

THE


S SCALE

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

June/July 2024

Volume 10 No. 5



**My Build
New Tracks
Mini Me: My Tiny Twin
Newfoundland Railway and
the CB&Q Railroad in One!
Painting Real Railroad Cars Part 1
S Scale History... Dayton Model Products
And more...**

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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

Burlington switcher switches at the Swift's Packing Plant diorama on Bill Walsh's layout while a passenger train goes by.

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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.

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

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

Bill

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From the Publisher's Desk

It's been a wild ride since our last issue of *The S Scale Resource Magazine* was published.

We left for a great adventure on April 6th to Toronto. As far as our trip, after a night in Windsor, Ontario, we made it to Toronto on Sunday. Monday was an off day so we walked around the financial district and waited for the eclipse. Well, we saw the first 10% and then the clouds rolled in. It was, however, an eerie sight when the sun was completely covered.

Tuesday we had lined up two Scale S layouts to shoot and that took most of the day. First was Brian Walsh who is featured in this issue. Then down to see Andy Malette in the afternoon. Wednesday we paid a visit to John Johnston and his beautiful layout, and after that, the Model Railroad Club of Toronto, which is a large O scale club.

Before leaving Canada, we stopped by to see Jim Martin's layout. Jim asked if we wanted to visit an On3 layout a few blocks away. Well ya! We ended up at Keith Stamper's wonderful layout.



The height of the eclipse from the Berczy Park Dog Fountain, Toronto, ON. By the time we had dinner at the CN Tower, all was clear.



Friday morning we visited the Corning Museum of Glass which was amazing and well worth the visit. Saturday, we ended up at the Strasburg O Scale 2-Rail Train Show. So a bit of O scale, and a lot of S scale on this trip.

With that whirlwind trip over, we'll be staying home for awhile. The next S scale for us will be 2024 Danville, Indiana Train Show featuring a room dedicated to two rail O and S Scale November 23, 2024.

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

Happy Reading & Happy Modeling,

Amy & Dan Dawdy



Buy US A COFFee



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

As with any ad supported endeavor, there are ups and downs. We have not raised our ad rates (and will not) since we started 10 years ago. We feel the rates are more than favorable for the thousands readers our magazine reaches. Of course, not everyone wants to advertise instead using Facebook and other social media. In a normal paper magazine you have the subscription fee that more than covers mailing and normal operations. Not having that is fine here, but our costs have also climbed.

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

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

So, if you like what you see and can go with out a Starbucks for a day, click here and give it try.

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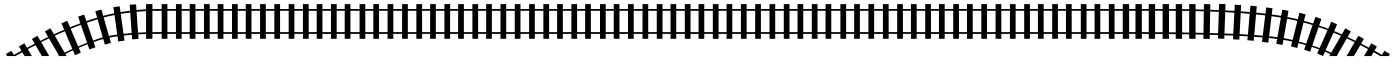
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NEWS YOU CAN USE



Jim King, of Smoky Mountain Model Works, recently announced that he is producing a kit of the ubiquitous 40-foot PS-1 box car.

To keep the number of choices to a minimum, Jim will only produce one body style and only the 8-foot door version using Youngstown-design doors.

Pullman-Standard built these into the mid-1960s. The kit will be to SMMW's usual high standards. The correct ASF Ride Control trucks will be available separately for \$32 per pair.

The price of the kit is yet to be determined. If you are interested in one or more of these kits, or would like to amend your previous reservations, contact Jim to make a no-deposit reservation.

Email: jimking3@charter.net

Website: www.smokymountainmodelworks.com



ITLA Scale Models has a neat new S scale detail kit. This "Bundle Kit" brings many of our popular roof top elements together to add yet another level of detail to your structures. S scale – 5.5"L x 5.5"W



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

[Steel Mill Modelers Supply](#) has announced an S scale building this June. This concrete block scale house (or office) is very common all over the country at numerous industries where a rail car or truck scale is used. Grain elevators, scrap yards, cement plants, dry bulk chemical facilities, and the list goes on. Perfect for any era layout, and just the needed touch to your industrial area.

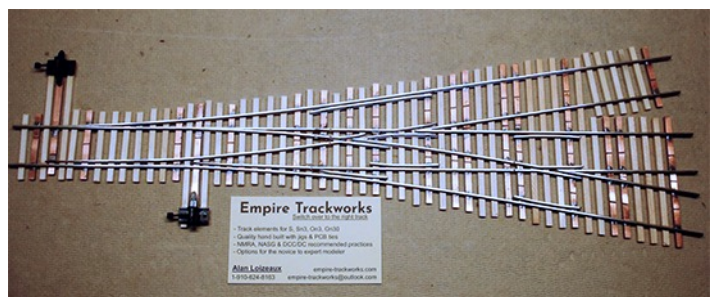


Kit includes structure, 2x LED wall lamps, all windows / doors / glazing, foundation, smoke stack, electrical box with meter, electrical weather head, brass wire for simulating conduit, hand rail stanchion material, hand rail material.

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



[Empire Trackworks](#), owned by Alan Loizeaux, has opened a new web site for custom-building trackwork components in S, Sn3, On3, and On30.



The site offers three different rail heights, frog numbers, and printed-circuit-board ties for turnouts, with full instructions for installation. The company also offers 3-way, stub, and point derails for S and Sn3.

Customers can order online, view example photos, and receive feedback from previous customers. Alan also maintains a blog and may attend train shows.

[See their Website for more.](#)



3D To Scale, sold by [3000Toys](#), has a new 500 Gallon Size Fuel Tank on Legs. Available in gray or Iron Red Plastic.



B.T.S. Has a new catalog in PDF format for downloading all of their products. [Click here for the catalog.](#)



[Outland Models](#) is offering a new water tank as well as other products. The water tank comes in metal and wood versions.




Old west style items are always very popular among our products, so far we have developed a large series of models including buildings, figures, vehicles and scenery accessories in different scales.



[See their Website for all of the Old West items.](#)





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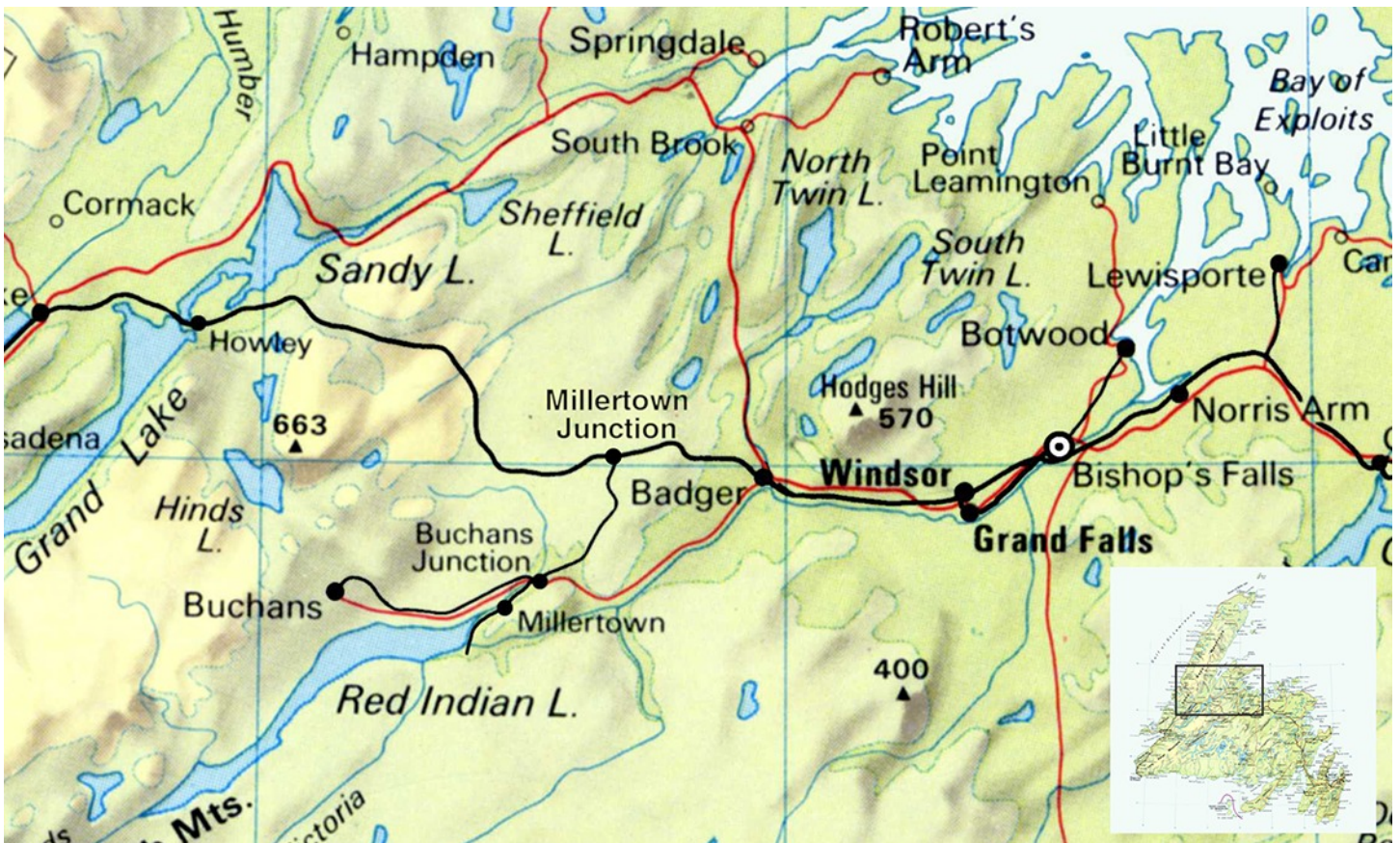
By Amy Dawdy as told by Brian Walsh

Photos by Dan & Amy Dawdy unless marked

In April, 2024 we went on a road trip to Ontario, Canada and visited several layouts. This article features Brian Walsh's S Scale layout, his background in the hobby, and how he combined the Newfoundland Railway and the CB&Q Railroad in the late 1950s based on his railroading interests and passion.

Brian's interest in trains began when his parents gave him a Hornby Dublo passenger train set for Christmas in 1954. Brian told us "Though it was a gift for my two older brothers and me, I knew it was really all mine. Eventually more track and North American rolling stock and structures were bought and it found a permanent location on the top of our ping-pong table. My mom and I built a mountain out of paper mâché and I wired all the track and switches. I played with that train set until high school, but my mom gave the train set away to another family when we moved to another house."

Brian dabbled in HO and N over the years. When he and his wife, Joanne, from St. John's, designed and built their house in 1979, she got the kitchen of her dreams and he got a portion of the basement for his railroad empire and "started to plan a layout in earnest." By that time, he had visited Newfoundland many times and had accumulated a wealth of information. The decision to go into S Scale was made due to wanting DCC with sound and a scale large enough to hold all those components, along with finding a Railmaster Exports Newfoundland G8 locomotive in S scale.



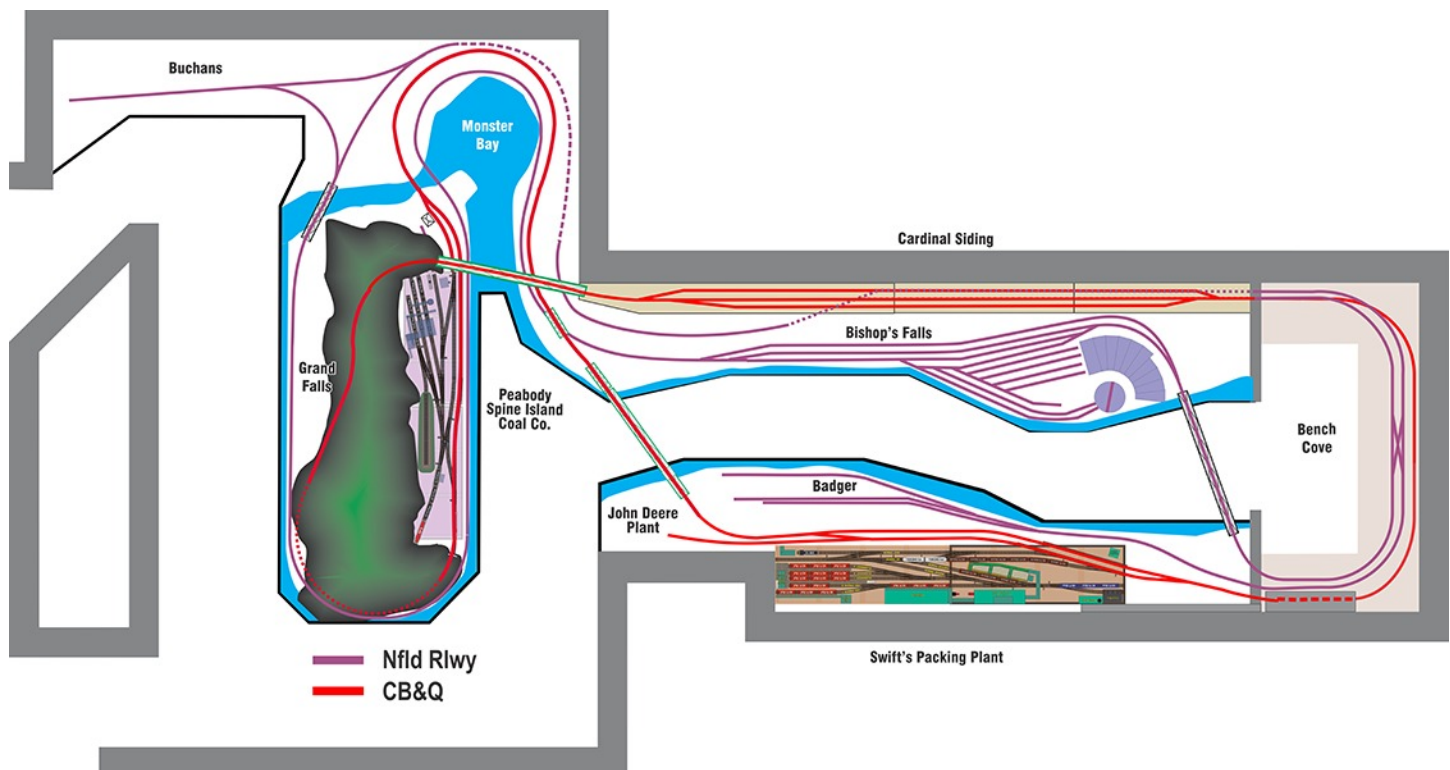
According to Brian, the Aberfoyle Junction Railway (closed permanently on December 12, 2023), a magnificent O scale layout in St. Jacobs, Ontario, has always been his inspiration. As he puts it, “There are other layouts and other modelers, of course, but Aberfoyle is just that step away from perfection.” Brian is mostly an independent modeler since the closest S scale modeler is an hour drive away and his two best model railroading friends are in HO and N scale and even further away.

Editors note: [See our visit to the Aberfoyle Junction Railway in the Januray/February 2015 issue of the O Scale Resource Magazine here.](#)

Brian originally planned the 42” narrow gauge Newfoundland Railway to be a close model of the prototype from the central Newfoundland division town of Bishop’s Falls along the main line through Grand Falls, Badger and as far west as Millertown Junction. The Buchans Mining Company (BMCo.RR) had its own railroad which ran from Buchans to Millertown Junction, and the Anglo Newfoundland Development Corp (AND) had its own railway which ran from Grand Falls to Bishop’s Falls and then northward to the ocean port of Botwood. There would be three separate railroads, all 42” gauge, running on the layout. Unfortunately, he only managed to get about a fifteen minute run of the NR with both handlaid track and HO standard track for the hidden staging before a joist disaster hit.

Brian had to dismantle much of the layout because of the dry rot in the ceiling joists. During that time, he figured out exactly how he wanted to proceed since his interests had evolved and he had become enamored with the CB&Q railroad and its magnificent passenger fleet. Per Brian, he made the following decisions:

1. I would model both the Newfoundland Railway and the CB&Q Railroad together, though in real life they were 2500 miles apart.
2. The CB&Q would take the outside of the layout with the biggest curves and the NR would snake all around it.
3. The theme of the CB&Q was ‘coal and cattle’ and to that end I started to design the packing plant diorama and then the coal mine diorama.



4. Once the CB&Q main line was in and running I would refocus on the NR. I had saved much of the handlaid track and it looked as if it would still fit in the original locations with little modification.
5. I would build the layout in sections or dioramas of the focal points and join them with track. The Swift's Packing Plant and Peabody Coal Mine would be first to get my CB&Q main line running. The Bishop's Falls yard and roundhouse and the Buchans mine complex would follow for the NR.
6. I chose the S-Cab system after seeing what Peter Vanvliet had accomplished and it allowed me to run as I built and avoid the hassles of wiring.

While Brian does not currently have any operation plans, it could change in the future. He does not use computer software to run the layout since he has been using computers in his business since 1981 and does not want them to “invade his hobby”. Brian enjoys both running and switching, telling us that the Swift plant can keep someone occupied for hours just bringing in full stock cars and shipping out full refers. However, he loves to watch his Denver Zephyr as it climbs up the side of Spine Ridge and crosses over the Monster Bay bridge.



