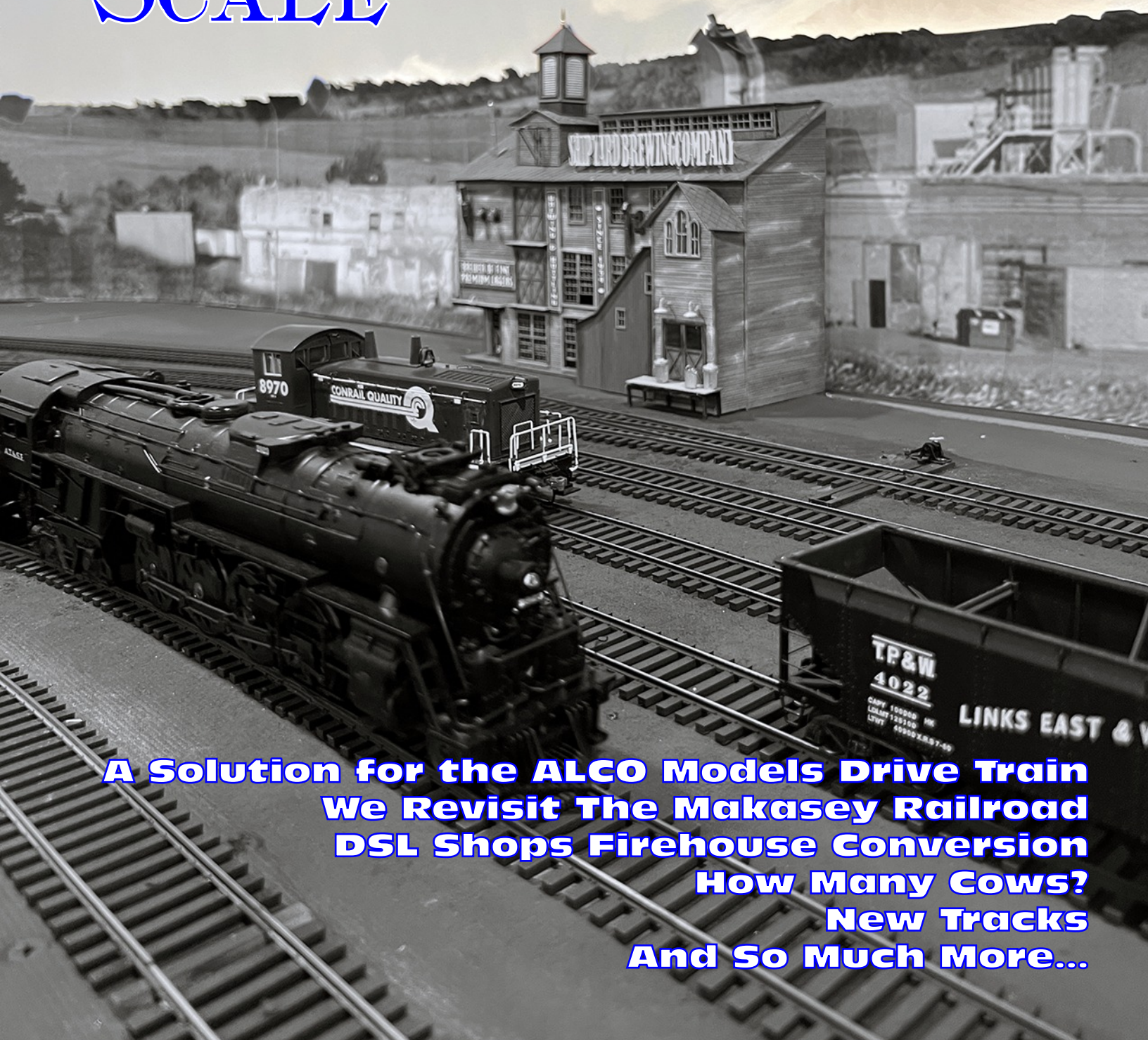


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NEWS, REVIEWS, INFORMATION TO USE

April/May 2024
Volume 10 No. 4



A Solution for the ALCO Models Drive Train
We Revisit The Makasey Railroad
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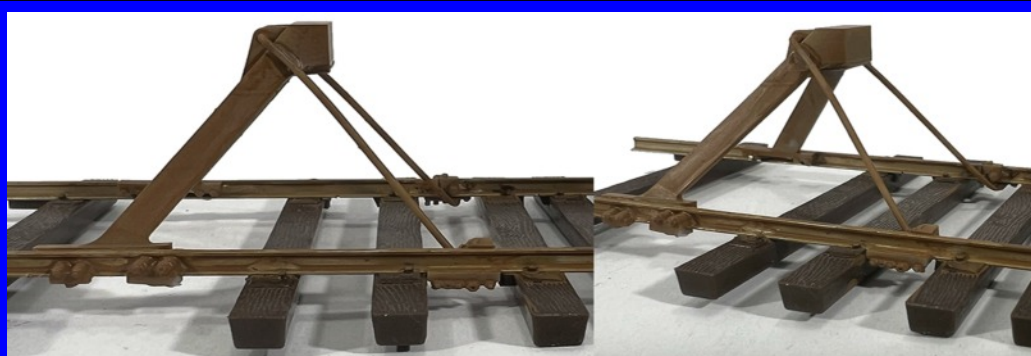


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April/May 2024
Volume 10 No. 4

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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

*A great yard scene shot near the famous Shipyard Brewery at Crystal Yard on David J. Burns' layout.
Photo by Dan Dawdy*

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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

It's getting warmer... and then snow. Then it's getting warmer... and then snow. Wild ending to March here in the Midwest!

Amy and I had our open house this year in connection with the O Scale March Meet, which is the largest scale O show in the country. Now you ask, why do we care? Well, I needed to fill a deep corner of my layout and I also wanted to play with forced perspective. So I built a few S scale buildings and went to work (see photo below).



I am very happy with the results as were many of the people at the open house. At the next S scale show, I'll pick up more detail parts and vehicles to "dirty" the scene up a bit. I am sure some of you have have done the the same using HO scale buildings.

In few weeks, we head up to Toronto to photograph four S scale layouts for upcoming issues. It's been awhile since we have taken a road trip to bring you layouts on a regular basis.

In this issue, we revisit David Burns' Makasey Railroad and see his progress since our last visit. Also, Chris Rooney got to work designing a replacement gear box for older ALCO Model RS3 and RSD six axle engines and making them available on an "On Demand 3D printing basis". Charles Malinowski gets into higher math with his piece on How Many Cows?, and we have a DSL Shops Firehouse Conversion along with New Tracks, My Build, shows and more.

Happy Reading & Happy Modeling,

Amy & Dan Dawdy



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Phoenix Precision Models has a number of exciting 3D printed accessories in S-Scale to heighten the modeling experience in S-Scale. These detail parts and vehicles are 3D printed in gray resin; they come unpainted, and come with the supports off the model. They are available now from your local retailer, or you can purchase them directly from us.

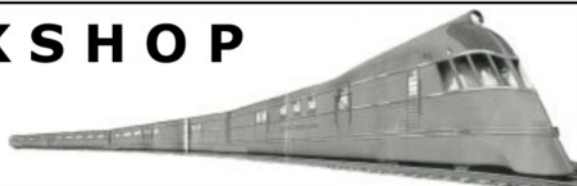
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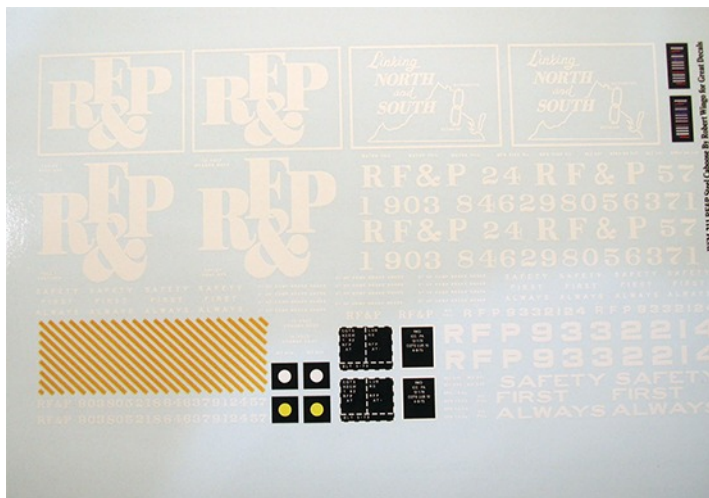
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NEWS YOU CAN USE



From Bill Mosteller at [Great Decals!](#): Robert Wingo, our graphic artist, has developed a set which does the Richmond, Fredericksburg, and Potomac (RF&P) diesel-era wide-vision and center cupola steel cabooses with VA logo and the last RF&P logos in two sizes for blue and red paint schemes, available from Bill Mosteller, Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031. They cost \$10.99 each, postpaid. Set #211 is S-scale, mainly white and black.

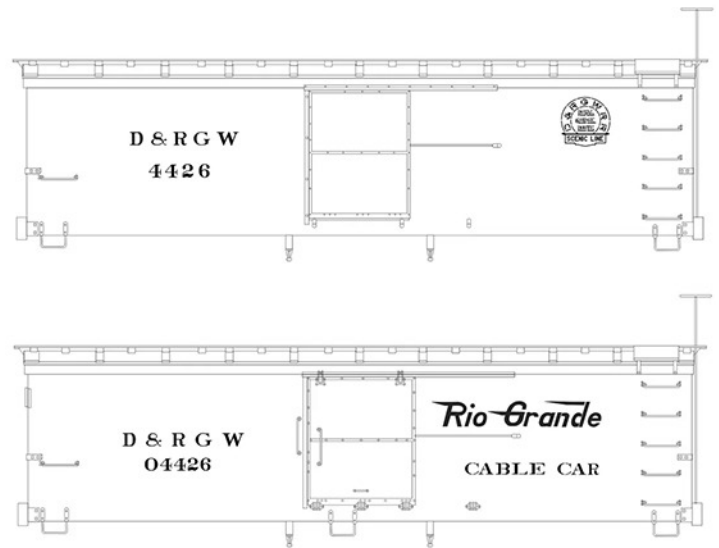


These decals include road name, three RF&P heralds: the Virginia map ("Linking North and South"), RF&P smushed logo in box for blue and a larger size for red repaints, road numbers, and weight data specific to the cars. Also includes the first all-steel center-cupola lettering for cabooses delivered from Southern Iron and Equipment Co. in 1971 as repainted in 1986. The set can letter at least two different units and is appropriate for the wood caboose repaints. As these are modern cars, the sets include consolidated lube plates, which require the black color, wheel inspection dots, which require yellow or white, and Kartrak-ACI Labels, which require a rainbow and caution end stripes. PayPal accepted. Virginia residents pay sales tax.

See our web site, www.greatdecals.com



[Leadville Designs](#) announced a new Sn3 D&RGW 4000 Series 30' Boxcar.



This kit represents the 1926 rebuild of the venerable 4000 boxcar with the reinforced doors and Murphy roof. Kit comprises laser cut woods, a large assortment of etched parts, cast parts and printed parts. Kit includes lettering to build MOW 04426 Cable Car and the 4351 Tool car as well as accurate lettering for revenue service.

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



[Merritt 3D Designs & Printing](#) lists a new Sn3 caboose.

The ET&WNC caboose 503 served the ET&WNC railroad for many years and could be uniquely identified by its' lack of a copula. Because of this, it



received the nickname of the “copula-less caboose”. In its’ later years, the caboose could be found at Cranberry, NC serving as a bachelor pad for Cy Crumbly, the locally well-known conductor who served the railroad for 54 years.

ET&WNC Caboose 503 with Simplex body bolster. To complete your model, add grab irons, trucks, couplers, paint, and decal to your liking.

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

The Southern California S Gaugers club have their 2023 S Fest West Car, a Union Pacific 52-foot Gondola, available for sale to the general public. The car was manufactured for them by American Models. The removable load is included. The car is available with two prototype-based road numbers, and can be ordered with AF-compatible wheels and couplers



(default) or "scale" wheels and couplers.

[Cars may be ordered from their Website.](#)

Our good friends at [Pre-Size Model Specialties](#) have released two new freight car ends available in S-scale, one for gondolas and one for box cars.

First off is 5/4 Box Car Ends. Two per package. These are Pullman-Standard car builder ends. The ends were used on cars built by the B&O, C&EI, CGW,



NKP, TC, and W&LE.

Next are Bettendorf Gondola Ends. Two per package. These ends were used on many gondolas. They are detailed on both sides.



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

[McCarville Studios](#) has released a new building called the Montezuma Fruit Company. This kit represents the Montezuma Fruit Company warehouse in Dolores, Colorado. In 1923 the longer warehouse burned, and this structure remained in its place. Parts include adhesive backed laser cut windows and doors, corrugated walls and roofing, MDF shell, vents and a 3D printed chimney.



Also The Rico Sand House. This kit represents the sand house located outside the southern doors of the Rico, Colorado engine house, and lasted up to RGS abandonment. Laser cut walls, roll roofing and Removable roof.



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

A Solution for the ALCO Models Drive Train Vale of Tears

By Chris Rooney

In the early 1980's Alco Models produced a line of very welcome brass diesel models for S scale – specifically 1981 Alco RS3; 1982 RS3 PRR with antennas; 1983 RSD six axle in several versions. I hadn't reflected on the fact that was 40 years ago until recently. Apparently 40 years can do wonders for some things like whiskey, but not so much for other things like poorly formulated Zamac castings. Like the ones Alco Models used in their RS road switcher models, for example. It's not unusual to find the tabs holding the side frames broken off and the gear towers crumbling, as well as, the covers of the gearboxes and the gearboxes themselves distorted.

