

THE

S

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

December/January 2022

Volume 8 No. 2

SCALE



Lincoln, Iowa Depot in S Scale
A New Decoder for an Old Engine
Indy O&S Scale Midwest Show Wrap-up
Southern Pacific Class A-50-6 Auto/Box Car
A Few Different Ideas For Installing Flex Track
New Tracks - Pre-Size Model Specialties with
Steve Wolcott
Shows Meets and So Much More

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Volume 8 No. 2

Owner / Publisher
Amy Dawdy

Managing Editor
Daniel Dawdy

Advertising Manager
Jeb Kriigel

Welcome to the online S Scale Resource magazine. The magazine is presented in an easy to use format. The blue bar above the magazine has commands for previewing all the pages, advancing the pages forward or back, searching to go to a specific page, enlarging pages, printing pages, enlarging the view to full screen, and downloading a copy to your computer.

Front Cover Photo

The Southeastern Michigan S Gaugers layout at this past O&S Scale Midwest Show.

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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

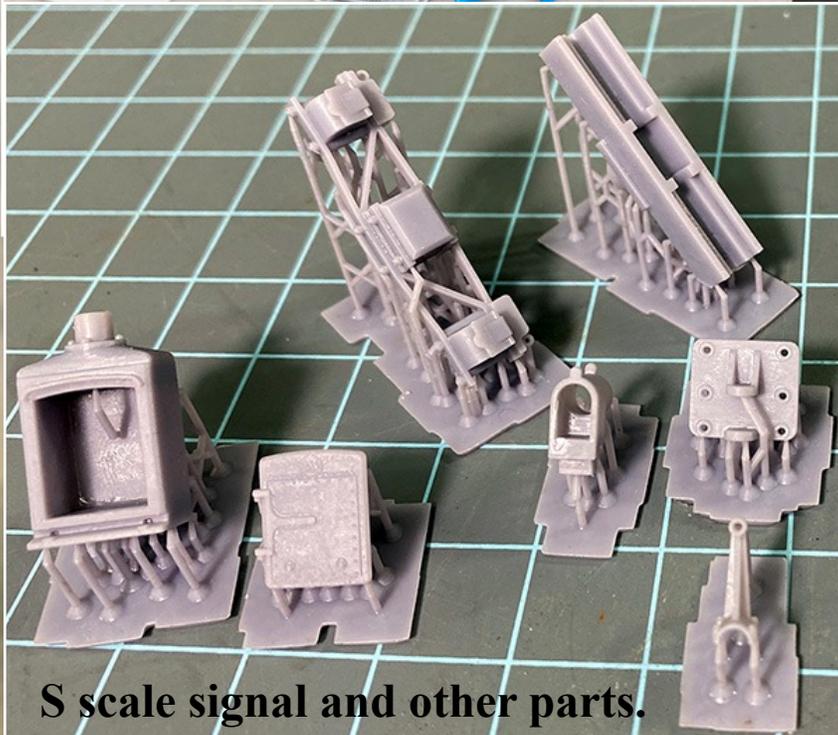


October was an exciting month around here. First off, our O&S Scale Midwest Show was a great success! We had the best attendance, most sold tables and room nights ever. All the dealers we spoke to were very happy with sales, as were the people walking out with arm loads of stuff. We want to thank everyone who was able to attend. [We have produced a video of the show](#) and it may be seen by clicking on the picture.



After seeing the fantastic builds from Sarah Griessenböck and Serge Lebel, we decided to buy a resin printer and begin making items for our layout, as well as, some rapid prototyping. We chose the ELEGOO Saturn because of its larger printing capabilities. The very first print job was a success with some test parts. We can still dial things in better, but these turned out very well. This hobby always amazes me as to all the things you can still learn and do.

Let us know what you are up to. Email daniel@modelrailroadresource.com with any projects, large or small, and let's talk. Don't worry if you don't fancy yourself a great writer, we'll work with you and help get your thoughts down.



S scale signal and other parts.

We are always on the hunt for articles, and the coming issue is no exception. Please send us your articles or an overview of your layout that we can work up into an article. Without articles, this magazine will cease to exist.

Thank you all for your support, and remember to tell our advertisers you saw them in *The S Scale Resource Magazine!*

Happy Reading & Happy Modeling,

Amy & Dan Dawdy

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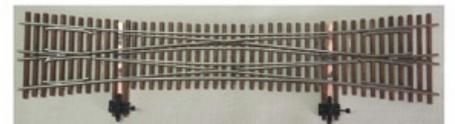
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NEWS YOU CAN USE



Stephen Milley of Rail-Scale-Models has a new item for you. The Dock Hoist is a "stick-built" "mini-scene" craftsman kit.

This craftsman kit comes into the Rail-Scale-Models product line-up as part of the recent acquisition of the Rusty Stumps Scale Models laser-cut craftsman kit business.



The Dock Hoist is a small detail scene that can be added to your model railroad in a variety of ways – on a freight dock, on a flat car or gondola, on a team track dock, on a wharf, on a barge, or any other location needing a lift assist to load or unload freight. The kit is assembled from stripwood and a variety of specially-designed 3-D printed detail components.

The kit includes detailed assembly instructions, photos, and design drawings to assist the modeler with

assembly. This small structure will add that special touch to your model railroad scene !

Note: Stripwood for the dock shown in the test build is not included with the kit. [See their Website for more details.](#)



Dan Navarre of River Raisin Models says: River Raisin Models has a large line of brass detail parts listed on our Website at www.riverraisinmodels.com. The listing includes photos along with their description.

We have accumulated a large inventory of parts that have not been cataloged or listed for sale before because of the small quantity of each that exists. We will be “cleaning out the closet” over the winter. We will be listing them on the website. Don’t miss out on the one and only rare parts for steam locos, diesels, cabooses, and freight cars.

Watch for previously unlisted decals also!"



Steve Wolcott from Pre-Size Model Specialties announces his latest kit in S scale.

The Southern Pacific A-50-6 is a single sheathed 50' door and a half automobile box car.



Built in 1923, they served into the 1950s. The kit features a highly detailed 1-piece body with true Z bracing and a separate floor/underframe.



Included are decals, 3D printed details, wire grab irons, wood running boards and full brake rigging. Does not include trucks or couplers. Price is \$95 with free shipping. See our website at www.pre-size.com for details and full instructions.

TruGage for S-scale Kadee-style Couplers

Does your railroad suffer from phantom uncoupling or derailments due to trip pins set too low and contacting crossing rails? The TruGage coupler gauge (gage) is the best available gauge for checking S-scale Kadee-style couplers. Benefits of the design include:

- World's simplest and easiest to use, no moving parts,
- Precision resin, will not short out the railroad, especially valuable with DCC,
- Ready-to-run, no tedious assembly, no springs to lose,
- One piece design,
- Pass/NoPass design, reliable independent of user's height or fatigue,
- Checks both coupler height and trip pin positioning, and
- "I ... believe very strongly that they are the best," Roger S., Potomac, MD.

Available in S-scale from Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031 for \$7.99 each, plus \$2.69 shipping. Virginia residents please include sales tax. See our web site, www.greatdecals.com

Picture, see:

<http://www.greatdecals.com/GreatDecals/TruGageS.JPG>

Instructions, see:

<http://www.greatdecals.com/GreatDecals/TruGageSN S.htm>

New from S Scale Track Works!

S Scale Track Works has a code 100 65deg crossing kit available. The crossing comes a four parts as shown in the photo. This makes it easier to gauge when you spike it down. The gaps also provide the electrical insulation needed for a crossing. When the four pieces are spiked down, just glue a piece of styrene in the gap and file it flush with the rail.

The filler blocks and bolt detail of a prototype crossing are modeled. This crossing will add new detail to your track work.



This crossing set was made as a custom part for a customer. We will make custom orders for people with a minimum order of two kits. If you need a custom crossing for your layout, contact us and we will give you a quote.

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

Tru-Color Paint continues to bring new colors to their fantastic line up. Here's the new product information for the 3D Printed & cast resin paints and aerosols for December 2021/January, 2022

December, 2021

3-D Printed & Cast Resin

9084- Maersk-Sealand- Blue

9395- Clear Primer

Aerosols

4036- Gloss Off-White

4037- Matte Sand

January, 2022

3-D Printed & Cast Resin

9289- CSX- Yn3 Scheme, Blue

9290- CSX- Yn3 Scheme, Yellow

Aerosols

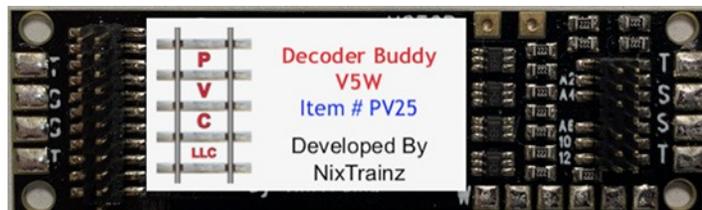
4038- Matte Aged Brick Red

4039- Zinc Chromate

As always, Tru-Color Paint is open to new ideas for paints. If there are colors that our readers need but aren't made, have them shoot us an email at tru.colorpaint1@yahoo.com. If they can find enough information on the color, they could put it in the next year's production schedule. See their full line up at their Website!



Precision Vintage Classics is now a dealer for Decoder Buddy by NixTrainz. We offer a custom Decoder Buddy V5W with 2,2K Ohm resistors. We also have their full line. Call a real person at 253-875-1684



See these and more on our website: www.pvc-sn3.com/rapidcart-10/



Bill Mosteller of Great Decals! Sent us a sample of his S scale TruGage for S-scale Kadee-style Couplers. We don't do reviews, but I will pass this on to a friend of mine and we'll take a closer look next issue.



The picture shows it in use on Richard Karnes' NYW&B. With the gauge centered on the track, run the car or locomotive up to the gauge. If the coupler slips into the gap, your coupler is mounted at the correct height. If, however, the coupler head or uncoupling pin strikes the gauge, adjust the coupler height or uncoupling pin until both clear. You can find more info here.



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TCP-4038 Matte Aged
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TCP-4039 Zinc Chromate

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- ④ **What We Have Available**
Paints in this series include standard finishes, generic colors, and colors for locomotives, freight and passenger cars, layouts and dioramas, and some military-oriented models.



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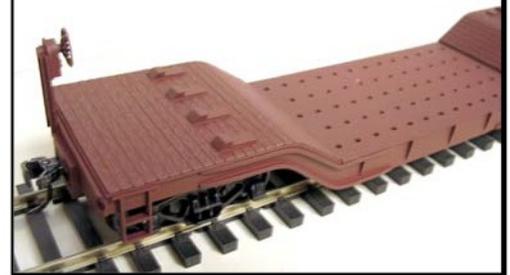
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Depressed-Center Flatcar

The 40', 90-ton depressed-center flatcar is a unique car. The unpainted kit consists of urethane castings for the body and brass & urethane brake details. Less load, decals, trucks and couplers. #09209 S Scale \$79.95



The transformer shown is available as a separate kit. Urethane transformer castings and laser-cut wood bracing. #04000 \$39.95



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O&S Scale Midwest Show Wrap-up

This was our best show ever! We had the largest attendance since we took over the show, and were totally sold out of tables and had very happy dealers and attendees. We'll concentrate on the S scale side of things here. Check the [November/December 2021 issue of *The O Scale Resource Magazine*](#) for the O scale write up.

Also, please note that many of the following pictures were shot just before the show opened to the public to make it easier for me to get around without running into people.



NEW KIT BY PRE-SIZE MODEL SPECIALTIES

New Kit



LOTS OF SALE ITEMS FROM DES PLAINES HOBBIES

SOUTHEASTERN MICHIGAN S GAUGERS WERE IN ATTENDANCE AGAIN THIS YEAR





TOM LENNON AND KEN ZIESKA WORKING AWAY AND HAVING A GOOD TIME.





RIVER RAISIN
 WAS THERE WITH
 LOCOMOTIVES,
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 AND DECALS.

NORM HINKLE
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LOTS OF CORN HIDING THE CABOOSES ON CHARLES MALINOWSKI'S MR2GO! MODULES



GLENN GUERRA FROM S SCALE TRACKWORKS TECHNIQUES AT HIS TABLE



JIM KINDRAKA SETTING UP HIS TABLE OF GOODIES



A CLOSER LOOK AT CHARLES MALINOWSKI'S MR2GO!
MODULES



ANOTHER VIEW
FROM THE
SOUTHEASTERN
MICHIGAN S
GAUGERS LAYOUT



STEVE WOLCOTT'S PRE-SIZE MODEL SPECIALTIES WAS THERE WITH HIS MANY CASTINGS AND PARTS

DAN NAVARRE FROM RIVER RAISIN MODELS GETTING SET UP





LOTS OF OTHER GREAT ITEMS FROM VENDORS LARGE AND SMALL



WIT AND WISDOM HAD THEIR NIGHTHAWKS KIT AVAILABLE IN S SCALE AS WELL AS O

|||||

TRACK TRICKS: A FEW DIFFERENT IDEAS FOR INSTALLING FLEX TRACK

|||||

By Jim Martin

It is jokingly said there are four phases of track in a model railroader's life: sectional, flex, hand laid, and flex. I have arrived at stage four and favor the Tomalco brand for my S-scale Port Dover Branch. Hand laid track is satisfying to do, but flex offers many advantages, not the least of which are the molded detail items like tie plates and scale spike heads; details that are possible when hand laying, but for most of us just too tedious.

I still build my own turnouts using Fast Tracks fixtures, but for the rest, it's back to flex for me. I have picked up a few tricks along the way that you may find useful. I'd like to share them here with you.

Getting the roadbed down: I favor cork roadbed simply because the HO variety is so widely available. There are two principal ways to use it. One is to simply to lay the S scale track on top, let the ties hang over the sides, and make up the missing width with extra ballast along the shoulders. That will eat up a lot of extra ballast. Another option is to pair a half strip of HO cork with a half strip of O scale. They are usually milled to the same height and together will give you the right width for S. The problem here is trying to follow a track center line when the center of your hybrid roadbed is offset. It's possible, but a bit inconvenient. I prefer to space the two halves of HO cork with two pieces of one-eighth-inch balsa strip, each on opposite sides of the center line.

Photo 1 and 2: First a quick tip on creating a transition curve. Draw the ruling radius a half-inch inside the tangent or straight line, mark the center point between them and then bend a length of strip wood to connect the curved and straight sections through the center mark. Glue and pin the strip wood on the far side of the marks, and then glue and pin the second strip to the inside of the first. You have now easily laid out a transition curve, and the double width of strip wood will widen the HO cork roadbed to the necessary S scale width.





Photo 3: A mirror is a useful tool for sighting along track where one's eyeball won't fit. My layout is built in sections and where they join, I use short pieces of basswood milled to the same thickness as the cork roadbed. The track is spiked to the basswood for a firm alignment.

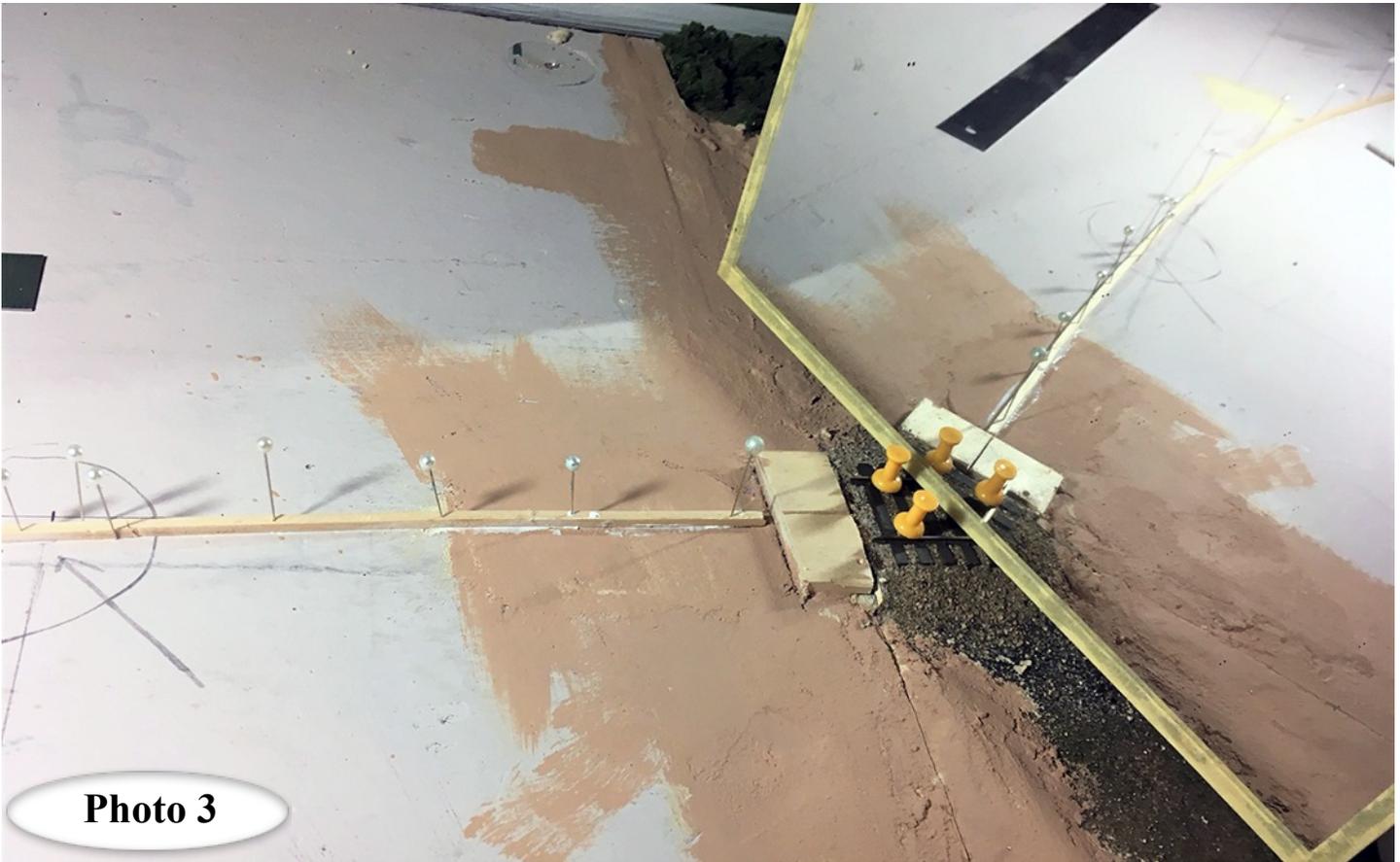


Photo 4: The cork roadbed is glued to the layout surface with contact cement. I use water-based contact cement to avoid damaging the foam layout surface. Solvent based contact adhesives will attack foam if you are using that material as a layout base. The yellow pushpins to the right are there to keep my battery powered locos from heading cross country should I have a lapse in attention.



