

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

NEWS, REVIEWS, INFORMATION TO USE

December/January 2020

Volume 6 No. 2



**Remembering Ron Sebastian
Painting with Artists' Oils
The "New Tracks" Motorcycle Club
Building Straight & Curved Switches
Shows, Meets and so much more...**

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December/January 2020
Volume 6 No. 2

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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

Ron and Sue Sebastian at Chicago's March Meet



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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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From the Publisher's Desk



I'd like to start this note by once again thanking everyone for reading and urging you to submit your articles and photos so we can keep this magazine going. Without your input, we won't have a magazine to publish. I know there are some great modelers and layouts out there, so even if your layout or model is a "work in progress", send it to us so we can show others in the hobby what is happening. If you don't think you're an author, don't worry, send us photos along with some descriptions and we'll write up an article with what you send us. Step by step photos of a project are a great place to start!

Send your articles, photos and ideas to daniel@modelrailroadresource.com

You have probably noticed that this issue's cover is a unique one for us. Rather than highlighting a model, it features Ron and Sue Sebastian. Unfortunately, Ron recently passed away. Our thoughts and prayers continue to be with Sue and her family during the upcoming holidays. I know it will be tough for them, but they are surrounded by friends and family, and hopefully Ron's sense of humor and kindness will be in the forefront through the upcoming season. We have captured some of Ron's great personality in a corresponding article with the help of some of his good friends. He will definitely be missed.

This issue also features some great modeling techniques and mentors, so read on and get ready to be inspired! New Tracks features motorcycles, figures and a building specifically for the S scale modeler, along with some great mentors and downloads. There's also an article on a soil drilling rig inspired by real life and an article on painting with artist's oils. Both of these show how creative you can be as a modeler. On a more technical note, there's also an article on building your own switches. It really is quite easy once you know how.

*Be sure to take time for friends and family
during this season of joy and giving.*

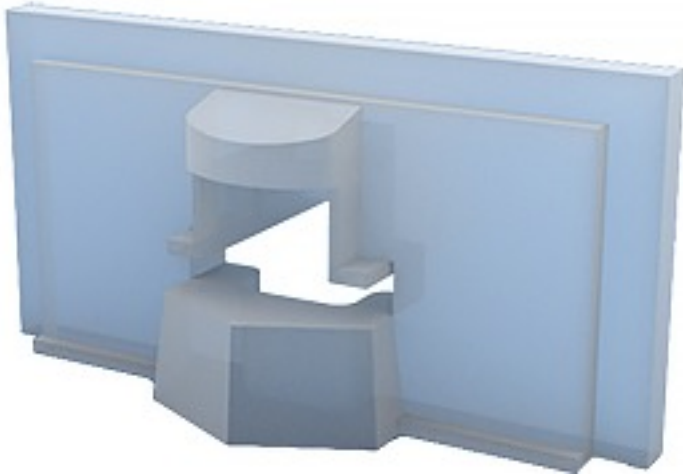
*Happy Hanukkah, Merry Christmas, etc. Enjoy whatever
celebrations and customs you may have wherever you may be!*

*Amy & Dan Dawdy
Jeb Kriigel*

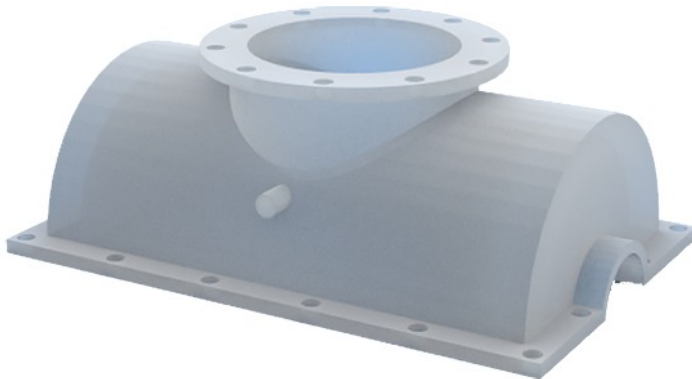
NEWS YOU CAN USE



Bill Lane from Lanes Trains has opened a Shape Ways shop with some nice offerings.



The is for filling in the large coupler hole on the American Models Trainmaster.



Above is an S Scale flat car load based on a large Westinghouse casting for a steam turbine for generating electricity.



These pilot steps are for the American Models S12

See his Website at [Shape Ways](#) for more products and information.

Bill Morris says "Hot off the presses at NE Prototypes" More new decals ONLY IN S SCALE !

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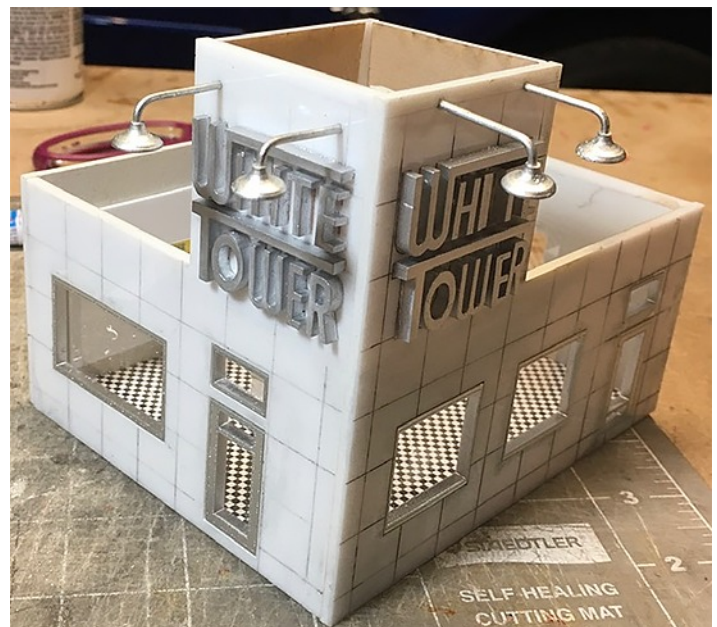
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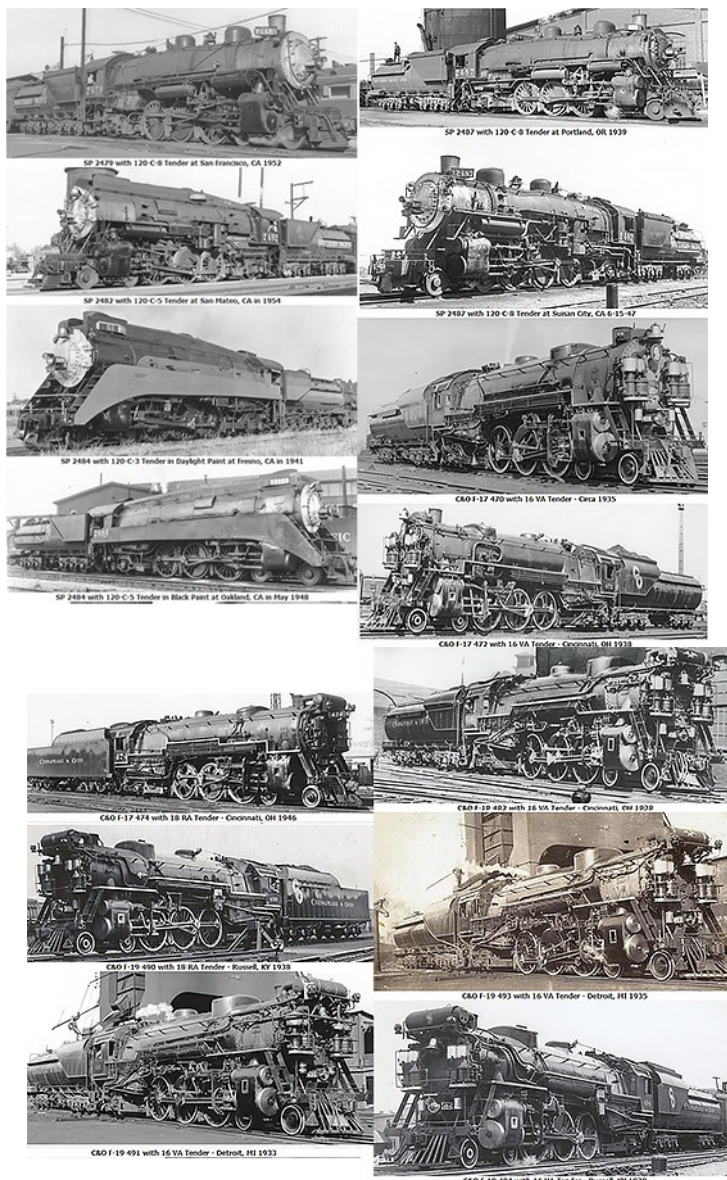
[Twin Whistle Sign & Kit Co.](#) has a cool offering. The White Tower Kit available for S scale.



For the moderately-skilled builder! One of our new classics. There is an interior Styrene flooring, a large selection of graphics, and many accessories. The model is made of high-quality lasered acrylic and has several laser cut and cast accessories. This is a great addition to your collection, and makes an excellent gift.

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

Dan Navarre of River Raisin Models sent us a note.



Proto photos of models above.

Boo Rim Precision is finishing construction of the sample models for the Southern Pacific P-10's, and the Chesapeake and Ohio F-17 and F-19 pacific steam locomotives. We should have them in early December for reviewing and testing of their operation.

Production delivery will be in 2020. We will provide an updated schedule soon. There still are some unreserved models in the production run. Call Dan at River Raisin Models at 248-366-9621, or email at riverraisinmodels@gmail.com for additional information as well as their [Webiste](#).

[CatzPaw Innovations, LLC](#) has dome new items of interest.

A WWII WAC busy pointing the way for some Enlisted men who need direction, and a WWII WAC sitting, waiting impatiently.

Tom Turkeys showing their tails! The set includes one large and one small turkey.



Large skunk family consisting of: two adults (one walking and one tail-up ready to spray) and six skunk youths (three each of two different poses).

So many more on their [Website!](#)

Precision Vintage Classics is sad to report that one of our production machines has failed. The new locomotives will be delayed until it is fixed. We appreciate your patience.

Also there was an error in a recent ad. The new On30 archbar trucks had the wrong catalog numbers. The correct numbers are:
TK36 to fit Bachmann Boxcar/Reefer
TK37 to fit Bachmann 2 bay Hopper
We are sorry for any inconvenience this may cause.



Woodland is proud to present our new Peel 'n' Place Tufts, which are coming soon.



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See their Website for more details.



"Southern Pacific P-10 and Chesapeake & Ohio F-17, F-19 4-6-2 Pacific Project" In S Scale Brass!

Arn Menke Collection



Tom Dixon Collection



Tom Dixon Collection

These classic locomotives will be built in very limited quantities.

The SP P-10's will be built in four versions; regular boiler, skyline boiler, Daylight Paint scheme with full streamlining, and with early and late lettering.

The C&O F-17 will be built in three versions and all five of the F-19's will be offered. These classic locomotives powered the famous *The George Washington Sportsman*, and the *Fast Flying Virginian* passenger trains.

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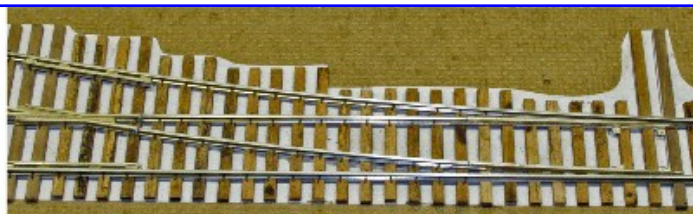


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read our other
magazine, The O
Scale Resource, for
more modeling
ideas.**

IN LOVING AND GRATEFUL MEMORY

Ron Sebastian



Amy and I have been shopping at Des Plaines Hobbies since we moved down to Illinois in 1988. Of course Ron was there, but we really did not know him other than to give him money which he gladly took. ☺

“Take the money and don’t give away the store” were two of Ron’s favorite sayings. Take the money simply meant when a customer came in, he expected employees to stop what they were doing and greet/help the customer. He was a very good businessman and he knew what his customers wanted or did not want. In these days of closing hobby shops, Des Plaines Hobbies is still going strong.

It was not until Glenn and I talked about starting the magazines that Amy and I really got to know Ron. Although he had an easy going

demeanor, he could be very opinionated, ask me how I know... Ron was always a supporter of both *The O Scale Resource* magazine and *The S Scale Resource* magazine and was our first advertiser. I’ll miss trading barbs with him at shows and his humor. He was a kind and giving soul, with a great sense of humor who always there to help you out or listen and give you advice (if you were looking for it or not), be it in modeling, business or life.

I asked Jim and Penny Kindraka, who knew Ron and Sue and were great friends for many years, for some memories.

One of my earliest memories of connecting and developing a friendship with Ron came at the 1995 NASG convention in Altoona. A friend wondered how we could do some railfanning in such a mecca for railroads and Ron immediately offered that he knew great places and had room to drive. "Room" was an understatement! Ron went to the parking lot and pulled up in a huge white Lincoln Continental (1974, I believe) that could have comfortably fit 10 - we're talking a great white whale!

Off the five of us went to Cresson, Bennington curve and Horseshoe, sometimes on little more than dirt service roads. Ron would drive that tank of a car anywhere! For an entire afternoon we were treated to Ron's stories and knowledge of the area. Ron was a wealth of information on the prototype with a lot of history thrown in. His knowledge went way beyond a typical hobbyist, hobby shop owner or railfan. We eventually ended up on the service road for the Gallitzin tunnels. Wanting to get closer, but knowing we were on railroad property, Ron walked over to the interlocking tower to let them know we were only watching trains. He came back quickly, I asked him if the operator said we had to leave. Ron's response: "He wasn't that nice." We headed off to find an ice cream stand in his white whale; an unforgettable day that, thankfully, lead to many more...

Ron was always generous with his time and talent. He would help people establish themselves in the hobby even if he knew they could eventually be competition for him. He wanted people to be successful and enjoy life



as he did. The only real way to get on Ron's bad side was to be all about yourself, to the exclusion of others - that was never part of his character. Always learn, always perfect and always pass what you've learned along seemed to be his unwritten mantra. For those of us who knew him personally, Ron was a truly unique man who enriched our lives; he immeasurably enriched, and changed, our hobby.

I couldn't remember all the exact details around that "white whale" car Ron had so dropped Sam McCoy a note, here is his reply - which is another remembrance in and of itself!

I remember that car! It was a white 2 door Lincoln Continental. 1974, I think. Ron got it from an old lady right before we went to the '94 O scale convention in Denver. Typical Ron car . . . low mileage beauty. We were heading out (Interstate) 88 to the show when the camper motor died and I towed him into DeKalb to a dealer. Sue and I went on and he had Christine drive out

in the "new" Lincoln and pick him up. He caught up with us a day or two later after blowing a tire on the road! I think the tires were the originals and probably never went over 30 MPH before that.

