

THE DISPATCH

MARCH-APRIL 2017



**A Switching Layout
New Motors for Old Locomotives
Up-to-date with the Web Site
Window Glass for Budd Cars**



BILL'S BOILER WASH

At the time of this writing, it is unknown whether your election ballot is enclosed with this issue of the Dispatch. That is not as important as you taking the time to **VOTE** when you do get your ballot. While there are no offices being contested, there is a Constitutional change that needs your ratification. This change brings the Constitution in line with Robert's Rules of Order, which is how the NASG is governed. Please vote yes.



At the last minute, we got a full slate of officer nominees. Thank you to all of them for stepping up to keep our organization running. This is not usually a difficult job, so you, as individuals, might consider doing your part and become a Regional VP or run for another office at the next election. If nothing else, consider helping out on one of the committees. A few positions are critical to the operation of the NASG: Treasurer and his Membership Secretary, the Dispatch Editor, and the Webmaster (a new addition to this list). I have been after these fellows to have a "back up" in the wings in

case they are unable to fulfill their position, but this has been difficult for them to do. If you have the skills needed to do these things, you might contact the persons in these positions with your willingness to assist, whether or not they can use your help at this time.

The **Promotions Committee** has put together a **Sources Guide** that will be coming in one of your Dispatch issues soon (maybe even this one). The Committee has wanted to do this for a few years now, but until this last convention, the BOT, as lead by me, has not given them the funds to do it, feeling that it was not the best use of NASG money. Now is the time for you to voice your opinion. When you get your guide, let Will Holt or Greg Klein know whether or not you think it is money well spent. Personally, I will send my Guide back to Will for use at the various shows the NASG attends.

Speaking of shows, I will be at the **World's Greatest Hobby** show in Phoenix the first weekend in February, a first time for me. I have to give a lot of credit to **Randy Bachmann** who gives the NASG booth space and ships our equipment to and from the shows for no cost. **Will Holt** is the coordinator for these events and attends most of them that are within a long day's drive for him. He does not get paid for this. He gets my thanks for doing this unending task!

Have fun! Bill Winans

MUSINGS FROM THE BEACH



PRESERVATION OF THE NASG

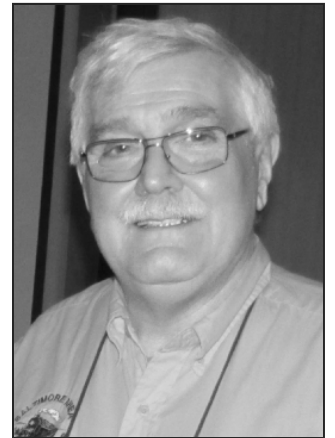
By Monte Heppe, Executive Vice President

As you know, NASG is an organization staffed by volunteers. We are in constant need of new volunteers to fill both elected and appointed committee positions. After talking to a number of members this year, I find that many feel unqualified for elected positions or are unsure of the what duties are included in various positions. The NASG Constitution, By Laws and Appendices are the documents that describe the operations of the organization and the basic duties of most of the positions. These can be found on our website by using the NASG button on the left hand side of the opening page. Then select "About the NASG" and the documents are listed on the opening page.

The time required for each job can be considerable, but having served as Model Contest Chair, Eastern VP and Executive VP, I know that it is not overwhelming. The President and Executive VP positions are the most open ended. The President needs to keep in touch with all officers and committee chairs to make sure that they have what they need to fulfill their positions and keep them informed of new policies. The Executive VP needs to carry out directives from the President and bring up issues that need the President's or the Board of Trustees' attention. Becoming a regional VP is good training for moving on to these positions as it exposes one to the operations of the NASG.

The main requirement for becoming a Regional VP is the ability to interact with members in your region and to understand their concerns about the organization.

There will be another election in two years and I urge you to consider running for open positions. Its time to start thinking about what you would like to accomplish if elected. My term will be up as of 2019. I will be 72 at that time and will have served in various positions for twelve enjoyable years. I will not be running for reelection. We need some younger members to step up to insure the future of NASG. I will be looking forward to see the things you will accomplish.



Committee membership is an easy way to get involved with NASG. Pick a committee that interests you, one that you have some ideas for. Volunteer, and I assure you that you will be appointed. All of our committees are shorthanded and in need of help. These are positions where you can have an immediate positive effect on NASG.

I have considered it an honor and a pleasure to serve the NASG these past years. I highly recommend it

Now for an unusual modeling tip: My wife and I are wine collectors. I have found that the foil covering on the top of many wine bottles is made of a dense material (not lead) that usually weighs about ¼ ounce. It can be flattened or folded in various shapes that fit into any space available on those hard to weight cars. 



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Bill Pyper, Editor

P.O. Box 885, Salem, OR 97308

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NASG Membership Secretary

Dick Kramer

P. O. Box 268, Middlebury, CT 06762

e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer
at the addresses above.

CREW LIST

Bill Pyper *Editor*

Jeff Madden *Editor Emeritus*

Joe Kimber . . . *Draftsman/Contributor*

Contributors

Steven Allen, David Blair,

Mark Charles, Michael Eldridge,

Ray Garbee, Paul Guaraglia,

Monte Heppe, Dick Karnes,

Jim Martin, Steve Monson,

Peter Van Vliet, Ken Zieska

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THE DISPATCH MANIFEST

Volume 41, Number 2, March-April 2017

COVER Dan Malkiewicz photographed his new Lionel-American Flyer 4-8-4
Northern Frisco Meteor heading downgrade on the Horseshoe Curve toward Altoona
on his layout. It is pulling a string of American Models Pullman heavy weights.

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NASG Web Site

<http://www.nasg.org>

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

DIXIE UNION STATION EXPANDS INVENTORY TO CARRY S GAUGE TRAINS

By Ray Garbee, Photos by the author

Dixie Union Station has been located in Mason, Ohio for fifteen years. **Rocky Lane** the owner of Dixie Union Station, has a vast knowledge of the model railroad hobby and strives to meet everyone's needs. The store is a classic toy train store with a large O gauge layout in the front window. The layout is in operation when the store is open and is a nice mix of trains and accessories that will inspire both hobby novice and veteran alike.

The shop's primary focus is on O and HO gauge trains, but the past few years have seen a growing presence of S gauge items on the store's shelves. Currently, the inventory includes a mix of new **MTH** rolling stock and an assortment of Lionel-era **American Flyer** locomotives and rolling stock. There's even a bit of post-war Flyer available for purchase. This inventory takes up a full 10 foot long shelf in the store.

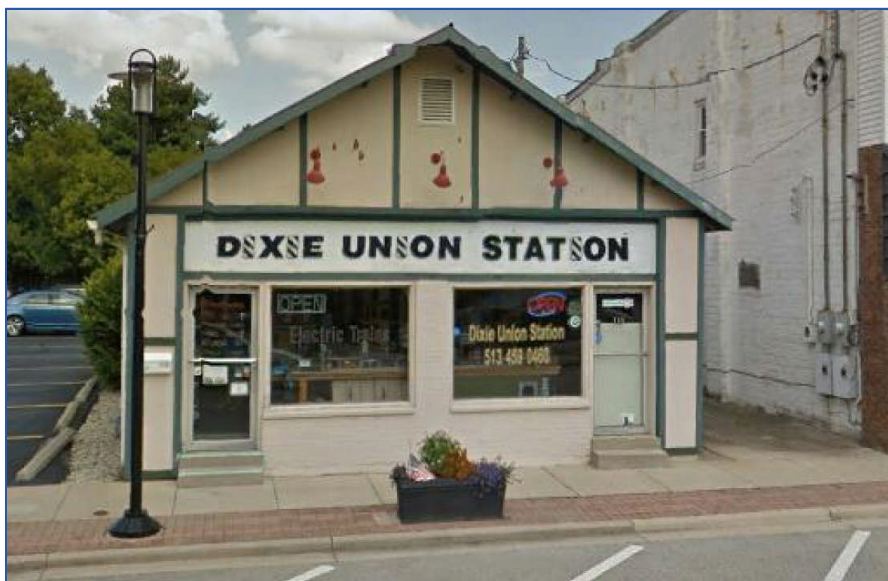
In addition to trains, the shop has a fair amount of **MTH STrax** including the 30" radius curves and 15" straight track sections. The shop also has a variety of scenery products to choose from including **Rail King**, **Bachmann Plasticville**, **Woodland Scenics** and **Cascade Gems**.

Dixie Union Station is committed to providing great customer service. If there's an American Flyer or MTH item you want that is not in stock, they will happily order it for you.

Their commitment to service does not stop with special orders. Dixie Union Station is an authorized service center for both Lionel and MTH. The repair department is kept very busy, so give them a call before bringing your train in. In addition to locomotive and rolling stock maintenance, the shop also rebuilds and reconditions old transformers.

Dixie Union Station is located at **110 West Main Street** in the heart of **Mason, Ohio 45040**. It is approximately 34 miles south of downtown Dayton, Ohio and 23 miles north of Cincinnati on Route 42. Mason lies between the I-71 and I-75 corridors and is easily accessed from either highway. The city is within Warren County, which bills itself as 'Ohio's playground.' The **Kings Island** and **Great Wolf Lodge** amusement parks are a short drive away as is the toy train layouts within **Entertainment Junction**.

If you find yourself in the area, stop by and say hello! The store is generally open from 1:00 pm to 7:00 pm. Exceptions are that the store opens at 10:00 am on Saturday and is closed on both Wednesday and Sunday. Call 513-459-0460 to confirm their hours or visit their web site at <http://www.dixieunionstation.com/>



2017 NATIONAL CONVENTION



The Baltimore Area American Flyer Club and the Washington & Old Dominion S Gauge Club



invite you to join them from Tuesday, August the 8th through Saturday, August 12th for the **2017 NASG Convention**. The convention location will be Timonium, Maryland, fifteen minutes north of downtown Baltimore. The theme of the convention is **Come to the birthplace of the American Railroad**. You will have the opportunity to enjoy S-Scale, Hi-rail, and real rail. There will be over 10,000 square feet of dealer tables where you can find that special engine or car you need for your layout.



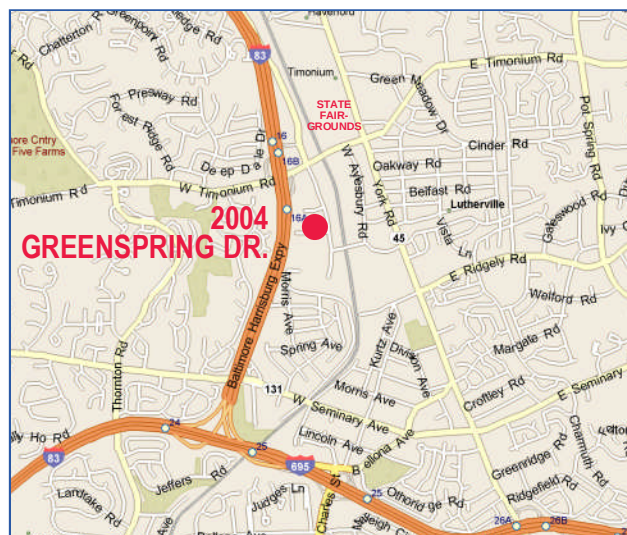
THE CONVENTION HOTEL is the **North Baltimore Radisson** at 2004 Greenspring Drive, Timonium, Maryland 21093. Check in and registration starts at 5:00 PM, Tuesday evening, August 8th. Special convention rates have been extended through Sunday, August 13th. For reservations, you can call the hotel at (410) 252-7373 and ask for the 2017 NASG Convention Rate (Promo code: NASG17) or you can make your reservation on our club website at <http://baltimoreamericanflyerclub.org/home-desktop-2/2017-nasg-convention/> Please support our convention by reserving your rooms at the North Baltimore Radisson.

REGISTRATION: The 2017 NASG Convention registration form is included in this issue of the Dispatch. It is also available on-line at <http://baltimoreamericanflyerclub.org/home-desktop-2/2017-nasg-convention/> as an interactive form. The deadline for early registration is **May 31, 2017**.

DIRECTIONS TO THE HOTEL: From the Baltimore-Washington Airport car rental facility: Take New Ridge Road North (left from the car rental) to Stoney Run Road. Take a right and continue to **MD170** North. Take **I-195W** to **I-95** North to Baltimore. Use left lane to take **I-695W** toward Towson. Continue for 16.5 miles to **I-83** N to York, PA/Timonium. Take the first exit, **16A**, Timonium Road, and go to the first light. Turn right onto Greenspring Drive. Drive 0.4 miles and the hotel will be on right.

If you are driving south from Pennsylvania on **I-83**, take **exit 16**, Timonium Road. Turn left at the light onto Timonium Road. Go to the first light and turn right onto Greenspring Drive. Drive 0.4 miles and the hotel will be on the right.

CONVENTION CARS and EXTRA TRAILER: There are two major railroads that are part of the history of the American Railroad in the Baltimore area – the B & O and the Western Maryland. This year's convention cars will feature both railroads with two road numbers.



The BAAFC negotiated with the **McCormick Spice Co.** of Baltimore to have their marketing department design two trailers to ride on this year's cars. The primary trailer will feature the **Old Bay Seasoning** which has been a part of the heritage of the Chesapeake Bay since 1939. Whenever someone visits Baltimore, they most often seek out a place to have crabs from the Chesapeake Bay and they were seasoned with Old Bay. The full details were published in the January-February Dispatch.



More on the next page



2017 NATIONAL CONVENTION

CONVENTION TOUR LIST This year's convention offers three tours featuring the best in real railroading and toy trains.

Wednesday, August 9, 2017, 8:00 am to 4:30 pm

At 8:00 am you will begin an all day trip to Strasburg, Pennsylvania where you will enjoy the best in real trains and toy trains. The tour has two options: One option includes access to the **Pennsylvania Railroad Museum** and the **ChooChoo Barn** which is a 1700 square-foot O-gauge layout depicting the Lancaster Area. The second option adds a 45-minute ride on the **Strasburg Railroad**. A shuttle will be provided to take you to the nearby **TCA National Toy Train Museum**. Lunch is on your own. There is the Casey Jones restaurant next to the Toy Train Museum and as well as Isaac's Deli next to the ChooChoo Barn. Both are great choices.

Thursday, August 10, 2017 11:15 am to 3:30 pm



On the Thursday tour you will **Steam Into History** to relive Civil War railroad history and learn of the important role of York County and the Northern Central Railroad. The locomotive is the York 17 which is a replica of the Union Pacific Number 119 and the **Central Pacific Jupiter**. This will be a memorable ride on the same line that President Abraham Lincoln rode to visit Gettysburg and deliver his well known address.

Friday, August 11, 2017, 9:15 am to 1:30 pm



No visit to Baltimore for any rail enthusiast is complete without a visit to the **B&O Railroad Museum**. Featured in the roundhouse are many engines and cars that highlight the beginning of railroading in America and much of the part played by the railroads in the civil war. There are also a number of engines including number 5300, on display in the car house behind the museum. It is the last of the presidential class engines that was run by the B&O. The tour also includes a ride on the train out of the roundhouse yard. You will not want to miss this tour.



GG-1 locomotive at the Pennsylvania Railroad Museum.

SPOUSE EVENTS: Three special events are scheduled for those who enjoy something different from trains. On Thursday evening, a clinic will feature the making of a High Tea hat that the spouse will have the opportunity to wear at the **High Tea** on Friday afternoon from 3:00 to 4:30 pm. If you have not experienced a High Tea, now is your chance. Men are welcome. Saturday, there will be a bingo session in the morning.

Two self-guided tours will also be available. One is the **Hampton Mansion**, approximately 15 minutes from the hotel. It was built by Charles Ridgely and completed in 1770. There is the original mansion, decorated as it was in its prime; slave quarters, stables and 60 acres of land. It also has a beautiful, huge terraced garden — and ghosts. The other is the **Ladew Topiary Gardens**, about a half-hour trip from the hotel. It is a 22-acre site, established in the 1930s by Harvey Ladew. The grounds contain 15 garden rooms with wonderful topiaries depicting everything from a fox hunting scene to a Chinese junk with sails and others. There is a small admission fee.