Brian is a fan of the S-Cab system, and to date, has converted his CB&Q NW2 and E8 locomotives and two of his NR G8 locomotives. He is currently in contact with Neil Stanton of S-Cab to make sure he converts his CB&Q F3 A-B-A properly to enable them to run as a trio or separately. Brian also has Neil's caboose lighting system and is planning on using it to light up the passenger cars of his Denver Zephyr.

The layout is mostly Styrofoam and ground goop for the dioramas, but Brian now has the ingredients to use the method espoused by Brooks Stover (roll on texture and sun guard screens) and that will probably be everywhere else. Brian's favorite part of his layout is his first diorama, Swift's, which took three years to fully build and operate. However, he said he is most at home in Bench Cove – his modeling area. Brian enjoys all aspects of the hobby and enjoys everything about it, stating that sometimes just being able to design things in his head as he cuts grass or works in the veggie garden is most enjoyable.

Enjoy the layout tour and take Brian's advice when he says: “There seems to be no end to what you can do with this hobby.”.

Yours truly, always smiling when I'm in my layout room.



After I had to dismantle much of my narrow gauge Newfoundland Railway due to structural problems in the ceiling joists above this is what remained – my underground loop and storage track. My new layout includes the standard gauge CB&Q and that is Cardinal Siding above the storage track.



What can I say –my Dad's favourite beer. I just had to have that car. He was never sure about my hobby, but he did help me build my helix for the original Newfoundland Railway. Alas it had to be dismantled because of the joist problems.



I have several F3 units for the CB&Q and this is the freight version on Cardinal Siding with a train of empty coal hoppers returning to the Peabody mine.



If the EMD FT was "the diesel that did it" for railroads then the EMD G8 was the locomotive that did it for me and S scale. In all of model railroading, this model was the only Newfoundland Railway specific locomotive that was available, and it just happened to be S scale. Even better is the fact that HO standard gauge track works out to 41.52" in S scale, and that means that if one uses HO mechanisms many S scale Newfoundland locomotives and rolling stock are possible. The G8 is a Railmaster Exports kit made from pewter, but I bought this G8 already built and painted from Steam Depot at an S scale show in Syracuse. I have since bought 3 more and am in the process of finishing the last two as well as adding the S-Cab system to each.

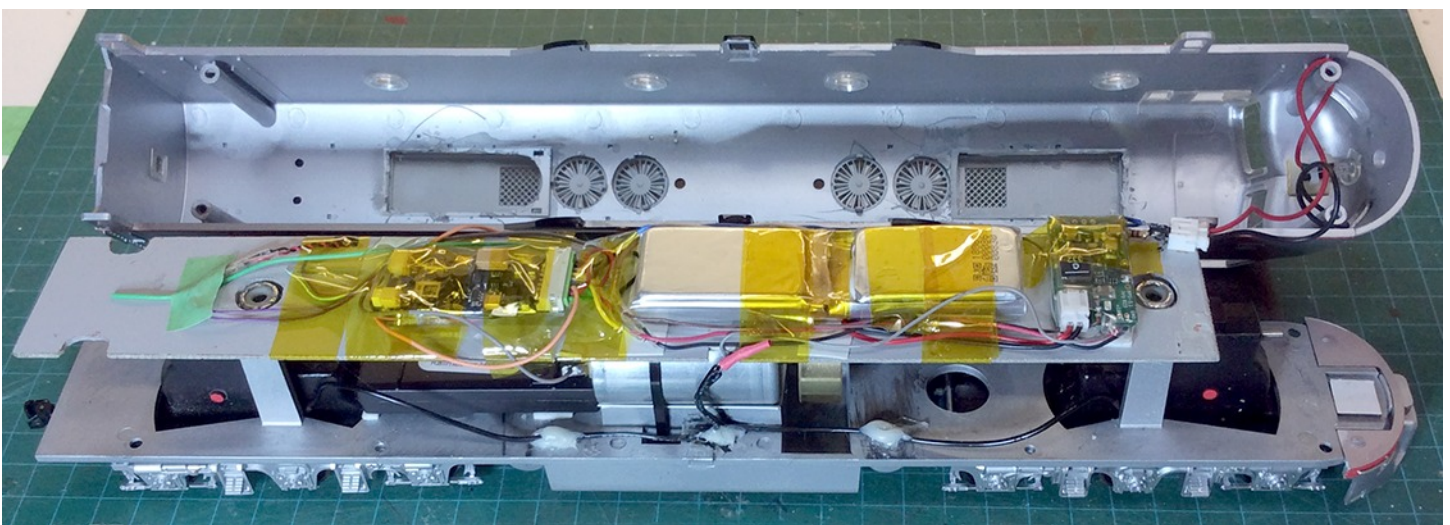


Previous page bottom: Thanks to Peter Vanvliet, I attempted my first Dead Rail changeover with my CB&Q NW2 switcher. Peter did his without sound, but I was determined to get it all in. Somehow I managed to accomplish this, and #9216 has been a game changer. Even though I use the term 'Dead Rail', there are a few track sections that are wired for 12 volt DC. The track that 9216 is on plus the track in front of it are push button wired so that I can park my battery powered locomotive on them, turn on the juice, and leave them overnight to recharge the batteries.



Above: An American Models CB&Q E8 locomotive which pulls my 'underpowered' Denver Zephyr. A second E8 is on the want list. I have installed the S-Cab battery control system and with the Soundtraxx Tsunami 2200 and Railmaster Hobbies bass reflex speaker – the sound is superb. It was relatively easy to add the S-Cab system as there is lots of room in the E8. Of course, I had to make things difficult by putting in such a large speaker, but after I turned the motor 90° to get the motor terminals out of the way the rest was easy.

Below: E8 showing the components. (Brian Walsh photo)





This is my Denver Zephyr rolling by my next diorama –the Peabody Coal Co. Spine Island mine. The diorama is made of two 2 ft. by 4½ ft. Modules, and like its cousin the Swift module, it will have lots of switching capacity. All my modules have holes in the perimeter frames to cut down on the weight. The green bridge in the background is a bridge I made from Plastruct pieces. It is not the lacey truss bridge that I like, but it does the job. My N scale buddy called it “a monster” and I liked the name so I christened it the Monster Bay Bridge. It is 4½ feet long, and again I used the slotted shelf post construction as a base.



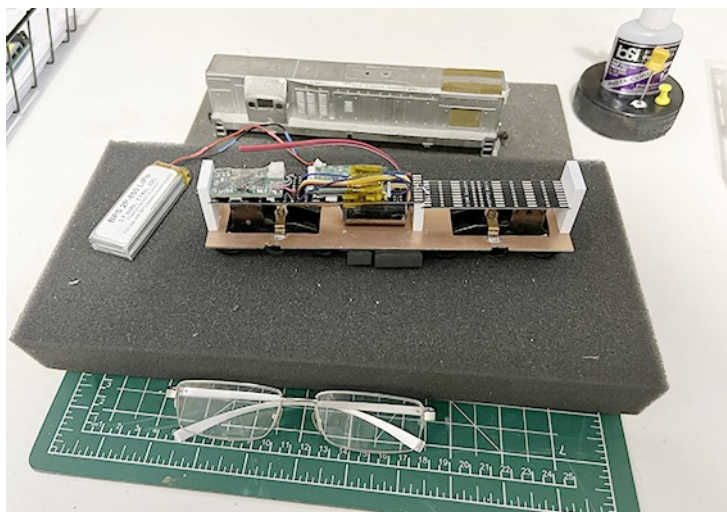
A host of my narrow gauge rolling stock patiently stored and waiting for some locomotion on the Newfoundland Railway. There are narrow gauge outside frame boxcars, standard gauge (mainland) wood and steel boxcars on narrow gauge trucks, and both 32 foot and 40 foot flatcars. My tank cars, covered hoppers and gondolas have not yet made it to the storage tracks.



This is a shot from the far side of the peninsula. The track on risers in the foreground is the CB&Q main line as it rises from the Peabody Coal Co. and make its way to the Monster Bay bridge. You might note that there is a ton of storage under my layout and that the peninsula room has two walls full of historical railroad images.



Behind the peninsula is an area 15 feet by 2 feet. It will be a future diorama of the Newfoundland town of Buchans with its large ASARCO lead mine and the Buchans Mining Company Railroad as the focus. I was given blueprints of the 18 foot Buchans ore gondolas by the late George Neary, who was the last employee of the mine ,and MMR Pete Moffatt was able to cast 50 cars for us BMCo. devotees. A train of 20 cars looks like a giant centipede coming down the tracks.



Soon-to-be G8 #802 showing how I constructed a tiered platform to hold the S-Cab receiver, Tsunami 2200 and double Lithium batteries. The speaker is in the 3D printed battery box/fuel tank assembly underneath.



Tom Spaulding, a master craftsman in S scale, painted and detailed this beautiful model of the Strathcona, a heavy weight Canadian National passenger car. A (HO) friend of mine bought it when Tom was downsizing, and then he gave it to me. Possibly that was a 'thank you' as I had introduced him to the hobby of model railroading in 1982. And the rest is history.

The 2-8-2 pulling it came from a downsizing sale of one of the attendees at the Lowbanks Can-Am S Scale social that Jim Martin puts on every fall for us die hard S scalers. I do not know the pedigree of that locomotive.



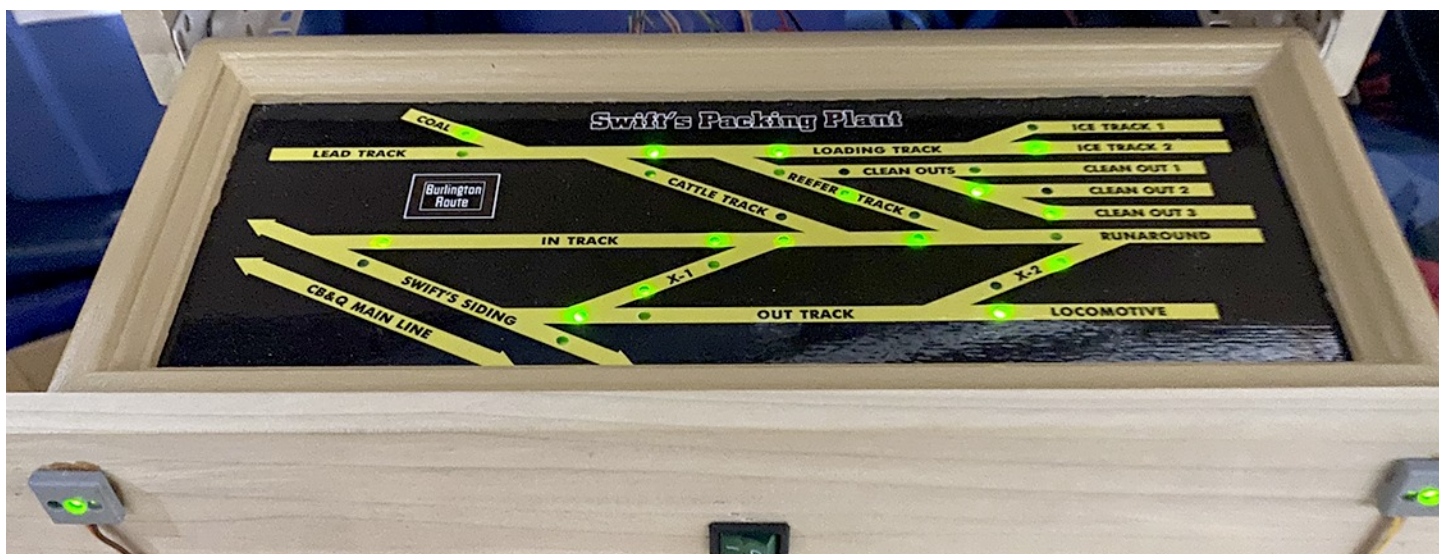
I am working on a swing bridge for my CB&Q main line, but this is a 'bridge that swings' for the Newfoundland Railway portion of my layout. It represents two trestles of the five trestle bridge that crosses the Exploits River in Bishop's Falls, NL. I used three HO Central Valley Pratt Truss bridge kits to create the structure. It is incredibly strong as it is supported by two slotted shelf posts that are bolted together and hidden behind the bridge girders.



Here is a close up of the base frame of the CB&Q swing bridge. The section with no ties is the pivot point and you can see how the slotted 'U' beam posts are bolted together, the cross beams that are grooved out and then slid down the posts, and the deck girders that hide the posts from view. My bridge is an offset swing bridge so I have to have a heavy counterweight on the short end.



The Swift's Packing Plant diorama was my first attempt at 'serious' modelling. It is comprised of two 2' by 6' sections. I tried to jam everything conceivable into the design. My research revealed that besides the plant itself, there were ice houses and platforms, stock pens and barns for livestock feed, a clean out shed for the reefers and stock cars, power plants, and even a 'flagstop' station. I believe there are fifteen turnouts in the diorama which I made from a Fast Tracks #6 jig. They are powered by Proto 87 Mole switch machines which I solder to the bottom of the turnout. The Berritt Hill Touch Toggle system makes it all work very smoothly.



Because my Swift's Packing Plant module was going to be placed in the background of my layout, I had to devise a visual switching system that would allow me to operate without having four foot arms. The Berritt Hill Touch Toggle system is a perfect solution. I built the control panel to slide beneath the layout fascia when not in use.



When you are in S scale, and Newfoundland narrow gauge to boot, sometimes you just have to try to convert another scale car to get what you want. This is a Bachmann On30 coach that I chopped both vertically and horizontally to get very close to the old Newfoundland wooden cars. But right now it sits on my Swift's diorama as a drover's cabin accommodation next to the flagstop station.



When you walk into my layout room, you you are flanked by my collection of photographs on two walls, mostly of the Newfoundland Railway. I'm a bit of a history buff, so when we used to go to Newfoundland on our yearly family trip, I would visit the Newfoundland Archives (only a block from my in-law's home) and probably drive them a bit crazy with my requests.

Each photo on the wall comes with a story, so if you ever visit my layout, be prepared.



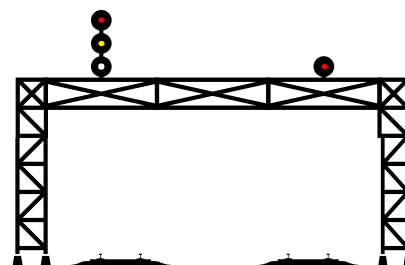
This is the packing plant and stock yards of my Swift's Packing Plant module. After the floor joist 'disaster', I changed my modeling perspective and decided I just had to build something that worked. So I thought that if I built dioramas, fully operational and sceniced, and then join them with track, I would fulfill my dreams of having a working railroad with the added benefit of portable sections for future moves if necessary. The decision to go with Dead Rail also helped as I could run trains immediately and enjoy the hobby as I progressed.



Another view of Swift's showing the overhead walkway from the plant to the shipping building, the ice house and platform, and the clean out shed and yards. Both the plant and shipping building are based on the Lehigh Valley Continental Canning Company which looks very close to Swift's Branch Houses.



I'm a man of many scales as is shown by the N scale railroad in the attic of my daughter's Barbie house. She and I worked on this project together when she was four years old. She painted many of the buildings and houses in the town as well as contributed to the scenery and mountain. The layout is 38 years old and still works well (if you clean the track).





This is my venture into 12 inch scale. Northern Lights started life as the Denver, a heavy weight solarium-lounge car built for the Seattle Portland and Spokane Railroad by Barney & Smith in 1915. It was acquired by the CB&Q Railroad and, after surviving a disastrous collision, was re-built into the stainless steel-sheathing office car The Round-Up. It had a full kitchen and crew's quarters, two bedrooms, two washrooms, a large dining room and an observation room. They sold it to CN who sold it to Bombardier who sold it to my company Private Rail. It was our intention to refurbish the interior (which we did), get it into downtown Toronto (which we did after three long years of negotiations with the City) and operate it as an exclusive restaurant, which we did but not for very long. The recession of 1987/88 put an end to our dreams and we had to let it go.

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



Editors note: This article appeared in the very first issue of The O Scale Resource Magazine. Written by Glenn Guerra, who is an expert in restoring rail cars, we thought that most of you had not seen this and we feel this series has great value to serious modelers.

PAINTING RAILROAD CARS

By Glenn
Guerra



The master painters considered themselves to be artists, and that is shown in this proposed badge submitted by T.H. Soley of the Lehigh Valley Railroad. This appeared in the February 1897 Railroad Car Journal.

I thought we would start a three part series here on paint. Talk about a hot topic! Paint color, and what is correct, can start some heated arguments. My point here is not to determine what is the right color, or to tell you how I paint my models; but to give some insight into paint, it's use around the railroads, how we may be able to duplicate some of the finishes, and some information on color mixing. In this first article, we will start with some information on what paint is, and how the railroads used it. In the next article, we will discuss how to possibly duplicate some of this on our models. The last article will discuss some basics of color so we will have some idea of what to add if we want to change a color.

In the railroad industry, there was a trade group called The Master Car and Locomotive Painters Association of the US and Canada. They were very prolific in their writing and, as a result, we have a good amount of information from them. In the 1890's, their official organ (newsletter) was the Railroad Car Journal magazine which can be found online at the Linda Hall Library. I worked for a number of years rebuilding railroad equipment at railroad museums, and studied paint quite a bit. The writings of the painters were a good resource for me. What follows is a little of what I have learned.