Anyway, it would drive along just fine and all of a sudden quit. Took it to a local mechanic and he couldn't find anything wrong. They decided to stay for a few more days, and following them, I made the turn to get on the interstate and head home while they continued on. Come to find out it quit a half mile later! Turned out the fuel filter screen in the tank was flattened. Ran fine once that was replaced. I remember driving around New York city with Ron in it a few years later. Everyone yielded the right away to that big monster!

Penny also reminded me of a couple of Ron & Sue's travel "adventures". Ron and Susan traveled a lot and Ron hardly ever made plans in advance of where they would stay on a route. A couple of times he told me of wonderful B&B's they "found" completely by accident while traveling. Penny and I stayed at a couple, and to this day, I cannot figure out how he "just happened" to pull in!

He and Susan were invited to my daughter's wedding in 2017, the wedding reception was at the Dearborn Inn across from The Henry Ford & Greenfield Village in Dearborn. Years before, the Michigan S Scale club sponsored the 1996 NASG convention there.

That was while I lived in southeast Michigan and Dan Navarre & I co-chaired the event. Ron would always say it was the best convention he had ever attended. The hotel was/is stunning - and passed out roses to each woman entering the banquet. He and Susan fell in love with the place so when Ron found out my daughter's wedding was there, he accepted the invitation immediately. As usual, he forgot to register so the wedding room block was gone when he finally remembered a couple weeks before the event and called. The hotel staff put Ron and Susan up in one of the 5 historic colonial homes that are on the grounds and part of the hotel - for the wedding party rate! Turns out he and Susan were in the Patrick Henry House, next door to the Walt Whitman house - which is where the bride and groom were - neither knew that until the next day...! Ron just had this 6th sense about traveling with no real plans and landing firmly on his feet!!

I'll miss Ron bellowing to new store customers, "Welcome to malfunction junction!" or his "compliment" on a new model, "That's a nice model, who built it for you?" We'll all miss him, but I know we'll all be better for having known him...

Painting with Artists' Oils

By Richard Lind



Many railroads used to paint their structures Indian Red in the steam era. I wanted to model a branchline of the B&O in 1947 that still still had passenger service and Indian Red wooden structures with dark brown trim. This was an attractive paint scheme for its day and at least three restored wooden B&O stations are now painted



this way: Brunswick, Maryland, Harpers Ferry, West Virginia and Rowlesburg, West Virginia. C&NW also used this color scheme for a while, and the CB&Q's wood buildings remained Indian Red with dark green trim until they were merged into the Burlington Northern.

There are two choices for Indian Red that are not water-based: a rattle can of sandable red auto body primer, which gives a more weathered appearance, or premixed artists' oil paint. I had never tried to use artists' oils, and had no formal training in their use. Nevertheless, I decided to give them a try.

When I bought my tubes of oils, I bought a pad of palette paper and some turpinoid for thinner. Turpentine is the traditional thinner, but turpinoid does the same thing without the smell. I had some small flat brushes and an artist's spatula, and I used a little recycled plastic relish cup to hold a few drops of thinner, which I now use mostly for brush cleaning. My favorite brush is a No. 3 pure red sable flat. It's probably not intended for oil paints, but it works. I think of it as a G-scale house painters' brush.

First, I experimented with the Indian Red. I squirted a little paint on the palette paper. It had so much body it laid there, thick without spreading out, like toothpaste. I didn't have any idea how to thin it, or if I needed to thin it. So, I picked up a little thinner on the very tip of my brush and a little bit of paint from the palette and applied it to the model. It worked. Despite the thickness of the paint, you could brush it out into a thin, uniform coat without discernable brush marks. Artists' oils don't cover as well when you thin them, but thinned



artists' oils work well for a prime coat. Artists' oils straight from the tube work well for a finish coat, but, because they're so thick, you have to handle them carefully or they will fill in details. On the other hand, if an appropriate 1:1 wood grain appears on your model's siding, you can take advantage of the thick body of oils to make it less prominent. Since you're picking up the paint from a palette, you can closely control the amount of paint in your brush, which is an advantage over brush painting from a bottle of craft or model paint. Also, the chance of paint dripping from an accidentally overloaded brush is nil, and you're less likely to get paint up in the ferrule of the brush, which shortens the useful life of the brush. Furthermore, you can't accidentally knock it over like a jar of model or craft paint.

I was pleased with the results I got, but artists' oils take a very long time to dry where the humidity is relatively high. You can speed the drying time up by mixing in a small amount of dryer, but it will still take a while to dry hard. But now that I'm living in the arid Southwest, I don't feel I need an accelerator. After about three days, I can handle the model.

Van Dyke Brown was too dark for the trim, so I had to mix it with white. I bought Titanium White and my first attempt gave me a pastel brown, so I threw it away. Titanium White is powerful stuff. On my second try, I used a tiny dab of Titanium White, mixed it into the brown on the palette with my spatula and got the color I was looking for. If you finish and have paint left over, you can encase the palette with saran wrap so it will be available a few days later for touch-up work.

Model railroaders have used artists' oil for a long time to weather their models. You can put dots of rust-colored oil paint on the roof or sides of a car and streak it with thinner to simulate rust streaking down from a rust patches on the prototype. You can highlight details with artists' oils and then wipe most of it off for subtle emphasis, or use the same technique for subtle weathering.



So far, I've just used artists' oils on small wood railroad structures. When I built my HRM Oostburg station kit, I used rattle cans. It was autumn and I had to worry about outdoor temperatures, windy days and overspray. The trim color I used left much to be desired, so, I'm repainting the trim with artists' oils. The next time I build a larger railroad structure, I'll use artists' oils because I can paint indoors, when I want to, in a controlled temperature environment and not stink up the house. The artists' oils dry smooth with a flat finish on the first coat. A second coat will give you an eggshell finish – just right for the sheen of a wood building recently painted with the oil-based paints of that era.

I used to worry about getting the correct color for trim. But, subtle variations are just fine because that's the way it was. At the end of World War II, there were no paint stores. Painters went to a drug store or a hardware store that stocked house paint. They bought a gallon of base color and tubes of oils to tint the paint. In the transition era, the B&O painted many of its wooden buildings a creamy yellow color. The trim was painted with the same paint, with lamp black mixed in, and the resulting hue could vary from black to shades of brown, depending on the amount of lamp black. Also, the perceived color depends upon degree of weathering and lighting conditions. So, don't worry about getting colors precisely correct on trim. Close is good enough.

I started painting with oils to get a specific color. Now oils are part of my finishing tool box. Give artists' oils a try. You may be pleasantly surprised.

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Building Track Switches

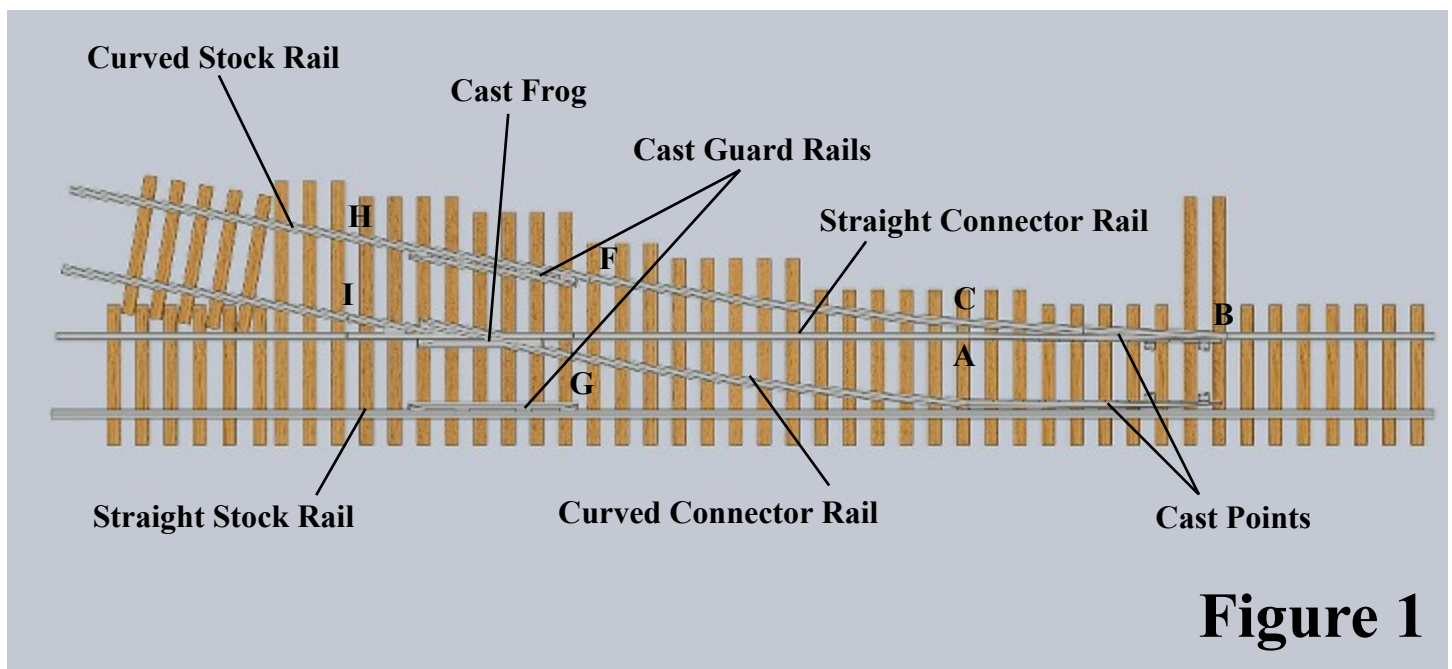
By Glenn Guerra

Learning to build your own track switches to fit a location can help you with layout design. Switches can be made to fit a location instead of the location being designed around what track is available. There are some good sources of ready made track switches, but they do not fit every location well. For that special Location, a custom built switch would be required. Building these switches is not as difficult as it may seem. I will show how I build switches using cast frogs and cast points. If you are using a jig to assemble your own Frogs, these instructions may still help. Since no jigs or fixtures are required using this method, it allows you to build switches to fit your layout, including curved turnouts. All you need to do is make sure the work you are doing is within the standards you are using, be they scale or high rail. Use an NASG track gauge to make sure your work is within the standards.

As I mentioned, this article will be about using cast frogs and cast points. I like these because of the detail on them and it saves some time. The castings have bolt detail on them and the spacer blocks are where they belong. The only soldering required is to connect feeder wires to some of your rails and to the frog, and the only filing required is to smooth the cut ends of rail segments and touch up the castings. The method described here has an electrically isolated frog. Isolating the frog allows each point to have the same polarity as its adjacent stock rail. Therefore, if a metal wheel touches both the open point and the stock Rail, you will not have a short circuit.

You can leave the frog with no power. But if you have any locomotives whose electrical pick-up wheelbase is shorter than the frog, you will have to power the frog with a single-pole double-throw (SPDT) micro switch to change the polarity of the frog when the route is switched from one direction to another. You can use the extra contacts on most switch machines to do this; Frog Juicers will change the polarity also.

Before beginning, you'll need to gather some tools and supplies. You will need some rail of the same type as the rest of your layout and to match the frogs and points you will be using. Next you will need some ties, spikes, rail jointers, and a template of the switch number you want to use. For tools, you will need some rail nippers, files, and a good pair of pliers to drive the spikes. Lastly, you will need an NASG track gauge.



To familiarize you with the terminology I will be using in this article, I've reproduced an annotated image of a typical switch on the prior page as Figure 1. When building a curved switch, the Straight Stock Rail will be the Curved Stock Rail of greatest radius.



Figure 2

The first step is to glue your ties in place. For this example I used one of the free templates from the [S Scale Track Works](#) website. I am building this switch on a piece of Homasote as an example. On your layout, you will probably be building the switch in place. Some people make a fixture to layout the ties. Then they put a piece of masking tape on the ties and lift off the whole switch worth of ties at once. For this example, I just glued the template to the Homasote and then glued the ties to the template. If you glue the template in place on your layout be sure it is lined up with the rest of the track. I used white PVA glue for the template and the ties. I like to pre stain my ties. Some people like to sand the tops of the ties once they are glued in place so staining after they are sanded makes more sense. Do what works best for you. (Figure 2)

Once all the ties are in place and your glue has set, I like to install the straight stock rail. For most cases, this will be the primary through route. If this is not the primary route on your layout, install the rail that is the primary route. It is important to see that this rail is lined up correctly with the other rails for the approaches to the switch. Sight down the rail to see that there are no kinks leading into the switch. This rail now determines the location of the others in the switch.

If this is your first time spiking rail, Dick Karnes has offered a few hints.

- *Do not place the spike point smack against the rail base preparatory to driving your spike in. Instead, leave a tiny space between the rail base and your spike point to avoid having the spike thickness push the rail out*

of alignment. (It's the downward spike-head clamping force that keeps your rails in place, not any lateral forces.)