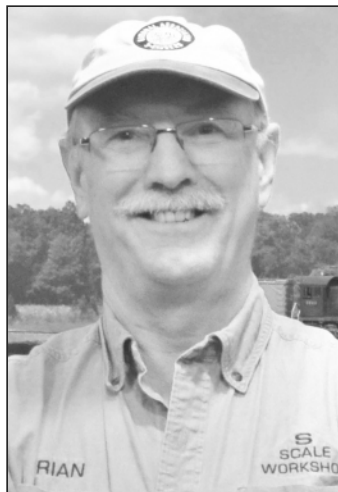
HOME LAYOUT TOURS: The layout tours are currently being arranged and details will be available on the club web site. Updated information will also be available at the registration table.

CLINICS AND MODEL CONTEST: You will not want to miss the clinics that will be available starting Wednesday evening. If you have a model that you want to show off, be sure to enter the model contest. Monte Heppe will be giving a clinic on Wednesday evening on how and what to do to enter a model in the contest. We will also have Tom Barker teaching the repair of American Flyer engines.

VENDOR HALLS: The vendor halls will be open starting Thursday evening at 7:00 pm. A reception will be held in the hall outside the vendor rooms at 6:30 pm for the vendors and 7:00 pm for attendees. The halls will be open until 10:00 pm on Thursday, all day Friday (with scheduled breaks), and Saturday until 3:00 pm. Please support our vendors as they help make this convention possible.

Contact David Blair at wdavidblair@verizon.net for further information or visit the club web site: www.baltimoreamericanflyerclub.org for up to date changes.

BRIAN NICHOLSON'S LAYOUT



Brian Nicholson

Brian Nicholson's New England Switching Layout.

By Jim Martin • Photos by Brain Nicholson • Drawing by Joe Kimber

Brian Nicholson of Montreal is a recent convert to S scale. Even though my friend still has lots to do, he has, in the space of a scant five months, created a fine little switching layout. I want Dispatch readers to see it early in its life, because it's a perfect illustration of how little one needs in the way of time or space to create something that is both pleasing to the eye and interesting to operate.

Brian has taken three important steps early on . . . steps that too many other layout builders fail to do . . . decent lighting, basic ground cover and a backdrop. More on these later, but first let's check out the environment, track plan and construction techniques.

Brian's layout space is a ten-foot square bedroom. He opted for an L shaped switching pike to be built above his existing HO layout. Brian does fine work, and he simply did not want to ditch what he had been doing in 1:87 for the last twenty years. However it now rests in the shade of his new love.



Jim Martin

As you can see from Joe Kimber's drawing on page 9, there's nothing revolutionary in the track arrangement, but it sits well in the space. Nine #6 turnouts yield a runaround track, a small yard, spurs to a team track and three other industries, and a connection to the outside world. Brian has hand laid his track. Turnouts are thrown with Fast Tracks Bullfrog Turnout controls, operated manually with that company's control cables. The code 83 rails are fed with DigiTrax DCC.

Brian built the layout in removable sections which greatly eases such jobs as track work and wiring. Track planning was done full size on the living room floor using printed templates from the Fast Tracks library, available online at handlaidtrack.com/track-tem plates. The resulting plan was then transferred to the tabletops. The roadbed is cork sheeting.

Continued on the next page

PORT LINES HOBBIES



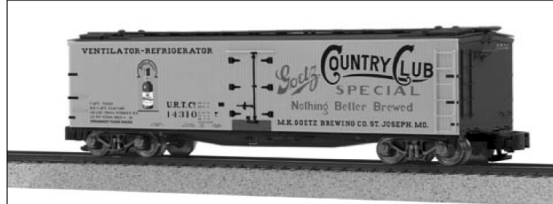
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BRIAN NICHOLSON'S LAYOUT

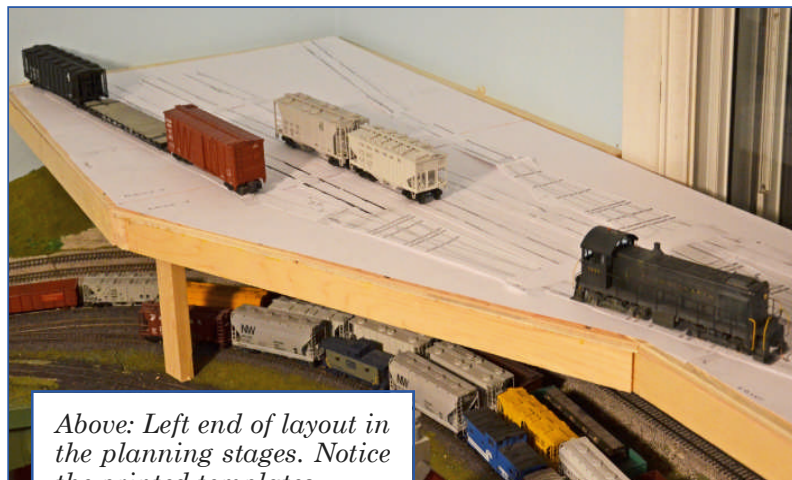
Back to the big three: Backdrop, ground cover and lighting.

Brian is adamant that a good layout needs a proper backdrop. Backdrop Junction supplied one designed to his specs. It sets the scene beautifully for Brian's vision of a freelanced connection between the Canadian Pacific and Maine Central near St. Johnsbury, Vermont . . . one of his favorite railfanning areas. Brian first installed HDPE plastic sheeting, a rigid material purchased from a local plastics supplier. The photo backdrop was then attached to that using double-sided "sticky dots" from a local art supply store. This novel approach allows easy installation and takedown. Brian considers the cost of the full 20 feet of photo backdrop to be money well spent, stretching his miniature world far beyond the limits imposed by the size of the benchwork.

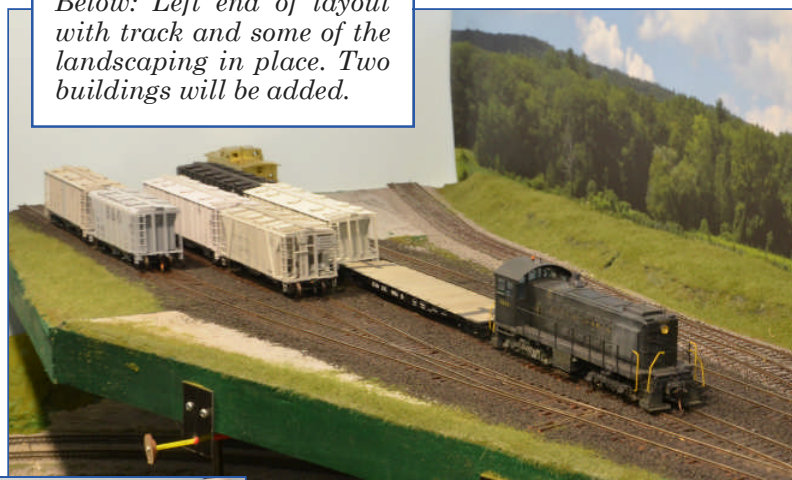
Brian's scenery ultimately will be more elaborate than what you see here. Nevertheless an immediate application of basic ground cover, including static grass, was applied. No white plaster, pink foam or bare plywood here. Check the photos to see how well the ground cover and backdrop work at this early stage to convey a sense of place. This could be any number of rural locations we have photographed in real life. It begs the question: "why do so many of us not do this as soon as the track is down?" If necessary such simple ground cover can easily be removed later on to build more involved scenery.

Finally, why make visitors squint at your creation? LED Track lighting above the layout makes it sparkle. It also makes future work easier to see.

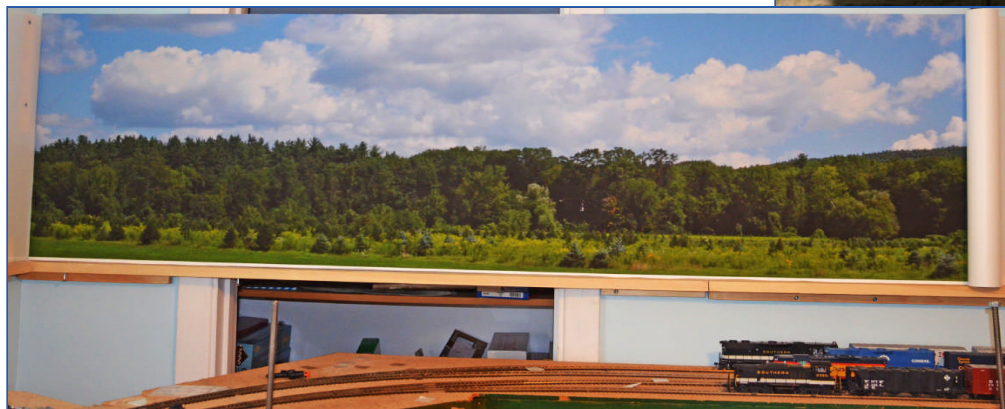
Still on Brian's "to do" list: Repainting the rolling stock to CPR and MEC colors, and all the stuff that further enlivens a layout . . . trees, structures, figures and other details. But right now Brian can enjoy a layout that is pleasant to look at and fun to run.



Above: Left end of layout in the planning stages. Notice the printed templates.



Below: Left end of layout with track and some of the landscaping in place. Two buildings will be added.





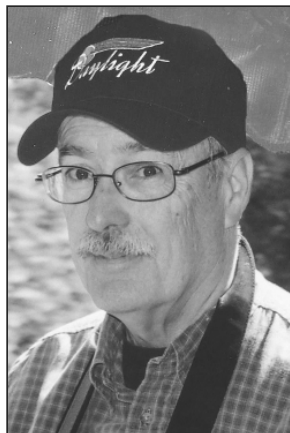


MUCH ADO ABOUT EVERYTHING

By Jeff Madden, Editor Emeritus

Much ado about everything. This includes storing, transporting and maintaining moderate to large modular (or portable) S layouts. This is a real dilemma for many "aging" clubs.

Jim Martin was recently on the Yahoo list talking about transporting modules for the S Workshop's free-mo setup. He says most members of the Workshop haul a couple of modules in vehicles they have, with the eventual setup format being point-to-point with turntables or sector plates at each end. Occasionally, Simon Parent, who lives "fur" away from the Toronto area where most members live, will bring two return loops that he keeps.



Bob Werre of Houston, Texas, laments that his S club has a similar problem with vehicles hauling modules. He says his club members have used mini vans and an SUV that could haul a few 4' modules he had, but then somebody still had to haul the equipment, rolling stock, structures, etc. Pickup trucks are used too unless rain is in the forecast. Bob says they've looked for a used trailer, but these are hard to find and then you have to build racks, store it and find somebody to haul it. Renting a van is an option to solve some of this transporting problem, but that can kill a club's budget.

So let's examine some of the problems facing clubs when dealing with a good sized modular layout that has to be stored, maintained and transported to shows:

Storing a moderate to large modular layout: In both the S Scale Workshop's and the Houston club's situations one or a couple of modules are stored by various members. This is probably true of most modular clubs as members are often scattered geographically.

The Badgerland S Gaugers club here in Wisconsin stores all their modules for a 12' x 30' layout and all the boxes of equipment, rolling stock, etc., in just one member's basement. This isn't ideal, but at least the club knows where everything is.

The ideal situation for clubs whose members are geographically close is to have a central location to store all modules.

Even more ideal is to have that space available to set up the layout to work on. But these conditions are hard to come by, usually because of the cost for renting the space. Occasionally a club member will have overflow space at a place of business to offer, but these situations are often only temporary.

Another often sought after solution for space is to piggyback with another model railroad club (usually HO) to share the cost of a space. A third option, if you can find it, is to wheedle space in a museum, especially a railroad oriented one.

The final storage option is to have a trailer where the modules always reside when not being dragged to shows. However, here, weather often takes a big toll on the modules and maintenance is difficult.

Transportation of Modular Layouts: This dilemma goes along with the storage one. If modules are scattered among the members who have a vehicle that can haul them, then the only problem is to coordinate who is coming to a show so that the proper design is set up. You can see an obvious problem here — what if the person who has a key module (such as a corner) can't come. Uh oh, somebody else has to pick up that module. Also, it's hard to coordinate maintenance and scenic compatibility when the modules are scattered between shows.

The solution to transportation is the same as that of storage; having a central location to store and work on a layout.

The truth of this dilemma reared its ugly head the last couple of years for my own BSG club. Our large (12' x 30') S-Mod layout is stored in a single place, but we've had to rent a truck (van) for the last two Trainfest shows, and again this year for a spring NMRA show in Madison. Beside that we had to round up enough members on the Friday before the show to load, unload and set up the layout. Then after the show on a Sunday we had to do the reverse.

As Bob Werre lamented, club members are getting older, slower, and weaker, and this results in less enthusiasm for all the manual chores. The BSG club mimics Bob's club and most others. Yes, most of us older members have a time advantage being retired, but the aches and pains limit us.

Maintaining: It's simple, because the segments of a modular layout are stored away most of the year, maintaining and improving such a layout gets put off resulting in a scramble when the next show arrives. Again it's back to the need for a central space being available for storage and maintenance.

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Solutions to things, maybe: Maybe larger modular display layouts are starting to run their course, at least those managed by clubs with an aging membership. A large 2-rail O scale layout that was always present at the big shows in southeastern Wisconsin stopped being displayed for this very reason.

Don't get me wrong about modular display layouts — this is the greatest way to promote S, but the aging demographics seem to call out for some adjusting to this scenario.

Beside the obvious solution of recruiting younger members with large vehicles, here are some ideas to ponder:

Find a permanent home: These were listed above, but easier said than done. If a layout could be permanently set up as say a museum, then exposure could be done the old-fashioned way — have the folks come to you and only on occasion take the layout down to attend a large (repeat) large show.

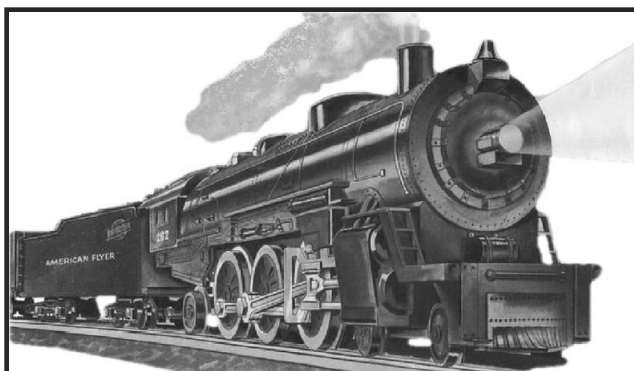
Build smaller portable layouts: A smaller footprint using only 4-foot modules might be an option. Instead of 12 or 15-foot wide by 20 or 30-foot long layouts, how about reducing to say a 5 x 14-foot size without a donut hole. This automatically reduces the number of modules needed. To boot, modules could be constructed to just fit on tables eliminating the need for legs. Building a small L-shaped or straight switching layout with 2 to four 4-foot modules is another option that also makes it convenient to promote hands-on operating to viewers. The only limiting factor to switching layouts is that they don't allow complete trains with bigger power.

A Tabletop Layout: Our BSG club has an alternate "tabletop" layout which can be set up on several 8-foot tables supplied by show sponsors. It usually ends up in about an 8-foot square

space over which a green grass mat is placed and SHS S-Trax with molded roadbed is used to form three loops to run trains. Scenery is bare bones using mostly Plasticville structures, some painted Masonite roads, 1/64 vehicles and few other scenic details. By using SHS or other hi-rail track, both scale and Flyer trains can be run. One loop can run traditional Flyer while the others can feature newer products that are currently available. These types of layouts also make a convenient test track for S products.

