

THE

DISPATCH

JANUARY-FEBRUARY 2017



BC&G AT 50

EASY TO BUILD TURNTABLE

2016 NARROW GAUGE CONVENTION

BILL'S BOILER WASH

Another New Year is already upon us! Time is flying by!

In some ways, time is not our friend. Many of us are running out of the time needed to build or finish our railroad. This is usually the time of year when most of us have the free time to spend on our hobby, that time between the holidays and tax season and before the summer weather both beckons and forces us outside to take care of our yards, do house maintenance and travel. So let's get going on our trains and get 'er done!



Speaking of time running out, at the time of this writing we have most of the NASG offices up for election paired with good candidates. The Central VP and President are still not settled, but that should be done by the end of the nomination period. However, this does raise the question that if at some point in the future we are not be able to find candidates to take on

these positions, what's next? Would the membership have so little concern about the future of the Association? Would it be time for the Association to disband? We really need to look into ourselves and see what we can do come the next nomination period. Don't leave it to the "other guy," he might not exist.

Also talking about time running out, we should inventory or re-inventory our trains and other possessions of value and document them. This will help us in the event of some disaster or help our heirs when we depart this life. The NASG has some good forms available on the website which can be printed out to help you with this task. Look under the NASG tab on the front page of the website and you will find both printable documents and estate planning. You need to look at both of those to see what the NASG can and can't do for you. Please read the changes and disclaimers on the estate page. You must take it upon yourself to inform and coordinate with your heirs and their helpers while you still can. Using the NASG forms and guides will help a lot in that regard.

So, here is to good health and the time to enjoy our trains!

Best wishes for the New Year!
Bill Winans

MUSINGS FROM THE BEACH

By Monte Heppe
NASG Executive Vice President

One of the things that I almost missed at the Novi convention was an interesting layout built by Charles Malinowski and Mick Hinkle consisting of T-Trak-S modules. T-Trak started in N scale but there are standards for other scales including S. The S modules are smaller than the usual modules used by a club. The straights are approximately 30" long by a maximum of 24" wide. They sit on tables, so there are no legs and they snap together much like the American Flyer All Aboard panels. They are easy to store and transport. There will be an article by Charles Malinowski in a future issue with more details.



A suggestion that I heard at the convention was for those who are writing an article about their layouts: A description of how you settled on the design, theme, setting, etc. of the layout would be of interest to many Dispatch readers, especially those who are considering building a layout.

In talking to a number of the people who are working on the 2017 Baltimore Convention, it sounds like it is going to be a great one. Their web site has been up since late August giving the details of all the tours and activities. The convention cars are beautiful and one of the interesting features is that display

layouts will be set up in the hotel's large atrium and will be available for viewing at all times.

My latest project for my Calabash Terminal Rail Road is a Harbor Masters office for the Pea Landing scene.



The building is a kit from AM Models, www.AMModels.co. They have several size sheds and two small stations in S scale. The shed I used is only 1.5" by 2.25". They can fit in anywhere and should be easy to kit bash. The anchor and canon are from the model shipbuilding hobby, a neat source of nautical items for your layout. The flag, as boaters will know, is a small craft warning. The CTRR will be on display at the Baltimore convention. 



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THE DISPATCH MANIFEST

Volume 41, Number 1, January-February 2017

COVER photo. Brooks Stover photographed his Baltimore and Ohio 2-8-8-0
EL-3 steaming across a winter scene on his Buffalo Creek & Gauley Railroad.

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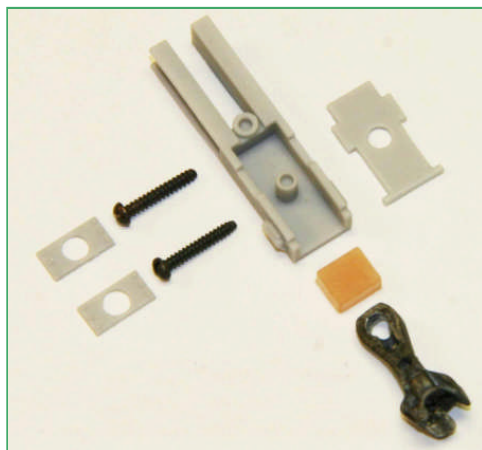
NASG Web Site

<http://www.nasg.org>

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

S PRODUCTS

New Sergent-compatible draft gear now available from Smoky Mountain

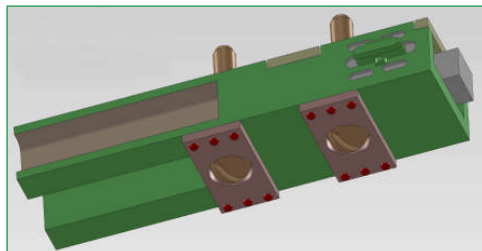
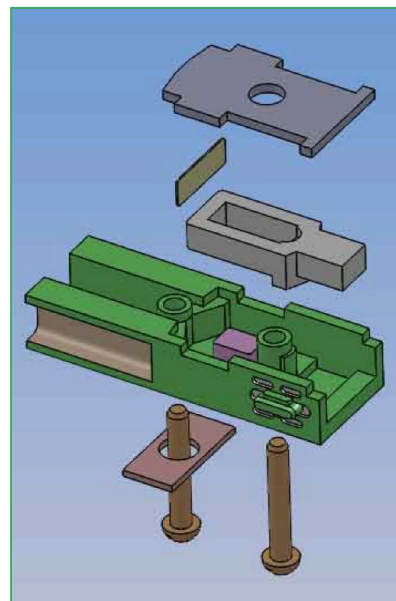


Some modelers wanting to super-detail their equipment use Frank Sergent's prototypically-correct EC64K coupler. I'm a recent convert to his excellent product; they have only 4 parts, are easily assembled and function as intended . . . every time! I put seven couplers together in only 20 minutes . . . total.

I'm pleased to announce a new draft gear set that is **Sergent-compatible**. Until now, your main choices were the Kadee box, my Kadee-compatible cast urethane boxes or cobbling up HO parts. In ALL cases, coupler centering was not available.

Sergent users now have a draft gear set specifically designed to fit his coupler. The box's width is narrower than the Kadee-compatible casting and the set includes a "cushion pad" that centers the coupler.

Check out this new product, in-stock and available for immediate shipment. Super-easy to assemble and install. The immediate visual difference between the Kadee 802 and Frank's EC64K is striking! — *Jim King, Smoky Mountain Model Works*
http://www.smokymountainmodelworks.com/S_draft_gear+cplrs.html



Two new Chicago and North Western structure kits offered in S Scale

Hidden River Manufacturing is offering two new Chicago and North Western structure kits in S scale:

1) CNW Standard #2 Depot -this kit is offered in both a standard version (with the waiting room on the left), and a reversed version (with the waiting room on the right). Has a footprint of 4¹/₄" x 13¹/₂" and has a list price of \$99⁹⁹.



2) CNW Standard Water Closet (Outhouse). Has a footprint of 1¹/₂" x 1¹/₂" and has a list price of \$19⁹⁹

Both of these kits are based on CNW standard plans, and were found at many locations on the CNW system.

Contact:
D. Scott Peterson
Dpeter@aol.com

Hidden River Manufacturing
6013 High Ridge Circle
Weston, Wisconsin 54476

HRMLaserModels.com

EASY TO BUILD TURNTABLE

By Steve Monson, Brooklyn Park, Minnesota

Background: In the 1880s the Eiffel Tower was built for the World's Fair in Paris. Its purpose was to show off the capabilities of modern iron construction. From then on the old wooden suspension bridges seen crossing the rivers in America were obsolete as were the old wooden galleys turntables. Hundreds of bridge companies sprang up with names such as *Detroit Bridge and Iron Works*, the company that built the turntable near my hometown. Some of the same companies that built bridges built turntables.

Early turntables had only to turn 4-4-0 American standards and 2-6-0 moguls. Most were just 50 to 60 feet long. By the 1930's they had reached 135 feet, big enough to turn a Big Boy. Most of them used one of the two basic designs as shown in the photos below. For simplicity I call the two designs tapered and straight. Early turntables were "balanced" with most all of the weight on the center bearing. Unless the locomotive and tender were positioned correctly it would take great effort to turn it. Because the tender end was lighter it meant the table had to be extra long. Being supported at only one point required large deck plate girders.

Around 1920 the "twin-span" design was introduced. The weight was distributed evenly on the center bearing and the pit rail wheels. The girders could be smaller as they only had to span half the diameter. Bethlehem Steel had four standard models of 90, 100, 105 and 110 feet.

The first turntable pits had stone walls. Later bricks, concrete block or railroad ties were all common materials used. Sometimes they would pour a concrete shell over an original stone wall. More modern turntable walls were solid poured concrete. The pit floors of early turntables were mud, gravel, cinders, weeds or whatever was there. Modern ones were concrete.

My goal here is to show how easy it is to build a turntable. I have built several and they work well and look fine. Cost of the entire project will be minimal. We will use mostly wood and just basic tools. No metal work or machining. The center pivot will be a purchased bolt and bushing. Several choices of stones or blocks to finish the pit wall can be downloaded for free at www.nasg.org See instructions on page 9.



The author has built several turntables. This article shows how easy it is to construct a good looking and well functioning turntable at a low cost. The modeler does not have to settle for what is commercially available but can have just what he likes in terms of length, table shape and pit wall.

Below: The first turntable that author ever built.



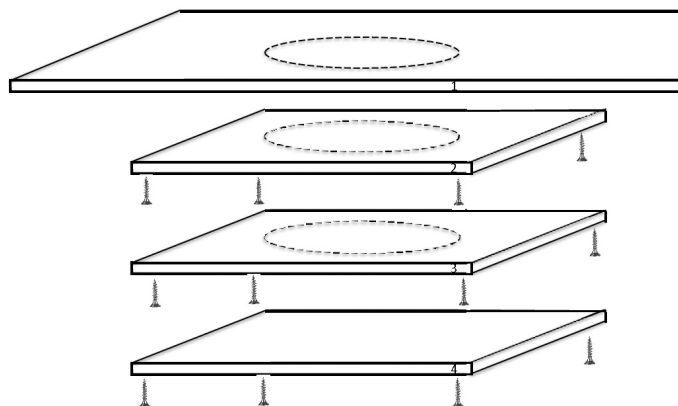
Continued on the next page

Turntable Pit: Turntable models can be built so that either the trackwork or the pit floor is at the benchwork level. Generally if the turntable feeds a roundhouse the tracks will be on the benchwork and the pit will hang down below. In the case of my turntable in the first photo, which is only used for turning locomotives, I built it with the pit floor on the benchwork and elevated the track to it. If it works for your situation, building everything above the benchwork is a little easier.

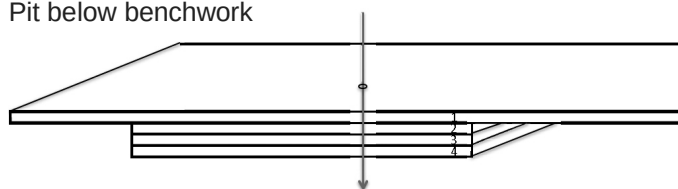
Begin by deciding on the length for your table. The one I will do for a model of the largest turntable ever built. A turntable and roundhouse take a lot of space. Don't make them longer than you need. The table on page 10 gives dimensions for the bridge for various types and lengths. These are only guidelines that will work.

Step by Step Pit Assembly

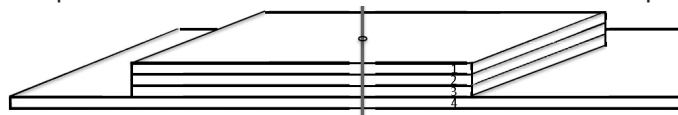
Fasten two or three squares to table top.



Pit below benchwork

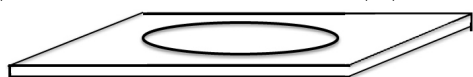


For pit above benchwork mount and screw from the top

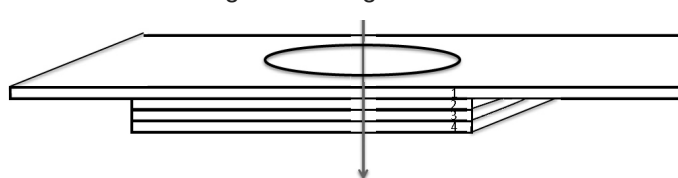


Drill 1/16" pilot hole through all

Take apart, then draw and cut out circles in 1, 2, and 3 (not 4)



Put circles back together with glue and screws



Drill 3/8" hole for bushing and glue.

Depending on the depth of your pit, you will need to cut out circles from 1/2" plywood or Homasote and stack several pieces (see table on page 10). For a medium turntable with a 1 1/4 inch deep pit, one piece needs to be 1/4 inch thick. The figure on the left shows the step-by-step sequence. You will line the inside edges later with the stone or block paper of your choice.

Cut the squares about four inches longer than your turntable will be. Screw the first to the board above using very short screws, then the second, and the third. Number them so that they can be put back in the same order.

Drill a 1/16 inch hole through all. Take care to make sure that this hole is straight. Then take the squares apart and draw circles on all but the bottom piece. Use a string and pencil for a compass and draw the circles carefully on your material. Cut them out with a saber saw. Screw them all back together as originally stacked using some wood glue and extra screws from the top as needed.

Now drill a 3/8 inch hole in the bottom pit floor for the pivot bushing. Modelers may choose to make their own bushing, but the part shown in the materials list works fine and McMaster-Carr ships the same day. Make sure it seats straight and then epoxy it in place.



Turntables had two large plate girders in the shape of tall I beams, one under each rail. Additional bracing was riveted between them. Long ties provided room for walkways on each side.

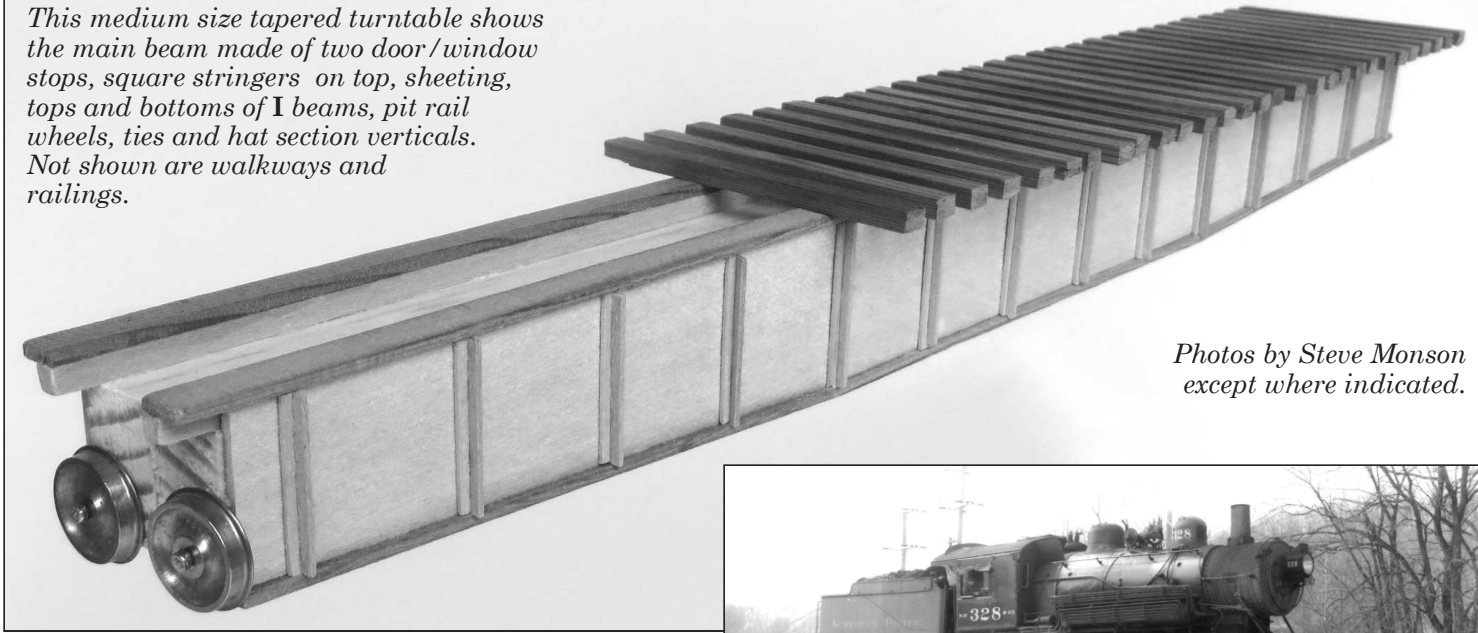
Bridge: A turntable bridge has two beams and is mostly open in the middle. But our models are usually viewed from the side and when covered by ties the interior can hardly be seen. The two strips shown in green will give some open area under the ties. If you are good with woodworking tools you may choose to make the bridge out of a solid block. But the plans here show a simple design with a few pieces glued together.

