The S Resource

S Scale

NEWS, REVIEWS, INFORMATION TO USE

April/May 2016
Volume 2 # 4

Combining Objectives
Roy Meissner Trucking
The Port Huron and Northern
What's on your Workbench?
New York Central Lot 588–H Hopper
Shows, Meets and Much More

Bill Of Lading

Published Bi Monthly

The Model Railroad Resource LLC
407 E. Chippewa St
Dwight, Illinois 60420

Owner / Publisher
Amy Dawdy
amy@sscaleresource.com

Managing Editor / Advertising Executive
Daniel Dawdy
daniel@sscaleresource.com

April/May 2016
Volume 2 No. 4

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

Front Cover Photo

The town of Bad Axe on Dave Held's Port Huron and Northern Railroad.

Photo by Glenn Guerra

Rear Cover Photo

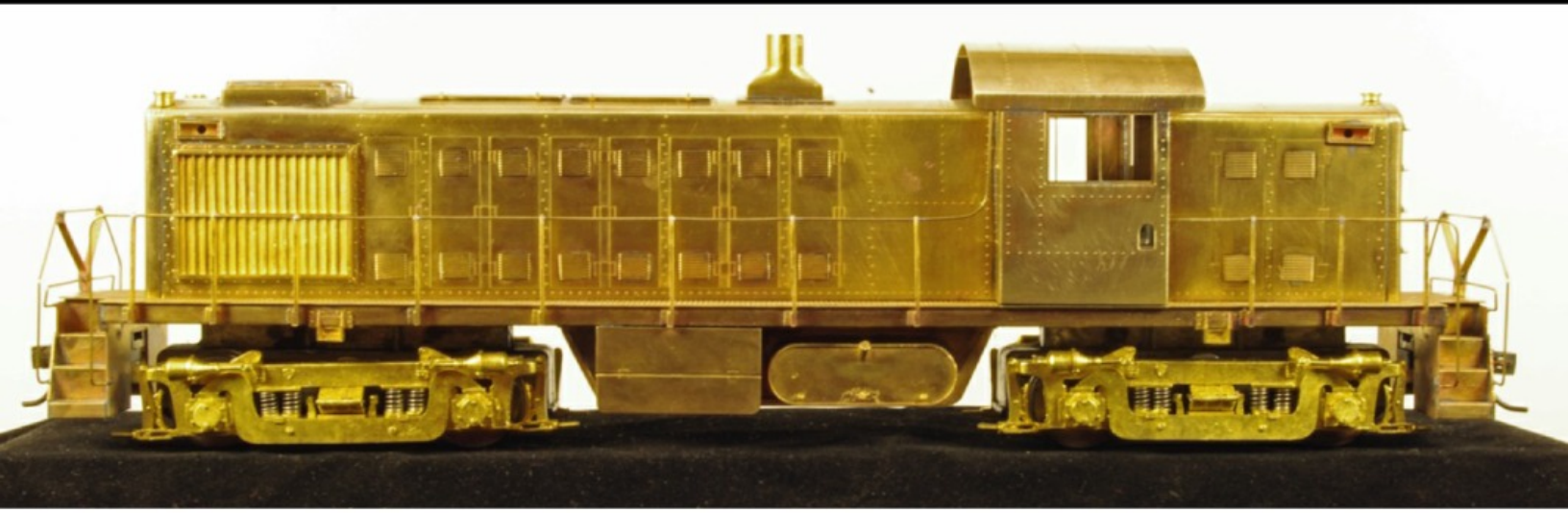
Another view of Bad Axe on Dave Held's Port Huron and Northern Railroad with his scratch built caboose.

Photo by Glenn Guerra

Des Plaines Hobbies
S Scale America

S Scale Brass RS1 Kit
Shipping Now

The production run of these models sold out.
We scraped together a few extra etchings and castings.
If you missed getting one this is the last chance.
A few are left.



All new details, lost wax castings, and photoetchings with preformed hood.
Complete, 32 page photo illustrated instructions.
Designed to utilize American Models diecast trucks (not included).
Brass sideframes and Pittman motor available separately.

Body kit only: $335.00
Brass sideframes: $20.00 when purchased with kit
Pittman motor: $40.00 only when purchased with kit
American Models trucks-gearboxes $90.00

Des Plaines Hobbies/S Scale America
1524 Lee Street Des Plaines, Illinois
www.desplaineshobbies.com Ph 847-297-2118

From the Publisher's Desk

Spring is finally here, and this is the time of year when I start thinking about spring cleaning. Ok, maybe not cleaning per se since I hate to dust, but getting motivated, getting my life organized again and de-cluttering. This time of year always energizes me to look at current projects, deciding what needs to be done, and what needs to be discarded. So, look at your models. What have you started that hasn't been finished? Is there something in your collection or on your layout that needs to be started? Is there something that you know you are never going to use or build that needs to be replaced with something you will?

The *S Scale Resource* is a great place to get inspiration and ideas. This month's issue features not only model railroading, but also kitbashing of stock models to make them fit the era you are modeling – be sure to check out the article featuring Roy Meissner's trucks. You'll also want to see what Jim has been doing with hopper cars in this issue. Glenn visits another great layout, Dave Held's Port Huron and Northern. I hope this issue will motivate and inspire you.

Now is also a great time to attend hobby shows for further motivation. We had fun at the Amherst Railway Society's Railroad Hobby Show in West Springfield Massachusetts at the end of January. It was our first time as a vendor, and we enjoyed spreading the word about the magazine and meeting modelers on the East Coast. This is a huge show, and if you've never attended, it's definitely a bucket list item! This show is so large, something has to motivate you.

Our next S Scale show is in California – the 2016 O Scale West/S West 11 is being held at the Hyatt Regency Santa Clara May 5-7, 2016. Our airline tickets, rental car and room reservations have been made. We are looking forward to spreading the word on the West Coast and taking in some layouts, not to mention enjoying the California wineries.

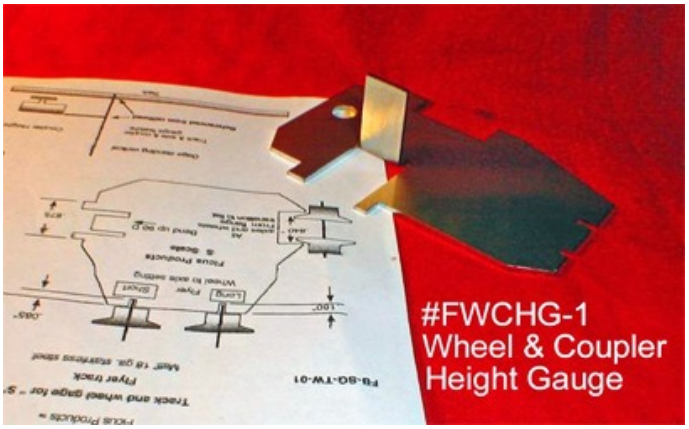
If you're there, be sure to stop by, say hi and pick up a free magnet. We slways like to hear from our readers. If you can't attend the show, drop me a note letting me know what you think of the magazine to amy@modelrailroadresource.com. Better yet, send an article for review or something for "On The Workbench" that we can highlight in a future issue to give others motivation.

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE

In conjuction with FICUS PRODUCTS of Hamilton, OH, LBR Enterprises, LLC is now handling a long over due product for AMERICAN FLYER hi-rail operators. This new product is a WHEEL & COUPLER HEIGHT GAUGE.

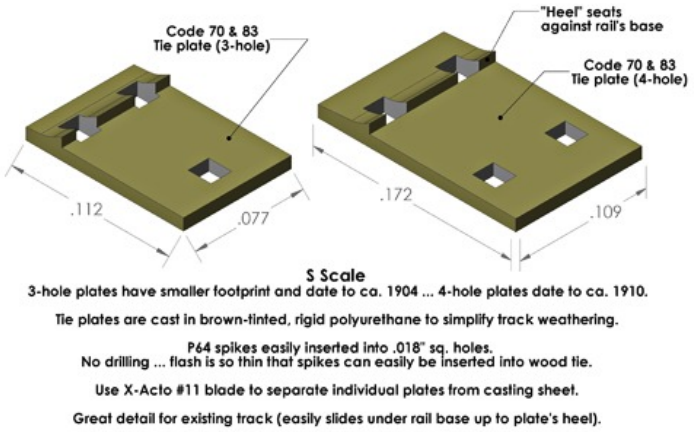


Made from 18ga. stainless steel, it will never wear out. It is shipped FREE in CON US and comes with an instruction sheet to simplify the owner's use. This new product is located at our website at: brenterprisesllc.com/FICUS-PRODUCTS.html

TractorFab is pleased to announce the release of our new 3D printed galvanized style gates in S Scale. This gate replicates the very common "utility" gates found across America that are made from formed galvanized sheet metal. The current version is 16 ft, and complements a wide variety of other gate styles already offered by TractorFab, including tubular style and wooden gates.

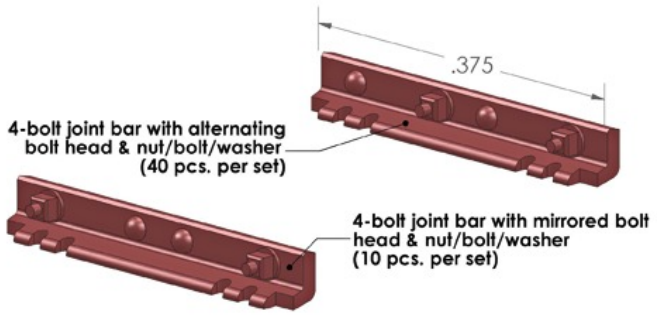
Gates are available now from TractorFab.com. Kit #337, retail $5.95 ea.

Smoky Mountain Model Works, Inc. has finished two tie plate and two joint bar designs which are in production and available for immediate shipment.



64-TD-10 ... 3-hole plate, 250 pcs. ... $7.00
64-TD-11 ... 3-hole plate, 500 pcs. ... $13.00
64-TD-12 ... 3-hole plate, 1000 pcs. ... $24.00

64-TD-15 ... 4-hole plate, 250 pcs. ... $7.00
64-TD-16 ... 4-hole plate, 500 pcs. ... $13.00
64-TD-17 ... 4-hole plate, 1000 pcs. ... $24.00



Parts are cast in brown-tinted, rigid polyurethane to aid track weathering.
Fits Code 83 & 100 rail (50 per set in the 40/10 ratio noted above)

64-TD-20 ... 4-bolt bar, 50 pcs. ... $7.00
64-TD-21 ... 4-bolt bar, 100 pcs. ... $12.00
64-TD-25 ... 6-bolt bar, 50 pcs. ... $7.00
64-TD-26 ... 6-bolt bar, 100 pcs. ... $12.00

Model Tech Studios LLC has some nice S Scale offerings. Roadside vendor includes the hot dog cart, umbrella and 2 roadside sign boards... the perfect foreground small roadside scene for your street.

A classic detail of Rail yards, trackside, roadside, in a field and even in the backwoods....this leaning, sagging, falling down shed adds a unique touch to your scenes.

Are you an importer, manufacturer or distributor?

BIG

Or

Small

Wide

Or

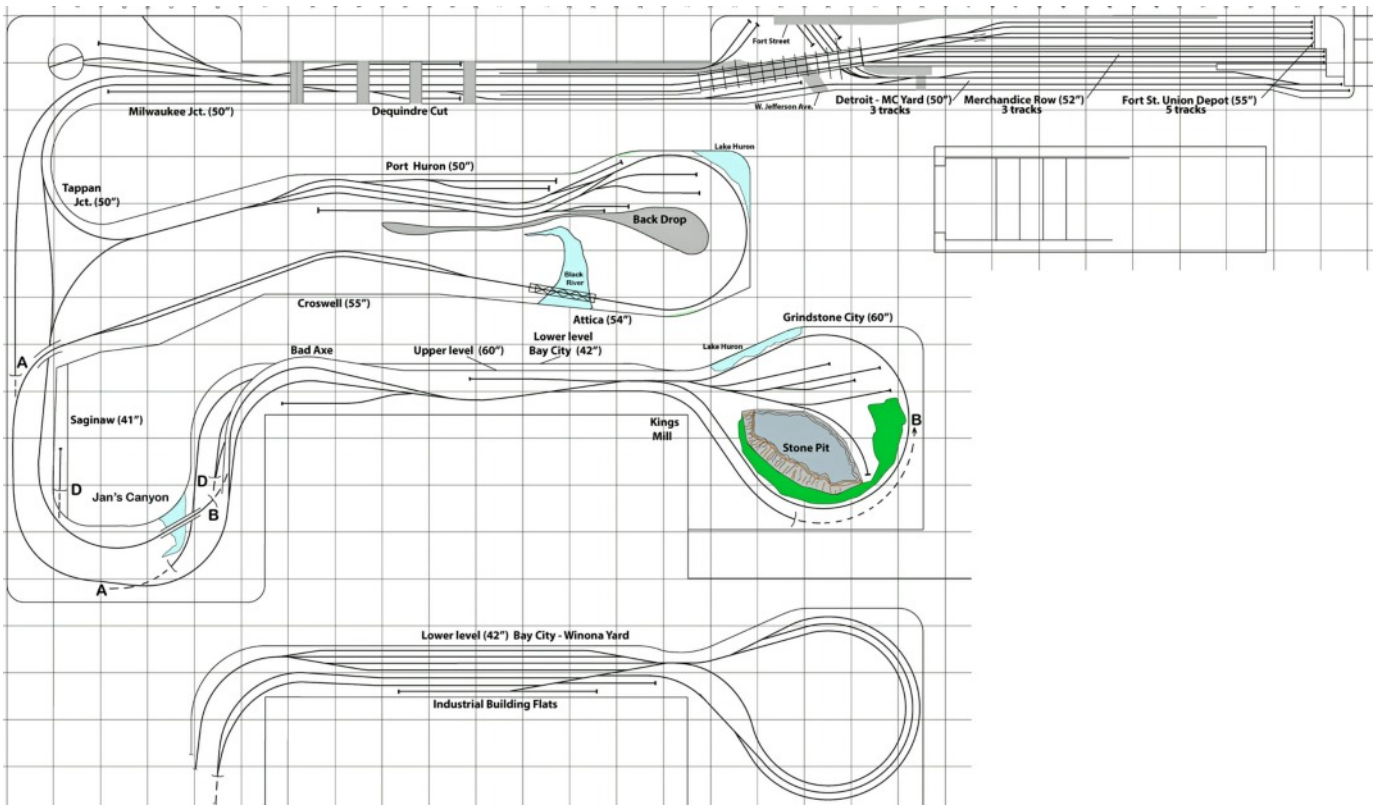
Tall

We want ALL your news items for the S Scale Resource

Email Daniel or Amy

at *The S Scale Resource*

The
Port Huron and Northern



By Glenn Guerra

Dave Held grew up in Detroit, Michigan during the 1950's, and remembers all the railroad activity around Detroit. He worked in engineering for the auto industry most of his adult life; with a short stint running a landscaping business. His final job with the auto industries was working for Chrysler as a manufacturing engineer. Like so many model railroaders, he had model trains as a kid. He was telling me he still remembers his first train model, an HO scale Penn Line Plymouth switch engine he had when he was 12 years old. His next engine was an HO scale Varney ten wheeler kit which he built. As Dave grew up and got married, the model railroading got set aside while family and work took up the time. Does this sound familiar? Around 1978 things changed.

