

THE

S

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

February/March 2021

Volume 7 No. 3

*We're putting the "modeling" back
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SCALE



**Freight Car Modifications Part II
So You Want an S Scale McKen Car?
Atlas O Scale Lumber Yard for S Scale
Coil Covers for Your Greenville Gondola
Building And Operating The St Agnes Railway
Shows, Meets and so much more**

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Published Bi Monthly

The Model Railroad Resource LLC
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Dwight, Illinois 60420
815-584-1577

February/March 2021
Volume 7 No. 3

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

A shot from Tom Lennon's article on Freight Car Modifications

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

From the Publisher's Desk



Well, it's a new year, and hopefully, a better one for all. Unfortunately, some shows are already canceled. The NMRA pulled the plug on their National. "The host committee of the 2021 national convention of National Model Railroad Association, Inc., NMRA 2021 Rails By The Bay, announced today that it has canceled its convention that had been scheduled for the Santa Clara Marriott Hotel & Conference Center on July 4-11, 2021. A multi-day video virtual event — which will retain the name NMRA 2021 Rails By The Bay — is under development." We'll have to see if any other major shows also cancel.

I am looking forward to the [NASG National](#) this coming August 3-7, 2021 in Buffalo, New York, as well as our show, O & S Scale Midwest in September. Not only do these shows provide us with seeing new products, learning new skills and the opportunity to spend our money, we also get to see old friends again. It's been way too long, but I'm hopeful things will be much better by the time these shows are held.

As you know, we are always looking for scale S articles, scenery projects, kit bashing and about anything else you can come up with. Share with us to continue to get the word out about scale S and its advantages. Our [October/November of The S Scale Resource](#) has (as of this writing) 2,255 reads. This is fantastic! We thank all of you who continue to spread the word.

How many of you have tried something new and it didn't work out? Maybe it was even an utter failure. I know I have, but I try to learn from my mistakes. Sometimes I make a similar mistake, but it's not quite as bad. My main theme here is keep trying! With enough practice, you will achieve something you can be proud of. That's why when we publish articles, we like to publish the way things are done, not just a final pretty picture of the completion. On that note, please encourage others that may not have your expertise or experience. The best thing about this hobby (and really any hobby) is sharing your trials, errors and successes with others so we can all learn from each other. That being said, keep modeling & continue to send us pictures of your projects so we can share them with the modeling community. Send them to: daniel@modelrailroadresource.com

Some great new products have been announced this time around so be sure to check out the *News You Can Use* section. One of the new products is even featured in an article by Jim Kindraka in this issue. How's that for timing?

Once more, let me plug the O & S Scale Midwest Show September 17-19, 2021. We have an early admission deal going on through May 31, 2021. [Check out the flier on page 2 of this issue](#), and also the Website at sscalemidwest.com.

Happy Reading & Happy Modeling,

Dan Dawdy



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NEW COLORS

FEBRUARY, 2021

- TCP-378 BNSF- Intermodal Brown
- TCP-379 TTX Leasing- Intermodal Yellow

MARCH, 2021

- TCP-380 Central of New Jersey- Blue Comet Blue
- TCP-884 Flat/Brushable Providence & Worcester Brown
- TCP-885 Flat/Brushable Burlington Northern- Green

FEATURED RELEASES

- TCP-061 BNSF- Orange
- TCP-062 BNSF- Green
- TCP-067 Burlington Northern- Green
- TCP-086 Chicago, Burlington & Quincy- Red
- TCP-240 CB&Q, FW&D, and C&S- Freight Car Red, 1945 to Current
- TCP-241 Burlington Northern- Executive Green
- TCP-242 Burlington Northern- Executive Cream
- TCP-329 Chicago, Burlington & Quincy- Gray, #1
- TCP-330 Chicago, Burlington & Quincy- Gray, #2
- TCP-331 Chicago, Burlington & Quincy- Gray, #3

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RIVER RAISIN MODELS
riverraisinmodels.com

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 Craftsman 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.

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In Memoriam

An outstanding modeler and one of S Scale's more unique personalities was sadly taken from us last August. Robert "Bob" Nicholson of Fort Madison, Iowa died on August 13, 2020 after contracting COVID-19. Tragically, Bob's wife Sandy also succumbed to COVID-19 three days prior to Bob.

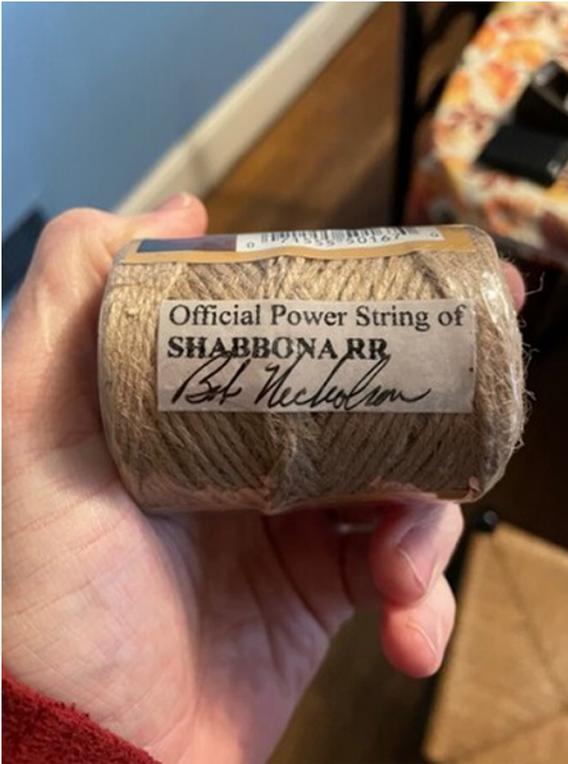
*IN LOVING AND
GRATEFUL MEMORY
OF
Robert "Bob" Nicholson
1941 - 2020*

Bob not only enjoyed S Scale model railroading; he loved to railfan and photograph trains and was one of those lucky people who actually lived his passions,

working as a conductor and locomotive engineer for the Santa Fe Railroad, Keokuk Junction, Chicago Central, Illinois Central, Canadian National, and Illinois Rail Net. His modeling focused on his own Midwestern prototype "Shabbona" railroad. Bob was very active trading his home road name with others and you can still see "Shabbona" reporting marks on many S Scale layouts. He was known for building exquisite models; his finished models of challenging Locomotive Workshop brass diesel kits set a high standard for construction of

R.B. Nicholson, Finding Tunkhannock, July 1981





Official String autographed by Bob Nicholson, Photo by Jamie Bothwell

early S Scale diesels. His modeling work and some views of his Shabbona layout can be found on the NASG web site at: https://www.nasg.org/Layouts/S/indexNicholsonBobNShabbona_Railroad.php

Bob had his impish side too. Not an adopter of DCC, he poked fun at many of its early programming deficiencies. Another prominent S Scaler suggested Bob should pull his trains with string instead. He was instantly labeled “String Bob” and, rather than take offense, Bob reveled in it! He enthusiastically adopted the moniker and, in doing so, challenged all of us to think more practically about the hobby. He enjoyed the notoriety and even provided “official string” at one convention for auction. There is a published NASG *Dispatch* photo of Bob “pulling” a prototype diesel with a rope at the 2010 Duluth Convention – all great fun!

As a practical, common sense guy, Bob would think through problems and come up with a solution or a “better way” to solve it. He always loved his expeditions with friends to chase down an old rail bed or historical saga, especially trains of the west or narrow-gauge. Today, many may not know about some of Bob’s early influences. In the late 1970’s he traveled extensively with Don Heimburger to NMRA events to promote S Scale. At the 1980 NMRA NTS in Orlando, Bob had a long discussion with Bruce Giles of ALCO Models, challenging Bruce to rethink his

Bob Nicholson, Relaxing at Horseshoe Curve, July 1981



attitude toward S Scale. Bruce accepted the challenge and from that encounter, ALCO Models successfully imported the S Scale RS-3, the genesis of many S Scale brass models, from several builders.

In his retirement years, Bob maintained correspondence with his many friends. After his layout was dismantled, he began modeling small British HO switching scenes on a bookshelf in his living room. He continued to write of his 12" to the foot gauge career, stories published in magazines as diverse as the *Dispatch* and Kalmbach's *Trains* and *Classic Trains*. Bob was a witty, creative, and extremely talented individual. Those of us who knew him, will always treasure our times with him. The enthusiasm and good humor with which he approached S Scale, and life, should make us all smile.

Jim Kindraka

Jim also sent along some shots of Bob's layout before it was taken down.



Shabbona RR LWS FA2 Entering Terminal Yard, August 2015



Above: LWS RS-1, built by R.B. Nicholson

Below: David Held Boxcar & Jerry Schnur Hopper on Shabbona RR, August 2015





Frank Titman Hopper on Shabbona RR, August 2015

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

NEWS, REVIEWS, INFORMATION TO USE

HERE IS HOW TO CONTACT US:

Phone: 815-584-1577

FAX: 800-783-0127

**Email: amy@oscaleresource.com
daniel@oscaleresource.com**

**Mail: The Model Railroad Resource LLC
407 East Chippewa St.
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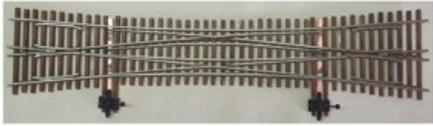
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NEWS YOU CAN USE

William Mosteller of Great Model Railroad Decals has Louisville and Nashville baggage, dormitory, RPO, and REA car decals, in dulux gold, are available in S-scale (set # 147)

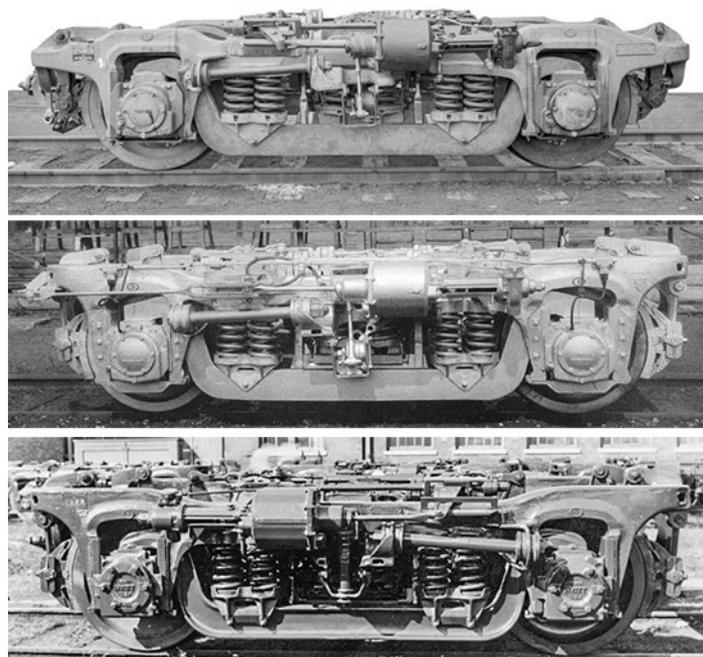
And the following roads used the 41-N-11: ACL, B&O, C&NW, C&O, CB&Q, D&RGW, DL&W, Erie, FEC, GN, Illinois Central, L&N, N&W, NYC&StL, Pere Marquette, PRR, RF&P, SAL, SP&S, Southern and WofA.

Other roads, notably the New York Central, Southern Pacific, Northern Pacific and Kansas City Southern used the earlier and nearly identical 41-HR or the 41-N truck, which featured 5-1/2" x 10" roller bearings while our proposed trucks used 6" x 11" roller bearings. They're almost indistinguishable.



The sheet includes L&N road names, baggage, dormitory, RPO, and REA labels, and road numbers. Each sheet does two cars. Artwork by Curt Fortenberry.

Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031 for \$18.75 each.



Prototype photos

Daniel J. Navarre from River Raisin Models is in production of three brass, fully sprung, inside swing-hanger lightweight 4 wheel Passenger trucks: the 41-HR-11, which was used under more Pullman-Standard, Budd and ACF-built LW cars than any other 4-wheel truck during and immediately following WWII, and two versions of the 41-N-11, the most popular post-war 4-wheel truck.

Bottom line: nearly every major railroad in the United States used the 41-HR-11 or 41-N-11, or nearly identical variants.

As per Pat Wider's great article, "Lightweight Passenger Car Trucks," in *Railway Prototype Cyclopedia, Vol. 6*, the following roads used the 41-HR-11: AT&SF, B&O, C&NW, Erie, Illinois Central, Rock Island, MKT, Missouri Pacific, Pullman and the Union Pacific.

These trucks will be built by Boo Rim Precision from General Steel Castings erecting drawings and Pullman-Standard builder's photos to the exacting standards you expect from River Raisin Models. These are in production now with expected delivery by June.

See our website for additional information and reservation form [Check out our website for more information.](#)

Also note that the website now has photos for all our brass detail parts. No more guessing on what you are ordering.



[The Association of Professional Model Makers](#) is pleased to announce the appointment of Jim Kellow as APMM Model Railroading Ambassador.



The APMM is the only organization exclusively for professional model makers. We believe there is no better place for the brightest and most experienced professionals, students, educators, along with the best vendors of materials and equipment to interact and share ideas within the model making community.

Jim holds the National Model Railroading Association status of Master Model Railroader and brings to his new position within the APMM community great knowledge, energy and enthusiasm for sharing ideas and technology. His community focus, knowledge, high quality skills and work as mentor to young model builders supports many of the missions of APMM.

The APMM is an international community of nearly 600 professional model makers, including

students, educational institutions, freelance shops and corporations. We represent and unite specialists in diverse fields including architecture, automotive, consumer products, displays and dioramas, engineering prototypes, film/special effects, industrial design, and toy sculpting.

We provide members with opportunities to interact with their colleagues through a range of membership options: student, professional individual, model shop/studio and group memberships. Our members are involved in and remain at the forefront of technology and industry advancements, while developing professionally and through organizational leadership opportunities.

APMM Ambassadors work to strengthen the connections among these diverse model makers across the globe working in model making and prototyping fields. The APMM Ambassadors leverage their notable professionalism in the many model making branches to help the APMM unify our trade community.