Begin with the main beam. Cut a piece of wood to the size given in the table. If not, a couple of door/window stops (1/2" x 3/4") will work fine. Note that the main beam is not tapered. If you are building a tapered turntable, only cut the taper in the 1/16" sheeting that will be glued to the sides. But don't cut the sheets yet. Now add the two spacer strips colored green in the drawing.

Drill the center pivot hole before cutting the bridge to length. A 1/16" pilot hole first, then a 1/4" diameter hole for the bolt. Cut off the ends of the bridge so there will be 3/8" clearance to the pit wall.

If necessary carve out a little wood from the main beam so that the head of your center bolt is below tie level. Epoxy it in securely with plenty around the head so that it cannot turn.

This medium size tapered turntable shows the main beam made of two door/window stops, square stringers on top, sheeting, tops and bottoms of I beams, pit rail wheels, ties and hat section verticals. Not shown are walkways and railings.



Photos by Steve Monson except where indicated.

Photo on the right: On tapered turntables most of the weight was on the center pivot. If the engineer stopped at the balance point, it was possible to turn small tables by hand. It was not always possible to balance the locomotive and tender over the center pivot and so the crew first had to take on both coal and water to add extra weight to the tender. On this wintry day with a full coal bunker and water tank it took four men to swing it around.

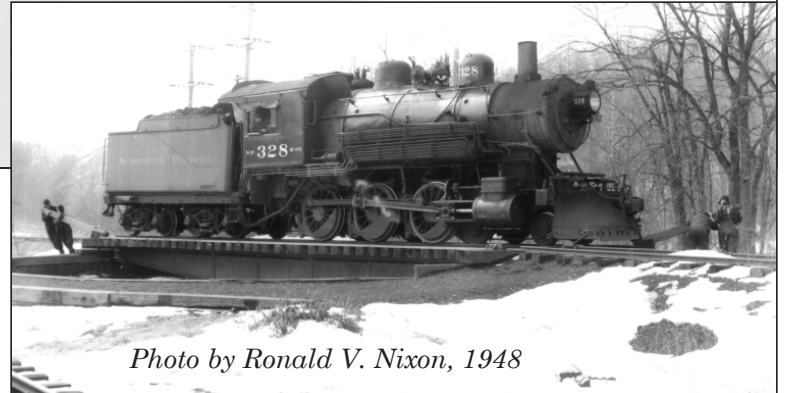


Photo by Ronald V. Nixon, 1948

More on the next page



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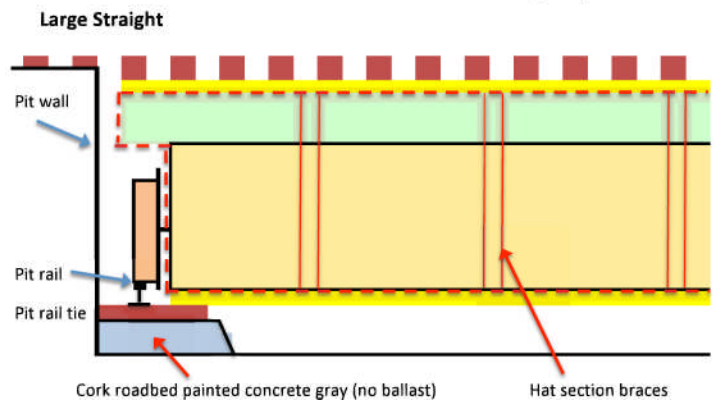
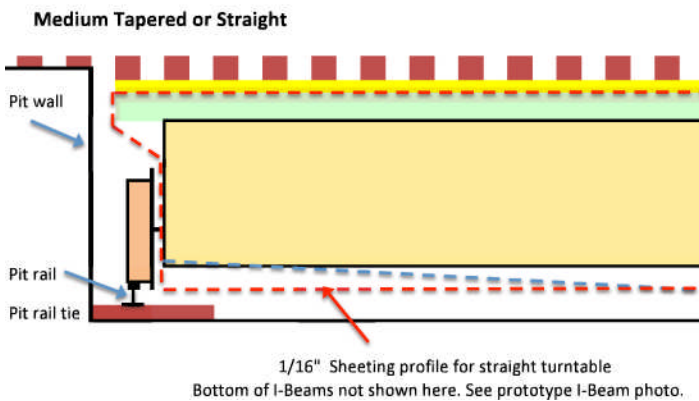
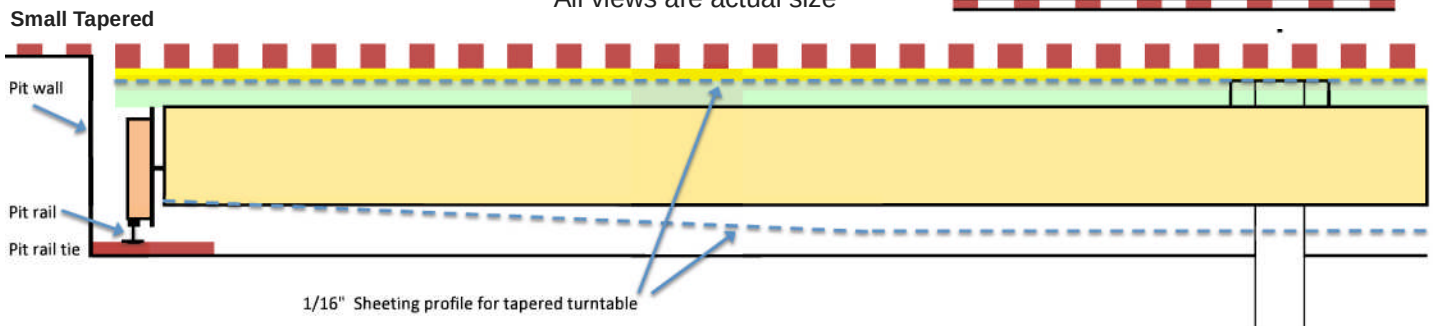
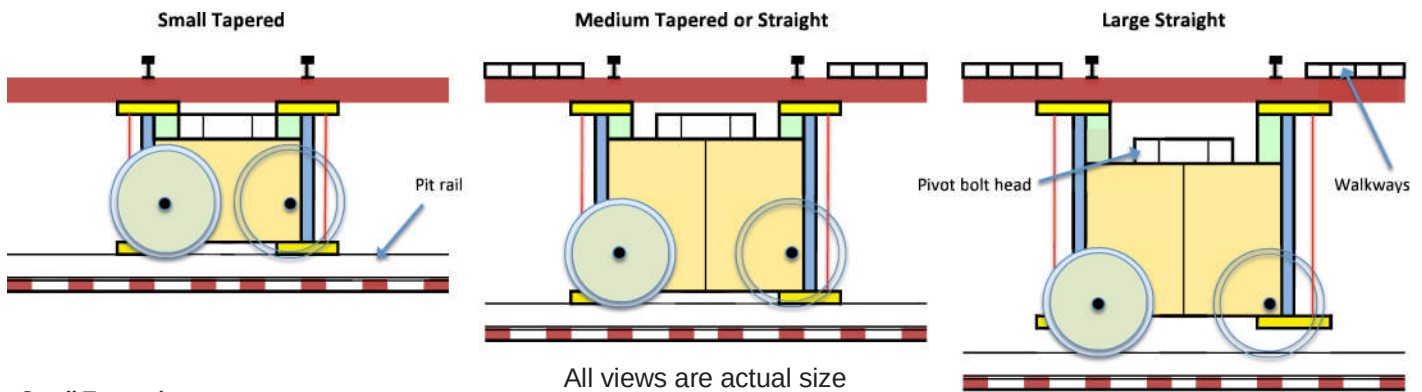
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EASY TO BUILD TURNTABLE Continued



Wheels on prototypes usually did not have flanges, as the center pivot kept everything aligned. For us it is easier to use freight car wheels. Usually the wheels were only about 24" in diameter, so HO freight car wheels will work. Most of us have S wheels lying around, and the larger size is easier to mount. Small wheels will need an extra strip of wood due to their lower center. Drill pilot holes for small wood screws or nails to act as axels for the wheels.

Pit Rail Ties and Bridge Ties: Both the pit rail ties and the bridge ties can be used to make the final height adjustment of your turntable. Bridge ties were often larger than standard ties, 1/8" square or 3/16" square for larger turntables is fine. Twelve feet (2 1/4") was a common length. Before installing the bridge ties paint the top of the beam flat black.

The pit rail ties can be as needed to give the proper height. Cut them about 5/8" long. If you are building a large turntable with a 1 1/2" deep pit a single strip of cork roadbed under the pit rail will give needed height and be prototypical. Paint it concrete gray and do not ballast it.

You will need two lengths of rail to go around the pit. If you are going to wire the pit rail as shown in the wiring diagram, place the gaps on the sides 180 degrees apart where no tracks meet the turntable.

Side Sheeting: Cut the side sheeting after the turntable's height has been set. Use 1/16" thick basswood sheeting. Tapered profiles are marked in blue on the drawing, straight profiles are marked in red. For tapered turntables the straight center portion should be roughly one third of the length. Use a sharp modeler's knife and straight edge to cut the sheets.

When gluing the sheeting on the sides make sure that you cover the entire mating surface with wood glue. Work on a flat surface and have something heavy ready to hold it. Thin sheets like to curl up when glue is applied to one side. Let it dry well before coating the other side.

Add the top strips (yellow) as shown. For a straight turntable the bottoms of the I beams can be full length pieces the same as the tops. For a tapered turntable you will need to make the bottoms in three pieces.

Use hat section stripwood (red in the drawing) for the vertical braces on the sides. On the prototype these were riveted over the joints of iron plates. Space them every five feet or so (15/16"). In the first photo I used channel for the vertical braces, but hat section would have been more common. Old-time turntables such as in the winter four man scene used a simple flat piece.

Drive: Both of my current turntables are next to an aisle where I can easily see to line up the tracks. I don't feel that a motor or an automatic positioning system is worthwhile. If you want to motorize your turntable there are many commercial drives available or you can make your own. I will only describe a simple crank system.

You will need a large pulley. Big is good for smooth turning. They are hard to find and so I made a fine one out of two old LP 12" records. I simply glued some 3/32" thick wood strips between two records with Household Goop as shown in the drawing. Grip the LP pulley tightly between two nuts near the end of the pivot bolt.

Make a crank using a small pulley from a hardware store. Approximately 3" to 5" in diameter is good. Mount this pulley horizontally at the edge of your layout where it is easy to reach.

A sewing machine belt will work for the drive. Search on eBay for "sewing machine belt 3/16" leather". Cut it to length and splice with the short rigid wire. A small weight or spring can be mounted to pull a little to the side to keep belt tension.



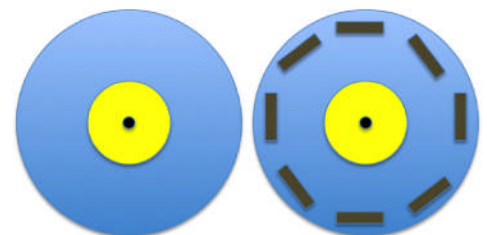
Wiring: The top of the wiring diagram shows the common way to wire a turntable. Power comes from the split rail and automatically reverses polarity when the table is turned. This is the same for DC or DCC. With DCC where power is always on the rails, double gapping the pit rails will eliminate momentary shorts as the table turns.

Use metal freight car wheels and solder wires from the bridge rails to the heads of their mounting screws as shown in the figure. An alternative is to fashion metal shoe sliders and mount them on the ends of the main beam between the pit rail wheels.

There are other ways to get the two power wires to the turntable. The easiest is to run wires to an overhead gantry and down to the rails, as shown in both the diesel and roundhouse photos. Always turn the table in the direction minimizing their twisting. Stranded wires are more flexible and will hang better than solid. The wires in the photo are much larger than needed. I would use smaller next time.

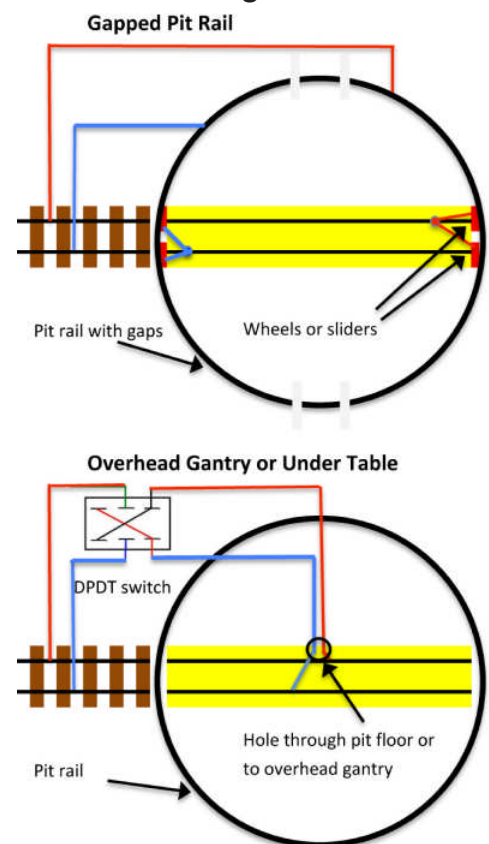
If your turntable is used only for turning locos and just goes back and forth 180 degrees, you can hardwire the two rails down through a hole that is close to the pivot point. The wires and hole will be hidden by the table and the half turn back and forth won't be enough to break them. This is what I did for the turntable in the photo on page 5. I put a small dot of paint on both sides at one end of the table. I know that I should always turn the table in the direction that moves a paint dot toward me.

Both of these use a DPDT switch to reverse the polarity as shown in the lower part of the wiring diagram. Instead of manually throwing the DPDT switch, you could use two Frog Juicer modules (see www.tamvalleydepot.com) that will sense the polarity and switch it automatically. I use these on one of my turntables and I am satisfied with their operation.



To make a large pulley glue 3/32" thick wood strips between two 12" LP records with Household Goop.

Turntable Wiring



Pit Walls: The photos on the right show eight different types of stone or brickwork that can be used for the pit walls. Download your favorite and print it out on your printer or take it to a copy shop and print out the 11" x 17" version. Cut strips to your pit depth and glue to the walls with rubber cement.

If none of these wall patterns suit you, you can paint the walls gray for a smooth concrete appearance, or build the whole wall up using railroad ties.

To download pit wall sheets: Go online to www.nasg.org and Click on the **NASG** button. Then click on **The Dispatch** menu option. Click the **back issues here** link found on that page. When you find the **January-February, 2017** issue, click on the **supplemental** link for that issue and download the pdf or jpg that you want to print for your turntable pit.



*More on the next page
and online at nasg.org*

Finishing: For turntables serving a busy roundhouse you might add a "doghouse" for the operator. These were simple structures designed to keep the rain off the man and the controls. One can be seen at the end of the diesel photo on page 5 or a closeup online on page 33.

