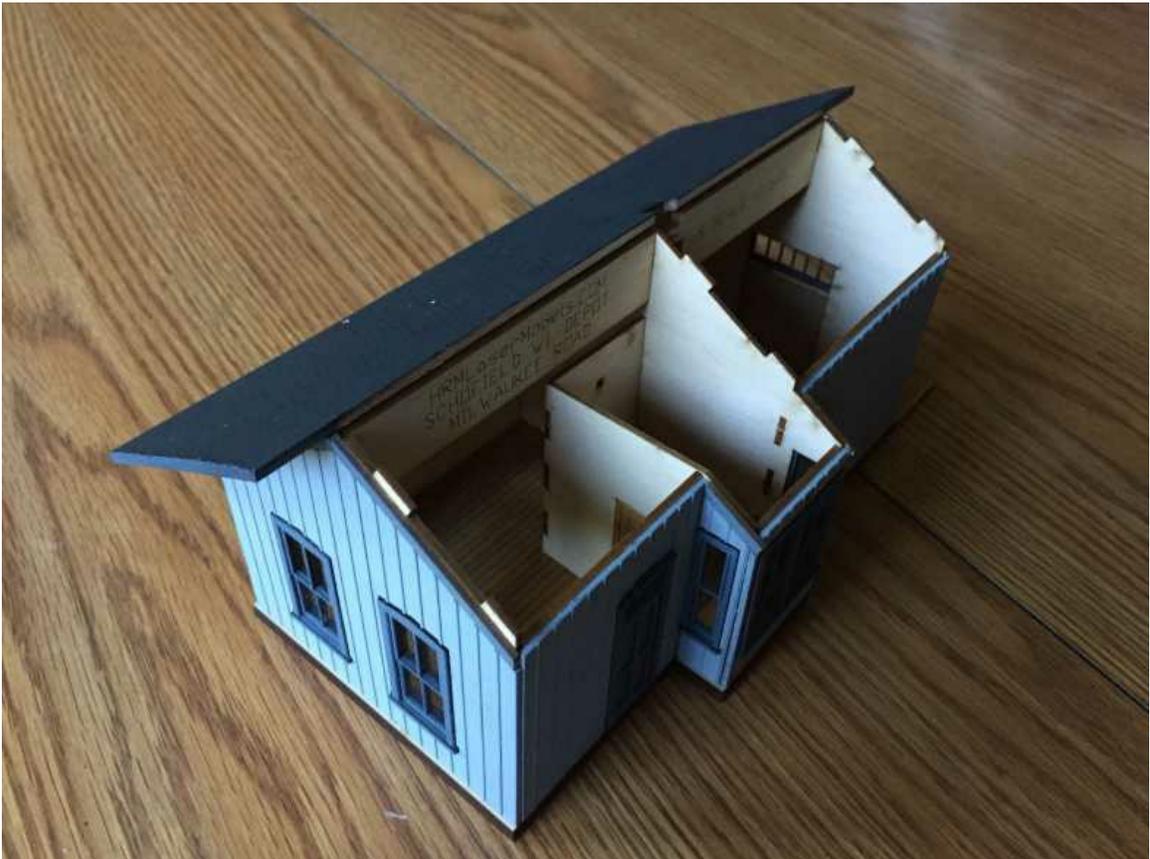
Below: Shingle the roof before gluing it in place. It is easier this way. Weight each piece with heavy books for a few hours to prevent warping.





Above: Paint the exposed underside of the roofing. I used the trim color.

Below: Glue on the back roof piece.





Above: Glue on the front roof. Add the black paper roof ridge leaving room for the chimney.

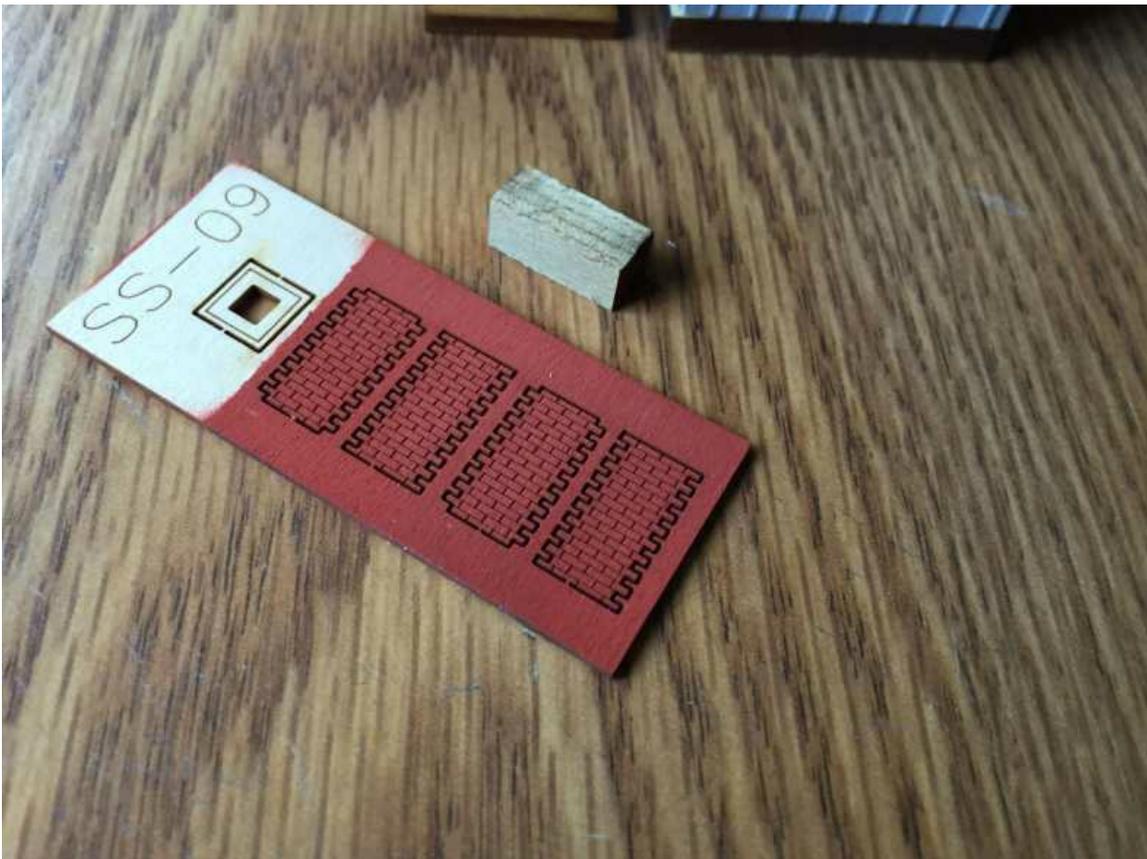
Below: Door stoop is glued together and to the foundation centering the door.

