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# RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

*April/May 2020*

*Volume 6 No. 4*

SCALE

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**Hi-Rail Kits**  
**An Easy Steel Viaduct**  
**Calculating Scale Speed**  
**A Brick Platform for Oostburg**  
**Building a Union Pacific E8B in S Scale**  
**Hidden S Gauge Layout in Southwest Florida**  
**New Tracks - Creating Fire Scenes Plus**  
**Two New Contests**  
**News, Shows, Meets and so much more...**

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**April/May 2020**  
Volume 6 No.4

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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**

*Ken Garber's Kitbashed E8B*

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The Model Railroad Resource, LLC publishes *The O Scale Resource* and *The S Scale Resource*. Be sure to look at both of our magazines. There are many articles in our magazines that are not scale specific and will be of interest to you. Click the magazine title in this announcement to see the magazine.

# From the Publisher's Desk



*“I don't know how much you follow current events. For some, there's not enough time to keep up on what's happening; for others, the news is too depressing, and peering too deeply fills one with boiling frustration all too quickly.”*

*~ Henry Rollins*

What a difference two months make. Last time I sat here doing *From The Publishers Desk*, there was a little known coronavirus being talked about within China. Today, March 26<sup>th</sup>, 2020 I sit in my home office under a “lockdown” of Illinois residents. It got “real”, real fast.

Amy and I did attend the March Meet, which is the largest scale O show in the country, during the great toilet paper wars. The Monday after the show, everything started to close. It will be the last train show for a while. As of this writing, O Scale West, which includes S Scale West, has not decided what it will do; however, the NASG National Convention scheduled for July, 2020 has been canceled.

As far as our [O & S Scale Midwest Show](#) in September, we at The Model Railroad Resource are very aware of the current global threat due to coronavirus (COVID-19). The welfare of those around us, and the attendees of the O & S Scale Midwest Show, is very important to us. September 18-20, 2020 is still a ways off, and we will continue to monitor the situation. If we do need to cancel the 2020 O & S Scale Midwest Show, we will give as much notice as possible and all registration/table fees will be refunded. **With this in mind, we hope that you will still pre-register at your earliest convenience so that we can continue to plan the event and give you best possible show.**

We hope and pray that by the time September rolls around, this whole thing will be simply a bad memory in our rearview mirror. Having said that, we really need a good turnout to keep what is the largest scale S show running. Attendance is still lagging for the show overall, and while we don't expect to make a large amount of money, the day we lose a dime is the day the show ends. Shows are so much more than just a flea market. It's seeing people you may not have seen since last show; meeting new people you did not know were in the hobby; putting names with faces to people you interact with on forums and social media.

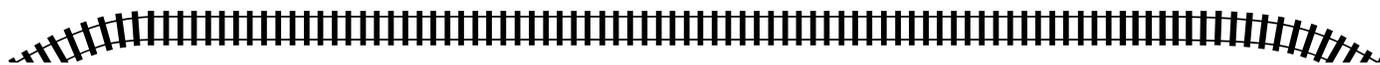
And now, since many of us are stuck at home, let's do some modeling. Send us pictures of what you are working on with a short description. We'll publish these in the next issue. We will get through this!

So, drop us an [Email here](#) and tell us what you are working on.

Happy Reading & Happy Modeling,

*Dan Dawdy*

# NEWS YOU CAN USE



Richard Segal of Right On Track Models has announced upcoming products for S and O scale.

Steve Moore from K.I.S.S. Method Inc. has some new loads.



Scrap Metal for all scales, steel mills, scrap metal dealers and processing plants, and to make car loads.

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Tuckahoe Station: The Pennsylvania-Reading Seashore Lines, introduced in town in 1893, reinvigorated the immediate area. Today, it is still a beautiful and fun attraction to visit. Not only was Tuckahoe Station a stop between Philadelphia and Cape May for vacationers, it was also a hub for produce and grains, connecting the seashore with the city.

S-2001 S scale price \$118.95  
O-2001 O scale price \$148.95

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

Bill Mosteller has some new decals for us. Louisville and Nashville baggage, dormitory, RPO, and REA car decals, in dulux gold, are available in S-scale (set # 147)

Lettering diagram:  
[http://greatdecals.com/GreatDecals/In-bagdorm\\_bill\\_lettering\\_r2.pdf](http://greatdecals.com/GreatDecals/In-bagdorm_bill_lettering_r2.pdf)

The sheet includes L&N road names, baggage, dormitory, RPO, and REA labels, and road numbers. Each sheet does two cars. Artwork by Curt Fortenberry. Dealers' inquires welcome. Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031



for \$18.75 each. Virginia residents please include sales tax.



From the NASG National Convention: The 2020 NASG Annual Car is a 50-foot ribbed box car manufactured by American Models. It is available with two, prototypically-correct, road numbers. The photos are just a temporary stand-in to provide an idea of what the model will look like. Actual model photos will be shown as soon as possible. Our current expectation is that the models will be available in July, 2020.



The Minneapolis, Northfield and Southern Railway (reporting mark MNS) was an 87-mile Class I, standard-gauge, shortline that connected Minneapolis, Minnesota and Northfield, Minnesota. The railroad lasted from 1918 until 1986 when it was merged and integrated into the Soo Line. The railroad's nickname is "The Dan Patch Line", named after the founder's favorite horse, Dan Patch. [See the Website for full details.](#)

[Heimbürger House Publishing Company](#), 310 Lathrop Ave., River Forest, Illinois 60130 has two model railroad titles and one prototype railroad book title still available to modelers and dealers. The model and prototype railroad publishing company which had been in business for 57 years, has small quantities of the Baltimore & Ohio Railroad, America's First and Foremost Railroad, a 360-page 8 1/2"x 11" softcover book with more than 800 photographs (84 in color), along with text, plans and drawings, and features a 26-page color chapter. The book sells for \$43.95 and \$6.50 postage.

Two model railroad books also available include A.C. Gilbert's Heritage, a 164-page 8 1/2 x 11" softcover featuring a collection of informative Gilbert American Flyer articles and photos, and an American Flyer Instruction Book, originally published in 1952 by The A.C. Gilbert Company. This softbound, 5 1/4 x 8 1/2" book contains 64 pages of advice and helpful hints on planning and operating an American Flyer model railroads. It sells for \$7.95 and \$2.50 postage.

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



[Model Tech Studios LLC](#) has some new figures.

[Working on the Railroad 2 Pack Special.](#) The Train Conductor and Station Agent S scale Finished Figure set to detail your Railroad scenes the right way with these essential RR men.



NOTE: minor color scheme variations can occur as these are Hand Finished. Made in the USA

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

Steve Wolcott of Pre-Size Model Specialties has been working on making a master for a steel sided GS gon, 42".



Steve says "I'm almost done gathering the bits that I don't make. I should get the San Juan (Grandtline) ladders and AB brake sets this week, seeing as I got the invoice Friday. I don't know about decals as that state just went on shutdown I heard. There will be decals for SP, UP, IC, NP and D&RGW. These are the roads I could find that had this car. Let me know how many of which road you will want. This will help me figure the decal orders."

[Contact Steve here for more information.](#)

We talked to Matt at Des Plaines Hobbies, and although they are closed to the public until April 7<sup>th</sup> by order of the state, they are there filling Web and mail orders. Show them your support and check their Website at <http://www.desplainseshobbies.com/store/>

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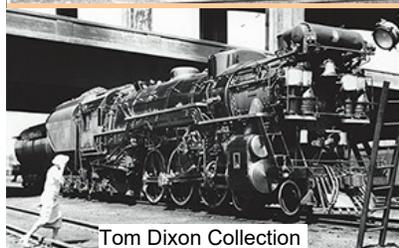
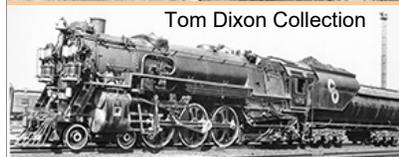
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**"Southern Pacific P-10 and Chesapeake & Ohio F-17, F-19 4-6-2 Pacific Project" In S Scale Brass!**

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Tom Dixon Collection



Tom Dixon Collection

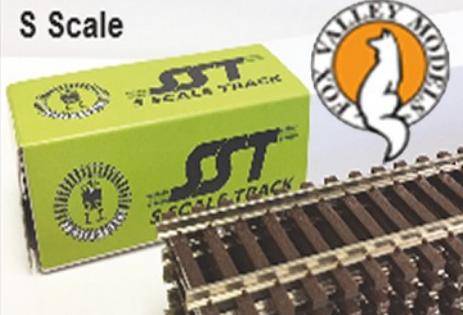
These classic locomotives will be built in very limited quantities. The SP P-10's will be built in four versions; regular boiler, skyline boiler, Daylight Paint scheme with full streamlining, and with early and late lettering. The C&O F-17 will be built in three versions and all five of the F-19's will be offered. These classic locomotives powered the famous *The George Washington Sportsman*, and the *Fast Flying Virginian* passenger trains.

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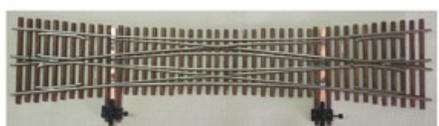
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# SCALE

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more modeling  
ideas.**

# ***A Hidden S Gauge Layout in Southwest Florida***

***By George Sorensen & Marty Lydecker***

***Photos by the authors***

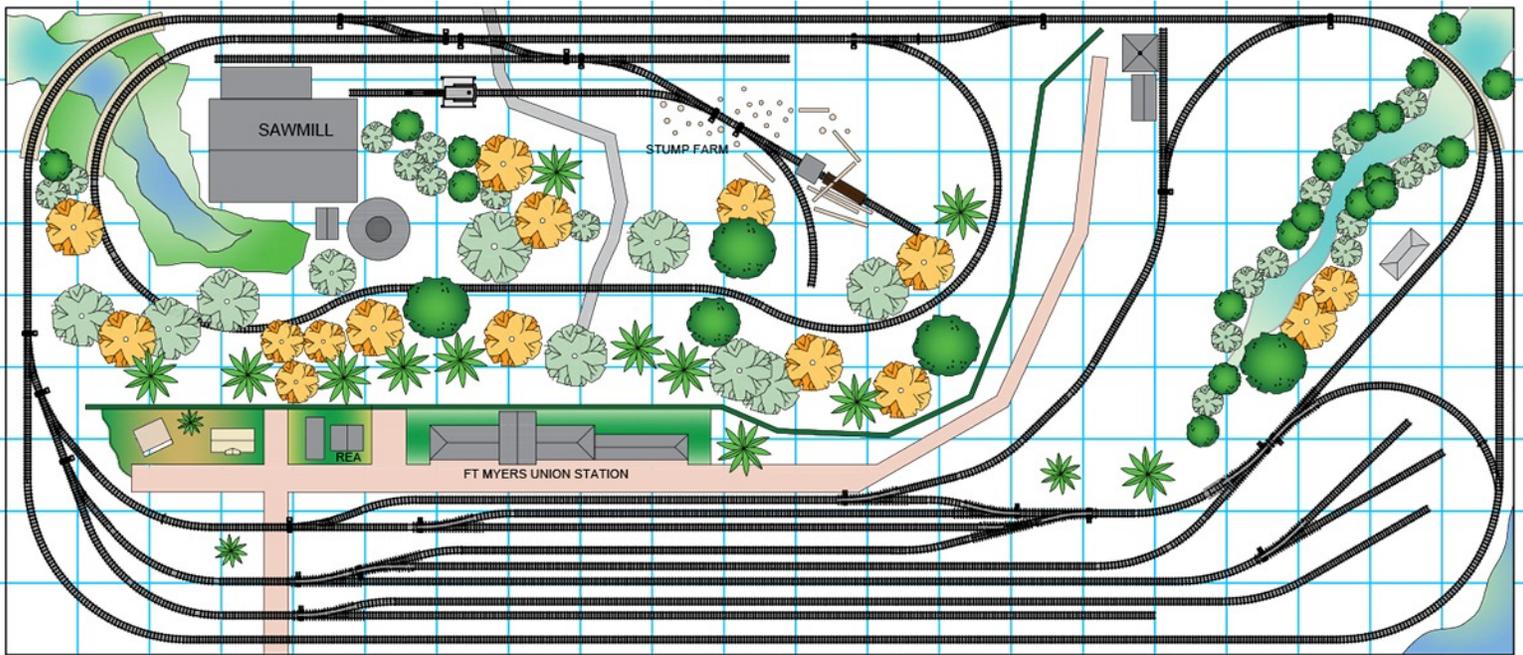
Fort Myers Florida has become a winter destination for S Gauge snowbirds George Sorensen (Wisconsin) and Marty Lydecker (Ohio). Being railroad buffs, one of their favorite destinations has been Lakes Park where there is a train ride which travels through the park. It is the 1/8 scale Lakes Park and Gulf Railroad, a 1½ mile, 15-minute excursion with tunnels, bridges, structures, natural vegetation, and wildlife. The ride is often highlighted by alligators taking a swim or sunning on an island.

Lakes Park is also home to the Railroad Museum of South Florida, which runs the 1/8 scale train and uses the proceeds to help fund the railroad museum. Inside the museum, there is a movie room, a railroad library, a nice collection of railroad history about southwest Florida, an overhead G Scale train, a new GE Engine simulator, and lots of real railroad artifacts.