Walkways can be added on each side of the track. Railings as seen on page 5 can be made of 1/32" piano wire. Early small turntables weren't as deep and often didn't have railings.

Paint the table with suitable colors for your railroad. Black or boxcar red were the most common colors used. Paint the pit floor gray for cement, or finish with gravel and weeds. 

Useful Dimension Guidelines

Turntable Type	Color Code	Small Tapered	Medium Tapered	Medium Straight	Large Straight
Length of Turntable	On Drawing	Up to 75 feet	75 - 100 feet	75 - 100 feet	More than 100 feet
		10" - 14"	14" - 19"	14" - 19"	19"-24"
Pit depth		1"	1 1/4"	1 1/4"	1 1/2"
Main beam	TAN	1/2" x 3/4"	3/4" x 1"	3/4" x 1"	3/4" x 1"
Top spacers	GREEN	1/8" x 1/8"	1/8" x 1/8"	1/8" x 1/8"	1/8" x 1/4"
Tops of I beams	YELLOW	1/16" x 5/16"	1/16" x 5/16"	1/16" x 5/16"	1/16" x 3/8"
Bottoms of I beams	YELLOW	1/16" x 5/16"	1/16" x 5/16"	1/16" x 5/16"	1/16" x 3/8"
Sheeting		1/16" thick 3/4" tall	1/16" thick 1 1/16" tall	1/16" thick 1" tall	1/16" thick 1" tall
Verticals	RED	1/32" x 1/8"	3/32" hat section	3/32" hat section	1/8" hat section
Bolt with two nuts		1/4" x 6"	1/4" x 6"	1/4" x 6"	1/4" x 6"
Bushing		1/4" ID x 3/8" OD	1/4" ID x 3/8" OD	1/4" ID x 3/8" OD	1/4" ID x 3/8" OD
Wheels	BIEGE	HO or S freight car	HO or S freight car	HO or S freight car	HO or S freight car
Walkways		1/32" x 1/8"	1/32" x 1/8"	1/32" x 1/8"	1/32" x 1/8"

Materials List:

Wood glue such as Elmer's (not school glue).

Titebond II or III are good but take longer to dry.

Epoxy glue, Household Goop, Elmer's Rubber Cement

Bushing 1/4" ID x 3/8" OD part #7815K14 \$4.20 plus shipping from www.McMaster.com or you can get at a local industrial hardware store.

Northeastern Scale Models Stripwood and Sheetwood is available at most local hobby shops or you can go to: www.northeasternscalelumber.com and click on Products, Shop On Line, Basswood strips, View All, also Sheetwood

Local hardware or home improvement store

Bolt 1/4" x 6" with nuts

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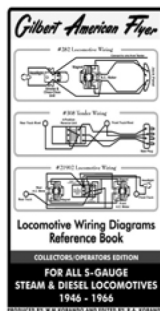
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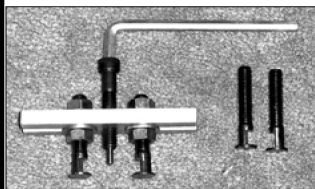
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TO OP OR NOT TO OP

About the Ops and Mini Ops at the 2016 NASG Convention

By Jeff Madden, Editor Emeritus

These were a first, as far as I can tell, for scheduling operating sessions on home layouts during an NASG convention. These sessions were in addition to just viewing layouts during open houses. Operations means a limited number of guests are involved in actually running trains on schedules, including any switching of cars at industries.

Full-ops means more crew and more trains. Mini-ops means a shorter time period and fewer trains with less switching. Generally, the layouts involved are scale or hi-rail. The SMSG in Michigan had quite a few layouts that offered such sessions in addition to those that were just open for "look-see" tours. Four layouts actually offered Ops sessions.

Since this was a new offering for an NASG convention I thought I'd try a couple. The experiences were worthwhile for me personally, and I saw many others enjoying themselves.

I was able to visit Jan Burdzinski's room-size switching layout and Gaylord Gill's larger mainline type layout on one afternoon. I had decided against bus tours on that day, Thursday. Bob Werre tagged along in my car, and we managed to be only a little late for both due to *orange barrel* construction delays all over the area where the layouts were located. No problem though as the hosts had built in some slop time.

The number invited (earlier sign ups) usually involved the hosts assigning two operators per train; brakeman and engineer. That is how the host can determine the number on the invite list. Mini-ops were generally limited to two hours and regular ops 3 or 4 hours.

At Jan's there were four to six of us at a time in one session; at Gaylord's about 12. Divide by two to figure out the number of trains scheduled at one time. At Jan's smaller around-the-wall layout, Bob was engineer using a DCC throttle, and I was brakeman/conductor. I used a small pointed stick to uncouple Kadee couplers when needed. Bob handled the throttle. There were no reach problems, and turnouts were mostly manual. We ran a way-freight with one RS-3 diesel with eight cars and a caboose. We were handed a paper switching list to follow as we moved our train from town to town — a loop around the room with several switching areas. Later on in the session I handled a 1-engine, 1-car movement to an industry.

Bob and I again were a team at Gaylord's larger layout and again drew a way-freight that had to circumnavigate several on-line towns. This time we reversed roles. We did have some problems with some powered turnouts, but overall it was lots of fun.

Other S layouts offering Ops sessions were Bill Bartlam's Surrey Valley and Brooks Stover's BC&G.

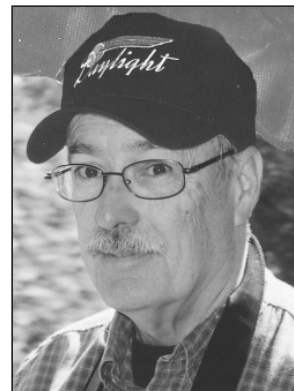
Having such operating sessions at an NASG convention does, however, depend on having enough tour layouts that are able to offer them. The layouts scheduled don't have to be S, and a couple of other scale layouts were available. Thinking back to the 2015 NASG convention in Kansas City, really only one S layout could have had an Ops session.

The SMSG club did a masterful job scheduling these Ops sessions around the other tours; layout self-drive, layout bus, Greenfield Village, and Selfridge Air Base. The only criticism I have is that there might have been too many tours available.

On a positive note; ops-sessions are a nice option to get folks more involved in actually running trains. Keeping them separated from other activities can be challenge though.

Of course, there have been hands-on ops sessions at the various NASG conventions thanks mainly to those who brought portable switching layouts; lately the NASG one and that of the Pittsburgh S Gaugers. I've also seen hi-rail layouts at the hotel venues that were willing to hand over wireless throttles to onlookers, a good idea even for loop running. Hi-rail and AF display layouts often have accessory push buttons for viewers, and that is a form on hands-on operations as well.

If the future includes more wireless throttle use including DCC, Legacy systems, MTH's system and even wireless battery power, then hands-on operations should lead to enhanced interest in the hobby, and with S being the perfect compromise size, this only increases an operator's experience compared to the smaller scales. Thus, offering various types of operating experiences to both adults and youngsters can only help the hobby and S grow. 



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2016 NARROW GAUGE CONVENTION

By Dave Heine
Eastern Vice President
Photos by the author

The 36th National Narrow Gauge Convention was held in Augusta, Maine September 7-10, 2016 at the largest convention center in Maine. Several nearby hotels offered convention rates. Carla and I were able to attend this year as it was a relatively easy drive from our home in eastern Pennsylvania. In case you did not know, Maine has a rich heritage of two-foot gauge common-carrier narrow gauge railroads.



This convention is somewhat an international event. Everyone's name tag had their country and we saw people from eight foreign countries and I'm sure there were more. The convention format was the standard clinics and vendor room open in the evenings and mornings from Wednesday evening through Saturday morning. The modular railroads were operating during those times. The annual awards/business meeting was Saturday evening. Afternoons are left open to visit layouts, etc. on your own. All the activities were at the convention center except for the layout and prototype railroad tours. The total attendance was approximately 1357, which was an improvement over last year. The convention chairman was NASG member and S, Sn3, and Sn2 modeler Lee Rainey. This year's convention was somewhat different in that the Seacoast Division of the Northeast Region of the NMRA was a cosponsor of the convention. The convention was also set up as a 501(c)(3) public charity, with all profits donated to support narrow gauge preservation in Maine.

There were really two groups of layouts on tour. Twelve layouts were open during the convention and eleven layouts were open before and after the convention for attendees to see on their way coming or going to the convention. Of these layouts, three fell into both groups. The only S scale layout available on the tours was Art Fahie's Sn2 layout in his Bar Mills building. We had seen it previously, plus taken the included Bar Mills shop tour, so we did not go there this time. It has been featured in Great Model Railroads.

There were eighteen modular layouts at the convention center covering all scales and gauges between Nn3 and 7/8"n2. This year two of the modular layouts were outside because they were small scale live steam on #1 gauge (G) track. The models being run were built to several scales, but most were narrow gauge. I found myself attracted to this small scale live steam. O scale was the dominate scale for the modular layouts, with On30 being dominant. There were also On3 and On2 layouts. The only S scale layout was the Sn2 Crew's excellent layout depicting Maine narrow gauge.

There were 49 different clinics on all sorts of prototype and modeling topics. There were six or seven clinics going on simultaneously with three ninety-minute time slots per morning and two in the evening, for a total of 15 time slots, so some planning was required. Luckily, most clinics were given twice. I enjoyed all that I attended.

The manufacturers and vendors were housed in one large room and as usual, I came home with more stuff than I intended to buy. The convention committee did arrange for UPS to be at the hotel near the end of the convention so those that didn't drive could ship home purchases.

P-B-L had on display early production examples of their new large K-36 and K-37 2-8-2 that are finally becoming available along with samples of the RTR boxcars and cabooses. The production shipment arrived at their facility in California during the convention. (See below) It looks like a run of Class B 2-truck Shays in the 37-42 ton range, which was a very common size in both standard and narrow gauge, will be next.



P-B-L model of K-36 #486

The Leadville Shops had some of their Sn3 kits on display and for sale. I purchased some boxcar kits. They are mostly laser-cut wood, with metal etchings and some detail castings.

Portland Locomotive Works just came out with an S scale model of the Winter Store in Kingfield, Maine. Besides some structures, they have also been producing some limited run Sn2 rolling stock kits, usually on a pre-order basis. I picked up some flat and pulpwood cars that have prepainted and lettered sides. They made some for me lettered for my own Jamestown and Jennville and Moyer Lumber Co. railroads. Their kits are also mostly laser-cut wood and board with many of the supplied detail parts 3D printed.

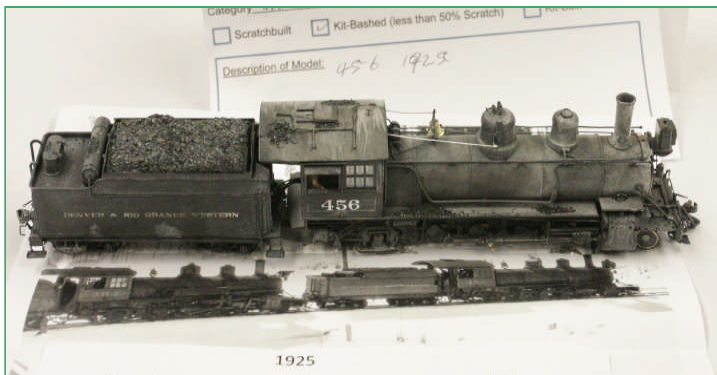


The Sn2 Crew had the only S layout at the convention.

2016 NARROW GAUGE CONVENTION

It seems that there is a trend of seeing more pre-owned equipment for sale and that was evident here as there were several vendors selling used brass and unbuilt kits in both Sn3 and Sn2. There was also a large collection of custom built Sn2 models for sale. With some encouragement from Carla, I also came home with some pre-owned rolling stock.

There were 111 models in the contest room, and as is typical at the NNGC, they were all outstanding. The models were in all scales from Nn3 through Fn3, but the scales larger than S were the most popular. Voting is by popular vote and each attendee is given a ballot. There is also a photography contest for both black and white and color categories for both model and prototype photographs. There were only two S scale models in the contest, but several of the model photos were of S scale subjects including some prize winners. Bill Scobie won the Sn3 Modeler Award for his D&RGW K-27 2-8-2. (Below)



Besides the models, there was a lot of prototype activity during this convention. The Wiscasset, Waterville & Farmington Railway Museum ran buses from the convention center to their facility in the afternoons. They also had their Model T railcar operating. Extra fare convention trips buses were run to the Sandy River & Rangeley Lakes Railroad in Phillips, Maine. Carla and I went on the Thursday afternoon tour, which included photo runbys with both passenger and freight trains. You could also ride two foot trains at Boothbay Railway Village in Boothbay and the Maine Narrow Gauge Railroad Co. & Museum along the waterfront of Portland, Maine.



SR&RL Railroad on the turntable at Phillips, Maine.



On the Sn2 Crew layout.

Carla and I also participated in pre and post convention guided auto tours of the Sandy River and Rangeley Lakes railroad in Phillips on Wednesday and Sunday. Different areas of the railroad were covered during the two days. The tours were guided by SR&RL historian and author Jerry DeVos, who has published four volumes on the railroad and said he has four more to finish. Yes, I have all of them, plus other books on the railroad. Being that, with the exception of the group in the Phillips area, the railroad has not turned a wheel in 80 years, having someone who is knowledgeable helps when tracing the path of the railroad and artifacts that are still extant is a major advantage. He was also able to arrange permission to get to some former facilities on private property. One thing that struck me was the compactness of some most of the railroad's facilities. This is actually a good thing for the modeler. Of course, two-foot gauge equipment is not large and in general they needed two cars to haul the same load as a standard gauge car of the same era.



On the Sn2 Crew layout.

Because we were in Maine, there was an extra-fare lobster bake on Friday for supper. It was another good time. And Carla enjoyed talking to a lady from Switzerland who sat next to her. Saturday evening was the general meeting. It should be noted that there is no overseeing group for this convention, like the NASG or NMRA. The convention committee people have to do it on their own, with some guidance from others who have put on the previous conventions. There is no banquet, just a general meeting. After the usual convention committee introductions, it started with the model and photography awards, followed by previews of upcoming conventions. This year was the year for the vote for the 41st convention in 2021. Two groups did presentations, but it was voted to have the 2021 convention in Hickory, North Carolina.

The next NNGC will be in Denver, Colorado, August 30th through September 2, 2017. From the convention committee's presentation, there will be a lot of good modeling there besides seeing the Colorado narrow gauge railroads in real life.

Go online to nasg.org for more ng convention pix

The New West Jersey Railroad

Editor's note: Joe Kimber, who has provided the Dispatch with many fine layout drawings, is building a new layout. We will follow his progress in a series of articles until it is complete.

Part 1: By Joe Kimber, South Jersey S Gaugers

The prototype **West Jersey Railroad** was formed in the late 1800's to serve the farming communities of South Jersey. The railroad was managed by the mighty **Pennsylvania Railroad** though not wholly owned by them. In 1934 the railroad became the **Pennsylvania-Reading Seashore Lines**, jointly owned by the PRR and the Reading. I chose to call my railroad the West Jersey though in the era I model, circa 1952, the West Jersey name was long gone.

This will be my third layout in 15 years. My first layout was dis-assembled due to a move. In 2005 we purchased an 18th century house (c. 1710) which has a large attic room where I built my second West Jersey layout. This worked out fine until I became confined to a wheelchair. Although I have a chair lift going up to the attic, transferring and moving around in the narrow aisles is nearly impossible without assistance. I continued to build structures and scenery items in the kitchen but rarely went up to the layout room.

Fortunately I have a very understanding wife. Since we have two acres, she suggested we purchase a prefabricated shed type building and move the layout to it. We also looked at other options. We have a large dairy barn that sits mostly empty. A carpenter friend suggested that we could build a room in the barn for a layout. After we investigated the cost of these options we found that moving the layout to the barn was the most economical. Hence the "new" West Jersey Railroad.