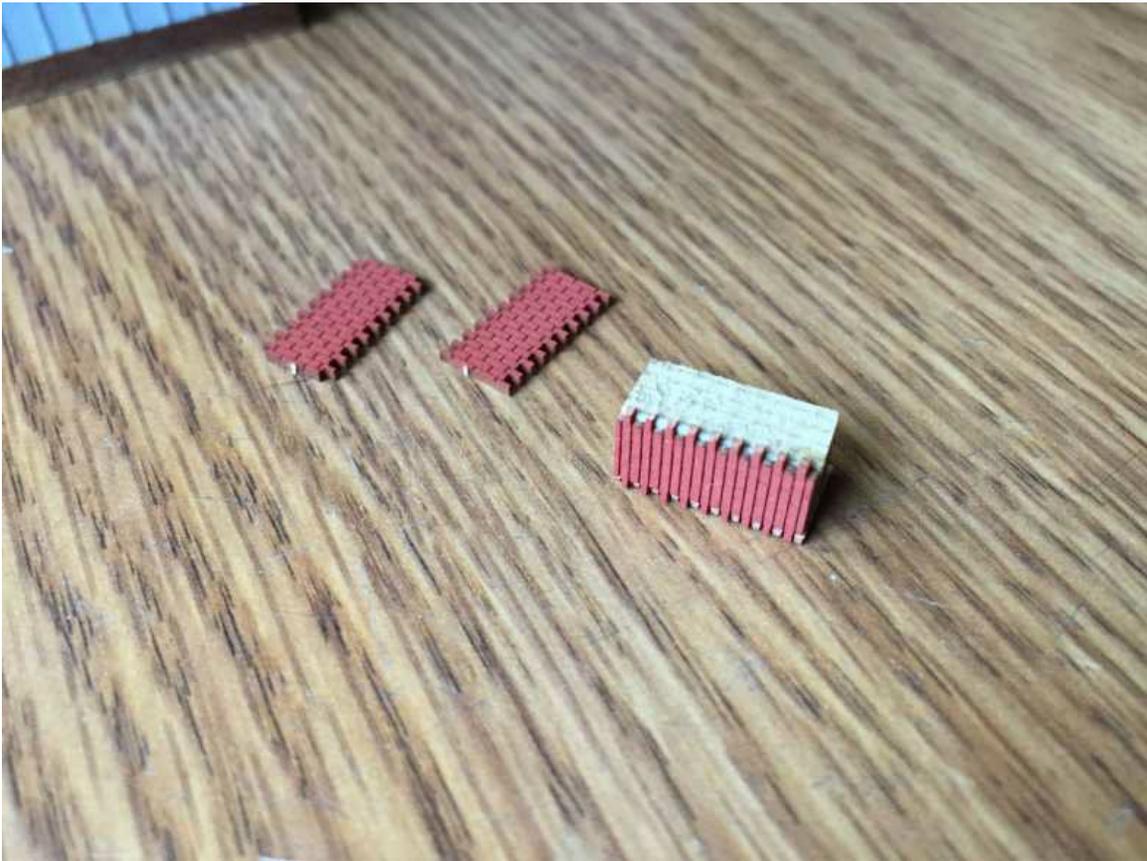




Above: Finished stoop.

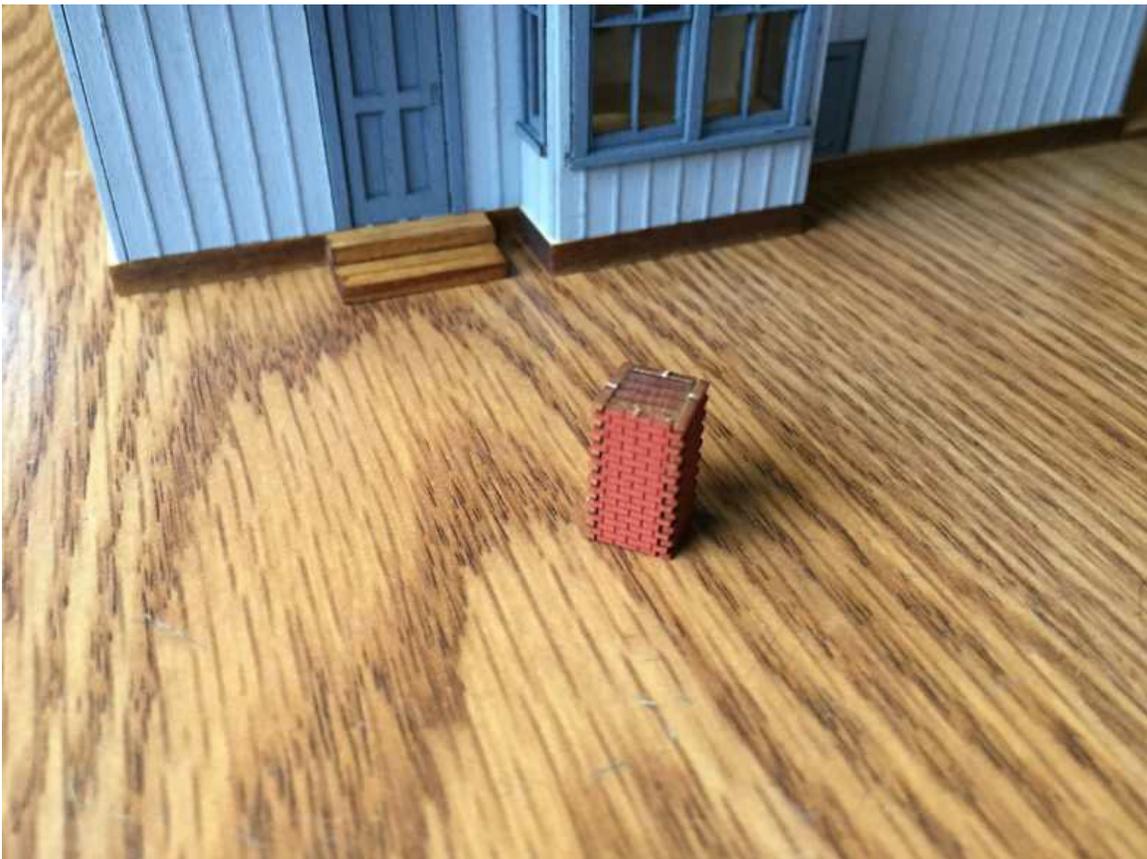
Below: Build the chimney around a core piece.