Figure 1

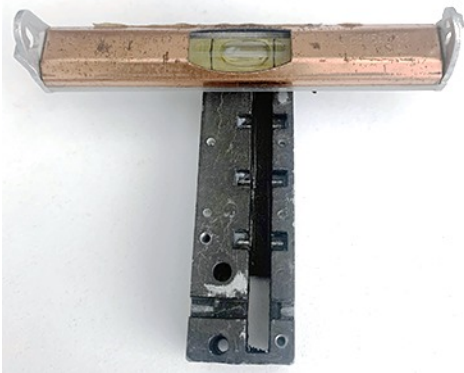


Figure 2

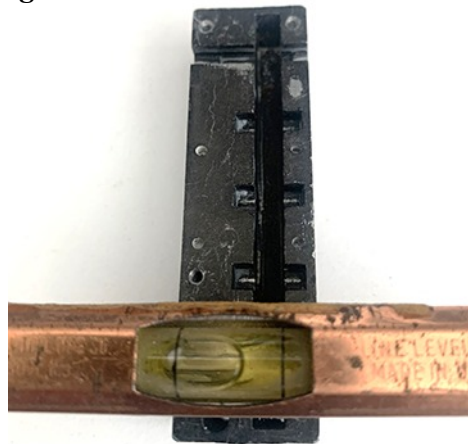
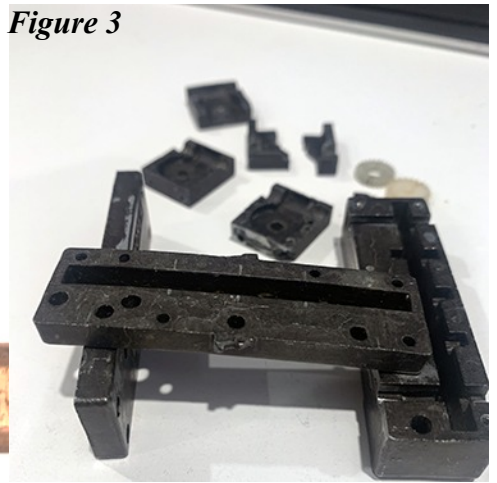


Figure 3



***Figure 1: One End of Gearbox Level Figure Figure 2: One End of Gearbox Skewed Figure
Figure 3: Broken and Warped Castings***

It seems like every other S scaler you meet has one or more of these models tucked away in a drawer or closet somewhere. Several, perhaps many, have been replaced with American Models' ubiquitous and well executed Alco RS3 models, but that leaves out the many body styles not produced by AM. And, besides, these brass models are expensive shelf queens.

So, as a practice project for SolidWorks, I set out to draw a 3D model of each of the parts on the theory that each part printed in the correct material could be as good as the original except for the factors of weight and conductivity. Soon Glenn Guerra took pity on me and joined the exercise to add knowledge and, thankfully, speed up the design process.

The first attempts were printed by a commercial printing outlet in their newest resin that also contained 40% glass beads. The product, while quite rigid, had neither the texture nor appearance desired. Next, we enlisted Dan Dawdy to print the parts using a new material he had discovered. He graciously endured a series of "product enhancements" in good humor. (Dan will supply parts to those wishing to do this conversion/upgrade for a small fee plus shipping. [Please see his Website here.](#))

Here are the printed parts that were fashioned in black resin for this project: the gearbox; the gearbox cover; ½ the worm gear tower; and ½ the worm gear tower with securing screw holes.

Figure 4

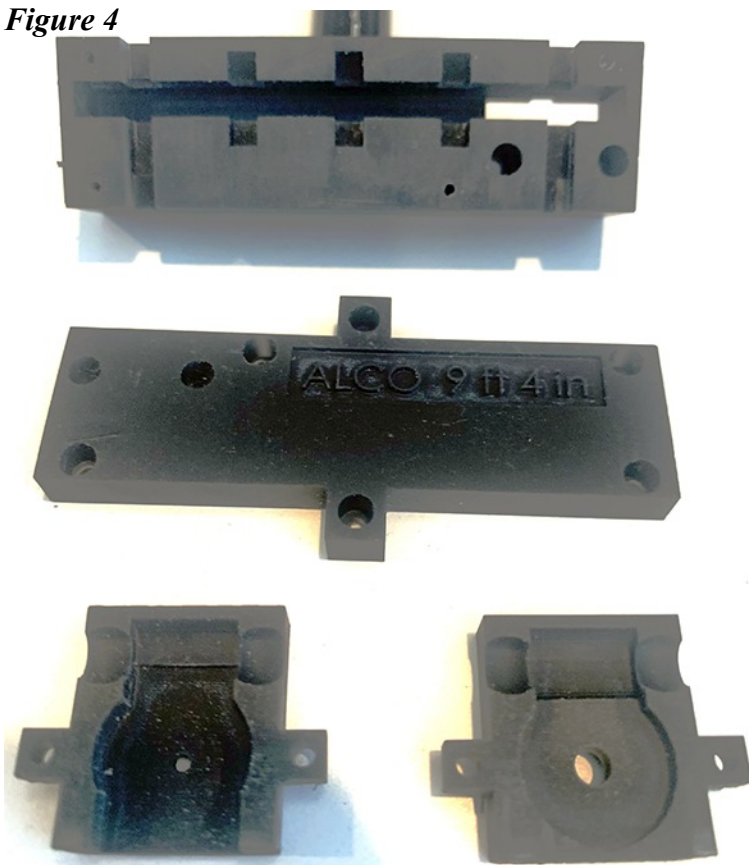


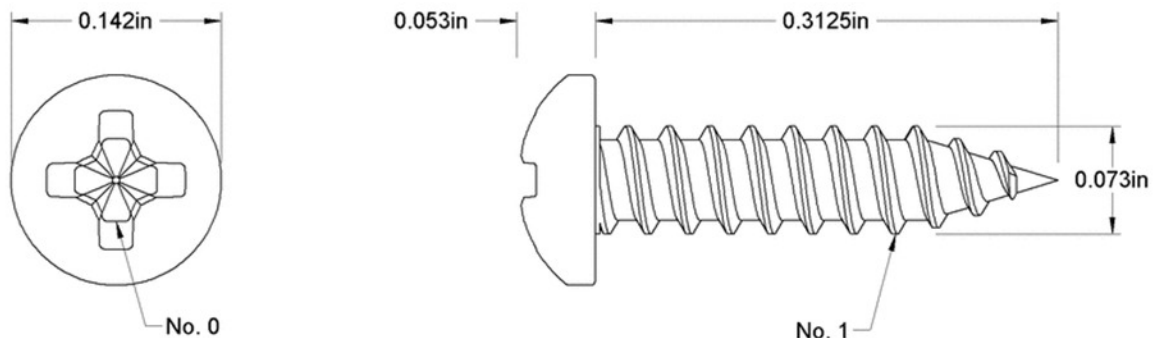
Figure 4: Printed Parts

Printed Version: If you have a box full of crumbled pieces as shown in Figure 3, the obvious answer is to substitute all the printed parts for the cast parts and avoid the issues associated with distorted parts. Weight and conductivity are two problems to be solved. Phosphor bronze wire wipers can be soldered onto the brass side frames to fashion acceptable conductors – in fact you might do this anyway to create all wheel pickup.

Using all printed components will leave each truck about 2 ounces shy of the metal equivalent at 3.37 versus 5.36 ounces, including the brass side frames. We designed the plastic parts with a provision to choose between using the M1.6 metric screws used on the original models if you are threading into the tapped metal gearboxes or. #1 - 5/16" size sheet metal screws for plastic as shown.

Before doing anything else, you should bore and thread a screw hole in the top center of the gearbox that holds it to the frame where the starter hole is indicated. You will have a generous 1/4" of material to work with before invading the intermediate gear well space.

Figure 5



Drill Bit Size - No. 52
Drill Bit Decimal Size Equivalent - 0.0635"
Maximum Drilling Thickness - 0.025"


McMASTER-CARR 	PART NUMBER 92470A055
http://www.mcmaster.com © 2023 McMaster-Carr Supply Company <small>Information in this drawing is provided for reference only.</small>	Phillips Rounded Head Screws for Sheet Metal

Figure 5: Screw Specification

This screw was typically, but not always, a shouldered M2 metric screw. Next, start by cleaning up the mating and axle bearing surfaces on the parts with a fine file. Pay particular attention to the wells where the axles slip in and the wells where the intermediate gear axles rest. It seems like a small point, but the printing process requires support in these areas and the pin sized support sprue leftovers can impede free rotation of the axles.

Figure 6

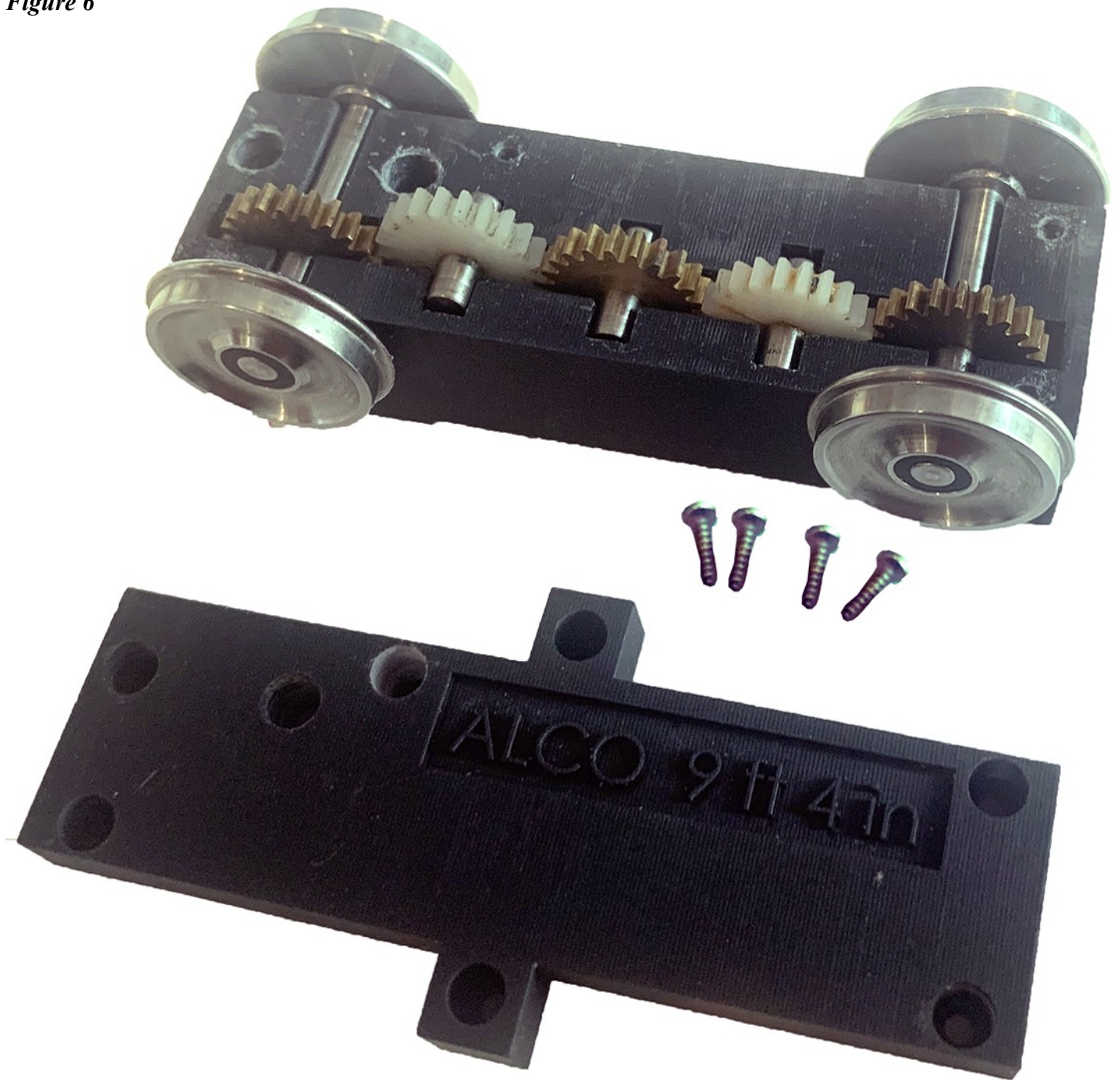


Figure 6: Plastic Gearbox Ready for Cover Installation

As a next step, you should try fit the half of the worm gear tower with screw starter holes to the gearbox so it aligns squarely with the two countersunk holes in the gearbox and the chamfer abuts the boss on the gearbox top. Run the screws into their respective holes to “thread” them and then back them out. This will facilitate the final installation of the worm tower in the next steps.

Assuming no gears have broken, see that section, you can begin by dropping the axles and gears back into position, lubing the gears with Labelle 102 and axles with Labelle 107 plastic compatible oil and screwing the cover on. (Hint: Do not over tighten the self-threading plastic screws. Use a small Phillips screwdriver and when they have pulled up tight to the finger grip – stop.)

Figure 7




Figure 8



Figure 9



Now it is time to put the worm gear tower back into operation. We replicated the Zamac castings in so far as possible. What has changed is the wall thickness of the thinnest walls was increased and the large shoulder screw that formerly (barely) held the tower together is replaced in that role by two bosses with a 0-80 machine screw and nut run through them. The first step is to clean the mating surfaces and glue the long shoulder M1.6 screw into place on the tower half with counterbore using Loctite or ACC. The next step is to insert the worm and its bearings, and then place the plastic worm gear under the worm with the brass spur gear underneath and aligned with the bottom gap in the tower half. Lube the gears and axles and place the opposite side on top, inserting the shouldered screw through the spur and worm gear bore. Be sure to test the smooth operation of the worm/worm gear before tightening the side boss bolts completely by turning the worm shaft with your fingers.