APMM is honored that Jim Kellow will serve in this important ambassadorship. For more information on the Association of Professional Model Makers, visit: www.modelmakers.org



[John Agnew from Railmaster Exports](#) sent us an Email with a large list railroad books. He has some 500 plus worldwide RR books including many USA roads. Well over 500 listings. Drop John a note for his list at: john@railmaster.co.nz And of course he is still making S scale kits for Yankee modelers.

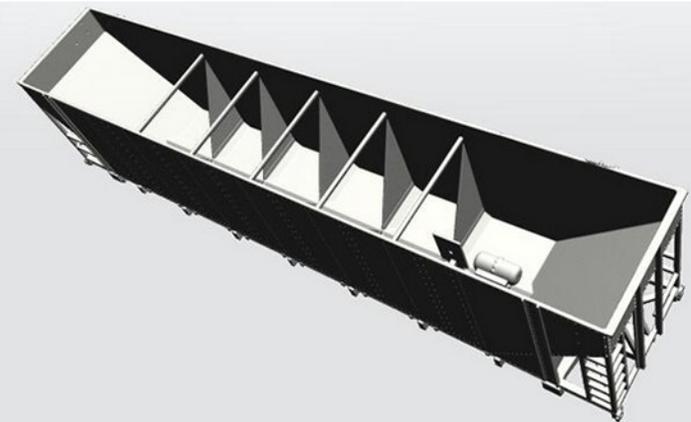


[Seaboard Shops](#) has released an S-Scale Greenville 5400 (w/ coupler pockets).

Greenville 5400 cu. ft. woodchip hopper built for the Seaboard Air Line and other roads. These car survived into the Seaboard System era w/ some receiving Seaboard System paint before being retired. Cars can be completed in a number of different schemes including both SAL schemes, SCL patch jobs, both SCL schemes, and SBD. Items needs to complete car are trucks, brake wheel, couplers and weights.



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Not a Photo



See their store for more information.

64-DP-404 Equipco 3450-A brake wheel and housing (2 pcs; 4 car's worth), 3D SLA Printed with Tichy blackened chain ... \$15.00

64-DP-405 Miner D-3290-XL brake wheel and housing (2 pcs; 4 car's worth), 3D SLA Printed with Tichy blackened chain ... \$15.00

64-DP-406 Universal 5700 XL brake wheel and housing (2 pcs; 4 car's worth), 3D SLA Printed with Tichy blackened chain ... \$15.00

See their Website for more details.



Tru-Color Paint has new product information for the railroad and brushable paints and aerosols for February-March, 2021.

February 2021 Railroad:

377- Seaboard Coast Line- Red

378- Burlington Northern/Santa Fe- Intermodal Brown

Aerosols

4016- Matte Aged Rust

4017- Pullman Green

March 2021 Railroad:

380- Central of New Jersey- Blue Comet Blue Brushables

884- Flat/Brushable Providence & Worcester- Brown

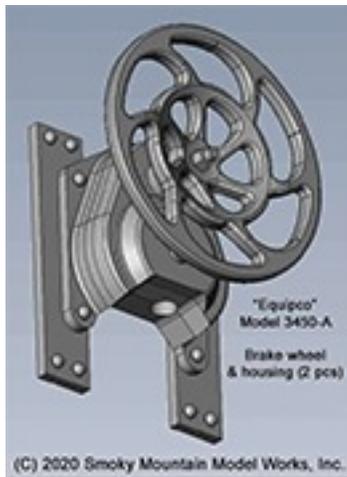
885- Flat/Brushable Burlington Northern- Green Aerosols

4018- Reefer Yellow

4019- Matte Earth

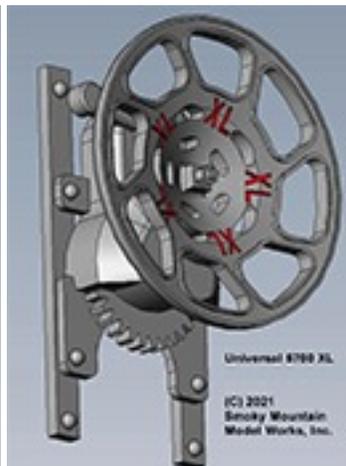
We are always open to new ideas for paints. If there are colors that your readers need but aren't made, have them shoot us an email at tru.colorpaint1@yahoo.com. If we can find enough information on the color, we could put it in the next year's production schedule.

See their Website for all thier wonderful products.



Jim King from Smoky Mountain Model Works, Inc. Has announced new Brake Wheels/Housings.

Parts are 3D SLA printed in clear resin. Wheels and housings are separate pieces. Each set will detail (3) cars and includes non-blackened chain. \$15.00 per set.



ANNOUNCING: Limited Run S Scale Model Structure based on John Armstrong's Model of Nighthawks Inspired by the Edward Hopper Painting and presented by Wit & Wisdom Models .

One of the best-known structures in model railroading is the O Scale (1:48) model John Armstrong built based on the Edward Hopper painting Nighthawks. Wit and Wisdom Models



The complete scene

understand the model and what is special – indeed unique – about it.



Café building only.



Detail from the complete scene

(W&W) is producing a limited run of this famous model based on John's original drawings and with the permission of the Armstrong family in S Scale. This is a very special model with a fascinating back story.

The kit is designed and produced by Right on Track Models. It is true to the dimensions and layout of the Armstrong model and has all of the details of the original, including signage, café interior details and custom sculpted and cast figures. It comes with detailed instructions and is an easy build. Photographs of the pilot model illustrate the care and fidelity to the original designed into the kit.

The kits are in stock now for sale beginning January 2, 2021. The inspiration for the model and the story of how it was built is important in order to

You order order the complete scene or just the Café only. The complete scene in S scale (w/ adjacent and background buildings and street) is \$220. The cafe building only is \$140.

Send an email to David Vaughn at witandwisdommodels@gmail.com. Identify yourself by name, email address, shipping address (include zip code or international equivalent) and list what you want to order. David will set aside the kit or kits you order, subject to availability and will get back to you to confirm and provide shipping information. Note that the kits are big and heavy (they are S Scale after all!) and the shipping won't be cheap. The response will include shipping information, to whom to make your check payable and where to send it. No credit cards and no PayPal at this time.



[William Mosteller of Great Model Railroad Decals](#) just sent us another update. Decals with the distinctive New York Central Budd car safety striping, in black, white, and red, in S-scale (#57), are available from Bill Mosteller, Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031. The sets cost \$17.49, include NYC road names and numbers, and each set does one Rail Diesel Car. PayPal accepted. Dealer's inquires welcome.

"The New York Central's Budd rail diesel cars were delivered without the distinctive safety striping. After car M-498 was destroyed in a grade crossing accident in 1960, the railroad applied the zebra end striping to improve the cars' visibility. Additionally, Penn Central applied these stripes to post-merger New Haven Budd cars. This decal is in memory of Walt Danylak of Syracuse, NY."



[Steve Wolcott from Pre-Size Model Specialties](#) has released Coil Covers for the Greenville Gondola.

In 1987, 200 Greenville corrugated gondolas were converted to carry steel coils or plate. This meant covers for the gondolas to protect the steel from weather. These 2-piece covers are still in use today. This cast resin kit is designed to fit the Greenville gondola kit offered by Pre-Size Model Specialties and sold separately. It is a relatively simple kit to build. Decals included. For more information, instructions and ordering go to [our Website](#). Price is \$38.50 with free shipping.

Also see Jim Kindraka's article about building these in this issue!



[Sherri Johnson and Yolanda Hayes from CatzPaw Innovations, LLC](#) know a good thing with the see it!

"It is our privilege to present to you "Bernie Sitting" in a folding chair. A life like sculpt of the now infamous photo of Bernie Sanders as he sat and watched the Presidential Inauguration January 20, 2021. Bernie and the folding chair are separate sculpts, place Bernie in the chair or place Bernie anywhere. Printed in DLP resin;

color may vary." Each package includes one (1) Bernie figure and one (1) folding chair. Figure comes unpainted.

[See their Website](#) for Bernie and all their other great products.

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BUILDING AND OPERATING THE ST AGNES RAILWAY

By Trevor Gibbs

Editors Note: Trevor has authored other articles for us, but this is a little different. While the layout is not S scale, the article touches more on layout concept and design. Well worth the read no matter what scale you model in.

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...



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!

my home built inertia throttle of the time which led to a couple of near disasters.

I originally 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 and 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 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 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 bit on the back burner 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 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. Anytime I want to go back to Canada, 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. It will never be finished, and I will probably never have the time needed to finish it. However it is a hobby, and the healthy part is that I have been able to walk away from it when I need to.

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, Locomotives for either Port Pirie, Broken Hill or Adelaide were stabled and/or serviced etc

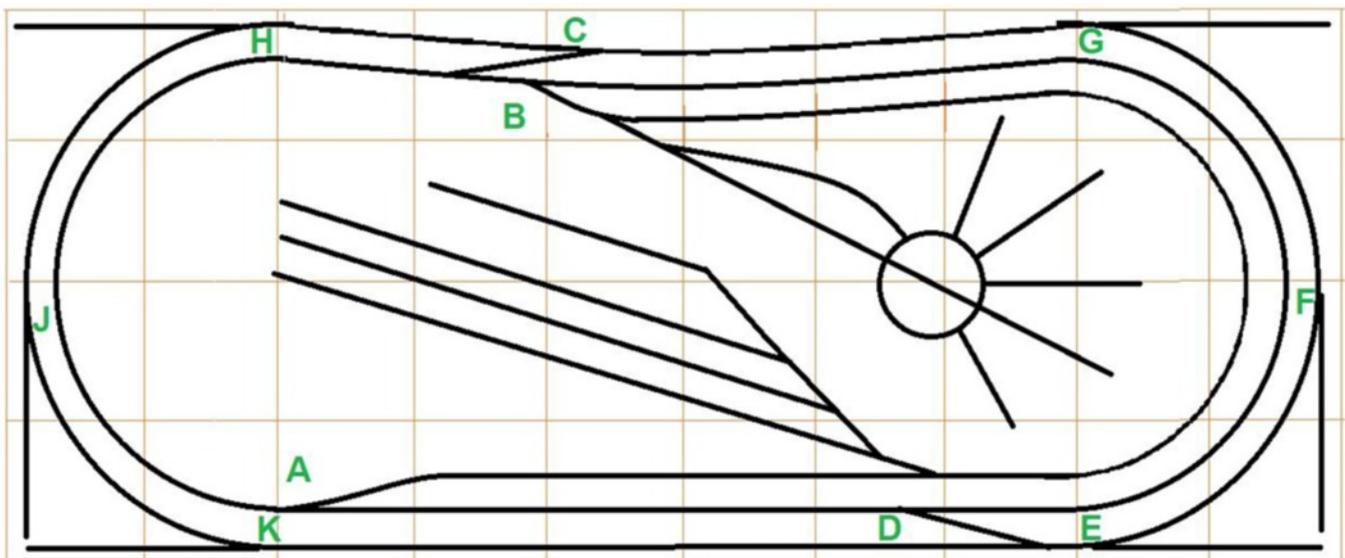
So taking that theme and bending to suit Mr Seely’s advice, my layout now represents 2 terminals, 5 mainline stations, 4 interchange points and two branch line destinations and about 18 scale miles of track ... all on a 4x8! OK so how did it happen to get that “big”?

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.

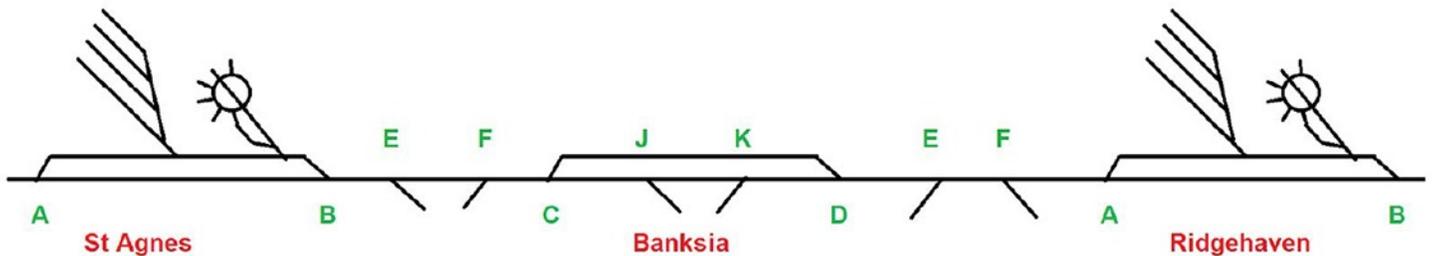
My friend, Wayne Hoskin, was visiting at the time of finishing the track layout so we spent the best part of the rest of the afternoon operating as per Seely’s first operating scenario as a local freight on a shortline. We set up freight cars in the different sidings set out from one “end” of the layout and back switching all the sidings.

My plan at the time was this 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.