Photo 4

Photo 5: A water-based wood filler is applied to the small void in the center of the roadbed. That saves on ballast and increases the gluing surface for the flex track. Skimming a thin layer on top of the cork also improves the gluing surface for the track. Apply thinly with a wide blade knife and lightly sand afterwards.



Photo 5

Gluing the track in place:

Photo 6: We have moved to a different part of the layout which admittedly looks somewhat scabby in this photo. A lot of different things were going on at different times here when this photo was taken. Water-based contact cement has been applied to the roadbed and to the bottoms of the Tomalco ties. I tap the glue onto the bottom of the track with the side of a flat, disposable brush. Note the short strips of overlapped waxed paper. More about that next.



Photo 7: This trick was taught to me by a contractor who installed countertops. Contact cement, when dry to the touch on both surfaces, will grip to itself tenaciously. You want to be able to fiddle the track into place without it grabbing onto the roadbed. However, neither of the glued surfaces will adhere to waxed paper. I have since



found that parchment paper, which is found beside the wax paper in the supermarket, is even better. It is slipperier and tougher, and I now use that. Tear it into thin, overlapping strips. This trick gives you the time and freedom to make small track adjustments before proceeding to the next step. (A note about the mottled green layout surface. For aesthetic reasons, I don't like to look at pink foamboard while waiting to start scenery, so I stipple acrylic paint onto the surface as a temporary measure.)

Photo 8: A thin, stainless-steel rule is a great tool for aligning rail joints between track sections.



Photo 9: Once you are happy with the track alignment, slide the strips of paper out one at a time in random locations along the track. Apply gentle pressure to the track where each strip is removed. Avoid pressing too firmly just yet.

Photo 10: I like to use calipers to assure even distancing between adjoining tracks. Check frequently as you slide out the wax/parchment paper.

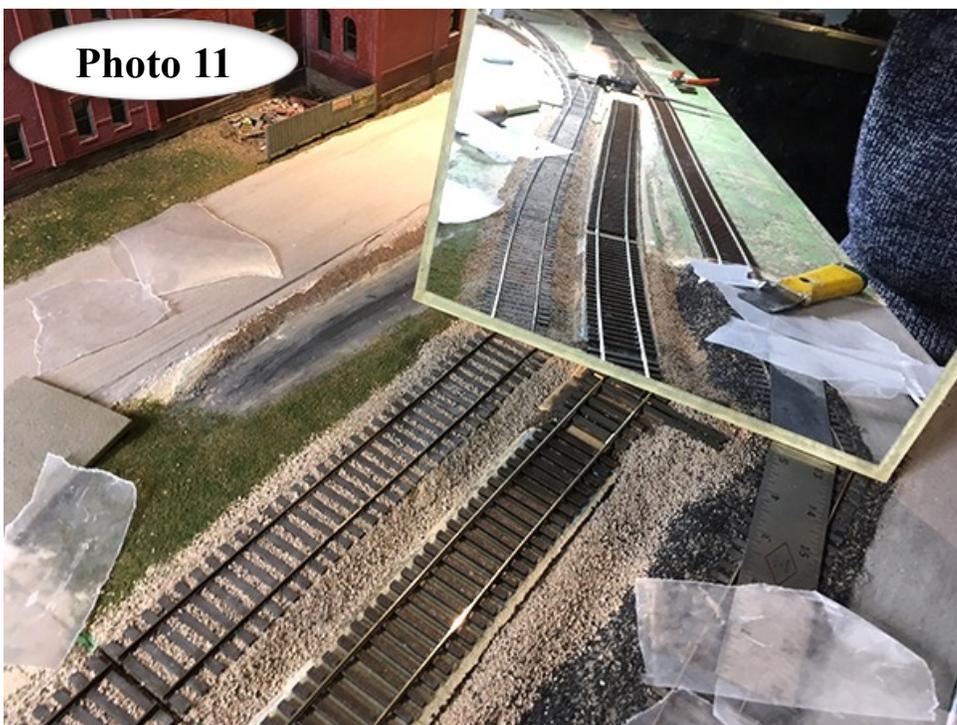


Photo 11: Again, a mirror is an invaluable tool for sighting along track. There are a few wiggles visible along the freshly glued track.

Photo 12: This is why you didn't push down too hard. At this point the track is easily shifted side-to-side using a straight edge and gentle pressure on the sides of the ties. Don't push on the rails. The thin ruler fits nicely into the web of the rail, assuring straight alignment. Once you are happy with everything, apply firmer pressure along the track to seat the adhesive.



Photo 13: (Next page) : Ta-Dah! Yes, it's only flex track, but one still must make the obligatory first run to the "end of the steel".

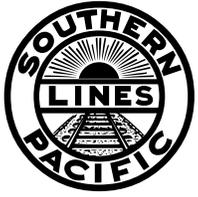
Photo 14: (Next page) The same section of track (center) several months later. Flex track is quite presentable when properly painted, ballasted and weathered. The lesser-used team track in the foreground is Tomalco code 70 flex track. The two main tracks are Tomalco code 83.



Photo 13



Photo 14



A CLOSE UP LOOK AT PRE-SIZE MODELS NEW SOUTHERN PACIFIC CLASS A-50-6 AUTO/BOX CAR

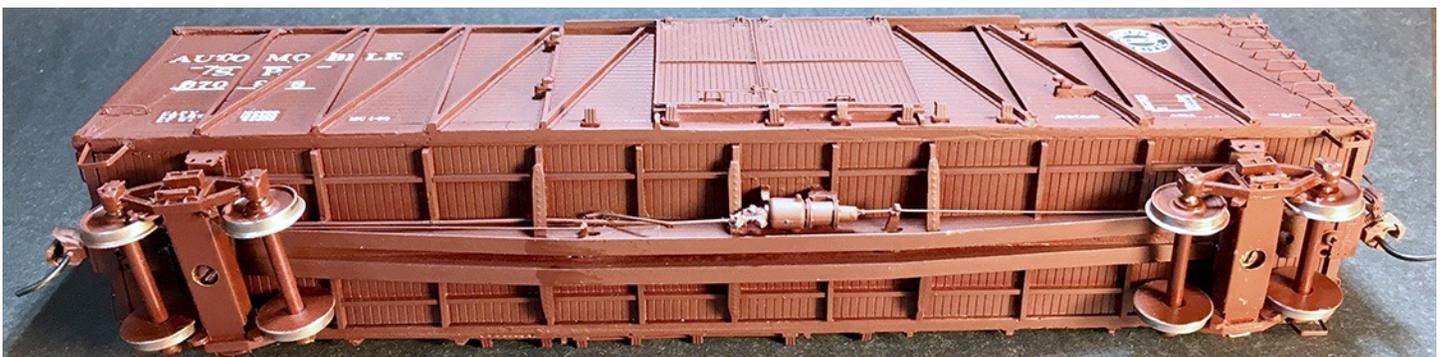
By Robert Hogan



Steve Wolcott's Pre-Size Models has introduced a new resin kit for the ever popular Southern Pacific 50 foot 1 ½ door single-sheathed automobile car.

The prototype was built in 1923 by General American Car Company. Southern Pacific ordered 1,500 A-50-6 and 500 A-50-5 automobile cars. These cars were virtually identical except that the A-50-5's had wood doors at the A end. These were Southern Pacific's first 50 foot automobile/box cars following the 40 foot A-50-4's. Another 500 cars were ordered from Pullman in 1924, the Class A-50-7, nearly identical to the original A-50-5's with wood end doors. These cars saw service all over the United states with nearly 1,500 surviving into the early 1950's. Many were modified for wood chip service and M of W work serving into the early 1960's.

The new Pre-Size kit features a very high-quality single piece industrial resin body casting (sides/ends/roof) with another high-quality resin floor piece. Other detail castings include the fish-belly bottom side pieces, small details, K brake system, laser cut wood roof walks and brass wire. Decals are included and are of high quality representing the lettering on the car as- delivered in 1923. Trucks and couplers are not included..





The correct as-delivered truck is the Bettendorf T-section truck once imported in brass by River Raisin and available in white metal from Keith Wiseman. Over the years many cars were re-built using standard Bettendorf trucks of the American Models and SHS trucks also work well.

The detail on this kit is outstanding. It is a fairly easy kit to build, but one that requires some time to build because one needs to drill and apply the many individual hand grabs that make this car such a fine model. Instructions, photos and drawings from *Mainline Modeler* magazine are available on line should you wish to preview this model kit.

The only problem I encountered was with the individual door stop and bottom door guide pieces. These are done with 3D printing in acrylic and are very brittle. Once applied I had many simply “pop off” of the model, breaking at the mounting pin. I’d suggest attaching these parts with either Walthers Goo or a canopy cement, as they are more flexible than ACC/CA+. Steve is working to rectify this minor problem. Models are finished with the post-1946 lettering, not the as-delivered decal lettering included in the kit.



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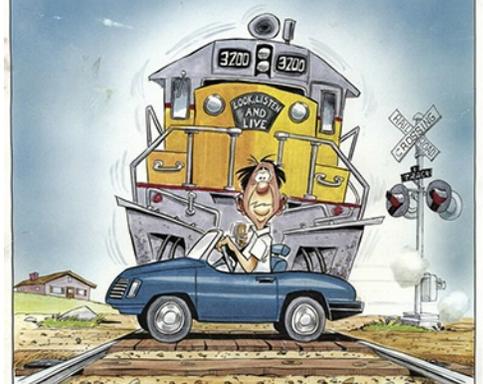
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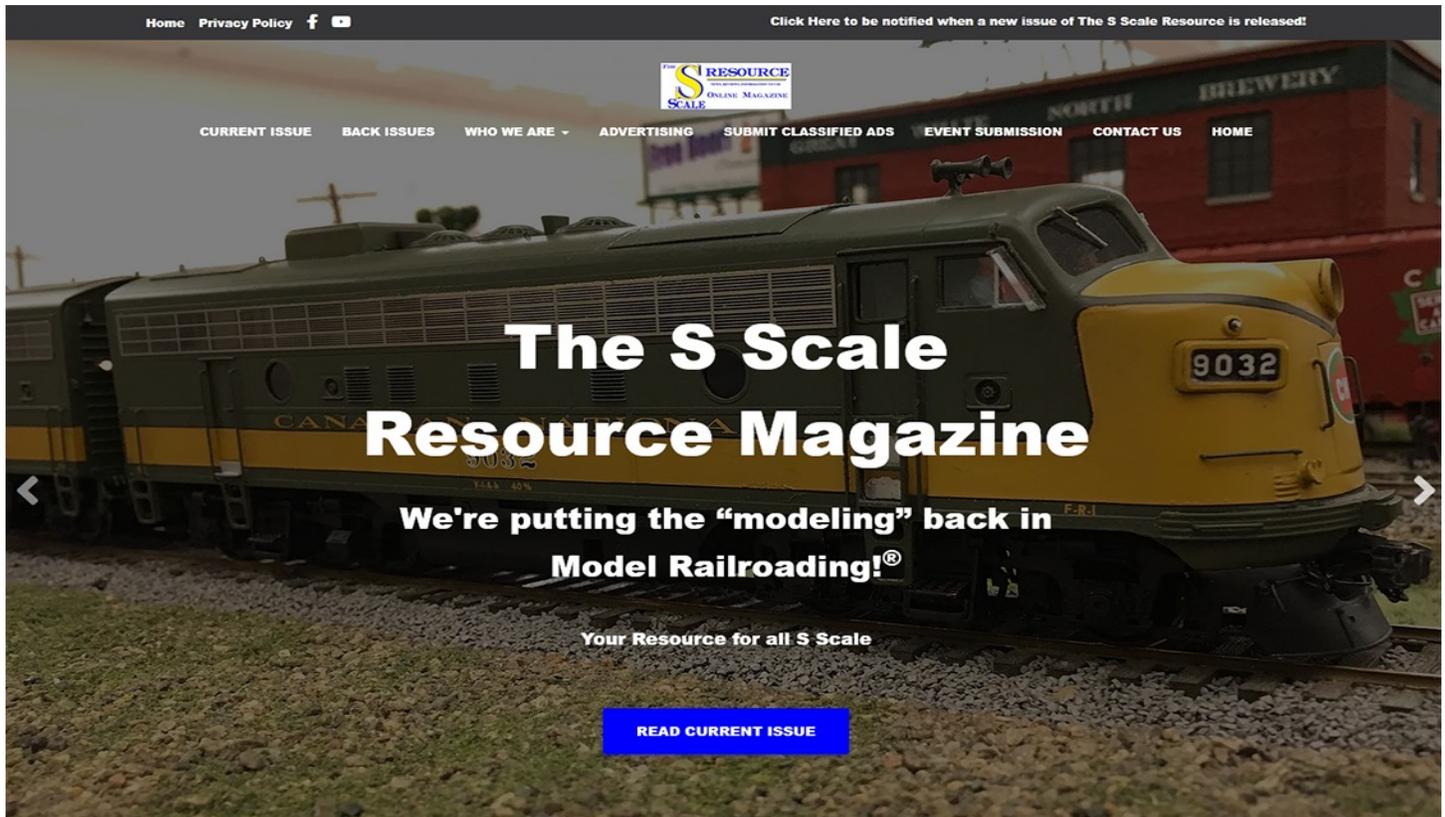
OPERATION LIFESAVER

©LighthouseAntiques

This kit is one of the finest I've seen in S scale and goes even beyond Steve's other kit offerings. Somehow Steve has even managed to cast the full "Z" into the car side bracing creating a very realistic model when built. While not a kit for beginners, it is not difficult to build requiring only basic skills and an investment of time.

Kit #593
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For more information please their Website at www.pre-size.com.