Compact Layouts: Individually built and owned compact layouts (3'x4', 4'x5', 4'x5') offer several advantages as well. One club member, can build, store and transport a single layout to shows, conventions, etc. These can be hi-rail, Flyer, scale or narrow gauge. "Stumpy" Stone of Ohio, Jeff Young of Wisconsin and Charles Malinowski of Indiana have such layouts that have been seen at NASG conventions, Sprees and Fests. Basically these use a framed foam base with only a few removable structures and they utilize tables instead of legs. The disadvantage of small individual layouts and the tabletop layouts are they usually have a viewing height of about 30" to three feet. This is an advantage for the younger viewers and for operators sitting in chairs, but standing adults have to look down or kneel to see the details.

The last option is to switch to round-robin: If a portable layout is just not possible for a club with aging members, maybe it's time to give up going to shows and meet round-robin style at members' homes that have a layout to operate. Yeah, I know, you have to drop the "highs" you get out of entertaining the public, but at least you get to continue the social aspect of the hobby which is an extremely important thing for seniors. 🚂



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PRODUCT REVIEW • SCALE RULER



By Mark Charles

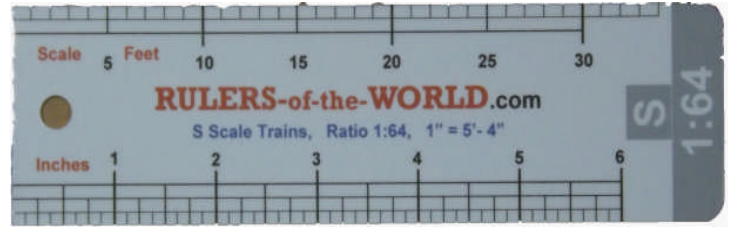
A scale ruler is an essential tool for accurate modeling. Whether you are modeling American Flyer, high-rail or scale, a ruler helps you easily measure a model and determine its dimensions in 1:64 scale.

John at www.rulers-of-the-world.com sells sturdy, easy-to-read rulers for S gauge (1:64) in scale lengths of 32, 64 and 128 scale feet. These are made of thick white styrene, and feature a clear film laminated over the markings, so the ruler will stand up to frequent use. These are marked only in 1:64 scale feet and actual inches, so there's no risk of reading the wrong ticks by mistake. A hole is provided to hang the ruler near your workbench or layout.

The 64-foot ruler (item 13-I-64-S) is a handy size? 13 actual inches long. Twelve inches are marked, and there is an extra inch for a label. It is generally useful for measuring rolling stock, track and scenery. This ruler belongs in every modeler's tool box. It will see frequent use.

The 32-foot ruler (item 7-I-64-S) is designed for measuring the door and window heights of structures. It is useful for measuring figures, highway vehicles and trees. It fits in a pocket, so it is easily carried to flea markets and hobby shops.

The extra-long 128-foot ruler (item 25-I-64-S) is useful for structures. Model factories and industrial structures are often



85 to 100 scale feet wide. That's 16 to 19 actual inches. Coal mines, roundhouses, and passenger cars also tend to run large. Building a layout often requires measuring the length of industry spurs or depot platforms. This ruler is ideal, since you can read the dimensions directly. No math is required.

For those who build dioramas, doll houses or military models, Rulers are available in scales from 1:16 to 1:500 and many in between. They started years ago with multiple scales for garden railways, then moved into British and European trains, engineering and architectural scales, gamer and sci-fi models — all are available.

Finally, a note for Canadian and overseas modelers. For people who are comfortable with metric units, Rulers of the World can supply 1:64 scale rulers calibrated in scale meters and decimeters. In the stock numbers above, replace the "I" with "M" for metric. Note that prices on the web site are in US funds. The web site is www.rulers-of-the-world.com 

Modular Industrial Low Relief Structure and Floor option Kit

Designed by and produced exclusively for **Milepost 169** by **Monster Modelworks**. The base kit produces a two story curtain wall industrial structure featuring beautifully detailed brick walls and concrete pillars floors and cornice. The low relief design makes this structure perfect adding traffic for your layout and it is perfect for creating a view block. In any use it will add interest and traffic in a compact space. The light weight, sturdy construction of the Industrial building creates a structure that will add interest and detail to portable layouts without the weight of plaster or resin structures.

The construction style of this kit has been produced since 1905 and is still common from coast to coast. The pillars represent a reinforced concrete construction that supported multiple floors. The buildings were faced with brick *curtains* which gave a strong industrial look. However they did not add to the structural strength of the building. As with the prototype, the base kit produces a solid three story structure that can be used as is or you can add additional floors with the Floor option kit. The symmetry of the design also lends itself to creating even larger structures by combining kits for added length, depth, height. Construction of the kit requires no special tools or experience. A beginner will be able to build a structure they will be proud of. The flexible design of the kit makes it a perfect canvas for an experienced model builder to create a craftsman level model. 

The two story base kit retail price is \$79.99. Additional floor kits are \$29.99 each, available from **Milepost 169**.

Contact **Ken Zieska** at mhry19@gmail.com for more information.

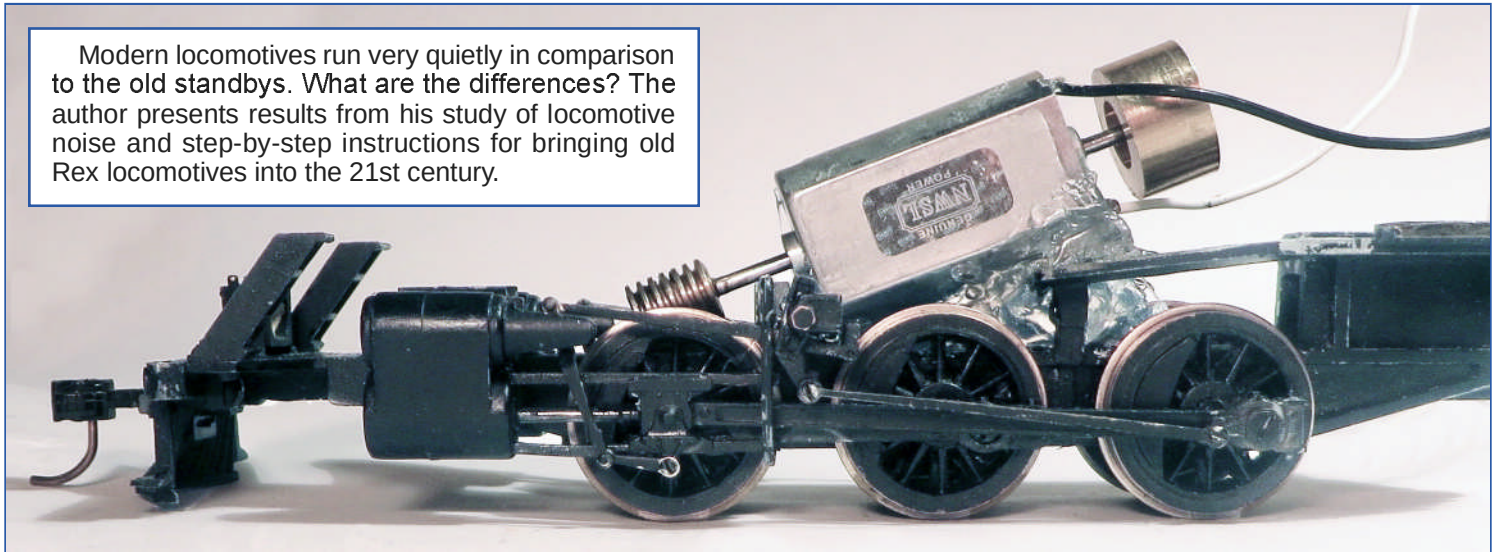


NEW MOTORS FOR OLD LOCOMOTIVES



By Steve Monson, Brooklyn Park, Minnesota

Modern locomotives run very quietly in comparison to the old standbys. What are the differences? The author presents results from his study of locomotive noise and step-by-step instructions for bringing old Rex locomotives into the 21st century.



Background

In the early days a great running locomotive needed to start smoothly and be able to move along at a crawl. Running quietly was not so important. Trains were supposed to make a lot of noise and sound systems were in their infancy.

By the late 1960s transistors were readily available and circuits were developed to shape the voltage profile to the locomotive. In the end it didn't take anything very sophisticated. A series of very narrow 20-30 volt pulses would make even the stiffest of locomotives move.

The most commonly used motor in scale model locomotives was the DC71. It was introduced by Pittman in 1946 and was used in countless HO and S engines through the 1970s. It was bought by Bowser in 1980 and continues today with a modernized design, but retaining the original profile and mounting feet. It was rugged and could slip the drivers of its locomotives without overheating. With pulse power such as was produced from the commonly used Model Rectifier Corporation packs it made its locomotives crawl along at a reasonably low speed. We thought of them as the best that money could buy.

But then came the 21st century and instead of modelers spending most of their time building, they became interested

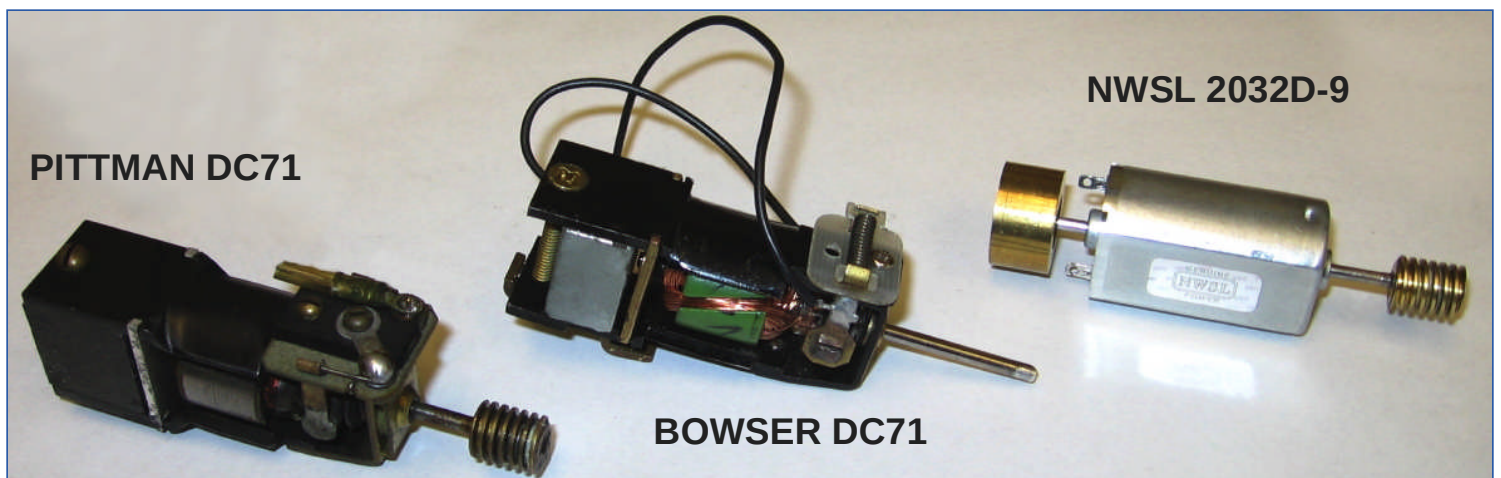
in operation. Not only did they want smooth, low speeds, they wanted locomotives that were quiet so they wouldn't drown out the fine sound systems that now included much more than just chug chug, whistles or horns.

I became interested in knowing how much of the quiet smooth operation of modern models is due to the motor, how much is due to the mechanical design of the running gear, and how much is simply due to finer tolerances on the machining of the parts. I decided to spend the time and money upgrading motors if it would make a significant difference, but if the fifty-year old running gear was the culprit then I would leave well enough alone. After all, the locos do run about as well as they ever did. Maybe even better since they are fully broken in.

Noise sources

1. Motor vibration conducted through the frame to the track and bench work.
2. Worm/gear noise.
3. Axles, rods and valve gear.
4. Heavy diecast tender on non-sprung trucks.
5. Hum of motor itself.

Continued on the next page



NEW MOTORS FOR OLD LOCOMOTIVES



Even with all of these noise sources, my old locomotives can pull a train slowly and quietly on straight level track. However, their speed varies so much with a load that any curve or grade requires adjusting the throttle, so I find myself always running the trains faster than I like. This makes them noisy.

Modern Improvements

What are some of the improvements that distinguish today's models from those of yesteryear?

1. Motors have more poles, better balanced armatures, and more precise bearings.
2. The motors often are mounted in silicone rubber rather than screwed solidly to the frame.
3. Their speed is much less affected by changing loads than the old open-frame motors.
4. Steam locomotives had a worm and gear on one axle, and like the prototype the side rods powered the other axles. Some of the newer locos have a worm and gear on each axle and the side rods just go around for the ride. The side rods can then be thinner (more to scale) and lighter weight means quieter.
5. With computer driven machine tools and better materials tolerances are much finer than before. The axles in the frame are more precise on newer locomotives.
6. A precision gearbox runs with less vibration than the old open gear drives. Some locomotives had gearboxes, but not my old Rex models.

Motors Tested (See picture on the previous page)

1. Original Pittman DC71 from the 1960s.
2. New Bowser DC71 with skewed armature and modern magnetic material.
3. Northwest Short Line 2032D-9 can type.

Testing Procedure

The Mogul 2-6-0 that I used for the tests is well used and has a free rolling smooth operating mechanism, but the axles and valve gear are sloppy in comparison to a new locomotive. Although all of my other locos have been converted to DCC, for this motor test I used a pure DC (no ripple) power supply with current and voltage meters. No other electronics or sound was on the locomotive.

I observed or measured:

1. Noise from the locomotive axles, rods and valve gear when pulled by hand without a motor.
2. Motor noise: hum and vibration running in my hand by itself.
3. Motor current: motor only, and with train up and down grade.
4. Worm/gear noise.
5. Overall locomotive noise from the motor vibrating the locomotive shell, track and bench work.
6. Speed variation with load: For this I compared the speed of a train as it reached the top of a hill on a curve compared to the bottom of a hill on straight track.

Go/No Go Criteria

One of my Rex Mogul 2-6-0s after cleaning and oiling was my standard for an average running locomotive. My S Helper 2-8-0 was my benchmark for a smooth quiet running locomotive. I decided that the cost and effort of motor conversion was high enough that the finished model had to perform nearly as well as my S Helper 2-8-0.

Results

1. From the pull test without a motor I learned that the noise of the drivers, side rods and valve gear is insignificant if your desire is to run at scale speeds. Even for a sloppy old loco.
2. The noise from each of the motors is extremely small when held in my hand with no load, even for the old original motor.
3. When mounted in the locomotive, the original motor is quiet enough, but its vibration gets transmitted through the frame to the boiler and track, which then act like speakers. The vibration from the 2032D-9 is much less.

Motor Current

Motor Only	Old DC71	New 2032D-9
5V	160 mA	60mA
9V	200	65
12V	220	80

Motor with locomotive

5V	200mA	80mA
9V	220	90
12V	230	105

With 15 car ore train medium speed

Level straight	700mA	380mA
1% up on curve	1000	480
1% down straight	400	280

Speed Variation

Medium speed	Old DC71	New 2032D-9
Level straight	1.0 feet/sec	1.0 feet/sec
1% up on curve	0.6	0.9
1% down straight	1.4	1.2

4. The table shows the current of the NWSL motor is much lower than the DC71s. The current measurements are not important by themselves, but are an indication of how much noise and vibration there might be. It takes the same amount of work to pull the train and so motors that use more current are wasting more and that goes into noise, vibration and heat.



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5. Making a test on straight level track slowly pulling a 15 car ore train, the old motors were not so noisy that they would be annoying to a sound system. But the newer motors are able to keep a more constant speed as the load varies. Since they do not slow down as much on a grade, we can run them much slower without constantly varying the throttle setting. We end up running the old locomotives faster than we like because they will slow down on grades and curves.

