The S Scale Resource

NEWS, REVIEWS, INFORMATION TO USE

December/January 2021
Volume 7 No. 2

Crossing Construction Using the "Lincoln Logs" Method
New Tracks - Tools, Modeling and Prop Wash?
Kanuck Valley Models Heavy Sawmill Kit
Freight Car Modifications Part I
Rail Fanning the Sundance Branch
Shows, Meets and so much more

O&S Scale Midwest Show

It's September! Time to kick off your modeling season!

The best of O Scale and S Scale in one Show

September 17-19, 2021

WYNDHAM Indianapolis West 2544 Executive Dr. Indianapolis, IN

DEALER SETUP

Friday 4pm - 9pm

Saturday 7:30am - 9am

SHOW TIMES

Saturday 9am - 5pm

Sunday 9am - 2pm

Room Rate $125.00* per night (until 8/21/20) Reference O/S Scale Show when calling

***Based on availability**

317-248-2481 / 877-361-4511

MEET OLD FRIENDS AND MAKE NEW ONES

Please print clearly – Detach and return lower portion with payment

Name: _____
(Exactly as you would like badge printed)

Business: _____
(Exactly as you would like badge printed - table holders only)

_____
MAILING ADDRESS

_____
CITY/STATE/ZIP

Phone: (_____) _____

Email: _____

Make checks payable to: Model Railroad Resource LLC

Mail registration form to: 407 East Chippewa St
Dwight, IL 60420

Or register and pay online at:

Early Registration through May 31st $20.00 **$**_____

Registration after May 31st $25.00 **$**_____
(Both days included)

 # Of 8 ft. Tables ____ $50.00 ea/$60 after 8/1/21 **$**_____

○ **Scale vendor** ○ **S Scale vendor** ○ **No preference**

Number of add'l registrants ____@ $20 each **$**_____
$25 after May 31st

(Please list below/Use back if needed/Spouse/Children 15 and under free)

Name: _____

Name: _____

TOTAL AMOUNT ENCLOSED: **$**_____

Electrical needed? Yes ◯ **(No refunds after 8/20/21)**
(Subject to availability)

OScaleMidwest.com or SScaleMidwest.com

Contact info@oscalemidwest.com or call 815-584-1577 with any questions

THE S RESOURCE
NEWS, REVIEWS, INFORMATION TO USE
SCALE

Published Bi Monthly

The Model Railroad Resource LLC
407 East Chippewa Street
Dwight, Illinois 60420
815-584-1577

December/January 2021
Volume 7 No. 2

Owner / Publisher
Amy Dawdy

Managing Editor
Daniel Dawdy

Advertising Manager
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

Tom Lennon shot this photo at Steve Doyle's beautiful layout. Tom's original color image is in the Freight Car Modifications PT 1 article in this issue. We "played" with it for the cover shot.

To see more of Steve's layout, check out our visit in the October/November 2015 issue.

BILL OF LADING

From the Publisher's Desk

Thanksgiving is over, and we head into the holiday season full steam ahead. I must say that this year, all things considered, seems to have gone by really fast. The O Scale March Meet was the last major train show we attended, and that just barely made it before the major kerfuffle took over the world. Shows were postponed right and left, and we still seem no better off then we were. Let's hope 2021 brings us some better news and shows again.

We are looking forward to the NASG Annual Convention, taking place in Buffalo, New York from August 3rd through 7th. The "Buffalo CanAm" as it's being called is being hosted by both the Western New York S Scale Association and the, primarily Canadian-based, S Scale Workshop. Check out their Web pages here. They seem to have a full a load of activities scheduled, and of course layout tours. We hope by then things will be back to somewhat normal.

Amy and I did attend a smaller O Scale show this past October, sorry no S Scale shows, but also made it a vacation down through Tennessee and West Virginia. The reason was that my model railroad is based in that area and I have never been there. So pictures and video was the agenda. It helps when you get to the scenery stage and have have enough resources to look at not matter the scale you model. Many, many pictures and video later, I am ready to get back in the basement and get started on scenery.

I don't know what my mental block is about scenery. I have done it in the past and it's hard to really mess up, but I guess you need to be in the mindset to get stared. I enjoy wiring, building kits and buildings, working on locomotives and painting, but there is just something about scenery… I need to practice what I preach, and just do it!

Time again to reiterate my plea for articles you may wish to share with the scale S community. Layouts, building projects, DCC, dead rail, kit bashing, just about anything you are doing, we would love to see and hear about it. Don't worry about being a great writer as we'll guide you though that. You just may be doing something that another modeler might be thinking about. Inspiring people with your projects is one way to keep the hobby moving forward. Have an idea? Shoot me an Email to **Daniel Dawdy** and let's talk.

Also let me plug the O & S Scale Midwest Show September 17th through 19th, 2021. We have an early admission deal going on through May 31st. Check the flier on page 2 of this issue, and also the Website at sscalemidwest.com.

Happy Reading & Happy Modeling,

Dan Dawdy

NEWS YOU CAN USE

SceniKing is back! BPH Enterprises is pleased to announce a series of digitally-printed inter-connectable photo backdrops designed exclusively for S scale. Fifteen different scenes, 6 feet long and 16.5 inches in height, are printed on glare-free 24-pound quality paper using long-life inks. "Sky" scenes with clouds and deepening color are also available for those wishing to double the backdrop height, but all scenes have identical top sky coloration to enable upward extension using a matched paint. Track- side structures are actual S scale, and some with loading docks can become participating industries. All scenes connect with a 1/4" seamless overlap, enabling unlimited length. SceniKing® Roll Outs© are available direct through the manufacturer.

See their Website for full details.

New products from Steve Wolcott and Pre-Size Model Specialties.

Beet Rack: This is one of several designs the SP used on their GS gondolas to haul sugar beets. These cars ran into the 1990s in long unit trains on the SP. Other roads used similar racks for beets and other commodities. This is a flat kit & includes 3 angle braces. It fits both our composite and steel GS gons. Car kits sold separately. $17.50

Beet Load: This load fits both our composite and steel GS gondolas with or without our Beet Rack. Car and rack kits sold separately. $16.50

See their Website for ore details.

Jim King from Smoky Mountain Model Works, Inc. Had an announcement: Now that I've put about 10 weeks behind me on the new FormLabs Form3 SLA printing system, I'm comfortable in offering custom printed parts to y'all. Parts are built in clear resin at .002" layer thickness (.001" thickness is available, but part cost is higher due to 2x the build time; .004" layers also available, but fine detail, like HO rivets, will not build).

The "Form3" is a state-of-art, "resin" StereoLithography printing system. Don't confuse it with printers that feed spooled plastic thru heated

nozzles and deposit the softened material in thicker layers. While some systems, like PolyJet, can print in layers as thin as .0005", the resolution is not as fine because the SLA system uses a UV-cured liquid driven by an 85 micron laser diameter versus a bridge of nozzles that turn off and on as the layers are deposited.

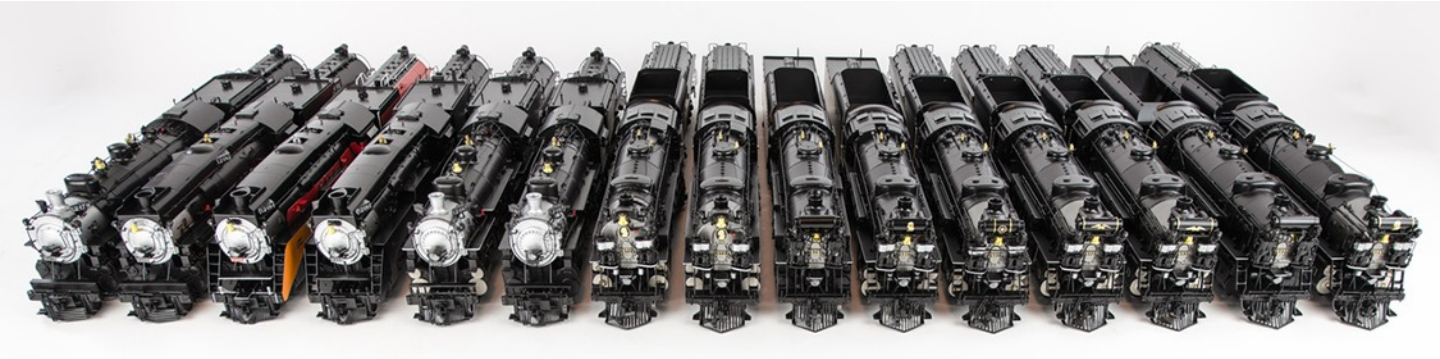
I can also reverse engineer parts that you provide, such as passenger car roof vents, vestibule steps and brake parts. Some parts are easier to reverse engineer than others; more complex and/or larger parts take longer and that's where it's best if you provide me with a ready-to-print 3D CAD file. **Any part I reverse engineer MUST be out of production and no longer commercially available**.

Parts larger than 5.65" square, such as car sides, require building in sections which you can easily join using CA and a styrene patch plate across the joint. You can view the 3-pc SLA printing system on the main page of my web site https://smokymountainmodelworks.com/

Jake Johnson from Crescent Creek Models says they should have their new S scale Last Chance Gas kit available by the time you see this.

Based on a prototype Conoco station that stood in Peñasco, NM, this kit recreates the glory days of the great American road. Laser cut precision with tons of character and dripping with details. See their Website for more details.

Daniel Navarre from River Raisin Models says: **The Pacifics have arrived!**



These beauties were built in 15 different versions across the Southern Pacific P-10's, Chesapeake & Ohio F-17's and F-19"s. The Master Craftsmen at Boo Rim Precision did themselves proud with this project! There are still a few models available.

Contact us to see availability or check out our website.

Chuck Moffit from Centerline Products says: We have a new S Scale rail cleaner we are machining in brass. I designed it so that an American Models 40' boxcar box could be used.

We sell the rail cleaner kit without the body so that it could be adapted by each modeler.

See their Website for more details.

Scott Cohen of Tru-Color Paint has some new product information for their new line of aerosols.

A 4.5-ounce can allows the modeler to spray a larger area than competitors' aerosols – ideal for larger scales and large areas on layouts or dioramas.

Paints in this series include standard finishes, generic colors, and colors for locomotives, freight and passenger cars, layouts, and dioramas. Your suggestions for the next set of aerosols are welcome.

- Fine Spray Nozzle
- Large Spray Cans
- 1-Pass Coats
- Gloss Finish

NOVEMBER

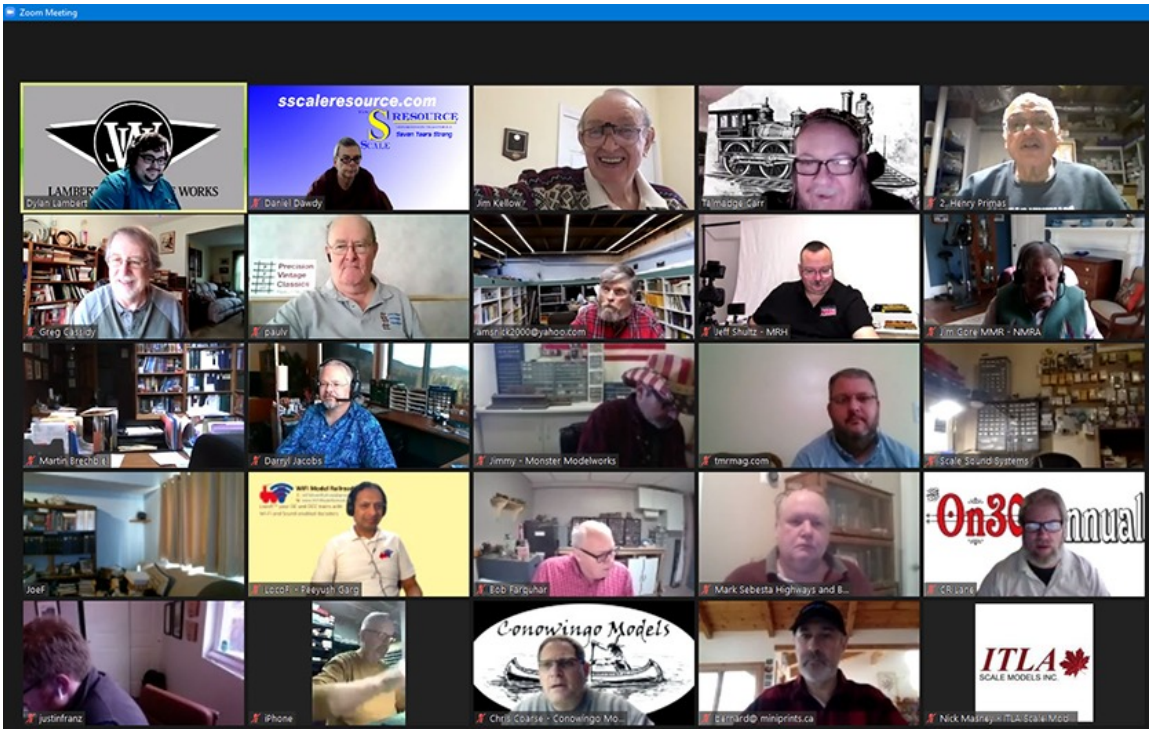
1. TCP-4004: Matte Rail Brown
2. TCP-4005: Matte Railroad Tie Brown
3. TCP-4006: Matte Concrete
4. TCP-4007: Matte Dark Red Brick

DECEMBER

1. TCP-4008: Boxcar Brown
2. TCP-4009: Rust
3. TCP-4010: Light Primer
4. TCP-4011: Dark Primer

Tru-Color Paint
When you need TRU-Color

As always if there are colors that you need but aren't made, please send them us an email at tru.colorpaint1@yahoo.com, and see their Website for all the details and theirs great products.



The Second. "New Tracks" Virtual Train Show was held Saturday November 21, 2020. It was great fun, and a lot of modelers attended either live on zoom or on live streaming at our YouTube "New Tracks" channel.

If you missed it, here is a video of the complete show.

Rail Fanning the Sundance Branch

A Fictitious Branch Line of the Southern Pacific Railroad

Captions & Pictures by Paul Washburn

Amy and I meet Paul Washburn at O Scale West in 2019. Paul sent us some images of his layout calling them “Rail Fanning the Sundance Branch a Fictitious Branch line of the Southern Pacific Railroad”. The locomotives in the photos are sratchbuilt by Paul as well as the Gibson Tanker, P.E. box car and most of the structures.

So sit back and enjoy the views of a rail fan back in the day.

The refrigerator cars are on packing house row.

An above shot of the locomotive facility's and looking out to the city of Guth.

Freshly serviced 2349, a S.P. T-28 ten wheeler, is ready for an assignment.

The locomotive serves area has a 70 foot arm strong turn table and a bunker C oil tank modeled after the one at Laws, California. The tank cars are South Wend models and the powerhouse on the right is a kit from Sandy Point Models Company.

The Northwestern Pacific Stock car is a S-40-5 Stock Car kit from East West Rail Service.

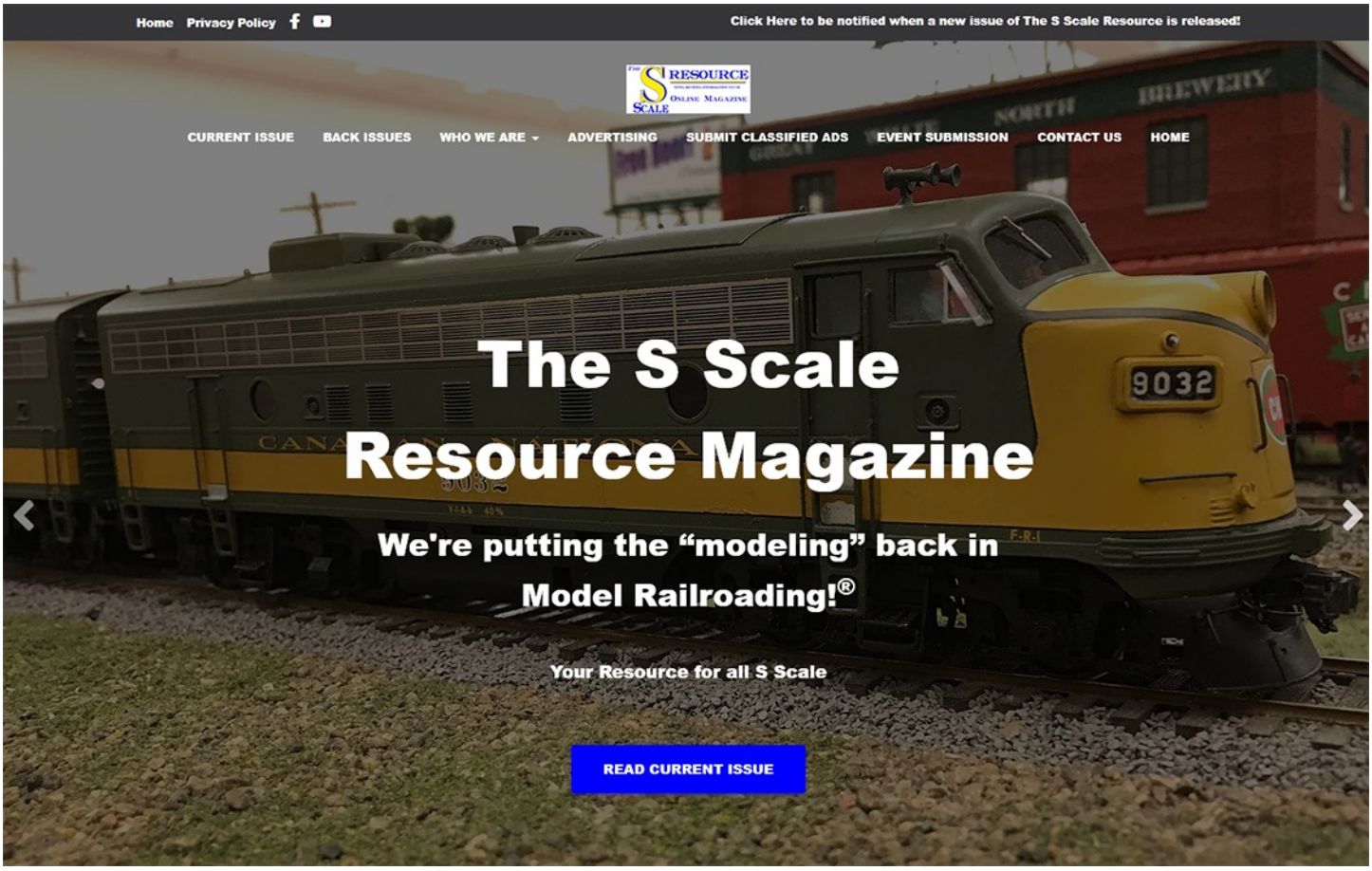
Here comes the train. The power is a S.P. TW-8 twelve wheeler #2921 with a local freight.

Southern Pacific class M-8 2-6-0 #1777 is taking on water at Wagon Wheel tank.

The Gibson Wine Co. tank car is built up of brass and styrene with decals from Protocraft.

Pacific Electric box car #2851, a Class B-50-13, is set out at the Farm Supply Co., and is probably a load of fertilizer from a company in Los Angeles. The model is built up of styrene with K-4 Decals made for these cars.

This GS gondola is from Pre-Size Models Specialties.



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

Kanuck Valley Models
Heavy Sawmill Kit

By Richard Dombrowski

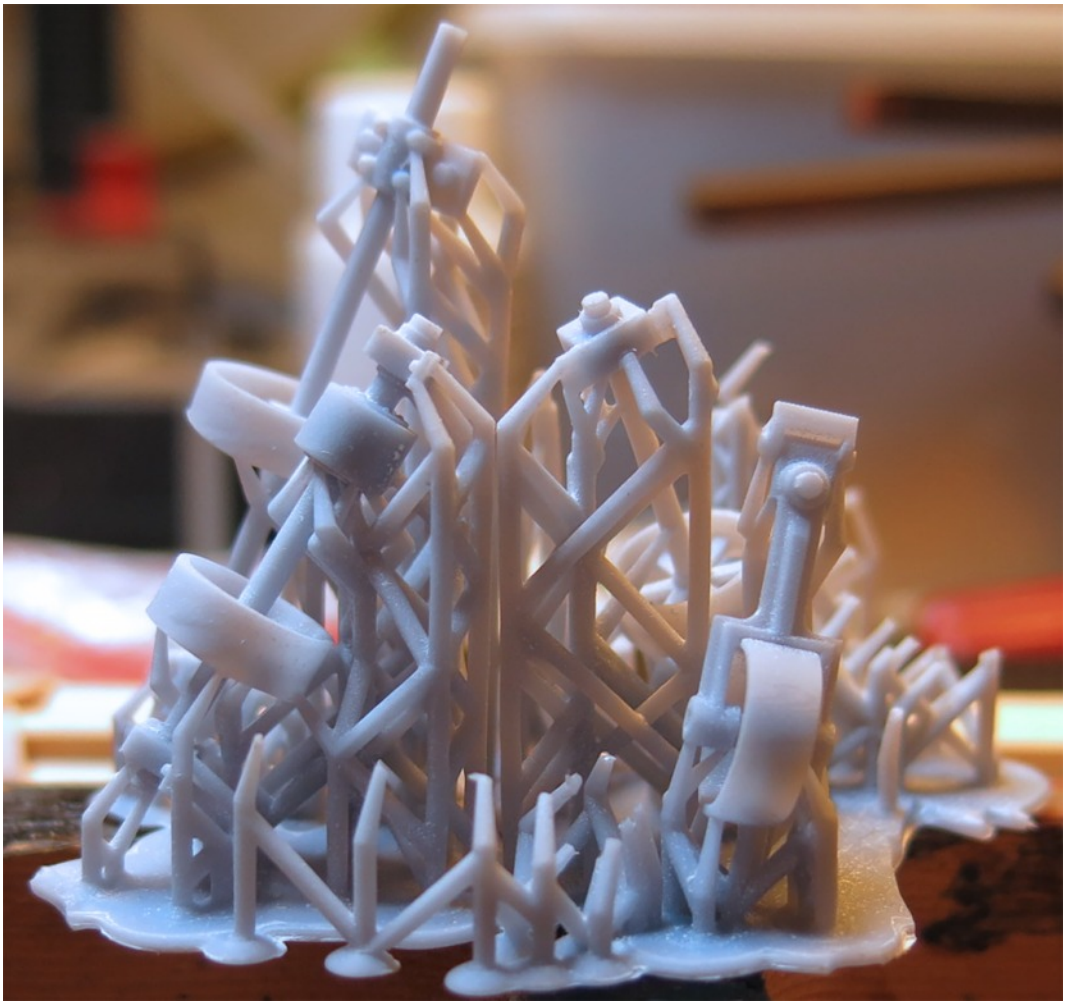
Editors note: Richard was the winner of the New Tracks drawing for the Kanuck Valley Models S Scale sawmill kit. Below is his experience with building this kit.