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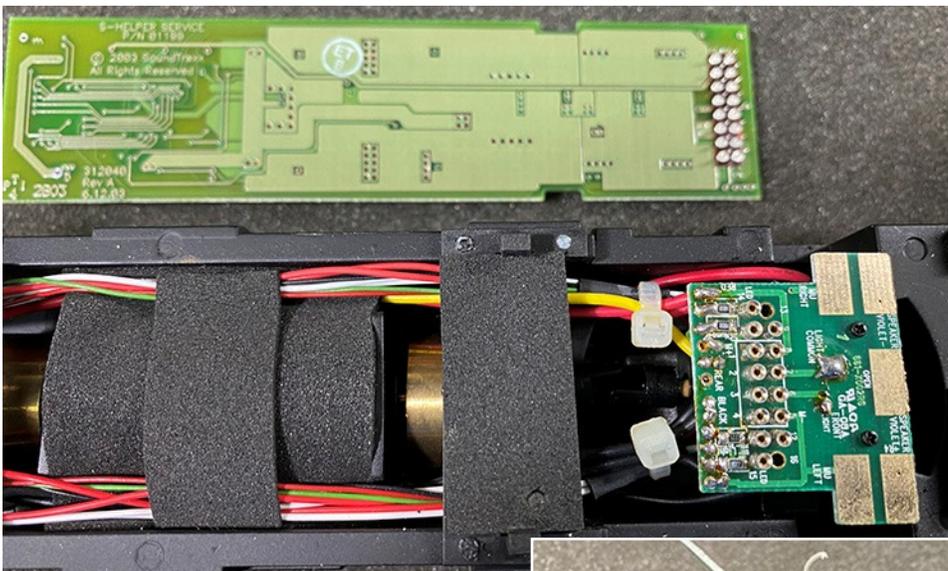
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By Dan Dawdy

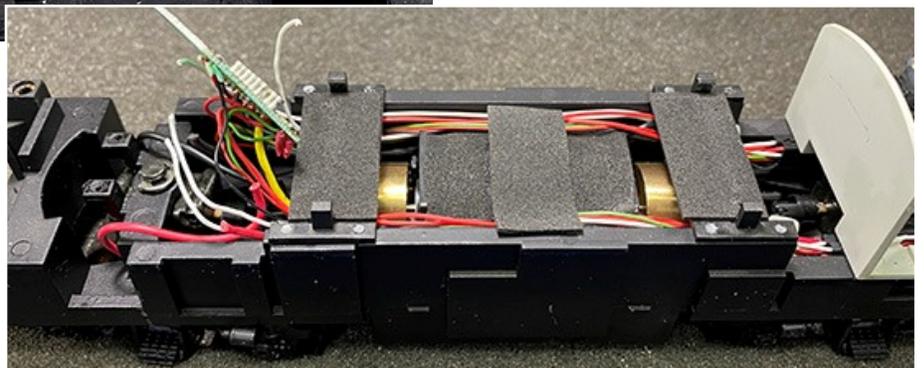


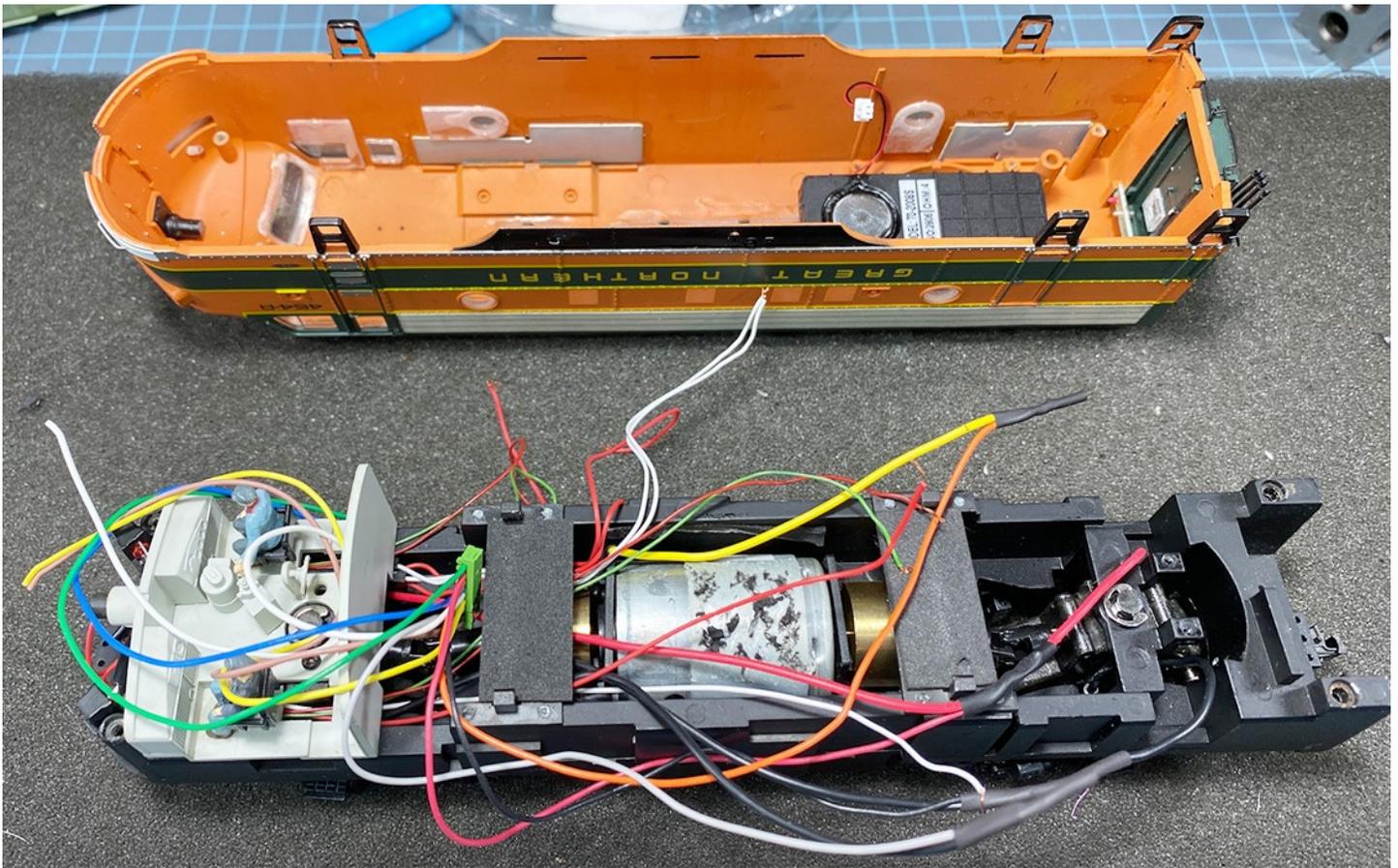
As I have said in the past, I am not a custom installer and I don't like to work on other people's models. I made an exception for a beautiful steam engine for John Albee and wrote about that in the [February/March 2017 issue of The S Scale Resource Magazine](#). Well, once again John asked, this time for a decoder replacement in an S Helper Service F7A. Thinking this would be a quick job I said I'd be happy to. Not so happy now as things are never as easy as they seem.



John wanted this updated with a Tsunami2 EMD 567 decoder and Tang Band speakers. Popping off the shell I was met with a custom sound decoder by SoundTraxx and S Helper Service dated 2002. This was no Tsunami. The decoder sat on a 14 pin socket. Components on that socket took care of the powering of the lights, motor and speaker. No way was I going to figure out what went where. That meant it was time to remove everything. Now, to be

fair, Don Thompson did point me to a document on the NASG's Website that did explain what most of the pins were: https://www.nasg.org/Gallery/Products/SHelperService/shs_f7_qsi_installation.pdf, but I still wanted to start fresh.

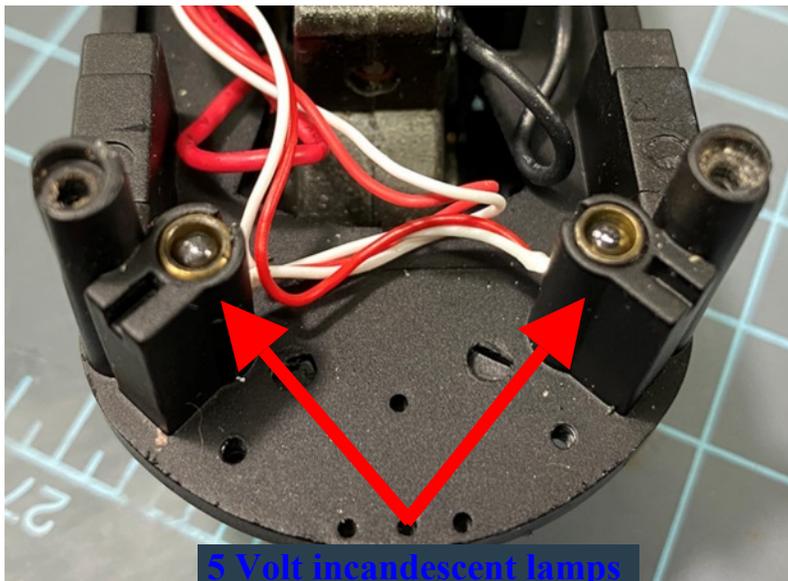




I started by splicing in the pick-up wires and motor wires and then testing that much. I could tell the NMRA wire color code was out the door so I pulled out the wires from the trucks and spliced left rail wires together from both trucks and then the right rail wires. Those were then attached to the red and black wires of the decoder plug. The decoder plug's orange and gray wires then went to the motor. All the lights were disconnected for now. I did plug in a speaker, yes you MUST have a speaker attached, so I can test this much and get a reading from JMRI ([Java Model Railroad Interface](#)). I went to the programming track and JMRI found the decoder so I was able to program the locomotive cab number in. Now it was time to figure out the lighting. There is a headlight, class lights and number board lights to track down.

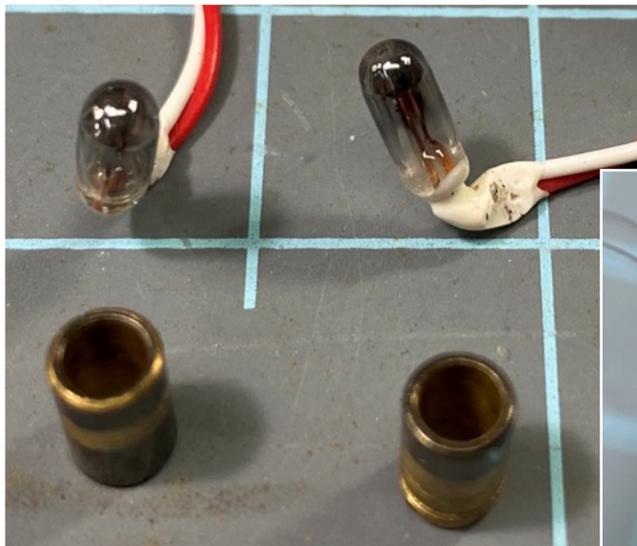
The first thing that surprised me was the mix of LEDs and incandescent lighting used. The class lights were bi-color LEDs while the number boards and headlight were incandescent. Class lights were red, green or off. Not very realistic. White lights would be an extra train not on the timetable back in the day, while green would show regularly scheduled train, but with a second section was following behind it. Red class lights were rarely used on any F units as it only indicated the end of a train so the unit would be running backwards. Many had a red light light in the same housing as the headlight. So for John's model I went with a 3mm white LED. Normally off, regularly scheduled train, or running extra was all he needed. I wondered why they then used 5 volt incandescent lights and not all LEDs. My only guess was the socket sizes of the other lights did not accommodate a 3mm LED which made things more interesting. So the class lights were first and very easy. Two new LEDs fit perfectly in the housing. See picture below.





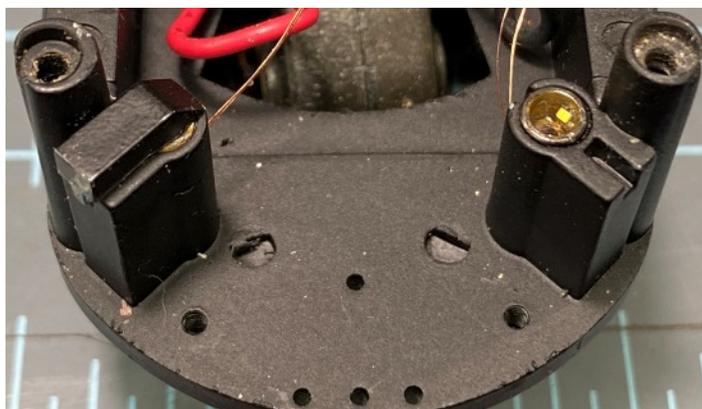
The number boards were going to be more difficult as the bulbs were set into a tube with the wires running out a slot in the bottom. I assumed they were 12 volt, but found out that they were 5 volt after they went pop. There is then a small housing that goes on top of the light assembly that directs the light out through the number boards.

A 3mm LED was not going to fit even with sanding the bottom rim off. So using what I had on hand, I used a 406 SMD LED and put into the housing pointed up. Then I flooded the opening with ACC and a drop of Zap Kicker. The LED was now “floating” in the center of the housing and was not going anywhere. Both LEDs were “painted” with Tamiya X-24 clear yellow to tone down the bright white of the LED as I did not have any warm white LEDs on hand.

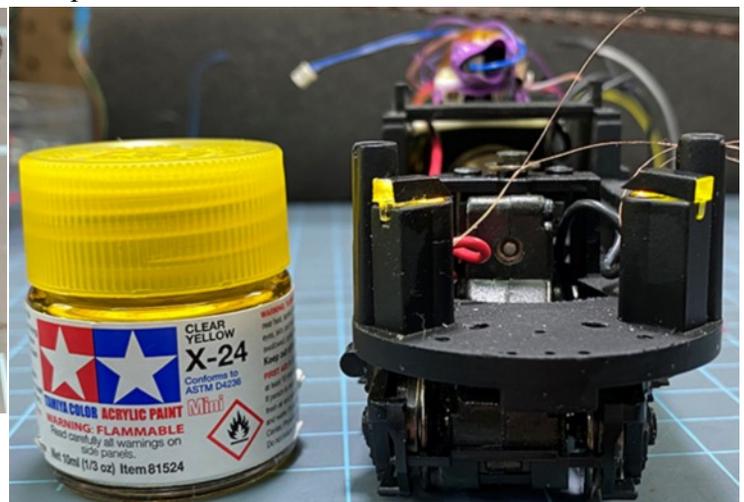


406 LED suspended in ACC

And it works!

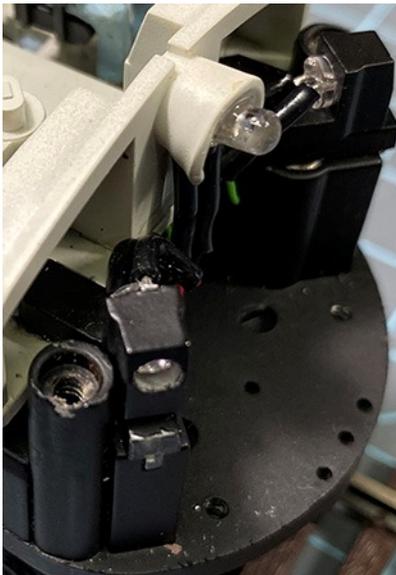


LED on the left has the deflector cover on. The thin wires from the LEDs are routed out the bottom of the housing with plenty of room to spare.



Tamiya X-24 clear yellow used to tone down the bright white of the LED.

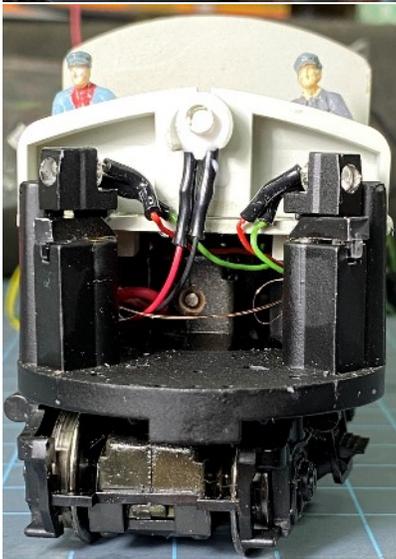
OK, so this looks a bit “jankey”, but it worked and I was able to use what I had on hand.



The headlight was also a 5 volt bulb which went “poof” so another 3mm LED was used there also. In this case, I soldered on the wires and made a hard 90 degree bend with the leads. The LED was then glued in place with canopy glue.



The headlight was set to the normal front light of the decoder, white and common blue ground. The class lights were set to a function output as were the marker lights, so they could be turned on and off independently. You can then map them to any function on your DCC system. In John’s case, he wanted F5 for the number boards and F6 for the class lights.



John also wanted a rear light on this unit. Some railroads did have these, and I suspect they were more for people on the

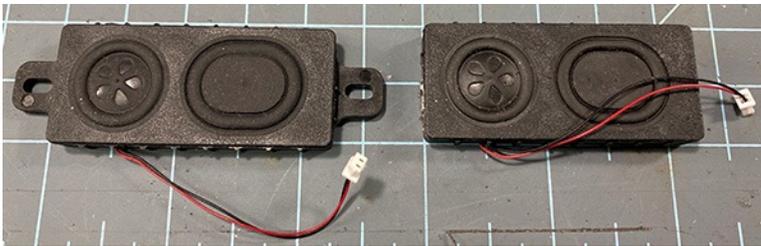
ground at night as the engines were moved around the yards. I have been in an F unit, and there is no way that light would help the engineer see anything. B.T.S. makes a Pyle Backup Light so that was ordered. Once it arrived, I put in the 90 degree bend and drilled out a number 78 hole for the LED.

So while I waited for the B.T.S. order, I cleaned up the wiring and mounted the decoder with Scotch carpet tape on top of the motor, and then used another piece of tape for the CurrentKeeper™ on top of the decoder. The yellow and blue wires out the back will be used for the rear light.

Now comes the speakers. John wanted to use Tang Band speakers which have an amazing sound. I now use them in all my locomotives. The issue is they are 4 ohm speakers while the Tsunami2’s require an 8 ohm speaker. In my O scale installs, I simply wire them in series which give the proper 8 ohm load to the amplifier. Now a single 4 ohm speaker will work IF



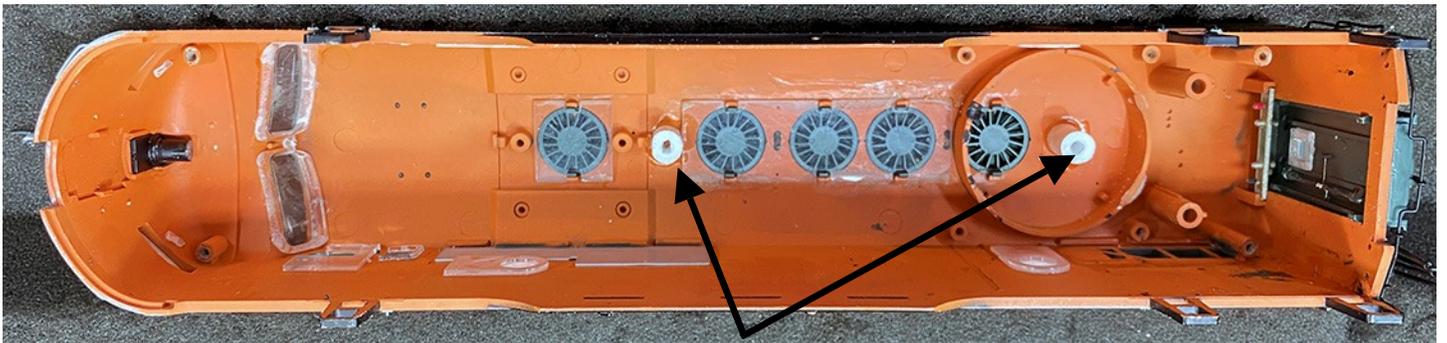
you don't over drive it. At least half output from the amplifier. Not a good idea, but it will work. You can also add a 4 ohm resistor in series with the speaker, but 10 ohm was the smallest value I had for a total of 14 ohms which would work, but with less overall volume. So I raided my own stash of Tang Band speakers and pulled



two Tang Band T0-2008S speakers. These will be wired in series just I do in O scale.