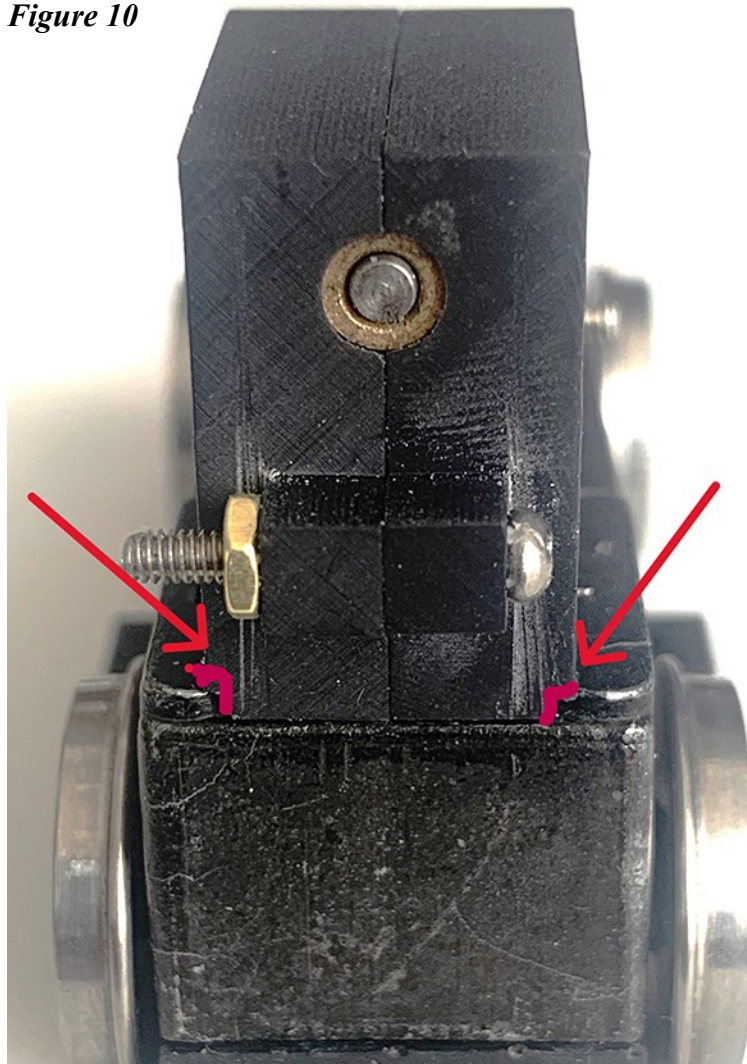
Assembling the tower to the gearbox requires only the insertion of the small intermediate spur gear in its axle wells atop the gearbox and placing the tower on top of it. Be sure to lube the wells and test the operation of the gearbox assembly again by holding the tower on and rolling the worm gear shaft with your fingers before you tighten the screws holding the tower in place.

Affixing the cast brass side frames is accomplished by reusing the longer of 2M screws the builder used. While our tabs are thicker than the metal, we provided for compatible screw clearances in the tabs on the sides of the cover to allow the threads in the brass channel on the back of the side frames to be reused.

Hybrid Metal Gearbox Version: In the event you elect to reuse the heavier metal gearboxes, we sized the screw clearances such that you can reuse the M1.6 screws the manufacturer used to hold the cover on the gearbox so you can replace the Zamac cover with printed material. This hybrid version may require one small adaptation. Since the printed worm gear tower sides were thickened about 0.020" for strength, you may need to remove approximately that much from each side of the worm tower base to clear the thicker bosses on the top of the metal gearbox that position the tower in place laterally.

Broken Gears: And then there is the matter of gears. With all the fluid metallurgy there is a high likelihood some plastic gears will be broken, and one broken plastic gear will tend to propagate other broken gears by locking up and placing strain on neighbors.

Figure 10



We had one of each of the plastic gears broken between two trucks. Fortunately, the worm gear and one spur gear are ones that North West Short Line carries in stock and one other stock spur gear requires some work. The picture tells the story: 78618-6 works "OK" because it is correct in all aspects except the bore needed minor enlargement; the worm gear 1080-6 needs only chamfering to be properly seated, but the intermediate spur gear 78622-6 from the gearbox needs to be rebored larger. (Broken gears are shown in the photo after being replaced.)

Hint: Measure everything. The reason for the hair pulling is that the builders, KTM or Samhonsa, played fast and loose with shafting sizes. A 2.4mm shaft turns out to be 2.5mm, and a 3mm axle turns out to be 2.89mm and so on. The intermediate spur gear between the tower and the gearbox can be gently "rebored" from 2.4 to 2.5mm with a sharp #41 then #40 (3/32" or 2.4mm) drill bit using just enough finger pressure to twist the drill. The worm gear needs only to be chamfered gently with a #9 then #8 drills – not drilled, just chamfered at the rim, to ease mounting.

Figure 10: Clearance Cuts
Figure 11: Replacement Gears

Figure 11

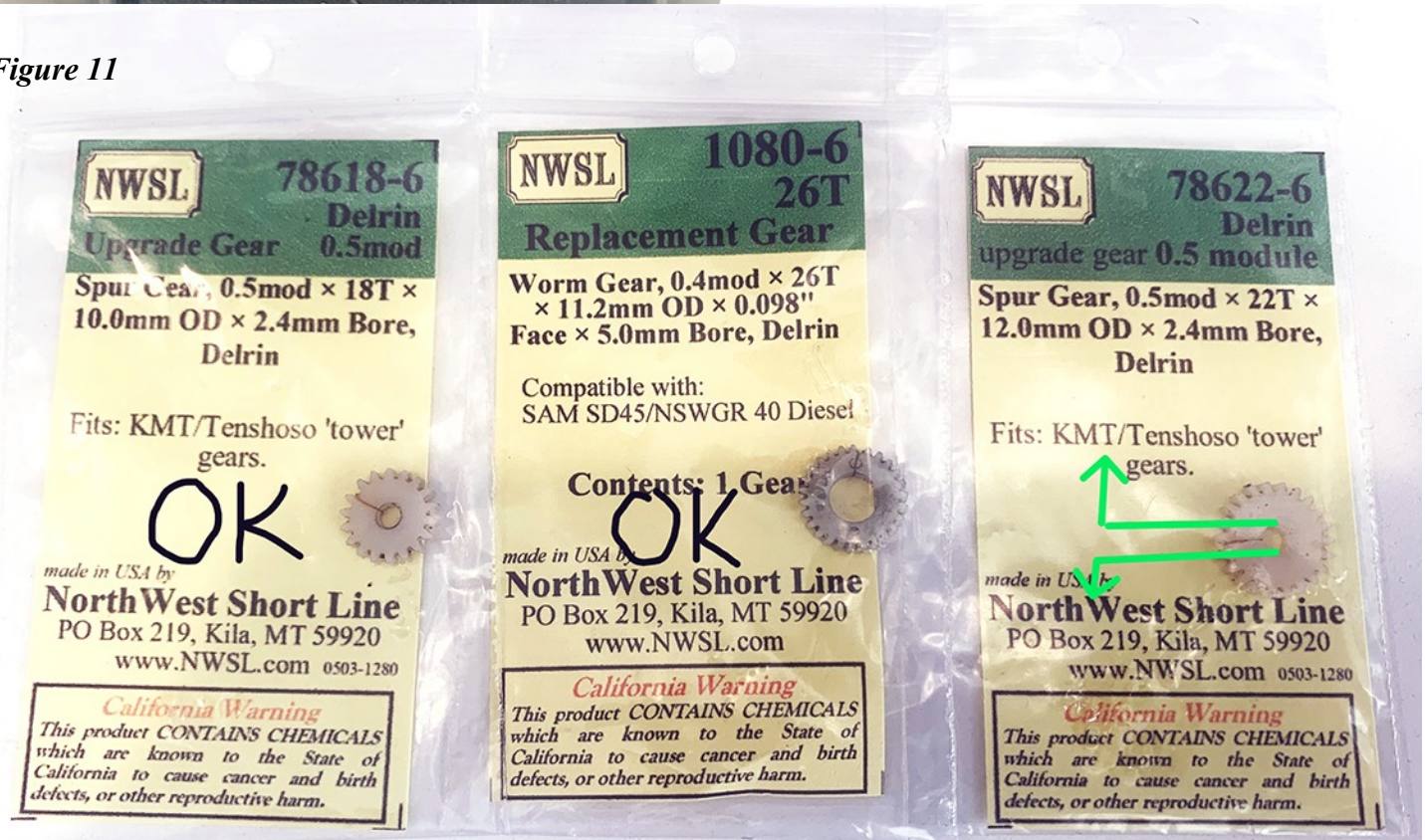
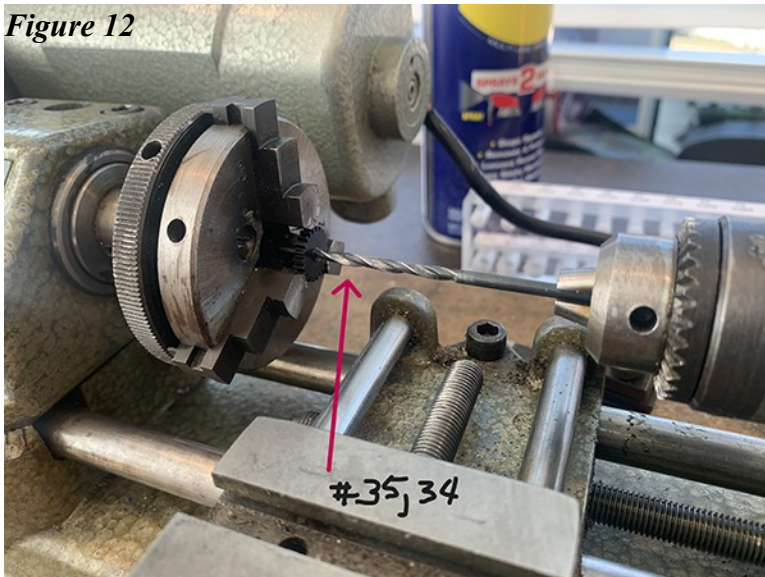


Figure 12



Setup for hand boring Intermediate Gear.

Hint: Be sure the worm gear will be properly oriented to the worm before installing it on the hub of the brass spur gear it fits with. To rebores intermediate spur gear 78622-6 to go from its 2.4mm (0.094") to 2.83mm (0.112") requires a gentle rebores by a #35 (0.110) followed by a #34 (0.111") drill. An acceptable setup is shown in my Unimat SL (lightly chucked so the face of the jaws and the gear face were flush with each other) which I then hand cranked to do the work very slowly. The point is: there is a method with the spur gears and there is no mechanical harm if they are straight, but slightly loose, on their axles.



Figure 14: Send Me One of Each Please.



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How Many Cows?

Or, do people in other hobbies have these questions?

By Charles Malinowski

Regular readers to *The S Scale Resource Magazine* may have seen the introduction/update on my shadow-box layout for my local historical society. (December/January 2024 issue of *The S Scale Resource Magazine*) At this stage I'm working from the back to the front of the layout, building the large structures/business... bulk fuel dealer, MONON Depot, residential house and so forth.

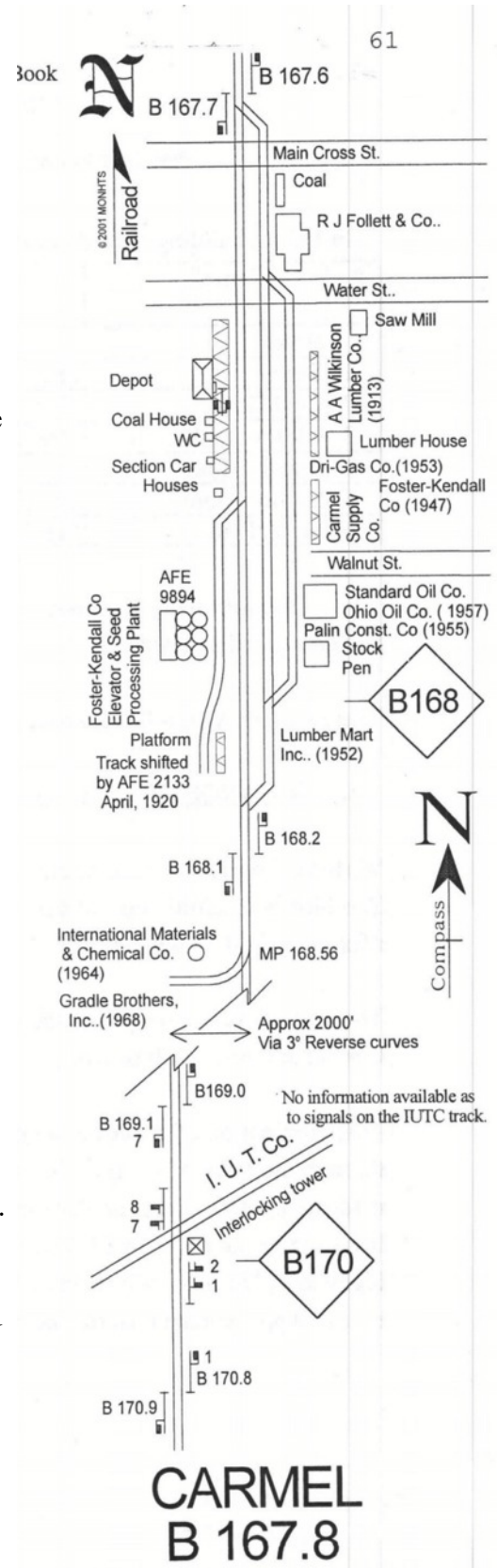
Utilizing a photo from the Society showing cattle loading presumably in Carmel and a Monon Railroad track chart from the Monon Railroad Historical Society, I determined that a stock pen for cattle loading was located on the Team Track. This seems like a cool addition to show visitors that 75-100 years ago Carmel shipped livestock. Hard to imagine next to the coffee shops and art galleries of today.



In my rolling stock collection I have a "Big 4" SHS stock car. Good start! Then I asked my good friend and neighbor Mick Hinkle to model a stock loading ramp on which he did a super job.

With no photos of the stock pen available, I asked myself how large would the pen need to be to make a rail shipment of cattle worth the investment in the pen and be profitable for the MONON to service.

Then I asked myself...HOW MANY COWS?





We are familiar with selective compression in our hobby. I'm applying it to the lumber yard for the Carmel Layout. In my allotted space I could model JUST Wilkinson Lumber Company! I didn't see a way to compress the stock pen and needed to determine its size.

Follow along....

A search on the Internet revealed two key *"facts"*:

1. "A typical cow weighs 1,300 pounds."
2. "...40 foot cars could be handling anywhere from 10 to 15 tons of cattle... An average of 12.5 tons of cattle per car."

NOW WE ARE GETTING SOMEWHERE!

Lets do the math:

12.5 tons = 25,000 pounds. 25,000 pounds divided by 1,300 pounds per cow equals 19 to 20 cows.

I have one model cow in my collection and it occupies a area of about 2 by 6 feet or 12 square feet.

THIS IS EXCITING! Drumroll please!

12 square feet per cow x 20 cows = 240 square foot stock pen.