Day 0

Kit arrived in the mail. Opened the box and was immediately impressed by the manual. It wasn't printed on 8.5 x 11 paper but was on glossy paper, actually a booklet like a fine magazine. I scanned the directions and found they consisted mostly of drawings and templates for each scale. (The manual has separate pages with correct sizing for HO, S, and O.) As the manual was so amazing, I photocopied the appropriate pages rather than muck up the beautiful manual. I also converted the metric and decimal hole sizing to fractional inches and drill sizes.

Day 1

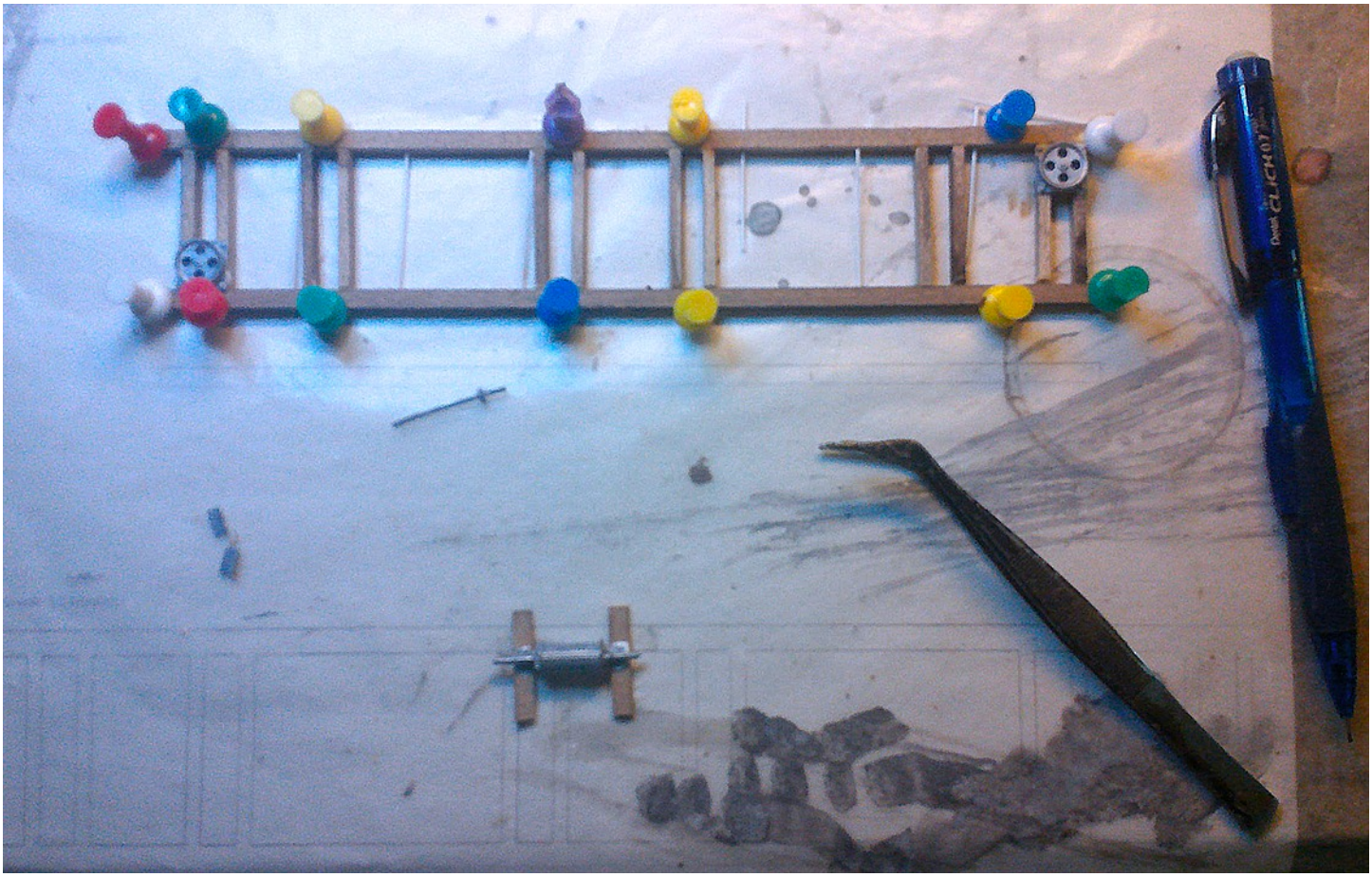
Now I unwrapped the two packages of bubble wrap. One had the wood, styrene rounds, and rails. The other smaller bundle contained 3D printed parts. At first I was intrigued by the 3D parts. They are printed in bundles unlike other styrene kits. Some parts were easy to differentiate, but there were two bundles that looked like a web of tangled spaghetti. That said, I found the task of cutting the parts off the casting much easier than expected, much easier than other styrene kits. I could see where the sprue ended and the part began and by cutting close, there was very little flash to clean up. I did break a few parts but ACC made them good as new.



I started by staining all the wood and cutting off most of the cast parts. I painted the parts Old Silver from Floquil to resemble metal. Later I will add rust, etc. I had scored the wood to give it some grain but I found it pretty much disappeared once the water based stain had dried. About 1.5 hours.

Day 2

I started to put together the wire cable drive, and to make life easy, I cut the cross frame members on my mini table saw. Once the gate is set up, the pieces were cut very quickly AND they were all the same length. I initially tried to clamping together the two longer pieces and drill thru both at the same time to assure alignment. The clamping didn't work well after two sets of holes were drilled, but once I installed two of the styrene pieces, it proved to be enough to keep the pieces aligned. As the holes were drilled, I inserted the remaining styrene pieces hoping they would stay put as I pulled the two long pieces apart. I had thought of using scrap wire, but at the last moment stuck with provided parts. One trick I learned years ago at a wood working class is to put a small amount of glue on the butt ends of cut wood and let it dry. This seals the wood grain as the instructor had explained wood fibers can act like a bundle of straws. By gluing the end, you seal these openings and the next application of glue will hold much better. So the frame was completed without any issues. Then I went onto the gear and drum assembly. The only good drawing was on the HO instruction page and it appeared the drum was centered on the two pieces of wood. Once this dries, I will add the other pieces to complete this assembly. I should have reviewed the directions and drawings more closely. The part (no part name) with the slender shaft should be installed first and then the drum mounted to mesh the gears. As I reversed this, I took it apart and reassembled it. Finally the two bearing blocks on the outside of the frame can be glued on.



Day 3

First the wire drive assembly was completed, glued and clamped. Then I started to assemble the saw husk. I did the wood frame, but decided not to drill all the holes first. Only the holes on the long side members were drilled. The holes in HB4 will be drilled later, and once I realized how the fame went together, it won't be an issue. So now the frame is glued and resting until tomorrow. I searched for the other parts to the saw husk and G1 was an issue, I couldn't find it. So I scanned the leftover sprues and finally, there it was, But in cutting it out, it snapped in two. And there's supposed to be a shaft extension at one end and that didn't make it either. So I'll fabricate it out of wire. Once you understand the flow or jist of the directions, it gets much easier.

Day 4/5/6

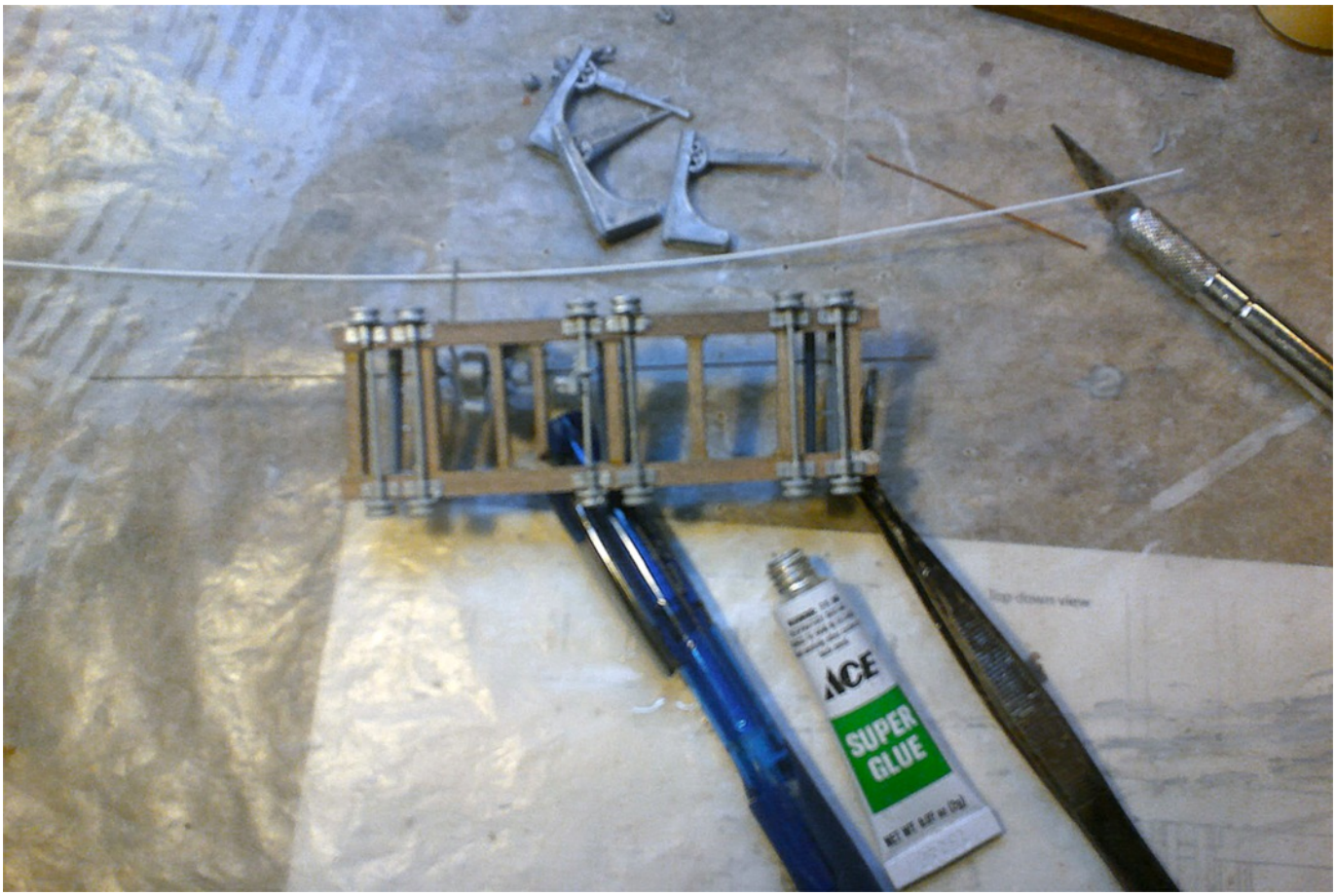
Worked on the saw husk. Part G is lacking one end, I must of missed cutting it out of the sprues. It'll be easy to add a piece of wire. Part E is actually two pieces, there's the long shaft with a wheel and the long lever that reaches to beyond the end of the frame to be attached to G. Lost the end of this lever, but again an easy fabrication. This assembly actually took three days as some pieces go on the bottom and some go on the top and I like to let each dry thoroughly overnight before proceeding.

Day 7/8

Cut the pieces for the Log Carriage. I also cleaned up the castings just a little, not much needed to be done. The wood frame was glued together and let sit overnight. I started to size up parts G and H, but I found they were not the same length. I tend to do kits visually, meaning that I don't always read directions! I initially glued B onto the frame (wrong!) and then added G and H on the other side and that's when I found a problem. Two mounts on G lined up perfectly, but the other three and H did not. The wheels wouldn't clear the frame. Plan A was to cut off the long shaft, mount the pieces for correct clearance and later add a longer shaft. I didn't do that, I snipped the shaft at on end and then glued them to the frame (wrong). The gap is vary small, only 1mm and my glue will fill that in. Then I read the directions and found out the 3 B rail castings were out on wrong, backwards. So I carefully removed them and turned them around so all the holes in these rails and parts C and D would line up. So I followed step 5 and tomorrow onto step 6. Meanwhile, I glued the rails onto the wire drive frame and checked the wheel clearance. Perfect. I still have to drill the holes for all the tension rods and NBW castings. I have some leftover NBW castings that are black and I'll use these so I don't have to paint them, only add touches of rust.

The picture shows how small the gap is.

That was fixed. I was concerned how easily part A would slide onto the carriage but they went on quite easily.

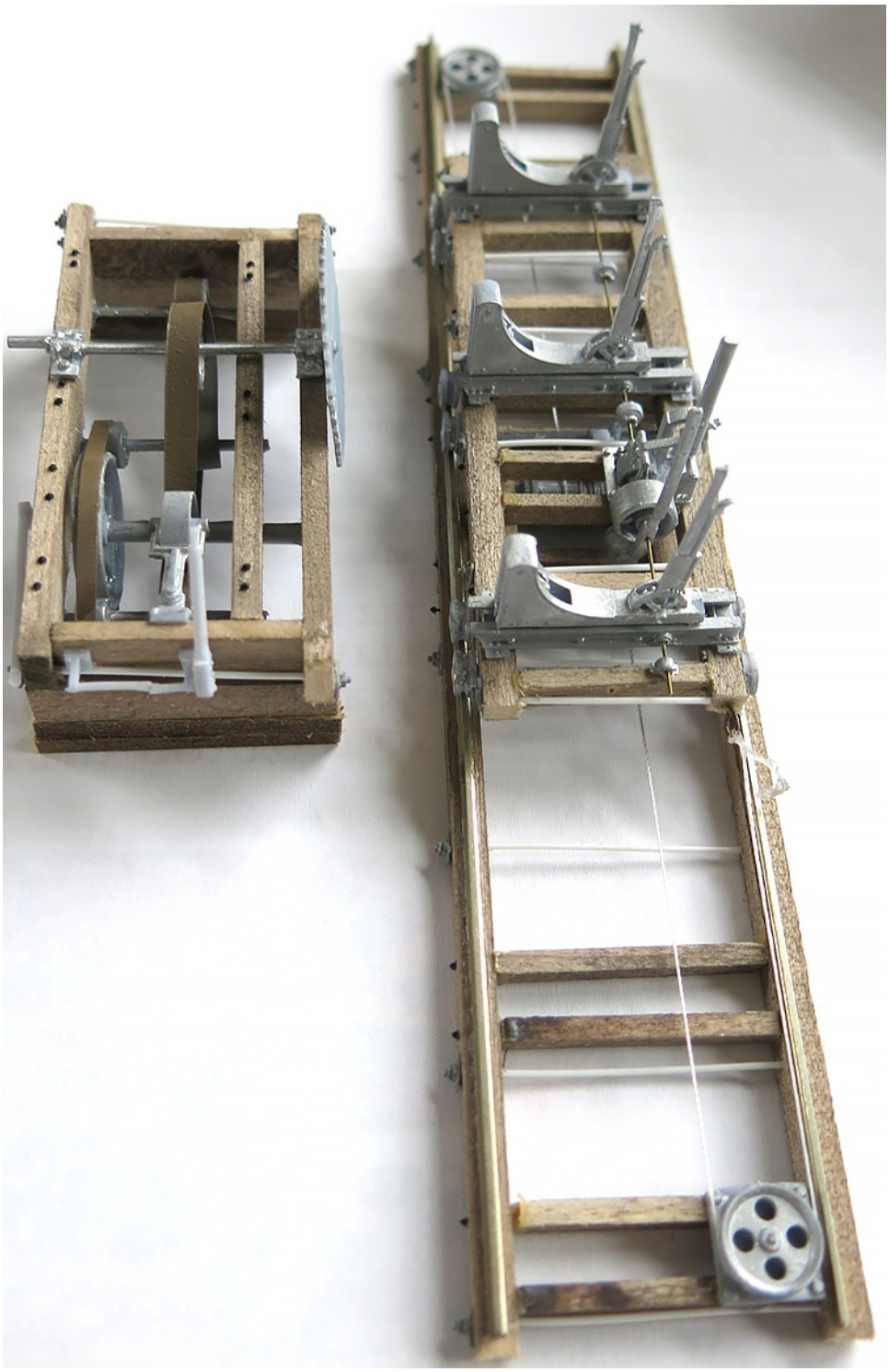


Day 9

I worked on the saw husk. That was pretty straight forward having learned to follow directions. I did have to build up the ends so that the saw didn't almost touch the floor of the saw mill. Unfortunately, I didn't do a good job of drilling the holes for the rods at each end. The control rod also broke while removing it from the casting. I will fabricate the part out of styrene, once painted it'll look fine. Once all was dry, I threaded the belt, ACCing on each roller. One thing I'll say about this kit you will not run out of wood, the belt, and cable. What's supplied is enough for the O scale kit, so in a smaller scale you'll have plenty of material.

Day 10

I glued the rails to the cable drive frame and had to get the rails close to the inner edge so the wheels would ride on the rails. Then I threaded the cable first by making an eyelet and gluing it to the near corner of the log carriage. (Should have used one of my ship building eyelets as they are smaller.) Another eyelet was glued to the opposite diagonal corner. The cable was started on the drum leaving a sufficient amount to wrap around the end drum using ACC to secure it. Then the cable was wrapped around an end pulley, ACC'd and tie to the eyelet.



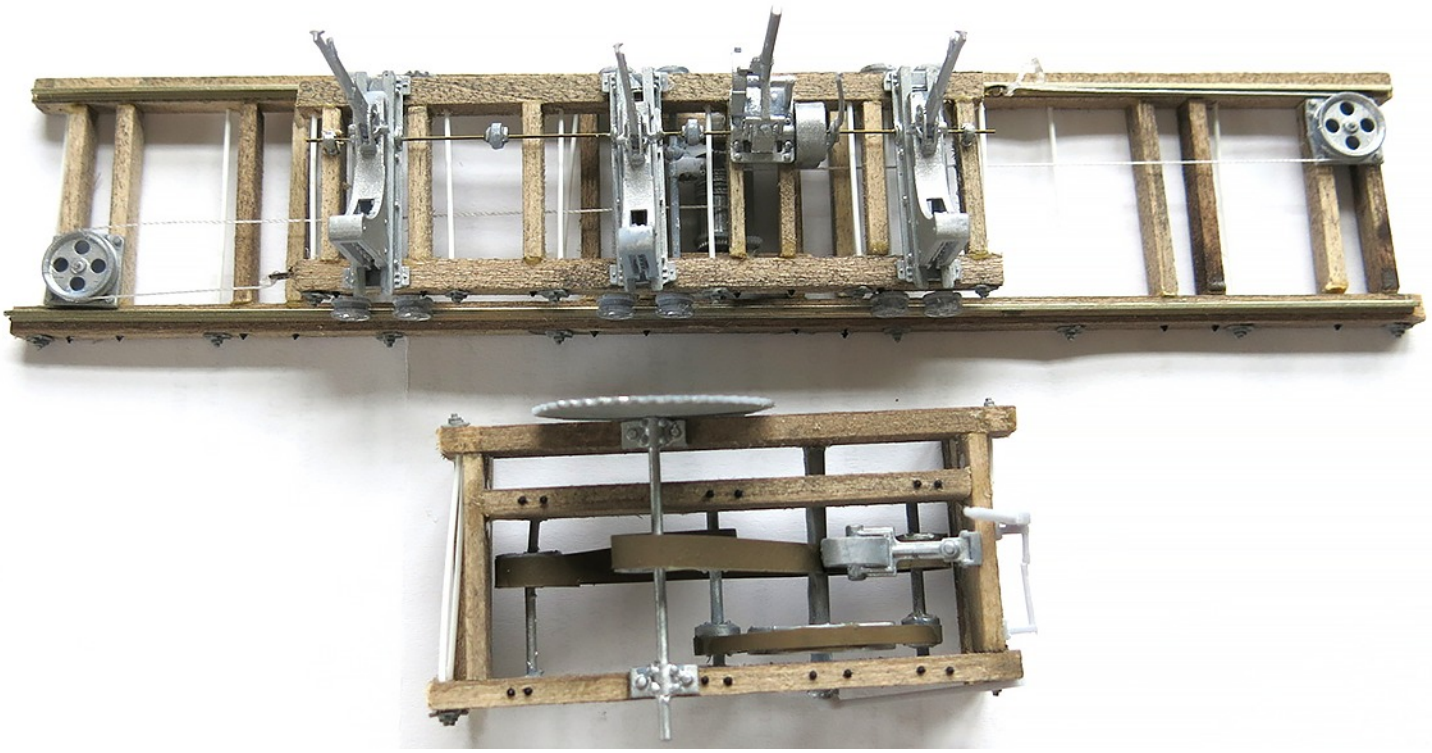
Day 11

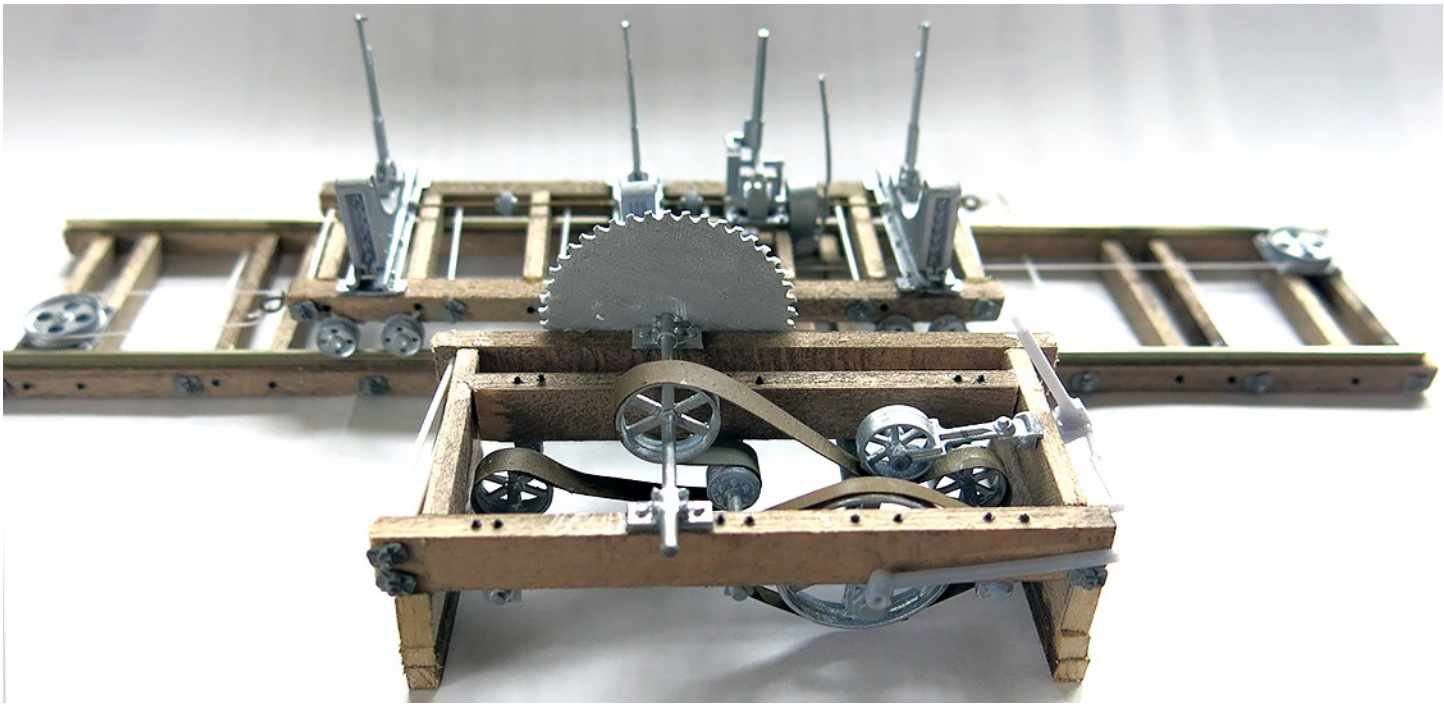
Well, My 74 year old eyes and hands don't like installing NBW castings anymore, but without them, this model would be seriously deficient. I substituted larger castings for the rod ends on the carriage track, I thought they would just look better. Then I spent about an hour plus installing the smaller ones.

