

*THE*

# S SCALE

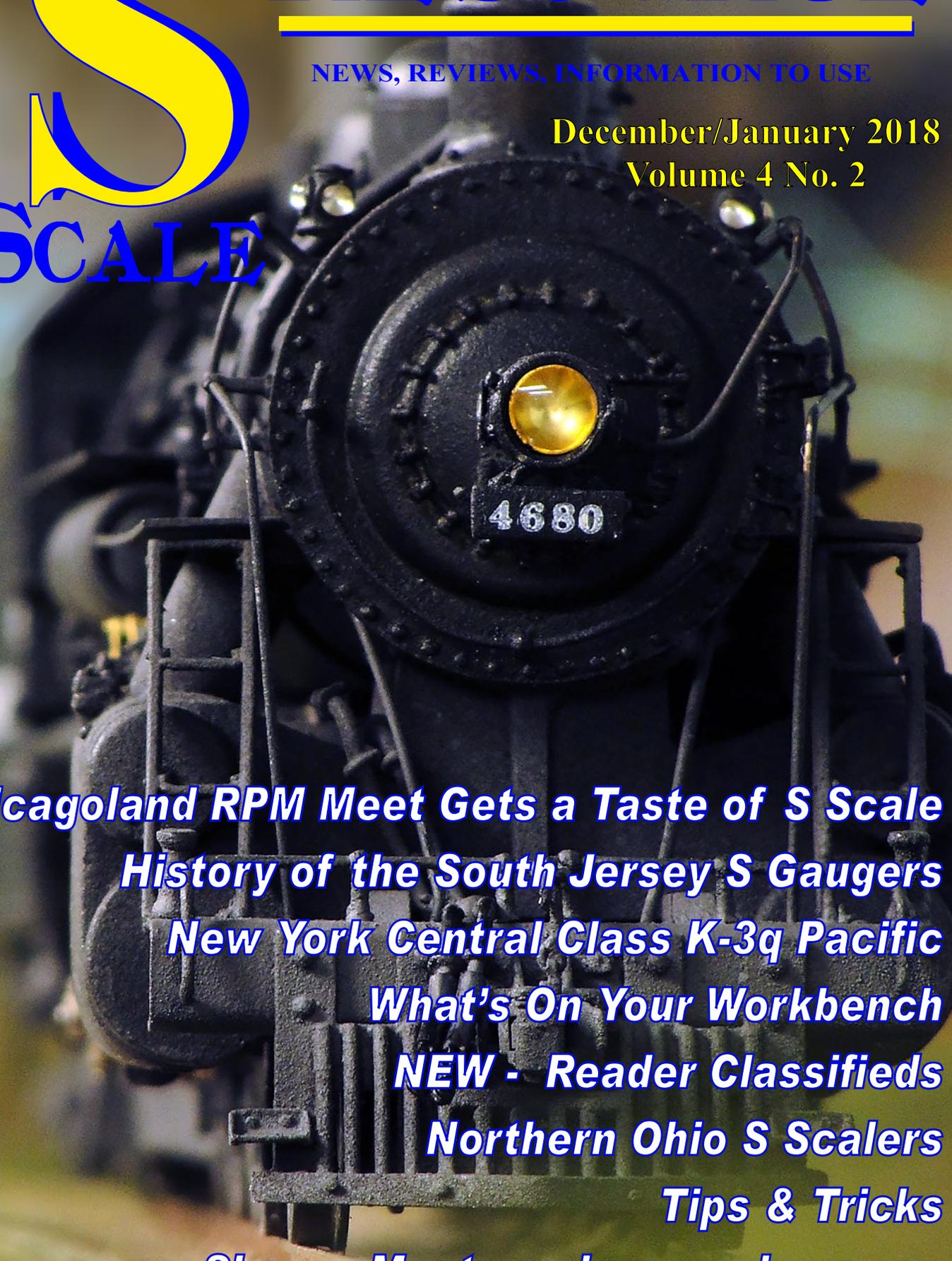
# RESOURCE

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NEWS, REVIEWS, INFORMATION TO USE

December/January 2018

Volume 4 No. 2



***Chicagoland RPM Meet Gets a Taste of S Scale  
History of the South Jersey S Gaugers  
New York Central Class K-3q Pacific  
What's On Your Workbench  
NEW - Reader Classifieds  
Northern Ohio S Scalers  
Tips & Tricks  
Shows, Meets and so much more...***

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## Published Bi Monthly

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The Model Railroad Resource LLC  
407 East Chippewa Street  
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815-584-1577

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*Owner / Publisher*  
**Amy Dawdy**

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*Managing Editor / Advertising Executive*  
**Daniel Dawdy**

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**December/January 2018**  
**Volume 4 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

*Dick Karnes New York Central Class  
K-3q Pacific. See article on page 26.*

Rear Cover Photo

*Indianapolis O Scale and S Scale  
Midwest Show*

# BILL OF LADING

- 2 Bill Of Lading**
  - 3 From the Publisher's Desk**
  - 4 News You Can Use**  
*New Items of Interest*
  - 8 Mea culpa**  
*"An acknowledgment of one's responsibility for a fault or error."*
  - 10 The Good, That Bad & The Ugly**  
*What we learned putting on our first major show*
  - 13 History of the South Jersey S Gaugers**  
*How we lasted 28 years*
  - 22 Club Car Projects from the South Jersey S Gaugers**
  - 26 New York Central Class K-3q Pacific**  
*By Dick Karnes*
  - 37 Northern Ohio S Scalers Gather in Medina, Ohio**
  - 44 Chicagoland RPM Meet Gets a Taste of S Scale**
  - 51 Tips & Tricks**
  - 53 What's On Your Workbench**
  - 55 Show Schedule**
  - 56 NEW - Reader Classifieds**  
*Buy ~ Sell ~ Trade*
  - 57 Classified Ads**
  - 57 Advertiser Index**
- 

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



Thanksgiving has kicked off the holiday season and we here at *The S Scale Resource* have many things to be thankful for. First and foremost are the advertisers and readers who continue to support us and spread the word about the magazine in the model railroad hobby, along with the authors who make it a premiere magazine. Secondly, Dan and I made it through a couple of firsts – our first year of owning and managing both *The S Scale Resource* and *The O Scale Resource*, not to mention hosting our first O and S Scale show in Indianapolis. Last issue had a brief overview of the show, and this issue brings you the promised, more detailed “behind the scenes” look in an article entitled “The Good, The Bad and The Ugly”.

This issue also has a few corrections and additions to some articles in last month's magazine with respect to the 2018 NASG National Meet and the Indianapolis show, so be sure to check out the “Mea Culpa” article. Nobody's perfect, and we are most definitely are not, although we try to be! While on the subject of shows, Jim Kindraka tells us about the recent Chicagoland RPM show which highlighted a lot of display models, both finished and unfinished.

Last issue, we also promised to get back to modeling and construction articles, and are delivering on that promise with a great article by Dick Karnes on scratch building a New York Central Class K-3q Pacific. While magazine articles are a great way to learn, so are club layouts where you can learn from like minded individuals in the hobby. That being said, we continue our discussions with The South Jersey S Gaugers and an article on their history. We also have an article from Jim Kindraka & John Henning on the Northern Ohio S Gaugers.

Be sure to check out the Reader Classifieds in the back of this issue. This is a new addition beginning with this issue. People have been requesting it for some time, so we decided to try it. If we continue to get submissions, we will continue to publish these monthly. To submit yours go to:

<https://ribbonrail.com/railroadresource/Classified/>

Last year at this time, I highlighted some lessons we could apply to the hobby from Scrooge. This year, I'd like you to think back to your childhood (or maybe more recently) with a lesson from “A Charlie Brown Christmas”. Remember that spindly little evergreen? With a little help, and and some encouraging words from Linus, it became a beautifully decorated tree. The same can happen with your models. What starts out as just a shell or thought in your head, can become a nicely detailed model, especially if you turn to your peers in the modeling community for some advice and encouragement. Also, be sure to embrace the happiness and cheer of the season, and share it with others!

Happy Reading & Happy Modeling,

*Amy Dawdy*

# NEWS YOU CAN USE

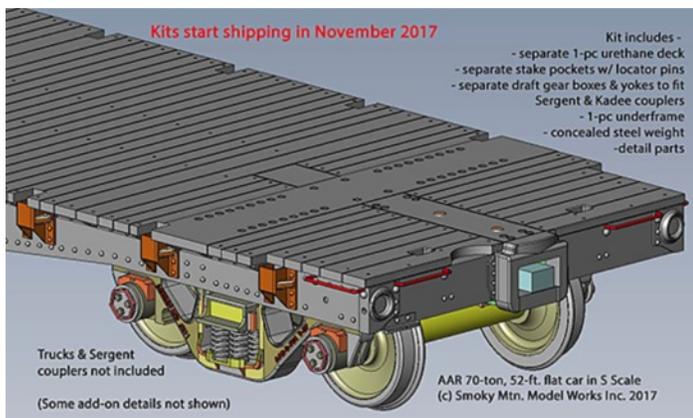


[LBR Enterprises, LLC](#) has a new offering on our web site for a replacement chassis for the pre-1966 American Flyer Casey Jones #21168 engine which can also be used in the #21165 & 21166 engines. Price is \$95.00 each. Item number #CJ460 at our web site at [lbrenterprisesllc.com](#)



[Smoky Mountain Model Works, Inc.](#) Has a new offering in the works. AAR 70-Ton, 52-ft Flat Car.

10 roads bought the AAR "War Emergency" 70-ton, 53' 6" long flat car beginning in 1942, including ATSF, B&O, CNJ, C&O, NYC, PM and Wabash. (Erie's cars had fewer Z-angle nailers and a different nailing pattern on the deck, but were otherwise the same ... you'll need to make those changes to your kit). Many were modified over the years to haul containers, pulpwood, automobile frames, etc. Some roads added bulkheads. Many lasted in revenue service as-built well into the 1970s ... many more survived in MofW service into the 1990s.



Each kit includes 1-pc urethane underframe, steel weight (hidden in centersill during assembly), cast urethane deck with nail holes, Kadee 802 couplers, wire and detail parts. Trucks and decals NOT included. [See their Website for all their S Scale offerings.](#)

[3000toys.com](#) is now taking preorders for the following set. Anniversary Collection Series 6 - 48-Piece Master Case Eight 6-Piece SETS in Non-Returnable Factory-Sealed Case

## ANNIVERSARY COLLECTION #27940 - SERIES 6



Each car is individually packaged in clamshell packaging. Now is your chance to HUNT FOR THE GREEN MACHINE! GreenLight's Ultimate Collector's Item, the chase units are inserted into cases at random. These cars are sought after by collectors worldwide!

[See their Website for more 1/64 models.](#)



[Locomotive Works](#) is now showing their Monson combine.

The Monson combine is the perfect short passenger car suitable for Sn2 layouts with minimum space and tight curves. The car has been years in the design stage and is simple to build for even modelers with average skills. Roof and underframe are removable to allow for interior work.



Special white metal castings for roof, platform and end rail details make construction even easier and faster. Trucks, couplers and lettering not provided. Monson Railroad lettering will be offered at a later time.

[See their Website for all the details.](#)



[St. Charles Models Works](#) as some new loads available. Their new Baled Scrap load is designed to fit the S Scale America Thrall 52' gondola available from Des Plaines Hobbies. This load is made from high impact polyurethane resin and painted with a chrome color to mimic the real bales hauled from the metal recycler.



Their Baled Scrap load is designed to fit American Models S Scale 52' Gondolas. This load is made from high impact polyurethane resin and is painted a chrome metal color to simulate real bales of scrapped metal. It is lightweight and durable.



[See their Website for all their fine products.](#)



[Model Tech Studios](#) announces canoes and a fisherman's dory. PRE AGED, Layout Ready S Scale 2 Pack of Canoes with 2 seats perfect to add a sitting figure or two.....great for a river or lake scene.



The S Scale Resource December/January 2018

[CatzPaw Innovations](#) continues to expand their line of printed 3D models. Smudge pots, use them to block roads and warn of approaching trains.



Construction Site Set includes: porta potty door closed, 4 traffic barrels, 4 solid traffic cones, 4 striped traffic cones, 1 round cooler.



[See their Website for more.](#)



[SoundTraxx](#) has released a new software version 1.2 release for Tsunami2™ Digital Sound Decoders. Updated decoders have all of the cutting-edge features that Tsunami2 has to offer and more. This fall, all Tsunami2 Digital Sound Decoders for diesel locomotives will have more prototypically accurate sounds that ever before, including:

- Prime Electronic Bell
- Leslie S3LR and RS3K Airhorns
- Electronic Air Dryer
- Cummins QSK19C x 3 (Baldwin & Others Version)
- GE GTEL UP "Slab Side" (Baldwin & Others Version)
- GE GTEL UP "Veranda" (Baldwin & Others Version)
- GE GTEL UP "Big Blow" (Baldwin & Others Version)
- GEVO G12 Tier 4 (GE Version)
- Updated GE Dynamic Braking Effects

In addition to an updated diesel sound library, Tsunami2 diesel decoders will have prime mover pitch shift, auxiliary HEP generator, straight-to-idle, and true-idle features built in. All formats also have Hyperdrive2™ advanced motor control, simplified function mapping using Flex-Map technology, Dynamic Digital Exhaust™, and more.