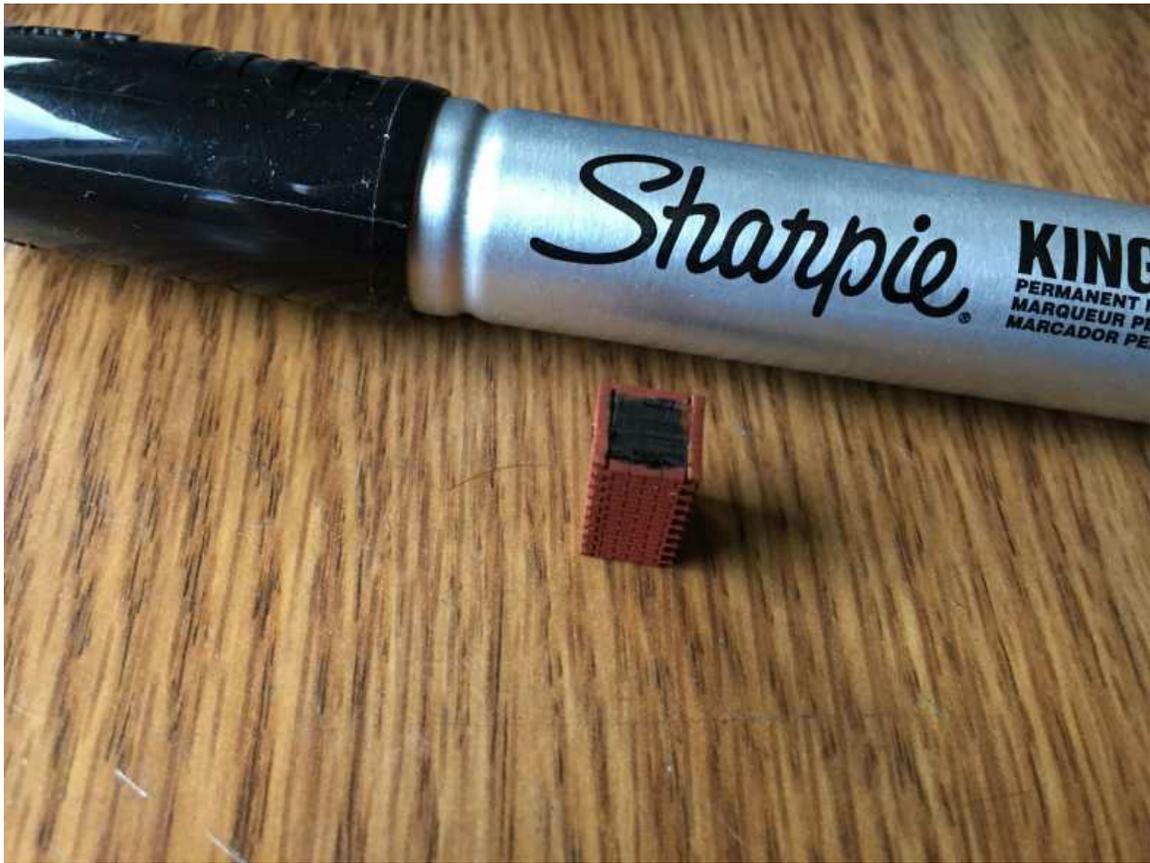




Above: I put glue on all 4 surfaces and attach the brick quickly. While drying, I roll the chimney between my fingers until the glue sets.

Below: Sand the nibs flush. I sand the chimney pre-painted, but I paint again after it is assembled.





Above: Take a black marker and blacken the top. Then glue on the cap and paint a concrete color.

Below: Glue the chimney to the roof.





Backyard photos of the completed depot.





Backyard photos of the completed depot.



CONVERT A BALDWIN SWITCH ENGINE TO A “CRITTER”

By John Frankforther

“Critters” on your layout

I had just graduated from high school and looked for summer work to pay for my first year of college classes. My dad worked at a grain elevator as the head maintenance man and knew summer help was always needed for the cleanup crew. Along with cleaning up the spilled and spoiled grain, I got to load semi trucks and grain cars. At this particular elevator, they had a small switch engine that was used to move several loaded cars out to the main line while the next one was being loaded. The engine in the picture is similar to the one used there. Being on the cleanup crew had its advantages because you were able to fill in when the normal operators



were taking breaks. On one afternoon, I had the opportunity to fill in for the guy operating the engine. After a few minutes of instruction from the operator and the foreman at my side, I was on my way. It was amazing that this small engine had enough power to move several loaded grain cars with ease. For many years after that experience, I had been searching for that type of engine to work with my American Flyer layout. After visiting various user groups and asking lots of questions, I found the needed help that would point me in the right direction. These small switch engines, I learned, are known as “critters”. So here is my journey to put a critter on my layout.