THE BRANCH LINE

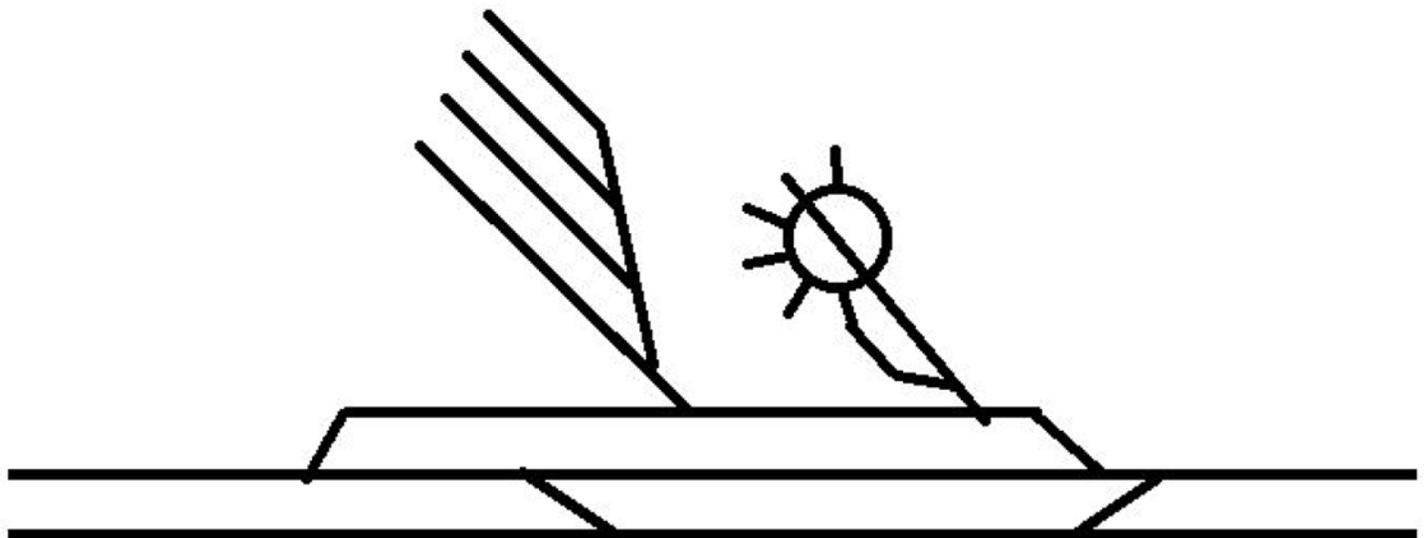
The article worked on the idea of a layout growing its trackage which meant that the roster grew over time with the idea of one loco, such as a GP or SW engine, and say a dozen cars. Six or seven of these were taken in one direction, switched into spurs en route and cars picked up. I did have more cars 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 Wayne and I did that wet July afternoon back in 1974 for a very enjoyable 90 minutes or so. And that was with one train!!



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.

This 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.



Seely’s article suggested making up a train in the yard area 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 cars etc then repeating the cycle.

BY 1979...

I had met my wife, married and moved from Adelaide to Melbourne and had no space for a layout. After a few months, she saw I needed the outlet and allowed a simple 6 x 3 board shape in our apartment... it was tight, but a 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.

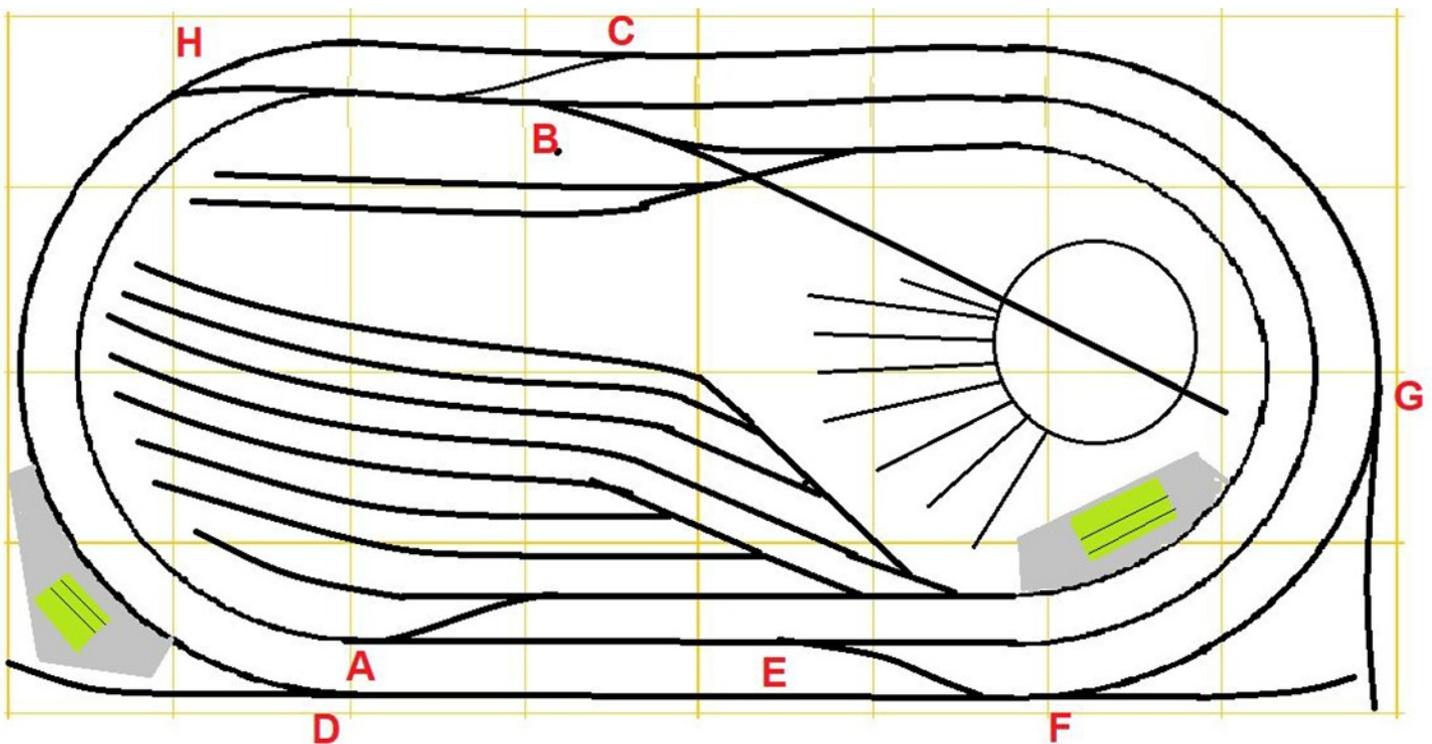
Personally, I found working with N scale too small for me. I did not invest a great deal as my brother had dabbled with N scale so I had added some track, some rolling stock, a Minitrix 0-6-0 and a new motor to replace one of his burnt out diesel motors. But it did allow me to railroad for 3 years of 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) 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 that which I could reach easily and, as the Northwest corner (which was actually in the NW corner of the room the layout 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...



Let's take a look at some of the layout images and operations that Trevor sent along. The hope is that you can see his thought process, and hopefully help you in your layout design, no matter what scale.

| TRN NO | Loco | From | To | NOTES |
|--------|--|------------|------------|---|
| 1 | CN 6516 plus up to 12 cars + van | St Agnes | Ridgehaven | <i>Previously crossed freight at St Agnes is switched and sorted and a new consist started to be made up. Loco from freight stabled. Train 1 can switch any or all stations en route. Crosses Trn 2 at Ridgehaven</i> |
| 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 <i>Crosses Train 6 at Ridgehaven</i> |
| 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 | <i>Crosses Train 8 at Ridgehaven</i> 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... |



CP Switcher 6701 has travelled from Ridgehaven to Banksia to deliver a rake of cars to the second siding for a later Westbound train as a transfer run.



6701 has delivered the cars which will "somehow or other" be at "Ridgehaven" when 6701 returns there on the Westbound train that it will cross there.



The loco has retrieved the caboose (van), placed it on the cars from the other road, and put the train in place ready to return Eastbound.



While 6701 is doing its stuff at “Banksia”, Algoma Central 152 is waiting for its turn to head West, idling by a coaling tower it does not need. CN 4346 will finish its switching, after which 152 will head to its train and wait for 6701 to arrive at Ridgehaven. CP3002 in the foreground is facing the other way because it is positioned at “St Agnes” loco depot, set up to head East as are about half the locos in this place on the layout.



The CN unit is preparing to back onto its train at Ridgehaven while CP 4068/4070 head the Eastbound “Canadian” pulling into Banksia - or any of the other intermediate stations!



Later in the "day", 152 has stopped at one of the intermediate stations on its way to St Agnes. It will cross an Eastbound there, and its train reshuffled to head further West while the Eastbound makes its way... a fairly continuous cycle.

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Coil Covers for Your Greenville Gondola

A Look at the New Pre-size Model Specialties Kit

By Jim Kindraka

As the number of boxcars continues to decline in the modern North American rail car fleet, the number of gondolas increases, and more shippers are using covers on their gondolas to protect loads during shipment. Gondolas carry the most diverse loads in the fleet, pretty much anything and everything that does not have a specific freight car to carry it! Loads can range from scrap, aggregates and ore to slabs of iron to ingots of expensive metals to finished components destined for construction or the next step in a manufacturing process. Some gondolas are carrying low level radioactive ores under covers.

Gondolas carrying strategic metals, like copper, nickel or zinc, require the materials to be protected from the environment, especially in the ingot and finished stages. Gondolas can also be used to move coiled or plate steel and wire, where protection from the environment is advantageous. More recently, movements of contaminated soil and aggregate have developed, the so-called “dirty dirt gons”, and again, containment and protection from the elements is paramount.



Photo 1

Photo 1: MP 951031, a 53 ft Greenville Gondola with load protecting covers in place. This car carries a UP herald, but retains its original Missouri Pacific reporting marks. Geneva, Utah, May 1994. Jim Rose photo, used with permission.

A few years ago, [Pre-Size Model Specialties](#) introduced a kit for the 53' Greenville Gondola, a more contemporary model in S Scale. Recently, Pre-Size added a kit for a cover to fit those Greenville Gondolas.

The cover is a simple resin kit. Parts of it use master patterns created in 3D, but Steve Wolcott of Pre-Size incorporated PVC pipe for the curved top. That provides an exceptionally smooth surface, free of resolution lines that need to be sanded off on many 3D curved surface items. The combination of parts can easily be

Photo 2

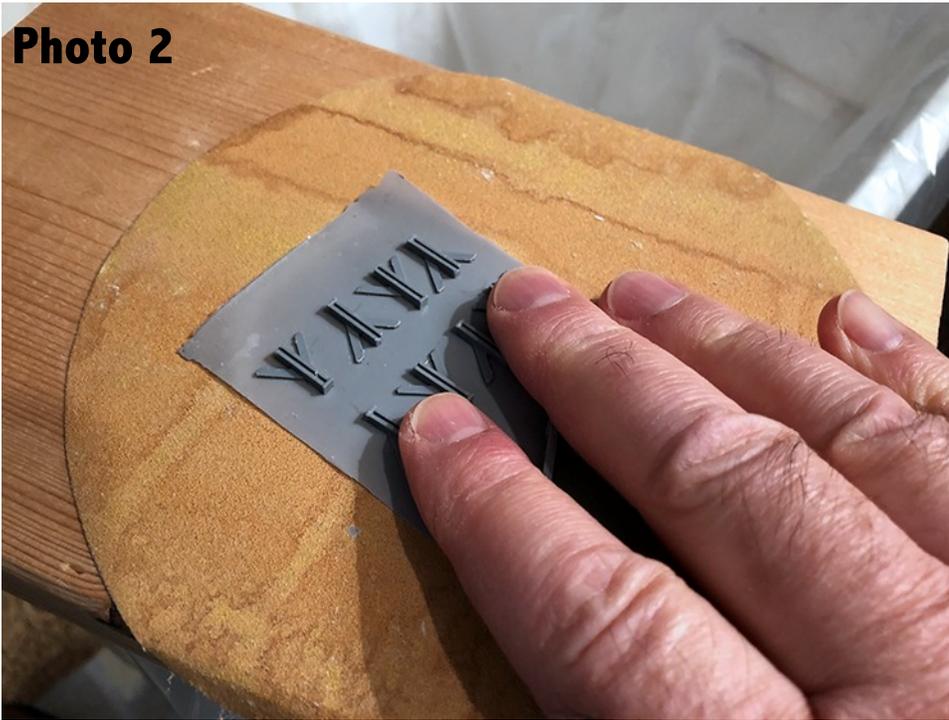


Photo 2: The resin sheet with parts attached is placed on a flat disk of abrasive and swirled to sand off the resin backing and free the parts. The sanding disk is glued to a piece of wood as a backing for the work.

You can check them out at: <https://www.pre-size.com/products/PS591Instr.pdf>

Start by removing the smaller parts from their resin backing by swirl-sanding them on a piece of medium grit sandpaper affixed to a wood back. I use automotive body shop disks. It is a bit messy, but done over a wastebasket or outdoors, it is not bad. I never cut resin parts from their backing! Once you sand for a while the parts will just lift out and leave a “shadow” behind, see photos 2, 3 & 4. The main cover parts were virtually flash free on my kit, any little bits could be easily taken off with a few swipes of a small file.

Photo 3



Photo 3 & 4: Partially through the sanding process and some of the parts are already coming free. Sanding resin this way can create a lot of dust, so it's best to work outside or over a waste bin of some kind. When complete, the parts will fall out and literally leave the “shadow” behind.

Photo 4



assembled in one evening. I finished mine while watching the first half of an NFL football game!

To begin, I would urge modelers to review a series of great articles Glenn Guerra wrote for *The S Scale Resource* on resin kit building. Many of the techniques Glenn explains are helpful on this kit, and it never hurts to “refresh” your knowledge of techniques. Those articles are a 3-part series in the April/May through August/September 2015 issues and are still available on-line at: <https://sscaleresource.com/WP/back-issues/>

Steve has prepared excellent instructions for the kit, available on-line at the Pre-Size web page. His instructions include some good photos to keep things clear.

Attach the stand offs to the covers using your favored resin adhesive. I use Zap-a-Gap Medium CA. The covers have a gusset for each stand off molded in place, so fitting is easy, and the gussets help keep the parts in the proper vertical orientation. A real plus is Pre-Size supplies precut, pre-shaped hand grabs for the ends and the resin parts come with dimples to locate proper positioning when drilling holes for the hand grabs. I used a #76 twist drill bit and some beeswax for lubricant.

