

THE DISPATCH

JULY-AUGUST 2017



BALTIMORE AMERICAN FLYER CLUB STARTER SET ATTRACTS NEW MEMBERS

BILL'S BOILER WASH



This message wraps up my time as your President. There are things I would like to have gotten done, but the important things that really make a difference did get done: an improved and on time Dispatch and a world class web site capable of taking on line payments. We all have to thank Bill Pyper and Peter Vanvliet for making this happen — I just enabled it. We also made changes to the Constitution and By-laws, bringing them up to modern era documents. Additionally, we added the By-Laws Appendices which clarify how we operate,

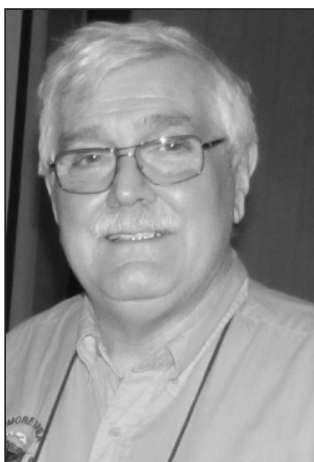
especially the job description of the Regional Vice Presidents and how to conduct business in the age of electronic communications. Other very helpful persons on the business end of the NASG have been Dick Kramer (along with Alan Evans), Michael Ferraro, Greg Klein, Dave Blum, Roy Meissner, and, of course, all the rest of the Board of Trustees, including Jim Kindraka while he was Treasurer. Others from the membership need to be acknowledged too, especially all those who sent articles to Bill Pyper for the Dispatch, published or not, and those who have provided us with the annual conventions. Altogether, all these folks have managed to reverse a membership decline that began in 2004 and add roughly 200 more members to our ranks. Thank you all.

Lastly, several members have said they wish I could have stayed on as President. I really appreciate those comments. However, health issues and my being far from the center of the membership dictate that someone else take over. That person will be more centrally located and should know more people he can lean on to keep the NASG in operation. You can do your part by taking on some position within the NASG as a committee member, committee chair, author, or running for office. It would be nice if the key positions in the NASG had backup in case of one of those persons suddenly had to leave his position. If you have the skill and talent to take on one of these positions, Treasurer, Membership Secretary, Webmaster or Editor, you might send the current person your name and contact info, with a copy to the next President.

One of the issues that kept me from running again is the four year term of the office. I think it is time for the NASG to think about changing four year offices to two year offices, keeping the staggering of them. This would mean a vote every year, but I see having to serve four years as an obstacle to finding persons to run for these offices as we grow older and face uncertainty about how long we will be able to serve. There would be nothing that would prevent a person for running for several terms if they and the membership wish, so I don't see any real problem with shortening the terms. Doing this will require a Constitutional change and membership ratification, so it will have to be a subject for the next BOT — if they care to take it on. 🚂

I hope to be seeing you at conventions for a while longer,
Bill Winans

MUSINGS FROM THE BEACH



By Monte Heppe
Executive Vice President

Just got back home from the **2nd Annual Trainfest** held in Wilmington, North Carolina. Trainfest is a joint project of five clubs on the Carolina coast and the **Wilmington Railroad Museum**. **NASG** was again a sponsor of the event. One of the best things to come out of Trainfest is the cooperation among the clubs, not only for this event but also for other shows run by the individual clubs. We all help advertising and participating in these events

and share ideas. Several of the clubs are multi gauge, one is scale HO and one is scale N. Many ideas are useful across scales and types of trains. For example, one club has a great system for lighting a modular layout. Several other clubs are adopting this system. Another club has an agreement with their local community college to present a course on model railroad-ing. This has prompted our club to do the same in our area.

Our club has developed materials for a presentation for the **Boy Scout Railroad Merit Badge** that we have shared with the other clubs to use with the Boy Scouts in their areas.

This cooperation among these clubs has fostered understanding among individuals that approach the hobby in various scales and interests and has created considerable interest in the hobby along the coast. It has also proved that scale modelers, hi-rail modelers and tinplate modelers in any scale can work and play well together. Reach out to model railroad clubs in your area and discover the synergies of cooperation.

Trainfest featured a demonstration of an interesting line of modeling materials from **Deluxe Materials**, whose web site can be found at www.deluxematerials.com. These products are manufactured in England and include adhesives, scenery materials and a variety of chemicals. Two of the ballast bonding products result in less mess when ballasting track. One is a powder that is mixed with the ballast and activated by a light spray of water. The other is a thin liquid adhesive that is applied to the ballast after it is in place. Their track cleaning fluid was tried on several of the layouts at Trainfest including mine and was quite effective. The line will soon be available from **Walthers**. 🚂



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THE DISPATCH

MANIFEST

Volume 41, Number 4, July-August 2017

COVER The Baltimore American Flyer Club, co-hosts of the 2017 NASG Annual Convention, has found a way to expand its membership and encourage young people to enter the hobby by giving away "Starter Sets." Photo by Barry Berson.

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NASG Web Site

<http://www.nasg.org>

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

PRODUCTS



I was hesitant at first when asked to review this book since its subject is strictly Lionel O-gauge trains and accessories. Then it occurred to me that many of today's S gauge model railroaders, myself included, got their start playing with these very trains. Some of us still have a collection of these relics.

Below is the description of the book provided by Kalmbach.

Collectible Lionel Classics provides detailed information on 100 popular postwar Lionel locomotives, motorized units, rolling stock, and accessories by **Roger Carp**, senior editor of **Classic Toy Trains** magazine.

Whether you are a collector or operator, this book is a valuable reference to Lionel toy trains of the post-World War II era.

While some models have been previously described in CTT's Collectible Classics feature, this book brings them together — along with many new ones. This book includes a detailed description of each collectible including its history, common variations, and buying advice, a full-color photo and sidebar highlighting additional features for each product.

Collectible Lionel Classics is available in bookstores, hobby stores and from Kalmbach Publishing Company for \$25.99. To order directly, call (800) 533-6644 or go online at www.KalmbachHobbyStore.com

Kalmbach Publishing Company, is located in Waukesha, Wisconsin, and is the publisher of many hobby magazines, numerous books, and special-interest publications.

I enjoyed reading this book. It brought back memories of trains that I used to have and trains that I wanted but never could afford. My only complaint is that it was printed in China. As a printer, I know that there are printers in or near Waukesha that could have done the job. — *Bill Pyper, Editor*

S Scale F-3 Diesel now in stock at MTH

The EMD F3 hit the market in an era when every boy in America wanted toy trains for Christmas, and F3 models quickly became a hot topic in letters to Santa. Railroads were so hungry for publicity that Lionel was able to convince the Santa Fe, the New York Central, and EMD to share the tooling costs for its top-of-the line F3. Even today, half a century later, the Santa Fe F-unit remains an icon of railroading to the American public.

Capture the excitement of the first-generation diesel era with this full-scale S Gauge model. With two flywheel-equipped motors, the M.T.H. F3 duplicates the bulldog tenacity of its prototype. Proto-Sound 3.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and the ability to maintain any speed down to 3 scale miles per hour. This model features the "chicken wire" screens and rectangular rooftop dynamic brake grilles that characterize most of the F3s, and added-on details — including legible builder's plates, grab irons, steam generator exhaust stacks (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers and brake cylinders.



MTH is offering both A and B units, powered and unpowered, decorated for the Jersey Central, New York Central, Pennsylvania, Seaboard, Santa Fe and Union Pacific railroads. To order go to www.mthtrains.com or check with your local MTH dealer. The powered A units sell for \$379.95 and the unpowered B units are \$189.95. Unpowered A units are available for \$199.95.

MTH at the convention. As of this writing I have been told that MTH will display their S gauge products at the convention and that they have donated an F-3 to NASG as a raffle prize for the event.

Turn to page 20 to see more products

BAFC STARTER TRAIN SET PROGRAM

Baltimore American Flyer Club Starter Train Set Program

By David Avedesian, Photos by Kyle Russell



L-R: BAFC member Barry Berson, New Railroad family Dennis, Erik, Ava, Dana, Program Chariman David Avedesian.

The **Baltimore American Flyer Club**, founded in 1992, has started a program to attract new members. We have developed a **FREE American Flyer Trains Starter Set Program**. It is felt that if we give away an American Flyer starter set it will introduce a child or an adult to a life-long hobby.

Once a child or an adult owns their American Flyer Starter Train set, they will need a layout to operate their new train set. 12 to 15 times a year, we set up the Club's modular layout. What person, young or old, would not want to operate their new train set on a great looking 20' x 30' layout?

Over the years, we have attracted new members by setting up our modular layout at local train shows. The Club has grown with an active core of members. The strength of any organization is based on attracting younger members. The Club started with two people and has grown to over 150 members. Of the 150 members who joined since 1992, only three new members were children.



Let's try a Different Approach.

To increase the interest in model railroading, the Baltimore American Flyer Club has established an innovative program to help both young people and adults who are interested in trains to enjoy the life-long pleasure of model railroading. The program is centered on the presentation of a free complete American Flyer Train Set to an eligible child and parent/guardian or to an adult who is just entering model railroading. Eligibility requirements are listed on the next page:

In 2013, the Club voted to try using a different approach. The Club voted to fund a 3-year/18 starter sets program. It was anticipated that we would give away six starter sets per year. The Club decided to fund the assembly of American Flyer Trains Starter Sets to be given away free to parents/guardians of children six years or older or to an adult.

Continued on the next page

BAFC STARTER TRAIN SET PROGRAM

The Baltimore American Flyer Club American Flyer Trains Starter Set includes the following:

American Flyer Steam Engine and Tender
Three American Flyer rolling stock cars: Box, Tank, Gondola and/or Flat Car and of course, a Caboose.
Brand-New electric transformer with speed control donated by Ron Borsella, Toy Trains Unlimited, 38 York Street, Hanover, Pennsylvania 17331. (717) 637-4717
American Flyer track: curves and straight track and crossover for a loop of track including a figure-8 design.
American Flyer 90-degree crossover
Track power clip and hook-up wire
American Flyer manual uncoupler
Plasticville Buildings
Vehicles and Figures
American Flyer wiring and instruction booklet including a sample track plan layout
Durable plastic see-through storage box



BAFC member David Blair shows Ava how to uncouple the train cars on the BAFC layout.

Starter Set Eligibility

To be eligible for a free American Flyer Train Starter Set, the child and parent/guardian or adult will need to meet the following simple requirements:

1. The Child must be a minimum of 6 years old.
2. The Child will be requested to submit in writing by their own hand a brief reason (50 to 100 words) why they would like to receive their own American Flyer Train Set.
3. The Child & Parent/Guardian will need to attend any two (2) Club events over a 6-month period.
4. The Adult will need to attend any four (4) Club events over a 6-month period.
5. The Parent/Guardian or Adult will need to sign a *General Waiver and Release* of the free give-away American Flyer Train Starter Set.
6. The starter set will be presented at the first club meeting after eligibility has been met.



Dennis and Eric check-out their new train set.

Review of the Starter Set Program

You would think that it would be easy to give away a free American Flyer Trains Starter Set to a child or an adult. The first item that must be considered is, we cannot give anything to a child. We can only give the starter sets to a parent or guardian. The parent/guardian then can give the starter set to their child. When we meet a potential new member at a train show, we are focusing our attention on the parents/guardians.

Our starter set program has gotten off to a slow start. Since beginning the program, we have given away four sets. The first four children were involved in the Club for a short period. But as when we were kiddos, they grow up and other interests compete for the child's attention: school, sports, social activities, college.

However, we are beginning to see an improvement in our program. In the last 6-months, we have given away two new sets to a sister and brother, and they invited their cousin to get involved. From this involvement, we have been able to interest another family with two children in the starter set program.

Keys to Success

As with everything, the starter set program needs a champion. Someone who believes in the program and likes talking and working with children. It is important to make the Club welcoming to a young person. It is also important that everyone in the Club understands why the Club wants to give away train sets. It is important to welcome each child and adult into the Club as a full member and to share the joy of Playing Trains.

The Club has been noodling through our starter set program to find the right mix for success. We are excited about our modest successes that we have experienced.

The champions of the starter set program are Ron Borsella, Barry Berson, Andy Atwater and David Avedesian.

The Beginning of a Life Long Experience

The Baltimore American Flyer Club is excited to bring the joy of "Playing Trains" to a young child or an adult who has expressed a desire to have fun with all aspects of model railroading by offering our free American Flyer Trains Starter Set.

This plan is the Baltimore American Flyer Club's vision of how to answer the age-old question of "How do we get younger people involved?"

It is our opportunity to **Pay it forward.**

Continued on the next page

2017 NASG ANNUAL CONVENTION

The 2017 NASG Convention will be held August 8th through August 12th at the North Baltimore Radisson in Timonium, Maryland. Visit <http://www.baltimoreamericanflyerclub.org> for details and registration information.

When you get this issue of the Dispatch, the convention will be just one month away, August 8th to the 12th. This is your last chance to sign up for major tours. July 10th is the final day to order tours for Strasburg and the **Steam into History** as the tickets will be purchased by July 14th. Due to the nature of the arrangements for these tours they will not be available at the convention. However, the B&O Tours will be available up to Wednesday evening, August 9th.

HIGH TEA Event. On Thursday evening, a High Tea hat making clinic will be held from 7:00 to 9:00 PM. This clinic will give you an opportunity to make a special hat to wear for the High Tea on Friday, August 11th, from 3:00 to 4:30 PM. The cost is \$31 for both the clinic (this is for the basic hat making) and the High Tea. If you have not submitted your registration, just add the \$31 to the total and mark the registration with the words HIGH TEA. If you are already registered, just send a check for \$31 made out to 2017 NASG Convention and mail to David Blair, 35 Beecham Ct., Owings Mills, MD 21117. The High Tea is limited to the first 25 registrants so don't delay.

There will be a **BINGO** session on Saturday morning for those who have completed their train purchases.

Two very special self-guided tours for those not interested in the train tours will be available during the convention week. **Ladew Gardens** in Monkton, Maryland about 30 minutes from the hotel, www.LadewGardens.com and **Hampton Mansion** in Towson, Maryland, a 15-minute drive from the hotel www.nps.gov/hamp. Both of these locations offer incredible histories and botanical beauty.

BAFC STARTER SETS *Continued*

Will you and your child be our newest members? If your Club has experience in answering this question that would be helpful to others, please drop a comment to the editor for publication. If you have any questions or comments about our starter set program, please feel free to visit the Baltimore American Flyer Club web site for more information at www.baltimoreamericanflyerclub.org or email me at david.avedesian@newportassociates.net. 

About the author: David Avedesian has been involved with the Baltimore American Flyer Club since it's early beginnings. He is an American Flyer, S-Helper Service, American Models Hi-Rail Toy Train Operator. His layout, The Boston and Maryland Railroad will be on the 2017 NASG Convention layout tours in August. Those who viewed David's layout during the 2007 NASG Convention will be able to see how much can change in 10 years when you have fun Playing Trains. The BMRR is most proud of it re-purposed use of Gilbert American Flyer track and switches. During the 2017 convention, David will be conducting a clinic American Flyer Trains Track and Switches, **HOW TO DESIGN AND INSTALL FLAWLESS TRACKWORK?** Please join us in Baltimore in August. 

Starter set expansion layout plan is available to members only online page 35. Turn to page 31 for directions.

Two very special self-guided tours for those not interested in the train tours will be available during the convention week. **Ladew Gardens** in Monkton, Maryland about 30 minutes from the hotel, www.LadewGardens.com and **Hampton Mansion** in Towson, Maryland, a 15-minute drive from the hotel www.nps.gov/hamp. Both of these locations offer incredible histories and botanical beauty.

A new clinic has been added to the schedule. **Joe Deger** will present a clinic, **The Art of Kit Bashing**, showing the methods he uses to convert or kitbash American Flyer S Gauge trains into new and different locomotives and cars. The clinic will consist of a slide presentation explaining his techniques. Samples of trains that he has made will also be on hand for viewing and discussion. Deger is also the author and editor of the later editions of **Greenberg's Guide to American Flyer Trains**. To see some of his work go to http://www.sgaugers.org/TD/TD_JD.html.