- *Place your first pairs of spikes near each end of the rail. Then place another pair near the center of the rail. Place subsequent pairs of spikes centered between the previously placed spikes. This “interval-halving” procedure minimizes the likelihood of introducing unwanted curves and kinks.*
- *Do NOT place any spikes adjacent to the point locations and where the guard rails will be installed. Continue spiking until there are spikes in every second or third tie.*

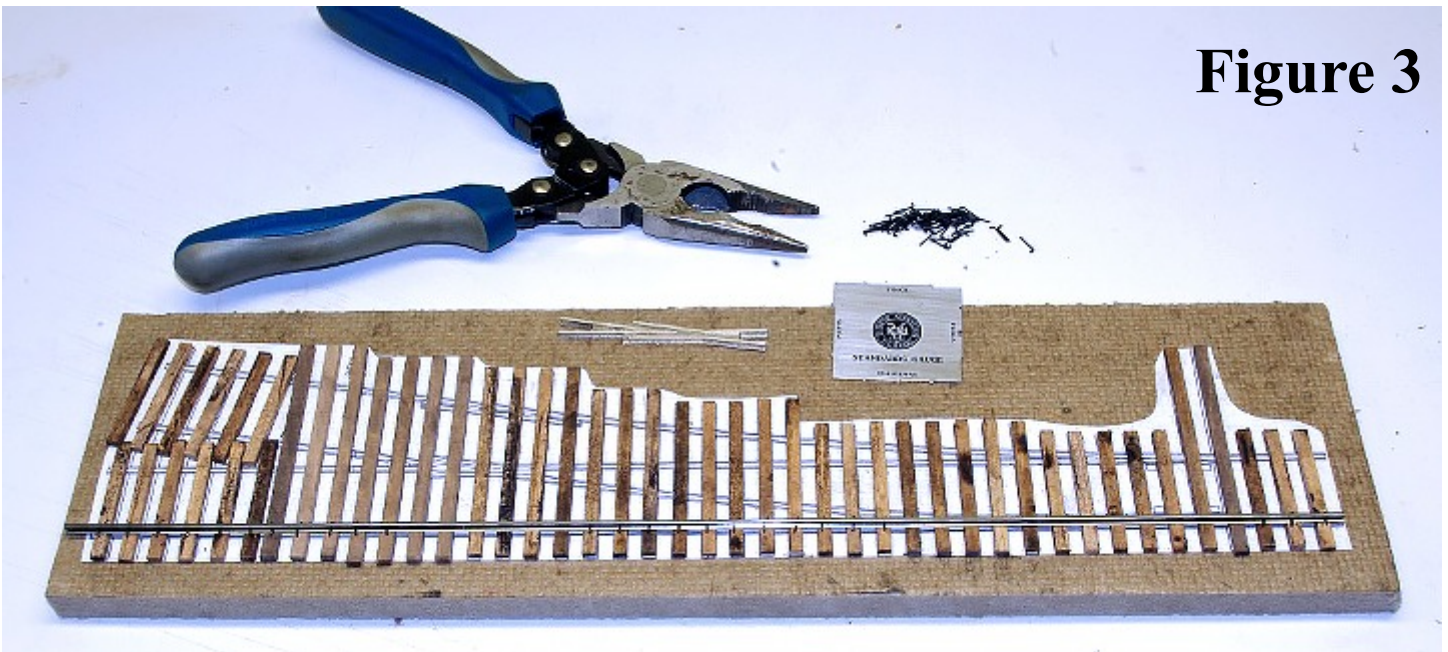


Figure 3

Once all the ties are in place, install one of the stock rails. For most applications the straight through route will be the primary route through the switch. Install this rail first. On your layout the rail should be straight with the rest of your track, and as a result, it may vary a bit from the template location. Don't worry about this, the template at this point is used primarily for getting the distance from the frog to the points correct. Make sure you do not spike both sides of the rail at the points or guard rails. The template will help you identify these areas. No filing or notching of the stock rails is necessary with the S Scale Track Works castings. The points are designed to fit into the stock rails like the prototype. Other types of points may require filing the flange off the stock rail. If this is the case, do this before you install the rail. (Figure 3)

Now that one of the stock rails is in place, I like to install the frog. The frog will determine where the other stock rail will go as we will see. All frogs numbers have a dimension from the point of the frog to the movable points of the switch. In this example we will use the template to determine where the frog goes. This dimension is not critical on a model switch, and can be off as much as an eighth inch and the switch will still work. With your track gauge, locate one end of the cast frog and spike it in place. Then go to the other end and spike it in place. Check the distance to the points – the frog can be moved ahead or back a little if need be. If it is good, spike it on each tie to hold it in place. (Figure 4)

Once the frog is in, I like to install the connector rails next. If you filed a piece of rail to make a point, use that. If you are using a point castings, they are designed to fit the connector rail using a standard rail joiner. Before doing anything else, test-fit both points against a rail section. The points will likely need a little tweaking to be sure they are straight. Clean them up with a file as necessary, especially the cut-out on the bottom of each one. The cast points will rest on the flange of the stock rail like the prototype which is why you don't need to file the flange off of the stock rail. File the ends flush where you cut the points off the sprue and slide a rail joiner onto each one. (Figure 5)

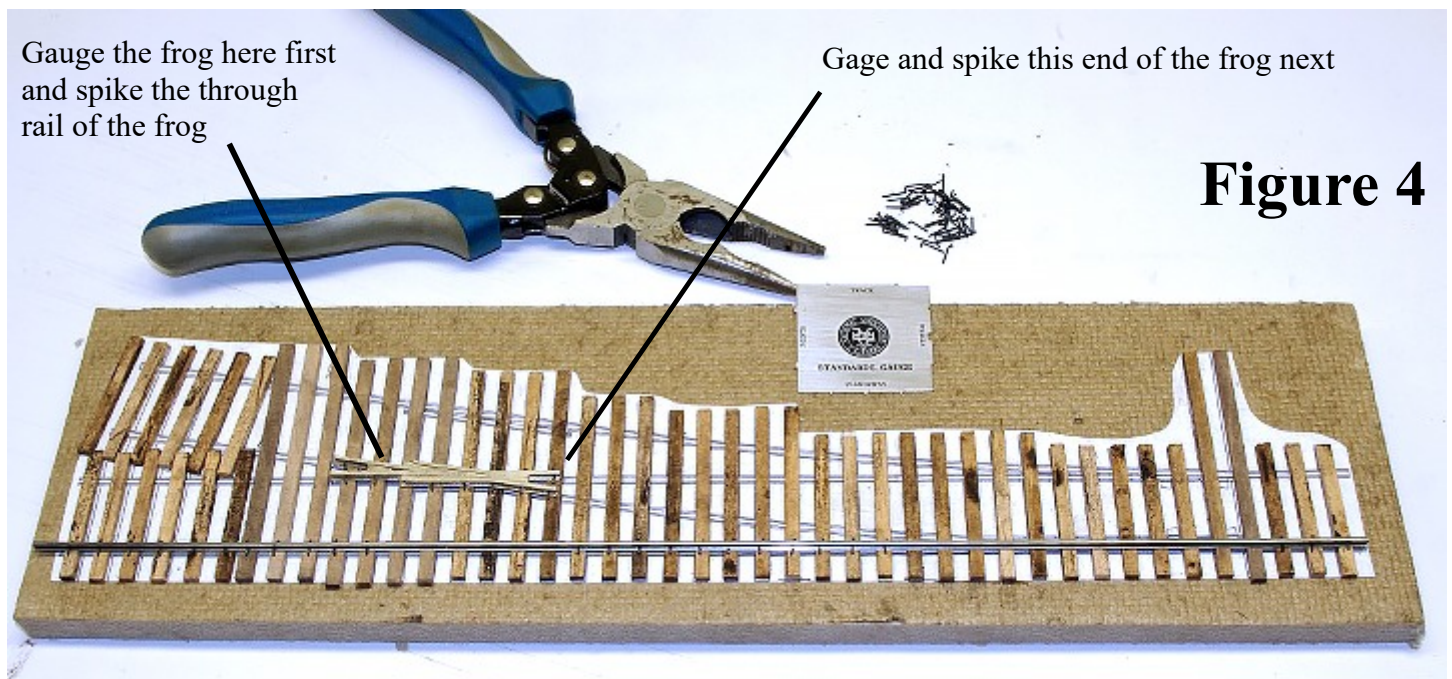


Figure 4

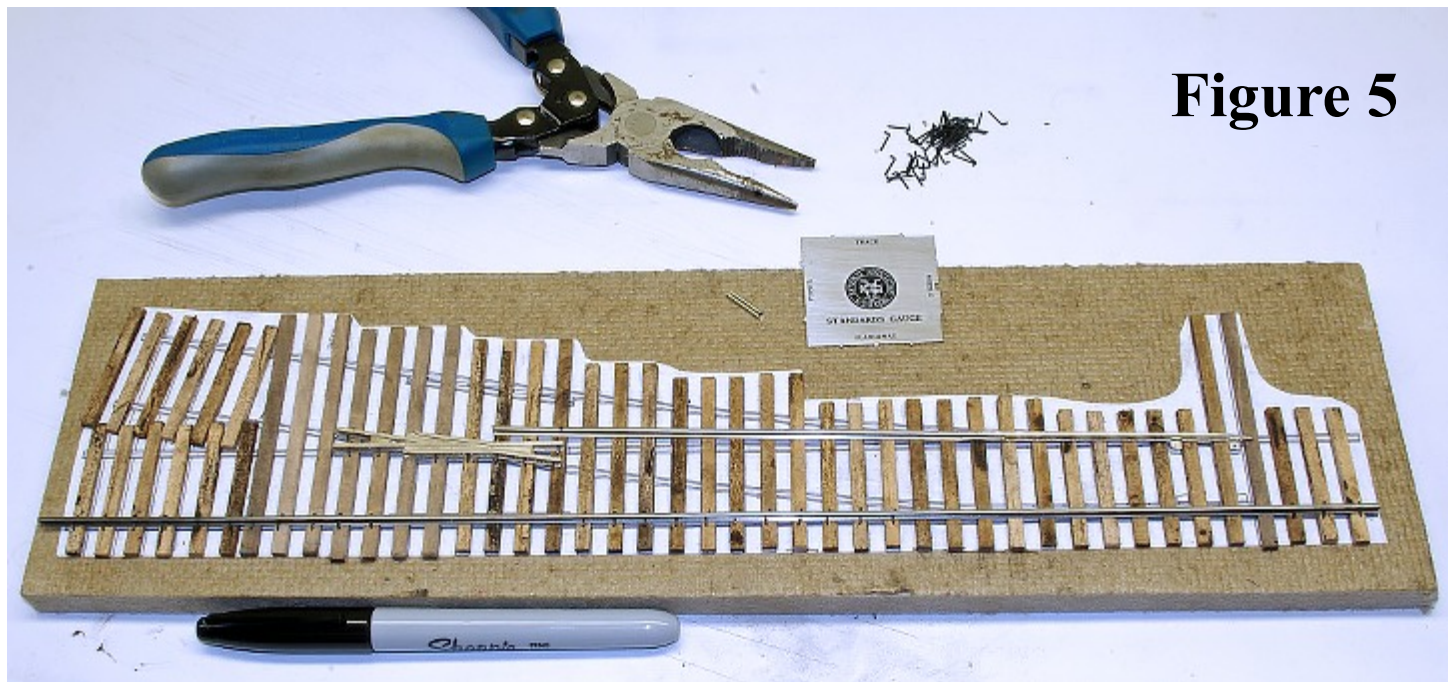


Figure 5

For the straight connector rail, cut a piece of rail slightly longer than needed and slide the point rail joiner onto it. Now place the whole assembly in the switch as shown. The projecting tie bar tab on the point should be between the two long ties. Mark the far end of the connector rail for fitting against the appropriate frog rail, then cut the rail with your side-cutter pliers. Use your file to finish the rail end just a hair short to accommodate a .020" styrene insulation shim that you'll be cementing between the rail end and the frog. Some people like to relieve the ties beneath the point rail joiner. Position the connector rail, with point and joiner in place, in position atop the ties. With your chisel blade, score the ties where the joiner sits, one score on each side of each tie that the joiner sits atop. Now remove the connector rail assembly, then chisel off the tie tops between the score lines. Your chiseled depth need be only deep enough so that the connector rail assembly will not "hump up" once spiked in place.

Spike the connector rail at the frog end first, using your track gauge for proper lateral alignment. Now spike the end by the points and gauge it to the straight stock rail. The Straight Connector Rail is now in gauge

and parallel to the Straight Stock Rail. Place a tiny shim of .020" styrene between the frog and the closure rail for insulation, then push the connector rail up tight to the frog. Place a small drop of CA glue on the outside of the shim to cement it in place between the webs of the frog and closure rails. Let it sit while you do other things. When the glue is dry, you will need to trim and file the shim to match the rail head. This styrene shim will provide the electrical insulation to the frog. Now spike the rest of the connector rail in place using the track gauge (and sighting along the railhead) to assure alignment. Use the interval-halving method described by Dick in his helpful hints, and stop only when you have spikes in every tie.

There needs to be clearance here. The base of the rails should be apart enough for a spike in the Curved Stock Rail.

The Curved Stock Rail needs a slight bend here at the gap between the long tie and the first short tie.