6. A fair improvement to overall noise comes from mounting the motor in silicone. Motor noise and vibration get amplified when mounted solidly to the frame.

7. As far as reduction in speed with load the NWSL is much better than the original motor. I feel this is an important result from my tests. A locomotive that can keep a steady speed can be run much slower. Slower means quieter and usually more prototypical. My S Helper with the same train on the same 40-foot loop of track has only a 10% drop in speed at the top and a 20% increase at the bottom.

8. If the Rex Mogul had a gearbox it would be quieter.

9. A new DC71 is nearly the same as the old as far as vibration and current. So unless your motor burns out and you want an easy replacement, there is no reason to use it. The only advantage is that it is a drop-in replacement for the old motor.

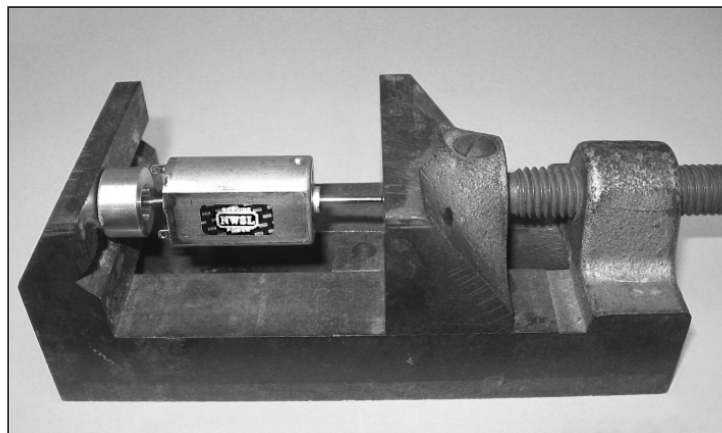
The bottom line is that the NWSL can motor makes an old locomotive run smoother and quieter and very comparable to a modern locomotive. That is partly because the motor has less noise and vibration, partly due to mounting the motor in silicone rubber, and partly because of its ability to keep the speed constant with load. With a new motor, the main source of noise remaining is the open worm and gear. As a result the rebuilt model is not as quiet as my new S Helper, but I would say the results were every bit as good as I could have hoped for and the new motor is definitely worth the cost and effort.

How To Make The Conversion

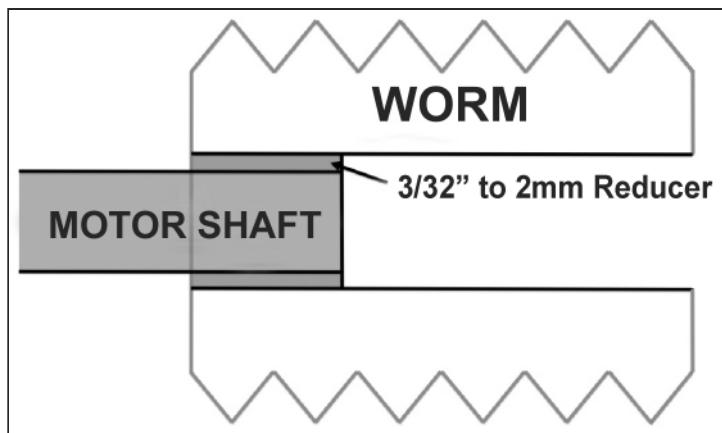
All four Rex locomotives; Mogul, Switcher, Dockside and Suburban, are identical in the area of the motor mount, valve gear hanger, and geared driver. These instructions will work for all.

1. Remove boiler and cab from the frame.
2. Remove the wire from the motor.
3. Remove the motor with the two screws on the bottom.
4. Remove the worm gear. I haven't found worms and gears just like these. You could put in a new pair of gears, but it is easier to just move the worm. Tap the motor shaft out with a small punch using a small wrench for support around the shaft without putting any stress on the teeth of the worm. If there is solder on the end of the worm it was soldered in place. It may slide off easily if you heat it up.

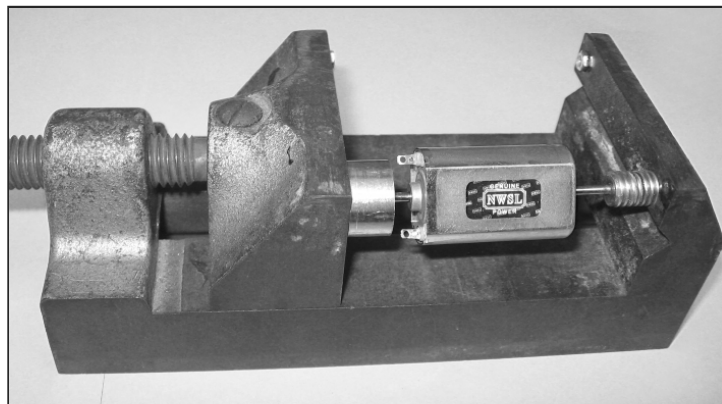
5. With medium sandpaper scratch the surface of the two motor shafts for better adhesion of the epoxy glue. Take care to keep grit out of the motor bearings. Your parts may have a tight fit, but a touch of epoxy is OK anyway.



6. Press the flywheel onto the end of the motor that has the electrical tabs. A small vise makes it easy and assures that it gets pressed straight.



7. The NWSL 2032D-9 motor has a 2mm shaft and the DC71 is 3/32" so we need to use a reducer bushing. Using the vise, carefully press the reducer into the worm. I put a touch of epoxy glue into the worm for extra strength, although mine fit very tightly. Yours may be different. Spinning a 1/4" drill with your fingertips in the end of the worm will make a slight countersink to help get it started.



8. Using the vise, press the worm onto the motor shaft. You will need every bit of length that you can get. Press it on only the length of the reducer as is shown in the drawing.

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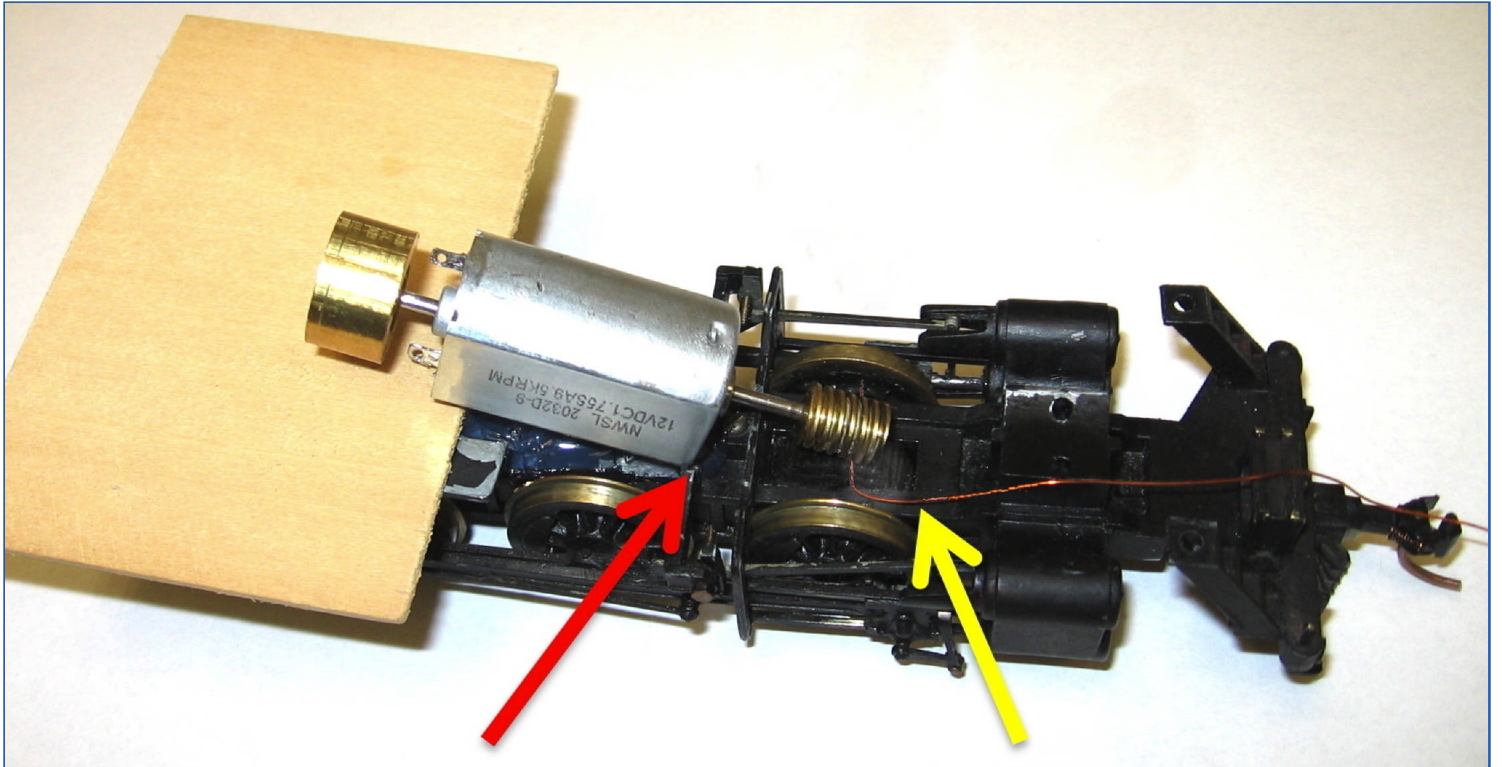
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NEW MOTORS FOR OLD LOCOMOTIVES



9. Cut two small notches in the valve gear hanger on the locomotive. The driver axle gear won't come in the middle of the worm, but it just needs a couple of complete threads to work. A Dremel cutting disk cuts it easily, but be careful and don't cut too much. You don't want this hanger to break. Some masking tape will help to keep filings out of the rods and gears. Fit the motor and see where some metal needs to be removed (see the red arrow on the picture above).

10. Now it is time to mount the motor. Clean off any oil on the frame where the silicon compound will adhere. I used some RTV I had on hand. Bathtub caulk works. NWSL recommends the gasket compound shown in the materials list. To insure the proper spacing of the worm and gear I used a short length of #28 bare copper wire laid between two of the teeth. Something around .010" is fine (the yellow arrow is pointing at a copper wire that runs from the front and then bends and goes under the worm). I used a piece of wood sheeting to support the back of the motor. The first photo on page 13 shows the angle of the motor necessary so the worm can reach the driver gear and the flywheel does not hit the inside of the boiler.

When you are happy with the way the motor sits on the wire and the wood sheeting, run a bead of the compound under the motor and press the motor in. As it dried and I was sure of its position I added more to strengthen it. Mine was not quite set up in 24 hours so I left it another day.

11. If you are wiring for DC, the red dot motor terminal should be wired back to one of the screws on the tender for the Mogul or to the motor pick-up wire for the Suburban or Dockside. The other terminal wire goes to one of the screws under the cab. For DCC it is easy. Just attach the two motor terminals to the two locomotive wires from your decoder. Neither is connected to the frame.

Postscript

Being happy with the way the locomotive ran on DC, I installed a Soundtraxx Econami decoder. It is the same as I have in two other Rex Moguls. I was then able to compare the three, which are identical except for the new NWSL motor in one. The locomotive with the new motor definitely is quieter, runs smoother at low speed, and slows down less on grades than the other two. The new motor also starts smoother with less of a jerk, especially if there is no slack in the train. 🚂

Materials

NWSL Motor	2032D-9	\$29.95
Reducer bushing	10159-9	5.95
Flywheel	402-6	7.95

Go to nwsl.com Click on: **NWSL OnLine Catalog**; then in the search box type in the part numbers above.

Permatek Ultra Black Silicone Gasket Maker available at auto parts stores, Walmart, Amazon and most hardware stores.

Epoxy glue and Masking tape

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

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



BAY AREA S SCALERS LAYOUT



Bay Area S Scalers New Modular Layout

By Michael Eldridge, Photos by the author

For over 15 years the **Bay Area S Scalers** has displayed a modular layout based on the NASG S-Mod standards. Our modules were aging, requiring significant repairs to scenery, wiring, and track every time we set up. There were other bothersome issues, such as each table having a different design for legs, that made it frustrating to set up and operate these modules. Also, the layout we had was for the most part a double tracked oval. When we built that layout, our thoughts were primarily that it would be a way to show off S Scale trains, not with any operational purpose — just to see them moving. Club interest in this layout was definitely waning.

A year ago we set up the layout at a “Railroad Days” event in Colfax, California. Another club was there with a Free-Mo styled On30 layout. One of our guys, who had never built a module for the old layout, had earlier said that the Free-Mo approach was something he could get interested in. That caught my attention, because I always felt that switching opportunities would add a lot of interest, not only for our club members, but also for the public. When we saw the On30 layout, there was a growing feeling that, “We have to do this.” I have a bad habit of jumping in and saying, “Let’s quit talking about it and just start building.” I guess I poked enough times that a few of us in the club committed to building modules to comprise a new portable display layout. Fortunately some smarter club members suggested that we needed to slow down and create standards for the modules.

We owe a great debt to the **S Scale Workshop**, who not only had gone before us in a similar design, but published their standards on the internet. We identified some high priorities:

- The layout would have more of an operational purpose — sidings, shippers.
- We chose single track mainline as more appropriate for shorter trains and more switching.
- The layout still needed to be able to handle large steam locomotives.
- The scenery and structures had to be of “admirable” quality.
- No bridge rails.
- DCC operation.
- We committed to vertical — the track would be flat, but we would strive to have a lot of vertical elements to avoid the table-top layout look.

We looked at the S Scale Workshop standards and the photos of their layout, and realized that it satisfied nearly all of our priorities. We made some small changes based on our earlier experience. One of the most aggravating things about the old layout was the variety of legs. Some were attached, others were separate. Everybody had the best idea of the way to brace them so they would be sturdy, so we had eight best ideas. We almost needed a map to get the right legs attached to the right tables. We decided that we would have one type of leg in the new setup — all the same type and the same length so that they were interchangeable.



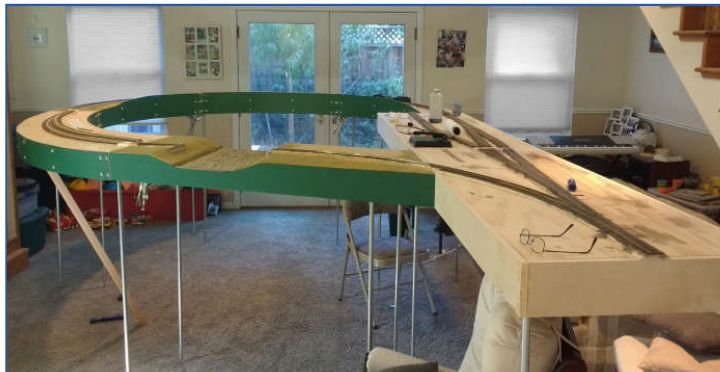
Above: Jerry Porter and David McBrayer check out foamcore mockups to explore various ways to configure the modules.

Below: Bill Roberts, Ed Loizeaux, Robert Carter, Daniel Neumayer and Mel Perry suggesting improvements.



Above: Ed Loizeaux, David McBrayer, Art Eldridge, Mitch Valder, Jerry Porter and John Gibson checking the status of the Southern Loop during a BASS meeting.

Below: The last section is in place on the Southern Loop. Roadbed and ties in place. Now it is time for hand-laying the track and building a bridge over the San Lorenzo River.