The **Layout Tour Guide** is posted on the website at <http://baltimoreamericanflyerclub.org/home-desktop-2/2017-nasg-convention/>. As layouts are added to the schedule, the guide will be updated. The first part of the guide addresses layouts that are located south of Washington, DC or in West Virginia near major routes for those driving to the convention from the South (I-95) or the West (I-81 or I-70). The other layouts will be open on Friday afternoon or Saturday. A detailed description of the layout and some images are included in the guide. The late **Sam Powell's** layout, which has been moved and reassembled by the **Pittsburgh S-Gaugers**, will be available in **Dawson, Pennsylvania** for NASG members to visit on their way to or from the convention. Turn to page 8 for directions and detailed information.

For the more adventurous, you can plan a trip to DC. Information on the best way to get to DC and Mall will be available at the registration table.

Finally, if you have not made a hotel reservation at the Radisson North Baltimore, the block of rooms will be held till July 10th. After that, you will still be able to get the convention rate provided rooms are available. Don't wait.

All updates are posted on the website at <http://baltimoreamericanflyerclub.org/home-desktop-2/2017-nasg-convention/>. Please check this link frequently for changes.

Hope to see you in August. David Blair

A. C. Gilbert's

American Flyer Trains

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www.americanflyertrains4u.com

VISIT SAM POWELL'S LAYOUT IN AUGUST



Special afternoon tours can be arranged for **NASG MEMBERS** on Tuesday, August 8th and Sunday, August 13th. **The museum does NOT have regular public hours at this time**, so contact must be made with Roger Schneider. You can telephone him at **724-327-4864** or e-mail him at **rogerls@comcast.net** no later than **August 1, 2017**. Don't hesitate to leave a phone message for a call back. Tour dates and times will be arranged based on the plans of the visitors. Please do not contact the museum directly.

In the September-October 2016 edition of the Dispatch we reported that the late Sam Powell's Penn Creek Valley Railroad, an imaginary branch of the Pennsylvania Railroad, had been moved to Dawson, Pennsylvania, just south of Pittsburgh. The **Pittsburgh S-Gaugers**, led by Roger Schneider, took on the project of reassembling Sam's layout in a space provided by the **Tri Town Area Historical Society**.

After many month's of hard work by Roger and his dedicated crew, the resurrection of Sam's layout is nearly complete.

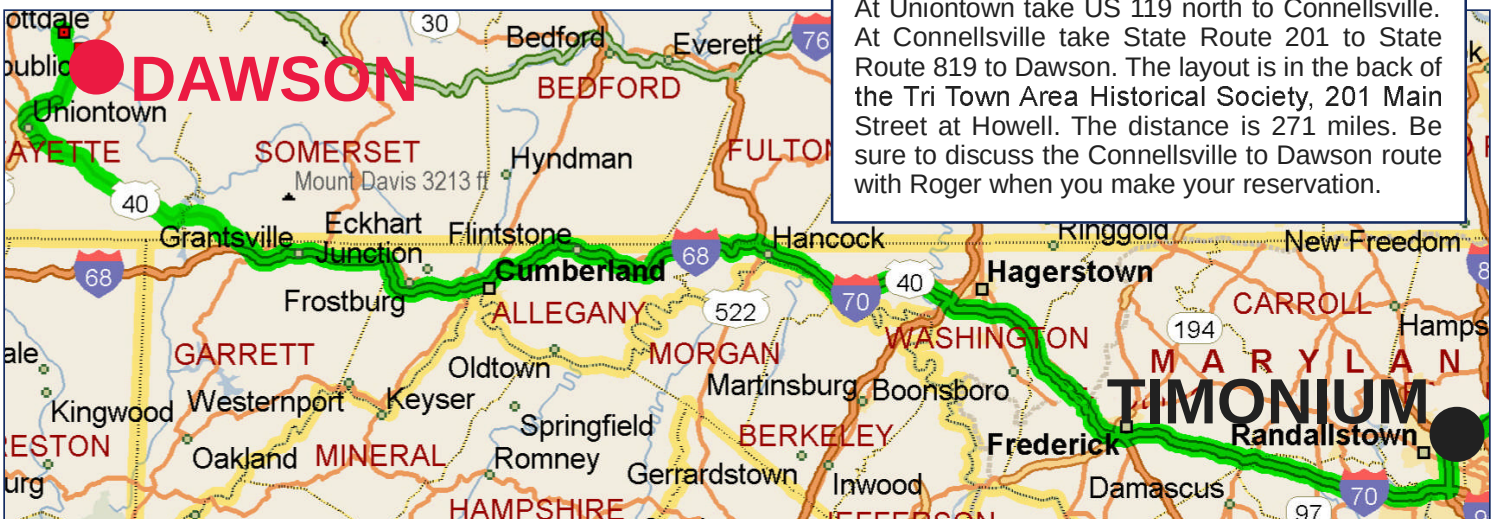


Above: Steve Soltis, Jim Whipple and Roger Schneider, all Pittsburgh S-Gaugers members have been doing the final wiring and trackwork on the layout.



TIMONIUM TO DAWSON

From the hotel: Drive south on I-83 to I-695. Take I-695 west to I-70 past Hancock to I-68. Stay on I-68 to exit 14. Drive north on US 40 to Uniontown. At Uniontown take US 119 north to Connellsville. At Connellsville take State Route 201 to State Route 819 to Dawson. The layout is in the back of the Tri Town Area Historical Society, 201 Main Street at Howell. The distance is 271 miles. Be sure to discuss the Connellsville to Dawson route with Roger when you make your reservation.



COAL DEALER DOWN BY THE TRACKS

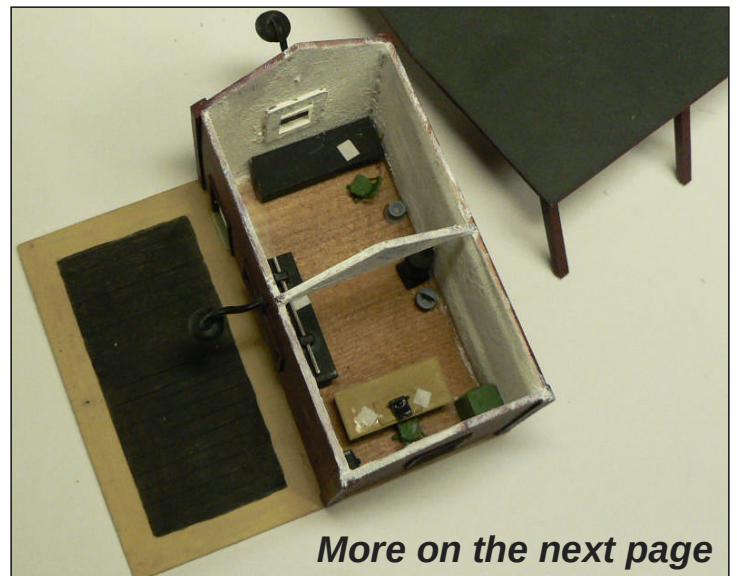


By Edwin C. Kirstatter, Northern Ohio S Scalors
Photos by the author • Drawings by Joe Kimber

Charlie Howit and Sally Burns have this retail coal sales place on my layout at the town of Lincoln down by the tracks. The coal is unloaded from under the hopper cars on the tracks right into his truck using one of those coal unloaders like the Lehigh Valley Models LVM36, or piling it on the ground for storage. Some Coal dealers had trestles to unload the hoppers. They specialize in the *Famous Reading Anthracite* clean burning coal, but some of his customers prefer to use *Pocahontas Stoker Coal*. They also carry some building supplies unloaded from boxcars, like bricks, concrete blocks, tiles etc. They also do re-icing for the railroad's reefers from their ice house with a loading platform and sell ice locally too. There is a pond nearby where they get ice in the winter.

This building is the Scale-house and office. It was designed and scratch built to fit in a space near the ice house. This model is built from Northeastern scribed wood for the siding but it could also be made from Evergreen Scale Models Styrene plastic sidings as well as the Plastruct products. To hide the corner joints cover them with angles. It has only one door at front, two small windows on the ends and a larger sliding window overlooking the truck scales. These are made by both Grandt Line and Tichy Train Group in S scale. The Roof is removable and also covers the scale. The roofing is fine sandpaper painted with Grimy black. There is some furniture inside; a desk with a typewriter, chairs, file cabinet, a safe, the scales balance beam and a pot-bellied coal stove with a bucket of coal. The chimney for this can be from a caboose or one of the ones available from Grandt Line.

The scales were made to fit a dump truck we have with the scale apparatus underneath. The building beside it is 12' x 23' following the foundation of the scale pit. The roof extends over the scales and is supported by three 8" x 8" timber posts. The windows and door, with a knob added from a brass pin three feet above the sill, were plastic or metal parts fitted into the sides. Paint was whatever brown I had handy, the Inside is white. There are lights outside, one over the scale area and another at the end with the truck's fueling tank nearby. The lamp reflectors are Tichy Train Group part #3505.



More on the next page

COAL DEALER

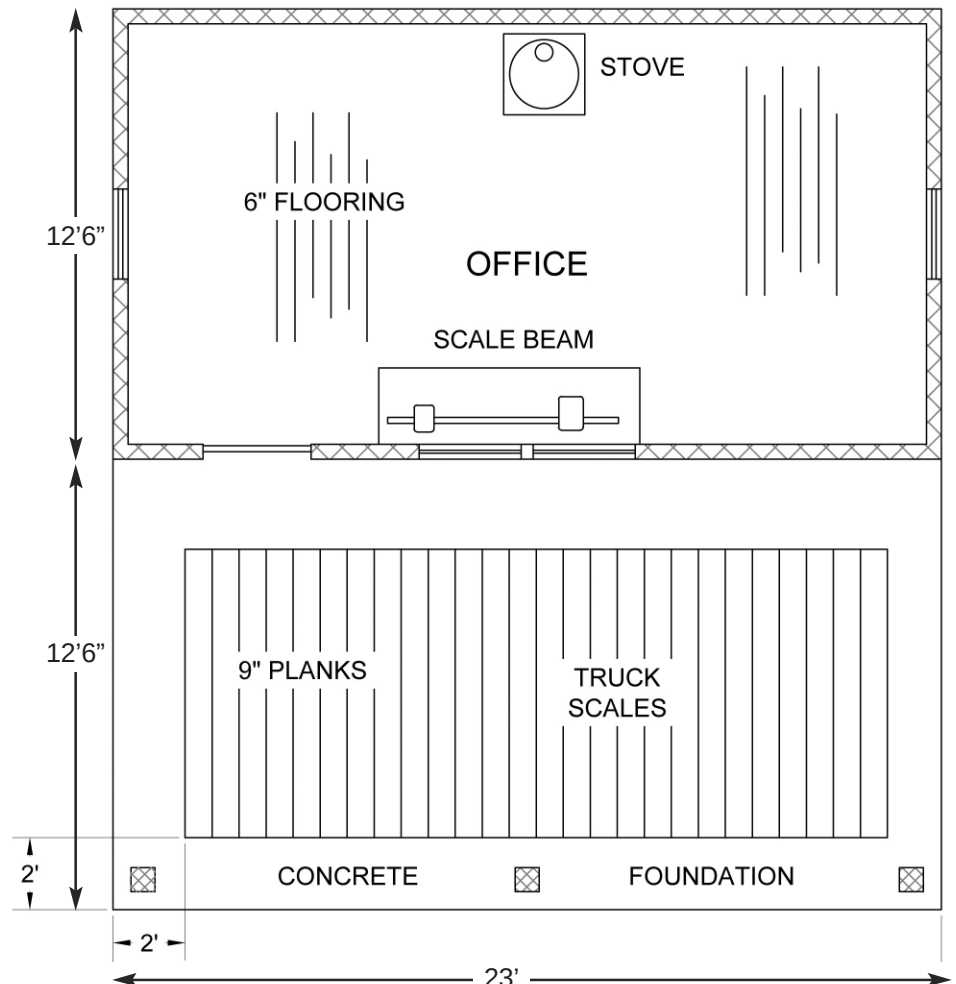
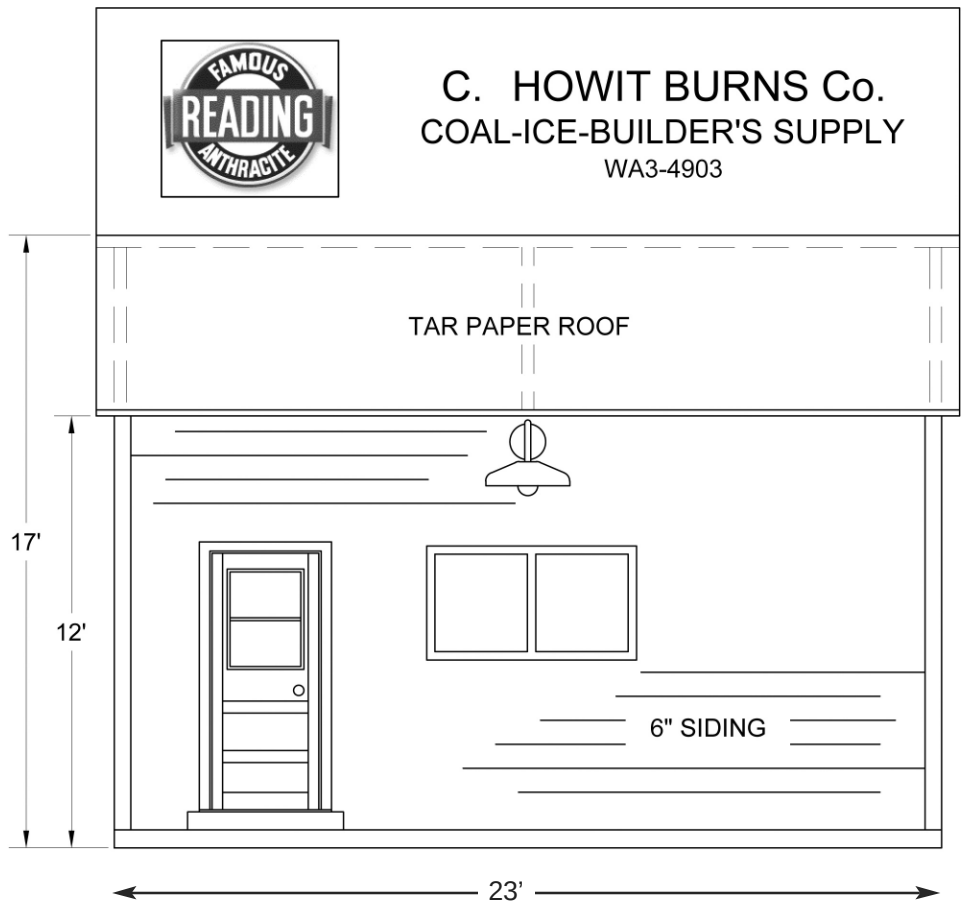
The Lehigh Valley Models kits for the coal loader LVM36 and the coal delivery dump truck LVM8C will work here. Beside the dump truck there is a pick-up truck for small deliveries, a fork-lift to handle heavy stuff from the boxcars and a front-end loader for loading coal and other loose materials.