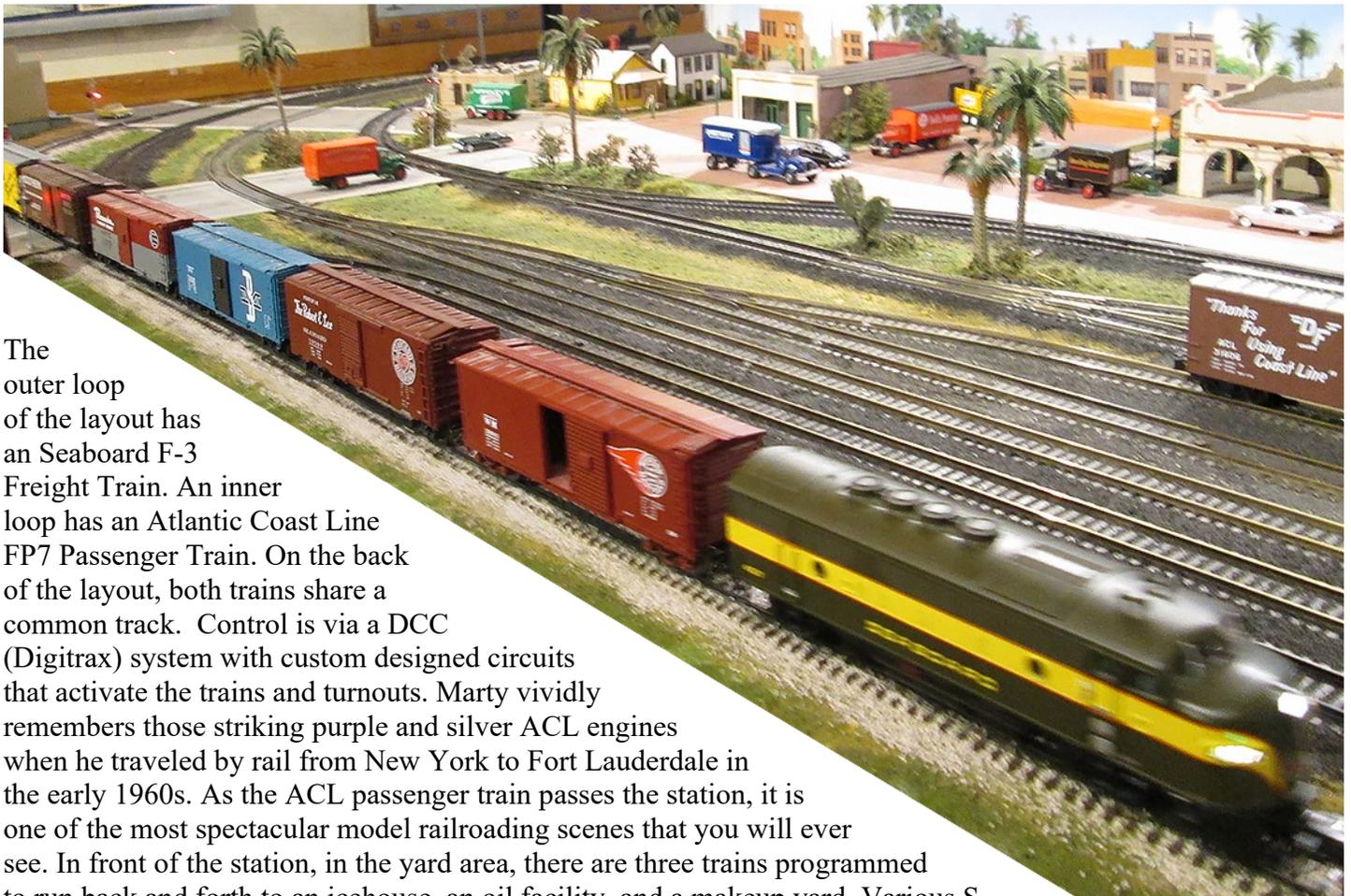


But what really makes the museum a special place for us, is the 9½ x 20-foot S Scale layout! There was much discussion by the museum staff about what gauge to model, O, HO, or S. In 2012, a decision to build an S SCALE layout was made. It took over two years of planning, contracting, and building to come up with a layout that is absolutely first rate. The theme of the layout is late 1950's/early 60's railroading in Florida. The most

impressive structure is a 30" x 9" scale replica of the Fort Myers Train Depot. Built in 1924, passengers riding the Atlantic Coast Line, and later the Seaboard Air Line Railroad, would travel from points north to vacation on sunny Fort Myers Beach. Service at the station ended in 1971. However, the station building still exists in downtown Ft. Myers.



*Drawing: NASG "Dispatch" and Joe Kimber*



The outer loop of the layout has an Seaboard F-3 Freight Train. An inner loop has an Atlantic Coast Line FP7 Passenger Train. On the back of the layout, both trains share a common track. Control is via a DCC (Digitrax) system with custom designed circuits that activate the trains and turnouts. Marty vividly remembers those striking purple and silver ACL engines when he traveled by rail from New York to Fort Lauderdale in the early 1960s. As the ACL passenger train passes the station, it is one of the most spectacular model railroading scenes that you will ever see. In front of the station, in the yard area, there are three trains programmed to run back and forth to an icehouse, an oil facility, and a makeup yard. Various S Scale freight cars decorate the train yard. On the backside of the layout is a logging loop. At the turn of the

twentieth century, the logging industry was at the center of economic development in Florida, and subsequently, railroading expanded and developed. A DCC controlled American Models Southern Baldwin Switcher works tirelessly, pulling a couple of gondolas filled with logs, and a caboose. A highly detailed sawmill is featured in the middle of the loop.



All of the engines and rolling stock are American Models, S-Helper, or MTH. The track on the layout was originally American Models code 148 with AM turnouts. However, two problems surfaced. The brass rail was quick to oxidize in the Florida humidity and required frequent cleaning. The other issue was that the plastic frogs in the AM turnouts literally wore down and caused derailments. (These problems would most likely not be encountered for most model railroads due to more infrequent running.) As a result, the track was replaced with MTH nickel silver code 125 and hand built #4 Fastrack turnouts. The layout has been kept as scale as possible with one exception. Since the trains can run for 4 to 6 hours per day every day, Hi-Rail wheels and American Flyer type knuckle couplers have been used for reliability. One old American Flyer #303 steamer sits on a siding to show the S gauge heritage.

In order to entertain some of the young visitors waiting for the outside train ride, there are a few interactive buttons on the layout. An American Flyer 970 Seaboard Walking Brakeman Car, a warehouse with an HO forklift that runs in circles, and an Icehouse with a conveyor belt operate at the push of a button.

If in the area, we encourage you to visit and see this incredible S Gauge layout and enjoy the museum. The Railroad Museum of South Florida is located at 7330 Gladiolus Drive, Fort Myers, FL 33908. It is open seven days a week. Outside the museum sits Baldwin Locomotive Works #143 built for the Atlantic Coast Line Railroad in 1905. Number 143 was moved to Ft. Myers in August 1992, then to Lakes Park in 1995. Restoration work started in 1999 and was completed April 2001. Telephone 239-267-1905. Website [rmsf.org](http://rmsf.org)



# CALCULATING SCALE SPEED

By Trevor Gibbs

Much has been written over many years in various magazines about the subject of scale speed and a number of devices have been produced such as speedometers in boxcar doorways. Often it has involved many complicated formula, which if you wanted to be to the instant, would send you scurrying for a calculator every time you cared to accelerate.

Like many of us, my main measure used to be what looked to be visually correct imagining a "scale man walking alongside the train" among the other techniques that we modellers use. I was starting to get frustrated by the guess work until I saw an article or letter in a magazine (possibly *Model Railroader*) which stated "... in HO, the scale speed of an engine is equivalent to the number of inches that are travelled in 5 seconds".

My own HO layout (sorry but S scale is relatively unknown here in Australia) is a 4x8 with a section of relatively straight track at the front 38 inches long. So if that distance was travelled in 5 seconds then it was travelling at 38 mph, slightly less was 35 mph and slightly more was 40 mph. Checking this out on a calculator, I found this to be very accurate. About half the distance travelled was 20 mph, 6-8 inches less than the section was 30 mph. As this suited the speed of my freight trains which I mostly run, this worked out quite well for a while.

To transpose this to S Scale, if you were to measure out a section of track 55 inches long, that would be the equivalent of 40 mph.

About six months after happily working with this system, I realised that with an HO 40 foot boxcar being 5 1/2 to a 50 ft boxcar being 7 inches long that I could check speeds in the yard by lining it up passing a signal, pole, tree or other marker. By counting 5 seconds in ANY SCALE when a 40 ft or 50 ft boxcar is passing, I could be travelling between 5 and 8 smph, or multiples such as 12 to 15 scale mph (allowing for the coupler gap). You will be surprised at how accurate you can become at counting 5 seconds. I used this on other portions of the layout where I would not have been able to read a digital readout boxcar anyway, even if I could justify or afford to buy one or was able to make one.

After some time again, I saw an O scale exhibition layout which as part of its detail showed a recently "re-laid" section complete with survey pegs which brought back a lot of memories. As a child in Adelaide South Australia, I would often ride the front of suburban railcars on a section of line that had been recently duplicated with pegs adorning the centre of the track at even intervals. I would try to count them as the train accelerated and then decelerated between stops. Once used for track alignment, survey pegs are left to rot so those were evident for quite some years depending on the extremes of weather.

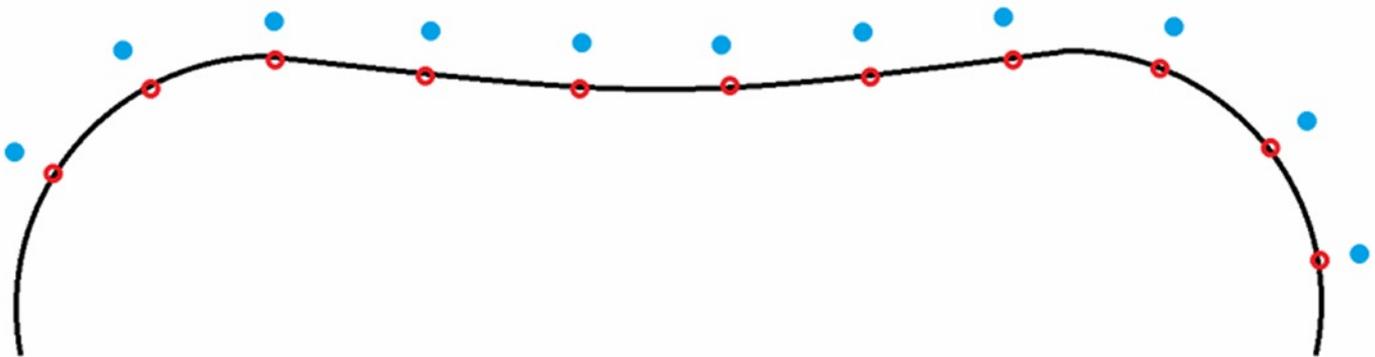
I do not recall having seen survey pegs in North America, but I did find a colour photo on Page 175 of "America's Colourful Railroads" by Don Ball showing a Santa Fe passenger train negotiating a section of track with pegs clearly showing. Anyway, I applied them to my own layout over every 5 inches in a space of 80 inches using spikes, clipping off the heads and painting most of them white except every fourth one which is yellow (for Start, 20, 40, 60 & 80) at the front of the layout. The detail is small enough not to be outstanding (in fact most people do not notice them at all) and the odd speeds can be worked out as a portion of my 5 inch space. In S Scale, the spacing would be 6.875 (or 6 7 / 8 "inches) for each 5 scale mph marker.

If, as I do, you live in a metric country and you wish to work in metric (which for model railroading purposes only, I do not) then it is easy to use a multiple of 5 kilometres per hour using the survey peg method

and the spacing of the pegs would be 108.5 mm in S scale. Obviously you may need more pegs as the speed factor is higher i.e. as 50 mph is approximately 80 kph you will need 16 pegs by comparison to 10 and as European and Japanese passenger trains in particular are usually operated faster in the prototype, a longer section would be required. I would not try to count a factor of less than 5 seconds as your accuracy may suffer. I must admit though, I know of no models in S Scale of European or Japanese trains.

However, you are not always in a position to see spikes because of the distance away from your viewing point or age related reasons... or both.

So, when I was dealing with the back of my layout during the renovation following our move, I installed a number of Telegraph poles around that align with 10 smph spacing at the track centre. Given that these poles are trackside on the convex and concave sides of the curves, they are not totally geometric in their spacing. In S scale, that 10 scale mph in 5 seconds means that the poles would be alongside track centres of 13.5 inches which should be visually OK for us as modellers.



*Note the apparent irregular spacing of the blue dots representing the poles relative to the track centers. Do we ever see poles exactly evenly spaced in the big outdoors?*



### **SO HOW DOES IT WORK??**

For a Visual Example, here is 9653 Westbound on a through freight starting a sectional count.



Five (5) seconds later, the train is just on the midway mark between 4 and 5 poles away. Therefore the train is doing about 45 smph!

This section of my layout is shaped similarly to the diagram shown on the previous page so as you can see the telephone poles are not totally geometric in their spacing, but the track centre spacing is evenly set.

A little confession is appropriate here in that one of the poles is at a slightly tighter spacing because of its location near the backdrop so the next pole corrects this “problem”. However, this adds to the visual realism ever so slightly of the irregular pole spacing.

While the timing consideration seems a little arcane, I have often seen engineers in this country double check their speedometers by timing mile posts particularly on the Budd RDCs on the old Commonwealth Railways. That railway had three stock standard RDC1s delivered in 1951. By the time I was riding them in the early 1970's, the drivers (engineers) were concerned about the reliability of the speedometers so you would incorporate a prototypical practice from an engineer's perspective, just using spikes and/or poles rather than mileposts.

So there you have it... Happy Railroading and speed timing, regardless of your scale.

# BUILDING A UNION PACIFIC E8B IN S SCALE

**By Ken Garber**  
**Photos by the author**

I liked E8s in HO and had 2 painted for CP, and 4 done for my home road.

But I also liked the look of an E8A/B or E8A/B/A set so I had kitbashed several Bs for my home road fleet. The CP had three E8As but never had E8Bs so there was no problem there.

Add a few years and now I'm in S. I have my custom painted American Models E8A in CP Rail (action red), and I have a CPR version (destined to be maroon and gray) in the paint shop.

But of course I couldn't stop there.

I liked the yellow scheme of a Union Pacific locomotive, so I picked up an UP E8A, and then a couple of American Models Budd coaches. These were destined for the SMSG display at train shows. Eventually a few coaches were not enough, and the number expanded. And the single engine couldn't handle them (five or six coaches seems to be the limit) so a second E8A was purchased.

Needless to say, they make for a nice looking consist. DCC sound for the two has been purchased and is on the installation horizon.

So anyway..... as I said, I also like the E8B, so it was time to do one in UP. I picked up another UP E8A and was able to get a UP E8A shell - my hope being that if I'm careful, a minimum of body and paint work will be required.

Let me say now that I am not an expert modeller. I've been 'bashing' for years in N, HO and now S, but my projects end up being 'good enough' but not necessarily so for contest grade. That being said means anyone can do a project and as long as you're happy with the results.....

