

THE DISPATCH

MAY-JUNE 2016



BILL'S BOILER WASH

Time is flying by. The next convention in Novi, Michigan is just a couple of months away. The Michigan guys are past masters at putting on great conventions! If you haven't been to a convention, this will be one you don't want to miss. If you haven't signed up for the convention, do it now. Some tours sell out and you don't want to miss the one that you want to take. If you have models for the contest that aren't finished yet, get moving on them now. As one of my friends signs off, "Dates on the calendar are closer than they appear."



There have been a couple of minor changes made to the **NASG By-Laws** that affect the **Treasurer** position. They were made both to clarify the role of the **Membership Secretary** and to provide a backup to the Treasurer in case he is unable to perform his duties. If you are interested, they are printed on page 31 in this magazine and on the website.

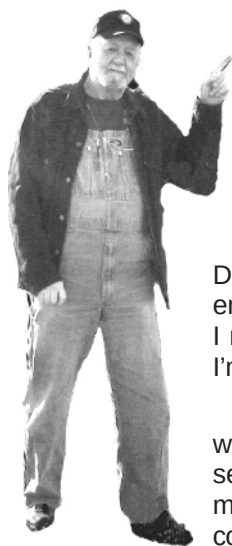
We are now in the period when a major part of our membership needs to renew. In the past, everyone's membership expired at the end of June, and the legacy of this is that a lot of you need to renew in the next month. Please check to see if your membership runs out, and if so, we would like it renewed! The NASG has managed to keep its membership numbers growing ever so slowly over the last couple of years and we would like that to continue.

Along these lines, the best source for new members is the club member who is not a member of the NASG. I have found that personal contact and showing off our **Dispatch** does a lot to encourage people to join the NASG, as the Dispatch is our number one member benefit. At \$5 each, they are a bargain when compared to commercial magazines. 🚂

I hope to see you at the Novi convention!

Bill Winans
President

ON THE CONDUCTOR'S CLIPBOARD



THIS SPACE FOR RENT

I am now in my third year as editor of The Dispatch and I admit that I am thoroughly enjoying myself. Judging from the mail that I receive, I am doing an acceptable job but I'm not going to win a Pulitzer Prize either.

A couple of years ago, the membership was surveyed to find out what you wanted to see in The Dispatch, and I try to edit the magazine based on those preferences. Of course I can only publish what is submitted

by the readers. I write an article now and then, but the bulk of the material must come from you.

According to the survey, readers most want model building articles, followed by product reviews, layout articles, new product announcements, manufacturer advertising, color photos, organization news, club news and last, member biographies.

I think that I have done pretty well with the model building (including kitbashing), layouts, color pictures, organization news and club news. I can only print product reviews if they are sent in by you, and they have been few and far between. By and large you have been supplying me with a good range of copy for the Dispatch. Many of the clubs publish excellent newsletters from which I am able to extract many good photos and stories. A lot of good stories about club activities don't get published because I just don't have the space.

Which brings me to the main topic of this column. Budgetary restrictions limit The Dispatch to 32 pages; 16 pages in color and 16 pages of black and white. The only way that we can print more pages is to sell more advertising to pay for it. Booster ads will help, but we need regular, every issue ads.

The one area where I have failed miserably is in the solicitation of more advertising for The Dispatch. It is not for lack of trying. I have sent sample copies of The Dispatch to many potential advertisers, large and small, with no results. Not just poor results, no results!

If anyone can offer any suggestions for how to solve this problem, or is willing and able to help, please contact me at dispatch@nasg.org

I am grateful to our regular advertisers, American Models, Portlines Hobbies, Side Tracks, Goldinhands, Bob Iannacone and Pikesville Models for their continued support. Please show them your support. 🚂

Bill Pyper, Editor

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MEMBERSHIP YEAR

The Membership Year is determined by the date that one enrolls, guaranteeing 6 issues, starting with the next issue. All applications, renewals and membership questions should be directed to:

NASG Membership Secretary
Dick Kramer
Post Office Box 268
Middlebury, CT 06762-0268
e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

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Richard Trotter *Contributor*
Peter Vanvliet *Contributor*

DEADLINES for articles and advertising are the first day of January, March, May, July, September and November respectively.

The DISPATCH MANIFEST

Volume 40, Number 3, May-June 2016

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NASG Web Site

<http://www.nasg.org>

NASG Website Director, Peter Vanvliet: webmaster@nasg.org

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WEB SITE UPDATES

The NASG Web Site Product Gallery Receives Significant Updates



By Peter Vanvliet
NASG Webmaster

In the last installment of this column I discussed portions of the NASG web site. I covered moving the listing of American Flyer products out of the main Product Gallery to its own, dedicated section on the American Flyer main page. In this column I will cover the changes made to the main Product Gallery section of the web site. I still see or receive e-mails along the lines of "Did XYZ ever make any ABC cars?" For those people who

infrequently visit the NASG web site, and for those of you who are new NASG members, the purpose of the Product Gallery is to showcase all of the S-scale products manufactured over the years. As Webmaster, I simply serve as the editor of the data, and the Product Gallery is only made possible thanks to a large number of people contributing photos, data, and corrections. This section of the web site serves as a rebuttal to statements such as, "There is nothing available in S." It also makes it easy for you to find what is currently available. See the **Equipment by Year Introduced** report. Or to find what might be available on the secondary market. See **Cars and Locomotives by Manufacturer** or **Equipment by Prototype Railroad**", for example. And, it is just plain fun to see all the products that exist in S-scale, supplemented by some great photos of models built by S-scale modelers. To some extent, the listing may also help manufacturers to determine if a particular car or engine has been produced in S before, and how it was manufactured back then.

What's New?

The main Product Gallery page table-of-content or **Topics Covered Here** block in the upper right-hand portion of the page provides quick jumps to the various reports. Most will jump you further down the page to help you narrow down which report it is you would like to see. However, for some there is only one report, so the table-of-content link will take you directly to that one page. Those are marked with an asterisk in front of them. I've also added numbers showing the total number of entries in our database.

The big news is that the **Product Gallery** has been expanded. We previously, only listed locomotives, freight and passenger cars, and cabooses.

Topics Covered Here:

Locomotives & Cars:

- [Complete List of Cars & Locomotives](#)
- [Cars & Locomotives by Manufacturer](#)
- [Locomotives by Type](#) (756 entries)
- [Cars by Type](#) (2,371 entries)
- [Equipment by Prototype Railroad](#)
- [Narrow Gauge Equipment](#)
- [* Equipment by Production Type](#)
- [* Equipment by Year Introduced](#)
- [* Specialty Products](#)
- [Need Help: products missing photos](#)

Miscellaneous:

- [American Flyer](#) (moved to A.F. page)
- [* Structures](#) (379 entries)
- [* Automobiles](#) (42 entries)

More Data:

- [* S-scale Manufacturers' History](#)
- [Additional Resources](#)

* There is only one report for these, so this link takes you directly to that one report.

Early on, when I took over the maintenance of the web site, I got requests from several individuals about considering posting structure kit listings as well as information about S-scale/1:64 automobiles. The priority was to get a listing of locomotives and rolling stock done first. With that being fairly stable now, I can now devote some spare time to adding the listing of structures and automobiles.

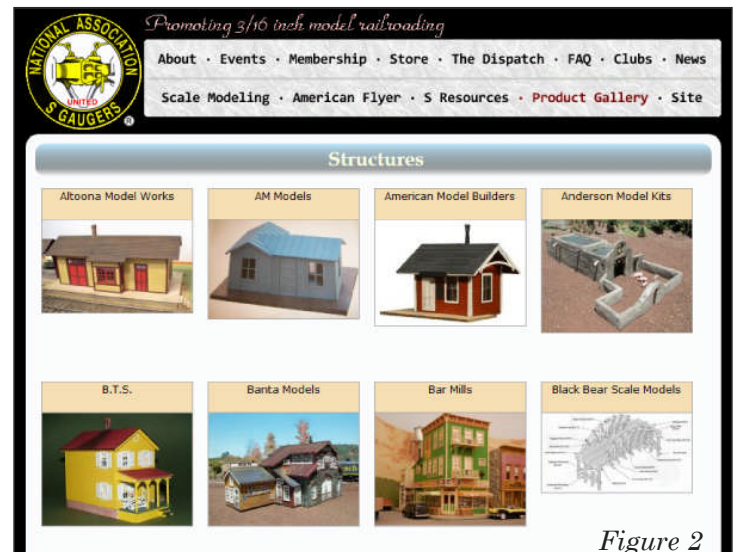


Figure 2

Structures Listing

In the table-of-content block, click on the **Structures** link to view the listing of structures that have been added so far. When you go to that page, you will see a listing of the various manufacturers that produce or have produced structure kits (see figure 2 above). When you click on one of the manufacturer's listings, you will see a page that shows all their structure kits. They are sorted by kit name. If the product is still listed on the manufacturer's web site, a link is provided, so that you can learn more about the kit, and possibly purchase them. Most of the photos shown on the web site were copied from the manufacturers' web sites. So far a few modelers have contributed some excellent photos. I would prefer to show modelers' photos with the entries in the Product Gallery rather than the manufacturers' photos. So, if you have completed a structure kit and are able to take digital photos, please consider contacting me at webmaster@nasg.org.

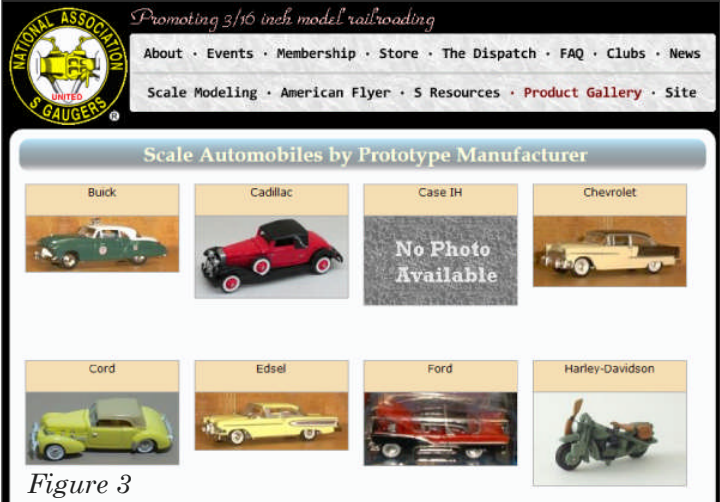
Automobiles Listing

Back in the table-of-content block on the main Product Gallery page, you will find the **Automobiles** link. This takes you to a page that lists 1:64 automobiles by their prototype manufacturer name (Oldsmobile, Ford, Lincoln, etc. See figure 3 on the right). When you click on one of those entries, the next page shows the entries sorted by their prototype model names (e.g. Ford F-1, F-250, Fairlane, etc.). Finally, when you click on one of those model entries, you will see the one or more entries for that prototype model manufactured in S-scale. I have had a request to show additional detailed information, such as comparing the models' measurements to the prototype. Ted Larson has been a tremendous help with that by providing a listing of models on his own personal web site that he has

graceously allowed me to copy from, and providing references he has for prototype information. Being a car buff myself, I have every intention of doing that, and the web site report will be expanded as I have time available to do so. There have been, however, thousands of S-scale, or close thereto, models of automobiles produced over the years, so this is not going to be an exhaustive listing for quite some time; I will literally be editing this section for years to come. But, we have to start somewhere! Again, as with the structures listing, I would much prefer to show modelers' photos with the entries. Most of the photos on automobile web sites are copyrighted by the retailer (manufacturers don't generally release model photos, so retailers have to take their own), so I cannot use them on the NASG web site. If you have an automobile model and have the ability to take digital photos, please consider contacting me at webmaster@nasg.org. If there is a photo on the web site that is not of the best quality, feel free to send me an improved photo. We want to show S in the best light possible.

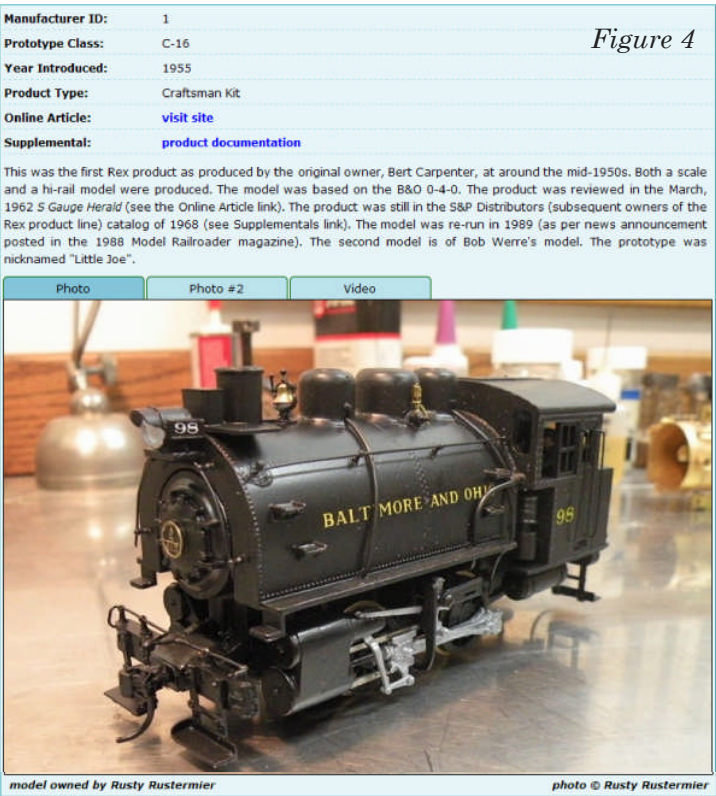
Future Updates

I fully expect, as both the Structures and Automobiles listings expand over time, that I will create additional reports for these to view them in a different manner. For structures, I can foresee showing them sorted by type of structure, and maybe even by name. For automobiles, I can foresee showing them in reports sorted by model manufacturer and possibly year manufactured. Your requests for how to view the data are, of course, welcome. Additional data may be added over time, such as structures' footprint. There is a lot of work involved in keeping the NASG web site up-to-date, so some sections are given priority. The Product Gallery section, in general, has a fairly low priority. Within that, the structures and automobiles listing has the lowest priority. Therefore, expect updates to be sporadic.

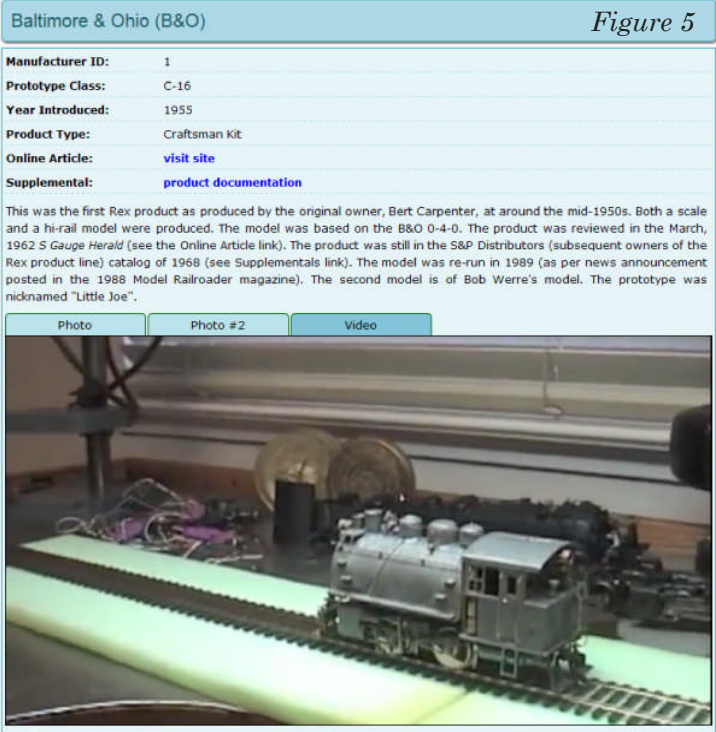


A New Look

The final update to the Product Gallery section concerns the last pages that are shown as you browse through the various photo-based reports (any of them). When you get to the page that shows the larger photo, those pages have been redesigned. I received feedback from several people that they had a hard time associating the photo with the matching text, especially if the page showed multiple entries. I have redesigned that format to better visually group the photo and the text together. While I was doing that work, I wanted to also better integrate any secondary photos and/or video links. Previously, the secondary photo or a video link, when clicked, would be shown in a second tab or window within the web browser. I have now integrated those such that they appear



as supplemental tabs within the entry's listing above the photo (see figure 4 above). I also took the time to add support for up to four photos per entry, so I can now accept more photos for each. If the entry shows a **Video** tab and you click on it, the tab will load the **YouTube** video entry, and it will show the familiar triangular play button. Click that to start loading and playing the video (see figure 5, below). As with any embedded YouTube video, you can change its video quality and, if you prefer, view it on the YouTube web site itself (see figure 6 on the next page). You can also maximize it to view full-screen. We have over 60 entries, as of this writing, that have video links.