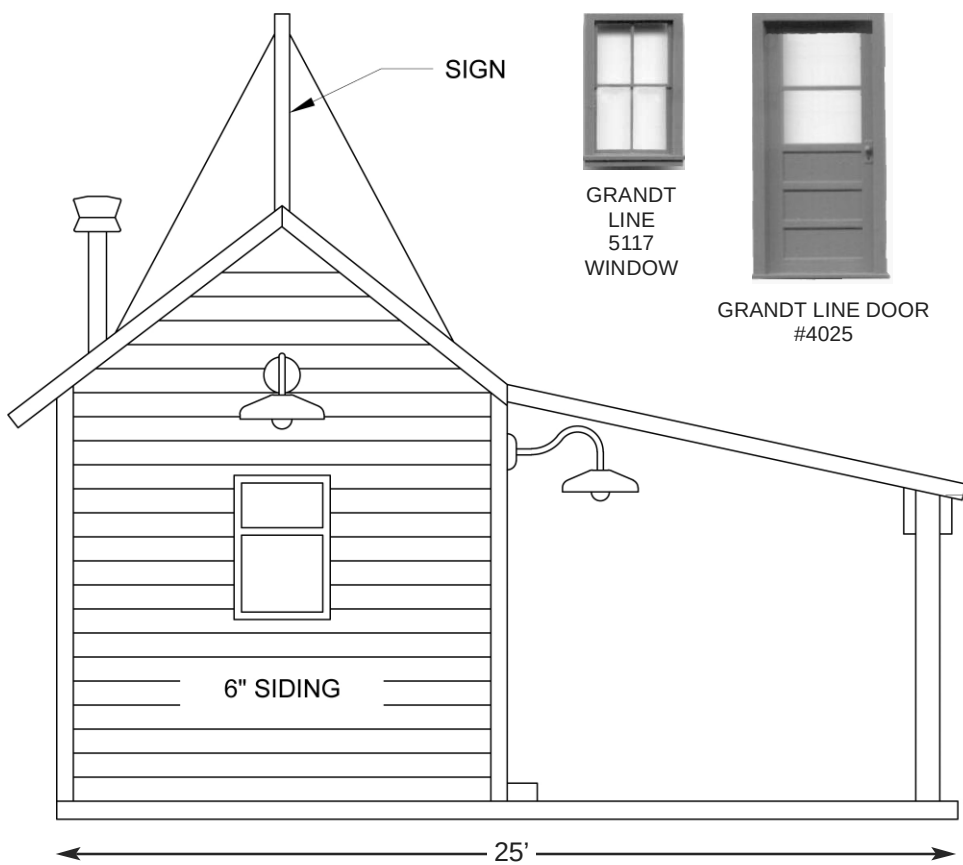
The signage on the roof was designed by a friend in that business on his computer to be cut and fitted to the roof of this building. The phone number was a local one from back in the 1950s. Business has been good and Sally has a brand new 1957 Chevy parked outside beside Charlie's '52 Ford.

But soon the gas pipes will be here and everyone will convert to that for home cooking and heating. Charlie will then have to concentrate on the Builders Supply business with no more coal hopper cars to unload. He will have more room to store supplies on the ground now. But hoppers of sand and gravel will be coming and he will still need the scales to weigh the sand and gravel for the contractors! 

Start building this now to go on your layout!

S-scale Drawings by Joe Kimber

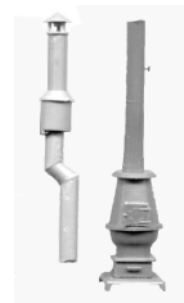
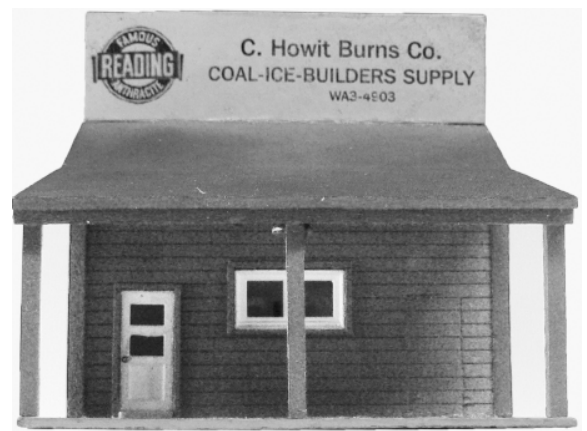




GRANDT
LINE
5117
WINDOW



GRANDT LINE DOOR
#4025



EXTERIOR WALL
LAMP SHADE STYLE 1

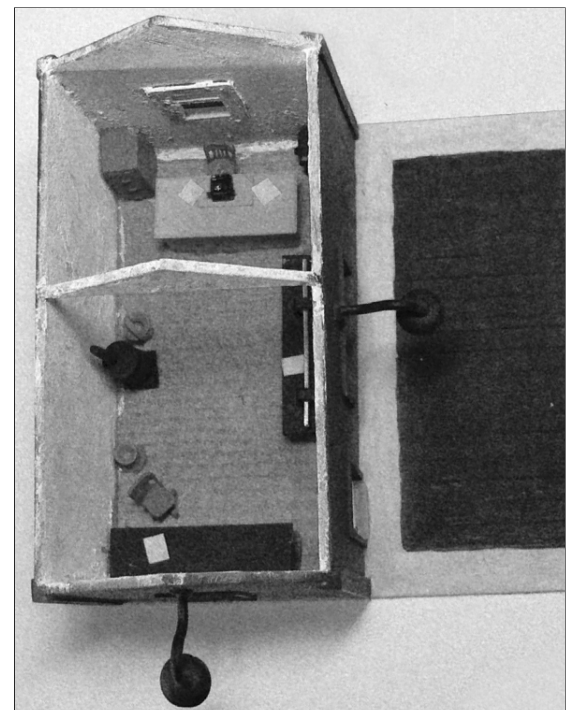
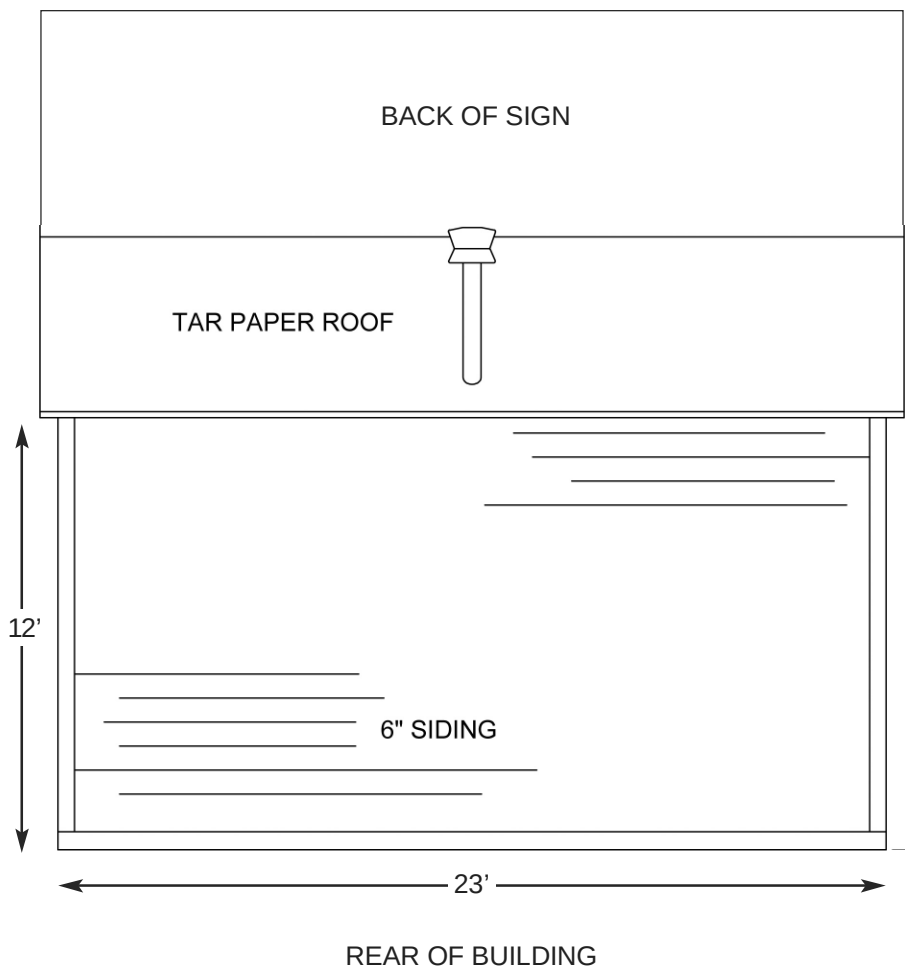
EXTERIOR WALL
FLOOD LIGHT



LAMP SHADE STYLE 2 LAMP SHADE STYLE 3

ALL INCLUDED IN VARIETY PACK

Grandt Line pot-belly stove and chimney can be used in the interior. Lamps from Model Tech Studios will work for the outside.



Ed Kirstatter is a prolific model builder, remodeler, kitbasher, and best of all, he is a frequent contributor to this magazine. Ed is also the editor of NOSS NEWS, the monthly newsletter of the Northern Ohio S Scalers. 



NEWS FROM THE NORTH: RAHAM'S ROSTER

Paul Raham's unique fleet of steam locos.

As told to Jim Martin by Paul Raham. Photos by John Johnston

I read a lot of complaints from S scalers about not being able to get the steam loco they would like . . . often some iconic model from one of the classic roads during steam's finest hour. Considering the general paucity of motive power as compared to HO, how would you like to be an S scaler modeling backwoods steam nearly a hundred years ago? And not in Sn3, but Standard Gauge. There's a challenge! It's one that Paul Raham has met head on. Here's Paul:

"Creating a believable stable of locomotives for a 1919 era southern Ontario short line has been a considerable challenge.

In recent years the S Scale Loco & Supply CN E10a Mogul was made available, as well as a limited number of CN H6 Ten-wheelers by Simon Parent. However my Moira Valley Railway predates these offerings which are 'modernized' as opposed to the 'as-built' versions from my time period.

Prior to the mid-80s I relied on the Rex locomotives, and rebuilt a couple of their Moguls to Ten-wheelers. With the advent of the Omnicon locomotives, my brass-bashing began, with an eye to creating believable models of specific prototypes.

Two Omnicon Missouri Pacific 2-8-0s were rebuilt to represent Canadian Pacific class N2a and N2c locomotives. Mistake! No sooner had I completed these projects when the book *Canadian Pacific Steam Locomotives* was published. I discovered to my chagrin that these were both late 1920s rebuilds of the original N3 class. I recently backdated the N2a to an N3. The cab was raised, and a single air pump applied along with minor detail changes. The cylinders were rebuilt to inboard piston valves with outboard valve gear . . . a CP curiosity. (Photo 1, below) The N2c with its all-weather cab has yet to be backdated. (Photo 2, below).



Above: Moira Valley Railway #7 purchased from CPR stands in contrast to the much larger Canadian Pacific N3a, #3812 at the south end of Eldorado Yards.

Below: Leased Canadian Pacific Railroad N2c class waits on the ready track at Weller's Bay.



Between these projects I acquired a Northwest Shortline On3 Spartan 4-4-0. A few minor modifications like shortening the frame between the drivers and behind the pilot, new frame spacers, Omnicon 63" drivers, Shortened boiler, rebuilt cab and other details resulted in a dead-on model of a "Standard" Baldwin locomotive. (Photo 3, below).



Above: MVR 4-4-0 #5 slows to a station stop at Eldorado.

Below: Another second-hand purchase, MVR number 14 heads northbound as train number 1 near Wollaston Lake.



I also had purchased three Omnicon Erie 4-6-0s which were fitted with 63 inch drivers. Number 14 was rebuilt to represent a CPR D2 (Photo 4, above). Boiler and frame were shortened 4 scale feet. Re-detailing, and a chopped MP 2-8-0 tender completed the project. Number 12 (Photo 5, below) has been rebuilt to represent a Grand Trunk Pacific 4-6-0 (later CN H10 class). The third Erie 4-6-0 still awaits the H10 conversion.



Above: MVR locomotives #11 and 12 were purchased concurrently with a GTP order at Kingston Locomotive works. Here, #12 is on the point of a freight near Childs.



Above: Switcher #4 at Weller's Bay.

I mentioned freelancing. 0-8-0 number 4 (Photo 6, above) started life as a Barney Daehler (Miniature Machine) Sierra 2-8-0 from the early 70s. It was purchased at a Cleveland NASG convention years ago. I was told that only a few dozen were built. They are individually numbered, and mine is #23. It was a smooth runner, but even by my standards I would describe the detail as coarse and lacking. I added a new tender deck and apron. The loco was detailed including a switcher pilot, and the pilot truck was removed. Later, one of our regular operating crew showed up with a photo of a Quebec logging locomotive, the prototype for my freelanced number 4.

A pair of B.T.S. East Broad Top 0-6-0s (beautiful kits) were slightly modified with raised boilers, new stacks and extended cab roofs. These were the simplest of my rebuilds. (Photo 7)



Above: 0-6-0 number 17 working the Weller's Bay industrial area. Sister engine number 16 is assigned to the Coe Hill Yard at the north end of the line.

Below: Engines 9 and 10 are assigned to Eldorado. Here, number 10 is coming off the 65-foot turntable. Both were purchased new in 1911 from Canadian Locomotive Works.



Two of the SSL&S E10a Mogul kits were backdated during assembly to as-built for the Grand Trunk Railroad. (Photo 8) Detail changes include horizontal bar pilots, slide valves, straight stack, raised headlight and 3-window cab sides.

My latest acquisition was a B.T.S. Ma and Pa 2-8-0. Modifications were quite extensive starting with discarding the boiler and cylinders, creating new ones from brass, and reworking the frame to sprung drivers. The frame was also shortened 5 scale feet. The tender was slightly narrowed and a new apron added. Number 7, below, represents a CPR L2 class loco.

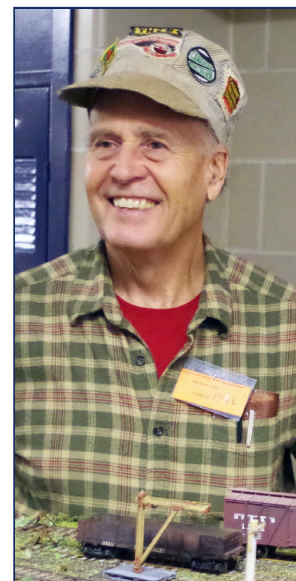


Nothing happens quickly on the M.V.R. The current layout has been under construction for 28 years. Possible future loco projects include a scratch-built 4-4-0, and converting a Grandt Line On3 0-4-0 Porter to a Great Western 0-4-2 tank. While these two projects have been started, completion is in the distant future. I consider what has been accomplished is due more to determination than skill, but I have the satisfaction of owning a unique fleet of locomotives." 

I think Paul is being a little too modest. He has created these unique locomotives while having to scratch build or convert most of the rest of his rolling stock. And on top of that, his large and ambitious double deck layout is within a stone's throw of completion. That's another story waiting to be told.

Till next time, Cheers, eh

Paul Raham, like the man who marries his childhood sweetheart, has only ever known S scale. It started with American Flyer at the age of 7, but by his teens Paul had switched to scale, with Rex locos and hand laid track. He's been doing things the hard way ever since. His current double deck Moira Valley layout hosts monthly operation sessions for those who are able to find his farmhouse in the wilds north of Lake Ontario. Those who remember the **S Gauge Herald** may also remember Paul's layout plans, a gig that earned him the nickname **S Pikes Professor**. Paul's travelling Free mo module was featured in the May/June 2015 Dispatch. 



BOB SCHUH A while back I wrote about the closing of K-Val Hobbies, a Buffalo institution. It is where S scale modelers from western New York and southern Ontario went. It's where I bought my very first piece of S scale equipment, an American Models boxcar, in the 1980s. I bought it from the proprietor, Bob Schuh, a man who in later years seemed to be ageless. He was in his 90's when he finally closed his shop. Bob died on Easter Sunday. Our condolences go out to his friends and family. — JM

SIZE IS THE KEY

By Jeff Madden, Editor Emeritus

What is topmost in your mind when you view a layout that is partially finished and mostly consists of benchwork, track and roadbed with little finished scenery? I'll bet that most of you haven't really thought about it?

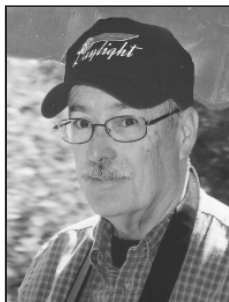
When I was modeling HO from 1956-1993, I visited many layouts of all scales during various open houses at NMRA meets and conventions. Being in HO I naturally preferred visiting HO layouts that were more or less complete with scenery and structures; ones that would inspire me and give me a good variety of ideas for my own layout which I began in 1975.

I was particularly inspired by seeing Allen McClelland's V&O and a couple of other *Lichen Belt* HO layouts at the 1975 Dayton NMRA convention. But looking back, when visiting some other HO and N layouts over the years that had little or no scenery, I wasn't impressed or even skipped them on tours when I could. With actively building my own HO layout, I wanted to see the complete package — benchwork, track, scenery, structures, operating trains, etc. But also looking back, when I saw a partially finished O or S scale layout, I didn't come away with that totally empty feeling, and now after being in S for over 20 years, I know why!

It was the size of the track, motive power and rolling stock that overwhelmed any lack of scenery and details. It was the sheer bulk of the locomotives (especially steamers), the sounds of the wheels on the track, the readable sides of the freight cars, being able to see into the interiors of passenger cars. It was the up-close viewing that easily overcame any lack of layout completeness. Even diminutive logging locos and trolleys in the larger scales seemed to more alive than those in scales smaller than S.