For easy identification all updated, Tsunami2



packages with the new software update will feature a brightly colored sticker. The software version (V1.2) is also indicated on the back of the package in the lower right-hand corner.

[See their Website for all the details!](#)



Steve Wolcott from Pre-Size Model Specialties was showing their new Reading and Harriman Passenger Car Roofs at the recent Fall S Fest in Janesville, WI.

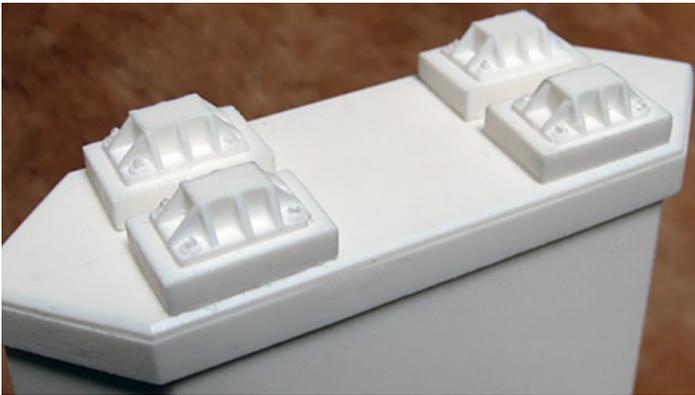


Pre-Size Model Specialties announces a Reading roof to fit the AM 72' heavyweights. Things on the ranch have slowed down with the end of summer, so I got back into the workshop. This roof was also used on the CNJ and B&M, and has fine rivet and seam detail and a good fit on the American Models cars.



And we have Garland vents so you can properly detail the roof. Speaking of vents, we also have AC&F vents for streamline cars.

Also many of you have seen Larry Blank's layout, either in person or in the [December/January 2015 S Scale Resource](#) or the Dec. '17 *Model Railroader*. Larry made some beautiful bridge piers, bridge abutments, bridge shoes and tunnel portals. He wants to make these available to other S-scalers, so he asked me to add them to the Pre-Size product line.



See their Website for all their fine S Scale products.

The S Scale Resource December/January 2018

[John Agnew from Railmaster Exports](#) sent us a note: Folks, despite fast approaching 78, I am now right back into my S - Sn3 – Sn3½ export business again, my 52<sup>nd</sup> year making 1:64<sup>th</sup> kits of Standard gauge diesels and Narrow gauge Steam / Diesel / Railmotors.

The website [www.railmaster.co.nz](http://www.railmaster.co.nz) has also been updated over the last few months, and the full range of kits is still available at the 1990's prices, albeit not for long as a price rise is coming early in the new year. It's long overdue. Be delighted to hear from our many good friends made at the National Narrow Gauge Conventions until about 2006. These days we can't enter the USA with suitcases chock full of metal kits, so we go cruising instead. Just finished cruise #34 up to Russia Brrrr! Regards to all, Doreen and John Agnew [john@railmaster.co.nz](mailto:john@railmaster.co.nz)

S

Fox Valley Models  
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# *Mea culpa*

“An acknowledgment of one's responsibility for a fault or error.”

One of the nice things about an on-line magazine is we can fix things after the fact. For example, we had an advertiser who had a wrong phone number in their ad. They called within an hour after the magazine went live so we fixed it here, and sent the new corrected page up and into the magazine. But sometimes, as in the following, it's better to leave it and make things right in the next issue. That way, people who have already read the last issue will see it, realize that we do listen and acknowledge reader comments, and hopefully keep everyone happy.

1) In our article about the NASG convention Joe Glenn emailed us with the following: *“I enjoyed the information provided in your S Scale Resource October/November 2017 Volume 4 No. 1 edition. You are providing useful resource information for our hobby.”*

*However I was disappointed with your article on the 2017 NASG Convention. You failed to get some of the facts correct. You stated that the Baltimore American Flyer Club was the Conventions sponsoring club, that was only half right. The Washington & Old Dominion S Gaugers (A Division of the Atlantic Coast S Gaugers) was a Co-Sponsor of the Convention. We provided financial as well as volunteer support for event planning and execution.”*

That fact was never brought out in the article, and we apologize for the oversight.

2) The photo below also appeared in the NASG convention article; however, we forgot to name all the members in the photo.



*From Left to Right: Dennis New, Frank Fusco, Michael McConnell, Hal Farlow  
Ken Palmer, Joe Sullivan, Ron Schon, Hank Worrell*



3) I shot the above photo which appeared in the Indianapolis Show article and forgot to name all the people in it. We were in a rush to get this into the magazine, and I did not follow through.

*Along with Dan Navarre (right) from River Raisin Models are Tom and Jan Marsh.*

# **INDIANAPOLIS O SCALE SHOW S SCALE MIDWEST**

**THE GOOD,**

**THE BAD**

**By Daniel Dawdy**

**AND THE UGLY**

The first Indianapolis O Scale and S Scale show is behind us. It was our first year as the promoter, and the first year for S Scale to be included, although the show itself has been with us for 49 years. No matter how much work you put into something like this there is always that voice in the back of your mind saying “something is going to go wrong”. The voice was right on! I am writing this right after the show. I am sure by the time this gets into the magazine, Amy will have heavily edited it. No one ever accused me of being PC. Please don’t take anything here the wrong way. I am not ragging per se, but giving a perspective on the show. It was a great leaning experience and we all had a ball, but anytime you deal with people, well, you know.

We also sent out an email with a link to an on-line for for feedback to all vendors and attendees of the show. No name or Email was required, only scale, vendor or attendee and feedback and suggestions. We received a lot of good feedback, a few were hard on the old ego, but for the most part all positive or constructive criticism. Now I did put in the Email: *“The only thing we don’t need to hear about is the table size. And I say that tongue in cheek as we know how you feel already. Please be assured this will not happen again.”*, but a few still wanted that one last shot. Such is life. So in reverse order...

## **The Ugly:**

As soon as we walked into the door of the hotel there were some vendors already there and asked about the table size. What??? We looked and we were shocked. 6 foot by 18 inch tables were set up. I have never seen a table like that. Of course the vendors were not happy and I don’t blame them. The previous promoter rented tables, but never explained why. We now know... that’s what the hotel had and because of issues with the Fire Marshal a week earlier, along with the greater numbers of tables this year, we got burned. There were two things we could have done at 3:00 PM Thursday: 1.) shut the show down till Friday morning while we tried to rent the proper tables and get them set up; 2.) make do, add extra tables where we could and apologize all afternoon and evening. Option 1 was not going to work, so option 2 was used. Larger dealers with deep displays were given more tables to place inside their area. Others made do by using more floor space in front of the tables. The hotel did everything they could, as did we. Almost everyone has OK with our “on the fly” solutions.

Now I have no problem with getting yelled at, nor does Amy. It comes with the territory. It’s our show, the buck stops here. However, one would think that after explaining over and over again what went wrong and while fixing as many issues as we could, that most people would let it go. They said their piece over and over again, but after awhile it’s to the point where we can’t do anything about it. Even after suggesting we refund a dealer their fee on the spot and leave, some continued to tell anyone who would listen about the tables and how unhappy they were for the next two days. Next year, we will bring in tables from an outside vendor and all will be well. Not only well, but better; as next year we will have 8 foot tables in place of the normal 6 foot and the price will stay the same! Yes, this cuts into our bottom line, but we feel it will help bring in even more quality vendors.

## **The Bad:**

Saturday walk ins. Many two day shows suffer on the last day, but we were hoping for a better turn out Saturday. We'll work on that.

We have the same problem many shows have – that is some dealers packing up so early that by 11:00 a.m., they're their gone. As a promoter, you can refuse them a table next year, but that's a bit drastic and will cause other problems down the line. We do, however, tell attendees that if they come on Saturday at the start of the show they will be fine.

Some have suggested a Saturday/Sunday show, and while the hotel rates are higher it's something to look at down the line. Also, even in shows like Chicago the Sunday walk in traffic is down. The question is how many more would sign up for a starting day of Saturday instead of Friday? It's something worth exploring in the future.

Rather than a banquet we opted for complimentary hors d'oeuvres and a cash bar. Per our contract with the hotel, we needed some type of food service. Banquets used to be the thing to do, however in listening to vendors and many attendees, they want to get together for a snack and a drink and then split off for dinner. Some people thought the hors d'oeuvres were their dinner and piled two plates full of shrimp and beef Wellington. Luckily, the Chef was watching and Amy quickly ordered more. She also made an announcement to please let people who had not received their turn to go first before returning for seconds. I really don't understand some people, but we fixed it. Again, at a cost to us, but we needed to make sure everyone had a chance to enjoy the food.

The large O Scale layout had issues which we never did get explained to us. We can't have a layout still being put together midday Friday. That will not happen again.

## **The Good:**

Attendance was up. Although we did not receive any "hard numbers" from past shows, we know we had more tables and people in the door. It's a start.

The S Scale turn out was surprisingly good. I know that many did not come to the first show not knowing what was there. Now they know, and we hope to build the S Scale attendance and make this a premier S Scale event.

People liked the layouts. Many thought the layouts should be mixed in with the vendors, so at the next show, we will do just that.

The clinics were fairly well attended. Next year, I want to get more continuing table type clinics like Chick Hartert did this with his tree making. In place of going to a clinic room for an hour, sit at your table and demonstrate all day long. People can stop by at their leisure, watch and ask questions. As an example, let's say we had a soldering table manned by an expert. Some people may have never done any soldering while others may just want a few questions answered. In a true clinic setting, it is hard to cover everyone's needs. But, by sitting at a table throughout the show, you can answer beginner, and well as advanced, questions. It also keeps everyone on the floor and not running off to clinic rooms. Let me know your thoughts on this.

Most dealers were very happy. Once we got the table situation behind us, the dealers were selling. Some even sold out. Now I know what some may be saying... I did not have a good show.... I did not sell that much. It's our job to bring in the people. We did that, and will continue to make that better. Attending O Scale shows for over 30 years, you get a feel for what does well and what struggles. You as an attendees know what you go to these type of shows for.

As a vendor you go to a show for two reasons. Of course to sell product, but as just as important to be seen and show people what you have. It's a form of advertising. I may not have needed an item that day, but I'll remember you were there and carried or manufactured a specific item a month or two from now.

The open houses were well attended. We had an issue with times for Mr. Clark, but got that ironed out. Even Mr. Muffin's Trains had many people visit. As I said in our flier, Mr. Muffin's is 3 rail, but the construction and scenery is worth looking at as much as the trains.

### **Credits:**

We want to thank Jim Canter, Warner & Mona Clark and Darcie & Jeff Lang for opening their homes and Mr. Muffin's Trains for opening their business for this show.

A big thank you goes out to the the module layouts that came into the show. Having been in two "clubs" in the past, I know what all is involved with transporting and setting up. Special thanks goes out to Brian Huang and his Independence Junction portable 2-Rail Layout, along with Charles Malinowski and his Hoosier S Gaugers S Scale T Track Demonstration, along with all the wonderful members of the Southeastern Michigan S Gaugers and their beautiful layout.

We must also thank Ron and Sue Sebastian from Des Plaines Hobbies, along with Matt and Kathleen Gaudynski from Fox Valley Models for supplying the lanyards and moral support.

Amy and I could not have run the show without help. It was John and Gwen Albee who answered that call and spent the show with us working the desk and keeping things running smoothly. John was in O Scale when we met, but has since moved into S Scale in Bloomington, IL.

Lastly, all of you. The vendors and attendees who made our first show a success. We thank you all, and look forward to seeing you again next year!





## History of the South Jersey S Gaugers, and how we lasted 28 years.

**By Michael McConnell**

Photos by the author unless noted

*Editors note: In the last issue of The S Scale Resource, Michael wrote about the club and most of all the building of the layouts and what they learned. I asked about the club itself. I have been in two modular clubs which both “imploded” within three years. My question to Michael was about the club’s history how their club managed to survive almost 30 years. Daniel Dawdy*

I’ll answer Daniel’s questions on our longevity in a bit, but first I’d like to give a quick history rundown on our club, how it came to be and what we’ve accomplished to date.

Bill Lane put out a call in June of 1989 for folks in South Jersey interested in S-Scale model railroading to join a meeting. In July, 28 people meet at the home of Roy Hoffman, many were members of the Central Jersey S-Scalers who attended for moral support of the new ‘group’. Folks like Don Thompson, John Hall, Russ Downs and Don Dewitt all lent their encouragement to the new endeavor.