What Is Paint?

Paint is a combination of a binder, which forms the protective film, and fillers. The binders come in two broad categories: those that set up by chemical reaction, and those that set by the solvent evaporating. This is an important difference when choosing a paint, or varnish for that matter. The paints that set up by chemical reaction cannot be used after they have set. Paints and varnish that set up by the solvent evaporation can be made liquid again by applying the solvent. Prior to the advent of epoxy and urethane paints, the common binders for paints were oils. Linseed oil was most common, but fish oil, soybean oil, tung oil, and others have been used. The vegetable oils set by an oxidation reaction and by polymerization. Both reactions are non reversible. The reactions can be controlled by the additives to the oil, but we will cover that later. Around 1920, there were a lot of advances made in modifying the oil binder. Alkyd resin was developed from linseed oil, and made a stronger film. In addition, it added a gloss to paint. This, in effect, was the pigmented varnish made in a new and much cheaper way. The solvent binders are things like lacquer, shellac, and other gums dissolved in alcohol or volatile solvents. The films of these products can be varied by the solvents used. So, without getting too technical, the thing to remember here is that there are two basic binders for paints. Next are the additives.

The additives for paint, and this includes the pigments, are what gives the paint binder its durability, as well as its color. The UV light from sunlight is very destructive. Take a piece of wood, and cover part of it. Then, place it in the sunlight for a few hours.



"Pure White Work"

"For pure white, inside or outside, ZINC WHITE ground in poppyseed oil is the best thing we know of."

Master Painter, September, 1904.

Florence Zinc

Ground in refined linseed oil yields an immaculate white finish. There is no pigment whiter than FLORENCE ZINC--there is no other white pigment as durable as any kind of ZINC WHITE.

FREE OUR PRACTICAL PAMPHLETS

- "The Paint Question."
- "Paints in Architecture."
- "Specifications for Architects."
- "Paint: How, Why and When."
- "French Government Decrees."

We do not grind zinc in oil.
Lists of manufacturers of zinc white paints will be furnished on request.

THE NEW JERSEY ZINC CO.

71 Broadway, NEW YORK

This ad for zinc white pigment appeared in the Railway Master Mechanic magazine in 1901. Note that they do not make paint, only pigment. Many people were mixing their own paint at this time.

Even in that short amount of time, the sun will start to discolor the wood. Sunlight also attacks the paint binders. The fillers and the pigments block the sun from the binder, and prolong the integrity of the film. In addition, additives aid in the chemical reactions of oil based binders to give the film hardness or flexibility. Chrome and manganese aid in the oxidation reaction. This will make the surface of the film hard; but can seal the film so it can stay soft under the surface, which may not be desirable. Lead can aid in the polymerization of the film, and will make the film strong. There is a balancing act going on in the manufacture of oil paint to get the properties of the paint matched to what it is to do. As an example, a paint that would be formulated for wood, which has large dimensional changes with the seasons and humidity, may be too soft for metal. Another additive for oil paint is varnish. Oil varnish is a combination of a hard resin and oil. To mix the two, the manufacturer needs to melt the resin and heat the oil so they will mix. A lot of resin in the oil will form a hard finish suitable for indoors, like trim and furniture. Less resin, and the film will be pliable for external use, as in spar varnish. The reason I mention these varnishes here is that enamel paint is pigmented varnish, and that is why it has the high gloss. As mentioned earlier, alkyd resin is similar to the tree gums and resins that were used in oil varnish. This then became

a cheaper gloss paint than varnish enamel. Some paints are formulated so that the fillers fall out as the sun attacks the film. These are called chalking paints. The advantage is that the old paint will be gone when you go to apply the new paint. No scraping. Now that we have some basic information on paint, let's get to the pigments.

Common Pigments Used Around The Railroads

It's worth the time to look into what some of the common pigments are, and how they are used. Let's start with the whites. Lead white was almost the universal white pigment prior to 1900. Lime was the other common white, as in whitewash. Lime not used in oil paint because it is basic, and that will attack the film. One benefit of lead white is that it aids in the polymerization of the oil. White is technically not a color in the art world, and we will get into that in another article. Lead white is not a brilliant white, but has more of an egg shell appearance. Zinc white started to appear around 1900, and is a very bright brilliant white. Both of these pigments are relatively inexpensive, and were used extensively in white paints. Another lead based pigment that was used was red lead which is red in color. The next group I would like to talk about vary quite a bit in color, but are all the same compound, so they should be covered together. These pigments are rust, earth tones, or iron oxides,



Railroads made some of their own paint using machines like these. The C&NW had seven of these machines. The ad appeared in Railway Master Mechanic magazine in 1901.



C&NW paint lab in Chicago. Photo by Jack Delano, 1943 Library of Congress collection.

take your pick of name. They are yellow ocher, raw sienna, burnt sienna, mineral red, and red ocher. What makes them different in color is the lattice bond that iron oxide forms with water. Also, it makes a difference which iron oxide you have, Fe_2O_3 or Fe_3O_4 .

Let's start with Fe_2O_3 , the common brown rust on all of our stuff. Take a close look at something rusty with an area that collects water. The rust will be lighter in the area that collects the water. The reason that some of the rust varies in color is important to know when talking about these pigments. The rust molecule, Fe_2O_3 , and water molecule, H_2O , have an attraction to each other, and can bond in a lattice called an ionic bond. The attraction is similar to a static electric attraction, and the molecules do not combine. The more water in the lattice, the lighter the color will be. The lattice bond is stable, and therefore, the color does not change readily. The color can change with the addition or subtraction of water in the lattice, but this takes some effort. By roasting the pigment, you are providing enough energy to drive the water off.

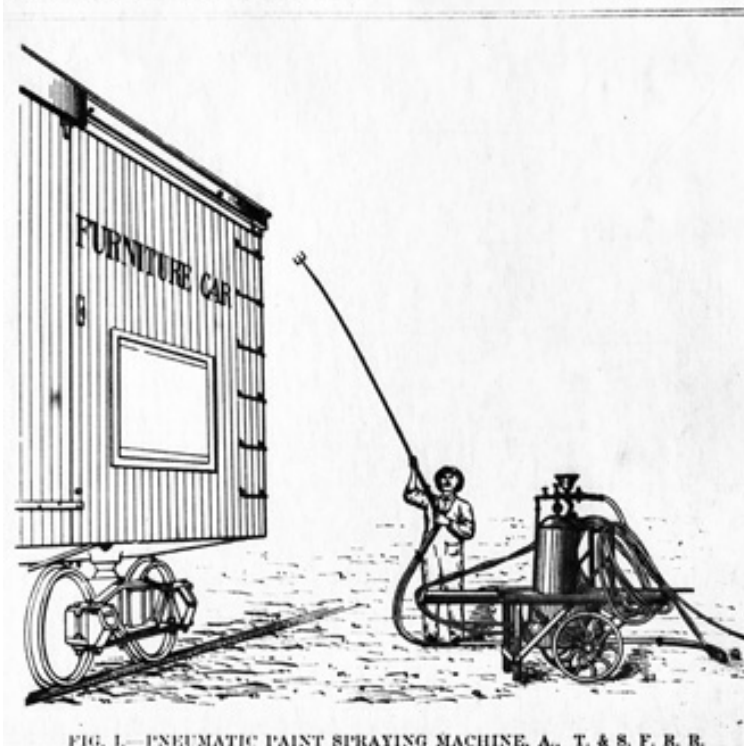


FIG. 1.—PNEUMATIC PAINT SPRAYING MACHINE, A. T. & S. F. R. R.

An illustration of painting a car with compressed air on the Santa Fe railroad in 1899.

Adding water to the lattice to make the color lighter is very difficult. The strength of the lattice bond makes these pigments relatively colorfast. These pigments are as follows: yellow ocher is the lightest followed by raw sienna. If the raw sienna is roasted, it forms burnt sienna, and you will start to get a reddish color. Less water in the lattice, and you get mineral red, indian red, and red ocher, which are all basically the same. The iron oxide pigments are some of the most common pigments used in older paints because they were cheap and colorfast. Another pigment worth mentioning is Vandyke brown. This pigment is made from peat which is very young coal. One of the characteristics of Vandyke brown under the microscope is that the cell structure of the vegetation is still present. Vandyke brown is a very common railroad pigment as we shall see when we get to mixing paints. Chrome yellow is lead chromate, and was invented around 1820. It is a very bright yellow, and

was found in bright yellow color paints. A very common blue was Prussian blue which is an iron derived pigment discovered around 1724. Chromium oxide was a green pigment found in mineral ores containing iron. Through a chemical process developed around 1838, the chromium was separated from the ore to make chromium oxide – a cheap and colorfast green pigment. The last pigment I should mention is lampblack, which again is not considered a color in the art world. There are many more pigments used in art, but these make up the base for almost all railroad paints prior to the streamline era with its color full trains. Now, let's move on to the application and composition of paints.

Railroad Painting

The railroads tended to be self sufficient entities, and all the master painters had their own brew. This also means that like so many



This photo was taken by Jack Delano in February, 1943 at the Proviso freight yard of the C&NW near Chicago. Not a lot has changed since 1899, has it? The photo is from the Library of Congress depression era photos collection. They are Farm Services Administration photos, and were taken during the depression through WWII. Many are in color, and are a valuable resource.

other issues regarding railroad practices, there is no definite date when things changed. The colors varied, as did the wearing qualities of the paint. Some railroads even went as far as buying pigment or ore and milling it themselves. This practice of mixing paint yourself was common, even in house painting, until the 1940's. Paint companies have been around for a long time, but the idea of going to the store and getting a squirt of this, and a squirt of that in your paint, did not exist. You purchased the components from the paint company, and mixed them yourself. Pigments were sold dry, drying additives were sold separately, as was the oil. Paint was brushed on the cars; however, spraying came into being in the 1890's.

The color we all call freight car red was made of iron oxide with a small amount of fillers like calcium carbonate, gypsum, magnesium silicate, and other such fillers. As an example of the cheapness of iron oxide pigment, 1941 paint specifications from the C&NW called for 84% by weight of iron oxide, with the remaining pigments being fillers for their freight car red.

In a 1910 history of the C&NW, they called for the paint to be made from ore mined in North Freedom, Wisconsin. As we have discussed earlier, iron oxide comes in a variety of colors. This was a way of controlling the color. It also means that the color varied quite a bit, ranging from a dark brown to a reddish brown. The paint of the era consisted of linseed oil and pigment which was applied with a brush. The iron work on a lot of cars in this era was "blackened off", as the painters would say, which consisted of oil and lampblack. Black freight cars did not come into being much until steel cars started to become common. The basic formula for freight car paint was pigment in oil with some filler and driers. This formula gave a flat finish similar to what we would call a heavy body stain that would be put on our house today. A 1941 paint specification for wood cars on the C&NW used this formula. For the steel cars, they added alkyd resin to the paint, giving the paint a semi gloss finish. Alkyd resin is a modified linseed oil that made the paint film stronger, and gave the paint some gloss. High gloss paints are gloss enamels which are basically pigmented oil varnishes. In the 1890's, the Santa Fe railroad used a paint sprayer that cut the time down from a day to five minutes. The sprayer was little more than a hose for applying the paint. A worker on each side of the car hosed the car down as it passed. This paint was flat, and had a look of what would be called a heavy bodied stain today. The paint "chalked" and wore off. Repainting consisted of brushing or hosing more on. Refrigerator cars were in a class of their own, and passenger car painting covers them better.

Passenger cars in the wood era were an elaborate process that took weeks to do. To start, the bare wood was primed with 2 coats of oil, lead white, and fillers. The whole car was "rubbed down" (sanded) and "knifed off", which was filling the nail holes and other imperfections with a putty made of white lead. The car was again primed and sanded. Two coats of color were added, and more sanding was followed by two more coats of color. The car was then lettered and varnished. The varnish used was a spirit varnish. Oil varnish was very expensive, and not suited to this application. What made spirit varnish good was that once a year when the finish was touched up, all that was needed was to apply more varnish. The solvent in the varnish softened up the varnish on the car, and the two coats merged as one. The application of the varnish changed the look of the color on the car, and successive applications of varnish changed it still further. After about five years, this paint was worn out, and the car needed repainting.



Torches like this, and even compressed air torches, were used to burn the paint off of passenger cars. There were reports in Railroad Car Journal of compressed air torches blowing up, and car shops burning down. This ad appeared in the February 1897 issue.

Chicago, Milwaukee & St. Paul Railway. B. and Painted.

PAINT AND VARNISH RECORD.

Received at W. Milwaukee Shop, 6-13-1898.

Left Shop, 8-6-1898.

Passenger Car No. 92.

	KIND OF WORK.	Whole or Part.	DATE.	LABOR & COST.				MATERIAL.	REMARKS.
				Hours.	Dollars.	Cents.	Dollars.		
OUTSIDE BODY.	Paint burnt off.....	Part.	.....	41	8	47	41	Gas.	New sheathing on lower part applied
	Scrubbing.....	.....	.....	.....	.....	.....	.....	.....	.....
	Priming.....	Deck and Whole	7.9	18	3	80	95	15 1/2 Lbs. Formula: 1 part dry min., 1 part dry lead. Ruste, 3 p. oil, 1 p. turp.; Thinner, 1 p. oil, 1 p. turp.	.....
	Sandpaper.....	"	.....	6	1	25	06	1/2 qt. sandpaper.	.....
	Priming.....	"	7.13	10	2	20	1 15	16 1/2 Lbs. Formula: 1 part dry min., 1 part dry lead. 1 p. oil, 1 1/4 p. turp.; 7 p. turp., 1 p. Jap.	.....
	Sandpaper.....	.....	.....	.....	.....	.....	.....	.....	.....
	Putty.....	Whole.	7.15	44	31	04	55	5 1/2 Lbs. Formula: Putty.	.....
	Rubbing down.....	"	.....	56	11	20	54	6 qt. sandpaper.	.....
	Color, deck and repully	"	7.22	14	2	80	1 35	13 1/2 Lbs. Formula: Body color.	.....
	"	"	.....	3	.....	80	05	1/2 lb. putty.	.....
	"	"	7.25	10	3	00	96	8 lbs. body color.	.....
	"	Deck.	.....	6	1	20	36	3 lbs. oil body color.	.....
	Color and varnish.....	Whole.	7.26	12	2	40	2 88	12 Lbs. Formula: 2 parts Valentine rubb. varnish, 1 p. paste body color, 1/4 p. turp.	.....
	Lettering and orn. ....	"	.....	35	5	04	2 06	8 books gold leaf, 1/4 pint size, 1 lb. orn. color, 1 lb. waste.	.....
	Varnish.....	"	7.30	13	2	94	4 00	1 1/2 gal. Degolter Rock body varnish.	.....
	"	"	8.1	10	2	10	3 80	1 1/2 gal. " " "	.....
	"
	"
INSIDE.	Seal paint.....	Whole.	.....	125	25	16	3 22	3 qt. sandp., 3 1/2 lbs. filler, 1 lb. waste, 1 lb. putty, 10 lbs. paint, 1/10 gal. Vol. Rubb., 1 1/2 gal. Mur. Rp. Body Var.	.....
	"
	Cleaning glass.....	Whole.	.....	19	3	72	10	Material.	.....
	Glazing.....	Part.	.....	43	8	54	6 15	9-10 x 18.8-18 x 20 glass, 25-35 x 18 1/4 cut glass, 6 lbs. putty.	.....
	Blinds, varnish.....	Whole.	.....	72	11	24	2 37	3 qt. sandp., 1 lb. paint, 1 1/2 gal. Mur. Rp. B. Var.	.....
	Washing.....	Whole.	.....	25	4	17	75	Washing material.	.....
	Filling and putty.....	Part.	.....	40	8	02	98	4 1/2 lbs. filler, 3 1/2 lb. waste, 1/2 lb. walnut putty.	.....
	Sandpaper.....	"	.....	41	10	13	34	6 qt. sandpaper.	.....
	Stain and shellac.....	"	.....	56	11	20	7 31	3 1/2 lbs. stain, 3 1/2 gal. shellac.	.....
	Varnish.....	"	.....	13	2	40	2 43	1 1/2 gal. Murphy interior varnish, 1 1/2 gal. ceiling varnish.	.....
	Paint, New Ceiling, etc.	.....	.....	82	17	36	7 30	1 1/2 lbs. Chromac, 4 1/4 lbs. various paints, 1 lb. waste.	.....
	" " " " " "
	Polishing.....	.....	.....	.....	.....	.....	.....	.....	.....
	Cleaning up.....	Whole.	.....	2	.....	26	7 1	Material.	.....
	Roof, Paint, New Roof	Whole.	7.15, 7.16, 8.5	14	3	80	1 30	9 lbs. red lead, 25 1/2 lbs. roof paint.	.....
	Irons under Car, Paint.	"	.....	3	.....	80	18	4 1/2 lbs. Asph. black.	.....
	Tracks and Platf. Paint	"	.....	15	3	00	1 20	17 1/2 lbs. truck paint, 1 lb. putty, 1 lb. waste.	.....
	" " " " " "
	Platf. Rails, Paint.....	Whole.	.....	9	1	80	20	2 lbs. rusting paint.	.....
	Cost.....	.....	.....	845	173	25	34 15	Total Cost: \$223.22.	.....