Day 12

It's done now but for weathering. I'm trying to think of how parts would wear and be shiny and which would be grimy, dirty and rusty.

Overall it's a terrific kit full of much detail which would look best in a sawmill which has open sides. I wouldn't want to hide the intricate detail.





BUILDING AND OPERATING THE ST AGNES RAILWAY

By Trevor Gibbs

Many articles have been written about operating layouts, large and small, including the ubiquitous 4x8. This is my take on operating a small layout in what I hope is a fairly prototypical manner and the journey to getting there.

An early view of the St Agnes in its previous location in the late 80's.
The F's are preparing to lead a train westbound out of Ridgehaven, while a "Canadian" consist is heading east to meet it, several "stops" down the line!

HOW IT STARTED...

My St Agnes Railway is based in the main on a plan by a Mr. E. E. Seely in a *Model Railroader* way back about 1973. American magazines here in Australia took about 2 months after the cover date to appear.

At the time, my parents (and strangely enough... me too!) were moving houses, so model railroading was a bit on the backburner when the article came out. At the "new house" after settling in, I started building in my "allocated space" a single station layout with a view to expanding it. However, a couple of things seemed lacking, including the lack of running longer trains and my home built inertia throttle of the time which led to a couple of near disasters.

I had scanned through the article and did not think too much of it until I saw a couple of letters in the months afterwards praising the concepts and ideas which caused me to revisit it... a few times over!

The article showed how to grow a layout for a beginner from an oval with one siding. Apparently, that article acted as a prod for what were perceived as armchair modellers to get going rather than wait to build the "dream layout". With imagination... a lot of imagination admittedly... it could be operated as a mainline, a

division point, an out and back branch line or a belt line based on the Toledo Terminal Railway. The TTR was actually a loop railway around the City of Toledo so it suited the plan as well.

I thought that the track plan was very good in its operational outlines, so much so that I have actually built three layouts to various points to much the same plan. Once in HO, where I extended the track work to a 4 x 10 plan at my parents house; once in N in 3 x 6 when I was newly married; and again in HO to 4 x 8.

My current version has had three extension staging yards in a couple of different spots being added once it was located in my garage, my main limitation was space and my wanting to work in the larger scale. Operationally, my layout does a lot! The layout was originally in the house in two spare bedrooms, but the children strangely enough needed bedrooms! In yet another house, it is now the sole occupant of a room.

My theme is a generic Canadian bridge line running CN and CP as well as locos of other roads, but it could be anything... anywhere anytime with a discrete change of buildings, cars and rolling stock. The Canadian theme came about anytime I wanted to relive a visit to Canada in 1976, a few steps to what is now the train room and I am there!

I have a lot of generic Australian and US cars as well and always a project or two to do. Despite its small size, like most layouts, it will never be finished and I will probably never have the time needed to "finish" it anyway. However, it is a hobby, and the healthy part is that I have been able to walk away from it when I need to.

I have always enjoyed operations more so than the physical geography of a layout... I have never really had a spare aircraft hangar, nor the time to build the layout I would REALLY like to, let alone the finances. However, I can replicate the ACTIONS of trains either on a mainline or yard fairly well on my layout. All it requires is a fair bit of imagination on my part to think that I am running through open territory or watching on at a busy yard.

Many years ago, I lived in Peterborough in South Australia, which at the time, was an important railway town. There, the standard gauge Trans Australian line was met by the broad gauge line from Adelaide and a remnant narrow gauge line north.

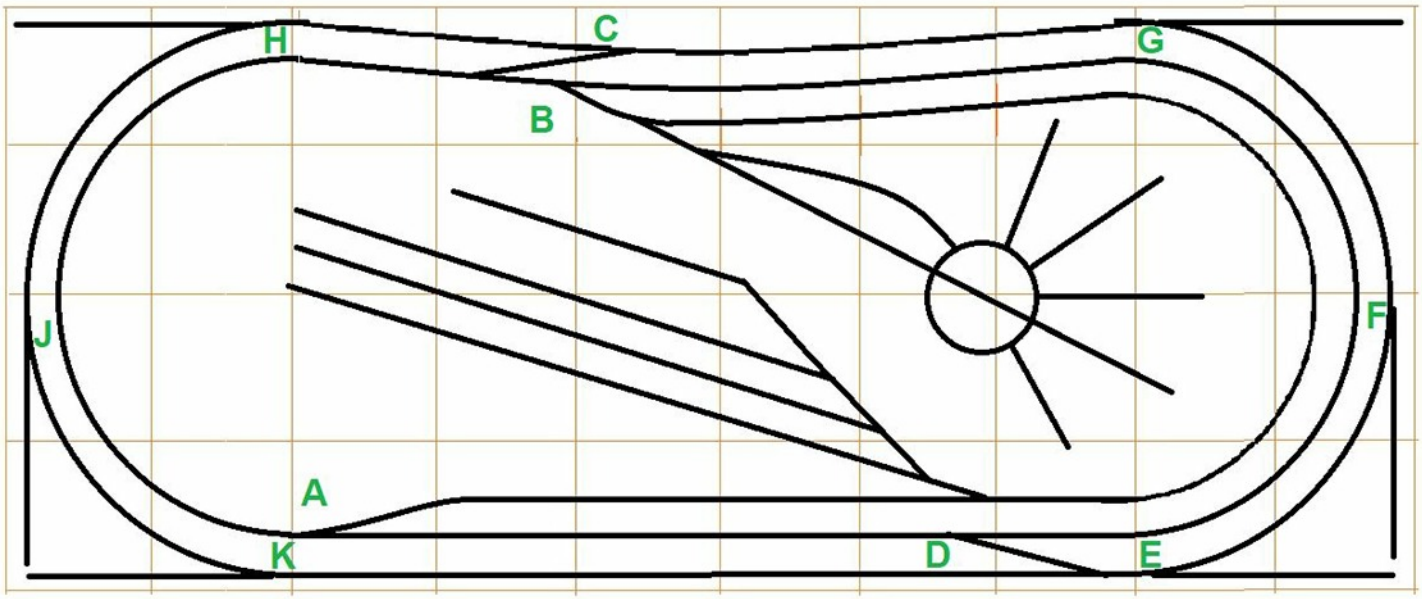
However, apart from stockyards, there were no industries there, nor was there much to service on any of the lines and most traffic was "through" between Perth and Sydney or to Adelaide via the Bogie (Truck) exchange. Peterborough was a division point so locos and crews were changed, cars for Adelaide switched in and out and locos for either Port Pirie (pronounced Pier- ree), Broken Hill or Adelaide were stabled and/or serviced, etc. The only trains where locos ran through were the ore trains between Broken Hill and Port Pirie and the Indian Pacific. Many locations in Australia would fall within the same category where there would be relatively little local industry, but a lot of through traffic between the capitals.

So taking that theme and bending to suit Mr. Seely's advice, my layout now represents 2 division point terminals, 3 intermediate mainline stations, 4 interchange points and two branch line destinations and about 18 scale miles of track ... all on a 4x8! OK so how did it happen to get that "big"?

IN THE ORIGINAL ARTICLE…

Mr. Seely envisioned growing the layout and gave a treatise of operating and testing trains starting with an oval and a single siding, and a small amount of rolling stock then gradually expanding. I had nearly enough turnouts to make the full layout as depicted so I started with pretty much that plan stretched to a 10 x 4 area using the boards from the single station layout.

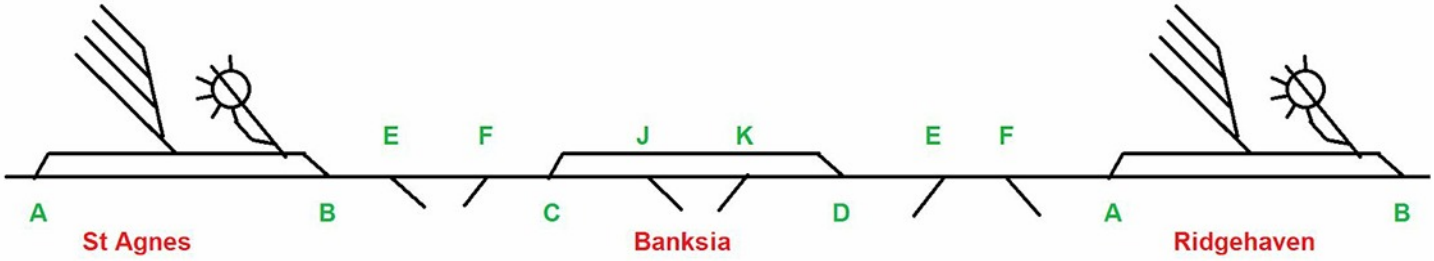
A club friend was visiting at the time of finishing the track layout so we spent the best part of the rest of the afternoon operating a local freight on a short line as per Seely's first operating scenario. We set up freight cars in the different sidings set out from one "end" of the layout and back switching all the sidings.



My plan at the time was this, above, which varied from the original plan with the long S bend at the back of the layout. Seely's first scenario worked with the following operation.

BRANCH OR SHORT LINE OPERATION

The article worked on the idea of a layout growing its trackage, which meant that the roster grew over time with the idea of 1 loco such as a GP or SW engine and say a dozen cars. Six or seven of these were taken in one direction, switched into spurs en route and cars picked up. I did have more cars than that so I think my first train was about 12 cars worth both ways! The train then reversed back to the starting point which is what my friend and I did that wet July afternoon back in 1974 for a very enjoyable 90 minutes or so. And that was with one train!! The station names were based on the area where I spent the happier part of my teenage years.

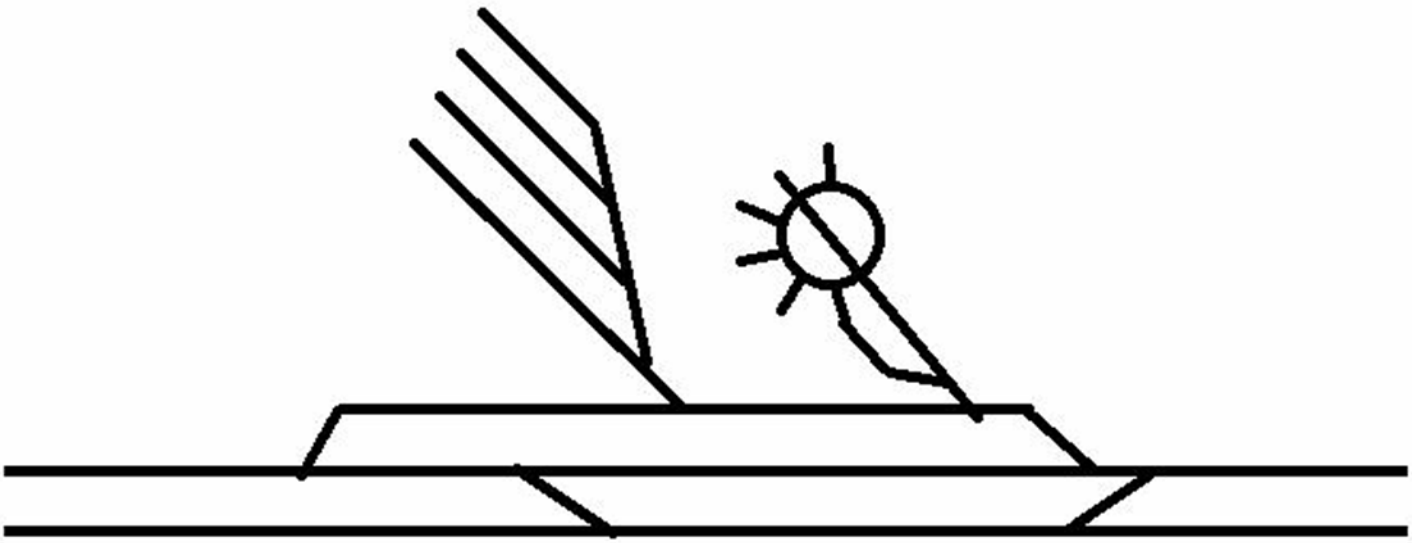


Each of the spurs or interchange sidings were spaced with laps to create mileage between stops with industries (not then installed, but intended) and interchanges, turning the train around, then picking up cars on the way back. Between the 3 main stations (St Agnes, Banksia and Ridgehaven) were 10 laps each so the spurs were 3 laps apart and the entire "distance" was about 10 scale miles before turning and returning.

The layout provided a lot of enjoyment in either that mode or as a simple test track when either (a) visitors who had no clue about the meaning of operations needed to be shown the layout or (b) when I wanted to unwind but not in front of the TV. It did languish a bit when I moved to Peterborough for work and sat in the background when I returned to Adelaide to put myself through College and travelled for 3 years.

DIVISION POINT OPERATION

The branch line mode was intermingled with operating the layout as a division point where trains would come in, be re-sorted then sent on their way again, as they were on the prototype in Peterborough when I lived there.



Seely's article suggested making up a train in the yard area on the inner lap and its passing siding and sending it out to the outer line, say West bound, and staging it at the back of the layout. The task was then to make up a second train to face East bound, then cross it with the first West bound pretending it was a different train and run it to the back of the layout and staging it while then changing locos, adding and dropping freight cars, etc., then repeating the cycle. This was a very similar mode of operation as occurred in Peterborough which was the South Australian Railways division point when I was there in 1975/76.

The most "important" trains, as far as the old South Australian Railways was concerned, were the daily lead and zinc concentrates trains which ran from the Broken Hill mines to Pt Pirie smelters, which was the reason the line was built in the first place in the 1880's as a Narrow Gauge line before being standardised by 1970, and South Australia's last regular steam action occurred as a result of the conversion. I was also inspired by some of the action I did see of the narrow gauge in 1969, but I digress…

BY 1979...

I had met my wife to be, married and moved from Adelaide to Melbourne with no space for a layout. After a few months, she saw I needed the outlet and agreed to having a simple 6 x 3 board shape in our apartment... it was a tight, but welcome encroachment on our available space. It was effectively the 3 outer loops and a couple of the yard sidings complete with the S bend at the back of the layout.

Personally, I found working with N scale equipment too small for me. I did not invest a great deal as my brother had dabbled with N scale so I had added some track, some rolling stock, a Minitrix 0-6-0 and a new motor to replace one of his burnt out diesel motors. But it did allow me to railroad for 3 years of test running when I had time available.

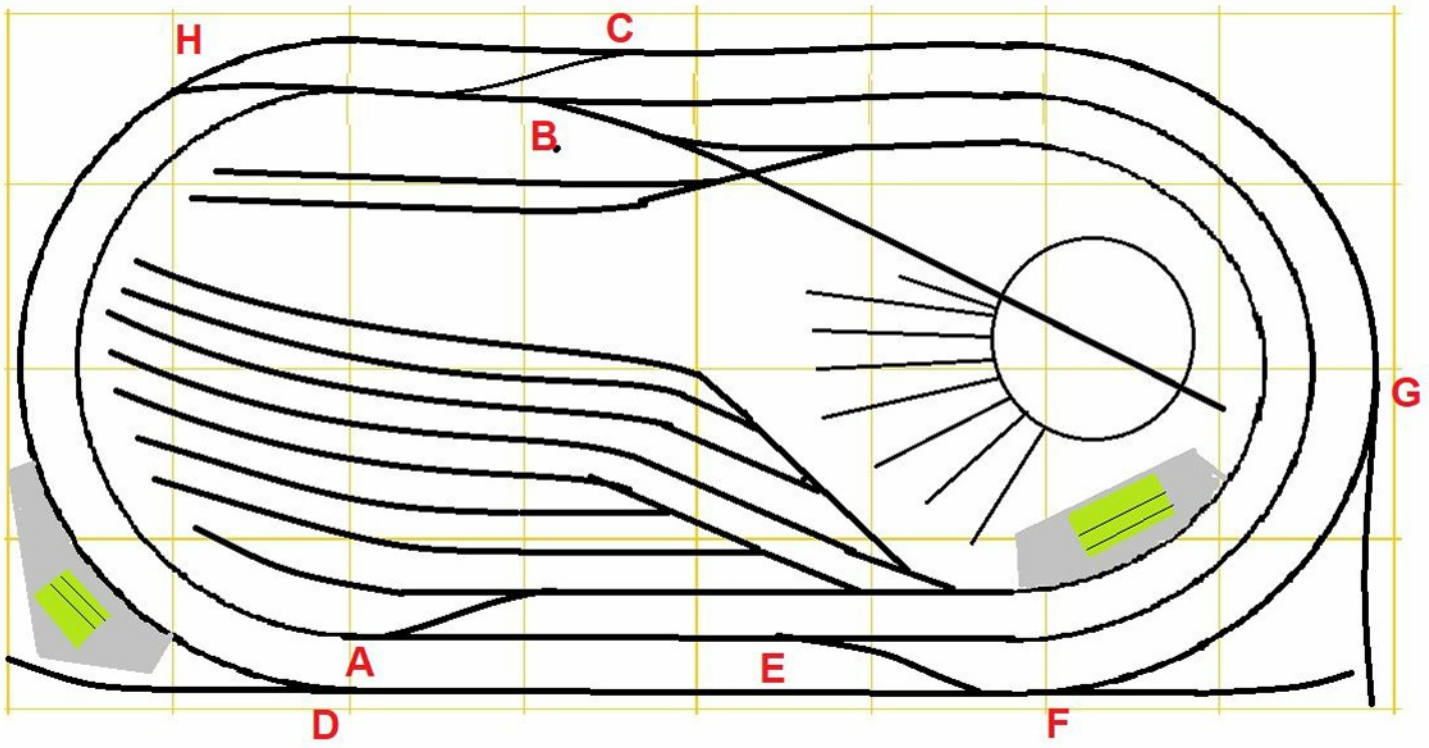
FORWARD TO 1982...

And in the process of gradually getting my previous possessions from my parents home to Victoria, I dismantled the layout in Adelaide over a Christmas visit and spent the rest of our Southern Hemisphere summer condensing what I had to a 4x8 (1200x2400mm here in metric Australia). One of the "had to haves" was that S bend at the back, so that made compression a little interesting based on the previous version when I re-laid the track I had into more or less its current form. The basic schematic however was unchanged.

I limited the spurs to those which I could reach easily and as the Northwest corner (which was actually in the NW corner of the room the layout first lived in in our house) was not readily accessible, I left the spurs off

that area. Note that the crossover that is shown at H was also not in the original plan, but installed afterwards... more on that later!

So here is the current plan as close as can be drawn by MS Paint but not complete..



When this layout was set up, I alternated between Seely's two scenarios, again with the "addition" of a theoretical station at Redwood, oddly enough looking like the one at Banksia.

Over a period of time, the layout was orientated more towards a point to point operation which enabled me to run a reasonable length train over a reasonable distance while switching the next train to go in the opposite direction. This effectively is a hybrid of Mr. Seely's two suggested operating schemes which started to take shape. The only "fail" was that I could not cross trains at the intermediate station.

HOW THE RAILWAY "GREW"

The operating scheme of the St Agnes expanded from 2 "end stations" (St Agnes and Ridgehaven between A and B) and 1 intermediate one (Banksia between C and E on the map above) to two intermediate stations (Redwood and Banksia) within the same boundary, but different siding accesses as per the track diagram.

Given the operation of the division points, I found that I was organising my switching and only just getting it done in time, although my passenger trains were limited to 40 mph and the freights at the time ran about 35 scale mph. Trains on the outer mainline did (and still do) 10 laps between stops which means they are running for about 3 scale miles. However in the "modern age" if you will, my freights now run up to 40 smph and the passenger trains up to 50.

To counter this "frenetic pace" of preparing trains after a while, I counted in another virtual station occupying the same space and labelled it Tea Tree. Tea Tree, however, was simply a passing loop except that trains do not cross there at all!