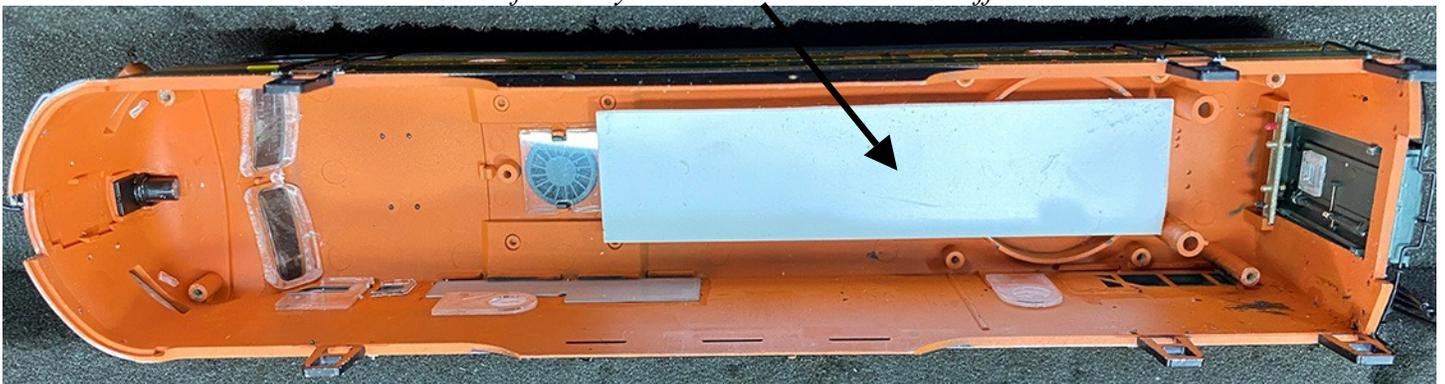
I needed to make a platform on the inside top of the shell to hold the speakers.

There is just enough room for all of this to fit and John will be able to blow the doors out of the train room if that's what he wants to do.



Standoffs to clear the old speaker mounting.

Piece of .040 styrene attached to the standoffs.



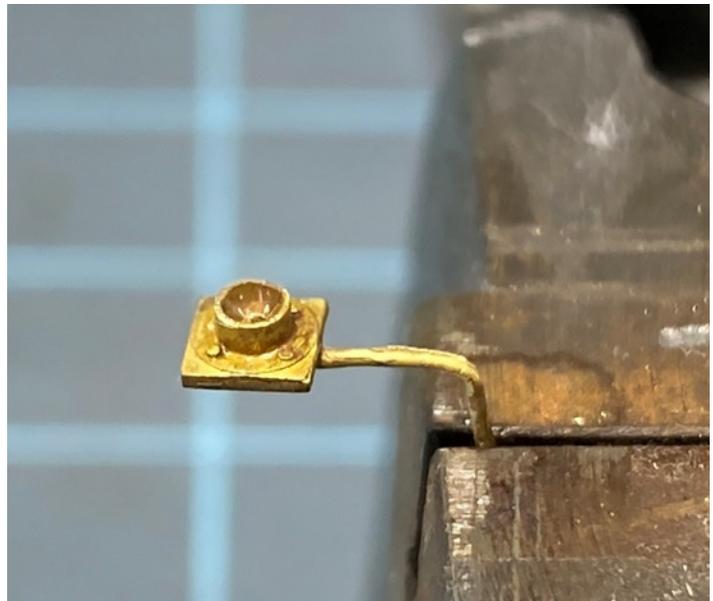


Tang Band speakers wired in series and attached to the styrene using carpet tape.

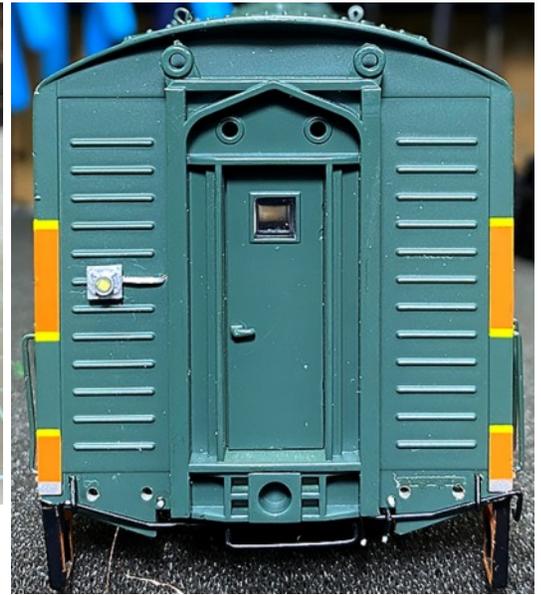
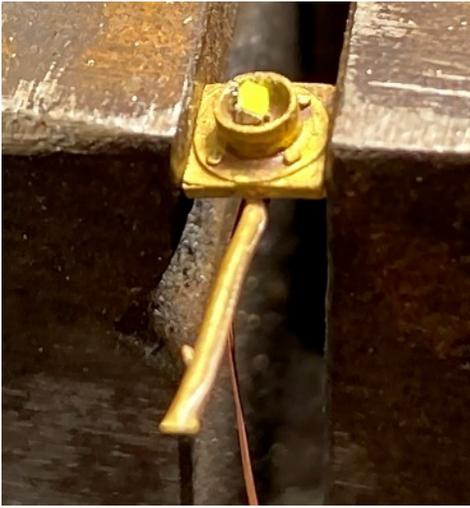


Above is the completed speaker install.

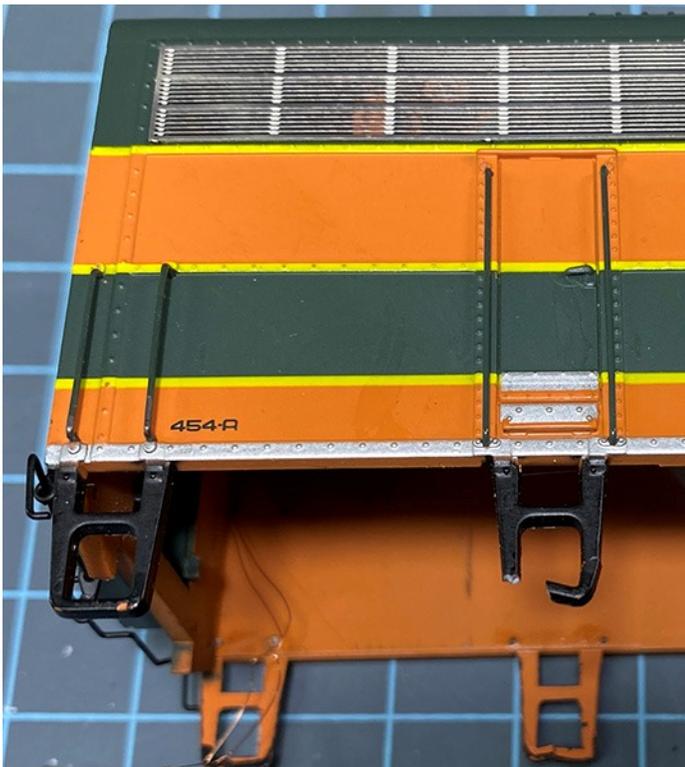
An end view of No. 241B (413) just after delivery to the WM at Hagerstown in January 1954. (R. E. Anderson Collection)



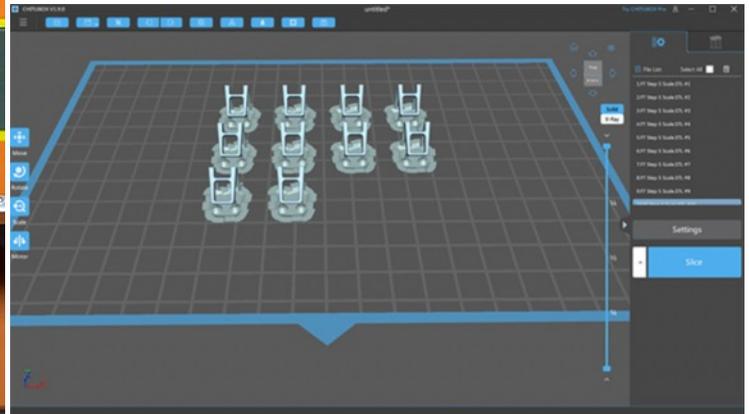
The Pyle Backup Light casting came in from B.T.S., thank you Bill, and I put it in it a vise and made the 90 degree bend for what is the electrical conduit. The picture on the left shows what I was going for.



A Number 78 hole was drilled through the casting for the LED and then painted silver. A 0402 SMD LED was added and then the front of the casting was flooded with Formula 560 Canopy glue to set the LED and make a kind of lens.



I thought I was on the home stretch when fate stepped in. While the shell was being propped up for the Canopy glue to setup it moved and hit the floor. See, this is why I don't like working on other peoples models. Something stupid always happens! So now what? I have a couple of messed up steps, sorry John...

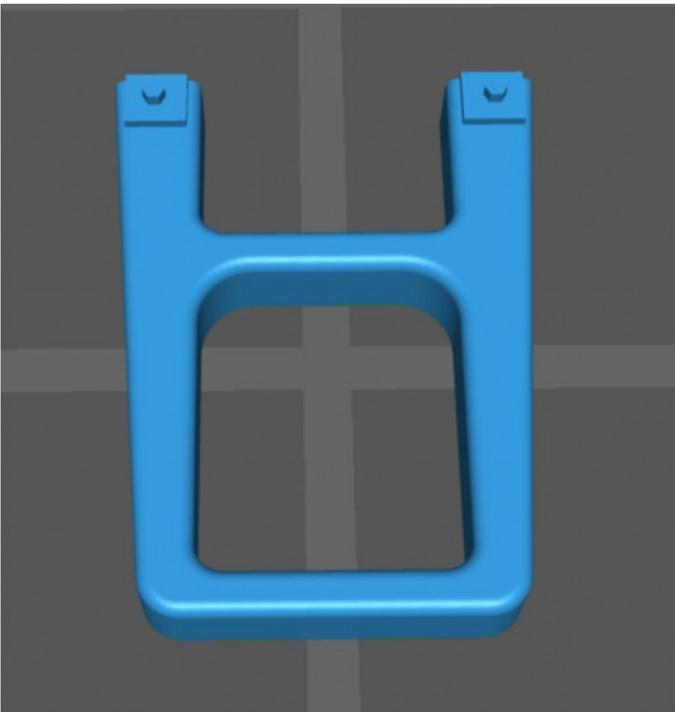


Well, If you read this month's Publisher's Desk you may have clue of what I had to do. Taking the measurements and sending them on to Glenn I had him make the 3D drawings. Once I had that, I brought the drawing into the slicer software and set up a run of these.



They came out fine, and I made a template for drilling a small hole in each leg of the step and corresponding holes in the shell so I could pin these with glue. I'll replace all six of these and then quit!

Steps out of the printer before cleaning.



The replacement shown above was OK, but Glenn redesigned it to look more like the original. See image on left. John will have extras if he breaks one. All that is left is to get with John and see what functions he wants where. JMRI will make quick work of that. I'll have photos and a video in the next issue of the completed locomotive.

Was it worth it, YES. Much better motor control, and of course, the sound is like night and day. As long as you don't drop stuff, the job was pretty straight forward.

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are on-line
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LINCOLN, IOWA DEPOT IN S SCALE

By Tony Dixon



History of the Depot

The Depot from Lincoln, Iowa (Berlin prior to WW I) was constructed in the late 1800s and was the highest elevation on the Chicago Great Western in Iowa. This structure was similar or identical in design to many other depots on the Chicago Great Western.

In the late 1970s, the depot was sold by the railroad for \$1 and moved approximately to a farm north of Dunkerton, Iowa an approximate 52 mile trip to where it currently resides.



This is a Mount Blue Model works kit number 1040-s Easy to build laser-cut plywood and basswood. Peel and stick windows and roof shingles. Laser etched wood chimney, laser cut wood roof brackets.
S scale Kit # 1040-S \$64 Footprint: 7" x 4 1/4"



1895 Chicago, Milwaukee, and St Paul standard design Depot kit in S Scale that I had contacted them about and had the baggage room door moved to the end of the depot structure. I then modified the opposite end to get two windows and reworked the bay window to a three window configuration not four. I did give the dimensions for the modifications to Ken Berlo at Mount Blue Model works and it sounds like he will have a kit available modified similar to this at some point in time. It's a great laser cut wooden kit, and I would recommend their kits to almost anyone.



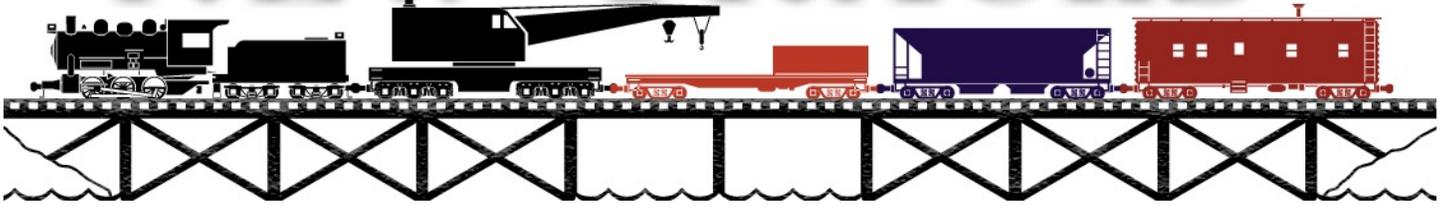
Above: The modified bay window section.







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

***SOME GREAT MANUFACTURERS AND MODELERS WHO MAY
HELP YOU IMPROVE YOUR MODELING AND BECOME ONE OF
YOUR MENTORS***

"New Tracks" Announcements: Adding a New Feature.

The "New Tracks" After Show with Moderator Clark Kooning MMR

A lot of you don't get enough of "New Tracks" in our regularly recorded show and after we stop recording, you stay on Zoom for what has been unofficially named the "After Show". All of you on YouTube are cut off when the recording stops and therefore do not know about the After Show. Well, that is about to change.

Clark Kooning MMR, has agreed to Moderate an official "After Show" segment that will be a part of our regular recorded "New Tracks" show. That means that everyone on Zoom and YouTube will be able to see and participate in it. Clark Kooning MMR is a very talented and knowledgeable modeler whom I believe will bring a new view to the show and help make the total show more informative and useful to modelers of all skill levels. Please Welcome Clark to the "New Tracks" team. Thanks Clark for your friendship, and help, Welcome.

Another Step Forward for "New Tracks"

"New Tracks" is now a member of the Hobby Manufacturers Association

I am looking forward to meeting the manufacturers in various hobbies that can be beneficial to my modeling and become part of "New Tracks" articles and Zoom shows for you to meet. I have been very welcomed by the HMA, and look forward to being able to make a contribution to the organization. If you are not familiar with this organization, I encourage you to [visit their website](#) and see their new [YouTube video on Modeling](#).



Subscribe to our Website and YouTube channel

Please subscribe to our website newtracksmodeling.com And verify the confirmation email to get the latest information about what we are planning on our shows and get the zoom log in link. Also please subscribe to our [YouTube channel](#), New Tracks Modeling, click the BELL and hit ALL to get notices about all our Live streaming YouTube shows and view our past recorded show videos.

Please also send the Zoom and YouTube log in links to your friends so they can also join in the mentoring and fun of our shows. Thanks in advance for your help and support. Word of mouth is our best way to advertise our shows.

Want to Help!! Volunteer to Participate in a Segment of Our Show, or Help Produce Our Shows.

We are fortunate to have two new volunteers helping us produce our shows. Chris Smith and Dennis Kamper. Thanks to both of you for your help. Everyone who watches our shows has a contribution to make. Offer your help in participating or making and producing our Zoom and YouTube shows, or help with our Website. Any amount of time and help you are interested in providing will be greatly appreciated.

Our Zoom show is a live participation show not just a sit and watch show. We need your help and would welcome any help you can provide. Keep in mind mentoring is a two way street. It requires communication between modelers who want to share their knowledge and skills along with people who want to learn their skills and techniques to improve their modeling. All skill levels are welcome and needed. Contact me at jimkellow@newtracksmodeling.com and let's discuss.

Our "Build Along" Modeling Experiences Gives You a Personal Mentor

Motrak Models



Starting October 20 a Motrak Models kit started to be built in 4 different scales by 4 different, very talented and experienced modelers, Phil Edholm (O) , Clark Kooning MMR (N), Bob Farquhar (S), and Greg Cassidy (HO). The Build Along will continue once a week on our show until the models are completed. Thanks go to Jeff Adam who owns Motrak Models for making this event possible.

The model to be build is shown below. All viewers who use the Code "NewTracks" when ordering will get a 20% discount off the published price.