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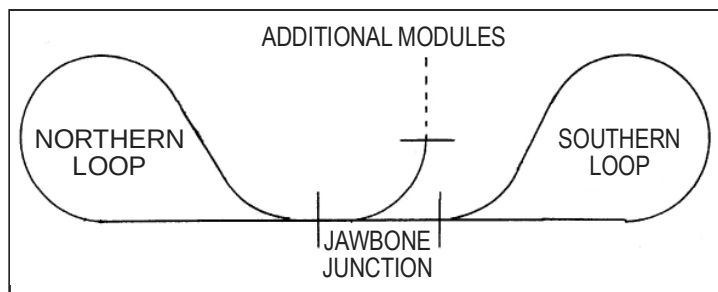
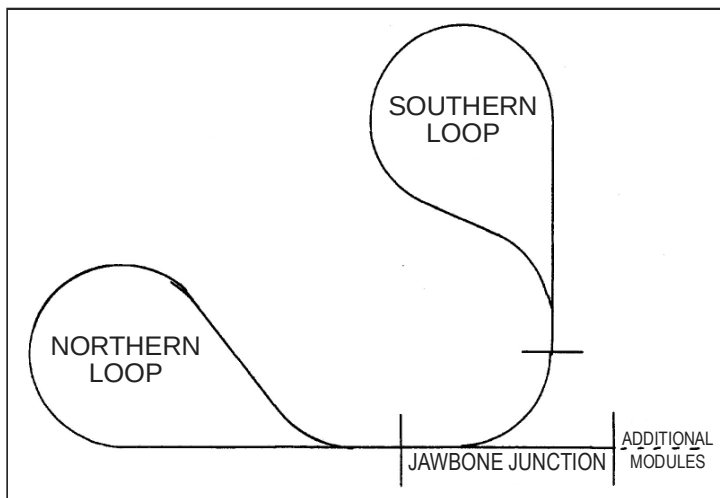


BAY AREA S SCALERS *Continued*

We raised the height relative to the S-Mod standards, so the rails are now $48\frac{3}{4}$ inches above the floor. The rails go to the edge of the table, which will eliminate literally half the setup time. Specifying DCC meant that we send two bus wires around the layout instead of eight. We chose modern electrical connectors in place of the “Jones” plugs of the S-Mod standard. You can see the standards that we are using at http://www.bayareasscalers.org/?page_id=70. These are still evolving, as we occasionally discover something important that we neglected to put into the standards.

Part of the Free-Mo standard is that turnouts must be controllable from both sides of the table. For most turnouts we are going to use manual controls. It’s only a small step from the accessible turnout controls to allowing visitors, even children, to participate in their first op session. One of my personal goals in this whole effort is that I want to be able to put a throttle in a guest’s hands, and tell them they need to deliver a car and pick up a car. There is a conventional wisdom about display layouts that people want to see trains running, apparently meaning fast. We have a small switching area in the old layout, and guess where viewers congregate. We are going to challenge the conventional wisdom, but it will also be possible to just let a train work its way around the layout (continuous running) so that it is possible to show something when only one of us can be there to babysit.

Our desire to allow continuous running drove the minimum configuration of the track plan. We decided the club would build two end loops, and individuals could build any modules that met the standard — straight, curved, a wye. In thinking about ways this might be set up, it became clear that a module which became “Jawbone Junction” would add a great deal of flexibility. We now have three groups working on modules that will travel together in a trailer. The Northern Loop is being built by Jerry Porter, Evan Gatewood, and Dave Scott. It’s the “Northern Loop” because they live in northern California. The Southern Loop is being built by Michael Eldridge, in San Jose. The Jawbone Junction is being built by John Gibson and Mitch Valder. A “module” may have as many as seven segments. I was a bit naïve when I volunteered to build a loop. It didn’t sound like much, but in actuality it is a 9 x 15 layout that I volunteered to build in a year. Each group has its own methods and materials, but as long as the modular standard is followed, we should be able to connect up and run trains.



At this point, the tables for the minimum configuration have been built and track laying is underway. By the time you read this we will have attached at least two modules built by two different builders. In March, we will have our first test setup of the minimum configuration. By May, our first public showing, we are committed to getting rudimentary scenery in place, and will probably bring a random assortment of buildings we have on hand. It would be great if you could come to the 2017 **O Scale West and S West 12**, May 25 through 27 at the Hyatt Regency in Santa Clara, California and see how much we have accomplished in one year. 🚂

Michael Eldridge

I have been an S scale modeler for about twenty five years. I am more of a model builder than a layout builder, but I did get started on a layout in my garage. My home layout will be set in the mid-1920’s, Southern Pacific with some recognizable features from my home town of San Jose, California. That whole effort went on hold to build these modules.

When I’m not railroading, I have two teaching jobs. I’ve been teaching private piano lessons for thirty years, and am also a professor at Fuller Theological Seminary.



END OF THE LINE

Arden Lee Goehring, 67, of Lodi, California, died January 5, 2017 at his home, after courageously battling cancer (multiple myeloma) for 13 years. He was born in Lodi to Levi and Mavis (Martin) Goehring. He graduated from Lodi High School in 1967, and from the Massachusetts Institute of Technology in 1971 with a Bachelor of Science degree in Mechanical Engineering. He was employed as a computer technician and in sales at Goehring Meat, Inc. for 20 years. In 1992 he began his own financial services business and tax preparation service. He was a member of First Baptist Church of Lodi, and the **National Association of S Gaugers and Bay Area S Scalpers** model railroad clubs. He enjoyed tennis, basketball, and his model railroading hobby.

Arden is survived by his wife of 25 years, Debbie Goehring, of Lodi; daughter Kristina and her husband Tony of Davis, California; and brother, Barrett Goehring, of Honolulu, Hawaii; uncle, aunts, nieces, nephews, and many cousins. 🚂

AN ALTERNATE USE FOR



BACKGROUND BUILDING KITS

By Steven Allen, Pioneer Valley S Gaugers
Photography by the author

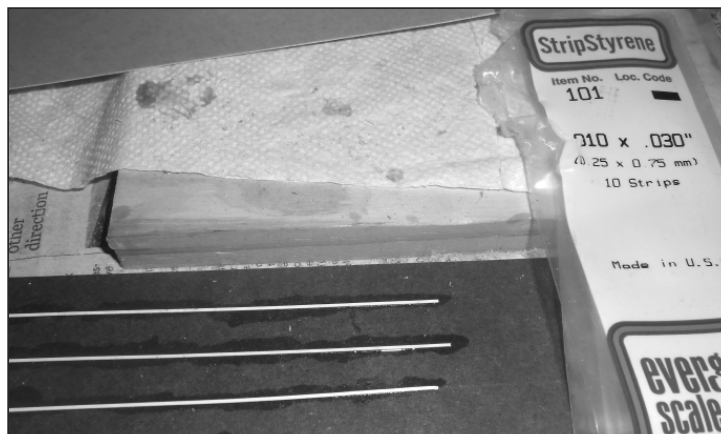
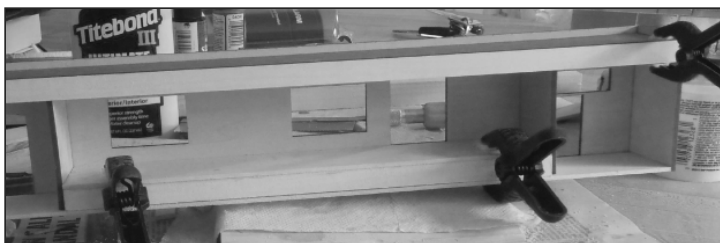
About two years ago I was watching a project railroad demonstration on **Model Railroader Plus Video**. For one of the demonstrations they took a full sized HO scale building, placed it on the outer edge of the layout, and built it minus one exterior wall and with a detailed interior. I was very intrigued by this concept and wanted to do it on my layout. When **Monster Model Works** came out with their background building in **S** I knew exactly where to place it on my layout. Building the kit is fairly simple and straight forward, so I won't bore you that part of the project, except for steps taken to the exposed interior.

Step 1 – Exterior and Interior

Once the walls were built I installed the floor in order to square the building. I used a $\frac{3}{32}$ " x 3" x 24" piece of basswood for the floor because the rear wall that came in the kit was a little too thick. I measured the length on the new basswood piece and drew a line. I used an X-acto knife with a #19 blade and a metal T-square to scribe and cut the wood. Once cut, I made sure it fit, sanding where needed. I dry fit the floor in place then snapped a chalk line to represent the actual width of the floor and repeated the cutting procedure. Satisfied that everything was square, I applied **Titebond III** wood glue and let it dry. Then I cut a strip of $\frac{1}{8}$ " basswood to 20" x $\frac{5}{8}$ " to make the upper section of the rear wall. This helped square the building, supported the roof, and hid the brass rods that would be used to string the light fixtures.



Next I cut $\frac{1}{2}$ " x $\frac{1}{2}$ " basswood into three $11\frac{1}{4}$ " pieces for the loading dock floor. They were glued and set in place. Then I put remnants from the main floor on top of that to complete the floor. Using a small builder's square I installed the two walls that came with the kit. Painting the floor was next (discussed later). Then I cut and fit the molded concrete building forms (see material list) to all of the interior walls, cut out the window and door openings with the X-acto knife and used sanding sticks and emery boards to smooth the edges. Then I installed the painted wall braces that came with the kit.



The next step was to take the roof panel and draw in lines lengthwise spaced $\frac{9}{16}$ " apart, representing three-scale feet in S scale. I applied CA glue along these lines and carefully set **#101 Evergreen** styrene strips. To add additional roof detail, I drilled three holes on the underside roofing material, took three straight pins and inserted them from beneath and set them with CA glue. Using a pair of wire nippers I cut the off pins except for $\frac{1}{4}$ ". To make vent stacks I took a **#223 Evergreen** tube and cut three $\frac{1}{2}$ " lengths and glued them to the pins for support. Then I glued the roofing in place.

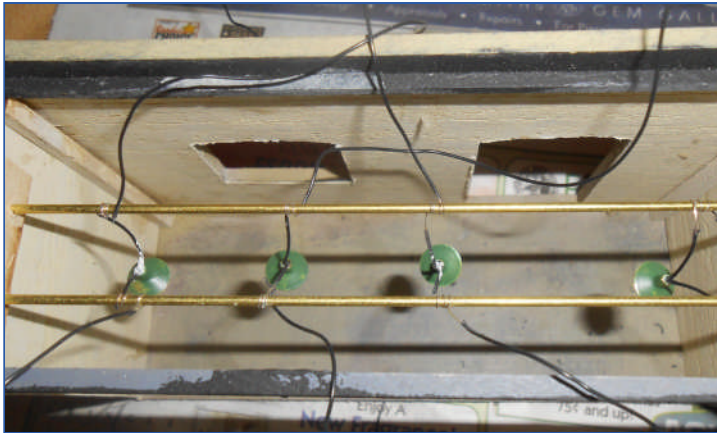


Step 2 – Refinishing

As you can see from the materials list I used many different paints. The first thing was to spray **Rustoleum gray primer** to the exterior of the building. Then I painted the bricks a heritage brick color with a brush using artists' acrylic. To give the exterior a more faded and weathered look I only added a thin layer of the brick color, so that some of the primer would be partially visible through the red. Next I took artist acrylic flat black and applied it to the distressed area of the bricks (as recommended in the instructions). At this point I applied a light coating of **dullkote**. After sufficient drying time, I masked the entire front of the building with blue painters tape, only exposing the areas where I would apply the stenciling. Again, I used a light coat of **Model Master flat black** from an aerosol can. I immediately removed the masking and let the paint dry. I applied the lettering stencil (supplied with the kit) two different ways; the first was to remove the protective backing of the stencil, while the other was to apply using painters' tape.

Continued on the next page

AN ALTERNATE USE FOR BACKGROUND BUILDING KITS



I ran two brass rods lengthwise, hidden by the upper roof panel, to solder the lights with shades to. I also soldered a 1N4007 diode to one rod in order to step down the power to the lamps. At one end of the building I drilled two holes in the floor and installed two sections of **#225 Evergreen** styrene tubing to run 22 gauge wiring to the busbar from the brass rods. I wrapped **#112 Evergreen** strips around these tubes to make them look like water pipes.



I sprayed the roof and its details with **Rustoleum flat black** paint then weathered it with ash, railroad tie brown, and sage green **Braddon Weathering Chalks** mixed together. I applied a number of light coats to build up the amount on the roof then lightly sprayed it with dullkote to seal the paint and chalk. The end result was to lighten the coating of weathering chalk.

I carefully selected a stencil brush which was large enough to cover the letters. I had never stenciled before so I did some testing first. When I was satisfied, I used artist acrylic titanium white, dabbed the brush in the paint, then wiped most of it off on a piece of scrap wood, then applied the paint using a light stippling motion over the stencil, again not allowing the paint to completely cover the façade. Once finished, I immediately removed the stencils and was very pleased with the first time results. When dry, I applied a light coat of dullkote to protect the paint from the alcohol in my weathering wash. My weathering wash is a homemade concoction made from **Woodland Scenic** pigmented paint, 90% isopropyl alcohol, and water. Then I lightly brushed the wash on the exterior. That aided in flattening the red and black colors on the brick work, as well as the **Floquil aged concrete** that had been applied around the door and window openings.



I painted the windows, doors, and trim hunter green then dry brushed them with various artist acrylics. I lightly sanded the windows and doors to weather them. The small loading dock was coated with **gray Rustoleum primer** and then sprayed with a light coat of **Valspar textured beige paint**. When that dried, I added a light coat of **Floquil aged concrete** and dry brushed **artist acrylic black** paint for highlights. I applied a light coat of the building wash to the windows to dull them.



The only thing left to be painted was the interior floor. The end results were actually a result of a mistake on my part. The primary floor color was Floquil aged concrete. I let it dry and wanted to weather the floor by dry brushing a number of different artist acrylic paints (light umber, russet, red oxide, black, and barnwood). When finished I was not happy with the end result, so while the paints were damp, I added aged concrete to cover the mess, and it actually resulted in the colors blending together giving it a really nice weathered look.

Step 3 – Building Details

This was the part of the project I had the most fun with. Generally I'm not wanting for many detail parts, as I have a tendency to buy them whenever I see them. So I did very little purchasing of items for this project. There are quite a few detail parts out there from various vendors in S scale and the NASG web site has a great reference guide to accessories and parts. I have put it to good use on more than one occasion.

Most of the parts that I used on this project were pre-finished which helped things along. There were only three interior items that I had to paint; **Tichy** door hinges, a desk from **Berkshire Valley** and a set of materials covered by tarps from **Bar Mills**. I played around with dry fitting these items for a couple days until I was happy with the results. All the items were either glued in place with Titebond III or CA glue. Aside from the most obvious items in the warehouse setting, I also included things like fire extinguishers from **Keil-Line Products**, and an electrical panel box from **Model Tech Studios**. I also added two items to the exterior of the building; a fire callbox and a bank of electric meters, both from **Model Tech Studios**.

During the initial phase of the project when I was laying the parts out, I realized that I was going to need a second set of windows and doors so they could be two-sided. The only alteration that needed to be done was to the loading dock door. I had to scribe the rear side of the door to match the front, and to remove the wood spew from three of the four sides of the door. I left the top portion on the door to act as the guide because I added two pieces of Evergreen #229 L angle styrene for door guides when opening and closing the door. I also used scrape styrene strips to aid in gluing the L angle styrene in place and to act as door stops. I also used piano (or spring) wire to hand make two L shaped door handles for the sliding door, the heads from two straight pins for door knobs, and scrap styrene rods, also for door knobs. On the cabinet in the office, I also attached a handle made from the piano wire, and added glitter paint to the electric insulators for the wiring.

As you can tell from the completed photo, I'm very happy with the end result. I'm sure I'll find a detail item or two to add to the project.  For **Materials List** go to **page 23**



Above right: Placement on layout.

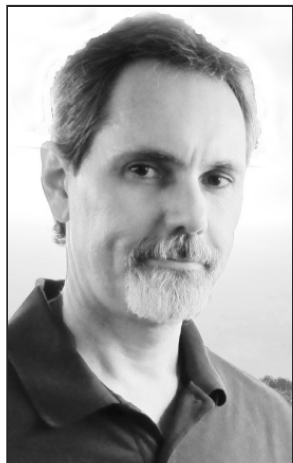
Above: View from outside layout.

