

**1:64**

**LOOK WHAT'S  
BEING DONE IN **S** SCALE**

Each of the 34 photographs in this collection appeared in NASG ads which ran on the inside front cover of each issue of RAILROAD MODEL CRAFTSMAN magazine from May 2022 through February 2025.



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## S Modeling and Photo by Gaylord Gill

A PRR RSD5 is working Koenig Fuel at Olean in southwestern New York. Gaylord Gill took the photo on his 1953-era Buffalo & Chautauque layout.

The RSD5 locomotive is an early brass import by Alco Models, while the brass tank car was made by Southwind Models. Both are custom painted. The code 100 trackwork includes flextrack from Tomalco Track and turnouts from Old Pullman. Artista provides many of the S scale figures on Gaylord's layout, although he sometimes alters their poses.





## S Modeling and Photo by Simon Parent

It's 1939 in southern Quebec and a CNR local freight behind H6 class 10-wheeler 1338 is heading east to Dunham with a short consist of gondolas.

The locomotive was built by Simon Parent from parts of his own design plus parts that were available from SSL&S. The model matches the prototype 1338's details with the modifications it had in 1938. The stock car is a resin kit Simon produced several years ago based on a CNR Fowler car. The wood reefer is a modified SHS car with 3D printed roof and hatches.

The steel 8-hatch reefers are CNR series 1 cars built from MLW (Andy Malette) resin kits. The CNR gondolas are pilot models of a kit Simon plans to release. The truck on the bridge is a modified Hartoy item. Simon handlaid the track and scratchbuilt the bridge from engineering plans.





## S Modeling and Photo by Roger Nulton

A coal drag holds for scheduled freight #43 at Wallace Junction, IN where the Midland Coal Branch meets the main on the Monon Route. Roger Nulton photographed the action on his 29' X 62' layout.

The Pacific locomotive and the coal hoppers are from American Models. The BL-2 diesel locomotive was built from a resin kit available from BTS that is now out of production. The track is code 100 Tomalco and the coal chute, as the Monon called them, was built from a Lehigh Valley Models kit.





## S Modeling and Photo by Bob Hogan

Truckee is a joint yard facility servicing both Southern Pacific and Western Pacific Railroad locomotives after their runs over the Sierra. Here we see a modified and detailed Overland brass Southern Pacific F7A-B set in the foreground and a River Raisin brass SP SD9 emerging from the roundhouse lead.

At the sanding facility is a brass Overland Western Pacific A-B set of FT's, an American Models GP9 and a brass Overland Alco S-4 switcher. Each locomotive has been detailed for specific WP locomotives.

On the far sanding track are four additional American Models GP9's. All are detailed and modified for specific Southern Pacific prototypes. The first two are SP passenger Geeps.





## S Modeling and Photo by Craig Wright

UP Heritage unit 1989 (SD70ACE) crosses Price River at Castle Gate just west of Helper, Utah. A ubiquitous Rio Grande Tunnel Motor (SD40T-2) trails.

The 1989 is a reworked Lionel SD70ACE. The pilot was removed from the trucks and screwed into the frame. The pilot openings were filled in and Kadee couplers installed. The SD40T-2 is an Overland Brass import with added details and custom paint. The SP boxcar is an S Scale America (SSA) model.

Track is code 100 by Custom Traxx. The signals were produced by South Bend Signal Company. The bridges are Central Valley HO Plate Girders, and the bridge abutments are Chooch (HO).





## S Modeling and Photo by Paul Washburn

The crew has tied up on the house track for beans at the depot on Paul's fictitious Southern Pacific branch line..

The SW-1 switcher is a brass import from Oriental Limited to which Paul added sun shades, a taller stack and polished aluminum head and rear light lenses. He also painted the model and decaled it using Microscale Decals "SP Tiger Stripe Switchers #64-46" from Des Plaines Hobbies.

The B&O wagon top boxcar and CB&Q flatcar in the background are kits from Smoky Mountain Model Works. The Santa Fe boxcar is a kit by Pacific Rail Shops. The welding truck started out as a Racing Champions 40 Ford pickup. The Southern Pacific medallion on the truck door is from an N scale PMC decal set. The track and switches are hand laid using code 70 rail and redwood ties purchased years ago from Cover House.