Getting started

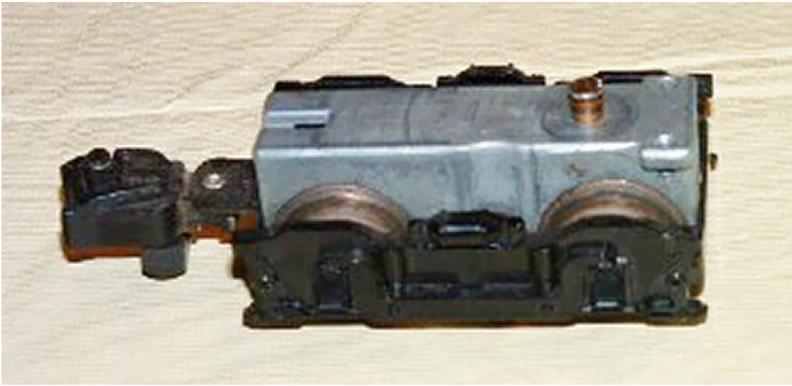
Note: This is a work-in-progress conversion. There are additional things I need to do to complete this model. For example: a second power pickup, adding a second coupler for the front, extending the back coupler past the shell, adding new LED directional lighting and possibly sound (if there is room) and future DCC control.

There were several suggestions from the user groups as to the direction I should take to build my critter. One was to take a HO engine and make a few modifications, add some American Flyer parts and there you have it. Another was to take a Baldwin engine and remove the powered truck and use that for the critter. This is the route I chose. Having traded a Lionel caboose for a Baldwin frame and a couple of shells, I was on my way.

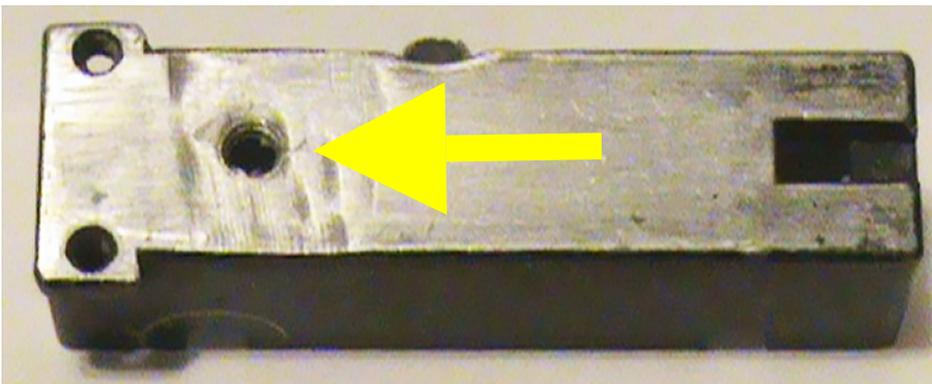
Chassis conversion



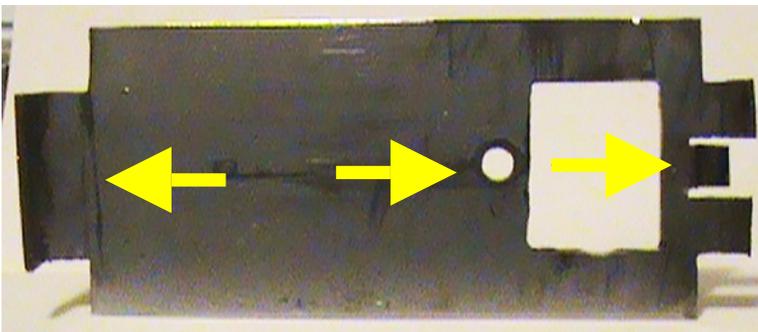
The Baldwin motor had already been removed so I had to come up with a way to power the truck. Here is a picture of the motor I found that would work. It is from SNS **Trains.com**. It is a bolt-on replacement for the old Baldwin motor. Since the Baldwin truck has Pullmore wheels on it that should make it into a real power horse. Also this switch engine isn't built for speed so it should be able to push or pull several cars with no problem. It is sitting on the piece of lead weight that came with it. Mounting screws were also included.



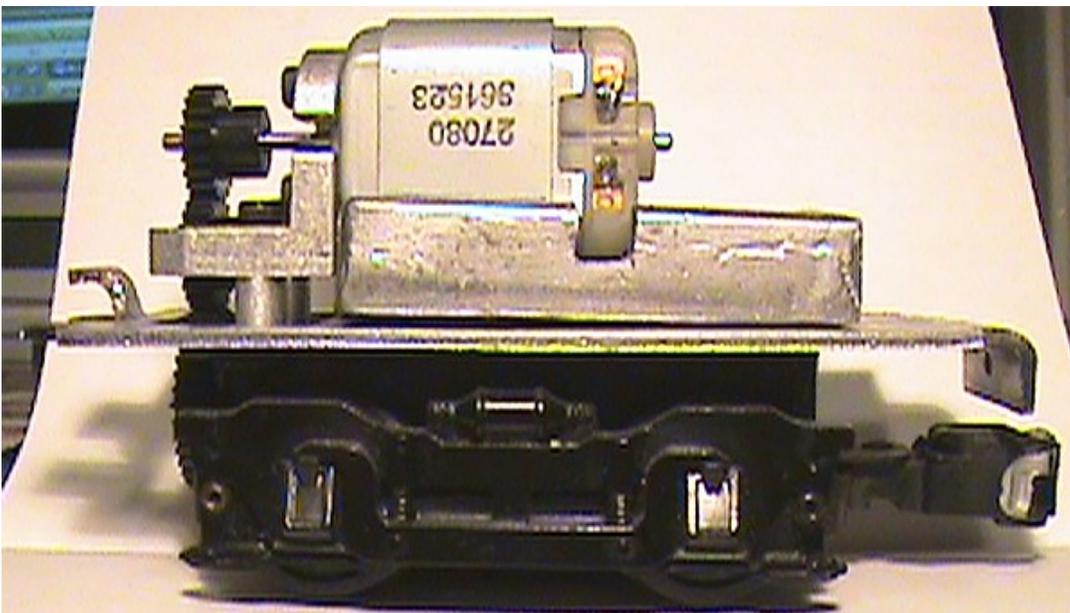
To get started, grind off the mounting stub to make room for the weight and the chassis mounting screw. A mounting screw will need to be tapped into the gearbox. This will allow the new motor, weight and the new chassis to all fit on top of the truck.