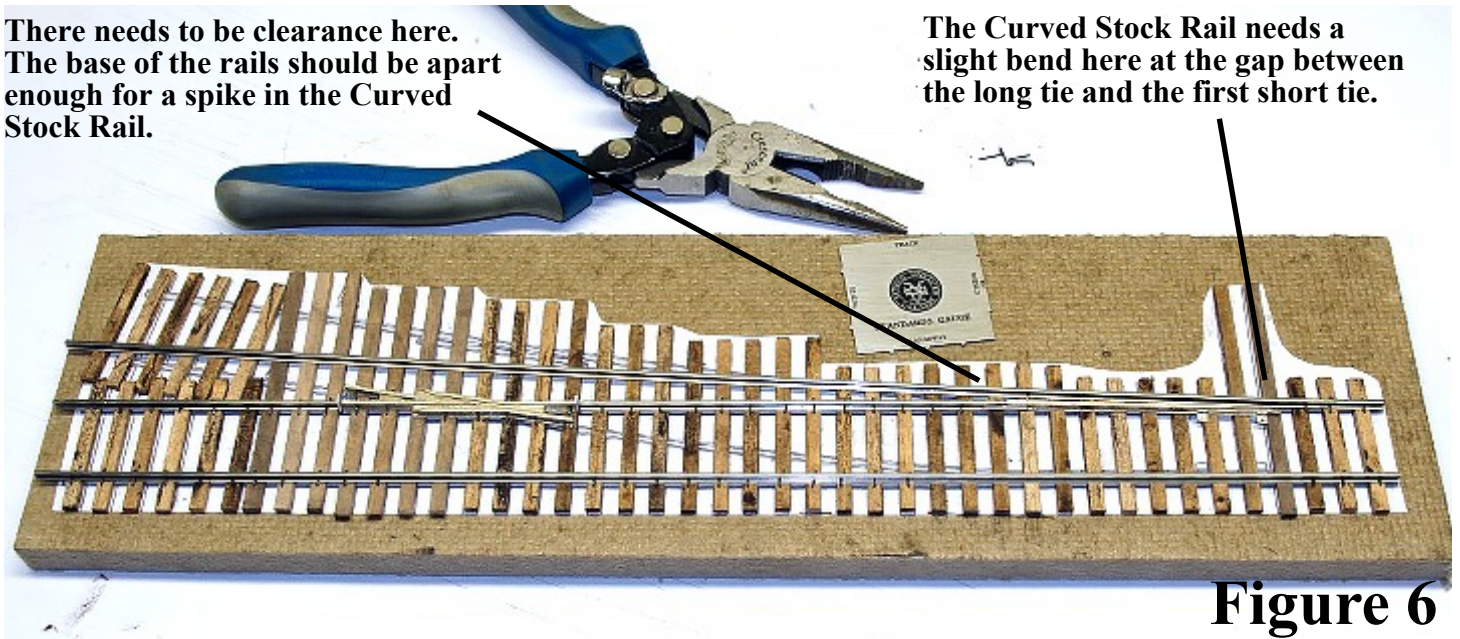


Figure 6

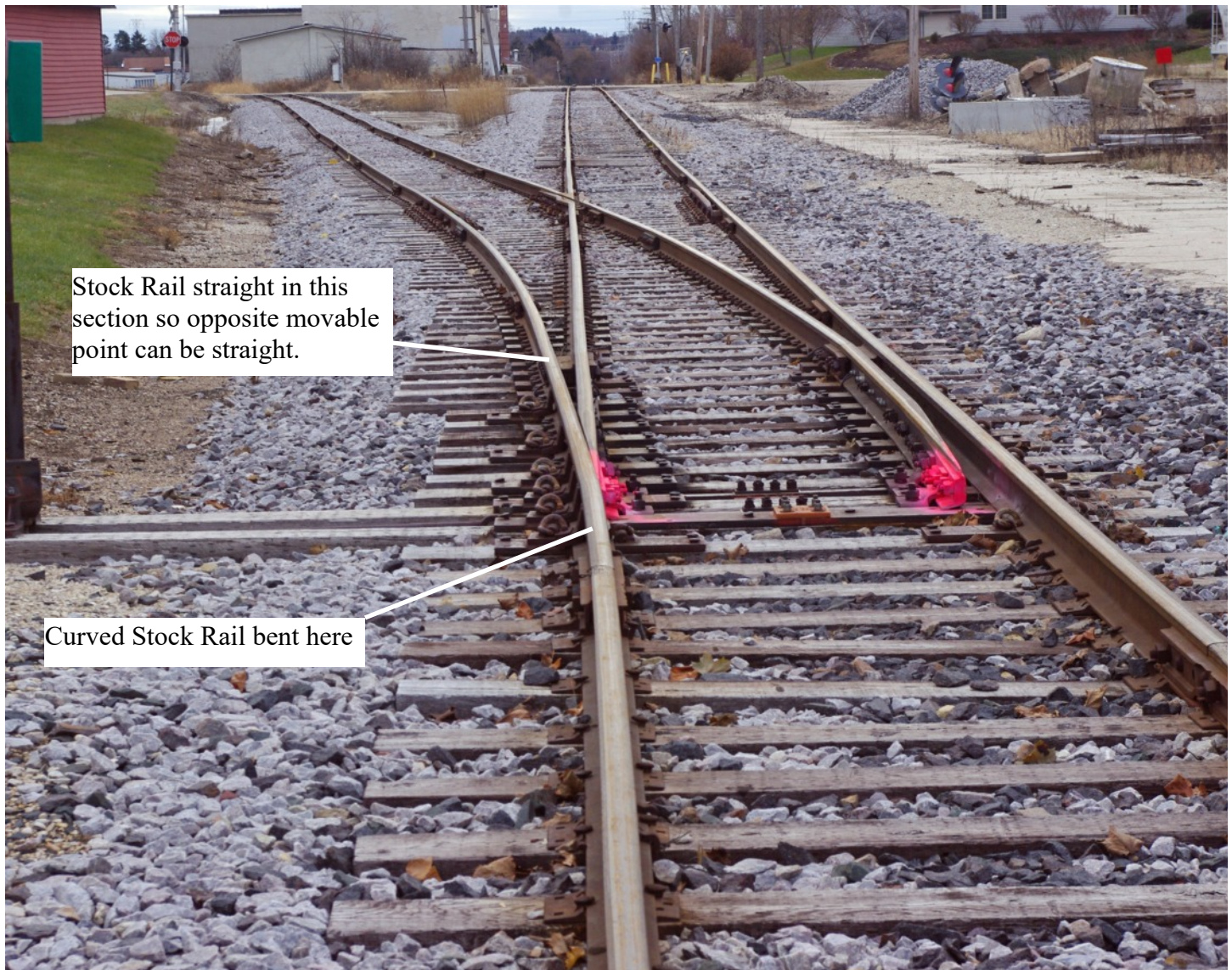
At this point, I like to install the Curved Stock Rail. We will gauge this rail at the points and at the frog. The curve will follow and we will spike the rail to the curve it takes. Before we install this rail, we will need to put a slight bend in it at the points, here is the how and why. (Figure 6)

The points of our switch pivot at the joint with the connector rail. The connector rail at this point is spiked in place and therefore fixed, see location A and C in Figure 1. We need to have clearance at this point for the flange of a wheel on the curved stock rail to clear the connector rail. On a prototype switch, the Curved Stock Rail has a slight bend at the point, see location B in Figure 1. We need to put this bend in our switch. I bend a slight kink in the Curved Stock Rail with some flat nose pliers. It doesn't take much of a bend. Next I like to gauge the Curved Stock Rail to the track leading into the switch. Check to see how much clearance you have at location A and C in Figure 1. There should be just enough clearance at location A and C to put a spike on the Curved Stock Rail. If you need more or less clearance, slide the Curved Stock Rail out of the spikes on the lead in track and adjust the bend. When you have a nice fit, spike the Curved Stock Rail, on both sides, at location A and C, as well as on the lead in track. The Curved Stock Rail will be straight between location C and B in Figure 1.

Once this is done, I move to the frog and gauge the Curved Stock Rail to the frog. Pull the Curved Stock Rail into place and in gauge with the frog at the end of the frog nearest the points. See location F in Figure 1. Spike both sides of the Curved Stock Rail to one tie. Now move to the other end of the frog and do the same thing. The Curved Stock Rail will now assume a nice curve between location C, where you spiked, and Location F, where you spiked.

Use Dick's "halving method" and spike the Curved Stock Rail in place between the frog and the points. Be careful on your spike placement so you don't move the rail out of its smooth curve. Sight down the rail to make sure you are not moving it. The more spikes you get in the less this will be a problem, but it will be on the first few spikes.

We now have both of the Stock Rails in place. I would suggest looking at how your Curved Stock Rail will line up with your track plan at this point in time. The Curved Stock Rail is spiked at the frog at this point and is free to go any direction from that point. Continue the Curved Stock Rail so your track flows freely and looks good. The continuation rail from the frog will follow the routes of your stock rails.



Here is a photo of a switch in my home town. Notice how the Curved Stock Rail, on the left, is bent at the switch point. The rail is also straight from the bend to the other end of the movable point. By having the Curved Stock Rail straight in this section, the movable point rail on the other side of the switch can also be straight. Both points will now fit to their respective stock rails. This is what we are duplicating in the switch we are building



Figure 7

The Curved Connector Rail is next. You need to pre-bend the rail very slightly, using the template to get the approximate bend. Using a rail joiner, connect the cast point with your connector rail. Place the point in its proper location like we did on the Straight Connector Rail. With this in place, mark the end of the Curved Connector Rail at the frog and trim it. (Figure 7)

I like to spike one tie at the frog to locate the Curved Connector Rail at this point. This is a short section of rail and needs to be bent, it will not follow much of a curve. With the end next to the frog spiked in place, check the gauge at a few different locations. You will probably need to slide the rail out and adjust the curve. The rail needs to be within 1/32" of where it needs to be. When you spike it, you will be able to move it this small amount. If you want to cut a relief for the rail joiner, do it now.

Spike the rail at the frog and in gauge at the rail joiner. Insert a piece of .020" styrene between the rail and the cast frog as you did before. Now, spike the Curved Connector Rail in place. Check the gauge at the center and spike it there first. Then use the halving method and spike it all in place.

The location of the Curved Stock Rail past the frog will be determined by the location on your layout and what your track plan is. Finish spiking the Curved Stock Rail to your layout at this time, the rail leaving the frog will follow the Curved Stock Rail.

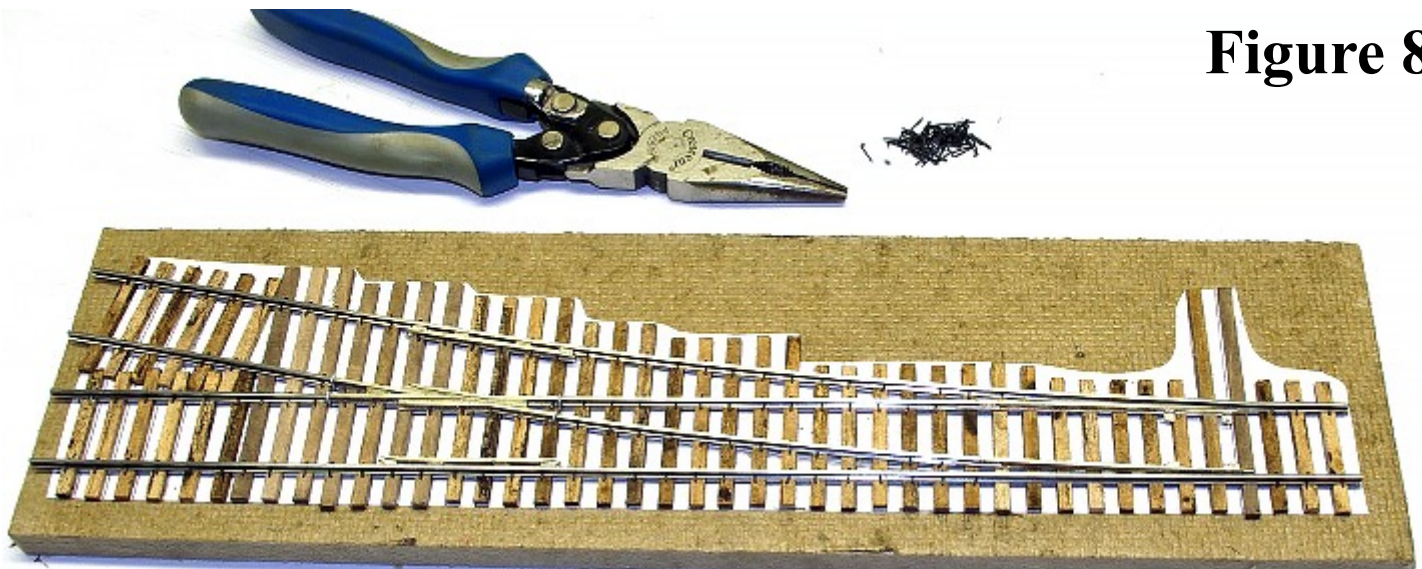


Figure 8

The next step is to spike the guard rails in place. They have cast spacers that will give you the correct flange way. I spike all along the whole guard rail. If you want, put a drop of solder on one of the spacers to make sure the guard rail stays in place. (Figure 8)

Lastly install a tie bar and switch throw to suit the rest of your layout.

Now that we have done a straight switch, let's do a curved one. The method is basically the same steps. Since there is no straight through route, you will need to think of the two outside rails as just stock rails. Lets start it.

Since our switch will be curved, we won't glue the template in place, instead we will use the template for the tie spacing only. I put a piece of 1/2" masking tape, sticky side up, over the template as shown. Then place the ties as shown. When all the ties are in place, we will lift them all up as a unit to glue them down. (Figure 9)



Figure 9

One point to consider is which direction through your switch will be the primary route. The primary route should have the uniform tie edges on it and not the stepped edges. Think about this as we move along and it will make more sense.

Draw the centerline of the track on your layout for reference. Then draw an arc that will be the edge of your ties. For the switch I am building, I will be using the large radius as the primary route. The siding will go to the inside of the radius of the primary route. If the siding were to go to the outside of the primary route, I would put the uniform tie edge to the inside of the track centerline arc. Sounds confusing, but look at Figure 10.

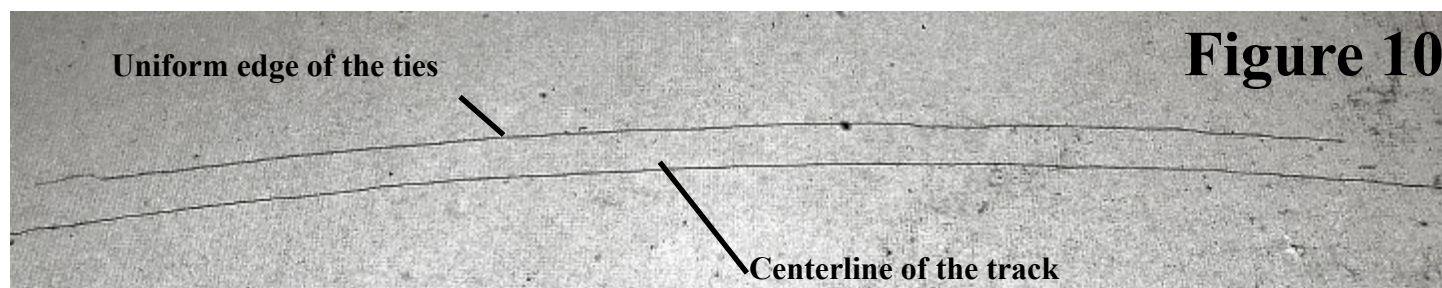


Figure 10

Here are the ties glued in place. I put some PVA glue on the Homasote and laid the ties in place. They were held in place by the masking tape and all I needed to do was line up the continuous edge of ties with the line I had drawn relative to the centerline. (Figure 11)

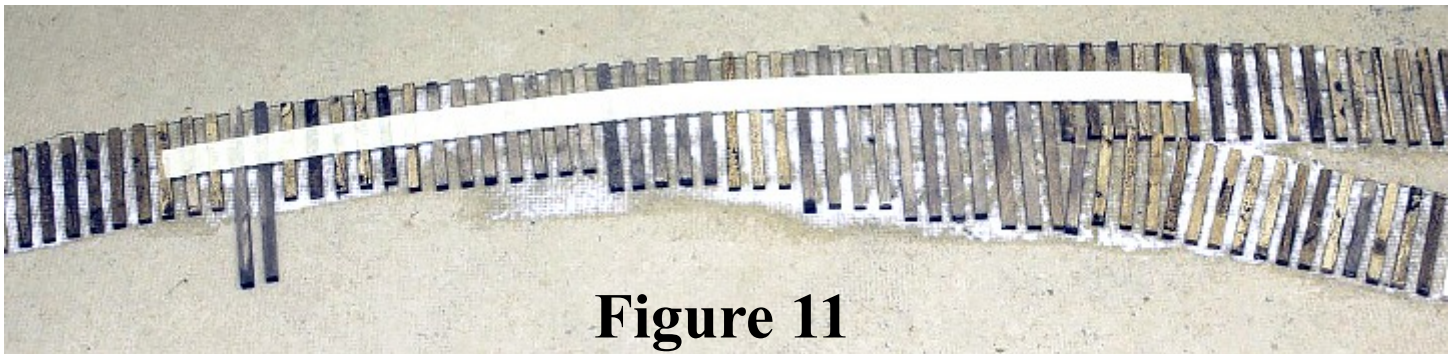


Figure 11

In this case, the larger radius is the primary route through the switch and the siding is the tighter radius. If the tighter radius were to be the primary route, I would have laid my ties out so the continuous edge of the ties would have followed this route instead of the other route.