Fast forward a couple of years and the informal meetings were starting to congeal into the makings of a formal club. The South Jersey S-Scalers (or, SJSS as we were called then) met informally at different members’ homes, made ‘field trips’ to visit nearby layouts of other like-minded modelers such as Frank Titman, and made lasting relationships with dealers and local hobby shops such as Don Thompson of S-Helper Service, and Chick’s Hobbies managed by Chick Viggiano. We were fortunate the club members at the time were pretty open-minded about scale vs. hi-rail vs. tinplate. I think the acceptance of diverse interests helped a lot in making all members feel a part of the group even though scale was the primary interest. Our newsletter editor at that time was Roy Hoffman (a ‘scaler’) and he led the movement to be a more inclusive club by inviting folks interested in all aspects of S gauge trains into the club. His foresight gave our club a real boost in member recruitment, and that gave us the foundation to build our club.

The SJSS members, on the urging of Bill Lane, decided it would be a good thing to become a host club to the Valley Forge combined NMRA/NASG convention in 1993 to support the S community. We undertook the organization of layout tours, provided the manpower for the registration/help desk and picked the prototype for the convention car, a PRR x41b Service Merchandise Boxcar (which was made by Pacific Rail Shops). In hindsight, we were too new of a club to know what we were getting into, and the stress of learning, organizing and managing all of those ‘projects’ almost did us in. But, what doesn’t kill you can also make you stronger - and we came out of that experience as a more unified and stronger club.

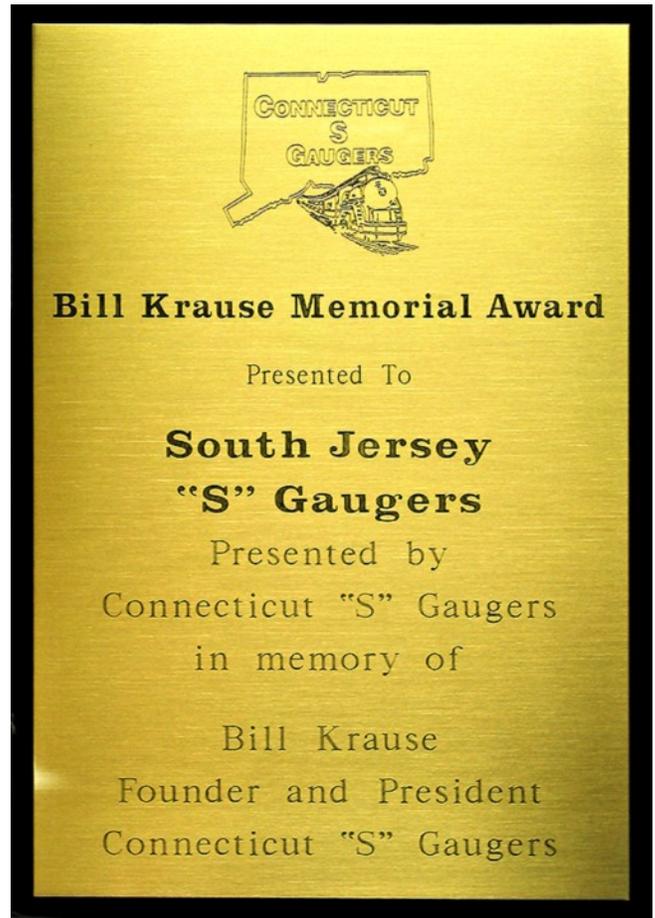
In January 1994, the results of the very first election of officers were in: President, Bill Moore; Vice-President, Hank Worrell; Secretary, Joe Sullivan; Treasurer, Pat Bigley; and Assistant Treasurer, Chick Viggiano, all took office and the reins of the SJSS. We discussed and agreed on a purpose, what we wanted to accomplish as a club. In March, the club filed for incorporation with the State of New Jersey as a non-profit educational organization, making our club a formal entity.

Shortly after becoming a recognized club, we made a decision to build a portable layout that could be used to fulfil our club charter - promoting S-Gauge model railroading. However, this second test of our club members’ resolve required a decision to either build a true scale layout, or something more of a hi-rail compromise. Several meetings were spent on the pro and con discussions of various layout designs and the

majority of members ultimately decided to build a layout that would be easy to run and promoted the many aspects of S. The final decision to go with American Models code 148 rail instead of true scale cost us the loss of several good members who were devoted to scale. Fortunately, the members who remained were just as dedicated to the success of the club as a whole, and that adaptation of acceptance of membership diversity in the club has served us well through our following years.

In July 1997, we filed an application with the State of New Jersey to do business as the "South Jersey S Gaugers". The club came to a decision that the name change better reflected the diverse interests of the club members and emphasized our interests in all forms of S gauge, which made promoting the club much easier. We could now welcome everyone.

In mid-1998, we held the first of 8 bi-annual toy and train shows at the Bellmawr Fire Hall for the benefit of the fire company. I believe our interaction with local vendors and the general public from putting on these shows helped raise our public recognition as an active club, and it gave us a venue to publicize our other activities. It also helped in our membership recruitment efforts. (A short story here... the club had invested in a large banner that the fire company hung for us over the major boulevard in town. At the second to last show, the team hanging the banner hung it a little too low. As everyone stood there admiring our beautiful red and white banner, the very first big rig that went by shredded the banner and took most of it through town draped over the front of the trailer. We all stood there with our mouths open for a second, then everyone at once enthusiastically mentioned manure... then a bunch of dejected club members spent an hour stapling signs on telephone poles...)



*The Connecticut S Gaugers presented our club the Bill Krause Memorial Award in 2005. The award was given to an S-gauge club that created a modular layout for public presentations. Bill Krause had been responsible in large part for the development of the NASG's S Mod Standards, thus the award was presented in his name.*

*Members(L-R): John Aaron, Mike Packi, Michael McConnell, Joe Balcer, Hank Worrell, Don McGinnis, Walt Mumie, Jerry Mackey. Hank Worrell presented the Bill Krause Award plaque to the members at our 2005 August meeting.*

In 2005, President Hank Worrell (on behalf of the SJSJG) proudly accepted the coveted "Bill Krause Memorial Award" presented by the Connecticut S-Gaugers at the NASG convention in Altoona in recognition of the SJSJG as the club that best implemented the use of a modular layout promoting S-Gauge Model Railroading. (Bill Krause, the founder of the Connecticut club was also instrumental in the development of the NASG's S Mod Standards).

Our club undertook some interesting projects in our earlier years, such as working with Pacific Rail Shops and Russ Downs to produce five unique S-gauge cars. (See the Club Car Projects at the end of this article.) We found they not only helped the club raise money, but it encouraged members to share knowledge and skills amongst each other. We also looked for ways to help club members in their own projects; for instance, we worked with Kenny Palmer, a club members' son and a boy scout. Kenny organized and obtained the curtain material for our new layout as his Eagle Scout project. Members of our club were proud to attend his Eagle Scout Award ceremony. We also pitched in to help members complete their layouts - much like neighbors pitching in to raise a barn, but without producing as many black-and-blue thumbs.

We continued making repeat public appearances at hospitals, veteran's homes, church bazaars, and local and regional train shows over the next several years and basically wore out our first layout. The decision to build a bigger and better layout started up a construction project that took the better part of eight years from conception to its first public appearance at the 2008 NASG convention in Massachusetts.

In our quest to find a suitable location to build the new 12 x 28 foot layout, Hank Worrell struck up a deal in March, 2006 with a local shopping mall that was undergoing renovations. In return for the sole use of a complete (but empty) storefront in the mall's concourse to work on the new layout, our members agreed to present our current operating layout at the mall for public viewing for several months of all-day weekends. We had several operating layouts, displays, photographs and special events such as a Fathers Day day-long recital from a real hobo band. That got us a lot of good public attention! The construction at the mall ended our stay at the storefront in January 2007, and the time we spent there gave us a great boost in the construction of our layout. We spent the next few months completing the layout a few modules at a time in garages and basements as we could find available space.

Once our new layout was complete, we became active in presenting it in as many public events as we could manage. We are especially busy during the holiday season. This year, we've booked every weekend in December. In addition to running our layout, we also participate in static displays at libraries and we do events for the benefit of our members. Events such as our Annual Pot-Luck Dinner and Auction, railfanning trips and annual trips to local museums are repeat events. We hold clinics at every meeting to share knowledge, we visit each other's layouts, and in general have a lot of fun. As a club, we've been blessed with a great group of members who care about the club's success - and we work hard at encouraging each other.

As the average age of our members keeps creeping up and interest in model railroading decreases (in general), we've been trying a lot of idea's to involve more of the younger folks into our hobby. The improvement of technology in our hobby has certainly helped in catching the attention of visitors at shows, but we're still searching for that "ahaa" idea that will catch (and keep!) the interest of younger members to our hobby. By making sure our club keeps our interests broad to cover everyone from operators, to collectors, in both scale and hi-rail, we hope to ensure our net stays as wide as possible.

Now, to answer Daniel's original questions, why did we survive 28 years as a club. I have some thought's on that...

- We fortunately started off on the right foot with the foresight to be an inclusive club, all aspects of S were welcomed.
- We are an organized club with rules and guidelines so everyone knows what to expect. We adopted club bylaws and run our meetings according to Roberts Rules of Order. That may sound excessive, but it helps us to manage disagreements by forcing us to discuss and come to terms with varied opinions. Everyone has a say in what we do. Feelings do sometimes get hurt, but no one is shut out. We are careful, however, to not let the rules get in the way of having fun.

- By having a purpose and guidelines to follow, we minimize distractions from personal differences and goals. Everything we do is measured against our charter - to promote S-Gauge model railroading. We rarely disagree on important things like how to spend the club's money, or what projects to take on.
- We strive to keep the business meetings short. We've organized committees to give everyone a chance to participate in club business - and regular reports at the meetings gives members a way to keep up with what's going on. All the meeting minutes are recorded and published monthly to all members. Everyone knows what is planned and scheduled whether they make the meetings or not. By eliminating surprises, we have less angst among members.
- We publish a bi-monthly newsletter for members. It not only gives us a vehicle to document clinics and club events, it gives members a way to share information with each other. Members have written up reviews, or document projects or research they've done. Since the newsletter is emailed, we can also include website links making the newsletter a gateway to anything on the Internet (like *The S Scale Resource* magazine for instance!)
- The club has been successful in organizing club or group purchases of items. Many members have been able to save a few bucks in these efforts, making membership in the club payoff. We've also arranged discounts for members with local hobby shops.
- We include clinics at every meeting to give members a way to share info and knowledge. Everyone is skilled at something and can share that info with the other members. There is time at each meeting for a show 'n tell where members can show off their latest projects, or ask for suggestions to overcome hurdles.
- We hold special member events, like an annual member supported pot-luck dinner and auction where the proceeds benefit the layout committee. We schedule 'play trains' nights where members can visit each other's layouts to run trains and talk shop.
- We hold annual elections of officers so that everyone has a chance to take the reins in an orderly fashion. If someone doesn't like what's being done - they can run for office!
- I believe it was important (and fortunate) to our club to have skilled craftsman as members. Their guidance helped make the hard things easier, look great, and run well.

There are some things we do have to work hard at, like encouraging member participation in club events. Logistics are one challenge - folks have to work and are not always available to participate in a train show or present a clinic at meetings. Heck, a lot of members are not able to even make the club meetings (out of the choices for a day to hold a meeting, you are guaranteed to pick a day where some members just cannot make it). Summers are another challenge as family events usually take precedence over club meetings and train shows. The officers have to be a little creative at times, but so far they've managed to make the club fun and enjoyable.

To summarize the notes, the club strives to provide members value for belonging to the club, a reason to get out a night or two a month, and opportunities to participate in promoting and sharing their hobby... but most importantly, to have fun!

I know that other clubs have also survived the test of years (I think the Bristol S-Gaugers club is celebrating 70 years soon, and the Badgerland S-Gaugers is running up against 43 years of existence) so we're in good company. We're now working on plans to celebrate our 30<sup>th</sup> anniversary in 2019, and look forward to be running just as strong then as we are today. Here's to our next 40 years!