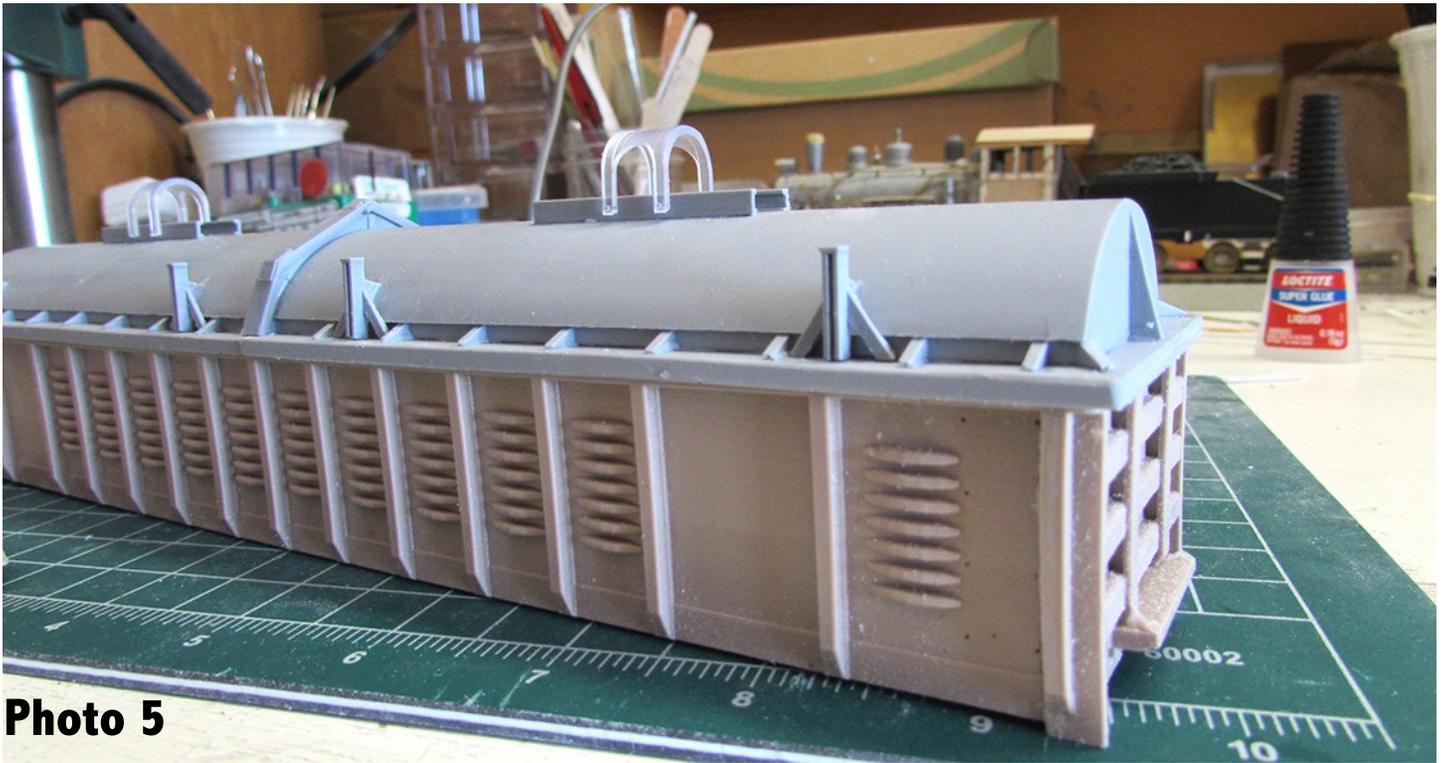


Photo 5

Photo 5: Photo of the cover during the building process. The stand offs are in place and you can just see the hole in the end gusset for the hand grab provided.



Photo 6

Photo 7



Photo 6 & 7: Pre-Size placed dimples on the ends to locate holes for the pre-formed hand grab supplied in the kit. I drilled using a #76 twist drill. Photo 7 shows the dimples that are provided on the top of the cover for placement of the lifting brackets, again a great advantage for getting their alignment correct.

I painted my covers red oxide and will wait to letter until nicer weather gives me a chance to do some weathering. Pre-Size supplies the proper decals to indicate which cover is removed or replaced first. The covers can have various other lettering depending on the owners of railroads involved. You can check on-line photo sources for those variations.

Photo 8



Photo 8: Construction and painting are complete, all that is left is decals and some weathering.

Steve at Pre-Size also plans to offer the covers shortened a bit to fit the S Scale America Thrall 2743 Gondolas. Their use on those prototype cars is also fairly common. A prototype photo of one is attached. A modeler could probably shorten the covers to fit the Thrall gondola themselves, but it is helpful, and far less messy, that Pre-Size has planned to do it for us! A nice little kit to continue adding diversity to a modern freight car fleet!

Photo 9



Photo 9: Prototype photo of Davis Joseph Transportation Inc., Thrall 2743 gondola DJJX 19187. Gondola is equipped with the coil cover being done by Pre-Size Model Specialties for Thrall 2742 gondolas. Ludlow, Kentucky, August 2019, photo courtesy Jim Kindraka.

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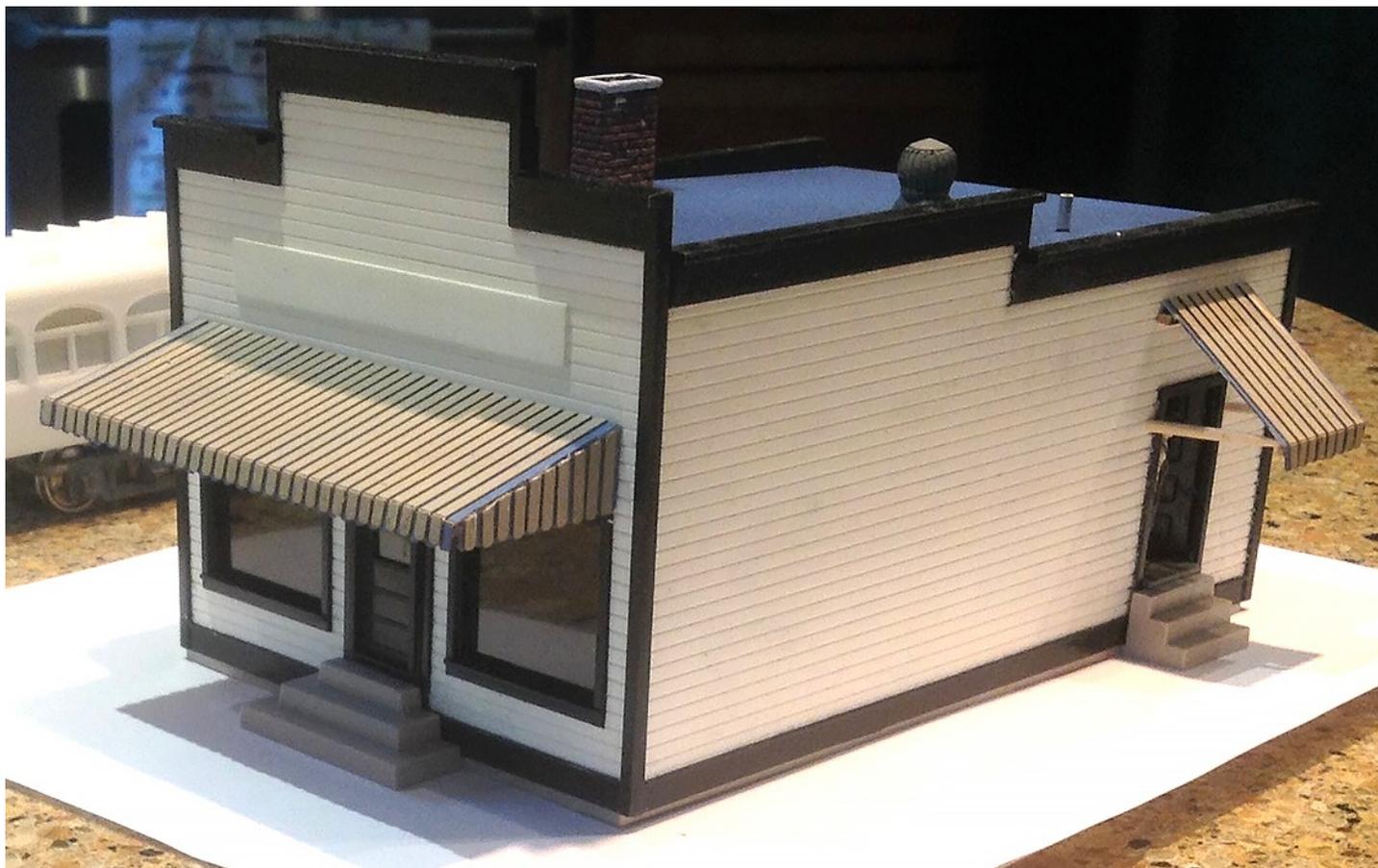
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Atlas O Scale Lumber Yard for S Scale

By Tom Lennon



I saw one of the Atlas O Lumber Yards on an O Gauge Hi-Rail layout at the Trainfest in Milwaukee 4 or 5 years ago. The owner had done a good job of building the kit as an O Scale office, but it looked like it could have potential as a larger structure in S Scale. I purchased two of the kits.

Each easy-to-build kit has parts to build a large lumber shed and an office. I have future plans for the lumber storage sheds. So I first built the office as an S Scale storefront as pictured here. I used the 4 walls and the roof moldings pretty much as-is. I added a horizontal strip of styrene clapboard siding (which closely matched the kits siding) to the upper part of the front window and door openings to help lower the height of the front windows and doorway.

Sorry it doesn't show well in the photo, it's hidden under the awning.

Then I added steps to the side door opening to raise the threshold, again to reduce the door height. I was then able to use standard Grandt Line plastic doors for both doorways.

I had a pair of Grandt S Scale windows that exactly fit the rear openings, which really improved the appearance. I added a couple of rooftop details and a pair of awnings. The awning over the front of the building came from Monster Modelworks.



The small awning over the side door was drawn using Microsoft Print and the printed paper was mounted on a brass wire frame over the door. The figure in the side door is one of the Ertl farm toy farmers, so you can see that the door is none too tall.

Have fun! Tommy



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So You Want an S Scale McKeen Car?

By Tom Lennon and Larry Enerson of the PPSSW

Photos by Ken Zieska and Larry Enerson

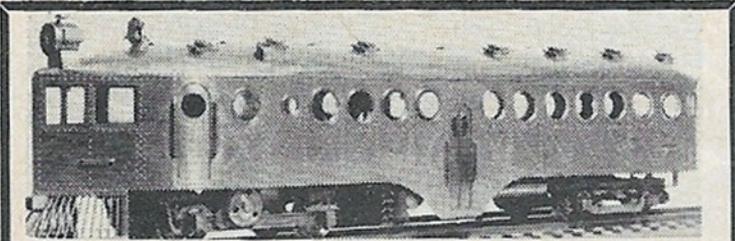
I do, I do! Well I did, and if a kit for one became available, I'd be in. Or if someone out there is selling one of the brass models offered in S years ago, I'd be interested. But there are a couple of guys who have.....WAIT, WHAT!?!
BACK UP TOM! What did you say?

I said I'd be interested in buying one of the S Scale McKeen Models advertised by the Ken Kidder Company in 1956. Near as I can tell, this offer beat the 2 brass Mogul models sold by PFM by a year, that sale being in 1957 as I recall from the *PFM First 25 Years* book. That makes this the earliest US S scale brass offering I know of.

Advertising copy is from the April 1956 issue of *Railroad Model Craftsman*, page 10. The Test Track Reviews evaluation of the O Gauge version (reproduced elsewhere this month) is from the same issue, pages 54-55.

So, if I may return to the story here; there are a couple of guys I know of who bit the bullet and scratchbuilt their own S Scale McKeen Cars. The first is Francis B. Patten whose work appeared in the pages of the *S Gaugian* in March of 1980. Maybe you know someone who has a copy of this no longer available issue you can borrow to see his work. It's outstanding.

And today, we have the recent effort by one of the Pines and Prairies S Scale Workshop (PPSSW) members, Larry Enerson. Larry is one of our local snowbirds, spending half the year in Arizona and half in Minnesota.



McKEEN MOTOR CARS
CUSTOM BUILT

Hand built of brass in Japan, completely finished with motor, tested and ready to run, not painted.

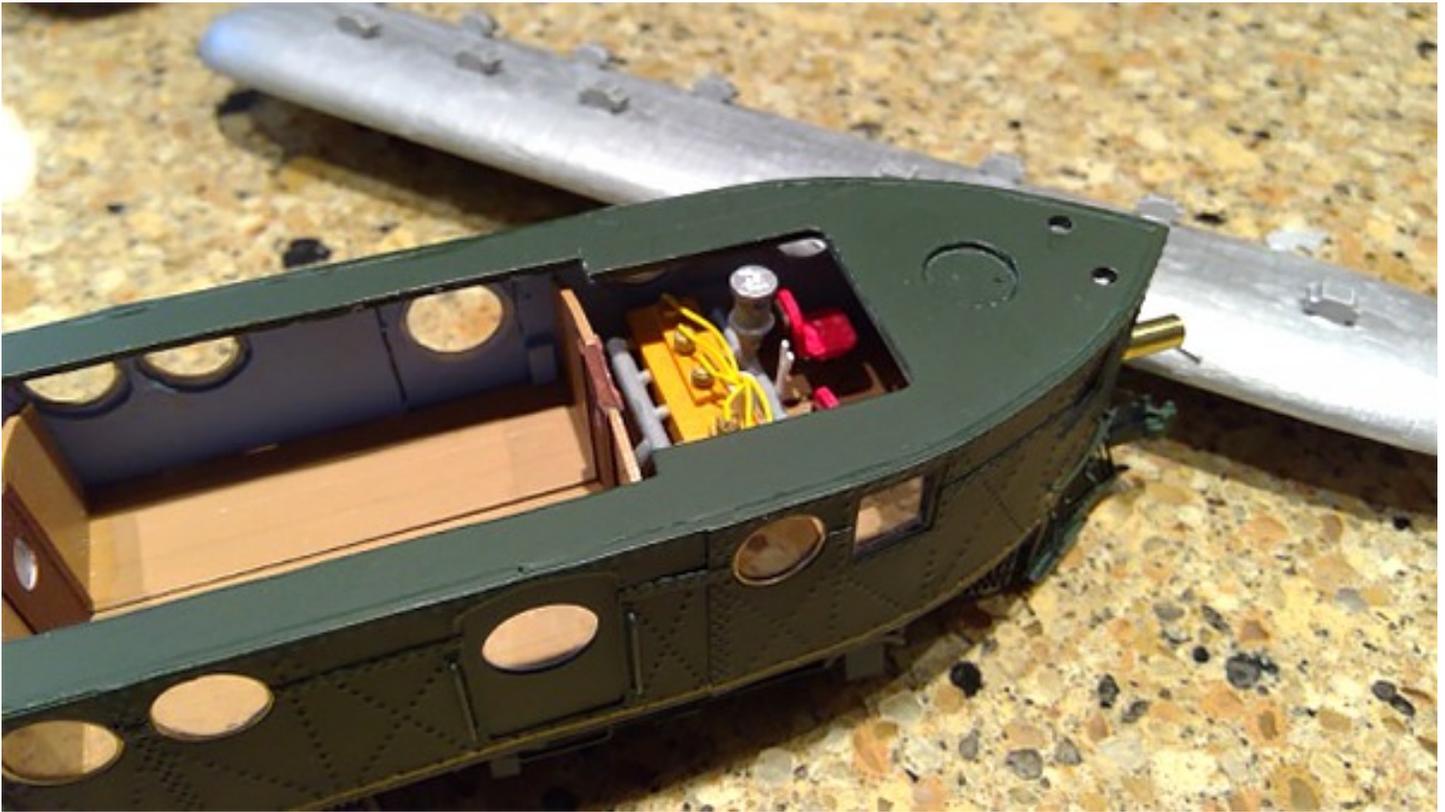
| | |
|----------------|------|
| HO gauge | \$25 |
| S gauge | \$75 |
| O gauge | \$75 |

The fascinating feature of the McKeens was the flywheel. Incorporated into the motor unit of the O and S gauge models is a clutch which permits the flywheel to turn even when the car is standing still.