Continued on the next page

MUSINGS FROM THE BEACH

Where are all the S Modelers?

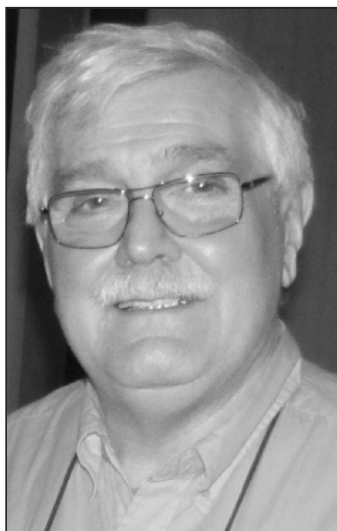
By Monte Heppe

NASG Executive Vice President

In this issue, I'm going to look at some possibilities for getting new members for the NASG. Thanks to Peter Vanvliet, TCA, NMRA President, Charlie Getz and Don Heimburger, publisher of S Gaugian, I was able to get the following numbers:

NASG Membership: 1,607

Members	Interested
Interested in	Only in
American Flyer	1127 231
Hi Rail	869 490
Scale	651 211



S Gaugian has a circulation of approximately 2500, TCA has about 2200 members in S and NMRA has 330. So there are at least 908 S Gaugian readers who are not NASG members and 1,070 TCA members who are not NASG members. The NMRA numbers are surprisingly small!

These are conservative numbers and there may be some overlap. For example; I indicate an interest in all 3 NASG categories, subscribe to S Gaugian and I am a member of NASG,

TCA and NMRA. These numbers do not account for enough S modelers to support the product volume that is out there.

In any case, there are a lot more S modelers out there than there are NASG members. So where do we find them? Some of them are members of S clubs. I don't know of any clubs that are 100% NASG. Some are TCA members. The S Gaugian readers who are not NASG members are certainly exposed to our organization through the magazine. However, there are apparently a large number who are not members of any organization.

The good news is that through the efforts of our webmaster, the promotions committee, the membership committee and individual members, our membership is increasing.

In addition to the NASG efforts, I believe that the most effective way to recruit new members is through personal contact by individual members. Two of the most likely places we can find prospective members are in our clubs and at TCA meets. We should be prepared to talk to S modelers wherever we may find them. I always carry NASG applications and a few Dispatch issues in my car. You can also direct them to our on-line application, but I find that individuals are more likely to respond if you put something in their hands. Also, put your name on the back of the application form so we can track where new members are coming from.

With NASG's continuing efforts to recruit new members and with individual assistance, I believe we can grow our organization. Your comments and suggestions are always welcome at: exec_vp@nasg.org 

Web Site Updates — Continued

A technical note: These new embedded tabs require **Javascript** to be enabled in your web browser to view anything other than the main photo. It has been tested with the Firefox and Internet Explorer browser, but it may not work on other web browsers, although I try to code it generically enough for all browsers.

Figure 6 below



A Few More Changes

Some entries now show a **Supplemental** line in the text of the entry. This is where I make available supplemental documentation such as manufacturer's brochures, technical support documentation, schematic diagrams, etc. Anything that might help the model owner with their model.

I am also in the process of applying a new philosophical direction with regard to the listing and classifying of entries. This predominantly affects brass equipment, but will apply elsewhere too. Let's say someone sends me a photo of a brass engine that the modeler had painted and lettered for the ATSF. In the past, I would have listed that as an ATSF locomotive. The change I am applying is that the engine will now be listed as it was released by the manufacturer. For a lot of brass this was unpainted, so the entry will be listed as undecorated, with the ATSF photo being used as an example. The idea behind this change is that if you find this engine on the second-

ary market and it is unpainted, then you'll know that it is still in its original state. This is a subtle, but significant change, because it affects reports that are sorted by their prototype railroad name. However, if a manufacturer made a prototype-specific version of the brass engine, it will be listed with that prototype name (e.g. PRR engines with Trainphone antennae).

I think that covers the latest new features added to the Product Gallery section of the web site. I try to make some sort of update to the web site nearly every day, so there is always something new there. So I encourage you to visit and visit often. Your contributions are most welcome, and without which there wouldn't be much to show. See you all in the next issue. **Web site tidbit:** as of this writing we have surpassed 600 online transactions in the online shopping cart! 

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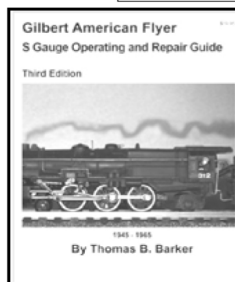


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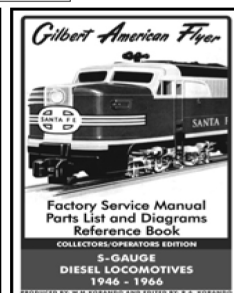
CHECK OUT SOME NEW ITEMS IN OUR PRODUCT LINES !

(Gift Certificates available !)



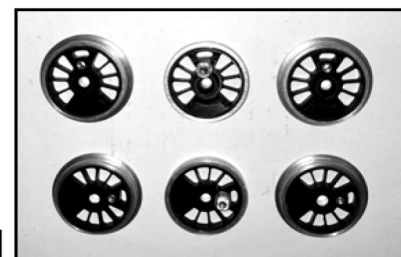
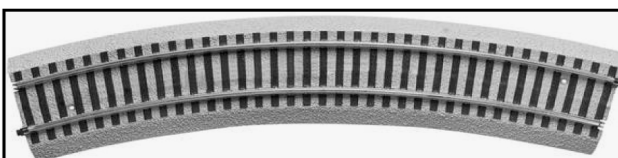
Left: Tom Barker's "AF Repair Manual", Volumes 1 & 2.
Vol. 1: \$20
Vol. 2: \$27
Plus shipping.
(Both volumes autographed.)

Right: Mike Korando's Steam and Diesel Reference Manuals.
Schematics, Parts lists, & Wiring.
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GILBERT HALL OF SCIENCE BLINKING TOWER TOP
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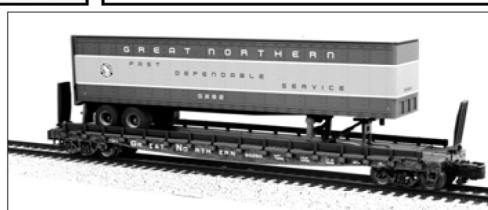
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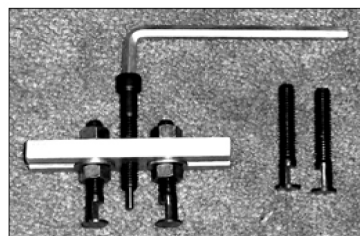
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 Pullmor low-flange traction steam wheel rims
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 Deadman transformer AC Voltmeters (not reproductions, but functional replacements that fit)
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 Diesel low-flange Pullmor traction wheels
 Sawmill boom and cab assembly, roofs, and sawdust piles.
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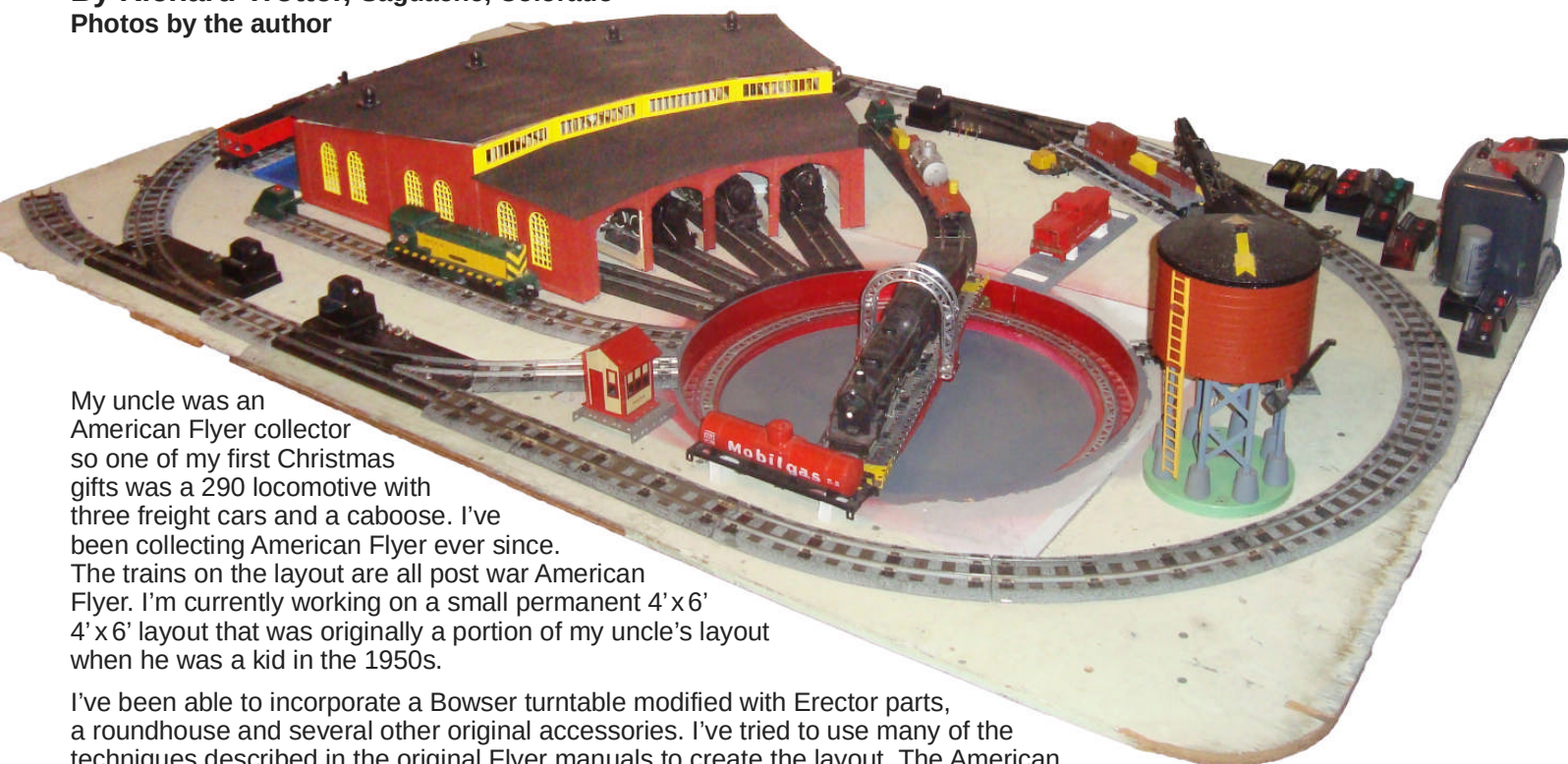
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AMERICAN FLYER LOCOM

By Richard Trotter, Saguache, Colorado

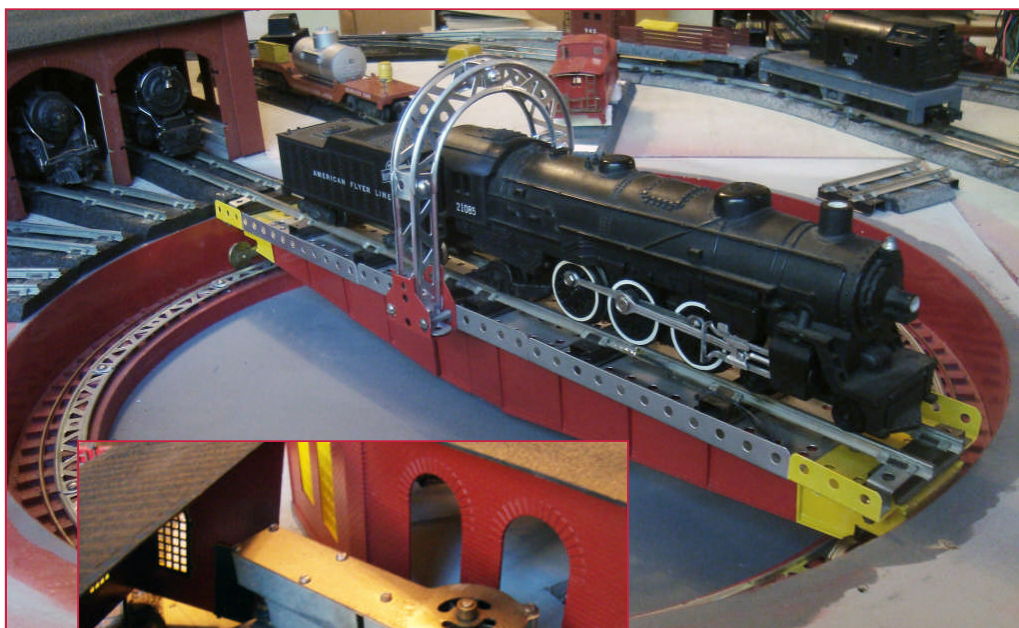
Photos by the author



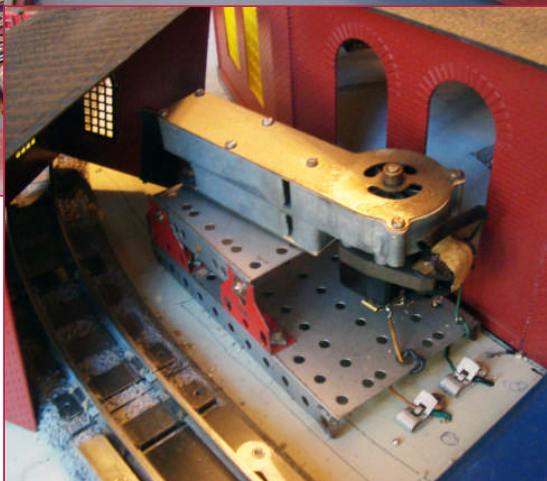
My uncle was an American Flyer collector so one of my first Christmas gifts was a 290 locomotive with three freight cars and a caboose. I've been collecting American Flyer ever since. The trains on the layout are all post war American Flyer. I'm currently working on a small permanent 4'x6' 4'x6' layout that was originally a portion of my uncle's layout when he was a kid in the 1950s.

I've been able to incorporate a Bowser turntable modified with Erector parts, a roundhouse and several other original accessories. I've tried to use many of the techniques described in the original Flyer manuals to create the layout. The American Flyer Displays web site has been an incredible inspiration in the creation of my layout.

The central part of the layout is the turntable. It's a Bowser turntable kit that I used spare Erector parts to create. I used some spare STDP switches from an old layout that I tore down and incorporated them into three American Flyer early style control buttons. One switch controls the turntable direction and the other two control the power to the six turntable tracks. The turntable runs on a DC motor. Eventually I would like to obtain an American Flyer rectifier to place next to the transformer, but in the meantime I simply rigged up a DC bus under the layout using a Full-Wave bridge rectifier from Radio Shack (part #276-1173). The right side throttle on the AF 12B transformer powers the DC bus and the turntable. The idea is to eventually be able to operate DC powered Hi-Rail trains as well.



As my layout is a locomotive service facility, I wanted to make sure that I incorporated a billboard whistle, but visually there wasn't enough room to fit one in without causing a cluttered look. The roundhouse kit has a boiler room on the back side, so I disassembled a billboard whistle, made a base for the operating components out of spare erector parts, and fit it inside the roundhouse.



In looking at old American Flyer display layouts, you can often see *fahnstock* clips that accessories are hooked up to. I incorporated this feature on all of my accessories on the layout for easy removal. You can see the clips in the whistle photo on the left.

MOTIVE SERVICE FACILITY

The roof on the roundhouse was a large plain piece of white cardboard. I wanted to keep the vintage Flyer look to the facility, so I found some wrinkle finish spray paint by Krylon. This is often used in automotive applications and can be found in most auto parts stores. The paint leaves a nice wrinkled finish often found on the Mystic Depot or water tanks. I left the roof in it's black form for my roundhouse, but the paint could be used to restore other structures by spraying a different color over the top of the wrinkles. See photos on the right.