*Echlon Mall opening, April, 2006 - the crew at opening day.*

*Members (kneeling (L-R): Bob Foster Sr, Hank Worrell, Wayne Schneyer, John Bigley  
 Standing (L-R): Dave Pierce, Jerry Mackey, Tom Burns, Bob Gallagher, Greg Berndtson, Joe Balcer, Mike Packi, Steve Cuccinotta)*



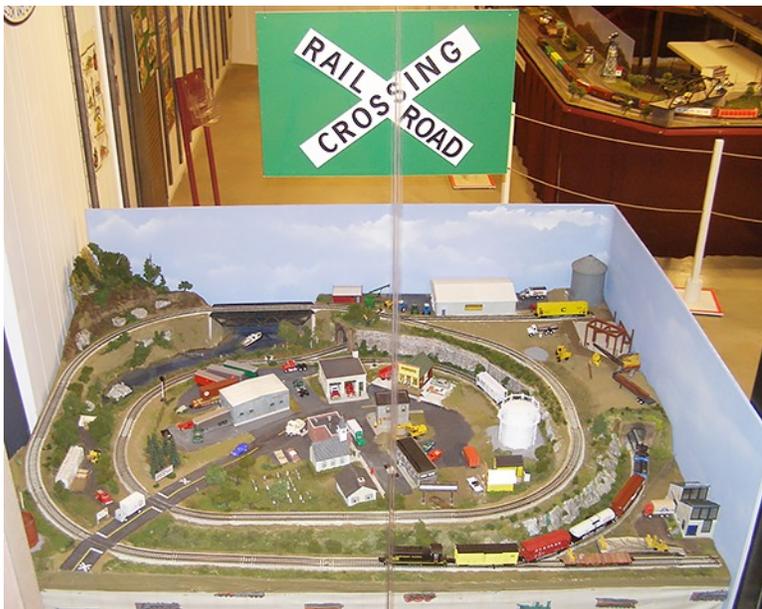
*Echlon Mall opening,  
 April, 2006*

*A typical Saturday at the mall,  
 the crowds were pretty constant  
 through the day. Our only  
 competition was the Victoria's  
 Secret store across the way...*



*Echlon Mall, Late March 2006*

*The final touches are done - we're ready for opening day. We have three layouts running, two window displays and our first sectional layout.*



*Upper Left: One of our window displays features scale-like details.*



*Upper Right: The second window display was decorated with a more whimsical theme, typically reflecting the holiday.*



*On a typical weekend day, we were sure to have a lot of visitors of all ages.*



*The Hobo band helped us entertain one weekend, Club member John Aaron (in red shirt) was also a member of the band.*

**Clinics are presented at our club meetings. Each meeting has a clinic presented by members or guest speakers for other members.**



*Don McGinnis sets up to present a synchronized "Sight and Sound" presentation using his professional equipment. The show consisted of photos taken from 1970 to 1986 along with train songs and sounds, his presentation focused on Western Railroads.*



*In 2003, Walt Mumie presented a clinic on his compilation of off-the-shelf paints that could be used to restore AF equipment. He was able to almost exactly match colors with many Flyer accessories and rolling equipment. Walt was also our go-to guy for Erector set info. Walt passed away a few years ago, but his contributions to the club are still remembered.*



*John Aaron (right) was probably the most prolific kit basher in our club. He specialized in mashing Plasticville parts together and scratch building small items to create terrific scenes. His clinics always left you with an "I can do that" attitude. He also considered himself to be a professional Hobo and organized some excellent railfan trips.*



*(L-R) Larry Gawlinski, Don McGinnis and Joe Balcer. Joe demonstrates his technique for making embossed wraps to cover cardboard tubes to make darn good looking oil storage tanks.*



*Hank Worrell presents his favorite clinic - cleaning wheels and adjusting couplers. He presents the clinic almost annually in order to make sure member equipment runs flawlessly on the club layout at shows.*



*Greg Berndtson is a master craftsman and was always willing to share knowledge. At this clinic he presented his tricks on how to manipulate balsa wood to make it look like any kind of wood.*

*Photo by Hank Worrell*



*Ron Schon shares his techniques for putting buildings together from a pile of sticks. Ron also has put on clinics for building scenery and weathering.*



*John Anneley (left) built a diorama during a Greenburg train show to demonstrate scenery building.*

*Bob Foster, Sr. (right) put on a presentation of the workings of AF steam engines.*

*American Flyer - Sn3* *High Rail - Scale*



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# CLUB CAR PROJECTS

Michael McConnell sent us a selection of their previous club cars. We thought you would appreciate seeing some of these.



*1993 PRR x41b Service Merchandise Car - made by Pacific Rail Shops for the NMRA/NASG convention. The car was sold as a kit. The car featured an elaborate four color paint scheme: Pennsy Freight Car Red, Toluibine Red "Merchandise Service" lettering and herald, and an aluminum stripe through the door outlined with white stripes. The car was unique as it was the first Pacific Rail Shops car that had a stripe painted through the door. The car was produced in five numbers; 11993, 118721, 118508, 118502 and 118863.*

*Photo by Bill Lane*



1995 PRR x37b Double-door Automobile transport car - made by Pacific Rail Shops. This car was sold as a kit.

*We had the following cars made:*

*64 cars had "Buy War Bonds" with number 64958*

*49 cars had "Return when Empty to PRR Midvale Phila" with number 65146*

*49 cars had "Return when Empty to South Buffalo Ry. Co. Buffalo N.Y." with number 67368*

*75 cars had "Return when Empty to PRR DETROIT MICH" with number 66913.*

*50 cars had just road number 66974.*

*50 cars had one of six other prototype numbers.*

*Photo by Bill Lane*



*The club also purchased the last run of reproduction Flyer PRR flat cars painted by Russ Downs (Downs MRR) before he sold the company. The club organized a committee to add loads to the cars for resale. Russ signed six of the cars for us that we've used as club member recognition awards.*

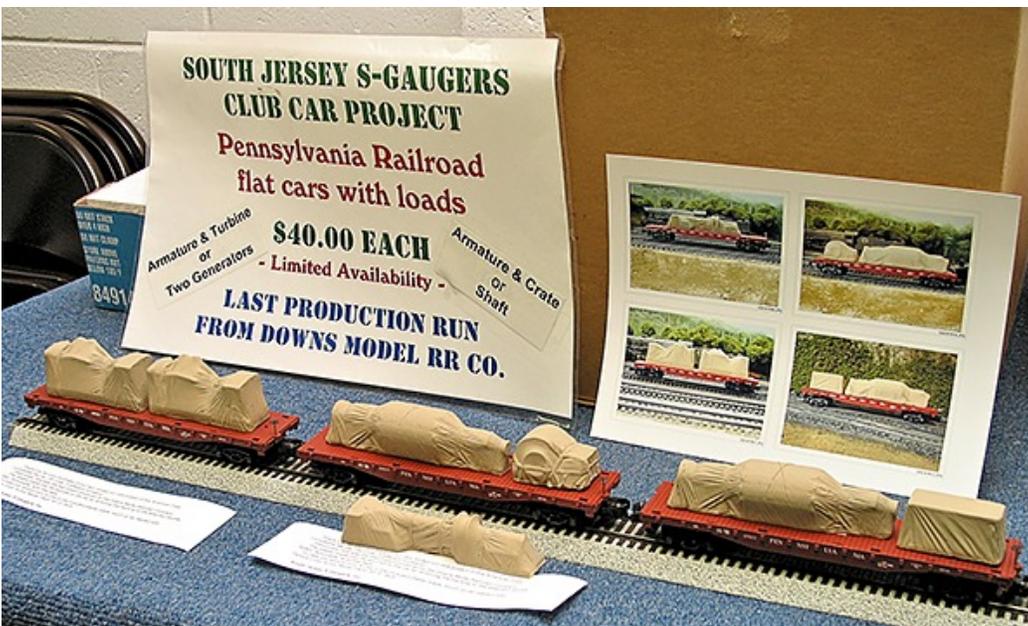
*Photos by Hank Worrell*



2000 PRR flat with Jeep load

*We made 30 cars with 3 Army jeeps on pallets per car.*

*Photo by Dan DeSantis*



2001 PRR flat with tarp load

*Cars were made up with simulated tarp-covered loads; armature & turbine, 2 generators, armature & crate, or a large shaft.*

*Photo by M. McConnell*



2001 PRR flat with tender load

*A prototype was seen at Steamtown.*

*Photo by Hank Worrell*

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Collection of Bob's Photos



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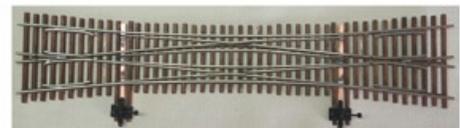
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# NEW YORK CENTRAL CLASS K-3<sub>0</sub> PACIFIC



By Dick Karnes  
Photos by the Author except as noted

When I was a kid I commuted once a week from Teaneck, New Jersey's West Englewood station to my clarinet lesson in Ridgefield Park, about ten miles, via the New York Central's River Division (West Shore). The fare was a dime each way. My train was always pulled by a Pacific. Ever since then I've wanted a New York Central Pacific.

## History

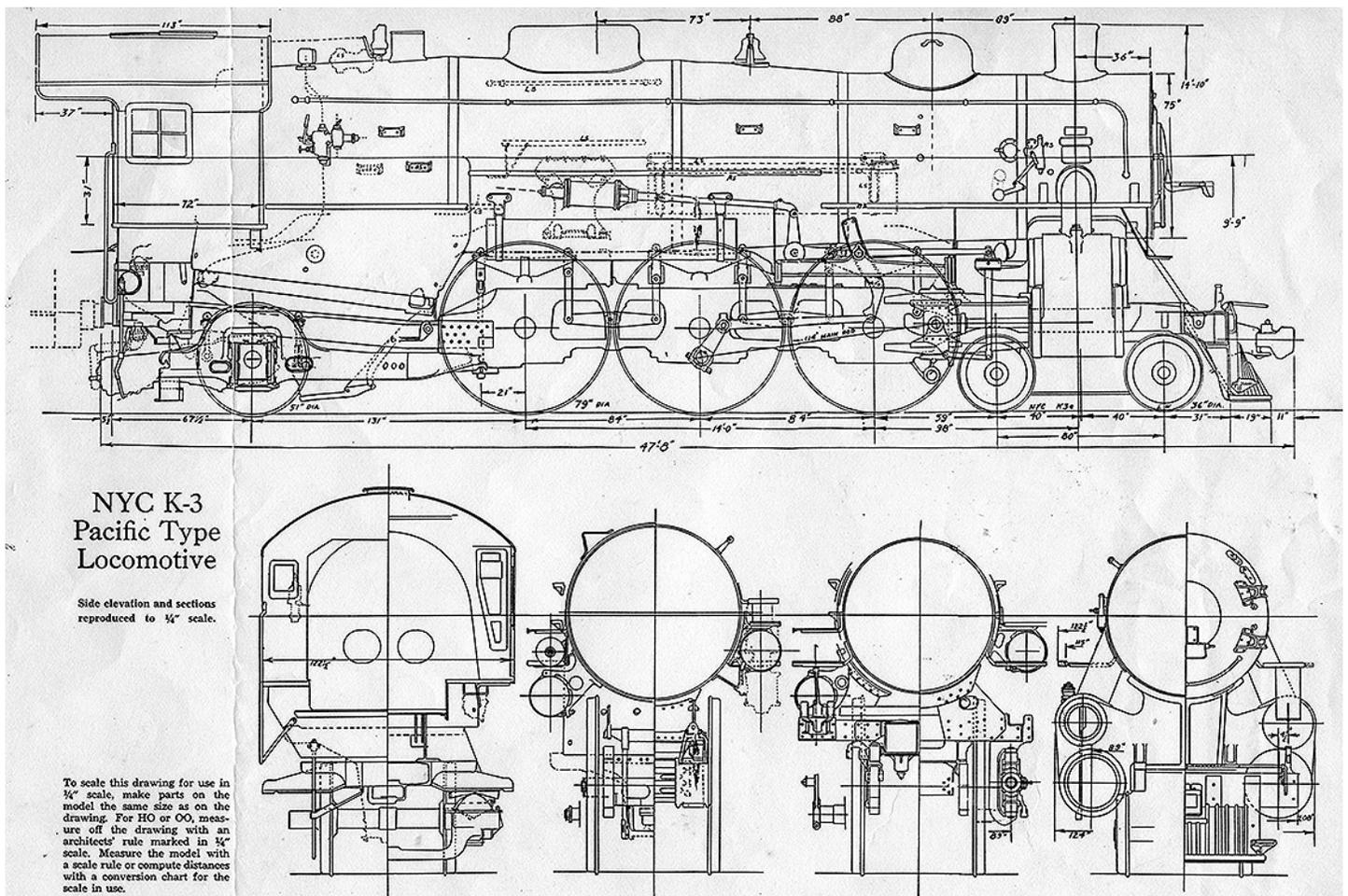
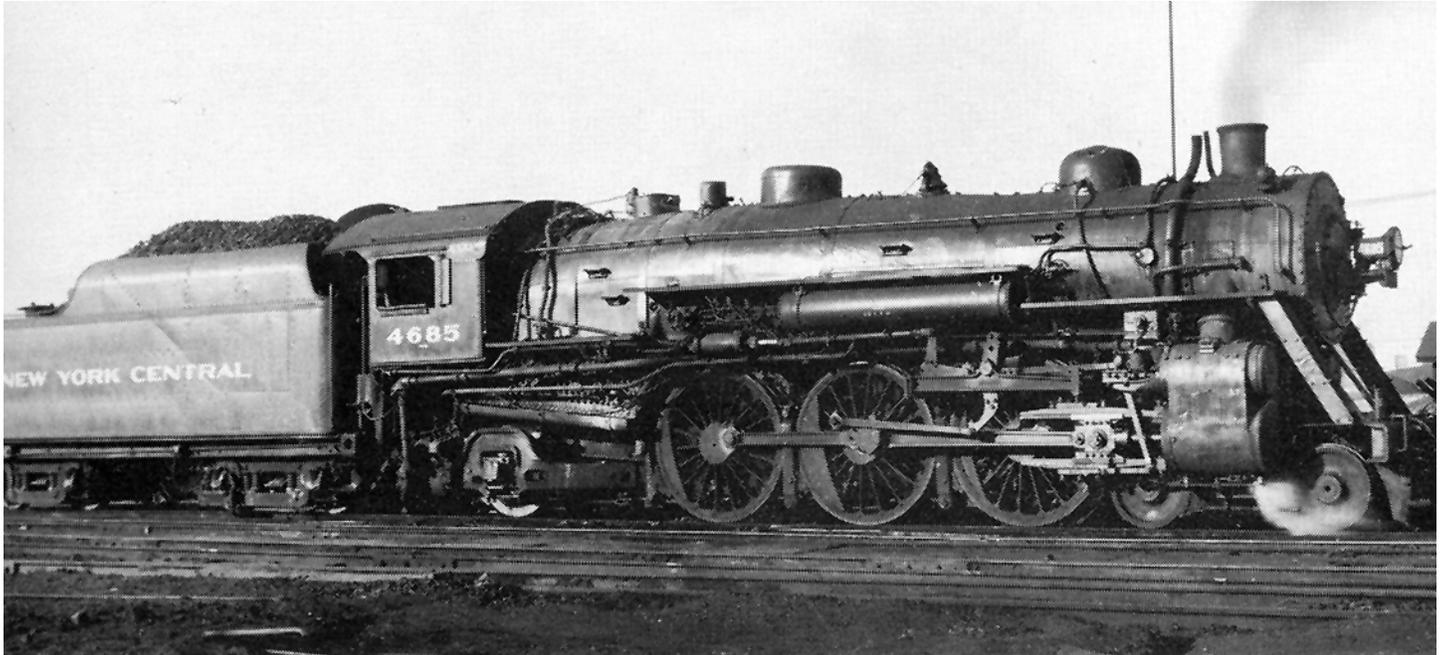