Dave Held pointing to a model of the bowling alley his parents owned when he was growing up.

Dave made this model of Beacon Recreation which was a bowling alley owned by his parents. His layout has a lot of scratch built buildings. Here he is mocking up a street scene behind the Fort Street Union Passenger Station. When laying out a scene like this, it can help to model your key buildings first. Then, fit them in the scene temporarily to see how it will work. Any open spaces can be filled in with lesser buildings or other scenic techniques.

The pressures of work were mounting, and Dave needed something to get away from it all. He remembers the date very well because the thing that got him back into model railroading was a 1978 article in *Railroad Model Craftsman* by Sam Powell on how to convert Lionel 027 box cars for S Scale use. Dave decided to get back into model railroading in S Scale.

Like so many other modelers, Dave wanted to create something he remembered in miniature. Part of the process was to take photos of railroad and city scenes around the area of Detroit. By the 1980's things were disappearing fast, and Dave is grateful he took as many photos as he did. The original intent was to be able to use the photos for reference. He did not know at the time how much help those photos would be.

Dave made this model of the National Can factory out of HO scale components. He used photos of the actual building for reference. It's an impressive building don't you think?

In February 1997, Dave and family moved to Imlay City and it was time to build a new layout. Dave started planning to see what he could do with the space available. Actual construction began in 2001. By this time, things were happening in model railroading that would influence the design. One of those was DCC operation. While not common in 1997, it was available and it was changing the way we designed and operated our model railroads. Operation with multiple trains close together was now possible without trying to figure out who had the power block and how to run your train without running someone else's. This also meant the track plans could be much more like the prototypes and still work. This was a big help since Dave wanted to model some of the features around Detroit, as well as, be able to operate the railroad.

Another concern Dave had about modeling the area around Detroit was incorporating all the other railroads around Detroit. After all, he remembered seeing all of them. This was accomplished by creating a fictitious railroad called the Port Huron and Northern. The Port Huron and Northern would run from Detroit to points north in Michigan. To enter Detroit, they had trackage rights into Fort Street Union Depot. Now Dave could run some equipment from all the other railroads that used Detroit. Once out of the Detroit metro area, the Port Huron and Northern follows its own route.

Remember the photos Dave was taking in the 1980's around Detroit? By 2005, it was possible to have them printed in large size and used for backdrops. Dave found a local place that made signs for store windows and they were able to print them. Today, this is much easier. With the advent of the home computer and Photoshop software, Dave has been able to manipulate the photos himself. In his early work, he would take a slide of a building to the printer and tell them what he wanted.

Dave took a lot of photos around the Detroit area to use as a reference in modeling never intending to use them as a back drop. By the time he was building this layout technology had caught up and it was possible to use the photos he took as backdrops. Here you see many of the buildings in down town Detroit behind the building flats in the fore ground. This is a nice affect and even easier to do now than it was ten years ago.

They would enlarge and enhance the photo to suit what Dave wanted, then print it. Dave would take it home and cut out the part of the image he wanted. Then, he would glue it to some cardboard or directly to the backdrop. With today's technology, you can do the imaging at home. The perspective can be adjusted and photos merged to get the results you want. In the area around the Bad Axe Lumber company on Dave's layout, the photo backdrop was created by Dave. He photographed the trees across the field behind his house first. Then he cut, cropped, and pasted in Photoshop to create a long horizontal image. Then he took the digital file to the print shop where it was printed. Many local print shops have the ability to print 24", 36" or 48" wide and as long as you want. Dave trimmed the photo and glued it to the backdrop before putting in the final foreground scenery. This is a good technique and it is possible for anyone to do this at home. Give it some thought when considering your scenery.

Here is another view of downtown Detroit using photos Dave took in the 1980's.

We mentioned operation a little. Operation is a part of the hobby that can be as involved or as laid back as you want to make it. Dave leans towards the laid back. It's fun to have some friends over and do a little switching. There are different ways that you can determine what cars go where. One method is to use car cards. In this arrangement, each car on your layout has a card. As you operate the train, you carry these cards around with you as if they were the waybills telling you what to do with the car. I personally like this system, and have used it a lot. Some people don't like it because of having to carry all the cards around. There are computer systems that will develop a switch list for you. This list tells you what to set out and what to pick up. Basically, it is the same information as the cards, but you only need to carry one piece of paper around. Dave uses the switch list method on his layout. Both systems require that the current car location is known. That means if you are working on the layout and move some cars around, you better keep the cards with them or update the computer with the new location. This is another advantage to the computer system. Before an operating session you spend some time and update the computer, which does not take that long. I mention this because one of the features of this year's NASG convention in Novi, Michigan is some operating sessions on a few layouts. Dave will be one of the layouts that will be available. If you are contemplating having operation on your layout, or just want to see what other people are doing, take advantage of these sessions. Check on the NASG website for current information on dates and layouts that will have these sessions.

As the trains go through Detroit, there is an area where the tracks have been lowered to eliminate grade crossings. This is known as the Dequindre Cut. Dave has modeled it on his layout. Notice the photos used as backdrops on the streets. These smaller photos can be printed on most home computers, and are a nice touch. I like the buildings built over the tracks. Notice how the siding has weeds growing in it, but the main line is well ballasted.

Dave is modeling an area that has a lot of industry and will need a lot of buildings and building flats. In addition, he is trying to capture the feel of some prototype buildings he would like on the layout. When making your track plan, you can sketch some of the buildings in the location where they will go, but this does not give you the three dimensional feel of what your scene will look like. To see what the three dimensional look will be, many people make simple foam core or cardboard mock ups of the building, and put it in place to see what it will look like. Dave is doing this with a whole group of buildings to see what the whole scene will look like. The next thing to consider is how to make the finished model. Dave is using a variety of techniques and components. Sometimes he will use HO scale cast modular wall units. If you use the units without doors, you will not notice that the windows are smaller. If you need extra height to each floor, add a course or two of brick. When you do this, make it an architectural feature like a different brick pattern or let the brick you add stick out as it does in a pilaster. That way you do not need to match the brick pattern exactly. Another source for wall is to buy cheap molded plastic buildings and cut them apart. Dave said that is one of his favorite sources for scratch building components. Once he has a scene mocked up with foam core buildings, he starts looking at what he has for building materials and what may be available. The best way to do this is hold the pieces you want to use up to the building to see what they will look like. You can also use two sided tape and stick the building components to your mock up. You will soon notice that you will need to adjust the dimensions of your mock up to better work with your components. This is a lot easier than making a building, putting it on the layout and finding it does not fit. When scrounging for material for these building components, don't be too fussy or try to stick with one brand. Mixing them up, even on the same building, will give you a better looking scene. Almost all industrial buildings have modifications and additions to them, and these are many times not the same material or style as the original building.

This is not a mess. When Dave mocks up his scenes, he uses foam core buildings and then tries different building components to see how they will look. This allows him to get a better feel for how the whole scene will look. In the lower photo, he has cut apart some cheap plastic kit buildings to make his own components. By mixing and matching, you can get a variety of buildings. When you are looking around for buildings, don't be too fussy. You will need the variety later.

The Peerless Cement Company at Port Huron is an impressive building. Notice how it dwarfs the railroad, as it should. The photo backdrop of the Port Huron bridge to Canada adds a lot to this scene.

Here is a view at Port Huron looking the other way. Look close at the brick buildings. The first four are made of the same components. By raising the third and fourth building, it changes the look and gives it some variety. It looks like it could be an addition or another factory. Just beyond the box car is a brick building made of different components. The whole effect is an industrial district – not one building.

Here we are looking down one of the aisles on Dave's layout. On the right is the viaduct coming from Fort Street Union Station. On the left is Port Huron.

In this view we, are looking down the other aisle on Dave's layout. On the right are the tracks from Port Huron. On the left is Bad Axe on the upper level and Bay City on the lower level.

Dave used rock molds to create this hillside and painted them to resemble the limestone rock base around around the area.

Something about this scene caught my eye right away, and I had to look at it for a while. Dave used progressively smaller clumps to make the forest in the background. Notice how it helps the perspective. That hillside is only 4 feet away and it looks like miles. There are actually three tracks here. The third track runs behind the hill with the pine trees. The break separates the hill with the pine trees from the background hill and looks like rolling countryside. The small break between the hills allows you to put small trees on the back hill, making it look like it is far away across a valley. Keep these kinds of tricks in mind when considering your scenery.

Dave did a nice job on Kings Mill. The different styles and eras of the building complex really make it come to life.

It's train time at Grindstone City, and a crowd is gathering on the depot platform. Here, the railroad runs right on the shore of Lake Huron.

For track work, Dave is using a few old Eshelman turnouts and a few sidings from the old layout. The main line on this new layout is code 100 flex track with a small amount of code 83 hand laid sidings. Most of the turnouts are Tomalco or Shinohara; however, there are a few scratch built turnouts to fit special locations. Dave uses DCC control on the layout. The layout is an out and back arrangement with a branch line. The layout starts from Fort Street Station, and there is a reverse loop at the end of the branch line and main line. There is one small section of lower level that is the Bay City yard at the end of the branch line. At Bay City, there is a reverse loop which can provide for a longer run; or for operation, it allows trains to be turned and staged for a return trip to Detroit. Grindstone City is on the upper level and the end of the main line. There is a reverse loop here to be able to run trains back into Detroit. For operating, the train number can change as it goes around the loop and it now becomes a different train. Dave likes narrow gauge railroads also, and there is a short segment of narrow gauge on this layout. Since Dave wanted to see all the railroads in his area, he has many interchange points. By modeling Detroit's Fort Street Union Depot, he can have many of the passenger trains that came into the area. The interchange points provide places to put different locomotives from other railroads.

Dave is having a lot of fun creating his new layout; and there are some interesting things to see. When you go to the conventions, be sure and take a look at the layouts that are open. You will pick up some ideas that may be useful for your own modeling.

CSX Combining Objectives

By Jim Kindraka

A big note of thanks to S Scale modeler, Pete Silcox, who provided this photo of a CSXT extended height coke hopper. The extended portion has been built on top of an existing hopper. While the existing car is likely not one of original Pennsy or C&O H39 hoppers, it does have 13 ribs, exactly the same as the S Scale H39 model. This photo was taken by Pete's friend and fellow CSXT employee, John Jones, on December 14, 2011 in Waterloo, South Carolina.

In his hobby, it's always nice to be able to combine a couple of modeling or skill development objectives as you build projects along the way. Maybe building a simple kit requires soldering skills that you need to learn in order to tackle a larger project you've always wanted to do. Or, maybe it's using one model as a basis for something totally different that accomplishes a different goal.

The latter was how the following project came together. While it may sound complex, both the idea and this particular project are really pretty simple. Other than routine modeling tools any model builder should have, a drill press in good condition is all that is required. By "good condition", I'm referring to the side play in the chuck. There should be very little to achieve the best results, but I'm getting ahead of myself…

Let's start with the S Scale H39 hoppers. The prototype H39 hoppers began being built in 1958 and were eventually used in great numbers on the Pennsy and C&O, lessor numbers were on other coal hauling roads. In the 1990's, an S scale modeler named John Craft began a project to offer injection molded kits of this C&O hopper in S Scale. John worked in the medical industry and was quite meticulous; he also had never done an injection molded model before. His project went through many fits and starts and became bogged down with expensive tooling changes and issues. The project eventually worked toward completion and a few kits were delivered, but all the tooling and rights were quickly sold to recover some of the sizable investment. The H39 project itself was saved by Des Plaines Hobbies; the hoppers in several road names were completed and offered ready-to-run as part of DPH's S Scale America product line. They remain available as part of that line today. Regrettably, John Craft passed away in June of 2000 at age 42, a loss his friends still feel.