Now I have it! 20 cows in a stock pen to get a full load to market.



As built Stock Pen

Turning again to the Internet, I searched for and found photos of Monon Railroad stock pens. This gave me a good idea of how high the pens needed to be. Next, *Model Railroader* 75th Anniversary CD to search for how-to articles and was rewarded with 2-3 super articles. I was hoping to fill space next to the Lumber Yard with the Stock Pen, but that didn't make sense as the stock would have required moving from the pen to the ramp with no fencing that would require additional (railroad?) workers to load the stock car. So it seemed more prototypical to place the pen next to the Team Track as indicated in the Track Chart.



As built Stock Pen

I settled on a pen that is 32 x 16 feet or 512 square feet, giving those cows lots of mosey room.

Wow, this is like work!

So, do other hobbies have to answer such crazy questions as this one?

If they don't, those folks are missing so much fun!

Happy modeling.

Next...what color would those cows be?

For additional information on Carmel Indiana and the MONON Railroad, please follow the links below. I'm most grateful for their support on the article and for Mick's help building the ramp.

Carmel Clay Historical Society: <https://carmelclayhistory.org>

Monon Railroad Historical Technical Society: monon.org



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We Revisit *David J. Burns'*

Makasey Railroad

Photos by Dan Dawdy

Editors note: When we ran the first article on David Burns' The Makasey Railroad it was almost a year after we were there. (August/September 2023 of The S Scale Resource Magazine) This time, we dropped back in this past November to see the changes. What follows is a short pictorial of some new construction and completed areas.

I asked David, why S Scale?

"My journey into S Scale reflects a lifelong passion for trains that began in childhood with HO and Lionel trains. After raising my children, I rekindled my interest in model railroading. Initially, I was drawn to Garden Railroading in 1/32 scale, but this interest waned when we built a new home.

Seeking a new challenge, I turned back to HO scale, this time with a strong interest in incorporating 3D modeling and Dead Rail (Battery-driven) technology. However, the challenges of retrofitting these features into HO scale were considerable. Realizing the limitations, I decided to explore larger scales, eventually settling on S scale.

At first, I was skeptical of American Models' offerings, which I perceived as reminiscent of American Flyer's "toy-like" appearance with oversized rails. However, through thorough research and an initial purchase, I was pleasantly surprised and hooked on S scale.

Despite the understanding that I would need to scratch-build around 75% of my models, I was undeterred. As an engineer with a passion for 3D modeling, the prospect of customizing and building intricate models in S scale was a thrilling challenge that I eagerly embraced."





Image 2

So let's take a look at what's changed and what's new.

Images 1-4: Town of Chadwicke. Passenger train ready to leave on its journey. Beautiful buildings, movie theater and businesses. What I really like about these four images is the town itself is built up and it is its own scene.

The streets and sidewalks are in place, lighting is in and ground cover. Now he can come back later and fill in the scenery around this piece as time permits, but in the meantime it's a great scene.



Image 3



Image 4



Image 5

Images 5 and 6 show the Silver Harbor freight yard still under construction.

Image 6



Image 7 shows a Northern entering Crystal Yard.

Image 8 shows Crystal Yard and David's experimenting with backdrops. This is an idea we can all use. I have thought about heading out and taking pictures. In fact, a few years ago Amy and I were in Tennessee in the area where my factious Richmond, Danville & Southern would have been. It's time to look back at all the pictures I shot and start doing what David is doing. Seeing what fits and where.

Image 9 is the famous Shipyard Brewery at Crystal Yard.

Image 7



Image 8



Image 9





Image 10

Images 10, 11 and 12: Details, details, details! It's what really finished off a scene.



Image 11



Image 13 shows more working and experimentation with backdrops in the Startford area.

Image 14 Racing through Startford.

Image 15: Rose Lake warehouse supplies and again showing back drop testing and placement.

Image 14



Image 15



Image 16



Image 16: Squeak the railroad cat. One of a few fur babies running around the house.

Image 17: Lumber mill at Wolf Pine.

Image 18: Silver Harbor freight yard entrance and overall shot coming into the layout. Entrance on the top right was removed for this picture.

Image 17



Image 18



Along the Railroad

A North American Rail Journey
1958 - 1978



Howard Serig

with
Kent Loudon

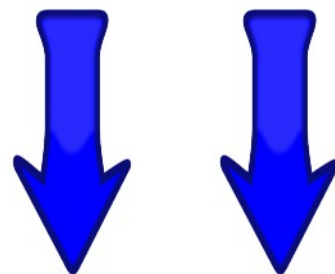
Along the Railroad features the exciting and unique railroad images of photographer Howard Serig who has captured the special time "when trains were really trains!" Many have claimed it to be "The best railroad book out there!" To see a video preview of the contents of the book please click on the image above. This is a limited edition hard cover book containing 222 pages of content. Copies are available for \$49.95 plus actual shipping. Orders may be placed by contacting the seller below:

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DSL Shops Firehouse Conversion

A Firehouse Front Converted Into a Business

By Dave Lull

Some time in the late 1990's I had produced an O scale firehouse front (DSL Shops – now closed). Coupled with the fact that it sold well, and that two S scale diecast vehicle manufacturers were producing some very nice firefighting type vehicles, I decided to also offer a firehouse front to S scalers as well. The two designs were very different. The O scale one was a 1910 era ornate all-brick one-door facade façade, and the S scale one was modeled as a later and less decorative building, which would have been built circa the 1930s, was partly concrete, and had two doors. Also, the O scale model followed a Chicago south side prototype closely, while the S one was designed by me, using architectural components from the period.





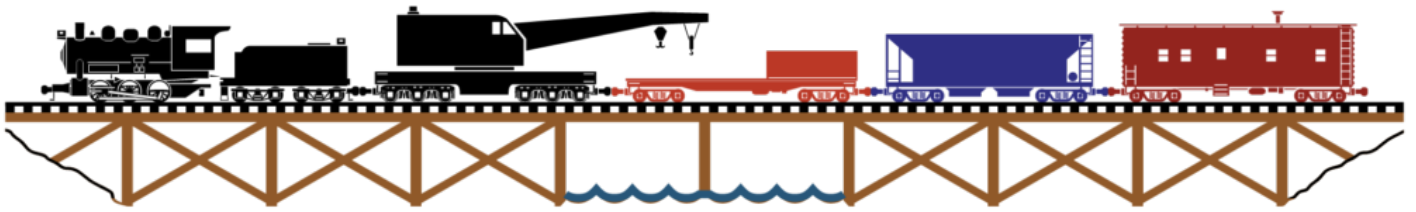
My layout at the time had a spot of an odd shape that I wanted to fill with a brick structure to promote an urban industrial area look. The firehouse front was a good fit in width without the small recessed wall. Some buildings lend themselves to conversion and as such are easy to modify; others may take some imagination but you may want them to retain their initial look to some degree as a point of interest to your viewers.



I decided to add brick walls to complete a structure custom fit to the area. I didn't care to have a firehouse there, so I opted to block in one doorway and add an entrance door, creating a kind of industrial supply business with vehicle support or truck entrance (leaving the other door intact).

Eventually, I decided to make it a plumbing supply house. I made a simple sign for it, and the walls and roof. The side walls I left solid brick, and the back wall is one from another narrower kit. I painted the brick with a drybrush technique, and painted the concrete parts accordingly and the trim off white. I sanded down the sidewalk and curb in front to accommodate the vehicle entrance.

NEW TRACKS MODELING



By Contributing Editor Jim Kellow MMR

“Modeler’s Path to Success”

Use a mentor’s past memories to help create your own and achieve your modeling successes.

“Try it. It works!”



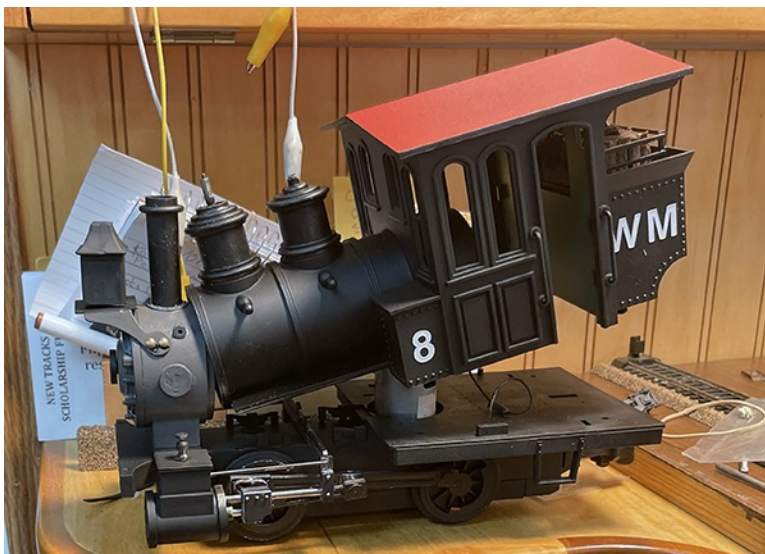
New Facebook Group for New Tracks Modeling’s Readers and Viewers to meet and talk with each other.

Over the Christmas holiday I was talking with my son, Patrick, and his wife, Kristin, about our weekly Zoom shows. Kristin suggested I start a Facebook group. She was kind enough to explain the potential benefits of such a group for show viewers and readers of my articles. Naturally, since I am not a digitally capable person, she had to set up our New Tracks Modeling group for me.

If you are reading this article or view our zoom show, I encourage you to join this new group. Just go to Facebook groups, search for and click “join” [New Tracks Modeling](#). That’s all there is to it, in the short time since we started this group, we have already had almost 400 modelers join it.

The group allows everyone to give feedback on our shows and articles, as well as being able to talk to each other about ideas for future shows or articles. In effect, it allows us to keep discussions going long after the end of a show or an article. It also allows us to meet and start conversations about subjects of mutual interest.

The group, hopefully will help everyone improve their modeling and meet other modelers who may become friends. I hope everyone enjoys our [New Tracks Modeling Facebook Group](#) and participates.



Steve Sherrill installs battery power, paint, etc. to show having a low budget train is possible in our hobby.

As Steve said: “This is a \$24.00 Christmas train set. It’s painted, battery power installed, and generally cleaned up. I’m redoing all the cars with repaint and weathering. I’m keeping track of the money cost to show it can be a low budget project.” Just waiting on sound system. Test fit on loco looks ok. Lionel G scale engine I got for \$34.00.

MENTOR DEFINITION: A TRUSTED COUNSELOR OR GUIDE

We will have more on Steve's inexpensive projects in future articles. [Here is a video of the engine with sound.](#)



Alan Rogers' company, New Creations Victorian Railroad Buildings LLC, is coming out with a new S Scale kit.

The prototype for the 1928 Bungalow is in the SP books of standard plans as a signalman's house. I don't believe it was actually built, however. I suggest on my website that it works as a bungalow commonly seen in California and south Florida.

I had requests from customers at train shows that this kit, which was originally just O scale, be available in other scales as well. The latest version is S scale, which makes the kit available in 4 scales, N scale through O scale.

The Spanish tile roofing on the front of the building is available in all scales except S scale, which necessitated me designing 3D prints. The prints take paint quite well. I will reproduce them in a terra cotta color if the resin becomes available. The windows in the kit are also 3D prints in all scales.

This kit is extremely easy and fun to build. It can be completed in less than two hours, not counting the paint drying time. [See Alan's website for more details.](#)



Steve Bittinger sent me several photos of his G Scale outdoor layout as of January 6, 2024.

"Hi Jim, thought I would forward a couple of photos. One thing about outdoor G scale modeling it lets you experience all of the seasons. West Virginia started the day off with mixed precipitation. Some good strong sunshine tomorrow should clear the tracks. With the help of some warmer temps, the railroad is back up and running. My BL2 and slug are real beasts at plowing."

Thanks Steve for the photos. I look forward to seeing more of both your indoor and outdoor G scale layout.

I believe modeling is modeling in either S Scale or American Flyer model railroads.

This discussion was started by Dennis Brennan in his O Scale Hi-Rail segment on our January 3, 2024 and February 6, 2024 New Tracks Modeling Zoom shows. To me, while these comments are for 2 and 3 rail O Scale, they apply equally to S Scale and American Flyer modelers.



If you have models in S Scale like those shown in O Scale, please let me know so they can be shared in a future article.

You can see a video of the show on our YouTube channel: New Tracks Modeling. Jeff Jordan joined the discussion and later sent me the following two examples. Jeff is a member of the New Tracks Modeling team and of our Scholarship committee.



Jeff Jordan says: Here's Lionel Rico Depot. I modified it to change it from its early 1900's appearance to its 1940's appearance by deleting the gingerbread trim and telegraph tower (which burned down in 1934). I also painted it in accurate D&RGW colors. After this photo was taken, I weathered it a bit and added a lighted agent's office.

Here's the Coaling Tower. The top was a substitute from Mount Blue. I textured the plastic, shortened the legs for On30, scratch built the chute, added Grandtline hardware, added the lights and painted.

Thanks Jeff. You can contact Jeff at: Jeff.Jordan@newtracksmodeling.com

Anyone else have any models they feel are suitable for either 2 or 3 rail you want to share? Love to see them. Why not show them on one of our MY BUILD show segments hosted by Chris Coarse?

Now for some other New Tracks Announcements

“New Tracks Modeling Observations”

On December 1, 2023 New Tracks Modeling introduced a new monthly newsletter edited by Martin Brechbiel MMR. It is designed to provide ideas, commentary, and insights from New Tracks Modeling Zoom, and YouTube participants and viewers, about all scales and gauges in our Great Model Railroad Hobby. We also plan to give advance notices about upcoming New Tracks Modeling Features, opinions, and projects including our Scholarships. You can see our first three issues at our website: newtracksmodeling.com or [Click here to view our March 1, 2024 issue.](#)

If you are a subscriber to our website or a donor to New Tracks Modeling Patreon account, or to our Scholarship program, you will



automatically get this publication by email. If you are a subscriber to our New Tracks Modeling YouTube Channel you will also be able to get a link to view the publication from our Zoom show videos.