As before, locate the Stock Rail first. In this case, it is the top rail and would be the primary route through this switch. We can't use the frog location directly from the template as before. What I did was count the number of ties on the template from the long head ties to the point of the frog. Then I counted the ties on the layout and placed the frog that way. This was a #6 switch with a 60" radius on the primary route. I bent the frog casting a little bit to help the curve. Don't overdo it. Locate the frog as you did before. (Figure 12)

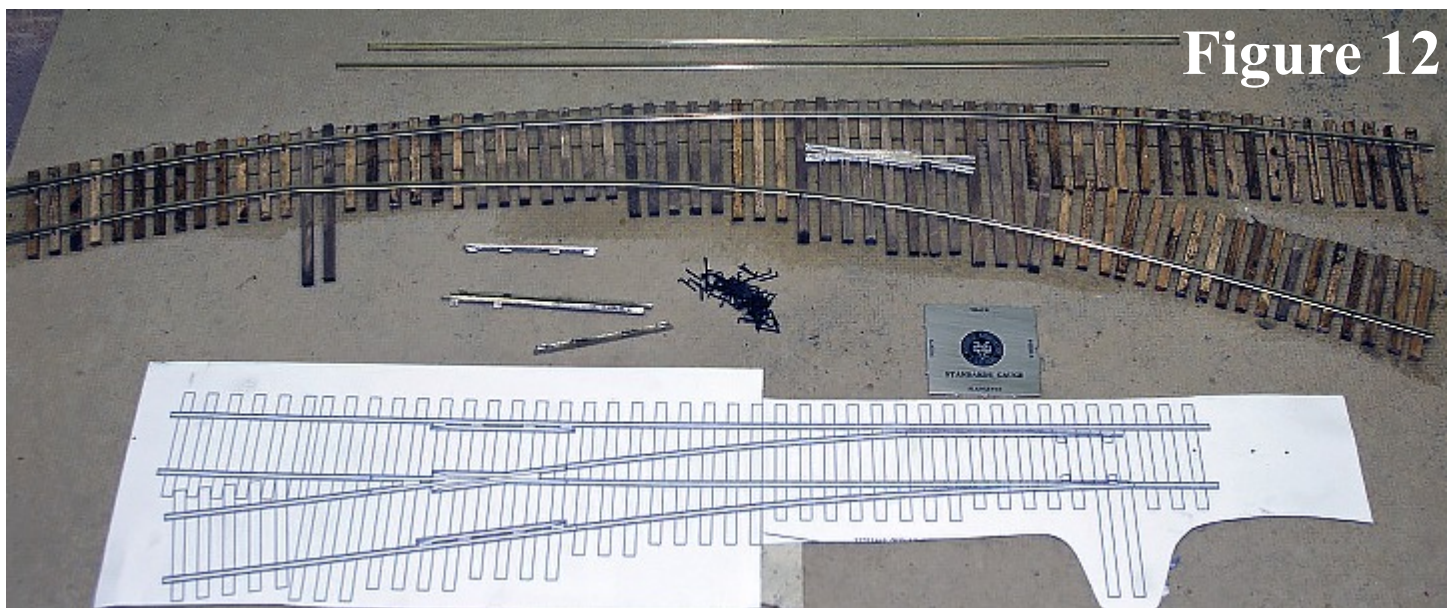


Figure 12

The other stock rail for the diverging route will need a slight bend at the point like you did before. Locate it and spike it like you did for the straight switch. I would locate this stock rail first if this were the primary route through the switch. That way you would have a smooth primary route through the switch.

The connector rails are installed the same way as before. Make sure they are in gauge with their respective stock rails and you will be in good shape. They may need a bit of pre bending since both of them will be Curved.

When laying a curved switch on your layout, I would recommend using the primary route as a guide. This will keep your primary route free of kinks. I would locate the siding from where the switch lands. Don't try to lay the siding first and then put the switch in. Let the switch location and exit route determine where the siding will go. All of your track work will flow freely this way.

Here is the finished curved switch. I use some printed circuit board material for a tie bar. Use whatever works for you. (Figure 13)

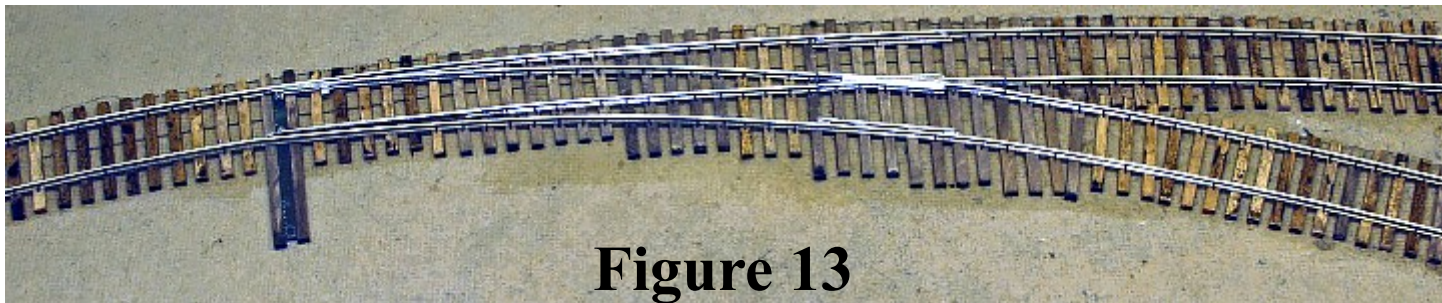


Figure 13

The steps for building a curved switch are the same as for a straight switch. Locate your track centerline first so your primary route flows smooth with your other track. Locate a line on your layout that is the edge of the ties and glue your ties to this edge. Go through the same steps as before and make sure things are gauged properly. Keep sighting down the track to make sure you are not pushing the track out of alignment with your spiking. And one final point – make sure the wheels on the car you are using to check things are within the standards. The set I was using were out of gauge.

This is not difficult to do and you will get good result if you make sure things are to standards. As I said in the beginning, there are lots of good switches available, but if you need a special one for your layout, don't be afraid to try making one in place. The first one may take some time, but the next ones will go quickly.

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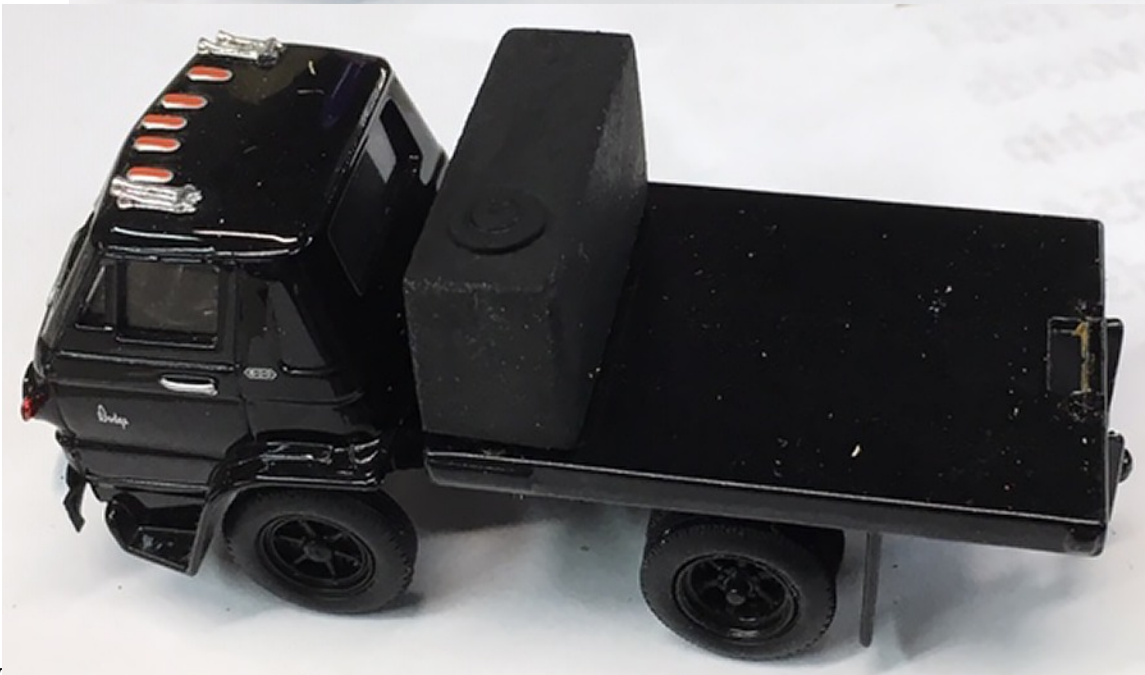
...Now

Build a Soil Drilling Rig

By Michael Byle

I have been involved in soils engineering for my entire career and thought that having a soil drilling rig on my layout would be a novel addition. You may have noticed these drilling rigs along the highways where widening or new bridges are planned.

I started with an M2 stake body truck. That was the easy part. The main part of the drill rig is the separate engine that drives the augers located on the back of the truck flat bed. For this I found a diecast scale tractor, and using a hacksaw, cut off the wheels and seat. I then created a horizontal muffler from poly styrene tubing and an upturned tailpipe by heating smaller styrene tubing with a heat gun and bending it while it was softened.



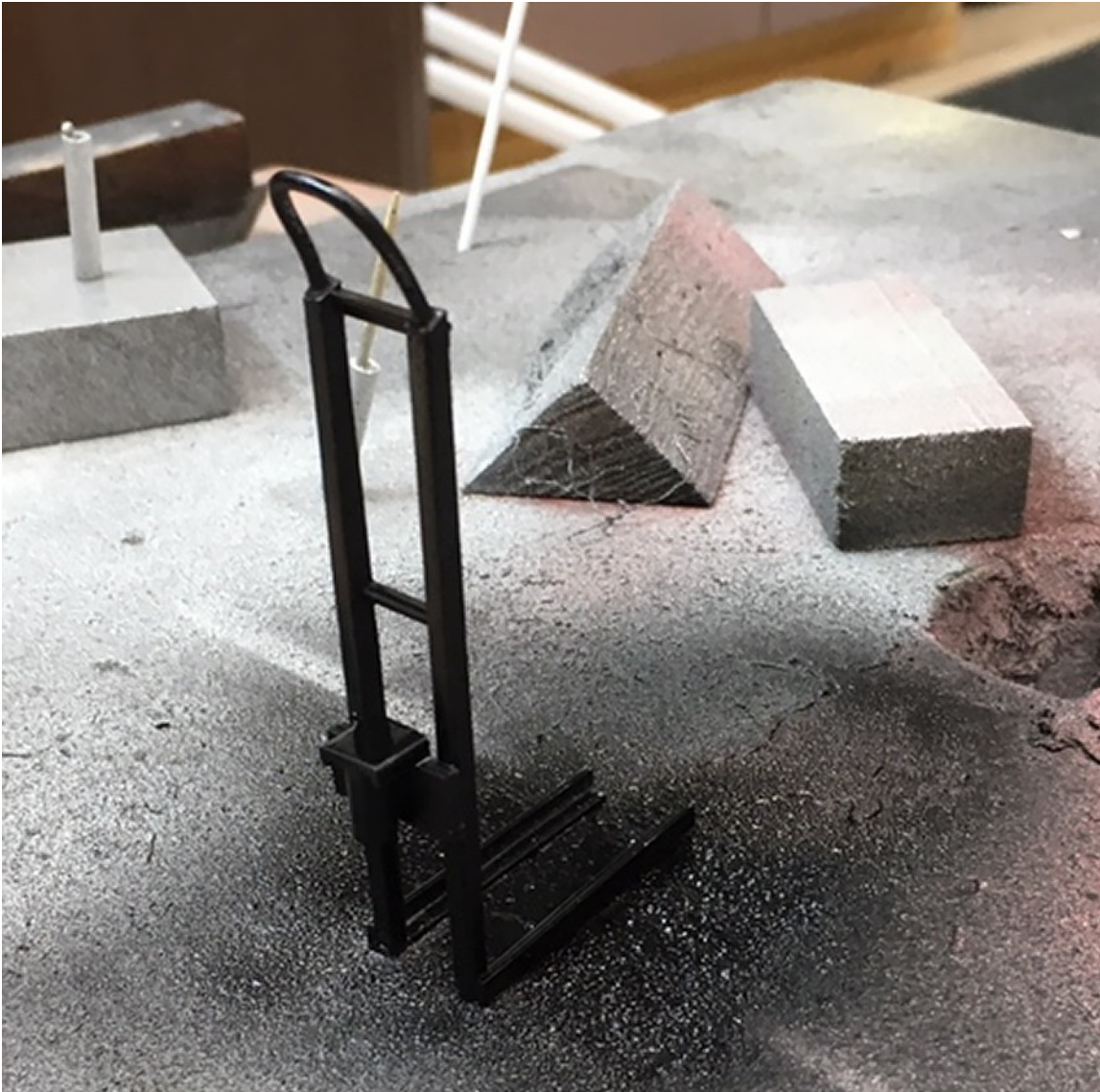
*Above:
Original M2
Machines stake
body truck.*

*Left: Truck
with stake body
removed and
water tank
added.*

Most drill rigs have a large water tank placed behind the cab, which I created from a block of scrap wood, using a flathead screw and some body putty to create the fill pipe. Since the rig slides on rails and the tower typically collapses over the rig and cab, I made a frame from styrene angles with a top created by bending a heated styrene rod. The augers I created by cutting off sections of deck screws with a hack saw. Drill rods were created from sections of styrene tubing painted with chrome paint and over coated with translucent iron oxide paint for a lightly rusted appearance.

The drill rig engine was made from a 1/64 scale die cast farm tractor. I used a hack saw to remove the cab area and steering wheel and also removed the front wheel assembly.

Since the tractor had a vertical stack that would be in the way of the boom folding down, I removed the top of the stack and created a horizontal muffler from styrene tubing. The upturned end of the exhaust pipe was also made by heating and bending a section of small diameter styrene tubing. The muffler was painted silver and glued on to the remaining portion of the stack. With a little painting and the addition of vertical sections of styrene rod to form auger racks, it seems to look pretty good. It now occupies a small place to add interest to my layout.



Styrene frame assembled from angles and tubing to form the rails for the drill rig, boom and auger head.



Deck screws were cut with a hack saw to create auger sections.



Above: Fully assembled drilling rig. A bit of acrylic paint in two shades of brown on a piece of paper was used to create the cuttings around the auger. Acrylic paint was also used as little mud splashed on the tires, rig sides and mudflaps for a more realistic appearance

Next page: Completed model on layout.



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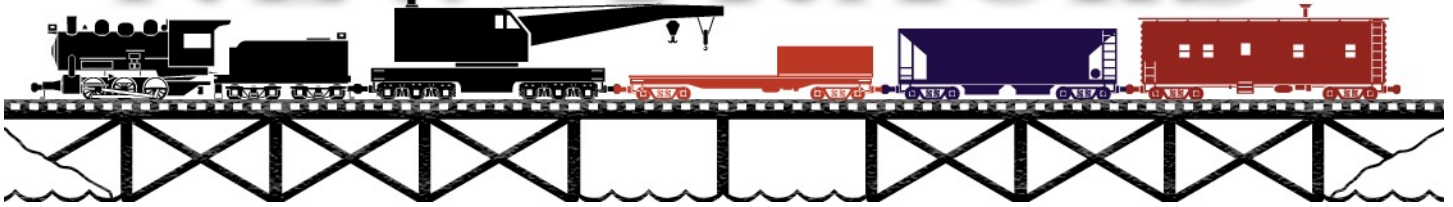
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NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

The "New Tracks" Motorcycle Club

Small Model Scenes Can Really Make Your Model Railroad Come Alive.

A scene modeled by Alex Gregg on the Coachella Valley Model Railroaders club titled "The local classic car and Harley clubs hanging out at the DQ" was posted on a Facebook page. This proved to me that small scenes on our model railroads can be highly significant, even stimulating long ago memories for some of us.