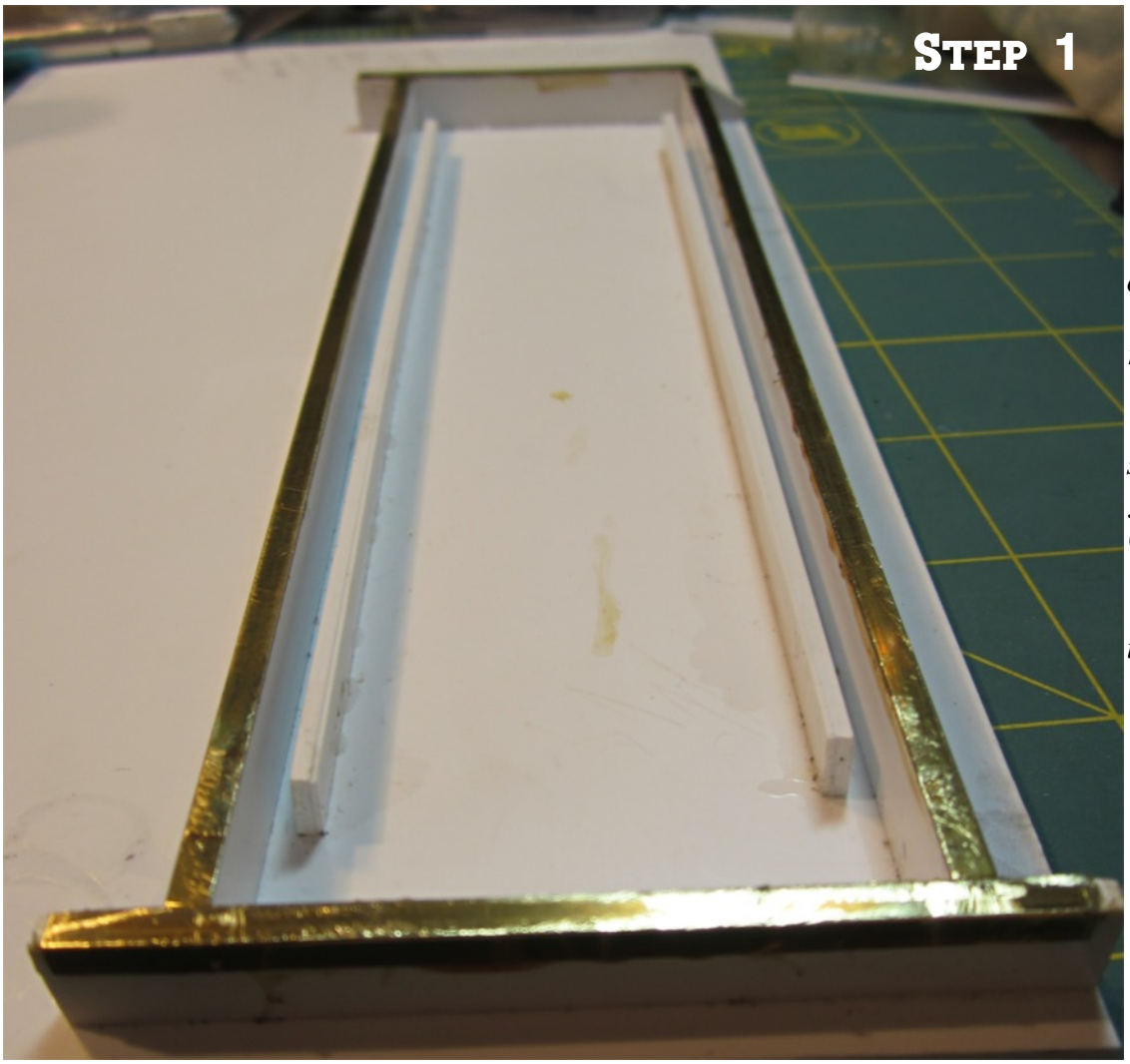
The H39 model is one that has been more or less side stepped by many S scale modelers. Perhaps it is because it fits a lessor modeled era – the 1960's; or because many lost interest as the project went through a long list of growing pains. However, the model itself is of excellent design, detail and prototype fidelity. I've always felt the H39 models were exquisite, with possibly sharper detail and end structural members than many of the later S scale hopper models. It seemed there should be something I could do with it, but the model didn't really fit either of my modeling eras.

Enter contemporary train watching … I love to rail fan. My files contain hundreds, maybe thousands, of digital and print film images of trains from wherever I traveled, with a large focus on the Midwest. It often bothers me that standing trackside these days you don't see a lot of freight cars that are available in S Scale. You can see many SD70's, ES44's and even SD60's – all of which are available in S, but after the locomotives, the availability in the freight car consists falls off rapidly. A few years ago while I was railfanning with a friend at Deshler in northeast Ohio, it suddenly dawned on me that I might be able to take the H39 hopper and use it as a basis for reasonable models of contemporary coke cars. Unit trains of coke (a solid fuel made by heating coal in the absence of air so that volatile components are driven off) are fairly common on the CSX (née B&O) across this part of Ohio. CSX actually lettered 250 dedicated coke hoppers with "Coke Express" across the top. So, a combined objective project was born, make use of models that I always liked, but never bought and create a reasonable, but different contemporary extended height hopper – a car I can photograph today rolling in trains across the Midwest!

Since the bulk of the coke hoppers I was seeing were CSX, I reached out to former CSX employee and S Scale modeler, Pete Silcox. He provided photos and other key help researching the project. In its simple form, the project would consist of cutting off the top portion of a scrap H39 shell and reattaching it to a new H39 body to increase the height, like the extended height coke hoppers I was seeing. You can find scrap shells at various shows and swap meets; they can also be purchased from Des Plaines Hobbies for around $10.00. Initially, all the cars were stripped, and everyone seems to have their own preferred method for this. I found 91% alcohol be very effective. One of the beauties of this project is, if you are careful stripping the complete lower hopper, the only additional detail you will need to add is eight grab irons on the corners of the extension.

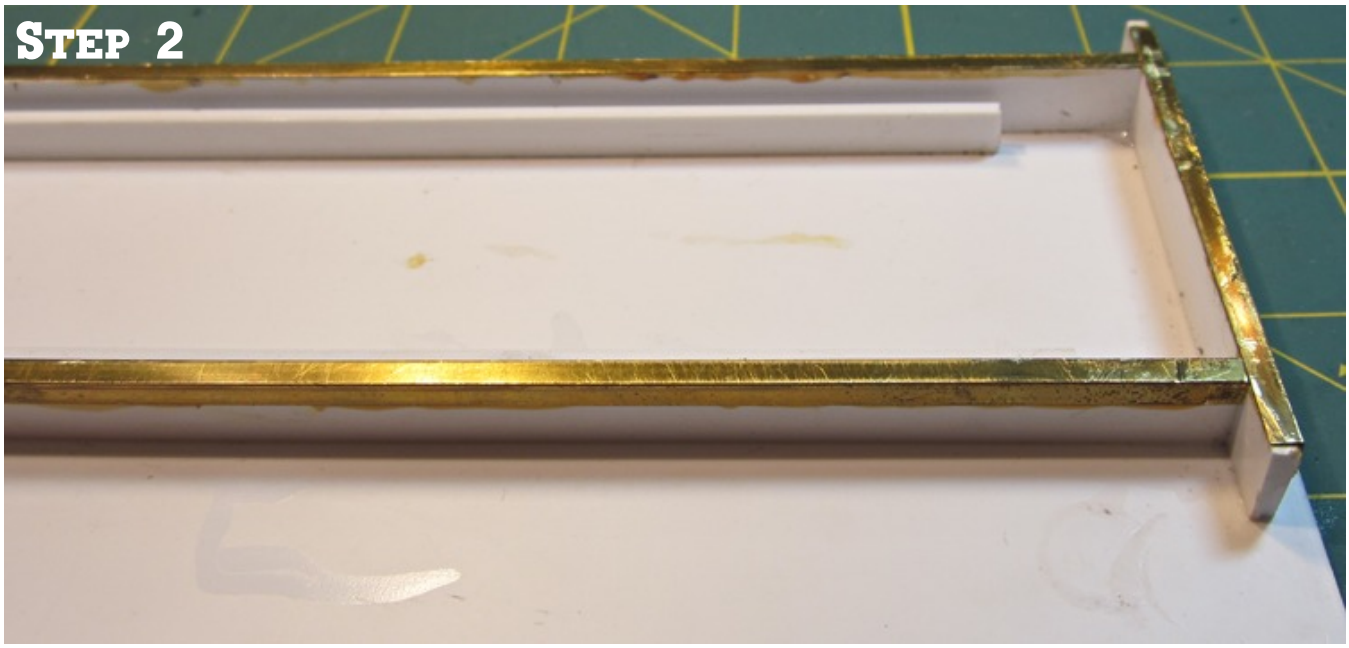
A rail fan photo of CSXT 295581, a purpose built extended height hopper lettered "Coke Express". CSX used this lettering on the first batch of cars built specifically for coke transport. The photo was taken at the diamond in Deshler, Ohio. The tile roof structure behind the train is the former B&O Deshler station.

The best way to describe any project is through pictures so here are photos along with explanations of the steps I followed.



Step 1:
I knew I wanted several of these cars, so decided to fashion a simple jig rather than cut each car by hand. I made the jig on an 0.080" styrene sheet for a base, and the four outside walls were 0.080" x 0.375". I used a scrap shell and a small square to place the four sides as snug as possible to the shell.

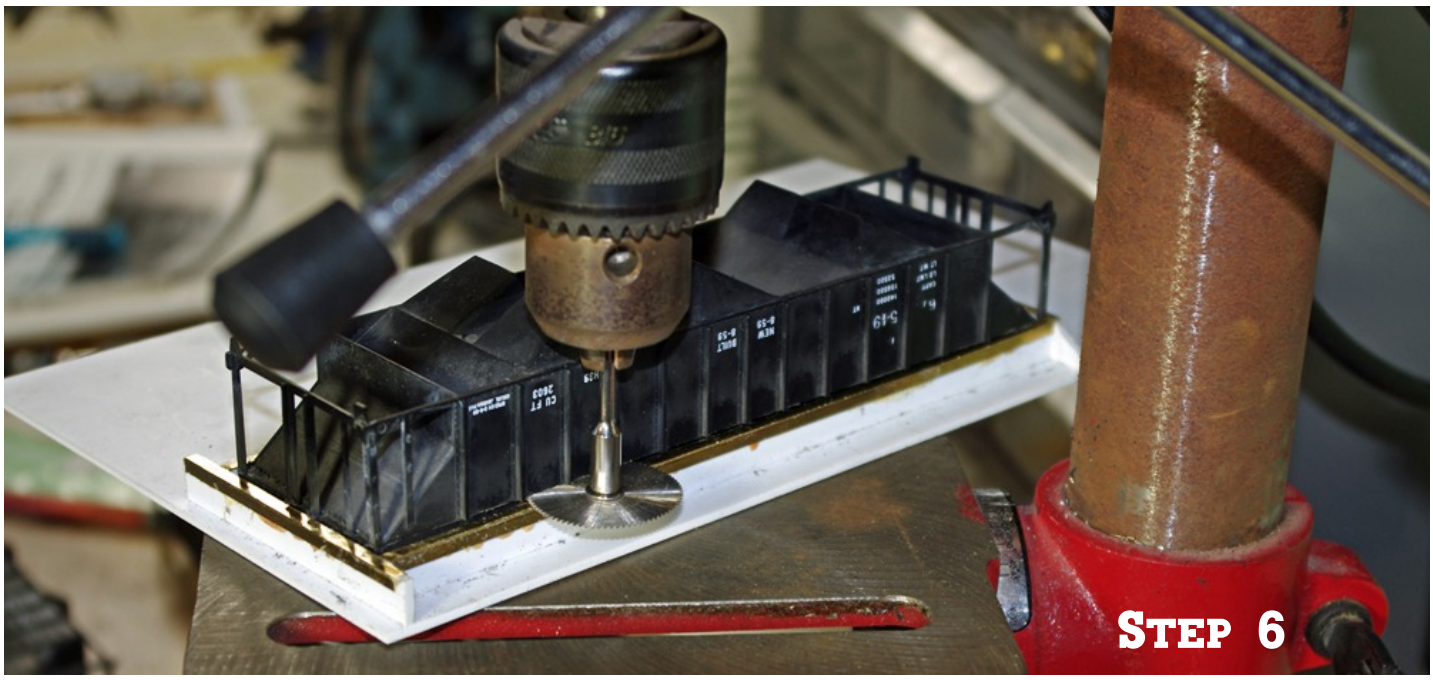
Step 2: To try and give the hopper side some additional support during cutting, I added two 0.080" x 0.250" strips on the inside. I checked the thickness of the shell and used it to gauge the placement of the styrene piece. You want the car held as tight as possible without being hard to insert or remove. Finally, I glued 1/8th x 1/8th brass angle stock across the top of the jig. This will keep the cutting tool from tearing into the styrene and ruining the jig for multiple uses.