Fig. 1. I found this NYC K-3 plan in the October 1939 issue of Model Railroader. It was printed in O scale (1:48); the tender in 1/8" scale (1:96). I reduced the loco plan to 75 percent to bring it to 1:64 scale. Except for dimensions, I ignored the tender plan because it was not detailed enough. The K-3s went through many subclass versions; most of the differences were type and placement of appliances like the power reverse, tanks, and running boards. Piping variations were all over the map, depending on the dates of the photos.

Over the years I've been gradually collecting components that might be appropriate for a NYC Pacific. I found a plan for a NYC K-3 Pacific locomotive in the October 1939 issue of *Model Railroader* magazine (Fig. 1). I used this plan plus many photos in my rather extensive collection of NYC literature throughout the process of acquiring components and constructing the locomotive. The *MR* piece also contained a tender, but it was not detailed enough to use for modeling purposes. I relied on the plan's dimensions plus photographs to replicate the tender. Fig. 2 shows one of these locomotives running through Teaneck on the NYC's River Division.



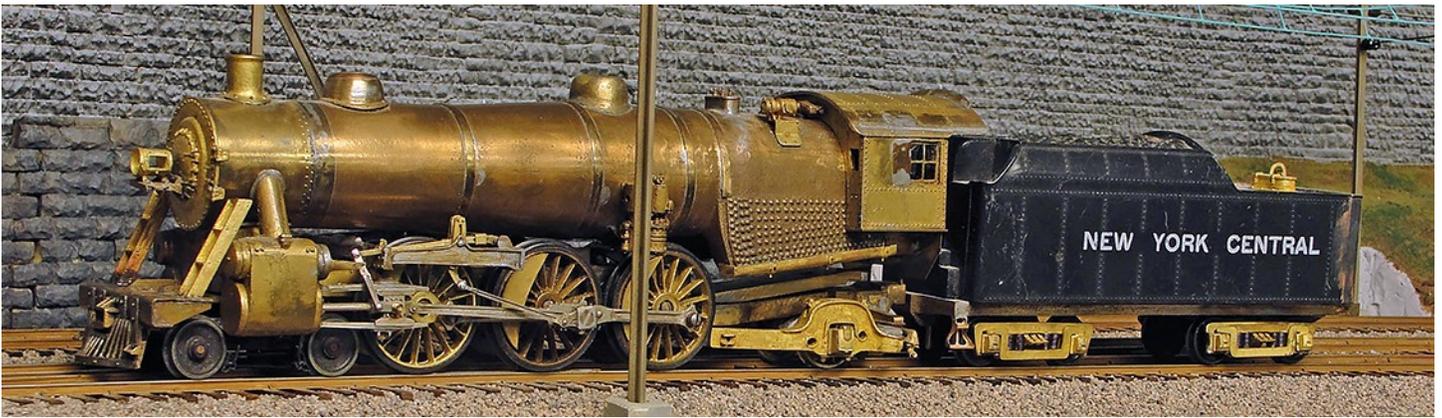
*Fig. 2. This K-3q photo from the Alvin Stauffer collection is one of many K-3 subclass photos in Stauffer's "Steam Power of the New York Central System, Volume 1, Modern Power, 1915-1955," published in 1961. I made extensive use of such photos in several sources.*

I knew this project would take a long time, because after the 1950s, S commercial offerings had diminished to the point where nearly all S scalers' layouts looked alike – Rex steamers, Enhorning diesels, Kinsman and Ambroid freight cars, and converted Flyer. When the NASG Berkshire brass parts project (which later became S Scale Loco & Supply) kicked off, I began to have hope. I even managed to acquire an old 1940s-era Nord Mikado kit because its cast bronze boiler had dimensions similar to NYC Pacifics. The deal was sealed when SSL&S began offering USRA Pacific chassis components. I began actual construction around 1975. I decided that it would be a Class K-3q because the "q" subclass served my childhood hometown, and I was able to find multiple photos of the "q" in operation.

In the 1980s, the brass importers began to fill the S scale steam power void, so, with high hopes, I shelved the Pacific project. Since then, a lot of NYC steam has been taken care of, thanks to Overland and River Raisin. But no firm has imported a NYC Pacific, nor is any likely to. So, having given up on the marketplace, I resurrected my old NYC Pacific project (Fig. 3).

## **Mindset**

I'm NOT about to show how to build this locomotive. Unless you've made the same acquisitions as I have over the half century, it's impossible for you to do what I did. Rather, my goal is to incentivize you to selectively acquire components over time so that, with a little scratch building, you can eventually get what *you* want – or very close to it.



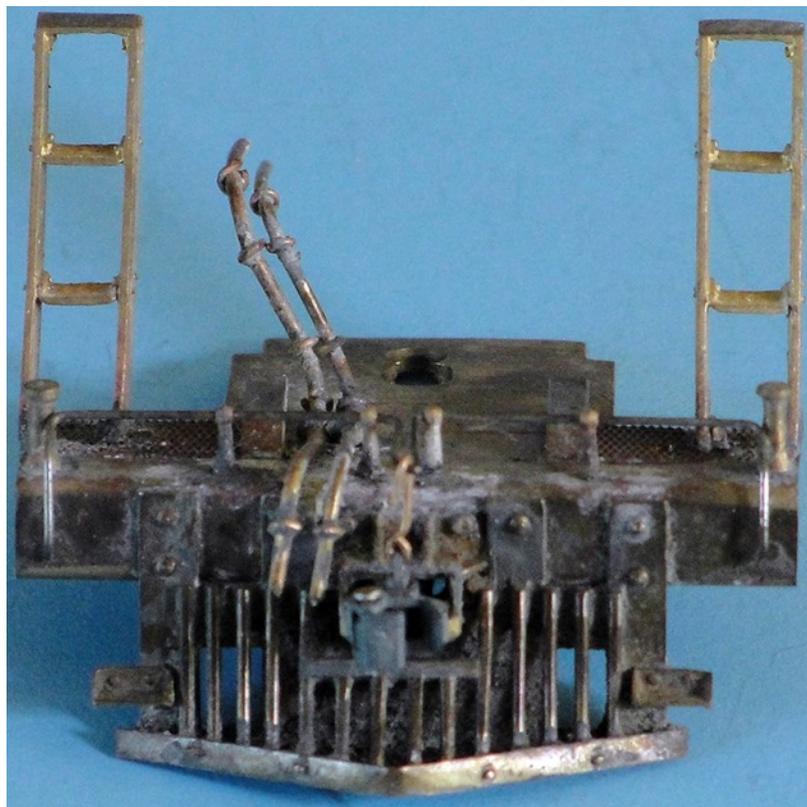
*Fig. 3. Here's what my New York Central Pacific looked like when I suspended construction in the early 1980s. Boiler and rear frame extension are from an old Nord 2-8-2 kit. The running gear is from S Scale Loco & Supply (SSL&S). Boiler details and smokebox wrapper are SSL&S; the cab is a modified SSL&S product. Tender is bashed from two Marx O-27 tenders with SSL&S brass chassis and parts. Pilot is scratchbuilt, as is the valve gear hanger. The pilot truck is of unknown origin.*

I've been asked how I manage to "find" components that suit a project I may have in mind. I am blessed to have a visual memory, so it has always been easy for me to spot something appropriate in random venues. Most people have a verbal memory; they don't carry locomotive drawings around in their heads. But these two kinds of people have one thing in common: They both need a *list* of the components needed for that pet project. So make that list and keep it in your wallet or purse, always. If you are a verbal thinker, you need to do your initial research thoroughly enough that you know what the parts are called in some detail. For example, instead of just writing down "feedwater heater system," write "Worthington Water Pump" and "Worthington Feedwater Heater." Write down the length and front-end diameter of the boiler you are looking for. Annotate your chassis notes with drive wheel diameter and style (e.g., "spoked"). Then, as you riffle through River Raisin's parts box (or on-line equivalent), you'll be able to spot that particular part if it's there. If you're at a train show where people have random unidentified parts in trays, you can always ask the vendor what such-and-such part is.

If he/she doesn't know, chances are that you can find someone at the show is knowledgeable enough to tell you.

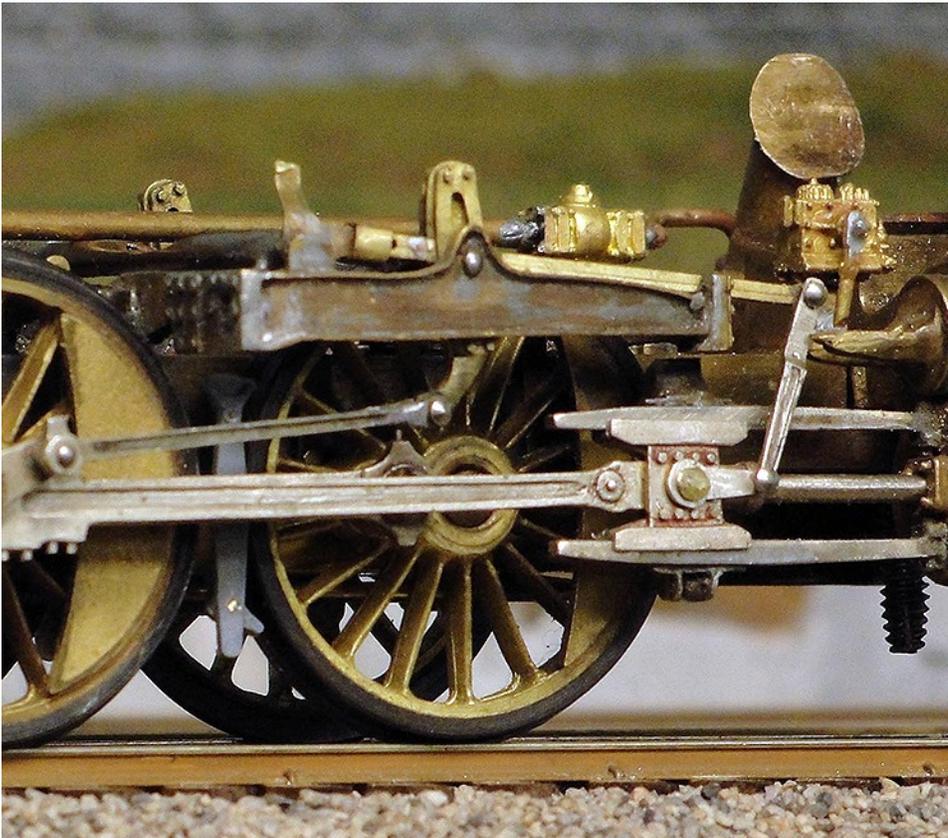
### **Progress**

My Pacific's chassis, drivers, rods, valve gear, steam chest, and Delta trailing truck are from SSL&S (closed down just a few years ago). I had scratch-built the pilot assembly (Fig. 4) because River Raisin had not yet come out with an SP pilot that's nearly spot-on. I also scratched the Walschaert's valve gear hanger



*Fig. 4. The pilot, built about 30 years ago, uses an SSL&S pilot deck as a basis. The only other commercial parts are the running board steps, the two boiler steps that I repurposed as steps on the outboard edges of the pilots (all SSL&S); handrail posts; and the old Devore coupler.*

*Were I to have begun now, I could have purchased a nearly identical pilot from River Raisin.*