With all the many technological advances it's much easier to add sound, smoke and lighting to the locomotives, passenger cars and cabooses. Oh yeah I know you can put these enhancements in HO equipment too, but the effect is much diminished, especially on a large layout.

And when you do add detailed structures and scenery to an O or S layout, the visual effect of size is magnified over that of the smaller scales — usually a huge "wow" factor. Now when viewing HO or N layouts I usually have the feeling of being an



eagle or a drone flying overhead. Today I gravitate to visiting S and O layouts more so because I want to be impressed by the bulk of the trains themselves as much as the background scenery and structures.

I remember the first club layout that I saw. It was at an open house of the Detroit Union 2-rail O scale layout located in an old freight house in downtown Detroit. Yes, this layout had little scenery; just a few odd structures, but it had lots of big trains running to impress a 13-year old.

Just watch the crowds at a train show where layouts of various scales are displayed. You'll most likely see bigger groups viewing the larger scale pikes. Even *tinplate* O and S layouts with toy-like scenery get a lot of attention from viewers, probably because the size of the trains easily overcomes the open-air distractions that abound during shows.

So, as I state, the size of our models in S and O can be a key to promoting them. And, as always, S still has enough size to be more visually and operationally attractive than the smaller scales, plus S has the advantage over O of needing less space for a modest home layout.

With the handicaps we face in our scale of less available RTR rolling stock, scenery and structure items, we do tend to have fewer finished layouts, but we're catching up as more and more S layouts are reaching a finished state and being published. We just need to get our major manufacturers to take even more advantage of this "KEY SIZE." 🚂

BOOSTER ADS

By Bill Pyper, Editor, NASG Dispatch

TIME FOR BOOSTER ADS

Prior to 2014, the NASG published a Member Directory issue of The Dispatch. That issue also contained a number of **Booster Ads**. Those ads provided additional financial support of the NASG and helped pay for publishing the magazine. Any NASG member club, individual member or dealer can purchase a booster ad at any time.



The Board of Trustees has authorized me to print extra pages in the issue of my choosing, once each year. For 2017 I choose the September-October edition, which will be the issue that covers the Annual Convention. By adding extra pages to that issue, I can print photos of the model contest winners, vendors, members on the various tours and the banquet without having to omit any of the usual Dispatch content. It would further enhance that issue if a large number of you were to buy booster ads. Your ad can be submitted electronically as a pdf or jpeg, physically as camera ready copy, or just send me a rough draft of what you want and I will set it up for you at no extra charge. Photos can be included. A 1 $\frac{1}{8}$ " x 1 $\frac{7}{8}$ " ad costs \$15. A standard 3 $\frac{3}{4}$ " x 2 $\frac{1}{4}$ " ad costs \$30. Electronic copy can be sent to dispatch@nasg.org Checks made out to NASG and hard copy should be sent to **Bill Pyper, Editor, P.O. Box 885, Salem, OR 97308**. Copy must be received by **July 15, 2017**. 🚂



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REMOTE CONTROL OR HANDS ON?

By Steve Monson
Brooklyn Park, Minnesota

Many of us older folks who came from rural areas can remember the day we got electricity. A switch on the wall turned on a light in the ceiling. It was the first remote control device we had ever seen.

We crawled around on the floor with our cars and trucks. Lincoln Logs, American Bricks, Erector sets and farm toys were all hands on. Ertl made wonderful combines, balers, elevators and plows with operating cranks and levers. We pulled them up and down the lines on the tile floor, running our indoor farms just like our Pa's were doing outside in the fields. Everything was hands on and we were part of the action.

The day came when we got an American Flyer (or Lionel) train set. Most of us started with an oval of track on a sheet of plywood. We set the transformer on the corner. With the turn of a lever or knob we made the train do what we wanted. This was the first remote control mechanical thing we had ever seen and it was for kids! The train moved without our touching it. Even though it was only a few feet away, we had never experienced anything like it before.

A. C. Gilbert knew the magic of it all. He produced dozens of action accessories that would make some simple but impressive motion at the touch of a button. The sawmill, coal loader, barrel loader were all so cool. Kids who had parents with a lot of money might have two accessories or more. They would mount the pushbuttons side by side next to the transformer and they then had a *control panel*. Control Central or as NASA would have called it, Mission Control! To be able to make a cow move onto the track and stop a train automatically from across the layout made us feel so powerful. Even though an un-coupler was within arms reach, we still wanted it electric so that the button could be with the others.

The control panel was everything. The bigger and more complex it was the better. When kids got older and maybe converted to DC, or even to other scales, they hung on to the idea that an elaborate control panel was central to a fine railroad. All turnouts, even those within arms reach, were operated electrically. Position contacts were wired back to red and green indicator lights on the control panel. Some people put in complete signal systems and automatic train controls that ran multiple trains without crashing.

You could tell a lot about a person by the way he wired his railroad. Some were meticulous with all wires parallel, color-coded and bundled neatly together. Others just made a rat's nest and called it good.

Large club layouts would have *cabs* overlooking the layout. Everything was done remotely. There might be just one man down on the floor. He would have a headset on to talk to the operators in the cabs. His job would be to re-rail a car, or give a train a nudge if it refused to move. Looking back it would seem that he had the best job.



Many years ago a magazine ran a cartoon showing a man in a cab with life size throttle and brake levers and a huge control panel. But it was connected to a simple oval with one short train. It was a satire on how the layout had come to serve the control panel, rather than the control panel served the layout.

Control panels were impressive to non-railroaders, too. With my old modest layout and controls people would appreciate the trains, but be totally amazed at all the wiring on the backside of the control panel.



After some years of playing with Thomas the Tank Train, Elliott Zieska eases a local freight out of the yard using only the controls on the panel.

But it is the 21st century and I am building a new layout now. There will be no control panel. With DCC the power supplies, command station, transceiver and program track booster are all hidden underneath the layout. With RF there is no visible wiring and no connectors to plug throttles into. Only a couple of small radio control throttles that fit in the palm of my hand can be seen. Except for a few turnouts that are out of reach, all the rest will be manual. Uncoupling is manual, also.

I will follow the train around, *climb down* from the locomotive, move the turnout by hand, and walk over and uncouple the cars. Then climb back up, blow the whistle and ring the bell. I am part of the action and I feel like I am back in the year 1900 or 1950. Once again, like when I played with the old farm machinery, it is all Hands On. 🚂

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THE NEW WEST JERSEY RAILROAD - part 3

By Joe Kimber and Wayne Schneyer

Photos by the author

The trains are now running on the new West Jersey Railroad. All of the track work is complete and the under-table wire harnesses are installed and tested. The layout has three power blocks that are fed via a common bus harness with each block controlled by panel mounted switches.

The yards and siding turnouts use manual throws for the most part, however in the places that I would have difficulty reaching, I have had Micro Mark's Switch Tenders installed. Wayne Schneyer, who has been helping with this layout, built two indicator panels that have red and green LEDs mounted on them to indicate the position of the turnout and a simple toggle switch to operate the motor. (See photo 2) I am pleased with their performance, especially the fact that they hold the points tightly to the position that you put them.



Above: Turnout panel and UTP panel

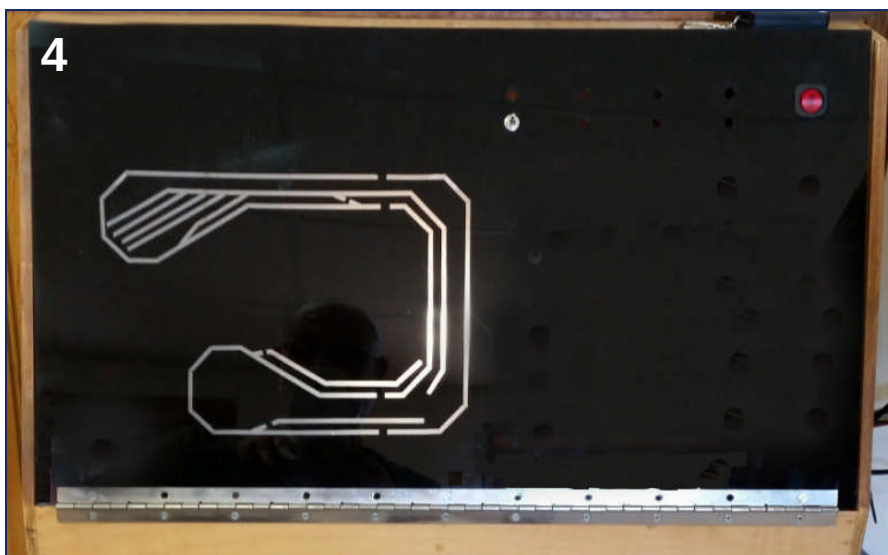
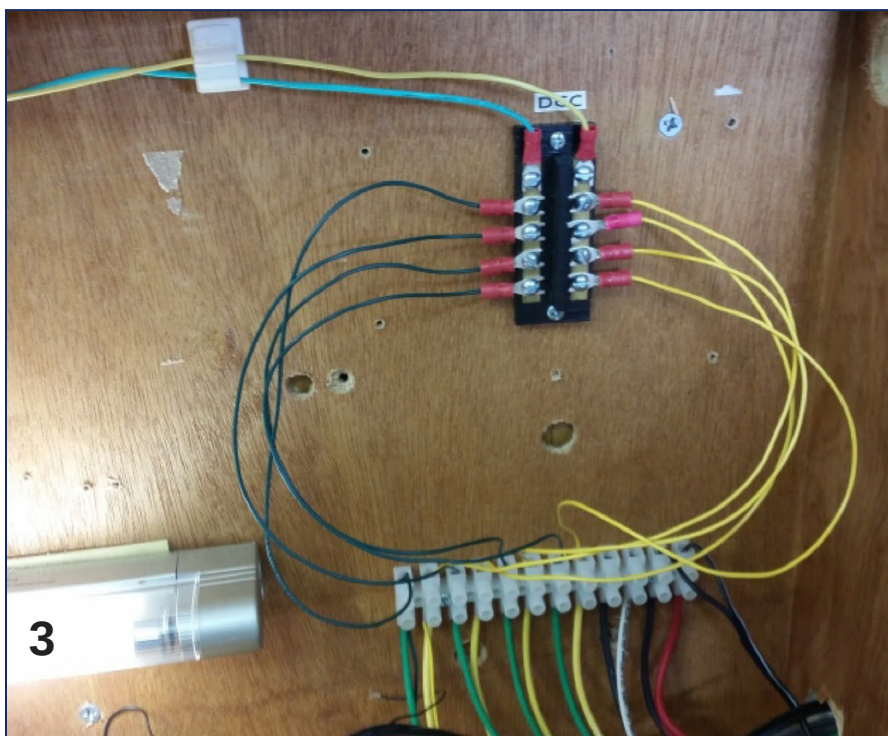
One of my concerns while planning this layout was the ability to absolutely disconnect all power to the various transformers, DCC Booster boxes, accessory power etc. I purchased a unique device called a wireless remote on/off switch. The power cord feeding the entire control panel plugs into this device and by simply pressing the small keychain transmitter, which I keep handy on top of the control panel, I can shut off everything with the push of a button. For me it's peace of mind that when I leave the train room everything is off.

For now, I have decided against using wireless DCC. I can easily get around to the areas where switching operations will take place so I have 3 UTP cab bus panels (see photo 2) installed in the layout facia which allows me to simply unplug from one panel and move to another to continue that operation. So far while the layout is in testing stage everything is working as expected.

The new control panel has been mounted and all the bus wires, for both the track as well as lighting and accessories have been pulled back into the panel where they await connection to various control switches (photo 3). LED lights over each switch will indicate which blocks are off or active. I used the following color coding for the wires which can be seen on the wiring diagrams that I drew during the planning. Green and yellow are the DCC bus, red and black are 12 volt DC and white and black are 16 volt AC power.



Trains are running on Joe Kimber's new West Jersey Railroad.



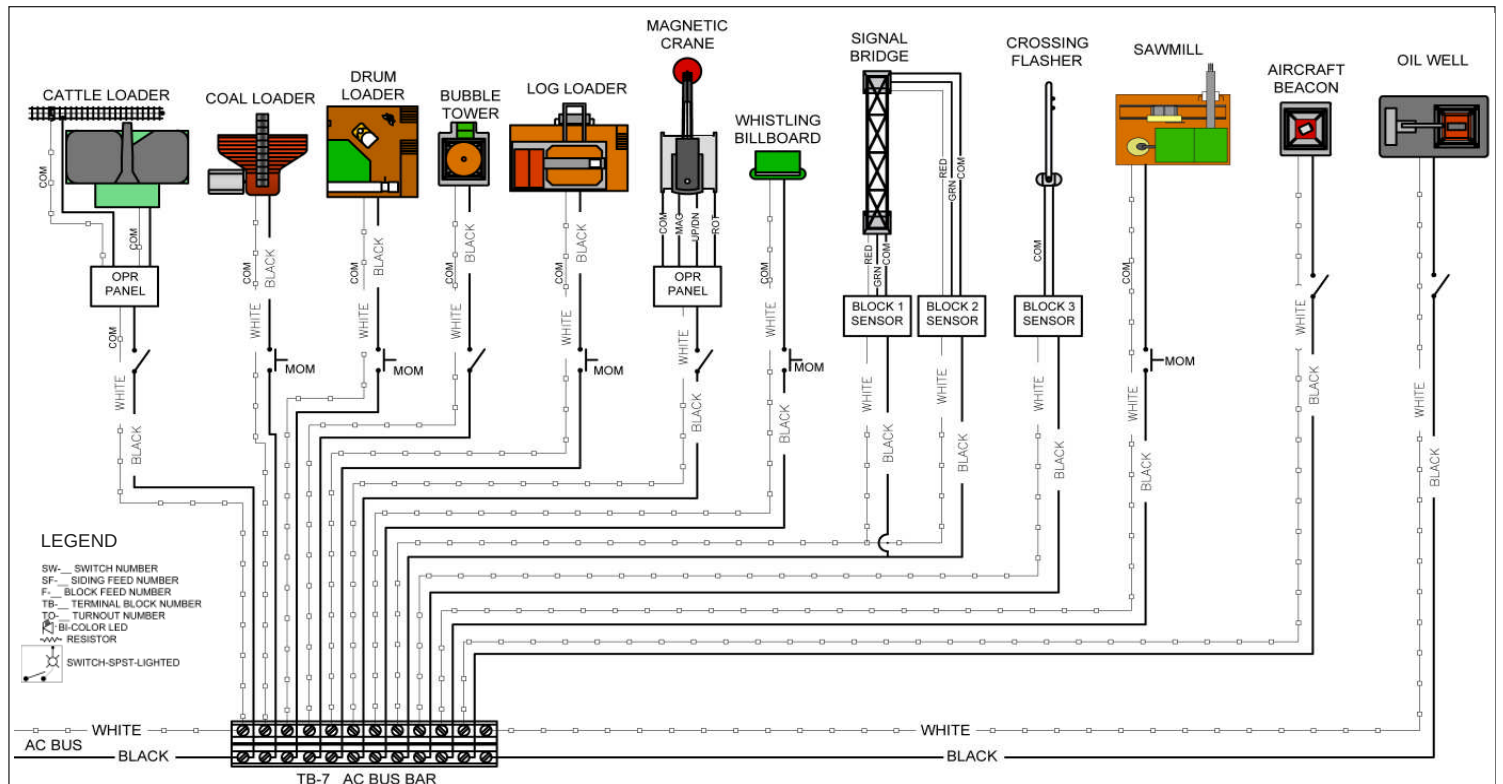
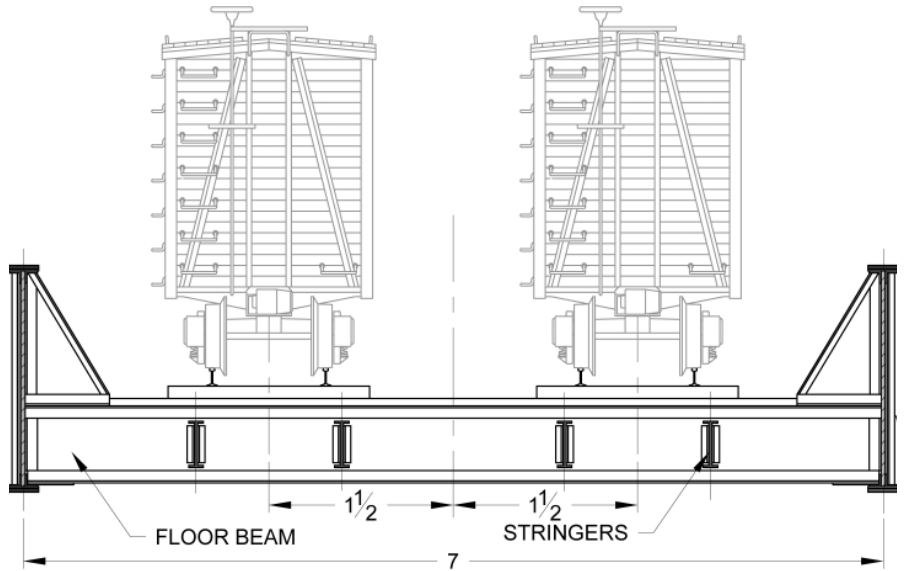
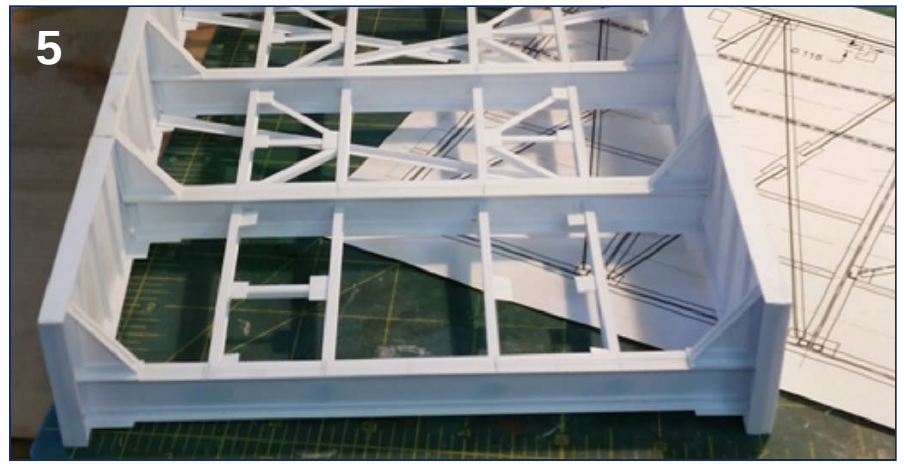
These diagrams serve as a guide for the wiring installation and for troubleshooting any electrical issues that might creep up down the road. It's always a good idea to create a wiring diagram for your layout while planning it.