Next came the chore of choosing a room size and designing a layout. I was limited to 13 feet wide due to the design of the barn floor. However, since the barn is 87 feet long, length was no issue. We finally settled on a room 13 feet wide by 28

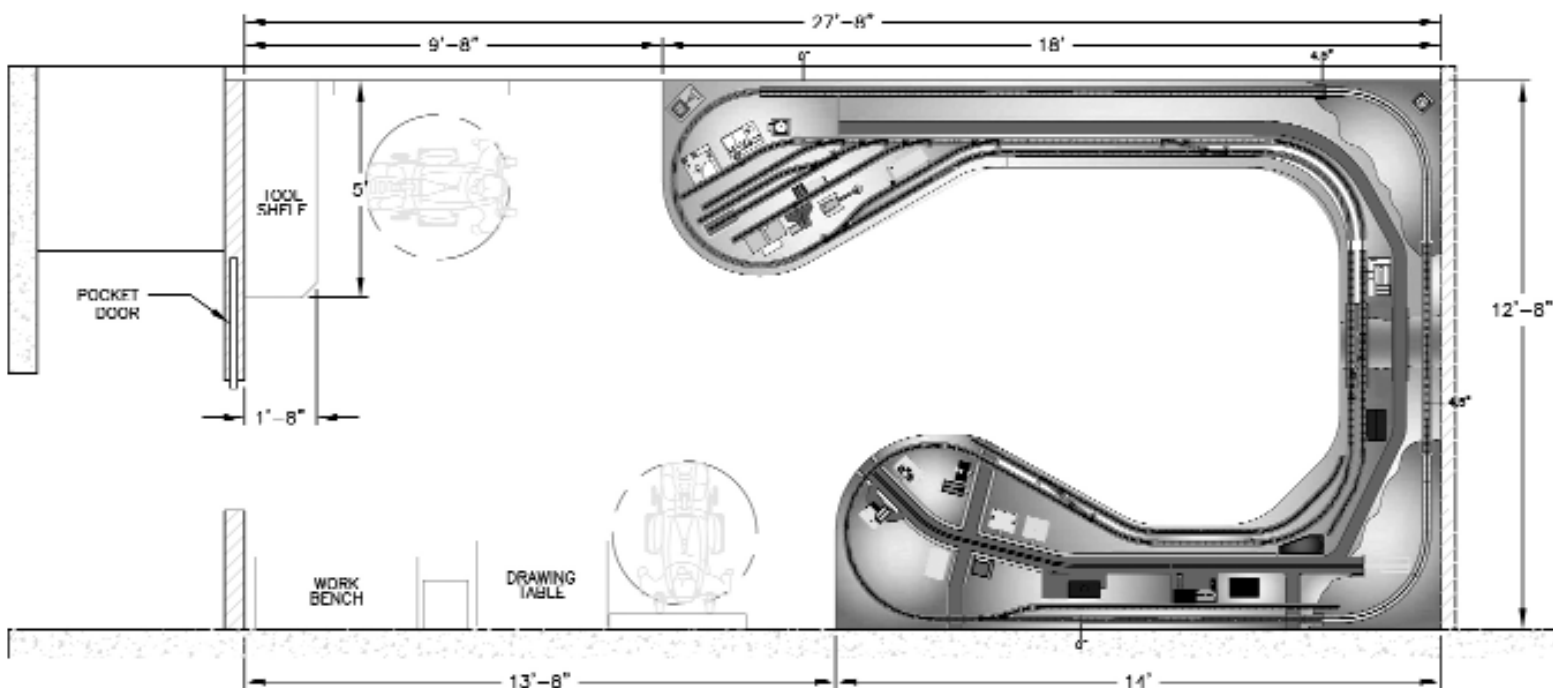


feet long. The walls are 2X6 lumber and well insulated. I had a pocket-door installed as opening and closing a hinged door is difficult from a wheelchair.

After I decided on a room size, it was time to design a layout. I know many modelers just start building with no specific plan in mind. I could not do that. My layout had to be wheelchair accessible in as many areas as possible. After many iterations, I found a simple around the wall layout best for me. Also, the height above the floor and the design of the table had to allow me to get as close to the layout as possible. I wanted to have continued running of trains. This dictated a 180-degree loop on each end and this is the only area I can not access totally.

Building began in July of 2016. Work progressed quickly and the room was complete in September. The outer walls are pre-finished plywood, the inner walls are drywall, painted off white. A dropped ceiling was installed with LED lights. The next step is fabrication of the tables.

to be continued



THE BC&G AT 50

Lessons from Half-a-Hundred Operating Sessions

By Brooks Stover, MMR
Photos by the author

I have been modeling the Buffalo Creek & Gauley Railroad for over 35 years, having started my first BC&G layout in 1978. My current 25' x 44' layout is the third that I've built depicting the historic and picturesque West Virginia shortline. I started construction of this layout about 18 years ago in February 1998. So why does the title of this article read as it does?



Well, the "50" doesn't refer to the age of the layout. Rather, it refers to how many times I have hosted an operating session on the layout. Yes, 50 times since 2005 I have invited eight fellow model railroaders to my home, paired them into four two-man crews and, using printed *Train Orders* and a fast clock, collectively they have reproduced the operations of the BC&G as they were in the late 1950s. (Note: For a full description of Brooks' operating scheme and Train Orders, see **Adding Operations to a Model Railroad** in the December 2009 *Model Railroader*). While certainly many layouts around the country have matched or exceeded fifty op sessions, it represented a meaningful milestone for me. While I designed the layout expressly to host operations, I had no idea that over a period of about 10 years I'd have over 70 different individuals (most of them non-S gaugers) participate in 50 operating sessions, carrying out 800 train movements in the process!

50th Anniversary Event: When it became apparent a year or so ago that I would, in fact, get to 50 op sessions, I started to think about how to celebrate the occasion. After considering some far more elaborate alternatives, I decided to make the 50th pretty much just like all the other sessions . . . invite eight of my modeling buddies over and run the trains. To recruit crew for this session, I reached out to a group of fellow S gaugers, all members of the **Southeastern Michigan S Gaugers** club (SMSG) who over the years have operated on the layout many times. Seven were interested and available. The eighth crewman, also a regular on the BC&G, models in HO and his beautiful layout, one of my all-time favorites, was recently featured in June 2016 *Model Railroader*. The fact that the SMSG club was to visit this HO layout as a group the following month made this a perfect crew (below).



Eight model railroaders brought the BC&G to life for the 50th time on April 26, 2016. Left to right: Randy Bosscher, Dave Held, Dave Campbell, Bob Stelmach, Bill Bartlam, Jan Burdzinski, Greg Rich, Brooks Stover and Gaylord Gill.

I wanted to do something to recognize the 50th event on the layout and I turned to the prototype for inspiration. In the 1960s, the BC&G hosted several railfan events. As there were few steam railroads still in operation by then, these were very well attended. Photos of fans and their vehicles parked all over the small engine facility at Dundon inspired me to set up a similar scene on the layout. A sign announcing the 50th anniversary was placed in front of the yard office which was adorned with bunting. Similar décor was bestowed on the BC&G's combine which would be used in service during the session. Pickup trucks with campers, small camping trailers and cars of all sorts plus lots of railfans eagerly anticipating the upcoming events were added around the BC&G's little engine facility. These simple modifications to the layout did the trick to establish the idea that there was something special about the day's operations (See photos on the next page).

The session went exactly as planned. All sixteen scheduled train movements were accomplished and based on feedback everyone had a good time and enjoyed both running trains and spending time with friends. What more could I have asked for? After all, that's what this hobby is all about!

Lessons Learned: Hosting 50 sessions has taught me a good deal about what works and what doesn't . . . what's important and what's not . . . when it comes to sharing your railroad with others by hosting operating sessions. Perhaps others might be interested in what I've learned and I hope that some of the observations I offer will be of use whether operating sessions are in your future plans or whether you just plan to enjoy your layout individually or informally with others.

First of all, sharing your layout with others requires a change of perspective. Generally, we modelers build our layouts in whatever way brings *hobby satisfaction* to ourselves. However, once a modeler decides that he would like to share the layout with other interested modelers, his focus must shift. Now the focus must be on what the operators need, or more specifically, what will make the layout most enjoyable for them. While there are a great many attributes that make a layout enjoyable to operate, to my way of thinking the most important can be grouped into two broad categories: Reliability and Clarity.

Reliability: This one is a no-brainer. Reliability of the functioning of a layout is the most important attribute for a satisfying operating session. Crew members can fill in missing scenery with their imagination, even see structures where there is only a 3" x 5" card with an industry's name written on it, but balky engines, couplers that fail to function properly, tracks and wheelsets that produce derailments or a DCC system that drops engine numbers or loses wireless connectivity will, without fail, spoil an otherwise enjoyable experience. Whenever a modeler asks my advice on preparing to host their first op session my advice is consistent and simple. Don't work on adding more track, finishing more scenery or getting one more engine weathered. Focus on making sure that every inch of track and every piece of equipment that will be used in the session is working as flawlessly as you can make it.

Continued on the next page

THE BC&G AT 50



Reliability continued: This takes a very conscious effort to accomplish because debugging the operation of equipment is often not fun. In fact, it can be the most frustrating part of building a layout. For the most part when one of these problems is resolved, the layout looks the same. Only you know that something was accomplished. But for sure, your operators will know if you DON'T do this important work! I keep a written list of every item of rolling stock or section of track that needs attention prior to the next op session and religiously make sure each is checked off before the crew arrives again.



Clarity: No matter how familiar an operator is with a layout, few operators will be as familiar as the layout's builder himself. In most cases, individuals only operate on a given layout once a month or less. Consequently, everything about the operating session; the individual train assignments, how all the controls work and where towns and industries are must be as clear as possible. This requires a combination of pre-session briefings, written material available to the crews and signs and notations on the layout itself. I have found that even after participating in ten or more sessions on the BC&G, even regular operators are more than eager to sit through my regular 10-minute pre-session briefing to refresh their memories on the details. An informed operator is a happy operator.

Like achieving reliability, this takes work. What might seem perfectly clear to the layout owner may not be obvious to the operators. I encourage feedback to find opportunities and improve things. I circulate during sessions to observe where crews appear confused. A quick "what's not clear?" inquiry can lead to an idea on how to make things better for the next crew.



One effective way to provide clarification about locations on the layout is through diagrams on the fascia. Each town on the BC&G is clearly labeled with the town name and has east and west indicated. There is also a small shelf with a diagram of that town with each track and switching site clearly labeled (above). The nomenclature on these diagrams matches the nomenclature on the train orders. Having these mounted on the horizontal shelf instead of vertically on the fascia makes them easier to read. These diagrams were created in Powerpoint, printed on standard paper and mounted on cardstock. These can be easily changed if the layout is changed. The shelves also have a place for an uncoupling pick and provide a place to lay a throttle.

While the operator needs Reliability and Clarity, there are two guiding principles for how the layout owner can achieve them: Standardization and Simplicity. I have applied these principles rigorously in developing the BC&G.

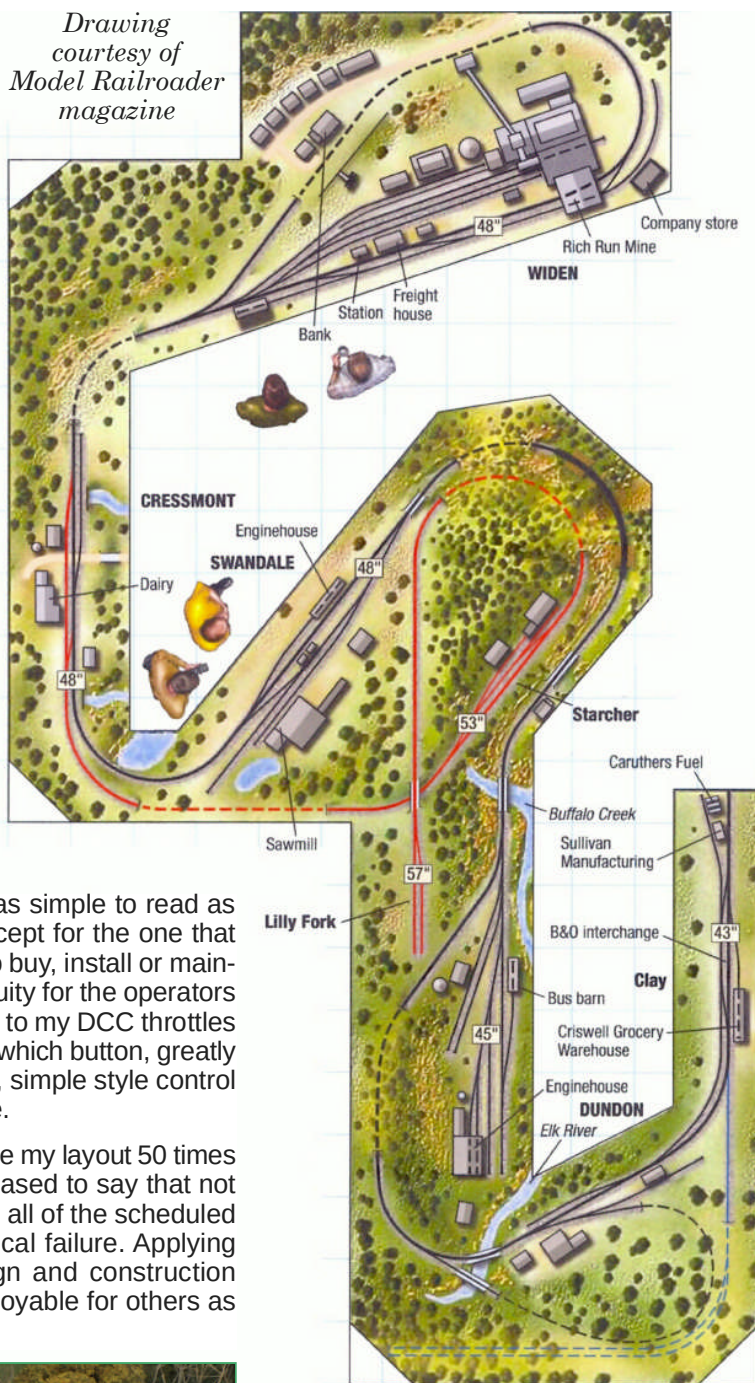
Standardization: Wherever possible I standardize on one manufacturer for each component on the layout. For example, I use only Kadee 802 couplers, only Soundtraxx Tsunami decoders, only American Models track and turnouts with ground throws, as few brands of trucks and wheels as possible, scenic materials from one company, all the wiring was done using the same brand of *suitcase* connectors and all my DCC throttles are identical. Standardizing on things like couplers insures they will work reliably with each other and for the operator uncoupling will be identical for all cars. Standardizing on one brand of decoder means that I only have to learn one set of CV's which makes it very easy to install and adjust a new locomotive or trouble shoot an issue. Standardizing on Woodland Scenics materials means all the colors work well with each other creating a uniformity in the appearance of the layout. The challenge with driving for standardization is that you have to resist trying every new product that comes along. But I'm convinced that the reliability and clarity of my layout are substantially the result of standardization.

Simplicity: I built my layout using the **KISS**, or *Keep It Simple, Stupid* philosophy and I believe it has contributed greatly to its success. Whenever there was a choice between complicated and simple, I chose simple. I was careful to design the track plan to provide interesting but not complicated or confusing switching assignments. I minimized hidden track and have only one turnout not easily reachable from the aisle. I kept the track *density* such that it is easy to see at a glance where your train is headed.

The printed orders the crews get have been refined to be as simple to read as possible. I use manual ground throws to control turnouts (except for the one that can't be reached). There is no wiring, buttons, linkages, etc. to buy, install or maintain. I've not had one failure in 15 years and there is no ambiguity for the operators on where the turnout controls are located. I even added labels to my DCC throttles to highlight the important buttons and list which sounds are on which button, greatly simplifying things for operators and I chose to use the smaller, simple style control throttles instead of a larger, more elaborate button-laden style.