Unlike the freight cars whose paint wore off, the passenger cars needed to be stripped. This was accomplished by "burning off", much like a heat gun today for removing paint. This, and the spontaneous combustion of paint rags, burned down a lot of car shops. In the late 1890's, the D&H railroad started to experiment with the two step paint process which was a self glossing enamel paint on secondary cars. The sleepers, diners, and observation cars were still done the old way. The master painters really took them to task for such a cheap and inferior job, "It just don't look right!", was the cry. At the same time, the CB&Q was also experimenting with enamel paint.

By the time the steel cars started to appear, enamel paint was here to stay; and better spraying equipment made the job simpler. What came next was lacquer paint. This looked like the save all. It covered well, dried fast, and was able to be sprayed. It also had the ability to be touched up by spraying on another coat since lacquer is a finish that sets by the solvent evaporating. This is similar to spirit varnishes. The problem was that these early lacquers did not hold up.

They tended to get gummy and sticky. I worked on an interurban car that was painted in

In this report, we can see some of what went into painting a passenger car in the wood car era. This is also an illustration of why some railroads were experimenting with enamel paint to save time in painting the cars.

1915 with some of this paint on it. You could stick your fingernail in the paint. So, the railroads were still using enamel paint, and putting up with the slow drying time. The automobile industry was not as complacent, and the early lacquers were improved for their use. A 1927 article in Master Mechanics magazine described the new paint shops of the Pennsylvania Railroad in Wilmington, Delaware. They had installed drying ovens, and were using Dupont lacquer paint. The article credits the advances made by the auto industry for making the paint better. Lacquer could be formulated to give a high gloss, and a whole car could be painted in one day. The lacquer dried fast and, as a result, the cars could be painted outdoors with little problem from dust. The lacquer paint seems to have only been used on passenger cars. Freight cars still needed the thicker film of the oil paints, and finish was not a big concern on freight cars. The enamel paints came back with the advent of formulas that gave better drying time and harder finishes.

Here we have some information on paint, paint pigments, and paint processes. Different paints used on railroad cars gave different looks to the cars. The all wood cars had no gloss to them, and in good builders photos you can see the grain in the wood. In later day cars, the paint had some gloss to it. In the next issue, we will cover some thoughts on duplicating these finishes on models. In addition, I will have some comments from different modelers on how they achieved their results.

 <p>MODELS A Wholly-Owned Subsidiary of Tru-Color Paint</p> <p>Information and Sales Phone: (623) 551-2548 Email: phoenixprecisionmodels2023@gmail.com Website: www.phoenixprecisionmodels.com</p>	<p>Sales and Info. Ph.: (714) 488-9779 website: trucolorpaint.com e-mail 1: tru.colorpaint1@yahoo.com e-mail 2: tcpmodelpaint@gmail.com P.O. Box 74524 - Phoenix, AZ 85087- 4524</p> <p>Tru-Color Paint </p>																										
<p style="text-align: center;">3D Printed Objects</p> <p><u>Details and Add-ons</u></p> <table border="0"> <tr> <td>PPM-32520</td> <td>Lumber Stacks (2)</td> </tr> <tr> <td>PPM-32545</td> <td>Food Counter (1)</td> </tr> <tr> <td>PPM-32570</td> <td>55-Gallon Drum: New & Closed (4)</td> </tr> <tr> <td>PPM-32571</td> <td>55-Gallon Drum: Old & Damaged (4)</td> </tr> <tr> <td>PPM-32572</td> <td>55-Gallon Drum: Group of 3- New & Closed</td> </tr> <tr> <td>PPM-32575</td> <td>Fuel Dump (1)</td> </tr> <tr> <td>PPM-32585</td> <td>Box for IR Sensor (2)</td> </tr> </table>  <p><i>Phoenix Precision Models has a number of exciting 3D printed accessories in S-Scale to heighten the modeling experience in S-Scale. These detail parts and vehicles are 3D printed in gray resin; they come unpainted, and come with the supports off the model. They are available now from your local retailer, or you can purchase them directly from us.</i></p>	PPM-32520	Lumber Stacks (2)	PPM-32545	Food Counter (1)	PPM-32570	55-Gallon Drum: New & Closed (4)	PPM-32571	55-Gallon Drum: Old & Damaged (4)	PPM-32572	55-Gallon Drum: Group of 3- New & Closed	PPM-32575	Fuel Dump (1)	PPM-32585	Box for IR Sensor (2)	<p style="text-align: center;">Individual Paints - 3D-Printed</p> <p><u>May, 2024</u></p> <table border="0"> <tr> <td>TCP-5023</td> <td>Glossy, Sprayable Dark Sand</td> </tr> <tr> <td>TCP-5030</td> <td>Glossy, Sprayable Yellow-Green</td> </tr> <tr> <td>TCP-5039</td> <td>Glossy, Sprayable Iron Oxide</td> </tr> </table> <p><u>June, 2024</u></p> <table border="0"> <tr> <td>TCP-5027</td> <td>Glossy, Sprayable Dark Brown</td> </tr> <tr> <td>TCP-5040</td> <td>Glossy, Sprayable Blue-Green</td> </tr> <tr> <td>TCP-5041</td> <td>Glossy, Sprayable Metallic Gold</td> </tr> </table> 	TCP-5023	Glossy, Sprayable Dark Sand	TCP-5030	Glossy, Sprayable Yellow-Green	TCP-5039	Glossy, Sprayable Iron Oxide	TCP-5027	Glossy, Sprayable Dark Brown	TCP-5040	Glossy, Sprayable Blue-Green	TCP-5041	Glossy, Sprayable Metallic Gold
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Along the Railroad

A North American Rail Journey
1958 - 1978



Howard Serig

with
Kent Loudon

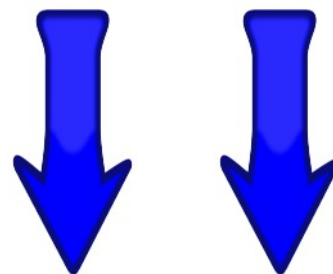
Along the Railroad features the exciting and unique railroad images of photographer Howard Serig who has captured the special time "when trains were really trains!" Many have claimed it to be "The best railroad book out there!" To see a video preview of the contents of the book please click on the image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

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

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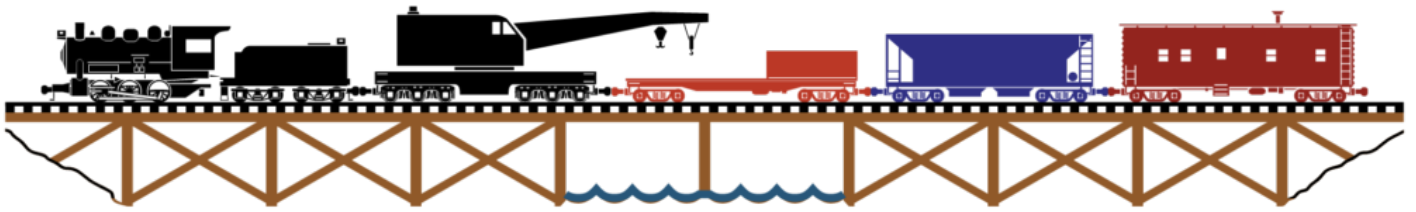
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NEW TRACKS MODELING



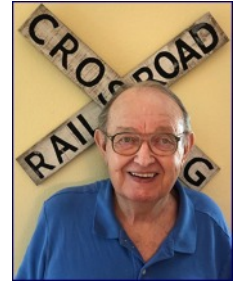
By Contributing Editor Jim Kellow MMR

“Modeler’s Path to Success”

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

“Try it. It works!”

Don’t miss out.



One month left for HS Graduates to apply for one of our New Tracks Modeling Mentoring’s three, \$2,000.00 Scholarships for 2024. Deadline for applications is July 1, 2024.

Please make sure your all young modeler railroaders you may know, your kids, and grand kids, know about our scholarships and get their applications submitted by July 1, 2024.

New Tracks Modeling Mentoring Scholarship Application

Are You a Model Railroader?

Are You a Modeler?

Are You Pursuing a STEAM Degree?

The New Tracks Modeling Mentoring Scholarship is a unique scholarship for Model Railroaders and other modelers pursuing a STEAM related college degree or technical school credential.

Applications for the 2024-2025 academic year open on January 1, 2024. We are pleased to announce that we will award three (3) \$2,000.00 scholarships for the 2024-2025 academic year. We recommend that interested applicants download a copy of the application for review even if you plan to apply on-line. If you have any questions, please email us at NTMMS@newtracksmodeling.com

Qualified applicants MUST meet the following criteria:

- Must currently be either a current high school senior or a high school graduate living in the United States.

MENTOR DEFINITION: A TRUSTED COUNSELOR OR GUIDE

- Are planning to, or currently attending, a two-year or four-year university, college or accredited technical school in academic year 2024-25 with an intent to pursue a degree in one of the STEAM fields.
- Have a current GPA of 3.0 or higher.
- Demonstrate participation in either a model railroading or other modeling youth activity programs such as Youth in Model Railroading®, Scouts MRR program, 4H model railroading, MRR Youth clinics, active participant in building a home layout, or belong to an organized model railroad club. Participation in general modeling clubs and activities will also be considered.
- Write an essay of at least 500 words describing how their involvement in modeling and model railroading as a hobby has impacted their lives and benefited their education within one or more of the STEAM areas of academic pursuit.
- Demonstration of having designed and/or built models by submitting photos and descriptions of at least two models completed by the applicant.
- Provide two references to affirm applicant's involvement in railroad or other modeling activities. (NTMMS will be contacting any listed references, so please let them know ahead of time).

Please note: Scholarship funds will be disbursed directly to the Bursars Office of the school where the student will be attending. Any NTM staff member or relative is prohibited from applying for this scholarship.

Applications can be submitted on-line or by mail.

[Click here to download an application for review.](#)

[Click here for the on-line application.](#)

Please note that you MUST have a Google Account to complete this on-line form as you will need to upload files.

If you have questions or need assistance contact us here at: NTMMS@newtracksmodeling.com

New Tracks Modeling is offering prizes at our table at the upcoming Al Judy O Scale Narrow Gauge Show in Harrisburg, PA on June 7-8, 2024.



In addition to having live videos about our New Tracks Modeling and New Tracks Mentoring Inc. Scholarships, we will have a video about Conowingo Models who is the donor of two of his Grey Street Company House kits that will be awarded in two random drawings to two lucky attendees who sign up for the prizes at our table during the show. Check back often to see if you won a kit. We look forward to meeting you.

[Chris Coarse of Coniwingo Models](#) will also have his own table at the show so make sure you stop by and thank him for his generous donation of the kits to New Tracks Modeling for our drawing. Also, please thank Al Judy for having New Tracks Modeling participate in his show.

We plan to have videos and other programs, including random prize drawings, at other shows and conventions around the country later this year. Please watch for our New Tracks Modeling Banner at the shows you attend. Stop, say hello and register, you could win a prize. Please let me know if you or your company or group is interested in participating as a kit donor or volunteer representative for our programs. My email is: jimkellow@newtracksmodeling.com.



New Tracks Modeling Banner at the NMRA Midwest Regional Conference in South Bend, IN May 2-4, 2024.

Daniel Brewer sent a picture of our banner at the NMRA Midwest Regional Conference in South Bend, IN in May. Daniel said they had about 150 attendees and a great time was had by all. One of the neat features was that Rod Thomson and Ron Christensen built 72 small dioramas for attendees to static grass with Ron's upside-down static grass machine, build a tree, add water and flowers, etc. It was a hit. Tom Stathis had a shadow-box switching puzzle there that was exquisitely detailed and had all ages enthralled with it. Complete details are available on the [Region's website](#). Great placement of our sign at the registration area. Thanks Daniel and the NMRA Midwest Region for your support.

Great Scale Model Train Show in Timonium, MD

Steve Sherrill and Greg Cassidy representing New Tracks Modeling at Timonium on Saturday 4/27/2024. Another very successful show for Scott Geare and his team. Thanks Scott for having us at your event and for Greg and Steve representing New Tracks Modeling and our Scholarship.

New Tracks Modeling members at Al Judy's April 6, 2024 "All O Scale" show in Harrisburg, PA.

Some of the regulars of the the New Tracks Modeling crew at Al Judy's "All O scale" show in Harrisburg, PA. Photo taken by Jeff Jordan. How many can you recognize? All of them said they had a great time. How many would you like to meet? Tune in every Wednesday evening at 7pm Eastern Time to New Tracks Modeling live Zoom show to meet and talk with them. You can get the login link for each show by subscribing to our website: newtracksmodeling.com



New Tracks Modeling is a Sponsor of the NMRA Mid-East Region 2024 Convention

Jack Dziadul owner of Ipswick Hobbies presented an update of the Piedmont Divisions's 2024 Mid-East Region convention on our New Tracks Modeling April 10th show. [Please click this link to see the YouTube video of his presentation.](#)

We also plan to have our Scholarship banner displayed at as many other events as possible including the 2024 NASG National Convention in Harrisburg, PA.

2024 NASG National Convention Update: The Susquehannock II

Convention Chairman: Jamie Bothwell.

The 2024 NASG Convention is coming back to Harrisburg, PA, July 17th to the 20th.

The Convention Hotel is the Sheraton Harrisburg - Hershey. [Click Here is the link for reservations.](#)

We are planning two tours. Wednesday, we are offering a tour of Amish Country. The tour will include a tour of an Amish farm and Schoolhouse, lunch at a smorgasbord restaurant, a tour of Amish farmlands and two stops for local shopping. The trip costs \$85 including lunch.

Thursday, we will head to the Reading & Northern Railroad and board RDC cars for a memorable tour of the line. The train will stop at Port Clinton, PA where we will tour the railroad shops and see their 4-8-4 steam locomotive. Then it's back on the train to continue the trip. Lunch will be brought to the train at Tamaqua, and then we will proceed over the High Bridge and on to Jim Thorpe. There will be a brief stop in Jim Thorpe, and then we head back home. We have planned two photo run-bys. The trip costs \$120 including lunch.

The Dealer Hall will be open Thursday evening from 6:00pm to 9:00pm. It will reopen Friday morning at 9:00am. It will close for lunch from Noon to 1:00pm. It will then be open until 6:00pm. Friday it will be open from 9:00am until noon.

We have several interesting clinics lined up. The current schedule includes Building Turnouts, The Miller Switcher, Dead Rail, Modular Layout Design, Successful Decaling, Backdrop Painting, Shortline Modeling, and Tools I Use.

The convention car will be a Reading boxcar from American Models with a DF (Damage Free) lettering.

Saturday evening will be the traditional banquet, awards, and auction. More information is available on the NASG Wesite, nasg.org.

Pennsylvania Trolley Museum Brief Tour

Curt McCormick just sent me this video containing a random tour of the Stephen's Substation and the Museum Building, to see some of their 30+ trolleys. As a trolley modeler, this is great information to have and a real opportunity to learn how trolleys were operated in the past. There are two trolleys I saw that I want to build. [Click here to see the video.](#) No question if you are interested in trolleys, this is a Museum you should visit. Thanks Curt for the video.

Curt also asked me to publish the following information.

"Hi Jim, if you wouldn't mind mentioning it, I host the Railfan Net on Thursday evenings at 9:30pm. It's an Amateur Radio net on the 145.470 repeater near Homestead where we talk about trains, trolleys or anything else that rides on rails. Even if people are not ham radio operators, they can listen to it on a Bearcat scanner tuned to that frequency.

We get about 20 people checking in each week via amateur radio, and we probably have that many or more that tell me that they listen on their scanners."

Sounds interesting. Now all I need to do is visit Best Buy and check out scanners. How many amateur radio enthusiasts are also model railroaders? I don't know, but I am sure interested in meeting them. My email is: jimkellow@newtracksmodeling.com Thanks again Curt.

Luxury Trains Are Something New For New Tracks Modeling To Build!

I remember when men wore ties and some even their coat jackets when working on and running their model railroads. Why? Maybe because they considered it one of the luxuries in their lives and they dressed accordingly. Stop laughing and read on.

Luxury trains? What? Well, I am not talking about expensive brass models of your favorite train. Nor am I talking about the private railroad cars owned by individuals. I am talking about real trains that are so luxurious and elegant many passengers don't even want to get off to take a tour of local sites. They just want to relax, be pampered, and enjoy a very elegant, slower pace of life. Have you ever ridden on one? Don't stop now please keep reading.

I remember my first, and only, overnight train trip back in the 1940s with my Mom and Dad from Jackson, Tennessee to Bangor, Pennsylvania via New York City's Grand Central Station, as if it was yesterday. We were in a private cabin and there was a person Mom called a porter, who was very attentive and several times brought me cold drinks and cookies. Everything about the trip was exciting, and provided great memories. At the time I figured this is how everyone traveled! Right?

I now view that 1940s trip as my first and only luxury train trip, although they weren't called that back then. Frankly, back in the late 1930s and 1940s, I think all railroads were looking to make their train trips as luxurious, and desirable as possible to compete with the other modes of transportation: automobiles, airplanes and cruise ships.