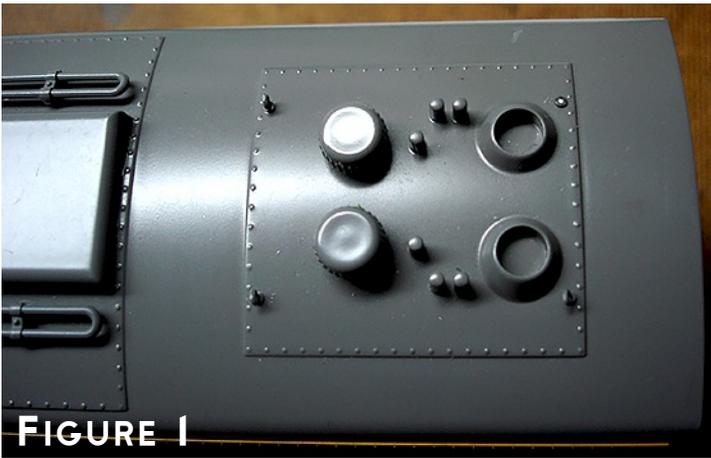
So now comes a little research. There are a lot of shots of E8As, but very few of UP E8Bs in suitable angles. Remember that they are all gone by the early 70's, save for a pair of E9As and a lone B the UP rebuilt for business train use. CP's two remaining E8as went to VIA and were scrapped by 1982.

Of course Murphy makes an appearance from time to time, which means that after I do step X, I find a picture that shows that step X was not required or is not adequate. Enough of the verbiage. on with the project.

The first thing I did was remove the steam generator detail from the back-end of one donor shell. See figures 1 and 2 on next page). This also removed the rivets around the border of the remaining panel, but Archer rivets will be used later on to replace them.

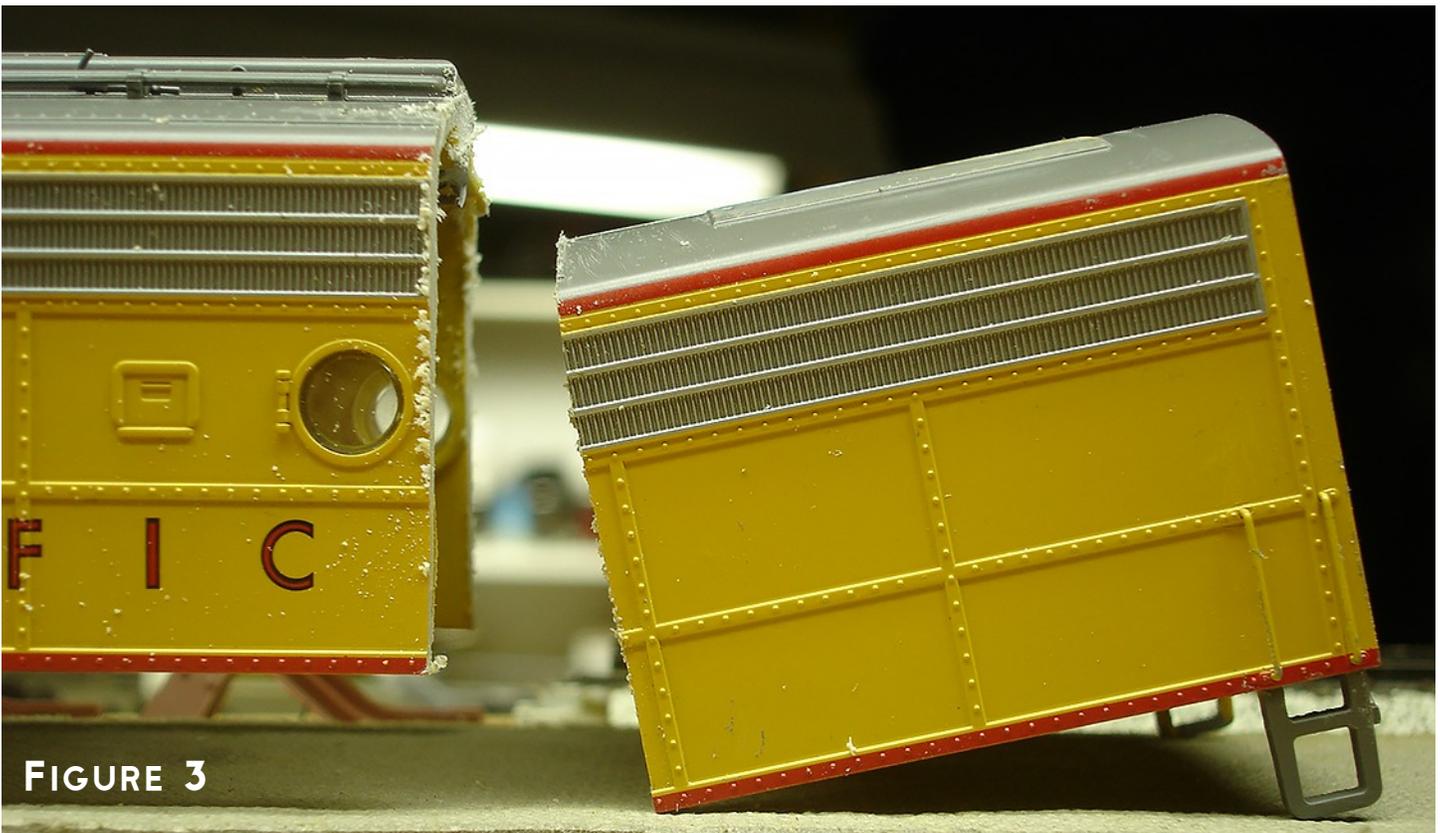
Then, after some nerve-wracking moments (well okay, weeks), I chopped off the back-end ahead of the rivet line. (Figure 3)

Over the course of several weeks, I slowly and carefully sanded the edge smooth and as straight as possible. It was easy along the rivets and a little harder over the roof. I used a glass plate to view the edge for best 'flatness'.



Eventually, again after the same nerve-wracking weeks, I chopped off the cab of the receiving carbody.

Here I cut behind the rivet line (rivet line remained with the discarded cab). Figure 4 on next page. And once again, I sanded for flatness as best I could.

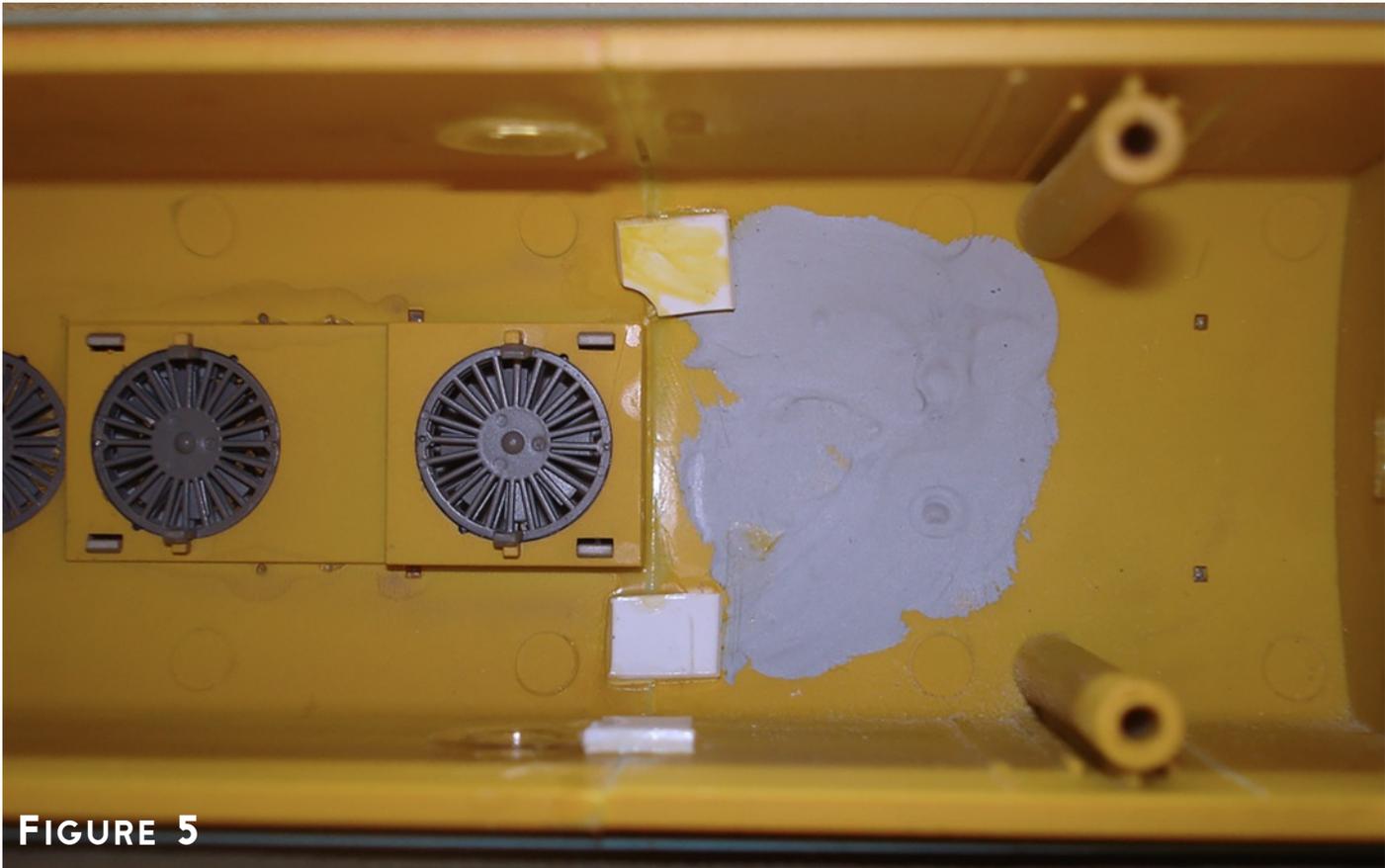


As it worked out, the two body parts matched pretty close together - not 100% but 'good enough'.

Once I was happy with the mating, I added a few gussets to the inside of one of the bodies to help with the alignment. (Yes, as seen in the figure 5, one of the four fell off early in construction.)



**FIGURE 4**



**FIGURE 5**

I applied a pair of elastic bands to hold the two parts in place and then flooded the insides with Tenax to weld them together.

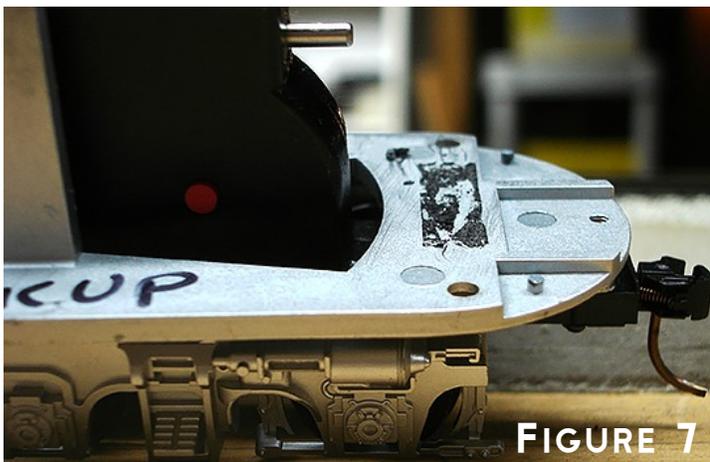
The piece of foam under the one band kept the band away from the carbody in case the cement capillarized to the outside (and it did in one spot causing little damage). See Figure 6.



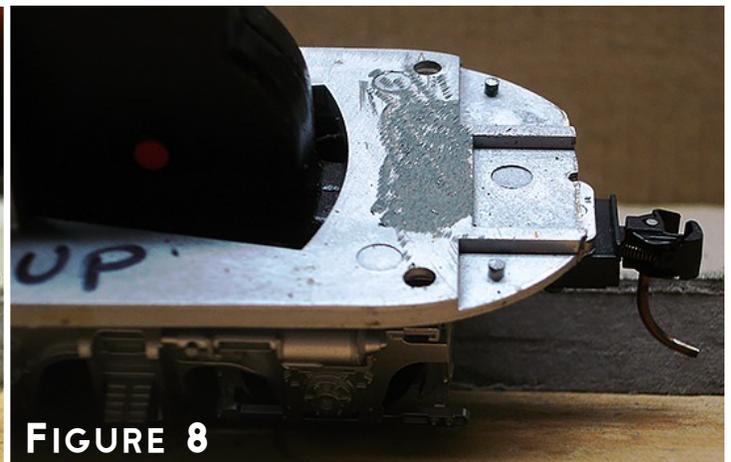
**FIGURE 6**

I left the newly assembled carbody alone for a week or two to make sure the resulting joint was dry and solid.

I then test fit the carbody against the chassis and found the chassis a hair or two too long, so I cut off a piece of the nose. Figure 7: CHASSIS-before, Figure 8 CHASSIS-after.

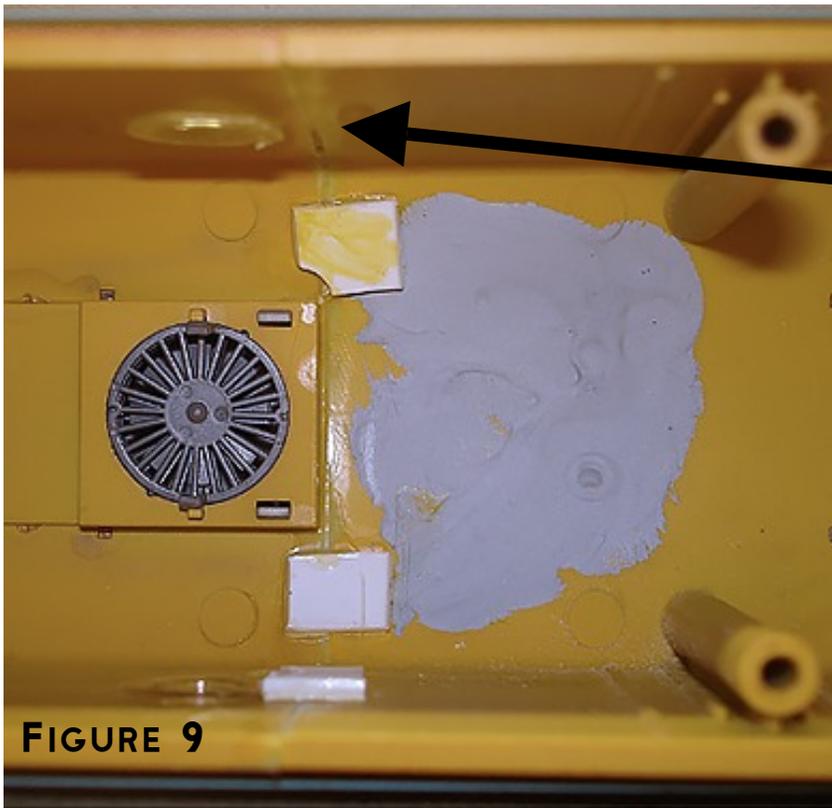


**FIGURE 7**



**FIGURE 8**

I also found that I had lost the body mounts for the front of the unit due to the realignment. I did make a couple of new mounts of styrene, but will see if I need to mount them. The body will mount with the back two screws and with the tabs at the fuel tank so the new mounts may not be necessary. The existing mounts will still serve as standoffs to keep the body from sinking down onto the chassis.