We hope you enjoy this newsletter, and ask you to encourage your friends to become subscribers to our website newtracksmodeling.com or our YouTube channel, New Tracks Modeling, so they can also receive it. Please contact our [Editor, Martin Brechbiel, MMR](#), with your comments, suggestions, a new product you have coming out in any scale, or if you want to publish your views and comments in a future issue. New Tracks Modeling's Monthly Newspaper Column is helping reach a potential new model railroading audience.

In my last article I told you we are doing everything we can think of to promote railroad modeling and mentoring.

My last article was in the February 16, 2024 of the *Citrus County Chronicle* newspaper. [Here is a link to the article](#). Wouldn't it be great to have articles written by model railroaders in newspapers all over the country?

If more model railroad articles appeared in local newspapers, other writers might get emails like this one I got just one day after the February 16th article was published.

"I have enjoyed your articles in the Chronicle for some time. I especially liked this weeks story. I just clicked to join the Facebook group. I am an N Scale modeller and moved to Inverness 4 years ago. I tried the Citrus club but it just didn't work for me. I have a small home layout I'm building. I have enthusiasm and average skills. I look forward to joining a Zoom session soon so I can learn more about New Tracks and its community.

Thanks"

After all, this, and other replies to my articles, is why I write them and makes me believe I am not wasting my time. I hope a lot of modelers reach out to their local newspapers and start writing about our great hobby. If we don't promote our hobby who will?

If any of you get an article published, please let me know so I can include you in a future article. Got a question or need help getting an idea to write about? Email me: jimkellow@newtracksmodeling.com. Ideas are plentiful and I am glad to help you get the message out.

Now Let's Meet some Railroad Modelers

This modeler is developing a new Transport System that will have people, animals, cars, trucks, farm equipment, you name it, realistically move on our model railroads. Gone are the days when only our trains moved. Meet the professional engineer who has designed and is producing this new revolutionary system.

This lady is also going to be presenting a series about new Technology for Model Railroaders on our Zoom shows later this Summer 2024. Don't miss them.

[Sherri Johnson](#)



I have been building models ever since I can remember. Starting with creating buildings and the like using Lincoln Logs and Lego® Building Blocks. I graduated to working with cardboard, popsicle sticks, and glue. With those three materials I felt like I could build anything. Now with the advent of 3D printers, I literally can create anything!

I love making small vignettes or dioramas depicting a specific point in time. Whether that be an alien ship landing, road work, or creating a display from a photo. Just little "snapshots" of everyday life.

With a background in Electrical and Mechanical Engineering, I try to integrate some action in my dioramas. Until recently that had been using various lighting



CatzPaw's first large project, designing and 3D printing over 350 HO scale pieces for the Randolph County Welcome Center Historical Diorama created by Jimmy Bradly. We created over 350 pieces including: figures, animals, carriages, tombstones, and more. We want to give credit to Mr. Bradly for creating such a memorable display and for his modeling skills as he scratch built each of the buildings. If you are in the Cuthbert, Georgia area, be sure to stop in and look at the details in this diorama. Also, look for the commemorative brick honoring CatzPaw's contributions. Photo by Sherri Johnson.

effects, such as flickering campfires, burn barrels, and BBQ grills as well as flashing lights for traffic barrels.

I can now add motion to my creations using a system that I designed and lovingly call Invisatrax™. I co-own and operate a design and 3D printing business with my spouse, Yolanda Hayes. Our business, CatzPaw Innovations, LLC, specializes in creating scale replicas of most anything. Our target audience being model railroaders, farm toy enthusiasts, die-cast collectors, slot car racers, historical diorama creators, and anyone seeking a scale model.

My first models were 1:32 scale World War II scenes using readily available figures and vehicles. My father was a WWII Veteran and made sure that my models were accurate. I loved building the vehicles, painting the figures, designing and building structures, and putting it all together in a neat one foot square setting.

Being a girl from Detroit, the Motor City, I also built my share of 1:25 scale model cars. I loved all the little details, building the engines, and the working wheel systems.

I started crafting 1:12 scale wood furniture for dollhouses when my sister decided to build and decorate a dollhouse after my niece was born. This is where my scratch building really started. I would measure various pieces of furniture, locate wood pieces of the same type, and carve and assemble each piece by hand. The pieces were meticulous down to the Grandfather Clock that had a working mechanism to keep time. This was also my first introduction to hobby related shows and conventions.

For several years I attended dollhouse shows as a guest and then as a vendor. Creating dollhouse furniture and items was fun, but my love of cars runs deeper. Next up, I built my first four foot by eight foot slot car layout. I purchased the track, some buildings, and trees (lots of trees).



Snapshots of history created by Philip A. Scandura, Jr. of Mainenti Miniatures for the River of Time Museum in Fountain Hills, Arizona. CatzPaw designed and 3D printed figures and accessories for these 1:24 scale vignettes depicting "life along the Verde River." We are proud to have our models as part of a museum display. Photo by Phil Scandura.

This is when I learned that HO slot cars were not actually 1:87 scale but more along the lines of 1:64 scale. My slot cars looked really large compared to the HO-scale building I purchased from the model train section of the hobby store. Thus began my journey of designing and building structures and details that were 1:64 scale. Though the years I have kept an HO slot



When my brother-in-law Tom Johnson passed, I created this figure to commemorate his favorite activity, golf. After taking this picture, the figure was placed in a dome style display case and given to my sister. I created this figure in lieu of sending flowers; flowers was just not Tom's thing. Another wonderful snapshot of life. Photo by Sherri Johnson.

car track (which is really 1:64 scale) setup somewhere in my home.

I guess you could say that my grandfather inspired me to build. At a young age he would let me “play” in his workshop in the garage. There you could find all sorts of fasteners, wires, wood shapes, and hand tools. He showed me how to use his tools and how each type of fastener worked. He encouraged me to use my imagination and build whatever came to mind. And I did... some things useful, some things playful, and some things that were just things.

From there, my modeling has been trial and error. There was no internet to “google” how to create something. I did visit hobby shops a lot, looking for inspiration and asking questions. Lots of questions for the shops that had working model train layouts. Sometimes I would get useful answers, but most of the time I was ignored or “shushed” as a “girl” doesn’t know anything about modeling or building. These responses were the ones that drove me to improve my skills and come back with a model and prove them wrong. My modeling skills improved to the point that the shop owners commissioned pieces to be built and subsequently displayed on the in-store layouts.

S-Scale or 1:64 scale is my passion. Remember, I have always kept a slot car track in my home and that track is 1:64 scale; even though it is marketed as HO-scale. To me, S-Scale is the perfect size, it is small enough that it fits just about anywhere yet large enough to host the smallest of details. It also falls right in line with my love of cars and my die-cast car collection which I can use to enhance my slot car layout.

Matchbox, Hot Wheels, Greenlight, and a host of other die-cast cars are all 1:64 scale or close to it. There are several that boast they are “true to scale” at 1:64th. Some may say that there are not enough products available in 1:64 scale. First, I say that makes 1:64 scale fertile territory for the scratch building modeler. Second, with the onset of 3D printing that is no longer the case. Any item that is designed for one scale can easily be resized and printed in another scale.

We, at CatzPaw, always start with 1:64 scale versions items and resize to other scales upon request. As we say: from Z (1:220) to G (1:22.5) and always S (1:64).



The Alien Encounter was just a fun little build depicting first contact. The side lights on the ship light-up in a sequential manner and the top and bottom lights flicker. Hazmat suits are required to keep potential contamination at a minimum. This display is a crowd pleaser at model train shows. Photo by Sherri Johnson.

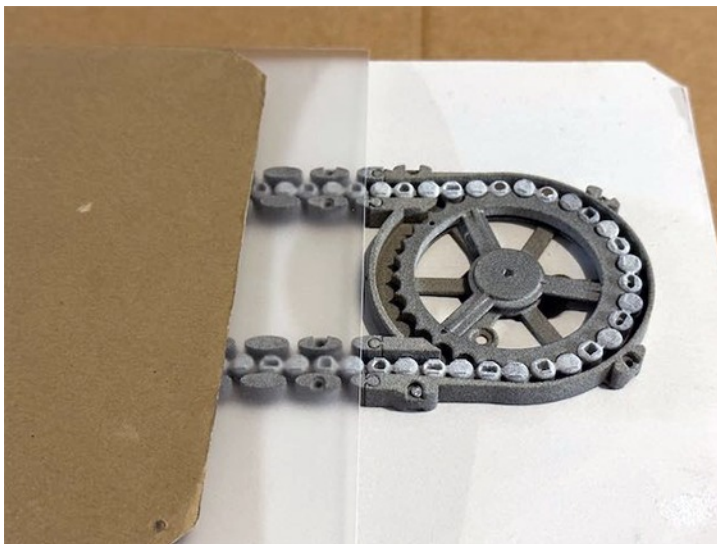
I have been working with computers since the days of punchcards and have always enjoyed creating art on the computer. Back in the day, computer generated images were created by programming and placing various letters and typographic characters in positions providing the illusion of a photo and then printed on paper. Today I use the computer to design and 3D print objects as well as program microcomputers to control animatronics. During my career, I have instructed graphic artists on how to use the computer to design both 2D and 3D work as well as computer animation. To continue along those lines, mentoring other modelers on how to design a 3D object for 3D printing is a natural fit.

When we started CatzPaw a little over ten (10) years ago, we were designing and 3D printing S-Scale (1:64) scenery details which were actually extras of things I had created for my slot car setup. Initially, we were going to only specialize in 1:64 scale products. However, when we started attending local model train shows, we were asked by various modelers to resize our items and make them available in their scale. This led to the expansion of our product line to include standard scales from Z (1:220) through G (1:22.5) and some non-standard scales as well. The majority of our product line is the direct result of requests for items from customers.

In the beginning, CatzPaw was the only organization offering 3D design and printing aimed at the scale modeling communities. We knew when we started the business that we would only have about a 5-7 year life cycle before 3D printing would become popular enough and easy enough for the masses to use. And that has held true, albeit we are at the ten (10) year mark.

The advent of recent technology, the ease at which the new 3D printers operate, and the expansion of 3D printing knowledge has allowed for large numbers of modelers to own a 3D printer and make their own items with some selling those items. In order to remain competitive and to stand-out in the market, we knew that we would need to develop new products that others had not thought of and that would move modeling into a new era.

Our first release in taking modeling in to the future is the InvisaTrax™ Transport System. As part of our future growth plan, we will be adding to the InvisaTrax™ product line and creating supporting products to grow the system's utilization. We will continue to support our existing products and add to our product catalog for several years to come. There are still a lot of things that need to be scaled!



A cut-away view of one of the InvisaTrax™ Transport System drive mechanisms. The top layer is brown craft paper sitting on top of a polycarbonate sheet which directly covers the track and chain. The chain can be seen in the track and looping around the drive gear. Photo by Sherri Johnson.

The InvisaTrax™ Transport system brings life to dioramas, model railroads, historic dioramas, museum displays, and more. In 2014 CatzPaw designed, 3D printed, and started selling a Big Foot figure. From the very first sale we had requests to make Big Foot move through the woods. We have spent the last nine (9) years working on a system to do just that.

Over the years, we researched multiple methods of moving figures through scenery. One idea stood out the most: using some sort of magnetic drive system. We found systems that used magnets to move figures skaters on a pond; first commercialized in 1994. In 2004, a bicycle chain embedded with magnets utilized sprockets driven by a motor to move a vehicle. All good places to start, but not exactly what we wanted to do.

We continued our research and tried a system of Dutch design; the MagnoRail system. We thought this was the solution and had considered becoming a US distributor. We were so disappointed in the sets implementation and operation that we decided to



Big Foot in the woods, the catalyst for developing the InvisaTrax™ Transport System. This is a still image from a video showing Big Foot moving through the woods. The video can viewed on the InvisaTrax™ YouTube channel. Photo by Sherri Johnson.

create our own system. A system that would address the issues we encountered with MagnoRail and one that would be readily available in the United States.

The InvisaTrax™ Transport System is similar to MagnoRail in that it uses a chain embedded with magnets, driven by a motor, and moves in channeled track. With that said, the implementation of the InvisaTrax™ Transport System is vastly different.

Given that we have been working on the InvisaTrax™ Transport system for nine (9) years lets you know that we have had our ups and downs. Some small challenges, some large challenges. Starting with one design and ending with something completely different. Working with one material and finding better materials.

Early on the 3D printers that we had could not produce the pieces we needed so we out-sourced them to Shapeways for printing. Revisions in design and subsequent test prints had to wait until sales from our regular products covered the cost. And then we had to wait for Shapeways to complete and ship the prints. The 3D printers we have today are capable of producing the key components allowing for faster development and printing of prototypes. Lots and lots of prototypes. Some with major changes, some with minor adjustments.

We have also done test prints in a variety of materials in order to select the most robust, wear resistant, and quiet solution possible. We want motion to be seen and not heard. There were times when a solution seemed impossible and development ground to a halt. I don't know how many times I almost gave up on the project. It seemed like one challenge after another. Then out of the blue an idea would pop-up and development would begin again. This past year (2023), has seen the most changes and the most progress with the design finalized. We attempted a Kickstarter campaign to acquire funding to bring InvisaTrax™ to market. However, we did not reach our funding goal which was very disappointing. But then we had an Angel Investor step-up and provide financial assistance which is how we are now able to produce and begin selling the system first quarter of 2024.

The InvisaTrax™ Transport system is comprised of a drive chain, track in the form of a channel, and of course magnets. The system includes:



This is a close-up from our gas station vignette showing Walt painting some graffiti on the gas station wall. In the future, he will be outfitted with the single stationary system that will have him moving back and forth simulating real painting action. Photo by Sherri Johnson.

- Interlocking flexible track sections in four lengths,
- Snap together chain links in three (3) styles to house three (3) different shaped magnets,
- A 6v DC motor that moves the chain within the track via the attached gear,
- And a motor driver circuit to control direction and speed of movement.

The system works by creating a path for movement using the track pieces. The chain embedded with magnets is then placed in the channel track. The track is covered with a thin material or ground covering which hides the track. Figures or objects containing corresponding small magnets on their base are moved using the attraction property of magnets to slide over the thin ground material.

Almost anything can be transported using the right size magnets, including but not limited to: people, animals, birds, cars, trucks, motorcycles, small boats, cyclists, game board pieces, and more. These objects can be moved as no motors or batteries are required in the actual item; the movement is guided by the track, propelled by the chain, and made possible by the magnets. I am sure once the product is released in the market, things that we never thought of will be on the move.