Conclusion: I couldn't be happier that I've been able to share my layout 50 times with fellow modelers in formal operating sessions and I'm pleased to say that not once in any of the 50 sessions was it not possible to complete all of the scheduled train movements because of an equipment, layout, or electrical failure. Applying the concepts of standardization and simplicity during design and construction resulted in a layout with reliability and clarity that makes it enjoyable for others as well as for me. 🚂

*Drawing
courtesy of
Model Railroader
magazine*



To make things simple, labels were added to controllers, highlighting the often used buttons. Only simple throttles like the one on the left are used to avoid confusion.

NEW YEAR BRINGS NEW COLUMN



By Peter Vanvliet NASG Webmaster

With this first column of the new year, I want to review a couple of things about the web site, and start a new section for my regular columns.

The State of the Web Site

The new web site design has been very successful, with nothing but positive feedback. Except one . . . The new design doesn't play well with the web browsers built into the various mobile devices. The way I coded the new web site design is nothing fancy or bleeding-edge. Other than the home page, all the pages have simple HTML coded to the current standards. However, although smart phones have been around for a while now, their web browsers still lag behind in implementing the current HTML standards. This can be for various reasons, including development priorities for the companies creating the browsers, and it may be due to very real limitations of the device on which the browser is running (screen size, battery life, processing power, etc.). Desktop and laptop computers have none of those limitations. I will continue to investigate what I can do to try to get as much of the NASG web site to be functional on mobile devices, but my advice is to always visit the NASG web site with a "full size" computer. The web site has over 5,500 photos on it, and so it is really meant to be enjoyed with a large screen.

Let's Review the New

Regular, incremental updates throughout the web site continue. I usually spend some time on the web site nearly every day. I enjoy doing that. As of this writing, I can now report that all of the physical Dispatch issues I had, have been scanned into PDF form and are now available for free on the NASG web site. We have all of the issues dating back to 1983 (there are 5 issues missing, and anything before 1983).

With that project completed, which took me a couple of years, I am now starting a new one. It is my intention to provide an index of all the articles in each of those Dispatch issues. I have started it, and like the scanning, I suspect this is going to take me a year or two to complete. In the meantime, whatever I have done will be available on the web site. To view this, click on the **NASG** button on the web site; click on **The Dispatch** menu option. On the Dispatch page, click on the **Back Issues** link; the Back Issues page has the new **Article Index** section. You can view the article index by author, category (topic grouping), and by issue. Each article index page has a link to the issue, if you want to view or download it.

The **Members Only** section of the web site has been slightly reformatted to group the related topics together. The list of what you can do there had been growing. Also, to better protect the last year's members-only Dispatch issues that you can download, the method of getting to those issues has been changed. You now select the issue that you want, and within a few seconds it will be available for you to view or download. Please note that we may now also have supplemental data files available for specific issues, so those will be listed in that issues selection list as well.

The web site's **Store** button now has the **View Your Shopping Cart** menu option. This was to help those who do not see the **View Cart** button on the upper right-hand corner of the web site if something has been added to the shopping cart.

Paul Washburn has started scratchbuilding an ATSF steam locomotive and tender. He is sharing photos he takes of his progress, and he has given me permission to form those into an online article. This is a great opportunity to see a master model builder constructing one of the arguably most complex projects in our hobby. You can see the current state (updated as Paul shares new photos) by clicking on the **Scale Modeling** button, then click the **Mini Articles** menu option, and clicking the left-most article (**Santa Fe Tender** as of this writing).

The last thing I want to mention is that I have reformatted the **American Flyer Product Gallery** reports. When I redesigned the web site, I started with the **American Flyer** topics. The **Scale Modeling** topics were actually one of the last pages I worked on before the September 1, 2016 release of the new web site. By that time I had come up with a better way to provide the various reports of the **Scale Product Gallery**, but I didn't have the time to go back and apply those same reports to the American Flyer Product Gallery. That has been updated now. New reports are now available. You can view the "database" of American Flyer products by locomotives, cars, accessories, parts, and specialty items.

When Modeling... Freight Car Loads

I would like to start including this new **When Modeling** section in each of my columns. The idea is that I want to focus on a very specific part of our modeling efforts, and provide you with leads that you may not have been aware of. Essentially, I will be listing various manufactures, dealers, and retailers who manufacture or carry the products under discussion. I will not provide their web site addresses, because that takes too much space in this column. You can click on the NASG web site's **S Resources** button, then click **The Complete Listing** option at the top, and then scroll down to the company's name to visit their web site. I also do not necessarily have any personal experience with the products listed.

This issue's topic is freight car loads. There have been many articles on how to scratchbuild your own freight car load in model railroading magazines. I have built a number of them myself (see the Articles section of my personal web site, **pmrr.org**). Here I want to focus on pre-built freight car loads.

American Models offers two, three, and four-bay hopper coal loads for their cars. Their army tank kits can also be used as flat car loads. They also have a large collection of 40-foot semi trailers which can be used for TOFC.

B.T.S. offers a large transformer kit (#04000) for a depressed-center flat car. They also have the Stover Engine (#00699) and Challenge Pump (#00700) that might make for interesting flat car or gondola loads. Their Engine House Details set (#00776) might contain parts that could be placed on a flat car near an engine house.

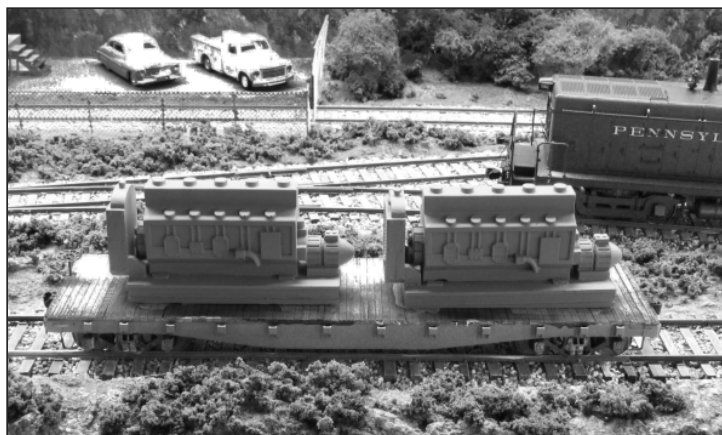
Diane's Attic specializes in reproduction circus-related loads for American Flyer cars. They carry wagons, cars, and car-with-wagons sets. Some are also available with reproduction American Flyer flat cars.

GLX Scale Models produces O-scale dragline buckets, which are perfect for use in S-scale. Medium and small sizes are available as well. Dragline buckets come in many sizes so they are really scale-independent. See photo below.



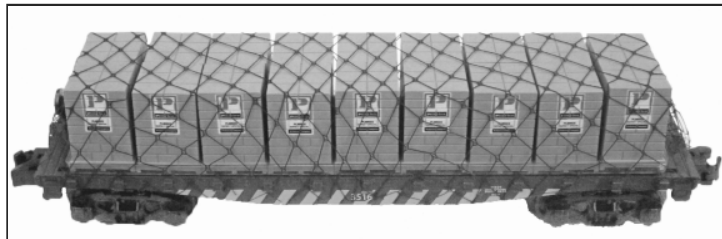
JWD Premium Products offers a variety of freight car loads. They include steel coil loads (various colors), aluminum coil loads, steel plate loads (single- and double-stack), wrapped lumber loads, cable reel loads, and aluminum rods loads. These are decorated (where applicable) and come with proper supports for the load.

Model Tech Studios has a set of power generators (below) available as flat car loads. They also manufacture a dragline bucket, a set of two vertical engines (above right) and loose gears which can be used for junk in gondolas, e.g.



Motrack Models manufactures coal loads for S-Helper/MTH two-bay hoppers (low and high profile), and an ore load for S-Helper Service/MTH ore cars.

NASG Convention Car for 2016, below, comes loaded with pallets of refractories (material used in steel milling). The pallets can be bought separately. See page 29 to order.



P-B-L manufactures a lumber load kit (#F6000LL).

Pine Canyon Scale Models offers a set of 7 small covered loads (#503), and a set of two large covered loads (#591). These are unpainted castings.



Royal Train Equipment manufactures a junk load (#JR2-S) and a ballast load (#JR1-S) for American Flyer gondolas. They also make coal loads for two-bay American Flyer hoppers (#JR5-S), three-bay American Flyer hoppers (#JR6-S), and S-Helper Service two-bay hoppers (#JR3-S).

Saint Charles Model Works offers a scrapped wheel load for gondolas, shredded scrap loads (fresh and rusted), a baled scrap load, and a tie plates load. They only sell through eBay.

"S"cenery Unlimited carries an unpainted junk load (#280), a circus set that includes cars (#1000), and drag-line buckets (#SM-DLB-03). Their full catalog may list some more.

Sidetracks carries Blue Mountain ballast hopper loads for American Flyer and American Models hoppers. They also carry Blue Mountain coal loads for S-Helper Service/MTH ore cars, and for SSA and American Models hoppers. I believe Blue Mountain is no more, but I might be wrong.

Finally, retailers such as Des Plaines Hobbies, Walthers, and eBay carry a variety of S-scale loads. These require a bit of searching on their respective web sites.

The December 2015 issue of **The S Scale Resource** magazine issue, on page 21, has an article by **Tom Lennon** and **Ken Zieska** where they use an HO-scale American Model Builders Structural Flat Car Load with Blocking (#206) as an S-scale load. This magazine is freely available online.

These are the S-scale loads that I am aware of that are available as of this writing. If I missed any, let me know so that I can update the web site, and share it with the readers in a future column. I hope that this resource is helpful in your modeling efforts. Tidbit: the **S Resources** section of the web site currently lists 363 companies producing or selling S-scale products! 🚂

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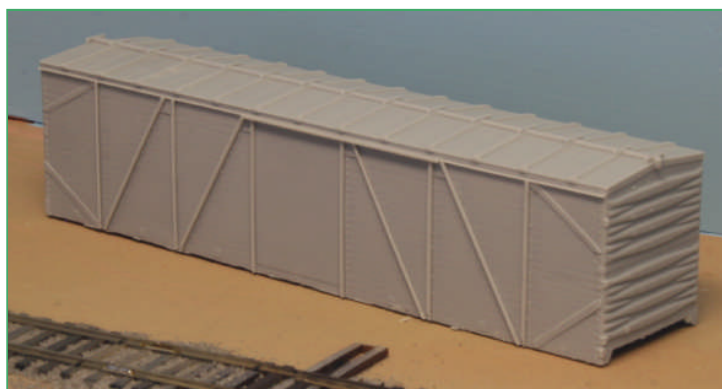
NEWS FROM THE NORTH

By Jim Martin, S Scale Workshop

New boxcars: As this was being written Custom builder Pierre Oliver of *Elgin Car Shops*, elgincarshops.com, was working on two new resin-cast boxcar kits in S scale. He displayed a couple of shells at the Chicagoland RPM meet in October 2016.



The first is a CNR 1937 AAR car with NSC (National Steel Car) ends and a flat panel roof. It will be sold under Pierre's Yarmouth Models label. It will have metal etchings, laser-cut running boards, Des Plaines ladders and Black Cat decals.



The second in the works is a 1929 CN 40-foot, outside-braced boxcar. It is being manufactured by Pierre for David Clubine of *Ridgehill Scale Models*. David's father Oliver initiated the project, but sadly passed away before he was able to realize the finished product. Pierre stepped in and "voila." That's French-Canadian for "giterdone." Both Pierre and David are pushing to get these kits to market sooner rather than later, or in Pierre's words, "haste, but not undue haste."

Looking back on 2016: The S Scale Workshop celebrated two anniversaries: our 10th anniversary as a Free-Mo modular group and the 20th anniversary of our first sectional traveling layout, the Ridgehill Central. Twenty years! No wonder the stuff is getting heavier!

In all, the Workshop covered five shows last year. The first two in March were actually on the same weekend, the first time we've ever been two places at once. We had a large setup with our return loops at Copetown, Ontario, while two of our members fulfilled a commitment, and showed a smaller layout with our train turntables, about 120 miles east in Cobourg, Ontario. Next was Novi. We felt privileged to be invited, and really enjoyed the time spent with our fellow S-scalers and

gaugers who dropped by for a look. Montreal was next, 650 miles to the east the following weekend! That really wasn't a logistical problem, just one of stamina and fuel consumption. The layout sections simply stayed packed between the two shows. Our last show of the year was in early October in the Toronto-area community of Brampton.

Unlike Novi and Montreal where we ran return loops, this time we operated with our train turntables at each end. These have served us well over the years but can only handle short, 4-foot trains. So Simon Parent is building a second set of return loops to stay in the Toronto area. The original set, also built by Simon will remain with him in Montreal.

B&W vs. Color: Speaking of the Brampton show, take a look at these two show photos of Trevor Marshall's 2-10-2 hauling a solitary flatcar. The back story may be familiar to others who haul their layouts to train shows. The last hour of the last day of the show, when we are tired and goofy is when we have been known to do goofy stuff, including goofy trains. I'm responsible for this one in the closing minutes of the show. As Trevor quipped, "Someone must have needed a bulldozer really bad." Yeah, I guess. Why else would such a brute be pulling it instead of something smaller?



But when viewed in black and white, this truncated train somehow looks plausible. B&W suggests a historical record, something that actually happened. When we research the early 50s or before, the photos are primarily B&W. We often think of the history of our era in B&W. When the exact same image is viewed in color, the muscle bound movement looks ludicrous. We both agreed that the B&W version of the photo does a much better job of minimizing the show hall beyond the layout. Trevor always has B&W images of his layout at the top of his blog, http://themodelrailwayshow.com/cn_1950s/ and that's brilliant. The next time you're photographing your layout with your digital camera, try seeing how it looks in B&W.

Continued on page 22

CONVENTION CARS ANNOUNCED

Chair of 2017 NASG Annual Convention, David Blair, has provided the following pictures and information. The fact that as of this writing they are already this far ahead with their planning suggests to me that next year's convention will be a great one. — Editor.

The **2017 NASG Convention** will be held in Timonium, Maryland, about fifteen minutes north of Baltimore. The convention will be hosted by the **Baltimore Area American Flyer Club (BAAFC)** and the **Washington and Old Dominion Division** of the Atlantic Coast S Gaugers (WOD). Plans are underway to provide an enjoyable convention including tours to Strasburg, Pennsylvania, to **Steam into History**, and the **B&O Museum**. As part of those plans, the BAAFC has selected as the convention car, a TOFC that highlights the traditions in Baltimore. The 2017 TOFC cars are unique and you will not find them anywhere else but through the convention because the BAAFC has exclusive rights to these designs.

The BAAFC negotiated with the **McCormick Spice Company** of Baltimore for their marketing department to design two trailers for this year's car. The primary trailer will feature the **Old Bay Seasoning** which has been a part of the heritage of the Chesapeake Bay since 1939. When someone comes to Baltimore, they often seek out a place to have crabs from the Chesapeake Bay and they were seasoned with Old Bay.

The Old Bay trailer will be on two flatcars that are part of railroad history in Maryland, The B & O and the Western Maryland. There will be two road numbers for each rail line. The B & O car will have the numbers 2017 which represents the convention year and 9523 which is a TOFC currently on display at the B & O Railroad Museum. The numbers on the Western Maryland cars will be 1889, the year McCormick was incorporated in Maryland, and the number 2411, a TOFC that was in service on the Western Maryland line.

The second trailer features two of the primary spices of McCormick; peppercorn and basil. This trailer was specially designed to be used either on one's layout at a warehouse or even on the road or as an alternate load on the TOFC.