The panel face also has an illuminated (from the back) schematic diagram on it for easy reference (see photo 4). The breaks in the schematic indicate insulated track connection points. All the blocks and turnouts will be indicated on the panel using decals.

I am currently in the process of building, from scratch, three girder bridges using Evergreen styrene. These bridges will span the 42-inch-wide river scene on the layout. (See photo 5). The bridge floor beams are in progress, but this will take a while as it is no small project. I enjoy building scenery and buildings, so it's a labor of love. I will need two bridge abutments and piers as well. I am hoping to find these commercially but if not I will make them out of 2" thick extruded foam and cut in the mortar lines with a hot knife.

So now, after several weeks of operating and testing I am very pleased with its smooth operation. I guess the extra effort of soldering every joint and dropping feeders to the bus every three to four feet has shown its substantial value. But alas, the best plans of mice and men as the saying goes shows that even with significant planning unexpected flaws creep in. Thus is the case with one of my dead-end sidings which is not very useful since there is only enough room for a locomotive and two cars. This will be converted to a passing siding and then it's on to the scenery!

To be continued



AC SCHEMATIC • For other schematics go online to www.nasg.org See instructions on page 31

THE NASG WEB SITE CONTINUES TO EVOLVE



By Peter Vanvliet, NASG Webmaster

News & Events: The NASG web site's **News & Events** button on the left-hand side contained menu options for seeing upcoming S-related events and several menu options for the latest news. I had also added a dedicated menu option for the annual NASG Conventions. The NASG Convention page contains all the known information about NASG Conventions, such as the one coming up later this year, which ones might have already been proposed for

future years, and a complete listing of all the ones that have happened in the past. I have been steadily updating the older Conventions information with whatever I have been able to find so far, such as what the Convention car was, who was the **best-of show** winner (with a possible photo of the winning model), and how many people registered.

Then, one day (I am sure it was in the shower, which is when ideas seem to come to me to easiest), I thought that it might be interesting to do similar pages for all the other annual, multi-day S-related events. So I started pages for the Sn3 Symposium, Spring S Spree, Flyer Fest West, Fall S Fest, O & S West, and the new Indianapolis O Scale & S Scale Midwest Show. So for each of those events, where applicable, I keep information about the upcoming show, any future shows already announced, and a listing of past shows. These pages are relatively new, so historical information still needs to be updated, but that will come over time. Of course, all of the upcoming events are still integrated into the overall S Events page, so you don't have to visit each of the individual events' pages. By the time I added a menu option for each of those, plus all the existing ones, the **News & Events** button's menu became quite long. So, I decided to split them up into two buttons (done in early May 2017). So there is now a dedicated button for News and one for Events. Of course, that meant there were 5 buttons on the left and only 4 on the right, which cannot be! So, I moved the **Featured Video** from the **Extra Board** button's menu to be its own button. I didn't really like that page being *buried* in the Extra Board's menu, so this worked out well.

Layouts on the Web: Both the **Scale Modeling** and the **American Flyer** buttons' menus have the **External Links** menu option. When you click on those, the pages provide a large collection of links to other web sites featuring either scale or hi-rail/AF layouts on the Internet. These are links to web sites, photo albums, and/or online videos. They are a great way to see what others have done in S.

The problem with that page is that links are kind of scattered. Let's say, for example, you wanted to see information, photos, or videos about Dick Karnes' layout. You would have to scan through the entire list, or do a text search within the page. I've always wanted to have a more organized listing by modeler/layout. The idea came to me (again, probably while in the shower), to compose a page that lists each modeler, and under the person's name, list links to pages that provide infor-

mation about that layout. For now, I only have such a page for the *scale* side (click on the **Scale Modeling** button, and then click on the **Layouts on the Web** menu option). It is my intent to create a similar page for the American Flyer button as well. For the purpose of privacy, I only provide links to publicly available web sites, and I don't list any information about where the person lives. All layouts are presumed standard-gauge, unless otherwise indicated. If I can deduce the layout's overall footprint, it is also listed. Entries on the page are in alphabetical order, by the person's first name and then last name. If I receive a photo of the person's layout, with permission to use it on the NASG web site, I will show a small image on that page.

If you are one of the people mentioned on that page and you have more details or a photo that you would like to share on that page, feel free to e-mail me at webmaster@nasg.org and I'll be happy to add it. If your layout is not listed, it simply means I am not aware of it, or there are no public web sites (that I am aware of) that highlight your layout. I'll be more than happy to update the page. In the future I may add to those listings any magazine articles that cover or feature that layout.

WHEN MODELING . . . BRIDGES

I hope you are enjoying these short *When Modeling . . .* sections at the end of my columns. In this column I would like to cover bridges. One of the reasons why I decided to model the Pennsylvania Railroad Chartiers branch was that the 23-mile branch line had 19 bridges! Bridges break up the monotony for plain track, and provide for scenic creativity. As with the turntables covered in the last column, bridges come in all sizes and shapes, so it is quite possible to use HO- or O-scale bridges for your S-scale layout or diorama. However, in this column I want to cover bridges that are specifically marketed to S-scale (in all of its flavors). As mentioned before, you can click on the NASG web site's **S Resources** button, then click **The Complete Listing** or **Structures** option, and then scroll down to the company's name to visit their web site (or do a text search for the word bridges on the page). I do not have any personal experience with the products listed (I prefer to scratchbuild my bridges).

B.T.S. manufactures kits for ballasted deck bridge, Howe truss through covered bridges (narrow and standard-gauge), and short trestle bridges (narrow and standard-gauge),

Black Bear Construction Co. is a manufacturer of S-scale bridge kits. These include arch, deck, truss bridge kits, as well as railroad-specific ones, such as Alamogordo & Sacramento Mountains, D&RGW (narrow and standard-gauge), and RGS (narrow and standard-gauge) trestle bridge kits. The kits consist of all the materials that you need to build one bridge, but you can buy the jigs and/or the materials separately. They also sell detailing parts to complete the look of your bridge.

BridgeBoss The bridges shown on their web site are designed for O-scale, but since they are generally custom-made as ordered, you can probably specify them to be made for S-scale, especially if you want single-track bridges.

Colorado S-scale Connection This company lists an Sn3 bridge for sale (web page is dated 2016).

eBay When you follow the link provided on the NASG web site's **S Resources** page, you can just type **bridge** in the search box and you will find A.C.Gilbert American Flyer bridges, Lionel American Flyer bridges and even home-made pre-built wooden models ready to go on your layout.

Evergreen Hill Designs, LLC manufactures two S-scale kits, one is the Gulley Trestle kit and the other is the Ravine Trestle kit. These come with all the materials and instructions you need to build an 80' or 115' trestle bridge.

Goldline Products manufactures the (intended for Sn3) D&RGW Hermosa Creek bridge kit (47'), as well as a generic short-span trestle kit (32').

Grand Central Gems sells pre-made trestle bents. You'll have to select which sizes you want (or contact the company for info), as there are none specifically for S-scale.

Hunter Line is a manufacturer of various bridge kits. The kits come with all the materials to make the bridge, and include instructions and full-size templates. The bridges include framed and pile trestle bridges (81'), Howe truss through bridges (86' and 170'), Howe truss deck bridges (86' and 170'), and short post truss bridges (30' and 50'). Kits for piers for trestle bridges are also available.

ITLA Scale Models manufactures a kit for a structural support tower. It can be used for modeling an Elevated L.

Mainline Bridges manufactures custom-made steel bridges per your specification. The link on the NASG web site takes you directly to their **S-gauge** page, which shows several photos of S-scale bridges they have made.

Micro-Scale Models, Inc. Click on the **Pre-built Structures** button of their web site to see a photo of the single-track Warren truss bridge that they offer in S-scale. These are high-quality, pre-built and painted bridges.

P-B-L manufactures a kit for a 54' standard-gauge deck girder bridge, a 36' narrow-gauge open deck girder bridge, and a Vollmer HO-scale girder bridge for use in S-scale.

Pre-Size Model Specialties doesn't manufacture bridges, but they do produce bridge piers, abutments, retaining walls, and bridge shoes.

Scenery Unlimited In addition to perhaps stocking other companies' bridges, Scenery Unlimited also carries a solid *reversible* steel bridge that can be used as either a through or a deck bridge.

Sidetracks Online retailer that carries Pre-Size Model Specialties bridge piers.

Trainmaster Retailer that carries B.T.S. and Lionel A.F. bridges, and Kappler Mills bridge ties.

Vilas County Lumber Company sells 1:24 and 1:48 CAD drawings that you can reduce to get full-size S-scale versions. Several bridge types are provided.

Wiseman Model Services carry several bridge types, flagged as multi-scale, most include abutments.



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MORE PRODUCTS



Pre-Size Model Specialties is offering a **Harriman arch roof**, cast in resin and made to fit on American Models 72' heavyweights. The roof has rivet and seam detail. Also available are roof vents often used on Harriman roofs, both Utility and Globe types. Some Google research reveals the following railroads used cars with Arch roofs: SP, UP, IC, C of G, RI, WP, D&RGW, Alton, CN, CP, and several Mexican roads. The SP used them from 1909 until 1980, and the IC until the 1970s. I have found prototypes for coach, diner, observation, baggage, and a variety of combination baggage cars (coach, RPO, auto, horse, club) in this length or within a couple of feet. The price of the roofs is \$34 with free shipping. Each vent pack includes 14 vents, either utility or globe, plus 2 smaller vents for \$5.95.

www.presizemodels.com or 970-527-4586

CRYOGENIC TANK CARS

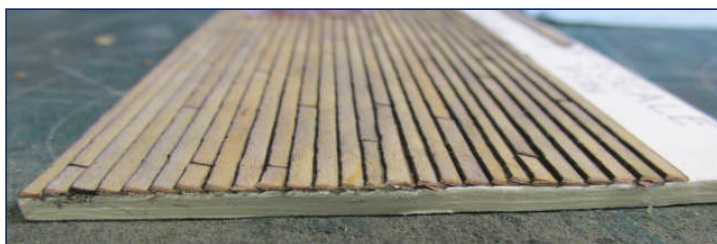
Concept Models announces the availability of two new cryogenic tank car kits. They come complete with decals for all known prototype road numbers, but without trucks or couplers. 4-wheel trucks are required for these models. Visit their web site for more information and to see all the S-scale cars that they are planning to produce in the next year or two.

<http://www.con-sys.com>



Above: 51' Air Liquide Industrial Tank Car. \$39.95

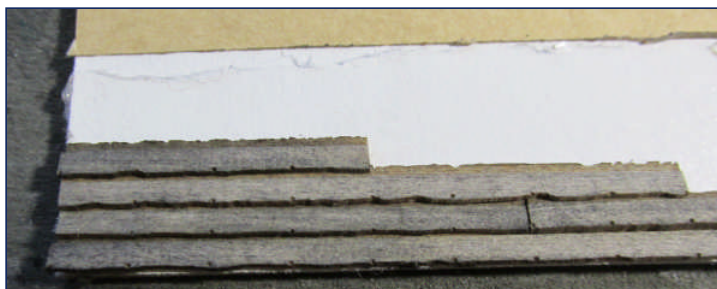
Below: 76' Pulicker Chemical Tank Car. \$49.95



WAVY EDGED LAP SIDING

RS Laser Cut is producing wavy edged lap siding that can be used for building S-scale structures. Each board is a scale 16 feet long and set up for 6-inch exposure. The boards are made so that once you set the first line, no additional guide lines are needed to keep the boards straight. The boards are laser cut from 1/64" micro plywood and are not stained. Each pack contains 132 boards. That will cover an area of about 36 square inches. The price for a packet is \$9.99 plus shipping.

<http://www.rslaserkits.com>



2017 SPRING S SPREE

By Jeff Madden, Editor Emeritus

Photos by the author

The annual Spring S Spree for 2017 has come and gone, and to me it is the kickoff stimulus for the start of another year of S modeling. Those who attended the recent Sn3 Symposium in St. Louis even got a jump on me such as the elusive Bob Sherwood who showed up at the Spree too.

The Spree began on Friday in the spacious **Marion Veterans' Colliseum**. There were 140 tables of sale items and six layouts, both hi-rail and AF tinplate. The three larger hi-rail club layouts were set up by the host **Central Ohio S Gaugers**, **Miami Valley S Gaugers** and the **Southeastern Michigan S Gaugers**. The three smaller layouts were the T-Rail set-up of the **Hoosier S Gaugers**, the **Cuyahoga Valley** tinplate pike and **Terry "Stumpy" Stone's** tabletop.

Attendance seemed a bit down from the past year, but **Chair John Meyers** reported that 300 people attended. As usual it was a great reunion of S folks who were mostly from Ohio, Michigan, Indiana and Pennsylvania.

There were lots of dealers, with **Flyer** dominant and enough scale items mixed in to please the scalars. Roy Meissner and I had a few tables of **Flyer** and **Plasticville** as we're handling a liquidation sale. Dealers included **American Models**, **East-West Models**, **Michigan Models**, and **Pikesville Models**. **Jettie Padget** had a booth with some leftovers and **Barb Seltzer** appeared on Saturday with some **Josh** items.



Above: American Models Rock Island freight on the Miami Valley S Gaugers hi-rail layout.

Below: Mick Hinkle's modified AF K-5 on the Hoosier S Gaugers' layout.



More on the next page

2017 SPRING S SPREE

This S Spree was most memorable for some people because of the special bus tour to the **Age of Steam Roundhouse** complex owned by Jerry Jacobson in Sugar Creek, Ohio. This was a rare excursion as Age of Steam limits visits to bus tours only.

Below: Aerial view of the Age of Steam roundhouse and tracks near Sugar Creek, Ohio.