Here is the disassembled gearbox, showing where to drill the new mounting hole for the chassis. It is in the same place as where the stub was. I used a #10 flat head machine screw to mount the new chassis to the gearbox.



Here is the new chassis. I used the original chassis to see where the cutout and bends were needed to fit the shell on both ends. Also shown is the mounting hole to bolt the chassis to the gearbox. I made this piece AFTER I chopped the shell down to ensure I got a tight fit and located the hole for the gear train to fit through. Those parts you can copy from the original chassis.



Here is the entire "Critter" power plant. Since the knuckle coupler will not be long enough to be usable, it will have to be extended and another one added to the shell if a front knuckle is needed.

Shrinking The Shell

Once the motor is mounted to the gearbox, we can continue making the shell fit its new home. Here is the original shell of the Baldwin.



Shown above is where I made the cuts to shorten the shell to fit its new home.

The first cut is on the edge of the grillwork on the roof. So the left outer edge of the saw blade will be cutting into the left outer edge of the grillwork.

The second cut will be on the left outer side of the second door to the left of the cab. You will be basically just splitting the hinges on that 2 door set.



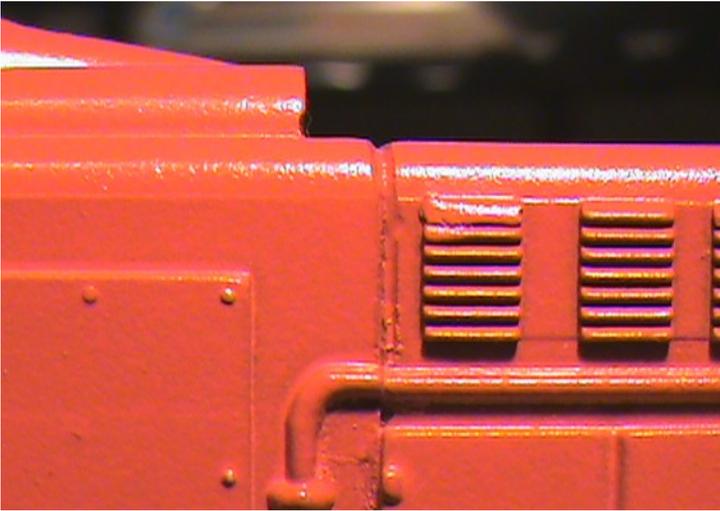
To make these cuts, I first carefully removed the tanks from both sides of the shell. This will allow the shell to sit flat on a piece of wood in the center section.

I used a saw to make the cuts to the shell. I wanted to ensure the cuts were straight and would fit together with no gaps. Take your time, and move slowly through the shell to prevent chipping and breaking. Once you have the shell cut in both sections, clean the plastic ends up and sand the cut ends on a flat surface with fine grit sandpaper. I tried to match up the lines on the shell so the doors on the side are intact.

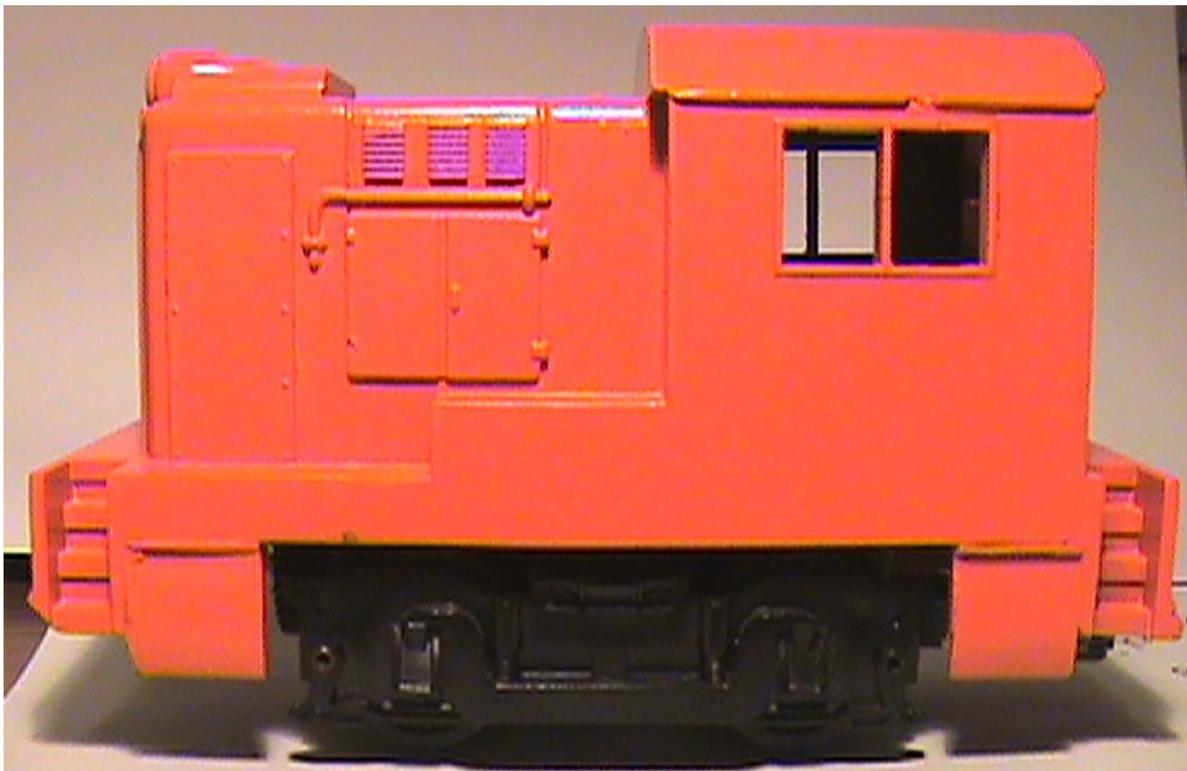
Above left is the final shell. Notice the two doors look like they are supposed to be there and the joint just behind the headlight looks like it is part of the center vent system. I used a jeweler's file to file in the detail line. Since the original horns were broken off, the new horns will be added to the top of the cab. On the front of the shell, I drilled out the plastic insert for the headlight to make room for the new white LED. For the rear light, I drilled out the casting where the new LED will go too.