## S Modeling and Photo by Jerry and Michael Holmes

It's autumn 1952 as C&O E-8 No. 4024 crests the summit of Alleghany Mountain at Alleghany, VA. This train is the westbound "Sportsman", one of C&O's premier passenger trains.

The motive power and passenger cars are from American Models. The vehicles are from Castline, Inc., and the figures from Arttista. The steam locative on the turntable in the distance is a brass C&O H-8, 2-6-6-6 from River Raisin Models.

The brick "A" cabin (as control towers were called by the C&O) was scratch built by Bernard Kempinski, owner of Alkem Scale Models.

The track is Shinohara Code 100 flex track, and the turnouts include Shinohara, Old Pullman, Tomalco and Markway. There are a few thousand trees on the layout, mostly hand made using natural materials for the tree forms.





## S Modeling and Photo by Alan Balma

A PRR K4 is leading one of the last afternoon Passenger trains on the Elmira Branch from Canandaigua NY to Elmira NY. The train is passing through the Stanley, NY PRR Maintenance Yard on its way east.

The K4 is from Omnicon/Samhonga with an owner installed Jackson Standard Gearbox and Tsunami2™ Decoder.

The track is code 100 Shinohara laid on Homabed, and turnouts are hand built from Fast Tracks jigs. The tower and shed in the foreground were built from laser cut kits. The maintenance building towards the rear is scratch built. The smoke effects and sky were done by Brooks Stover.





## S Modeling and Photo by Bob Frascella

Ex-Lehigh Valley, patch painted D&H GP 38-2 No. 7324 and D&H Alco C420 No. 404 lead a southbound manifest train across Sugar Creek on Bob Frascella's Delaware and Hudson themed layout. The setting is 1977 in the years following the Conrail merger and the layout is based upon the former PRR Elmira Branch.

Both locomotives were built from 3D printed components acquired from Shapeways/Century Models and both use American Models trucks and drive systems. A detailed construction article on building the GP 38-2 appears in the Dec-Jan 2019 issue of S Scale Resource Magazine. The deck girder bridges were kitbashed using the girders from inexpensive Atlas HO through girder bridges. The short roadway span is from an S scale Micro-Engineering deck girder bridge. The backdrop image is an actual photo and foreground trees are created using common garden plants.





## S Modeling and Photo by Bob Stelmach

Pere Marquette #1225 is returning to Detroit from Chicago with a mixed freight in 1947 on Bob Stelmach's Red Pine and Oxville Railroad..

The Berkshire locomotive, a Lima-built 2-8-4, is a River Raisin model. The distinctive New York Central watchman shanty in the foreground is a laser-cut kit. The yard shack beyond is a modified Plasticville structure. The large through-truss bridge in the background is also a Plasticville model which Bob detailed with Central Valley beams and trusses. The B&O wagon-top M-15K boxcar was built from a Smoky Mountain Model Works kit.

The New York Central mainline uses code 137 rail and all other mainline and sidings on the RP&O use code 100 rail. Bob built all the turnouts on the layout using Fast Tracks fixtures. The layout is surrounded by photo backdrops from Backdrop Warehouse.





## S Modeling and Photo by Joe Coen

Freelanced Texas Southern NW-2 #42 sorts grain loads in Arlen Yard on Joe Coen's layout.

The NW-2 is from S-Helper. The freight cars are all from American Models. Joe didn't fully repaint any of them but rather just wet sanded off the heralds and reporting marks and applied custom decals. All are equipped with Kadee couplers.

The track is flex track from Tomalco and the turnouts are from Shinohara. Joe used real dirt and a mix of commercial ballast from various manufacturers that he had on hand for ballast. The weeds are Heki pull-apart mats and carpet fibers. Joe used stock photos found on the Internet, sized appropriately and printed from his computer for the backdrop.

The truck is a reworked, weathered and decaled Hot Wheels model. The figures are from Hobby Lobby.