If you want to see how a model is built in your scale compared to how it is built in other scales, these shows will be for you, plus you will see the various modeling techniques used in the various scales. Thanks go to Phil Edholm for suggesting this unique concept. I think this is a great opportunity to compare model building in different scales. I hope you will want to participate.

All Nation



Starting on November 10, David Schultz began building an All Nation Waffle Side Boxcar. Please welcome back All Nation to the market, It is a great name from the past in model railroading.

John Wubbel, All Nation owner told me: "I have 2 versions of this

kit if I have not mentioned that to you already. I will send David the high end kit which sells for \$159.95 plus \$12.00 Shipping and handling. This kit is more comprehensive with multiple roof profiles and inside interior walls with detail. This is not a trivial kit to put together, yet should challenge the entry level model builder with plenty of challenges and opportunities to innovate, and think through problems with the differing assembly approaches.

The basic kit for \$109.95 plus \$12.00 shipping I can give a 5% discount to your show participants. Make sure you mention "New Tracks" when you order. However, I would strongly suggest putting in a reservation for a kit(s) as early in advance as possible so I can order enough filament material and start to manufacture the product. I may not be able to take reservations on the high end kit because I cannot tie up the printer farm for extended periods of time since I have to make products for other customers. I will do my best to accommodate everyone who orders.

To order it would be best that I get their contact information so I can simply invoice them on the basic kit and give the 5% discount if I know they are doing the build along with you. Payment can be made by check, money order, or PayPal using the friends and family transaction."



ITLA Scale Models

Starting on November 10, Nick Massey owner of ITLA and Bryan Schilling, a very talented model builder will do a Build Along of a HO scale kit which was designed for the 2018 Fine Scale Model Railroad Expo as a Make-n-Take Clinic kit.

Nick told me it is an easy and quick build, this kit represents many of our ITLA design features and 3D engraved weathered masonry. Easily painted with rattle can spray paints and water based acrylics. It measures 3"L x 3"W x 4"H, and can also be built as a background "Flat" 12"L x 0.5"W x 4"H with the side wall returns included. Multiple kits can be chained together! This kit matches our HO Olympia Tool & Die Co. kit perfectly. Multiple Roof Top & Wall details included: chimney, snorkel vent, HVAC ducting, loading dock door, bumpers, access ladder, etc. Separate window headers & sills allow

for mask-free painting. Knockouts include to model bricked up doors and windows. Color instructions and sign sheet included (signs will differ slightly from those pictured).

Nick is offering a 25% discount on this model bringing the price to \$29.99 plus shipping of \$6.99.

Banta Models

Starting December 1, Banta Models owned by Bill Banta is teaming up with Clark Kooning MMR for a "Build Along" of the Banta Kit Warehouse.

Build along prices are 20% off listed price below for those joining in the "NEW TRACKS" Build Along

(Limited to this building only)

The Warehouse, #6159 O scale List Price: \$70.00



The Warehouse, #2159 HO scale List Price \$48.00

The Warehouse, #4159 S/Sn3 Scale List Price: \$64.00

The Warehouse, #8159 F/G scale list price: \$220.00

To order this kit for our build along please contact Bill Banta directly at billbwks@sover.net Do not order off the web site as the discount will not be applied. Credit card and PayPal for payments accepted Domestic (US) shipping is \$10. International shipping: via USPS first class mail is usually just under \$30, priority is closer to \$50, the F scale kit is usually around \$50 due to its weight. You will be charged exact shipping.

Conowingo Models

Starting January 26, 2022, Chris Course, owner of Conowingo Models, will be building one of his new kits. The kit will be called "THE KELLOW STATION". Chris said since I am a trolley modeler it will be a trolley station. What a great honor. Thanks Chris. I can't wait to see it. More details can be found soon on our [New Tracks Modeling Website](#).

Sea Port Model Works

Starting February 23, 2022, Bruce Nickerson, owner of Sea Port Model Works, will build one of his models. More details will be provided soon on our website newtracksmodeling.com. Bruce was recently on our Zoom show and this "Build Along" is a result of modelers interest in his models during his presentation. Thanks Bruce for your help.

Wit and Wisdom Models

Starting April 6, 2022, David Vaughn, owner of, Wit and Wisdom Models, will start a "Build Along" of one of his new John Armstrong inspired kits. Details including what scales will be included will be announced shortly.

More Build Alongs to Come

I hope you want to participate in all the "Build Alongs". The modelers and manufacturers, who are making these events possible, are doing them to try to help you improve your skills and have more enjoyment and confidence in your modeling.

This program is providing modelers with their own personal mentor on our shows. So if you have been sitting on the sidelines for awhile, give model building a try. I believe you will have some fun. It is really great to hear the enthusiasm and excitement from first time or previous armchair builders from their experiences by participating.

Please show your support for these events by your active participation. Thank you.

I am looking for more Modelers and Manufacturers involved in future "Build Alongs" in 2022. I have two scheduled so far so. If you are interested, please let me know. Remember, a model builder can select the dates, manufacturer and specific kit they want to build. A manufacturer can provide the model builder or I will find someone to build their kit. Contact me at: jimkellow@newtracksmodeling.com

We Have Started Several New Modeling Segments on Our Zoom Shows:

"Watch Me Build"

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

You may never have shown your modeling before in public for a variety of reasons. I assure you, I think you will enjoy and benefit from participating in these segments. This is a new segment, and it will evolve over time, so please contact me with your interest and help me develop the segment. My email is jimkellow@newtracksmodeling.com. If you would like to discuss your idea by telephone, you can get my contact information off the website.

October 6, 2021, Kris Blackmarr started his soapbox modeling series. This is great modeling from a talented modeler. Join us and see how he builds his models and why he calls them soapbox models.

"I Have A Question"

These segments are where viewers can ask modeling questions and get answers from other modelers on the show. It is a forum where viewers can help each other solve specific modeling problems or offer advice on modeling techniques. We have a form on our website you can use to ask your questions. This allows us to schedule the appropriate time for this segment on each show.

So far we have had various modelers offer to do segments to answer viewers questions and/or directly contact the viewer and provide the specific information needed. Don't hesitate to ask questions, after all that is how we learn new things.

"Remembering Old Kits"

Modelers will be building kits from our distant past that are either no longer manufactured or hardly available. Kits whose names we may have forgotten, but when we hear their name again, bring back great memories from our youth and remind all of us what modeling used to be like.

The first two segments had Martin Breckbiel, MMR building a Van's Car Shop and a Train Craft kit. As with our "Build Along" segments, these will also be recorded and available on our "New Tracks Modeling" YouTube channel. I hope you tune in to our Zoom shows and check them out. If you have an old kit and want go participate let me know at: jimkellow@newtracksmodeling.com.

"Let's Go To The Hobby Shop"

Meet local hobby shop owners who may become your new best friend. I must admit it has been a very long time since I have been to a hobby shop. So after floating the idea of asking hobby shops to appear on our show and getting positive comments from viewers, I decided to start this new segment.

Anita Walter from California was our first hobby shop owner on our June 9, 2021 show. I hope you were able to meet this lady who brought back so many great memories of past hobby shop visits for me. Actually, she planted this idea in my mind. If you missed the show, you can see a video on our [New Tracks Modeling YouTube Channel](#).

Next you met Mainline Hobbies on July 28, and Nick's Trains on August 7. All of these hobby shops were recommended by viewers, and after talking with the owners, I certainly understand why I wish I lived closer to one of them so I could visit. More hobby shops are scheduled in future shows including Mike Zucker owner of Spring Creek Model Trains Hobby Shop on February 23, 2022.

I recently talked with the National Retail Hobby Shop Association and wrote an article for their publication called "A Modelers View" where I suggested they open their Association to Modelers. It talks about the importance of model builders and mentoring to the hobby shop industry and the issues that we both, modelers and hobby shops, have in common. It was published in the Association's October Member only Magazine, "Hobby Merchandiser".

I believe it was very well received and I have already scheduled some of their members on future shows. The first member, the owner of Poggies Trains in Rohnert Park, California, was on our November 10, 2021

show. Next will be Steven Elliott, a member of the NRHSA Board of Directors and owner of Fundemonium Hobby Shop on February 9, 2022.

If viewers have a hobby shop you recommend to be on our show please let me know. There are not many hobby shops left around the country and I believe they need to be recognized and supported. So please tell me about your hobby shop at jimkellow@newtracksmodeling.com and I will ask them to be on our show.

Show us Your Modeling

We have a monthly segment called "My Build" on our show where viewers are encouraged to show their modeling. The next ones are scheduled for December 22, 2021, January 19, 2022 and Feb 16, 2022. To participate all you have to do is send in a photo(s) with captions and your name to Moderator Chris Coarse at Chris.Coarse@newtracksmodeling.com.

Now Let's Meet Some Manufacturers in Our Hobby



Pre-Size Model Specialties with owner Steve Wolcott

My interest in model trains followed a common path. I got an American Flyer train set when I was around 5 years old. I played with and acquired American Flyer trains until the normal distractions took over in high school. What those trains taught me included learning how to finish off my parents' attic so I could fill it with track and trains, and learning how to repair them and wire layouts. I found learning these skills and working with my hands very satisfying. This, in part, led to my life as a farmer/rancher, even though I was a city boy.

So when my own boys vacated the room I had built intended for a layout, I thought the time had come. My wife suggested that if I wanted to do something with model trains, maybe I should think about something that made money.

About then I saw an ad in a magazine that Pre-Size Model Specialties was for sale and that the sellers would teach me how to do resin casting. I was intrigued with resin casting. It seemed like the right technology for S and O scales because it lends itself to making copies in the dozens. HO & N typically calls for hundreds or thousands of copies which is better suited for plastic injection molding. I looked at the Pre-Size website and found that along with many HO and N scale products, they actually had products for S and O scales.

Below: Hoosac tunnel portal in HO.

Below right: O scale double bridge abutment.



So I bought the company and learned how to cast tunnel portals, bridge piers and the like, which is relatively simple because they use 1-piece molds. And I learned how to make molds because they wear out after 20 or 30 castings. And I started thinking about what new products were needed, like a double tunnel portal in S scale. I get calls asking for new products like the Hoosac Tunnel portal in HO, and the Soldier Summit tunnel portals in O. These are interesting challenges to scratch build the masters.

In the back of my mind, I knew I wanted to expand into making rolling stock kits. The S scale lists regularly delve into "I wish someone would make this car, or that car". And as an S scale modeler collecting models for my someday layout, I had the same wishes. So when an outfit that had been commissioned to produce a composite GS gondola in S backed out after producing some prototype parts, I acquired the project. Now, I know many model railroaders are intimidated by kits. What I got for the GS gon was parts for a flat kit. I saw that other resin kit makers were starting to make 1-piece bodies, making assembly much easier. I decided that's what I want to do. So, I assembled a car body adding details that could be part of the casting. I made a frame from scratch. Then I needed some help.



S scale kits of Greenville gondola and coil covers.

Casting a 1-piece body is a more complicated mold-making and casting project. I attended my first Prototype Rails meet in Cocoa Beach so I could go to Tom Madden's seminar on casting resin rolling stock. Then I continued learning by trial and error. I did get the process to work with the GS gondola. Of course, a kit requires a lot more than a car-body casting. There are parts that must be cast separately such as frames and detail parts, and grab irons, brake systems brake wheels, etc. Decals have to be found or custom made. All this requires research in order to get the model true

to the prototype. Getting all the pieces together and packed in a box is a job. And then I have to assemble one of them, hoping it all goes together as planned, taking photos as I go so I can make the instructions.

This is a long involved process with many different tasks. My first kit, the GS gon was already started when I took it on. What happened next was I was approached by Jim Kindraka and Scott MacKenzie with a proposal for a 60' TTX flat car. Jim had done the research, Scott did the 3-D drawings, and they sent me a 3-D



TTX is a built S scale kit of a TTX flat car.

printed frame. I did a little work on it so it could be cast in resin, had the wood deck pieces laser cut, got the detail parts together and had my second kit.

There is a pattern here. Collaboration means better results, and more results. There are others out there who are better at some things than I am. When we put our heads together we produce a better model. And even though we are all doing this part-time, we can get more done together.

This same team, Scott, Jim and I, next produced a Greenville corrugated gondola kit. Then coil covers for this gondola. Then coil covers for the RTR Thrall gondola made by S Scale America. Then I made a steel-sided version of the GS gondola and beet extensions and beet loads for both GS gons.

Now I'm working on a 50' single sheathed automobile boxcar. This time I was supplied with parts for a flat kit by Bill Green who made the prototype, but never got past having a few flat parts cast. So again, I added details, assembled a body and scratch-built a frame. Now I'm gathering detail parts, making some grab irons and hope to have a kit out this fall.

I am not retired from farming and ranching, but I have more free time in the winter to pursue model railroading. Pre-Size is as much a hobby as a business, it is not a livelihood. It gives me satisfaction making things, and making things that help others realize their dreams. As the saying goes, it is never too late to have a happy childhood.

In talking with Steve, I asked him to offer a Contest Drawing for my readers. He immediately agreed and said he would offer a \$50.00 Gift Certificate for any of his Products. Thanks Steve for your very generous prize for our Contest Drawing Winner.

How to Enter Pre-Size Model Specialties Contest Drawing:

To enter the Pre-Size Model Specialties drawing, each modeler must complete the form here. The winner agrees to use the prize and share it with us in a future article.

I look forward to seeing the winners use of the prize in his/her modeling, and sharing it with you in a future article. Good luck to everyone.



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PRE-SIZE MODEL SPECIALTIES
DRAWING**

Thanks Steve for all your help and interest. He can be reached at Steve.Wolcott@sscaleresource.com.

York Modelmaking with owner Julie Lightburn



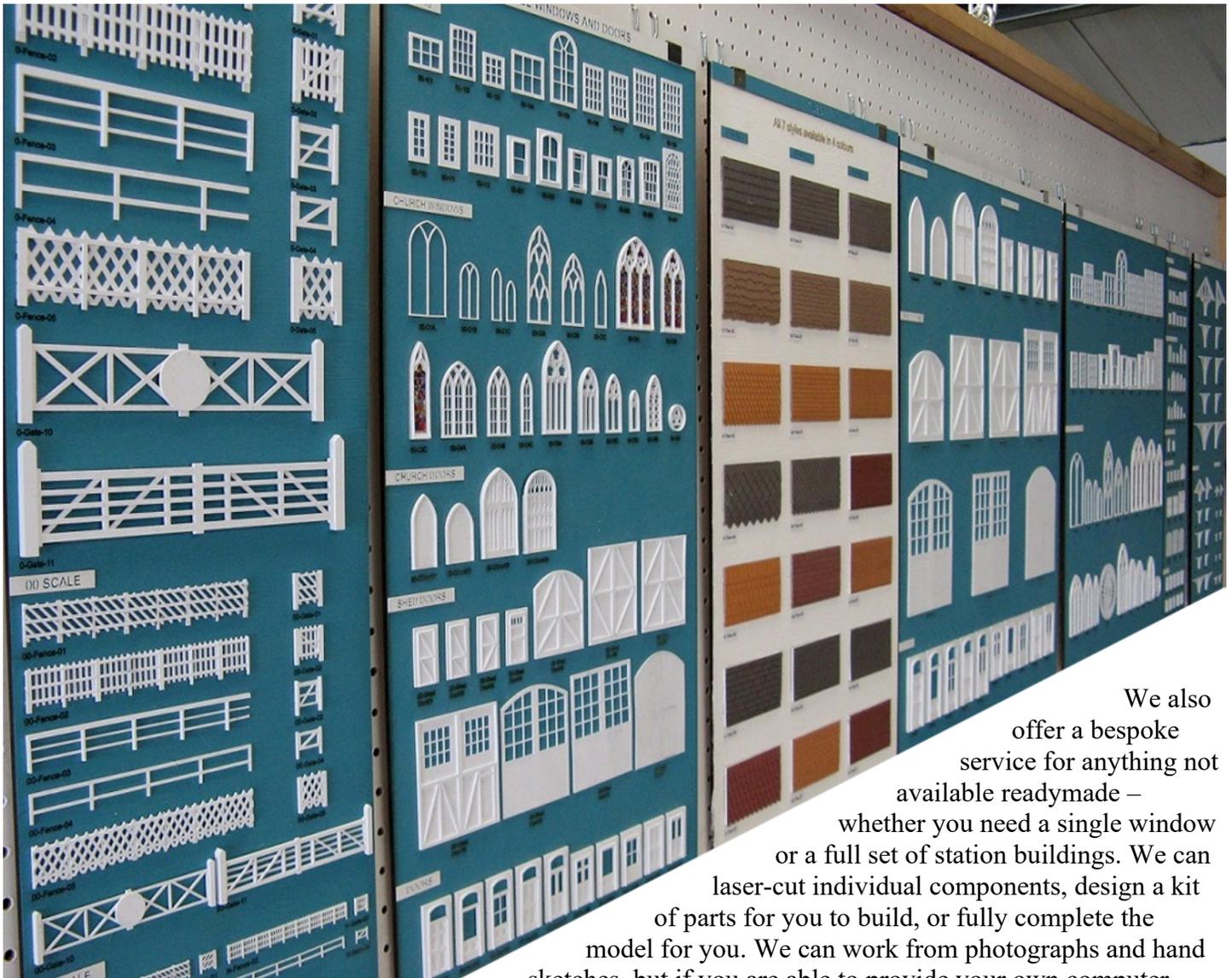
I first heard about this Company in 2019 and have talked with Julie Lightburn, the owner several times since then. Julie is extremely busy, but took the time to provide the following comments about her company. I hope to get her involved in a future “Build Along” on our Zoom show.