O and S gauge available with flanges for either scale or high rail. Please include \$3 deposit with order, delivery about 60 days.

KEN KIDDER
Box 213 San Francisco, Calif.





He cranked out this beauty during this year's COVID enhanced modeling half-year in Minnesota. I'll just let you peruse the photos below, taken at various stages of construction, while I talk with him about the journey...

Tommy: So Larry, tell us why the Crosby Ironton Railroad needed a motor car, and why did you select a McKean Car for that role?

Larry: I just thought it was a neat looking car, and probably something I could build. I believe it was the 1st prototype mass produced gas-electric motor car.

Tommy: Built entirely in your Twin Cities shop, and mostly of styrene, correct?

Larry: Yep, I chose .010" styrene so I could use a punch to simulate the more than 2,500 rivets. Also, I fabricated a few brass parts which I soldered with my trusty 60 watt Weller and regular solder.

Tommy: What was the biggest challenge you faced, and how did you overcome it?

Larry: The hardest part was the windows. The frames are made from .015" brass wire. First, I found a rod, the diameter of the window openings.





I cross drilled it with a 15 thou bit near the top end and chucked it in my drill press. Then I stuck one end of the wire in it. I turned on the press and wrapped the wire into a brass spring in about a half a second! I cut individual rings from that. The rings were then super glued into the window openings.

Tommy: How is it powered? DC or DCC, with sound?

Larry: It has a Digitrax SDH166 decoder with sound, lights and a separate flywheel motor controlled by the decoder. The cab lights and flywheel motor come on when power is applied to the rails. The cab lights turn off and the rest of the lights come on when the motor output is energized. I put the DCC and electronics in the trailer so I could interior-detail the main car – I still plan to add people.

Tommy: Tell us about the painting, it looks great.

Larry: Thanks. I used Tamiya Flat White Primer and a finish coat of Tamiya British Green, all in rattle cans. I had the decals printed for me a few decades ago. The basswood roof is covered with strips of tissue paper to simulate the prototype and then brush painted silver.



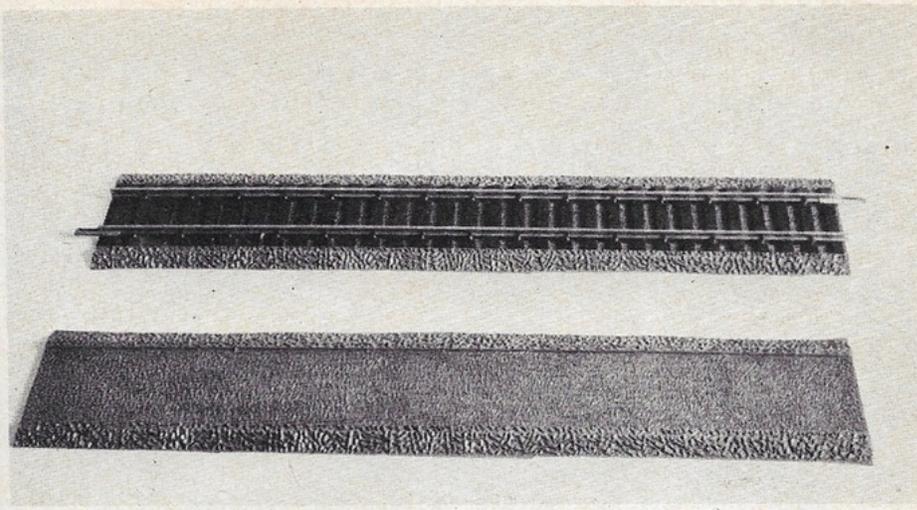
Tommy:Anything else, you'd like to add?

Larry:There's a ton of other stuff we could talk about, but not in the finite space available. But if any of the readers have questions, I can be reached thru the members of the PPSSW. I'd only add that nothing I've ever built is perfect, and, that I always end up learning new techniques, finding new materials or tools with every project. And I have fun every time!



Well there you have it folks. If you want one of something, you can always build it! And have fun doing it!

'Til next time, Tommy



minal track or when using rerailers. It can also be split to use under switch edges.

The roadbed sections are molded in deep grey and have a simulated ballast finish. The sides are taped and the center portion is recessed slightly so that the track will stay in position without the necessity for cementing the snap-track in place. The roadbed is only about 1/16" thick in the center portion.

Both the curved and straight roadbed sections can also be used under flexible HO track sections and with lay-your-own track. If the roadbed sections are pushed together, the joints become almost unnoticeable. The straight roadbed sections have sufficient bend to permit their being used with wide radius curves. Perhaps some time in the future it could also be made available to the scale model trade in 25 foot uncut lengths. Mfd. by the A. C. Gilbert Company, New Haven 6, Conn. The price of these items had not been determined at press time.

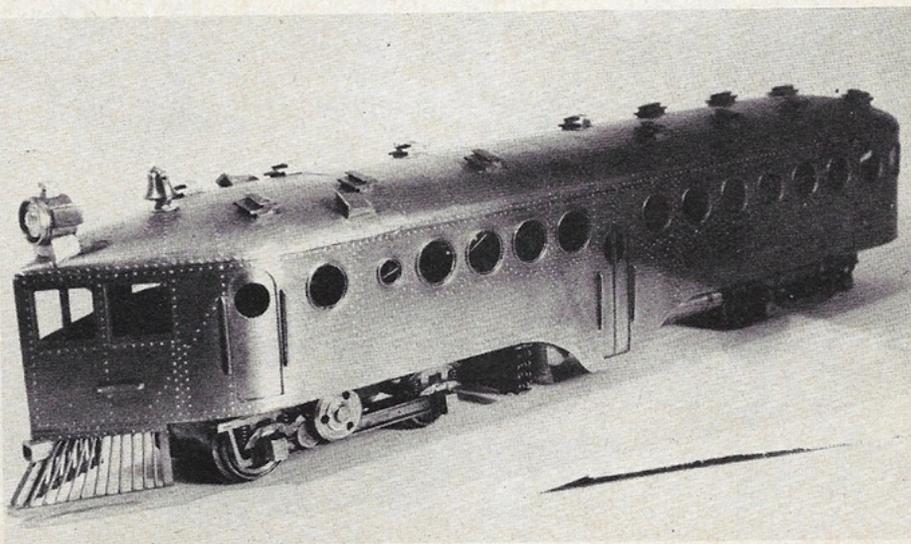
McKeen Car, O Gauge

We've had the sample car above to two local clubs and a surprising number of modelers wanted to know what the streamliner was. Was is right. The streamliner dates back to the pre-World War I period when they were turned out in considerable numbers by the McKeen Motor Car Company,

primarily for use on the western railroads. They were used in quantity by the Union Pacific, and Southern Pacific and also by the Virginia & Truckee, and a number of other lines.

The Japanese import is now available in HO, S, and O gauge, and of the three, the O gauge version is undoubtedly the finest. Brass construction is used throughout with an amazing amount of rivet detail. Real glass is used on all of the windows excepting the few curved rear windows which have heavy acetate. All three versions have a working headlight. The O gauge model we inspected also has sprung trucks. Very few castings are used on the car most of the model being of sheet and bar stock.

One feature of the original prototype was a flywheel, which can be seen on the model located between the wheels of the front truck. As long as the gasoline motor was idling, the flywheel turned. Both the S and O models retain this feature. As long as there is juice flowing through the track, the flywheel turns. Stepping up the juice activates a clutch mounted on the motor-power truck drive shaft, which in turn makes the unit move with a realistic motion. The clutch consists of a disc fitting loosely inside of another hollow disc. The smaller disc turns freely with little juice. As the current is stepped up, centrifugal force forces out 6 small steel pins mounted in holes in the smaller disc.



These grab the larger disc and cause the unit to then propel itself.

Also of interest is the front truck which has a larger wheel in the front than in the rear. The HO model also has the flywheel feature but the flywheel is geared directly to the front truck and turns only when the model is in motion. There is no clutch in the HO model.

The Japanese Permag 12 volt D.C. motor is large and appears to be well made. The floor may be removed from the McKeen model for access to the motor or truck.

No couplers are provided on the O gauge model. The prototype did haul McKeen trailer cars which resemble the power car, but have two rounded ends. An article, from which this model was designed, appeared in the March 1954 RAILROAD MODEL CRAFTSMAN and gives a good deal of the background of this type of early motor car. Mfd in Japan for Ken Kidder, Importer, Box 213, San Francisco, California. Price, HO car \$30; S or O gauge cars with clutch, \$75, unpainted, ready to run.

HO Power Pack

The Frontier Pack is a fine control package for a small railroad or for a single block or cab on a larger railroad. Physically the box measures 5 1/2" x 4 1/4" x 3 3/4" and delivers 1 amp with ease. This is enough to run one HO engine and can, for a short time, run two small HO engines. The can is of heavy gauge steel, well made. There is no provision for mounting permanently to the table. Small wood strips will serve to keep the pack in one spot.

The speed control knob actuates a 25 watt, 50 ohm rheostat, straight and taper wound. A 3 amp. thermal circuit breaker is mounted on top of the can. It may seem odd having the breaker of greater capacity than the rated capacity of the pack. Actually the pack can withstand momentary overloads long enough for the breaker to function. The circuit breaker should be replaced periodically since thermal circuit breakers do tend to become less sensitive through use.

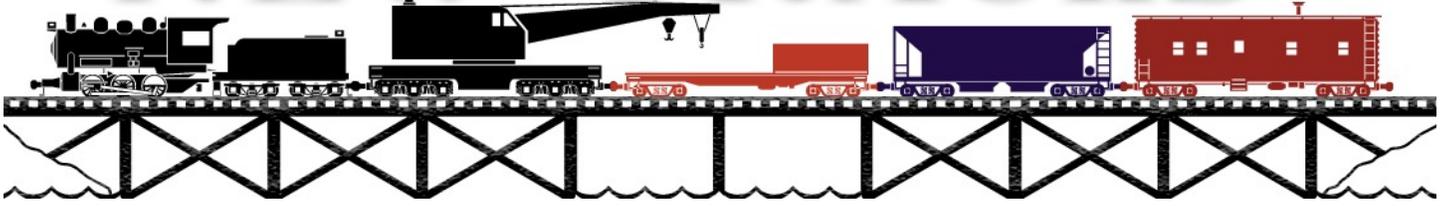
The reverse switch is of the slide type and has a center off position. A. C. for actuating switch motors and lights is available from two of the four terminals mounted on the side of the can. Although not mentioned in the instructions, uncontrolled D. C. can be obtained from the inner A. C. binding post and any of the screws holding the can together. The pack has a one year guarantee against faulty parts or workmanship. We rate this pack a good value, in its price range. Sold by Frontier Hobbies, 3183 Bailey Ave., Buffalo 15, N. Y. Price 8.95 ppd.

WRITING THE EDITORS

For faster answers on mail sent to *Railroad Model Craftsman*, observe the following simple rules:

1. Send all mail to Railroad Model Craftsman, Ramsey, N. J.
2. Mail sent to different departments should be placed on separate sheets of paper but may be sent in the same envelope. Putting subscription and editorial requests on the same sheet will delay the editorial query.
3. Print your own name and address clearly.

NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide



By Contributing Editor **Jim Kellow MMR**

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

Title here



"New Tracks" Announcements:

"New Tracks" 4th Virtual Train Show March 20 & 21,
2021, at 1pm Eastern Time



Sponsored by: **Great Scale Model Trains Show** and
MRH Media LLC

This is our fourth Virtual Train Show and promises to be the best one so far. We have made some changes for this show you will not want to miss, so join us if you can, or view our video later on the "New Tracks" channel on YouTube. Either way, don't miss the show.

Please visit my Facebook page, [Jim Kellow MMR](#), and follow/like it to stay in touch between articles. Also please register at my web site: [NewTracksModeling.com](#) to get notices for all the Live Zoom "New Tracks" Meetups every Wednesday and Saturday evenings at 7pm Eastern time, and all our Live Virtual Train Shows. Also remember to put on your calendar the next Virtual "New Tracks" Train Show, Mar 20 & 21, 2021 at 1pm Eastern time. I look forward to seeing you there.



Now for some Modeling:

Please meet a modeler and manufacturer who is offering some new products that I think you will really find interesting and creative.

Mark Sebesta

My name is Mark Sebesta and along with John Howard, are the owners of Highways and Byways Model Railroad Graphics and LEDs, LLC. We produce high quality precision cut vinyl roadway graphics for model railroaders as well as creators of dioramas.

We began by producing our graphics in HO and N scale. We have recently added S and O scale to our products, which we produce by special order. Our instructional videos about using our products are posted on our website.



Often overlooked, model roadways become real as shown by Robert Simmons using Highways and Byways Model Railroad Graphics.

All of our products are sold via our website <https://www.Highwaysnbyways.net> and at several hobby shops across the US and in Canada. We also have a Facebook page, Highways and Byways. We are always open to suggestions from modelers as to what products they would like to have produced, specially those who model dioramas and not just trains. You can send a message to us via our website with your ideas.

I am planning to use some of these graphics in a scene for my Soap Box racers and in another scene with my antique automobiles. I just have not had time to create the scenes, but will include photos in a future article.