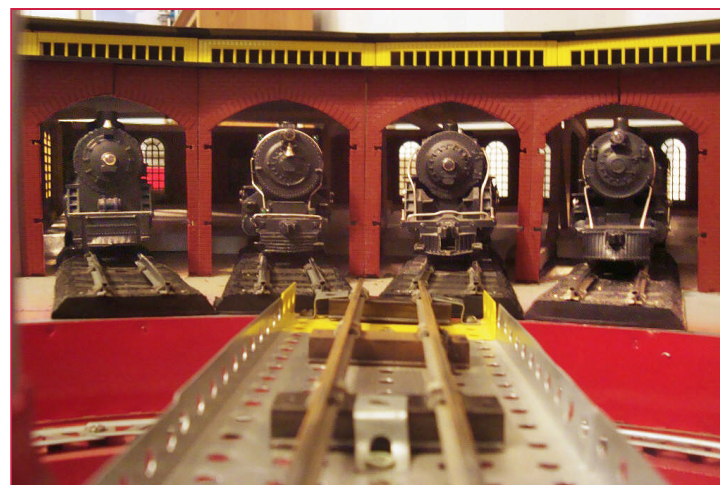
My overall goal is to make the layout as much as possible like they described in the old American Flyer operating manuals. The layout is wired to be completely run by "remote control" using four automatic uncouplers, four switches, and all of the buttons located next to the transformer. Anyone who's ever run post war Flyer knows it never works that way in reality, but the idea is there. I've called the layout the Mohrlang Engine Service Facility in honor of my Uncle and long time American Flyer collector, Ray Mohrlang. In addition to this seafoam green layout board that was originally his in the 1950's, he has provided me with much inspiration over the years and contributed greatly to my love of S Scale trains.

I hope my efforts on this layout can provide some inspiration to other S Gaugers out there. 



Above and above right: Pacific, KS, Hudson and Atlantic steamers and a Baldwin diesel at the roundhouse.

Below: American Flyer crane #944 and boom car.



Richard Trotter served 21 years as an Air Force aviator in the Air Force Reserve and Air National Guard. He now works for the U.S. Forest Service in Saguache, Colorado. Richard received an American Flyer train for his first Christmas and has been hooked on S-scale and trains in general ever since. His interests include S Hi-Rail, S Narrow Gauge, and dabbling in HO operations on local club layouts. He is building his first permanent layout, a 4'x6' American Flyer Hi-Rail layout on a board that originally belonged to his Uncle in the 1950's. 



PROTOTYPE MODELING

By Jeff Madden, Editor Emeritus

Should we all be modeling the prototype railroads? Yes I say, that's what model railroading is supposed to be. The question is — to what extent?

The extent of prototype realism you want to commit yourself to, of course, can be done on a gradual basis and to whatever degree you desire, but it's still a goal that should be followed.

These are some of the stages, or levels, of prototype modeling that you may want to follow depending on the detail and authenticity desired and your commitment to modeling.

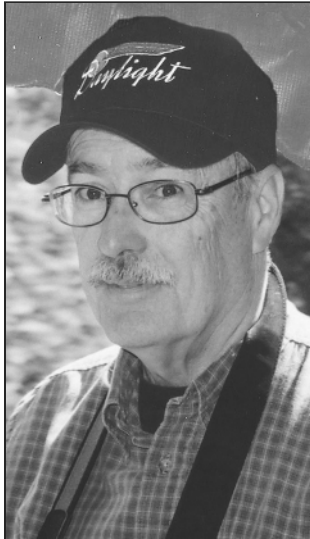
1. The Basic: Realistic looking locos and rolling stock with appropriate era paint schemes seems to be the starting point for all of us. Here's where you want to have the locomotives, freight cars and passenger cars match up with the "real" railroad modeled and be appropriate to the time frame you choose. What I mean is to at least have your passenger locos lettered so they match the cars, and for the type of freight cars to match the era of the locomotives. A no-no here for example: a NYC Hudson pulling Santa Fe passenger cars or an ES44 modern freight diesel pulling SHS or MTH wooden billboard reefers. The better looking layouts will have appropriate era trains running, and, yes, viewers do notice these things!



Prior to 1960 all Mailboxes were painted Olive Green.

Do you know, for example, that highway center striping prior to 1960 was white, not yellow? Do you know when mailboxes were repainted red, white and blue? And what about freelancing including American Flyer lettered equipment? Well, using your own made up railroad name (including American Flyer lettering) can also be tied into prototype modeling by having uniform paint and lettering schemes on rolling stock and railroad structures, having reasonable matching geographic scenery, and having an interchange area to a "real" railroad to add authenticity. The key here is to "blend" freelance and prototype in a believable way.

2. Step up: Now as the desire for realism goes up, you can add to stage 1 by having your layout structures reflect the era modeled. Appropriate to an era, and uniformly painted railroad structures really set the tone for viewers of your layout. By this I mean painting all stations and lineside railroad structures in the same scheme — buff and brown, red and gray, etc. Are you modeling the 1950s, 1960s, current times? Here is also where you should keep your scenery details in order — vehicles, signage, correct era non-railroad structures, highway striping, etc.



3. Adding Detail: The third stage is to step up to adding detail to things you already have on your layout. Now's the time to fiddle around with things like weathering locos and rolling stock, adding underbody details to rolling stock, modeling passenger car interiors. Here's where you might add sound, switch to more realistic couplers, replace toyish structures with more realistic ones, add details to scenery, etc.

4. Track details: Now you can get down to detailing track and turnouts. At a minimum you can ballast the track. Note: if using ready track with roadbed, you can always add a thin layer of loose model ballast with some adhesive to make it even better looking than the pre-molded ballast. Steps 2, 3 and 4 can be interchangeable according to your desires.

Working toward more detailing, more prototype realism and truly fine scale is a matter of degrees — it's what level you desire! Prototype modeling can be a goal, and it can be gradual. As modelers we all plan ahead. We might not reach our ultimate goals, but remember, — "It's the Journey, not necessarily the end."

5. Stage 5 — Operation: Operation on your model railroad is an area of prototype modeling I haven't touched on yet. I've operated on layouts that had minimal scenery and cardboard boxes for rail-served industries that were operated in a realistic prototypical fashion. Often these were complete with a dispatcher who communicated to the train engineers by radio headset. Those were mostly HO, but I've also operated on less complex layouts where just a train or two was run, and communication was by voice only without a central dispatcher. Of course, the atmosphere of any layout would be improved with completed scenery, detailed structures, ballasted track, working signals, etc. But once involved in operating trains, regardless of layout completeness and rolling stock detail, the operation of the trains themselves was the prototypical thing that mattered. My imagination and yours too, probably just blocks out the unfinished layout portion. This stage can also be fitted in among the others as you desire. Don't be afraid to adopt and change as the years go by — that's the idea!

Examples: Bill Lane, a total Pennsy modeler, is now moving his interests to include the Pennsylvania and Reading Seashore Lines in New Jersey. The late Frank Titman was moving his freelance Spiral Hill railroad to reflect more of the Reading prototype. Brooks Stover gravitated from a strictly American Flyer layout based modeling the Buffalo Creek & Gauley shortline to a very realistic depiction of this line following most of the steps I indicated earlier.

This is where I am: my freelance Elk & Gauley coal and timber branchline hooks into a B&O secondary line that once existed in central West Virginia. Thus, I can find enough B&O transition era locomotives and rolling stock in S to simulate the B&O portion and use other available locomotives that can be lettered for freelance locomotives that weren't B&O prototype. For example, these would be an RS-3, a center headlight SHS 2-8-0, a converted On30 Climax, etc.

Remember, we're all prototype modelers to one degree or another.

Keep Reading ➔

What about AF tinplaters and hi-railers?

Were the previous comments not inclusive of you? Well, even if AF builders and operators are at an early level of prototype modeling, remember that almost all original and newer American Flyer locomotives and rolling stock follow basic prototype dimensions and the track is TWO RAIL! Gee, that's why AF followers picked S over 3-rail in the first place!

Then there are those who consider themselves hi-railers, and not strictly traditional AF modelers. These folks have taken another step. They're adding more detailed non-AF locos and rolling stock to their rosters. They're gravitating to more realistic track. You can't get new tinplate AF track, but GarGraves has tinplate track in four different straight sizes and S-42 curves in four different sizes, plus LH and RH S-42 switches. The other choices are American Models, AF FasTrack, and MTH, all of which have realistic tie spacing and solid T rails. Some hi-railers are even abandoning the oversize AF style *claw* couplers for Kadees. Many hi-rail layouts we see in person or in magazines feature almost scale-like scenery and structures. Again, it's the level you desire? Brooks Stover's layout would be the ultimate in hi-rail, whereas Tom Robinson's would be more of a compromise. Both are fantastic S layouts.

In my own early model train career, when I was 7 to 12 years old, I recall that I always admired the more realistic looking sets in the AF 2-rail and Lionel 3-rail catalogs. A black steam engine, green or red heavyweight passenger cars attracted my attention much more than the less realistic sets. I disdained diesels painted in non-prototype schemes such as on the AF Comet and Silver Flash sets. Although today I can see someone adopting these non-prototype schemes to a freelance based model railroad. As well, I have to fess up that I am a proto-freelance modeler myself as I model in scale some B&O lines and a freelance branchline.

S Locomotives for Prototype Modelers:

We'll take non-brass diesels first with a general comment. Among the major S locomotive manufacturers current diesel choices from the transition era to modern times are covered pretty well. Both scalers and hi-railers have a good choice of makes and paint schemes in ready-to-run. **Smoky Mountain Modelworks** and **Des Plaines Hobbies** are offering some kits as well. But current non-brass steam offerings are a bit more problematic. Actual prototype offerings include the streamlined PRR K4 and the streamlined NYC Hudson from **American Models**. Both come in scale or hi-rail. The **SHS** B&O 2-8-0 can still be found and should be re-introduced by **MTH**. AM offers the Santa Fe 4-8-4 in scale or hi-rail. N&W fans can get the 2-8-8-2, but only in hi-rail. For Union Pacific fans there is the **Lionel American Flyer** 4-6-6-4 Challenger and the 4-8-4 Northern. They come only in hi-rail, and the 4-8-4 is old style, but not bad. Lionel AF just introduced the NKP Berkshire (a more detailed Polar Express loco). Again, it is only available in hi-rail. I think The Lionel AF USRA 2-8-2 and 4-6-2 are still available, and they can be used for a great variety of prototype railroads. The AM 4-6-2 is a bit generic but can be easily detailed for many roads that used a heavy Pacific. Those not too particular can get many of the above steam locos lettered for other railroads. As far as steam offerings go you can easily see that prototype choices are wide open for the manufacturers: N&W J, SP 4-8-4 Daylight, PRR 0-6-0, B&O or USRA 0-8-0, PRR K4 unstreamlined, PRR L1 2-8-2, NYC unstreamlined Hudson, any SP locomotive (like the old SouthWind brass ones), Southern 2-8-2 (4501), various logging locos, and maybe a Canadian steamer might be a good choice. 



Above: A River Raisin 0-6-0 is running on the B&O portion of Jeff's proto-freelance S scale layout. The freelance Elk & Gauley branchline runs upgrade on another level to reach coal and lumber industries.



Above: American Models produces this 4-6-2 Pacific in fifteen different road names.

Below: Lionel American Flyer offers this Berkshire 2-8-4 in five different road names: Chesapeake & Ohio, Nickel Plate Road, Pere Marquette, Southern and Erie. It is a more detailed version of the Polar Express locomotive. It can be purchased from Lionel or Scenery Unlimited.



Above: The largest 4-8-4 Northern ever built, Santa Fe's war time Baldwin 2900 from American Models is 23 inches long.

Below: EMD F-3 diesel A-B set manufactured by MTH is available in six different road names





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INSTALLING DCC SOUND

Installing a DCC Sound Decoder in a Rex Suburban By Steven Monson, Pines and Prairies S Gaugers

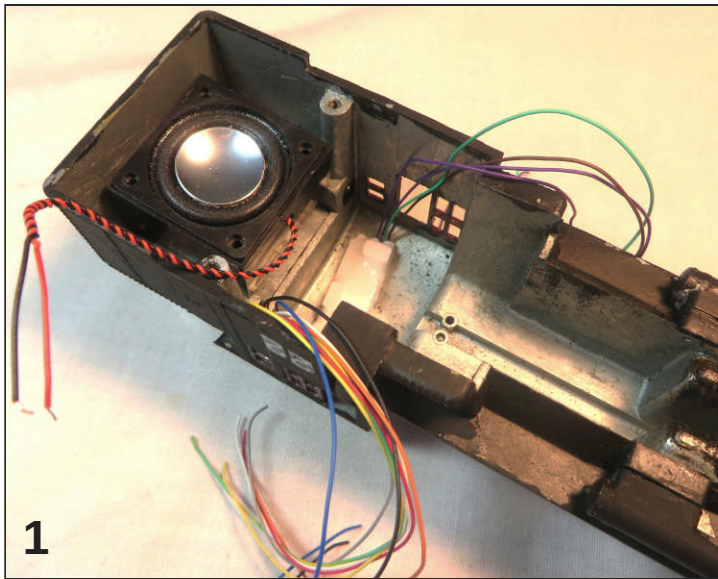
A two-hour project for less than \$80

No cutting, no drilling, no mess, no fuss

I have six Rex locomotives that I always have liked. Now with DCC and sound they are better than ever. I first put a sound decoder in a Mogul where there was plenty of room in the tender. The Suburban looked like it would be harder, but when I got it apart I found that there was plenty of room. Once I had the speaker and decoder from eBay, the whole project took less than two hours. The Soundtraxx Econami DCC decoder with sound is incredible. I mounted it under the roof of the cab and placed a RailMaster Hobbies speaker next to it in the coalbunker. They work great together. With the speaker close to the open cab windows the sound is loud and clear.

Begin by removing the boiler from the frame. There are five screws: two under the cab, one holding the front truck, and two under the truck holding the boiler to the frame.

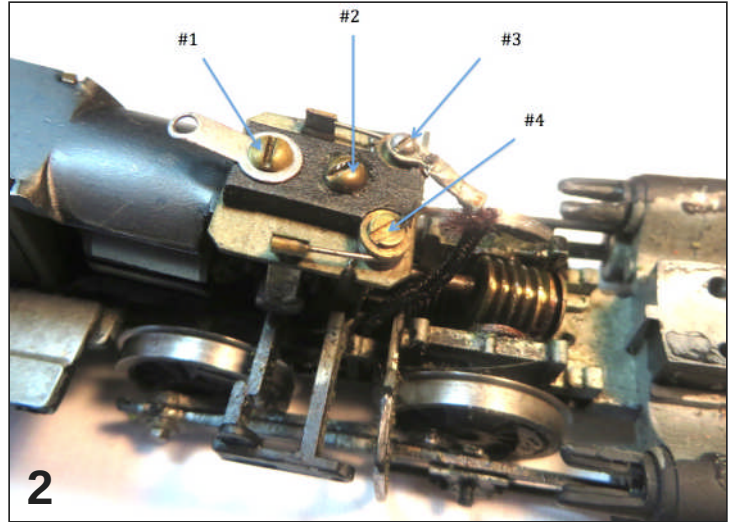
Place the decoder in the roof of the cab as shown in [photo number 1](#), below. It is small enough so that it will not show through the cab windows. Use just a small dab of *Household Goop* to glue it in place.



Glue the speaker in place with just a dab of Goop. When the locomotive is assembled it will be facing down. Center the speaker from side to side. The small capacitor that comes with the Econami will fit nicely between the speaker and the side cab wall. Don't glue it in place until the wires are soldered.

I assume that the reader is familiar with DCC. This article is not meant to be a DCC primer. **It is very important when installing decoders that the motor must not be connected to the frame or to any power pick-ups.** [Photo 2](#), above right, shows the four screws that are on top of the Pittman DC71A motor. I have numbered them 1 through 4.

Begin by moving the lug from screw #2 to screw #1 as shown in the photo. This will be the connection to the frame, and therefore the connection to the right side driver pick-ups.



Next remove the lug on screw #3 and cut it off the wire, leaving the wire as long as possible. Strip and tin the end of the wire. If the wire is old and tarnished it will take a little effort to get solder to flow into it. This wire is the connection to the left side driver pick-up.

Now solder the wires. I shortened the wires coming out of the Econami somewhat, but they are easier to work with if you leave some length to them. They can be tucked away later so that they don't show through the cab windows.