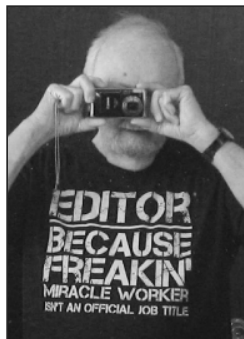
Although MTH has advertized that the trailers are 49', they are in fact 45' in length and 9' tall in 1:64 scale. This was a common trailer length in the 50's and 60's. It will be a great addition to any layout, both scale and hi-rail.

The pictures shown are mockups provided by MTH. Please note that the car numbers are not the ones that will be part of the convention offering. I hope that you will purchase a car or more that represents the heritage of Chesapeake Bay and of the history of the railroad in Maryland.

Order forms for the cars, along with Convention Registration forms will be included in the March-April 2017 Dispatch or can be found now on the web at <http://baltimoreamericanflyerclub.org/home-desk-top-2/2017-nasg-convention/> 



THE CONDUCTOR'S CLIPBOARD



ABOUT THOSE POULTRY CARS . . .

In the last issue of The Dispatch, in an attempt to include other seasonal events beside Christmas, I wrote about Turkey Trains, and poultry cars.

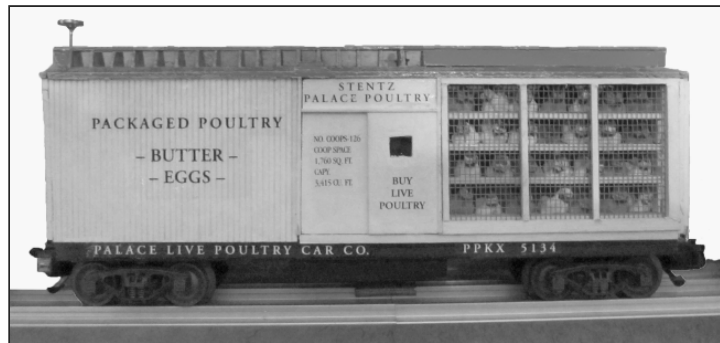
Information about the history of the prototypes was easy to find using Google and Wikipedia. A lot of the information was found on the Hoosier Valley Railroad Museum web site.

When I went looking for S scale Poultry Cars, I couldn't find any. I looked at American Models, Lionel/American Flyer, MTH, Scenery Unlimited and about half-a-dozen other web sites including eBay. No luck. I contacted a few old timers who had been in S scale modeling a lot longer than I have. Nothing.

No sooner had the November-December issue reached members that I got the following e-mails:

I enjoyed your article about the turkey (poultry) cars in the Nov/Dec Dispatch. Attached is a picture of a poultry car built by the late Frank Titman, which I purchased from his estate. This is a model of a half poultry/half cool storage car.

My maternal grandparents also used to raise chickens and sell eggs, I don't know if any were ever shipped by rail. I do know that I learned how to pluck chickens when I was very young. — *Dave Heine, NASG Eastern VP*



Lehigh Valley Poultry Car

Photo by David Tyner

I read your article in the latest Dispatch regarding poultry cars. There has been a poultry car kit available in S for many years. This kit, LVM45 Palace Poultry Car, was designed and marketed by the late Frank Titman under His Lehigh Valley Models name. A picture of the model is shown on page 47 of the Scenery Unlimited Catalog and may be available from them. The new owner of Lehigh Valley Models is Philip Kehr, 79 Hidden Hill Farm Lane, York, PA 17403. Telephone: (717) 747-0493. This is one of the few kits Frank Titman designed that I have not built. As far as I know this kit may still be available from the new owners of LVM if not from Don Heimbürger's Scenery Unlimited. I hope this will be helpful. — *Tom Robinson*

I just read the latest Dispatch and noticed that you could not find any poultry cars in S. Lehigh Valley Models made an S-gauge poultry car kit #LVM45. I've attached a photo of the one that I assembled and turned into a chicken car. I can pull it out of the box and send more photos if you'd like. I may even have a few photos of the assembly steps somewhere in my electronic files. — *David Tyner*

I have invited David Tyner to submit an article and pictures about building his poultry car.  — *Bill Pyper, Editor*

NASG INFORMATION BOOTH SCHEDULE OF 2017 SHOWS

for the **World's Greatest Hobby on Tour** shows are:

January 7 and 8, Atlanta, Georgia
January 21 and 22, Seattle, Washington
February 4 and 5, Phoenix, Arizona
February 11 and 12, Pomona, California

The NASG is looking for portable layouts in each of the host communities to be operating at the show. There is an honorarium for any S layouts at the show, based upon the size of the layout. There is a need for NASG members who are not participating with any layout group displaying at the show, to assist with staffing the NASG booth.

The **National Association of S Gaugers** will contract with the show for a 10-foot by 20-foot booth to display a variety of S model railroading products and provide the attendees the opportunity to learn about S. Most of these shows will have an audience in the range of 20,000 to 30,000 attended. More than half of the visitors at these shows are new to model railroading and have never attended a train show before. There are usually anywhere from 10 to 20 S manufacturers, including Lionel and MTH, and dealers exhibiting at each show.

If you or your club have a layout that could be displayed at the show, or you are interested in helping staff the NASG booth, please contact **Will Holt**, National Shows Coordinator, Promotions Committee at willowassoc@comcast.net or 630-881-9025 as soon as possible.

News from the North *Continued*

Lunenburg, Nova Scotia is a *Unesco World Heritage Site*, renowned for its picturesque harbour and colourful fishing history. It's wall-to-wall tourists in the summer, but I'll bet not one visitor in a hundred knows about the S scale model railroad just a mile away. I did of course, and while on vacation last August, stopped by the Halifax & Southwestern Railway Museum for a visit and a chat with curator Duane Porter. I was impressed with the large layout he and his volunteers are building. Duane has promised to share it with Dispatch readers in the near future. In the meantime you can watch a video on their website, hswmuseum.ednet.ns.ca

Dan Kirlin, noted Canadian S-scaler died last summer while mowing his lawn. His widow Dee has been disposing of his model railroad equipment including some fine S scale items. Visit www.dansmodeltrains.ca if you are interested in purchasing any. Dan was a top notch modeler but more than that, a friend. He will be missed. His obituary can be found on the NASG web site. 

Till next time, Cheers, Eh

2016 S FEST WEST

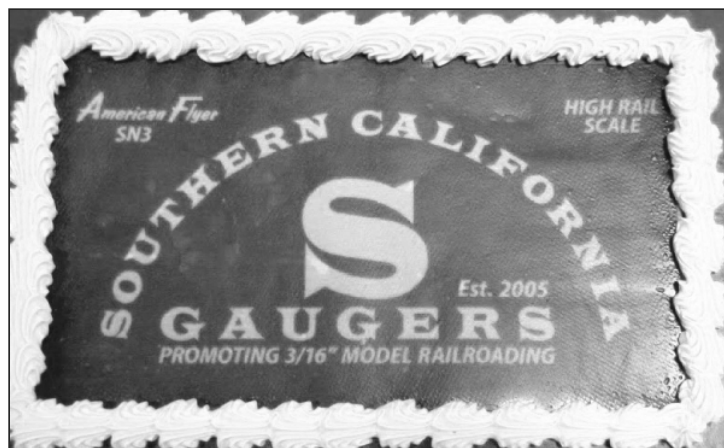
Los Angeles Puts On The 2016 S Fest West Reported by Fred Ruby

Back in about 2008, the **Golden Gate AF Club** and the **Sacramento Valley AF Club** had been hosting **Flyer Fest West** for several years, alternating between them each year, when they asked if the relatively newly formed Los Angeles club, the **Southern California S Gaugers**, would like to host a show in rotation with them. So in 2010 SCSGC put on our first S Fest West, changing the name slightly out of respect for the scale guys in the group and hoping it would draw scale modelers as well as the usual Hi-Rail and tinplate folks. It did. We had a great turnout and a great event with Ted Hamler, the renowned Gilbert collecting authority, being the after dinner speaker. Our inaugural souvenir car started the chain we have followed since: a car Gilbert made in HO only, but should have been produced in S as well. So we went through the lawyers at the two companies involved and put out the **Karo Syrup tank car**, produced by Lionel.

Three years later, in 2013, it was our turn again and we were able to get **Don Heimburger** of **S Gaugian** magazine to give us a presentation. Similar results for a large turn out and great event. This time the souvenir car was a **Green Bay & Western** (GB&W, Grab your bag and walk) reefer by Lionel.

So what, pray tell, occurred on May 21, 2016? Well, lemme tell ya all about it!

We had previously used an Embassy Suites hotel, but wanted something a bit different this time. Fred Ruby went looking as far north and east as Monrovia, and as far south as Anaheim near Disneyland and about 30 places in between, including near the Ontario and Burbank airports. We finally decided that the Monrovia Community Center would do nicely. It is located in the heart of Oldtown Monrovia, undergoing a renaissance period with a lot of mom-n-pop shops, great "foodie" restaurants and an active night scene without any negatives. A fun safe place to be. We found a great caterer, Mickey's Catering of Upland, who offered us good food at a very competitive rate. He made the desert a half chocolate and half vanilla cake with our club banner printed in icing.



Dennis Bagby did the advertising and **Jeff Kruger** with help from **Rashied Jibri** handled registration. Security was headed up by **Richard Rowe** with an assist from his son David, a member of the Ontario, California Police Department.

We produced the **SOHIO Tank Car** souvenir car after the lawyers from BP (owners of the SOHIO name) and Lionel got an agreement facilitated by our own **Gene Capron**. The decision on which Gilbert HO car to produce was made almost two years before the event with research starting as part of the 2013 S Fest West. Gilbert only made approximately 300 of these rare HO beauties! The club had heard that a pristine HO example sold at an auction for over \$3000. And because Lionel has made a large improvement in their ability to deliver their products when promised, we had the cars in the USA before the show took place and most of the cars were delivered by Friday June 10th, just a few weeks after the event. That beats the prior cars' multiple months of waiting. HUZAH!

We wanted the guest speaker to be someone that the S community, model railroaders of all scales and railfans would want to come and hear. Member **Cindy Friedberg** volunteered to secure a guest speaker. She asked if the recently moved UP BigBoy would make a good starting point.

As many of you know, **UP 4014** finished it's last run on July, 21, 1959 and was given to the **Los Angeles Railway & Locomotive Historical Society** in December 1961 and placed at the museum in January 1962. Until being relocated to the UP Steam Shop in Cheyenne, Wyoming recently, this 132 foot long behemoth resided in the **Rail Giants Train Museum** at the **Pomona Fairplex**, home of the **Los Angeles County Fair**. Now that BigBoy 4014 was going to be restored to running condition, and that particular locomotive came from Los Angeles and the Lionel issued BigBoy in S was numbered 4014, it made sense to have that be the focus of our event.

After receiving a unanimous YES! from everyone involved, Cindy worked extensively with the Union Pacific Railroad to get **Ed Dickens, Jr.** to be our guest speaker and supply some corporate calendars for centerpieces on the banquet tables. Ed is the manager of the UP Steam Shop and is a licensed Steam locomotive engineer for UP 844, 3985 and the 4014 steam locomotives. Cindy produced fliers and news articles to publicize the event. She created the buttons that we handed out in the registration packages. As a supplement to the calendars the club procured BigBoy 4014 embroidered hats from Daylight Sales (thanks to Dave Houston!) and Ed autographed each hat and calendar. Not only did Ed graciously help us with this, he also autographed Tony Alamia's Lionel 4014 Big Boy tender. THAT is a one of a kind souvenir!

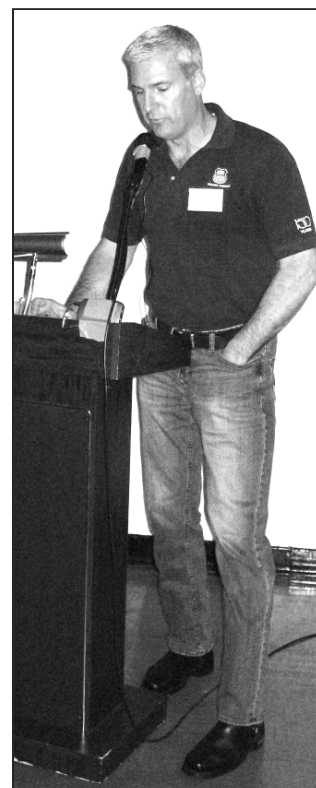


Photo by Carl Rudolph

Continued on the next page

2016 S FEST WEST



*Tony Alamia's BigBoy tender autographed by Ed Dickens.
Photo by Chuck Sweeney*

Tom Houston was the initial chairperson, but had to step down in February. **Fred Ruby** took over and created a list of what had to be done, when and by whom. **Don Stratton**, the Chair of the 2010 event volunteered to lend advice and acquire some needed extras (raffle tickets, dinner tickets that feature the 1957 Gilbert catalog cover and a great many other last minute items needed to succeed). We also had some assistance from **Sharon Stratton** and **Carol Rowe**, Don's and Richard's wives. **Parker Sheehey** lent a hand setting up the centerpiece and numbering on the dinner chairs, despite being just out of very serious back surgery. What a great young man he is. **Marty Chin** stayed after closing to help load the rented tables into the truck sent to retrieve them. This volunteer crew must have done something right because all said the event was a great success. We also need to acknowledge **Butch** and **Charlene Cowdery** for coming all the way from Visalia with their amazing large **All Aboard** layout and **Danny** and **Arlene Spendlove** for setting up a ten by ten **FasTrak** layout with two loops and even a bit of scenery.



You can still purchase our S gauge SOHIO tank car by sending an e-mail to sfestwest2016@yahoo.com or see the ad on page 26 of this issue of *The Dispatch*.

If you are pals with, or have just talked to these two contributors, you know that **Steve Stallings** and his son **Paul** are what might be considered modelers of the highest caliber. Paul is also known for his custom engine work and car painting, including custom color matching. Steve brought along his wooden deck bridge module to display so other S folks could get an idea as to what they might be able make that would fit in with our club's modular layout. We have some modules that are dedicated **Plasticville** set ups from our childhood and some that are perfected scale models of the real word. Steve's is that later category as the picture on the right shows.

Our numbers were a bit smaller than prior years, but we still had great attendance, with all sellers reporting in with grins and smiles. There was a special raffle for a **Lionel Electro-magnetic Crane**. The usual raffle had ten nice prizes and a lot of smiles. **Carl Rudolph** of **SVAFC** won three items. No bribes were involved, but there were reports of a noose being made! **Tom Houston** had been given the Lionel factory paint sample SOHIO tank car, as is our club's custom. He donated it to the club and we auctioned it off to winner **Steve Markusic**. The door prize, an **SD70Ace** in **KCS** paint donated by Lionel was won by Tom Houston who donated it to be auctioned off. **Doug Schirripa** was the winner on that one.



Photo by Adam Cortez

While dinner was being prepared, **Dale Smith** of the **Golden Gate American Flyer Club** give a very informative presentation on the history of the Gilbert SOHIO tank car. The dinner was quite tasty. We had a few folks go back for third helpings. That speaks to the quality of the food! After the cake, we were ready for the evening's main event.

Photo by Steve Stallings



Ed Dickens' presentation began with some information on the 4014's departure from Pomona and arrival in Cheyenne. He then showed us the restoration work on UP 844, a 4-8-4 Northern class locomotive that was built for high speed passenger service and later relegated to freight duty.

There are a great many common components between 844 and 4014 as well as Challenger 3985. Ed showed us the tear down photos on 844. There was rust throughout and heavy deterioration on much of the boiler shell. He showed us that the cab deck and frame were so badly rusted it was easier just to make a new one. Fortunately, the UP had an almost complete set of engineering drawings for these three steam giants. Unfortunately, the tools needed to do the restoration had been long lost in most cases along with how to actually do the work. Ed showed us how his team recreated or reinvented all the tools and processes required, documenting everything with photographs and detailed writings. Even better, because of the commonality between the three engines, all tools and processes will directly contribute to a shortened schedule for rebuilding 4014 and 3985. Ed went on to explain that because of the commonality of parts, anything ordered for 844 had the order increased to accommodate anticipated requirements for the BigBoy at the same time. An example he gave was that the stay-bolts, the bolt that runs through from the outer shell to

the inner shell on the boiler, were ordered in a large enough quantity to redo all three engines; the order filled a modern boxcar completely, with each stay bolt being around 1½ inches in diameter and 12 inches long. Every audience member is looking forward to the day that the 4014 comes back to Los Angeles under its own steam power, Ed sitting in the right-hand seat, that famous whistle moaning from an anticipated 300 PSI boiler pressure.