**FIGURE 9**

To prepare just-in-case, the small rib next to the existing mount was removed. (Figure 9)

That basically concludes the assembly of the carbody. Now on to details.

I found that the mating of the two body parts was not 100%. From certain angles, you can see a 'gap' in the carsides. I carefully placed a bead of UP yellow (Badger 16-24 Armor Yellow) in the gap for fill and it worked pretty well.

Since you may not have photos of roof details available, you make assumptions. And it turned out mine were wrong. After several prepping steps, I found the whole roof was supposed to be gray and the red stripe running the whole length. So I did a careful hand brush of the yellow area. The color is a little off and you can see brush strokes. A different paint and a little airbrushing should clean up the roof. A tip I saw was not to

touch up the new area to match the existing section but to rather just repaint the entire roof. My general method when it comes to 'difficult' paint jobs is to hand brush the base coat and finish with an airbrush.

You would be amazed when shopping for decals at how many variations there are. The stripes are from Microscale 87-354 and the road numbers came from Microscale MC-4071. The number font is a little different than the numbers on the stock AM unit but the size is pretty close. The letter 'B' (smaller than the numbers) originally came from a Herald King L-480 set, but they fell apart on application, so I went with Microscale 48-96. Even the '3' from the decal sets don't match the '3' used on the AM locos. But they're close, so I used them.

To finish off the roof top, Archer recently produced a pair of S-sized river detail (Cat#AR88071 – 7/8th dia. head; and AR88072 – 5/8th dia. head.) I compared the sheets to the loco rivets and used what I felt to be close. I didn't use a micrometer and I'm not a rivet counter. A single row was removed from the 'winning' decal sheet and applied around the edges of the former steam generator plate.

An application of paint to the roof and a coating of Dullcoat, and the unit is complete.

I didn't need three power units pulling the train, so the motor, drive & gearing were removed and stored away so to not strain whatever power supply is running them and act as backup parts for the A units.

KD802s are truck mounted since there are no pilots to get in the way of coupler swing. Diaphragms were also added to hide the gap.

All-in-all, it turned out not too bad.



*On the layout of SMSG member Tom Hess.*

# HI-RAIL KITS PART I

By [Tony Dixon](#)

This will be a multi-part series reviewing just a few of the different Hi-rail kits available to purchase and build your choice of railroad support vehicles.

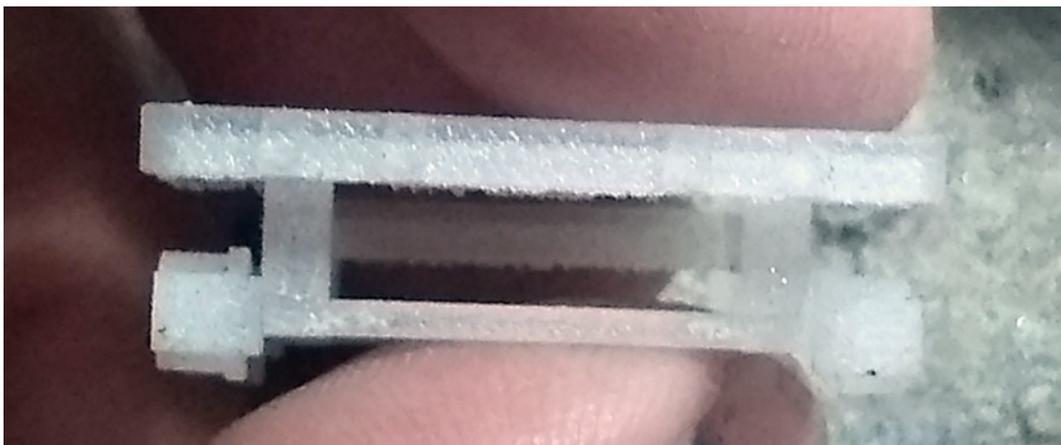
The first is the non-positionable Hi-rail kit by [CustomModelCreations on Shapeways.com](#)

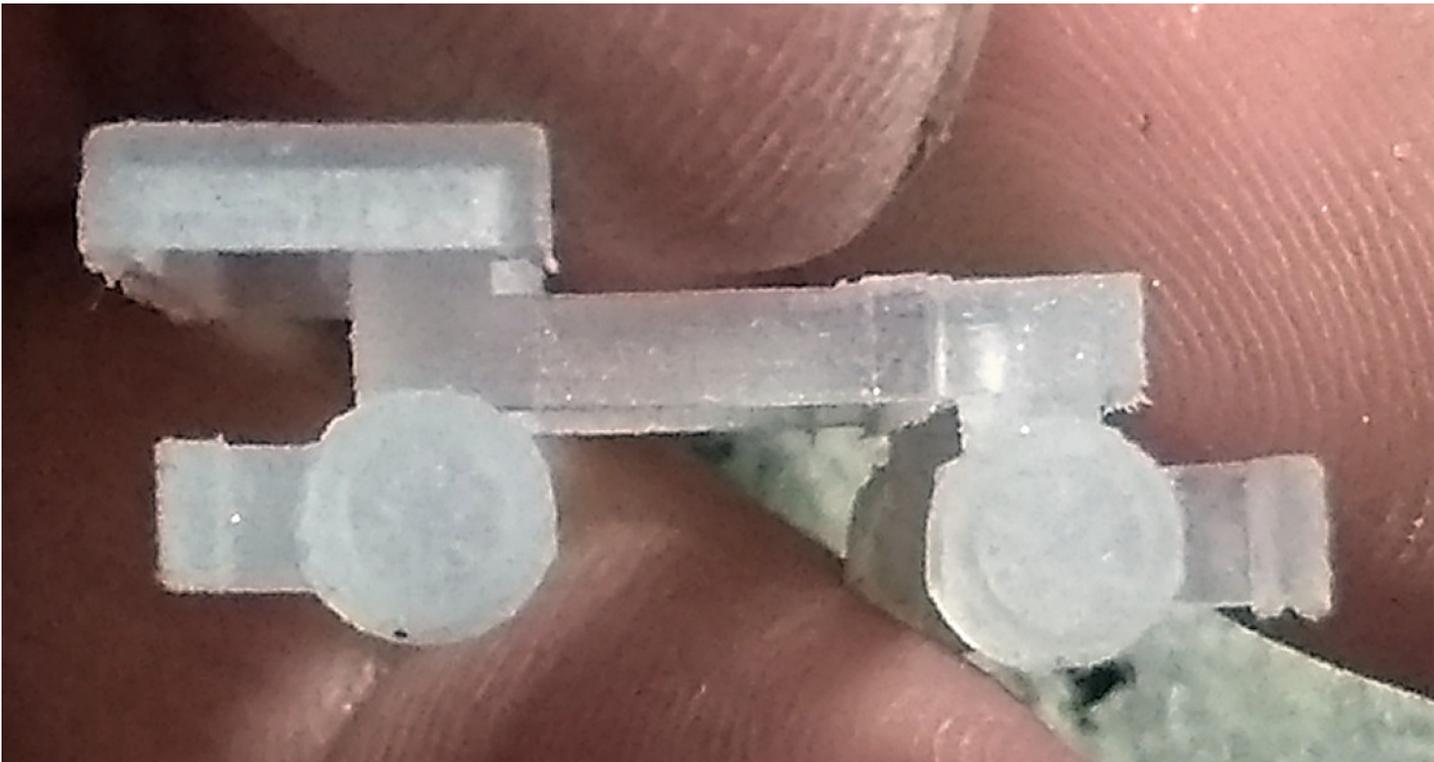
This comes in a 2 pack when they are shipped and are both stationary in the up position. This specific kit is great for someone who just wants to add a vehicle or two to their collection or layout without having to do a ton of work, and could be easily slapped onto some of the available castings without any modifications depending on the vehicle and look you are going for.



The first step I do to use these or any 3D printed components was to separate the parts far enough to be able to clean thoroughly with a tooth brush and rubbing alcohol.

Once finished cleaning the components, I made a decision on what vehicle I wanted to build into a Hi-rail. For this specific build, I used a Autoworld true 1:64 scale 1973 Chevrolet for a cab donor and a heavily modified utility bed that came from a M2 machines 1959 Chevy Apache; both of which are available in multiple colors and from varying suppliers, although I specifically used [MC2Toys on e-Bay](#) to procure these donors. I do not intend on going further into this specific truck's build process being as I want to focus this more on the use of the Hi-rail kits and finished build.





For installation, I used a medium weight CA glue and once fitting the components to the truck where I wanted them was complete, I used accelerator for CA glues to help speed the build along.

The final step I used was to paint the full chassis with the Hi-rail kit installed before assembling the rest of the truck to the chassis. Even though this is the specific process I used on this build, the 3D parts could be painted and installed as just the parts themselves vs building a full custom truck like I did.

On this build, I also used 3D printed stock 73-87 Chevy style Mirrors and 8 lug stock steel style rims that are available from [T&K Kustoms on Facebook](#), Phone (641)750-1587 or E-mail [TandKKustoms@gmail.com](mailto:TandKKustoms@gmail.com).



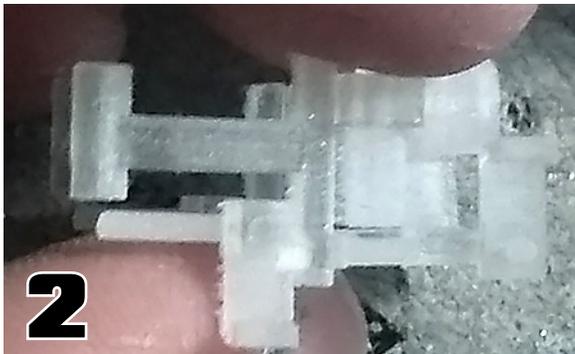
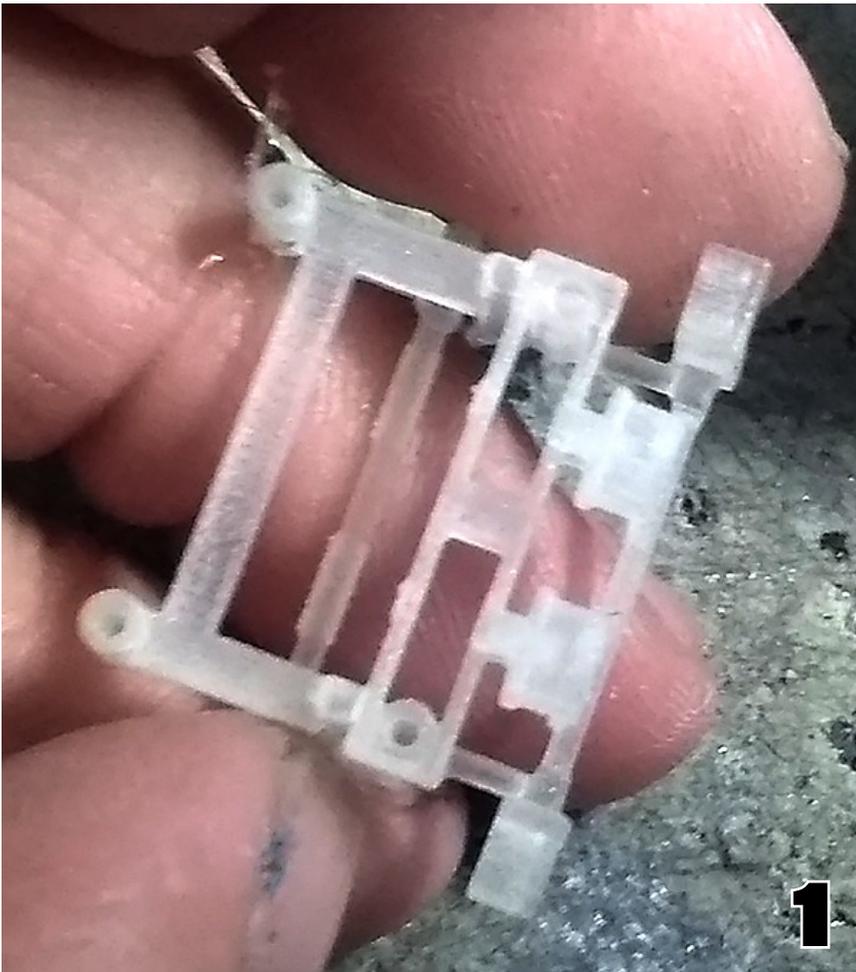
# HI-RAIL KITS PART 2

By **Tony Dixon**

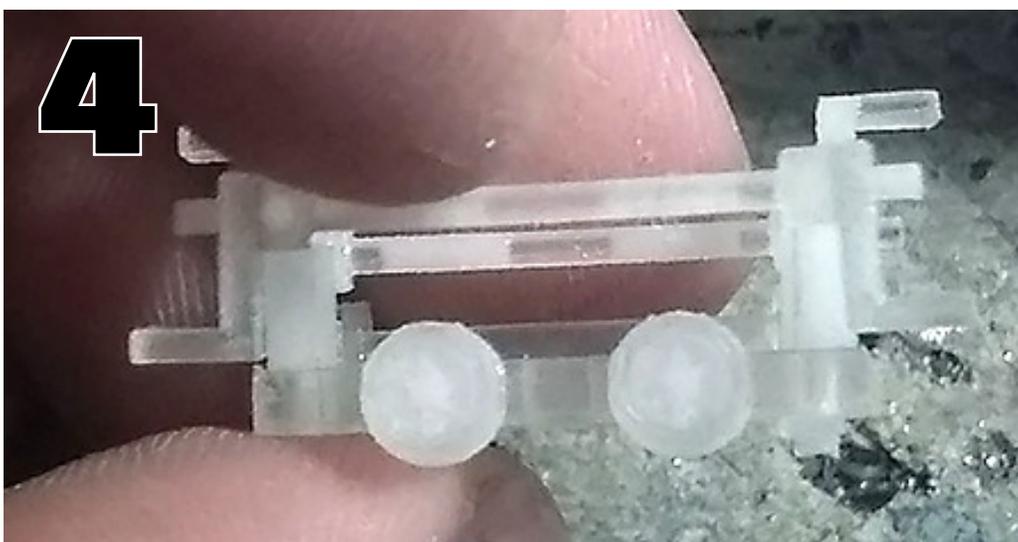
This is on the positionable Hi-rail kit for light duty pickups.

This design is built on a more modern design, but even on a older truck, makes for a neat addition to a fleet. The kit again comes with enough parts to build 2 trucks, but is substantially more pieces with 8 pieces needed per truck. See pictures 1 through 4.