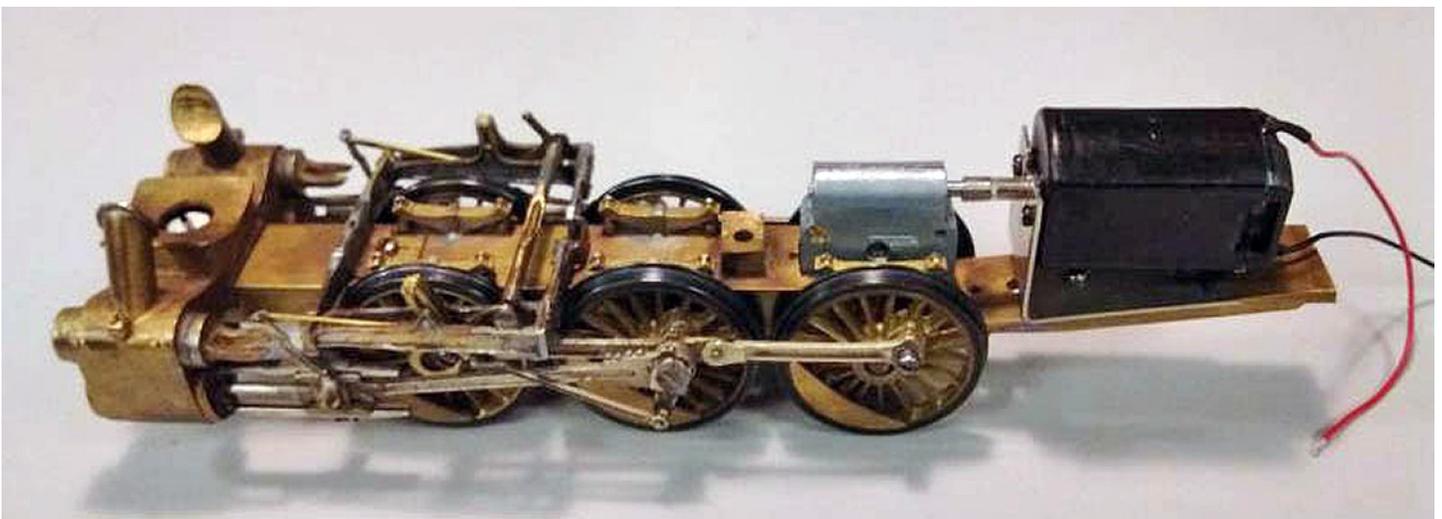


*Fig. 5. The Walschaert's valve gear hanger is the only other scratchbuilt component on the loco. I used SSL&S components for the front and rear hanger cross members.*

(Fig. 5) because one like it has never been commercially available. These are the *only* locomotive components I personally scratchbuilt. (I got the scratchbuilt four-wheel pilot truck long ago in a trade; I can't recall from whom or why.)

The SSL&S chassis had a worm gear on the rear driver that's compatible with the standard American Flyer worm, which is just an extension of the armature's center shaft. The original SSL&S drive concept was based on using this worm (shortened, of course) with a Pittman DC-91 open-frame motor. You were supposed to mount the worm to the motor shaft with a brass sleeve, then screw the motor to the loco frame. The worm would thereby "automatically" mesh properly with the driver gear. No gearbox. I have built several locos with this sort of drive and made them work properly. But I wanted a

more reliable drive train for this loco. I commissioned a modeling friend of mine who used to work in NorthWest Short Line's machine shop to remove the gear from the driver set and replace it with a new gear and worm inside a gearbox. He milled out the frame to accept the gearbox, re-installed the driver set with gearbox, then installed a Sagami motor (Fig. 6).

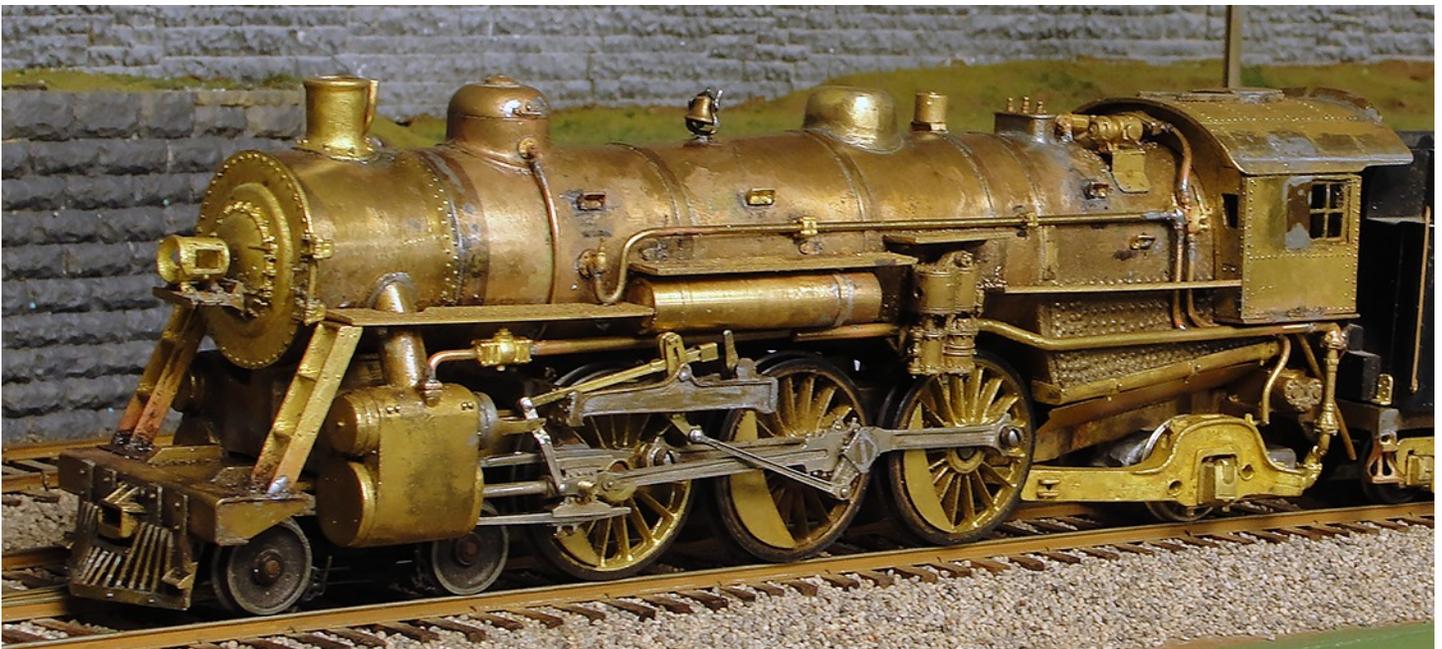


*Fig. 6. The chassis originally had a bare-naked worm gear on the rear driver axle, intended to mesh with a motor-mounted worm without a gearbox. Friend Gary Jordan, who once was a NWSL shop employee, milled out the frame and installed the gearbox and motor bracket shown here.*

As previously mentioned, the boiler is a Nord product. Nord manufactured brass and bronze kits for a USRA Mikado (2-8-2) and a generic consolidation (2-8-0) in the late 1940s. These kits consisted of a well designed machined brass sprung locomotive chassis and drivers, cast bronze boiler, assembled sheet brass cab, really awful embossed brass tender with sand-cast bronze chassis, and several pretty crude sand-cast parts (smokebox front, steam chest, pilot, etc.). These kits used to appear now and then at meets and conventions for resale because a lot of hobbyists bought them, but almost no one built them. (I have seen only two examples of completed Nord locomotives in my 78 years on this planet.)

I made the cab from SSL&S cab components, filling in a portion of the side windows to properly represent the NYC cab. This was done by fabricating a brass inlay to fit over the portion of the windows to be blanked out, filling around the edges on the inlay with solder, and finally filing/smoothing the inlay and solder so as to be level with the cab outer wall.

The cast boiler was a devil to deal with because of its bulk. I prepped it by grinding off the crude integrally cast domes and stack. Then I soldered the large parts (e.g., domes, stack, air tanks) onto it with a propane torch. However, all the brass detail parts (River Raisin, SSL&S, Precision Scale) had to be soldered with a carbon-rod resistance-soldering rig. Getting the boiler locally hot enough for the solder to melt without burning up the small parts (pump, domes, running boards, power reverse, valves, handrail posts, piping, etc., etc.) was really tricky. Figs. 7, 8, and 9 are progress shots of the various superstructure details as they were added.



*Fig. 7. Here we see much of the detail added after I resumed this project. Particularly evident are the water piping, air tank and its support cleats, boiler steps, sand piping, booster piping, and running boards (footplates for you Brits). The firebox now has a bottom (ash pan). Air piping is yet to be installed. The handrails will go on last, after the engineer's side is finished.*

The last bit of detail that I added was the brake assembly. Somewhere, somehow, I acquired a few sets of plastic brake shoes and hangers. I soldered a brass framework together and affixed the shoes and hangers with cyanoacrylate (CA) glue. Fig. 10 shows the result. This assembly simply bolts onto the bottom of the loco chassis.



*Fig. 8. This view shows the nearly completed front end. Note the air piping, pilot support struts, classification lamps, and booster exhaust pipe behind the stack. The loco is really filthy at this point, mainly from brass filings clinging to soldering flux residue. After completion, the loco will be disassembled and everything except the drive train and the plastic tender shell will be cleaned and carefully scrubbed in a lacquer thinner bath.*



*Fig. 9. Here's an engineer's side view after the power reverse, air distribution valve (above the power reverse), and air piping have been installed. The cab roof hatch is also visible in this shot.*



*Fig. 10. These are the visible components of the brake system. The framework is soldered brass, designed to be screwed to the bottom of the loco chassis. The hangers and shoes are plastic. (I don't remember what brand/scale.) Also shown is a sample brake detail sprue with some of the parts already clipped off. I temporarily screwed the framework onto the chassis so I could properly position the hangers and shoes so as not to interfere with the drivers. I super-glued the hangers to the frame's rods, then used Testor's liquid plastic cement to secure the shoes to the hangers.*

The tender (Figs. 11 and 12) is two re-sectioned Marx 0-27 plastic tenders, found decades ago at St. Vincent de Paul for 99 cents each, sitting atop a tender chassis and trucks from SSL&S. A single shell would have been sufficient, but I wanted to improve the tender rear, which had a terrible molded-on ladder and no rivets. I made a new tender rear from portions of the sides of the second shell. I cut out the molded-in coal load with a Dremel® cut-off disc and dummied up a coal bunker with card stock. Once I had it right, I cut sheet styrene shapes using the cardstock components as patterns and glued them in place inside the tender shell. The ATC control box and the water return loop, both on the tender deck, are modified plastic components from a Walthers assortment of HO structure roof details. The corner handrails are from BTS.



*Left: Fig. 11. The tender superstructure is composed of two resectioned Marx 0-27 plastic tenders. The tender chassis, trucks, and many other parts are SSL&S. Water scoop, brake cylinder, rear steps, back-up light, and ATC shoe are River Raisin. The coal bunker interior is sheet styrene. I acquired the coal pusher at a long-ago NASG convention. Corner handrails are brass BTS Alco FA diesel parts. After this shot was taken, I completed the rivet pattern with MicroMark rivet decals.*

*Right: Fig. 12. Here's the other side of the tender. I didn't bother to revise the tender's clunky-looking Marx front end because it would never be visible when coupled to the locomotive.*

## Result



*Fig. 13. New NYC K-3q No. 4680 takes its maiden test run on my New York, Westchester & Boston. This scene is southbound, heading toward Putnam Hills on the New York City line.*

New York Central K-3q Pacific No. 4680's first test run is shown in Fig. 13. No. 4680 is now in service on my NYW&B, hauling passenger trains between Troy NY and Boston (Fig. 14).

Obviously, a lot of skill acquisition and now-and-then thinking went into this project over a long period of time. The keys to getting this project completed were:

- Setting the goal.
- Opportunistic acquisition of possible components.
- Learning new skills.
- Openness to innovative sources (e.g., Marx tenders).
- Willingness to out-shop tasks to experts (e.g., re-gearing).
- Patience.

So if you have a favorite item in your mind's eye, whether it's a locomotive, passenger car, structure, or whatever, start with an empty box and begin filling it with components that could possibly be used as-is or modified in pursuit of your goal. Don't overlook organized flea-market venues like Good Will and St. Vincent de Paul. Open your mind to other sources in other scales. Study existing S vendors' products – they may be willing to sell you parts rather than, say, a whole locomotive. And if you can manage it now and then, attend an NASG National Convention. These meets always include the largest S hobby shop in the world. Like Brigadoon, it comes to life only once a year, so take advantage!

## ***SIDEBAR***

### **SOLDERING**

A locomotive that's entirely brass and bronze requires a lot of soldering. Yes, I know – soldering is intimidating to most modelers. But over the decades I've honed my skills, just as you can. Start with something simple, like soldering wire leads to your rails to provide track power. All that's required is an electric soldering gun and rosin-core solder. This will help you get over your fear of hot liquid metal! You'll graduate to soldering wires to your switch machines and your turnout controllers.