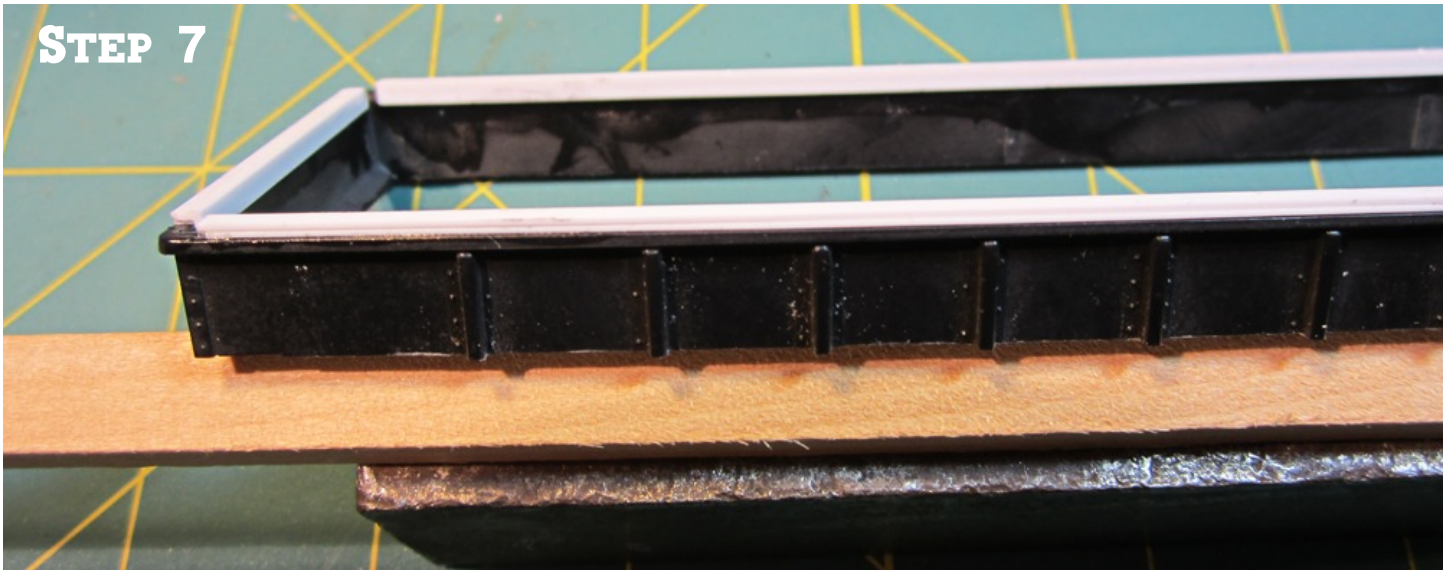
Step 3:
The original H39 models were injection molded with four gussets to support the inside walls of the car. In order for the scrap body to fit in the jig snugly for cutting, at least the top portion of those four gussets must be removed. I just used a pair of cutters to snap off the top, and then filed the rest away with the car on its side. This photo is of your author filing away on the workbench. The cutters used initially are laying on the bench also.

Step 4:
Here is a better picture of what was explained in Step 3. The gussets on the left have been snapped off by the cutters and then filed to be flush with the car side, as shown on the right.

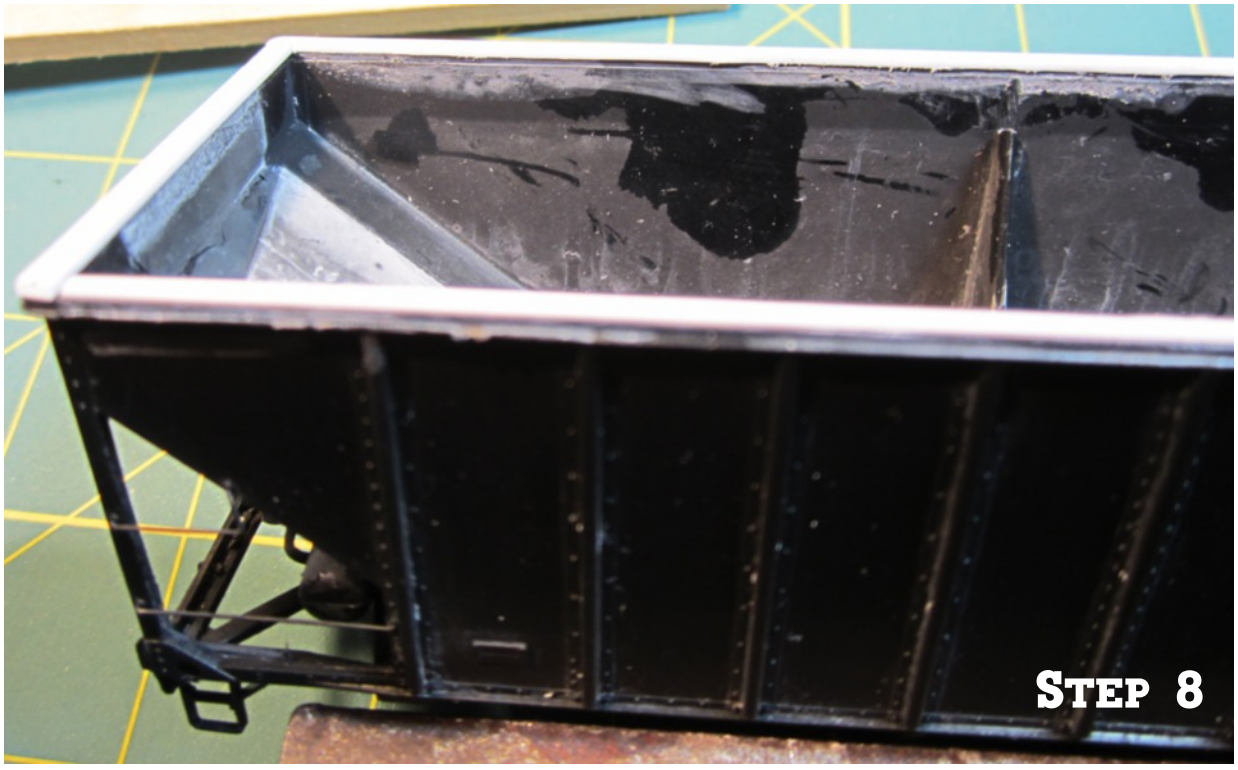
Step 5: The scrap body has been filed and now fits firmly into the jig, ready for cutting. You can also see that I only striped the top portion of this shell – what is not stripped will be tossed, so I didn't expend any effort preparing it.



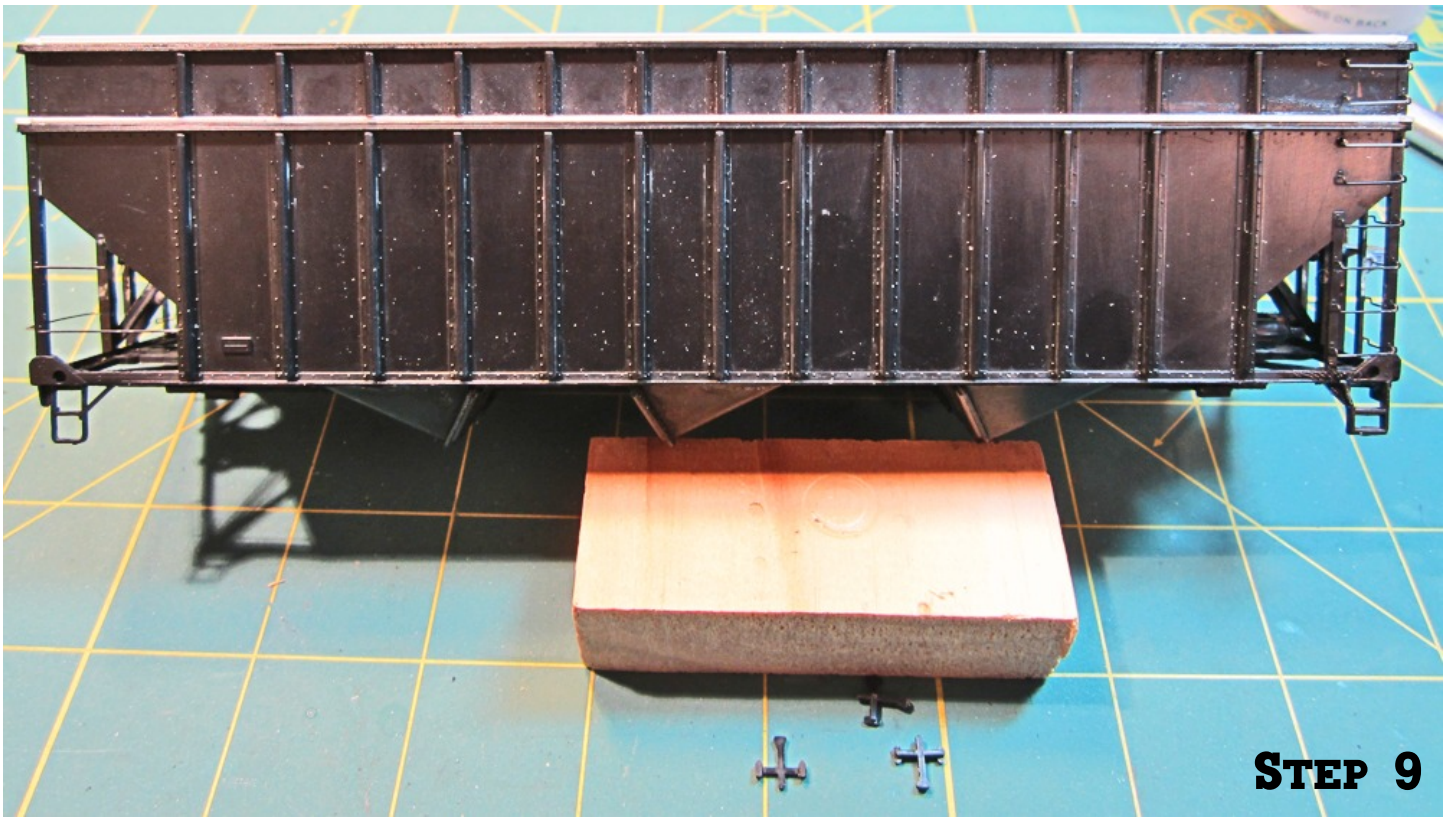
Step 6: (Preceeding Page) Cutting the shell. I used a circular saw blade from Gyros Precision Tools, part #82-11215, chucked in a drill press at a lower speed. Higher speeds will create more heat and potentially melt plastic along the cut, leading to uneven edges. Be sure to ***exercise great caution*** *when cutting with a circular saw blade. Even at low speeds, this circular blade will cut fingers faster than injection molded plastic! Work slowly with adequate light and vision for safety. Considerable time was spent adjusting the drill press table to get the saw blade was as close to the jig's brass angle rail as possible without actually touching it. Cuts were made by carefully sliding the jig along the drill press table with the scrap body firmly held inside it. I found making the two long side cuts first allowed good control of the final cuts to free the extension piece.*



Step 7: The finished cut extension piece should have a straight cut with very little flash. Only a minimal amount of filing clean-up will be required. I glued a strip of 0.015 styrene directly to the piece and then topped that with 1/16th x 1/16th styrene angle to add a bit more height to the model and strength to the extension piece.



Step 8: I also added a strip of styrene to the top of the lower portion of the hopper. This is not entirely necessary, but I found the styrene gives a better surface for gluing when it is time to attach the extension.



Step 9: I used a strong styrene cement to attach the extension to the lower hopper portion. I found applying the cement to the styrene strip, and then using additional amounts applied from the inside of the joint, worked best. Be careful to align the ribs vertically. The car's brake end has three ribs, the other end two, so check your work for proper alignment. Once an initial seal was achieved, I inverted the car on a flat work surface and placed a few pounds of weight on the bottom to help hold the joint. Let the car sit overnight for good measure.

Step 10:
In Fostoria, Ohio there is an overpass on the railroad that allows good roof top views. On an earlier trip, I noted that the extended height on some coke hoppers was reinforced with steel bars attached to the car's center sill. I wanted to model at least one empty coke hopper and decided to add this detail of the reinforcing. The reinforcing bars are 1/8th inch styrene rod cut and cemented in place.

Step 11: The finished car had hand grabs added to the top extension, the original SSA 33" Code 125 wheel sets changed to 36" Code 110, a coat of black paint and decals. I used prototype photos for decal placement. DPH makes an S scale CSX set, #64-30 and the "Coke Express" lettering came from a Microscale HO set, #87-988. Two other Microscale HO sets that can contribute are #87-504 and #87-1301. There is enough to do several cars with these sets. I also found I had to lower the coupler height by inserting a 0.020" piece of styrene above it.

Three photos (above and next page) of a completed string of cars on Chuck West's Des Plaines Valley layout. The "Coke Express" car runs as an empty, the others carry simulated coke loads. The material is coarse coal from Arizona Rock & Mineral. After gluing the pile together like you would ballast, I hit it with a light spray of Scalecoat MOW gray. That gives the load a slightly lighter, grayish color, an effect more closely imitating the appearance of coke.