So as of time of writing, any train in either direction now does about 50 laps before being brought in for marshalling. The cars can keep going in their East or West bound directions until they are switched off either at an intermediate siding or the division point yard from which they can be used again in either direction. By the time I have swapped locos and cabooses, or in Canadian terminology, vans, switched cars in and out, all the while operating at scale speeds with inertia throttles, the train on the mainline is either at Tea Tree or Redwood Junction. I usually spend that last series of 10 laps just enjoying operating the train to the cross where the opposite facing train departs and the cycle starts all over again.

I have only got a couple of coal cars which only travel in one direction when loaded and the other when empty. This is about the only limitation on car movements.

Locomotives, Vans, Railcars and Passenger cars are a different proposition and they are stabled and sent "back" in the direction from whence they came. Locos are turned at the end of their trip to face the direction they will travel in the next run so they are easy to keep track of.

With the staging yard I had, every piece of rolling stock was moved in one direction or the other or both as a matter of course with transfer runs to those division points

SO HOW DOES A TRAIN OPERATE

Starting from St Agnes, a train of up to 13-14 cars and van sets out to the outer track Eastbound, usually after having crossed a Westbound train which will be switched, the loco changed and van changed. Cars will be taken off and added to as required. I have yet to explore the idea of waybills for industries that can be reached beyond my virtual tracks, but that is a future option.

Ten laps or so later, I bring the train to a halt at an intermediate station. If the train is a way freight, it may switch at Redwood Junction at the two "interchanges" at sidings D and F. Otherwise, it simply gets going again. Many of the freights are "through" and there is relatively little wayside work.

The same sequence happens at Banksia where cars can also be picked up and dropped and Tea Tree with the single siding at G before the train gets to "the end of the line" at Ridgehaven. Any switching occurring at Ridgehaven has to move aside for the switching at Banksia or running around the loop at Tea Tree if a West bound train needs to pick up or set down at G.

The cars left at St Agnes by the previous Westbound are considered part of the new Westbound train at Ridgehaven with a new locomotive and caboose. Alternatively, the entire freight car consist can be put away in the yard and replaced by a 1 or 2 car RDC or the 4 car pike sized Passenger train in CP colours. This train is known as the "Canadian", but of course nowhere near as long and impressive as the real one I remember seeing in 1976/1977 at either end of the line.

I found a couple of hours of entertainment are very easily spent in this mode for a long while. To add a bit of variety, I started the idea of "turns" with a switcher making the run from St Agnes to Redwood (now known as Redwood Junction) with 4 cars and a caboose/van, switching and swapping those cars in the sidings at D and F, then returning to St Agnes with cars picked up. The siding at G did not exist at the time, so the siding at F was actually 2 cars long, whereas now it will hold a 50 ft car. The siding at G will hold 2 - 40 ft cars or one 50 ft car.

I realised later that I could make a branch line using the division point station with three passing sidings. A train starts at St Agnes having crossed a West bound there and proceeds to Redwood Jct. A switcher reduces the number of cars that arrived on the Westbound to about 10 cars or so. After the eastbound train leaves Redwood Jct., it takes the "branch" and enters Redwood. It drops its train in the road it arrives in, runs around the "outside" loop to fetch its own caboose/van and places the van in the third road. The loco then gets the Westbound cars, attaches the caboose to the train and returns to St Agnes.

Further variations of the transfer run theme are similar runs from St Agnes to Banksia and return, as well as, Ridgehaven to Banksia and return.

Part of the operating pattern was that I had to "balance" trains so that shorter trains crossed longer trains at the St Agnes end. This created some interesting operating scenarios for passenger trains, shorter freight trains and short transfer or turn freight trains to "take the stage " at St Agnes while a longer train was approaching from Ridgehaven to cross a short one at St Agnes. Now shorter trains can cross longer ones at East St Agnes, adding to the variety.

I pondered for quite a few years about the crossover now at H (in the "Northwest" corner of the layout) to allow me to run longer trains in both directions. My hand was forced when coming home from a summer holiday, some of the sleeper ties in that very corner let go of the rail. A day or two later and new track and turnouts were installed. This was used as a cut off, as well as creating yet another virtual station known now as East St Agnes which is seldom stopped at, but offers another point for trains to meet each other.

WHY THE STOPPING AT EVERY STATION?

When I lived in Peterborough in South Australia, part of my job was servicing locos as an electrician during the week, then on 2 weeks out of three riding the Indian Pacific to Sydney and return as a travelling technician. When travelling through Western New South Wales, the train would come to a halt abruptly at every station to change the electric staff which was used for safe working purposes. The fireman would alight at the staff box and change the staff for each section and update train orders before proceeding. This was mainly at night, so sleep in the dormitory car was of the interrupted variety.

I still run on DC as I have a homemade inertia throttle that mimics the action of a train air brake fairly well. I have run a few trains in my life time, and spent many hours in the cabs of locos observing engineers and the actions of braking trains. That stopping action never plays out the same way twice so there is an added challenge to continuing switching while ensuring the freight cars do not get jolted or the soup in the diner spilled! My only "regret" with this throttle is that I have not perfected a two stage brake with a separate but integrated automatic and independent brake, although I made the brake handles ready for when I do!

Over the years there was a spur of sorts with a 4 track staging yard at first which was expanded a bit further to a branch line terminal that came off at D. Later on in another repositioning of the layout, the spur was moved to come off the mainline at G which became a new diesel shed, a dead end terminal station and a staging yard using an 0-5-0 switcher in one.

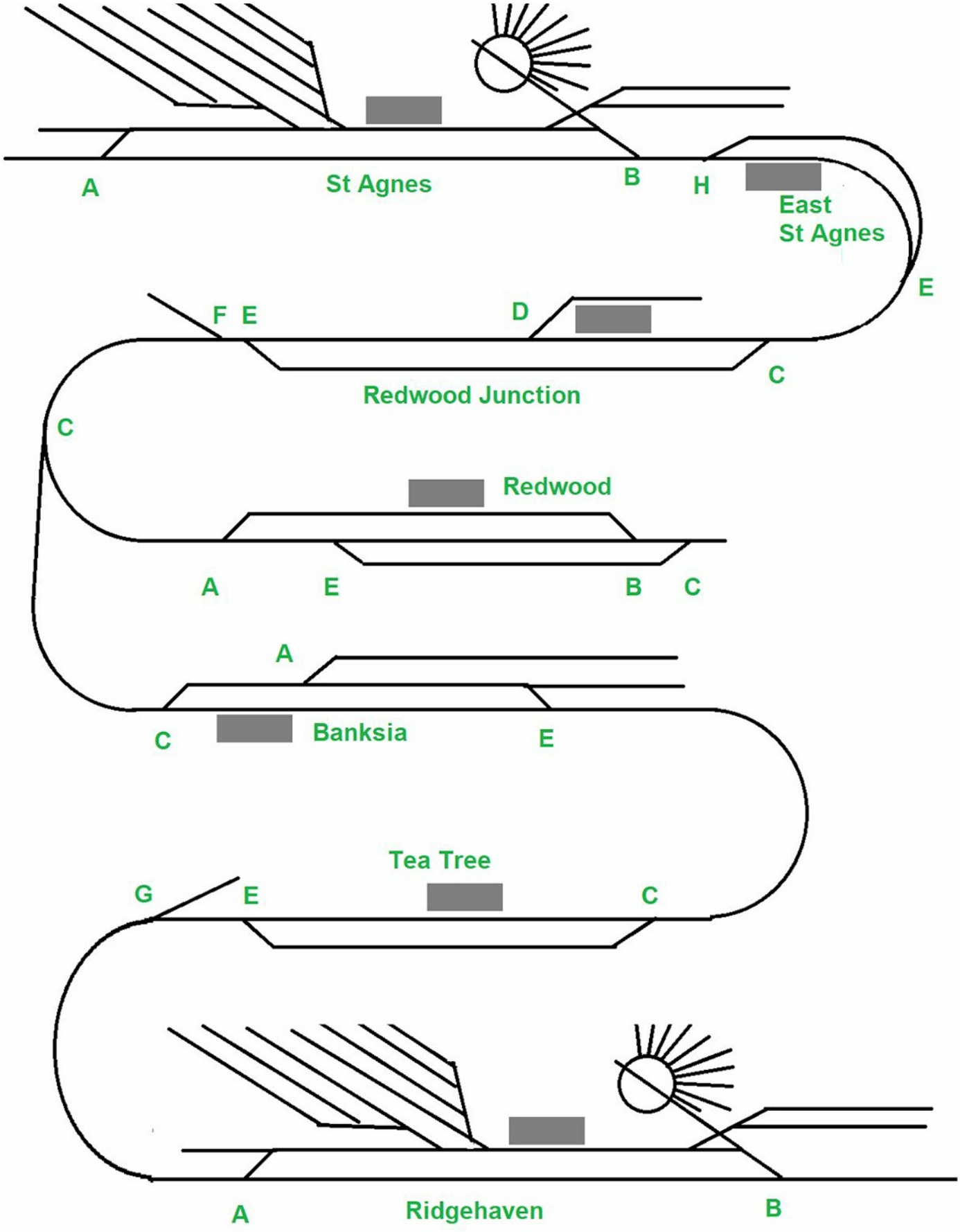
With the move to our new house, and a location back inside the house, I took the opportunity to fix a few things and renovate the layout in general. Unfortunately, there was not the opportunity to use the spur line to the station/staging yard in the layout's new room which was known as Reginald Bridge/St Agnes/Vista depending on where it was in the operating scheme.

The "stations" are named after an area in Adelaide which ironically does not have a nearby rail line. Vista is one of those suburbs and was so called ironically because there was nothing extra to see!

KEEPING TRACK OF WHERE THE TRAINS ARE

I do not have too much of a problem with remembering what I do between sessions, and what the heck, if I don't get it right... it is my railway! But with visitors, I did have a magnetic board with the operating scheme as above with tags for each of the engine's numbers. The tags then show that loco's relative location on the St Agnes. I intend to make another board as the other was damaged in the move.

I do not tend to concern myself with freight cars too much thinking of them as "peripheral cast members of the show", but I may explore car forwarding and switch lists into the future. As it is, I give myself enough variety to keep interested in exploring slight variations as long as there is a prototype example I am familiar with.



Currently the Operating Plan using a lot of imagination.

VARIETY IN THE SCHEME

The hobby has shown there is more than one way to run a layout. One approach I was fairly impressed with was a modelling acquaintance here in Melbourne who had the same basic layout, but had a range of 10 year periods. With appropriate different autos, buses, figurines with different clothing, freight and passenger cars and locos, adding or subtracting buildings such as coaling and water towers for the steam era and so forth, he could change his era and keep up his own interest in the layout... which in itself did not change!

Up to one month of any given year, he would change his layout to suit the chosen era and organise his rolling stock to suit, then operate that stock till the next holiday session, then go through the routine - usually with changes to his operating pattern reflecting some prototype he was familiar with.

Like many others, I have more locos and cars than I have room for, and I thought I would embark on a similar pathway with different eras and possibly even different railroads. It has not quite come to that, but I could run fewer cars and locos and run for two different eras, but without the changes that might make it more realistic.

The layout could revert to a short line theme and place industries at my sidings running short trains or use the yard as a sort of Inglenook/Timesaver combination. With the amount of switching I do in the yard, I have that anyway so the scheme I have outlined is here for a while!

A DIFFERENT LAYOUT?

My construction did not stop because I had the "ideal layout", which as I pointed out earlier, I do not have what I would like to have. Allowing for hiatuses in the hobby due to study and work, I have built or helped build at least 7 club layouts, 5 or 6 for and with friends and numerous other inputs. I did spend some time as a club president at two clubs, for well over four years which did impinge on my personal hobby time as well as editor of school year books and other inputs to the hobby. However, in the act of furthering model railroading, I could never regret that aspect of my time spent!

As I said earlier, I have also dabbled with scratch and kit building and elements of model railroad construction and maintenance with those skills for myself, others and the clubs I have belonged to. Just because some construction has not happened on the St Agnes, does not mean I have been idle or not building skills.

SO IN SHORT

Mr. Seely, wherever you are, thanks for the ride so far! I could not have imagined way back in mid 1974 that the essence of your layout would still be running and that there will still be things to do that are different. Of course I enjoy scratching a build, making up a kit, adding a few details, etc., but all the details in the world do not make a good operating model railroad/railway on their own.

There are a lot of big layouts out there that do little else but run in circles for the sake of running, but the St Agnes, in its various guises, has provided much more than I could have reasonably hoped for! Thanks again, Mr. Seely!

On the next page is an operating table that gives an indication of some of the operating aspects of the St Agnes, and that has not taken into account return movements or other oddities in operating,

TRN N0	Loco	From	To	NOTES
1	CN 6516 plus up to 12 cars + van	St Agnes	Ridgehaven	*Previously crossed freight at St Agnes is switched and sorted and a new consist started tp be made up. Loco from freight stabled. Train 1 can switch any or all stations en route. Crosses Trn 2 at Ridgehaven*
2	4070 (FP7) plus Canadian Cars	Ridgehaven	St Agnes	Crosses Train 1 and proceeds to St Agnes, stopping all stations Crosses Train 3 at St Agnes
3	CN 1366 (SW7) Plus up to 10 cars	St Agnes	Redwood	Can switch cars at Redwood Junction, pulls into 1 road at Redwood, runs around train and picks up cars in second road which are placed when Canadian cars are switched away.
4	CN 1366 (SW7) Plus up to 10 cars	Redwood	St Agnes	After departure, eastbound cars brought in by Train 3 are added to and new loco and van added for train 5. Crosses Train 5 at St Agnes
5	9652 (GP40L) Plus up to 13 cars	St Agnes	Ridgehaven	Through freight. Can cross Train 4 at East St Agnes. Train 4 loco to Roundhouse and extra cars added for Train 6 *Crosses Train 6 at Ridgehaven*
6	9162/9168 (F7) Plus up to 13 cars	Ridgehaven	St Agnes	Through freight. to cross Train 7 at St Agnes Train 5 switched to Yard and Railcars to St Agnes platform
7	*6326/6112 (CN RDC1/3)*	St Agnes	Ridgehaven	Crosses *Train 8 at Ridgehaven* Cars cut from Trn 6's consist and loco and van changed
8	BCH 151 (SW1500) Plus up to 10 cars	Ridgehaven	Banksia	Train runs to Banksia. RDC's stabled and freight cars placed in siding. Train 8 switches Tea Tree if necessary. Places cars in exchange sidings at Banksia, picks up cars from siding. Forms train 9
9	BCH 151 (SW1500) Plus up to 10 cars	Banksia	Ridgehaven	Train runs to Ridgehaven. RDC's stabled and freight cars placed in siding. Train 9 switches Tea Tree if necessary. Crosses Train 10
10	ACR 152	Ridgehaven	St Agnes	Can be through or roadside. After departure, eastbound cars brought in by Train 9 are added to and new loco and van added for train 11. Crosses Train 11 at St Agnes
11	BN 6615 (F45) plus up to 14 cars	St Agnes	Ridgehaven	Through freight Train 10 stabled, Train 12 prepared Crosses Train 12 at Ridgehaven
12	*6326/6112 (CN RDC1/3)*	Ridgehaven	St Agnes	And there are further elements to this...

Freight Car Modifications
Part I – C&IM and M&W Boxcars by SHS

By Tom Lennon

I've been accused of being the sort who can never leave well enough alone. OK, I plead guilty as charged; as I almost always modify the things I buy in the S scale world. Maybe it's that I like to have stuff that doesn't appear on everyone else's layout, or maybe it's a leftover from the days when I could never buy exactly what I wanted in S. For a while, the story had changed for the better. MTH/SHS, American Models, Des Plaines Hobbies, Pacific Rail, and others have provided the S scale market with hundreds of engines, cars and structures in easy to build kit form as well as R-T-R. Most of you probably can outfit your railroad with all the R-T-R engines and cars you need. Me too, to some degree, but I never-the-less look upon all of this stuff as great raw material to be converted to suit my own taste.

My philosophy is simple. I don't/can't devote the time to model railroading which would be required to create perfect models of the prototype. I also don't want to end up with some modeled Fantasyland, a caricature of reality. So occasionally I will pull out the stops and devote the hours to produce a leading star model. But most of the time, I build supporting characters. Hopefully I can avoid the obvious gaffs, like a Starbucks Coffee cup appearing in Game of Thrones...

So over the next few months, the PPSSW will be publishing some photos and how-to information on several freight cars we've modified to suit our taste. We'll start with a few SHS boxcars that I've put my own brand on. Some are simple re-paint and decal efforts. Others involve simple modifications to the bodies before painting. A couple are a little more effort…


9153

First in line are two simple cars I did right after SHS began to offer the USRA boxcars: the C&IM #8049 and the M&W #1247. Both are standard, out-of-the-box, single-sheathed USRA cars. One warning is appropriate here. I don't think that either of these models is prototypically correct!!! I could not find photos of USRA single sheathed cars for either railroad. I did find pictures of outside braced cars, maybe of the Fowler or A.R.A. type, but no USRA. Hey, it's my model railroad, I like the looks of these cars, and I'm not about to scratch-build 2 boxcars right now.

So, I started with undecorated cars from S Helper Service, but you could also strip the paint off of a car you already own. The bodies are sprayed with UP Armour Yellow from Badger-Flex. I actually added a bit of brown to the M&W car, just to make it a slightly different shade of yellow. Even with paint colors, I can't seem to leave it the way the manufacturer blended it!

The roofs, ends and grab irons of the cars are painted with a red oxide also from Badger. Decals for both cars are Enhorning sets (C&IM set #SB-348 and M&W set #SB-454) available from Milepost 169. These sets were printed to be used on 6-panel cars, so some adjustment was needed to fit them to the SHS models. Just look at the photos and fit the bits in the same places I did. These "wood sided" cars are easy to decal. The

molded in texture of the sides makes it easy to apply the decal and hide the decal film. I use Microscale's decal setting solutions to get the lettering to snuggle down into the simulated wood grain. I added Kadee 802's to both cars, and then shot the whole car with a satin clear coat to hide the decal film.

There you are, two easy to do boxcars that are a little bit different from the factory built versions. So dig out that picture of that special favorite boxcar, and buy a kit or R-T-R model that's close enough to the prototype, and make it yourself. It's fun!

Until Next Time,

Tommy

Crossing Construction Using the "Lincoln Logs" Method

By Dick Karnes

This article, a somewhat expanded version of a similar article from a 2003 issue of "1:64 Modeling Guide," appears by permission of original publisher, Robert Nalbone.

Need a crossing? Don't want to limit yourself to only 90, 60, 45, or 30 degrees? Needs to include a curved track? Gotta cross a turnout already in place? Don't wanna face building your own? Take heart. Crossings are the easiest of all trackage to make for yourself. If you can drill a hole, heat up a soldering gun, and hold a file, you're golden.

Huh? What about all those little short lengths of rail that have to be lined up and soldered together so there are no kinks in the final product? Well, those kinds of errors can't happen with the method described because all four running rails remain in one piece during construction. You don't cut them apart at all!

Therefore, it doesn't matter whether your intended crossing has straight tracks or curved tracks (either or both). You can even use commercial flextrack and thus, in most cases, not have to use any track gauges or spikes. And no workbench! All you need are a Dremel tool with cut-off discs, an electric soldering gun with low-melting-point rosin-core solder (the kind used for electronics projects), a hacksaw blade and a flat bastard file to smooth everything out when you're done.

The process is simple. You're going to notch your rails like log cabin logs. (Remember the Lincoln Logs you had as a kid?) You'll notch the tops of the rails of your first track and the bottoms of the rails on your second track. If you're using flextrack, the only thing in your way is the tie strip on the bottom of the second track, which is easy to remove.

Here are the steps: Lay your first track in place permanently on your layout (Fig. 1).

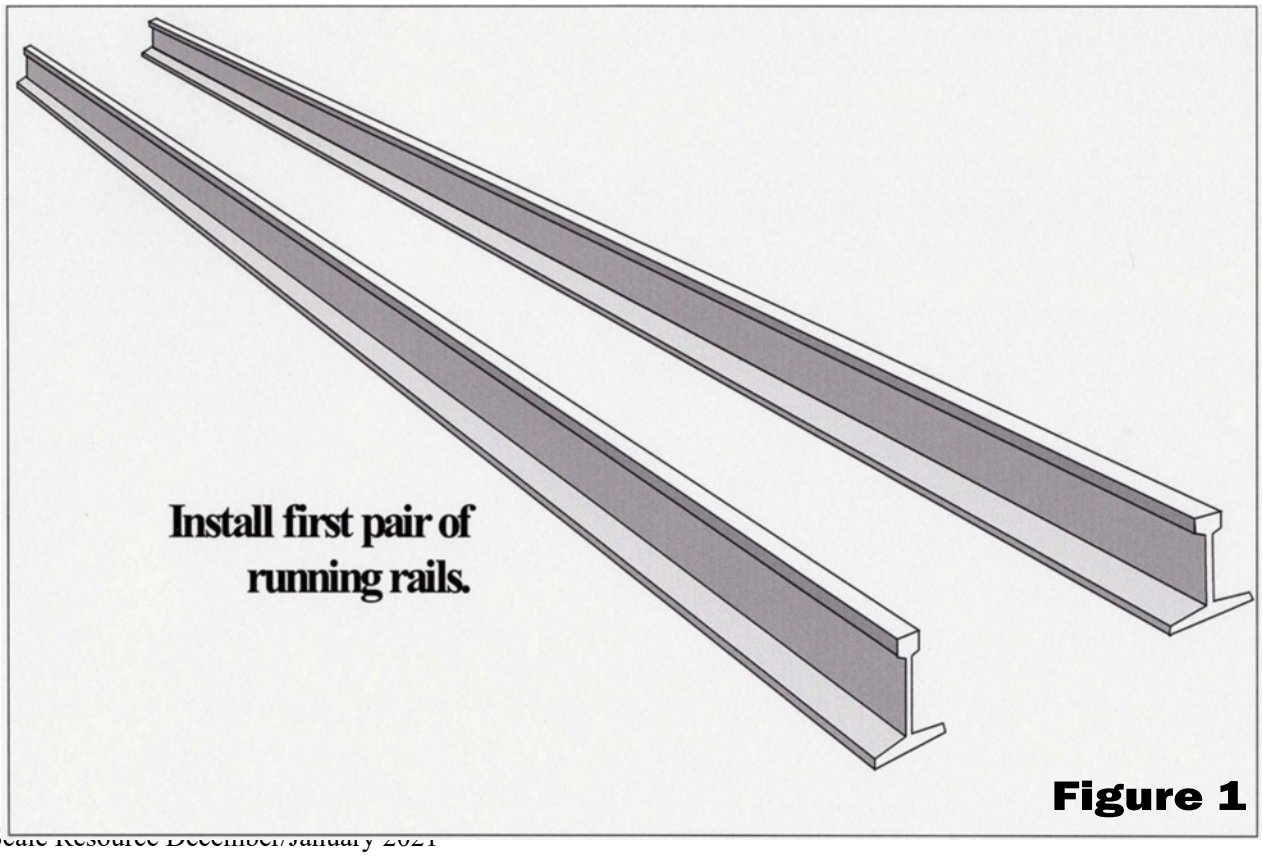


Figure 1

Then set your crossing track, curved if/as necessary, atop your first track. If using flextrack, remove enough tie strip for your top track's rail bases to touch the bottom track's railheads.