Forty-four of us started the Spree off early by taking the two-and-a-half hour bus ride in a pouring rain to Sugar Creek. But once there almost everything was inside. We saw the 18-stall brick roundhouse which purportedly is the newest one of this size constructed in the U.S. and maybe the world. It adheres to traditional architecture, but it has state-of-the-art construction with concrete floors, some pits, large window, and hand-crafted smoke-jacks. There is a replica depot with a gift shop, waiting area and restrooms. There is also a huge machine shop attached to the roundhouse. The 115 foot operating turntable is able to handle almost any steam locomotive. There's a backshop building, stand pipe, full-size water tower, coal dock and other outbuildings.

The legendary bearded John Corns led a guided tour and provided us with many interesting facts about the roundhouse and the 18 steamers in stalls in various condition including two in the shop area. There are many vintage diesels, passenger cars, freight cars, and caboose dotting the roundhouse leads and in the yards — all in mostly restored condition. Note: at this time the facilities are not open to the public or children under 10, so don't go on your own and expect a tour.

After the tour we bussed to a nearby Dutch Pantry Restaurant where we enjoyed a family style Amish dinner. The ride back to Marion was a bit of an adventure as our bus almost broke down, but the driver was able to coax it to a staging area where we switched to another bus. We got back to Marion later than planned, but still had time to set up our tables and layouts.

The big railfan attraction in Marion is the multiple diamond crossing area of three different lines with the Marion Depot with a restored and moved tower in the middle. There's a caboose on display and the freight house hosts an HO model railroad. The railroads that now cross on two lines are CSX owned and the other is NS. Previously the NYC and Erie-Lackawanna shared trackage going east and west, and the two north-south lines were C&O and PRR. Roy and I and a few others lucked out by getting there early on Wednesday night and stumbled into a tour of both the depot museum and the restored tower. We had dinner at the classic Shovel Bar & Grill which pays homage to the former Marion Shovel Co.



Above right: Editor Emeritus Jeff Madden poses in the Age of Steam Roundhouse next to Nickle Plate Berkshire #763.

The S Spree ended on Saturday afternoon, May 6th. Roy and I packed up and started rail-fanning our way home. A quick stop at usually busy Marion yielded only one CSX northbound coal train, so we beat feet for the **Iron Triangle rail park** in Fostoria, Ohio, where we saw six trains that evening and overnights in a motel. The next morning we visited the Triangle once more, seeing six more trains and then headed west. We caught two more trains, one in Bloomdale and one in Deshler, before highballing for Wisconsin.

Thanks to **Chairman John Meyer** and the **Central Ohio S Gaugers** staff for hosting the S Spree and providing pizza and a *flying pancake* breakfast.

The next Spring S Spree will be in Dayton, Ohio at the same union hall as before on May 11 and 12, 2018. Rumor has it that there might be a Spree in Michigan again and maybe even one in Pittsburgh. 🚂

More pictures from the S Spree and the Age of Steam are on line at <http://www.nasg.org>
Turn to page 31 for directions.



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A PIKE SIZE STREAMLINER

THE TRAIN OF TOMORROW TOURED MANY PROTOTYPE RAILROADS



By Don Hand with additional photos by Bob Hogan

Have you ever visited a model railroad on which the length of its passenger trains overwhelmed the available space? It's hard to *selectively compress* the California Zephyr, or the Broadway Limited.

In the November, 1980 issue of *Model Railroader* author Mike Schafer identified this recurring problem, and then presented prototype examples of regularly scheduled very short trains. He made the case for modeling *pike size* trains, which are in proportion to our short distances between stations and our shorter siding lengths. From time to time issues of MR included additional prototype examples of pike size trains.

For discussion, let's consider a pike size train which consists of an A unit and four passenger cars. And to make it interesting, each of those modern cars has an Astra Dome, as well as fluted stainless steel siding below its large windows. That was the consist of the *Train of Tomorrow*, a collaboration between diesel builder Electro-Motive and car builder Pullman-Standard in the Post WW II era. It toured many of America's railroads for three years, covering 65,000 miles while presenting its new technologies to the traveling public.

"That's interesting, but the late 1940s is not the era that I model." The consist was purchased by the Union Pacific and used in its joint (GN, NP, UP) streamliner between Portland and Seattle for many more years. "Actually, I'm focused on more contemporary railroading, when that consist would be too old to be seen." Think of a pike size tourist attraction or Dinner Train that was, or still is, operated in your layout's environment. "All right then, tell me more."

The locomotive and cars of the **Train of Tomorrow** were painted a glistening turquoise on their sides and roof, with bright fluted stainless steel siding below the windows that gave the train an added appeal of modernity.

The locomotive was an EMD E7, a 71-foot long, 2,000 horsepower A unit with three-axel trucks. An E7 is visibly different from the pre-war E-series units by including a *bulldog* nose, created for the FT freight units. Also the E7 retained the roof and sides of the pre-war E-series units, except that ventilating grills were added just behind the cab door on both sides.

Let's examine the train's four types of dome cars. Each was 85 feet long, and its dome had flat glass like the contemporary Budd built cars. Three cars had 24 passenger seats in their Astra Dome, although the Dome Diner was different.

The first car was Dome Coach *Star Dust*, which in addition to seats in the dome, had 16 seats in front of the dome, 12 seats behind the dome, and three compartments underneath the dome with 20 seats, for a total of 72 passenger seats.

The following car was Dome Diner *Sky View*, which seated 18 at dining tables in the dome, 24 at dining tables behind the dome, and 10 seated in a private dining room underneath the dome, for a total of 52 seats. Contemporary single level dining cars usually seated only 36 at their dining tables.

The third car was Dome Sleeper *Dream Cloud*. It had seats in the dome, two drawing rooms in front of the dome, three compartments beneath the dome, and eight duplex roomettes behind the dome (2-3-8), for a total of twenty beds.

The trailing car, Dome Observation Lounge *Moon Glow* had a round end, in contrast to both the boat-tail observation cars introduced during the 1930's and the blunt-end trailing cars (often sleepers) built during the 1950's. In addition to the dome seats, it had 44 seats downstairs in the main lounge, cocktail lounge, and lower bar.

"That's all very interesting, but this consist is not available in S scale." That may be just one way of looking at it. Overland Models imported brass E7s, about 1989, but few modelers would consider adding the fluted siding to one of those.

Continued on the next page

A PIKE SIZE STREAMLINER



Electro-Motive E7 at the head of the Train of Tomorrow.
EMD publicity photo

Rebuilding another locomotive is a possibility; SP rebuilt its lone E2 into an E7, 6017, in their own shops. American Models' E8 is an excellent performer, it's the right length and has the bulldog nose. Rebuilding one would include removing the cooling fans and dynamic brake fan from the roof, and replacing those with ventilating grids. Also, removing the Farr-Aire grills from both sides, replacing them with the E7 pattern of ventilating grills and windows, and blanking the portholes. That sounds like a lot of work, however at the end you would have produced a contest quality rebuilt locomotive! Please see *Southern Pacific's E7s*, Patrick Bray, *SP Trainline No. 80*, Summer 2004, for more information on detailing an E7.

Four Pullman-Standard dome cars could be a challenge; although SP rebuilt seven early Daylight cars into Dome Lounge cars in their own shops. Please see *Build a Dome Car*, Robert J. Church, *Model Railroader*, October 1972, for an article on scratch-building SP's Dome Lounges.

American Model's streamline cars have been the basis for many successful rebuilds. At Bob Hogan's suggestion I toured *Union Station Products'* web site, unionstationproducts.com and was impressed by the selection of prototype car sides that can be custom milled for fit an AM car body. USP may be willing to produce *Train of Tomorrow* car sides, since they have the complete library of Pullman-Standard's streamline designs.

"Just the facts, ma'am:" We recognize that not every streamliner was very long, and that some were surprisingly short. Among modelers some refer to those as "pike size" trains, because they fit our condensed trackage. An outstanding example of a short streamliner was the *Train of Tomorrow*, built in 1947, which toured American railroads until 1950, and was visited by millions. Although Union Pacific eventually disposed of the equipment in the 1960's, it could be resurrected in S scale; either in its own era, as part of a train in revenue service, or as a reconstituted consist in some form of special service. All of this presents another opportunity for us to "think outside the box"! 



Train of Tomorrow at Lake Orion, Michigan. EMD photo

Don Hand of Hempstead, Texas was raised in San Francisco, California and is a graduate of USF. He entered the Marine Corps in 1961 and retired in 1981. While stationed in Southern California, Don began scale model railroading in On3. At the NMRA National Convention in Houston in 1989, Don observed the Houston S Gaugers' modular layout, built for the convention, and he joined the Houston S Gaugers and NASG, in 1991.



From Bob Hogan:

Don Hand has told me he is writing an article for The Dispatch about building **Pike Sized Streamliners**. Here are some images of Southern Pacific *pocket streamliners*. These trains are a bit out of place on my Sierra Nevada motif layout, but they do show the correct trains and consists.

Photo below is typical of the Espee's San Francisco commuter trains in the late 1950's. Fairbanks-Morse Trainmaster #4800 and two Harriman-style arch roofed commuter cars. The Trainmaster is a highly detailed American Models model and the two cars are Southwind brass products.

More on the next page



On the right are **CB&Q Gallery** cars that Bob built for Steve Doyle. They are models of CB&Q's Budd Chicago commuter cars built using double-decked American Models shells and Union Station Products sides/roofs plus proper detailing.

Below right is Northwestern Pacific's **Redwood** train in 1968. This three car train ran from San Rafael near San Francisco to Eureka on the northern California coast. Usual power was SD7 #5327 (RR Models detailed to NWP model), a Harriman-style baggage (Southwind brass) and two former T&NO Pullman Standard chair cars (JC Models kits that Bob modified).

Below: Espee's **Sacramento Daylight**. This train ran south from Sacramento to Lathrop, California where it met and exchanged cars with the Oakland to Los Angeles San Joaquin Daylight. In later years GP9 #5893 was a regular locomotive on these trains. The consist was usually several Daylight Pullman-Standard chair cars and a Harriman-style arch roof combine, but a baggage car sometimes substituted as in the photo. These models are American Models shells with Union Station sides and details that Bob added.



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CALENDAR OF EVENTS

This page 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.

July 22, 2017 — LaCrosse, Wisconsin

27th ANNUAL RAIL FAIR, Copeland Park, Rose and Clinton Sts. 10 am to 4 pm. 250 table railroad sale, flea market and swap meet. Guided tours of steam locomotive, caboose and Grand Crossing tower. Railroad exhibits and displays. Buy, sell, trade all scales, model, toy, antique trains and memorabilia, Admission \$5 adults, children under 12 free. More Information: www.4000foundation.com or (608) 781-9383.

July 22 and 23, 2017 — San Carlos, California

EUROWEST XXI for European Train Enthusiasts at the Hiller Aviation Museum, San Carlos Airport. 601 Skyway Road. Layouts, clinics, vendors, raffle. Admission includes Aviation Museum and parking. Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. www.ete.org e-mail eurowest@ete.org

July 29, 2017 — Kansas City, Kansas

Turkey Creek Division NMRA train show and swap meet. Shawnee Mission North High School cafeteria, 7201 Johnson Drive, Overland Park. 8 am to 3 pm. Clinics, model and photo contest with NMRA judging, special youth award, door prizes, food and drink, 80+ vendors and swap tables and operational railroad display. Home layout tours 3:30 to 8:30 p.m. Vendors set-up Friday eve. Web site www.tc-nmra.org for information: Larry Alfred capitalfeed@gmail.com

July 30 to August 6, 2017 — Orlando Florida

NMRA 2017 NATIONAL CONVENTION & TRAIN SHOW at the Rosen Plaza Hotel, 9700 National Dr. For more information go to the web site www.nmra2017orlando.org

August 8 to 12, 2017 — Baltimore, Maryland

NASG 2017 NATIONAL CONVENTION presented by the **Baltimore American Flyer Club** and the **Washington & Old Dominion S Gauge Club**. Updated information can be seen at www.baltimoreamericanflyerclub.org

August 13 to 16, 2017 — Bethlehem, Pennsylvania

Steel Mill Modelers SIG Annual Meet, **THE STACKS**, Sands Hotel and Casino. Clinics on steel mill modeling, layout tours, operating sessions, bring a steel mill model for judging and earn the Dean Freytag Award, private tour of museums, vendor tables and awards dinner with steel industry guest speaker. Non-mill activities for your guest. Admission \$140, which includes \$30 membership. Website: www.smmsig.org

September 17, 2017 — Greenville, Ohio

Darke County Fairgrounds Coliseum, 800 Sweitzer Street. (South State Route 49), Admission \$5 (under 12 FREE with adult) 200 tables of trains and train-related items for sale, Railroad antiques, books, videos, model trains in all scales, new and used trains, train parts, track 85 scenery. 10 am to 3 pm.

September 21 through 23, 2017 — Indianapolis, Indiana

The **S SCALE MIDWEST SHOW** in conjunction with the **INDIANAPOLIS O SCALE SHOW** at the Wyndham Indianapolis West. Web site: www.indyoscaleshows.com

September 23, 2017 — Boise, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** layout at the **Museum Comes to Life** festival at the Julia Davis Park.

October 14 and 15, 2017 — Idaho Falls, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** layout at **RAILSHOW 2017**

October 27 through 29, 2017 — Janesville, Wisconsin

The **42nd ANNUAL FALL S FEST** presented by the **STATE-LINE S GAUGERS**. See ad on page 11 of this issue and go to www.state-linesgaugers.org for more information.

October 28, 2017 — Auburn, Indiana

RxR MANIA TRAIN SHOW 9 am to 3 pm at the WWII Museum (National Military History Center) 5634 County Road, Exit 11-A from Interstate 69, Exit 326. Admission: Adults \$5, Children under 12 FREE. Tables \$20 each or 5+tables for \$15 each Info: www.RxRMania.com.

October 29, 2017 — Buffalo, New York

WESTERN NEW YORK S SCALE ASSOCIATION will display and run their layout at the **TTOS Show** held in the VFW Leonard Post, 2450 Walden Ave., Cheektowaga, NY.

November 4 and 5, 2017 — Syracuse, New York

43rd Great New York State Model Train Fair State Fairgrounds. 10 am to 5pm Saturday and 10 am to 4 pm Sunday. One of the Northeast's premiere model train shows! 270 vendor tables; 30+ operating layouts. Adults 16 and older \$10. Children, 15 and under, Free. Sponsored by CNY Chapter, National Railway Historical Society. For more information go to www.modeltrainfair.com or Phil Edwards 315-451-6551.

November 9 through 12, 2017 — Newport, Rhode Island

RAILS TO THE GILDED AGE, the 2017 Convention of the North Eastern Region NMRA at The Atlantic Resort Hotel and Conference Center. Hosted by the Little Rhody Division, this exciting convention will offer modelling clinics, modeling contests, layout tours, operating sessions, prototype tours, and non-rail activities. All of this in the historic, seaside resort town of Newport. For information visit www.newport2017.org

November 11 and 12 — Milwaukee, Wisconsin

TRAINFEST 2017 9 am to 5 pm at the Wisconsin State Fair Park, Expo Center. Trainfest, America's Largest Operating Model Railroad Show, is the show of all train shows. It features everything train: Coming down the tracks this year, a photo competition for every gauge of Railfan to enter and enjoy along with clinics, demos and 110 manufacturers and hobby dealers. Admission is \$15 for adults. Kids 4 through 12, \$5, and kids 3 and under are free. A full listing and preregistration is available at www.trainfest.com

November 11, 2017 — Highland Heights, Ohio

NORTH EAST TRAIN SOCIETY TRAIN SHOW at Highland Heights Community Center, 5827 Highland Road, 10 am to 4 pm. Admission \$5, children under 12 free.

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: American Flyer Service manual on CD. This is about 95% complete. These were compiled from the original Service manual. It includes all the forms from the first ones to the last ones issued in 1962. These went to service repair stations. There are some additional forms also. It also has HO, Auto-Rama and accessories plus other things that Gilbert made. The CD contains 2 indexes so you can find what you are looking for. Can be viewed or printed with Adobe Acrobat Reader. Contact Jon Kettner at 509-283-2024 for more information or send \$15.00 plus \$3.00 shipping to Jon Kettner, 13910 E Prairie View, Fairfield, WA 99012

FOR SALE: American Flyer Electromagnetic Crane #583, \$135. American Flyer Directronic Rectifier #15, \$25. Prices plus shipping. Robert Hartzell, 1960 Linden Lane, Whitehall, PA 18052. Cell phone 610-570-7121.