I had not added lights to the old Rex loco so I did not use four of the wires — green, brown, white and yellow. I left them long enough so that I could hook them up later, but covered the ends with shrink tube for now (or you can use electrical tape). The Econami instructions show how to hook them up to forward and reverse LEDs if desired.

Solder the wires as shown in [photo 3](#), to the right.

- 1) The two purple wires go to the speaker.
- 2) The orange and gray wires go to the motor brushes. They can be soldered directly to the top of the brushes — orange on the right side, gray on the left.
- 3) The black and red wires are the power pickup. In the photo you can see that I have slipped a piece of shrink tube over the solder joint of the black wire and the left side pick-up wire (the black tube just above the worm gear), but it hasn't been shrunk down yet.
- 4) The blue and green/yellow wires go to the capacitor. Polarity is important here. The capacitor will be marked someplace. Mine had some minus signs along one side. The green/yellow wire goes to the minus terminal.

Attach the capacitor next to the speaker with a little glue. When dry, carefully place the boiler/cab assembly on the frame taking care not to pinch any wires. If necessary, tie them down or use a little glue to keep them from showing through the windows. Replace the five screws.

The Econami has many features including a choice of 16 whistles. Program the whistle, bell, braking, momentum, throttle, etc. as you would any DCC locomotive. It comes with basic set up instructions, but valuable additional information can be found on the Soundtraxx website.



Go to: www.Soundtraxx.com and click on **Manuals** and then the various Econami Steam reference manuals.

I am very pleased with the operation and sound of my Suburban. I love how it sounds like it is working harder when accelerating, and the sound of rushing water and the clank of the water hatch door closing at the water stops. The cost for great sound with DCC is lower than it has ever been. I will definitely add a DCC sound decoder to all of my Rex locos. 

Materials

DCC Sound Decoder: Soundtraxx Econami Steam ECO 100 1amp. eBay listed 8 for about \$64 each including shipping when this was written.

Speaker

RailMaster Hobbies DHB28-Box with enclosure \$12.95

Tacky glue such as Household Goop

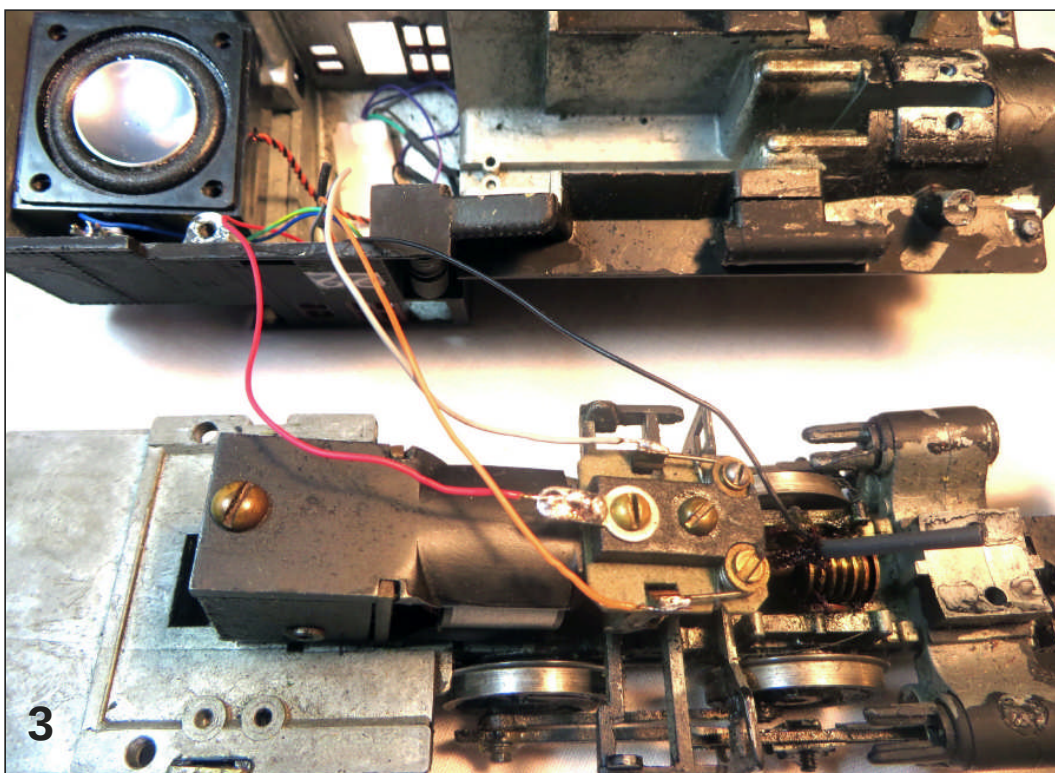
Small shrink tube or electrical tape

Above: One of Steve's Rex Suburban locomotives crosses a trestle on his S scale layout. All the photography for this article was done by Steve.

Steve Monson got an American Flyer train set when he was 5-years old. He manufactured five work cars and an auto rack under the name of *Sunshine Models* in the 1970s. He was an S scaler until age 45, then did garden railroading for 20 years. Now at 66 he is back building a new S scale layout.

Steve has spent his entire adult life working on NASA projects at the University of Minnesota. Steve is also a member of the **Pines and Prairies S Gaugers**.

Right: Steve and Annette, his wife of 45 years, ride their local dinner train.



Editor's Note: Rex electric trains is not an every-day name that you hear in model railroading circles, so I snagged this information from the NASG web site for those who are not familiar with it. (Including me.)

REX Engineering was started by Bert Carpenter of Birmingham, Michigan in the mid-1950s. When he died, the business was sold to John Sudimak and Howard Phillips of Akron, Ohio, and operated as S&P Distributors. Their earliest catalog was dated 1968. When that broke up in the late 1980s, it was continued by Sudimak in Northfield, Ohio, and renamed **Rex S Gauge Models**. Upon his death, his son Jack took over the business and moved it to Medina, Ohio. Jack ran it for many years before selling it to Terry Putt of Putt Trains. In 2014 Terry indicated that he might revive the line after his retirement, but for now it is dormant.

NEWS FROM THE NORTH

By Jim Martin, S Scale Workshop

New Paint: Rapido Trains of Canada has now jumped into the paint wars with a line of 47 specific colours for Canadian railroads. They are acrylics, which fans of **Scalecoat** may not like. But with Scalecoat now hard to get up here, the sheer variety of Rapido colors could make it worth learning new air-brush skills. The Rapido folks tell me it should be on store shelves by the time you read this.



Disappearing Horizons: An important Canadian company has closed down. Citing “*circumstances complicated by medical issues*,” Les and Janet Mavor, founders of **BPH Enterprises** have closed their popular line of **SceniKing** backdrops. We wish these nice folks well and hope someone comes along to resurrect the business. Being a digital print product, it should be fairly easy to bring back to life.



Above: A scene from the Ridgehill Central, circa 2004.

Photo by Pete Moffett

S Scale Workshop Anniversary: The S Scale workshop is celebrating its 20th anniversary this year. In March 1995, five of us displayed for the first time as the **Southern Ontario S Scale Workshop**. We built an 11-by-20 foot sectional layout that we took around to shows. It looked and ran OK but was a bear to store and set up . . . especially for so few of us. The next step, marking its 10th anniversary this past March, was to take on some additional members, shorten our name, and rebuild using the **Free Mo** format. We have never regretted switching to Free Mo. It is hugely flexible. In fact on the first weekend in March we did what was a first for us . . . attending shows in two separate locations at the same time. Two of our members presented a Workshop setup in Cobourg, Ontario, while the rest of us displayed at Copetown, Ontario. It has been a fun and enjoyable 20 years but mysteriously, the modules are starting to feel heavier. A more complete write up about this special anniversary weekend, along with some very cool film by Trevor Marshall is on our blog, sscaleworkshop.blogspot.ca Also at Copetown, I overheard chatter about some possible new resin kits. It's too early and too tenuous yet, but stay tuned.

Speaking of which: We Canadian S scalers are luckier in some ways than our friends to the south. We had far fewer railroads up here to dilute our wants, so we have a better chance of being able to use anything Canadian that is manufactured. **Andy Malette** was curious to see just how much Canadian stuff has been done in S Scale, so he has put together a spreadsheet listing manufacturers of Canadian equipment in S scale. It shows that some talented and motivated modelers up here and elsewhere have really made a difference in what is possible. As near as he can determine, the first Canadian S scale stuff was produced by **Paul Raham** in the mid-1960s. It was a 36-foot truss rod box by Canadian Railway Models. Andy's findings can now be seen on the NASG website.



Above: The Workshop at the Cobourg show. Left to Right: members Paul Raham and John Johnston with help from Daniel McConnachie.

Photo by John Johnston

Below: The Workshop at the Copetown Show. Left to right: Andy Malette, David Clubine, Brian Nicholson, Simon Parent, and far right Fredrick Adlhoeh. Claude Demers, in the red hat, flew in from the US to help.

Photo by Jim Martin



So Long Doug and Tom: In addition to the sad passing of **Sam Powell** and **Jim Lyle**, we have lost a couple of fine modelers Up North. **Doug Rochefort**, former S-scaler and the proprietor of **Doug's Trains** in London, Ontario for more than 30 years, passed away a few months back. At one time he had an exquisite little S scale layout, an around-the-walls setup, in a tiny spare bedroom, possibly no larger than 8-feet square.

Continued on page 27

ALTO MODEL TRAIN MUSEUM

By Mary Haley of the Altoona Mirror, Mirror Moms

Editor's Note: This story first appeared in the November/December/January 2015-16 edition of the Mirror Moms magazine section of the Altoona Pennsylvania Mirror. It is reprinted here with their permission.

Trains and kids seem to go together, especially at Christmas, just like the city of Altoona is synonymous with railroads. Most kids of all ages appear drawn to trains, from watching model railroads circle around a Christmas tree, to gazing at big engines running on tracks pulling a line of cars behind them.

Area model railroad fans have a variety of theories explaining the attraction. "I think in the older guys, it's their childhood they're reliving," said Ruth Miller of Duncansville, who along with her husband, Gregg, has been involved with the local Alto Model Train Museum Association for several years.

Ruth recalled how in years past, a train under the Christmas tree was as much a part of the holiday decorations as the tinsel and lights. Everybody had a train," she said. "At Christmastime you'd go from one house to another to see everyone's train."

As for what draws younger kids to the trains, Ruth thinks it's that the cars are mobile. "Little kids are fascinated by anything that moves," she said. "They like anything with wheels."

The club that the Millers belong to is based at the Antique Depot in Duncansville, where the group operates a model railroad museum.

The club has two fundraisers — train shows in March and October that help defray costs. Its biggest effort comes in December when fans from all across the region get to see a huge layout at Lakemont Park's "Holiday Lights on the Lake" that features an indoor model train display.



The club, one of two model railroad clubs in the area, began in 2000 setting up the display and this year is revamping the layout based on the movie "Polar Express" theme. The holiday display attracts 30,000 visitors annually, Gregg said.

On most Thursdays, you'll find several club members at the museum working on the displays, cleaning the track, oiling the components and sometimes switching out the cars.

When they first set up the layouts, the job required months of intensive work, such as intricate wiring by skilled members such as John Curfman of Duncansville and Gene Godfrey of Cresson. Now they continue to oversee the layouts to ensure that the various displays remain intact and running smoothly.

"Since most of the stuff is already built, it's really just a matter of maintenance," said club President Ron Kennedy of Hollidaysburg.

Most members have a certain layout that they really like to work on, said Dennis Haire of Hollidaysburg, who is the club secretary. Haire also said he thinks a lot of the computerization of the model railroad components has attracted some of the young people to the hobby because they're into electronics. However, he said it's also made the hobby more expensive.



Above, L-R: Alto Model Train Museum Association Members Gene Godfrey, Jim Shade, Gregg Miller and Ron Kennedy.

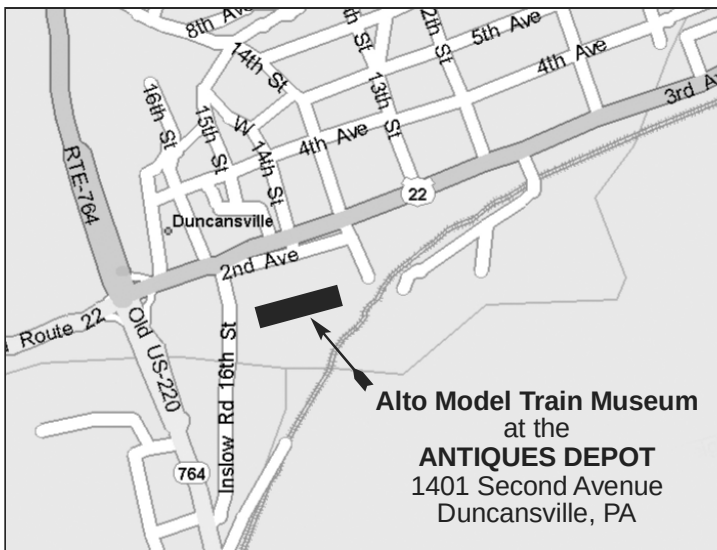
Photo by J.D. Cavrich

The men agreed with Ruth that they grew up having a train around their Christmas trees and said that's usually how most kids get interested in the hobby. Gregg said usually an average of 30 to 40 young people, both boys and girls, come through the museum on the weekends to see the various layouts. They're not allowed to touch the displays, but there is a children's corner where they can play with the toy trains and track to their heart's content.

"The kids we get in here, a lot of them come in with their fathers, and they've gotten interested in trains because their dads had trains," said Jim Shade of Lakemont.

Kennedy said that he thinks the hobby usually holds the younger kids' attention. Lots of little kids in the past several years have been first attracted by the fictional character of "Thomas the Tank Engine," the men said. But then as the children get older, they are lured away by other interests like video games, electronic gadgets like iPads or maybe sports, Kennedy said. "It seems like we can keep them interested until they're 7, 8 or 9 and then we lose them to something else."

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ALTO MODEL TRAIN MU

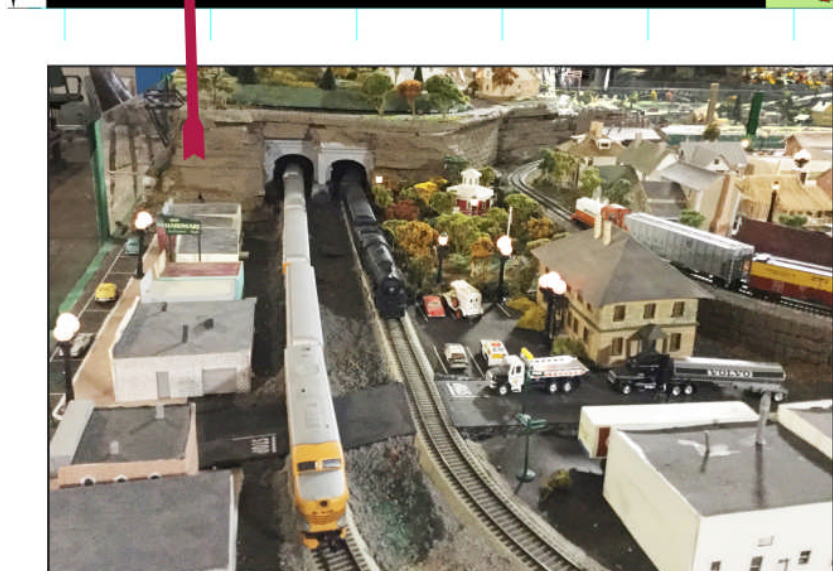
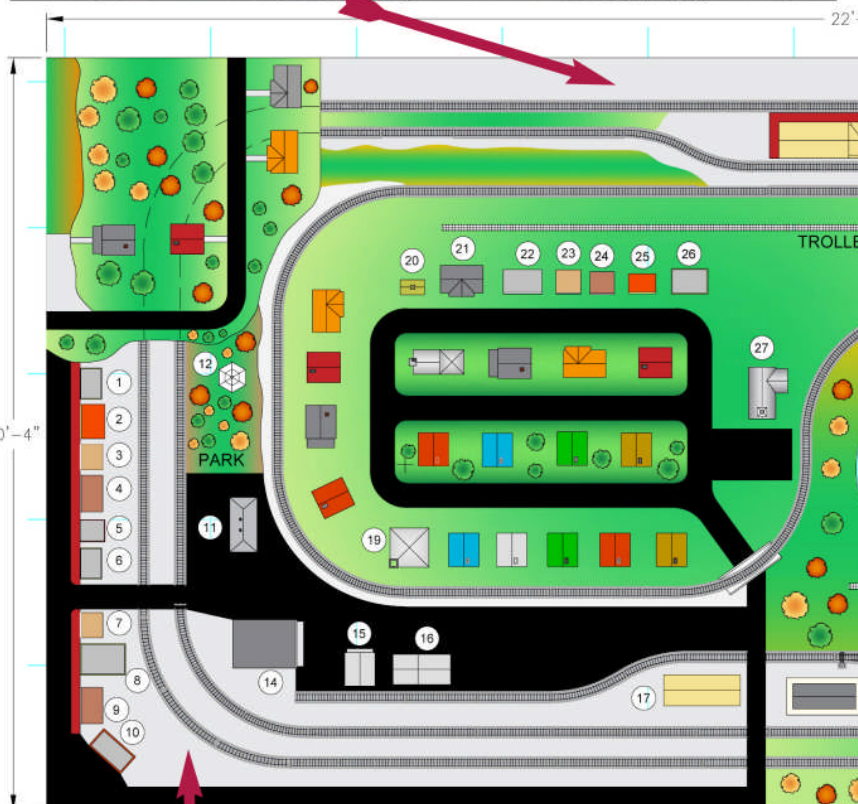
The Alto Model Train Museum Association

(AMTMA) was created as a spinoff from the Altoona Area Train Collectors Club which was begun about 1972, by a group who wanted to create a museum to advance the hobby of model railroading.