When we first talked, Mark explained the roadway kits of graphics to me this way: "The S scale graphic pack retails for \$28.00 and includes 4 sheets of precision cut vinyl graphics. The sheets include: one sheet of grade crossings, one sheet of turn lane graphics that also includes assorted roadway graphics on it, one sheet of white road stripes and one sheet of yellow road stripes.

The Grade crossing and Turn lane sheets have transfer tape affixed to the sheets. This keeps the graphics and letters properly spaced and oriented for simple application. An instruction sheet is included and we suggest



From roadways to parking lots Highways and Byways Model Railroad Graphics add more depth and realism in this scene made by Robert Simmons.

that users view a short video posted on the Highways and Byways Facebook page showing how to apply graphics that have transfer tape. The white and yellow road stripes are simple peel and stick.

We have found that the vinyl graphics can be weathered in a variety of ways including: using an india ink alcohol mixture, chalks, dry brushing paint and by using a diluted paint wash.

Our graphics provide model railroaders and those constructing dioramas a way of adding more realism to their roadways, parking lots and industrial areas."

When we talked, I suggested to Mark that he offer a special opportunity for S Scale modelers to suggest graphics they would like him to produce that are not yet available. Mark is always interested in finding new products to make. So if you have a graphic idea that you would like to see the Company produce, send it to Mark. If it is produced, you will get a FREE set mailed to you as a thank you gift.

My second suggestion was for Mark to offer a contest drawing where readers send in an email with their contact information and a winner is drawn from the emails submitted. The winner agrees to use the prize of as S Scale packet of road graphics in a scene and tell us about their experience using the product which I will



publish in a future article. Mark said yes immediately. Both of his actions show the company's interest in providing products to the S Scale market. Please show your appreciation by entering their contest and letting them have your ideas for new graphics.

How to Enter Highways and Byways Contest Drawing

To enter the Highways and Byways drawing, each modeler must complete the form here. The winner agrees to use the prize of a S Scale Packet of Road Graphics in a scene and tell us about his experience using the product.

I look forward to seeing how the winner uses Mark's products in his scenes.

Thanks Mark for your interest in the S Scale market. You can reach Mark at Mark.Sebesta@sscaleresource.com.

You never know who you will meet in my series or the ideas you can get from them to help your modeling!

When I first starting letting people see my modeling, I always wondered in the back of my mind if my model was good enough to be shown. I really doubted myself in being able to know when I should stop working on a model and be satisfied with it!

At some point while I was building a model, I would always sit back, look at it and say: "Is it good enough? Is it finished?" Trying to answer these questions bothered me for years. It took me a long time to be able to, I think, find an answer.

First I realized I had to answer two other questions. "Good enough for what? Good enough for who?". Once I figured out those answers, I was halfway to a complete answer to my basic questions.

I have asked these questions to a lot of modelers and gotten a lot of different viewpoints. For me, I can now say: It is good enough, I am ready to stop working on it and show it to the world when I can say: "Yep, that model captures what I wanted to accomplish."? At that point, I can put it aside and start on a new project. I can also, with pride, say: "I built that!". I bet every modeler has a thrill when they say those words.

I do not care if you are a beginning modeler or a very talented modeler, I think everyone can agree with this definition and sentiment.

With every model project I start I have a purpose in my mind as to why I am building it and how I will use it. Enter it in a contest? Build it just to see if I can capture a moment in time from a photo? Build it to complete a specific place or scene on my layout?

I build models for a lot of different reasons and to fulfill different goals. Therefore, I expect different results for different models. After building models for many years, I pretty well know what my skill level is and how much time I am willing to spend on a project. So when I think I have accomplished my goal for a model, I am always happy with the final result. It is finished. That's not to say I may not come back later and work on it some more, I am only saying that at this point in time, it is finished. I hope asking these questions helps your modeling by knowing when your models are complete and finished.

Now I want to introduce some modelers just like you who I believe are talented and have skills that may help you with your modeling. Every day when I open my email, I am excited to see what new model railroader I will meet. Therefore, let's meet some new modelers.

I recently wondered if there were modelers out in there who had always wanted to have their modeling published in the model press, but never submitted anything to an editor to be considered for publication.

I still remember the first time I told my wife I was going to write an article and have it published in a modeling magazine. She laughed for a good fifteen minutes. Wasn't exactly what I had hoped for in a response.

Thirty something years later, and many articles submitted to a lot of different model magazines, my wife is now my editor before I send an article off to be published. She has finally stopped laughing!

So I decided to ask on my Facebook page if anyone had ever wanted their modeling to be published to see if anyone would reply. I was happy with the response from 15 modelers.

Therefore, I would like to share with you some of the first replies from modelers, you may be reading about for a long time to come, now that they are out in the sunlight.

By the way, please note that only one of these modelers is in S scale! I am going to let you find out which one by reading them all. I hope I get more response from S scalers in the future.

While I truly believe that modeling advice and mentoring, for an S Scale Modeler, to help improve their skills and technics, can come from modelers in any scale or even any hobby, I would like to be able to profile more S Scale modelers who could be your mentors.

Please contact me if you are an S Scale modeler who wants to share your modeling or just a single model with us and be in one of my articles so we can all benefit from your efforts. How do we find you if we do not know you are out there?

I belong to all the S scale Facebook groups I can find to learn about who is building models, and I have asked repeatedly on my twice weekly zoom "New Tracks" Meetups and in these articles, but I obviously am having trouble finding S scale modelers. Please help me find you. My email is:

JimKellow@sscaleresource.com

Now meet some interesting modelers who want to share their modeling with us. If you like what you see in the following modeling, I have included an email for each modeler so you can tell each person how much you appreciate their effort in sharing their modeling skills and creativity with all of us. Thanks in advance for your help and encouragement to these modelers.



Robert Mountenay

My dad loved trains and used my birth as an excuse to buy trains to run around the Christmas tree. He planned and started, but never finished, a large HO layout when I was young. I think that's one of the reasons I've concentrated on small layouts. He built quite a few craftsman kits and even did some scratch building. We rode a lot of trains too; often our vacations would follow rail lines or feature visits to rail attractions or hot spots.

My dad had a fairly large railroad library and subscribed to *Trains*. I started subscribing to *MR* and *RMC* about 1965 when I was 10 years old. I learned much of my craft from my dad, the magazines, and visits to Bloch's Hobby Shop in Allentown, PA.

I got away from trains towards the end of high school, but became interested again when I was in seminary in Gettysburg, PA. The Western Maryland interchanged with the Reading nearby, and Gilbert's hobby shop was in town.

My wife and I married while I was in seminary, and I built a small switching layout in our apartment. After ordination, I was called to a church in the Pittsburgh area. I moved the layout into the parsonage and added on to it several times. I served in that parish for 9 years.

When I moved to my second church, I scrapped the old layout and built a 4x6 layout, the original Merkiomen Branch, in a corner of our living room. This layout was featured in the December 1995 issue of *Model Railroader*.

In 1996 I received a call to a church in North Jersey. I started on a point to point layout in the basement of our NJ parsonage, but scrapped it in favor of a 4x8 design. I've added on to that over the years.

Having grown up in a small town in eastern PA, I've always been a fan of the Reading Railroad. As a result, Reading branchlines have been my primary modeling subject. Because I work on weekends and have meetings many evenings, I've been a bit of a lone wolf when it comes to modeling. I have become involved in FB groups the past couple of years and have become friends with some spectacular modelers (even some modeling heroes!). I'm retiring in July and moving to York, PA. We've already bought our first house (we'd always lived in church-owned homes) and am planning to build a new switching style layout there. I'm selling the "Merk", but I have a couple of micro layouts that I'm taking along with us.

Please contact me at Robert.Mountenay@sscaleresource.com. I look forward to hearing from you.

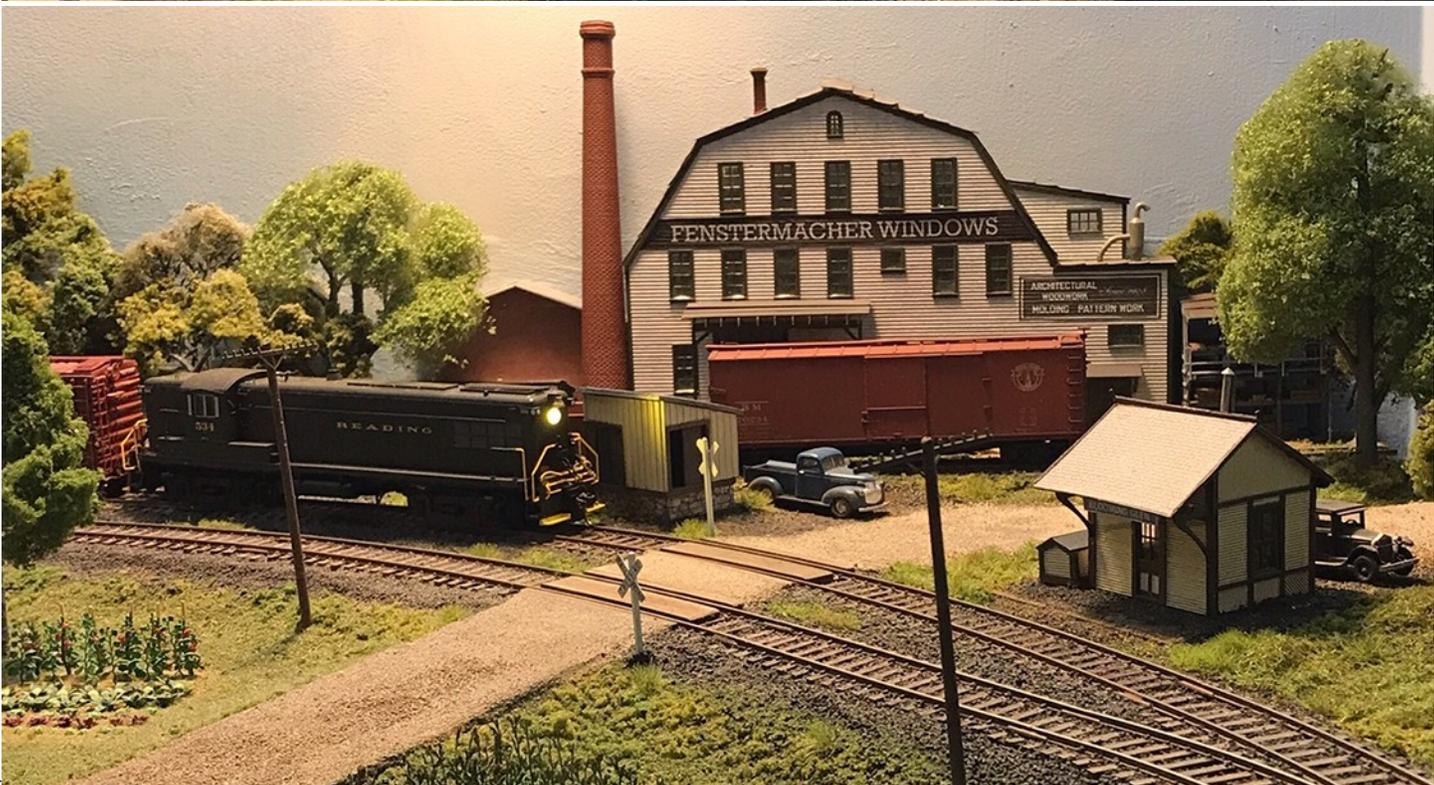
Below: AS-16 is a Bowser Executive Line model. All pictures are on the 4x8 section of my Reading Company Merkiomen Branch





Above: Lenape station is a model of Reading's Catasauqua, PA depot which was scratchbuilt from Evergreen styrene and Grandt components.







Above: An overview of Blooming Glen, PA. This segment of the layout is 18"x72".

Left Center: Hiram Detwiler's farm: house and garage are AMB Laserkit. The silo is from Walthers. The PA Dutch bank barn was scratchbuilt from Evergreen styrene with Grandt windows and Micro -Mark stone paper.

Left Bottom: "Downtown" Blooming Glen: station and freight house are from Branchline kits; Fenstermacher's is a combination of Fos Scale, Bar Mills, and scratchbuilt components.

Below: Jacob's coal is an old Mil Scale Models kit.





Next I'd like you to meet Andria Antonakos.

Andria Antonakos

I got started in this hobby in earnest in the late 90s when I started building Plasticville kits and Ertl Farm Country scenery

I did not have a mentor in the hobby aside from a few years I spent in a local, 1/25 centric model car club. I screwed up a lot of diecasts and kits in my day, but I learned entirely by trial and error and never gave up (even though it was tempting at times). I picked S scale because of how I could build so much more economically using Hot Wheels/Matchbox sized toy cars and similar for road vehicles and old playsets, small toys like Polly Pockets and Shopkinz, and even some old holiday ornaments that are easily sourced in thrift stores & garage sales

for accessories & scenery, as well as for how I could have both a diorama/layout and a model collection easily in this scale. I learned to build after screwing up and getting very frustrated, and it has been a wonderful personal journey.

I like what the designers at Mattel, Johnny Lightning, Tomica, Yatming, hobby suppliers, etc. have done already, and taking it one or more steps above and beyond what they did. I also take all my own photos of my work.

I'm not currently doing mentoring (though I have helped out several young modelers in the past). I do modifications mainly with hand tools (including files of various kinds, hacksaws, jeweler's saws, needle nose/precision pliers, awls, dental picks, and various grits of sandpaper) since I have had little luck with power tools, aside from my DeWalt cordless drill that I use for drilling rivets and occasionally fit a cutting wheel to in order to cut large plastic pieces from old playsets or plastic bodies/bases. I use a lot of wheels/tires from broken HO scale big rigs/machinery and 1/64 precision diecast on my stuff, as well as cannibalizing tires/wheels from thrift store and garage sale find diecast. Plus I use basswood, balsa, linoleum, moss, rocks, assorted paints and weathering/aging media, pastel dust, etc. that comes from the art/craft supply oriented thrift stores I work at or from local hobby stores and the craft aisles at Walmart, Target, Fred Meyer and Dollar Tree. I use products, materials and media not necessarily intended for modeling or for such a small scale, and tend to have great luck with it.