FOR SALE: (1) All-original AF 1957 NP Vista Dome North Coast Ltd set 20370. Mint. Item boxes (minor box damage). PA 492(21552)-roar, PA 490(21556)-horn, combine 24702, coach 24705, dome 24708, obs'n 24712, 708 horn control. \$1850 full set. (2) AF 918, red mail, new, nearly mint, box, liner, arm, rail, button, bags. \$110. (3) Original, mint, Hoquat GE 40t Steeplecab Electric kit (c1981); needs Athearn SW1500 HO chassis. US\$50. (4) NASG 1980 20th anniversary commem. AF gondola body, black, white decals. Never used. No trucks or couplers. \$20. For more info/photos/other items, e-mail Bruce.Shore@sympatico.ca

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.

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

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

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.

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

WANTED: Decal made by Champion for NWSL S J&L Tank car. Ed Kirstatter, 1130 Taft Ave., Cuyahoga Falls, OH 44223. E-mail q1xamacarthur1@gmail.com

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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2X **\$18⁰⁰**

Ash Gray with
blue logo



NASG GOLF SHIRT

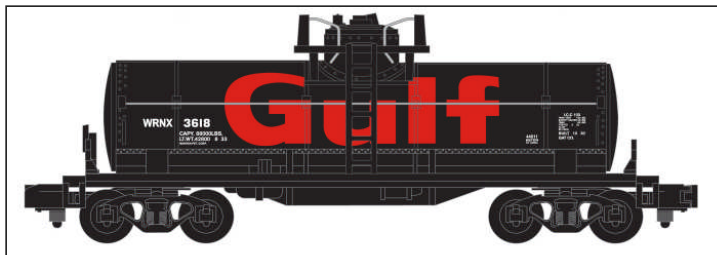
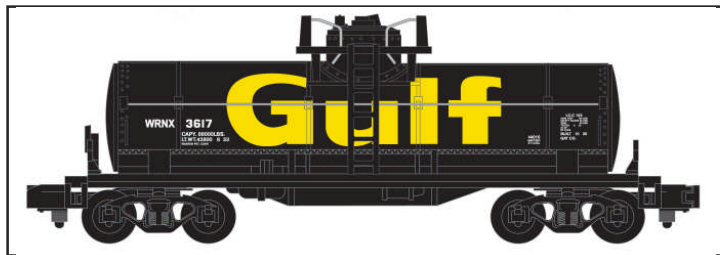
\$29⁰⁰

2X **\$33⁰⁰**

Dark blue
with pocket

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.



2017 and 2018 American Flyer Commemorative Cars We located photographs of Gulf tank cars with two different color schemes and decided to use them as the basis for both the 2017 and 2018 commemorative cars. They are both available now. The price of these cars is **\$69 each or \$130 for two**



2016 NASG American Flyer Commemorative Car CNW Flatcar loaded with pallets of plastic bonded refractories headed for a steel mill. Made 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, made by Lionel, road number 3415 for the 34th edition and the year 2015. Price \$69

TO ORDER THESE CARS

Make payment out to NASG and mail to:
Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208
Please include the following in your correspondence:

1. Your NASG ID number from your membership card.
2. Your name and shipping address.
3. Which car or cars that you want and how many of each.
4. Your telephone number or e-mail address in case there are questions about your order.
5. Maryland residents add 6% sales tax to your order.

All prices include shipping to addresses in the United States. Canadian orders please add \$10. To ship outside the continental US or for any question contact Dave Blum at pikesvillemodels@yahoo.com

TO SHOP ONLINE

Go to www.nasg.org/Store/AFCars.php for the AF cars or www.nasg.org/Store/ConvCars.php for Convention Cars and click on the **Add to Cart** button for the item(s) that you want and follow the instructions.

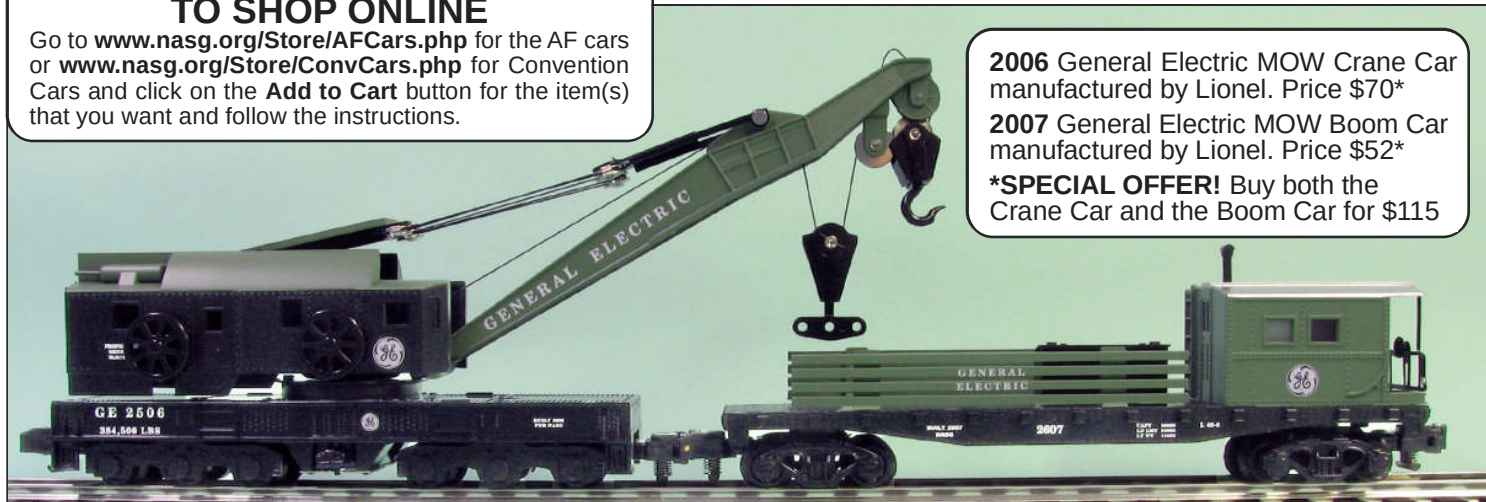


2015 Convention Car Kansas City Southern PS2 Hopper car made by MTH. Road numbers 286707 or 286815. Hi-Rail only for \$68

ONLY A FEW OF THESE LEFT — GET ONE NOW!

2010 Jenney Gasoline Triple-dome Tank Car by Lionel. \$75

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



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

ANNIVERSARIES

WALTHERS CELEBRATES 85th

May 10th is pretty important in railroad history, most notably as the day America's transcontinental railroad was completed. But as a modeler, you might know it was also a pretty important beginning for our favorite hobby. Not only was May 10th Bill Walther's birthday, but May also marks the start of what became today's Wm. K. Walther's, Inc.

Born in 1892, Bill's Milwaukee hometown was a hotbed of railroading, and the seeds of his lifelong fascination with trains took root at an early age. Inspired by real railroads and studying electronics, he began experimenting with ways to make the toy trains of the era look and run better. He effectively turned his home layout into a laboratory. Through the pages of *The Modelmaker* (forerunner of today's *Model Railroader*), Bill shared his passion and his ideas. Soon after these articles ran, letters would arrive from folks asking questions. Many inquired if he would mind purchasing and sending the needed parts they couldn't find at home!

Like a lot of folks in that Depression year of 1932, Bill found himself out of work, but took a chance and turned his hobby into a small business. While we're not quite sure if he set up shop on the 10th, we do know he ran the very first Walther's ad that May, offering ways to "Improve Your Toy Railroad" with a catalog offering various track and other components, and the self-published *Signal and Control Manual*. Bill reported he made \$500 in the first year, and his new business was soon up and running.

As we mark our 85th year, we're just as dedicated to helping you find the products, information and supplies that bring your model railroad to life, from first train set to super-detailed scale replica. Looking back, we're honored and humbled to have been part of so many happy times as the love of the hobby has been passed from one generation to the next, and our sincere thanks for choosing Walther's yesterday, today and tomorrow! Looking forward, we have some pretty exciting new product announcements coming in the weeks ahead! Meanwhile, join us in celebrating Founder's Day with great deals on select Cornerstone kits – check them out in the May issue of Walther's Flyer available now at participating dealers or online at walthers.com/monthly-flyer. 

S GAUGIAN_{FOR} 55 YEARS

Can you believe it? With the September 2017 issue, *The S Gaugian* magazine will have been published for 55 years! They are going to celebrate with a special issue which will include contributions from the editors and publishers of other model railroad magazines and the presidents of the many various model railroad associations.

Editor/Publisher Don Heimbarger plans to include such things as older photographs of S models and S personalities, funny stories about S gauge through the years, and comments about where S scale is headed in the future.

Don Heimbarger started *S Gaugian* in November 1962 as a two-sheet, stapled club newsletter in Central Illinois when he was 14-years-old. The first issue was produced on a letterpress and a mimeograph machine. 

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

NASG/WNYSSA member **Dan Malkiewicz** wrote an article in the recent *TTOS Bulletin* that included a picture of the mountainous *Colorado-Utah* section of his layout. In the photo, there is a streamline passenger train led by Alco PA's passing a local steamer at the station. In the foreground, a narrow gauge **Sn3** steamer is crossing the gorge pulling some empty hoppers into the mining town. Interesting article and nice photo. 

Not specific to S scale, there is a good article on **weathering** by **Ronald Stacy** in the June 2017 issue of *Railroad Model Craftsman*. 

END OF THE LINE

DAVID G. FELMLEY, of Pittsburgh, Pennsylvania, died peacefully on April 12, 2017 after fighting off cancer for seventeen years. Dave was a life-long S scaler, excellent model builder (S, Sn3, Sn2) and active member of the **Pittsburgh S Gaugers**. Dave worked for Westinghouse Electric Company, developing skills as an engineer and machinist which he put to good use in his modeling. Dave was listed in the *S Gauge Herald 1963 Yearbook* which shows NMRA membership; he later joined NESGA and NASG. At times his knowledge was tapped as a contest judge for NASG, and he served as convention car coordinator for the 1990 NASG convention. Dave also owned Queen Tool & Mfg. Co. which marketed two kits based on the Rex flat car in the 1960s. He had a twelve-foot modular layout built to S-mod standards which participated in the 1990 Pittsburgh NASG/NMRA convention. During his modeling career, he scratchbuilt, kitbashed, and constructed kits for an astonishing variety of S locomotives, rolling stock, and structures, including a number for the PSG modular layout. In addition to scale model building, he was also an avid collector of toy vehicles, HO (primarily European) and prewar Lionel tinplate trains. He was co-author of *Lionel Trains, 1900-1943 Standard of the World*. Dave was a quiet mover, kind and helpful to others, and extremely knowledgeable about prototype and model trains and S scale history. He will be greatly missed by our club and the S scale community. — *Jonathan L. Knox* 

DAVID "DAVE" O. TANNER, 71, of Rockton, Illinois, was one of the founding members of the **Stateline S Gaugers**. He died Wednesday, May 3, 2017, at his home, surrounded by his loving family. He was born on September 30, 1945, in Oconto, Wisconsin, the son of Otis and Margaret (Dawson) Tanner. Dave graduated from Winnebago High School and attended Southern Methodist University in Dallas, Texas. He married Carol Dworak on September 11, 1965. His working career included production manager, logistic manager and purchasing agent. He enjoyed spending time with family, traveling and day trips with friends. Dave liked to golf, play poker with buddies, various hobbies and was an active volunteer for the Friends of Lockwood Park. Dave is survived by his wife, Carol; daughter Donna (Duane) Busjahn; son John (Kim) Tanner; grandchildren, Richard Busjahn and Camie (Cory) Richards; great-granddaughter, Carol Marie Busjahn; brother, Jon (Adele) Tanner; and numerous nieces and nephews. 

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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 March 1 to April 30, 2017 the following people have joined the NASG. Welcome!

Randy Bassett Richmond, Virginia
David F. Becker Sinking Spring, Pennsylvania
Richard Bellicchi Longmeadow, Massachusetts
Phil J. Carey San Jose, California
William Clark Chelmsford, Massachusetts
Ed Conner Fork Union, Virginia
Paul W. Cordle New Hampton, Missouri
Christopher C. Costello, Lake Charles, Louisiana
Donald A. Cruickshanks Madison, Wisconsin
Edward Dahl South Gardiner, Maine
Simon Dunkley Oakham, Rutland, UK
Joseph F. Haughney Lynnfield, Massachusetts
Joe Heiderman Nottingham, Maryland
Fidel G. Hernandez Austin, Texas
Christopher P. Hilbert, Oklahoma City, Oklahoma
John Kendig Peoria, Arizona
Dr. Monte E. Martin Louisville, Kentucky

Matias Martinez Seaford, New York
David Morrison Colora, Maryland
Hugh O'Brien Phoenix, Arizona
Kevin C. Rice Pittsford, New York
George L. Romano, Jr., East Haven, Connecticut
S Gauge Wisconsin, Inc. Madison, Wisconsin
John Salek Crystal Lake, Illinois
Brett Schormann Seattle, Washington
Richard Schroeder Monkton, Maryland
Donald J. West, Sr. Lansdale, Pennsylvania
Richard White Waianae, Hawaii
Franklin M. Williams Indianapolis, Indiana

Deceased Members

John Bell Largo, Florida
David G. Felmley Pittsburgh, Pennsylvania
David O. Tanner Rockton, Illinois
Frank N. Teoli Burnaby, BC, Canada

EXTRA PAGES ONLINE

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

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

NEW SOUTH JERSEY RAILROAD SCHEMATICS

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BAFC STARTER SET EXPANSION LAYOUT PLAN