## Sn3 Modeling and Photo by Peter Smith

A 3-truck Climax, #16, hauls a string of log cars to the mill while 2-truck Climax #4 can be seen in the background heading down the switch back on its way to Camp 8 with a caboose in tow.

This scene was captured by Pete Smith on his Sn3 Loon Lake Railway & Navigation Co. layout. He uses Tomalco code 70 flex track with point turnouts on the mainline and Tomalco Code 55 flex track with stub turnouts in the back woods.

The locomotives and rolling stock are P-B-L products. The geared locomotives are brass as is the caboose just visible at the far end of the log train. The caboose in the upper right is a plastic, injection molded kit. The skeletal on log cars are white metal kits.

The photograph was taken using a tripod-mounted iPhone 11 camera. Pete took eight photos, each with a different focal point and combined them with a photo stacking software called Helicon Focus to achieve the infinite depth of field.





## S Modeling and Photo by Dick Karnes

The Flying Yankee has just arrived at Troy NY on Dick Karnes' New York, Westchester & Boston Railroad.

The Flying Yankee is a River Raisin Models import,. On the adjacent track is an American Models Alco FA-2 which Dick heavily reworked into a CNR FPA-2.

On the track beyond the Yankee is an Overland Models caboose.

Catenary spans are from Model Memories. Dick hand laid all the track using code 70, 83 and 100 rail.





## S Modeling by Jim Martin / Photo by Pete Moffett

Canadian National Railway (CNR) local M236 is southbound out of Simcoe, Ontario on its way to the Lake Erie community of Port Dover on Jim Martin's Port Dover Branch 15'x 22' layout.

The #88 E-10 Mogul from S Scale Loco and Supply has been converted to battery power. Rolling stock is a combination of S Helper Service, S Scale America, and American Models.

Tomalco flex track with code 70 and code 83 rail is used throughout. The stake truck was built from a Railmaster kit and the large industrial block was built from HO scale kit components with S scale doors installed.





## S Modeling and Photo by Mike Fyten

The Kaw Valley local behind GP #901 is preparing to switch the co-op elevator in Linwood, KS, in the late summer of 1957 on Mike Fyten's layout.

The locomotive is from American Models with details added. The elevator was scratchbuilt by a late friend of Mike's many years ago. The station is a kit from an unknown manufacturer but with a modified roof.

About 85% of the track on the layout is hand laid and all of the track in this scene was. The boxcars are from Pacific Rail Shops, the Chevy is from Racing Champion and the brown pickup is from Matchbox.





## S Modeling and Photo by Mike Swederska

Mike Swederska scratchbuilt this Missouri Pacific Class MT-73 4-8-2 Mountain from brass. Working 4-5 hours per day most days each week, it took Mike about 6 months to complete. The model weighs 1 lb. 13 oz, including 6 oz of traction weight made from an old battery terminal. The tender weighs another 1 pound. The 73" drivers on this model are from an SSL&S Pacific and the 25/1 gearbox is from NWSL

Mike says that the key to a smooth-running engine is to thoroughly perfect the chassis before proceeding, including the wheels, side rods, valve gear, gear box, drive shaft and motor. Mike likes to pull and push the unpowered chassis around his layout with a diesel for hours looking for any issues. Mike notes that if an engine doesn't run perfectly when finished it will wind up on the shelf.

Brooks Stover made the photo enhancements.





## S Modeling and Photo by Jerry and Michael Holmes

C&O H-8 #1659 is emerging from the east portal of Alleghany Tunnel at Alleghany, VA, the highest point on the C&O. The scene was photographed on Jerry Holmes beautiful 35' x 27' layout. The locomotive, by River Raisin Models, was C&O's most powerful steam locomotive. The hopper cars are from American Models and S-Helper Service.

The depot was scratch built from photos and original drawings. The figures at the depot are pre-painted from Arttista.

The track is Shinohara code 100 nickel-silver flex track which is spiked every 6" onto 1/4" Homabed road bed. The track and ties were then painted, weathered, and ballasted with real stone secured with diluted white glue.