Some advice I have for other modelers – don't ever give up. It may seem tempting to take up another, less involved hobby instead, when you get





burned out or frustrated, but there is nothing like the joy, pride and fulfillment one gets from a finished model, be it a train car/locomotive, a road vehicle, a piece of scenery, a backdrop, a building, or even a small piece for a scene; and a change of hobby (or even scale), is always bound to be a disappointment and/or waste of time and money when S scale is what you like most.

If you model mid 20th century to modern day like I do, always look at architecture of the era, online sale listings of real cars, houses, RVs, retail/office buildings of the era or what have you, coffee table books on subjects of relevance, etc. And don't discount the possibilities with the old O/S scale Plasticville, K-Line and Ertl Farm Country buildings made between the 1940s-90s or even some of the Disney Cars playsets. They may seem like mundane or cliched items, but they have a lot of potential nonetheless.

If you like weathering, look at junkyards, scrapyards, back alleys, stuff in antiques/primitives

stores, or even watch "American Pickers" on TV and study the surroundings the antiques come out of, or look at how the cars in your local supermarket parking lot and the building itself rusts & weathers to get an idea for how things age in real life. Excessive weathering is as egregious as none at all.

If you model older eras, again, look at used book stores for coffee table books featuring photography of scenes featuring the era you model. These stores' hobby/craft book sections can also be gold mines for modeling books, many of the best titles/authors of which are long out of print.



And don't limit yourself to off-the-shelf hobby items/materials, look at anything in everyday life, the waste stream, or stores, that looks like it could be repurposed into S-scale scenery or a part thereof. Experiment with it, if you mess up, try to find another and work with it the same way while learning from your mistakes.

I also attached an additional picture, of my junkyard diorama, demonstrating my use of ordinary craft store/discount store craft aisle items, recycled/reclaimed items from my workplace, and of thrift store diecast and parts thereof for your reference.

Great modeling. Thanks for sharing. You can reach Andria at Andria.Antonakos@sscaleresource.com



Now meet Craig Brotman.

Craig Brotman

I got started in the hobby about 30 years ago collecting FSM kits from George Sellios. I recently got back in the hobby after going to the Albany, NY craftsman expo in the fall of 2017. I'm not interested in having a layout, I just love building the dioramas. If you wanna know more information, please let me know. Below are a few pictures of a diorama that I built last fall that's received lots of exposure.

I was impressed with his diorama so I asked Craig for more information. Here is his reply.



I would describe myself as a fan of building structures and not very interested in the running aspect of the hobby. I've always studied the contest quality models at the conventions and trade shows. This probably comes from my background of architecture and interior design.



The hobby for me started about 25 years ago. I picked up a current issue of *Model Railroad Magazine* and saw an article or pictures from George Sellios and his FS&M layout. From that point on, I started collecting his yearly limited edition kits. I continued to collect a FS&M kit every year up to the time George retired. In 2015, I started dating my current girlfriend, Trish, and every year for my birthday, she would ask what I wanted for a gift. My response was the same, I'd like an FS&M kit. In 2018, I was asked the same question from her and I gave her the same answer. Her response was all your kits are just sitting in storage and not getting built. I said okay, send me to the Albany, NY Craftsmen Show and if I don't come back enthused to start building again, I will sell my collection. At the show, I participated in all the clinics and found myself sitting in front of Jack from Bar Mills and watching him build for hours. When I came home, I never looked back and I've been building ever since.



As a kid I always built models and played with Legos. As far as building, it was a lot of trial and error and practice, just like anything else. My background is, I was a highly ranked junior tennis player so I basically applied the same principles as I did in tennis to build the models. To this day, I'm always trying new techniques to accomplish different results. I'm also studying other people's work that I look up to in the hobby. I've recently connected with a person in the military modeling



world to learn how to get better at the scenery aspect of the hobby.

Do you have a mentor or just trial and error?

There are a few people in the hobby that I look up to and reach out to on a regular basis to approve my skills, (George Sellios, Karl Osolinski, Frank Bernard, Doug Foscale, Ron Poidomani, Vilius Bileisis, Martin Welberg. I'm constantly trying new products and techniques.

I'm currently building HO Scale Dioramas. I think because it was the most common when I first got started. The N Scale stuff seems to be too small. I have done some O Scale buildings and do like that size, but have too much invested in my HO collection.

I'm always willing to give back to the hobby. My areas of strength are weathering and scenery. Please contact me at Craig.Brotman@sscaleresource.com.





Please meet Tom Dailey

Tom Dailey

I live outside of Richmond, Virginia and call my little piece of the modeling World Tankograd RVA

I returned to scale modeling in 2015 after a 28 year hiatus. My job had gotten really stressful and my wife, knowing that I had modeled before we met, suggested it as a way to relax

I started attending the Richmond Chapter IPMS meetings. Several of the guys from back in the day were still in the club and welcomed me back. Bob Walls has been my mentor, providing encouragement, information, tips on techniques and the odd kit or two. I have also learned a lot about using washes and weathering from a YouTube channel I found, [Harry Houdini Models](#). The sheer volume of techniques and information on the Internet is the single biggest difference, compared to my previous time as a modeler

I build 1/35 scale armor models. I had tried some 1/72 years ago, due to subject availability, but quickly realized they were too small. As my wife says, my fine motor skills are not what they were when I started building again in 2015. I was amazed at the amount of World War Two Soviet armor that was available. I am a history buff, and The Great Patriotic War is of special interest to me. Modeling has always been a way for me to get the pictures into three dimensional forms. Now, I only build World War II Soviet kits because there are so many available.

I don't use an airbrush at this point, just rattle cans and brushes. I think that washes, dry brushing and weathering are what make the difference in my painting. A good finish can make a cheap, badly molded kit look a lot better. I'm trying to achieve a realistic worn look that I don't think color modulation would give me. My washes still need work, I do like using the Tamiya Panel Line Accent, and I like the brown color as a wash for the Soviet 4BO paint. I use different pigments for dirt and dust. I really like the Tamiya Weathering Masters for wooden subjects. The pigment has some kind of binder in it that helps the pigments stay in place. I use dry brushing more or less as color modulation on raised details and edges. While I'm not a master at it, I can show people how it works

*Tom with his display case and stash
Photographed by his wife, Mary Jo
Dailey.*



*Trumpeter STZ Stalinetz heavy tractor being pulled from a
Russian swamp 70 years after World War II. Inspired by a
YouTube video of the actual event.*



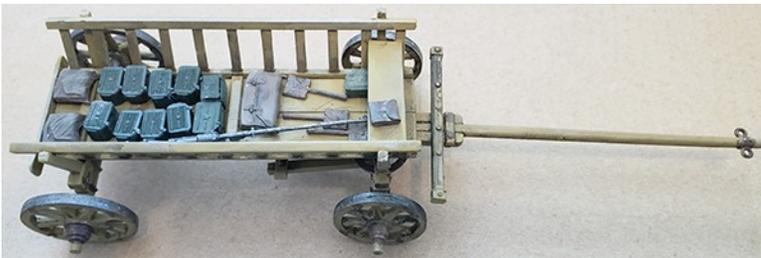
*Hobby Boss Soviet BA-20 armored car captured by
Finland and used as a command car. Brown Tamiya Panel
Line Accent and Vallejo green wash.*



Above: MiniArt wagon inspired by a photo Woodgrain and wear using brown Tamiya Panel Line Accent and several Tamiya Weathering Masters.



Bellow: Masterbox wagon weathered in the same way.



Thanks Tom for sharing some great modeling. If you believe Tom can help you with your modeling, please contact him at Tom.Dailey@sscaleresource.com.



Eastern Express ZiS-42 halftrack with a dark wash and faded winter camo.



Next meet Virgil Howell.

Virgil Howell

I've been in the hobby since my early teens (mid 1960s). I got started by collecting Matchbox cars as a child, and building childish roads, bridges & buildings to use with the cars. I was given a Tyco train set one Christmas, and I added that to my Matchbox "layout". From that beginning grew an interest in scale modeling, as I soon noticed that Matchbox cars are not a consistent scale. I also started building plastic model cars, plastic model fighter jets, and the occasional plastic model ship. The Tyco train set started me in HO scale and I have remained there since.

Most of what I learned over the years was self taught, with occasional inspiration to try new techniques from the model publications from Kalmbach and Carstens.

With college, then marriage and a career, I had to put my hobby on a back burner for a long time. I would occasionally purchase a model structure kit or HO scale loco or railcar if a bargain appeared and I had change to spare. During these years, I was unfocused on my modeling goals for a railroad layout. It was not until we moved to our current property and I learned it once was crossed by a logging railroad, that I focused my research and planning on a logging layout set in the 1910s to the early 1930s. I also wanted to build a second layout set in the 1950s, not necessarily a logging layout, due to an interest in the steam to diesel transition era.

Beginning around 2008, the wife and I were looking at an empty nest, as the boys were grown and moving out. I started benchwork in a spare bedroom, intending to build an around-the-wall layout. Got the "plywood plains" set up, with one wall doubling as a rip track, and my workbench below it. I was able to work on several structure kitbashes and scratchbuilds, but trackwork was delayed... then as family situations changed (one son married, moved back home, and had children, plus we had to move my mother-in-law in with us), my layout room became a storage room. Eventually I had to tear out my benchwork and move my hobby into storage, returning the hobby room to a bedroom.

We have an old mobile home in the back of our property. We lived in it until our house was built, then rented the mobile home to tenants for awhile. We no longer have tenants, and as time permits, I am turning the mobile home into a workshop and train layout building. I have much work ahead of me before I can get this accomplished.

My "mentor" during the late 1980s and all of the 1990s would have to be the late Art Curren, whose structure kitbashing articles in the model railroad press inspired me to take a deeper look at my structure kits with the idea of re-purposing them to better suit my needs and modeling era. I came to also realize some of my kits and train cars were superfluous as no amount of re-purposing would fit them to my preferred modeling eras.

Sometime in the early years of this century, I met master modeler Brion Boyles through the Internet, when I was admiring photos of some of his kitbashed structures which he had posted on a group. We remain friends and he, though younger than me, has been somewhat of a mentor as he shared some of his techniques for modeling certain details.

I regard myself as a scale model builder as well as a model railroader, even though I still have yet to build my layout. I enjoy, when time permits, building model automobiles, usually 1/25 scale; the occasional plastic NASA or sci-fi spacecraft; and of course, kitbashing and/or scratchbuilding model railroad structures in N, HO and O scale. I also collect die cast automobiles and gas pumps. Recently, I was flattered to have my O scale "Country Store" scratchbuilt structure featured in the Boomer Trail section of the September 2020 *Railroad Model Craftsman*.

I want to point out a couple of things about my modeling. First, I like to add a feature to my structures that I don't often see in the model world, no matter the scale... that's structures raised off the ground, on piers, with what we in the South call a "crawl space" under the house. Very common in the old days (except brick and masonry structures), unlike today's buildings that are almost always built on a slab.

Second, I spent too many years modeling on a strict budget and I'm kind of stuck in that groove. When I am working on a model, I look for ways to economize. For example, I note the increased use of LEDs to light models. I incorporated an LED in my N scale Dairy Queen. The LED cost me nothing; I pulled it from a discarded (dead battery) LED novelty item. The on-off switch came from another discarded item, and I built the battery box for the button batteries out of scrap styrene plastic.



OK, I've said enough. Attached are some photos of structures I have worked on.

Here's the Dairy Queen. I built this in N scale just for the heck of it, and was planning to build an HO version as well. Then Walthers offered a kit version of it, so... not sure I'll bother. We'll see.

Base is a piece of styrene sheet plastic. Checkerboard floor is from an image pulled off the Internet, laser printed, then glued to the base.

Front of building is clear plastic, with styrene strips added to convey illusion of framing. Posters on windows are actual ice cream treat posters, from the Internet, reduced, laser printed, cut out and glued to windows.

Rear of building is cardstock laser printed with an image of cinder blocks, door and window. Walls were stiffened with black Gator foam board.

Roof is sheet styrene with styrene strip glued around edges to form a fascia. Note I glued aluminum foil to the underside to help reflect the LED light better.

I also mounted the lighting on-off switch on the roof; it is hidden under the air conditioner box (scratchbuilt from styrene scraps).

Battery box is styrene scraps.

Entire structure is about 1" by 2".

The sign is from an Internet image. I had to reverse everything for the other side of the sign. Took some doing, but I had access to Photoshop at the time. Laser printed then glued to styrene plastic; then I cut and filed the plastic to fit the sign image.





A tiny N scale church, built for a friend's N scale layout, set in steam era Mississippi. He already had a few shacks and a general store for a trackside village, so I figured he needed a little wooden church; they are all over the South. I used clapboard Evergreen siding, Tichy doors and windows, the belfry roof & cross came from a plastic kit. Note the piers, again this was typical of many structures in the past. The tin roof was actually images of rusty corrugated tin, manipulated in Photoshop, laser printed and cut and glued to thin sheet styrene then glued to the structure.

I also made N scale outhouses out of scraps of leftover siding. One was made with the door open to view the seat. One for the church, and a couple others to go with my friend's company houses. They were painted and weathered.

Thanks Virgil for sharing your modeling. He can be reached at Virgil.Howell@sscaleresource.com.



Meet Steve Montgomery

Steve Montgomery

I scratchbuilt an HO narrow gauge icing facility (next page) that was in the 2017 *Narrow Gauge and Short line Gazette*. I followed the plans and built it out of bass wood. The ice is Plexiglas cut to size and the reefers are from LaBelle.

I took about a month and a half to put it all together. It is a structure that would have been used before mechanical refrigeration. Pond ice would be shipped in and unloaded on the lower deck and packed with sawdust in the storage cars. The ice would come out an end door and up the ramp pulled by a continuous chain to be put in loaded reefers that need icing.

I really enjoyed building this even though it sits on a shelf.

Now about me. I had my first train, a Lionel when I was a kid in the late 50's and early 60's. I basically just ran trains. Never really got into the modeling side of things. I went to HO race cars and started doing scenery to dress up my racetrack. That led to model ships and cars and then to planes while in the service. I got back into railroading in the early 80's, but because I was an OTR driver I didn't have time to build a layout. Just built a couple of Mantua engines and some cars in HO for a future time. My first layout was started in the late 80's based on a plan from *MR*. This is when I learned how to build kits and scenery that actually looked good. I was a member of a couple of railroad clubs here in town, so I had some great people with years of experience to guide me. I would try to recreate scenes on their layouts to fit mine. As time went on and my skills improved, I was mentored by a couple of gentlemen that have really given me a high bar to shoot for.