The InvisaTrax™ Transport System is not limited to flat surfaces or straight lines. It can be shaped into organic pathways and have hills and valleys. It can even be inverted and mounted above a layout where birds can be suspended from the system with clear thread yielding the illusion of flight. The system has also been designed so it can easily be added to an existing layout and utilized in modular setups.



As we look to the future and get requests from customers, the Transport System will evolve and change. We are already researching a version that will allow for the movement of much larger objects for the larger scale modelers. In addition, we are designing figures that will have “real walking” action. In other words, their legs will move up and down in a walking motion. Once this design is stabilized it will be extended to animals as well as people.

The Transport System is just the first of four (4) unique systems that we planned. We have started the proof-of-concept phase for a haptic or vibrating ground system that will yield random organic motion.

Think of chickens pecking around the ground, squirrels playing, kids randomly moving on a play ground, people randomly moving in a designated area. Next is a system that will provide rotational movement in a set space; like a couple dancing or animals in a circus act. And the fourth system will be one that animates a single stationary figure with side-to-side, rotational, or up-and-down motion. An example would be a police officer directing traffic first facing one direction then turning 90 degrees to face the other direction or a ground hog popping up out of the ground.

Top: CatzPaw's first model train show display from January 2014. Bottom: CatzPaw's last model train from January 2019. As a result of COVID, we have not attended any model train show since. However, with the introduction of InvisaTrax™ we plan on getting back out there and attending more shows and conventions. Photo by Sherri Johnson.

CatzPaw's future is bright, with the continuation of designing and 3D printing scale replicas along with developing new and exciting systems to animate layouts, bringing life to models! Our 3D printed scale replicas can be purchased from our online store as will the InvisaTrax™ products once released. In addition, we are opening an Amazon store where the core sets for the InvisaTrax™ will be available for purchase. For more information and to keep abreast of developments, follow us on one or all of our social media accounts and our websites catzpaw.com, and invisatrax.com and also on [FaceBook](#), [YouTube](#) and [Discord](#).

Thank you Sherri for sharing your modeling and your new Transport System. Sherri can be reached at: Sherri.Johnson@newtracksmodeling.com

This next modeler is a F scaler who has moved from Tennessee to Texas, to Finland. His modeling is really interesting and something different.

Please meet: **Landon M Solomon**

My parents bought a Bachmann HO starter set for my second Christmas (I believe it was the Iron Horse set) and have jokingly said it was the worst mistake they ever made involving raising me. I still have what's left of the USRA 0-6-0 engine (long since hopelessly worn to the point of frame failure) and slopeback tender, as well as the Pennsy flat and AT&SF Extended Vision caboose (which has now been digitally modeled and scaled up to fit my current modeling attempts.) That little set and the extra track that let it run around the tree and under the kitchen table in our little single-wide trailer started me down the model railroading path.

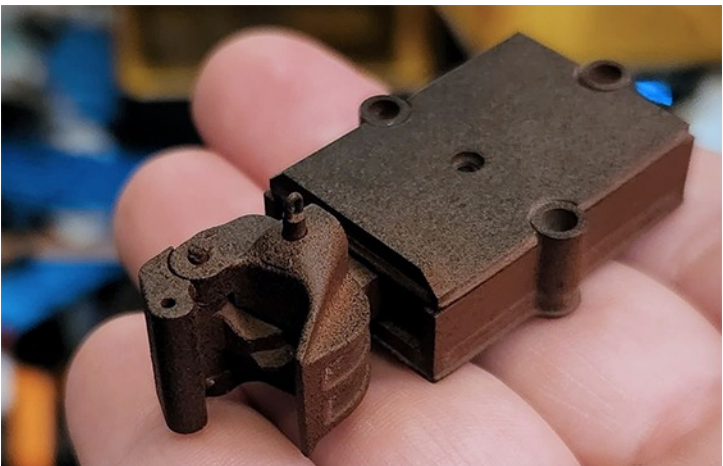


Through the years I collected a large number of cheap HO models that mostly ran well enough to use regularly. After a few gifts of other Bachmann locomotives (remember the single-truck driven diesels?) almost all of them were second-hand engines and cars that I learned to make into reliable operators, if not good looking rolling stock. My biggest frustration was always not being able to make things work like the real deal though, with Kadee sprung trucks and body-mount couplers being the best I managed.



It's probably important to state that I have attention problems and maintaining an effort for more than a couple of hours has historically been nearly beyond me. Even today trying to finish a project is a major challenge, resulting in my having two running locomotives out of four total. I had more but... three of them became one and several other incomplete but fully printed efforts were lost in a 2022 house fire. Suffice to say, I start more projects than I finish by a LONG shot.

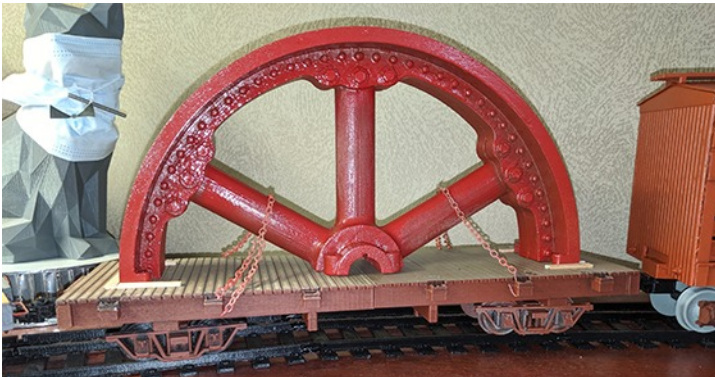
Fast forward to 1998 and I'd moved some 900 miles from my hometown to see what adult living was like, and with a reduction of living space I made the totally logical decision to upgrade to Largescale modeling. At first the entire reason was so that I could run live steam, and I bought a Ruby from the early (second run maybe?) offerings. Of course, you can't have much fun with only a single locomotive





so several Ebay cars from Bachmann and HLW came next as well as a Lionel caboose.

To me, modeling is an exercise in applied physics. I try to top-weight my cars so that they bob and weave along the tracks more like real railcars instead of the rapid, bouncy, bobbling we're all used to from model trains. This requires working suspensions that allow the wheels to follow uneven trackage. Locomotives get equalized to the best of my ability for similar reasons and I don't focus on perfect trackage, encouraging a bit of dodging and weaving from the train. While rolling at prototypical speeds the effect is quite nice and one of my favorite things is to watch the bolsters as cars glide across low spots or switch frogs.



At some point, I became disillusioned with the multitude of scales that run on 45mm gauge track and decided to become exclusively F scale, to the limit of what I could afford. To that end, I started scratchbuilding wooden cars from drawings and plans found online and in *Garden Railroading* centerfolds. Because of the aforementioned ADHD, I managed to get three mostly completed. There's a 30' outside-frame boxcar, a 30' flat based on the same frame, and a short caboose of the Colorado narrow gauge variety which I have recently continued work on with the idea of completing it. Then, some years ago, I realized that the cheap Chinese 3D printer clones would cost me half the price of a single boxcar kit.



My professional life is as a Mechanical Engineer with an EE degree which means I can read schematics and digitally model everything as well so having a printer, even one that required constant tinkering, was a natural choice. At this point I've printed something like 12 cars, including several that were in work in the garage at the time of the house fire. By the way, the

fire was caused by the printer! So there's that. Anyone using a filament (FDM) printer, PLEASE look up the fire risk and mitigation methods that people use. I personally use a Raspberry Pi as a secondary monitor which has power control over the entire printer. And now I now have FOUR printers... isn't life funny?

But back to the trains... I create cars based on plans and drawings I find or are sent to me. My 'policy' is that if I design it for myself, I put it out for anyone else to use as well and access to things done for others are of course controlled by the person paying for them. The way of the future is open source and I'm practicing what I preach. My username in Thingiverse is Trotfox and I'm on Cults3D as well.

Personally? I grew up in Knoxville, TN. I can usually be picked out of a crowd by being the tall guy in the Australian duster and wool hat, with a sarcastic T-shirt underneath. I met my wife at a medieval fantasy festival where we were both on the amateur stunt show doing sword-fights, and in my case, falling from tall objects (19ft onto a stack of mattress pads!) Professionally I spent 11 years doing semiconductor equipment maintenance at Texas Instruments, 7 years at Oak Ridge National Laboratory designing extreme environment equipment for scientific pursuits in Neutron Scattering experiments, 8 years designing visual display systems

for flight simulation, and now I'm designing digital touchscreen signage for all-weather installations. (Think, heavy-duty outdoor TVs that will operate anywhere on the globe and you aren't far from reality.) My family has just moved to Finland from Texas because what is life without massive life changes? As we ease in to fall I'm prepping a small loop of track in our apartment's tiny back yard so I can get some use out of my snowplow this winter and shopping for warmer clothes than I've ever owned.

Landon, thanks for your help and interest. I would love to see your Trains navigate your track and move as you describe. You can contact Landon at: Landon.Solomon@newtracksmodeling.com.

Our New Zoom Show Segments

1. A Series focusing on a specific Scales: N Scale, HO scale, S Scale, O scale, O Gauge Hi-Rail, and G scale Model Railroading

I have had many discussions with modelers who say things like: "What is Scale (X) all about? Does anyone really model in (X) Scale? Can I scratchbuild a model of ?? in (X) Scale?" (X) Scale can be G, O, O Hi-Rail, S, HO or N. So we decided to start a monthly segment on G, O, O Hi-Rail, S, HO, and N Scale hosted by knowledgeable, talented modelers in each scale to try and have your questions answered and information given about what is possible and things a new modeler entering a scale might need to consider. One scale will be discussed each week, each month on our Zoom shows. Here are the dates and hosts for upcoming shows. If you have specific questions you want addressed, or a specific person you would like to see interviewed on a scale segment, please contact the host of that segment. Emails for each host are shown below.

G Scale Modeling hosted by [Steve Bittinger](#) Sponsored by [New Creations Victorian Railroad Buildings LLC](#)

O Scale Modeling hosted by [David Schultz](#) Sponsored by [O Scale Central](#)

O Gauge Hi-Rail Modeling hosted by [Dennis Brennan](#) Sponsored by [Millhouse River Studio](#)

S Scale Modeling hosted by [Timothy Huebner](#) Sponsored by [NASG](#)

HO scale Modeling hosted by [Ed O'Rourke](#) Sponsored by [Mainline Hobby Supply](#)

N Scale Modeling hosted by [Clem Harris](#) Sponsored by [National Capital Trains](#)

2024 dates are available on our website. If you are interested in discussing something specific about one of these scales, please let the host know and tell him what you want to know and who you would like to hear from. It's up to you to help the host decide what these scale segments discuss and who are guests on the segments. Please subscribe to our website: newtracksmodeling.com so you don't miss any of these discussions on our Zoom shows.



**MODEL TRAINS
MAINLINE
HOBBY SUPPLY**



2. Sherri Johnson Technology Series

Sherri Johnson is very well qualified to conduct this series. She has been a Professional Electrical Engineer/Mechanical Engineer working with technology for 45 years which includes using technology in her

scale modeling company, CatzPaw. This series will start June 5, 2024 and run through September 25, 2024. Its purpose is to discuss technology in such a way modelers understand what it can do for them, how they can go about taking advantage of it, and understand its future development and impact.

Subjects will include:

1. CAD Programs you can use and learn.
2. Craft cutters and more sophisticated cutting machines and their applications.
3. 3D Printing machines capabilities and purposes for model railroading.
4. Other technology you haven't heard of!
5. AI, the impact it's having today and will have over the next 5 years. How can you benefit?

This is a series that will be presented in such a way you will be able to understand it and actually use it. Don't miss any of the segments.

3. Setting the Stage with Scenery

Starting in January 2024, Bob Geldmacher, Chief Scenery Clinician at Scenic Express, presented a 15 minute segment twice a month about using scenery to set the stage and enhance our model railroads. As we all know, scenery plays a viral role in creating the scenes that help to make our model railroading an art form. Bob will discuss a variety of products and demonstrate techniques that can help your scenery come alive. Please contact Bob with any suggestions about subjects you would like him to cover. You can reach him at: geldy@aol.com or call him at 410-926-4514.

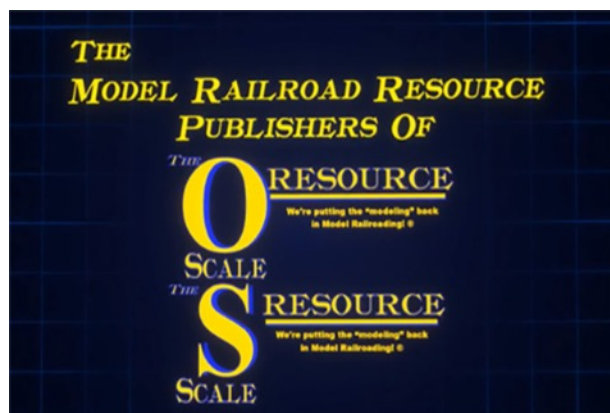
4. What Other New Segments Do You Want On Our 2024 Zoom Shows?

Well, 2024 is here. I am in the process of developing new segments for our Zoom shows and need your advice and ideas. What do you want to see? Please let me know. In the past I have tried to provide show segments suggested by viewers, and want to continue to do so. I look forward to hearing from you. My email is: jimkellow@newtracksmodeling.com.

NewTracks Modeling "MY BUILD" Monthly Shows

Sponsored by The Model Railroad Resource, LLC

Starting in January 2024, the "MY BUILD" segment started to occupy more of a monthly show. Here is the



list of the MY BUILD shows for the remainder of 2024 and the special focus for each show. Please join in, show us your models, and help us learn.

April 24 - Spring! scenery, flora, vegetation, trees, something wild, flower boxes, vines, backdrops, planting crops, world awakening after winter, greenhouses.

May 22 – Free for all! Anything goes!

June 19 – Water, waterfront buildings, wharves, boats, covered bridges, water tanks, anything water related.

July 24 – Free for all! Anything goes!

August 21 – Harvest, farm equipment, grain elevators, hopper cars, mills, tractors, agriculture, barns, chicken coops, live stock, cattle pens/ranching, cattle cars, reefer cars.