CSX
CS XT
29 73 36
CSX


CS XT
29 73 12
CSX
CS XT
29 75 35
CSX

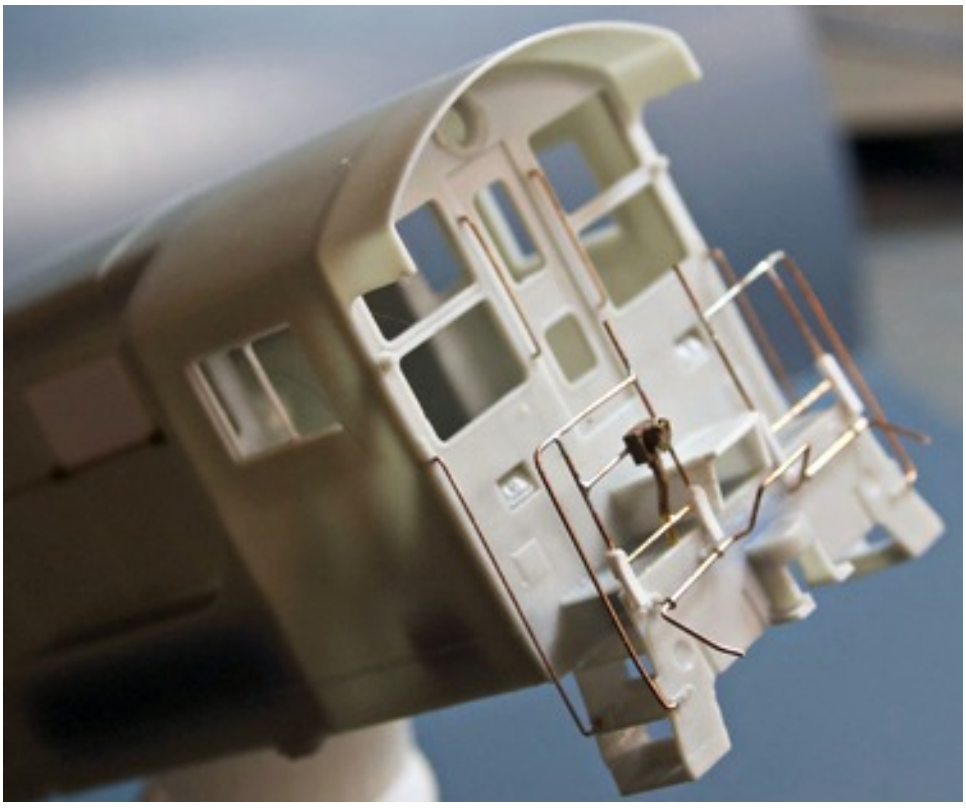
The example below shows the increase in readership and continued advertiser value for the October/November 2014 issue of *The S Scale Resource* that can **only** occur over time with an online publication.

DATE	No. Of Unique Views	Page Views
9/1/14 - 11/1/14	1,177	44,872
9/1/14 - 3/1/15	1,763	65,482
9/1/14 - 11/1/15	2,410	75,495
9/1/14 - 3/1/16	2,523	81,263

The O Scale Resource and *The S Scale Resource* are published on alternating months as an online publication available to anyone accessing the website. The copy and ads are viewed online, and the whole issue is available as a download so the viewer can retain the issue. All issues are archived and always available on the website. All ads remain linked to the advertiser's website.

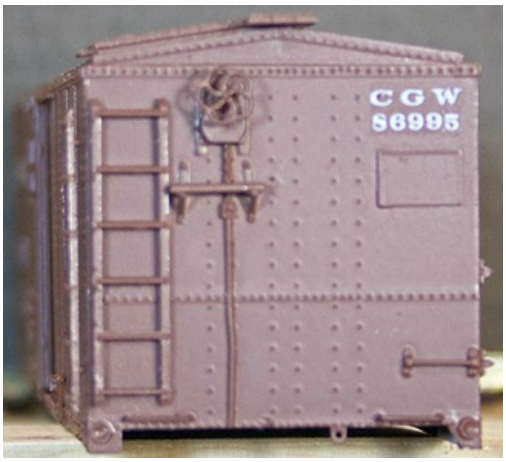
What's on your workbench today?

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



Ken Zieska says:
On my workbench, and quickly approaching completion, is a Smoky Mountain Model Works H-10-44 kit. I am making the necessary modifications to make it the H-12-44 and many more modifications to create a model of Minneapolis Northfield and Southern H-12-44 number 11. While researching this engine, I found that over the years it went through some interesting sheet metal changes, as well as, paint scheme changes. This is a very nice kit with crisp detail, and building it as received makes a great generic model of the unit, as nice a model as the HO version on the market.

This photo shows I have removed and covered one of the engine vents, likely because it gets so darn cold up here in Minnesota, and filled in the filter vent on the front engine access door. When I prime the unit, I will add Archer vents on four of the panels. After paint, I will add the front handrails.



Just off the workbench is a S Scale America X-29 kit built as CGW 86995. This also is an excellent kit. If you built any plastic model as a kid, you have all the skills to build this. If you missed that fun, you can still build this kit, construction is very straight forward. This car was unique when built and lasted a long time on the Chicago Great Western. As with the H-10-44, the car underwent changes over the decades of service; my model shows it with the upright brake wheel changed out to a spare brake wheel I had from a S Scale America 40 foot kit (were Pacific Rail Shops). The kit is also available with two other door selections with decals for the Pennsy. The Pennsy had huge numbers of the X-29, and they traveled the country. I have photos of both cars here in the Minnesota area.

Roy Meissner Trucking

Roy Meissner likes to modify his vehicle models for his model railroad. This model started out as a Hortoy model. Roy used the cab and chassis from the stock model and made the insulated box to match a truck his grandfather had. The box is a scratch built pattern that Roy used as a mold for making other models.

By Glenn Guerra

Roy Meissner comes from a trucking family. His grandfather, Otto Meissner, was in the trucking business and his father, Al Meissner, took it over from him. Roy started driving when he was 16 years old, and continued driving full or part time for most of his life. Roy is as much a trucking aficionado as he is a railroad aficionado. On a recent visit to see Roy, Jim Kindraka and I got a first hand view of Roy's affinity for highway trucks. This article is about those trucks; and should I mention they are all S Scale. Roy started by modifying ready made models and making resin castings of his scratch built modifications. As his casting skills improved and he learned 3D drafting, he moved into producing whole vehicles. Rather than go into all the details in the text, I will show you photos and describe what Roy is doing in the captions of the photos..

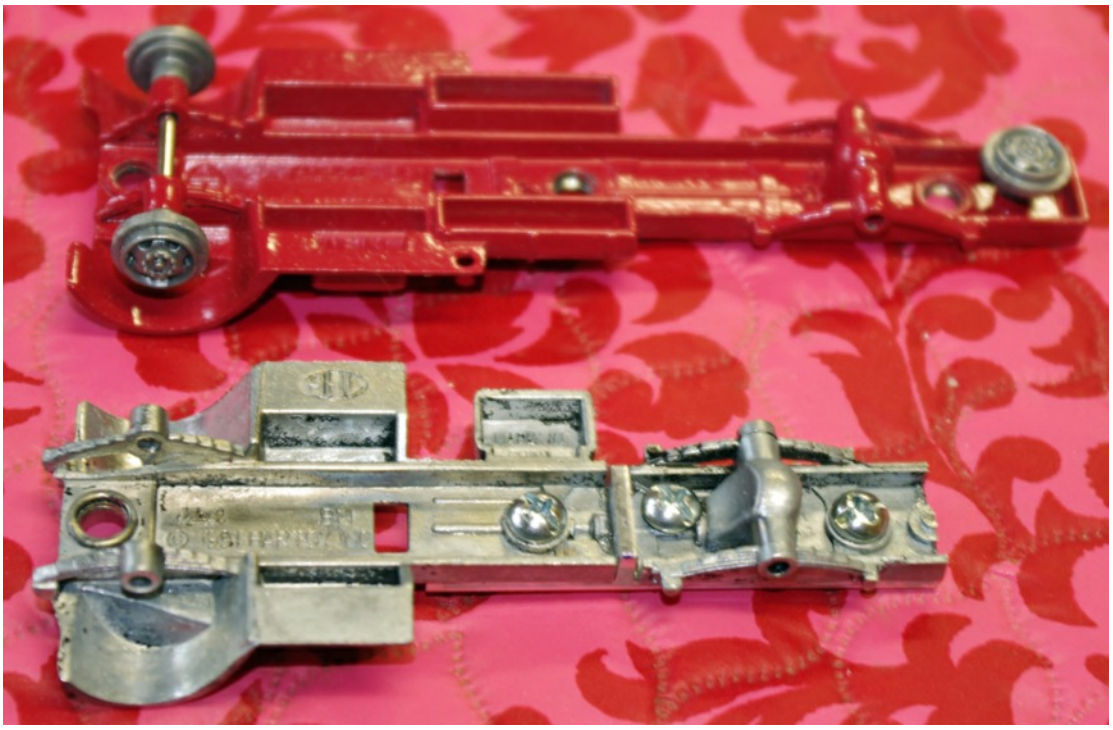
Jim and Roy talking trucks. The table is full of some of the truck models Roy has made.

On the left is a photo of the milk truck Roy's grandfather, Otto Meissner, had. Above is a photo of a dump truck that Roy's dad, Al Meissner, added wood extensions to for hauling coal. The photos were taken around 1948 when Al had taken over the family trucking business.

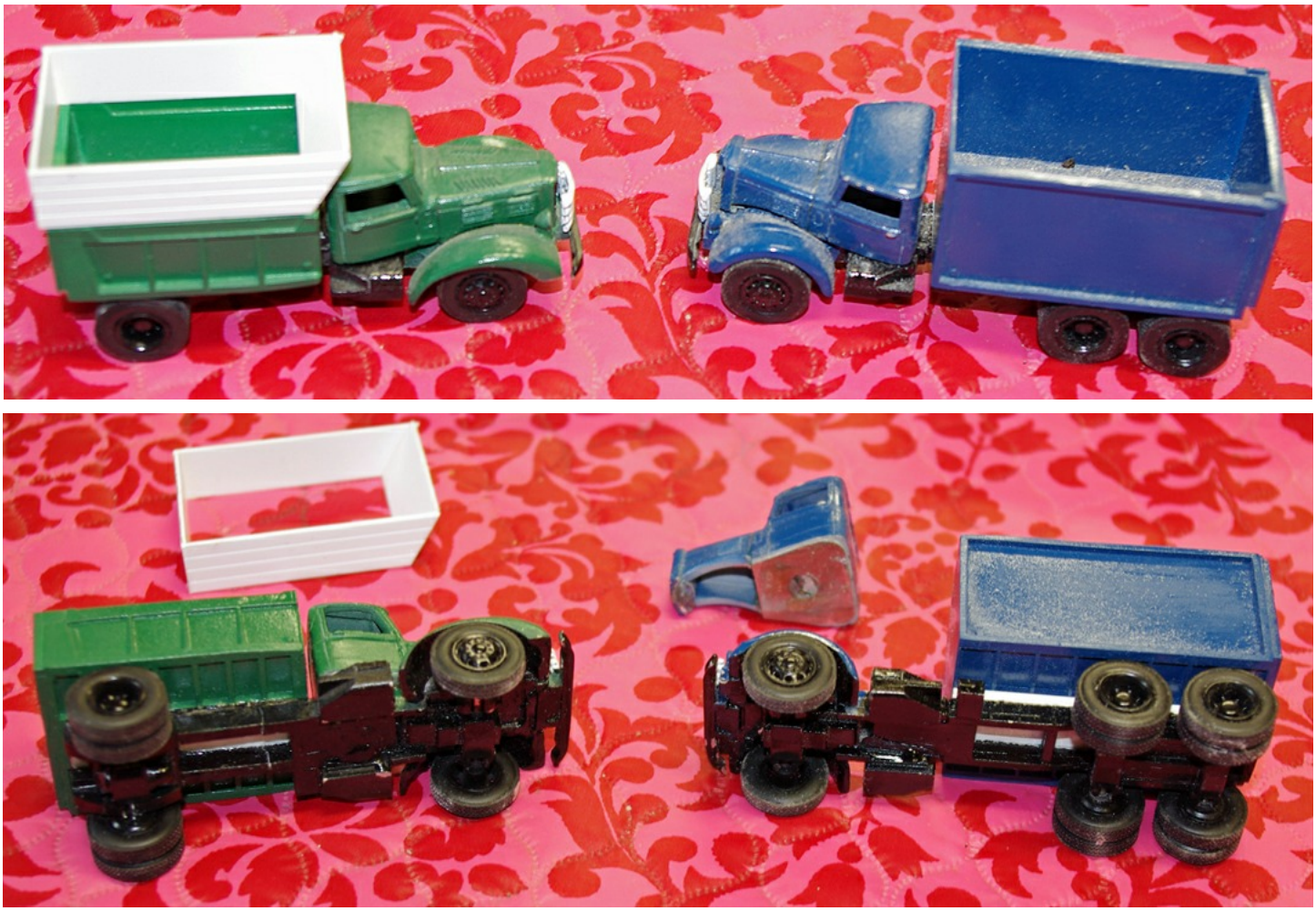
First a little more about Roy. He makes me tired just listening to all the things he does. Roy is a board member of the SOO Line Historical Society and president of the Badgerland S Gaugers. In addition, Roy is the company store manager for NASG, and tends to their table at the S Scale shows. Roy is the guy you get your NASG track gauges, coupler height gauges, and other NASG items from at the shows or online at the NASG website. Roy is also treasurer of the Beer City Chapter of the American Historical Truck Society. If this were not enough, he also works part time as a crossing guard at the Merton, Wisconsin grade school near where he lives. In his spare time, he builds S Scale models of trains and trucks. We saw a little about his layout in the last issue. For his truck models, Roy makes patterns and then casts many of the truck items. Besides the trucks, Roy collaborated with Larry Blank (see the December 2014/ January 2015 issue of *The S Scale Resource*) to make plate bridge girders for bridges and bridge piers. The molds he makes are quite elaborate for many of these items. In addition, Roy took some classes and learned how to use Solidworks 3D drafting software, and now does some of his patterns as rapid prototype parts. No grass grows under Roy's feet.

This basic Hortoy truck was used as a starting point for many of Roy's models. The Hortoy model is a basic GMC cab and chassis from the 1940's.