Now mark the rails of both the top and bottom track where the rails actually cross over each other, then remove the top track.

With your cut-off disc, cut notches in the rails of the first track where marked (Fig. 2). Cut these notches a bit more than halfway to the rail base, and make the notches wide enough to allow for a loose fit of the rails that will sit in them.

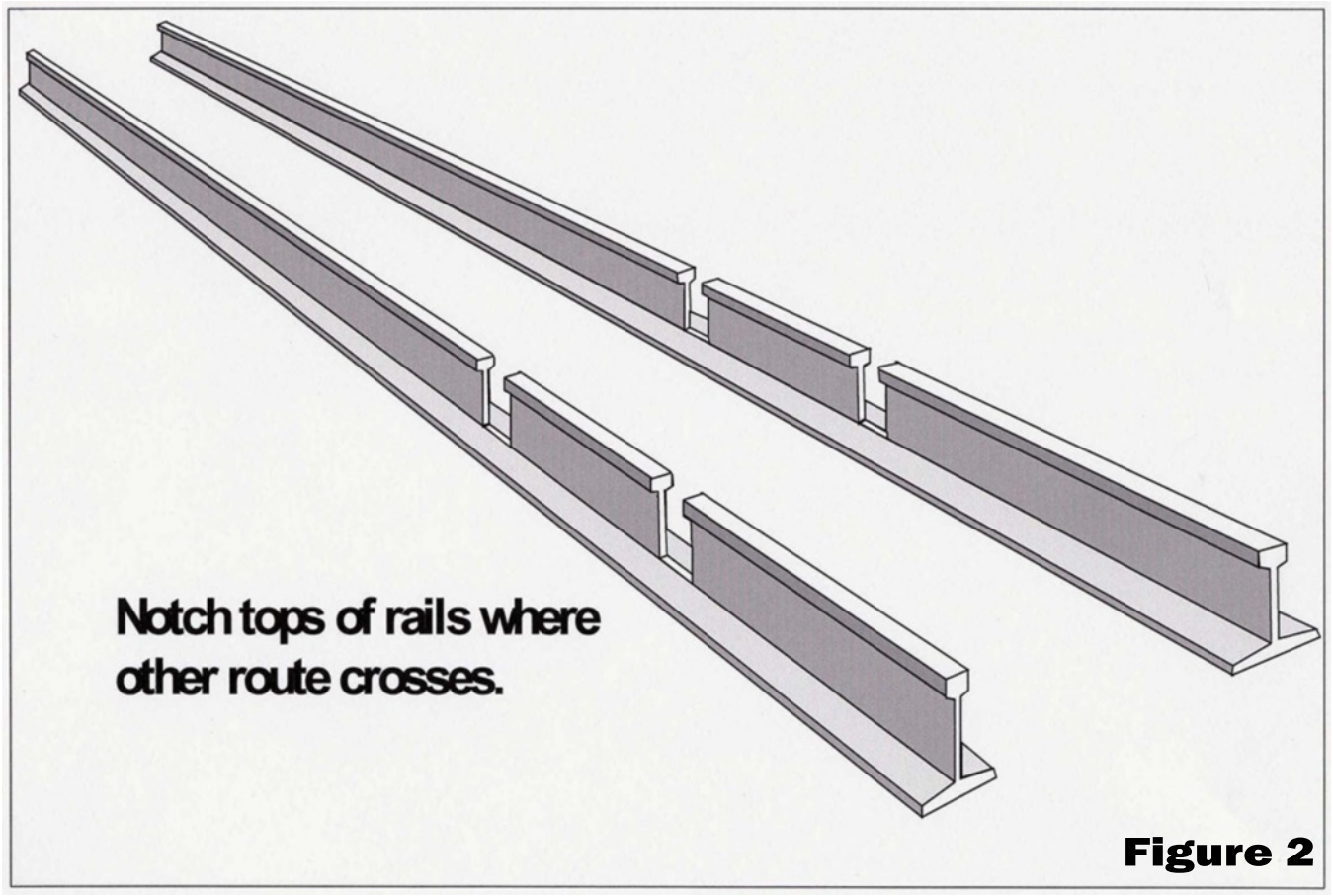


Figure 2

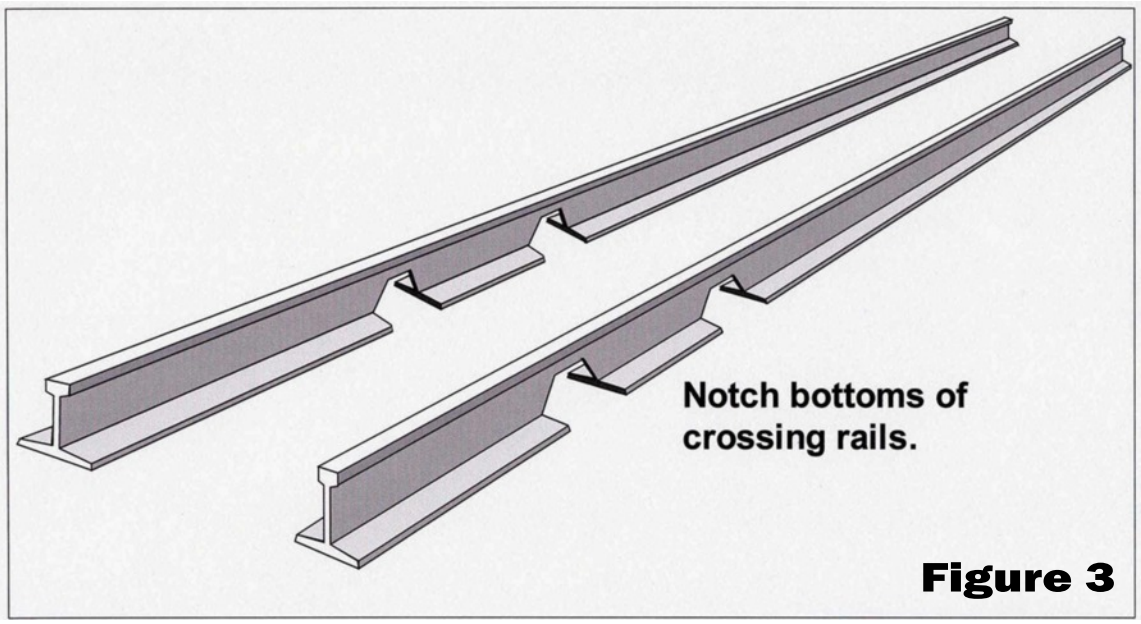


Figure 3

Again with your cut-off disc, notch the bases of the second track's rails where marked, cutting the notches about halfway up between the rail base and the railhead (Fig. 3).

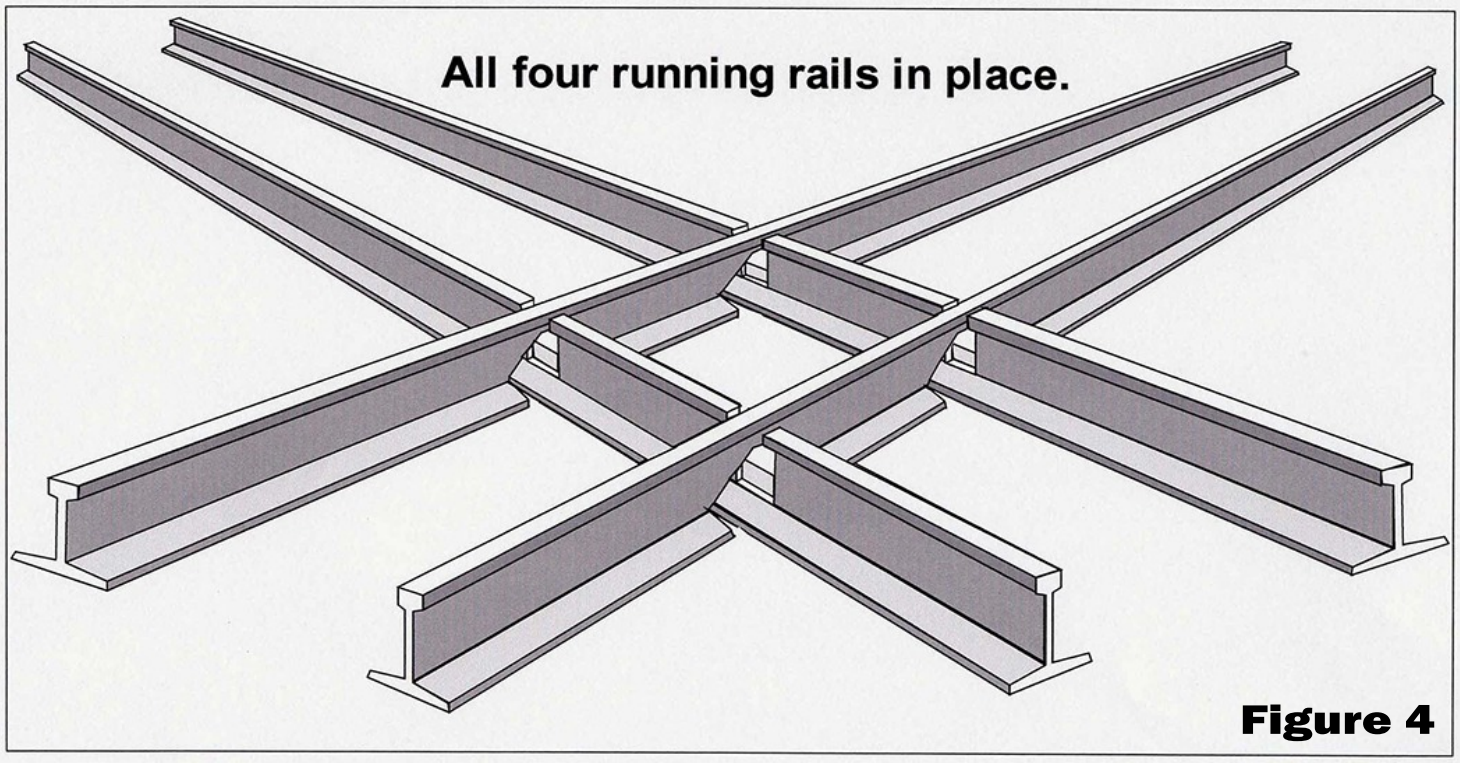


Figure 4

Now place the second track's rails so the notches in both tracks mate (Fig. 4). If there is interference, enlarge any offending notches until the second track sits firmly on your roadbed and the tops of all railheads are even with each other. If using flextrack, trim second track's tie strip to clear first track's ties. Once you're satisfied, permanently fasten your second track in place.

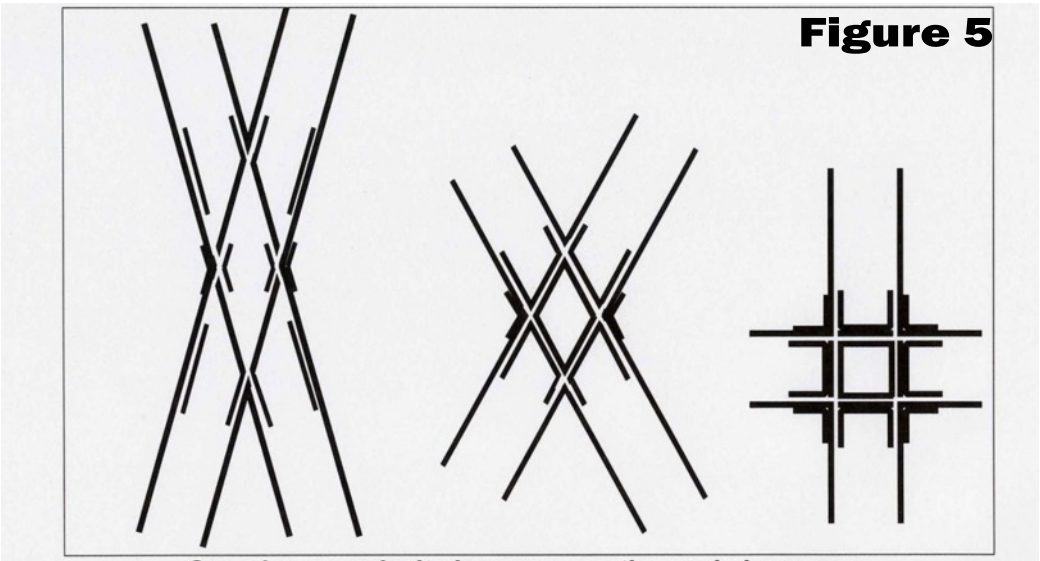


Figure 5

Crossing complexity increases as the angle increases.

"Single-Rail" crossing:

- *4 conventional guard rails*
- *2 conventional frogs*
- *2 obtuse frogs with two exterior reinforcing rails.*

"Two-Rail" crossing:

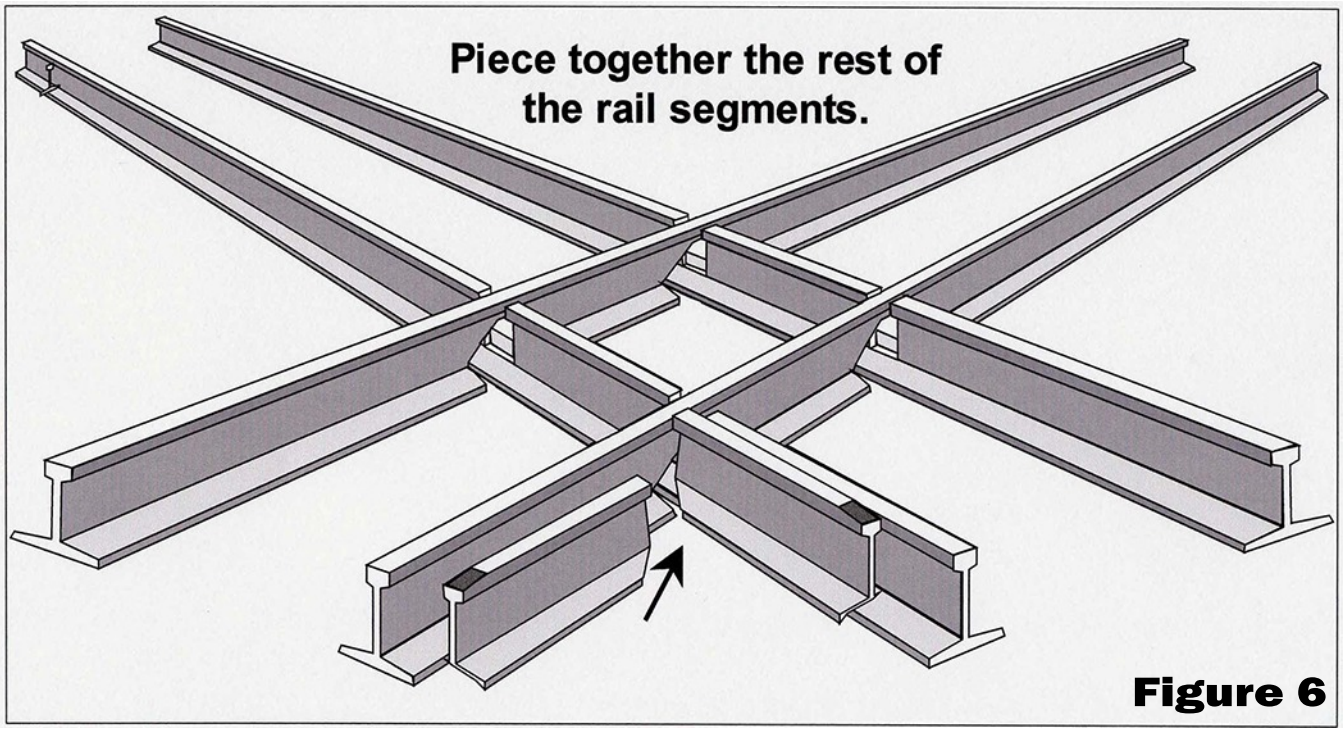
- *Interior guard rails throughout*
- *Exterior reinforcing rails at the obtuse frogs*

Near-90°: "Three-Rail"

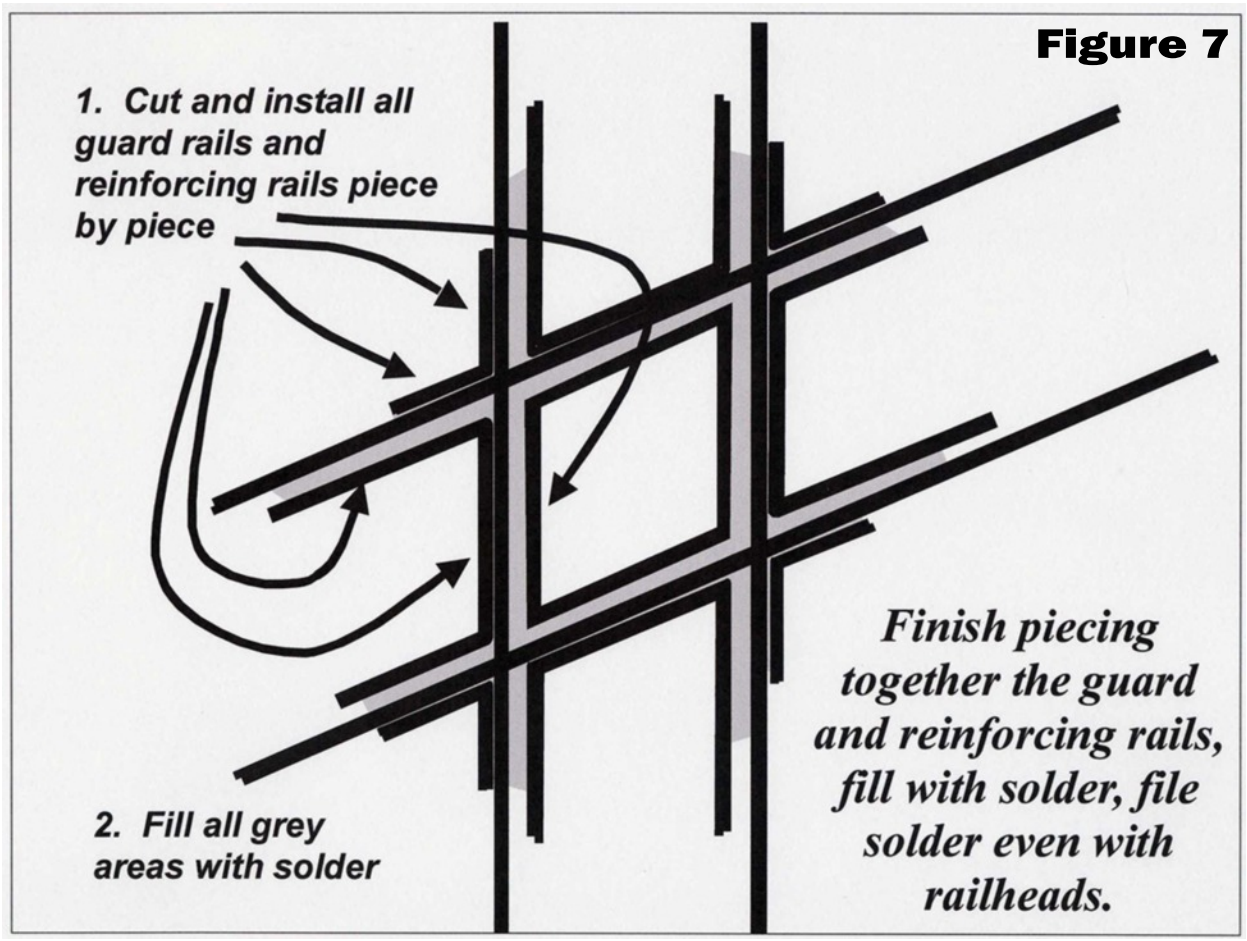
- *Interior guard rails*
- *Full exterior reinforcing rails*

If your crossing angle is less than around 20 degrees, you should use your track gauge to ensure that your second track's rails are properly gauged at the center of the crossing. If they are not, you need to further enlarge your notches to allow for proper gauging. A few spikes in each of the crossing rails will hold the gauge while you solder.

If your crossing angle is around 20 degrees or greater, guard rails are merely cosmetic; and for any angle at all, reinforcing rails are cosmetic. So if you're not a trackage detail hound and your crossing angle is sufficiently large, skip to the next paragraph.



But if you like the detail, OR if your crossing angle is less than 20 degrees, now is the time to add these extra rail segments. Guard rails are a requirement for smaller angles to prevent your wheel flanges from "picking" your frog points. Consult Figure 5 for the extra rail segments required for prototypical crossings. Cut and file these extra rails to fit, making sure that the flangeways are consistent with NASG standards (scale or hirail, whichever applies to you), then spike them or super-glue them to the ties (Fig. 6).