Below: Front of building.





By Peter Vanvliet, NASG Webmaster

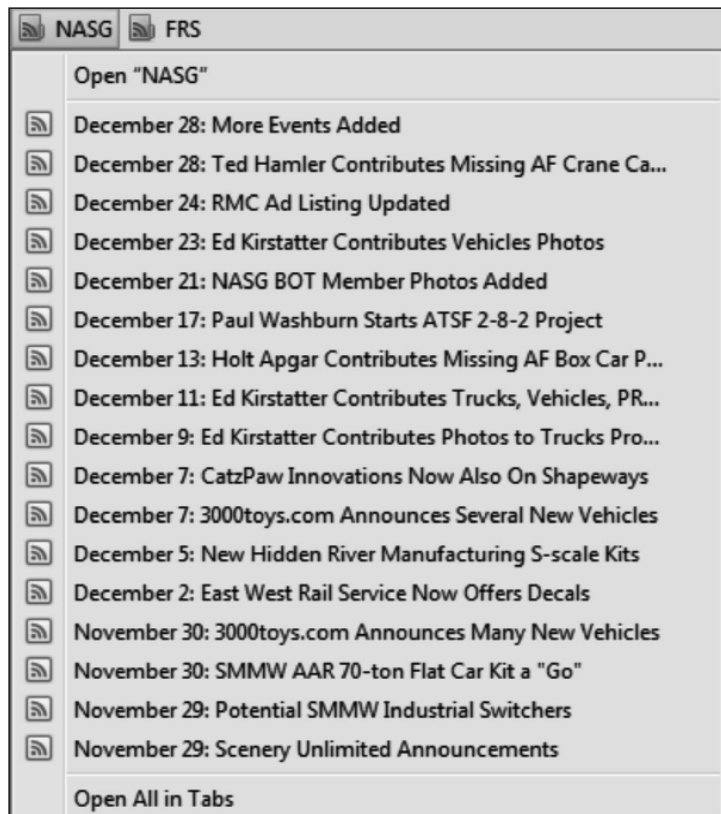


How To Find the Latest

The NASG web site has over 13,000 pages, so, how do you find the latest information? I work on the web site nearly every day. Some days I add a new page, new content, or new photos. But some days I just fix typos and grammatical errors, deal with broken external links, or update a previously posted photo. If a change is noteworthy, or if there is some new content, I will update the last-modified date on the home page. In the bottom-center of the home page is a "Site last updated on..." statement. That

is the quickest way to find out when I last made a change to the site that warrants an update of that date.

Next, if the web browser with which you visit the NASG web site supports the RSS format, you can subscribe to the "RSS Feed." To get to that feed (and to learn more about what it is), click on the **I'm new to this web site** link in the upper-right corner of the home page. Once on that page, scroll down about two-third's of the way, to the section **Find Out What's New**. The orange icon in that topic will register the RSS feed with your web browser. What that does is shows you the latest major changes, updates, and additions that I've made to the web site (see figure 1, below) right within your browser, without necessarily visiting the web site. If something in that listing strikes your fancy, following that link will take you right to that page on the web site.



The section of the web site that changes the most often is the **News & Events** section. Any time that you visit the web site, I recommend that you visit the pages listed on that menu. The **Web Site Changes** page highlights some of the more noticeable updates on the site. It basically captures the major changes not captured by the various news pages.

The **NASG News**, **New S Products**, **Ongoing S Projects**, **Company Announcements**, and **General News** pages all list news that may be of interest to S modelers. I keep information on those pages for up to one year, with Ongoing "S" Projects being the exception, so you can always get caught up with what has been announced recently. I try to stay up-to-date with all the latest announcements from vendors, manufacturers, modelers, and I also get a good number of e-mails from S modelers at large about product information. Thank you for helping me with that!

S Events is another page that is regularly updated. There have been a lot of public S-related events during the winter months of 2016/2017. If you are looking to visit with a club, are on a business trip, or a family vacation, be sure to check that page to see if there is anything S-related going on while you are in town. Related to this, and as a reminder to those who are relatively new to S-scale or the NASG, we also have a listing of NASG members (only those whom have chosen to share their information with other NASG members.) who might be open for home layout visits. Log in to the **Members Only** section of the web site (click on the **NASG** button, click on **Membership**, and click on the **Log In** button), to get a listing of NASG members in the town or area you plan to visit.

So, those are the sections of the NASG web site that help you to stay up-to-date with what is going on in S. But, as I said before, the rest of the web site is also kept up-to-date, but may not change as often or as dramatically.

Home Page Photos

When the new design of the NASG web site launched in September 2016, I made a commitment to replace one of the photos shown in the home page photo rotation every weekend. I think I missed one or two weekends, but in general that has been going well. I get quite a few photos from S modelers for the web site, but most are intended for the Product Gallery sections of the site. What I don't get so much of are photos of layouts, scenes, or dioramas. Those are the kinds of photos I'd like to see more of on the NASG home page. Also, if you attend a local train show event, take a few photos of the S layouts there, if you can, and e-mail them to me. If you take a photo of a private home layout, be sure to get the owner's permission to share those photos on a public web site such as the NASG's. The home page photos do need to be of a certain good quality, since that is the first thing visitors see when they come to the site. However, with the today's digital cameras, it is quite easy to take some good photos.

Sometime during the weekend I'll replace the oldest photo with a new one. You can read more about the photos by clicking on the **Extra Board** button of the web site, and then clicking on the **About Home Page Photos** menu option. As a side note, you can right-click (Windows) on the photo and select the "View Image" (Firefox) to see the full size image of the photo as used on the home page. **More on next page.**

Web Site *Continued*

When Modeling . . . Trolley/Traction

In the January/February issue I started this new section for my regular columns, to provide you with specific leads that may help you in your modeling efforts. I will list various manufacturers, 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. 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 do not necessarily have any personal experience with the products listed.

This issue's topic is **trolley and/or traction trains**. Trolleys (aka trams, streetcars, etc.) are electric powered vehicles that run on tracks and operate on public streets. They are generally powered by an electric overhead catenary. Traction/interurban trains also run on electricity, but the electricity may come from internal batteries, the rails, or an overhead wire.

To my knowledge ready-to-run motorized traction or trolley cars are not available in S-scale. So modeling that portion of the real world is definitely a challenge for S-scale modelers. I am personally interested in this, because a good portion of the line that I model, the PRR Chartiers Branch, southeast of Pittsburgh, was flanked by the Pittsburgh Railways, providing passenger service, which was also provided by the PRR's branch itself. The Pennsylvania Trolley Museum in Washington, Pennsylvania still has the prototype equipment. It can be seen at <https://pa-trolley.org/>

In S-scale, **KND Enterprises** produces a few kits based on some very specific prototypes.

Model Railroad Warehouse produces some brass body kits of specific prototypes, as well as some detailing parts. They recently announced that they will produce the London & Port Stanley steel interurban if enough S-scale modelers expressed an interest.

William Flat is a Canadian S-scale modeler who produces parts, many of which can be used to model these types of cars. He has no web site, but you can contact him for more information via e-mail at wflatt@bserv.com. On the NASG web site's **S Resources** page I maintain a copy of his latest parts list in a downloadable PDF file. Scroll down to his name in the listing, and then click on his name. In addition to various detailing parts, he also provides trolley poles, sideframes, as well as complete finishing kits. Canadian-prototype photo-etched brass kits are also available from him.

Worsley Works Group in the UK makes some parts for British trolley modelers (or is that modellers?).

3D-printed models may well be the only way to get traction or trolley cars in the future. Currently **GHB International** and **Imperial Hobby Productions** are two companies that provide S-scale 3D-printed bodies for your traction/trolley modeling efforts. You can visit their **Shapeways** pages (links are on the NASG web site's **S Resources** page) to view the models that they offer.

In the past **Dayton Model Products**, **Putt, Pope Engineering**, and **Pennsylvania Heritage Models** produced traction/trolley models, so they may still be available on the secondary market, or in modelers' closets. **Model Memories** used to produce catenary poles and preformed overhead wire for S-scale; I don't know if they still do.

If you are interested in traction/trolley modeling, you might want to consider joining the **S_Scale_Traction** discussion group on **Yahoo! Groups**. There are only about 100 members and messages are very few in between, but it is just about the only concise location for useful information. The photo section has many model and prototype photos, too.

If you have any leads that might help others who want to model trolley/traction in S-scale, feel free to let me know and I can share it in a future column.

That's it for this column. Let's all continue to model in this fantastic scale, and, please, share your efforts with the rest of us via the NASG web site. 🚂

**DON'T FORGET TO
VOTE
YOUR BALLOT IS INCLUDED
IN THIS ISSUE
IT MUST BE POSTMARKED NO LATER
THAN MAY 15, 2017**

Materials for Background Building Project

Tools: X-acto Knife with #11 and 19 blades, X-acto Precision Edge, S scale ruler, razor saw w/miter box, small hand drill and pin vise with assorted drill bits, tweezers, t-square, needle nosed pliers, and wire cutters.

Wood: 2 basswood sheets, $\frac{3}{32}$ " x 3' x 24", basswood strips $\frac{1}{16}$ " x $\frac{1}{2}$ " and $\frac{1}{2}$ " x $\frac{1}{2}$ ".

Evergreen Styrene: #295 L angle, #223 and #225 tubing, and #101, #112, #186 strips, and #221 Rods.

Detail Parts: # PCFS Monster Model Works S Scale Poured Concrete Forms (3 packages); Model Tech Studios Pre-finished parts - #SD321P Loading dock clutter, #SD336P Cabinets, #SD378P fire call box, #SD386P step ladder, #SD387P chairs, #SD389P Electrical power boxes, #WD125 assorted cardboard boxes, and #OD2098P hand trucks; Tichy Train Group #3067 HO scale triangular hinges; Westport Models #C1 and # C3 small and large crates; Artista Pre-finished figured - #703, 711, 731, 742, 769, 770, and 787; Bar Mills #04030 Undecorated tarp covered materials; Berkshire Valley #452 barrel and crates and #573E undecorated flat top desk; Keil-Line Products #48-179 fire extinguishers; and GC Laser #21102 12 pack of undecorated pallet kit.

Electronics: Miniatronics HO scale Lamps with shades (3 packages); Adams Industries #1014 1N4007 diode, two $\frac{1}{16}$ " diameter brass rods, 24" length, cut to fit, and 22 gauge wire.

Refinishing and Adhesives: Medium viscosity CA glue, Titebond III wood glue, and 3-M blue painters tape;

Paints: Rustoleum gray primer, maroon, and russet; Valspar textured spray paint, sand color; Floquil aged concrete; Model Master flat black spray can and dullkote; and Assorted Artist Acrylic Paints: Granite gray, light gray, dark gray, barnwood, russet, light umber, flat black, titanium white, parchment, red oxide, hunter green and sap green, and heritage brick red. 3-D Glitter Paint, electric green. Bragdon weathering chalks.

Misc: Straight pins and 24 gauge piano (spring) wire (.055).



WINDOW GLASS FOR FLYER OR

SELTZER BUDD CARS

By Dick Karnes



**Want your window glass flush with the car side?
Want it to reflect light rather than absorb it? Here's how.**

I have never liked clear plastic sheet "window glass" applied to the inside walls of plastic streamlined passenger cars. The scale six-inch recess just doesn't work for me. The glass should be flush with the outer surface of the carbody.

I have several Budd streamlined passenger coaches once offered by Josh Seltzer; these were molded from a pattern made by Bill Geracci from spliced American Flyer plastic streamlined coach bodies. Despite my dislike, I took the easy way out and applied window glazing cut from strips of .010" clear styrene cemented to the inside (below). And I hated it.



Above is a Seltzer Budd coach with clear strip glazing cemented on the inside carbody wall. Notice how this makes the walls look to thick (which they are).

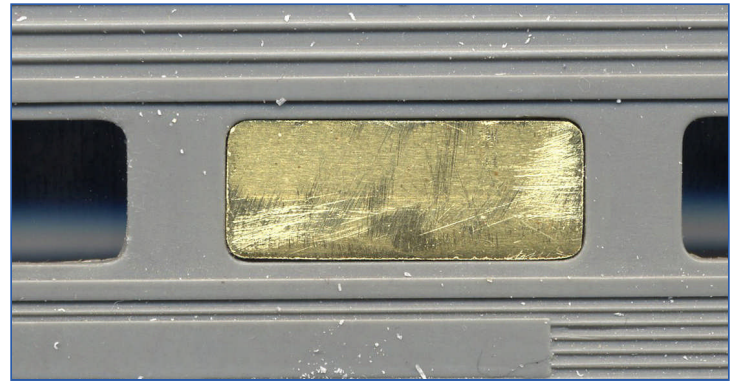
So I did something about it. I made press-fit window panes that stay in place without any adhesive and are flush with the outer carbody surface. These work not only with the Seltzer cars, but also with the American Flyer 900-series streamlined passenger cars. If you want to keep the passenger silhouettes, leave the inner plastic window material in place. It will not be disturbed by the procedure that I use. Briefly, what I did was to make a window pattern out of brass, then shape clear plastic to match the pattern. Even though there are five distinctly different window sizes on these cars, one pattern is sufficient.



Pattern: Making the pattern (left) is the most time-consuming part of the process, but you have to do it only once. I used .080" brass sheet. Measure the largest window on the carbody. Using a Dremel cutoff disk, cut a chunk of brass that's somewhat oversize. Clamp the brass chunk in a bench vise so one long edge is poking just above the flat jaws and one end is poking out just a tad from the ends of the jaws.

The finished window insert pattern was cut and filed from .080" brass sheet. The small window above the pattern was made from the same pattern; the text tells how.

Go to work with a file, removing all the brass material down to the top and end of the vise jaws. Then turn the brass chunk 180 degrees and do the same to the other two edges of the chunk. For these two edges, frequently remove the chunk from the vise and test-fit the chunk into the coach window. You don't have to worry about the rounded window corners yet. Just test-fit for window height and width. Keep removing material until the brass pattern is a press fit into the window opening, both vertically and laterally. Once you have the pattern's height and width correct, round the corners with your file until the pattern fits. It should stay put once pushed in with your finger (below), and pop out when pressed from inside the carbody.



The finished pattern stays in the carbody's window opening, requiring a poke from the inside to pop it out.

Window Panes: It's a simple matter to create the window panes. I used sheets cut from a clear plastic box for my window glazing just because I happened to have one in my scrap box. But I recommend clear styrene or acrylic sheet at least .060" thick. (Anything thinner will bow outward when you press-fit it into the window openings.) These materials can be cut to approximate-size window blanks with a low-speed cutoff disk (for the acrylic) or a No.11 hobby knife (for styrene).



Clamp the pattern and window blank into your smooth-jaw vise. Be sure that the clear plastic is between you and the brass pattern so that you can see your filing progress. An emery board like the one shown should be sufficient to sand your plastic to the shape of the pattern without damaging the pattern itself.

Once your blanks are cut, overlay your brass pattern onto your window blank and file to shape with an emery board. (Yes, a fingernail emery board.) I found that chucking the blank/pattern sandwich into my vise jaws made this task really easy (above).