The green cattle truck and the red coal truck were made from the basic Hortoy Coca Cola delivery truck. The cattle truck has a laser cut wood box that Roy designed. The red coal truck has a scratch built styrene coal box that Roy used for a pattern and then cast more boxes. The Orange truck has a stock Hortoy trailer. The cab is a Hortoy Mack model with a scratch built box that Roy made. Roy said these types of rigs were common in the west.



This photo shows a stock chassis at the top, and one Roy modified at the bottom. He cut a stock chassis and screwed it back together using a piece of aluminum for a splice plate. Roy said sometimes you need to cut off fuel tanks to make them smaller, but it is not hard to get a chassis of the right length for what you want to do.



The chassis for these trucks are produced by Barry Pazan of Zeeland, Michigan. Roy made the dump boxes. The green truck has a gravel box that Roy cast, and he is adding some styrene extensions for coal service. The blue truck has a modified chassis with tandem axles and a cast coal box that Roy makes.

Roy lined these trucks up to show how trucks vary with eras. The truck on the far right started as a Hortoy model. Roy made the insulated box used in milk service. He said these types of trucks were popular through the late 1930's and 1940's. The middle truck started as a Barry Pazan GMC model that Roy made a insulated box for to be used in milk service. This truck would be used from the middle 1950's through the 1960's. Roy cast the insulated box. The truck on the left has a different cab arrangement and the same insulated box, but the box is mounted on a different chassis. These trucks were used for hauling milk in cans from the farms to the dairies.

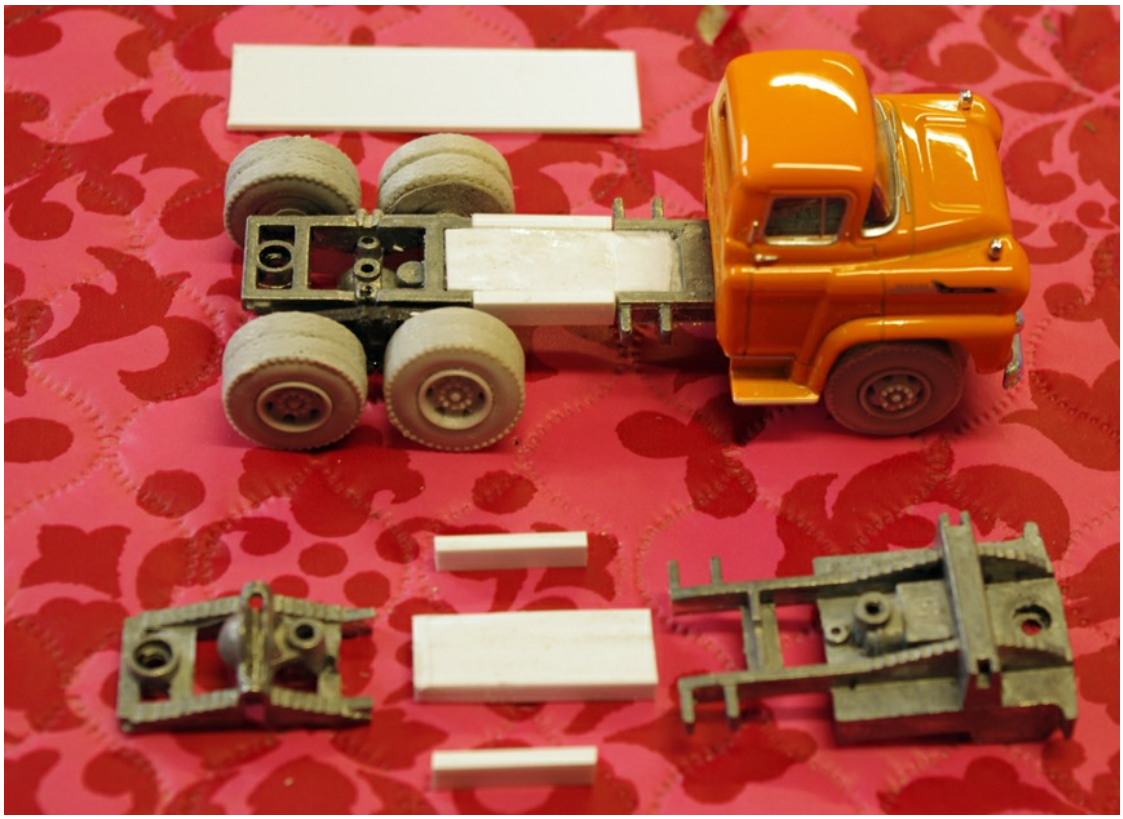
Growing up around trucks and driving them is what peeked Roy's interest in them. He saw how trucks change, and how they are different from one another; much like we recognize the changes in railroad equipment. Many of us like to model a period of railroading, paying attention to the equipment we run to see that it falls into the period of our interest. Highway vehicles get only passing attention. For Roy, it is more than that. He likes to modify trucks to suit his tastes just like we modify our railroad cars.

Roy lined up these dump trucks and cast bodies to show some differences. The dump bodies are 9', 12' and 14' bodies. Notice how the rear axles are at the end of the dump boxes. This is an important point to consider when modifying your chassis.

Modeling trucks is a lot like modeling rail cars. Roy found a drawing and information about these trailers in a 1953 "Model Railroader" article about piggyback service. The article showed how to modify the flat cars and make the trailers. These are typical trailers from the 1940's and have the "back porch" typical of the era.

This rather unusual looking truck was actually a standard model. The cab is a Barry Pazan model of a Kenworth CBE (Cab Beside Engine) chassis. Road and bridge weight restrictions also affect how a truck would look which influenced this design. The box behind the cab is called a dromedary box and they were mounted permanently to the chassis. The trailer was made by the Brown Trailer Company in Ohio during the 1960's. A friend of Roy's found an old trailer in a construction yard where he measured and photographed it. Roy drew this in 3D and had a rapid prototype made as a pattern. Rigs like this were common in the western states according to Roy.

This dump truck started as a chassis made by M2 Models. Roy has one of his cast bump boxes on it. As an extra modification, he is making a cab protector shield out of styrene. The cab protector is another simple modification that could be added to any dump truck to create a different look.



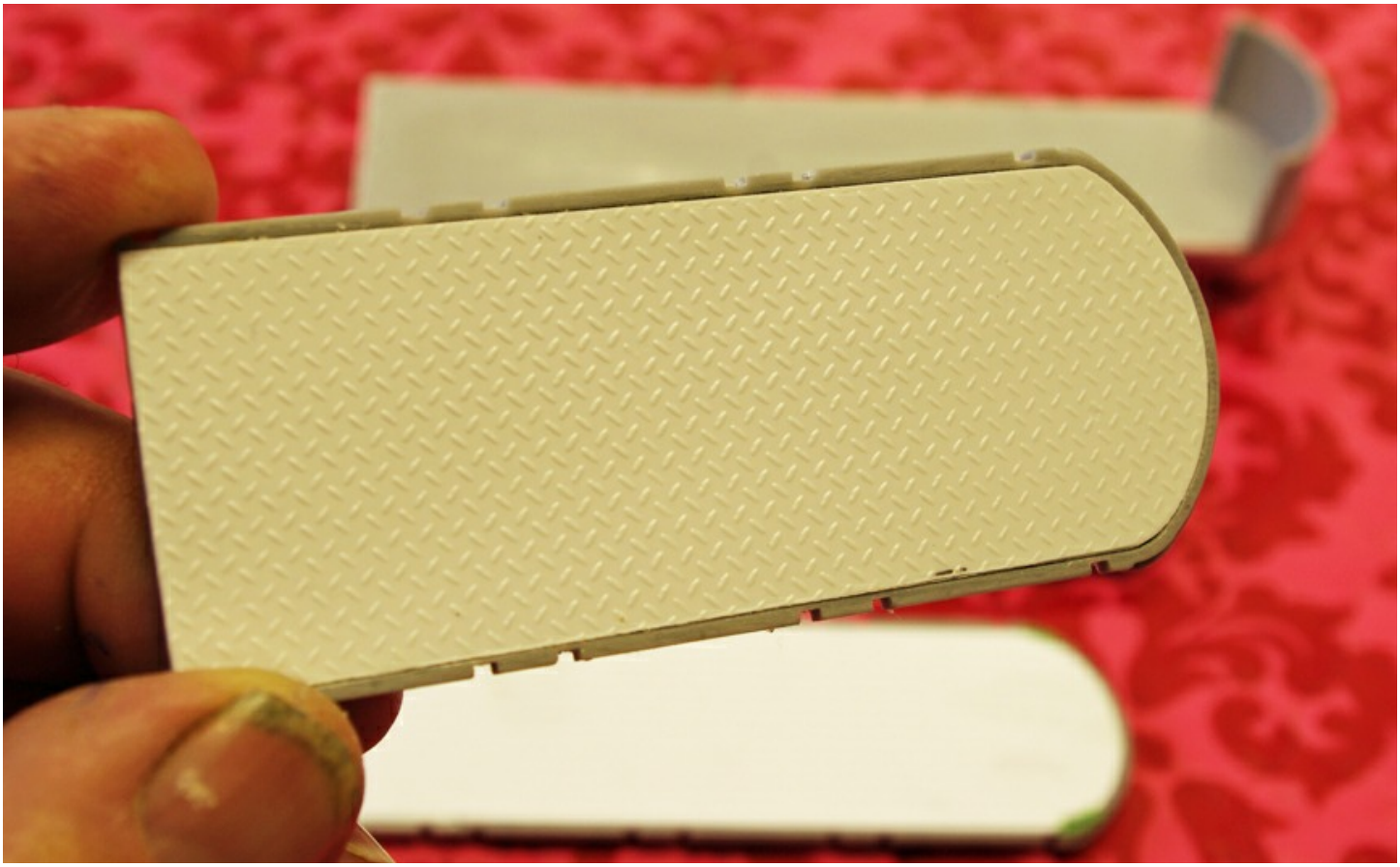
For this truck, Roy started with an M2 Machines die cast model of a 1958 Chevy. In the top photo, you can see that the model was for a tractor trailer cab. Roy modified it into a straight body dump truck. In the bottom photo, you can see how he cut the frame and made extensions out of styrene. Then he added the extra axle. For added strength, he will glue the styrene pad on top of the frame and then glue the box onto it. The M2 models are very nice, but Roy said a lot of the trim detail is painted on, so he advised not stripping the paint on them. Instead, paint the box a different color if you are having trouble matching the paint on the cab. At this time, aluminum dump boxes were starting to become commonplace, so you could paint the dump box aluminum and be fine.

The Railway Express company had very distinctive trucks much like United Parcel Service does today. Roy is developing a kit of one. In the top photo, you can see a finished truck and a raw casting of the box. In the bottom photo, you can see how the two part mold looks like that Roy casts the box body in. These are complicated molds to make and to fill with resin.

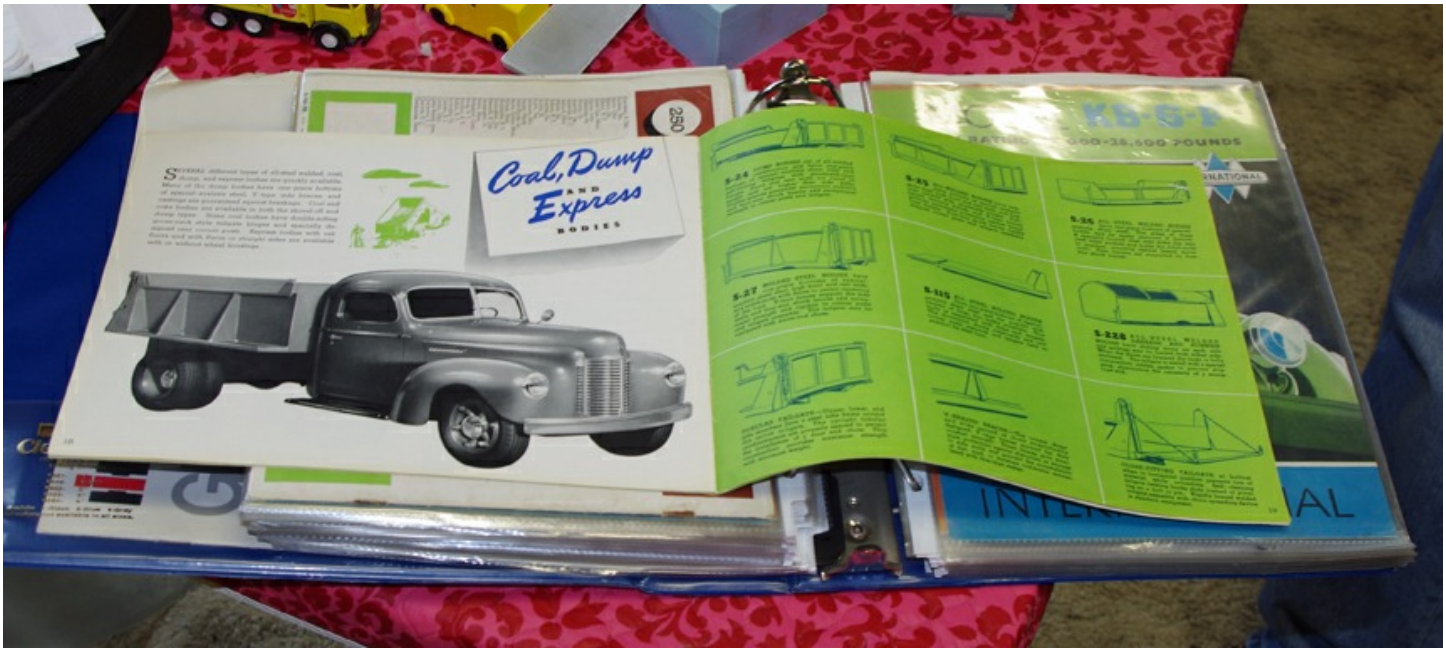
This model of a typical home milk delivery truck from the 1960's is another kit Roy is developing. The parts were drawn in 3D first, and then rapid prototype parts were made. The next step was to make the molds, one of which is shown in the photo. Roy is experimenting with casting these in clear resin so the windows will have glass in them. Keeping the resin crystal clear is a challenge, but Roy is not ready to give up. The finished yellow truck has the cast windows, and you can see how they "frost" a little. These types of models can be made for not much more work than modifying a railroad car model.