“York Modelmaking offers a laser-cutting service tailored to the needs of model railway scratch builders via their website www.YorkModelrail.com We are based just outside of the "Railway City of York" and work for model railway enthusiasts all over the world. We started in 1969, manufacturing architectural and museum models.

We purchased our first laser cutter in 2007 which revolutionized our building techniques, giving previously unattainable levels of intricate detail. The laser-cutting process also speeded up the manufacturing of the building components, making these quality items affordable for hobby modellers. We launched our initial range of laser-cut architectural components for railway modellers in 2008.

York Modelmaking's unique collection of architectural components includes a wide range of windows, doors, valances, canopy brackets, barge boards etc as well as footbridge kits, line-side detailing and building kits. The web site www.yorkmodelrail.com is laid out by scale and category for ease of finding what you are looking for, but remember that if you need a particularly large or small version, you can go to a different scale. For example if you need a small toilet window for an 0 scale model, a 00 scale window would be most suitable.

Everything is designed and laser-cut in house so if required we are able to alter the designs, sizes and materials to meet exacting individual needs. This way we are able to provide affordable products in all scales and weather resistant materials for garden railways.”



We also offer a bespoke service for anything not available readymade – whether you need a single window or a full set of station buildings. We can laser-cut individual components, design a kit of parts for you to build, or fully complete the model for you. We can work from photographs and hand sketches, but if you are able to provide your own computer drawings it will save you the cost of having these produced. Do look at the information sheets on the website or get in touch for advice before starting your drawings for laser-cutting.

There's also information on the website about material options and the glues to use, etc, but if you don't find the information you're looking for email your queries to laser@yorkmodelmaking.com. With over fifty years of



architectural model making experience we are able to provide advice and suggestions for materials, building techniques and help with problem solving.

We can cut up to 8mm thick sheet material, but can engrave onto the surface of deeper items. Most commonly we laser-cut Rowmark Plastic, acrylic, timbers, MDF, card, and stencil materials. We can't cut any metals or PVC / Styrene (plasticard) or anything else that creates toxic fumes when laser-cut. We can provide advice on the best materials for your project.

We take a great pride in the quality of our work and our bespoke service that enables all railway

modellers to produce models they can be proud of. Whether you're a total beginner or a seasoned professional modeller our precision-cut components and kits are easy to put together.



As well as catering for all scratch-building requirements, our architectural parts are great for up-grading off-the-shelf card and resin kits, to add realistic detail.”

Many a modeller has wished they had heard of York Modelmaking's range of roof slates a lot sooner. The self adhesive strips of tiles are so fast to use, giving a perfect layered texture. With a little weathering and a broken tile here and there a great sense of realism is quickly achieved.”

In talking with Julie, I asked her to offer a CONTEST Drawing for my readers. She immediately agreed and said he would offer a £40.00 Gift Certificate for any of their Products or Bespoke services. Thanks Julie for your very generous prize.

How to enter York Modelmaking Contest Drawing

To enter the York Modelmaking drawing, each modeler must complete the form [here](#). The winner agrees to use the prize and share it with us in a future article

Whether you've used standard items or have commissioned a bespoke order, Julie would love you to send her

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DRAWING**

photographs of your model; she enjoys seeing what they have helped achieve and the creativity of all of their customers; and most importantly, being able to share the photographs, and other modeller's tips and techniques so generously passed on, all go to help other railway modellers.

Julie can be reached at laser@yorkmodelmaking.com. Thanks Julie for your interest and help.

Now, lets go to Scotland.



John McCartan

PPD Ltd with owners John and Stuart McCartan

John wrote: "Just to give you a quick history of the company.

My Dad was a photographer and often took pictures of Glasgow based steam trains in the fifties and sixties. This interest lead him to making his own layout and he looked into different ways to make model loco nameplates. The etching process was the best way and from this idea PPD Ltd. was formed. I have copied the text from the website below for further info.

Precision Photofabrication Developments Ltd. (PPD Ltd.) Is a family run business located in Argyll on the west coast of Scotland, formed over 40 years ago by Jean and Ian McCartan, PPD Ltd. is now owned and managed by their sons John and Stuart. We are a family business that has grown over the years through attention to detail, competitive costs, and by treating every customer

with the same care and respect. We export throughout the world and supply many high profile companies and also the individual hobbyist. We are happy to discuss any project or ideas that you may have to help you make them into a reality."

In talking with John, I suggested he offer a Contest Drawing and he immediately agreed. He is offering a great prize to the winner. The prize is a free Photo-tool for a project. (standard sheets are around A4 to 12"x12") and 1 free brass sheet of that tool. I look forward to seeing how the winner uses the etched parts in their modeling and sharing with my readers in a future article.

To enter the PPD Ltd drawing, each modeler must complete the form [here](#). The winner agrees to use the etched parts in their modeling and sharing with my readers in a future article.

John also provided this information: "Here are some pictures that are a mix of

customer pictures and a couple of one of my father's locos, a Black 5 Stanier and Golden Arrow Pullman. This and the Night Ferry Pullman are interesting because they were used to travel from London to Dover and then onto France on a ferry and then onwards to Paris.

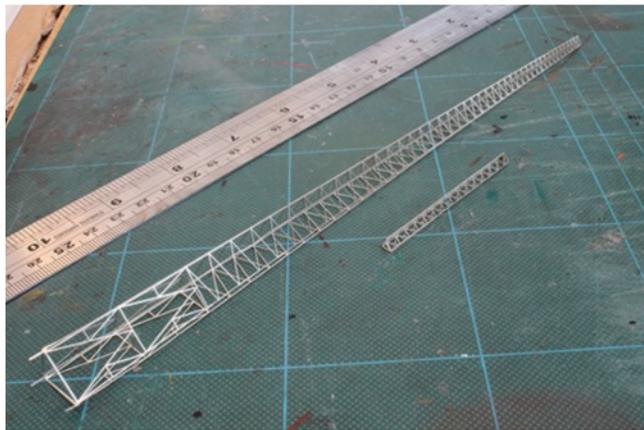


My dad and I used to buy and build kits when I was young and then he started the company and now the model rail business is a critical part of our business.



We are happy to advise modellers of the best way to achieve their project. We advise on metal thickness and which metal to use.

The LNER brass loco is from a customer who sent us the CAD and we etched the sheet for him to build up the model you see



The Duncan Hunnisett pictures show a radio tower we etched in Nickel Silver and the other one shows it installed on the layout. We also etched the grills on the Diesel unit picture.

I have also put in a photo of one of the early Harry Potter parts we made for the Golden Snitch just to show other uses of etched sheets”



Thanks John for your help and interest. You can reach John at ([Dan give him email](#)) to discuss your projects and their services.

Now Please Meet Some Modelers

Let's now turn to meeting some talented modelers who may be able to encourage and help you improve your modeling and maybe even start new modeling projects .



John Frankforther

John was the webmaster who built the newtracksmodeling.com website and was the first modeler to show his scratchbuilt S Scale Bridge on my Zoom show's "Watch Me Build" segment. If you missed his presentations, you can see a video of them on our YouTube channel [New Tracks Modeling](https://www.youtube.com/channel/UCNewTracksModeling).

John told me: "I have been in S gauge all my life and run American Flyer trains. Originally starting out on the old steel track, I have upgraded my layout to S-Helper flex track and American Models track and turnouts. I feel my track selection is a better representation of real railroad track.

This helps to stray from the "TOY" image portrayed by the original American Flyer steel track and turnouts.

This is me with the two bridges I've built, along with the critter I converted from a Baldwin engine.

With manufacturers like S-Helper, American Models, MTH and others, S gauge has been brought up from the "TOY" image into the model railroad image to match Lionel and HO.

My skills as an electronic/electro-mechanical technician for 40 years, has helped me hone my skills at building cables, wiring connections, scratch building test fixtures and many other skills needed in maintaining electronic and mechanical machines.

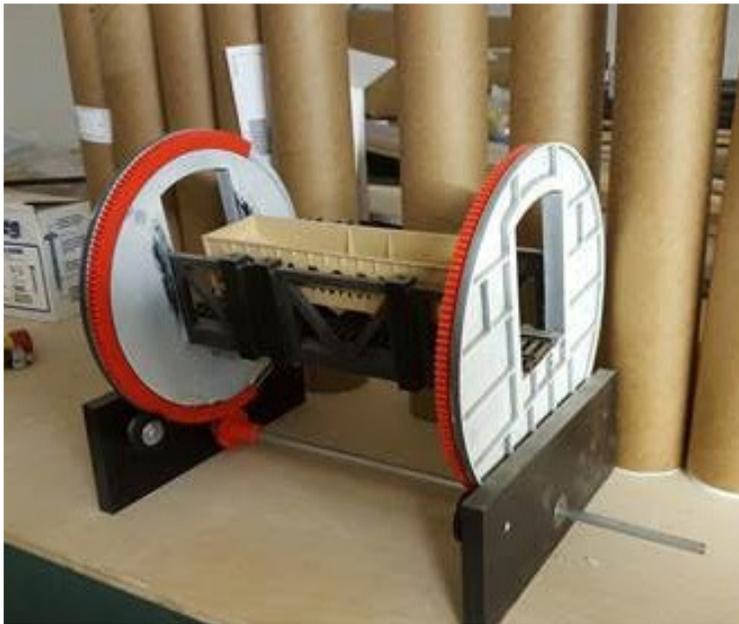
Most of my model building has come from the necessity to repair or build something that couldn't be purchased as a kit or from plans.

I hope my segments will encourage others that aren't sure they can handle scratch building, and show that you don't need to be Master Modeler to be able to create good models with a few simple tools and materials. I have learned from others in our local S group, you can use common items found around your home, office or recycle bin to create loads for gondola and flat cars.



Here is John's first segment for my Zoom "New Tracks" Meetup on scratchbuilding. You can see his total series on my YouTube channel [NewTracksModeling](https://www.youtube.com/channel/UCNewTracksModeling)

Here is a close up view of the critter. The chassis and body were cut just to the right of the double doors.. A strobe light, LED lighting and a DC can motor were added to be able to run on DCC. Just behind the drive wheels is a second set of



pickups to get the diesel through the turnouts. A front coupler needs added yet.

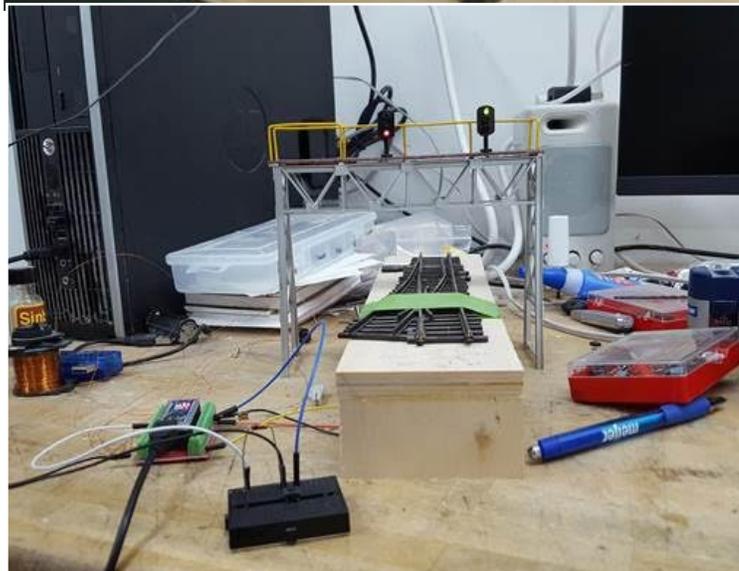
Here is a Rotary Coal Dumper I designed from scratch. It was taken from picture and cutout on my first CNC machine. I had a set of gears 3D printed, but I found an area where the gears mount to the drum are slightly out of round. So I will either remake the ends on my new CNC machine or convert it over to belt drive. The lock down arms are still in the design stage.

Here is my latest creation. It is an Arduino controlled Signal Bridge with the turnout controlled by a servo underneath. One push of the button will move the turnout from mainline to siding and control the LEDs accordingly. Another push of the button will reverse the turnout and LEDs. I'm planning on adding sensors on the lead in rails so the turnout cannot be changed if there is a train moving through the turnout. The logic is still being worked out for that addition.

My wife took the first picture of me with the two bridges and my critter. The rest of the pictures were taken by me. Thanks John for all your help, dedication and interest. John can be reached at: John.Frankforther@sscaleresource.com.

Alex Binkley

Back in March, Jim Kellow, the host of the

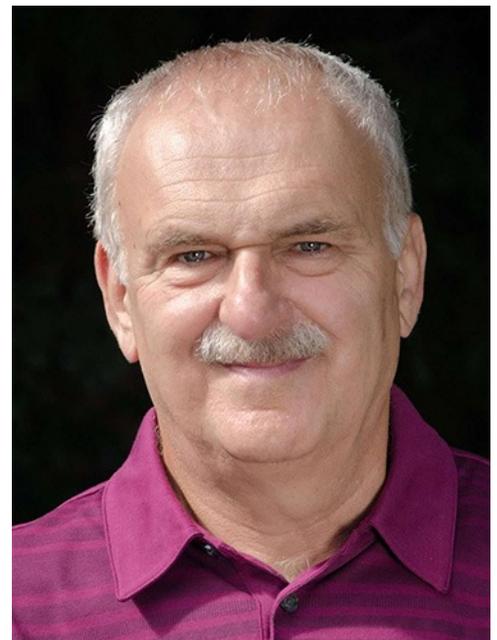


"New Tracks" Zoom series started talking about My Build projects, which focused on kits from different manufacturers.

His words got me thinking of all my unfinished S-scale structures and parts as well as a collection of wood and plastic building materials. As I searched, I found two black plastic roofs. I think they are HO in origin and I don't remember how I came into possession of them. Consulting with Bob Farquhar, the guru of structure building, it was determined that trimming the underside of the large roof would enable wooden siding to be attached to it. The small roof didn't require any surgery at all. I kept digging and found some Mt. Albert S scale siding as well as Grandt Line doors, windows and other goodies.

After kicking around the idea, I decided the larger roof would be for a two-story cabin and the smaller roof for a one story addition to it. It would sit on a cement pad, which also be a porch or deck when I'm finished detailing the structure. The cabin sits on a stone foundation.

I had to cut pieces of the siding in triangular shapes to fit the ends of the larger roof section. The smaller roof worked much better.





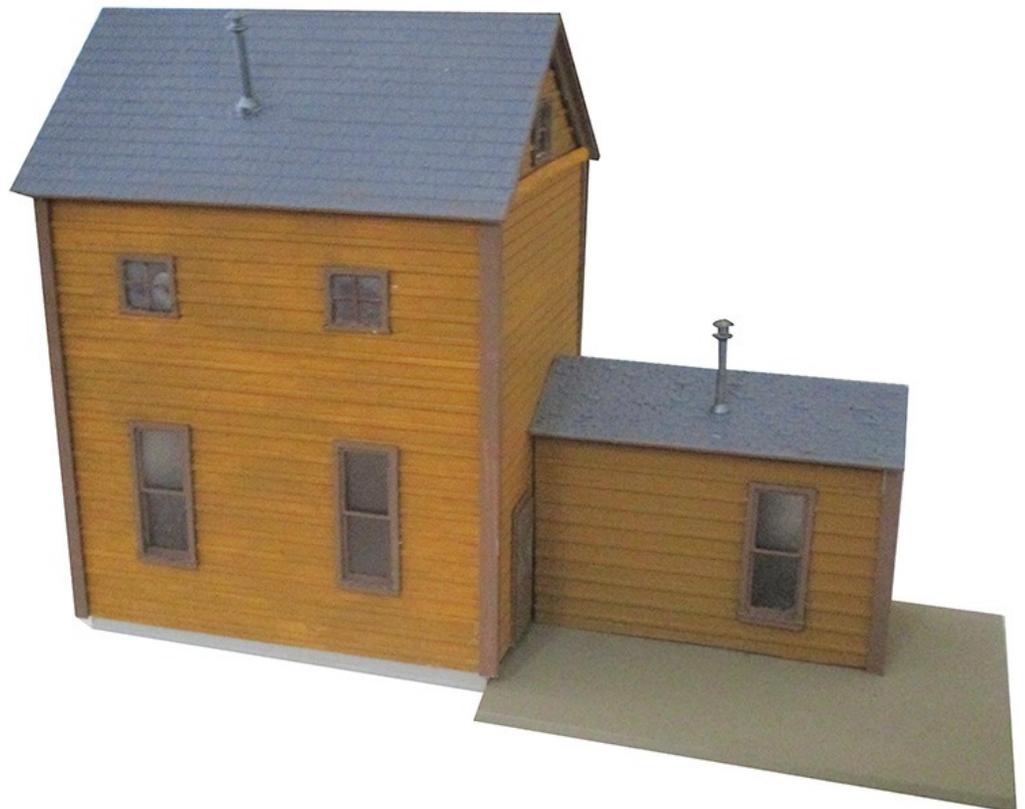
In the end, I didn't have enough of the siding for both the cabin and the addition walls so I used a piece of V-groove siding while the rest is board and batten. Once painted it's hard to notice the difference. Should anyone ask, I would say that when the builders were preparing to start the addition, they discovered there was problem with the back wall. It had to be replaced and they used the closest siding they could find.