The AMTMA currently holds an open house every Saturday and Sunday from 9am until 4pm. They operate two swap meets each year, in March and October. They sponsor one or two bus trips including at least one to another swap meet. They also have a large layout at a local amusement park as part of their Holiday Lights on the Lake, beginning the Friday before Thanksgiving and ending the Sunday after New Year's day.

Their current layout was built by both S and O gaugers in a joint effort. The work was done by Henry Streilein, Gene Godfrey, Jim Shade, Bob Pope, the late Hap McGunigal, John Curfman, Gregg Miller, Dick Mitchell and Chris Heil.

Reported by Gregg Miller



Mirror Moms — continued from page 15

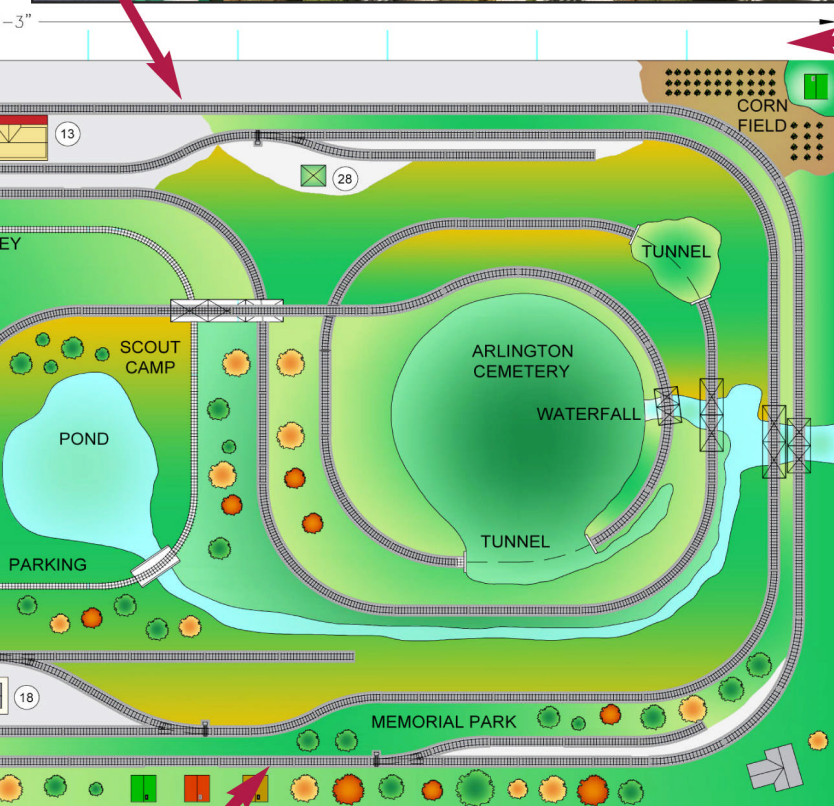
Other model train enthusiasts had their theories, too. There's the expense, as mentioned by other club members. Dick Mitchell of Riggles Gap, a past club president who is also a former owner of a local train store, said new engines can cost \$300 or more, depending on the size. Every collector usually has their own favorite size, ranging from the very small cars to the large ones, the men said. "It can be a very expensive hobby," said Mitchell.

Zane Feathers, who also used to own the same store as Mitchell, said he thinks the number of kids interested in the hobby is declining. He points to several factors including the expense and what he sees as the breakdown of traditional family routines. "I think we've gotten away from family life, when people would spend time together with their kids on the weekends," he said. "Families have gotten away from making time to be together and parents doing things with their kids." Although parents and grandparents are still buying train sets for their children at Christmas time, the higher cost has definitely proved a deciding factor in how much they buy, said one local store representative.

Karl Scherden, a buyer at Unkel Joe's Woodshed in Altoona where model train enthusiasts have shopped for several years, said the cost of plastics has driven up prices in recent years. "While adult collectors prize metal cars, younger fans usually go for the plastic ones because they are cheaper and more prevalent in the marketplace," Scherden said. "Unkel Joe's only has one or two metal cars. Much of the store's stock is plastic but with the cost of plastic rising, the cars and components are making the hobby more expensive," he said. As the club members said, "manufacturers have computerized the cars and layouts so that also adds to the cost. So that probably limits the audience somewhat," Scherden said.

Still, as long as there are kids and Christmas, there will no doubt be train sets sold, he said. "We probably see 80 percent of our sales of train sets at Christmas. Trains and kids seem to go together, especially at Christmas." 🚂

SEUM S GAUGE LAYOUT



LEGEND

- 1-HENRY'S JEWELRY
- 2-AL'S WELDING
- 3-GREGORY MILLER'S
ELECTRIC WELDING
- 4-HARDWARE
- 5-MODEL SHOP
- 6-J&A GENERAL STORE
- 7-BANK
- 8-SEMLESS JEWELRY
- 9-CLOTHING STORE
- 10-GAS STATION
- 11-CITY HALL
- 12-GAZEBO
- 13-TRAIN STATION
- 14-HERITAGE MERCANTILE
- 15-THOMPSON SALVAGE
- 16-FREIGHT HOUSE

Drawing by Joe Kimber

Photos by Wayne Loose

- 17-McGUNIGAL'S FREIGHT HOUSE
 - 18-FREIGHT STATION
 - 19-FIRE HOUSE
 - 20-PAUL & LEE'S PRODUCE
 - 21-GAS, FOOD, and POST OFFICE
 - 22-MARGE'S DOLLAR BARGAIN
 - 23-GROCERIES
 - 24-FURNITURE STORE
 - 25-FEED STORE
 - 26-RUBY FRUIT COMPANY
 - 27-BETHEL FULL GOSPEL CHURCH
 - 28-SWITCH TOWER
- Un-numbered buildings are houses.

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FOR SALE: Part of my Gilbert American Flyer S gauge collection. Freight cars, steam and diesel locomotives. Send SASE or e-mail for list: info@heimburgerhouse.com; Don Heimburger, 7236 West Madison Street, Forest Park, Illinois 60130; phone (708) 366-7763.

FOR SALE: Two passenger trains with scale wheels. #1 five-car SouthWind brass Southern Pacific mail trains of short Hariman cars. Includes 1 coach, 1 RPO/baggage and 3 baggage/express/mail storage cars, 3 factory-painted two-tone gray and 2 painted Pullman green. \$1,375 when new, now \$1,200 plus \$25 postage. #2, seven-car American Models Union Pacific Budd streamliner consisting of RPO, diner, lounge observation and 4 coaches, each with a different number. \$624.80 is the current AM retail price when available. Asking \$500 plus \$20 postage. Neither train includes motive tower. Gil Hulin, 1133 Olive Street, Apt. 619, Eugene, OR 97401-3504.

WANTED: Quality Craft S wood caboose, kit or built-up. If you have one to sell call 717-497-5606 or wachtman@verizon.net

AF COLLECTION FOR SALE: Over 100 pieces including 11 engines. Original AF plus contemporary Lionel and American Models. Contact Richard Hai for digital equipment lists and details. randrhai@comcast.net or 610-659-3802.

WANTED TO BUY: American Models Baldwin S-12 Chicago & Northwestern locomotive. Any condition. Call Jim Wright at 218-780-4691 or e-mail Cadislal@cpinternet.com

FOR SALE: Brass GP-30 phase II by Greenbrier. PRR low hood version with Trainphone antennas. Includes factory gearing upgrade. New in box \$750+shipping. NYC Baywindow Caboose by River Raisin. Factory painted Jade Green. New in the box \$199+shipping. 70-ton die-cast roller bearing trucks. Made by Lionel-AF. Scale wheels \$20 pair+postage. Have 3 pair. waschtman@verizon.net or call 717-497-5606.

FOR SALE: Large collection of 3-rail O-gauge stuff. Lionel, MTH, Williams, Weaver locomotives and rolling stock. Never used Atlas track, miles of used Lionel track and switches, unique Marx track and switches. Send an SASE to Bill Pyper, PO Box 885, Salem, OR 97308-0885 for a hard copy or e-mail to rrbill10@comcast.net for a pdf.

WANTED: 1/64th truck models. ERTL promo labels for grocery, hardware, gasoline tankers, Hartoy, LLEDO gas trucks, Road Champs, Ralstoy, Winross. All new or used. D. Griebel, PO Box 6602, Sherwood, AR 72124. Phone 501-541-4508.

FOR SALE: Brass GP-30 phase II by Greenbrier. PRR low hood version with Trainphone antennas. Includes factory gearing upgrade. New in box \$750+shipping. NYC Baywindow Caboose by River Raisin. Factory painted Jade Green. New in the box \$199+shipping. 70-ton die-cast roller bearing trucks. Made by Lionel-AF. Scale wheels \$20 pair+postage. Have 3 pair. waschtman@verizon.net or call 717-497-5606.

WANTED TO BUY: Twelve pieces of 6-49827 Flyoniel 54-inch radius track. Contact bob.bubba943@gmail.com

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MONSANTO CHEMICAL TANK CAR



We have extra run cars from the **Fall S Fest 2015**. The car is the Monsanto Chemical Tank Car produced by Lionel as AF 6-41025. It is available only as Hi-Rail. The car may be obtained from the AFSGLA for **\$95.00**, which includes all shipping and handling costs.

Make your check payable to **AFSGLA** and send to: MOE BERK, 39 GRAELER DR., ST. LOUIS, MO 63146-4938

CALENDAR OF EVENTS

This column is for the listing of model railroad events, with emphasis given to S-gauge or S-scale.

If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to dispatch@nasg.org as soon as possible so that we are able to print it in a timely manner.

May 12-14, 2016 — Strongsville, Ohio

SPRING S SPREE at the Holiday Inn, Rt. 82 and Rt. 71. presented by the **CUYAHOGA VALLEY S GAUGERS** Go to www.cvsga.com for more information.

May 21, 2016 — Monrovia, California

S FEST WEST Presented by the **SOUTHERN CALIFORNIA S GAUGERS** at the Monrovia Community Center, 119 West Palm Avenue. Go to www.socalsgauge.org/s-fest-west/ for information.

June 4, 2016 — Manassas, Virginia

WASHINGTON & OLD DOMINION S GAUGE CLUB will display and run their layout at the **MANASSAS HERITAGE RAILWAY FESTIVAL** 9201 Center St., Old Town Manassas.

June 12, 2016 — Wheaton, Illinois

The **GREAT MIDWEST TRAIN SHOW** at the Dupage County Fairgrounds, 2015 Manchester Road. **CHICAGOLAND ASSOCIATION OF S GAUGERS** will display and operate their layout.

June 17-18, 2016 — Emmett, Idaho

ROCKY MOUNTAIN HI-RAILERS will display and run their Lookout Junction layout at the **Emmett Cherry Festival**

June 25-26, 2016 — Crockett, California

CROCKETT RAILROAD DAYS joint show with the **CARQUINEZ TOY TRAIN OPERATING MUSEUM** and the **CARQUINEZ MODEL RAILROAD SOCIETY**, 645 Loring Ave. (Across from C&H Sugar) Info at www.cmrstrainclub.org

July 9-10, 2016 — Timonium, Maryland

The **BALTIMORE AREA AMERICAN FLYER CLUB** will display their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds, 2200 York Road.

NASG INFORMATION BOOTH

The NASG Board of Trustees has approved the **National and Large Regional Shows Program** as part of an overall effort to promote S model railroading to current model railroaders and the general public.

VOLUNTEERS WANTED

The **NASG Promotions Committee**, National Show Coordinator, will use the information on the **NASG Booth Sign Up Sheet** to contact NASG members who are interested in helping staff the NASG Information Booth. At this time, the primary shows are **The World's Greatest Hobby on Tour** and the **NMRA National Train Show**. If you are interested, please use the NASG Booth Staff Sign Up Sheet to indicate which shows you can work. The sheet is available at www.nasg.org/events/index.htm#booths

SCHEDULE OF SHOWS

July 8-10, 2016 — Indianapolis, Indiana
National Train Show
Indiana Convention Center and Lucas Oil Stadium

July 10, 2016 — Hudson, Massachusetts

O AND S SCALE TRAIN SHOW presented by the Metrowest Model Railroading Society at the Hudson Elk's Hall, 99 Park Street. Information at www.trainweb.org/metrowest

August 6-7, 2016 — Timonium, Maryland

The **BALTIMORE AREA AMERICAN FLYER CLUB** will display their modular layout at the **GREENBERG'S TRAIN & TOY SHOW** at the Maryland State Fairgrounds.

August 10-14, 2016 — Novi (Detroit area), Michigan

NASG ANNUAL CONVENTION at the Sheraton Novi Hotel, 21111 Haggerty Road, Novi, Michigan. Hosted by the **SOUTHEASTERN MICHIGAN S GAUGERS**. Information at www.smsgtrains.org/2016conv

September 7-10, 2016 — Augusta, Maine

36th NATIONAL NARROW GAUGE CONVENTION Augusta Civic Center. Clinics, modular and home layouts, prototype tours, vendors. Information at www.nngc2016.org

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

TRUTH OR DARE FOR FLYER IN 1946 by **Roger Carp** in the **March 2016** edition of **Classic Toy Trains** is an article on the early days of A. C. Gilbert's marketing of American Flyer trains. The author points out that some of the trains advertised in the 1946 American Flyer catalog were never produced.

The **March 2016 CTT** has a how-to article by **Joseph L. Mania** titled **FIRE UP THAT REDISCOVERED TOY TRAIN**. A good guide for the beginner narrating and illustrating how to resuscitate an old American Flyer or Lionel electric train.

BUILD AN ASHPIT, by **Stan Trzoniec**, is on page 26 of the **March 2016 CTT**. Although the author uses GarGraves 3-rail O-gauge track to illustrate the article, it could more easily be built with GarGraves S gauge hi-rail track or old AF tinplate.

QUALITY OVER QUANTITY is a six-page article by **Lou Stassi** in the **March 2016** issue of **Model Railroader**. With eight excellent photographs and a layout drawing, it describes **Pat Gerstle's** Sn3 Denver & Rio Grande Western layout.

How the Miami Valley S Gaugers adapted Z-Stuff Signals for Modular Use is an article in the **March/April 2016** issue of **S gaussian**. Written and photographed by NASG member **Tom Hartrum**, it is a must read for any S-gaugers involved in building and operating a modular layout.

S SCALE MODELING IN SOUTHEASTERN MICHIGAN by **Brooks Stover**, **MMR** and **Gaylord Gill**, starts on page 32 of the **April 2016** issue of the **NMRA Magazine**. Using six pages and seven of Brooks' exceptional photos, it tells the story of the **Southeastern Michigan S Gaugers** and includes a plug for the NASG Convention. 

S PRODUCTS

GILMAUR GE U23b/U30b, SW1500 and ALC0 S4

NASG member Colin Stewart has reported that Mike Calvert of Gilmaur in the UK was so pleased with the response of the S scale community to his U18B kit that he has developed some new S scale etched brass locomotive kits. These are the U23B/ U30B and SW1500.