After Ed's presentation, we announced the winners in the silent auction, and ten folks got some good deals. We then ran a live auction with ten more great deals being made. Ed's lady, Nancy, bid on a Lionel issued semaphore and won it as a gift for Ed. It turns out that Ed received an All Aboard set as a birthday gift not too long before the show. Not only was the guest speaker tied to the Los Angeles area by Nancy's childhood and by LA being the former home of 4014, he's a Flyer guy too. Nice serendipity. Ed spent some time shopping at the show and expressed interest in attending the next event, to be held in the San Francisco area by the GGAFC. We all hope to see our new S friend next year.

We're all looking forward to getting an announcement about next May for the City By The Bay to host the next major S event in California. 🚂

Photos below by Chuck Sweeney



Above: Trading floor was busy.

Left: Festival button with image of the 4014 by Alan Fullmer.

Below: Danny Speedlove's Fastrack layout.

Below: All Aboard layout belonging to Butch and Arlene Cowdery of Visalia.



CLASSIFIED ADS

ANY ACTIVE MEMBER of NASG can place a non-commercial classified ad in the Dispatch for no charge. Ads must be limited to 10 lines+-. E-mail your ad copy to dispatch@nasg.org or mail to Bill Pyper, Editor, PO Box 885, Salem, OR 97308-0885. Please be sure to include your **member number**. Ads will run for three consecutive issues unless told to stop.

FOR SALE: (1) AF 1957 NP Vista Dome North Coast Ltd. passenger set 20370. Mint, original item boxes (minor box damage). PA 492 (21552)—roar, PA 490 (21556)—horn, combine 24702, coach 24705, dome 24708, observation 24712, 708 horn control. \$1850 full set only. (2) AF 918, red mail, new, nearly mint, box, liner, arm, rail, button, green/white bags. \$110. (3) AF 1959 NH 21573 EP-5 electric, used, "good." \$100. (4) NASG 1980 20th anniversary commemorative AF gondola body, black, white decal lettering. Never used. No trucks or couplers. \$20. For more info/photos/other items, **email Bruce.Shore@sympatico.ca**

FOR SALE: **Antique Vintage Railroad Baggage Cart.** As is condition, needs some work. Price reduced to \$800. Has a Railway Express Agency sign on it. Location: Rockford, Illinois, US. No Shipping, you must be able to haul it away. It is about 10 ft. long, about 50 in. wide and about 42 in. high. Has iron wheels. Vera Flood, 5018 Sedona Circle, Rockford, IL 61109 Phone (815) 494-5785 e-mail amflyer39@hotmail.com

The **ROCK ISLAND REPORTER** is a free e-mail newsletter. To sign-up go to <http://leepurl.com/Ut8UL> Please pass this link to anyone interested in the Rock Island. Back issues available. E-mail updates appreciated. Stories and small articles are welcome. Send to Editor Tom Brugman, tbrug@aol.com

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 Large collection of 3-rail O-gauge. Lionel, MTH, Williams, Weaver locomotives and rolling stock. Miles of used Lionel track and switches, unique Marx track and switches. E-mail rrbill10@comcast.net for a pdf or hard copy.

FOR SALE House of Trains S gauge wood 42 ft. reefer kit. Kit includes metal accessories. Early 1950s manufacture. Have 4 kits for \$20 each. Call 718-343-5875 after 7 pm EDT.

FOR SALE: Brass GP-30 phase II by Greenbrier. PRR low hood version with Trainphone antennas. Includes factory gearing upgrade. New in box \$700+shipping. Call 717-497-5606 or e-mail wachtman@verizon.net

FOR SALE: 48262 TTOS Union Tank \$50. 48292 TCA Scaramento Tank \$60. 48265 TTOS Life Savers Tank \$125. 48296 TTOS Wint-o-Green Tank \$70. 48298 TCA Spreckles #1 \$60. 48299 TCA Spreckles #2 \$60. 41020 TCA Spreckles #3 \$60. 41024 TTOS Smokey Bear Gondola \$65. 48249 TCA Yule Marble \$80. US Mail extra. Philip Capion, 30190 Apple Grove Way, Flat Rock, MI 48134-2750. Telephone 734-377-3252.

FOR SALE OR SWAP: SHS cars. All are new or mint in the box w/AF couplers and both wheelsets. \$35 each or \$30 each for more than one, plus shipping of your choice. **NYC offset hopper** in red #4 #01118 (#861784). **New Haven PS-2** #00080 (#117093). **Maine Central PS-2** #00030 (#2492). Also at same price, **D&H panelside hopper** set, NIB, \$100 OBRO. Contact jacekahn@hotmail.com or call 507-696-7700.

WANTED Any 4-8-4 American Flyer S-gauge or O-gauge. Any smoking tenders, American Flyer. Lionel GG-1 Brunswick Green. #14 and Bulb Transformer. Directional rectifier DC. Contact: Philip Peschi, 7 East Miami Ave., Villas, NJ 08251.

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.

WANTED: Will pay \$10 for **NASG old standards track gauge** from 1970 (1.05 square). Steve Monson, 4000 Willow Road, Brooklyn Park, MN 55443. monson@waves.space.umn.edu

WANTED: Replacement gears for S-Helper consolidations. Steve Monson, 4000 Willow Road, Brooklyn Park, MN 55443. monson@waves.space.umn.edu

ANY MEMBER CLUB that has special edition cars left over from conventions or fests can advertise them at no charge in The Dispatch. Send a hi-res jpeg photograph and information to dispatch@nasg.org

SOHIO TANK CAR IN S GAUGE. The SOHIO Tank Car was made in HO by Lionel but never in S gauge. SOHIO stands for Standard Oil of Ohio. These Lionel 6-41026 cars sell for \$70 each which includes shipping and handling. To order make a check payable to **SCSGC** and mail to: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718



MONSANTO TANK CAR

We have extra 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 AFSGLA for \$95⁰⁰ which includes shipping and handling. Make checks payable to **AFSGLA** and send to: Moe Berk, 39 Graeler Dr., St. Louis, MO 63146-4938





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BY


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.

January 7, 2017 — Parma, Ohio

The **Cuyahoga Valley S Gauge Association** presents the **SNOW DOGS TRAIN SHOW** 10 am to 3 pm. at the UAW Hall, 5615 Chevrolet Blvd. Buy, Sell, Trade. New and used trains! Watch trains run on operating layouts. This is an All Gauge show with over 150 tables. Admission \$6, children under 12 free and parking is FREE. Good food at reasonable prices. For additional information visit www.cvsnga.com

January 7 and 8, 2017 — Atlanta, Georgia

The **ATLANTIC COAST S GAUGERS - GEORGIA DIVISION** will operate their 30'x30' layout at the **WORLD'S GREATEST HOBBY ON TOUR** at the Georgia World Congress Center, 285 Andrew Young International Blvd. NW. Admission \$15 adults. Under 16 free. Information at www.wghshow.com The **NASG INFORMATION BOOTH** will be set up at this show. Help needed.

January 8, 2017 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show**

January 13 and 14, 2017 — Tucson, Arizona

TOY TRAIN SHOW sponsored by the **Gadsden Pacific Toy Train Operating Museum** at the **Expo Center**, 3750 East Irvington Road. Friday 1 pm to 6 pm, Saturday 9 am to 2 pm. Admission \$6. 13 and under free for more information go to www.TrainShow@gpdttoytrainmuseum.com

January 21, 2017 — Duluth, Georgia

The **ATLANTIC COAST S GAUGERS - GEORGIA DIVISION** will operate their 30 x 30 foot layout at the 52nd **ATLANTA MODEL TRAIN SHOW** 6400 Sugarloaf Parkway.

January 21 and 22, 2017 — Seattle, Washington

The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR**. Help wanted.

January 21 and 22, 2017 — Boise, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display and run their **Lookout Junction** layout at the Boise Public Library.

January 21 and 22, 2017 — Plano, Texas

TRINITY RIVER EXPRESS and **LONE STAR FLYER** clubs will set up their layouts at the **Dallas Area Train Show**.

January 28 and 29, 2017 — W. Springfield, Massachusetts

The **BRISTOL S GAUGE RAILROADERS** will have their layout at the **Amherst Railway Society Show**

January 29, 2017 — Cheetowaga, New York

WESTERN NEW YORK S SCALE ASSOCIATION will display their layout at the **TTOS** show at the Leonard Post, Walden Avenue.

January 29, 2017 — New Eagle, Pennsylvania

TRAIN SALE AND SHOW sponsored by the New Eagle VFD and the Mid Mon Valley Model Railroad Club at the New Eagle VFD Social Hall, 156 Chess Street. 10:00 am to 4:00 pm. Admission \$3 adults; \$2 youth 7-17 and seniors 60+; and children 6 and under free with adult. Free parking.

February 4, 2017 — Willamina, Oregon

NORTHWEST MODELERS TRAIN SHOW and MODEL TRAIN SWAP MEET 9:30 am to 3:00 pm at the West Valley Community Campus Hall, 266 SE Washington St. Admission \$5, children under 12 free. Free parking.

February 4 and 5, 2017 — Phoenix, Arizona

The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR**. Help Wanted.

February 11 and 12, 2017 — Pomona, California

The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR**. Help Wanted.

February 12, 2017 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show**

February 18 and 19, 2017 — Boise, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display and run their **Lookout Junction** layout at the Cole/Ustick Library.

February 18, 2017 — Stafford Texas

The **HOUSTON S GAUGERS** will have their layout set up at the **GREATER HOUSTON TRAIN SHOW**. Anyone wanting to run their S-scale engines or cars on the HSG code 100 Scale layout is welcome. The show has NMRA conteste, many clinics, lots of vendors, and food available.

February 18 and 19, 2017 — Chantilly, Virginia

WASHINGTON & OLD DOMINION S GAUGERS will show their layout at **Greenberg's Great Train & Toy Show** at the **Dulles Expo Center** at 4320 Chantilly Shopping Center, 10 am to 4 pm. www.greenbergshows.com

March 4, 2017 — Coburg, Ontario, Canada

The **S SCALE WORKSHOP** will display and run their layout at the **COBURG MODEL TRAIN SHOW**.

March 11 and 12, 2017 — Manassas, Virginia

WASHINGTON & OLD DOMINION S GAUGERS will support Boy Scout Troop 964 with their **19th Annual Boy Scout Model Train Show and Merit Badge Workshop** at Saunders Middle School, 13557 Spriggs Road. 10 am to 5 pm.



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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



2015 NASG American Flyer Commemorative Car BNSF waffle side boxcar, manufactured by Lionel, road number 3415 for the 34th edition and the year 2015. Price \$69



2010 Jenney Gasoline Triple-dome Tank Car by Lionel. Road number 2910. Price \$75



2015 Convention Car Kansas City Southern PS2 Hopper car made for NASG by MTH. Available in two road numbers 286707 or 286815. Hi-Rail only for \$68



2012 Marathon Motors Boxcar. Road number 3112. Price \$75

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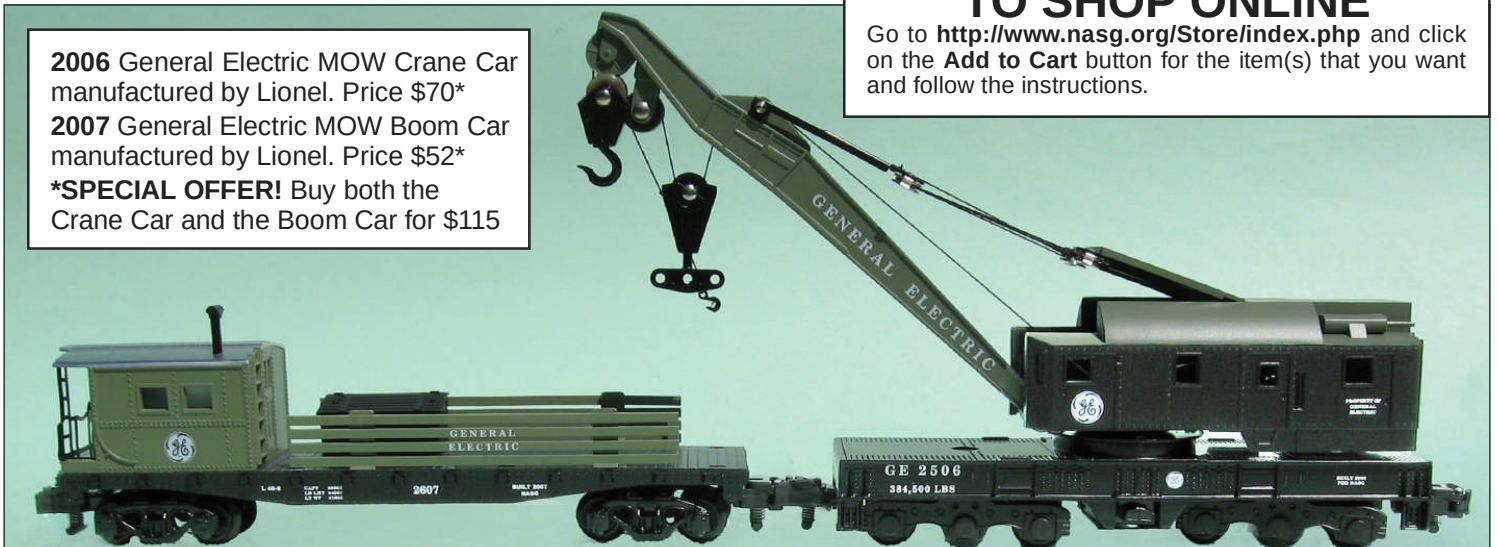
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READERS WRITE

Dear Dick: (Kramer)

Thank you for getting my membership in NASG processed. You were very helpful, patient and kind. I have received back copies of Dispatch (Thank you) and am thrilled with them.

As a lawyer I was interested in the Estate Survival Kit. Another avenue is to donate to a 501(c)3 charity (in a pinch Salvation Army will do) just so long as it is authorized to receive tax deductible donations. A surviving spouse would claim the gift on the next tax return. TAKE PICTURES OF THE LAYOUT in situ in case of an audit.

On a personal note, my adventure began with dreams of a 12 foot by 8 foot layout. Three plywood sheets in the garage, raised when out of use. The garage door machinery put an end to that and I had to scramble to get one and a half sheets in the basement. I've gotten some ideas from the Dispatch that I think will work. As I gain experience I will try to go in the only direction left — up — after I get my flat layout set up.

I'll try to take pics. Thanks again for everything.

Jeffrey D. Smith
Riverside, California

Bill,

Looking back in the Sept.-October Dispatch pages 38 and 19-21. I agree with you, "Where are the people" when looking in a model magazine I wonder, "Is everyone out to lunch?" I have about 100 on my HO layout. Ron Schlicht did a wonderful job on his. Almost too many!

A few S loco's did come with figures in the cabs. The F units and Switchers of SHS and they came packaged in sets #00289 Fireman and Engineer figures. And in the Consolidation locos they had Steam engine crew #1 painted #01669. I stocked up on those to use in other engines before they sold out to MTH. The B&O EM-1 Mallet that Jettie Padgett imported for SWM has a crew in its cabs too.

The SHS had a Conductor and Brakeman figures #00358 seated in their Caboose. American Models has figures in S also. Artista has many S figures too. A few from Ertl and AF too. Maybe more?

And we could use plastic cattle, sheep and pigs to load in our stock cars.