September 18 – Free for all! Anything goes!

October 16 – Halloween, haunted houses, abandoned buildings, abandoned railroad cars, scarecrows, derelict engines.

November 20 – Free for all! Anything goes!

December 18 – Holiday, Santa, Christmas billboard cars, snow scenery, snow plows, people ice skating, holiday lighting, holiday decorations.

The main purpose of our MY BUILD is to provide a platform for modelers to showcase their past and ongoing projects, highlight their achievements, seek advice or assistance if needed, and help others learn new skills. To make things more exciting, some months MY BUILD includes challenges. These challenges typically revolve around seasonal themes and aim to encourage a diverse range of projects within the modeling community. Additionally, these challenge shows are open-ended in order to include any other models a viewer wants to share.

These segments are designed to be supportive and non-judgmental so modelers can help each other learn and develop their modeling skills. We hope allocating the MY BUILD more time in our monthly show will provide modelers with the opportunity to have more extensive and in-depth discussions about their projects. Join our new Facebook Group, New Tracks Modeling, and continue the discussions after the show.

Every viewer of New Tracks Modeling is encouraged to send in one or more photos of their modeling to the show's host, Chris Coarse, railrunner130@hotmail.com in advance of the next MY BUILD show. Chris will organize these photos into a PowerPoint slide show. During the show, each participant is given the opportunity to discuss their slides. You can share valuable tips, discuss techniques, answer questions from the audience, or pose your own questions about something you want to learn.

MY BUILD is designed to serve railroad modelers of all scales, gauges, and age groups. Everyone is encouraged to participate. Chris Coarse is the owner of Conowingo Models. Conowingomodels.com and welcomes any of your comments or suggestions for the MY BUILD. His email is: railrunner130@hotmail.com. Check out the MY BUILD photos modelers shared on our February 21, 2024 in this issue.

New Tracks Modeling 2024 BUILD ALONG Projects

Our BUILD ALONG modeling experiences provide viewers a personal mentor and great discounted prices on a models you can BUILD ALONG with a talented modeler on the show. Join us on our weekly Zoom shows for a great learning experience that will help you improve your modeling and build some great models.

Ipswich Hobbies



Jack Dziadul, owner of Ipswich Hobbies, will build his Section House kit starting April 10, 2024 in a Build Along. The kit is available in N, HO, and O Scale for New Tracks Modelers.

Special Pricing for New Tracks Modeling Viewers:

1. Kit #6 N scale \$15 less 20% discount = \$12
2. Kit #5 HO scale \$25 less 20% discount = \$20
3. Kit #18 O scale \$45 less 20% discount = \$36
4. Shipping \$8.95 – Local pick-up option

More BUILD ALONG projects to come in 2024

I hope you want to participate in all the Build Alongs. The modelers and manufacturers, who are making these events possible, do them to try to help you improve your skills and have more enjoyment building kits, and gain confidence in your modeling. They provide a true learning experience that have helped many modelers. So if you have been sitting on the sidelines for awhile, give railroad modeling with a BUILD ALONG a try with the help of a mentor.

I am looking for more modelers and manufacturers to be involved in future BUILD ALONG segments in 2024. Contact me if you are interested at: jimkellow@newtracksmodeling.com

WATCH ME BUILD Railroad Models

These segments provide modelers, designers, and manufacturers, the opportunity to build a model to not only demonstrate their modeling skills and techniques but to help other modelers improve their skills, and show new products. These segments can be for one or more shows depending on the details included for the modeling presentation. Viewers can ask questions and learn various facets of modeling from experienced modelers.

Upcoming 2024 Show Segments:

Starting June 12, 2024 Frenchman River Models' M. Spillane Building in O Scale will be built by Tom Farrell as currently occupied, and by Tom Yorke, who designed this model, as vacant and dilapidated. This

project will be done in 5 separate show segments. These segments will be a great way not only to watch two very talented modelers show how this kit can be built but also how it can be bashed to become something entirely different.

Starting September 18, 2024 Jeff Jordan will show a new technique for painting our figures that regardless of our skill level will look great. An example is shown on the left.

Other New Tracks Modeling Comments and Opinions

How do wives get the full value of their deceased husbands model railroad collection?

I heard David Vaughn, President of the O Scale Central Association recently discuss Estate Planning on a Zoom call. His comments caused me to write this.

Why do wives not get the value of their deceased husbands model railroad collection? Poor Prior Planning, by their husbands. Frankly, until I started writing a monthly column for my local newspaper on model railroading, I had no idea how widespread this problem was. I normally get calls after each article from wives asking for help to get "rid" of their husbands trains, or wives will ask my wife to see if I can help them. In fact, I think my wife may be asked for my help more than I am. In all cases their husbands have passed away, and while the surviving wife understands how important the trains were to her husband, she has no idea about what is included in his train collection, their worth or what options she has to dispose of them.

The wives always ask the same questions. "Can you help me dispose of these Trains?" or "Could you come over and let me know how much my husbands trains might be worth?". While I try to put these people in contact with individuals or organizations that can help them, what is always needed before anyone can evaluate



a collection is an inventory. Guess what? The husband didn't make one and the wife has no idea how to make one, so she calls me! Why me? Because I am visible to her from my newspaper articles.

While I am glad to try to help answer anyone's questions about trains, or suggest other people better suited to help them, it is really a shame we guys are leaving our wives in this position. And we don't have to.

Obviously, many of us are just too lazy to make and keep a current inventory and valuation of our prized model railroad items. I truly feel sorry for the wives who have to dispose of their husband's model trains without any information about his collection or who he wants her to call for help. But unfortunately, I hear about the lack of guidance from wives all the time.

If you are a husband with a train collection, please do your wife a favor and leave her a complete inventory, value estimates, and guidance as to who to call for help her once you have passed away. If you need help preparing this information, ask your model train association or your buddies for help. But please, leave her the information and make sure it's current. It's your responsibility to make sure your wife gets the value you know your collection is worth, or disposes of your train treasures the way you would want them to be disposed of.

Want help? Contact [James Whipple](#), President of the National Association of S Gaugers. He can lead you to the right person for help so you leave your wife the information she needs to properly dispose of your trains. I guarantee she will thank you for it.

You, the New Tracks Modeling team of volunteers and donors help make NEW TRACKS MODELING Zoom Shows possible. Please continue your support.

Thank you so very much for all the financial and volunteer time support New Tracks Modeling receives for our Wednesday shows. It is obvious to me that "YOU", the supporters who finance and the volunteers who produce the shows, make presentations, and do all the many jobs necessary to make our shows possible, are doing an outstanding job. I know this because of the favorable emails from viewers, the growth in the number of subscribers and viewers, and the interest shown for our programs by the model railroading community. Thank you all so very much. It is all of you who make New Tracks Modeling the show it is today.

The New Tracks Modeling Mentoring Scholarship is a unique scholarship for Model Railroaders and other modelers pursuing a STEAM related college degree or technical school credential.

Applications for the 2024-2025 academic year open on January 1, 2024. We are pleased to announce that we will award three (3) \$2,000.00 scholarships for the 2024-2025 academic year. We recommend that interested applicants download a copy of the application for review even if you plan to apply on-line. If you have any questions, please email us at NTMMS@newtracksmodeling.com

Qualified applicants MUST meet the following criteria:

- Must currently be either a current high school senior or a high school graduate living in the United States.
- Are planning to, or currently attending, a two-year or four-year university, college or accredited technical school in academic year 2024-25 with an intent to pursue a degree in one of the STEAM fields.
- Have a current GPA of 3.0 or higher.
- Demonstrate participation in either a model railroading or other modeling youth activity programs such as Youth in Model Railroading®, Scouts MRR program, 4H model railroading, MRR Youth clinics, active participant in building a home layout, or belong to an organized model railroad club. Participation in general modeling clubs and activities will also be considered.

Why Model Old-Time?

NOW that postwar model railroad manufacturing is producing an endless variety of kits of almost every new piece of prototype equipment as soon as it appears, why model old-time equipment?

Naturally, every model railroader should model the type of equipment that pleases him most, but if his preference is not already emphatically set, he might consider some of the advantages of the old-time pike.

A vast majority of model railroaders operate home layouts, either as lone individuals or as members of small groups. Home layouts are, of necessity, usually built in small areas. Sharp curves and small-radius turnouts are necessary and short rolling stock is, therefore, distinctly at an advantage. This is where the old-time railroad, with its stubby little freight cars and relatively short passenger cars and small locomotives, fits in admirably.

Since distances are short on the average model pike, grades must be steep enough to let one track climb over another. But modern prototype railroads with their vast array of earth-moving machines literally cut through small mountains in order to keep grades gentle for efficient handling of long, heavy tonnage trains. Hence, a steep grade on a modern model pike is out of place. But on old-time prototype railroads there was much less tonnage to haul, and the owners' purses were often too thin to indulge in expensive cuts and fills. So the tracks were laid to climb steep grades and to twist around sharp curves. Consequently, even short trains often were double- or even triple-headed. An old-time model pike can do so, too, and the resulting picturesque operation will be strictly to prototype.

There are other advantages in the old-time pike. Most old-timers were single track, and a single track appears to be longer than a double or a multiple track of the same length. Thus, a short train rolling slowly along this single track adds to the illusion of distance, while a modern long train would make the run seem ridiculously short. Remember — in spite of some breathtakingly fast exhibition runs, most old-time railroading was turtle-slow judged by modern standards, and trains moving slowly give the illusion that distances are greater.

In model railroading we use heavy Northern or Berkshire locos for regular runs with trains of eight or ten freight cars. Such waste of power would soon force a prototype railroad into bankruptcy. But a tiny old American or Mogul puffing along with six or seven short cars over steep grades and around sharp curves is entirely realistic. Moreover, such an old-time full-length train, consisting of short cars and a small loco, would be only about half as long as the average short modern train. Also, any section of track appears longer when occupied by a short train than by a long one.

An interesting and too-often-forgotten feature of model train operation is that the job of handling an engine should require skill by the engineer. Let your loco be loaded to the point where you find it necessary to use the coupler slack to start the train smoothly and hold down driver spin. Load the engine to its capacity so that it must make a run for the steeper grades and requires a skilled hand at the throttle to prevent excessive driver slippage or stalling. Only a few very large model rail-



John Allen, guest editorialist

for July 1950

at the THROTTLE



roads have sufficient space to handle adequately the 40- or 50-car trains, and some of the heavy modern model locos will haul such trains with ease. But the old-time engine with its limited power calls for real operating skill as it bucks short, steep grades, even with short trains.

Complicated electrical circuits might not be to your liking, and old-time railroading does not require them. Hand-operated blade or highball signals can be every bit as interesting as modern target or position signals.

Old-time stations and other structures were small, so realistic models of them take up little space on a pike, and their gingerbread detail provides modeling challenges galore. Narrow streets and roads point up the importance and necessity of the old-time railroad. Think of the fun of modeling in nostalgic, humorous "good old days," with swinging-door saloons, bouncy bustles, fringe-topped surreys, and colorful rolling stock! It can be fun to indulge in research and develop a legendary past for your pike.

Although considerable old-time equipment is now coming onto the market in kit form, the modeler who specializes in old-time railroading must still plan and build much of his own equipment. Scratch-building develops the real individuality of any model railroader — and of his railroad. It is doubtful if any old-time pike, planned and built with care, will ever look even remotely like any other model railroad, anywhere.

John Allen

July 1950 article in *Model Railroader* magazine by John Allen

I found this posted on a Facebook page and couldn't resist reading John's words of wisdom. I believe his words apply today just as they did over 70 years ago. Size and period of modeling is something for all of us to consider when planning our model empire.

In addition to John's ideas I would add: Consider thinking about how much time each week will be required, how many years will it take to reasonably complete the layout, how much help from other modelers will be needed, will it ever have to be moved, and how much will it cost. Consider what works best for you and then have fun building your model railroad. Thanks John, wish you were still around. Many of us miss your insights and modeling.

- Write an essay of at least 500 words describing how their involvement in modeling and model railroading as a hobby has impacted their lives and benefited their education within one or more of the STEAM areas of academic pursuit.
- Demonstration of having designed and/or built models by submitting photos and descriptions of at least two models completed by the applicant.
- Provide two references to affirm applicant's involvement in railroad or other modeling activities. (NTMMS will be contacting any listed references, so please let them know ahead of time).



Please note: Scholarship funds will be disbursed directly to the Bursars Office of the school where the student will be attending. Any NTM staff member or relative is prohibited from applying for this scholarship.

Applications can be submitted on-line or by mail.

[Click here to download an application for review.](#)

[Click here for the on-line application.](#)

Please note that you MUST have a Google Account to complete this on-line form as you will need to upload files.

If you have questions or need assistance contact us here at: NTMMS@newtracksmodeling.com

Help get the word out. Show our Scholarship Banner at events and tell all the young modelers you know to apply.

Bob Davidson generously donated five banners through his company, Exhibits And More, which will be shown at train shows and rail expos across the country. Each banner is 3' wide and about 7' tall and has a QR code on it to link you directly to our website to get more information including the application to apply.

It's a retractable unit that is very easy to ship and set-up. So if you want one for your event, let Bob Davidson know at: bobdavidson@newtracksmodeling.com.

In addition to the banners, we can also provide handouts about the Scholarship program to local events we are not able to attend in person. All you have to do is contact Bob Davidson at: bobdavidson@newtracksmodeling.com.

Look for New Tracks Modeling at any show you attend. We hope to be represented at as many shows as possible in 2024. If you want to take one of our banners, or help man a table, or have us be a part of your table, contact Bob Davidson at: bobdavidson@newtracksmodeling.com.

Remember, one of these years, your kids or grandkids may benefit from the New Tracks Modeling Mentoring Scholarship program that you helped start. I truly hope so. Thank you.

Thank you to everyone who helped us display the banners or pass out our handouts at shows around the country last year. We are currently taking reservations for our banners for our 2024 Scholarship Program. To let us know if you can help show a banner or need handouts for your local club or other event, please contact: Bob Davidson at: bobdavidson@newtracksmodeling.com.