The rock formations are a combination of carved plaster and rubber rock made by Cripple Bush Valley Models. The trees are all hand made from natural shrub cuttings coated with various autumn shades of ground foam. The sky and clouds were painted on the walls of the train room by a very good artist friend of Jerry's before the trees were installed.





## S Modeling and Photo by Paul Washburn

Paul Washburn scratch built D&RGW C-48 class 2-8-0 #1151 from brass and styrene. The drivers are from North Yard and detail parts are from PBL, Precision Scale Co., and River Raisin Models. The model was painted with Tamiya acrylic paints. Paul used San Juan D&RGW Steam Locomotive decals. The engine crew are figures from Modelu in the UK.

The boxcar is an S SCALE America Fowler kit (#SSA708). The bridge is made from a variety of wood parts. The code 70 rail is from Micro Engineering.





## S Modeling and Photo by Bob Frascella

D&H C420 No. 404 with the Canton Local takes the siding at Columbia Crossroads, PA on Bob Frascella's Delaware and Hudson inspired layout. The C420 was built with 3D printed body components designed by Bob that are available on the Centruy Models Shapeways Store. The model is powered with an American Models drive system.

The layout is proto-freelanced and represents a plausible scenario where the Delaware and Hudson acquired and restored the former Pennsylvania Railroad's Elmira Branch from Williamsport, PA to Elmira, NY as a concession to the Conrail merger. The setting is 1977 and many of the locomotives are still painted for the former railroads now merged into Conrail.





## S Modeling and Photo by Bill Winans

It's summer of 1956 and the Tompkins local shifter behind engine #89 is placing cars at the Tompkins coal transfer. The action takes place on Bill Winans' 20' X 20' S scale layout of the free-lanced St. Louis, Eastern & Pacific Railroad (SLE&P).

The single gauge SLE&P track is largely Tomalco code 100 flex and smaller code 70 rail is used for the narrow gauge Coal Creek Central.

The tipple complex is built from a combination of modified kits including a BTS Cabin Creek Tipple, a Bachmann coaling tower, Suydam corrugated metal structures, and RIX tanks. Many components and details were scratchbuilt.

The engine is an OMI USRA 0-8-0 with an Omnicon 2-8-0 tender. The cars are a combination of AM and SHS plastic painted and lettered for the SLE&P and brass (the red PRR car). The figures are by Artista.





## S Modeling and Photo by Jim Martin

Canadian National Railway (CNR) class E-10 Mogul number 86, is westbound for Marshalls, the end of the line on the S Scale Workshop's traveling layout.

The Mogul was constructed by William Flatt from an S Scale Loco and Supply kit and is now owned by John Johnston from S Scale Loco and Supply. The track is code 83 Tomalco

The red building on the right is Andy Malette's Great White North Brewing plant.

The portable backdrop is a small one that used to be offered by SceniKing.





## S Modeling and Photo by Dick Karnes

P&LE Berkshire #9405 hauls a coal train past the Quaker Hill Creamery at Putnam Hills on a branch line on Dick Karnes' New York, Westchester & Boston.

The locomotive began as a scratch-built NYC Niagara (4-8-4) when Dick was a college student. The project was put away for 50 years. Then its original converted O scale Lobaugh chassis was replaced by a spare Omnicon PRR L1 chassis. The new to chassis created the major portion of the P&LE loco, whose boiler and cab are identical to the Niagara's. The tender is built from two spliced SSL&S Berkshire tender shells.





## S Modeling and Photo by Bob Werre

A MILW L2 Heavy Mikado is being readied at the Omaha/Council Bluffs yard on Bob Werre's layout.

The locomotive was custom built using SSL&S parts and a rolled boiler based on a Southern MS4.

In the background is a plaster and wood freelanced roundhouse using wall castings from a DRGW Sn3 house. The turntable is a modified vintage O scale wooden kit from H&D models.

LED lighting supplements tiny lights installed in the raised roof section of the roundhouse. Additional arrays of LED lights were used to create the sky and simulate yard lights. Bob made five exposures with different focus distances and aligned and blended the five exposures into the final result using Photoshop.