Ed Kirstatter
Cuyahoga Falls, Ohio



NASG on Facebook

Chris Burger has volunteered to manage the NASG presence on **Facebook**. The link will take you to the NASG discussion group. Although Chris will oversee this, other NASG members will be assisting him. You must have a Facebook account to be able to view and participate. To take part, go to www.nasg.org, click on **News & Events**, then click on **Web Site**, then click on **discussion**.

Dear Editor,

Over the past few weeks I have purchased **Joint Bars, Tie Plates, Track Gauges**J (code 70/83 and code 100) and **Switch Stands** 53A (RH) and 53B (LH), all from **Smoky Mountain Model Works**. The switch stand assembles easily although appearing to be quite delicate; I did use a jeweler's loupe to aid in the application of the smaller parts. To detail the turnout additionally Jim King pointed me in the direction of **San Juan Car Company** of Durango, Colorado for their **Switch Detail** kit #5006 that appears to be very complete; I am expecting that order shortly. All of the products that I have bought from SMMW have been of high quality and will enhance the prototypical appearance of the Shinohara code 100 and Tomalco code 83 and code 70 flex track that I am using.

It would not be a waste of space to review the other above noted products from SMMW, especially those unique track gauges. I also have switch stands from P-B-L, HARP and a similar design to that noted above that is somewhat higher. I have been assured that all three styles can be operated using (my choice) **Bullfrog** controllers from **Fast Tracks**.

Barry Atwood,
Deerfield, New Hampshire

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

Memories ride on two rails is the title of an article by **Roger Carp** in the **November 2016** issue of **CLASSIC TOY TRAINS**. Six pages, four photos and a layout drawing tell the story of Mike Ciecierski and his 8' x 15' S gauge layout.

Build a great S gauge layout is a new 30-page downloadable "mini-book" from **Classic Toy Trains** for \$5.95. They selected six articles from CTT featuring S gauge layouts. Information available at kalmbachhobbystore.com

Recycling an Old Trestle Model is an eight-page article by NASG member **Roger Nulton** in the **October 2016** edition of **Railroad Model Craftsman**. Thirteen excellent photographs are used to illustrate how Roger modified an old S-scale trestle kit designed for a deep narrow canyon to replicate a prototype that crossed over a shallower, wider area. A photo of the trestle also graces the cover of the magazine.

The cover of the **December 2016** issue of **Model Railroader** features a picture of a portion of **Brooks Stover's** Buffalo Creek & Gauley S-gauge layout decked out in Fall colors. On pages 32 through 36 is an article by Brooks titled **CHANGING SEASONS on a finished layout**. Brooks uses ten of his superb photographs to illustrate "How to easily convert green summer scenery to autumn color."

THANKS to **Brooks Stover** for donating a copy of his DVD titled **Modeling from the Prototype Buffalo Creek and Gauley Railroad**. The DVD carries a description of how Brooks designed and built his miniature version of the BC&G. The NASG will be using this as a presentation at the NASG information booth at various shows. — **Bill Winans**

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New Membership Dues Rates

As of April 1, 2016, the yearly membership dues are as follows:

\$18.00 One-time 6-month Trial Membership

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You can now **renew your membership online.**

Go to the web site **www.nasg.org** and click on membership. Under the heading **NASG Membership Renewal** click on renew and pay online. Enter your name and member number and follow the instructions. Have your credit card ready.

You can still renew your membership by sending a check or money order made out to NASG, to Dick Kramer, Membership Secretary, P. O. Box 268, Middlebury, CT 06762-0268.

NEW MEMBERS

From September 1 to October 26, 2016, the following people have joined the NASG. Welcome!

John Albee Normal, Illinois	Tom Frye Liverpool, New York
Walter D. Barczak Timonium, Maryland	Gary W. Nessel Thornton, Illinois
George P. Barr Bryn Mawr, Pennsylvania	Wesley F. Noel Encinitas, California
Ron Beldner Largo, Florida	Michael Ostertag Green Bay, Wisconsin
John W. Bell Largo, Florida	Wayne L. Pier Boiling Springs, Pennsylvania
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David L. Friedman New York, New York	Rudy Williams Bel Air, Maryland

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Click on the **NASG** button. Click on the **Membership** menu option. Enter your **member number** and **password**. Click on **Recent Dispatch Issues**. Use the **drop down menu** to find this issue. Click on **Retrieve**, then **Click here to download or view** the requested Dispatch. Enter Password. When magazine appears, scroll to page 33.

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S Scale Budd Company Vista Domes

New: LED Lighting



Announcing targeted shipping in September: Budd Vista Dome cars. Probably the most requested item for the last 10 years. We will have all the road names (save the IC) we made our Budd sets in (including the chrome cars). Features: full interiors, LED lighting upstairs and down, cast metal frame and metal composite trucks with all wheel electrical pick up for non-flickering lighting. Added grab irons and details. Introductory priced at \$109.95 or 3 for \$299.95 All three would have different printed names or numbers on the cars. Call now for reservations.



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EASY TO BUILD TURNTABLE



Above: Prototype doghouse on a turntable.

Below: The author used a small wayside shanty for a Dog House on his original turntable. Built nearly 50 years ago, this turntable has oversize ties and a lack of bridge detail, but it is still in use now turning locomotives in the town of White Bear on the new Taylors Falls Branch Line railroad.



The author likes turntables and has even built a couple of abandoned ones. This one was in Taylors Falls, Minnesota from 1886-1896. When turntables were upgraded they often were installed a short distance away at a new site so that the existing one could be used while the new one was being built. There are thousands of abandoned turntable sites in the United States, many entirely unknown to railfans.



Above: A pair of Tam Valley Frog Juicers are used on this turntable to control the polarity so no toggle switches are needed. Even for a short wheel base locomotive like this 2-4-4T they work very well.



Left: This old postcard shows the Taylors Falls, Minnesota 56-foot armstrong turntable in winter. The pit is not very deep and no handrails were installed. A hopper car of coal was spotted alongside to fill the tender before driving onto the turntable for balance so it was easier to turn it around.

2016 NARROW GAUGE CONVENTION

Below: Vintage passenger cars in use at the SR&RL shop area in Phillips. Because of the narrow 2-foot track gauge, the normal setting is one person on each side of the aisle.



Below: The former SR&RL station at Phillips, Maine is now used as a VFW meeting hall. An S scale model of this station is offered by Commercial Scale Models.



Recently restored, former Monson 0-4-4-T Forney #3 pulling a vintage passenger train on the SR&RL Railroad outside of Phillips, Maine



Above: Restored Franklin & Magantic, later SR&RL flanger on the SR&RL Railroad at Phillips.

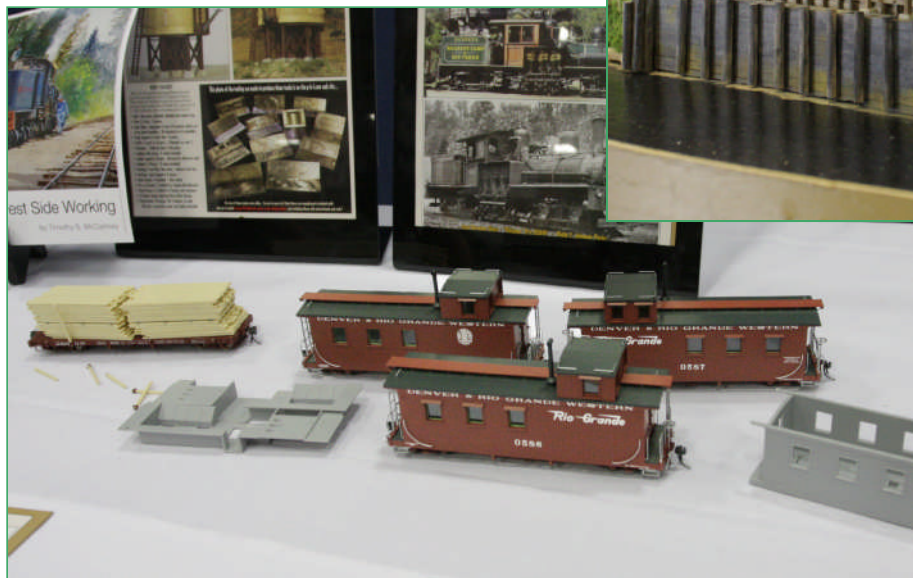


Restored SR&RL cabooses #556 on the SR&RL at Phillips.

2016 NARROW GAUGE CONVENTION



Left: A Train and Trooper Forney stops in front of a model of Randolph Station on the Sn2 Crew layout.



Above: P-B-L had examples of their Ready-to-Operate D&RGW Long Caboose Sn3 models.



Below: Gary Carmichael scratch-built this model of the coal transfer building on the Sn2 Crew layout.



Right: Former Sanders Station at the end of the current Sandy River & Rangeley Lakes Railroad. Jerry DeVos, the guide for our two-day tour of the remains of the SR&RL is on the left. A standard gauge passenger car is in the background.

MIAMI VALLEY S GAUGERS

The Miami Valley S Gaugers layout was set up at the recent **NMRA Division 7** train show held at Lakota West High School. Here are some highlights from the show. *Images by Ray Garbee.*



Left: MVSG member Joe Greene continues to innovate and amaze with his 15-car Illinois Central **City of New Orleans** at the Lakota show. The train consisted of an AA pair of **American Models EMD E-8s** along with 15 of the American Models Budd passenger cars.

In addition to the long consist of passenger cars, the train includes a front end flat car hauling a wireless speaker linked to a mobile device. This train has its own theme song courtesy of Arlo Guthrie. You can see a video of the train rolling on You Tube. <http://youtu.be/msjXL0L45pc>

Right: Miami Valley club member **Jay Reese** displayed his vintage Gilbert American Flyer **All Aboard** layout at the Lakota show. The layout consisting of 12 All Aboard panels in a 3 x 4 configuration was a hit with the children as it was one of the few layouts displayed at a child friendly height. The All Aboard set up uses Pikemaster track. Jay put in a lot of work getting the track in shape for the show. The buildings are all Plasticville. In this picture an American Models Baldwin S-12 pulls the American Flyer freight cars as the original Flyer Atlantic takes a break.



New York Central 8002 holds on the siding at the passenger station. The ALCO RS-11 is from American Models.

WASHINGTON & OLD DOMINION S

The Washington and Old Dominion S Gaugers (W&OD) Division of the Atlantic Coast S Gaugers encompasses the surrounding East Coast States and counties in the Washington, DC region. We set up our club modular layout at local shows approximately ten times a year.

Over the past year, we had numerous workdays improving our layout. We completed converting our layout modules to a single electrical connection to reduce effort, promote safety, and improve operational reliability. Additionally we replaced our module's wooden legs with metal legs. We reduced the gross weight of the modules and improved efficiency of our setup and tear down process. See selected pictures below.

The mission of our starter kit program is to increase the interest in model railroading; the Washington & Old Dominion S Gaugers has established a program to help young people who are interested in trains to have the opportunity to enjoy the lifelong pleasure of model railroading. The program results in the awarding of a free complete American Flyer Train Set to an eligible child and parent/guardian.

The pictures below were taken at Joe Glenn's hay shed where the important work was done over several workdays last year.

The pictures below were taken at Larry Rascop's shop. They are making new metal legs to replace the old wooden ones.



Doug Boomer preparing modules for upgrade.



Joe Glenn cutting metal tabs secure leg corner brackets.



Joe Glenn starting a rewire job



Dick Lukens drilling screw holes in leg corner brackets.



Bill Novak, Jim Grace and Ed Guest modifying module wiring.

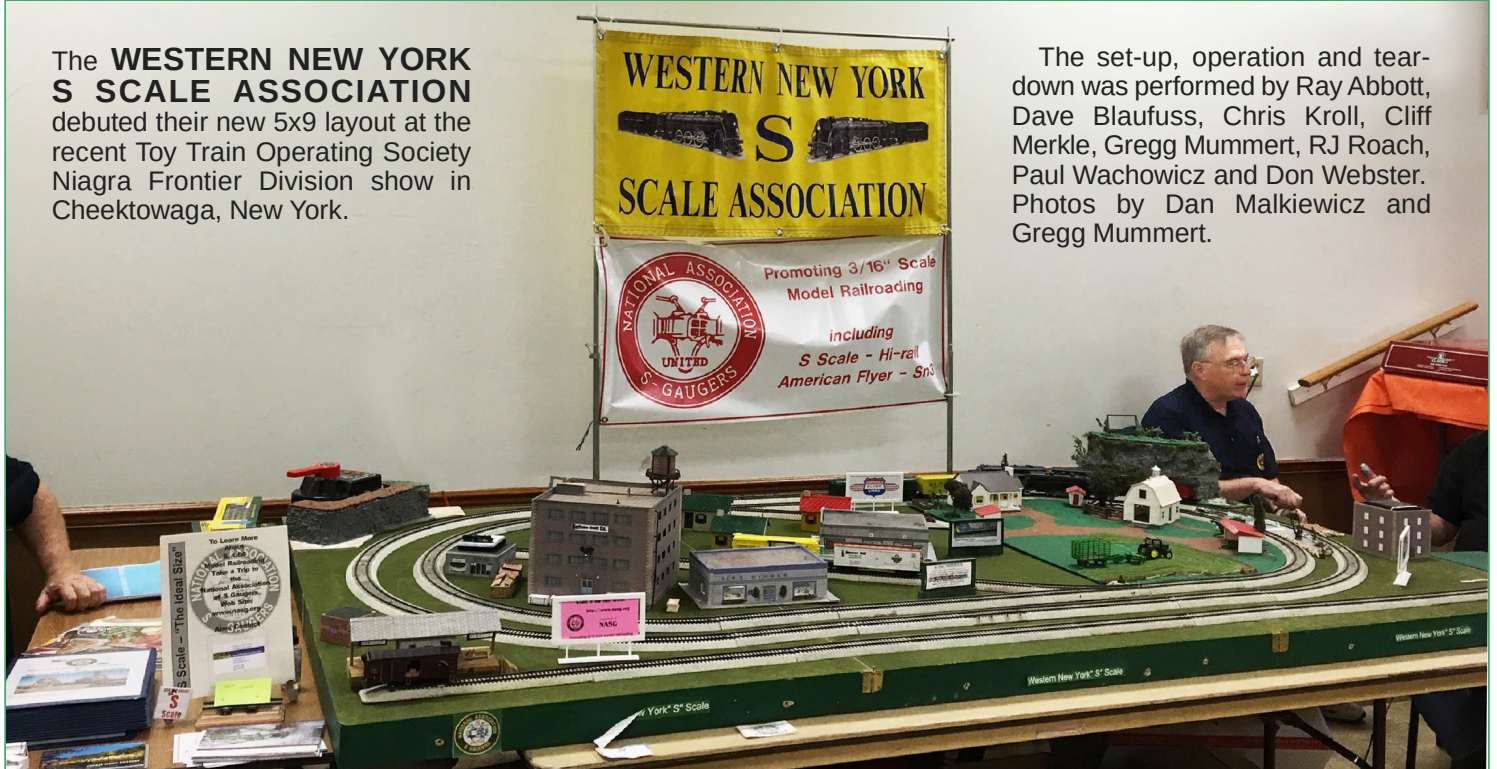


Larry Rascop, master welder, welding leg corner brackets.

WESTERN NEW YORK S SCALE ASSN.

The **WESTERN NEW YORK S SCALE ASSOCIATION** debuted their new 5x9 layout at the recent Toy Train Operating Society Niagra Frontier Division show in Cheektowaga, New York.

The set-up, operation and tear-down was performed by Ray Abbott, Dave Blaufuss, Chris Kroll, Cliff Merkle, Gregg Mummert, RJ Roach, Paul Wachowicz and Don Webster. Photos by Dan Malkiewicz and Gregg Mummert.



Below: Paul's MOW at the depot.

Above: Don's scratch built buildings.

Below: Paul's farm scene.