Continued on the next page

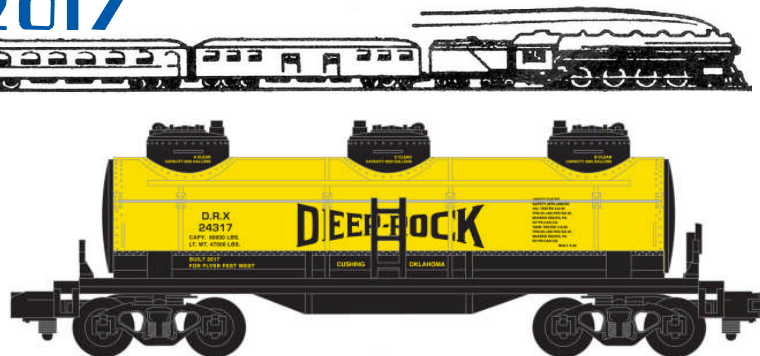
FLYER FEST WEST 2017



By Paul Guaraglia, Golden Gate American Flyer Club

In the last issue of The Dispatch my good friend Fred Ruby of The Southern California S Gauge Club stated that everyone was waiting for the announcement of the next **Flyer Fest West** to be held in The San Francisco Bay Area. Well, wait no longer, here it is. The **Golden Gate American Flyer Club** has quietly been planning this event for the past year. This is the first time that our club has worked with Lionel to offer, not just one, but two S gauge convention cars. These stunning cars are very limited in quantity and are offered to the first people who pay for them. The price for the two-car set is \$159.99 plus \$15 for shipping if you are not going to attend the Fest.

Last year we achieved the status of one of two S gauge clubs in the nation as an official **Lionel Ambassador Club**. The other club is the Chicagoland Association of S Gaugers. Our convention begins on **Friday, May 19, 2017** with a BART (Bay Area Rapid Transit) ride from the Millbrae station to Market Street in San Francisco. From there we hop a cable car over Nob Hill and down to Fisherman's Wharf for an enjoyable lunch at the finest sea food restaurant in San Francisco, the world famous, Scoma's, looking out at Alcatraz Island. After lunch, we visit the shops and sights of San Francisco's fabulous Pier 39. Then back to Millbrae by Cable Car and BART. In the evening, there will be a no host cocktail/dinner welcoming party at **The Poplar Restaurant in San Mateo**. Saturday, May 20th is the trading and banquet day at the Poplar Event Center (same location as the restaurant) Our trading room overlooks



To purchase one of these stunning two-car sets send \$159.99 plus \$15.00 for shipping and \$15.00 for registration to: Alan Teruya, Registration Chairman, 851 Placenza Street, Livermore, California 94551-2560. Please make checks payable to GGAFC.



the beautiful San Mateo Golf Course. The banquet will take place in the early evening. Registration for the Fest is \$15.00. The banquet is \$46 per person. For registration information go to: <http://www.GGAFC.org>

Continued on page 30

Window Glass *Continued*

This will work for the majority of the car's windows. Several are shorter, one by a little bit, many others by a lot. For these, I use the pattern to file three sides of a blank, then measure and cut the blank to the correct length, fine-trimming with the emery board as necessary, then use the pattern again for rounding the remaining two corners.

This took care of all but the pair of smaller-height windows and the two door windows. I again used the pattern, but this time filing only two adjacent edges and one corner. Then I measured the openings and cut the blank to match, then smoothed the remaining two sides and three corners.

You will mess up some blanks, particularly when you are new to this process. For this reason, you should begin with the

largest windows. That way, if you mess up, you can salvage the damaged blank to make one of the smaller windows.

Installation: Simply press the window panes in place from the outside of the carbody, being sure to press enough to make the pane flush with the outer surface of the carbody. If a pane doesn't go all the way in without excessive force, trim it a bit with the emery board and try again. If it's too loose to stay in place, use it to make one of the smaller panes and then make a new one for the larger window.

When I started out it took me about 15 minutes per window. My time improved as I progressed. Still, you need patience. I did my first 24-window car in about three hours. 

Below is what the finished car looks like. Compare it to the picture on the previous page.





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.

March 4, 2017 — Coburg, Ontario, Canada

The **S SCALE WORKSHOP** will display and run their layout at the **COBURG MODEL TRAIN SHOW** at the Coburg Lions Community Centre from 10 am to 4 pm. Adults \$5.

March 10, 11 and 12, 2017 — Indianapolis, Indiana

The **HOOSIER S GAUGERS** will be displaying their T-Trak S gauge layout at the **LAFAYETTE FARM TOY SHOW**. They will also hold clinics including an introduction to 1:64 T-Trak Modeling. Information at www.Lafayettefarmtoyshow.com

March 11 and 12, 2017 — Dale City, 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.

March 11 and 12, 2017 — Sergeant Bluff, Iowa

SIOUX CITY COSMOPOLITAN CLUB TRAIN SHOW Sergeant Bluff Event Center. Many layouts. More than 100 vendors. Saturday 9 am to 4 pm. Sunday 10 am to 4 pm.

March 12, 2017 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show** at the DuPage County Fairgrounds, 2015 Manchester Road.

March 18 and 19, 2017 — Atlanta, Georgia

The **GEORGIA DIVISION of the ATLANTIC COAST S GAUGERS** will have their layout set up at the **NMRA PIEDMONT DIVISION TRAIN SHOW**.

March 19, 2017 — Springfield, Illinois

The **SPRINGFIELD RAILROAD SOCIETY ANNUAL TRAIN FAIR** in the **Orr Building** on the State Fairgrounds. 10 am to 4 pm. Largest train show in downstate Illinois. For more information visit www.springfieldtrainfair.com

March 25, 2017 — Portland, Oregon

The **WILLAMETTE MODEL RAILROAD CLUB** will hold its **Annual Swap Meet** at the W. D. Jackson Armory, 6255 NE Cornfoot Road, from 9:30 am to 3 pm. Over 110 tables of model railroad equipment in all scales, railroad memorabilia. Info at wmrswapmeet@yahoo.com

March 25, 2017 — La Grange, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will set up their layout at the **ALL AMERICAN RAILROAD SHOW** at the Lyons Township High School Fieldhouse, 100 South Brainard Avenue. 9 am to 5 pm.

March 25 and 26, 2017 — Rockford, Illinois

STATE-LINE S-GAUGERS will show their layout at the **26th ANNUAL ROCK RIVER VALLEY DIVISION TRAIN SHOW** at Jefferson High School, 4145 Samuelson Road. Saturday 10 am to 5 pm. Sunday 10 am to 4 pm.

March 26, 2017 — Lewiston, Idaho

LEWIS & CLARK TRAIN CLUB SWAP MEET at the Nez Perce County Fairgrounds, 1229 Burrell Ave., 9:30 am to 4 pm. Vendors, displays and layouts. Operation lifesaver. www.lewis-clarktrainclub.com

April 1 and 2, 2017 — Urbana, Illinois

The **MIDWEST CENTRAL MODEL RAILROAD CLUB** presents its **36TH ANNUAL TRAIN SHOW** Saturday 10 am to 6 pm, Sunday 11 am to 4 pm. In the Lincoln Square Village Mall, 100 S. Vine Dr. downtown. Operating layouts, vendors and riding trains from the Monticello Railway Museum. Tables available, contact Rick Schroeder, 217-552-6514.

April 6, 7 and 8, 2017 — St. Louis, Missouri

The 32nd Annual **Sn3 SYMPOSIUM** will be held at the Marriott St. Louis Airport Hotel, 10700 Peach Tree Lane. Over 20 home layout tours and a tour of the Micro-Engineering plant. More information at <http://2017sn3symposium.com>

April 8 and 9, 2017 — Timonium, Maryland

WASHINGTON & OLD DOMINION S GAUGERS will have their layout set up at the **Great Scale Model Train & Railroad Collectors Show**.

April 9, 2017 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show** at the DuPage County Fairgrounds, 2015 Manchester Road.

April 19 through 23, 2017 — Bakersfield, California

DAYLIGHT EXPRESS the 2017 PCR Convention, at the DoubleTree Hilton Hotel, 3100 Camino Del Rio Court, Five days of clinics, BSA Railroading Merit Badge Program, contests, layout tours, Operating sessions, Tehachapi Loop tour (extra fare) and more! Full Registration \$115. Contact Doug Wagner (661) 589-0391, e-mail CarlDW@aol.com or for more information visit <http://www.pcrnmra.org/conv2017>

April 27 through 29, 2017 — York, Pennsylvania

WASHINGTON & OLD DOMINION S GAUGERS will put up and run their large layout at the **Eastern Division TCA Meet York** at the York Fairgrounds, 334 Carlisle Avenue. www.easterntca.com

May 4 through 6, 2017 — Marion, Ohio

The **SPRING S SPREE** presented by the **Central Ohio S Gaugers** in the Veterans' Memorial Coliseum at the Marion County Fairgrounds, 220 E. Fairground Street. Free Parking. Over 135 Dealer Tables, How-to Clinics, Operating Layouts, Grand Door Prize, Pizza party Friday night, Pancake breakfast Saturday morning. Visit our web site www.SSpree.info for complete information and registration form.

May 7, 2017 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show** at the DuPage County Fairgrounds, 2015 Manchester Road.

May 19, 20, and 21, 2017 — San Francisco area, California

FLYER FEST WEST will be held at the Poplar Event Center, 1700 Coyote Point Drive, San Mateo, California. Saturday will be the train sales followed by the banquet and our guest speaker Gary Jarvis, Erector Expert. He will have with him spectacular Erector displays that boggle the mind. For details contact Jake Jacobsen at nut4afrns@aol.com

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: SHS 00371 MEC #2 F3 A and B set. MAINE CENTRAL green and gold color scheme. Never operated. Configured for LocoMatic control with hi-rail wheelsets and couplers (LocoMatic 10-button control box and LocoMatic transformer included). No scale wheelsets. Owner's manual not included. \$500 which includes shipping, handling, and insurance. Call (262) 549-9405 with any questions.

ESTATE SALE: Noted Canadian S-scaler Dan Kirlin died last summer. His model railroad equipment is for sale. If you are interested go to www.dansmodeltrains.ca

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

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 Cation, 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: Trolley or "Doodlebug. S gauge. DC current. Contact George at micha540@optonline.net

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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 **AFSGSLA** and send to: Moe Berk, 39 Graeler Dr., St. Louis, MO 63146-4938



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**#5 KADEE COUPLER
HEIGHT GAUGE** Measures
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TO ORDER any of the products on this page, download an order form at www.nasg.org/Store or write your order legibly on a piece of paper. Make checks payable to NASG Company Store and mail to:

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IMPORTANT: Be sure to include your member number, quantity desired and sizes.

PRICES include shipping to anywhere in the continental US.

All shipping is by US Mail. For shipping outside the US contact the Company Store. Wisconsin residents please include appropriate sales tax and county of residence. If you have any questions contact Storekeeper Roy Meissner at 262-538-4325 or e-mail to companystore@nasg.org

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NASG SPECIAL CARS

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



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



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**

TO ORDER THESE CARS

Make payment out to NASG and mail to:
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All prices include shipping to addresses in the United States. Canadian orders please add \$6. To ship outside the continental US or for any question contact Dave Blum at pikesvillemodels@yahoo.com

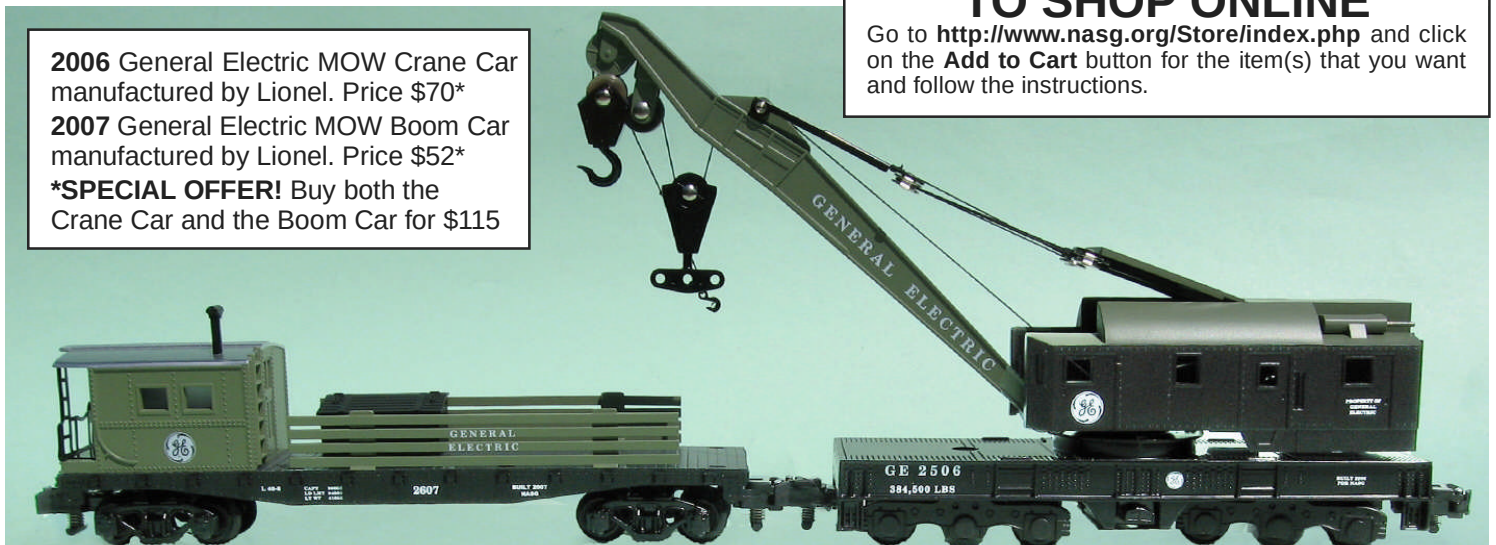
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Go to <http://www.nasg.org/Store/index.php> and click on the **Add to Cart** button for the item(s) that you want and follow the instructions.

2006 General Electric MOW Crane Car manufactured by Lionel. **Price \$70***

2007 General Electric MOW Boom Car manufactured by Lionel. **Price \$52***

***SPECIAL OFFER!** Buy both the Crane Car and the Boom Car for \$115



Flyer Fest West 2017 *Continued*

This year our convention features a spectacular display of **Gilbert Erector** fabrications presented by our banquet speaker, **Gary Jarvis** of Southern California. Gary will show some of his most intricate creations, all made of Gilbert Erector parts. We will have many S gauge items in our silent auction as well as our live auction. Some really nice items will be raffled off. On Sunday, **May 21st** we will have **layout tours**. **Vern Brooks** has a fantastic layout that was dug out one shovel full of dirt at a time. Come see a labyrinth of S gauge trains running through a grotto underneath his home. Another layout open will be my layout which is 76 feet long and in a specially built addition to my home. You may see this layout by going to our web site. E-Bay filmed a commercial of my layout that so far has been viewed by close to 3 million people. I encourage every S gauger to attend this once in a lifetime convention in sunny California and to bring the entire family. You won't be disappointed.

Take an extra week or two and visit many of the wonderful attractions of the San Francisco Bay Area. Visit the famous wine country in the Napa Valley and ride The Wine Train, See The Golden Gate Bridge, take a side trip to John Steinbeck's Monterey, ride The Cable Cars in San Francisco, visit Alcatraz Island or enjoy the many other activities of this beautiful part of America. Check our web site for up to date information.

Hope to meet you in person,

Paul Guaraglia, President,
Golden Gate American Flyer Club.

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NASG INFORMATION BOOTH SCHEDULE OF 2017 SHOWS

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

**For dates and locations of the next
scheduled Information Booth appearances
go online to
nasg.org/News/Events.php**

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.

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

AMERICAN FLYER'S SET NO. 4904T is the subject of **Roger Carp's** COLLECTIBLE CLASSICS column in the January 2017 edition of **Classic Toy Trains**. The article explores Gilbert's and Lionel's efforts to enter the low price toy train market in the late 1940s after World War 2.

STEADY LIGHTING FOR AN AMERICAN FLYER CABOOSE also appears in the January 2017 **Classic Toy Trains**. Authored by **Lee A. Olson**, it uses eight photos and text to describe how to improve the interior lighting in an American Flyer Caboose.

SCRATCH BUILD A DIESEL SHELL from styrene by NASG member and master modeler **Brooks Stover** appears in the January 2017 edition of **Model Railroader**. Using six pages and 18 superb illustrations, Brooks describes in detail how he scratch built an S scale Whitcomb 65-ton diesel locomotive.