For starters, I cleaned the 3D components the same as the last kit by separating pieces enough to get to all of them and cleaning with rubbing alcohol and a toothbrush.



Once the parts were thoroughly cleaned, I decided on the vehicle I was going to install the kit on; which this time was a 1981 GMC from Greenlight Diecast that I had previously torn apart, stripped, and repainted.



The next step in the process was converting the chassis to an appropriate height for a 3/4 or 1 ton 4 wheel drive instead of the half-ton 2-wheel drive that the casting had initially come as. To do so, I ground the bottom of the chassis out where the stock axles were mounted and added a piece of aluminum tubing with a 1/32 in ID to accept the new axle and wheel combination. Pictures 5 and 6 on next page.



Once that process was completed, I determined that I needed to remove a portion of the chassis to clear the rear Hi-rail mount, and did so using my Dremel tool and cutoff wheel. Pictures 7 and 8 are side by side of modified chassis and stock chassis.

Once the rear of the chassis modifications were complete, I mocked up the body to the chassis and determined that the front of the cab under the grill would need to be modified to properly mount the Hi-rail assembly up front. Pictures 9, 10 and 11.





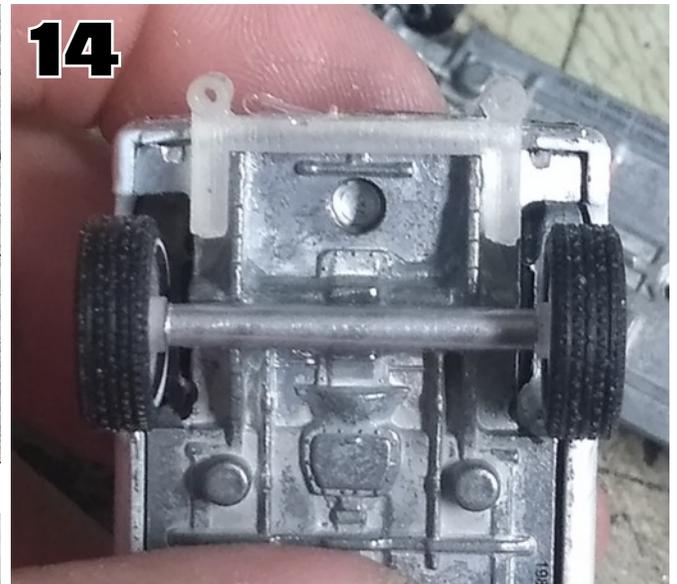
**10 11**



The next step was to assemble front Hi-rail assembly onto the chassis using CA glue while holding the body in place for proper fitting (pictures 12, 13, and 14), after which I decided to permanently mount the body back to the chassis in order to properly place and install the rear Hi-rail components (picture 15.)



**12**



**14**



**13**

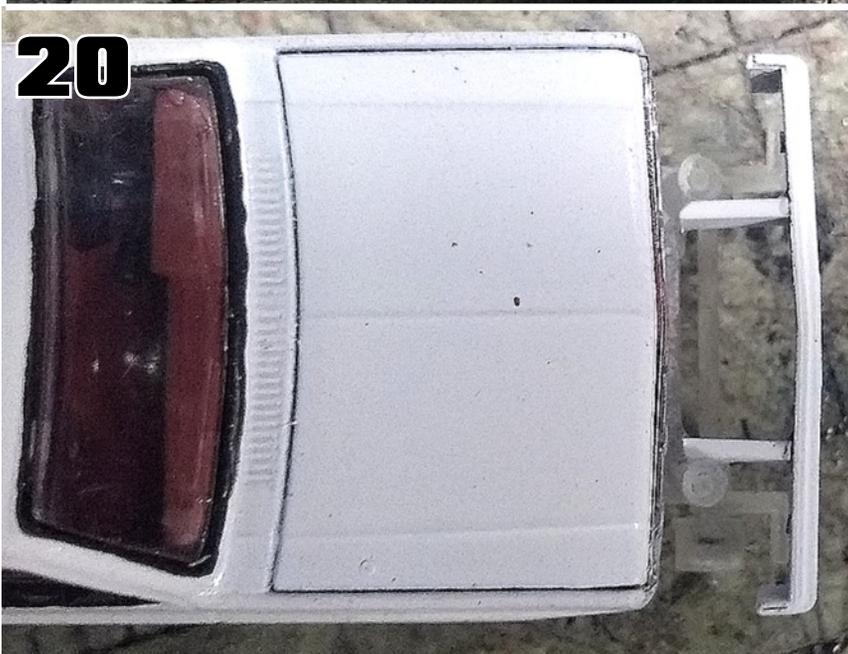


**15**

Pictures 16,17 and 18 show the movable portion of the Hi-rail inserted into the stationary portion on the truck.



To finish the look off before paint, I added 2 small pieces of 0.060 x 0.188 styrene strip to shift the stock bumper from the truck into a position I liked (pictures 19 and 20).



As a final step, I painted the chassis of the truck with a flat black and the wheels on the Hi-rail got painted Gunship gray. I then did my final assembly using the wheels and mirrors I purchased from T and K Kustoms ([T&K Kustoms on Facebook](#), VIA Phone (641)750-1587, or E-mail [TandKKustoms@gmail.com](mailto:TandKKustoms@gmail.com)) and tires I had acquired from a previous build that I believe were initially on a Ertl ram 2500 from their loose display rack at the local farm store.

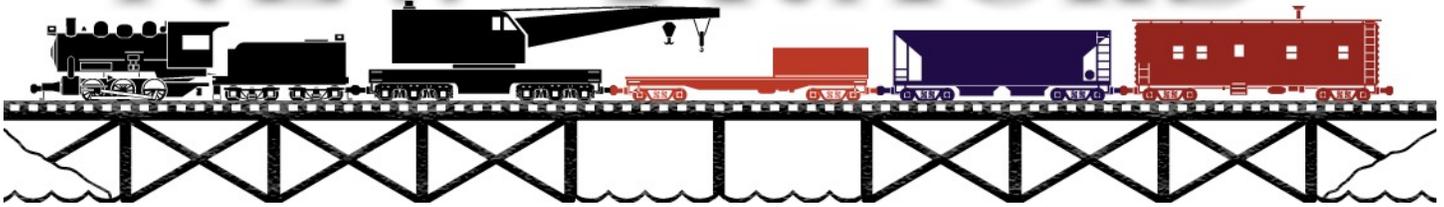


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# NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

## Creating a Fire Scene Including a Fire, Fire Equipment, Firemen and a Firehouse Manufacturers & Mentors Who Can Show You How



*Photo of unpainted model provided by Twin Whistle*

structure made it challenging for me to get the walls to come together. There were also some extra foundation pieces. This made me think I read the instructions wrong; (2) Some of the parts for the chimney were missing. Twin Whistle responded by sending the missing parts very quickly.

I have attached a few photos of the structure and where it is located on my layout."

Before getting into this article, I want to share some follow up comments on past articles.

First is Joe Sullivan's comments on his building of the Twin Whistle Models Contest Drawing model, of their S Scale McPherson's Tooling and Machinery Co.

Joe told me: "I had no big problems assembling the kit. Before assembling a kit, I paint all parts first. I always paint the interior walls black. I installed the lighting next, leaving the roof removable in case I want to make any changes to the lights later. I am still holding off with the signage until I come up with a creative name for the building.

The only problems I encountered were: (1) The odd shape of the





Thanks Joe. Your model looks great and obviously it is a very interesting structure to build. I look forward to seeing the signage you use for your structure. Thanks for your participation and comments and for Twin Whistle Model's help with my mentoring effort.

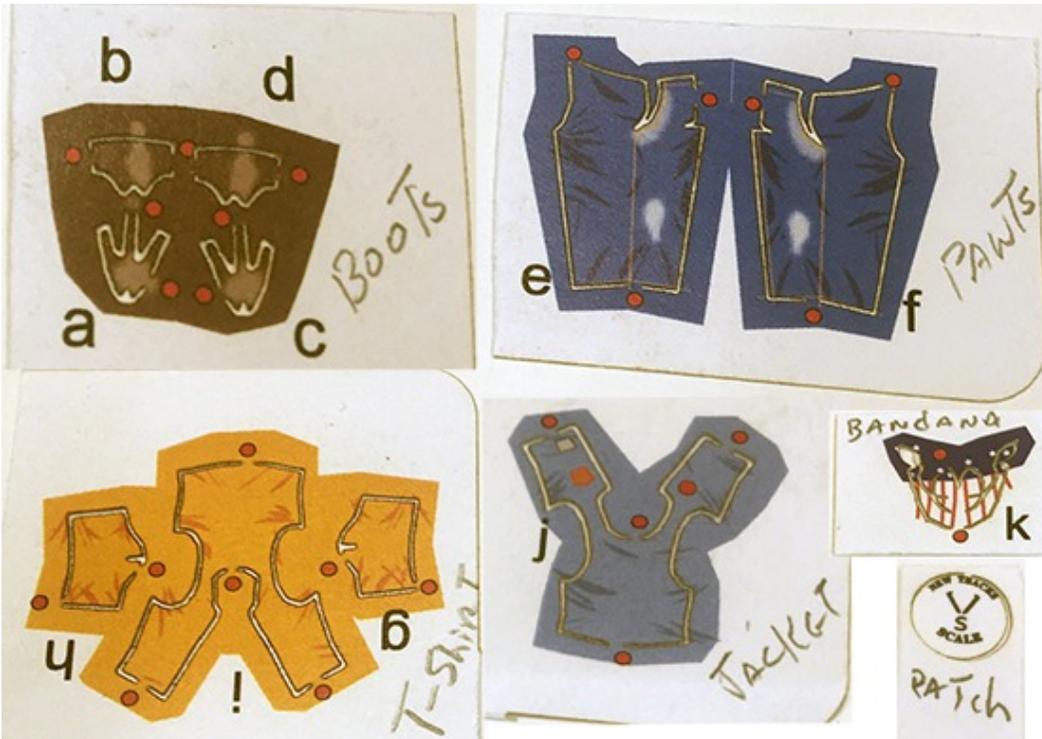
Second is a follow up to my "New Tracks" Motorcycle Club article. I completed building Paul Sanchez's paper human motorcycle rider and am impressed with what Paul has designed.



He even included a patch for the "New Tracks" club that can be put on the jacket. What do you think? Thanks Paul for your help and interest in this Mentoring project.

**Paper  
Human**

# 1:64 FIREMAN



Look for Paul again later in this article as he is designing a new "Paper Human" Firemen for our use in this article.



**Bjørn Jacobsen photo**

## Now let's create and put out a: "Fire! Fire!"

I have a firehouse on my layout as a backdrop building. The reason for having it is I bought a die cast model fire truck, I just had to have, and needed a firehouse to go with it. Lack of space prevented me from having more than a backdrop building for the fire station and having the fire engine appear to be going out the door into the street. But I like it, and I believe it adds to the overall town view I am trying to create.

While doing some research, I found two modelers who scratch build model firehouses, fire equipment, and engines. Their modeling is truly special. One of them is a mentor to the other and I believe both can be mentors and teach all of us about this type of modeling as well as use their scratch building modeling techniques elsewhere in our model railroad endeavors.

I also found two modelers, who I believe have created fantastic fire and explosive scenes on dioramas or taken photos that can be used as backdrops. I know they can teach me a lot about creating a fire scene on my railroad, and believe they can be excellent mentors for all of you. Wait till you see the scenes they create in what they call "The stories they tell". Next I found a manufacturer that sells three different sizes of LED sets that simulate different fire situations, and another manufacturer that offers a fire simulation with a LED. So let's get started with the two manufacturers. Please meet Dave, the owner of Evan Designs.

## **Evan Designs**

I am currently using some of the software programs that Dave offers, and I love them. These programs are helping me develop my card-building skills. I didn't know until recently about the LEDs that are also offered by Evan Designs, including the fire kits, which can be used to create many kinds of scenes for model railroads. Most of their LEDs are available in all 8 sizes. See their website for more information about all of their LED sizes. <https://www.modeltrainsoftware.com/pages/information-about-led-sizes> You should certainly take a look. I got a real education about these lights.

For more information about their fire kits, see their page ([https://www.modeltrainsoftware.com/products/fire-led-kit?\\_pos=2&\\_sid=493b8ea06&\\_ss=r](https://www.modeltrainsoftware.com/products/fire-led-kit?_pos=2&_sid=493b8ea06&_ss=r)). The fire kits come in three voltage ranges (3v, 5-12v, and 7-19v) and five different sizes. From N to O scale, they have you covered with appropriately-sized LEDs in both bulb and SMD styles.

I called Dave, and he graciously offered to provide a contest drawing for each of the three LED fire kits Evan Designs produces. We both want to see how creative you S-scale modelers can be in using the fire kits! Each of the three winners will need to use the fire kit to create a fire scene and then write about the scene and its construction for inclusion in a future "New Tracks" article in this magazine. This way, we can all learn about using the LEDs on our model railroads. A barrel fire, blacksmith's forge, campfire, fireplace, house fire, grass fire, and much more could be replicated using these fire kits. Thank you to Dave for offering this opportunity to my readers. I can't wait to see the fire scenes and learn some new tricks on how to create them.

### **How to enter the Evan Designs Contest Drawing**

**To enter the Evan Designs contest drawing ,each modeler must complete the form here.**

**You may enter three times, one for each of the three fire kits, but may only win once.**



**ENTER HERE TO WIN OUR  
EVAN DESIGNS CONTEST  
DRAWING**

Modelers fill out form, agree to build the model and write an article on their experience that I will include in one of my future "New Tracks" articles. Good luck to all of you! I wish everyone the best of luck in this contest. Have fun going down these "New Tracks" and great modeling to you all.

Another manufacturer I found from their advertisements has a fire simulation circuit that I believe has many applications in our fire modeling. Please meet East Coast Circuits.

## **East Coast Circuits**

I found this company and their Fire Circuit from reading one of their advertisements in another model railroad magazine. Just shows that at least one person is reading their ads! I went to the Company's website <https://eastcoastcircuits.com> to see the circuit and found out:

“ East Coast Circuits was created to provide unique, simple lighting effects circuits to the model railroad community. Creating such products provides modelers with a bigger selection to suit their needs. Simplicity & Uniqueness is our goal. All of our circuits are designed with the capability of add-ons to let the modeler personalize each circuit to their desire. Our circuits are compatible with most if not all scales.”