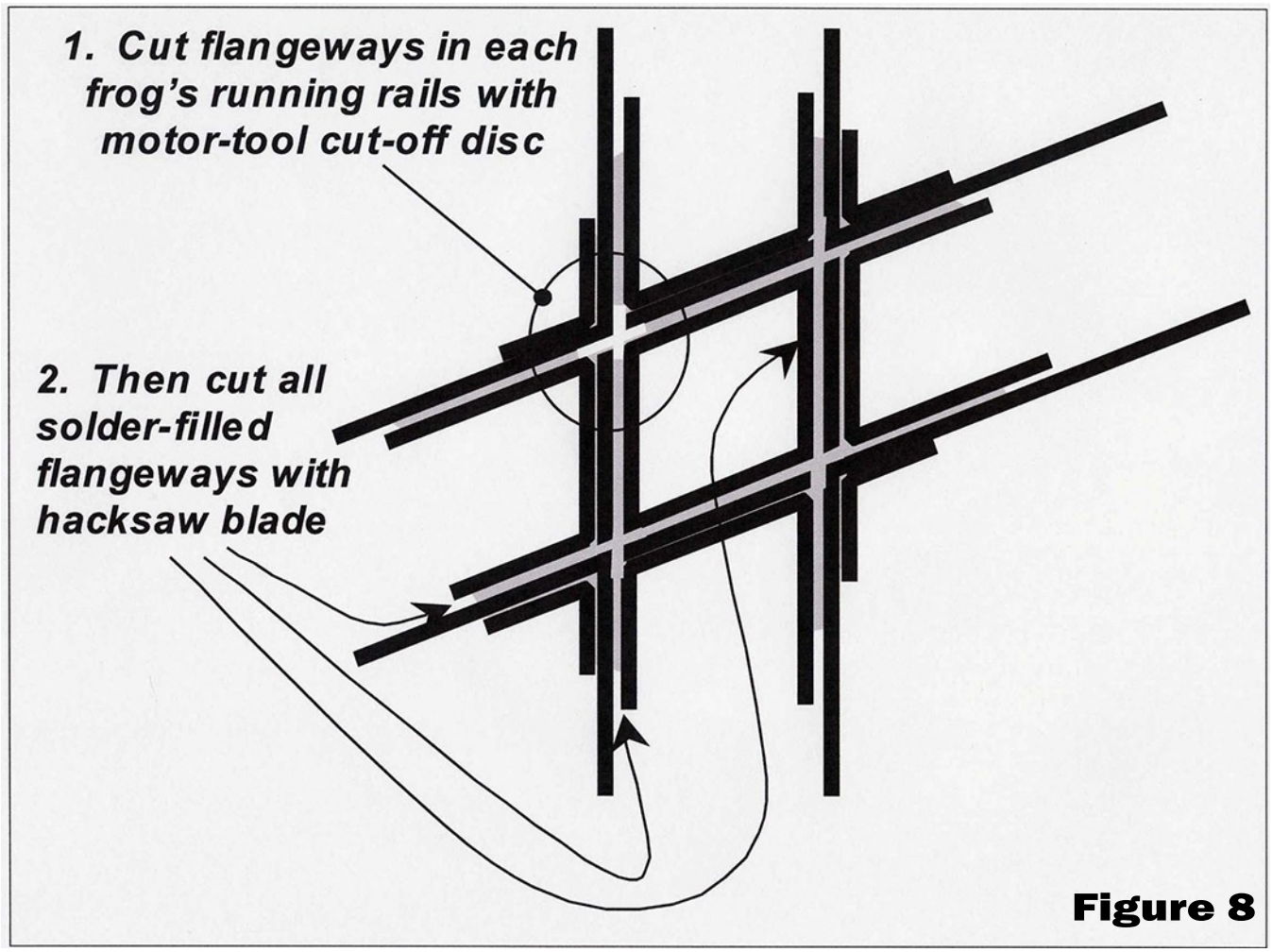


Figure 8

Now fill each notched area with solder. If you've added guard rails inside the diamond, fill those flangeways too. "Blob" enough solder so as to form a little mound above railhead level. Once all areas are filled, smooth the solder blobs with your flat file (Fig. 7).

Use your Dremel cut-off disc to grind away the railheads on the insides of the rail crossings (frogs). Then with a bare-naked hacksaw blade held in both hands, saw away the solder from the insides of the frogs and guard rails (Fig. 8). Voila, you're done (except for gapping and wiring).

Wiring

Figures 9 & 10 (seen on next page) show proper gapping and wiring. For larger-angle crossings, cut the four gaps in the diamond. Smaller-angle crossings can have sixteen gaps, thus allowing the isolated rails in the diamond to be grounded to their adjacent running rails (Fig. 10). You can actually avoid powering the isolated frogs via any fancy electrical switching, provided that your shortest electrical pick-up wheelbase is longer than any of the frogs.

For the larger frog angles, or for any crossing where you want power in the frogs, you'll need four to eight more gaps (dashed in Figure 9) if both your tracks are in the same block ("power district" for DCC users). Eight more gaps are required for tracks powered from two independent blocks, effectively isolating all four frogs.

For larger-angle crossings, your wiring will depend on your track configuration in the vicinity of the crossing. You have three choices:

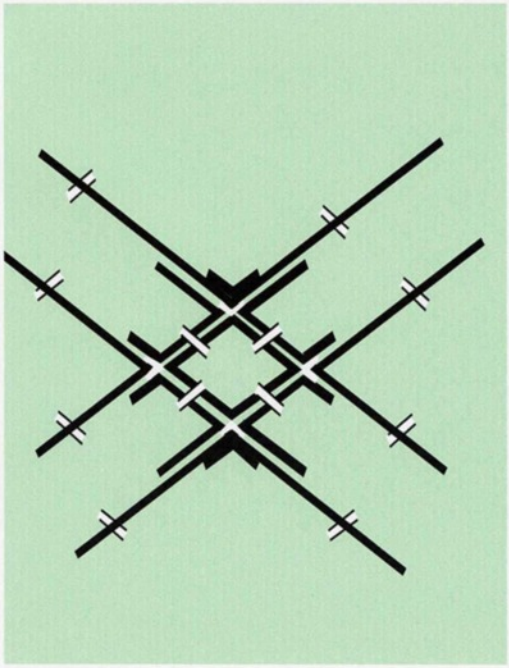
ELECTRICAL CONSIDERATIONS

Figure 9

Large-Angle Crossings (>20°)

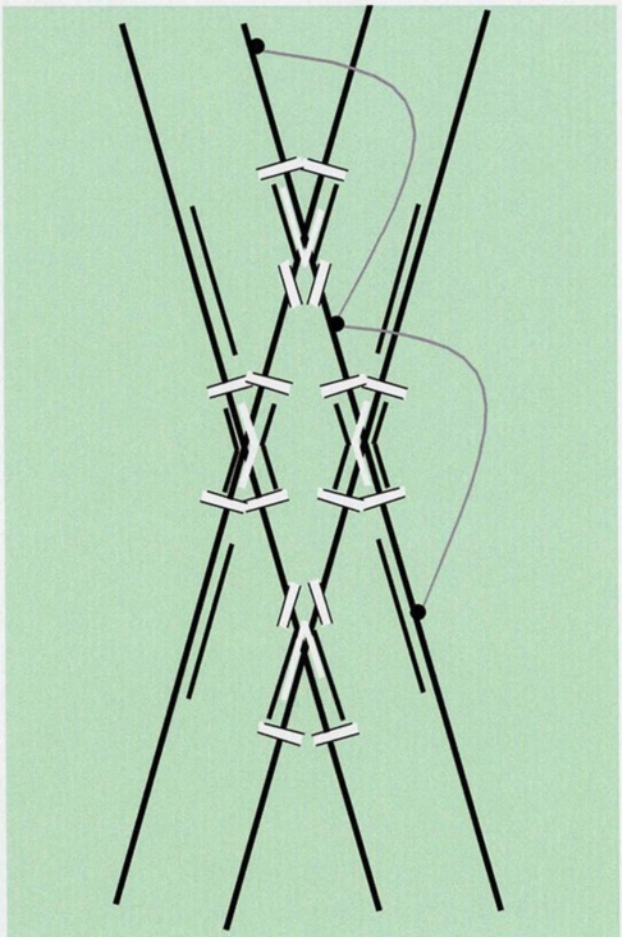
Gap within the central diamond.

- Use a motor-tool cut-off disc to slice gaps after crossing is finished.
- Fill gaps with scrap styrene or automotive body filler to hide them.
- If you've constructed your crossing's frogs as described, your frogs will be firmly trapped by the ties beneath them, and so will not get out of alignment despite all the gaps.



Four to eight of the dashed gaps are also required, depending on the track configuration in the vicinity.

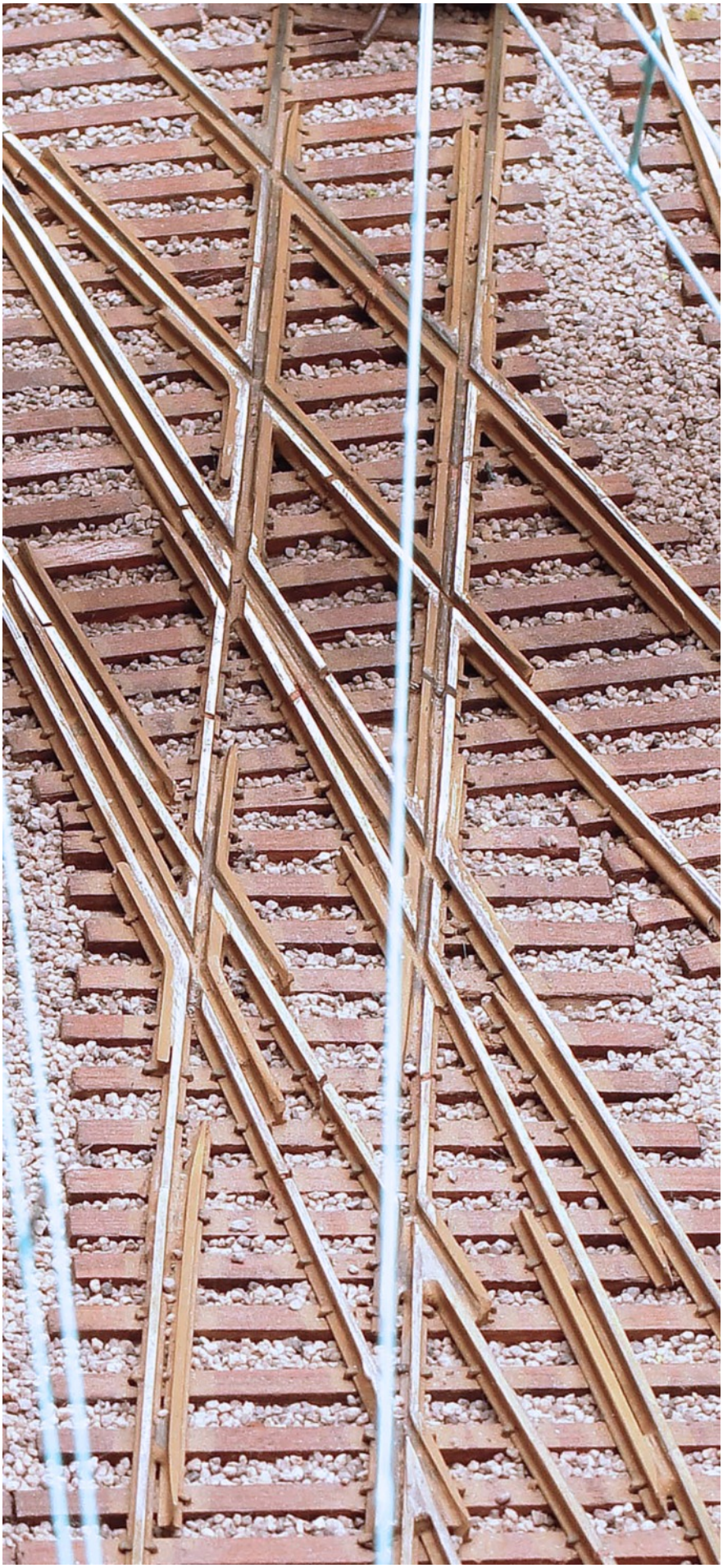
- If two lines simply cross each other, a multi-pole double-throw switch is required to power the isolated frogs.
- If crossing is associated with two or more turnouts (e.g., a double-track wye or double crossover), extra switch machine contacts can provide proper polarity, depending on the route selected.
- In either case, if you use DCC, auto-reverse modules will handle polarity switching automatically.



Small-Angle Crossings

Small-angle crossings can have their frogs completely isolated. Thoroughly spike the diamond's running rails – and maybe apply a thin bead of cyano-acrylate ("super glue") at each tie for good measure.

Figure 10



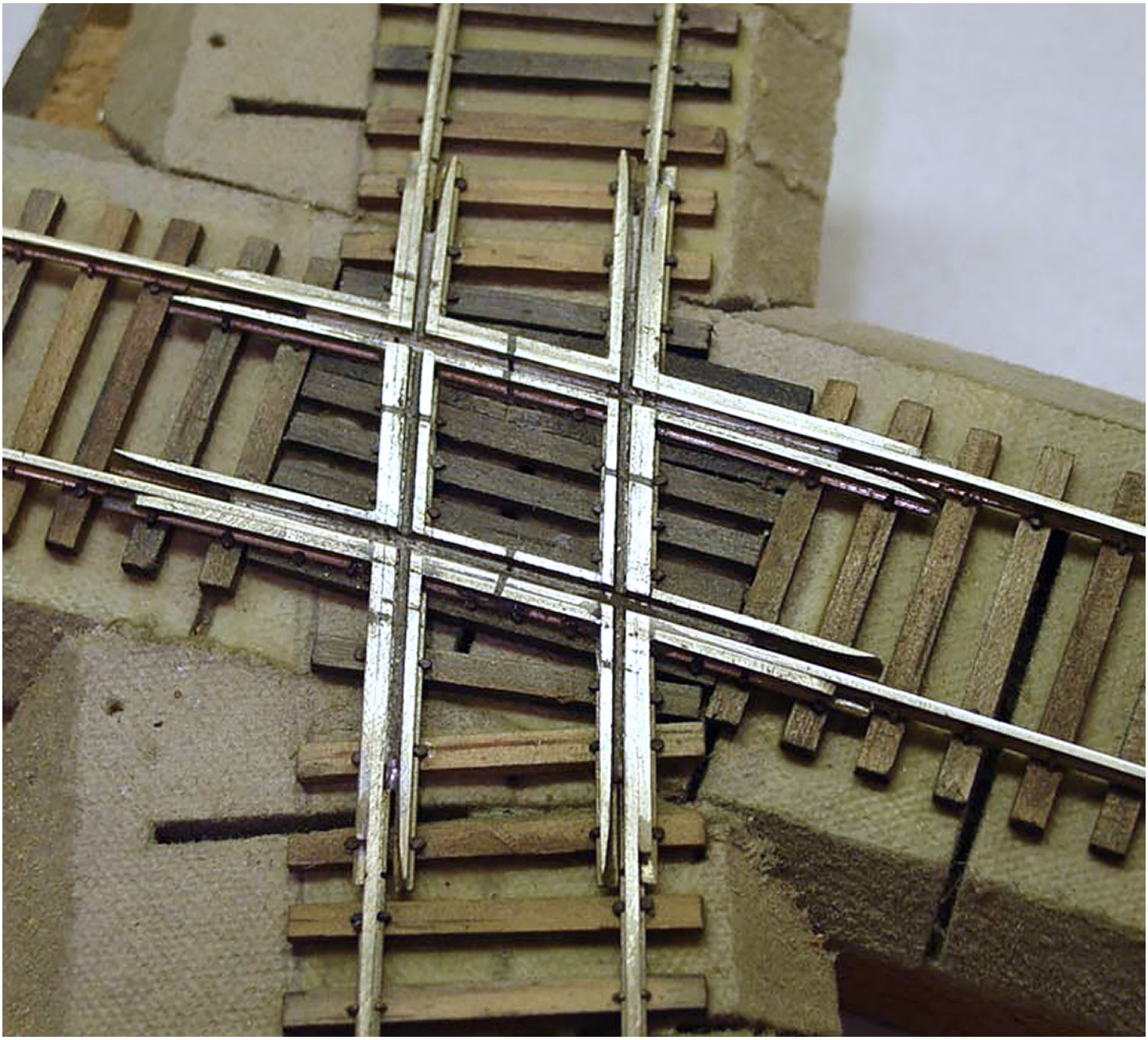
1) For two lines simply crossing each other, you can use a multi-pole double-throw toggle switch to power the isolated frogs properly for the track your locomotive is using at the time.

2) If the routes through your crossing depend on the settings of turnouts in their vicinity, you can wire the crossing frogs to the auxiliary contacts on your turnout motor.

3) In either case, if you are using DCC, you can use Frog Juicers or an auto-reverse unit to handle polarity switching automatically.

There's no need to worry about the frogs shifting out of gauge because of the gapping; the solder that has flowed between the ties has firmly anchored them from movement. For appearance sake, you can fill the cut gaps with scrap styrene or automotive body filler to hide them.

This complex crossing of both another track and a turnout was easily built with the methods described. (The green lines are catenary wires above the track.) The only complicated parts of the project were gauging and spiking the long unsupported portions of the crossing rails, and figuring out the wiring. Originally, the adjacent switch machines provided frog power, but there was always the occasional short circuit because of prematurely thrown turnouts. After switching to DCC and installing auto-reversers, shorts no longer occur. Note that the upper crossing is "two-rail"; the lower one is single-rail.



This "three-rail" crossing of two curved tracks was built in place. "Three-rail" refers to the combination of running rail, guard rail, and outer reinforcing rail, standard on prototype large-angle crossings. There's no need to install any guard rails or reinforcing rails for reliable model operation; they are merely cosmetic.

Long Distance Switch Stand

By Mike Swederska, Sr

The need for a lighted indicator on the layout came from the inability to see the direction of the points from different locations around the layout. The layout mainline turnouts are thrown by Tortoise switch machines plus Hare II or Digitrax DS 64 stationary decoders. The switch machines are thrown either by the cordless throttle or a fascia button. At the button there is a bicolor red and green LED indicator. Due to the size and shape of the layout, there are times the indicator LED on the fascia is not visible to the operator. To know the position of the points at a glance, there needed to be a lighted switch stand.

The idea came from the use of a store bought lighted switch stand that was being used on one turnout on the layout. The issue of the store bought switch stand was that it needed to turn realistically with the switch machine to indicate the correct color of the point's position. This issue, and the cost of needing around twenty, made store bought not a realistic answer. What was left to do was to come up with a quick, cheap and easy way to create a two color switch stand. It did not need to turn with the point's movement making installation very easy. I have seen LED indicators installed in the scenery on other layouts and never liked it.

The criteria for this switch stand is to look like a switch stand lantern in scale, indicating point position thru the color of the light. It also needed to not be physically connected to the throw of the points making installation a breeze. The final criteria was cost. Since I with needed so many on the layout, the costs had to be cheap.

The materials list for the LDSS is short and easily obtained.

1. 5mm LED bicolor two wire
2. 1000 ohm resistor- this layout is running DCC at 17v on the track
3. Shrink wrap
4. Sequins silver 5mm in diameter
5. Black flat paint – finger nail polish
6. White paint – finger nail polish
7. Clear glue, ACC or UV
8. Wire – the size that is used on decoders

Assembly is started by soldering on one wire to each of the LED leads. While the soldering iron is hot, solder the resistor to a lead. Then slide a piece of the shrink wrap tubing onto the one lead that does not have the resistor. The shrink wrap should be pushed all the way to the bottom of the LED and only needs to be long enough to cover the entire bare lead and solder to wire joint. Then shrink it as small as possible. Using small pliers, bring the other lead to the shrink wrap. The idea is to make one post, so when bending the lead, try to get it as tight to the shrink wrap at the base of the LED as possible. Then ACC the unprotected lead to the outside of the shrink wrap creating one post.

Now it is time to make the lantern. The LED is the lantern without its reflectors. Take four sequins and enlarge the existing hole with a #11 Exacto blade. The idea here is to create a hole large enough for the LED light to be seen from across the room. You don't want to enlarge the hole so large that the shape of the reflector is gone.

You need to be able to see the filament location in the LED to line up the reflector hole with it. This will get the most light possible thru the reflector. Using a 9v battery to light the LED, locate the filament. Using the clear UV glue, put a dab on the LED. Take your first reflector and set it on the UV glue drop. Move the reflector on the LED until you see the filament thru the hole in the reflector. Dry the glue with the UV light to

set the reflector. Do the same on the opposing side of the glued on reflector. Now that there are two reflectors installed on the LED, using the UV glue again, glue the two other reflectors in between the first two again lining them up with the tops of the first two and the filament.

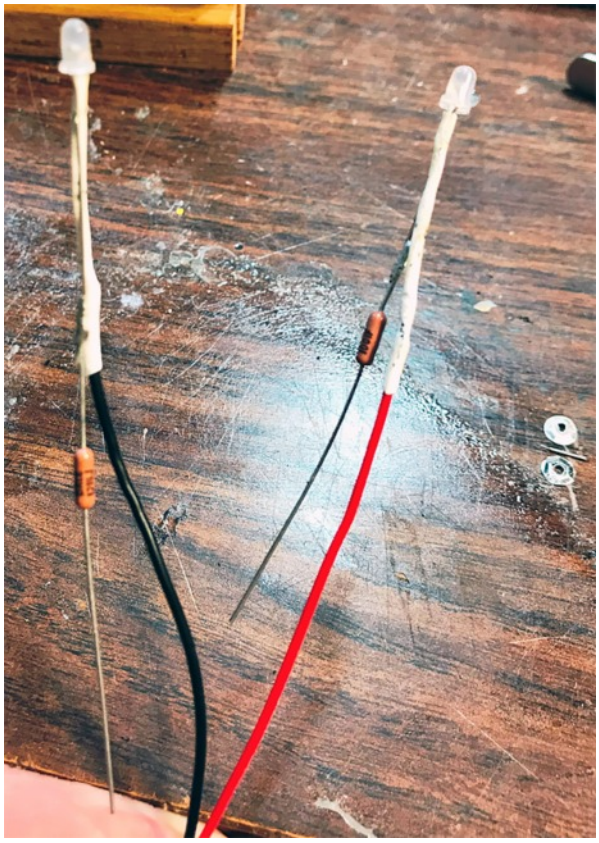
Coat the shrink wrap, including the other lead glued to it, with the black finger nail polish. Make sure that it is thin enough to not bulk up the post but protect the non insulated lead. When done, the two leads should look like one post. With the LED lit, paint the lantern with black paint until there is no light coming from the LED except thru the holes in the reflectors. Then paint the reflectors white without getting paint on or in the hole where the light comes out.