## S Modeling and Photo by Craig Wright

Coal traffic is on the move out west behind modern diesel power on Craig Wright's layout.

The consist is led by a Lionel American Flyer U33C that Craig modified by adding scale wheels. Additionally, the front and rear pilots were removed from the trucks and then glued and screwed to the frame. The coupler hole was filled in and Kadee couplers installed. The AF Legacy DCC was replaced with a Tsunami decoder.

Next in line is a Rio Grande SD50 by Overland that Craig super detailed. This locomotive was Craig's first S scale purchase. The third locomotive is an Overland SD40T-2 that was detailed per Rio Grande standards.

The consist is crossing a scratch-built representation of the Santa Fe's bridge at Larkspur, CO. Craig duplicated the prototype's use of multiple materials supporting the bridge – concrete piers, steel pilings and timber trestle pilings.





## S Modeling and Photo by Bob Hogan

SP cab forward #4394 runs eastbound with empty reefers while the Truckee local waits in the hole in a scene on Bob Hogan's layout.

The big cab-forward is a Southwind Models AC-12 and it is pulling a long string of Pacific Rail Shops R-40-24 PFE reefer kits. The weathering was done by Bob.

The Truckee local on the siding is a Smoky Mountain Model Works resin kit for a GE 70 tonner that Bob modified, detailed, painted and lettered per Southern Pacific's actual #5119.. The caboose behind it is a Southwind brass C-30 model that Bob painted and lettered.





## S Modeling and Photo by Alan Balma

Pennsylvania Railroad NW2 #9175 is moving a cut of cars to the NYC interchange in Canandaigua, NY in the fall of 1956.

The action takes place on Alan Balma's 18' x 30' PRR Elmira Branch layout. The NW-2 and the freight cars are from S-Helper Service. The house is a BTS 110 Second Street kit. The girder bridge is a 90-foot Walthers HO scale kit that sits on Pre-Size Model Specialties abutments.

The background trees are all Scenic Express Super-Trees and the foreground trees are made from Woodland Scenics armatures with Super-Tree material affixed. The water is Art Resin topped with Woodland Scenics Water Ripples.





## S Modeling by Ron King & Gaylord Gill - Photo by Brooks Stover

These American Models Alco PA's are the work of Ron King, an NMRA Master Model Railroader. Ron super-detailed the A-B-A locos by adjusting the roof contour over the windshields, filing portions of the truck side frames to better emphasize the individual parts, and rebuilding the pilot coupler openings. He also added many details such as piano-wire grabs, lift rings, scratch-built windshield wipers, air hoses, coupler cut bars, diaphragms, and cab interiors.

The PA's are pulling an impressive train of 14 passenger cars, also super-detailed by Ron. Most of these are 85' AM cars, but a couple are customized with new laser-cut sides.

The photo shows Ron's train on Gaylord Gill's Buffalo & Chautauqua layout, passing the small PRR freight house at Angola, NY.

The photo was taken by Brooks Stover on an iPhone Xs Max.





## S Modeling and Photo by Steve Lunde

Great Northern Mikado #2549 in a handsome green, black and red paint scheme is heading east bound with a string of Western Fruit Express reefers in tow. The action was captured on Steve Lunde's S scale layout.

The 2-8-2 is a Lionel AF Mikado converted to scale by turning down the wheel flanges. The reefers are built from Pacific Rail Shops kits and the plate girder bridge is by Bark River Models.

The passenger train is the west bound Empire Builder pulled by FP7A & FP7B. These engines are from American Models.

The main span for west bound upper bridge is a Walther's HO item while the girder bridge on the short approach span is from Banta.





## Sn3 Modeling and Photo by Craig Wright

Rio Grande Southern work Goose 6 idles next to the San Miguel river while the crew is gone for beans on a beautiful fall day in 1950. Goose 6 was used by the MOW department and is basically a pickup truck. Other RGS Geese hauled the mail, LCL freight, and passengers in Southwest Colorado.

RGS Goose 6 is a P-B-L model. The D&RGW 5500 series stock car was built from a P-B-L kit.