Point of Rocks station, a Model Tech Studios kit that I built. That was a challenge that almost didn't get finished.

My layout was featured in *MR* in July 2015 so I guess you could say I have really improved. Since that time, I have worked on updating my layout and building structures for my enjoyment. I am also a big fan of Ambroid kits and am building quite the stable of cars.

Now I am helping several guys to build their layouts, and instructing and encouraging them to build structures and cars. I also volunteer at the Museum Center to work on the Cincinnati in Motion exhibit.



FSM which I built for a customer I am extremely happy with.

Car pictures are some of my Ambroid collection. I build for myself and for customers as I do for my buildings.

I went with HO because of the space limitations I had at the time. I find it to be quite satisfying for size and detail. And, there is a lot to choose from.

Thanks Steve for your help and photos. Steve can be reached at:

Steve.Montgomery@sscaleresource.com.





Meet Scott Newton

Scott Newton

My model railways journey started about 2 years ago. A friend of mine had an old Tri-Ang table layout he made for his son, who had outgrown it.

My son was still young, but loves trains and cars, so we took it home and began to really enjoy it!

When I was younger, I used to love seeing the Australian diesels running passenger trains through the country town I lived in, and having those models in a train set was a childhood dream if mine. I had a small set, but eventually moved on to other things in my teen years.

Well, not too long after my son and I got into our Tri-Ang layout, the passion grew within me to create a fictional, yet close resemblance, to the setting I used to live in. So now I have a little setup myself that I'm very fond of. It's a great hobby and I'm glad I've found it again. I model HO scale 1990's era Central Victorian (Australia) V/Line plus some earlier Victorian Railways.

I live in South Australia these days so I also have grown fond of the now extinct SAR (South Australian Railways). The reason I've chosen HO is the larger variety of Australian models available, and it's my favorite scale, along with being the most popular scale in Australia.

It's all been trial and error for me. I pay close attention to other established modelers via local and National and also Worldwide Facebook pages.



That's where most of my inspiration comes from, apart from memories of when these great Aussie trains ran. I'm still very much learning and have a long way to go, but am happy with my progress so far.

I enjoy freight car kits, but I've found my preference with models is purchasing ready to run locomotives and stock, so it's as good as it can be, and my handy work goes towards scenery and structures in kit form.

Scott (and young Tyler) thanks for sharing. Scott can be reached at Scott.Newton@sscaleresource.com.

Sean Moore



I'm a 51 year old married father of 3 and grandfather of 3 more. I am an electrician by trade and ran my own computer repair shop for a number of years. I now own and run a 3D printing business (Phantom Hobbies) in which I make M of W equipment and other hard to find products for model railroaders. My hobbies include model trains, computers and building droid's. Yes, I built a full size replica, fully functional R2-D2.

My interest in trains started long before I was even in school. I lived with my mother and grandparents before I started school. Along the back of my grandparents farm, you could see the double track main lines of Conrail. My grandfather had put his field glass (Binoculars) on a stack of books by the large picture window in the living room. They were too heavy for me to hold up, but I could stand there and watch the trains as they went by. Grandpa said it was the only time I stood still. Like many rail-fans, the love of trains just got in my blood and never left.



I got my first electric train set in the mid 70's. My aunt and uncle had come to visit and they brought a present. They brought me an electric Lionel train set. That was a very profound moment in my life. One I can still remember very well. As I write this, my mind wanders back to images from that day and suddenly I can smell the oil on that old steam locomotive. Thus began a life long journey. Since then I have modeled in O, HO, N and even G scale. I primarily model HO scale these days.

I consider my modeling skills average. But I'm not your average model maker. I'm always striving to learn new techniques and ways of doing things. I have come to learn that there are as many ways of doing something as there are modelers doing it. I have also worked hard to get the most out of what little modeling space I have available. This has made me think outside the box, and sometimes inside a different box, without over crowding things. My Val Valley model railroad, a fictitious subdivision of the Norfolk Southern, occupies a small spare bedroom. The Val Valley is only 12' x 9' with a 4 foot tail space for a yard. A small railroad with a big attitude! It has a double main line, medium sized yard, round house and 3 towns on the first level. The branch line that works its way up the side of the rooms walls has 4 towns one passing siding and 3 coal mines at then end of the line in the Sutton coal fields. The biggest coal mine being the "Turd Nugget".

The Widget Factory

Like many of the scenes on my model railroad, this one was carefully planed out. The first step was to find a building that would fit with in a space of 24" x 5". Just a quick thought on that last number, 5. Ya... the 5" thingy... well it did not work. I had to tack on a land graph of about 2" before the project was done. I spent quite a bit of time looking for the right building to fit the space. While I had many great ideas of the kind of factory or business that I could build there, finding the right building was everything. I soon settled on the Walthers Water Street freight depot. A building I always wanted to build. I soon had the idea of leaving the wall of the model that faces the isles edge of the layout open.

This would allow the visitor to view the inside. My first conception was of a warehouse in the back and an office building in the front. After all, this is what you would expect from looking at the outside of the building. But as I gave it more thought, it came to me, that while this was a good idea, it had been done before. I not only want a nice looking model, but I wanted one that I had not seen done before. I wanted it to stand out from other



modelers who had the same model building kit. I made a huge list of possible industries. The list ranged from warehouse and assembly plants to the Happy Fish torpedo factory. I thought about the space available and quickly hit a wall. It was going to be vary hard to model any production and shipping and offices in this tiny given space, Then it hit me, If the factory was to produce something unknown like say a “Widget” then I could kind of make it up as I go along. The search for interior type things was on.

- The building kit: Walthers corner stone “The Water Street freight depot.”
- The office equipment is by Fallers
- Most of the shop machines are also by Faller
- The work carts and tool boxes are 3D printed
- The pallets, pack line equipment and other items in the warehouse are mostly 3D printed.
- The people in the warehouse and assembly shop are by Woodland Scenics as is the fork lift.
- The office personnel are from China.
- 12 Volt LED strips provide the light inside the buildings. White LED’s where used in the office and yellow LED’s were used in the warehouse.
- The outside lighting is from Evil Bay (Ebay) / China.



The machine shop / assembly shop should look familiar to just about anyone who has ever worked in one. The pack line is a painful memory from my distant past.



Thanks so much Sean for your help. You can contact Sean at Sean.Moore@sscaleresource.com.

You may have seen the first of many articles from these modelers. I hope so, as I believe they have a lot to share that many of us can use to improve our modeling. Thanks to all of them for sharing their work with us.

Well that is it for this article. I hope you enjoyed reading about these modelers' building experiences and will want to try model building yourself. If you do, and you want to publish your efforts, let me know. It is just that easy. Ask any of these modelers how hard it was for them to get in this article. They will probably laugh! Happens to me a lot.

Time for me to get back to my workbench and travel some more "New Tracks". Please visit my Facebook page [Jim Kellow MMR](#), and follow/like it to stay in touch. Also please register at my web site: [NewTracks Modeling.com](#) to get notices for all my Zoom "New Tracks" Meetups every Wednesday and Saturday evening at 7pm Eastern time and my Virtual Train Shows. The next show is March 20 & 21, 2021 at 1pm Eastern time on Zoom and live streamed on YouTube. Hope to see you there.

Thanks again for reading this far, and Best of Model Building to you. Hope 2021 is a great year for your modeling endeavors.



Don't forget to read our other magazine, The 0 Scale Resource, for more modeling ideas.

Freight Car Modifications

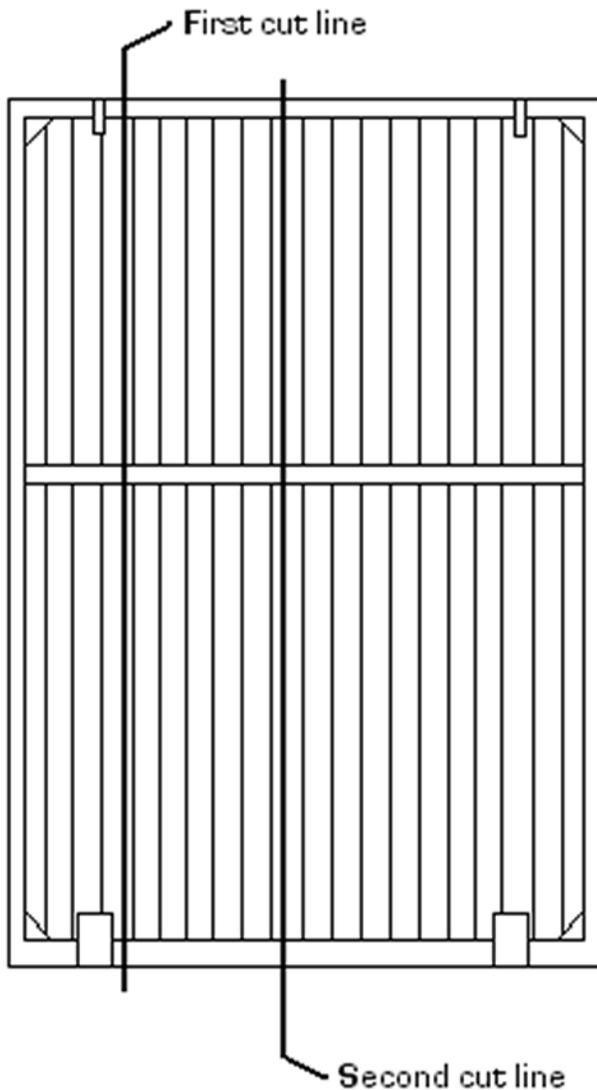
Part II – Wabash Door and a Half Boxcars by SHS

By Tom Lennon



Last time, we did some very simple re-paints to SHS boxcars, in order to get some different looking cars for our layouts. This time, we're going to show you some slightly more complicated modifications to SHS cars that will give you some really unique looking cars.

WAB #45736 represents a door-and-a-half car that I spotted in an Overland Models ad. They were importing these cars in O-Scale, in painted and lettered brass, and the picture in the ad again inspired me to kit



bash one for myself. I obtained an undecorated single-sheathed USRA car, and an extra pair of doors and the door tracks as well. You might be able to find the extra parts at Dave's Twacks n Trains: <https://www.davestnt.com/>. I also got a set of Enhorning Wabash decals (set #SB-447).

The first thing I did was to make a "half door" that is just wide enough to cover the panel to the left of the existing door (about 3/4" wide). Take one of the extra doors, and using a chisel style Exacto knife we need to remove the door opening detail. We need to try to save this piece as we're going to re-apply it to the half door later. Just carefully slip the blade beneath the handle and try to follow the contours of the boards. Keep your fingers behind the sharp blade, and always push the blade away from your hands and body.

If you slip and break the handle don't fret. After you remove the remainder of the detail, you can glue the bits back together with any styrene cement. If you're lucky and careful, when you're done you'll have an intact handle, and very little evidence of it appearing on the door panel. Then carve and sand away any remaining evidence of the handle from the door panel. Whew, one of the hard parts is done!

The other hard part is to cut and splice the half wide doors. Take the door panel and cut it into two pieces. I cut just to the right of the left hand door roller details, almost thru the center of one of the boards. Take the left hand piece and square up the cut edge to the center of the board with a file and set it aside for now. Take the right

hand piece and make another cut off. This time cut so that the two outer door pieces will make a 3/4" wide door when they are glued back together. Again, my cut was thru the centerline of a board, and I filed the cut edge so that I had a good seam when I glued the 2 pieces together. You might be tempted to make your cuts thru the groove between boards, but *don't do it*. When you glue them back together the resulting groove will partially fill with softened plastic, and you'll have a devil of a time cleaning out the groove and making it look like the others. Now, take the door handle detail and clean it up so that all you have left is the handle. We don't need the latch detail.

I glued both doors to the car, so they no longer operate. I've never cared if my boxcar doors open and close. If you want them to operate, you'll have to remove the first panel to the left of the door from the body casting, and you'll also need to do something about the floorboards in the resulting opening. Too much work for me! Anyway, once the doors had dried in place, I took the handle detail and glued it to the half door so that it is level and even with the one on the right hand, full door. Look at the photo and you'll see.

I used the SHS lower door tracks, cutting one just a bit shorter. I glued them in place per the photo. The upper door track is made up of strip styrene, sized exactly the same as the molded in SHS upper track. I first removed the molded in track, and then glued the styrene strips in place, one at a time. I added some additional door guide details from bits of styrene, to the left and right of the doors. They represent guides and stops for the sliding doors. I just used bits of Evergreen plastic from my scrap box, sized to look right to my eye.

Paint was again Badger. I really like to spray with this stuff, but it does have one issue to deal with. I use an inexpensive, single action airbrush from Badger. My compressor was bought from an industrial surplus, mail-order firm in Jersey. I don't know how many PSI it issues, and I have no method of adjusting the pressure anyway. On this rig, most brands of acrylic and water-based paints tend to clog the medium sized tip I use. Especially if I'm spraying for more that 15 minutes or so. I just have to remember to remove the color cup every now and then, and spray clean water thru the brush for a short while to clean it out. The Enhorning decal set provided almost everything I needed to letter the car. But I noticed in the Overland ad that the doors had the initials "NJI&I" on them. I used dry transfer letters for this that I had in my box of decals. I have no idea of what set they may have been from, but you can buy letters in both dry transfer and wet slide decal formats from a variety of sources.

Mount the Kadee 802's and give the whole car a quick clear satin overcoat and she's done!



Right now I'm looking thru my set of Reference Sheets from the Great Northern Railway Historical Society. Reference Sheet No. 201 dated March of 1993 is all about GN's 40' Automobile Cars. Hmm, there's a couple of double sheathed cars I've got to' have. I'll show how I did them next time.

Have fun, Tom.

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://ssprez.info/>

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: scalemidwest.com/

Email: info@oscalemidwest.com

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@oscalegwest.com

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

2021 NASG Convention

August 3rd through 7th, 2021-7

2021 NASG Convention is announced for 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 Website here!](#)



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