Like the previously released U18B kit, these are all developments of Mike's successful kits from his O scale line.

The kits are all etched brass with castings and are designed to be powered using the **Stanton trucks** available from Jim King of **Smoky Mountain Model Works**. Jim recently confirmed his intention to offer **flexicoil sideframes** which is great news for those interested in the SW1500.



The pilot model of the U23B part way through construction. All of the models are test built before release, this is especially important where the original O scale design has been adapted for S scale. This test build locomotive was later completed and became the PC 2765 shown top right.

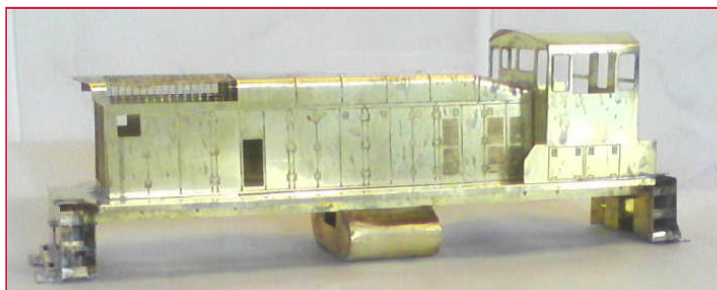
The kits come in a sturdy box, big enough to hold the completed model. All come with pre-formed etched brass hoods, so that any difficult bending is done. They have **tab and slot** construction which helps to locate parts and make construction easier. Kits can be assembled with solder or glue. The kits are body and chassis kits which build up into a dimensionally accurate model of the prototype. The builder can customize the model with detail parts from manufacturers like BTS or SSA.



Assembly of the cab for the U23B. This is part of the test model. The cab comes in three parts; roof and sides, front and back. The roof must be gently curved to match the profile of the cab. Then it needs to be tack soldered to check that the position is correct. Colin uses two pieces of wood to hold things in place while soldering; one to hold the cab-back down and another to push the roof onto the cab-back while the soldering takes place. Once everything is positioned where it needs to be, just solder up the rest of the cab and solder on the front, following the same technique.



The GE **U Boats** contain many common parts, which makes offering both the U23B and U30B relatively easy. When ordering, purchasers should specify which locomotive type they are modelling and the correct hood will be supplied. The U23B also comes with the choice of hood latch to match the prototype; again this should be specified when ordering.



Demonstration models recently debuted at the O scale Chicago March meet and **S Scale West** in April.

The U23B/U30B and SW1500 are available to reserve now. With the kits run in batches, the first shipments are due in summer 2016. Orders can be placed directly with Mike Calvert, mike.calvert@btinternet.com. Payment can be via **PayPal** or by check (US funds, drawn on a US bank). The cost excluding trucks is \$180 for the U23B/U30B and \$160 for the SW1500. Shipping is at cost, which is about \$20 for a single kit.

For anyone who has never built an etched brass kit, both Mike and Colin can provide advice and support. Colin has built all of the test models and knows his way around the kits.

Mike and Colin have also been discussing what to do next, the availability of the Stanton truck makes resizing Mike's other kits from O scale a lot easier. After much discussion we have settled on the Alco S4, work has started on the casting patterns and we hope to have a pilot model to display in late 2016. Early expressions of interest can be made to Colin Stewart at soo4513@btinternet.com 

NASG 2016 CONVENTION

August 10-14



in Novi, Michigan

By Dan Navarre and Gaylord Gill

Prepare for a great time this summer in southeast Michigan! The Southeastern Michigan S Gaugers are planning an action-packed convention for American Flyer Enthusiasts, Collectors, Hirailers, Scalers, Operators, and Modelers. Something for everyone will be here in Michigan. Our club will be hosting our fourth National Convention and, if the past is any indication, this one will be sure to please even the most picky convention attendee!



A Tuesday afternoon open house at Dave Held's outstanding Port Huron & Northern helps kick off our convention week.

Convention Hotel

Join us at the newly remodeled Sheraton Hotel for a wonderful time seeing all your S Gauge friends. Enjoy the relaxed setting of the hotel surrounded by more restaurants than you can dine at during the convention. The hotel location is central to the tours and home layouts. We have arranged for some special perks for conventioners staying at the Sheraton: Free internet will be provided to our guests, you will be eligible to sign up for our special Norfolk Southern Tour, and also be eligible for our free-night-stay raffle held at the banquet. We have also arranged for the special room rate to be available for three nights prior to the convention and three nights after. This will allow someone to stay for the Woodward Dream Cruise, which is the following week on historic Woodward Avenue.

The 9000 square foot ballroom will house our dealers and manufacturers, with 17 hours for browsing and shopping. We will have a special Grand Opening of the dealer room on Thursday at 7pm. There will be a cash bar and free after-dinner dessert finger foods. As of this writing, dealers attending include American Models, Des Plaines Hobbies, River Raisin Models, Pikesville Models, Port Line Hobbies, Michigan Models, and many more. If you are a dealer or an individual and want to sell some extra supplies or models, sign up now before the tables are gone! If the dealers don't have what you are looking for, we are planning a silent auction along with the always popular live auction following the banquet.

Other Onsite Activities

Throughout the week we will have many S hi-rail and scale portable layouts operating at the convention hotel. Layouts planned will include those of The S Scale Workshop, Mid-Michigan S Scalers, Cuyahoga Valley S Gauge Association

and West Michigan S Gaugers. We are also expecting small display layouts by Jerry Poniatowski and Charles Malinowski. There will be a lineup of great clinics across the four days of the convention.

Clinic topics being planned are 3-D printing, building passenger cars, importing brass models, collecting American Flyer, realistic water features, building structures and kits, soldering techniques and more.

A special feature will be our **Make-and-Take clinic**, provided by Ken Zieska of Pines & Prairies S Scale Workshop. As a special run created by Monster Modelworks for this convention, Ken will have for sale a limited number of kits for making a two-story brick structure flat. Attendees may purchase kits and then attend hands-on clinics which demonstrate techniques for assembling, detailing and finishing their models. Even better, a work table will be set up in the dealer hall for on-going construction, and Ken will be available for further assistance where needed. The goal is for a purchaser to take home a model well on its way to completion. Watch the convention website for more details about this project.

We have a slate of ladies' events planned. The wives of several committee members are planning **Made In Michigan** themed events. There will be a luncheon, bingo and bunco nights, and a special ladies-only ice cream social with live music. **The Frankenmuth Tour** on Friday is a ladies favorite for the unique shopping and chicken dinner experience.

What would an NASG National Convention be without a model contest (see page 27), raffles for great models, door prizes, two convention cars to purchase, and a banquet. The planning committee is arranging for wonderful entertainment at the banquet and will have a special raffle for free room nights at the hotel, which will be drawn at the banquet.



Brooks Stover and Dave Jasper switch cars at Gaylord Gill's Buffalo & Chautauqua. Gaylord will offer a full operating session.
Photo by Tom Lennon

Bus Tours

SMSG has planned exciting bus tours for Wednesday, Thursday and Friday of convention week. These are described in the **March-April Dispatch** and on the convention web site. Note that you must be a guest at the Sheraton to take the NS tour, and you must pre-register for security reasons.

Continued on the next page

There are some changes to the Friday layout tour. The layouts to be visited are now Dave Campbell, Bob Stelmach, Tom Dart (O scale) and Tom Hess. Tour descriptions may be found on the convention web site www.smsgtrains.org/2016conv

Home Layouts

The SMSG will receive visitors at seven fine S layouts, some featuring scale equipment, some S hi-rail and some that accommodate both. In addition to the Friday bus tour, certain layouts will be open for self-guided visits. This will include the popular open house format, allowing people to drop by any time within the posted schedule, perhaps with the opportunity to pick up a throttle and run a train. The first open house will be Tuesday, August 9th, when Dave Held will welcome everyone at his Port Huron & Northern layout. Our website and our registration desk will provide maps and directions to home layouts, as well as a bulletin board where attendees can post both the availability of and the need for carpooling.



Bill Bartlam's Surrey Valley Railroad offers the opportunity for Mini-Ops through Appalachia. Photo by Mark Charles

We are also offering a special feature at this convention: **operating sessions**. Whatever your prior experience with such sessions, we invite you to sign up for hands-on simulations of real railroading. If you're new to this facet of the hobby we will do our best to team you with someone experienced. No one should feel intimidated to give operations a try. [Here's how these will work](#). Unlike an open house, an operating session has a scheduled start time, and we ask that you pre-register for each session so the host knows how many operators to plan for. Once you sign up for a session it's important that you arrive at the host's home on time, as there will be a group orientation followed by specific crew assignments. Most of our operating sessions will be conducted in a format we call **Mini-Ops**. Each attendee will be given an assignment to accomplish a defined objective on the host's railroad. Typical assignments might include a yard engine making up a train, a local freight making set-outs and pick-ups at industry sidings or a passenger train switching out head-end cars. The assignments will often be as part of a two-man crew, and the crew duties will be explained during the host's orientation.

In at least one case there will be a **Full Operating Session** at an S scale layout, and we're looking at offering similar sessions at local layouts in other scales. These will include the added complexity that the individual assignments are interdependent on each other. For example, the yard engine crew mentioned above needs to complete their assignment within a certain block of time in order to have the train ready for a road crew to depart the station on schedule. For many, this is the ultimate in simulating the operations of a full-sized railroad.

NASG National Convention

August 10 - 14, 2016

Day-by-Day Schedule

Tuesday, August 9

1 pm to 6 pm: Open House at Dave Held's Port Huron & Northern layout.

Wednesday, August 10

9 am to 5 pm: Tour of Henry Ford Museum and optional River Rouge Plant tour.

9 am to 12:45 pm: Tour of Norfolk Southern Training Center.
or 12:45 to 5 pm:

Noon to 2 pm: Ladies' ice-breaker luncheon.

1 pm to 5 pm: Dealer and portable layout set-up.

6 pm to 10 pm: Clinics

Thursday, August 11

9 am to 4 pm: Dealer and portable layout set-up.

9 am to 5 pm: Tour to Selfridge Air Museum and Stahl's Auto Museum.

9:30 am to 4:45 pm: Tour to Greenfield Village.

10 am to 6 pm: Clinics

7 pm to 10 pm: After-dinner reception and Dealer Hall Grand Opening.

8:15 pm to 9:45 pm: Ladies' Bunco Party.

Friday, August 12

9 am to 5:30 pm: Tour to Frankenmuth

9 am to 2:30 pm: Tour to selected home layouts.

10 am to 6 pm: Dealer hall open

10 am to 10 pm: Clinics

7:30 pm to 9 pm: Ladies' Bingo night.

Saturday, August 13

9 am to 3 pm: Dealer hall open

10 am to 3 pm: Clinics

2 pm to 3:30 pm: Ladies' ice cream social with live music

3 pm to 5 pm: NASG General Meeting

5:30 pm to 8 pm: Cocktail hour and banquet

8 pm to 10 pm: Auction

Note: Throughout the week, including Tuesday the 9th and Sunday the 14th, there will be opportunities to visit home layouts in the area. This will include not only the usual open house format but also operating sessions. Watch the SMSG web site for schedules and further information: www.smsgtrains.org

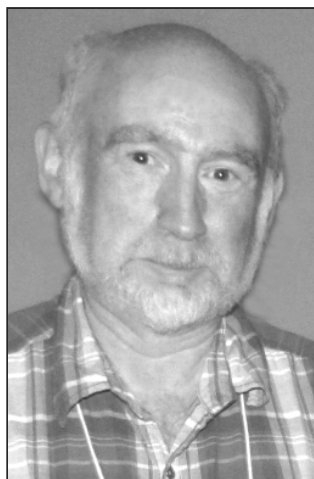
Watch the convention web site for the latest schedules of open houses and operating sessions. Contact Gaylord Gill for further details and session registration: gcgill@comcast.net or 248-444-6927. For more information and registration forms, visit the SMSG web site www.smsgtrains.org/2016conv Early registration rates expire May 31, 2016.

To reserve rooms at the Sheraton Hotel, 21111 Haggerty Road, Novi, MI 48375, we have arranged for a special convention page to register online, www.starwoodmeeting.com/book/smsg. If you need special arrangements please call John Frost at 248-349-4897. He can also make your reservation for the three days prior and following the Convention.

We are looking forward to seeing everyone in Novi, Michigan for an unforgettable convention in 2016. As our state travel bureau says, **Welcome to Pure Michigan!** 🇺🇸

DETAILING A WOOD REEFER

Detailing the SHS Wood Reefer for Fruit Growers Express Company and related cars



By Pieter Roos
Photos by the author

THE COMPANIES

Fruit Growers Express (FGEX) was formed in the early part of the twentieth century to provide refrigerator car service to more than twenty eastern railroads, including most of the railroads in the southeastern US and other lines including the Pennsylvania Railroad and the NYNH&H. In addition, other companies closely associated to the point of sharing the same headquarters, officers and facilities, were the Great Northern Railway's Western Fruit Express (WFEX) and CB&Q's Burlington Refrigerator Express (BREX). All these companies specialized in produce transport. Another affiliate was National Car (NX) which handled non-produce including meat, dairy and dry ice transportation. Fruit Growers Express became one of the top three owners of refrigerator cars after Sante Fe Refrigerator Department (SFRD) and SP/UP owned Pacific Fruit Express (PFE). A car with FGE reporting marks (no 'X') is from the pre-1919 era Fruit Growers Express, owned by Armour, the meat packing company. The company supplied reefers for railroads throughout the Southeast and East, anywhere PRR ran, the upper midwest CB&Q territory and the Northwest area where Great Northern ran. In addition, cars of FGEX and related companies loaded in those areas might well be delivered to places nearly anywhere in the country, so nearly anyone can use one or more of these cars to serve groceries or food producers like canneries or bakeries.

THE CARS The companies started with an assortment of often obsolete cars from Armour and the member railroads, but quickly developed and built cars to their own designs, one beginning in 1921 and an improved version in 1927. The 1921 design had a wood roof, straight center sill with four cross bearers, channel end sills and 6-inch side sills with four inches exposed under the side sheathing. The ends of the cross bearers extended under the side sills. The 1927 design was almost the same, but featured an 8-inch deep side sill (six inches exposed), and the cross bearers terminated at the inside of the side sill. The car body was also taller than the earlier design. In the 1930's the companies began rebuilding their cars with a Hutchins Dry Lading flexible metal roof. The change over for FGEX, WFEX and NX cars was complete by the end of WWII, even on surviving cars from predecessor roads, which included some 36-ft cars, many cars with truss rods and the ex-PRR R7 outside framed reefers. The major exception were the BREX cars, which were a later design, fairly new when they joined the affiliated companies and which featured a fish belly center sill and Murphy XLa metal covered roof. Many of these survived into the 1950's without the roof change. More detail about the history of these companies and the design of the cars will be found in the sources listed on page 33 available on the NASG web site, www.nasg.org

THE MODELS

I modelled three cars, FGEX and WFEX cars with the rebuilt roof and a BREX car with an Murphy XLa roof. If you model pre-WWII you could build these cars with all the changes described, but using the wood roof from SHS on the WFEX and FGEX cars. For the later 1950's on, use the Hutchins roof on the BREX car as well. I used cars offered lettered by S Helper Service, but you could certainly use undecorated or unlettered cars and apply decal lettering. The WFEX car from S Helper had an Murphy XLa roof while the prototype was built with a double-board wood roof and was later fitted with the Hutchins roof, so I swapped the XLa part onto the BREX car to model that car as-built. Since the S Helper Service car is modelled on an ACF design car, not the FGEX design, a number of changes are necessary to capture the correct look. I was able to modify all three cars while retaining the factory lettering.

There are a few discrepancies between my models and the prototypes. I did not remove or repaint the corner braces, because I did not remove the side ladders that block access to these on the right end. The kick panels under the doors should be metal rather than just paint, but that would have to be fitted around the door hardware. I did paint the area the correct box-car red instead of black (carefully, with a small brush). I did not add the corner drains or the larger double step some cars have under the door and/or side ladder. I did not attempt to simulate the different car body heights. The height difference could be suggested either by cutting down the existing sides and ends, or by adding a styrene strip on top of the sides and ends to increase the car body height by .030 or .040. The end parts would be hidden behind the new end fascia anyway. Many of the cars had a sheathing anchor, an L-shaped metal strip running the length of the sides about a foot up from the bottom of the sheathing. While this could be modeled from thin styrene with Archer rivets, it would run over the existing lettering on the pre-painted cars. Also the BREX car should have slightly different door hinges, and the lettering should be in the same letter style as the FGEX cars. Any of these things can be corrected, especially on a car which is to be painted and lettered.