Finishing touches to the shell: I had some trouble getting the decals off the sides of the shell. When I did get them removed, I could still see an outline where they were. Wet sanding paper was used to clean up any scratches and nicks in the shell. For larger scratches and nicks, I used a modelers "bondo" to fill them in and wet sand them to a smooth finish. At this point you can now go back and make your new chassis to fit your new shell. If you use the original chassis "ends" as a template, you should be able to get a good fit on the notch end and the "mounting screw" end.

Here are a couple of pictures of how my critter turned out after the bodywork and painting.



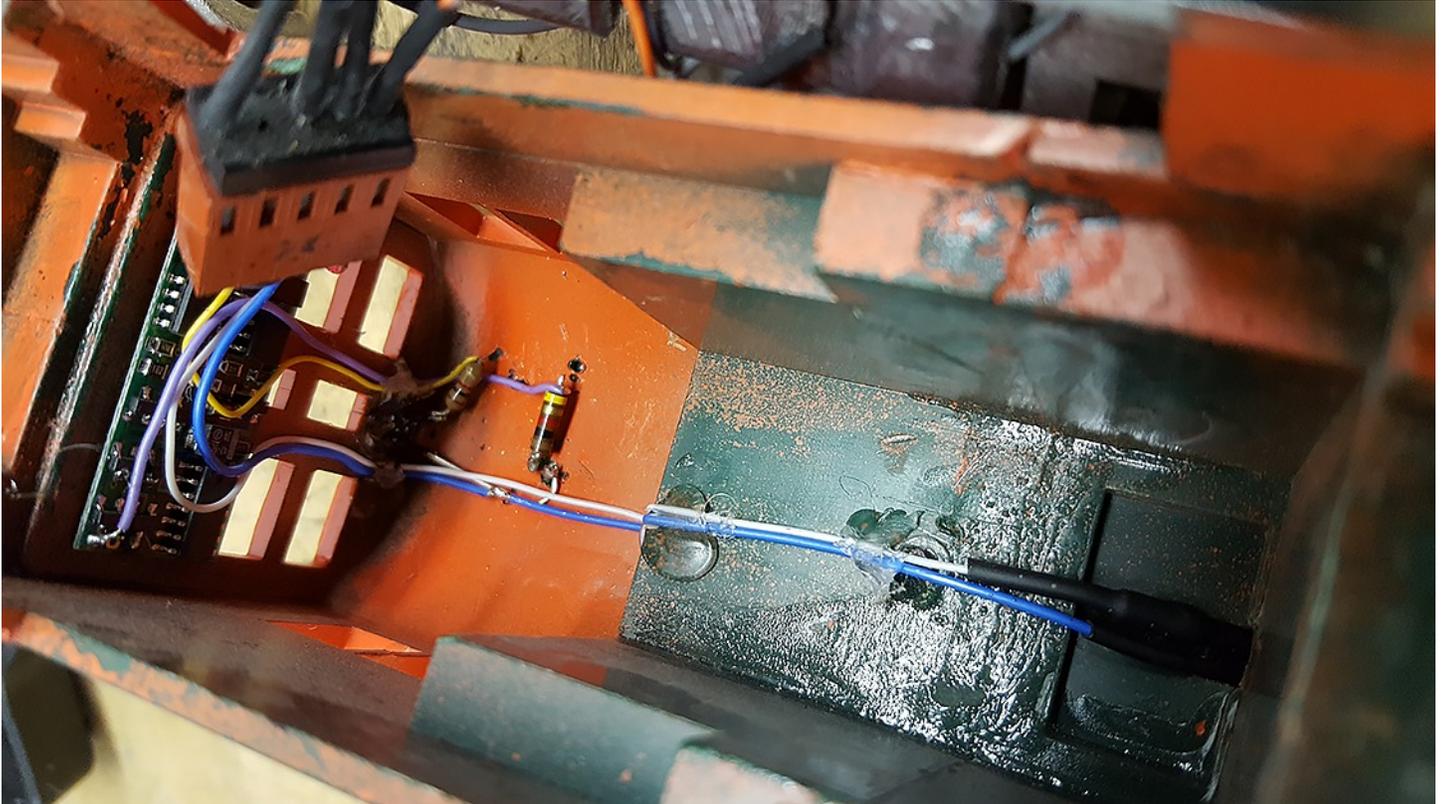
This is where the front half and the new back half were joined together. From a slight distance, it almost looks like the shell was made that way.



Here is my "Critter" almost finished!! I was thinking of painting the air tanks black and gluing them back on the undersides of the shell. I also changed the wheels to include Pull-more wheels on all the drive wheels for added traction.