Their Burning Fire Circuit (302) is described as follows:



- Input 9-12V AC/DC
- Dimensions 1.70" X 1.70"
- Draws approximately 10mA
- Solid State Design (90 Days Warranty)
- Adjustable Timing Control
- Built-in Resistors for plug and play installation
- Built-in Pins for Future add-ons
- Four LED's per circuit
- For LED's only (3V Max)
- MSRP:\$20.00

I encourage you to visit their website at [www.eastcoastcircuits.com](http://www.eastcoastcircuits.com) to find out about the other interesting circuits and signals they offer.

I called Neal Multz, the Company's spokesman, and he graciously offered to provide a contest drawing for their LED Burning Fire Circuit. Neal and I agreed that we wanted to see is how creative you S Scale modelers can be in using this Fire Circuit.

So the winner will need to use the circuit he wins in creating a fire scene, and writing about how he constructed his scene including photos for a future "New Tracks" article in this magazine. In this way, we can all learn about using the LED Circuit on our model railroads. While there is a video on the Company's website showing a fire scene using the circuit, your scene can be whatever your imagination can come up with. Thank you Neal and East Coast Circuits for offering this opportunity to my readers.

### **How to enter the East Coast Circuits Contest Drawing**

**To enter the East Coast Circuits contest drawing each modeler must complete the form [here](#).**

**ENTER HERE TO WIN OUR  
EAST COAST CIRCUITS  
CONTEST DRAWING**

Modelers fill out form, agree to build model and write an article on their experience that I will include in one of my future "New Tracks" articles. Good luck to all of you! I wish everyone the best of luck in this contest. Have fun going down these "New Tracks" and great modeling to you all.

I wish everyone the best of luck in this contest and look forward to seeing the fire scene you create. Also, Neal just told me "Once you get the winning scene, please send us some images and we'll add them to our gallery on the website!" What a great offer, and honor for the winner. Thanks Neal. I hope everyone has great fun modeling their fire scene.

Once our fire is started, we need firemen to put it out. As in previous articles, Paul Sanchez of Paul Estudios offered to develop some of his "Paper Human" figures for our project.

## Paul Estudios

Paul did not have time to complete his fireman design before this article had to go to the publisher, but I can show you a photo of the prototype he is using and a sketch of his design.

I think these firemen will be great in any fire scene and really appreciate Paul's interest and help with this



project. I am sorry if I have omitted other manufacturers in this article who offer firemen figures. I just did not have the time to search, but will be glad to include your company and figures in a follow up article. Please contact me. I look forward to hearing from you at: [JimKellow@sscaleresource.com](mailto:JimKellow@sscaleresource.com). I will include actual photos of Paul's figures in a future article. I look forward to building them.

You can also preorder these firemen from Paul by emailing him at [Paul.Estudios@sscaleresource.com](mailto:Paul.Estudios@sscaleresource.com). I hope you do order some of the figures, as this is the third of my articles Paul has volunteered to design new figures for, and I know you will enjoy building his "Paper Human" figures. By the way, please send me a photo of your scene using his figures so we can see your creativity. I will be happy to include your photos in one of my future articles.

## Individuals

It has never occurred to me to scratch build a firehouse or a fire engine for my layout. But then I met these two modelers who do scratch built firehouses, fire fighting equipment, and fire engines. Since I love scratch building, I definitely need to reconsider my previous decision. The first step is to do some research on my time period to find a specific firehouse and fire truck I want to model. That is where I am now on this "New Tracks" project. As soon as the firehouse and truck are in place, I plan to scratch build a fire so my firemen have some work to do by putting it out.

Maybe you also are in need of a firehouse and/or fire engine and/or fire equipment, and/or a fire scene for your model railroad. If so, these four gentlemen can definitely help you build what you want. Please meet:

## John Ackerman Fire Apparatus Model maker



Please note that all the models in the photos are scratch built. Other photos show John and his modeling tools and equipment.

As a young kid, 7 years old, I would turn the my lead soldiers into firefighters and use various toy fire engines to set up fire scenes. This is when I made my first model fire engine. I found a photo from 1953 showing me with both a toy engine (which was too small for my lead soldier made firefighters) and a Doepke toy ladder (that was too large for my firefighters). That was the frustration that lead to making a model fire engine in the same scale as my firefighter It frustrated me that either the toys were too large or too small for my firefighters. Proportion really was important to me.

My dad, who had periodically built model airplanes, suggested I make a model using balsa wood and cardboard. With some tutelage to determine

the “scale”, I eventually made up my very first fire model. It served my miniature fire department very well. But being a kid, I never got around to doing another. Fast forward many years later, I began making another couple of fire models from balsa wood. They were beyond crude.

In 1964, (I was 17 by now) there was an article in a local paper about a fellow, Phil DaCosta, who made fire models. In those days, addresses were posted and it wasn't difficult to get a phone number. I called him and invited myself over. His work was beautiful. I showed him my crummy work and he proceeded to mentor me in the fine art of using Strathmore Board (a fine artists paper, a little thicker than regular paper stock) and basswood. Coincidentally, his models were all in 1:32 scale and my early efforts were about the same. By the next year, I had about completed one and then I began working on more. They were still incredibly crude by comparison, but I was slowly getting there.

In 1965, there was an article in the May issue of old *Car Model Science* magazine about Tom Showers, a very masterful artist who had been making models since his wartime days in 1941 while in Hawaii (yes, he was a Pearl Harbor survivor). All his work was also in 1:32 scale.

I began corresponding with him throughout my first year of college and on into the first few months after joining the US Army. Finally, I was able to meet up with him in August, 1966. It was then that I realized having machine tools and an air brush was crucial in serious model work.

I got married, and for our first Christmas together, at my first duty station, my wife presented me with a Unimat lathe. Just as I was beginning to learn to use it, and while I was working on what became my second good looking model, I received orders to go to Germany.

I was not able to take my lathe and had to depend on ordering parts from Tom and using my landlord's drill

press (my wife came over as soon as I found an apartment downtown – I did not want military housing).

I was able to do some model work overseas, but after returning home in late 1969, we rented a two bedroom apartment so both of us had room for our respective hobbies.

Now I was able to do some decent model work. After we bought our first house, I was then able to purchase an air brush.

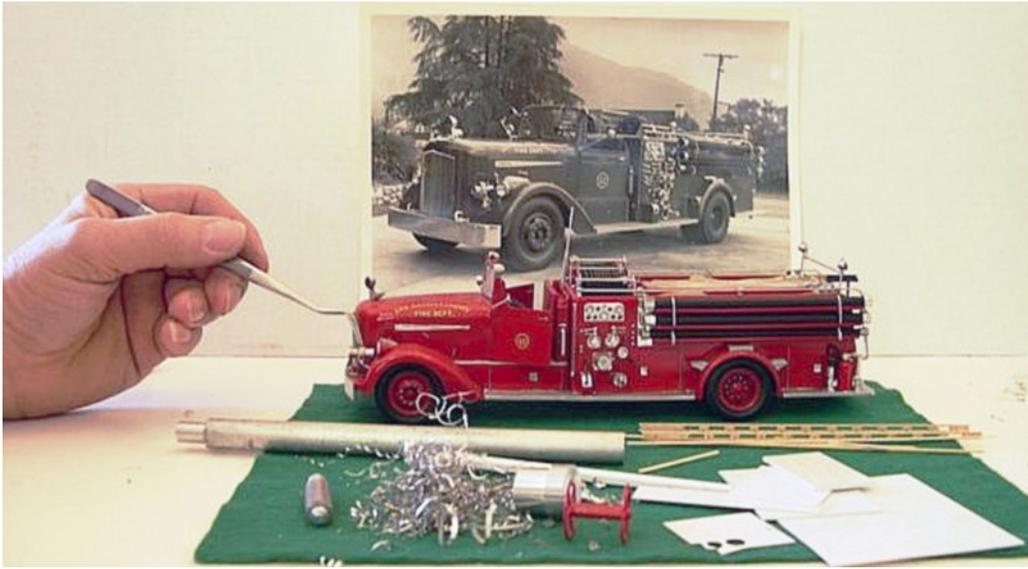
Tom Showers had also introduced me to a company in Los Angeles known as



*Just some of the many tools of the trade that John uses.*

EMA (Engineering Model Associates). They made butyrate plastic components, such as piping and vessel heads for the professional model makers making scale refineries and so forth. EMA continues to this day on a much smaller scale as the company morphed into what we all know as Plastruct. And for the record, some of my fire models are shown on the covers of the older Plastruct catalogs.

About 1975, I joined a group of automotive modelers, the Southern California chapter of the International Association of Automotive Modelers. This was a group of amazing fellas whose careers were varied, studio prop builders, Disney engineers, machinists, amazing graphic designers, high school teachers, automotive engineers, along with a couple of professional model makers.



What made this group unique was that they did not rely on kits. They were adamant about knowing the history of not only a specific piece one was working on, but the history of the actual piece as well as the history of the company that manufactured it. Plus, having a variety of machine tools was almost requisite.

It was through this group that I met the famed automotive modeller, Gerald Wingrove of England.

From the Unimat and Dremel tool, I graduated up to an early Craftsman (Atlas) 6" lathe and along with a Foredom tool and acquired a dental laboratory type small size vacuum forming machine.

I was now working in Styrene plastic and using basswood for my ladders, both the wood type and by painting them aluminum, metal ladders.

It was a third career choice (and I was turning 30) that I stuck with for almost the next 30 years.

After retiring and moving to southern Arizona, I began using more brass. It was not unusual to have a replica in Styrene plastic, aluminum





parts, brass work for the required details and wood for the ladders.

Doing more machine work also meant adding more tools, and having the Sherline (Vista CA) micro lathe and micro mill. Large tools include a DeWalt scroll saw and Jet bandsaw.

I am among the founders and former board member of the Los Angeles Fire Department Historical Society, and even though I have moved away, I'm still working on replica LAFD apparatus to add to the permanent collection (in a dedicated model room) at our museum, Old Fire Station 27, Hollywood (LA) CA.

I continue to work in 1:32 scale and also have had commission work in both 1:25 and 1:16 scales. I also have made six fire stations and a drill towers, all in 1:32 scale, and I am on the board of directors of The Mini Time Machine Museum of Miniatures, Tucson AZ  
<http://www.theminitimemachine.org>

I am always eager to assist other modelers, even if they prefer using kits and doing kit bashing and work in that strange scale of 1:25. Please contact me if you believe I can help you in your modeling project in whatever Scale you model at

[John.Ackerman@sscaleresource.com](mailto:John.Ackerman@sscaleresource.com)

No question in my mind if you want to build fire equipment, apparatus or fire structures, John is the person to contact.

### **Patrick Goodwin fire engine and firehouse modeler**

Good Evening Jim, Thank you for having an interest in my work and choosing me to be part of your work! I started building these firehouses and more about 8 years ago when I wanted something other than shelving to display my Die Cast Collection . I started with just some sheetrock, some pine scraps plastic corner bead and some extra paint, and a few battery kits left over from my wife's Christmas displays .

That is where my very first build, The Matchbox Museum came from . It holds approximately 30 Matchbox fire trucks from different eras and the AA light kits light it up inside and some of the exterior lighting as well.



That is how it all started for me and just kept going from there. As a Modeler, I work by eye. I work with Scale as well, both at the same time. I start by measuring the actual model I wanted to build for, I started for 1/64 scale Code 3 Trucks, and built around it .I have always worked with wood ever since I was a kid . For me, these firehouses are a self taught thing. I have a spinal injury and can't do the carpentry work I really miss, but I can at least still enjoy it this way.

This is one of the most enjoyable hobbies there is out there, as compared to actual model making of cars and planes, etc...



# Firehouse Die Cast Displays



Making "scratchbuilt" buildings as I do, for me is something I do when I feel the mood as well. I can't just pull up a chair everyday and do this like a job. It's not like that. It's a labor of love and a passion many have, but not willing to spare the time for.

That is how I learned every skill I have. Someone gave me the time.

I have my Facebook page, [Firehouse Die Cast Displays](#). I show folks step by step as I go on my builds. I take all the questions they have. They show the builds they've got, that's the part I enjoy. I love seeing other folk's work. The artist out there will surprise you, and even themselves sometimes.

I try to "mentor", as some could say. I believe it is important to pass along the things we learn to the next generation .... if they are willing to learn. Key word – willing. If they are not willing, they will be bored with it. So you have to make sure they have that interest in it, and if they do ... Show them!!

When I started, not many wanted to show me any tips and tricks in this hobby. It wasn't easy to look and comment and ask, "Can you tell me what material you made that from?" when looking at other's work on Facebook groups and expect an answer . Some just didn't want to "share the wealth of knowledge" I guess, Lol... But, one gentleman did for me, and I am very grateful for it .

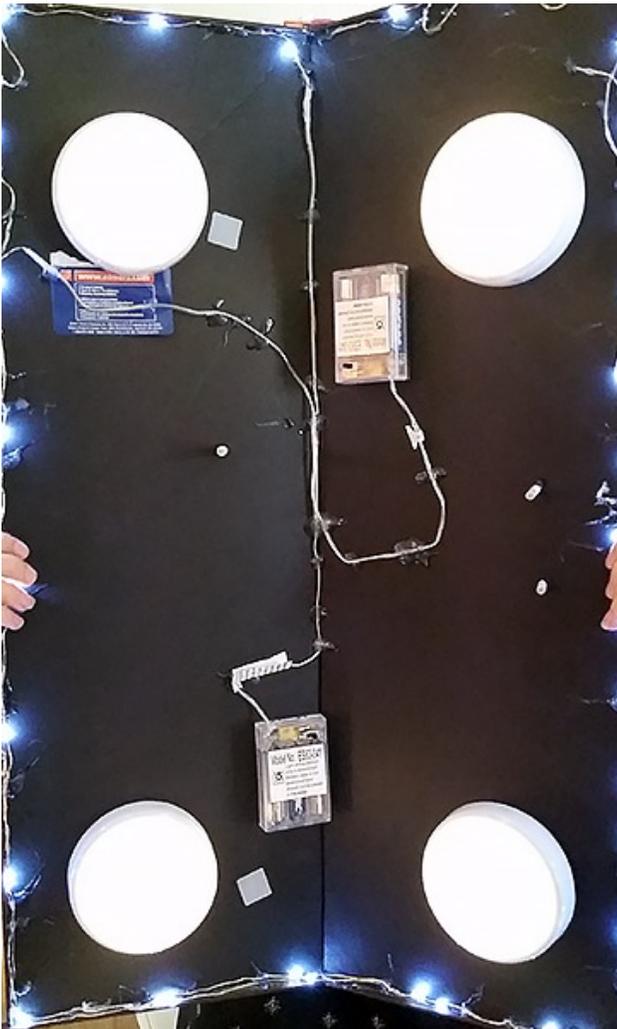
Mr. John Ackerman . He is a well known Artisan Artist who has built some of the finest fire Apparatus and firehouses I

have ever seen. Everything is made from whatever it is originally made from. His work has been on display in fire museums, and many publications worldwide.