The Streamliners had arrived in the 1930s and they were beautiful. Their style was based on Art Deco designs and they had names like the Milwaukee Road's Hiawatha, the New York Central's "20th Century Limited", the Pennsylvania Railroad's "Congressional", the Santa Fe's "Super Chief", the Southern Pacific's "Daylight", etc. Railroad advertising, telling us all about them, and showing us how luxurious our travel on them would be, seemed to be everywhere. Elegance and sophistication was in vogue and people dressed up to take train trips.

But then railroad passenger travel started its decline in the 1950s as less and less people boarded trains. The automobile, airlines, and cruise ships, had won the hearts and minds of the traveling public.

The belief that a railroad trip was a luxurious experience died and this is probably why today most of us do not know what constitutes a luxury train trip. In fact, I bet not many of us have ever taken a luxury train trip or even had one on our bucket list!

But for me, The Orient Express, was truly luxurious, even into the 1970s, and was definitely on my bucket list. Unfortunately, it ceased operation and I lost the opportunity to travel on it. This error in my judgement is right up there with not visiting John Allen's model railroad when I had the chance. In both cases, I figured I can do that later, but then it was "too late".

I recently read an article in *Robb Report* titled: "How Luxury Trains Are Transporting Travelers to a Bygone Era of Old-World Opulence". I decided it was time to look into luxury trains, and what had changed in passenger train travel.

I definitely found some current trains that are not only extremely elegant and very refined, but also define a time when graciousness, slower lifestyles, exquisite meals, attentive service, comfort, relaxation, and enjoyment were what we expected, even demanded, from a train experience. As one company said: "Luxury Trains focus on making five-star (stationary) hotel suites seem passé by one-upping them with ever-more lavish experiences.". Yep, I think these trains take us back in time to experience the luxurious, romantic, shall I say slower, more refined, lifestyle of the 1920-30s era.

My research led me to find that Belmond currently operates: The Venice Simplon-Orient-Express (VSOE). Belmond says it is: "the leader in luxury rail travel with six trains around the world offering an unrivaled



experience.” The trains and their various operating itineraries are available on their website: www.Belmond.com. (Thank you Belmond for providing information and the above photo.)

During my research, I also discovered the “Luxury Train Club”, an online travel agency in the UK that specializes in offering luxury train travel anywhere in the world. According to Simon Pielow, it’s Director, the club lists almost every luxury train in the world, and currently has more than 65,500 members worldwide, with more than 22,000 in the USA. I wonder how many are model railroaders...

The Club is free to join and receive it’s newsletter, which I thoroughly enjoy. It helps subscribers keep up with what is going on in the luxury train market, the available special offers, etc.

I asked Simon what the club saw as the future of luxury train travel. His reply: “The future is expanding the appeal to a younger demographic, typically from around 40 years old. The sector is evolving as shown by these new entrants: Le Grand Tour, Orient Express La Dolce Vita, and Dream of the Desert. Off-train experiences are becoming more hands-on, more experience-based, rather than following a tour guide round a site or town.”

I found that some luxury trains attract clientele who ride the train just to experience the train, while other trains appeal to clients who not only appreciate the train ride, but also want to visit the area the train traverses and take unique tours at stops the train makes. But regardless, it seems it is the luxury train ride which enables the exotic experience and draws the passengers.

I wonder why luxury train trips aren’t being promoted, as far as I know, to model railroaders. I know I am curious about riding and/or modeling them, and think many of you may be. So I am going to expose you to the availability of some of the luxury trains in the world and see what you think about riding on them, and about modeling, if not a whole train, one of the cars with all it’s luxurious interior detail for your model railroad.

But first, let's define luxury trains. The Club defines luxury trains as: excellence in service, comfort, dining, and accommodation. My personal definition is: an extremely desirable, supremely elegant train which provides the highest quality features, superior service, and is recognized as a very exclusive, once in a lifetime, bucket list experience.

I believe the trains and scenes they navigate are perfect for modeling. We would definitely need to research and study the luxury trains and the luxury hotels and resorts at their origins and destinations, plus the scenery they transverse. While many of us may never have the opportunity to actually ride on these legendary trains, I think researching and creating models of them, will bring a new dimension to our hobby.

I believe there are many modeling opportunities for these luxury trains and would personally love to see well researched models of the unique, luxurious trains and locations they serve. Is anyone modeling one of the current luxury trains listed on the Club's website? Oh, and of course I want to travel on most of them, but Nancy, our CFO, says I will probably have to settle for just modeling them.

Discussing ways to differentiate our modeling and model railroads from what everyone else is building is one of the reasons for me to write these "luxury trains" articles. This is the first one. The next article takes us on a imaginary Orient Express trip. This is one train I definitely want to have models of, at least one or two cars with detailed interiors, on my model railroad.

Please let me know what you think. Which luxury train trip(s) appeals to you? My email is jimkellow@newtracksmodeling.com.

Steve Lucas hand laid track

I am impressed with what the following modeler, [Steve Lucas](#), is doing and his hand laid track.

I saw Steve's track on Facebook and contacted him for more information. Take a look.



"Thanks for the kind words in the Hand Laid Track and Turnouts group regarding my track work. It's hand laid code 55 rail on PC board and wood ties. The branch line I'm modeling used 70-pound rail until track lifting circa 1983. Some ties are cut from twigs found in my side yard. Some are balsa which I severely distress to model vestigial ties in need of replacement. Most are commercial wood ties, or cut from Mt Albert HO scale 4" x 8' stock, cut to a scale 8' long following Canadian National Railways' practice.



Fast Tracks' PC board ties are used, along with some I've cut from 1/32" and 1/16" thick copper clad board. I find the Fast Tracks PC board ties oversize for what I want to achieve. Painting those ties is a challenge; it's easy to make wood look like wood, but the PC ties have resulted in much head-scratching to determine a finishing method!

Ballast is Woodland Scenics', mostly fine cinders. Some other ballast colours are mixed in.

I grind this a bit finer in an old kitchen blender my wife no longer needed, that I have adapted for

peacetime use. I dusted this track with fine sawdust from cutting pine with a backsaw. The joint bars are a commercial laser-cut paper product now offered by Prawn Designs. A few spikes were used to hold rail down where I think it advantageous, but mostly solder holds the track in place.

Track colouring is a combination of OEM rail colour, Tamiya greyish black paint, Tamiya rust coloured washes, and an AK rust weathering wash.

I've had a lot of fun with this. Allow me to assure you that it runs rolling stock over it as well as it looks. My method were devised over fifty years of modeling."

Thanks Steve for sharing your methods. Impressive modeling. You can reach Steve at: Steve.Lucas@newtracksmideling.com.



Are trains the only things moving on our model railroads?

Not according to CatzPaw Innovations LLC. Take a look at their video about their 3D printed models and the new InvistaTraxx transport system they have developed. I think they are leading us into the future of our hobby and bring younger modelers with them.

[Click here to order.](#)

What do you think? My email is jimkellow@newtracksmideling.com.

Now Let's Meet a Railroad Modeler

This modeler believes driving the back roads is a great way to create better scenes in our modeling. I agree with him, although my wife hates it when our car trip takes twice that time so I can hopefully become more creative! I try to limit my back road looking and speed up to reduce the extra time. How about you? Any other back road drivers out there?



Photo taken by Clae Lampkin.

Justin Murphy / photos by author unless noted

My name is Justin Murphy, I live in Muscatine, Iowa. My home club is the Hawkeye Model Railroad club (HMRC) in Iowa City, located at the Johnson County Fair Grounds.

My history and getting into the never ending hobby.

As many model railroaders, my passion for trains started at a young age. Every time I saw a train passing I wanted to sit and watch it as it passed, stating “train, train, train” the whole time. For my third birthday I received my first train set. It was a small battery powered train that simply went around in a figure eight. But that little train set wasn’t the only thing that kept my passion for model railroading to keep growing. Up till his passing, I loved to visit my grandpa, and during the summer months, he helped run a 1/4th scale train around a city park in Iowa City, called the ‘City Park Express’. I will always treasure that time spent with my grandpa.

Over the years, as most of us do, we start to invest more and more into the hobby. I began to collect HO Scale, then noticed because of it size I wasn’t able to build a layout in my bedroom. I then started collecting N Scale and built a small layout in my room which I ran until I moved out on my own. I kept the N Scale and built another small layout in my new house, but there was things that I wanted to build that N Scale didn’t really produce. So I sold most of my N Scale items and focused more closely on HO Scale Modeling.

When I started to build models, there was a lot of trial and error on both scales. Most of the models sadly ended with the error because I didn’t think it looked right or I didn’t give the model the proper attention and appearance that it deserved. So more trial and error continued over the years.

As I continued to get older I began to travel more on my weekends off from work, to a number of destinations both railroad related and personal things that I enjoy doing. On these road trips I would take the back roads to my destination, yes this meant a couple more hours in the car, but for me as both an amateur photographer and modeler, this gave me so much inspiration to bring into the miniature worlds that I was creating. Because as a modeler I strive to bring real life inspiration into the hobby, as most call this being prototypical. One thing I would encourage others to do is to start taking the back roads again when traveling instead of the major highways and bi-ways because you are missing so many opportunities for inspiration, as well as helping out those small towns along the way.

Prior to joining the club that I am with now, I used to belong to another club in downtown Davenport, Iowa, (Quad City Model Railroad club, located in the basement of Majors Art and Hobby). During the few years as a member of that club, my focus was on scenery and making this miniature world seem real to the visitors. I helped other members in the club with teaching techniques of doing scenes and scenery. One of my most used lines is “Creating a scene with in a scene.”. Which means taking it to the next level of realism and when you think a scene is done, it’s not, there will always be something you could add or take away from the scene to make it more realistic.

One of my biggest scenes is located on this layout, which was originally dubbed as ‘Murphy’s Farm’. This section of the layout took me around 3-4 months to plan and to landscape. Taking allot of inspiration from my



back road traveling and photos, I came to the final design which is shown in the photo. The base of the scene is made up of layered insulated foam board, cut with a hot knife. The structures are pre-built Woodland Scenics structures, the vehicles are from Mini Metals, ground material is a combination of dried leaves, and Woodland Scenics ground material.

After creating this scene on the layout, I received a lot of feedback from others, both positive and negative, which happens. This both helped, and yes did discourage me, for a time which took me away from modeling for awhile. But it didn't stop me, after thinking about the comments they made, it drove me deeper into my modeling and to make everything I built seem more realistic with every build.

As I began to focus deeper into my modeling to make every scene more realistic, my models began to take lives and stories of their own. As a friend of mine once told me to do when building models or creating a scene, is to ask myself a series of questions. "Why is that building or scene there? What's its history? What is its purpose?" This really helps in the modeling world, because if a structure or even a scene doesn't make sense to you then how would it make sense to others that look at the scene. This may make or break the scene you're trying to create. So I would also encourage you to take a few seconds when creating a scene and ask yourself those same questions.

Other modeling opportunities begin to arise.

One afternoon Fred Cheney (A fellow member from the HMRC) invited me to come operate on his home layout. During one of the operating sessions we discussed my love for building structures and creating scenes. This led to my first build for his home layout, which was "Watts Power Plant".



This structure would prove to be somewhat difficult to build because of the location it was going to be placed in, but that didn't stop me. After taking measurements of the building's location, work began on the 26 inch long building. The building took roughly around 34 hours to build and weather. But in the end, both myself as well as Fred, were happy with the finished product. The building answered all of the questions and gave it purpose to be on the layout. Additional scenery is still set to come to complete this overall scene.

This custom structure was built by a combination of two 'Walther's Cornerstone Northern Light & Power house' kits, the conveyor between the 2 buildings was scratch built from other kits. The mirror behind the conveyor was cut and trimmed to fit to make the appearance of the tracks being longer than they are. Paint used was Tamiya, and weathering was done by dry rubbing using pastels/chalks as well as real coal.



After building the "Watts Power Plant", I was commissioned to build a few more structures for Fred's layout. 'Highland Electric Company' built by using a Walther's Cornerstone Armstrong Electric Motors kit. Paint used was Tamiya, and weathering was done by dry rubbing using pastels/chalks.

Some may be questioning what about builds for yourself and your own layout. Well, my personal layout is still in the benchwork and planning phase of life, but that doesn't keep me from my passion of building structures and collecting. One of my personal favorite builds in a coaling tower. After the completion of building the structure, I used assorted acrylic paints then used the dry rubbing chalks technique and brushed technique for weathering.

Driven with the questions I talked about earlier in the article, These structures all go back to the first steps of creating a scene. "Why is that structure built?", "What is its purpose?". Yes, some of these questions were easier than others to answer, but they all have a purpose, and they will all eventually have a home.

Having fun in the hobby.

Even though most of the scenes I create are more prototypical, it's always fun to have scenes that are just for fun. Like a cow sitting on the front porch of a house, or a hippo in the field with the cows, to a superhero climbing on the buildings. These little "Where's Waldo" or hide-and-seek moments make it fun for visitors also, especially the children that visit. So be sure to have fun while modeling. Because that is what modeling should be, something that we should enjoy and have fun doing.

So to conclude, as a fellow modeler I encourage you all is to have fun, and to take the back roads while traveling. Don't get focused on the easy way because your going to miss a lot, sometimes just stop look around, because inspiration is all around us.



Thanks Justin for all your help and interest.

You can reach Justin at: Justin.Murphy@newtracksmodeling.com

Is Railroad Modeling an Art Form?

This is a question New Tracks Modeling seeks to address.

What is art? Here is a definition I found by asking Google: “Art is the expression or application of human creative skill and imagination, typically in a visual form such as painting or sculpture, producing works to be appreciated primarily for their beauty or emotional power.”

You decide...

Up until about ten years ago, I would have said no. Good modeling to me was all about learning the building skills and techniques of how to build a model. Art to me was what I learned in my grade school classes or the paintings and objects d’art my wife purchased for our home.

But then I started writing my New Tracks Modeling articles and founded the “New Tracks Modeling” Zoom shows. One of the questions I asked the talented modelers I talked with was: “How do you know when a model you are building is finished?” Whether it is a piece of art or a model to get a “C” score merit award in the NMRA Achievement Program or just a background model to put on your railroad, “When is it finished?”. More important is: “How do you know?”.

I had personally struggled with answering that question for many years and I still was searching for the answer. Put another way; I wanted to know when I looked at one of my models how do I decide to stop working on it and move on to my next project. Would my answer be any different if I was a fine art painter looking at their painting? I don’t know for sure, but I think not. I believe they can both be pieces of art.

This really hit home to me when I started working on the NMRA Achievement Program. For many of the certificates, I was building a model that was going to be judged by other modelers as good enough to earn a merit award. This meant they gave my model a “C” (87.5/125 points) which was deemed a passing grade. But was that good enough for me? Was my model finished? If not, then why not? I did not have the answer.

For some models the answer was, yes, a “C” was good enough. particularly early on, and I must admit it was OK for some models I built just to get the AP certificate. For other models which won Best-of-Show in contests, or at least First Place in their category it was not good enough. They were given much higher scores than a “C”. At this point, the answer to my question was dependent on what I wanted to accomplish score wise with each model. My decision was based on my experiences with contest judge’s opinions. But deep down, I knew that was not the answer I sought.

Then I met modelers who had some real art education in their background. These modelers said things like, “I know it’s finished when it looks like the original prototype or scene.” or “When someone I admire looks at a photo of my model and asks if it is a model of the real thing.” or “My scenes create a day in the life of the figures I paint and place in the scene.”. These modelers were recreating a model of something in real life they had seen. Is this art? Yes, I think so.

Again, here is the definition of art that we started with and that I believe fits what model railroaders achieve: “Art is the expression or application of human creative skill and imagination, typically in a visual form such as painting or sculpture, producing works to be appreciated primarily for their beauty or emotional power.”

So is the answer to my question: “My model is finished when it matches the memory or picture I have in my mind of what I saw that I am trying to create”? Can I say, “Yep, that’s what it really looks like”, and then state, “It’s finished”. I think maybe this is the answer I have been searching for. What do you think?

To create art, I believe one of the basic skills modelers need to develop is research comprised of observations of prototypes and real life scenes either from historical photos, or the actual scenes that we pass every day. As I think back, this may be why the NMRA changed the AP by taking points away from scratchbuilding and giving those points to prototype accuracy. Could this be exactly what some of the judges I met in the NMRA AP were trying to tell me? I guess I was just too focused on my total score to understand.

My belief that art is important to our modeling is the reason that the “New Tracks Modeling Mentoring Scholarship” includes art as one of the qualifying areas of study in higher education. I frankly don’t think we talk about the art of model railroading enough in our hobby. Or at least not in language some of us, like me, understand. I truly believe if we do emphasize art in our modeling, we will become better modelers.

Well, what is your definition of “When your model is finished”? Do you have a definition? Yes, I think we all do even if we do not think about it. How else do you know when to stop working to improve a model? One tip I think I have finally learned and can pass along is: we need to “take time to smell, look at, and see the roses”. If we do, we will build better models.