This scene brought back memories of my high school years in the mid 1950's that I have not thought about for a very long time. Pictures flooded into my mind. I could see my Red 1953 Chevy Bel Air Convertible. I can hear the music, remember my high school fraternity brothers, yes in those days we had high school fraternities and sororities, the girls, the cotillion, where you learned to be a gentleman and properly ask a girl for a date or to dance, the weekend dances and movie dates. Our favorite drive-in with car hops and those great french fries, The S Scale Resource December/January 2020

is as clear as a bell. What a magical time before adulthood arrived. I think Alex really captured a piece of history for me and maybe stimulated you to develop one from your memories. Thanks Alex for a trip back in time. How about those Harleys and classic cars?

Funny how my modeling ideas can come about. My motorcycle club diorama idea started when I found Sven Zethof, a modeler in the Netherlands, who was starting a business concentrating on S scale motorcycles. After seeing what he was doing, I visualized a Motorcycle Club for my model town. Now to build it.

My first problem was that while Sven was making S scale motorcycles, no one made a rider for the cycles. Can't have a motorcycle club without riders. So I found two companies, one in Spain, and one in Georgia, USA, that agreed to make riders for Sven's motorcycles. Great, more new S scale products for the market.

Next I needed a motorcycle club patch to put on the jackets of the riders. So I got some advice and designed one. [Paul Sanchez, who has been profiled before](#) even included the patch in his Paper Humans Motorcycle Rider kit discussed later.

Finally, I needed a clubhouse for the motorcycle club. [A friend, Paul Egri, I have profiled in a previous article](#), designed it and it is published in this article for download. Lastly, I looked for a power source to make the motorcycles move through a scene, and I found one. Naturally, I needed mentors to help me travel these "New Tracks" and I found some, thank goodness. Thus, this article was hatched.

It is about the establishment of the "New Tracks" Motorcycle Club, the companies that made it happen, and some very talented motorcycle modelers who can be your mentors. Thanks to you all. I hope this article helps you think up and create some "New Tracks" to travel in your modeling.

I also hope it may stimulate your thinking about starting your model building career by building a diorama rather than starting a complete model railroad. To me, for a new model railroader, starting a model building career, or a modeler with limited space, a diorama offers a lot of opportunities to gain modeling experience, confidence, and skills, while keeping the initial investment very reasonable. Later, your dioramas can be incorporated into your model railroad. So why not pick an idea, create a story about what the diorama is all about and have some model building fun? Don't forget to let me see your efforts. I need all the building ideas and help I can get. My email is jimkellow@sscaleresource.com.

I started my research into motorcycles by joining some Facebook pages. I keep telling you a mentor is the way to go, so I started with model motorcycle builders. Thank you all for your knowledge and help. Here is the story behind my motorcycle club.

Motorcycle Business and Club Story

Fresh off their International flight from Oslo Norway, Mr. and Mrs. Thor Riders, looked forward to starting their new business and becoming American citizens. They had been corresponding for months with friends who lived in a small county in Florida; and while they knew nothing about motorcycles, their market research indicated that with the large number of people who own them and use them daily for transportation in the county, a motorcycle business could become highly successful. So, with their friends waiting to help them get settled, and their dream for a motorcycle business in their mind, they arrived in Florida on a beautiful hot humid August day. Oh well, you can't have everything.

After meeting some of the local leaders of both the motorcycle and business communities, they had decided their motorcycle business would also sponsor a "New Tracks" Bike Club. The couple who started the Business, Thor (Bigun) and Helga (Lady) Riders, choose the name "New Tracks" for their business, because they started with very little capital, business management knowledge, or motorcycle experience, and found that each step they took reminded them that to be successful they would need to learn to go down "New Tracks" they had never traveled before. They liked the name so much they decided to also use it for the name of their Motorcycle Club. Naturally, everyone wished them good luck.

They acquired a site for the business which proved easier than they anticipated because they had the help of some new local friends in finding and renovating both the exterior and interior of a suitable building. They found a 2 story stand alone building for rent, with a purchase option, down the street from the headquarters of the JN&P (Jim, Nan, and Pat) Railroad. This was great luck as many of the railroad employees were motorcycle enthusiasts and potential customers.

Their motorcycle business sold, repaired, maintained, and promoted the use of motorcycles for basic transportation, as well as for pure riding freedom and enjoyment. Their “New Tracks” Motorcycle Club required all members to own a motorcycle and actively participate in all sponsored Club activities. It proved very popular and grew rapidly. The club is well thought of in the community and can be counted on to be a part of all community and charitable events. The business and club became very successful.

The owners had renovated their building to house both the business and provide a meeting place for the club. Because of the growth of their business, they are considering opening an additional location.

Congratulations to a new business for locating in our community and bringing “New Tracks” (model building) opportunities to us. Take a look...maybe this business can be a good building experience for your model railroad community. By the way, if any of you decide to have a motorcycle club please send me photos, I would love to see your modeling creativity and do a follow up article. My email is

jimkellow@sscaleresource.com

The “New Tracks” Business and Club House Structure

Paul Egri

Paul Egri, who I have previously profiled in [one of my Card Articles](#), was kind enough to design the structure for the Business and Club House for “New Tracks”. Paul is one of, if not the most talented modeler, I know who designs his own models. His design is provided here in download form for you to print and build. The files are in HO, with the enlargement needed for your scale shown on the first page. You may be able to do the enlargement on your home printer, but if not, you can take this to any Staples, Office Max, or other print shop to be enlarged and printed. Office Max printed mine. [Click here to download file.](#)

I modified my structure from Paul’s design to fit a specific space. Please note that my front is narrower, but I really like the way Paul has captured the feeling of the motorcycle business I was looking for. The right side has some signage, and parking space marked for motorcycles only. There are two cycles parked in the reserved space. The left side has signage including a blow up of the “New Tracks” club patch and a garage door to the maintenance and repair area, as well as for bringing in new inventory. A motorcycle is waiting to get some maintenance completed by one of the





employees. The figure is one of Paul Sanchez of Paul Estudio Paper Humans. The rear has a door for club members only, and provides access to the club's meeting and recreational space on the second floor. I started with Paul's design and then made it personal for my use. You can do the same.

Naturally, the inside and outside can be super detailed, or if you desire, the front can be used as a part of your backdrop. Just use your imagination and Paul's design to fit your needs. Thank you Paul for your creativity and help to make a unique structure for the business and clubhouse. By the way, when you see Paul ask him about the sign for Triumph.

David Rarig, who I have also profiled in a [previous article](#), was kind enough to build the test model of the Club House for Paul. He made some suggestions and they were incorporated into Paul's final design. I really appreciate David's help and interest. When we talked, he also offered me several tips for building the Card model. Here is what he told me:

"I cut individual clapboards and added them to the walls. I also reinforced the walls internally with 1/16" Task Board (available online direct from mfg.) and did layered roofing shingles. All this takes a lot of time but results in a professional



looking model.” I then asked him to tell me how he did the clapboards and the shingles in card. He replied: “Ah-Ha...got your attention! To do the clapboards each wall has to be printed 3 times, once for the base layer, then twice to make the clapboards. Take one of the extra prints and cut a strip 2 boards wide; then take the other extra print and moving up one board, cut another 2 board strip. Starting at the bottom of the wall, glue the first strip over the corresponding boards on the base layer print. Then take the second strip you cut and glue it to the base while overlapping the first strip by one board.

The printing on the strips will aid in keeping them aligned and even. Now go back to the first sheet and skipping one board, cut another 2 board strip and glue that over the base and half of the last strip placed. If you do this nice and neat, you'll end up with what looks like real clapboards. Incidentally, since card stock is about .009" thick, it is real close to the actual thickness of clapboard siding and looks much better in photos (in my opinion) than milled wood or plastic siding. It IS a very time consuming process, however!

For roll or shingled roofing I again print 3 copies, one on card for the base, and 2 copies on heavy bond paper (28# or 32#) and cut strips and overlap the same way as the clapboards. I will cut slits for the individual shingles half way across the strips so they can be prized upward randomly to appear weathered. The thinner paper material looks more realistic for shingles, though you may have to take a close up photo to see it if your eyes are like mine!

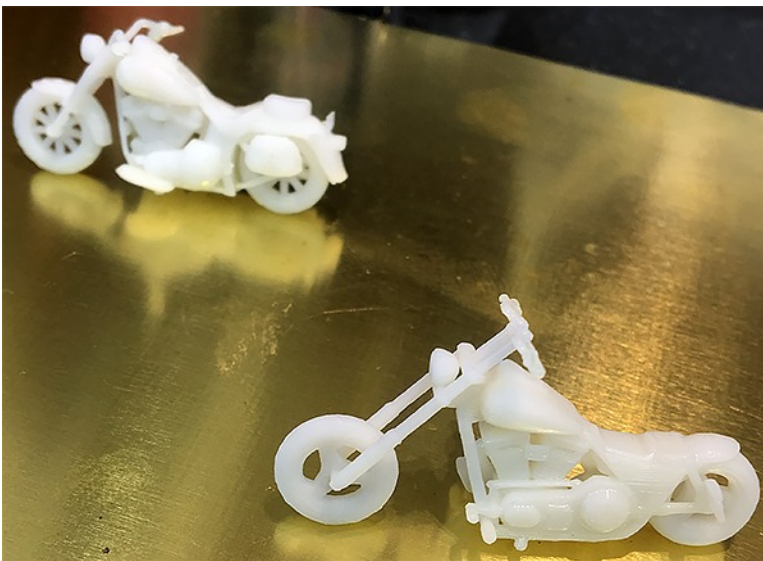
DON'T FORGET TO COLOR THE CUT EDGES OF EACH STRIP WHERE IT COULD SHOW WHITE WHEN FINISHED!

Medium to dark gray or umber usually works well. I use Blick Studio markers working from the back (unprinted) side to prevent accidental slips onto the printed surface.”

Thanks David for helping with this project. My S scale model came out better than I could hope. It still needs some details and placement, but I like it. Paul and David did a fantastic job bringing the “New Tracks” Motorcycle Clubhouse to life. Enjoy.

You can reach Paul at Paul.Egri@oscaleresource.com. And David at David.Rarig@sscaleresource.com.

Do not hesitate to contact them, as they really can help with your model projects, and best of all, they really like to help.



S Scale Motorcycles

Sven Zethof

Sven wants to become the person modelers will go to for motorcycles in S scale. He told me he prints his items at home using a Anycubic Photon 3d resin printer. He uses the 3d modeling program 3ds Max. You can find him at Sven.Zethof@sscaleresource.com, or check his web site: <http://www.szenery.bigcartel.com>

On Instagram @lowridersz or on Facebook, www.facebook.com/szenery.

I have profiled Sven in a previous article. He provided several of his motorcycles for this article. I selected them from the variety he offers, not because I know anything about motorcycles, but because they looked good to me.



Sven approved of my selection so that made me feel like I was an expert all of a sudden. I painted them and think they came out really nice.

Thanks, Sven, for your help with this project and best of luck to you and your new company. After all, this article was imagined during our first conversation many months ago.

Motorcycle in motion

I must admit I am really curious about the ability to have motion for motorcycles, autos, trucks, farm equipment, etc. on our model railroads. I like the idea of being able to have not only our trains, but other vehicles, move around our layouts and I think it is coming. I believe S scale is large enough to handle the additional technology needed to make the various vehicles controllable. One such technology for S scale motorcycles is Magnorail.

Mark Casson

I was told that Mark Casson was the modeler to talk to about moving motorcycles on a layout. So I contacted him and he was very helpful to me in understanding the Magnorail system and it's use with S scale motorcycles. He said; "Magnorail is possible for motorcycles, if you can get away with static wheels on skids....the chain underneath the road surface has the magnets which should be able to handle the friction of an S scale bike, it'd be a question of putting two steel skids on the bottom of the wheels and positioning over magnets in the chain, bit like this in 4mm, <https://www.youtube.com/watch?v=YcP5oRcw52s>"

I asked him: How difficult is it to install the Magnorail? I assume Magnorail has to be installed in a circle? If not ,can I install it so the motorcycle goes down a street, stops, turns around, and comes back the same street in the opposite direction? He replied: "Yep a continuous loop, there are return loops that they make, but they might be a bit tight for that up and down purposes, installation is 'fairly easy', but best from a plain board situation, the track is about 7mm deep which is screwed to the board etc, then I build up round it with ply etc, road surface is 0.5mm card so not too thick for magnets... If it's a retro fit, it might be a case of a router."

I asked: How much maintenance is needed? Is there a US Distributor? He replied: "Yep, motor is underneath and maintenance, next to none, I cleaned chain a couple of times in 3-4 years. Might need to fit new o rings on drive (friction drive to chain). No US distributor to my knowledge. Robbie Paramor on Faller System UK (my group) might be best person to ask re US as he's got one and in Florida, I got mine direct. Think he did too, but not 100%. I can't help more on US availability than that I'm afraid....I don't know of many who have it yet over there. Probably because you do have to get direct."

I asked: Is anything on drawing board that might apply to S or O in the future?

"Possible front axles, even the HO ones are too narrow for us awkward Brits who of course normally use 4mm/ft! If the front axles get sorted then 0 gauge ones become pretty easy. They don't even have to look good functional plastics will do.

I don't know for certain, but I'd guess there's already some 3d motorbikes."

In regard to Faller system, it is for vehicles he said: "I don't use Faller chassis, I build mine up from bits into the required vehicle, that way I get slower running and far less cost, only Faller bits I use is motor mount and gears, sometimes front axle, sometimes a pattern one from Germany, wheels etc are now available as not Faller parts cheaper. I use a cheaper motor than Faller ones about a third of the price which run slower and give a better scale speed... again in O you can probably use whatever works and fits, the biggest issue will be front axle and finding concentric wheels that work ok."

I asked if I could use the video as a link in my article to show what is possible with a 4mm Motorcycle. Absolutely any pics, videos of mine you find online are fine by me, plenty of stuff just help yourself....

Please contact Mark at Mark.Casson@sscaleresource.com if you think he can help with your Magnorail or Faller system or contact the companies directly for more information.

I have been allowed to say the following about a system that Catzpaw is developing and I hope to be able to tell you more about early next year (2020). "You can make a brief mention that we are working on a system to animate items on layouts: "InvisaTrax - Making Things Move"

Here is a link to the InvisaTrax FB page: <https://www.facebook.com/InvisaTrax/> and/or the InvisaTrax YouTube Channel: https://www.youtube.com/results?search_query=InvisaTrax Catzpaw is hoping to have videos of the motorcycles up on both these locations by mid November 2019.

Sounds great to have Catzpaw enter the market for moving S scale motorcycles, etc, on our layouts. More later in this article about Catzpaw. I would love to see videos of how modelers are using the new Catzpaw system, to include in a future article.

Robbie Paramor

Robbie is the modeler who recommended Mark and then Mark got me back to Robbie. Please meet a true model builder in vehicle motion modeling.

"I put together a moving car layout before there was a Magnorail which took me a lot of thinking about over the years and years. I feel Magnorail is a good product and basically way way better than what I was doing. Faller Car System is great also, I've been using both sides both types since I've had them in the early 2000s.