S Scale is blessed with a lot of vehicle models of different eras ,and these models are the starting point for a lot of what Roy does. When the truck companies make trucks, they produce a basic chassis and cab. The rest of the truck is built to sit on that chassis. There are many different lengths and number of axles. The same chassis can be used for a flat bed, box body, refrigerated body, or a dump truck. The dump trucks even vary quite a bit, a truck for hauling rock will have a smaller box on it than one that hauls coal because the rock weighs more than coal for the same volume. This is the basis for the modifications Roy makes. He will take a straight box body truck that some manufacturer has produced and remove the box body so he has a bare chassis and cab. Then, he will build a dump box for the truck and may add an additional axle. As we were looking at some of his models, he would point out things like the rear axle location. On a box body, the box will hang over the back of the rear axle quite a bit. On a dump box, the rear axle is at the back of the dump box and there is no overhang. This is to improve stability when using the dump box and not having to make the frame as strong since all the weight of the dump box will be supported on the spring mounts of the suspension. Little details like this need to be considered the same as when modifying your railroad cars.

Another series of kits Roy is developing are these flat bed trailers. Roy knew he wanted to make this whole series, so he planned his design accordingly. He designed a few components and had some rapid prototype patterns made. By mixing and matching the patterns, he was able to create four different lengths and then three different decks. One has a steel deck, another has a wood deck, and another has a steel diamond pattern deck. These are the patterns for the final models. The top trailer is a built up model with a side rail that closes in the stake pockets.



This photo in a different light highlights the diamond pattern of the deck.



Roy showed me this brochure from his collection. The brochure dates the truck body style and shows the different dump box details available. These are a great resource for model railroaders wanting to match their vehicles to an era that matches their trains.

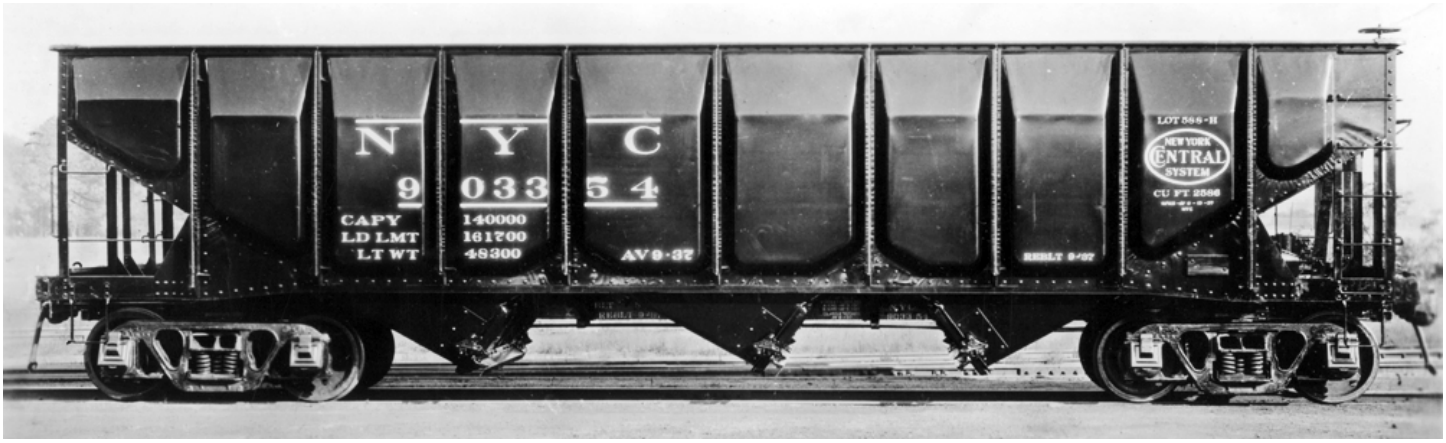
Here is another brochure Roy showed me. This is a good example of the different boxes used on the same chassis, and is another good reference for a modeler wanting some information for modifying an existing model.

At this point, many of you are asking where to get any information on trucks. Roy told me there are many sources on the Internet. One of his favorites is a website called Hanks Truck Pictures at hankstruckpictures.com. There are a lot of picture galleries from all eras. You just need to plow around and see what you can find. Another source Roy told me about was old brochures from the manufacturers, and he showed me some from his files. Like all hobbies, there is a collector base for this material. As train nuts, we collect old photos and magazines of trains. In these truck brochures, you will se the basic chassis and all the different boxes of trailers used with them. A simple source for these brochures are Internet auctions like eBay. Another source is county fairs, steam tractor threshing shows, and other truck or tractor related events. Consider taking in one or two of these events. They are great family fun, and the flee markets are loaded with nifty stuff.

Matching your vehicles to the era or local of your model railroad can be as much fun as building your model trains. It can also add a lot to the image you want to put forth with your model railroad. Much of it can be done with a die cast model as a start. A few modifications to the chassis will get you the right chassis if the stock one does not work. The box can be scratch built out of styrene for a one off. If you want to make a fleet, consider casting as Roy has done. Wouldn't it be nice to see a fleet of REA trucks parked by your freight terminal? How about a fleet of grocery delivery trucks parked by your produce terminal? Decals can be made just like your railroad models, and most of the time the lettering is not white. This would lend itself to printing decals on your home computer printer. Just get some decal paper. As I mentioned, S Scale is blessed with a lot of good vehicle models to start with. See what you can do. As a last thought, Roy will be attending the Spring Spree in Cleveland this year and the NASG national in Novi, Michigan. You can pick up some of his cast bodies from him at one of these shows.

New York Central Lot 588-H Hopper

By Jim Kindraka



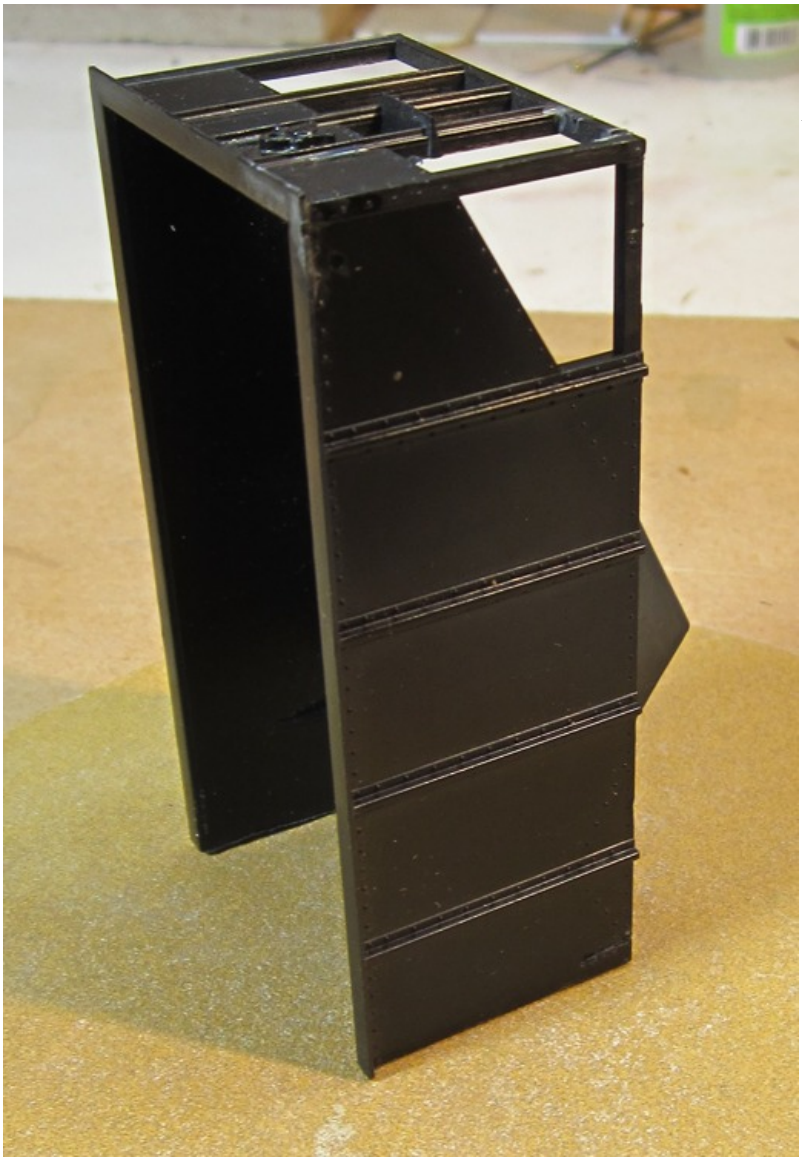
Above: NYC 903354 is one of the 70-ton panel side hoppers designated Lot 588-H following a major rebuilding in 1937 where the panel sides and the center saw-tooth hopper outlet were added. The work was done at "AV" in September 1937. That would be the New York Central's Avis, PA shops. This photo is courtesy of the New York Central System Historical Society.

The New York Central has always been my primary interest for railroad modeling, though recently I modeled some C&O hoppers with heap shields to add some diversity to coal trains. The NYC never had hoppers with heap shields, either added or built that way, and I was looking for something that was prototypically NYC, but a bit different. I have plenty of "run-of-the-mill" 2-bay NYC hoppers from several sources. In reviewing resources for the C&O cars, I happened on a photo of an NYC 3-bay hopper that looked a bit different. That started the reference search for more information. If you haven't noticed, the research and information that goes behind the models I build is just as important to me as the model itself.

The NYC built a series of 70-ton 3-bay outside rib hoppers during the USRA period. There are drawings of these cars in 1920's editions of *Car Builders Cyclopedia*. Originally, the cars had two saw-tooth design outlet doors and a center clam shell door. In 1929, the railroad was looking for more 70-ton hoppers and purchased 450 cars from Corrigan-McKinney Steel Company. The cars were originally built by Standard Railway Car Co. and were dimensionally identical to those built in the USRA period. They also had the two saw-tooth, center clam shell door arrangement. One car from that group, NYC 435171, exited a major shopping in 1933 as a more traditional 3-bay saw-tooth design hopper. The 449 others continued in service until 1937 when they were shopped and emerged as 70-ton 3-bay saw-tooth design panel side hoppers – a mouthful! It is that design, shown in the photo of NYC 903354, that I thought would be just different enough to compliment my NYC hopper fleet.

There are no commercially available 3-bay outside rib coal hoppers in S scale. Two-bay hoppers are currently available in plastic from American Models in South Lyon, MI. The former S Helper Service, now MTH, made USRA two-bay hoppers which had a slightly shorter wheelbase. Since the American Models cars have a longer wheel base and slightly wider rib spacing than the former S Helper Service cars, they became my raw material for the 3-bay conversion.

The first step was to determine where and how to cut two AM hoppers to get the pieces I could reattach into a 3-bay car. When I printed the photo of NYC 903354 from the NYC System Historical Society, I discovered it was very close to S scale. A couple reduction manipulations on a copier provided an S scale "photo" and I used this to determine where best to make the cuts. I used a modification of the straight edge method Glenn Guerra described in the February/March 2016 *S Scale Resource* issue and cut one car before the 7th rib and the other just past the 3rd rib. I tried to cut within a 16th of an inch of the rivet strip cast in the plastic near the rib. That also helped visually to keep on a straight cutting line.



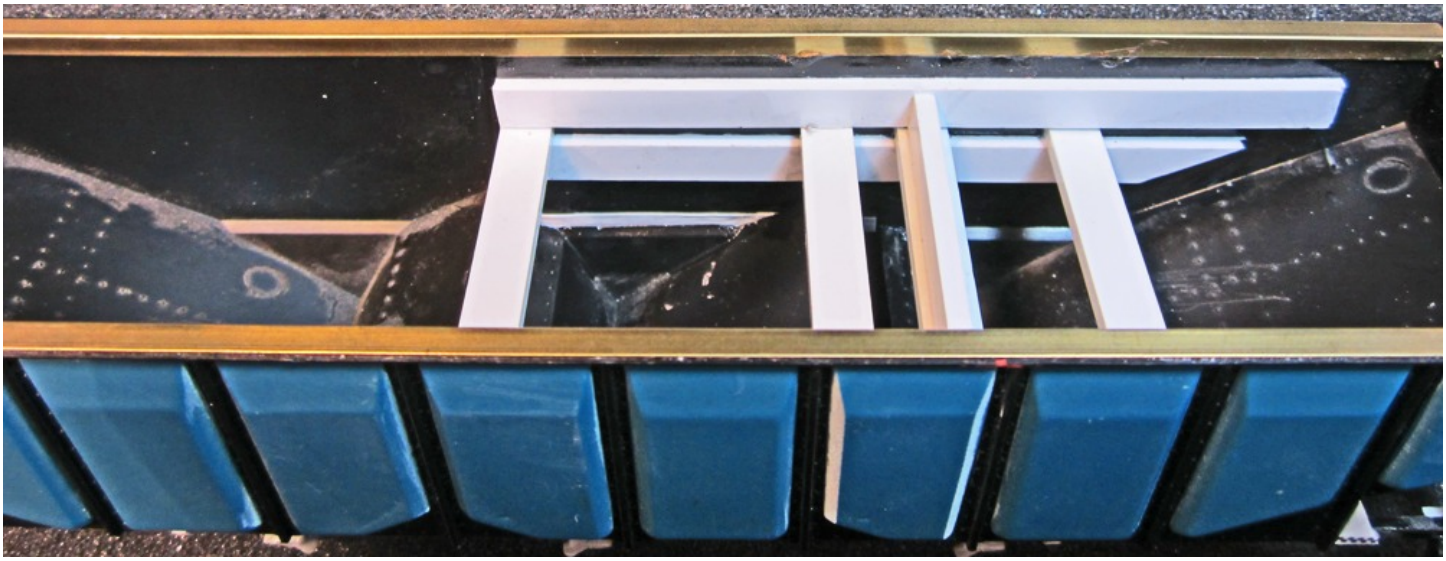
Left: After cutting a couple of American Models 2-bay hoppers as described in the article, the cuts were squared using a piece of sand paper attached to a flat board. That way your cuts on the hopper cars do not need to be final, close, but not final. The photo shows an aluminum oxide sticky back disk. These are made for auto paint shop dual action air sanders and can be a bit pricy. Instead, you can use black silicon carbide wet/dry sandpaper from the hardware store and spray the back with contact cement like 3M 77 before fixing it to a flat board. A photo of this is on page 14 of the April/May 2015 S Scale Resource issue, the article on building resin kits.