*Fig. 14. Now in regular service, No. 4680 hauls an express out of Troy NY past BH tower on its way to Boston via the B&A. BH Tower is a New Haven prototype plaster kit from River Raisin. The NYC observation car in the upper right is a SouthWind import.*



Now you're ready for home repairs that involve soldering. For example, do you want to install a second sink in your bathroom? Why not plumb it yourself? Buy some copper tubing and brass fittings at your local hardware store and go to it. Oh – your trusty soldering gun can't heat the fittings enough to melt the solder? Now is when you buy your propane torch kit. Assemble your first tubing-to-fitting joint after applying plumber's flux to the mating surfaces. Now heat the fitting with the torch while you hold your solder against the joint. When the fitting is hot enough, the heat will melt the solder and draw it into the joint. Remember, liquid solder always flows TOWARD the heat.

Now you're ready to solder details onto brass boilers. The classic way to do this is to use two different solder alloys, say 50-50 with a relatively high melting point for the large details like domes and stacks, and 40-60 with a lower melting point for smaller details. The idea is that this keeps previous joints from melting when you apply the smaller parts, which require less heat. I used to do this, but soon graduated to a single low-temp alloy, keeping the heat from spreading by forming water-soaked facial tissue into a dam around the part I was working on. The tissue functions as a heat sink, preventing the heat from migrating through the boiler to previously-soldered parts.

I use solid-core solder along with a really good acid-flux (I prefer Nokorode "regular paste flux"). Spread the flux on the surfaces to be joined, then set the part on the boiler so it doesn't move. Cut a small sliver or chip of solder from the solder coil and place it touching a single point at where the part touches the boiler. Throttle down your torch flame to a blue pencil-point flame. Then, holding the part in place with, say, an old file you don't care about, aim your torch to the side of the joint opposite where you placed your solder chip. The torch heat will draw the liquid solder into the joint without leaving any residue to clean up. (A resistance-soldering outfit will relieve you of the need for tissue dams because the heat is both instant and pinpointed. But resistance soldering is a whole different story for a different article.)

Your spouse will love you for your new skills. If that tin-can flour scoop your kid made in junior high school metal shop breaks, you can solder it back together and be a hero. You don't have to tell anyone you did it just so you can hone your ability to solder stuff onto boilers!

Alas, unless you have a resistance-soldering unit (which I do; that's what I used for the boiler), attaching small stuff to heavy cast boilers requires different approaches. Lots of modelers use CA glue. This is great if your part has a smooth close-fitting surface against the boiler. If it doesn't, you can use threaded fittings. You can drill a hole in the base of the part and thread it with a tap, then drill a clearance hole in the boiler and screw the part in place from inside the boiler (if you can get to that part of the boiler's inside!). Some modelers will use the part's casting sprue as a screw by threading it with a die (a tool that cuts screw threads onto a rod), pushing the threaded sprue through a hole drilled in the boiler, and securing it from the inside with a nut. But again, interior access may be a problem.

Caution: Lacquer thinner dissolves adhesives. So if you intend to use any kind of glue to attach parts, save the parts to be glued on for last, cleaning your model beforehand.



**COMING  
SOON!**

# NORTHERN OHIO S SCALERS

## S SCALE MODELERS GATHER IN MEDINA, OHIO

**By Jim Kindraka & John Henning**

*Photos by the authors except as noted.*

On Saturday October 14th, the Northern Ohio S Scalpers (N.O.S.S.) along with Sharron Sudimak, sponsored their 10th annual Interstate Get Together and picnic at Sharron's home in Medina, Ohio. The gathering grew out of discussions Sharron's late husband, Jack Sudimak, had with Pittsburgh area modeler Dave Femley. There was a distinct inability to run S Scale trains in the Pittsburgh area because of a lack of layouts. Jack wanted everyone to have a chance to run their trains so he got together with John Henning and the N.O.S.S. group to initiate the annual Interstate Get Together. The first event drew 28 area people and 10 from outside the immediate area.

With the assistance of N.O.S.S. Club members, Jack had built a large layout on three levels in his basement. Since Jack's passing, and with Sharron's enthusiastic blessing, the club has maintained and operated the layout. There are other N.O.S.S. member layouts within a few miles. Mike Warman's S Scale layout is being reassembled eight doors down from the Sudimak house. Al Clapp's large NKP themed layout and Bob Yanke's N&W themed layout are just a few miles away. John Henning, who lives a dozen miles away, is the new owner of the 10 x 26 portable layout originally built by Doug Evans. Additionally, well known S Scale B&O modeler Ed Kirstatter lives nearby.

This year there were over 30 people in and out throughout the day, mainly from the northeast Ohio, area but the event did draw S Scale modelers from the Columbus area and as far away as Buffalo and Grand Rapids. The club counted four brand new area people attending to investigate S Scale. The layout was open for operation and people were encouraged to bring models to test and run. There are three distinct loops on the layout that can be interconnected. For the Get Together, the loops are operated separately, two can be run on either DC or DCC and one is DC only. There was also an area for modelers to display their crafts. Jack was a great collector of both vehicles and vintage S Scale so there was plenty to see. Additionally, Jack's father John Sudimak ran Rex Engineering from 1961 until Jack took over in the mid-1980's, so many unique pieces of Rex Engineering history were on display.

The day included running trains and a presentation on Cleveland Flats Bridges by noted B&O Historian Mike Lytle. Attendees could also tour Al Clapp's and Mike Warman's nearby S Scale layouts. Late in the afternoon everyone returned to the traditional picnic; 22 people stayed for a very enjoyable hot chili dinner provided by Sandy Warman. As in past years, it was a great chance for a group of S Scale modelers to get together informally, learn from each other, enjoy some great comradery, run some trains and just have fun.

Within a few square miles, the Medina area may have one of the largest concentrations of operating S Scale layouts and modelers in the country! Look in future issues of *The S Scale Resource* for more articles and photos of those layouts. Here are some photos and further explanation of the October get together and picnic.

# NORTHERN OHIO S SCALERS



*The Northern Ohio S Scale Club who maintain the layout, l to r. Back row: Mike Lytle, Mike Warman, Chris Borgmeyer. Middle row: John Henning, Al Clapp. Front row: Patty Henning, Sharron Sudimak. Sharron is holding the scratch built "Sudimak's Service Station" diorama, built by Bill Hanslik, Jr., that will be the subject of a future S Scale Resource article.*

*Photo by Matt Marcum*





*On display were a portion of Jack Sudimak's collection of 1:64 scale vehicles. As well as trains, Jack also collected vehicles, especially First Responder vehicles.*

*The associations to the history of S Scale was obvious. Rex Engineering was a big part of the Sudimak family beginning in 1961 when John Sudimak and Howard Phillips formed S&P Distributing to complete the 0-6-0 and 2-6-0 kits and continue the Rex Engineering product line. This photo shows three early Rex prototypes as well as a set of Enhorning diesels. For today's S Scale modelers, names like Rex and Enhorning go back a long way.*





*An interesting array of S Scale 2-8-0 models; on the extreme right is a completed Nord Consolidation, while on the far left is what would have been a Kemtron 2-8-0. The model used a Kemtron cab then was mainly completed with On3 parts. In the center is a prototype for what was to be a Rex Engineering 2-8-0. It was made by splicing together two Rex 2-6-0 boilers; only two prototypes were ever built.*



*During the get together people were encouraged to test run or break in models on one of the three separate operating loops, and several took advantage of the opportunity. Alan Evans from Columbus, Ohio cleans some track on the layout before running his Alco PA. The model was painted and lettered in the Wabash "Blue Bird" paint scheme.*

# NORTHERN OHIO S SCALERS



*It was a gorgeous fall day in northeast Ohio; N.O.S.S. member John Henning, center of photo, begins to “herd the cats” outside the Sudimak house. The 30 or so attendees were split into two groups to tour the nearby home layouts of Mike Warman and Al Clapp on Saturday afternoon.*



*Above: A pair of Geeps rush a freight train along Al Clapp's 12' x 54' NKP-themed layout during one of the group visits at the N.O.S.S. Get Together. Viewing the layout, from the left: (with his back to the camera) Al Clapp, Randy Bosscher, Ed Kirstatter, Mike Lytle, Patty Zimmerman and Alan Evans.*

*Below: Mike Warman, in the burgundy shirt, points out some of the features of the 12' x 22' layout under reconstruction in his basement. The S Scale layout was acquired from a local estate in 2015, cut into seven sections and moved to Mike's basement for reassembly. The first train ran in the fall of 2016. Trains continue to run and multiple expansion projects are already underway.*



# CHICAGOLAND RPM MEET GETS A TASTE OF S SCALE

**By Jim Kindraka**

S Scale increased participation in the annual Railroad Prototype Modelers (RPM) meet over 100%! This year the meet was held October 26 -28 in Lisle, Illinois. At least two S Scale modelers participated in the event, up from one last year! Jeff English from Troy, NY and Jim Kindraka from Grand Rapids, MI were both in attendance. Actually, S Scale had even a higher participation, NASG President William Holt, Jr. attended the opening day activities. The event itself was hosted and run by two “closet” S Scale modelers: Matt Gaudynski, owner of Fox Valley Models, and Mike Skibbe, an N scale modeler who builds S Scale kits.

The event featured over 40 clinics on topics as diverse as “Airbrush 101” to “Wine Tank Cars” to “Planning your layout using Google Earth.” The clinics were all presented twice during the three-day event so modelers wouldn’t miss anything. Ample space was available for display of models. The hosts had the display tables set on risers, so the models were closer to eye level. That certainly made them easier to view and reduced back aches from constantly leaning over! It’s a great idea that any group hosting a show should consider. There was also an area for vendors that included major DCC manufacturers as well as an array of books, tools and models for sale. Two of the prominent vintage photo vendors, Bob’s Photos and Mainline Photos, had break out rooms all to themselves so attendees had ample space to view the huge photo collections and make purchases. The display area also contained two expansive modular layouts, N and HO scale; both complete with operating signals that managed train movements.

Since taking over running the Chicago RPM in 2016, the meet’s Chairman, Mike Skibbe, has been working to re-establish a tradition of earlier gatherings where some sort of mini-kit was offered to early registrants. This year, the meet offered a 1937 AAR box car kit with unique Pullman-Standard Car Builder ends. Mike was able to obtain the original P-S drawing for the end from Ed Hawkins, one of the editors of the Railway Prototype Cyclopedia. These ends were used on two lots of Chicago Great Western box cars, covering 250 units, built in 1944 and 45, as well as five specific C&EI cars.

Mike had a pattern for the end made by an N scale modeling friend. The ends were 3-D printed in N, HO, S and O scale and the print used as a master for resin casting. Everyone who registered for the event at least a month in advance received a complete kit, including the ends, in the scale they specified with their registration. Mike had a dozen S Scale kits made up by Des Plaines Hobbies specifically for the show. The S and O Scale kits included decals printed by DPH featuring CGW’s unique “Corn Belt Route” herald. In another interesting twist, the history, drawings and instructions for building the mini-kit were printed only in the 24-page RPM Attendee Program.

Next year’s Chicagoland RPM will again be held in late October. It is a great forum for good modelers to enjoy good modeling no matter what the scale! Hopefully more S Scale modelers will attend and display some of their work. I noticed many of the model displays contained unfinished models where the owner was showing construction techniques, so perfectly finished models aren’t a pre-requisite. There was a lot of constructive discussion around the S Scale models that were in the display area. As is too often the case, S modeler’s penchant for S-only and/or toy train shows meant many serious scale modelers were not familiar with all the modeling opportunities the S Scale medium offers. Some various views of the show follow...