I hope to find more details parts to add to the structure starting with door knobs, a propane tank for heating this place in the winter (I have one somewhere) and some furniture and people for the back porch. Probably more ideas will come when I look through my boxes and catalogs.

I started model railroading in HO in the 1970s and switched to N scale after a few years to make the most of limited space. It was great for operations, but I wasn't very good at building the small structures in that scale.

After a lot of pondering, I switched to S, and have built BTS, Pine Canyon and other structures and began scratch building, which I especially enjoy. I have finished a few for my incomplete Canada Southern Railway, set in the 1980s-2000s era.

In Ottawa, we have the St. Lawrence Division of the NMRA. Our monthly gatherings run from September to June and alternate between meetings featuring presentations and work sessions that we call Kitbusters. Sometimes we work on common rolling stock or structure building projects in our own scales and sometimes folks do just what they want. The great aspect of this is you can walk around the meeting room and see what the other members are doing and ask questions. Lots of good ideas and tricks come from these sessions as well as top-rate models.

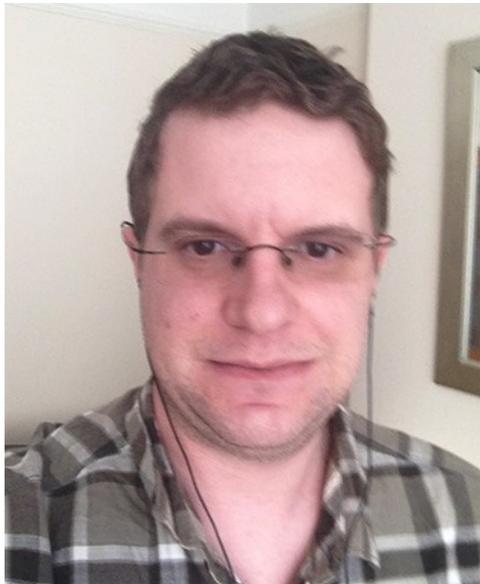




For the season starting in September, I hope to finally finish my Imaginarium, which I started a couple of years ago, and try to craft a lot of sheets of plastic siding into something useful. Then there's some brick walls.

If you would like to discuss more modeling with Alex, please email him here:

Alex.Binkley@sscaleresource.com.



Nicholas Ham

As a modeler, I would say I'm mostly a freelance card modeler. I would also say I am an autistic modeler, Asperger's mainly, which has a positive impact on me as a modeler and the amount of work I put into the hobby.

This is a selfie of myself. I suppose the important thing about this is just showing people who I really am and what I look like. And yes, I am 30 years old, even if I don't look it! I don't really take many photos of myself in all honesty.

My history in the hobby goes back to my youth and influence from my Father, who was a railway modeller for some time in his teen years. I really got my first taste of model railways when I was twelve at Christmas in 2000 with a Virgin Trains 125 set, which failed! I then went to having a Graham Farish intercity set and a standard loop. I always had a passion for railways, and returned to it when I was 18. I basically was looking around a toy shop for something to get my youngest cousin who was 6 and spotted a Hornby HST train pack and couldn't stop thinking about it. Eventually, I noticed a special offer from Argos at the time for a Hornby train set with the original track mat and two add on packs with a station which I got, and had to carry on the bus all the way home! Eventually I did make a modest size baseboard with a standard oval on it a year later. Some months afterwards, I went to Liverpool with my family and went to Hattons. When I was there I saw a Hornby select digital controller for just £35 as it had no box. I set it up and started using it for analogue for some time until getting a Hornby class 08 Shunter with a digital chip around February of 2008. After playing around with it and finding it easier than analogue, I went onto building up a collection of locomotives. By late 2008, I was studying Digital Art and Design on a foundation degree and used the extra money I was getting in maintenance grants towards building up a medium sized layout based on a Peco Set track plan. By early 2011, I took it apart and begun making a small diesel/electric depot. In 2011–2012, I had gone onto my final year of Illustration at Plymouth. During this time, I continued building up a strong collection of diesels and rolling stock in between studying. When I came back for the weekend and days off, I worked on my depot layout, but felt it wasn't right in a way. After finishing university, I abandoned the depot layout, and went back to basics of tail chasers with four running lines and four long loops for holding trains.



I mainly learned how to build with help from my father, who had worked for Coca Cola as an engineer for many years, as he had done a lot of building work before becoming an engineer. He mainly helped me with building the frames on earlier layouts. Eventually, I found out about ready made baseboards for railways and took to buying some with one being hand made by myself and my father. I also learned a lot from reading modelling magazines and books regarding model railways as well as some things, like electrics, from my father. Most of the work on my layout such as tracks and scenery, are things I learnt myself from both books, modelling magazines, DVD's alongside in depth research on the Internet.

Most of my learning has been by trial and error. I did have some mentoring from my father in regards to some of the basics of railway modelling. Yet, most of it has all been down to trial and error.

I tend to use OO gauge or 1:76 scale. My reason for choosing this scale is mostly down to the level of detail and availability of things in this scale, such as locomotives and rolling stock etc. I

had tried N gauge in the past, but never found it easy to work with and too "fiddly".

My main interest would have to be scenery and creating structures. The other one is operating trains at slow speeds and observing the detail of each carriage or wagon as they slowly pass over me. The other interest I have is weathering models and adding extra detail, whether it be giving a shiny looking wagon a wash or grime or making a queue of customers waiting in a takeaway!

I think I would be of help to other modelers with possibly the scenic side of modelling and how one can go onto having that extra little bit of detail on a layout. One way I did help was with a younger modeller who was depicting a model farm building on fire, using real fire! They asked me how I would go about doing such an effect and I was able to give them a simple step by step method using weathering powders and how it would make such a thing more life like and realistic. Better than sticking a match to a card building!

Here are a few photos taken of my layout. At the moment I'm in the midst of rebuilding the scenery and getting it back in operation. Only because it was all dismantled whilst I was redecorating my room, where my layout stays. Most of the scenery shown got damaged and thus had to be rebuilt. Of course I will be posting more photos of my layout and the work being done as I progress with it.

"A real sign of the times here! One would never get away with having a tobacco company name on a shop these days!" This is one I took the other day as a Work In Progress (WIP) of two shops I made for kitbashing the Scalescenes High Street Kit. The signs are custom made using Adobe programs. I would say the important thing with this one is how simple it is to modify card kits to what the modeller is after.

"Nothing like getting back to basics" This is one I took yesterday of a scratch built building, based on the real building in Wolverhampton. The important thing in this one is just how easy it is scratch building with just a scale ruler and Google street view. telling what is important in photo

"The executive treatment being shown here as an Intercity 125 HST with pick and mix liveries creeps along the up mainline towards Birmingham with a Penzance to Glasgow Cross Country service" I took this photo two



years ago. What's important about this one is how far I have progressed in building my layout. The ballast in this photo has since been removed and replaced with finer grade ballast. At the time I was having a lot of derailments because of the ballast.

The important thing about this one is how simple, but effective, just a figure or two can be on making a cameo scene for a model railway.

“Now these are the real flying bananas on the railway!” This is a shot I had taken in 2016 of some Network Rail IOA wagons that I just about finished weathering. The weathering process was nothing more than spraying them with a mix grime colours, mostly browns and blacks, for the outer sides and a mix of light and dark rust colours on the inside. After they were covered in a coat of grime on the outside, I took to wiping as much off with cotton buds and white spirit, leaving with dirt and grime build up around the ribs of the wagons and steps. The insides were left to dry before taking to them with wet and dry paper rubbed up and down to give each of them a worked in look and feel from loading and unloading of loose ballast and other materials. I think what's important about this one is how weathering doesn't have to be precise overall but takes the plastic look off a model.

Jim Kellow: I asked Nicholas several questions about how he designed his own buildings. Here are his answers.

When I did say High Street, I should've mentioned it is a card kit from scalescenes.com that can be found here:

<https://scalescenes.com/product/t005-low-relief-high-street/>. The buildings are ones can be built individually with various shop fascias.

The way I design my own buildings and shop signs are mostly down to my skills as a graphic designer, even though I got a degree in illustration! The way I design my own buildings is quite straightforward. I basically start off with a search on Google and Flickr for UK shops and places around the UK, such as the West Midlands and other places. When I did find a building or a shop that looked of interest, I went onto Google maps and did a search for either the street or area where that building is located. Then I would do a street view look at both the building in particular or area and take a simple screen shot on my computer.



Having got a screen shot of the building or street, I just printed it off and took to using a scale ruler from modelscene or other company. I would start off by getting a scale measurement of the building overall and drawing up loosely on paper, then moving onto repeating the process for all the additional details like windows and other features of that building. After drawing a rough outline on paper, I just scan it onto my computer. The process would then be a matter of cleaning it up using Adobe Photoshop. After that it was just a matter of printing and pasting to mountboard or similar and building it up using texture sheets from places like scalescenescenes.com or Scalemodelscenery.

Most of my work for both my modelling and art and design work is done by using Adobe Photoshop and Adobe Indesign. These are two programs I had been taught how to use whilst I was studying and use them a lot.

As for things like the signage, some of branded ones were made by simple searching on Google until finding a site called Logopedia. After saving a particular sign or logo, I would alter it's size to fit within a set size for a shop fascia, which was set to scale by simply measuring the shop sign base from the scalescenescenes high street kit and other signage kits I have. I used this as a base and after making some branded signs like British Gas Showroom and Midland Electric Board before making my own custom signage. This was again done by thorough research on the Internet for things like tobacco companies logos and newsagents signs of the 1980s and similar as a start. After scaling it to fit my template, I used what I found as a guide and made the signage similar to those which would have been on a shop. The newsagents sign was nothing more than using a tobacco company logo and colours followed by using standard fonts on a computer for the shop name. My most recent ones, for a bakery and DIY shop, were created by researching for fonts used in shop signage. After making them, I would use a set of brushes within Photoshop to add some basic weathering and faded look to them.



I understand that's a lot I've mentioned here, but I thought I should mention how I went about making buildings and shop fronts in detail and the way I have gone about them. Of course, I have to thank having Asperger's for what I have done and continue to do. Mainly because I am very determined to ensure as much precision and accuracy in my creative work and modelling work.

Since it had been awhile since I first met Nicholas and the publication of his profile I asked to see what he had been up to and he provided me this additional information.

"I've mainly changed some of the low relief buildings to scratchbuilt with custom shop names. I mainly came across a historical archive site with photos of buildings in and around Staffordshire and then looked for them on Google street view. After I got a good position from the street view, I used a scale ruler to measure and mark up the basics of them, such as window positions and height of different building materials like brick and concrete.

After that, it was just a matter of building them up to a low relief size. I made custom shop signs using a photo editing software using suitable font



types for the era/decade (mainly the 1980s and 1990s) with a few photo brushes to weather the signs.

I made the road surface by firstly marking out the edges of it using Scale Model Scenery paving sections as a guide, for straights and junctions. The second step was to cover the edges and locations of the buildings using strong masking tape. After that I cut out the curves for junctions using corner paving sections from the same kit.

Once I did that, I simply spread a thin layer of ready mix plaster over the area where the roads would be and simply removed the masking tape.

After waiting a day or so for the plaster to harden, I simply smoothed the rough surface. Next thing I did was cover the plaster roadbed with spray primer and then paint the road. I used woodland scenic tarmac/asphalt paint using a roller brush for the larger area and a small paint brush around the smaller areas.

After I let it all dry, I simply added the road markings. I used a set of road marking stencils from Scale Model Scenery and just plain white enamel paint for the white road markings, such as junctions and parking spaces, and rich yellow colour for things like double yellow lines and bus stops.

Then it was just a simple matter of sticking the buildings and pavements down and using a metal weight to press it down. Finally I used a method from Kathy Millat to enhance a road. This was just a simple method of spreading a thin layer of glue around the pavement edges and then brushing camomile tea leaves and sweet wrappers cut to tiny pieces into the edges of the pavements.

The only other part of the scenery I've made changes to is the addition of pedestrian railings and higher streetlights along with other street clutter, such as litter bins and electrical junction boxes. One thing I have done with the streetlights was to paint the post bases a concrete colour and paint the LED lights with a clear orange paint. This was to mainly give the streetlights less of a modern bright LED colour to the older sodium based streetlights from the 1960s up to the mid 2000s. The clear orange was just applied lightly to each light that first made them look like the yellow sodium based streetlights and then I just added a bit more to make them more orange.

If you believe I can help you with your modeling, please contact me at Nicholas.Ham@sscaleresource.com." Thanks so much Nicholas for your explanations and interest.



John Tabler

I started with an HO-scale train set for Christmas, sometime around 1968. I had a couple of 4'x8' layouts, and begin some crude scratch-building efforts. The bug never really left me, but after starting college, with little room or time for a layout, my hobby became focused on scratch-building structures. With each one I built I learned more, and the structures got better. My motivation for scratch-building, at least at first, was a desire to own some the craftsman kits I was seeing in the magazines. As a college student, they were too expensive, so I learned to replicate them rather than buy them. Acquiring a stash of old magazines, I was really drawn to the E.L. Moore series of articles. Eventually I came to enjoy scratch-building just for the fun of it, and so that I could have structures that were not available otherwise. I would still rather scratch-build than work on a kit, though I do enjoy that too. I also have developed a fondness for card-stock structures. I have built many kits from companies such as Clever Models, and even designed several of my own. It's like scratch-building, but with a printer. I also like the economy of card-stock as a building media.

While I've also built in Z, N, S (1/64" Hot Wheels dioramas for my son), O, 1/2"(doll house scale, for my daughter), and 1:22.5 (G scale), I've stuck mostly with HO scale, because I like the "detail threshold". I like to build detailed models, and I find that HO provides the right balance of appearance to time spent on detail and structure interiors.

Early on, I really enjoyed the electrical part of the hobby, and my early layouts had as much control and wiring as I could jam into them. I loved remote turnout control, and DC block wiring. These days, with a PhD in Electrical Engineering, and 25+ years designing microelectronics for things that most people use on a daily basis (cell phones, USB chargers, game consoles, etc), I have lost that fascination and I prefer the simplest wiring possible. DCC, and manual turnout control in all but otherwise inaccessible locations. An exception is my son's N-scale layout, where reaching in can result in broken details, so all turnouts are remotely controlled.

I really like building to satisfy a specific need. On the layout I was involved with in California, I built historically researched models to represent Fort Ord, Cannery Row, and the sugar beet loader at Sargent, CA. Tony Thompson took some good photos of one the four beet loaders that I built.

<http://modelingthesp.blogspot.com/2017/01/a-beet-loader-model.html>

A recent move from Silicon Valley to a small town in Texas has had an impact on my modeling focus. I had been involved in a very active private layout which had been designed specifically for prototypical operations. The members of the group had constructed everything, even the building that housed the layout. The group started with a temporary layout, named the R&D, built from mostly existing modules. R&D stood for Rawhide & Duct-tape, but also Research and Development, and it was a laboratory of sorts, used to refine the concept and design of the final layout.

More about that group and layout here:

<https://southernpacificcoastdivisionmontereybranch.com/>

Some sections of the original R&D temporary layout even earned 15 minutes of fame, when they were used in the final season of the TV series Mythbusters.

Being part of that group gave me the opportunity to operate on some well-known northern California layouts. I came into the group expecting to not really like operations at all, and expected I would go back to scratch-building. Instead, I found that operations is at least as interesting as any other aspect of the hobby. The lessons learned from the R&D 1.0 and 2.0 are a blessing, as without them, I would surely build a layout that would not hold my interest. Now that I have an empty 20'x40' building in which to build a layout, I must remember:

- 1) planning for operations is essential to designing my model railroad
- 2) less IS more
- 3) the beauty of building on a narrow shelf, and two decks
- 4) the importance of finding other modelers and forming a cohesive group to help support a large layout

The move to Texas has essentially transformed me in to a lone-wolf modeler, at least for now. I do work with my son on his N-scale and G-scale layouts, but that is more construction oriented then operations at the moment. The G-scale is a work in progress, as my back and the weather allow, and we are adding an extension to the N-scale for staging.

Pending installation of HVAC in the train building, I am ready to launch into construction of a layout representing part of the Louisville & Nashville EK division, around 1956-57. It will center around the town of Winchester, KY, where there was a yard at Patio, and an interchange with the C&O. I have a rough plan for

this layout, which is, without apologies, stolen almost directly from the bench-work for the R&D Southern Pacific Coast Division Monterey Branch layout.

Mostly paper:

A couple Clever Models kits:



Classic Miniatures Queen Anne kit with interior

Thanks John for hour information and interest.

John ca be reached at

John.Tabler@sscaleresource.com



Gavin Rose

Originally from the Eastern coast of the UK, I left there in 1976 when I enlisted into the British Army serving mainly as helicopter crew for most of those years.

Retired in 1999 and had many jobs since, not only that, but since then I have lived in several areas of the England and, for a couple of years, Wales. Currently I live in what is known as 'The Black Country', to the west of Birmingham, West Midlands, UK.

I was first introduced to model railways at the age of about 7, with a large (second hand) layout on the living room floor on Christmas morning, Triang / Hornby Dublo 2 rail, with trains hurtling around at break neck speeds.

Things improved over the next few years, sisters moved out we had a spare bedroom which became a modelling room. Being in the North East of England and my father remembering the trains before the nationalisation of the UK's rail network, I was weaned on to the London North Eastern Railway (LNER) with it's apple green or garter blue express locomotives and teak coaching stock, with him often taking me down to watch a steam hauled special running through the local station on the main line into Hull.