One thing I discovered with my S scale photo was that the center outlet bay had to be repositioned. I carefully made vertical cuts along the inside of the hopper's side to remove the hopper outlet bay and set it aside to reinsert when the car had been glued back together. When I reattached the hopper bay in the lengthened car, I added 0.010" and 0.020" styrene strips as needed to make up for the material lost in the cut. Aluminum oxide sand paper attached to a board was used to square up the two car ends that would be glued together. You can alternately use black silicon carbide wet/dry sandpaper and spray the back with contact cement like 3M 77. Then stick it to a piece of plywood as described in the earlier *S Scale Resource* series on building resin kits, April/May 2015.

Once the cut ends were sanded and trued to right angles, I used ACC to cement 0.080" x 0.375" styrene into the interior to act as a support for attaching the ends to form the finished car. The same material was used to create some cross members. If the car were picked up and squeezed by someone unsuspecting, the cross members would give the glued seams some additional support. From the start, I had planned to model this car with a coal load, so installing all the supporting material inside the hopper was not a problem. I test fit everything several times so there wouldn't be any issues when ACC was actually used. To reattach the two hopper pieces, I inverted them on a flat surface, applied adhesive (ACC) to the car body attachment surfaces

and the support material and made the joint. I used a weight on the top side, the actual bottom of the car, rubber bands and 1-2-3 block weights to hold things together and square; and set aside the assembly for 24 hours to allow the adhesive to set.

Above: The two cut ends of the hopper have been reattached to form the 30' 8" wheelbase, 40' 8" long triple hopper. Pieces of 0.080" x 0.375" styrene were cemented into the interior to act as reinforcement for attaching the ends to form the finished car. You can also see several pieces of the same material used as cross bracing to add more strength. Also visible are two pieces of 1/8th inch brass angle stock glued along the top rail of the car, again for additional strength when he car is handled. Less visible is the reattachment of the repositioned center hopper outlet.

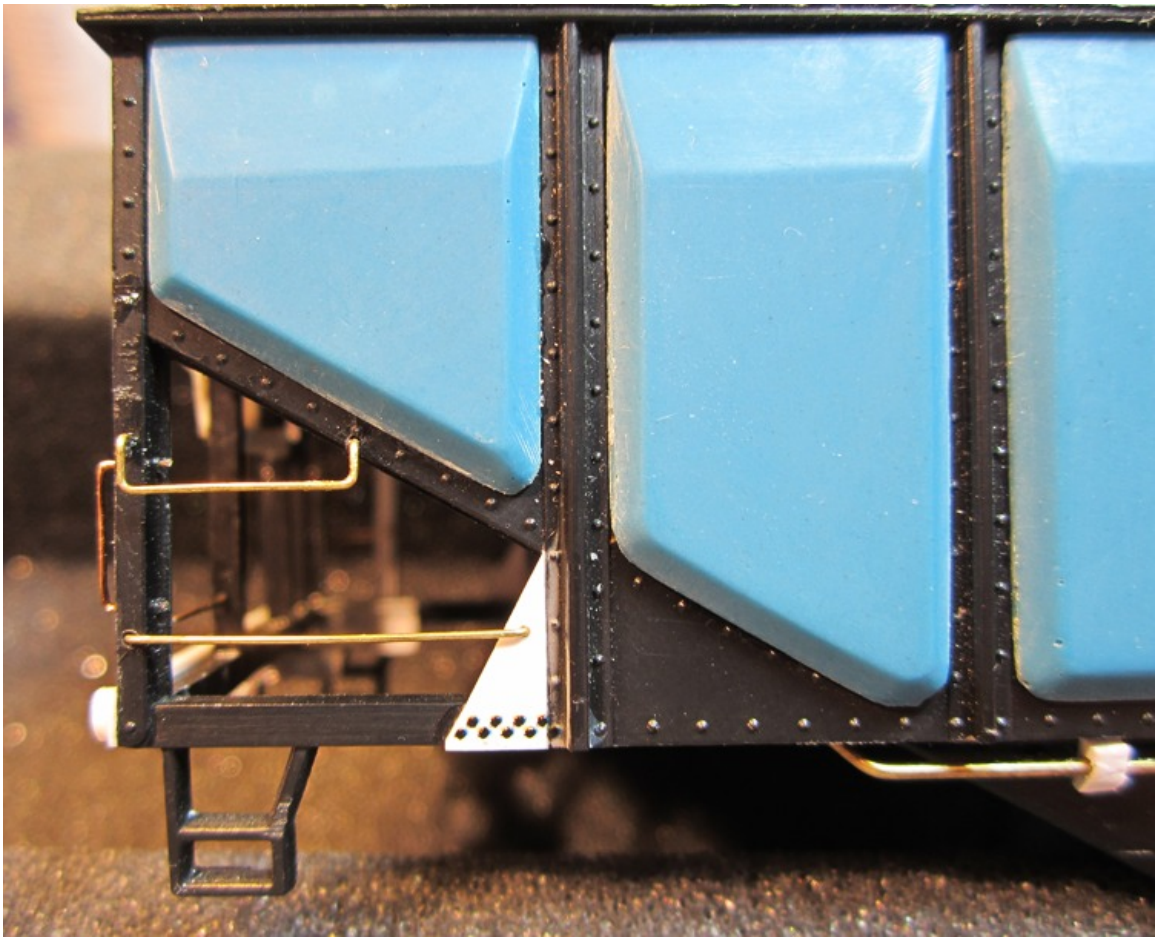


Above: Another view of the 0.080" x 0.375" styrene reinforcement as well as a bit of the styrene shims used to reattach the center hopper outlet bay.

Once I was satisfied with the joint, I attached a piece of 1/8th inch brass angle stock along the top rail of the car. This again provides some additional strength to the car when it is being handled without detracting from the model visually. Use an adhesive like Pliobond or Walther's Goo for the brass to plastic joint.

Several years ago panel side USRA 2-bay hoppers were made in S scale by River Raisin Models, in brass, and S Helper Service, in plastic. Prior to that, a set of resin castings had been made to glue on to the side of an existing 2-bay outside rib hopper to simulate panel sides. Those resin castings are still available from B.T.S. in Belington, WV; creating a 3-bay panel side hopper takes two sets. The panel castings will cover up any blemishes in the cut joint attachment, a bit of an advantage. Once attached, the hopper can be detailed according to photos and drawings.

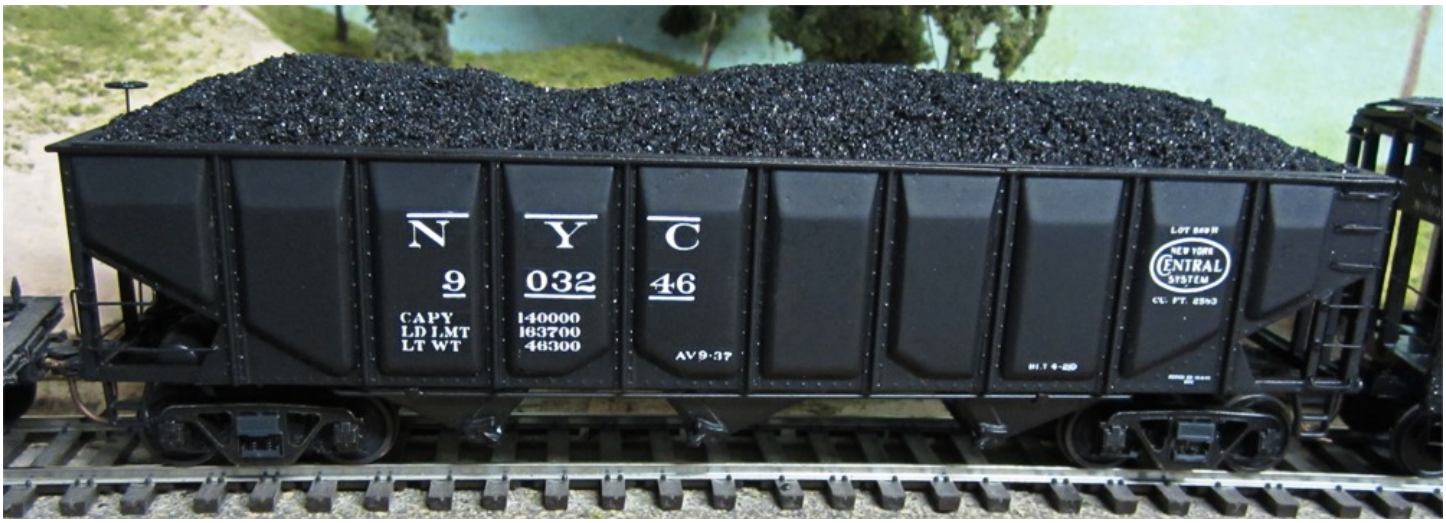
Above: A side view of the model nearing completion of the detail. The resin panel sides have been added, as well as, additional hopper details including latches from SHS. I added the gussets at the ends as support for the slope sheet as shown on the prototype photo and also used some Archer rivet detail.



Left: This photo is a close up of added detail including the slope sheet support gussets, some Archer rivets, and fabricated grab irons.

I finished the hopper with CDS dry transfers, using elements from NYC sets S-534 and S-535. As per the prototype photos, Andrews trucks were used. I then cut a piece of basswood to fit inside the hopper. It rested on the 0.080 styrene that was used to reinforce the attachment of the two car halves. Once painted black, the basswood piece forms an invisible false floor for the coal load. The coal used was purchased from Arizona Rock and Mineral, Paulden, AZ. The coal pile was secured with a thinned white glue solution, similar to what is used to hold down ballast. The basswood false floor also keeps the car from getting too heavy. This model loaded with coal weighs 7 ounces.

Above and next page: Three views of the finished hopper. The end view shows some added detail including a vertical brake staff. Other views show the car in a train on the way to delivering its first load at the Des Plaines Valley layout steam terminal.



S Scale Shows & Meets

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

2016 O Scale West & S West 11
Largest S scale show west of the Mississippi!

There will be S standard and narrow gauge dealers, clinics, videos & contest.

The BASS club will have their modular layout up and running Bring your equipment to run on the layout. Equipment must meet NASG standards.

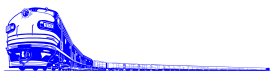
May 5-7, 2016 NOTE NEW DATE
Hyatt Regency Santa Clara
5101 Great America Parkway
Santa Clara, CA 95054
Reservations: 800-233-1234
Hotel Switchboard: 408-200-1234
Hotel Fax: 408-980-3939

Admission: $35 for registrations postmarked by March 31, 2016; $40 at the door; registration includes spouse and all children under age of 18
Saturday only - $20

Table Rentals: $45/table if registration is postmarked by March 31, 2015; $50 after March 31, 2016, e-electrical hook up is free.

Additional information & registration forms available at: http://www.oscalewest.com.

Additional questions, please contact John Gibson at gibson@myfam.com or at 916-580-5444



Spring S Spree Convention
May 12 to May 14, 2016
Holiday Inn Select
Strongsville, Ohio

S Only convention. Layouts, dealers and manufacturers with new products, lots of Flyer for sale as well as hi-rail and scale products. Clinics, tours, and how to do project seminars, Includes an open to the public flea market on Saturday. Sponsored by the Cuyahoga Valley S Gauge Association.
Email: MACSIR@aol.com
Website: http://www.cvsga.com/index.htm

2016 NASG Convention
August 10 to August 14, 2016
Novi, Michigan

The 2016 NASG Convention, sponsored by the Southeastern Michigan S Gaugers will be held at the Sheraton Detroit Novi hotel.

Website: http://www.smsgtrains.org/2016conv.html

Fall S Fest
November 4 to November 6, 2016
Oconomowoc, Wisconsin
Badgerland S Gaugers
Website: http://www.trainweb.org/bsg/

Have an upcoming S Scale event? We would like to help publicize it. Send us the information up to one year in advance, and we'll place it here, along with a direct link to your Website and/or Email. Click here to send us your information.

The S Resource Classified Listings

Manufacturers | Dealers | Pre Owned

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

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

Advertiser Index


PORT HURON & NORTHERN
101