THE ROOF

In order to replace the roof with either the Hutchins casting or to swap the wood and XLa roofs you have to remove it from the assembled S Helper car. To start, check for details that connect the roof and car body. The running board (roof walk) end supports look like a possible problem, but they appear not to be glued to the running board in most cases, so they don't need any attention. If the car has a vertical brake staff (typical on the wood roof reefers), the staff is routed through a plastic loop on the roof and then bends up under the car body itself and is inserted in a hole there. Use small pliers to remove the staff from the bottom of the body or it will be bent in the process of removing the roof. It could be left in place attached to the roof, but it is safer to work it out of the loop cast on the roof and set the part aside.

The roof molding is held by four clips located about a quarter of the way in from each end on a ridge of plastic the runs around the inside of the roof casting. The clips engage slots on

Continued on the next page

DETAILING THE SHS WOOD REEFER



On a chill Northeastern autumn afternoon a string of reefers brings produce from warmer climes. Note the Hutchins design roof on the FGEX car in the image center and the Murphy XLa roof on the BREX car at the far end. FGEX and BREX cars are modified S Helper Service. The nearest car is an SFRD reefer modified from an American Models plug door car.

the inside of the body shell. The clips are reinforced by glue between the ridge and the body along both sides near the ends. To remove the roof I used an X-acto #18 1/2 inch chisel blade in an appropriate handle. You could use the more common #17 1/4 inch blade, but I wanted the greater strength of the larger blade and to spread the force over a wider area, reducing the chances of cracking or distorting the car sides. I slipped the edge of the blade, bevel up, between the roof lip and the car side. I worked it along the side, gently but firmly prying with the handle up and slipping the blade down to push the car side out. I worked the blade this way down one side toward one end, then the other. I switched the blade to the other side of the car and repeated the process, then switched back again to the first side. A little more force toward the end broke the glue joint, repeat on the other end and the roof comes free.

For the Hutchins roof, use the directions provided with the casting for preparing and finishing the part. For the wood roof, consider carving off and replacing the working ice hatch hinges for a more refined appearance. Read through all the instructions/rest of the article before gluing any new roof in place. Don't add the new roof until the other body work is done.

The Hutchins metal roof was available as a resin casting, manufactured by Smoky Mountain Model Works. It is currently sold out, but Jim King has expressed interest in rerunning these castings. Contact him at jimking3@charter.net

THE ENDS

In addition to the roof, you should remove the angled end fascia boards as the FGEX design cars had an end fascia that extended straight across the car end. If the model has an Ajax power hand brake, remove that detail. Most details on the S Helper cars be sliced or popped off and the remaining glue scraped or sanded off. I did not try super glue debonder, but that is a possible alternative.

Make new end fascia boards using rectangles of .010 styrene or very smooth, thin cardboard. Some advertising circulars printed on glossy paper will work. The material must be thin enough to be covered by the end overhang of the roof.

Tack the rectangles to the car end, with the bottom level and even with the bottom of the side fascia. Mark the angle of the ends on the inside of the rectangles, remove and cut to shape.

If you are building a car with the the Hutchins roof casting, the running board is a bit higher than the one fitted to the SHS car, so you will need to move the end supports higher on the ends. Pop them out or cut them off flush with the end sheathing, then drill two new holes and glue in place directly under the end of the running board. Carve the poling pockets off the corners of the ends as these were not used on FGEX design cars. If you are careful, you can slice them off and save them for other models! The cars should have a channel end sill. This can be suggested by adding .015 x .030 styrene strips above the existing riveted end sill and .015 x .060 strips below the car end, overhanging the end by .030 inch. The bottom strips will have to be notched at the outer ends to clear the end brackets. I added small triangles cut from .015 x .030 strip above the coupler pocket to simulate the buffer casting. Spacing these evenly requires removing one rivet from the end sill above the center of the coupler pocket.

Replace the vertical brake staff from the original car. I used an HO A-Line sill step as the bottom bracket. If your car had an Ajax brake wheel, use a replacement brake wheel from another S Helper car or a parts source such as the Grandt Line narrow gauge brake set. While there were exceptions, most of these cars appear to have retained the vertical brake staff until fitted with metal running boards and painted in the post-1953 simplified scheme with the aluminum colored roof. Also attach a retainer valve and pipe, I used a retainer valve casting from Wiseman model services with a wire pipe and foil strips as attachments. Add two eye bolts at the bottom of each end, and bend the top mounted coupler cut lever to shape from .015 brass wire.



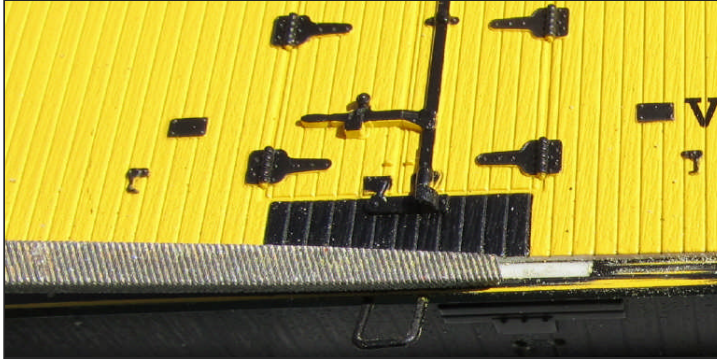
End of FGEX car showing new end fascia, raised brake platform and new retainer, channel end sill and top mounted cut levers. Also note that the poling pockets are removed.

Below: End of BREX car before painting the detail parts. Note the bracket mounting the brake staff at the eaves, retainer valve and pipe, bottom bracket made from an A-Line HO side sill step. The hatch platforms have been connected to the car sides with .010 x .030 styrene supports with a pair of Tichy rivets on each support.



FOR THE FRUIT GROWERS EXPRESS

The BREX car is a different design, there is no channel end sill and no brake platform! To be more correct than my model, sand the riveted end sill flush with the wood sheathing and extend the scribing of the end sheathing to the bottom of the end, but not through the poling pockets. Use a bracket with ratchet and pawl from Wiseman or Tomalco Sn3 brake parts sets. The bracket extends above the roof, the retainer valve mounts next to it on the end fascia. Add an HO A-Line step for the brake step on the bottom, and eye bolts to hold the same type top mounted cut levers as on the FGEX car. I made new running board end supports from styrene to match prototype photos.



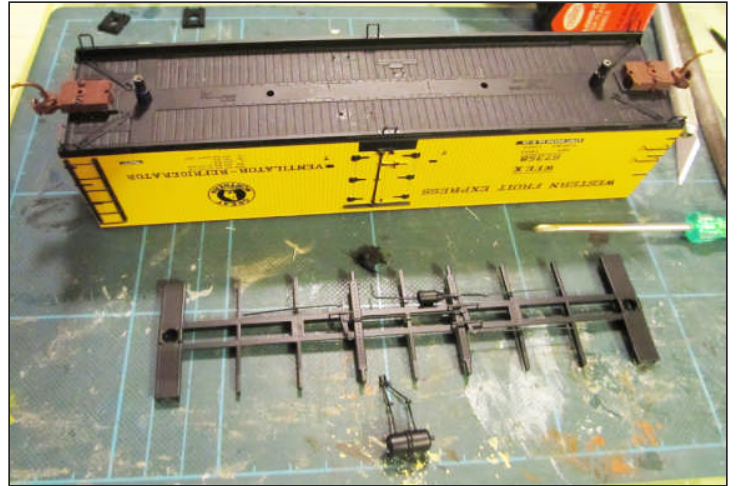
Removing detail from the side sill using a file. This is needed to allow the new, deeper side sill to sit flat on the existing model.

Below: Side sill of WFEX car with rivets and riveted reinforcing plates fitted from .010 X.100 Evergreen strip and Tichy .020 rivets.



THE SIDES

The side sill of the FGEX design cars can be reproduced by first scraping or filing off the detail on the sills below the wood sheathing on each side of the car. Then glue a styrene strip of scale one by four (.020 x .100) for the 1921 cars or one by six (.020 x .125) for the 1928 design cars over the old side sill. Make it long and trim back to length so it extends under the end channel.



Removing the SHS underframe from the WFEX car.

The rivet pattern can be added using Tichy .020 rivets as per the photos, vertical pairs at each cross bearer and two pair at the ends of the bolsters. Fruit Growers later (early 1950's) rebuilt some cars with steel framing. These cars have reinforcing plates riveted to the side sills which can be modeled with .010 x .100 stock, four plates each with six Tichy or impressed rivets. The rebuilds also got a small order board on the side sill, also modeled with a couple of bits of styrene strip. See prototype photos for examples, but most cars rebuilt this way were taller than the originals.

The FGEX and WFEX cars have a tack board to the left of the door. I used an extra from an S Helper parts sprue. You could build a similar part from styrene. The BREX car has no changes to the side sills, and no tack board. I did add a .010 x .030 attachment from each hatch platform support to the side fascia. I applied two Tichy .020 rivets to each attachment.

Continued on the next page



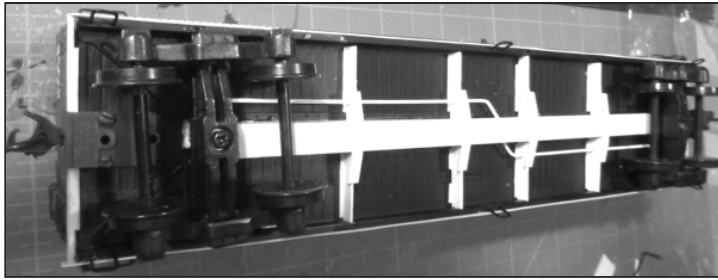
Above: Side view of finished FGEX car.

Below: Side view of finished BREX car.



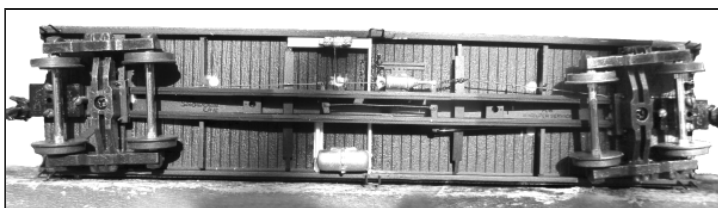
THE UNDERFRAME

The underframe also needs to change. Most of the cars had a straight center sill and four equally spaced cross bearers. An acceptable substitute might be the SHS USRA single sheathed box-car underframe (which is straight). Some of the SHS reefers come with this underframe fitted. To build the correct underframe yourself, remove the S Helper part by first removing the trucks, then removing the screws on the inside of the car that hold the underframe in place. You will probably break some of the piping while removing the underframe. Plan to replace it with wire (necessary if changing from the original K style brakes to later type AB anyway). With the piece separate from the car, saw off the bolsters and drop them back in place over the truck mounting studs. You might eliminate the scale truck spacer by adding .060 styrene under the center of the bolster, notching the sides and bending the bolster so the ends meet the floor. The center sill can be built up of two lengths of .030 x .188 styrene glued where the original center sill pieces had been. Cap with .020 x .188 strip.



Underframe of WFE/FGEX car with center sill and cross bearers fitted. The .030 X .188 cross bearers are mounted on .015 X .060 bottom flanges which compensate for the molded on flanges of the center sill and rivet strips by the side sill.

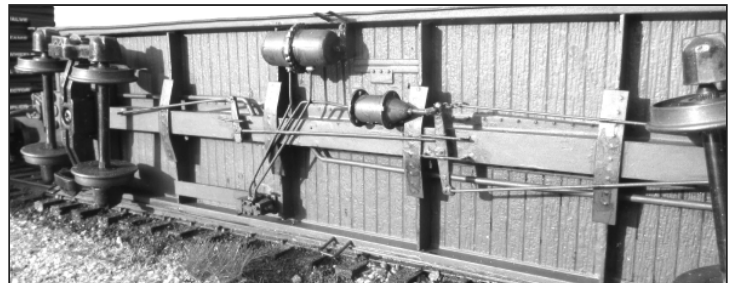
The cross bearers can be made with .030 x .188 styrene. They are full height at the center sill, tapering to nine inches at 21 inches from the center sill and running straight the remaining distance to the side sill. These would be nominally 48" long for the earlier cars, and 42" for the later (the difference is the end extending under the side sill on the earlier cars), but I suggest you cut them to fit rather than assuming the prototype dimensions will fit. If the car has 1 x 4 side sills, notch the end of the cross bearer to extend under the side sill. If you used the 1 x 6 side sills, cut the cross bearer ends square to fit behind the side sills. If you are fitting brake piping, be sure to drill holes to clear the train line in four of the eight cross bearer pieces. The four cross bearers on each side are spaced 5ft 9in apart, starting from the bolster, or space them evenly, as that is the goal. The crossbearers should be mounted on a base of .010 or .015 x .060 styrene placed flat between the rivet strips that border the center and side sills to raise the member to the level of the center sill. The center of each cross bearer is covered with a riveted cap made of .015 x .100 styrene which crosses over the center sill. Both the center sill cap and the cross bearer caps should be riveted (I did only the cross bearers, as the bottom of the center sill will not be visible). Please note that brake components are always attached by brackets to the underframe of the car, never mounted to the floor of the car.



Underframe of BREX car with additional cross ties added under doors and to support AB brake gear.

Most cars with the Hutchins roof should have AB brakes; use Grandt Line or another set for the cylinder, air tank and triple valve. The FGEX design cars had an unusual arraignment for the piping. I used brass wire, and followed the prototype photos and drawings as a guide to bending the the wire. See the model photo, or the prototype photos on the PRR Pro Yahoo group. Styrene rod is an alternative which bends more easily than the wire. I used .030 Evergreen styrene rod for the train line on the WFEX car.

The BREX car has a fish belly center sill similar to the one supplied on the S Helper car. I added a pair of center cross ties from styrene strip to the floor under the door, and a second identical piece to support one end of the AB brake reserve tank. Add a bracket to the side of the center sill to mount the brake cylinder. A bigger deal is that the BREX car has a truck center located 6 inches closer to the car end. I moved the mounting pins out to the correct position, reinforced with the weight mounting screw from inside the car. Cut the bolsters from the center sill and drop them over the new truck mounting position. Mount the center sill back in position. I did not bother to fill the gap between the end of the sills and the bolster, but scrap styrene should do the trick if you think you can tell it's there! The brake set I used was an old Liberty Models set, but the Grandt Line set would work just as well.



The arrangement of the brake equipment on the FGEX model. Components are Grandt Line AB set and Tichy straight grab irons.

PAINT AND LETTERING

For most of the available paint schemes, the roof and end details should be a freight car red match to the ends of the S Helper car. I used Tamiya red-brown acrylic as a close match to the SHS paint, with the difference hidden by weathering.

For later paint schemes with just the word "Refrigerator" to the right of the door, no "Ventilator", the roof should be dull silver. Mix white or light gray with some silver paint and spray the roof and running board castings. Don't forget the underside of the roof edges. Most of these later cars have solid yellow sides without the iron work being painted black. These later paint schemes also stopped using the black background behind the the reweigh and repack data. Yet another paint scheme is a National Car reefer assigned to Mathison dry ice service, the same scheme used on the old Kinsman R7 reefer but also used on FGEX built cars. The upper part of the car is all silver/aluminum paint with black lettering and under body.

All models were weathered with washes of dark gray, brown and black acrylic paint thinned with rubbing alcohol or glass cleaner. Wheel tracks are dry-brushed on the ends with similar colors. Some rust is washed under the hatches on metal roof cars, a little white could be used to simulate salt, but don't over-do. Salt was more commonly used in meat reefers which need to be colder. I weathered the BREX car more heavily as it was not rebuilt at the same time as the re-roofed FGEX cars and might well have gone longer without repainting. 🚚

For prototype information and a list of references go to the NASG web site www.nasg.org/Dispatch/index.php and view the May-June 2016 issue, page 33.