My belief is so strong I asked a trained artist who is also a model railroad modeler and manufacturer to begin a series of segments about “Model Railroad Models are Art” on my Zoom show. Dennis Brennan agreed and is enthusiastic about doing them for all of us. I also asked another trained artist from Bogota, Columbia, Santiago Pineda, to also do a series on our Zoom show about his views of our modeling as art. He immediately agreed. If you do not see your modeling as art today, I believe Dennis and Santiago will change your mind. Watch my Facebook page Jim Kellow MMR or check on our website for more information about Dennis’ and Santiago’s Art segments.

One day, I believe, Art Galleries will hold exhibitions of railroad models built by artistic model railroaders, and show some of the photos of the modeler’s work that patrons looking at the photos will not be able to tell if the photo is of a model or the real thing. I hope so and look forward to that day when railroading models are viewed as an art form by the professional art community. What a day that will be! What fantastic modeling we will see. Well what do you think? Jump on in here, “the water is fine”.

Troels Kirt, a professional artist, responded to my comments:

“Hi Jim, long since I thought or talked about model railroads! I agree that fine models can be art. They are 3D paintings... In Japan models and miniatures are often exhibited in galleries, as fine art! As a professional artist I originally designed my Coast Line RR using hundreds of sketches from imagination of fictional scenes and structures, exactly the way I often begin my paintings. These sketches resulted in the final layout, but also in a dozen paintings throughout the years. Best regards, Troels”

I found this portion of an article on an Internet artist site. Makes me wonder if procrastination is why more of us do not show our models nor recognize they are true pieces of art.

Well what do you think? I personally believe more of us should show our models and encourage others to do so. Our hobby will benefit in my opinion. This is one reason why New Tracks Modeling has a monthly MY BUILD program where viewers can show the models they build. I hope all of you will participate in these show segments. Read these comments by Lee Down about procrastination, and just join in the fun.

From Easel to Marketplace—Artists Conquering Procrastination by Lee Down

“Procrastination is often misconstrued as mere laziness or lack of time management skills; however, the roots lie deeper within our psychology, especially for artists. Many artists procrastinate selling their work due to perfectionism. Art is a deeply personal creation, and artists often view their works as an extension of their selves. This leads to an incessant drive for flawlessness and an unending cycle of revisions, causing delays in presenting their work to the world. The idea that their creation might not be ‘good enough’ yet is a potent deterrent.

Another significant psychological hurdle is the fear of rejection. Artists often worry about the reception their work will get. Will it be appreciated or criticized? Will it sell or not? This uncertainty breeds anxiety and apprehension, pushing artists to delay selling their work. It's easier to keep the art safely in the studio than face possible rejection or criticism.

Imposter syndrome also plays a significant role in this procrastination. Despite their skills and accomplishments, many artists struggle with feelings of inadequacy. They fear being exposed as a 'fraud', especially when stepping into the commercial aspect of the art world. Selling their art makes their work – and by extension, their worth – subject to public judgment, which can be a terrifying prospect.

In understanding these psychological factors, artists can start to address their procrastination and find ways to overcome it. The process of selling art becomes less about the fear of judgment and more about sharing one's creative expression with the world.

Actionable Strategies to Overcome Procrastination in Selling Art

Overcoming procrastination can be a significant milestone in an artist's journey to commercial success. Thankfully, there are actionable strategies artists can employ to conquer this common foe.

Firstly, goal setting can be a powerful tool. By defining clear, achievable goals, artists can create a roadmap towards selling their work. These goals should be SMART: Specific, Measurable, Achievable, Relevant, and Time-bound. A goal could be as simple as 'List three artworks for sale online by the end of the month'. By setting clear targets, artists create a sense of direction and purpose.

Secondly, breaking tasks down into smaller, manageable chunks can make the process of selling art less daunting. For instance, rather than viewing 'creating an online portfolio' as one large task, it can be broken down into smaller tasks such as 'select artwork for the portfolio', 'photograph selected artwork', and 'write descriptions for each piece'. This approach can make the overall task seem less overwhelming and more manageable.

Lastly, establishing accountability structures can significantly help in overcoming procrastination. Artists can enlist a trusted friend or colleague to act as an accountability partner. Regular check-ins with this partner can keep the artist on track and committed to their goals. Alternatively, joining a local or online artist community can provide a supportive network where members can share their progress, challenges, and successes.

By employing these strategies, artists can tackle procrastination head-on, paving the way for their artwork to shine in the marketplace.”

Well, what do you think?

How about starting by showing your modeling on the MY BUILD segments of our Zoom shows. They are nonjudgmental and may give you the confidence to show your modeling in other venues including judged contests. I sure hope so. Until we start showing our modeling and the creativity it displays, our hobby will never receive the artistic recognition I believe it deserves. I look forward to hearing what you think. My email is jimkellow@newtracksmodeling.com

Are we model railroaders or railroad modelers?

Anyone but me ever wonder what we should call ourselves? I asked NOVA (AI) or as I think of it as “Data Robot” and got this reply.

There is no significant difference between the terms "Model Railroader" and "Railroad Modeler." Both terms refer to individuals who participate in the hobby of creating and operating model railroads. The only distinction is the order in which the words are arranged. Some people might prefer using one term over the

other, but they essentially describe the same hobby and individuals with an interest in constructing and operating miniature railway systems.

This message has been generated by Nova - download it for free:
<https://novaappai.page.link/2remwd8dXtjzSUB87>

If we accept NOVA's answer, than a Lionel 3 rail or an American Flyer collector/operator who has a plywood table with track, trains, and accessories is a model railroader just as much as the model railroader who has built Scale prototypical scenery, scenes, structures, animation, railroad cars and motive power.

In my opinion, yes they are both model railroaders. But I believe only the latter group who actually builds models can be considered a railroad modeler. This latter group can certainly use out of the box motive power, cars, track, etc., but they need to have actually built the "stage" the railroad operates through. The key difference to me is the word modeler which separates the person who uses their minds, creativity, and hands to create miniatures of real life scenes, structures, and operational equipment, from the non-modeler who has built nothing except the platform for his train layout. Therefore, from now on, I will refer to railroad modelers as the audience for New Tracks Modeling.

Now for some other New Tracks Announcements

Our Newsletter: "New Tracks Modeling Observations"

New Tracks Modeling has a new monthly newsletter edited by Martin Brechbiel MMR. It is designed to provide ideas, commentary, and insights from New Tracks Modeling Zoom, and YouTube participants and viewers, about all scales and gauges in our Great Model Railroad Hobby. We also give advance notices about upcoming New Tracks Modeling Features, opinions, and projects including our Scholarships. You can see all our issues on our website: newtracksmodeling.com Here is a link to our May 1, 2024 issue.

If you are a subscriber to our website or a donor to New Tracks Modeling's Patreon account, or to our Scholarship program, you will automatically get this publication by emails. If you are a subscriber to our New Tracks Modeling YouTube Channel, you will also be able to get a link to view the publication from our Zoom show videos.

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

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

In my last article, I told you we are doing everything we can think of to promote railroad modeling, and mentoring. Notice my article got recommended reading on the front page. [Here is a link to my April 19, 2024 article in the *Citrus County Chronicle* newspaper.](#)

Below is a portion of the April 19, 2024 article recognizing a local citizen for their donation to our local Boys and Girls Club. This kind of response to my articles makes writing these monthly articles worthwhile for me and hopefully for the community's kids.

Donation of Model Railroad Trains

A while ago I wrote an article about the need in our community for kids to learn about building models and the hobby of model railroading. I suggested the Local Boys and Girls Clubs as a logical place for people to donate unneeded model railroad items. Since then I have been contacted by several local individuals who

wanted to donate their model trains and have referred them to Travis Anderson the Executive Director of the local Boys and Girls Clubs.

After my latest *Chronicle* article, I was contacted by Bill Casey who graciously offered to give a large amount, nine, 4 foot long plastic tubs worth, of model railroad equipment and supplies owned by him, and some by his friend Ed Micek, to any nonprofit organization who would be able to use it in their programs. Bill and Ed just wanted to make sure it was not just thrown away. They wanted it used and enjoyed. What better group than kids in our community?

I contacted Travis and he immediately agreed to accept the donation and to make arrangements to pick it up from Bill's home. Thanks Bill and Ed for your donation. Best of luck to Travis and the kids involved in the Boys and Girls Club activities who get to build models and learn about the great model railroad hobby.

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

New Upcoming Monthly Zoom Show Segments

Don't forget about our new segments we talked about last issue including:

- A Series focusing on your specific Scale: N Scale, HO scale, S Scale, O scale, O Gauge Hi-Rail, and G scale Model Railroad
- Edward Skuchas Traction Modeling
- Sherri Johnson Technology series
- Setting the Stage with Scenery

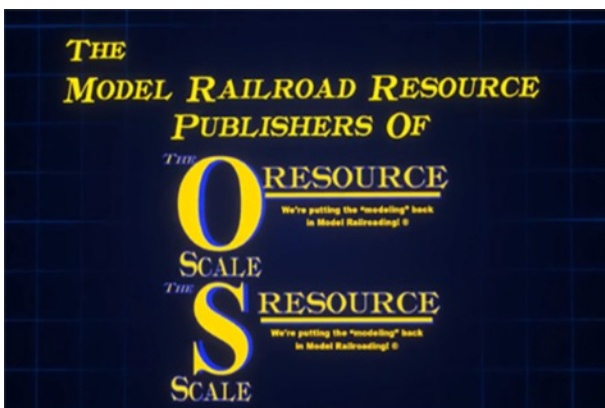
[Click here to recap all of these segments.](#)

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

NewTracks Modeling "MY BUILD" Special Monthly Shows

[Sponsored by Model Railroad Resource LLC.](#)

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



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

- June 19 – Water: waterfront buildings, wharves, boats, covered bridges, water tanks, anything water related.
- July 24 – Free for all! Anything goes!

- August 21 – Harvest: farm equipment, grain elevators, hopper cars, mills, tractors, agriculture, barns, chicken coops, live stock, cattle pens/ranching, cattle cars, reefer cars.
- September 18 – Free for all! Anything goes!
- October 16 – Halloween: haunted houses, abandoned buildings, abandoned railroad cars, scarecrows, derelict engines.
- November 20 – Free for all! Anything goes!
- December 18 – Holiday: Santa, Christmas billboard cars, snow scenery, snow plows, people ice skating, holiday lighting, holiday decorations.

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

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

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

MY BUILD is designed to serve railroad modelers of all scales, gauges, and age groups. Everyone is encouraged to participate. Chris Coarse is the owner of Conowingo Models, conowingomodels.com, and he, along with Greg Cassidy, welcomes any of your comments or suggestions for the MY BUILD. Their email is: Chris Coarse: railrunner130@hotmail.com and Greg Cassidy: Greg.Cassidy@newtracksmodeling.com

See the MY BUILD projects shown on the April 24th, 2024 show in this issue.

Special WATCH US BUILD 2024 Show Segments with Tom Yorke and Tom Farrell

Starting June 12, 2024 Frenchman River Models's M. Spillane Building in O Scale will be built by Tom Farrell as currently occupied, and by Tom Yorke, who designed this model, as vacant and dilapidated. This project will be done in 5 separate show segments. These segments will be a great way not only to watch two very talented modelers show how this kit can be build but also how it can be bashed to become something entirely different.

How else can you help New Tracks succeed?

All viewers can provide help to fund our New Tracks Modeling Zoom and YouTube Shows out of pocket costs

Please donate a small amount through our New Tracks Modeling Patreon Account

Donations to Patreon are not associated with our Scholarship program or personnel costs, but rather cover the out of pocket costs of just getting our Zoom, and YouTube shows produced, our Website developed, maintained, etc. We have a Patreon account, NewTracks Modeling, for your donations to help fund these costs.

We hope you can make a financial contribution. Please press this link to donate to help pay for our NewTracks Modeling Shows: <https://newtracksmodeling.com/support-our-website-through-patreon/>



Help monetize our shows when you view one of our YouTube New Tracks Modeling Videos

We have a [YouTube monetized New Tracks Modeling](#) channel with over 1,100 videos. If you watch the advertising YouTube places on our videos, we earn a little money from YouTube for each view. Thank you in advance for your help in watching these advertisements. We hope you enjoy and learn something from each one.

A Related Question is: How do you know when your model is finished and ready to be shown? Let's find out!

It's one thing to design and build something for yourself and believe it is great. But it's something else to enter it in a judged event and have strangers evaluate your creation. At least it was for me. It can turn out to be a fantastic thrill or a terribly low feeling. But it's also an opportunity to learn how to improve and gain confidence in your modeling. Therefore, I encourage modelers to take every opportunity to show your modeling. I firmly believe the positive benefits far outweigh the potential for failure.

You can start by just asking friends to see and comment on your hobby efforts. Actually, don't even ask as they will automatically judge your models anyway when they see them. But we will probably never know their true feeling even if we ask them how they like it. My guess is their immediate reply will be something like "Oh it's very nice".

In model railroading, the National Model Railroad Association has developed judging methods and criteria that are now normally used throughout the model railroad community for judged events. See their website: nmra.org.

The philosophy behind the NMRA criteria is each model is judged against a standard of excellence not against other models. Yes there is subjectivity involved in the judging, and frankly many of us have had good and bad judging experiences. However, anytime there are judges with different levels of experience and knowledge of the item to be judged, this can be expected. I must say the judging done today is far better, I believe, than what was used before the NMRA criteria was developed.

But if you are still worried about entering an event and have your model shown in a public setting you can always have your model judged in private at your home for a NMRA Achievement Program award. The same judging criteria used in the NMRA contest judging is used and you can be present during the judging, which gives you a greater opportunity, I believe, to understand how the judges see your model and recommend ways for you to improve your future modeling. Frankly, these private judging sessions may help convince you to enter a future public contest event.

At the time I entered my first judged contest, I had been learning for about a year from my mentor how to build a model in brass. Harry Darst was a professional model maker at General Motors, (GM), and his ability to teach me his skills and modeling techniques is why I feel comfortable building models today. It is my experience with Harry that makes me promote mentoring as the best way to pass on to future generations the knowledge that makes our hobby what it is today. At least I hope I have done that, as a way to honor Harry and the time he took to teach me.

Alright, I know you may believe you will never enter a contest or participate in the NMRA Achievement Program. I felt that way until I dipped my toe into the contest water. Believe me, entering a contest was not something I felt comfortable doing.

I will never forget the first time I finally got up the courage to enter one of my models in a judged contest. I had taken my latest model to Harry and asked if he felt I should enter it in the contest. I don't remember his exact comments but it was something like: "Sure go ahead and try!"

Not exactly the overwhelming encouragement I had hoped for. But I now know he was teaching me a valuable lesson with his answer. What his comments forced me to do was to ask myself and figure out the answer to one of the most difficult questions in model building: "When is my model finished and I am I ready to show it?"

Is it finished when I believe it will score enough points to not embarrass me if I enter it in a contest? How many points is that? Is it finished when I think it will score enough points to outshine all the other models? What would that look like? Is it finished when I think I have done everything I can think of to make it a model I am proud to say: "I Built That"? Hmm...

To answer the question, I believe you first have to decide why you are building the model. Is it for me alone to enjoy, or is it to get some unknown person's favorable opinion and some kind of score? In this case, it was the latter and I had no idea if the model I had built was good enough, and if it was, did that mean it was finished? I had to find out.

So I made the "gutsy" decision to put the model in a shoe box and take it to the O Scale National Convention in Chicago Illinois, late in the 1980s. My final go or no go decision would come from going into the contest room and evaluating the other models. If I felt my model was at least as good as the other entries and would not be an embarrassment for me, I would enter it in the contest.

Several days later the dreaded time had come. Final decision time. That morning, shoe box in hand, I entered the Convention Hall and was directed to the contest room. Upon entering the room I was confronted at the door by the Contest Registrar who immediately asked if I was entering a model in the contest. Naturally I mumbled something and kept walking.

After reviewing the models in my contest category I finally decided to enter my model. Got to say it was a hard decision for me because I was really impressed with several of the models, but I summoned my courage and pressed forward. Frankly, my curiosity overcame my fear.

The contest results were to be announced at the wrap up Convention dinner that night. So here my wife and I are having dinner with a group of people we did not know waiting to hear the contest results and possibly the "future of my modeling life". Nancy was a real sport, she made it through the dinner and the after dinner speech before she gave up and went to bed. I understood her decision as I had wanted to do the same thing at some of her Junior League events.

Now here I sat waiting for the news that could influence my future modeling contest career. Naturally, they announced the Third place winner first. I was really hoping that would be me because I would have gotten, at least, some recognition. But no not me. I was ready to join Nancy upstairs, but decided to have a drink and wait for the announcement of Second place. So I stayed. Nope again not me. Well that's it, my model was just not good enough, I was in the process of saying goodnight, and joining Nancy when I heard my name called.

I had won First place in my contest category. Had to be a mistake, right? But no, people were congratulating me, so it must be true.

I managed to get up and accept my award, a friend told me my thank you comments were poor. Who cares, I had won first place. I picked up my model from the contest room and joined Nancy to share the news. She was sound asleep.

After this I never struggled with the decision to enter a contest or have my models judged for the NMRA Achievement Program again. The confidence this experience gave me is hard to estimate, but it was so

significant that today, if I see a photo of something I want to build, I know I can build it and it will be a great “finished” model. I no longer need someone else to make that judgement for me.