Come the teens and initially model railways waned and aircraft modelling came to the fore, then came 'girls!'. Modelling stopped, followed closely by me joining the armed forces, for a good number of years. I had a couple of dabbles with layouts, but nothing much until I had space to make my



previous model 'Rosedale Abbey, Circa 1929' which took most of the early nineteen nineties to build.

This lasted for some years before a house move, and some years later, a life style change (divorce) ended that model and marked another break, this interval in my modelling lasted about 15 years, until the flickering of thoughts of the hobby started to grow into a fire. The most recent model, Trinity Dock Street Bridge, which is four and a half years into the build, and not quite completed yet.

As you see I don't rush my modelling, I believe the hobby is a pastime, and I use it to pass time, finding it very therapeutic and a great stress buster, too, which has been scientifically proven!

I like to make my models look as realistic as I can, within limits of space, cost and my skills. To this end, I will research my subject to the 'N'th' degree, I may not model exact locations, but will try to use specific items form within the area modelled, be it buildings, signals, line side furniture and rolling stock, although I am sure



some really keen (rivet counting) enthusiasts may pull me up on mistakes here and there, it has happened already!

Basing my model on an actual location, but not copying exactly allows for a few changes to hide inaccuracies against the prototype, but hopefully giving a sense of looking 'right'. I'm a big believer in having it look right, again referring to photographs to compare where I can.

Also, I'm a firm advocate in that there has to be a reason for the railway to be in the first place, building a narrative that runs

alongside the modelling, influencing the model as I build. Again, this is aided by a research in books and, nowadays, on the Internet.

Looking at what I have built so far, seen in the photographs, my main enjoyment in the hobby is the scenic side of things, looking for realism and trying to portray a time, era and place in time.

Only, with there being few kits of the buildings, furniture, etc. that I want to model on the market, scratch building has had to be a big part of my modelling, that and some adaptation of kits, etc. Very, very, little is straight 'out of the box', and what gets some sort of modification and is weathered to suit!

Please feel free to ask questions, make suggestions or submit ideas. I always welcome other people's thoughts and criticism, as I find this helps to put things right and I'm not too proud to take it all on.

My skills have been mainly self taught, looking at photos and trying to get ideas from stuff that I have read, initially in the modelling press, and more recently, off the web. I have used the old technique of trial and error, and there has been an awful lot of the latter, especially with the latest model. If something goes wrong, I try to rectify it as best as possible, or cover it up (weathering is a wonderful thing), otherwise it is started again (as was the case with the whole of the latest model after about 6 months!

To this end, sometimes I do things slightly differently to other modellers, to varying results, but I normally get what I need eventually, again all that trial and error, and learning as I go along.

How would I like to help people? Anywhere I can, from research to the actual modelling. At shows I always tell the viewers that I am there to entertain, inform and inspire the people paying good money to visit the exhibition. I have folders with me showing how I completed this, how I made this look like that and how you can make simple changes to kits, and out of the box items to give them some form of uniqueness. I would like to do the same on this media.

I'm a very big believer in that there is no such thing as a stupid (genuine) question! If I don't know an answer, I will no doubt know someone who will. If you believe I can help you in your modeling, let me know at Gavin.Rose@sscaleresource.com. Gavin I appreciate your help and interest.



Neil Colley

I truly love to meet skilled model builders in all scales and all types of model building. I never know what I can learn or where I can find another one of my "crazy models". So when I saw some of Neil's card model airplanes, I was fascinated and amazed at his modeling skills. Take a look.

Ever since I could remember, the bug bit me when I saw Air Jamaica Boeing 727s flying into the airport Kingston Jamaica in the early 70s, these beautiful steel birds was a sight to behold to a 3-4 year old (so my mom told me) then she made it worse by letting me go near the local airstrips seeing the Cessna 150s and 172s doing touch and go. So now at 48, I am still this child inside with that wonder and amazement of the rich history of flight.

I realize I have lived a full life so far, father, film editor, worked for a few years as an aircraft mechanic and even had fun flying RC aircraft with the local flying club.

About 10 years ago, I was looking at some model aircraft online and came across some card models. I did a double take because I found it hard to believe the pictures I was looking at were card models! The more I looked into this, the more intrigued I got, and found the website: Papermodelers. With tentative steps, I tried my hand building a Fiddlers Green model and a model from Marek (109E-4). Seeing that I could make a flat sheet of paper become a 3-D model got me hooked! To know I could pay online, download, print, cut and glue and have as much models as available online was phenomenal! I tentatively posted by first builds online and got immense encouragement from others in the forums on my builds.

Then about a couple years in, I met online in the Facebook forums some Polish builders – to say that they take paper modeling to another level is an understatement. I wanted to know their secrets, and it was great when



they shared. I guess this has a lot to do with lack of availability of plastic kits back then (cold war times) and this, I suspect, made their paper model art very realistic. The many competitions and model displays I see held over there keeps them fine tuning their skills, I do feel its in the past few decades it has become a more accessible to the “West” and no doubt we have a lot we can learn as we enjoy this art form. The one thing I learned that was key is PATIENCE... and it’s totally ok to make mistakes, A LOT OF MISTAKES.

Remember everyone likes posting their successful builds and not their failures!

I first started building 1:50 scale and as time went by, I was amazed by the details of the larger scale models, so I switched to 1:33 scale, (besides...it’s easier to build at larger scales with my huge fingers) .

So here is a few things I learned along the way:

1. Join a card model forum. Many are found on Facebook and even have their own website. The amount of support and tips and encouragement (and critiques) is limitless on your journey to a great hobby.
2. There are kits at many levels and complexity, please start with simple kits, and realize that the time it takes to build each model varies. I love Fiddlers Green and similar model designers that create kits with a level of simplicity and yet produce fairly great models. A Halinski Kit is at the other end of the spectrum, very complicated but can be very realistic when completed
3. It took me over 10 years to get to a point where I feel comfortable with building, and I am still learning from my Polish friends, so BE PATIENT. Mistakes will be made (that’s how you learn).
4. Enjoy your build. Don’t be hard on yourself.

5. learn about your glues, I have used the full spectrum, from the school white glue to the “superglue” using a little glue goes a long way, only time, mistakes and experience will let you be comfortable with creating good models.

6. Support the designers, many of their products can be found at: <https://ecardmodels.com/>

I can be found on the Facebook forums, feel free to link me or contact me by email at Neil.Colley@sscaleresource.com. Happy modeling

Stay tuned I think I just found one of my next Crazy Model efforts! Neil you sound like my kind of modeler. Thanks for your comments, help, and interest



Doug Coster

Stage 1. My parents bought me a Triang train set when I was maybe 7-8. As I was an only child and lived in a small town, I pretty much did everything myself. It was just set up on a big flat board that my father made. Later on, a high school friend bought some N scale American, and I acquired some of that, but never built any layouts. After I finished school, other things captured my interests, and I didn't touch model railways again for about 15 years.

Stage 2. While on a holiday (actually a honeymoon!!), I visited a narrow gauge preserved railway, and when I got home, I thought about a small shed in the backyard where I could build something like that! But the plans turned into HO American, and I was always a fan of the Southern Pacific. At this stage I joined a local club, and started running my growing collection there.

Stage 3. However as the club was mainly Australian prototype oriented, my repainting and kitbashing efforts were not appreciated, so I started buying Australian trains as well. These gradually overtook the American stuff, both in collecting, running and kitbashing. I also started planning to build an Australian HO layout.

Stage 4. However, one day I was in a local hobby shop, and I saw they had a heap of Japanese N scale on sale. I remembered from a previous club where a member used to run bullet trains on their N scale layout, and was always impressed with them, so I bought everything that was on sale. Having nowhere to run them, I decided to convert the half built HO layout to N scale. This ended up being an exhibition layout and the first I had actually ever built! Not knowing anything about Japan or having ever been there, it wasn't very good, and



had a lot of generic US based buildings and other scenery items on it. After visiting Japan for the first time, the layout was quickly scrapped and I started again. By this stage, I had sold off most of the US and Australian HO rolling stock. Over a period of 12-15 years I built three more Japanese layouts, all of them winning awards at exhibitions, and being featured in international magazines. I did a lot of kitbashing of plastic structures, to give the variety of different building needed for a Japanese cityscape.



Stage 5. Finally, a move to another country forced me to sell the last layout, some of the rolling stock, and pack up all the rest. I now became interested in OO scale UK & HK buses, and started for the first time to build card buildings, as backgrounds to use for photographing my vehicles. I am also planning a small N scale layout in the only space I have available. I just learnt to build the card kits by buying them and starting to build, it was just trial and error, but with adequate instructions, I found no problems. I think this is the best advice for new builders - make sure you follow the instructions correctly. This does not work for Superquick buildings though, as their instructions are almost non-existent and the quality and details of their product very poor. The best ready-to-build card kits are by Metcalf. I have also built kits from Kingsway Models, which are supplied printed on card, but you have to cut out yourself. I also have done a lot from Model Railway Scenery and Scalescenes, which you download, and print yourself. I consider Scalescenes to be the best. I would like to see larger style 3-4 story houses available, rather than the standard 2-up/2-down that most manufacturers provide.

If you think I can help your modeling, please contact me at Doug.Coster@scaleresource.com. Thank you, Doug, for your participation and help.

Well that's it for this "New Tracks" article. I hope you enjoyed it and learned a little. Please follow my Facebook page "Jim Kellow MMR" so we can stay in touch between articles.

Also please subscribe to my website NewTracksModeling.com to get log in links to my Zoom events. Don't forget to give me your comments, suggestions, and modeling ideas. I so enjoy hearing from you.

Time for me to return to my workbench. Speaking of my workbench, here is one model I recently built.

I found a photo of a 1932 Ford Lincoln KB. Loved those rear side windshields. Just had to model it. Drew up an O scale model and scratchbuilt it in brass. Wheels are card. Headlights are basswood dowel. I still need to install windshields. They were damaged in transit. Something different you will not see on many model railroads. My kind of modeling!



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

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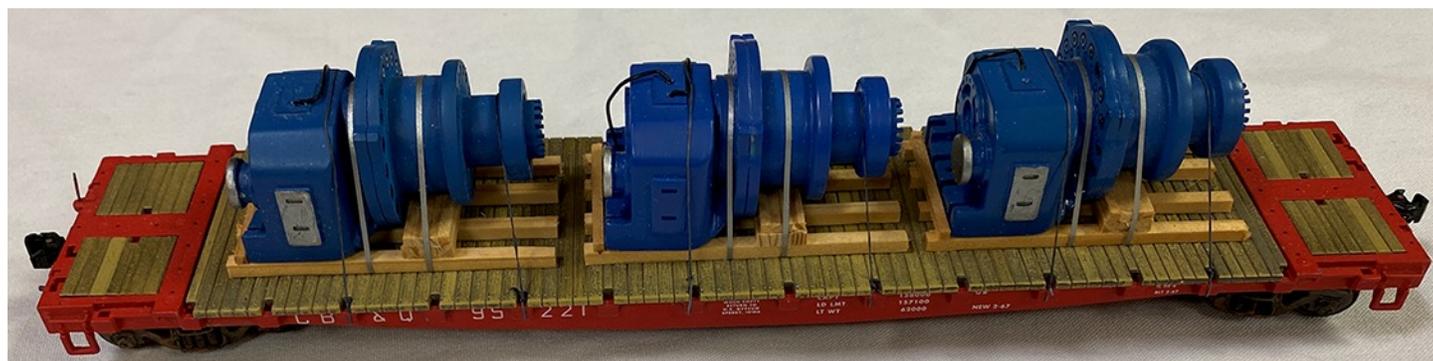
WHAT'S ON YOUR WORKBENCH?

During the O&S Scale Midwest Show, Joel Lebovitz showed me what he had been working on.

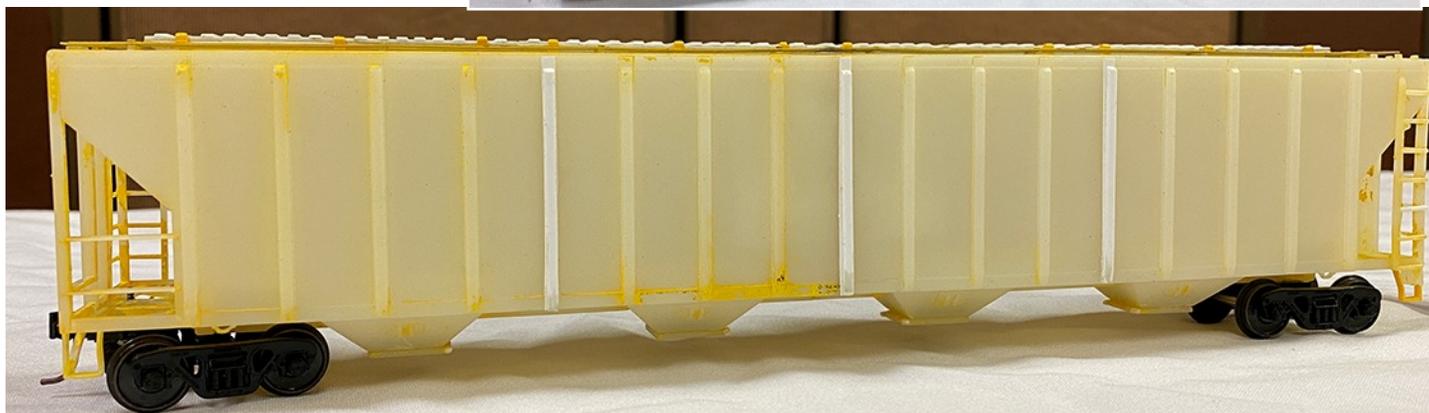
Gondola load was made from Jaeger Supply material that comes in packets. Pink foam was used as base and mat medium to glue material to base of car.



The flat cars have been seen in the magazine before, but now they are fully rigged with tie downs on them. I won first place in an open load contest at Fox Valley Division meet January of 2020.



Last items are the kit bashed 4 bay cover hoppers the AFC cylindrical I actually started 15 years ago when I lived in an apartment and put aside when I bought my house. The PS-2 4-bay are American Models. 3-bay hoppers started shortly after being laid off soon to be painted.



S SCALE SHOWS & MEETS

2022 Spring S Spree

May 13-14, 2022

The 2021 Spring S Spree is an all S Gauge Model Train event. This hobby specializes in 3/16" model trains. The 2022 Spring S Spree will be held at the Washington County Fairgrounds 2151 North Main Street Washington, PA 15301.

Annual S scale train show including all aspects of "S" hosted by the Pittsburgh S Gaugers.

Email info@PSGtrains.org

Website: <https://sspree.info/>



O Scale, S Scale, Narrow Gauge West

May 27-29, 2022

Hyatt Regency, Santa Clara
5101 Great America Parkway
Santa Clara, California

O Scale – S Scale – Narrow Gauge West is the largest 2-rail O scale convention west of the Mississippi, the largest S scale convention west of the Mississippi.

Email: info@oscalewest.com

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



2022 NASG Convention

August 2nd through 6th, 2022

2022 NASG Convention is announced for Buffalo, NY.

The 2021 NASG CanAm Convention will be held in Buffalo NY, August 2-6 at the Buffalo Marriott Niagara in nearby Amherst. The city of Buffalo has undergone a stunning revival in recent years with its downtown Art Deco architecture, its lakeside setting, and its extensive rail facilities. Mark it on your calendar as a "must-attend".

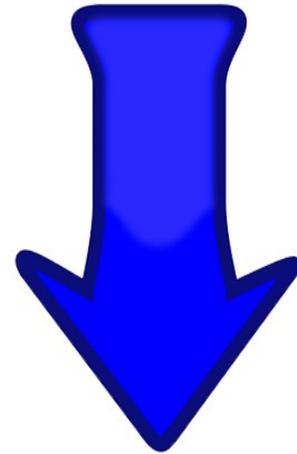
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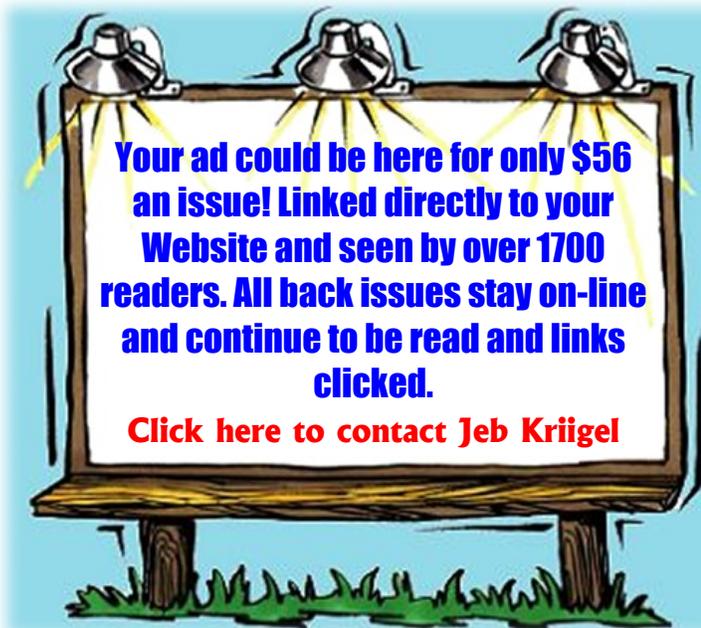
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Yes, we now have a Facebook page to help keep you up to date on new products and ideas. And, even in an on-line magazine, we sometimes have more pictures than we can use, so we'll post them on Facebook.