PRODUCT REVIEWS

The New Flyonel Berkshires

By Ray Puls, Badgerland S Gaugers

I received my new Lionel-American Flyer Berkshire locomotive from Charles Ro on Christmas eve. I had previously read some reviews of others who received these engines before mine arrived, some happy, some very disgruntled, swearing never to purchase a product from Lionel for the rest of their lives. With this in mind I took mine into my layout area and opened the package. I saw this box, being quite a bit longer than larger engines I had previously purchased, having the engine and tender packed in line. The equipment was well packed and on opening I saw that the Berk was painted without quite the shine that the Polar Express engine has. The detail is quite nice although it has the handrails as part of the casting. The package also contains a wrench for the fittings on the drive rods and an extra set of traction tires. As I inspected further I saw that the trailing truck has all wheel power-pickup from the track, while the pilot truck retains one-wheel pick-up. This is a definite improvement over the Polar Express locomotive. While I had it turned bottom side up I lubed it as instructed in the owners manual. I placed the engine on the rails, added some smoke oil, and applied power to the track. The engine responded as the Polar Express, sitting on the track beeping, signaling that the Flyer-Chief remote was not turned on. I added the three AAA batteries to the remote and powered it up. The engine responded immediately with the Railsounds coming alive. As I turned the throttle on the remote the Berk moved out, and as the Polar Express engine, it has very good and smooth low speed performance. I found

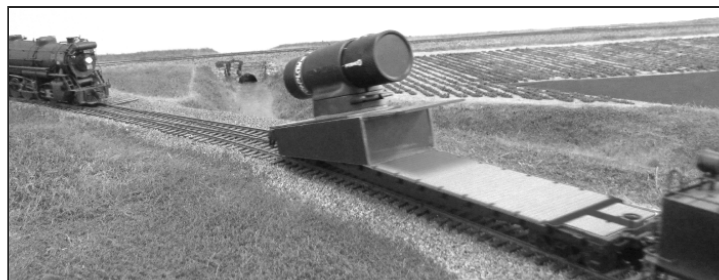


as I ran it for a few laps around the layout, this engine smokes like crazy. I will need to find a more pleasant smelling smoke oil or turn the smoke unit off. A nice side note on the smoke unit is that when the engine is stopped the smoke unit is not powered. The one drawback I noticed is the lower volume of the engine sounds, very much the same as the Polar Express Berkshire. But all in all, though being a toy train guy, I am quite satisfied with my new NKP Berkshire Locomotive. Two thumbs up. I have done some work on the Polar Express and my other Berk. My suspicions are confirmed; the speaker that came in these engines was the reason for the low sound volume. I took out the speaker supplied with the units and replaced them with the standard "Fatboy" speaker from Electric Railroad and the volume was noticeably increased. 🚂

News from the North — Continued



For the first time, on board movies of our creations. Camera mount by Trevor Marshall. Photos by Jim Martin



By the time the benchwork was thickened out to allow for scenery and running, the hole in the center was a force fit for three people. Failing eyesight in his later years forced him to switch from S to O-scale hi-rail. Doug will be missed by his many friends and customers. **Tom Spaulding** passed away in February. He was a multi-talented craftsman who will be best remembered for his collaboration with Paul Raham in building the traveling display layout the Napanee, Tamworth and Marlbank some 25 years ago. This layout was featured in the Nov/Dec 1991 S Gaugian. Our condolences to Tom's family. Look for an expanded obit on the NASG website. 🚂

Till next time. Cheers, Eh?

2016 NASG Convention MODEL CONTESTS

The model contest will include all of the usual categories including the Scale Contest, Photo Contest and the Flyer Imagineering Contest. There are categories for Juniors (under 16 years old), Amateurs, Craftsman and Master Craftsman. For details and a complete list of all the specific categories go to the NASG web site www.nasg.org and click on **NASG Convention** and scroll down to **NASG Model Contest Materials**. From here you can download a Summary of the Rules which includes all the categories, and Detailed Rules. For an interactive Contest Entry Form click on **Contest Registration Form** (pdf).

Greeley's Place Contest

For this year's *Greeley's Place Contest* buy anything from **Monster Modelworks**, build it and bring it to the convention. You will receive a 10% refund on the things that you have purchased from Monster (up to \$20). You can add Monster Modelworks products, such as awnings or fire escapes to kits from other manufacturers for your entry. Their will be cash prizes awarded by our judges.

More information is available on the NASG web site www.nasg.org/Events and on the convention web site www.smsgtrains.org

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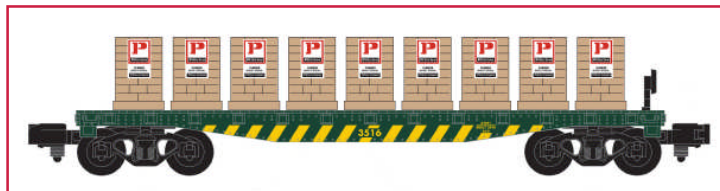
\$29⁰⁰

2X \$33⁰⁰

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with pocket

COMMEMORATIVE CARS

Each year since 1981, the NASG contracts with one of the S manufacturers to produce a limited-run car or engine specifically geared toward the collector or American Flyer operator. Since this is an official NASG sponsored project, you must be an active NASG member to purchase one of these cars. This project is coordinated by Dave Blum, owner of Pikesville Models.



2016 NASG American Flyer Commemorative Car
is a CNW Flatcar loaded with pallets of plastic bonded refactories headed for a steel mill for the relining of the soaking pits, or some other industrial use. Manufactured by Lionel, road number 3516 for the 35th edition and the year 2016. **Price \$79.** Extra pallets can be had 4 for \$10, decorated or undecorated.
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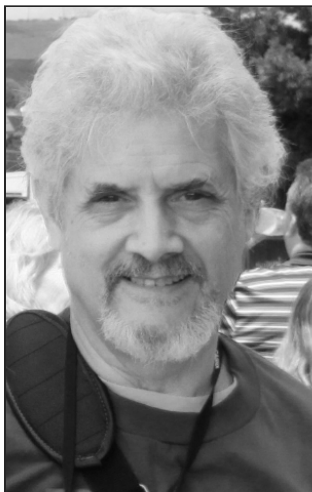
2007 General Electric MOW Boom Car
manufactured by Lionel. Price \$52*

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END OF THE LINE

Sam Powell Shoveling snow on Sunday, January 24, 2016 was the cause of a heart attack which resulted in the death of beloved S scaler, Sam Powell, 70, of Gaithersburg, Maryland. It is so unfortunate for his family, friends and those who knew him. His **Penn Creek Valley** layout is well known in the model railroad press. Sam was a huge presence in S scale since the **S Gauge Herald** days in the 1970s. Timely, or untimely, his third and final S scale layout was featured in the **2015 Great Model Railroads** annual edition.



I first met Sam in 1982 when I lived in the eastern panhandle of West Virginia and attended the **1982 NMRA Convention** in Washington, D.C. His second major S scale layout that was built in his garage was on one of the layout tours. This layout was featured in the **October 2003 Dispatch** and in the October-November 1991 issues of **3/16ths Scale**. I was modeling HO at that time but marveled at the Appalachian scenery, the operating scheme and the clever use of kit-bashed structures on this layout.

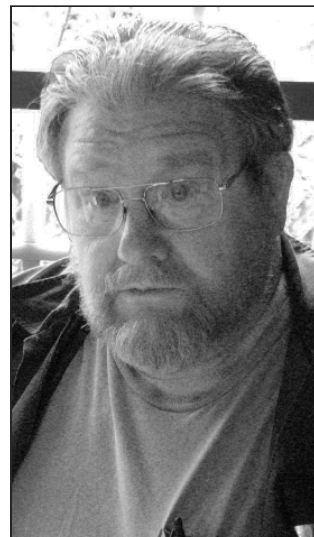
Sam assisted his wife, **Elaine**, with editing the **Dispatch** from 1982 to 1985, and they both were given the **Bernie Thomas Award** at the **1984 NASG Convention**. Over the years Sam has been a frequent author of articles for the various model railroad publications including the original **S Gauge Herald**, **Rollie's S Gauge Herald**, **The Dispatch**, **S Gaugian**, **Railroad Model Craftsman** and **Model Railroader**. He won many modeling awards at conventions and is especially noted for his 3-part series in the **S Gauge Herald** on the construction of a **B & O Q4b Mikado** from parts. He is also known for a re-detailed **American Flyer K5 Pacific**. He was a superb modeler during the pioneer days of S scale being able to adapt and create as the scale struggled to survive. He co-authored a seminal article in the May 1987 issue of **Model Railroader** with Jeff Wilson entitled **50 Golden Years with S Scale**.

His current Penn Creek Valley was nicely exposed to all model railroaders in the 2015 GMR thanks to the photography of Paul Dolkos. The progress of this layout was covered in many of the **30 S Tracks** columns Sam did for the **Dispatch** starting in 2006. Many of us were very fortunate to have seen this layout during the **2007 Baltimore NASG convention**.

Sam was a mostly retired music teacher and piano tuner. A little known side to his modeling was his skill at building model boats. He belonged to the **Potomac Valley S Gaugers**. Condolences go to his family and to his friends in the D.C. area. We will all miss his philosophies on the hobby, his modeling, his creativity, his helpfulness and his overall friendliness. Many of us saw him at the **Kansas City NASG Convention** this past summer. Gone too soon. 🚂

Jeff Madden
Editor Emeritus

Jim Lyle, the founder and inspiration of the **Pequea Valley Model Railroaders**, passed away on January 20, 2016 in the Wilmington, Delaware Veterans' Hospital. Jim was born in Lancaster, Pennsylvania and was 69 years old. Jim was a 1964 graduate of Pequea Valley High School and served in the US Navy in the Vietnam War. He was a reseller of American Flyer Trains for many years. Jim was a long time member of the NASG and the TCA. He represented S Helper Service and Dallee electronics at the National Toy Train Museum open house before the York meets.



About 20 years ago he set up a portable American Flyer layout in the Dutchway grocery store lobby and thus the Pequea Valley Model Railroaders was born. During the next few years many joined to help Jim and the American Flyer layout grew into a 8' x 16' 2-track main line with a Putt Thomas The Tank Engine train oval and an S gauge Birney trolley line. 4 years ago the Dutchway remodeled and there was no room for the layout. Jim, who lived in Paradise, Lancaster County, was able to get us space in the Paradise Township building. The next year the club was given the main meeting room from the middle of November to the middle of January. In 2013 Jim asked me to draw up a plan based on the Sibley Department Store Layout in Rochester, NY. This became our feature American Flyer layout with Gargraves track and four main lines. We also added an 8' x 16' O-gauge layout and a 4' x 7' HO gauge Thomas layout. Jim contracted cancer early in 2015 and had many chemo treatments which left him very sick. He was to have more Chemo treatments when he passed away. 🚂

Submitted by Glenn Ritter
Former Secretary to the NASG
Member of the Pequea Valley Model Railroaders



Right: Sam Powell is second from left, with from left to right, Mike Fyten, Sam, Jamie Bothwell, Claude Demers, Jeff English and Andy Malette at Mike Fyten's during the 2015 Kansas City Convention.

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NEW MEMBERS

From January 1 to February 29, 2016, the following people have joined the NASG. Welcome!

Warren Blacketter Yukon, Oklahoma
Alec K. Bonawit Vermillion, Ohio
Kim Borgman Pittsboro, Indiana
Robert K. Bullard Richland, Michigan
Jan R. Burdzinski Rochester, Michigan
Christopher Burger Mason, Ohio
Bill Cantrall Downers Grove, Illinois
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Thomas Reed Clayton, California
Greg Udolph Alamosa, Colorado
Alan R. Vivanco East Wenatchee, Washington
Alanson F. Wick, Jr Rochester, Minnesota

BY-LAWS CHANGE

On February 9, 2016, the NASG Board of Trustees revised the Bylaws, Article VI, Section 4, Paragraph E to read:

To designate and supervise, in cooperation with the president, a Membership Secretary, and when necessary, authorize the Membership Secretary to form a membership committee. The Membership Secretary duties include issuing membership credentials, maintaining membership records of the organization, and processing membership renewals and renewal reminders.

This will provide clarification of the relationship of the Treasurer and the membership Secretary.

A sub-paragraph has been added to Article VI, Section 4, Paragraph F to read:

The Treasurer may select an individual or individuals to assist with aspects of the Treasurer's duties. The individual or individuals shall not have the BOT authority of the Treasurer.

This will provide for the possible addition of individuals to assist the treasurer with the day-to-day operations of the finances of the NASG, but also keep the fiscal responsibility on the Treasurer as appropriate by the constitutional and by-law requirements.

At Last ! ALCO RS-11 Locomotives



Never before made in S Scale.*

American Locomotive Companies RS-11s were produced from 1956 to 1961 and was the replacement for the RS-3 road switcher. This engine featured a V-12 turbocharged engine of 1800 HP and was the answer to EMDs GP9 engines.

The RS-11 was rated with a higher tractive effort and used less fuel. Favored by modelers with its distinctive "chiseled" number boards. ALCO manufactured 425 of these road engines.

(AC HR versions \$249.95, Dual sets \$484.95. Scale \$15, \$30 less for dual sets).

*A small amount of hand crafted brass engines were made decades ago.



PRR RS1107



D&H RS1102



NH RS1105



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MP RS1104



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DETAILING A WOOD REEFER

PROTOTYPE INFORMATION

SHS FGEX car numbers and the prototype info from the Bill Welch article in Keystone Modeler/B&O Modeler/SCL Modeler special issue.

FGEX 32757 - FGEX 1921 built underframe, 6-inch side sill.

FGEX 59218 - Rebuilt from earlier FGEX built cars with taller superstructure.

FGEX 51237- FGEX 1927 built underframe, 8-inch side sill.

FDEX 7048 - not found

FDEX 7055 - not found

WFEX 67304 - FGEX 1927 built underframe with 8-inch side sill.

WFEX 67358 - FGEX 1927 built underframe with 8-inch side sill.

ESKX 51002 - FGEX 1927 built underframe with 8-inch side sill.

ESKX ? - FGEX 1927 built underframe with 8-inch side sill.

FGEX cars with fishbelly underframes to match most SHS reefers; these could be a simple number change on the S Helper FGEX/WFEX cars.

10400 - 10639 (ex-O&W)

11001 - 11175 (ex-FEC)

15500 - 15999 (ex-B&O)

WFEX cars with fish belly underframes:

54147 - 54291 (built by ACF), but only one remained by 1948.

BREX 75015 - fishbelly underframe, but truck centers are spaced 5 feet from end sill instead of 5'6".

BREX 75267 - fishbelly underframe, but truck centers are spaced 5 feet from end sill instead of 5'6".



Above: Prototype FGEX reefer at the California State Railroad Museum, Sacramento, California. Photo by Bill Pyper

THE HUTCHINS METAL ROOF referred to on page 24 is now available from www.smokymountainmodelworks.com for \$25 plus postage. The roof and simulated wood roofwalk are a light gray urethane casting. Contact **Jim King** at (828) 777-5619 or jimking3@charter.net to order.

REFERENCES

"The Wood Sheathed Cars of the FGEX/WFEX/BREX Freight Refrigerator Fleet: 1940-1953" by Bill Welch SCL Modeler Special issue available at <http://sclmodeler.acsal.org/current-tissue/fgexwoodencars.pdf>

A history of FGEX and related companies with details of their car fleet.

"UPGRADING THE ACCURAIL/5TH AVENUE CAR SHOPS E. KAHN' SONS CO. 40-FT MEAT REEFER" by Greg Martin, The B&O Modeler - Volume 3, Number 2 -March-April 2007 Available on CD from the B&O RRHS company store here:

<http://www.borhs.org/index.html>

Details building the FGEX company designed underframe in HO, easily translated to S.

"Intermountain's 40-Foot FGE Reefers" by Bill Welch.

Railmodel Journal February 2005, page 40-46

Print article containing a good history of FGE company and many photos.

FGEX No. 36000 - 37900 Mainline Modeler, January 1988 Plan and photos of FGEX design reefer.

"Modeling a Kahn's Refrigerator Car" RMC, March 2011

Also based on the Greg Martin clinic and article

"Fruit Growers Reefer" Model Railroader, July 2009

Plans and detail photos of the FGEX design car.

"The Burlington Refrigerator Express Company's Signature Wood Sheathed Reefers" by Bill Welch

Prototype Railroad Modeling, Volume One, Speedwitch Media

Article on modeling the BREX cars from Accurail's kit in HO, lots of info usable in modifying the SHS car in S.

Example of **DECAL SHEETS** available from Protocraft in 1:48 scale. Go to www.protocraft.com and click on Decal Line to see examples of Refrigerator Car Decals. Sample below has had the background colored so that the white letters would be visible. Background is clear.