A PIKE BUILT FOR COMFORT & SPEED is an 8 x 16 foot S-gauge layout called the Reston & Elsewhere Railroad, built by **David Horn**. Six pages with five photos and a track layout in the February 2017 **Classic Toy Trains**, written by **Roger Carp** tell the story of this excellent small layout.

BUILDING A MOVING SUNBEAM BREAD BILLBOARD is not directly S related, but can be applied to any scale. It is on pages 34 through 37 of the January 2017 **nmra magazine** and is a good step-by-step article on how to build an animated billboard.

NASG OFFICERS

BILL WINANS, President

7940 Crooked Creek Trail
Prescott Valley, AZ 86314-1968
E-mail: president@nasg.org ☎ 928-772-6369

EXECUTIVE VICE PRESIDENT: Monte Heppe

695 Lapwing Lane, Calabash, NC 28467-1964
e-mail: exec_vp@nasg.org ☎ 910-287-6666

TREASURER: Michael Ferraro, CPA

278 Route 34, Matawan, NJ 07747
e-mail: treasurer@nasg.org ☎ 732-778-4625

SECRETARY: Thomas Oglesby

2266 Martin Drive, Dubuque, IA 52001-8422
e-mail: secretary@nasg.org ☎ 563-583-4079

EASTERN VICE PRESIDENT: Dave Heine

4126 Bayard Street, Easton, PA 18045-5003
e-mail: eastern_vp@nasg.org ☎ 610-258-8698

CENTRAL VICE PRESIDENT: Will Holt

2186 Cabrillo Ln., Hoffman Estates, IL 60192-4633
e-mail: central_vp@nasg.org ☎ 224-484-8736

WESTERN VICE PRESIDENT: Bill Roberts

3632 Market Street, San Francisco, CA 94131-1339
e-mail: western_vp@nasg.org ☎ 415-282-6545

COMMITTEE CHAIRS

MEMBERSHIP SECRETARY: Dick Kramer

Post Office Box 268, Middlebury, CT 06762-0268
e-mail: nasgmem@comcast.net ☎ 203-527-3601

DISPATCH EDITOR: Bill Pyper

Post Office Box 885, Salem, OR 97308-0885
e-mail: dispatch@nasg.org

DISPATCH EDITOR EMERITUS: Jeff Madden

438 Bron Derw Court, Wales, WI 53183
e-mail: nasgdispatch@gmail.com ☎ 262-968-3729

PROMOTIONS CHAIR: Greg Klein

39211 Bolington Road, Lovettsville, VA 20180
e-mail: promotions@nasg.org ☎ 540-822-5362

PROMOTIONS COMMITTEE: Greg Klein

Joe Glenn, Will Holt and Paul Stevens

STANDARDS and ENGINEERING: Steve Lunde

2601 Aberdeen Court, Waukesha, WI 53188-1377
e-mail: engineering@nasg.org ☎ 262-574-1086

S-MOD CO-CHAIR: Randy Bosscher

6036 Fallen Leaf Drive, Toled, OH 43615-2507
e-mail: rl_boss@yahoo.com ☎ 419-367-3301

LIONEL/NASG CAR PROJECT: David Blum

3315 Timberfield Lane, Pikesville, MD 21208-4425
e-mail: pikesvillemodels@yahoo.com ☎ 410-653-2440

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W287-N6459, Box 1, Merton, WI 53056
e-mail: companystore@nasg.org ☎ 262-538-4325

CONTEST CHAIR: Jeffrey English

6 Lansing Avenue, Troy, New York 12180-4829
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ELECTION CHAIR: Jamie Bothwell

1422 West North Street, Bethlehem, PA 18018
e-mail: election@nasg.org ☎ 610-868-7180

CONVENTION COMMITTEE: David Blum

3315 Timberfield Lane, Pikesville, MD 21208-4425
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LIBRARIAN: Michael Greene

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DON'T FORGET TO VOTE

YOUR BALLOT IS IN THIS ISSUE

IT MUST BE POSTMARKED BY MAY 15, 2017

Member Dues

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

\$18.00 One-time 6-month Trial Membership

\$30.00 Regular

\$40.00 Family

\$50.00 Contributing

\$50.00 Non-personal (Club, Business, etc.)

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 payable to NASG, to Dick Kramer, Membership Secretary, P. O. Box 268, Middlebury, CT 06762-0268.

NEW MEMBERS

From October 27 to December 31, 2016 the following people have joined the NASG. Welcome!

Ken Carter Union Bridge, Maryland

John Flester Laurel, Maryland

Frank Fusco . . . Haddon Township, New Jersey

Edward M. Harris Phoenix, Arizona

Jonathan Hatfield North Royalton, Ohio

John M. Hickey Chicago, Illinois

Roy Inman Olathe, Kansas

Monty L. Kaufman Sandusky, Ohio

Robert M. Kilgore Long Beach, California

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Ralph Neth Lafayette, Indiana

Robert D. New Clayton, New Jersey

Jacques H. Ollivier Thorp, Washington

David C. Orrison Atlanta, Georgia

EXTRA PAGES ONLINE

Go to www.nasg.org to see more pages.

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CONNECTICUT S GAUGERS

Set up and run their layout at the Cheshire High School benefit 33

ROCKY MOUNTAIN HI-RAILERS

Boise Idaho club is very active. 34

GREELEY'S CONTEST WINNER

A late addition to the list of winners from the 2016 NASG Convetion . . . 35

2016 FALL S FEST

Annual event was held in Oconomowoc, Wisconsin 36

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.

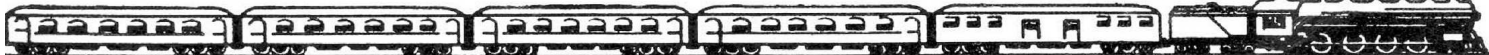


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CONNECTICUT S GAUGERS



November 20, 2016

AT CHESHIRE HIGH SCHOOL

The Connecticut S Gaugers once again participated in the Cheshire High School Ram Bank Parents Association train show at the Cheshire High School. There was an excellent turnout of members including: John Ahrens, Mark Anderson, Larry Beck, Dick Carlson, Dennis Caruso, Bob Comstock, Bob Davis, Art Ferguson, John Garren, Larry Hally, Dick Kramer, Paul Krause, Steve Ksenych, Steve Kutash, Vin Manjoney, Bill Mark, Al Marotta, Ed O'Brien, Paul Pfau, Pieter Roos, Jim Shea, Bill Simpson, Stan Sonieski, Lud Spinelli, Stan Stockrocki and John Vanacore.

The set up went very smoothly thanks to the hard work done primarily by Paul Krause, Dennis Caruso and Jim Shea. A very good crowd attended, with many children captivated by the layout. — *Dick Kramer*



Rocky Mountain Hi-Railers to Present at the 2019 National Train Show

By John Eichmann, Coordinator

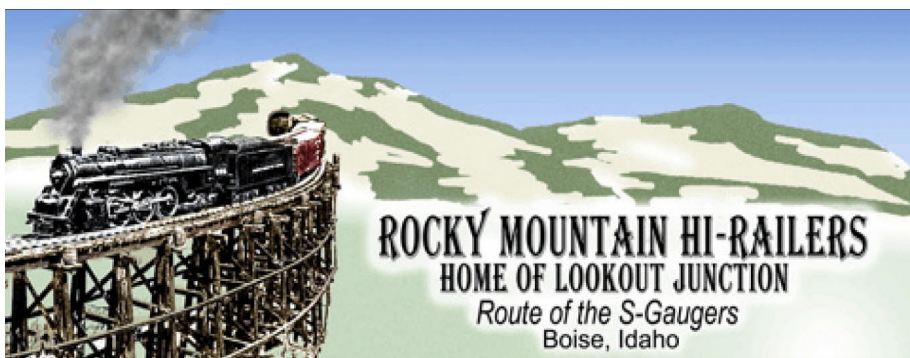
Based on a show of hands of those agreeing to display Lookout Junction IV at the 2019 National Train Show (NTS), our club will be journeying to Sandy, Utah for our first show in our neighboring state.

This will be the third NTS at which we have displayed our layout. We presented Lookout Junction II in Seattle in 2004, and Lookout Junction III took the stage in Sacramento in 2011.

The National Train Show is sponsored by the National Model Railroad Association, and is always held in conjunction with the NMRA National Convention.

The dates of the show are July 12 through 14, 2019. It will be held at the South Towne Exposition Center in Sandy, which is about 14 miles south of Salt Lake City. The 2019 show will be the closest yet to Boise — only 355 miles, about a five hour drive.

Although it is still a long way off, it gives us a good target to shoot at for developing Lookout Junction into the layout that we want to display.



Above, L-R: Jerry Terlisner, Steve Blackburn and Charlie Stenzel operate Lookout Junior at "Holiday Magic on Main Street" in Emmett, Idaho.



GREELEY'S CONTEST WINNER



Editor's note: The Greeley's Contests was last August as part of the 2016 NASG Convention, but Chris was unable to get these pictures and story to us until recently.

My name is K. Chris Yuergens. I am new to the world of S scale but not to model railroading. I have an O scale layout that is 15' X 20'. I was working on a sketch building project when I made a trip out to American Models to purchase a set of S scale trucks. I model the Pere Marquette/ Chesapeake & Ohio/Baltimore & Ohio and I needed the wheel set for a C&O RoadRailer I am building. I saw on their web site that they had a PM gondola, and that is all it took for me to start my S scale adventure. Then I purchased a C&O brass caboose from River Raisin Models and meet Dan Navarre, and now I have my Showcase line SHS SW-9 C&O that I have super detailed. After attending the NASG Convention in Novi, Michigan and spending a few more bucks, I am really hooked. I have started to build a small switching layout and the bench work is well under way and track is going down.



I have been modeling for fifty years, starting with Lionel, then HO, some N scale then switching to O scale. When I attended my first NASG meeting it was great, and in all of my years of modeling I have never participated in a model building work shop. I did my first one; the Greeley building project and met the host Ken Zieska. He was very good and helpful to all that attended. We started building the model at 10:00 Thursday night and at 10:45 I was pooping out so I asked Ken if I could go and build and super detail the building at home, Ken had a second group meeting where we would complete the building. I went home and showed my wife the building kit and at 11:00 was asleep on the couch. She told me it was very nice. So being retired, on Friday morning I started to work on my building. While I was working on the model I was thinking of the bricks, roof then the super detailing started in my head. I retired 3 years ago with 42 years of design engineering so my creative background kicked in, I added the canopy over the freight door, reworked the freight door and added the docking bumper with bolts. Then I added the smoke stack and fire water supply line and detailed the roof. 🚂



2016 FALL S FEST

By **Jeff Madden**, Editor Emeritus, photos by the author

It's over, and we did well. By Roy's report we had about 408 total attendees; 300 plus registered and about 90 at the door. We sold all 185 tables. 90 attended the banquet, which was a decent number. Those who attended the banquet heard an interesting talk from **Classic Toy Trains** senior editor **Roger Carp** about a new **Kalmbach** tinplate book that covered many things from A to Z including many American Flyer and S. Roger said that much of the information gathered for the softcover special edition book (on sale now) was provided by fellows we know — **John Heck**, **John Wickland**, **Don Heimbürger**, **Andy Jugle**. Of course, we all enjoyed the Joe McDoke's film as usual. Gee, if only we could create an AF one — are there any good comedic actors out there?

The vendor hall was filled with many of the usual sellers: American Models, Royal Trains, Scenery Unlimited, Gary Clark, Andy Jugle, Will Holt, the Pines and Prairies group, Michigan Models, etc.

We're thankful for the informative clinics done by **John Heck**, **Ken Zieska** and **Gil Hulin**. Many of the ladies appreciated the craft clinic put on by **Kalli Young**.

The club also appreciates the participation of the many BSG members who planned and helped out during the S Fest: **Wayne Bartelt** was the key guy for the table layout and making announcements. **Roy Meissner** was the real trooper handling all the registration, labels, nametags, etc. (Note: we wish him a speedy recovery from recent hip surgery). **Jeff Young**, **Kim** and **Kalli** all helped with various things. Kalli had the woman's clinic, Kim and Jeff helped set up a nice raffle table. Jeff Young also brought his little layout for display. **Ray Puls**, **Dick Kloes** and **Fred Vergenz** managed the tabletop layout for most of the show. Thanks to Roy, **Roger Shimon** and **Gary Children** for manning the registration table most of the time. **John Heck** graciously did his usual Flyer clinic.

The **Goeke's** took care of the train races: **John Ricketts** won the overall races with a first in steam and handcar. **Danielle Goeke** dominated the incline part.

Thanks to **Larry Blank** for managing and judging the model contest — we had lots of entries, so many that it was necessary to add a table.

Best of Show went to **John Mann** for a scratchbuilt CB&Q turntable bridge. 1st place motive power went to **Ernie Mennecke** for his set of re-worked American Models E-8s. 1st place rolling stock went to **Michael Ostertag** for a modern covered hopper. 2nd place structures went to **Chic Hartert** for his general store. 1st place American Flyer converted went to **John Ricketts** for an underground mine train.

Thanks to **Steve Lunde**, our technical guru who helped with the Power Point and was the emcee of the banquet and he also handled the auction.

Ron Schlicht needs to be commended for his creative centerpieces, the patch design and helping out selling a large Flyer collection.

As chairman of the event I want to thank all who worked on the committee and who helped out at the show. Budget wise, we're in good shape.

It was nice to see **Jim Brown** from Rhinelander, longtime BSG member. He had a unique entry in the model contest — a re-worked **CD Models** 0-6-0. CD was a manufacturer in the 1930s, credited with producing the first U.S. prototype scale locos and rolling stock.

A few glitches: Umm, yeah, a couple. Big one was that the cars didn't get here on time. MTH will ship at no charge to anyone who ordered. We did have two samples, but one was orange and not the ordered yellow.

The auction didn't do too well even with Ron Schlicht's very nice extra centerpiece creations and some other good stuff. We actually held back on some of Ron's things as they weren't going for much. We'll have to rethink the auction and the silent auction as well as neither was too successful.

Layout tours were held Sunday and most said they had around 20 plus visitors. We'd all like to have more, but you know that many leave right after sales or have to leave early Sunday morning to travel.

Did we see any new products at the Fest? American Models had their new Budd dome cars there. Sadly, the Pines & Prairies group was selling off most of the rolling stock and locos of Bob Nicholson who is having some health problems and decided to sell off most things. There was lots of Flyer and Plasticville there. Most of us found something to buy.

Andy Jugle had a nice display memorializing the late Dave Garrigues. We missed listing him on the program. He and his extensive Flyer knowledge will be missed. John Wickland surprised many with a table full of Kinsman kits which drew a lot of interest. He admitted — "I'll never build them all."

A little note on the Olympia Resort. We have had three events there, two NASG conventions (2003 and 2014) plus the recent Fall S Fest. According to the local newspapers they are going to turn the facility into a 55 plus senior housing place. So whether we are able to have another Fest there in 4 years is up in the air. We tentatively asked them to reserve the dates we need for 2020, but we'll have to keep checking with them. They may have the hall available for events, but may not have the hotel part. So, in a couple of years we may have to begin searching for a new venue???

Fall S Fest 2017 sponsored by the State-Line S Gaugers will be at the same location they had last time — the Holiday Inn Express in Janesville, Wisconsin. It'll be October 25-26, 2017. George Sorenson had a sample car on display at our Fest. It is an American Models CB&Q yellow plug door reefer. They'll be available as single cars or in a set of three. There will be an announcement and ordering information in the May-June issue of The Dispatch. ~~10/10/16~~





Menards' S scale bus.



Chic Hartert won 2nd place Structures for his General Store.



Lionel Berkshire running on the Badgerland S Gaugers' layout above.

Lionel/American Flyer bay window caboose below.



Ron Schlicht with his S layout left.



Jeff Young brought his small layout to the Fall S Fest below.