New Tracks Mentoring, Inc. is the only organization, comprised solely of volunteers from the model railroad community who have created a nonprofit 501(c)(3) company whose sole purpose is to provide scholarships throughout the United States for the benefit of young modelers who are pursuing a STEAM

education after high school graduation, in a college, university or accredited technical school. So please help us help the young people in our great hobby.

The contributions and help by the current model railroad community can help the next generation of modelers provide the leadership and continue the traditions of our great hobby. For more scholarship information and to donate visit our website newtracksmodeling.com/scholarship or click on the Zeffy Logo.



Well it's that time again...

I must return to my workbench and start working on something that I fell in love with and just have to model. Happens all the time.

While I am modeling and learning, please help New Tracks Modeling by:

1. Volunteering to help us produce and develop our New Tracks Modeling shows.
2. Making a contribution to our Patreon account, New Tracks Modeling, to help pay for our out of pocket cost to run our shows. Click here to [donate](#).
3. Subscribing for free to our YouTube Channel, New Tracks Modeling, and ringing the bell to get advance notices of our YouTube shows including our Modeling Lifestyle series. If the advertisements on our YouTube videos are of interest, please watch them so we can gain a little revenue to produce our shows.
4. Subscribing for free to our website: NewTracksModeling.com which provides login links to our Wednesday Zoom events and also provides information about what New Tracks you can travel with us.
5. Spreading the word about our New Tracks Modeling Mentoring Scholarship program to every young model railroader you know or you meet. Get the word out. Details at our website: newtracksmodeling.com/scholarship
6. Subscribe for free to *The O Scale Resource* and *The S Scale Resource* online magazines so you don't miss any of my articles, and also see some great modeling by various modelers who may become one of your mentors.
7. Writing me! I love getting your comments, suggestions, and modeling ideas. I so enjoy hearing from you and having a conversation. My email is: jimkellow@newtracksmodeling.com.



My Grandson is the newest member of the New Tracks Modeling Team. He is in charge of our advertising program for Pre-schoolers.

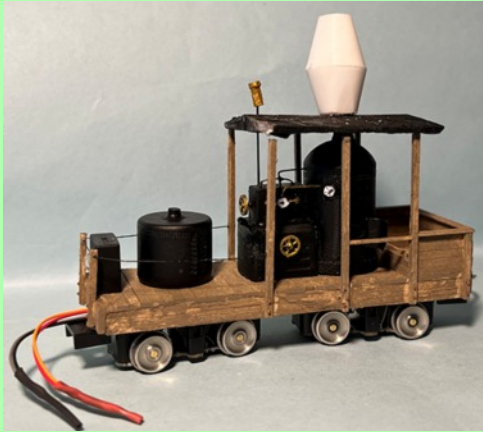
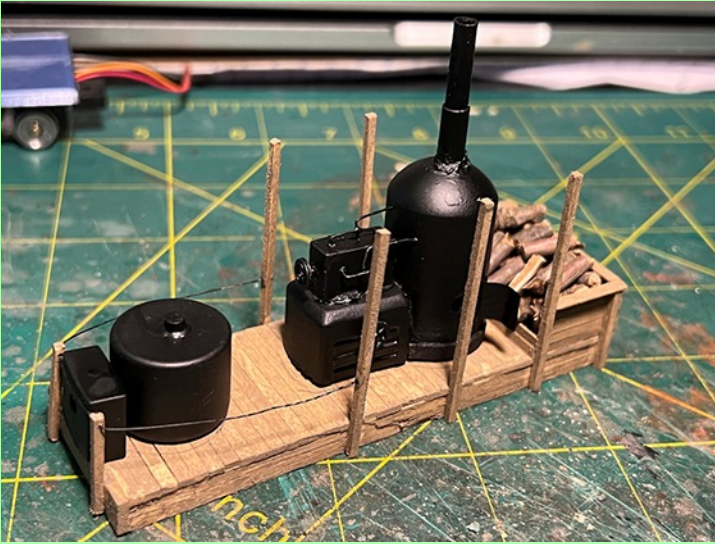
NEW TRACKS MODELING

“MY BUILD” Models Shown on the February 21st, 2024 Show

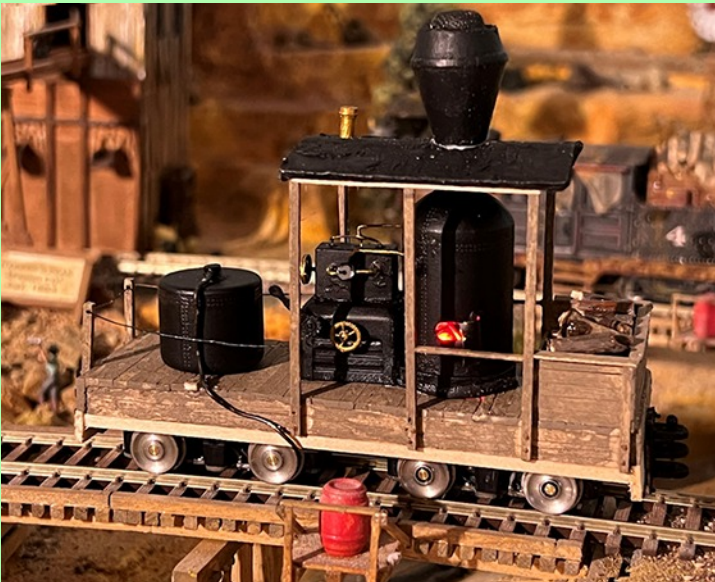
These are some of the photos modelers shared on our February 21st, 2024 MY BUILD Zoom Show.

You can see a video of the entire MY BUILD segment [here](#).

Each of the participants has an email address included, and welcomes your contact.

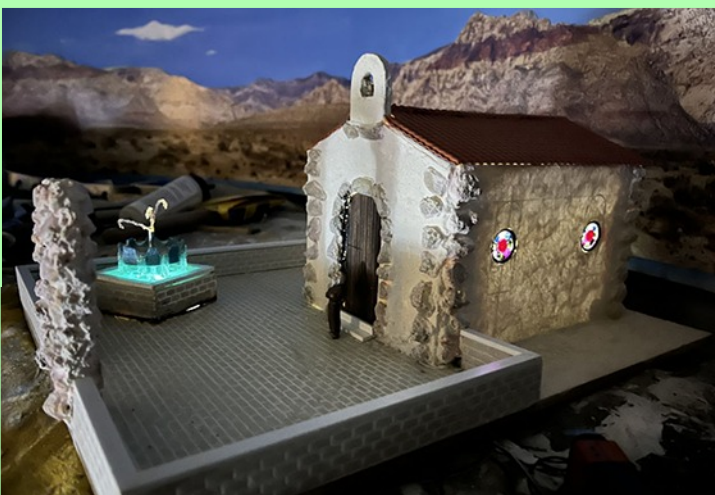


Alex Belida – alex.belida@gmail.com – Vertical steam-locomotive scratchbuild. Stanton drives (powered and dummy)





Greg Cassidy – cassidy2@verizon.net – HO scale – Conowingo Models Debris Boat mounted on a flat car.



Leonard Davis – lleeblues@yahoo.com – Spanish mission.

First is Professor FATE's Rocket Sled in HO scale, 3D printed. Professor Fate was the villain played by Jack Lemon from the 1965 movie "The Great Race". A favorite movie of mine. Also custom figures that I had designed for me.



The next one is the crate that holds the Arc of the Covenant from Raiders of the Lost Arc. Laser cut and engraved from 1/32 basswood and 0.020 Birch. In HO Scale.

Next 2 pictures: Then we have the Canada Contraption. It was probably the first Electric Hybrid vehicle. This is a 1905 travelling advertisement for the Canadian Colonization Company that was used to entice people to get their patch of land and colonize Western Canada. The vehicle saw service in Eastern

Canada and the US and wound up in England. It was supposed to travel all of England, but with it's lack of power, it never made it out of the docks in London. The vehicle was built by the Commercial Motor Vehicle Company of Windsor, Ontario. It was a gas/electric vehicle and had an electric motor powering each wheel. Similar vehicles were built by the Commercial Motor Vehicle Company of Detroit and used as moving vans, etc. I designed and built this back in 2014. Laser cut kit with 3D printed details.



My next entry in the oddity world is the Short Wave Radio Truck. This truck was built by a millionaire in Parkesburg, Pennsylvania who was an early shortwave radio buff. He had two massive 150 foot radio antennas



installed at his mansion for his hobby. He also had this truck built so that he could travel around the area and let people talk to others on the other side of the planet from this portable base to install a sense of awe in the local folks. Laser cut wood, polybak on the back of a Jordan Miniatures Packard truck in HO.

Lastly, this is the Jaycopter in N Scale along with the Jaycopter Game in O Scale. The jaycopter was built by my Dad and Uncle in the early days of Helicopters to be a safe trainer, and for the military to weed out pilots that would have difficulty making the transition to the Helicopter from Fixed Wing. This was the first version of the trainer. Larger versions could carry 12 passengers and saw its place at the New York World's Fair in 1964.





Sherri Johnson – slj@catzpaw.com – Bigfoot from Catzpaw on an invisitrak system.



Jeff Jordan – Jordan.jordan54@verizon.net – O scale – AMB Coal Mine converted to tram house. Amulite made from smashed jewelry beads. Turbo encabulator uses amulite for power. 3D printed. <https://www.youtube.com/watch?v=Ac7G7xOG2Ag>



Ed O'Rourke – edwardorourke1@me.com – HO scale – Ambroid Unicel refrigerator car. Produced by Pressed Steel Car Co, it was built out of plywood. They were lightweight and well insulated so they held the cold well without icing. The ARA did not accept them for interchange service, so the project died.



Gary Shurgold – gshurgold@gmail.com – HO Scale-
Minion serves as a mascot. Gremlin also a
mascot. With Medford Model Railroad Group, these
will disappear during exchange visits, but always
reappear elsewhere. Flying gondola.

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S SCALE SHOWS & MEETS

S-scale Zoom Meeting

Every Tuesday at 8pm Eastern Standard US time. hosted by Ken Zieska or Bill Lane

[Zoom Link](#)



2024 Sn3 Symposium

May 2 to May 4, 2024

860 N Riverview, Mesa, AZ 85201

Chairman Jim Spice and all of us on the organizing committee invite you to join us in Mesa, Arizona, May 2nd to 4th, 2024. We're hard at work preparing a full range of clinics, contests, layout tours, a swap meet and other activities to make this a highly entertaining and interesting meet.

Website: <https://sn3symposium.com/>



Spring S Spree

May 3 to May 4, 2024

Emidio & Sons Expo Center

48 East Bath Road

Cuyahoga Falls, Ohio

Sponsored by the Cuyahoga Valley S Gauge Association

Website: sspre.info

O Scale West - S West and Narrow Gauge West May 24-26, 2024

Hyatt Regency Santa Clara (San Francisco area)

O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held West of the Mississippi since its founding by Rod Miller in 1991. For 2024 we've changed the days for the show to Friday (May 24), Saturday (May 25), and Sunday (May 26), rather than the previous' years traditional days of Thursday, Friday and Saturday. We're hoping that this change will allow more people to attend without having to take Friday off. Plan to join us over the Memorial Day weekend in sunny California.

Website: www.oscalewest.com

2024 NASG Convention

July 17 to July 20, 2024

The Susquehannock II Convention

The Lehigh Valley S Gaugers are excited to bring to you the "S" event of the year. For the first time in the NASG's history, we will have the Convention in the same location as the 2023 one, but don't expect this to be just a "repeat" event. Stay tuned for what we have planned. The 2024 NASG Convention is slated to be held in Harrisburg, Pennsylvania Wednesday 17th of July, 2024 through Saturday 20th of July, 2024 at the Sheraton Harrisburg Hershey hotel, 4650 Lindle Road, Harrisburg, PA 17111. It is hosted by the Lehigh Valley S Gaugers club.

Check back in later issues for more updates.



2024 Danville Indiana O/S Scale Event + CID/NMRA Train Show

November 23, 2024

Hendricks County Fairgrounds

1900 E Main St

Danville, IN 46122

The Indiana S Scalpers are happy to announce our 3rd Annual O/S Scale Event. In 2023 the O/S Room nearly sold-out, so make your vendor reservations early to ensure a sales table. New for 2024 is an S Scale Social Event! Details will be coming. Public Show Date: Saturday, November 23rd. Vendor/Layout Move-in Date: Afternoon of Friday, November 22nd S Scale Social: Evening of Friday, November 22nd. Social Event: To-Be-Determined, occurring immediately after Friday setup. Vendor registrations should be directed to the Central Indiana Division (CID) Show Manager, Dave Mashino: danvilletrainshow@gmail.com

The S Scale Resource Magazine will provide 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 email us with your information. Please remember we are a scale magazine and may not publish all events.

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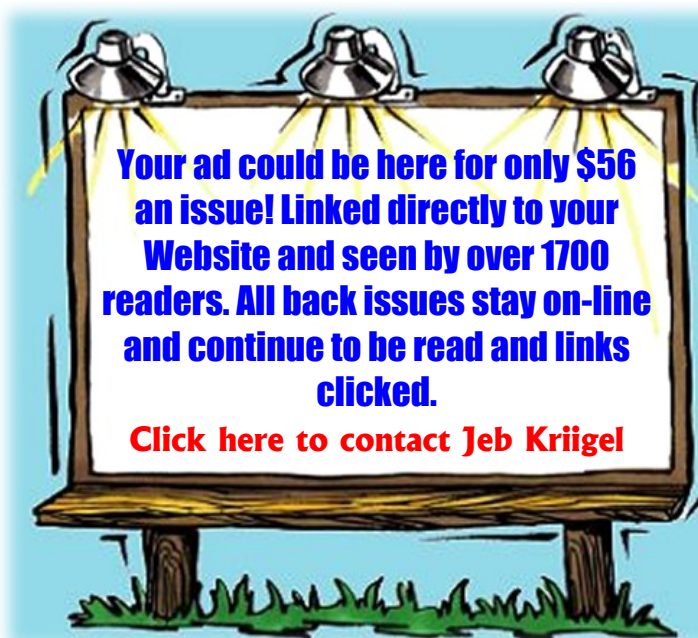
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To advertise in The S Scale Resource classified listings [contact us for our rates](#). Your classified ad will appear in the section you want for 6 issues. If you do not see a section that you think would fit your products or services, let us know.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

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