I must say however the NMRA Achievement Program deserves a lot of credit for getting me to enter a contest or have my models judged and certainly be able to decide, “yep it’s finished”. How about you? When is something you build “finished”? I would love to hear your answer. My email is jimkellow@newtracksmodeling.com.

Last minute updates

Upcoming in Sherri Johnson’s technology series.

June 5. CAD: Discuss what it is and present the different types of CAD applications

June 12th CAD: Hard Surface Modelling Applications

June 26th CAD: Sculpting Applications

July 3rd CAD: Specialty (figure creation, RR Layout design)

July 10th Craft Cutters: What’s Out There

July 17th Cutters: Knife/Blade

July 31st Cutters: Laser (Bob D. Showcase operation)

Aug 7th 3D Printing: What it is and the types of printers out there

Aug 14th 3D Printing: FDM Printers

Aug 28th 3D Printing: Resin Printers

Sept 4th AI: What is it & What can it Do

Sept 11th AI: Continued - showcase it being used

Sept 25th Other: Anything we may missed or mentioned/suggested during the series
(possible entry: 3D scanning, chemical etching)

Traction Help Wanted

Since I am a traction modeler, I know how important having standards for traction is for our hobby. So if any of you are traction modelers and NMRA members, your help is badly needed. I just got this request for help from Andy Zimmerman the Chairman of the NMRA Standards and Conformance Committee and want to share it with S Scale Resource readers. Andy can be contacted at: tech-chair@nmra.org.

“Well now Jim I need that “Traction” Volunteer. We have the following that need review and revision. Any Takers?”

RP-5 Electric Traction - General - with Proposal for Member Comment - (2/1982)

RP-5.1 Electric Traction - Trolley Wire Frogs - (2/1982)

RP-5.2 Electric Traction - Curvature & Drawbars - (2/1982)

Well it’s that time again...

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

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

1. Volunteering to help us produce and develop our New Tracks Modeling shows.

2. Making a contribution to our Patreon account, New Tracks Modeling, to help pay for our out of pocket cost to run our shows. Click here to [donate](#).

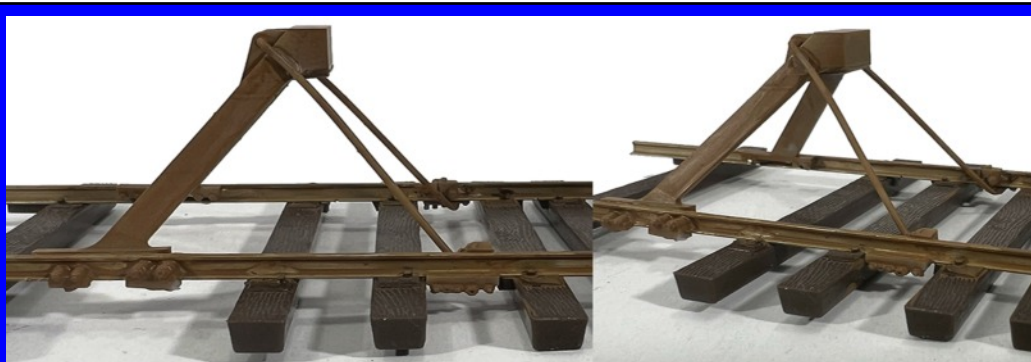
3. Subscribing for free to our YouTube Channel, New Tracks Modeling, and ringing the bell to get advance notices of our YouTube shows including our Modeling Lifestyle series. If the advertisements on our YouTube videos are of interest, please watch them so we can gain a little revenue to produce our shows.

4. Subscribing for free to our website: NewTracksModeling.com which provides login links to our Wednesday Zoom events and also provides information about what New Tracks you can travel with us.

5. Spreading the word about our New Tracks Modeling Mentoring Scholarship program to every young model railroader you know or you meet. Get the word out. Details at our website: newtracksmodeling.com/scholarship

6. Subscribe for free to *The O Scale Resource* and *The S Scale Resource* online magazines so you don't miss any of my articles, and also see some great modeling by various modelers who may become one of your mentors.

7. Writing me! I love getting your comments, suggestions, and modeling ideas. I so enjoy hearing from you and having a conversation. My email is: jimkellow@newtracksmodeling.com.



The Model Railroad Resource LLC

Announcing our new BUDA No. 30 Clamp Type Steel Bumping Post. These can still be found all over, on customer sidings, yards and more. Kit includes the clamping parts to attach to the rail.


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NEW TRACKS MODELING

“MY BUILD” Models Shown on the March 20th, 2024 Show

These are some of the photos modelers shared on our April 24th, 2024 MY BUILD Zoom Show.

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

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

Greg Cassidy - gcassidy2@verizon.net - HO scale - Medford Trains Barn



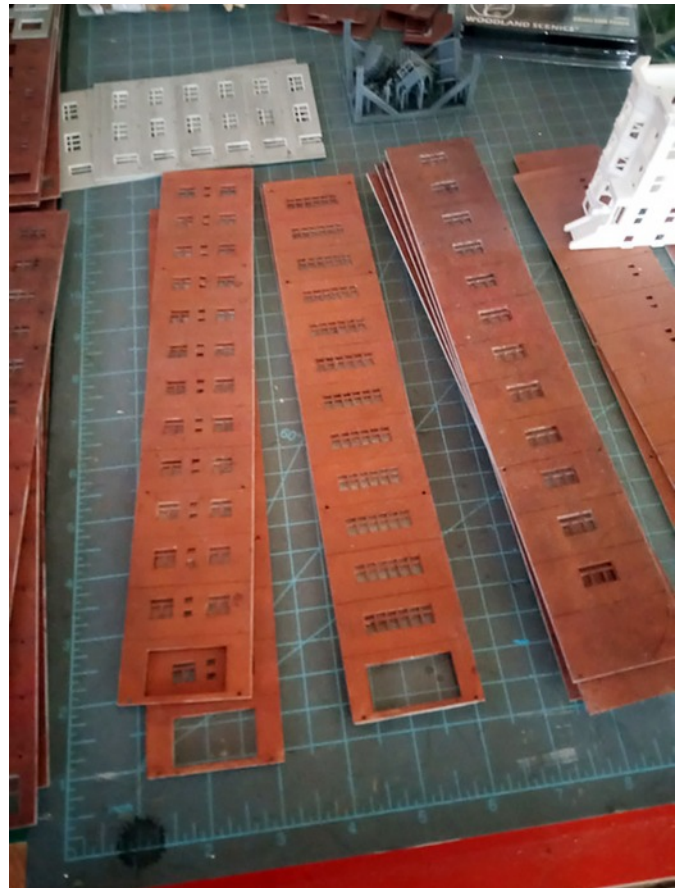
Alan Rogers - eauchiche@gmail.com - G scale - Here is a video of my latest G scale diorama, a bayou.

Check Alan's video here:

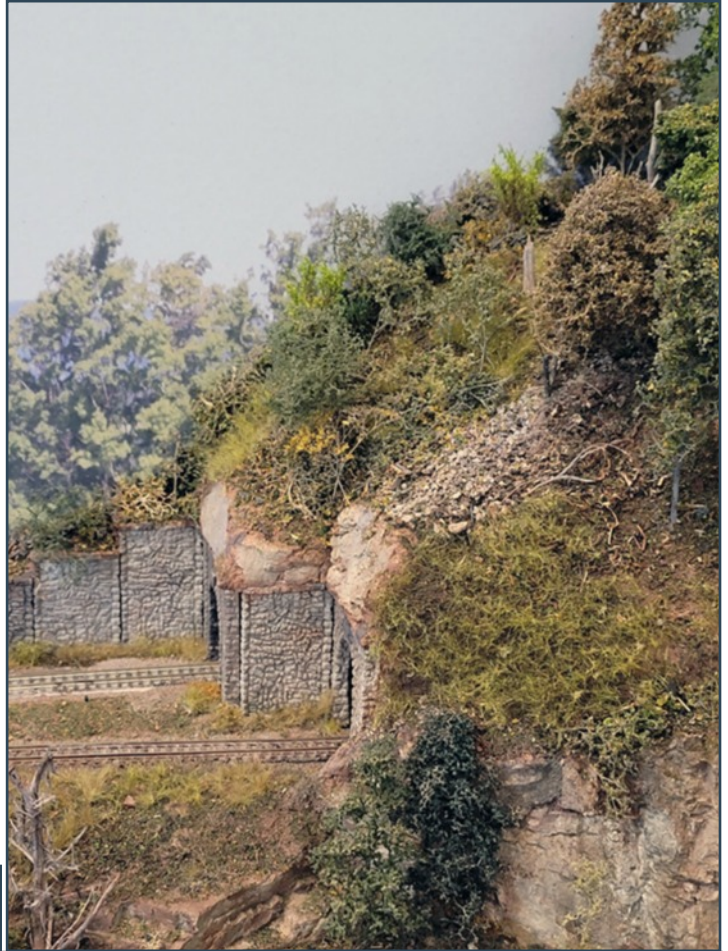
<https://youtu.be/lt6dgrK20vQ?si=jNqhNybnfqam2pdM>



Mitch Lovelace - lovelacemitch@gmail.com - N Scale - Hey Chris! Doc here, I wasn't able to build anything "spring" themed but since you guys were doing an entire show dedicated to My Build segments I felt I should at least share something. So this is a few 3D printed buildings I'm currently working on and getting ready for paint. And the other is a kit bash of several plastics I'm using to build one giant apartment complex high rise.



DS Yates - dsyates215@gmail.com - N scale - layout using rocks, dirt and twigs from his property, along with Super Trees. Yellow shrub is a forsythia, a sure sign of spring in PA.



We could not print all the images in some of these builds so check out the video here!

Mini Me: My Tiny Twin

By Jim Martin



Big grumpy me



Scanned me



Print file me



Mini Me

Some cultures avoided having their picture taken because they feared the camera would steal their soul. If that is the case, what would they have made of being digitally scanned and then reproduced on a 3D printer?

3D printing now allows us to have perfect replicas of ourselves and our friends on our layouts, rendered in far finer detail than the hand-sculpted figures of old.

Modelu in the UK (modelu3d.co.uk) is one of the most prominent companies offering digitally reproduced figures. Their range of individual figures has been enthusiastically snapped up by model railroaders from around the world who seek the ultimate in foreground realism. Their tiny folk cost a little more, but the rewards are evident, particularly in the increased realism of close up layout photos.

But 3D printing is everywhere and many small companies and individual hobbyists are now cranking out miniatures of real people. For example, just check the Resources page on the NASG website (nasg.org) and click on 3D-printed Products. You will be there a long time; there are scores of companies. Yelton Models is one of them.

Dan Notley is part of my local model railroading social circle. Dan owns Yelton Models (yeltonmodels.com), and he has been busy scanning family and friends and putting their likenesses into his product line. Although they are shown in HO and O scale, Dan will print to any scale on request.

Last November it was my turn to host the guys, and Dan showed up with his digital scanning equipment. I expected something like a phone booth, but his gear was more like Tinkerbell's wand... a small bar that attached externally to his smartphone. While I stood motionless in the living room, Dan spent three minutes waving his wand over me from top to bottom. A few days later I took delivery of two S-scale replicas of myself

as well as one in O scale. The S-scale figures cost \$7.50 each and the O scale version was \$10.00... a very reasonable price for foreground figures.

The photos at the top of this article show the results from start to finish; big grumpy me, scanned me, printer file me, and mini me. The mini me captured my beard, my boot laces, the tabs on my jacket and even the bulge from my wallet in my front pocket.

If you plan to get scanned and replicated, a little pre-planning will assure the best results. What era and locale do you want to dress for? What pose, suggesting what task, do you wish to assume? Then, bring along the correct clothes.

I have never aspired to work on a real railroad, so no loco cab poses for me. I decided that I should be more of a trackside spectator. Also, nothing too kinetic. I personally do not like action poses that appear frozen when viewed on the layout. I favor action of a more passive nature, for example, just standing around. For my replica I chose clothing that would look appropriate over a wide timeline. I jammed my hands into my jacket pockets and let my face relax. I did not want to come down to the layout always to find Mini Me with a permanently stupid grin on his face.

3D printed figures really cry out for your best painting skills. I can manage clothing, but I'm still trying to perfect facial features and coloring. And yes, it does feel a bit weird painting your own tiny Doppelganger.

We can now have exceedingly realistic figures on our layouts, ones who look like our best friends, even those who have passed. One figure on my layout is that of a good friend who died suddenly not long ago. It's bittersweet, but also a comfort to see my late buddy Ross living on in S scale.

So how about it? Get you and your friends printed. Trade back and forth. Collect the whole set.

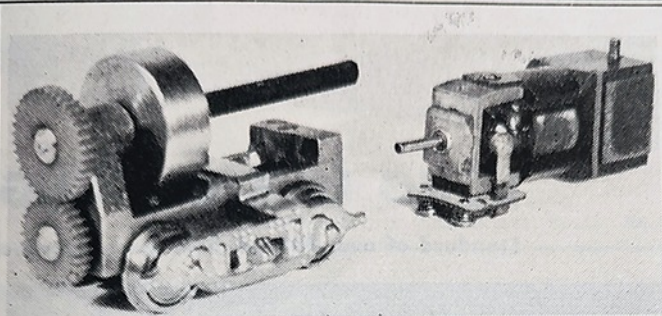


Jim and his late friend Ross are reunited and enjoying a chat on the S Scale Dover Branch.

S Scale... Old School Style Looking at Vintage S Scale

By Carey Williams

Email author by clicking on their name.



Dayton S Gauge Power Unit Illustrated

ANNOUNCING A NEW NAME WITH A NEW LINE IN A NEW GAUGE DAYTON - INTERURBAN - S GAUGE

Following items now available in S gauge:

INTERURBAN POWER UNIT, standard style frames, 7-ft. wheel base, 36" diameter wheels, flywheel drive, floor level mounting, rim insulated wheels, flexible drive, steel worm and worm gears, all fiber spur gears, complete with Pittman DC-71 motor and trailing truck, each -----\$21.50

INTERURBAN MOTOR FREIGHT CAR KIT complete, less trucks, each -----\$4.25

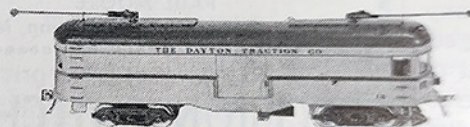
INTERURBAN TRUCKS, standard style, pair ----\$2.50

See your dealer first. If he cannot supply you, send his name along with your order direct.

COMING SOON: 4-wheel freight diesel power unit and other interurban car kits.

DAYTON MODEL PRODUCTS CO.
304 Forrer Blvd. Dayton 9, Ohio

DAYTON MOTOR FREIGHT



S Gauge Interurban Items!

S-775 Motor freight 45-ft. steel	-----\$4.25
S-776 Coach 60-ft. steel	-----4.25
S-777 Combine 60-ft. steel	-----4.25
S-780 Box car trailer 45-ft. wood	-----2.50
S-750 Trucks, standard style, pr.	-----2.50
S-700 Power unit, with motor	-----21.50

(Car kits are without trucks)

DAYTON MODEL PRODUCTS CO.

730 Woodward Blvd.

Dayton 9, Ohio

March 1948 MR ad Dayton Line, now at 730 Woodward Blvd Dayton, is expanded with Interurban coach, combine & box car.

Postwar America was filled with pent up energy, enthusiasm, hopes & dreams all that had been suppressed during the ration days to World War II.

Model railroading was expanding exponentially with new gauges, new manufacturers, new modern designs all competing for the new crop of home engineers. 3/16" scale, 7/8" gauge prewar developed by Cleveland Design as CD gage was officially sanctioned by NMRA and christened as "S gauge", spawning a new crop of small manufacturers to supply 3/16" scale to the waiting world.

The rise and fall of the Dayton Model Products Company

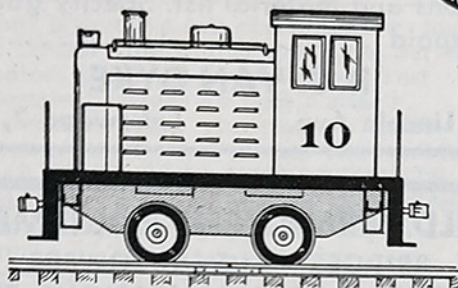
Choosing to go into a new emerging gauge and then slicing a piece of pie even thinner by entering into the traction world and then offering a freight motor, you couldn't find much of a smaller market if you tried.

Using their existing power truck for the little diesel and brill trolley was good adaptive use of existing products.

Bringing out the EMD / EMC F3 was a huge step in the right direction and a good boost to the overall S gauge world.

Richard C Moore's Dayton Model Products Co. of 304 Forrer Blvd, Dayton, Ohio makes it's debut with an ad in Model Railroading September 1947 announcing interurban power trucks and an Interurban motor freight car kit. Body kit was cardboard / Bristol board & wood, power truck brass / bronze with Pittman motor.

"Mighty Mite"



30-Ton Whitcomb Loco

The smallest loco in S gauge! Turns on a dime! Kit includes all material to complete unit. Etched copper cab and superstructure pre-assembled. Motor unit assembled. Powered by Pittman DC-60 motor. This loco can be completed in 2 hours with ease.