Installing the switch stand lantern is easy. Drill a hole only large enough to get the resistor and post thru at the head block ties. Make sure your lantern will not be hit by over hanging items on your rolling stock, and that it is not going to obstruct the movement of the throw bar.

Wire the two LED leads to the power leads of the Tortoise. Depending on which lead is connected to which post will light the green or red side of the LED. Swap the leads until you get the color you want for the direction of the points. Then set the height of the switch stand either low or high and hit it with a dab of glue to hold it in place.

This switch stand does not rotate but does change colors to indicate the turnout position. Using it at a distance, you cannot tell it did not rotate. If you plan to use this closer to the viewer, then you may want to detail it with items such as a base and throw lever made from angled plastic and wire. Also these are the colors I have chosen for my lantern and reflectors. You can paint your lantern and reflectors any color you wish. On another thought, I have seen switch lanterns with just the two reflectors facing in the direction of the track. And if the two reflectors facing in opposing directions of the track being lit bother you, just paint out the lens.

I am also using this technique to make caboose markers. The difference on the caboose markers is having a vent on top of the lantern. Cut the head off of a straight pin and glue it on after the reflector installation.



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

Modeling with Mentoring from Talented Model Builders and Even From Modelers in Other Hobbies

An Important "New Tracks" Announcement

New Tracks" is presenting its Third Virtual "Zoom Train Show"with outstanding vendors on Saturday January 16, 2021 at 1pm EST. It will be live on Zoom and live streamed to our "New Tracks" Archive YouTube channel. If you missed our first two Train Shows, you owe it to yourself to not miss this unique opportunity to visit with some truly talented and creative model manufacturers and meet the editors of some of the great model railroad publications, and associations that the hobby relies on to bring us product news and education, plus provide a showcase for our modeling and introductions to other modelers who could become our mentors and lifelong friends. You could also find out how you can become an author and share your modeling!

Please go to our new "New Tracks modeling" Website and register to get private email notices to remind you about our upcoming Train Show and future shows and events: https://newtracksmodeling.wordpress.com/train-shows/

This Train Show is again breaking new uncharted ground for my "New Tracks" series. I owe thanks to my Technical Advisor Dylan Lambert, of Lambert Locomotive Works, to Chris Coarse of Conowingo Models, who is a very creative writer and also moderates our MY BUILD segments, to TC Carr and Greg Cassidy who are helping with the technical coordination and operation of our shows, as well as, developing our Website and coordinating our efforts with the vendors and guests, and to Bernard Heller of Miniprints.ca for his marketing expertise. I also owe many thanks to several other modelers and vendors who are giving me advice and encouragement to continue these shows.

Modelers and vendors haven't been to a real train show recently are not planning on going to one anytime soon due to the virus. So we are having Virtual Zoom "New Tracks" Train Shows every two months that will bring outstanding vendors and modelers, in all scales, from around the world together to meet and talk with each other. Many of the vendors you will meet have previously been profiled in my "New Tracks" series. I hope you will support this effort by participating in this unique opportunity.

If you are new to the Zoom video conferencing technology all you have to do is download the Zoom app to your computer, iPhone/android or iPad and then click on the log in link to the "New Tracks" Train Show. Or you can log into our "New Tracks" Youtube channel and participate through the live streaming of the show. A log in link to this YouTube channel is also posted. The log in links will be available on my Facebook page, Jim Kellow MMR, and on our "New Tracks Modeling" Web Site: https://newtracksmodeling.wordpress.com/train-shows/

Can't be any easier to attend a Train Show than using video conferring from wherever you are, using either your computer, tablet, or cell phone, and best of all it's FREE.

My goal for this event is for vendors to meet and talk with potential customers worldwide, and to have modelers in all scales find vendors that can help them in their model building efforts and buy from these vendors. A win-win for both vendors, modelers, and I believe the Hobby. Best of all is my hope that more modelers will become model builders.

How will this Event work?

The vendors will talk about their products and prices. Participants can ask questions through the Zoom chat function or by email to the vendor, or talk directly with the vendors during the open discussion period, and of course buy on the spot or later if they can only watch the recorded video of the event.

A video will be posted on my Jim Kellow MMR Facebook page, on our Web Site, and on our YouTube "New Tracks" channel for one month after the event. All buyer's purchases will be made directly with each vendor. There will also be an open discussion period at the end for questions/answers, comments, and ideas for future shows by all participants and vendors. This period is open ended as long participants have questions for vendors. Please let me know at if you have any questions or comments. I look forward to your input, suggestions and most importantly learning that you enjoyed this event and it was helpful to your modeling.

If you are a manufacturer and want to participate in one of our shows and I have not yet contacted you, please let me know of your interest and I will reply to your inquiry.

Thanks in advance for your support and participation. Click on the log in Link to either, Zoom or the live streaming on YouTube, a little before 1pm EST on January 26th, 2021 to participate. I look forward to seeing you. Also don't forget to register on the "New Tracks Modeling" website to get private updates and a reminder for this and future Train Shows: https://newtracksmodeling.wordpress.com/train-shows/

In addition to the Train Show information, you can also find out what else is going on, in the MY BUILD segments, and who are the featured modelers scheduled to appear on our regularly scheduled twice weekly Zoom "New Tracks Meetup" on Facebook Page: Jim Kellow MMR, and on the home page of our New Website.

I look forward to meeting you, seeing your models, discussing modeling with the featured modelers, and learning how we all can become better modelers. Join us for the fun and idea exchanges.

Editors note: I was featured on one of the "New Tracks" Modeling shows a few weeks back. You may click the image to see my presentation. Things went mostly well for my first Zoom. There are many other great videos from some wonderful craftsman posted on the YouTube "New Tracks" channel that are worth checking out.

Now for some Modeling

I recently saw a Facebook post with this great modeling advice: "Take your time. Detail each part like it's the only thing to be seen and you will accomplish greatness.". Another post said: "Treat each part like it was a model itself.". Great mentoring advice from both of them. This is not the first time I have heard really talented modelers say similar things, but it is easy to forget the advice while you are in the middle of building a model. I

did that the other day and was just in too much of a hurry to complete the model, and I let it go. Now, every time I look at the model, I see that error. Lesson relearned.

Basic Tools for Model Railroading

On my Zoom "New Tracks Meetup" July 8, our featured modeler, Dan Bigda, discussed the need for modelers, especially those fairly new to the hobby, to understand the basic tools needed to build models and their proper use. He noted that when someone comes to him for advice and help in kit building he first makes sure they can use and understand such basic tools as an X-ACTO® knife. He says he takes time to demonstrate tool techniques and has the modeler try to use them before he even opens the kit.

At that point, a Zoom participant suggested I write an article about "Basic Tools". I decided to try and find out what modelers believe the basic tools are.

So I asked model builders what were the three tools they would consider as their basic tools for their model building. I posted the question on my Facebook page and this is what I was told by the 62 modelers who responded.

Tool and number of modelers who replied with the tool they feel is important to their modeling

I use almost all of these tools and can understand why modelers say they are deemed important in their model building. I just have not reached the PC computer or 3D Printing level in my personal modeling.

Multi scale steel ruler 34
Set of flat and Phillips screwdrivers 11
Dremel tool 9
Soldering iron or station 9
Adhesives 7
NMRA Gauge 7
Pin vice and micro drills 7
Square 6
Magnifying glass 6
Tweezers 6
Needle noise pliers 6
PC Computer 6
Cutting Matt 5
Dial or calibrated caliper 4
Spruce cutter 4
Chopper style tool 4
Drafting tools 4
Miniature file set 4
Imagination 4
Emory Boards 3
Zona or razor saw 3
Xuron rail cutter 3
Wire clippers 3
Coupler Gauge 2
Bright Lighting 2
Small files 2
Cordless electric Drill 2
Machinist angles 2
Cut off tools 2
Miter box 2
3D printer 2

Plus there were 28 other tools that one person mentioned including a camera, paint brushes, pencil and paper, and clothes pins. All of which I use daily. Some took me quite awhile to learn how to use, but I am glad I learned.

So there you are. The non scientific results say the three most important tools you will need for your modeling are 1. X-ACTO® knife, 2. Multi scale steel ruler, 3. Set of flat and Phillips screwdrivers. Next consider adding 4. Dremel tool, 5. Soldering iron or station, and then Adhesives, NMRA Gauge, and a pin vice and micro drills.

Thanks to everyone who responded to my Facebook post. Anyone else have any tool suggestions? Let me know. Good luck to everyone using the tools of your choice with your model building.

Airplane in Flight?

I recently asked on my Jim Kellow MMR Facebook page, “What is that airplane doing up there with its propeller not in motion?”.

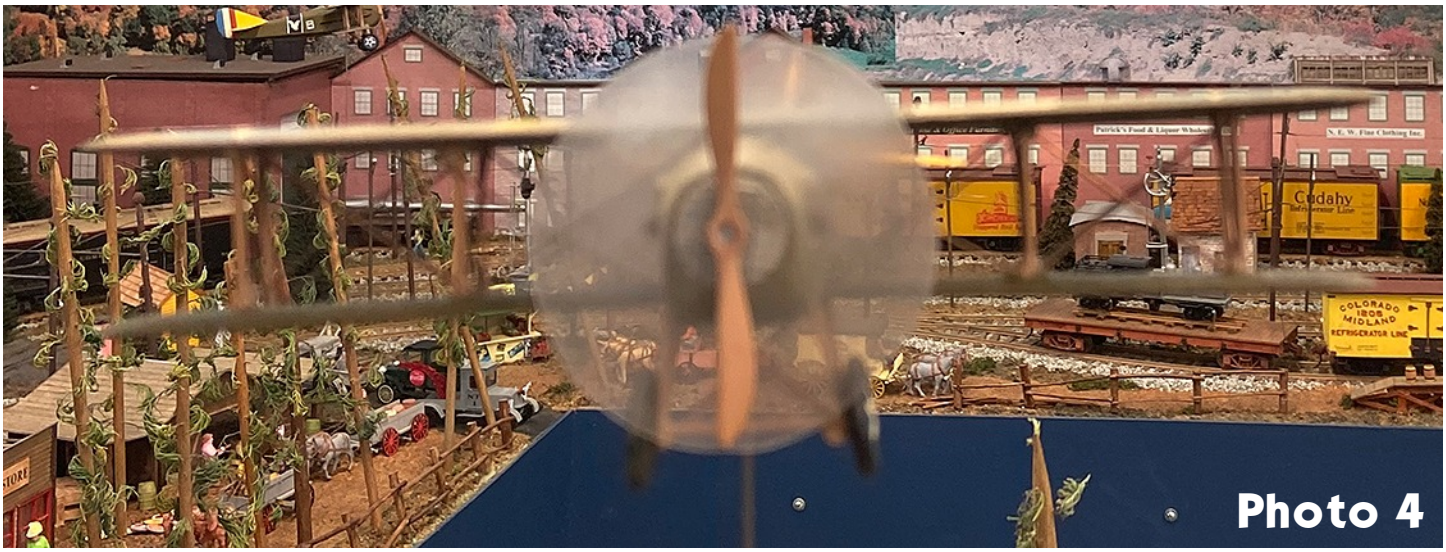
I had not previously built a model airplane, or anything in plastic for many years and it was a learning experience, particularly with what glue(s) to use. But I couldn't find a wooden model in my scale and did not want to scratch-build one, so I built the plastic kit. My problem now was how do I simulate the propeller in motion? I wanted the airplane appearing to really be flying. (Photo 1)

So I decided to try the advice of the modelers who responded to my post and here are my results. First, it was suggested by a lot of modelers that I use a round plastic disk. (Photo 2)

Other modelers said that I needed to scratch the disk with circles so it would appear in motion. I used course sandpaper on one side. (Photo 3)

Next a modeler suggested using the plastic sanded disk behind the existing Propeller.
(Photo 4)

Next a suggestion to not only make the propeller appear in motion, but also put an advertising message being flown behind the airplane. I just could not resist using the following as the advertising message, so check out the message: **Read "New Tracks"**. (Photo 5) Photo 6 shows another more up to date advertising message.)



A few modelers suggested I paint a thin yellow strip around the edge of the plastic circle to simulate how many airplane crews had painted the ends of the propellers yellow so ground crews could see that they were in motion. Here is my yellow striped disk. (Photo 7)

Several other modelers suggested I also paint swirls in a dark color , I used brown and painted the propeller and swirls on a disk. (Photo 8)

What do you think is the best simulation of a airplane's propeller in motion? I have my choice, and I really appreciate all the comments and suggestions I got from my original post.

But wait! "Prop Blur"? (Photo 9) I had several modelers say I should look at using Prop Blur. Never heard of this product before, but I found the company, the owner, and the product that would make my propeller appear to be in motion. It is also a company that offers other S and O scale products. Naturally, I had to try a Prop Blur out on my model.

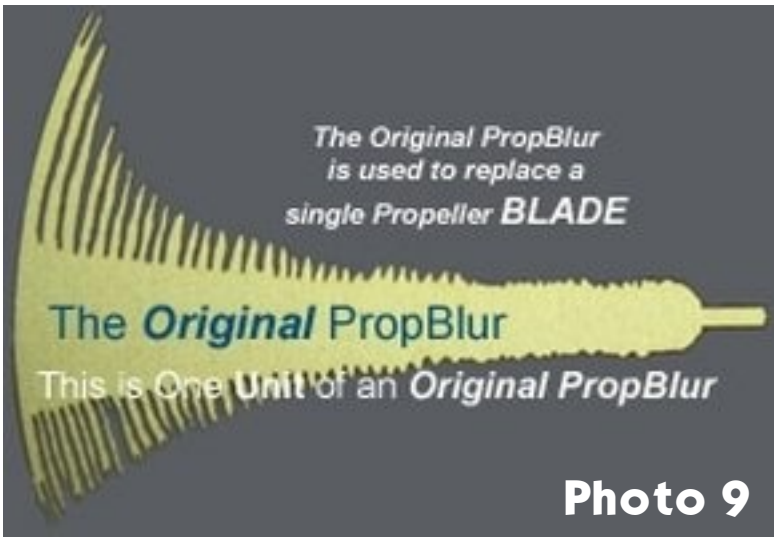


Photo 9

First I tried a two blade Prop Blur painted a wood color. (Photo 10). But if using 1 was good how about using 2 Prop Blurs. (Photo 11) is two with yellow tips. To my eye this looks more like videos I have seen of airplanes of this vintage in flight, and other modelers agreed. Thank you David Barnes, Owner of Prop Blur for getting my airplane actually flying. This experiment was sure some "New Tracks" for me. I also found a new mentor from an unlikely source for me, the scale model airplane hobby.

Because the owner of Prop Blur was so helpful to me in the search for an answer to making my

Photo 10


Photo 11

Scale rulers and etched prop blur propeller I received.

Some work from my firm has been used in models for over 40 major motion pictures. If you've seen the movie Independence Day, you have seen our work on the surfaces of the alien spacecraft.

My dad made models when he was young, in rural Missouri, in the depression, on the farm. He was fascinated with cars and airplanes, so he made models from scratch materials around the farm -thin wood from fruit crates, paper, etc.. I discovered a few of these in a box in the attic when I was about 9, and he and I bought a few cheap auto and plane kits, and built them together. I did not know why at the time, but my frustration with finishing (painting) the models caused me to lose interest in model building. It did not help that I was kind of a perfectionist with the patience of a kid, so that was that. The model planes hung in my room for years, and looking at the static props always looked wrong to me on an airplane model hanging as if it were in flight.

My dad was my mentor for modeling and engineering. The models I built with my dad were whatever was cheap. 1/72nd for most planes, although I think we did a flying fortress at 1/144th.

My company Prop Blur: PropBlur.com began in 1999 with the idea that I could combine my skills at etching metals (by that point my business partner and I had about 15 years of experience designing and etching various metals) with the nagging thought about my model airplanes with the static props - they just did not look right hanging on "display" with a static prop. They needed something, so I invented and made PropBlurs, which are etched in metal.. Others had used Plexiglas discs and some other methods to approach the problem in various ways, but I was the first to approach it by etching metal. Not everyone sees the effect in the same way my customers and I do, its a matter of opinion IF you like the effect that PropBlurs add to a model airplane. To

airplane really seem to be flying, and because he also supplies other S and O scale products, I want to introduce him and his company to you.

Please meet:

David Barnes Owner of Prop Blur

I am an average to below average skill modeler. I am color blind, which makes it tough to actually finish most models to the standards of today.

Mostly I have applied my engineering skills and production abilities for over 35 years to produce very fine photo etched model kits and parts for some very well known model companies.

me, live and let live. If you like them and you enjoy them, great. You can see some of the models my customers have built using PropBlurs at the gallery page on my site: PropBlur.com.

From the very start in 1999, I also make and sell a line of 6" and 12" scale rulers in HO, N, S and O scales. 10 years ago I expanded the rulers to include a rather new type of clear ruler: I call these Flexi-Pal Rulers. I offer them in 4", 6", 12" & 24.5" lengths, in the same four scales, HO, N, S and O.

Helping other modelers by mentoring: I encourage anyone who has a question to post it on my PropBlur Facebook page. Many of my customers check in there and help me answer questions and debate things. My customers are from all over the world, young and old, rich and poor. It is satisfying that I can make a product that satisfies my personal vision - something I wanted for myself 50 years ago as a youth, and make it myself and sell at an affordable price.

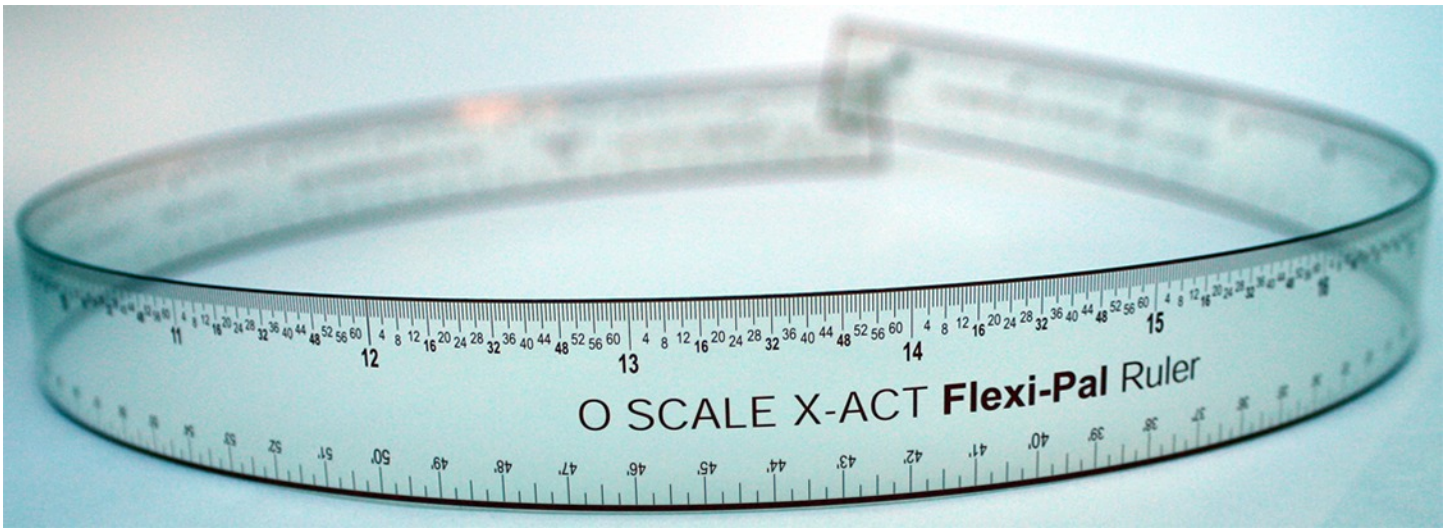
PropBlur.com is a "garage" business, a hobby. Like many small businesses in our hobby, the main purpose is really not to make money - it's a creative outlet for me. I have pledged to my spouse not to LOSE money though.

My gallery page includes a lot of pictures to inspire young modelers, and it includes some pictures of assembly techniques. The pictures are all from customers. I just hope people have fun with PropBlurs.

Photos: The photos I am most proud of are the photos I post on the website that are sent in by my customers. I will attach a personal picture of Mr. PropBlur standing next to a static P51 prop on Sparky, the Jelly Belly sponsored P51. I have always liked P51's. My wife entered a radio station contest and won a flight in the Jelly Belly P51, which she gave me for my birthday The picture is just before the flight. This was the best present ever.

In our conversation, I suggested David offer a contest drawing and he immediately agreed. In fact he told me he will offer a prize to three modelers drawn for the contest. So three lucky readers will win a 12" Flexi-Pal Scale Ruler in their choice of scale: HO, N, S or O scale by US mail.

How to enter David's Contest Drawing



To enter the PropBlur drawing, each modeler must complete the form here. The company will notify the winner and make arrangements for delivery of their 12" Flexi-Pal Scale Ruler in their choice of scale: HO, N, S or O scale by US mail.

I know that the three winners will find many uses for these scale rulers. Good luck to everyone who enters. Also, if you are thinking about modeling an airplane, don't forget to check out David Barnes PropBlur.com

Next up for me is to build is a 1930 airport for my town with a plane on the runway ready to take off. I want to find a wooden kit for the plane. Anyone have any ideas?

Now I want to change the subject and introduce you to Chris Coarse who owns Conowingo Models and moderates the "My Build" segments on my Zoom "New Tracks" Meetup shows.

Please meet Chris and see some of his models. If you want to see these in S scale, please let him know. Like anything else, products for S Scale will only be produced if S scale modelers show there is a market for them. Here is such an opportunity to have a new manufacturer enter the S scale market. Only you can make that happen.

Conowingo Models
Owner: Chris Coarse

I am Chris Coarse, owner of Conowingo Models. I model the Rutland Railroad in 1939, in HO-scale. Conowingo Models provides HO-scale and some O/On30 Gauge wooden building and railroad car products.

Me, taken by my brother Jim Coarse (Moonloop Photography) with the build of Bush's Mill.