Feel free to get back to me anytime at Robbie.Paramor@sscaleresource.com with your questions." Robbie, thanks so much for your guidance and help.

My failed effort at motion!

After hearing about what was being done by these two modelers, I decided to see what I could create from scratch to have my motorcycles move. I immediately found I was in trouble. First, I had no real experience using magnets except to help hold tools at my workbench, so I started out to see how simple I could keep the project. I cut a piece of gator board for my base and cut a notch down the middle wide enough to hold a thin refrigerator magnet. My idea was to put a thin strip of metal on the bottom of the motorcycle and use the attraction to the magnet as a way to move the motorcycle down the road. No electrical motor power for me just yet, I simply drilled a hole in the end of the magnet, attached a string, and pulled it along the path I had cut in the gator board. OK it worked.

Next, I wanted to hide the magnet in the road so I could better simulate the motorcycle moving down a street. I used a piece of regular bond paper to cover the whole street, and then placed the Motorcycle on top of the paper. It did not move. It just fell off when I pulled the magnet by the string. Why? Maybe I need a stronger magnet or bigger strip of metal on the bottom of my motorcycle. I tried both ideas, but the Motorcycle still just fell off when I pulled the string.



Now what?

I decided to wait to see what Catzpaw comes up with. Please let me know if you are also experimenting with movement of various types of equipment or vehicles on your layouts. I'd love to hear how you do it.

S Scale Motorcycle Rider's "New Tracks" Patch

Since "Bigun" and "Lady" Rider formed a Motorcycle Club, they needed a patch the members could put on their jackets. So the patch design was created. I went through at least 6 different versions before a final patch was created. Here is the final version voted most popular by the members.

I made the patch with rub on decal letters and a railroad spike photo I found on the Internet. Then I reduced it to fit on the back of the riders. If you create a special motorcycle club patch for your S scale riders, please send me a photo. Or, if your actual motorcycle club has a patch that we can use as a S scale club patch, please send me a photo and some information about your club and I will include it in a future article. I think having a number of S Scale motorcycle clubs, with various patches, shown riding together at a S Scale show, maybe even using the Catzpaw motion system, would be very interesting and certainly something unusual and different to see.



When magnet was covered with bond paper the motorcycle would not stay on magnet and just fell over.



S Scale Motorcycle Riders



our basement to be exact, where it sat mostly idle. Do not get me wrong; we printed the requisite whistle and a few things for around the house. But that was pretty much it and Yolanda was displeased for we had spent almost \$3,000 for this fancy “toy.”

Now during this time we were operating a portable slot car track that we would set up at car shows and rent out for occasions such as birthday parties and fund raisers. This track was HO-Scale, which in the slot car world equates closer to S-Scale (1:64) versus true HO-Scale of 1:87. We decided that we wanted to add some landscaping and scenery details around our track to make it look more exciting and realistic looking. Thus began our search for 1:64 scale scenery details and figures. Well, that was a futile effort and the items we did find just weren’t what we were looking for. Then light dawned on both of us – we could design and then 3D print the items we wanted for our track layout.

Yolanda came up with a list of ideas for things she wanted to see around our track. I sat down at the computer and got busy learning how to design “stuff” in a 3D CAD (computer aided drafting) program. I had used 3D CAD software previously so this was not too hard a task. The hard part was fine-tuning the files so they would successfully print on our printer. Which with a lot of trial and error, and error, and trial, there was finally success. We now had traffic barrels, traffic cones, picnic tables, round coolers, square coolers, garbage cans, a porta potty, and some spectators for our track layout. Well, with trial and error came a lot of extra prints of items, so many extras we did not have room for them on our little layout. So, what does one do when they have stuff they do not want or need – they sell it on eBay® of course. We put the extras up for sale and the next thing we knew people were in bidding wars over our products. At that point Yolanda exclaimed, “Print more, print more!” And thus a business was born!

We attended a couple of the local model train shows and handed out samples to vendors and other attendees. The next thing we knew, we had several hobby shops interested in reselling our products. We were then

I found this company on a Facebook page in response to my query about trying to find S Scale motorcycle riders. I got lucky as they are really great people to work with. Please meet:

CatzPaw Innovations, LLC – Two Women and a 3D Printer
By Sherri Johnson-Hayes and Yolanda Johnson-Hayes

"Yolanda and I are the co-founders of CatzPaw Innovations, LLC. Are we scale modelers? No. Did we intentionally start a business supporting scale modelers? No. Actually, we never planned on having a business during our “golden years” at all – it just happened by accident.

Let us explain. We saw our first 3D printer in the early 2000’s and we were fascinated at what it could do. I wanted one! The cost was over \$80,000 and Yolanda told me no, very emphatically, no. But she promised if the price ever dropped and they became affordable I could buy one. Fast-forward several years to the introduction of affordable “desktop” 3D printers. With some pleading, begging, and a reminder of her promise, a 3D printer made it into our home. Into



Yolanda Johnson-Hayes and Sherri Johnson-Hayes



contacted by a few farm toy stores who were also interested in selling our items; they had seen our products on eBay®. As they say, the rest is history!

Here at CatzPaw we design ALL of our products in-house, making sure not to infringe on anyone's copyrights or trademarks. Currently we have over 300 unique products in our catalog and about 300 more on the drawing board. About 90% of our items are the direct result of customer requests. The more requests we get for an item, the higher the priority for the design to be completed. Thus we never lack ideas for new products.

All of our items are available in S-Scale (1:64). S-Scale was the only size we were going to 3D print and sell given the number of manufacturers who produce products in the other more "popular"

scales. But that was not to be. We kept receiving requests for our items in HO (1:87), N (1:160), O (1:48), G (1:122.5), Z (1:220) and scales in-between. Given that we design all of our items in-house, we easily took our 1:64 original 3D drawings and resized them to meet the needs of the other scale requests.

Initially we 3D printed all our items in-house on our filament based 3D printers using ABS plastic; the same plastic as LEGO® building bricks. All of our printers have dual-print heads that allow us to print items in two different colors; thus our in-house products can be used right out of the package without the need for painting. Albeit, weathering makes them look more realistic. We still print about 50% of our products in-house, but we now outsource products that require higher detail, such as our figures and animals, to Shapeways. These products are printed using a liquid resin cured with a laser, this allowing for greater detail and more complex poses. We did a lot of research, received a lot of test prints, and talked with a lot of customer service representatives before finally choosing Shapeways to print these high detail products for us. In addition, we have been able to integrate products printed by Shapeways into our Catzpaw.com online shop thus providing a "one-stop" shopping experience where you can purchase ALL of our products.

We receive a lot of requests for animals, birds, and people, lots of people. These requests range from historically accurate, to whimsical, to creatures sought out by Cryptozoologists. With Big Foot and Aliens being some of our best sellers. Given the number of requests for people, we will be focusing on creating figures in action poses, poses that no one else has available. For example we recently created motorcycle riders for motorcycles created and sold by SZenery Scale Models. We are working closely with SZenery to create even more bikers for their line of 1:64 scale motorcycles. In addition, we just released the first two sets of Law Enforcement Officers – the first handling traffic control issues and the second being K-9 Officers. Additions will be made to this series and in 2020 there will be Fire Fighters, a few more fantasy creatures, and others yet to be determined.

Yolanda and I have to admit that one of our greatest pleasures is seeing our products used by modelers. Whether they create scenes for railroad layouts, farm displays, slot car tracks, die-cast displays, historic dioramas, or stand-alone displays. We love getting those pictures and hearing how we were able to provide that one special piece which had been missing for years thus finally making their scene complete. We are sharing with you a small selection of photos sent to us by proud customers.

Oh, you may be wondering what ever happened to the slot track? Well, it has been sitting idle since we started this little adventure and is in need of a good cleaning, some maintenance, and to have the scenery added. One day we will get back to what started this all...

So, model on world! And when you need that special piece, be sure to contact the “CatzPaw Ladies” as we can create almost anything!"

I really appreciate all the help I got from this company. Their riders work well on Sven’s motorcycles and I think add a lot to this article. Sherri was great to work with and I encourage you not to hesitate to contact her with your ideas and needs. You can reach her at info164@catzpaw.com.

By the way, keep an eye on this company as I know they have something really special they are working on that I think you will want to consider adding to your model railroad.

Please visit the CatzPaw website: www.catzpaw.com to see all their fantastic products. Visit their FB page: <https://www.facebook.com/Catzpaw64/>

And the CatzPaw YouTube channel showing their lighted products:
https://www.youtube.com/channel/UCEV0fD-Y2V8T6_JSiPYbZpQ

Paul Estudio

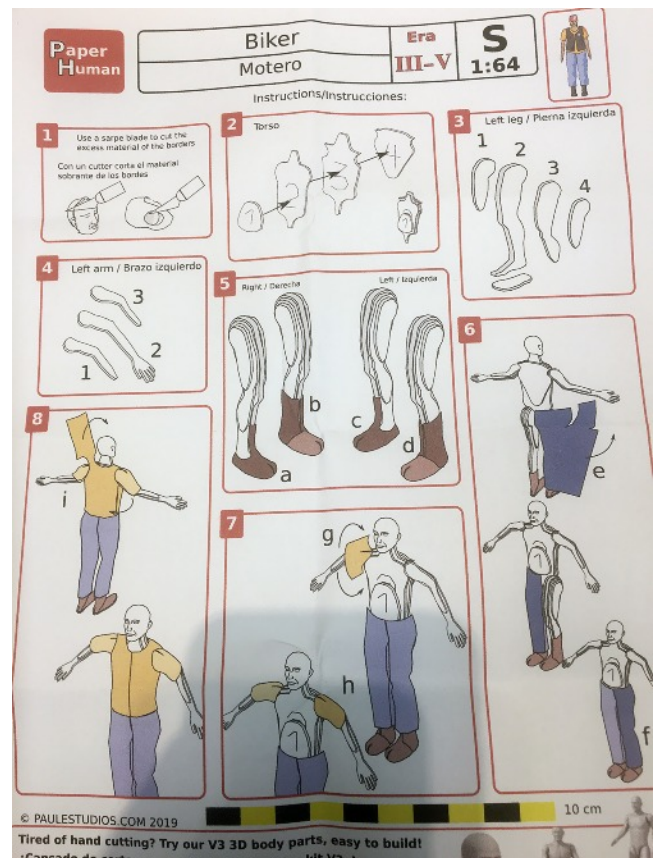
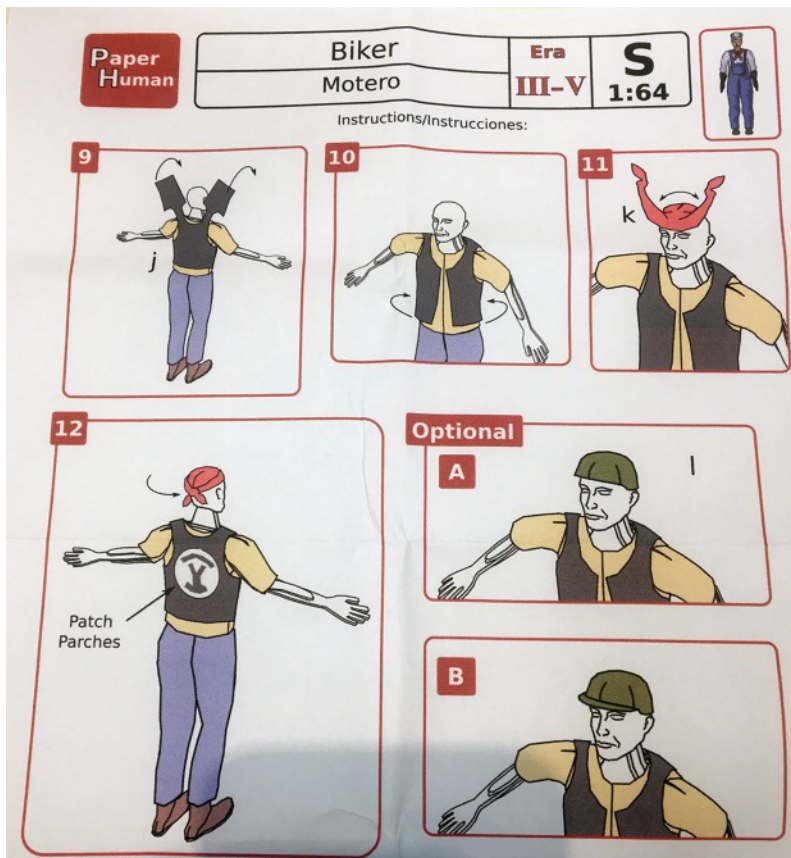
I have profiled [Paul and his Company](#) in a previous article about Card Modeling. When I asked him if he had a motorcycle rider in his Paper Figures collection he said no, but he could make one. Fantastic! I have built some of his figures and could not wait to see what he came up with.

I emailed him photos and dimensions of Sven’s Motorcycles I had, and sure enough, he developed the Motorcycle rider. Paul was also kind enough to include the “New Tracks” patch for the jacket. I could not believe his kindness and interest in helping me by having a rider that I can customize into any position I want. Take a look at his kit and one of the models he made from the kit as a prototype.

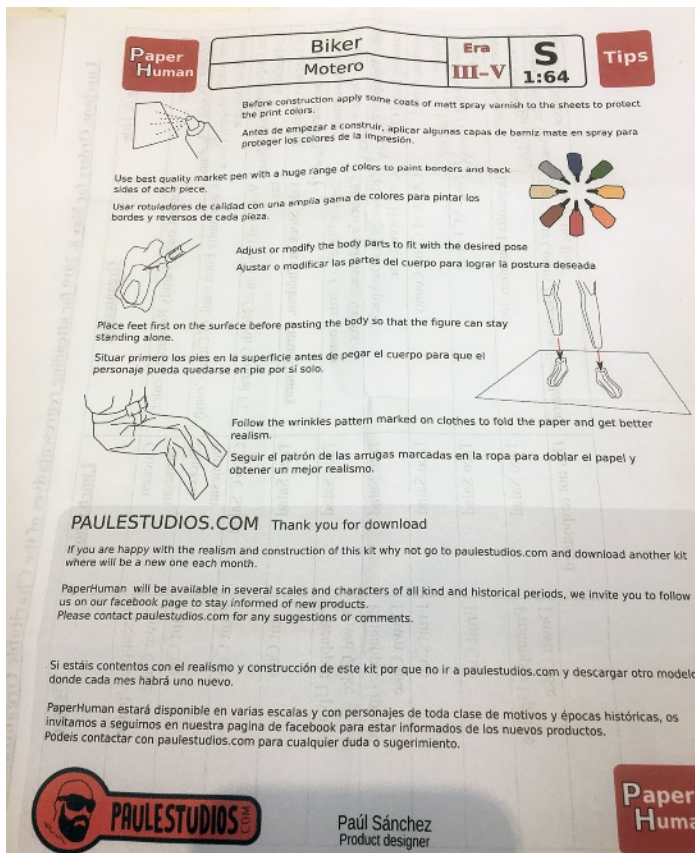
Instructions for Creating the Motorcycle Biker

I love the fact that Paul included several different patches, including the “New Tracks” patch, for the riders to wear. I wanted to make some of his figures for this article, but did not have time. I will definitely show them in a future article. Now all I need are more motorcycles and I know where to get them.