Kit No. 30TS, complete, each -----\$26.50

Gas Electric Car

More loco power for your pike! Can be used for passenger and freight! Kit includes punched brass sides, die castings, wood roof and floor, all necessary hardware, plans, etc., Prototype NYC, 60 ft. unit. Powered by Pittman DC-71 motor.

Kit No. S-783, complete, each ----\$28.50

Kit No. S-783L, body kit only less trucks
each ----- 7.00

INTERURBAN PARLOR-COMBINE PASSENGER CAR

Kit No. S-778, less trucks, each --\$4.25

BIRNEY STREET CAR

Complete kit for 4-wh. car, powered by Pittman DC-60 motor. Sides of cardboard, wood roof and floor, all necessary hardware, operating poles.

Kit No. S-779, complete -----\$22.50

Send 25c for new fall catalog.

DAYTON

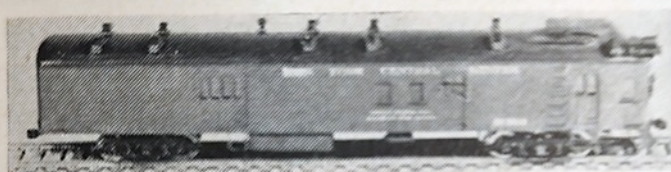
MODEL PRODUCTS CO.

730 Woodward Blvd., Dayton 9, O.

September 1948 a Whitcomb 30 ton diesel and Birney Street car are announced and assumed both to use the same 4 wheel power truck. No photos shown of either, line drawing of 30 ton diesel in ad.

"S" GAUGE

3/16" SCALE



GAS-ELECTRIC CAR

Kit No. S-783, complete -----\$28.50

Kit No. S-783L, body only, less
power and trucks ----- 7.00

Send 25c for 1950 Catalog

DAYTON

MODEL PRODUCTS CO.

171 S. MULBERRY ST., WILMINGTON, OHIO

1949 February MR ad Dayton announces a new Gas Electric (doodlebug) to the line believed to have brass sides & using the same power truck.

AT LAST! S GAUGE!

F-3 DIESEL

- Solid Bronze Castings
- Pittman Motor
- Scale & Tinplate
- A & B Units
- Kits and Finished Locos

Complete Prices & Availability next month. Watch for the low prices!

Send 25c for catalog listing our other locos and interurban kits.

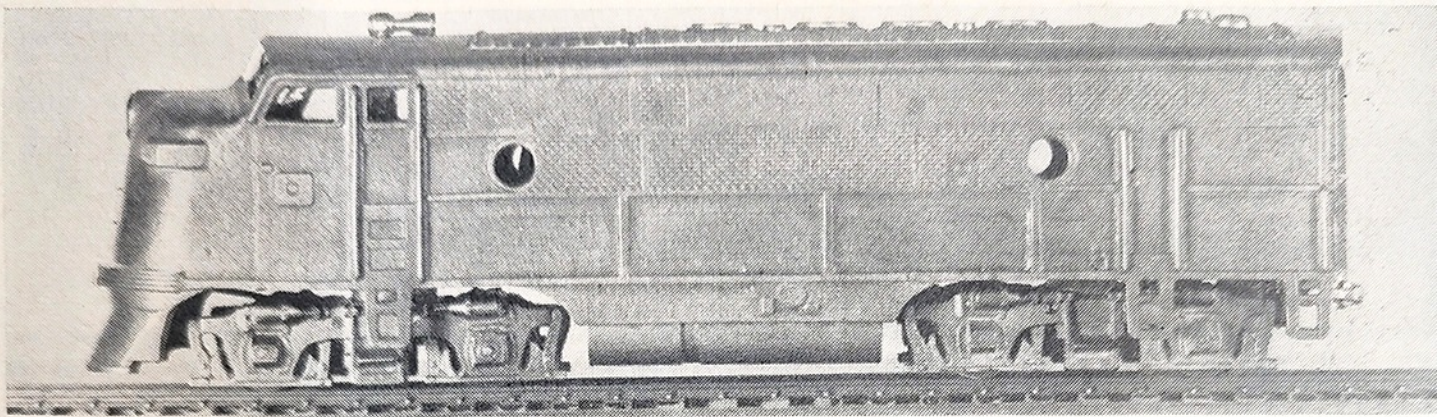
DAYTON

MODEL PRODUCTS CO.

730 Woodward Blvd.

Dayton 9, Ohio

1949 March MR ad big announcement of a bronze bodied F3 diesel to headline on the Dayton line.
Available A & B units.

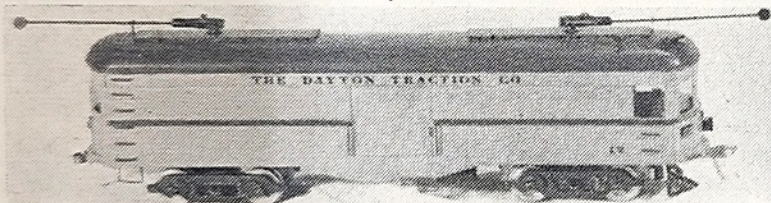


Kit No. S-900 "A" Unit

EMC F-3 DIESEL — S GAUGE — 3/16" SCALE KITS

Cat. No.	Cat. No.	Description	Price	Cat. No.	Cat. No.	Description	Price
Scale	Tinplate			Scale	Tinplate		
S-900	T-900	"A" unit, powered, bronze	\$39.50	S-904	T-904	"B" unit, dummy, bronze	16.00
S-901	T-901	"B" unit, powered, bronze	39.50	S-905	T-905	"A" unit, dummy, aluminum	16.00
S-902	T-902	"A" unit, dummy, bronze	16.00	S-925	T-925	F-3 power unit, complete	23.50
S-903	T-903	"B" unit, dummy, aluminum	16.00	S-950	T-950	F-3 trucks, pair	3.50

Dummy units are all boxed less trucks. Motors are D.C. only.



INTERURBAN CARS S GAUGE 3/16" SCALE KITS

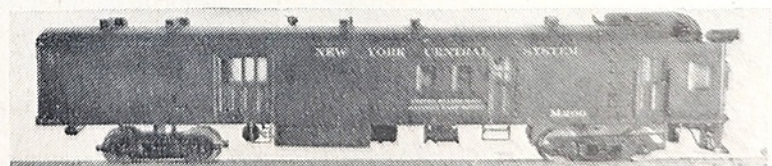
←Kit No. S-775

Cat. No.	Description	Price	Cat. No.	Description	Price
Scale only			Scale only		
S-775	Motor Freight, less trucks	\$ 4.25	S-751	Baldwin trucks, pair	2.50
S-776	Coach, less trucks	4.25	S-752	Arch Bar trucks, pair	1.60
S-777	Combine, less trucks	4.25	S-700	Single power unit, standard	21.50
S-778	Parlor, less trucks	4.25	S-701	Single power unit, Baldwin	21.50
S-780	Box Trailer, less trucks	2.50	S-725	Dual power unit, standard	33.00
S-781	Flat (interurban), less trucks	1.60	S-726	Dual power unit, Baldwin	33.00
S-782	Sand (interurban), less trucks	1.60	S-790	Trolley pole kit, single	1.50
S-750	Standard trucks, pair	2.50	S-795	Trolley pole kit, pair	2.75

GAS-ELECTRIC CAR S GAUGE 3/16" SCALE KITS

Kit No. S-783→

Cat. No.	Description	Price
Scale only		
S-783	Gas-Electric Car, complete	\$28.50
S-783L	Gas-Electric Car, less trucks and motor,	7.00



See your dealer first, if he cannot supply you send your order direct.

Send 25c for catalog describing each item.

730 East Drive
Dayton 9, Ohio

DAYTON MODEL PRODUCTS CO.

1949 April MR ad F3 available now! Bronze A unit, aluminum B unit, Pittman DC 91 motor, Adams & son castings, new power truck, offered with scale or tinplate wheels trying to expand marketability, \$39.50 powered per unit.

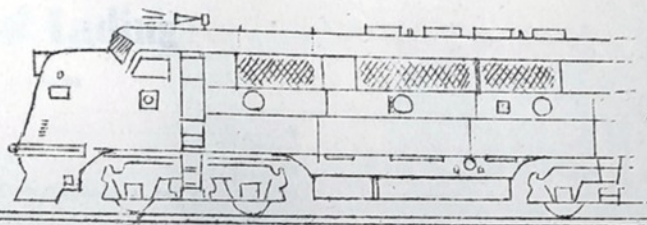
Unfortunately, the timing for the Dayton F3 to live in the spotlight would be very short-lived.

EMD in 1949 began to produce the improved F7 diesel. Enhorning Industries of Chicago in April of 1950 in *Model Railroader* had announced their new model of an EMD F3, along with train of tomorrow and a PCC streetcar. October 1950 Enhorning had revised their ad to the new model of the F7, selling for virtually the same price has the Dayton have three, but with improved molded plastic shell for greater detail and better detailed power trucks.

NIMCO

HAS
GREAT NEWS!

The most important **GAUGE** advancement of '49



THE DAYTON EMC F-3 ROAD DIESEL

AVAILABLE FOR THE FIRST TIME IN S-GAUGE
It's a beauty and well worth the money!

- BODY, TRUCK SIDE FRAMES, AND GEARBOX CAST IN BRONZE.
- VERY CLEAN CASTINGS, BY ADAMS.
- FLYWHEEL DRIVE AND PITTMAN DC-91 MOTOR.
- RIM INSULATED BRASS WHEELS, SCALE 40 INCH.
- AVAILABLE WITH SCALE OR TINPLATE WHEELS.

Order 'S-' for scale, 'T-' for tinplate.

S-900	T-900	F-3 DIESEL A-UNIT, POWERED	\$39.50
S-901	T-901	F-3 DIESEL B-UNIT, POWERED	39.50
S-902	T-902	F-3 DIESEL A-UNIT, LESS TRUCKS	16.00
S-903	T-903	F-3 DIESEL B-UNIT, LESS TRUCKS	16.00
S-925	T-925	F-3 SINGLE TRUCK POWER UNIT, WITH MOTOR	23.50
S-950	T-950	F-3 TRAILING TRUCKS, PER PAIR	3.50

'MILLER' Power trucks may be used with above Diesel A or B body units.

Tear off this order blank for quantity and type that you want:

NIXON MODEL COMPANY
BOX 514, SOUTHAMPTON, PA.

DATE

Gentlemen: Kindly send the following order for DAYTON F-3 DIESEL ROAD LOCOS, POWER TRUCKS, and TRAILING TRUCKS at the earliest possible date.

CATALOG NO.	QUANTITY	TYPE	TOTAL

Check enclosed ☐

Open A/c. ☐ Our order no.

Very truly yours,

ENC

Dayton Announces **S**

1. Change of address to:
171 S. MULBERRY ST.
WILMINGTON, OHIO

2. Dual Power Units for F-3 Diesels
Two gear boxes driven by one DC-91 motor and flexible drive between front and rear gear boxes.

SCALE	TINPLATE	DESCRIPTION	PRICE
S-930	T-930	Dual power unit	----\$36.00
S-935	T-935	Auxiliary box only	-- 12.00

3. New 1950 Catalog---25c

DAYTON MODEL PRODUCTS CO.
171 S. MULBERRY ST.
WILMINGTON, OHIO

1950 March MR ad Dayton Models moves to 171 S Mulberry St. Wilmington, Ohio still advertising the F3 and encouraging to send for catalog.

"S" GAUGE **3/16" SCALE**



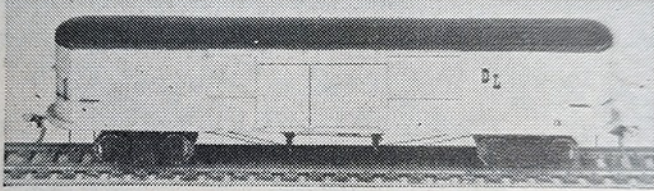
INTERURBAN SAND CAR

Kit No. S-782, less trucks
\$1.60 each

Send 25c for 1950 Catalog

DAYTON
MODEL PRODUCTS CO.
171 S. MULBERRY ST., WILMINGTON, OHIO

1950 April MR ad showing Interurban sand car available in kit \$1.60.



Kit No. S-780

INTERURBAN BOX CAR TRAILER KIT
"S" GAUGE

No. S-780 Kit complete, less trucks --\$2.50

Send 25c for catalog of other S gauge items

DAYTON
MODEL PRODUCTS CO.
171 S. MULBERRY ST., WILMINGTON, OHIO

1951 July MR ad showing Interurban box car kit \$2.50 less trucks last ad (I found) for Dayton Model Products Co.

Compounding Dayton's predicament with their diesel, Adam and sons foundry would go out of business early in 1951 eliminating that source for castings.

As a collector of vintage model trains, I've only been active in the S-scale world for about two years and the only pieces that I've seen produced by Dayton are the F3 and one inner urban sand car kit.

No doubt there are many other examples of Dayton pieces out there, but I have yet to see any of them surface to the market or even in posted photos.

The F3s are quite nice, and as the major bronze era entry in the S gauge world, they certainly have quite a bit of weight to them, shell cast in one piece with a removable roof section.

The power truck works quite well and you can add a shaft to power the second truck if you desire to increase your traction power immensely.

I don't have that extensive a collection of freight cars to add behind the both powered A and B units, but they had no issues pulling whatever was placed behind them.



Dayton certainly deserves credit for the first diesel road engine in S scale even if it was for only a short period before Enhorning entered the market.

Odd in the early S scale world, Miller and Super Scale both come out with the same Alco switcher and Dayton & Enhorning with the F units... All trying to recruit from the same small group of modelers. You would have thought by bringing out a different model diesel, they could have attracted a far larger audience.

Hopefully one day, more of the Dayton products will surface to have a better idea of their full line of S scale offerings.

If you have any Dayton items or additional information about Dayton, please Email me at:
wasp3245@aol.com

Thank you very much
 Carey Williams

To see the Dayton F3 's in action, [please click here](#) or click on image on the right.



S SCALE SHOWS & MEETS

S-Scale Zoom Meeting

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

[Zoom Link](#)



2024 NASG Convention

July 17 to July 20, 2024

The Susquehannock II Convention

The Lehigh Valley S Gaugers are excited to bring to you the "S" event of the year. For the first time in the NASG's history, we will have the Convention in the same location as the 2023 one, but don't expect this to be just a "repeat" event. Stay tuned for what we have planned.

The 2024 NASG Convention is slated to be held in Harrisburg, Pennsylvania Wednesday 17th of July, 2024 through Saturday 20th of July, 2024 at the Sheraton Harrisburg Hershey hotel, 4650 Lindle Road, Harrisburg, PA 17111. It is hosted by the Lehigh Valley S Gaugers club.

<https://www.nasg.org/Convention/index.php>



Fall S-Fest 2024

October 25 - 27, 2024

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

DoubleTree by Hilton Westport 1973 Craigshire Road
Saint Louis, Missouri

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

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

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

November 23, 2024

Hendricks County Fairgrounds

1900 E Main St

Danville, IN 46122

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

Public Show Date: Saturday, November 23rd.

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

November 22nd S Scale Social: Evening of Friday,

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

occurring immediately after Friday setup. Vendor

registrations should be directed to the Central Indiana

Division (CID) Show Manager, Dave Mashino:

danvilletrainshow@gmail.com



The S Scale Resource Magazine will provide a free listing of upcoming events. This small, text only listing will include the Event, Date, Location, Type of Event, and Contact Information. [Click here](#) to email us with your information. Please remember we are a scale magazine and may not publish all events.



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PRE OWNED

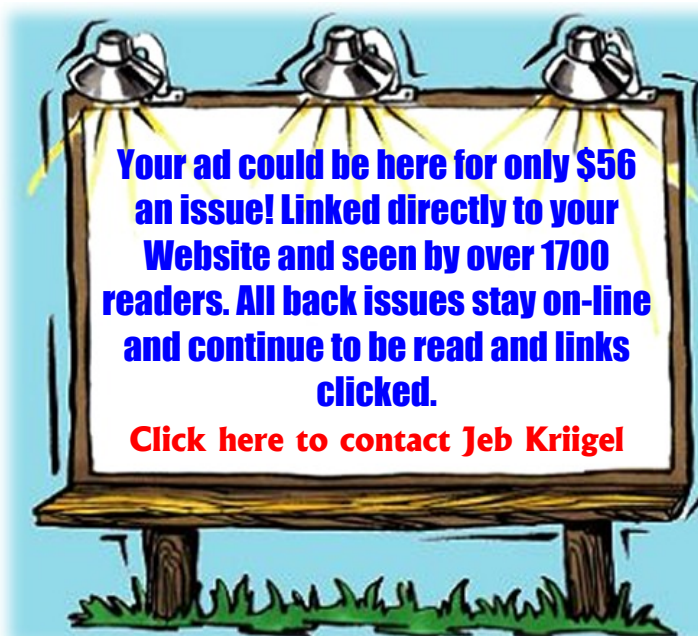
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FREE-SIZE MODEL SPECIALTIES
Free Shipping
See our web site for details
Cast resin items for your S & Sn layout.
Tunnel portals, bridge piers, abutments, culverts, and retaining walls.
Trackside details and sage brush tree armatures.

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

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



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