Craig Wright captured the scene on his 18' X 30' Sn3 layout representing the D&RGW and RGS railroads in New Mexico and Colorado in the fall of 1950. Craig uses code 70 and code 55 rail and grades as steep as 4%.





## S Modeling and Photo by Alan Balma

Southern Pacific P10 #2490 heads an extra section of the Sacramento Daylight on the Sierra Northern Railroad. The photo was taken by Bob Hogan on his 19' X 21' scale layout.

The 4-6-2 #2490 began as a stock American Models Pacific but Bob replaced the domes, pilot, cab and details with Raisin River parts to craft a Southern Pacific P-10 Class Pacific.

The combine behind the locomotive is a modified American Models 73' coach. Bob added baggage doors and a Pre-Size resin arch roof to create a Southern Pacific's arch roof combine as used on the Sacramento Daylight which is why it is painted in Daylight colors.

The lumber mill in the background is built from a BTS which is still available.





## S Modeling on the Layout of Ed Loizeaux

The circus is coming to town!

NYC 0-6-0 #232 is spotting the Ringling Brothers Circus advertising car #2 on the main track of the town where the circus will soon perform.

The scene takes place on Ed Loizeaux's 20' X 30' S scale layout which is set in upstate New York in the 1948-1958 era. The layout features code 100 track and a 300' mainline. The track height varies from 42" to 61". The layout is powered by North Coast Engineering DCC.

The locomotive was made by Boo Rim and was imported by River Raisin Models. The advertising car was built by American Models and then custom painted, decaled and fitted with a detailed interior for Ed. The structures are built from kits from a variety of manufacturers.





## S Modeling and Photo by Bob Werre

A NW Type A shatters the darkness as townsfolk enjoy being out and about on a warm summer evening.

This image is a tribute to railroad photographer O. Winston Link by Bob Werre. This scene was captured using a 4X5 view camera and a light brush device which uses a flexible tube that beams directed light into the scene. Bob painted the scene with light in a totally darkened room. A polaroid test shots determined the length of time each part of the scene received light. Several attempts determined the final result with each attempt being unique! Bob added the smoke effects post processing.

Some of the village's finest citizens (Artista and SSL&S figures) have posed with Railmaster Exports and vintage Dick Tracy vehicles. Building and Structure company and Finestkinds offered the structures in the scene. The massive NW Type A locomotive was imported by Overland and custom painted by Roger Huber.





## S Modeling and Photo by Jim Martin

Handsome CNR Mogul number 88 glides past the back of Ken's Garage on Jim Martin's Dover Branch layout. The engine, an E-10 class 2-6-0, is heading north from Lake Erie en route to Hamilton, Ontario in the fall of 1953. That looks like a B&O hopper just behind the tender.

Jim's beautiful autumn scenery is evident in this scene which includes wonderful details every where you look. Behind the shed on the right there are tools leaning against the wall and discarded lumber in a barrel. On the near side of the tracks the two derelict trucks are exquisite models in their own right. Notice the once-yellow wrecker is missing the driver's side door and the interior details are visible. The period correct billboard advertising travel by Greyhound bus is the perfect addition to the scene. In fact, it may be that bus travel has cut into the passenger business of the CNR's Dover Branch.





## S Modeling by Stan Stokrocki – Photo by Bill Lane

In an unusual location for six axle power, a Conrail SD40-2 leads a GP38-2 out of the Breakneck Ridge Tunnels, near Cold Spring NY. The pair of diesels are heading south along the Hudson River, likely sometime in the 1980's. The scene was captured on Stan Stokrocki's basement layout by photographer Bill Lane.

Both diesels are custom painted brass models from Overland, running on Tomalco code 100 flex track. The ex-NYC signals are from Model Memories. The tunnel portals are assorted HO products, kitbashed to fit the scene. The background vehicles and figures are a mixture of HO products, used to generate forced perspective on this narrow section of benchwork. The layout grew out of a series of shelf and modular components, which were eventually tied into an around-the-walls configuration. This iconic New York Central photo location was modeled to lend the somewhat generic operation a highly recognizable place and purpose.