DCC Control

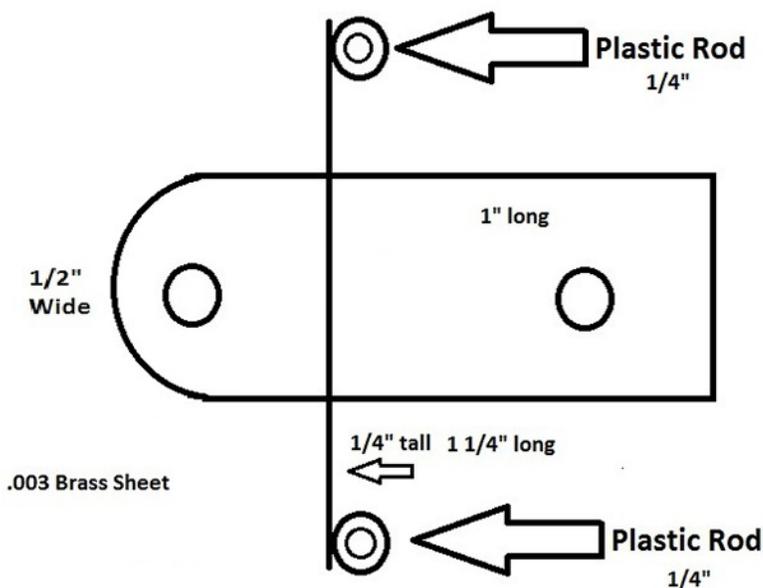
The next step to the “Critter” conversion was to add DCC, LED lights and a second set of pickups. Adding the LEDs was easy using the 3mm white LEDs into the front and back holes drilled in the body. I also added a yellow 5mm LED, filed the round end flat to simulate a safety beacon and mounted it to the center of the cab. I added 1000 ohm ¼ watt resistors to each of the LEDs before connecting them to the DCC control board. Once all the wires were added to the board, it was hot glued to the backside of the cab. A plug was added so I can remove the body for maintenance.



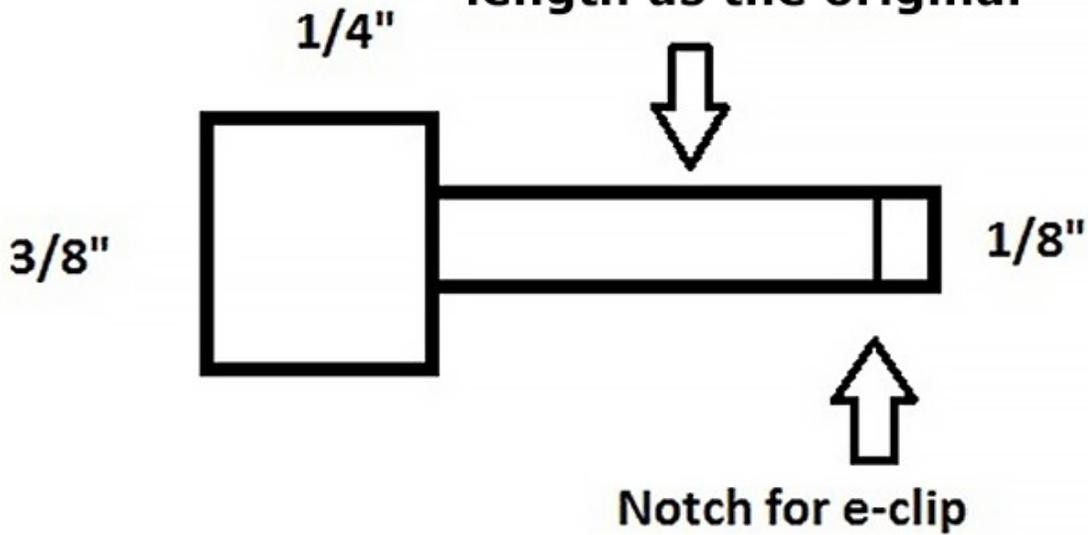
The Extra Pickup

If you are running on straight track, the single pickup works great, but when going through a switch or other break in the track it will stop. So I needed to add a second set of pickups. Since I needed to extend the rear coupler past the body, this would be a good place to add the pickups. The second set of pickups needed to be larger so the engine would not catch on the edge of the track when going around a curve. I made the extension out of a piece of scrap brass, 1” long with another piece ¼” tall for the cross pick-up support, soldered across the brass to hold 2 pieces of ¼” long plastic tubing for the added pickups. When you glue the plastic tube to the cross support, make sure the centers align with the original pickups. Holes were drilled for the mounting bolts and the

chassis and knuckle coupler. The coupler centering spring was also soldered to the upright brass piece. How far you place the coupler away from the body will determine your measurements.