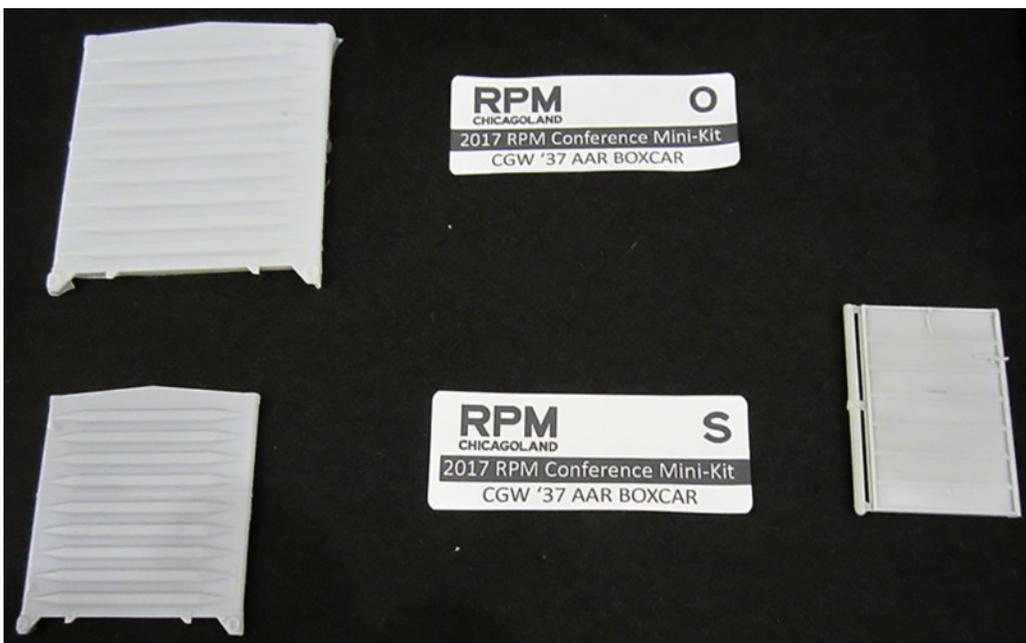
*Above: A view of some of the vendors set up at the Chicago RPM meet. Both SoundTraxx and LokSound had representatives present. Each did a clinic on their latest systems and decoders. There was a broad array of items for sale including books, electronics, photos, detail parts and kits.*



*Left: Pierre Oliver of Yarmouth Models attended and is shown here with built up versions of his HO line of kits as well as the two new S Scale kits that have just been released. Pierre related he was very pleased with the reception and sales of his S Scale kits, and is seriously considering adding to the line.*



*One unique product that caught the eye, especially for steel mill modelers, was this HO model of a glowing steel slab. One of the smaller electronics vendors was selling it and the idea could easily be adapted to S Scale. There were a few other steel mill related models on this vendor's display. While viewing the display, I met the President of the NMRA SIG for Steel Mill Model Builders.*



*Every pre-registrant for the meet received a kit for a special CGW 1937 AAR box car with Pullman Standard Car Builder ends. Here is a photo of the actual S Scale resin casting of those unique ends. Hopefully in a future issue of the S Scale Resource, there will be photos of the finished model.*



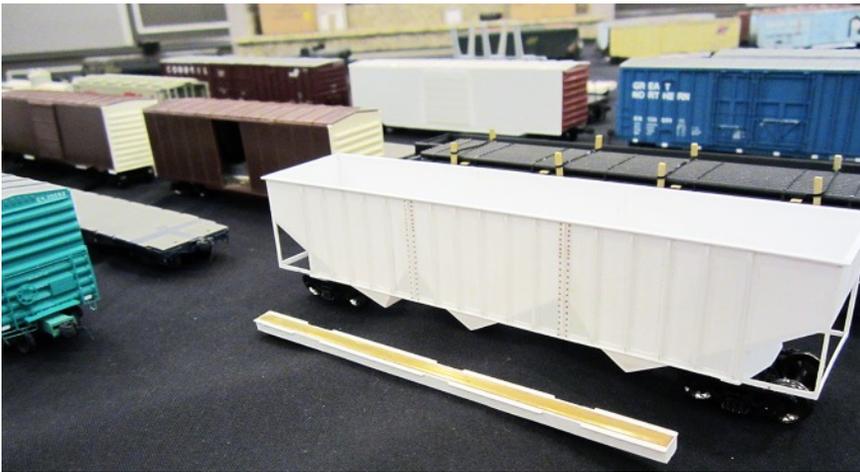
*Jim Kindraka's display of various kit and kit bashed models at the show. A short explanation of each model was included, and the show provided cards in advance for that purpose. The models generated some good discussions with other scale modelers, especially the fact none of the models started out as a toy manufacturer piece such as Lionel, MTH or American Flyer. That seemed to impress other modelers regarding modeling opportunities and possibilities in S Scale.*

The next few pictures contain some various views of the model display area including an HO Iowa corn field diorama and a model of a "tagged" auto rack with photos of the prototype. There were several displays that included models under construction, highlighting that the displays are for more than just finished models. Several of the under-construction projects proved to be great aids in helping understand different construction techniques.





*Diorama of an Iowa Corn Field*



*Below: Photo taken on the CB&Q themed HO and Midwest themed N scale modular layouts running at the show. Both photos show the operating signal displays.*





*Left: Another picture of the CB&Q themed HO and Midwest themed N scale modular layouts running at the show. Both photos show the operating signal displays.*

*Below: The highlight of the show for me personally came at Friday night's Friends of the Freight Car dinner. The presentation following dinner was a panel discussion on Railroad Research. Representatives of Kalmbach, C&NW Historical, Speedwitch Media, Lake States Railway Historical Assoc. and the St. Louis Museum of Transportation Archives made up the panel. I have been communicating with Teresa Militello of the St. Louis MOT for several years on projects, most recently the ACF REA Express Reefers that River Raisin Models is producing. It was a great pleasure to meet her in person and hear about the work going on at the archives. Left to right in the photo are Teresa Militello, Jim Kindraka and Bob Ristow of Lake States.*



Have an idea for a different way of doing things? Something you built to make things easier around the workbench or layout? Let us know and we'll share it with the world.

[Send your tips and pictures to us here.](#)

Ken Zieska says: I am working on some things, here is one little piece for right now.

Ron Kemp of the Pines and Prairies S Scale Workshop showed me the latest issue of *Railroad Model Craftsman*. It included some neat ideas for scratch building. One I particularly liked was a photo of a neat work station so I made one for my own use. I went to Hobby Lobby and bought a 12 X 12 piece of beveled mirror, then to Home Depot for a 12 inch framing square. I applied some double back tape to one side of the square and mounted it to the mirror, and that was about it. I double back taped some sandpaper to the glass for sanding edges of a Monster Modelworks structure I was building and found that my workstation liked to wander. I applied some non stick shelf paper liner from the kitchen section of my favorite Target store, and now the workstation stays put while I sand. This is a great surface to work on because it is very flat. The square of course helps with structures and things that need that right angle, I use weights to hold other edges. Look at the photo of the edge work. The mirror helps me assure I have the edges lined up correctly because I can see the bottom side of the seam.

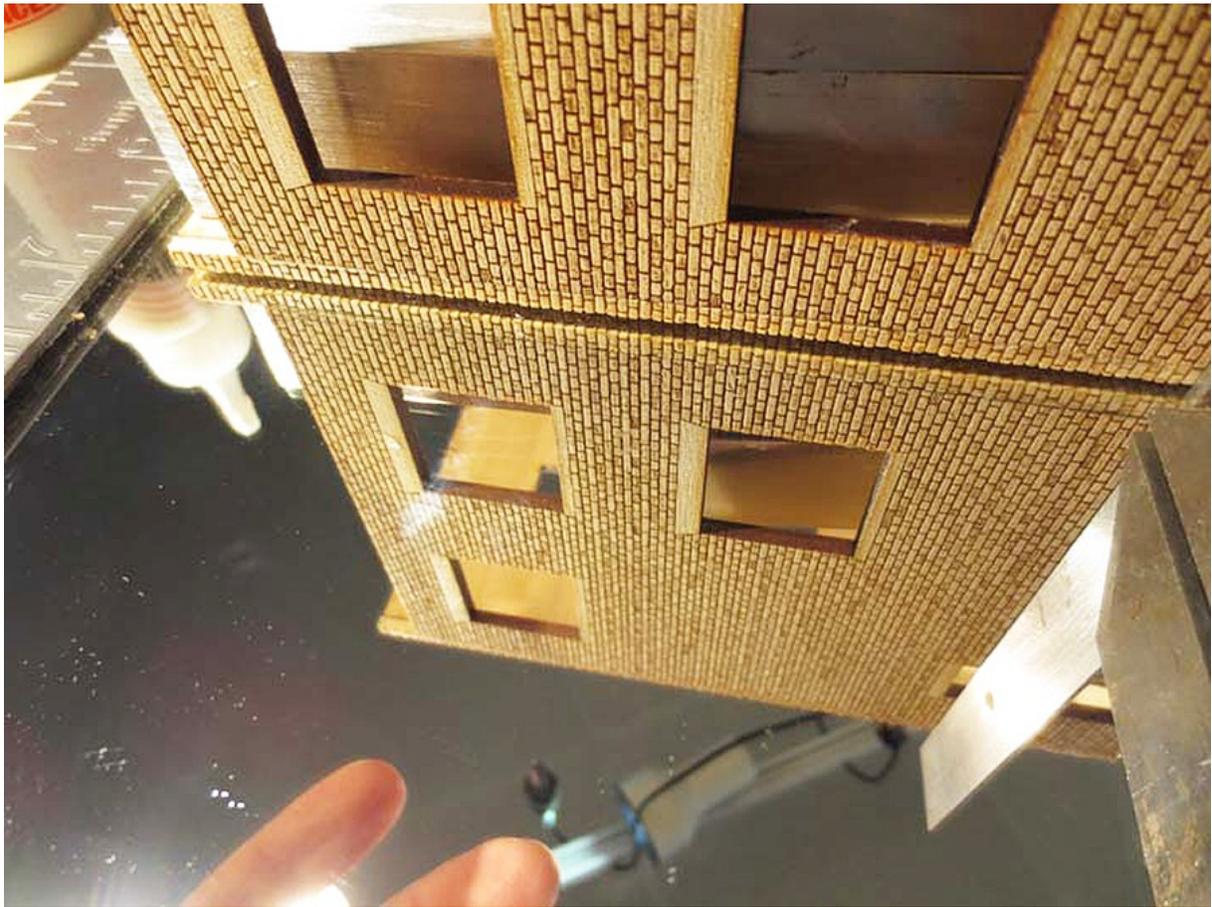
The total cost of this little project was less than \$14.00, and it took but a few minutes to assemble.



*Photo of finished work station*



*Photo of work station back with the non slip shelf liner*



*Photos showing how the mirror surface helps maintain a square assembly and allows one to see the joint for flat assembly.*



# 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](mailto:daniel@modelrailroadresource.com)

Karl Johnson says: About a year ago, I completed building this market, produced by GCLaser of Genoa City, WI. Over the past several months, the details were gathered (Scenery Unlimited: #540 100lb sacks, 616 bushel baskets w/ fruit. Portlines hobbies MTS 241-P open vegetable crates). The fruit and vegetable crates were all painted as I was working on other projects. A small piece of wood was cut and the baskets and boxes were added to it, plus some small gravel.





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Photo by Dan Vandermause

# 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

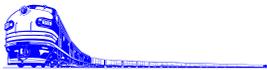
March 3<sup>rd</sup>, 2018

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

This is a one-day convention, our 14th annual event, aimed at those interested in logging railroad and wood product industry modeling. Model contest, logging-specific vendors, technical and history clinics, terrific museum displays of logging hardware and photos. All scales and gauges welcome.

Website: [www.pacificmodelloggerscongress.com](http://www.pacificmodelloggerscongress.com)

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



## Sn3 Symposium

April 5th to April 7th, 2018

Dallas / Fort Worth, Texas

Sponsored in conjunction with the Lone Star Region of the NMRA

Website: [2018sn3symposium.com](http://2018sn3symposium.com)

Email: [bu1977@att.net](mailto:bu1977@att.net)



## 2018 Spring S Spree

May 11-12, 2018

Crossroads Expo Center in the IBEW Building  
6550 Poe Avenue Dayton, Ohio 45414

Hosted by the Miami Valley S Gaugers

Website: [www.sspree.info](http://www.sspree.info)

Email: [Mmitter1@hotmail.com](mailto:Mmitter1@hotmail.com)

## O Scale West / S West

May 24-26, 2018

The Hyatt Regency Santa Clara (San Francisco area).

The annual O Scale West / S West show is focused on two-rail O-scale and S-scale modelers whom are interested in more true-to-scale modeling. The show includes vendors, how-to clinics, contests, operating display layouts, individual seller tables, and local layout tours (self-drive).

Website: [www.oscalewest.com](http://www.oscalewest.com)

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



## 2018 NASG Convention

July 24 through 29, 2018

The Boxborough Regency, 242 Adams Place,  
Boxborough, Massachusetts.

Hosted by the Bristol S Gauge Railroaders, in celebration of their 70th anniversary! [Click here](#) to visit the website, which includes the registration and car-order forms, and the tours.

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## Indianapolis O Scale Show / S Scale Midwest Show

September 20-22, 2018

Wyndham Indianapolis West

The Indianapolis O Scale Show has been in place for over 49 years. In 2017, we, at The Model Railroad Resource LLC, publishers of *The O Scale Resource* and *The S Scale Resource*, are proud to have been selected to carry on the tradition for the future in this its 50<sup>th</sup> year, and include S Scale.

Website: [indyoscaleshow.com](http://indyoscaleshow.com)

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#79054 \$225  
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Terry Harrison Email: [nkpman587@gmail.com](mailto:nkpman587@gmail.com)



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### Advertiser Index

Clover House	Pg. 7
Des Plaines Hobbies	Pg. 25
Fox Valley Models	Pg. 7
Indianapolis O Scale Show	
S Scale Midwest Show	Pg. 58
National Association	
of S Gaugers	Pg. 54
RailFonts.com	Pg. 25
River Raisin Models	Pg. 25
Streamlined Backshop	Pg. 25
Tomalco Track	Pg. 25



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