His work is top notch in craftsmanship and just skilled handwork of a magnitude I would hope to achieve some day myself. He has 50 plus years of experience and reached out to me ...to mentor me on his own.

I didn't even ask It just happened! That is a huge deal for a small guy like me. It's like a young kid being coached by his role model in the field he wants to be the best in, how can you beat that?

Every time we get to talk, I keep notes of the details I need for my builds, scales, materials, people who did what work and when, where to find the article (The Book of John.... I call it ), etc., just a wealth of information that Google can't give me in that one hour call.



You would be surprised how much you can learn, in a short time from someone, if you just pay attention to what they say and do sometime. In this trade, it goes along way. John has so much to offer, and on one subject, you can hit many different angles on how to approach that build, project, or piece I am working on. It is really nice to have someone, who has that much, and is willing to give, even a little of it.

I want to do the same thing and pass it on with each build I do on my Facebook page, and hopefully get people to get back into this easy, enjoyable and fantastic hobby again a little at a time!

The Scale ... I chose 1/64 ...or as some call it 1/12 ...O or S. I put lights in all of my builds, it just adds a great look to them and a challenge to. I have to have windows that look as good as possible, and laser cut wooden letters and laser cut signage. I design all my own buildings myself from my own vision that I see and transfer them into paper, then to wood.

I chose that as it is the scale I mostly collect, but I do have most scales in my collection. I have approximately 8500+ die cast in my collection, I use them to display my builds as I go, and go to shows locally.

This scale has been popular as well as I sell one or two a year for the Code 3 Collectors out there. There is a massive group of Die Cast fire apparatus collectors which I am proud to be part of.

I would like to help others via my Facebook page, to give them the skills, confidence and guidance they need to help them make their own firehouse or similar small buildings. I have built many different style buildings, not just firehouse – Dunkin’ Donuts, Auto Zone Plaza and a 5 Story 140 car Parking Tower, a Campground and a Drive In Theater. If you can think it, and you have wood, you can make it! Give me a call at [Patrick.Goodwin@sscaleresource.com](mailto:Patrick.Goodwin@sscaleresource.com) and let’s talk. Thanks again...Patrick Goodwin

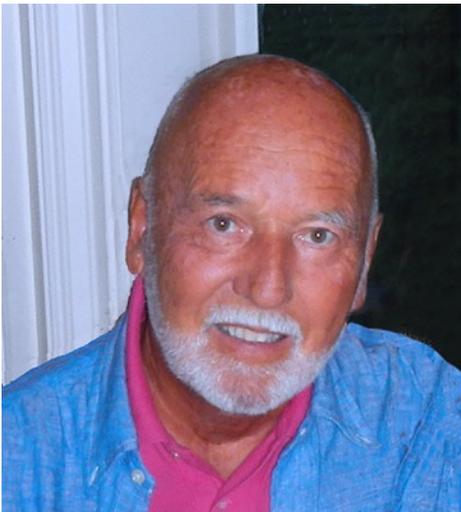
Patrick is obviously an expert in all types of fire trucks as well as the person to contact for a firehouse.

Now I want to introduce you to two modelers who are fire modelers. Take a look and be careful not to get burned.

### **B J Bjørn Jacobsen Fire, Explosion, and unique scenic diorama modeler**

I was born in Norway in 1942 and made my first scale model in 1957, 15 years old. I was fascinated by the aircraft from the Second World War and used all my pocket money to buy all the model kits I could get hold of and spent hours gluing the kits together and painting them by hand.

At that time, there was nothing called airbrush, weathering, aftermarket products, photo etch, shading and all the stuff today's model builder uses and takes for granted. Neither was there any social media, where your proud work could be displayed for all to see – and be criticised – by people you don't know, and who certainly do not know you.



The only ones to see your work back in the '50s and '60s were your friends and your family, and they would say your models were great, and boost your self-esteem to new heights!

That was the happy time of modelling.

Today, the modelling is big business, and everything is very serious. Perhaps a little too serious. The building of models and dioramas should be fun, fun and fun – not perfectionism.

The 15 year old boy in 1957 did make a lot of models in the following years – and had a lot of fun building them.

*Above: Me as I am today (picture was taken by my wife, Bibbi Jacobsen) and one from my room below in 1962 (20 years old and working on my models), This photo was taken by my fiancée (now my wife).*



But then came work, family and children, and the models were placed in the attic in cardboard boxes. And stayed there for almost fifty years.

When I retired, I picked up my old childhood hobby, and in 2015, I collected the boxes in the attic and saw in awe what I had made so many years ago.

Some antennas, cannons and propeller blades were broken, and some decals were in a bad shape, but otherwise, it was like going back in time to see the models.

When I started building models again, I discovered that it is more rewarding and challenging to make dioramas, because it requires not only modelling skills, but also a sense of realism and a lot of research and scratch building to get it as realistic as possible.



It also gives me the opportunity to let the models tell their story – and a story, they always have. It’s entirely up to your imagination and creativity to make a story out of your model. And the best of all, there is no “right” and “wrong” when building a diorama, so if anyone disagrees with me and the way I am building my dioramas, or want to do it differently, that’s all right!

I have always been a creative person; I started my working life as an advertising and marketing consultant and ended up with my own company some years later. Building, painting and creating stuff come easily to me and that’s probably why building dioramas have become one of my specialities.



For years, I have posted my work to the many model groups around the world, and I have often has been asked to publish some of my work.

I learned that many model builders all over the world would love to have some tutorials in practice building of dioramas and models, and I set out to write books about my work. I have released two books so far, and the third is in the pipeline. The first book has already been translated into five languages.

My hope is that my models and dioramas might inspire some to try



out this exciting hobby. If you want to see more of my work, you can visit my website: [www.dioramas-and-models.com](http://www.dioramas-and-models.com)

Bjørn

I can not encourage you enough to visit Bjørn's website and see some of his modeling. I see so many ways his techniques and skills can be used by many model railroaders on their layouts. Send me a photo of your fire scene and I will include it in a future article. If you think Bjørn can help you with your modeling contact him at [bjorn.jacobsen@sscaleresource.com](mailto:bjorn.jacobsen@sscaleresource.com)

### **Guilherme Holtz**



I am Brazilian, but lived several years in the US. My hobby basically depicts scenes and memories from my childhood in Arlington, MD, during the late 1960's.

I always loved toys, railroad models, vintage cars, street scenes from the past and photography. However, I've never tried to create until five years ago, when I started photographing some of my 1:18 scale car miniatures.

It was so much easier using digital, compact cameras for that. I was deeply fascinated by Michael Paul Smith's work since I first saw it on the Internet. It became a source of inspiration, obsession and a big challenge to me. We became friends and he taught me many, many techniques.

From car pictures, it went to buildings and street scenes, my techniques were developed by trial and error, and diorama building accordingly to material available. Initially, I used discarded cardboard boxes for the



NOV 64

buildings and painted street "asphalt" directly over wooden boards. Later, I started applying a paste mixture of car sealer, soil, white glue and water for the roads and streets. Sidewalks were initially made of wood boards and later became carved in plaster and also used for the cobblestone streets.

I started building miniature brick walls by pasting individual sandpaper blocks. Later I started carving bricks directly in dry plaster. I've created from scratch also several accessories such as hydrants, bridges, trees, fences, phone booths, outdoor ads, light poles, etc. Special effects

were employed too, such as snow using baking soda, water over the streets to create ponds, miniature leaves, dirt, etc.

By practicing, I've learned how to photograph miniatures without distortions or blurred areas. This demanded better cameras and also larger dioramas for the depth effect, as also to limit the number of miniatures in each scene. Artificial illumination for night shots was a whole new area too, soft, "in scale" illumination was not easy to get using LED lamps; at the same time it demanded filling lights for the front and background, and also lights coming from the miniature light spots in buildings and poles.





Taking pictures outdoors increases realism exponentially, but dioramas are clumsy to be transported outside, particularly in such a large scale. I adopted the 1:18 scale because of the huge availability of nice, affordable miniature autos. I am still trying my ultimate forced perspective shot in a nice real urban scene. To have, at the same time, a realistic diorama matching real buildings in the background during a beautiful sunset is like the holy grail to me.

For your disappointment, the road accident shot was taken using just a real fire, with some common fire alcohol starter over a old, cheap car miniature. It was a chaotic set as the light from the fire was uncontrollable and too strong, weakening the led lamp lights. Something similar happens when you try to photograph outdoors a diorama with a miniature light pole or an illuminated building; it competes with the stronger light from a real light pole.





I was impressed with Guilherme's urban scene and fire scene photography and believe it could be used as a backdrop photo. Obviously he can teach us all about our photography and how to use it to create very realistic scenes on our railroads.

He used a real fire, which I do not recommend, but if you do use a real fire, I hope you take great care with it and take all appropriate precautions and safety measures as well as obey the laws in your area. Do not do this unless you are an adult and certainly not indoors. You can contact Guilherme at [Guilherme.Holtz@sscaleresource.com](mailto:Guilherme.Holtz@sscaleresource.com)

That is all for this "New Tracks" article. I hope you enjoyed something a little different, and have found some interesting ideas for your fire modeling experience. Any comments or suggestions for the next article are appreciated. Please contact me at: [JimKellow@sscaleresource.com](mailto:JimKellow@sscaleresource.com) Also, please go to my new Facebook page: [Jim Kellow MMR](#) and like it so we can keep in touch between articles. Please also leave any comments, suggestions, and ideas on my page. Thanks.

Thanks for reading this far. Time for me to be off to the work bench. Good luck with your model building and have fun going down some "New Tracks".



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# A BRICK PLATFORM FOR OOSTBURG

By Richard Lind

Oostburg's wood combination station was probably built after 1873, when the Milwaukee, Lake Shore & Northern was building north from Milwaukee toward Sheboygan. Its board and batten siding and semi-hexagonal operator's bay were common in that era. With its footprint of 22 by 60 feet, Oostburg is typical of stations for communities with a population of about one thousand. In my experience, such stations usually had a long brick platform. But Hidden River Manufacturing's kit comes with a 61-foot long by six foot-six-inch wide wood platform (Fig.1).

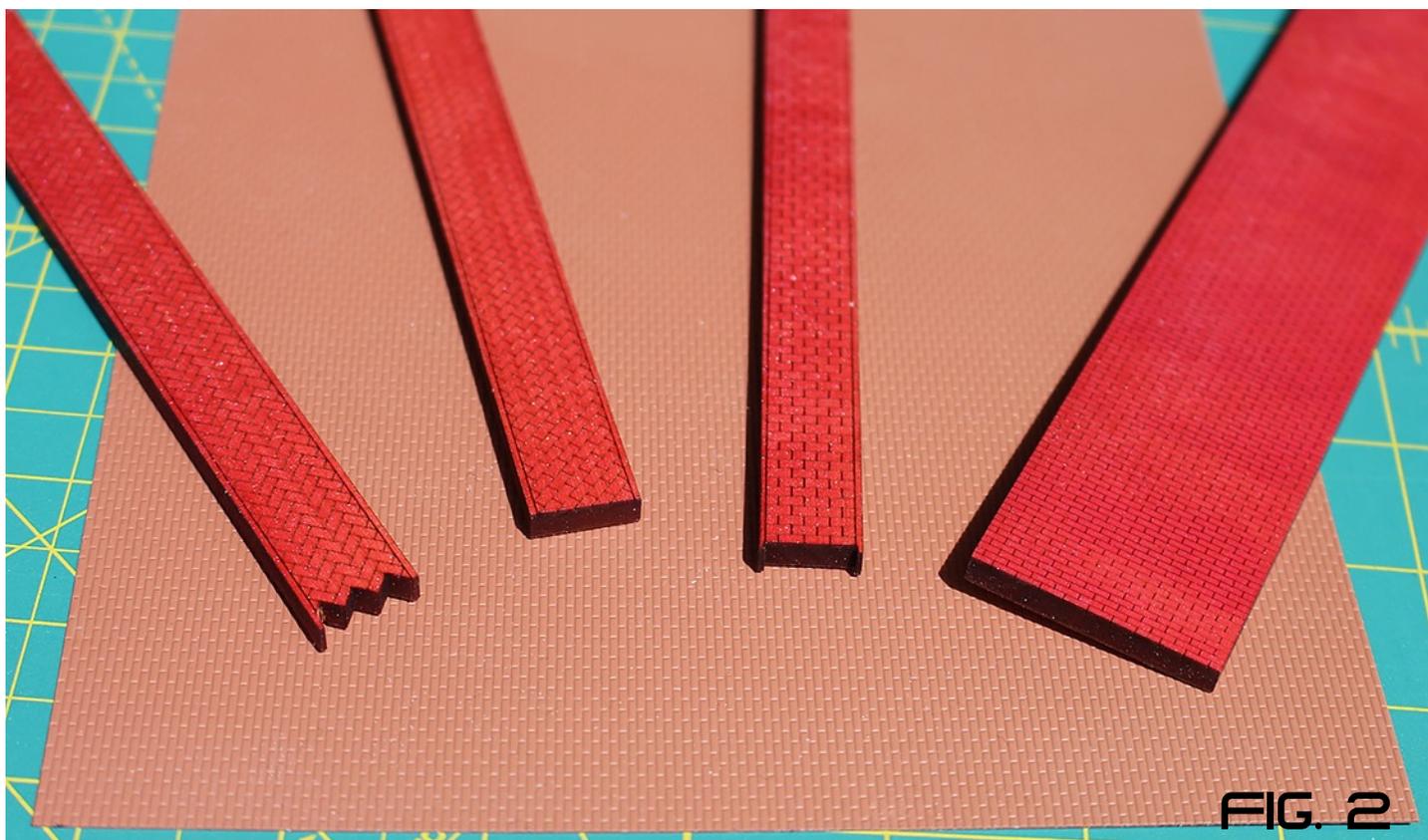


FIG. 1

To create a brick platform for Oostburg, I consulted a B&O standard drawing I have. It showed paving bricks on edge, held in place with 6-inch thick concrete curbs, and the top of the curb was to be four inches above the rail. For a station Oostburg's size, the drawing called for a 12-foot wide platform. I made my platform nine feet wide, the width for a smaller station, to save a little space.