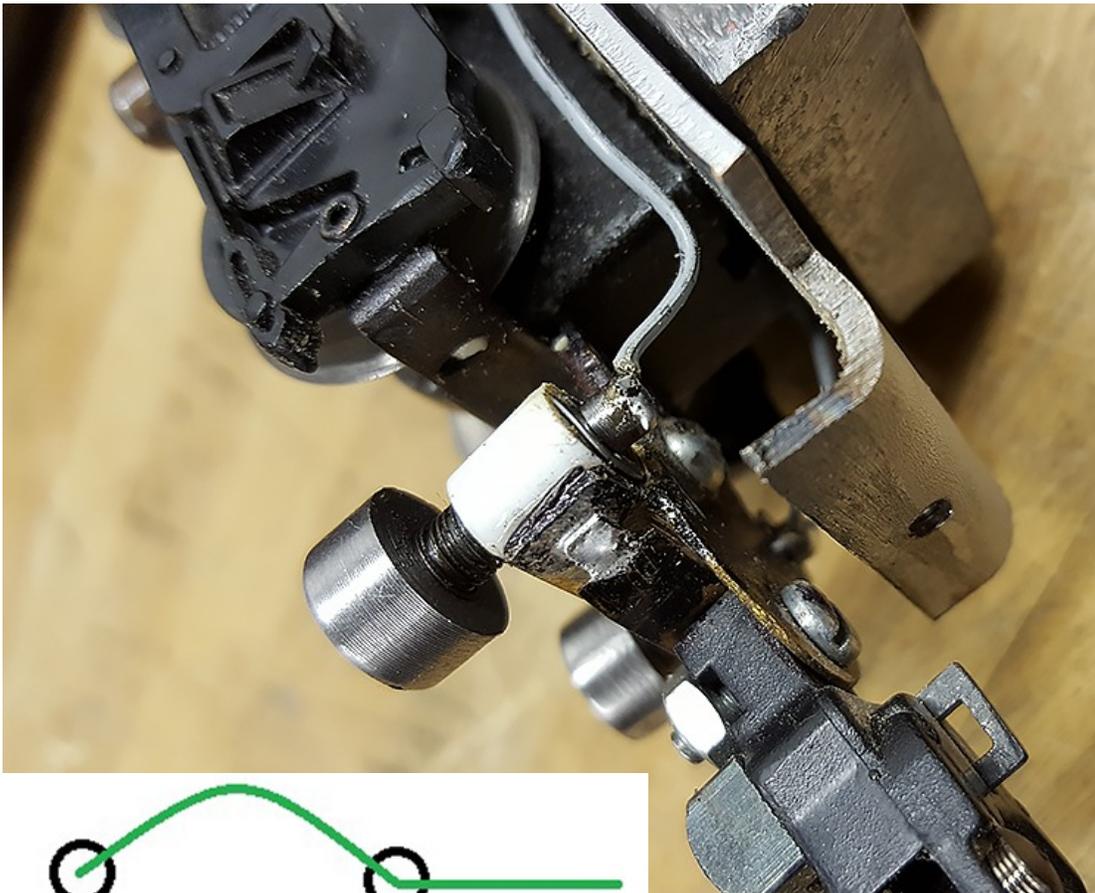


Make this the same length as the original

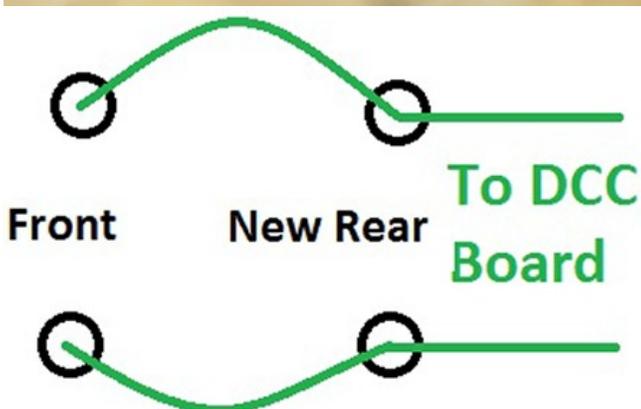


The larger pickups were made out of $3/8''$ steel rod with $1/4''$ head depth and turned down to $1/8''$ to match the $1/8''$ holes in the plastic tubing.

Remember to notch the $1/8''$ end for the e-clip to hold the spring and pickup in place. Just like the original pickup.



Once you have those in place, solder a flexible wire from each new pickup to the original pickup on same side of the engine as shown below. If you are not running DCC then connect the wires directly to the motor terminals.





Summary

Just a few more details to finish up like the front knuckle coupler, fuel tanks, windows, horns, engine exhaust stack and decals. Once you have the DCC board installed, if you are going to run DCC, you just need to program your lights and blinking beacon to your liking. It looks good rolling down the tracks with the lights on and beacon flashing pulling 5 or 6 cars in tow. There seems to be room to add sound if you wanted as the speaker can be mounted inside the roof of the cab.

I hope you enjoyed seeing how I converted my Baldwin over to a little “Critter”.

SCENE AROUND THE LAYOUT

A SNEAK PEAK AT VIC CHERVEN'S LAYOUT

By Tom Dempsey

Editors note: Tom will have much more on this layout in the future. We wanted to give you a small taste of what will be coming in future issues.

This is the small anteroom entrance to the layout room, behind you you find the SP in Southern and Central California circa mid 1950's in double decked S Scale.





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WHAT'S ON YOUR WORKBENCH TODAY?

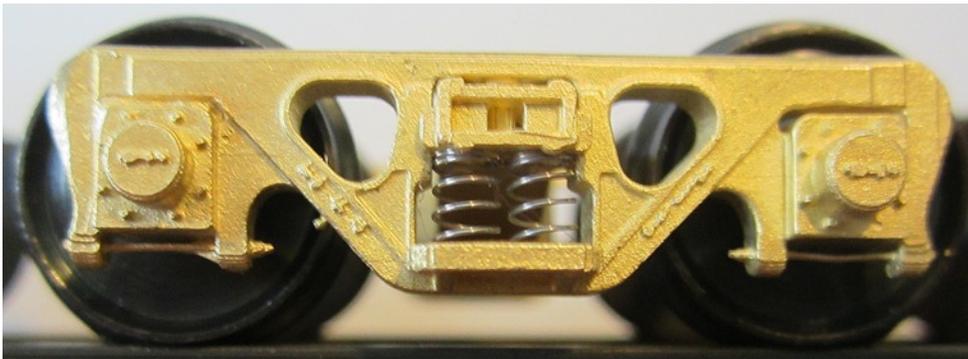
This series shows our readers what other modelers are working on, and we need your help to make it successful. All that's needed is a simple snapshot of what your workbench looks like and the project on it. Send us a picture or two along with a short description of what you are working on so we can share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



Jim Kindraka says: Brass castings came back yesterday for two of the trucks in the attached picture. The painted truck on left is a Symington-Gould high speed express truck available just before WW2. Glenn Guerra did that drawing. To the best of my knowledge, that truck was only used by the NYC and UP on express box cars.

The center truck above is an ASF A-3 Ride Control high speed truck available just after WW2. It was used on express box cars by ACL, GN, MP, NKP and RI. There were maybe others, those are the only railroads I can document with photos.

The truck in the above photo on the right is obviously a "standard" Bettendorf T-section design.



Takes about 30 minutes to ream and file a pair so they go together and roll freely, but I'm really happy with the results. I finally have both the express box car trucks I've wanted for the NYC and NKP; plus decent T-section trucks for Fowler cars. The two new trucks were drawn by Dr. D. Scott MacKenzie.



S SCALE SHOWS & MEETS

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

2018 NASG Convention

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Website: www.bsgr.us



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