Sample instructions for the Biker from paulestudios.com



Thank you so much Paul for your help. I could not be more pleased with the motorcycle riders you created. Please check out Paul's website at <https://paulestudios.com/en/index.html> and contact him at Paul.Egri@oscaleresource.com. By the way Paul has a new figure you can download each month from his site so check back often and if you have a special request please don't hesitate to ask Paul if he can create it. He is a great guy and easy to work with, and as you can see extremely creative.

“New Tracks” S Scale Motorcycle Diorama

Ok that is how my “New Tracks” Motorcycle Business and Club was created. Here are some photos of my diorama. I still have some fence to build and small details to add, but that will wait for final placement. This was a little different project for me, but I have really enjoyed it, met some great new people, helped get some new S scale products on the market and, most importantly, I learned some new modeling tips.



Mentors to help you in all your model building

I said at the start, funny how you find people and subjects to write about. While talking to one person in the Netherlands, I found another unique modeler who builds card models. I think you will like his modeling and therefore decided to include him here rather than wait for a later time. So please meet another Dutch modeler.

Erik Doedijns

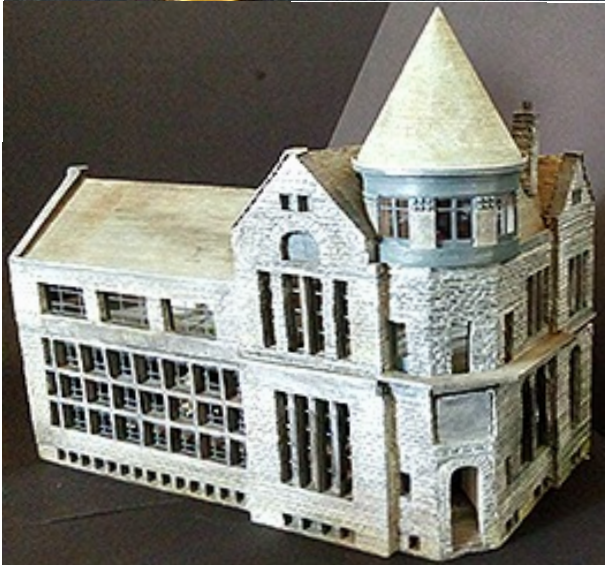
I am Erik Doedijns, 58 years old, and live in the Netherlands in the city of Voorburg, a few minutes from the city-center of The Hague. I have had model trains for many years. About 2 years ago I started to build scenery, but I didn't like what I found. We only have 1 shop in the Hague and it's not



more than a big living room selling standard items like on every street corner. So I started to build myself things I just like in 1/87 scale, using paper and cardboard so all items fit together like one brand. Just by trying, I found new ideas and techniques because I don't know anyone else to work with in this way. Of course it's also a money thing.

I have very many models which need finishing and detailing as soon as I get the time and ideas how to do. Naturally money is also an issue.

You can contact Erik at Erik.Doedijns@sscaleresource.com





Please meet Mike Scuderi, who has built a little of everything, and obviously is another talented modeler I was lucky to find.

Mike Scuderi

As a modeler, I have always been interested in recreating things that interested me be they boats, planes cars or trains. If it moved, I tried to model it.

As a modeler from my very early teens, I started with AMC car models of 60's vintage muscle cars. Moving on from that, I always had an early interest in planes to the point that I became a commercial pilot as one of my careers. As a teen, I had the time but not the money to buy model kits so, much of my aircraft building was scratch building using pictures from library supplied aviation magazines, balsa wood and wing covering from my mother's discarded or donated silk scarves. In order to build to scale, I would use a pair of dividers and a ruler to figure out the building proportions. When I had finally saved enough money from my paper route, I was able to buy my first gas engine to test fly my models. That's when I first learned about weight and balance.



Like many in the hobby, I received a train set for Christmas one year. While others were getting their first taste of the hobby through a Lionel set, I got mine with an A.C. Gilbert American Flyer S scale set. I guess my parents thought HO was just a bit too fragile at the time for my tender age of clumsiness.

Since the American Flyer took up too much room on the living room carpet to stay up all year long, it was relegated to Christmas tree circling duty for a number of years.

Around the age of 15, I regained an interest in trains and acquired an HO set made by, if I recall, A.H.M. Their early diesel locomotives used a rubber band drive and were less than reliable but, the size was right and thus was born, my first ever train "layout". It was a simple oval with an inner loop on a 4x8 piece of plywood. Not having friends with similar interests nor access to "how to" books at the time, much of my experience came from things I learned in prior years of model building airplanes. Many of my buildings were from cardstock and scenery came from dried flowers, lichen, twigs and dried coffee grinds for ground cover.

Interests in flying, cars, girls, college, then marriage, caused a pause in my train modeling time.

It wasn't until I found a little Aurora Postage Stamp N Scale train set at a yard sale and set it up on my dining room table for my six year old son, that I finally found the scale that I really liked and





could model in the limited space my house allowed. I was also intrigued by the incredible amount of detail one could put into an N scale setting. In later years, I read many of the Kalmbach books on building and detailing model layouts.

Over the years, I have found that there are many things that I could do that yield professional results with little cost and a little effort. After building five full sized layouts with the current one being 1,600 square feet in size, I can advise and mentor new and old builders on all facets of building from bench work to completion.



As an Electrical Engineer, I can advise on track and building control and wiring. My current layout as well as my last layout will use touch screen panels communicating with Programmable Logic Controllers to control all yard turnouts as well as route control, collision avoidance and signaling.

As a former Construction Manager for NJ Transit railroad, I had the opportunity to oversee the building of new and the rebuilding of many historic as

well as high rail stations. Both of these appear on my layout as true to scale and detail scratch built structures that are unavailable in commercial for. My understanding of proper building techniques, coupled with my experience with scratch building as a youth, have served me well and will allow me to mentor others as they develop an interest scratch building structures.

As an accomplished woodworker, I can advise on building light weight yet strong bench work.

My experimenting with and production of making affordable ground cover that is indistinguishable from commercial products can assist layout builders to scenic their layouts economically.

My experimentation with many different materials has led me to the discovery of superior materials used in building layouts with economical materials for hard shell (my preferred method) of building scenery.

In short, after having built many layouts from inception to completion.

The photos are a sample of some of the scratch built structures that I've made. I look forward to helping mentor others as I can. Please contact me at Mike.Scuderi@sscaleresource.com.



Now I want you to meet Alex Gregg who built the diorama I showed at the start of this article.

Alex Gregg

I live in La Quinta, California. I am a member and current President of the Coachella Valley Model Railroaders (CVMRR) in Indio, California. I have had an interest in model railroading since I got my first train in 1965 at age 4; an HO scale Santa Fe F7A and 4 railcars.

It wasn't until I was in my mid 20's that I had my own layout. It was your prototypical 4x8 sheet of plywood covered in rolled sheet green grass featuring brass Tyco sectional track layout. I got it secondhand; saving it from the trash truck. I proceeded to build it up by adding a small town with streets, snap turnouts and a mountain made from canned expansion foam. After we moved to La Quinta in 1991, I added a 2 foot extension on one end for a staging/storage tracks. In 1992, I discovered the CVMRR and became a member.

In the early days, my inspiration came from articles in *Model Railroader* magazine and their layout publications. Nowadays, I find inspiration from various Facebook pages and YouTube channels like Luke Towan's Boulder Creek Railroad. I also get great terrain ideas from my travels through California, Colorado, Utah, Arizona & New Mexico. I have collected soil from each of those states and have used it on the CVMRR layout.

For me, I really enjoy building terrain and showing people how to do it. I use many different materials for the construction; from Sculptamold, Hydrocal, natural soils to geodesic foam.

Thanks Alex for your help and for sharing your very special diorama. You can reach Alex at Alex.Gregg@sscaleresource.com.

That is it for this time. Thanks for reading this far. Hope you enjoyed this journey down some "New Tracks". I am off to the workshop to keep working on my Antique and Classic Car Dealership! By the way, all the cars are scratch built out of brass with great stories behind each one. This has become another learning experience for me. Stay turned – it is coming in a future article.



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

Greenville Gondola

By Jay Mellon

Here are some photos of the latest project off my workbench. It is a S-scale model of a Greenville gondola, the latest rail car model release from Pre-Size Model Specialities. It was a pretty straight forward build, although I did manage to destroy the rod that connects the bell crank to the brake wheel chain. So, I used a piece of steel music wire as a substitute. I used a rattle can method to paint the model (Tamiya red oxide). This paint did a nice job of showing surface details. For the trucks, I used a pair of Smoky Mountain Model Works 100-ton trucks with 36" wheels. I also used Walthers ProtoMax HO couplers that mate nicely with Kadee 802 couplers.

I think the decals were produced by Tichy. I have read that some modelers have had problems applying decals from this manufacturer. I used standard decal application solutions from MicroScale and had no problems. Decals were oversprayed with Testor's DullCoat. The only thing left to do is come up with an appropriate load for this model.

For those who might be wondering why the roller bearing caps are painted grey, it helps me to see them rotate when the car moves... neat effect.





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.

2020 NASG Convention

July 7th through July 12th, 2020

Bloomington, Minnesota

We are planning a full slate of activities, tours, clinics, workshops and exhibits. The hotel is also near the Mall of America, Prince's Paisley Park and other great "tourist" destinations. We have selected the Doubletree Hotel by Hilton as our headquarters because they have shuttle services to the airport and the Mall, they have great guest accommodations and the Convention space is huge and in one central location. Reservation information will be on the NASG site soon.

Email: [Ken Zieska](#)

Website: www.nasg.org/Convention/2020/index.htm

2020 Spring S Spree

April 30 - May 2, 2020

The 2020 Spring S Spree is an all S Gauge Model Train event. This hobby specializes in 3/16" model trains. The 2020 Spring S Spree will be held at the Veterans Memorial Coliseum located on the Marion County (Ohio) Fairgrounds. The address is 220 East Fairground Street • Marion, Ohio 43302

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

O & S Scale Midwest Show

September 18-20, 2020

Indianapolis, Indiana

It's September! Time to kick off your modeling season. Come enjoy the O & S Scale Midwest Show.

This is a dedicated 2 rail O Scale and S Scale show; however, we encourage and welcome the many modelers and collectors from the 3 rail and high rail side of the hobby to attend. There are many aspects of the hobby, including building, scenery and more that applies to any scale. Moreover, this show is a great place to get inspired while meeting old friends and making new ones!

Website: oscalemidwest.com/

Email: info@oscalemidwest.com



CLASSIFIED LISTINGS

MANUFACTURERS

DEALERS

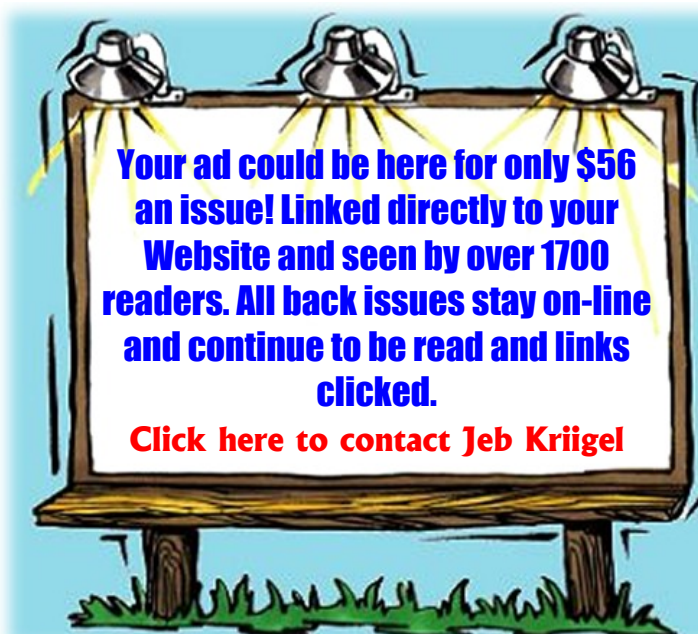
PRE OWNED

EAST WEST RAIL SERVICE
Car Kits
Structure Kits
Detail Kits
4778 Habits Glen Ct. Cincinnati, Ohio 45244
www.eastwestrailservice.com al@eastwestrailservice.com
S Scale Model Railroading Kits

DES PLAINES HOBBIES
1524 Lee Street
Des Plaines, IL 60018
Phone: 847-297-2118
Email: dphobbies@earthlink.net
Web: www.desplainseshobbies.com

PRE-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.

O&S Scale Midwest Show



It's September! Time to kick off your modeling season!

THE BEST OF O SCALE AND S SCALE IN ONE SHOW
SEPTEMBER 18-20, 2020

WYNDHAM INDIANAPOLIS WEST 2544 EXECUTIVE DR. INDIANAPOLIS, IN

DEALER SETUP

Friday 4pm - 9pm

Saturday 7:30am - 9am

SHOW TIMES

Saturday 9am - 5pm

Sunday 9am - 2pm

MEET OLD FRIENDS AND MAKE NEW ONES

===== Please print clearly -- Detach and return lower portion with payment =====

Name: _____
 (Exactly as you would like badge printed)

Business: _____
 (Exactly as you would like badge printed - table holders only)

MAILING ADDRESS

CITY/STATE/ZIP

Phone: (____) _____

Email: _____

Make checks payable to: Model Railroad Resource LLC
 Mail registration form to: 407 East Chippewa St
 Dwight, IL 60420

Or register and pay online at:

Registration (Both days included) \$25.00 \$ 25.00

(Table holders must pay the \$25.00 registration fee)

Of 8 ft. Tables ____ \$50.00 ea/\$60 after 8/1/20 \$ ____

☐ O Scale vendor ☐ S Scale vendor ☐ No preference

Number of add'l registrants ____ @ \$25 each \$ ____

(Please list below/Use back if needed/Spouse/Children 15 and under free)

Name: _____

Name: _____

Name: _____

TOTAL AMOUNT ENCLOSED: \$ ____

(No refunds after 8/20/20)

Electrical needed? Yes ☐
 (Subject to availability)

OSCALEMIDWEST.COM OR SCALEMIDWEST.COM

CONTACT INFO@OSCALEMIDWEST.COM OR CALL 815-584-1577 WITH ANY QUESTIONS

The parties, whose names appear on this registration form, have agreed to hold harmless all of the organizers, sponsors, Model Railroad Resource, LLC, The Wyndham Indianapolis West, and others, single and collectively, for any injury, harm, loss, damage, expense, or cost, including attorney's fees, incurred by them or their agents, in connection with their participation in the Indianapolis O Scale Show and S Scale Midwest Show 2019 or in connection with any activity related to this event, whether of negligence by agents under their employ or otherwise.