Plastruct 91611 HO scale/1:100 Brick would have been an appropriate material for my platform, but I forgot I had it. It will serve well for street paving. Instead of using Plastruct brick, I drew my platform up in AutoCAD, leaving a cutout for Oostburg's semi-hexagonal operator's bay. Since paving brick is larger than face brick on houses, and since there apparently was no common standard for paving brick size, I made my bricks 4-1/2 x 9 x 3 inches for convenience, which turned out to be exactly the same size as the Plastruct bricks.

While I was at it, I also drew three patterns of flat brick bonds for residential sidewalk: cross, diagonal and herringbone (Fig.2). When my drawing was finished, I contacted Hidden River Manufacturing and asked if they would cut it for me. They would, but I had to convert my drawing file to the version of AutoCAD they were using. You can do that in AutoCAD and I sent my drawing file to them as an email attachment. When the 3/16-inch thick HRM brick product arrived, it seemed so smooth, I didn't see a need to prepare it for painting.



The next task was to select some stripwood to use for curbing. I chose 3/32" by 1/4", which is 1/16" (4 scale inches) higher than the [Tomalco flex track](#) I planned to use.

I sanded the tool marks off the stripwood and primed it with Poly Scale 414157 D&H Grey, which is a pretty good new concrete color. Then I had to decide how long my curb stones were going to be. Five feet seemed about right (actually 10 feet was standard), so I scored my stripwood curbs every 15/16 of an inch with a Zona saw in a Zona miter box. Every 3-3/4 inches, I cut completely through the stripwood to make my curbs a convenient length for handling and gluing. Then I turned the curb strips in the miter box and extended my scoring cuts across the tops of each piece. After sanding my curb pieces again with very fine sandpaper, I painted them with Woodland Scenics C1217 Concrete Earth Color, which was slightly darker than my undercoat.

Assembling the curbs to the brick was done upside down on a flat surface, and it went quickly. When I bought my stripwood, I also bought a sheet of 1/16-inch thick basswood to support the side of the platform that abuts the station, and to raise the station up to the level of the platform. I cut two scale 61-foot lengths of the basswood sheet and split one of them down the middle with my Zona saw. Then I glued the half-wide piece to the full width piece, long edge to long edge. Next, I painted the short sides and one long side of the resulting assembled piece with the depot trim color, assuming this station was built on pilings and had a board skirt between the baseboard and the ground.

Finishing the brick was an experiment. When I painted my brick stock, I used a rattle can of Tamiya TS—39 Mica Red. This was too bright, so I weathered the brick and concrete curbs with Pan Pastel weathering kit colors to tone them down. The curbs weathered as intended, but not the brick. I was using a brush, rather than the sponges provided in the kit, so my brick weathering was spotty and didn't give me the appearance I was looking for. Painter's tape pressed down on the brick platform removed a lot of the Pan Pastel. Next, I shot it with Dullcote, which didn't tone it down as I expected. So, I masked my curbs with painter's tape and applied Pan Pastel's Permanent Red Dark with a sponge. That covered my previous sins and it was a good red brick color. Next, I sealed it with Dullcote. Surprise! The dark red color changed to dark brown and I had to look closely to see the brick joints.

I masked the curbs again and steel woolled the brick with 000 in the direction of the long brick joints. Two things happened: some of the red color came back and now my little wood bricks had a brick-like luster: the appearance I was looking for (Fig. 3). Of course, I got steel wool fragments all over the place, but painter's tape removed most of that. A strong magnet finished the job.



**FIG. 3**

Next time, I'll prepare my brick platform stock before painting with fine sandpaper and initially coat it with sandable red auto body primer, which is a good red brick color, then seal it with Glosscote or Dullcoat. Steel-wooling as a last step is a must, because it's the finish, rather than the color, that makes model paving brick look right. You want your model brick paving to have a gentle sheen unless its really dirty.

If you want a brick platform for your station, contact Hidden River Manufacturing. [I gave HRM permission to continue using my brick platform drawing.](#) Go for it!

# An Easy Steel Viaduct or “A Bridge Too Far?”

By Tom Lennon



I’m not sure just how or why I decided to build this bridge. I don’t have a site for it on my planned layout, but at one point in time, one of the PPSSW guys did. I was looking thru a box full of bridge parts and kits and spotted the pair of Micro Engineering HO kits. I remembered that I bought them back when Steve Doyle was working on a Chicagoland underpass next to his Donut Shop. The HO Atlas Snap-Track Girder Bridges always seem to magically appear in my parts box. I think they simply self-replicate in the box!

I realized the legs in the kit would be too short for S Scale clearances, therefore, I fabricated some stone piers later on to raise the track level. Also, the girders in the ME kits are clearly too small to span an S Scale street, but the Atlas beams look like they are beefy enough for the job. So I inventoried the parts, and without too much forethought, I plunged in.



I used two of the HO Double Track Tower kits, along with three of the Atlas bridges.

The ME kits have alternate latticework moldings provided to build variations of the Towers, and I chose to use the double track HO version, but on installation, I rotated the Towers 90 degrees and found them perfect for an S Scale single track bridge.

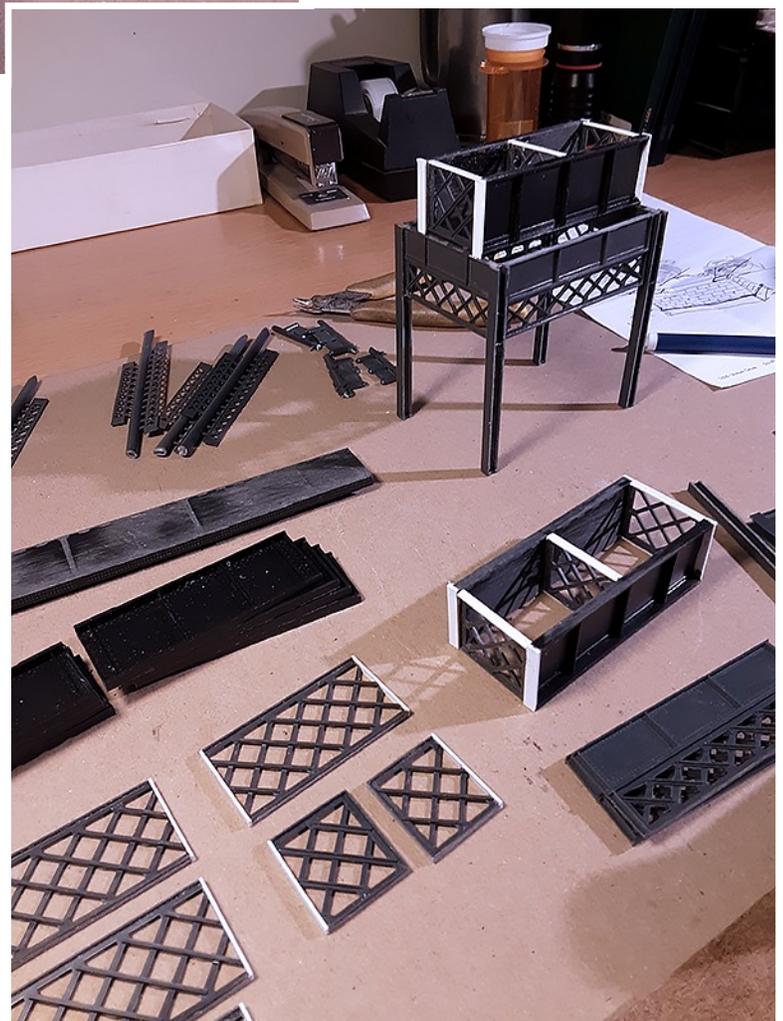
I followed the kit directions (yes, I really just said I followed them!) to build the legs and Tower assemblies. They're very easy to build, and I used Tamiya styrene adhesive throughout.

I then used my Japanese fine tooth saw to cut the girders free of the Atlas bridges. I now had six

beams, 9" long. I actually needed 5 pairs of beams. I needed 2 pair of 3-1/2" length for the right and left hand spans, 2 pair for the Towers at 5-1/2" and one pair of 7" beams for the center span. You'll need to cut and splice Atlas parts to make up a couple of proper length beams, or just buy a 4th Atlas Girder Bridge.

I used the latticework moldings as much as possible to separate the girders, but I did run short and substituted styrene sheet for a couple of braces. I also needed a few bits of styrene strips to finish off some of the edges, as seen in the photos below and to the left.

Once the Towers are complete, you can glue in the Spans. The long one goes between my Towers and the shorter ones flank them. I added styrene Knee Braces under the ends of each beam to strengthen the assemblies. I had a pair of Building and Structure hydrocal abutments on hand, and their height determined the height of the Piers I made. The Piers are simply pine stock cut on my table saw. They are covered with some ancient



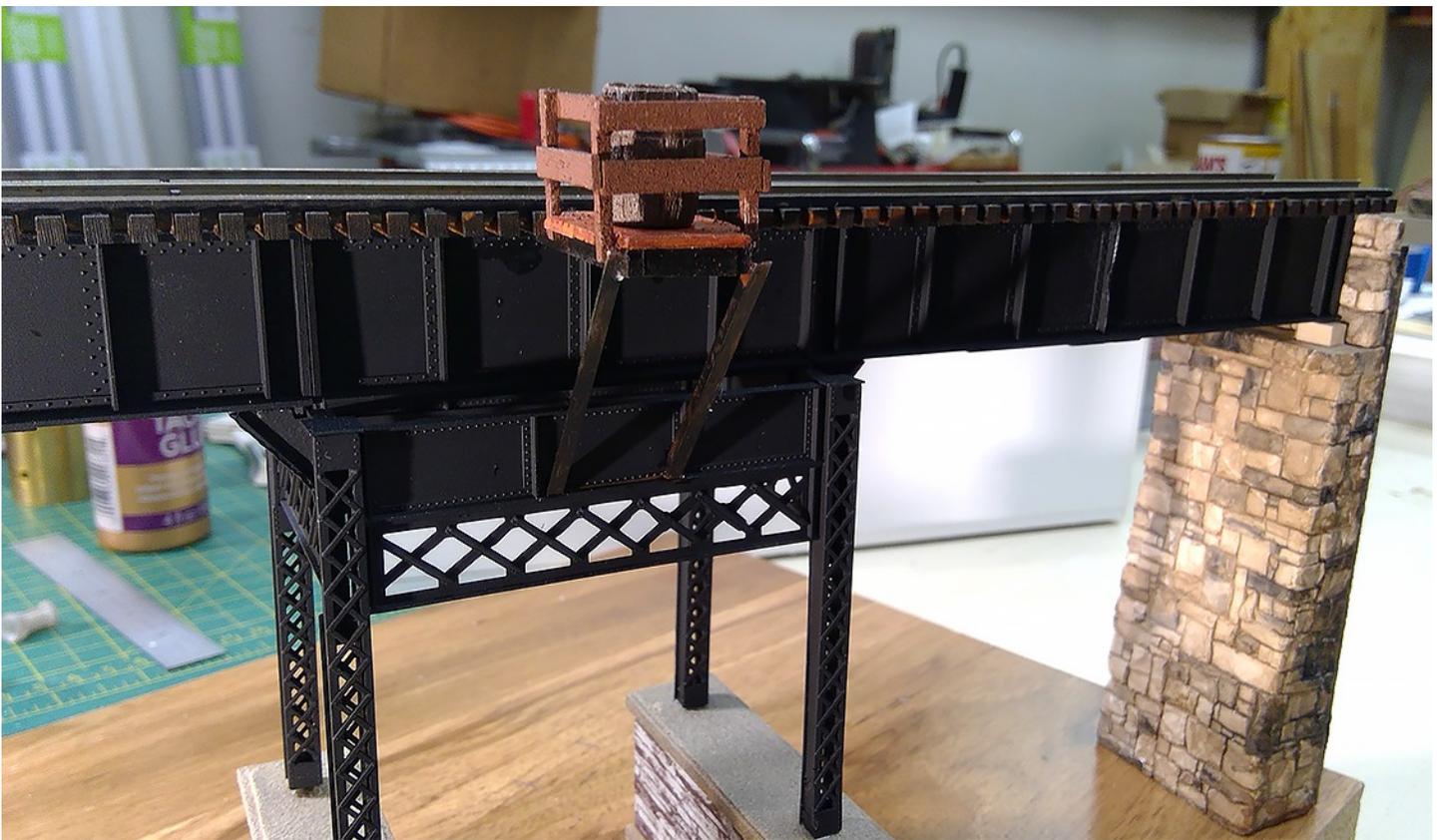
printed cardstock to resemble the remnants of wooden forms and poured concrete. Some balsa trim stock completes the illusion. I drilled the tops of the Piers and glued short lengths of straight pins, and drilled the base of the Tower legs to match up, and then glued the Piers to the Towers using Canopy Glue.

I found the last unused B.T.S. Laser Cut Bridge Tie kit in the world in the Vendor Room at the Cincinnati NASG convention. Thanks to Sam McCoy for the tip on that!

I glued that down with the Canopy Glue and spiked down a couple pieces of rail. Last of all, I added a pair of Water Barrel Platforms to the deck, built from Northeastern Wood Strips, and added Resin Barrels from Steve at Pre-Size Models, also found at Cincinnati.

Wow, that was a fun project to build. It had just enough challenges to keep it interesting, and my friends all came to my rescue when needed. Now all I need is a home for it! If you come to the 2020 NASG in July in Minneapolis, MN, you might just find this baby on one of the sales tables in the Vendor Room.

Remember to have fun. Your Buddy, Tommy



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# 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.

## Pacific Model Loggers' Congress

April 4<sup>th</sup>, 2020

Camp 18 Restaurant and Logging Museum, 42362 Highway 26, Elsie, Oregon 97138

This one-day convention is aimed at those interested in logging railroad and wood product industry modeling. Model contest with awards given out the day of, logging-specific vendors, technical and history clinics, terrific museum displays of logging hardware and photos. All scales and gauges welcome

Email: [splco-mwry@comcast.net](mailto:splco-mwry@comcast.net)

Web Address:

<http://www.pacificmodelloggerscongress.com>

## 2020 NASG Convention

July 7<sup>th</sup> through July 12<sup>th</sup>, 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 Parkway Park and other great "tourist" destination. 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](mailto:Ken Zieska)

Website: [www.nasg.org/Convention/2020/index.htm](http://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 specialty is 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://sspre.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/](http://oscalemidwest.com/)

Email: [info@oscalemidwest.com](mailto:info@oscalemidwest.com)

## O Scale, S Scale, Narrow Gauge West

May 21-23, 2020

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

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

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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!**

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**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, misadventure, or other inconvenience suffered or sustained as a result of participating in the Indianapolis O Scale Show and S Scale Midwest Show 2020 or in connection with any activity related to this event, whether of negligence by agents under their employ or otherwise.