A simple layout plan for beginners to expand their sets 35

SPRING S SPREE

Annual event was held in Marion, Ohio this year 36

BRISTOL S GAUGE RAILROADERS

Hosts of the 2018 NASG Annual Convention 38

S Scale Budd Company Vista Domes

New: LED Lighting

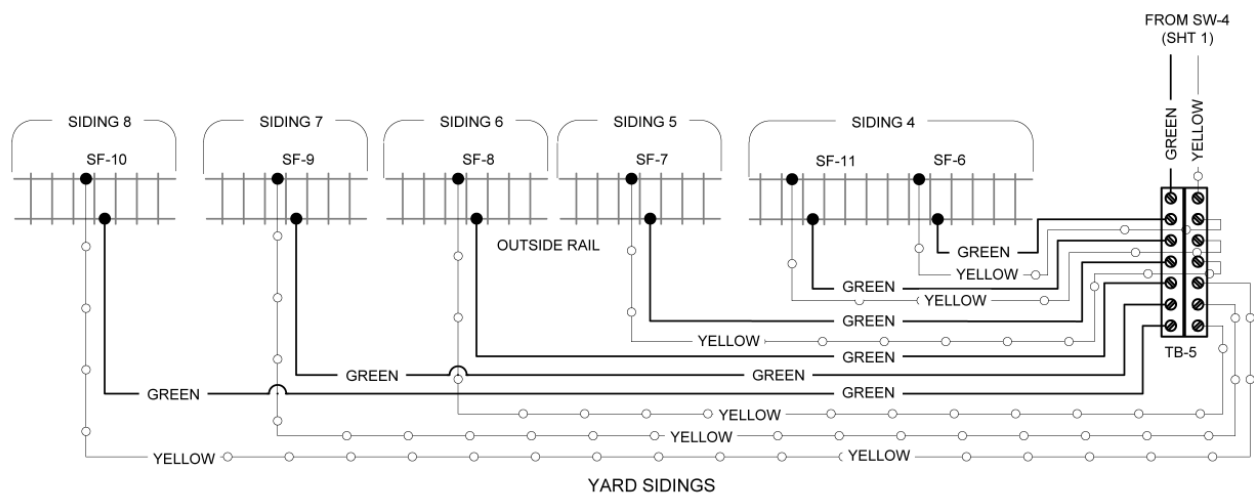
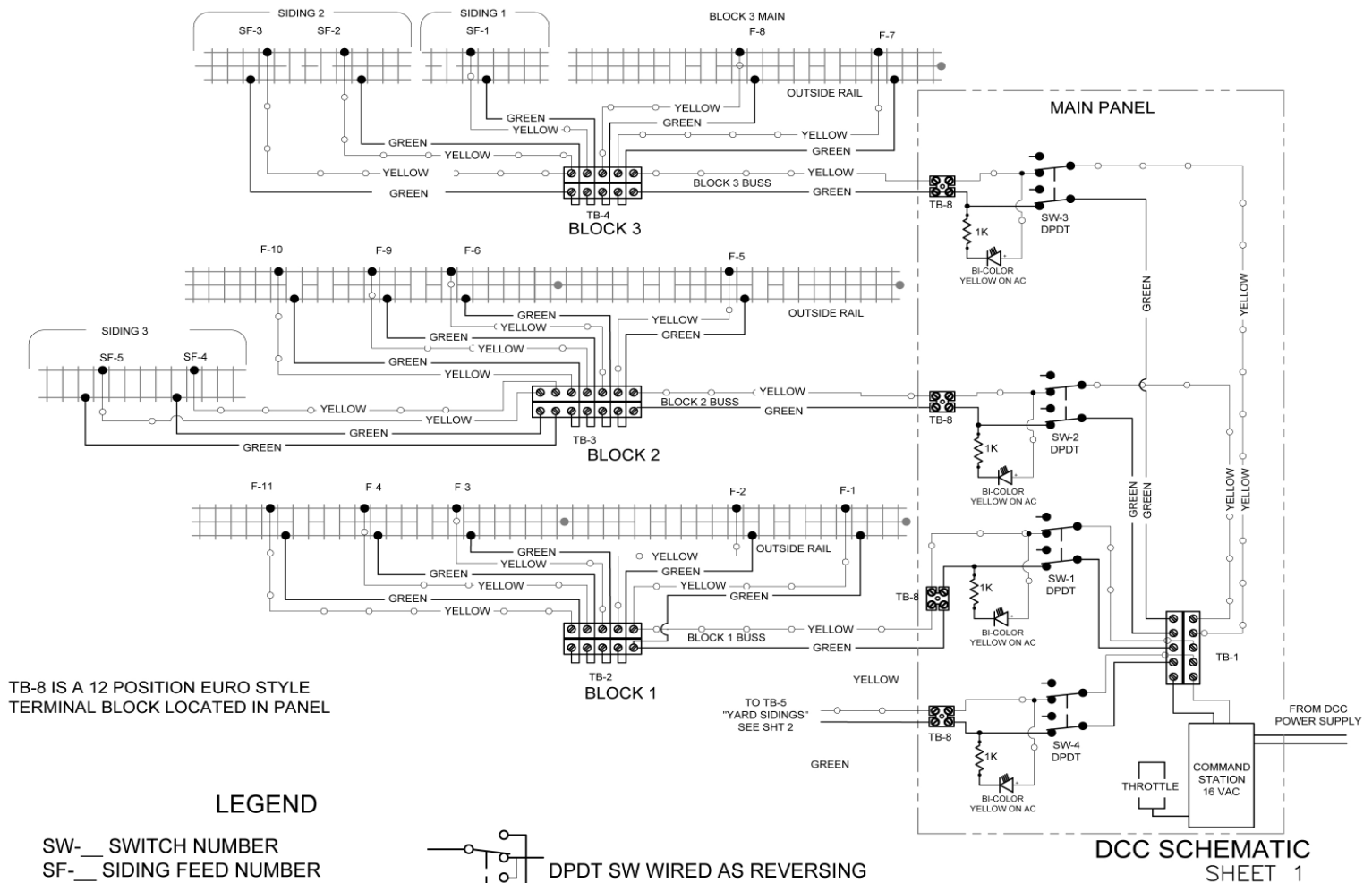


Announcing targeted shipping in September: Budd Vista Dome cars. Probably the most requested item for the last 10 years. We will have all the road names (save the IC) we made our Budd sets in (including the chrome cars). Features: full interiors, LED lighting upstairs and down, cast metal frame and metal 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.

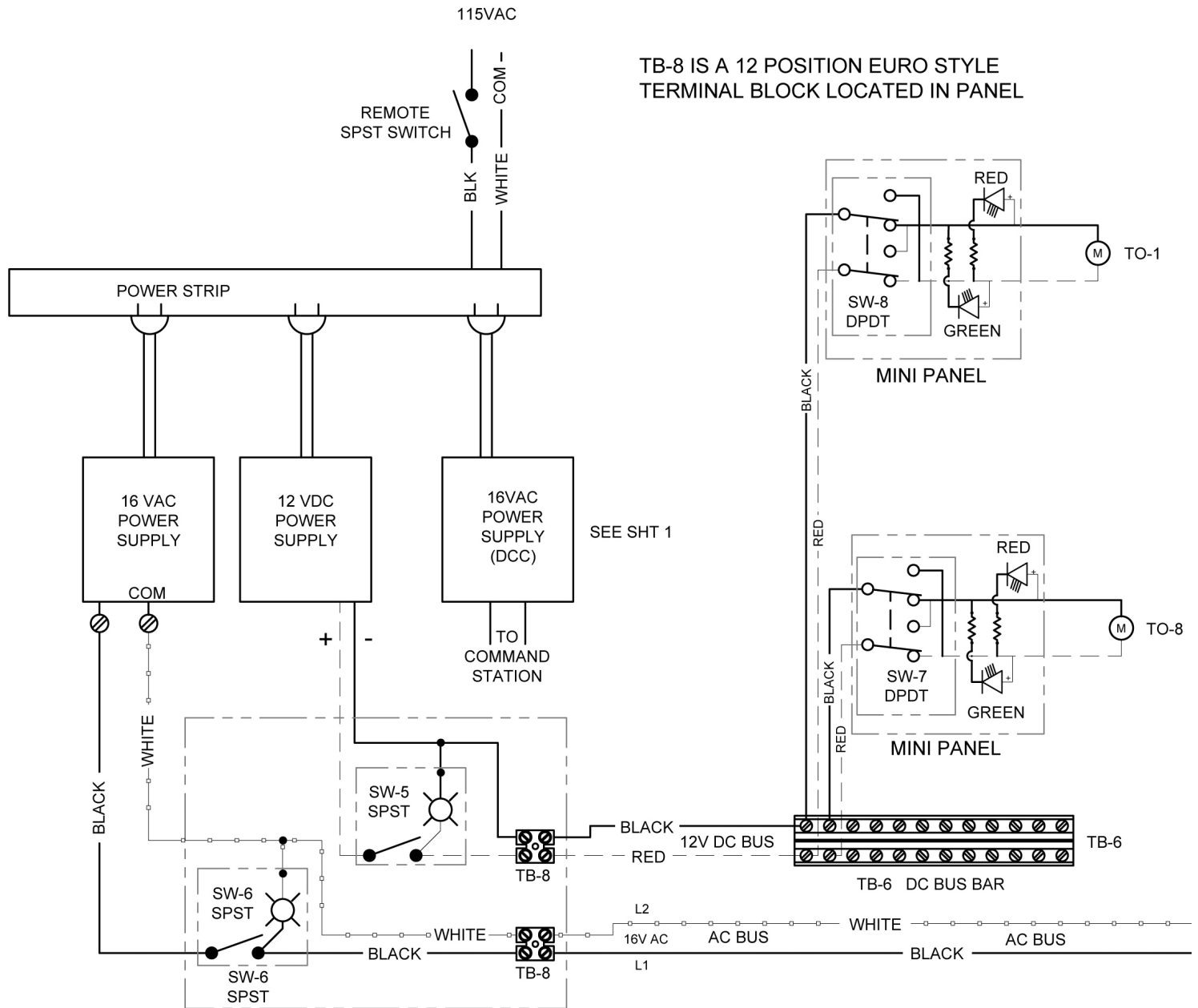


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NEW SOUTH JERSEY RAILROAD SCHEMATICS



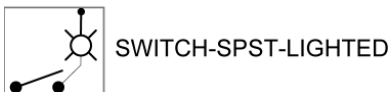
NEW SOUTH JERSEY RAILROAD SCHEMATICS



POWER SCHEMATIC

LEGEND

- SW-__ SWITCH NUMBER
- SF-__ SIDING FEED NUMBER
- F-__ BLOCK FEED NUMBER
- TB-__ TERMINAL BLOCK NUMBER
- TO-__ TURNOUT NUMBER
- BI-COLOR LED
- RESISTOR



BAFC STARTER SET EXPANSION LAYOUT PLAN

Prepared by: David Avedesian

It is often the case, that as we play and grow with our new train set, we think of plans for expanding our railroad empire to include more trains and more track, including sidings for the use of American Flyer operating accessories.

A quick search of the internet will show many layout designs to meet the needs of any railroad empire mogul.

The **Baltimore American Flyer Club** has taken a two train layout design that was presented in **O-Gauge Magazine**, January 2015, titled "Twice the Fun" and modified the design to fit American Flyer track and switches. The layout will fit on a 5 foot x 8 foot table top.

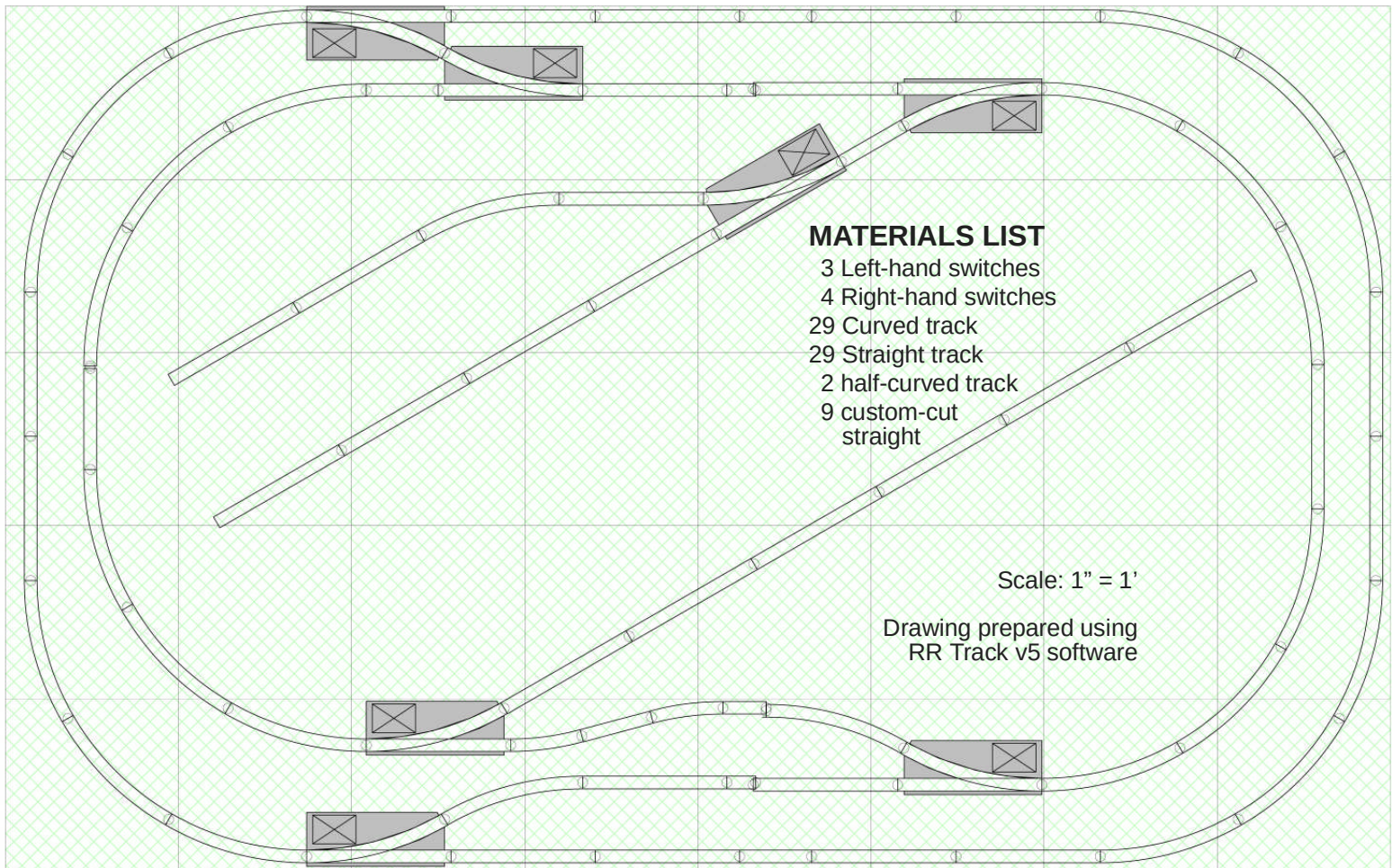
The layout illustrated below includes a scale drawing with a materials list. The list indicates the number of switches and track pieces needed for the two train layout. The layout design is comprised of standard full section AF tubular tinplate track. There are a few pieces of straight track that will need to be custom cut to complete the design. The AF tubular track is easy to cut. The advantage of using the AF tubular track is its low cost. Used American Flyer track can be purchased for 10 to 25 cents per section. If you are looking for a more realistic sectional track, there are new track systems available in the \$5.00 per section price range. For a starter set expansion program the low cost AF tinplate sectional track will serve your railroad empire for many years of "Play Trains Fun."

Our recommendation is to layout the design of the modified Twice the Fun Railroad with the exception of the cut straight track. Once you have all the full sections of curve, half-curve, straight track and switches in place, measure the length of each custom cut straight track piece for a proper fit.

The O-Gauge magazine article suggests placing anchors in the pink form for securing the track. This method is easy to follow and will allow the track design to change once mounted on the train board. A different approach to the anchors/screw method would be to use a water based adhesive caulk.

The adhesive caulk method eliminates the need for pre-measuring the anchor location. With adhesive caulk, one runs a small bead of caulk on either side of the track centerline. After you run the bead of caulk, with a small putty knife you spread the caulk to a thin film. The working time for the adhesive caulk is 30 minutes. It will dry completely clear within 60 minutes. The adhesive caulk will permanently secure the track to the pink foam.

The disadvantage of the adhesive caulk method is the lack of track design change flexibility. The advantage of the adhesive caulk method is it secures the track to the foam board in a permanent fashion. The track will not come loose over time and/or moving the track board from the basement to the living room during the holiday season. The adhesive caulk is flexible to layout movement without adhesive failure. 🚂



2017 SPRING S SPREE



Hoosier S Gaugers scenic a corner on a small layout

Hoosier S Gaugers Charles Malinow



Diner on COSG layout

ski, Mick Hinkle and Bob Morrison



Above: Hoosier S Gaugers layout features a **farm** theme to appeal to the 1/64 toy farm modelers.

Right: S Spree bus tour group inspects the outside of the Age of Steam Museum roundhouse.

Below: Alan and Pat Evans pose in front of Nickle Plate #763 Berkshire in Age of Steam roundhouse.



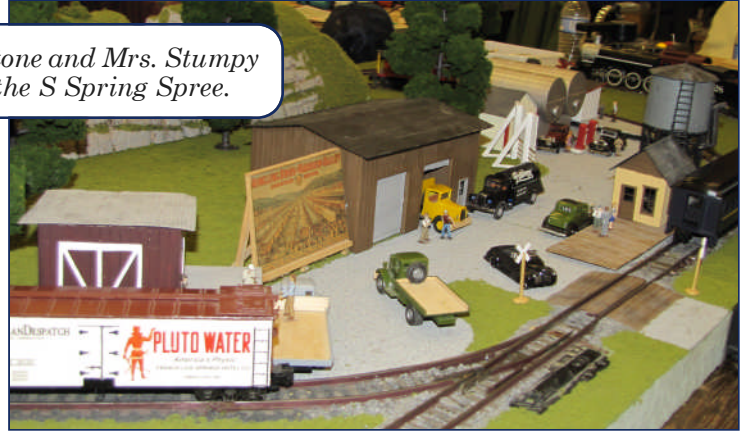
Age of Steam Roundhouse and museum



2017 SPRING S SPREE



Terry "Stumpy" Stone and Mrs. Stumpy at their layout at the S Spring Spree.



Right: Alan Evans looks at his Rocky Fork Printing for the last time. He's retired now.

Below: Cuyahoga Valley S Gaugers tinplate layout.



Below: Jerry Poniatowski's Divco milk truck decorated for the Twin Pines Dairy on the SE Michigan layout.



BRISTOL S GAUGE RAILROADERS



The Bristol S Gauge Railroaders of Eastern Massachusetts will be hosting the 2018 NASG National Convention. Here's a couple of pictures of their layout.