I started like most, when I received a Tyco Silver Streak train set for Christmas as a kid. At one point, my dad bought me a Rutland Railroad boxcar- the same ugly green and yellow one that you can get anywhere now for $4.00. The significance behind the Rutland car is that my dad was brought up in Rutland, Vermont and his father cut hair across from the Rutland freight yard, which is now a strip mall. The barber shop is still there to this day.

I stayed in model railroading until my teenage years when nothing worked and the cars were all beaten. (Interestingly, not that much different than what typically happened with the Rutland equipment…)

I returned to the hobby in 2012. After a few plastic kits, I decided to take on Hydrocal® kits and wooden craftsman kits. The Downtown Deco Fallberg Station is one of my favorites.

In 2015, I was in Afghanistan and had time to build kits during off-duty hours. I had shipped myself some basic supplies and a few kits. I built a relationship with Jeff Grove (Carolina Craftsman Kits) via e-mail and was constantly ordering kits. I managed to build one kit per week. By build, I mean cut, glue, shingle and prep to mail it home for finishing. I didn't have paints over there because I didn't want to deal with paint going through the mail. A few of those kits still haven't been completed. Upon my arrival home, I met Jeff at Timonium.

As for learning techniques, the old phrase "If you're not screwing something up, you're not trying." applies. I'm a professional trier. Luckily, I haven't done too much damage. Most of my errors now are things I should've done differently in CorelDRAW on test builds. I do bounce a lot of things around to different people, specifically Jeff Grove, Mark Schreier (Foggy Mountain Models) and Steve Milley (Rail-Scale Models).

My Silver Streak train set was HO and in doing Internet research, it seemed to be the biggest selection of products. In hind sight, I think I would've gone with On30. I do like the funkiness of On30 and try to bring some of that to HO.

Conowingo Models Tenth Avenue House with the Ten Foot Waterwheel installed. This kitbashing was done at the urging of a friend, who used to own the Young Bean Coffee Shop. He wanted me to build a model of his shop. I tried to bring forth as much of the real business as I could and provide the same feel that the original had, despite being nothing like what you see here. Much of the signage is either from the original Young Bean or similar to it. Who ever thought of grinding coffee beans with a mill?

My first venture into O, along-side it's mini-me in HO. The Smokehouse. Having built the HO scale version made it easy to convert to O. There were no preorders for the kit, so it will sit for a while.

I started Conowingo Models a little over a year ago. I had spent some time with Jeff Grove because I had some building designs that I wanted to try to bring forth to the community. He suggested I look into going into business for myself and introduced me to Steve Milley (Rail-Scale Models) and Mark Schreier (Foggy Mountain Models). As it turns out, Mark is 30 minutes up the road. Several years prior, I had entertained the idea of a career change and heading into architecture. However, after looking into what would be required, and with a wife and kids, that wasn't going to work well. Eventually, I decided to try Conowingo Models as a way to do a little architecture and build a bridge-to-retirement. Production kits so far have been mostly HO scale, but I've done a few O scale kits and am open to expanding that line.

Conowingo Models has several product lines – Premium kits, Economy kits, Background flats, and rolling stock. As far as future plans, I've always got a bunch of different designs in various stages of development. Even I'm not sure what gets cut for testing next. I'll mix three ideas together and come up with who knows what…. My Website will provide you more details about my kits.

My first venture into rolling stock is the 24-foot flatcar. My intent was to produce a well thought out car that was easy to put together, modify and look good, regardless of a modelers' skill level. This kit comes with two modifications for logging. O/On30 is a possibility.

Bush's Mill – My first release. It has a unique basswood structure, covered with strip wood. You'll notice the water wheel is the same as on the Young Bean. I've been debating an O/On30 version.

As far as future development and scales, I'm always open to suggestions. I've had people asking about G and N. Right now, I think I need to get HO and O/On30 down. Once I've found the "secret decoder ring" on that, I can expand. But I would love to hear from S and O scalers.

Conowingo Models is located in Conowingo, Maryland, a short distance from the spectacular Norfolk Southern bridge that crosses the Octoraro Creek. The area itself is rich in railroad history. It used to be home to the Octoraro Branch of the Pennsylvania Railroad. A connecting branch brought basic trainees down from Wawa, PA to the Naval Training base at Bainbridge as well as servicing numerous factories and mills in Oxford, PA, Rising Sun, Colora, New Valley and Rowlandsville, Maryland before linking with the former Columbia and Port Deposit railroad.

For your information: My daughter asked me a while back where the Conowingo Models logo came from. Well, several years ago I read James Michener's "Chesapeake". It took a very long time to get through. Apparently, Michener's mother lived in this area and is buried locally. Thus, Michener spent time in this area. In the first chapter of "Chesapeake", there is mention of an Indian by the name of Pentaquod, who stole a canoe, sailed down the Susquehanna River, passed through the rocks at Conowingo and continued down to the Chesapeake. Depending on who you ask, Conowingo is either a Susquehannok word for "Where the water falls" or a quote from an Indian guide who, in broken English stated "canoe won't go", which sounds like "Conowingo". Thus, the logo is Pentaquod in his yellow canoe, escaping down the Susquehanna. Coincidentally, I own a sunburst-colored kayak that I've run from below the dam down to Port Deposit on several occasions.

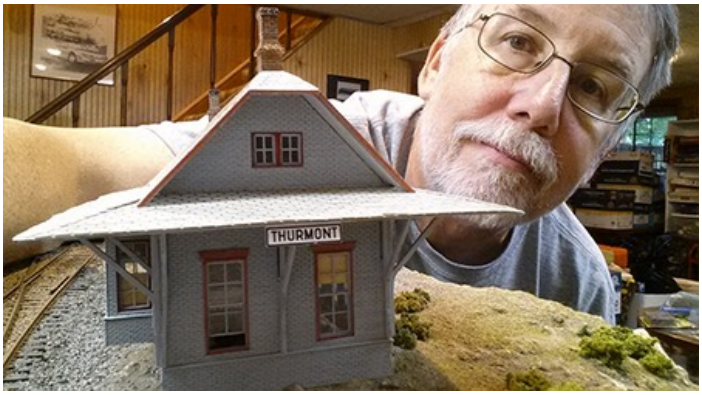
Thanks Chris for your interest and help with this article. To contract Chris, and I hope you do, please email him at Chris.Coarse@sscaleresource.com

Here is one of Chris's models that Greg Cassidy built. I love this model and Greg did a beautiful job building it. This is how the model was made into a Kit. This could be a S Scale model if enough of you want it!

On one of my recent Zoom "New Tracks" Meetups two modelers (Chris Coarse and Greg Cassidy) started discussing a bridge they were building and showed their

model. It was a covered bridge that was in very dilapidated condition and everyone had favorable comments to make about it especially me. I loved it.

Before the meeting was over, one of the modelers decided to offer the kit on a trial basis. His name is Chris Coarse of Conowingo Models. You just met Chris. Now, I want you to meet his friend who builds all of his test models. Please meet a very talented modeler and learn how he built a very unusual version of the bridge.



This is a photo of me at my layout. I took all of these photos.

Please meet: Greg Cassidy

As a child in the 60s, I had an HO train set running around on a sheet of plywood. I remember building some kits to make a small town, with Renwal's House Afire in the center. But soon I moved on to building car models and left trains behind. Then, after more than a decade of racing motorcycles, we had children. Once my son had shown interest in trains, I got him an HO train set when he was six. This was the early 90s, and we built a number of buildings for his town.

All the trips to Mayberry & Sons hobby shop led me to meeting a member of the Maryland Central Model Railroad club. That got me hooked. I started building my own layout in the basement as I was falling in love with the Western Maryland Railway. It wasn't a large layout, but I learned everything from my fellow club members and trial & error. It was largely completed in 2001 when I want back to the racetrack, this time with cars.

When I finally came to my senses in 2012, I realized what I had enjoyed the most from creating the layout was building structures. So, I have been working on craftsman kits for myself and others since then. For the last few years, I have largely been building kits of Western Maryland Railway structures put out by Medford Trains. My good friend Jim Coshun, who we just lost this February, ran that small craftsman kit company to provide WM fans with accurate buildings.

Having been a model builder before, plastic kits were easy. Learning to work with laser-cut and craftsman structures was different. Between learning on my own, and watching other modelers posting tips in Facebook and YouTube, I learned how to construct kits that I'm happy with. I must thank Jim Mayberry, the owner of that first hobby shop for getting me interested in everything that could be achieved in model railroading. I also must thank all my club member friends for all their advice when I was starting out. Lastly, there are the inspirational modelers online today who offer their advice and tips, they truly help to mentor us all. I work in HO mainly because that is what I started my son with. However, it is a nice compromise between the detail of O scale and for me, impossibly small size of N scale.

Photos of my layout.

I can only advise as to what works for me. Sometimes watching a master modeler do something makes it look easy. But I have found that many techniques take a lot of practice to do well.

Some of the later structures I've built and kept.

Above: A simple kit for shows when people ask "What does it take to build a craftsman kit"?

Left: Some of the kits I've built. Some of these are now on other people's layouts.

So now that you have met Greg, I naturally wanted him to show you how he built the bridge. But first I want to have Chris tell us why he developed the model and decided to offer it for sale.

Chris Coarse

I'm sure a few people out there know where the name came from. The idea for Crunge Bridge came from three sources. I like to combine things to come up with something totally different.

1. A while back, I saw a neat little pedestrian covered bridge that someone had posted photos of.
2. Being a fan of the Rutland Railroad, I've wanted to delve into building a covered bridge… Or several.
3. Lastly, someone had posted photos of John Allen's swayback boxcar. So, swirl these ideas together and there you have the story of a unique little bridge.

At some point, this tiny, poorly built, pedestrian bridge was allowed to go into disrepair. Despite this, it was still used until at some point, it was overloaded – probably with horses, which caused the bridge to partially collapse.

My intent wasn't to release this kit, merely to prove the concept of swayback. This concept eventually found its way into my line of flat cars. It probably wouldn't go on the 24-foot line, but the 36-foot line. I didn't think the kit would be marketable at all.

I had built two prototypes. I had gotten the idea that this might be something marketable, but I wasn't convinced. So, I sent a copy to Greg Cassidy. Greg not only proved that this could be believable, but encouraged me to take it to the next step. And took tons of photos along the way to show other modelers how to do it! That's huge!

This kit is made entirely of wood. It comes with Rail Scale Models Cedar Shake Shingles. https://www.rail-scale-models.com/ I'm working with Steve to possibly change the wood to either white oak or birch, so the shingles look faded from the get-go. It also comes with a jig to support the building process. As of the time of writing, there is a trial run of the kits available. List for the HO model is $55.00.

The future of the design will be determined by sales. If it doesn't sell, it won't go any further. I see it possibly going in either of two directions. Jim Kellow had mentioned a railroad bridge. I took a look at it and came up with a 50-scale-foot-long bridge that should support a single track and a train. I figured that a swayback railroad bridge would be inappropriate due to cost and the real estate it would take up. The second direction would be to take Crunge Bridge into either S or O.

Even though this was designed to be a bridge, I imagine people could convert it into a barn, workshop or house. All decrepit of course. Long story, but there you have it.
(Note: I asked Chris if he would definitely offer the kit in S or O Scale? He will If enough of you are interested and tell him you are. I am crossing my fingers that many of you contact Chris. We will see!)

Now let's watch a Master at work. Greg Cassidy's model of Crunge Bridge Kit by Conowingo Models.
https://www.youtube.com/watch?v=UCGkA2bTt6Y&t=3s

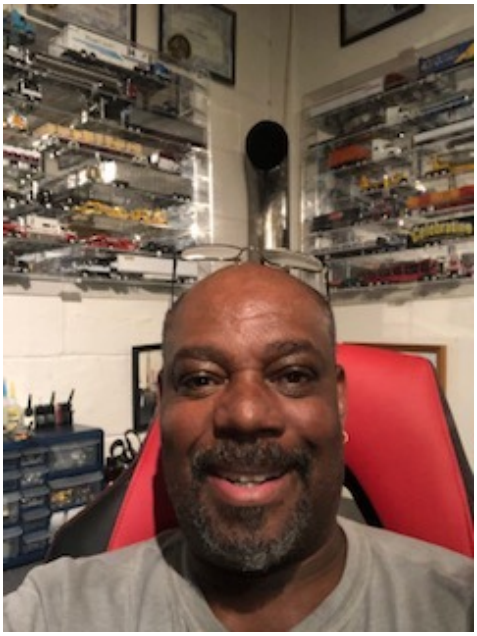
Here is how Greg painted the Crunge Bridge. In my opinion the painting really helps sell the dilapidated look of the model. Enjoy.

There is just nothing that is better than to watch a skilled modeler build something. But as Greg said we can all watch, but to do it ourselves takes a lot of model building efforts. We can all do it if we spend the time and effort to learn the skills Greg just demonstrated. I can't wait to see your interpretation of the bridge.

To contact Greg e-mail him at gcassidy2@verizon.net. (Dan give him email)

Next I want to introduce you to Alan B Briggs who builds 1/64 Diecast Model Trucks and Truck Stop Dioramas.

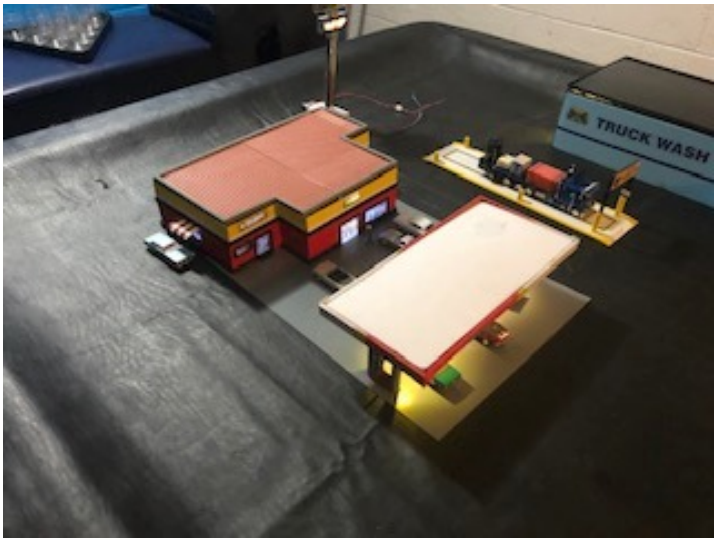
Alan B. Briggs

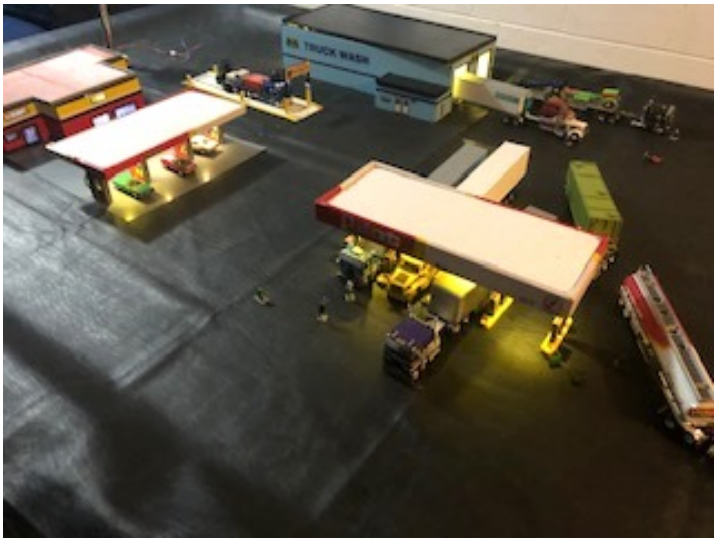


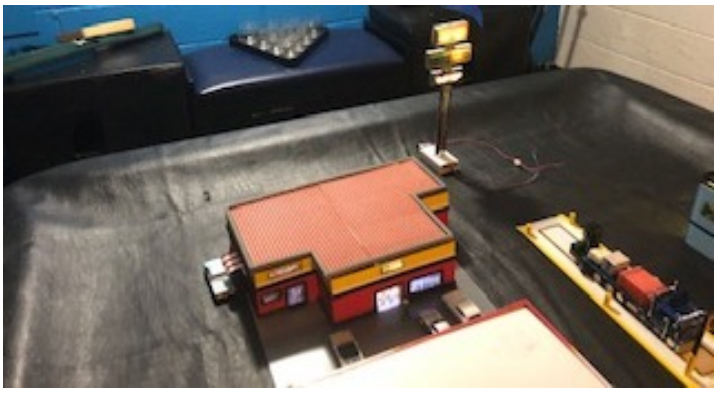
I started building models trucks around 12 years old. I learned totally by trial and if error after purchasing a 1/24 scale trailer kit that I thought included the truck. I enjoyed putting the trailer together and then had to work to save money for the truck itself. It was an International Transstar II. I did not follow the directions and didn't paint any parts until the model was complete. It was a pretty messy job, but I loved it. I experimented with other model scales for a few years. However, as a young adult, I hadn't the time nor space to continue to build or store my trucks.

When I settled into a home I started building again and I started with a 1/14 scale Tamiya RC. That was most exhilarating. I had to build the transmission and wire the entire rig from scratch. I was very proud of it, but that was a one-time project. It was way too expensive to complete, and space was again an issue. Eventually, I simply began collecting and displaying HO scale trucks and was content with the displays.
Until in 2012, I met a fellow who was building 1/64 Diecast Models Trucks. I saw his collection and realized this scale was perfect. Ironically, he gave me the an International Transtar II in 1/64. The 1/24 had been long lost. I've been custom building 1/64's for the past 8 years.

After joining a few diecast groups on Facebook, I started noticing the dioramas. I couldn't believe the intricacies of the builds and decided to purchase a setup for my trucks. Late last year, I mentioned my interest in the dioramas and my wife surprised me with a small portable table saw for Christmas. I watched a few YouTube videos on diorama building to see what kind of materials I should use and to understand the process.







Afterwards, I hit the craft stores, and the rest is history. I experiment with all kinds of paints and use materials bought as well as reinvented from things around my workshop.

My advice to all beginning in modeling is to be very patient with yourself. It is easy to get frustrated with having to redo wrong cuts and poor painting. Remember that Rome was not built in a day. Neither will your diorama.

Thanks Alan for your help and advice. You can reach Alan at Bernard.Briggs@sscaleresource.com.

Well that's it for this time. I need to get back to my workbench and build something. Please visit my Facebook page, Jim Kellow MMR, and Follow/Like it so we can stay in touch between articles, and you will be able to easily log into our Zoom "New Tracks Meetups" and Train Shows. Or log in to our website: NewTracksModeling.com and register to get a personal email about our events.

Thanks for reading this far and for traveling these "New Tracks" with me. I appreciate hearing any ideas for future articles. Best of luck with your modeling. Till next time.

WHAT'S ON YOUR WORKBENCH?

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

Willy Monaghan sent us a picture of his latest build. Just finishing the enclosed water tank at Edgewood on the Ulster and Delaware. There were only two blurry views of it in the corners of pictures of something else, and a location on a map. Combined with a picture of a somewhat similar one farther up the branch in Hunter, there was enough information to get close to what it looked like.

S Scale Shows & Meets

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

2021 Spring S Spree
April 29 - May 1, 2021
The 2021 Spring S Spree is an all S Gauge Model Train event. This hobby specializes in 3/16" model trains. The 2020 Spring S Spree will be held at the Veterans Memorial Coliseum located on the Marion County (Ohio) Fairgrounds. The address is 220 East Fairground Street • Marion, Ohio 43302
Website: https://sspree.info/

O Scale, S Scale, Narrow Gauge West
May 28-30, 2021
Hyatt Regency, Santa Clara
5101 Great America Parkway
Santa Clara, California
O Scale – S Scale – Narrow Gauge West is the largest 2-rail O scale convention west of the Mississippi, the largest S scale convention west of the Mississippi.
Email: info@oscalewest.com
Website: https://www.oscalewest.com/

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

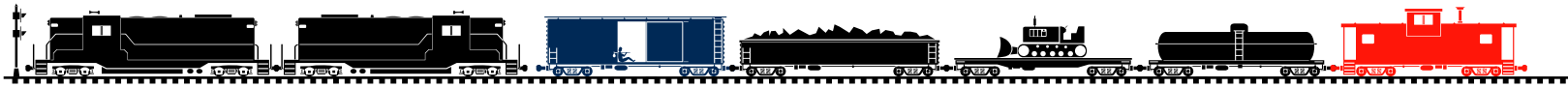
O & S Scale Midwest Show
September 17-19 2021
Indianapolis, Indiana

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

Early Registration through May 31st, 2021 is $20.00

Registration after May 31st, 2021 $25.00

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



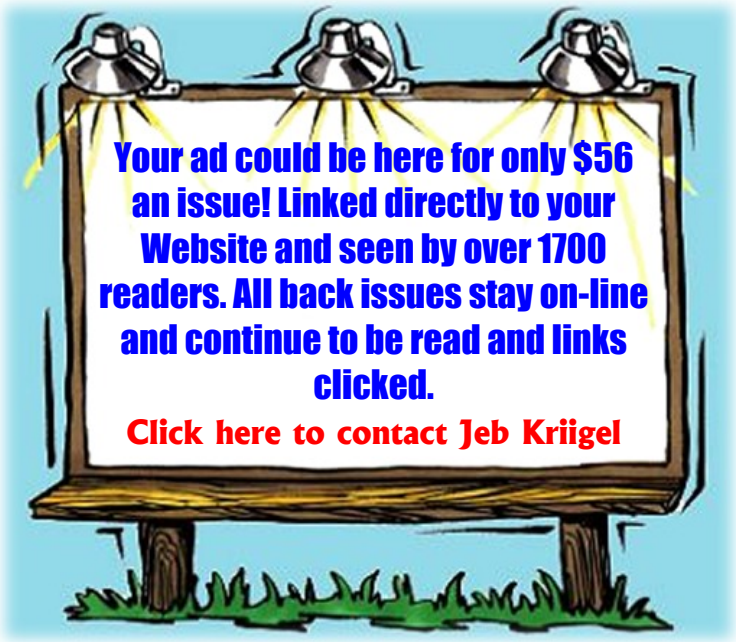
The S Resource — Classified Listings

News, Reviews, Information to Use

Manufacturers Dealers Pre Owned

Advertiser Index

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



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.