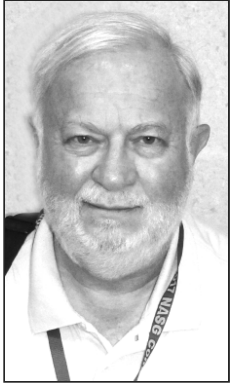


THE DISPATCH

MARCH-APRIL 2020



PRESIDENT'S MESSAGE



By Will Holt, NASG President

CHANGE IS COMING

We have all heard the adage, or a paraphrase thereof, that nothing is constant except change itself. So it is with our organization.

First of all there are some changes to committees. By the end of this fiscal year, June 30, 2020, there will be a reorganization of our committee structure. Some of the changes will be the consolidation of committees to reduce the number of committees to better conform

to our constitution. In the meantime, there are some changes of committee chairmanship.

Roy Meissner who has acted as the store keeper for the company store for several years has stepped aside for family reasons. Thank you Roy for all of your efforts. We are in need of a member to step forward to take Roy's place. In the interim, Jeff Madden is the store keeper. Orders from the company store can be placed with Jeff or on the web site.

Bill Pyper is stepping aside as the editor of The Dispatch. Bill has advanced our house publication. All of you have seen the results of his efforts in each and every issue. Bill, all of your

work is greatly appreciated. Over the next few issues, Bill will be orienting the new editor, Richard Caugherty. Richard is a resident of the Pittsburgh area and also belongs to the Pittsburgh S Gaugers. Richard has a long career in theater and writing in addition to significant skills in publishing. He is well qualified to pick up where Bill leaves off and continue making The Dispatch better and better for our members and for S model railroading.

Last but not least, we are working on a major revision of the Bylaws of the association to be completed and take effect at the start of our next fiscal year, July 1, 2020. This revision is necessary to assure that the Bylaws and revised Constitution (revised as of a recent approval by a two-thirds vote from the membership) are in harmony. The most significant change will be a realignment of our three regions. Jeff English, Eastern Region Vice-President, has developed a formula that will better balance the populations of the three regions. Several states will move into another region. This realignment will permit each region to be better served by the Vice-President of each region. You, as members, will be able to have better access to your Regional Vice-President and have better input to our activities and operations. Watch the next couple of issues for more details. As of July 1, many will see the final letter of their membership number change to or from C, E or W. 🚂

THE EDITOR SAYS



**By Richard Caugherty,
Editor, NASG Dispatch**

Like most NASG members, I am older than I ever intended to be having received my first American Flyer train at age 8 in 1954. My parents told me that they were going to buy me a train set for Christmas and I could pick any set I wanted. My Dad took me to one of our local hardware stores to see displays of Lionel and American Flyer trains. I looked them all over and said to my Dad, "Trains don't run on

three rails," so American Flyer won. It was the Silver Flash freight set costing \$62.50 which was a lot of money then. I still have the complete set and have been an American Flyer fan ever since.

Also, like most of you enthusiasts I traded trains for many other things, until on my own my parents were housecleaning and told me to come get my trains thus rekindling my interest. I was somewhere in the initial stages of teaching high school English, journalism and Theatre Arts. On the side I was the designer and technical director for all our high school productions which has been invaluable to me in model railroading.

As a member of the Pittsburgh S Gaugers I have contributed to the design and scenery of two high rail layouts we have built. Also, I have a two mainline Christmas display in my home that goes up in November and stays through March.

My wife Brenda and I met through a student we both knew who arranged a blind date in 1976. Even though my wife taught first grade in the same district, we had never met. Married since 1977 we have two adopted Korean children, both married, and they have provided us with four grandchildren who like to watch Grandpa's trains.

Over the years I have had many experiences in the publishing business from learning graphic arts in high school; teaching and advising high school and college journalism students and their newspapers; marking and pasting up ads, flyers, tabloids and newspapers for a local printing company; and editing and producing newsletters for civic organizations. When I first learned about printing, we set type by hand, then linotype machines. Next photographic type setting and finally utilizing computers.

When not in this field I worked at J.C. Penney's young men's sportswear, designed and built sets for Apple Hill Playhouse (summer stock), was a Student Life Specialist at Allegheny County Community College and finally retired for the third time after five years as office manager/HR for a property management company.

I look forward to taking what Bill Pyper, Jeff Madden, and all former Dispatch editors have accomplished in creating this magazine to continue to further the future of S gauge model railroading. I hope that you will be pleased with what comes next. Also, I look forward to hearing from you, especially ideas for magazine content. See you down the tracks. 🚂



NASG DISPATCH

Official Publication of the
National Association of S Gaugers

The DISPATCH - ISSN 10457178
is published bimonthly by

NASG, Inc.

Richard Caugherty, Editor
714 Twin Oak Drive, Pittsburgh, PA 15235
e-mail: dispatch@nasg.org

The NASG is a 501(c)7 Fraternal/Educational
non-profit corporation.

SUBSCRIPTION RATE

1-year, \$30⁰⁰ includes membership in
the NASG. Subscriptions payable in US
funds. Postage paid at Pismo Beach, CA.

DISPATCH is printed in the USA and
mailed in the issue month. Copyright
2020, NASG, Inc. All rights are reserved.
Reproduction in whole or part is prohib-
ited without permission of NASG, Inc.

MEMBERSHIP YEAR

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

NASG Membership Secretary

Dick Kramer

P.O. Box 268, Middlebury, CT 06762

e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Must be reported to Dick Kramer at the
addresses above and received 30 days
prior to publication of the Dispatch. No
replacement issues sent after that.

CREW LIST

Richard Caugherty *Editor*

Jeff Madden *Editor Emeritus*

Norman Bos . . . *Advertising Manager*

Joe Kimber . . . *Draftsman/Contributor*

Contributors

Dave Donaldson, Steve Doyle, Will Holt,

Joe Kimber, Ed Kirstatter, Jim Martin,

Steve Monson, Carl Rudolph, Ken Zieska

DEADLINES for time sensitive articles and adver-
tising are January 1st for the March issue, March
1st for May, May 1st for the July issue, July 1st for
September, September 1st for the November
issue and November 1st for the January issue.

NOTICE TO READERS: All warranties and
claims made by advertisers in the **DISPATCH**
are the sole responsibility of the advertiser. The
NASG reserves the right to refuse any advertising
material for any reason. The selection and/or use
of the products or services and the application or
results obtained from these advertisers is the sole
responsibility of the reader.

THE DISPATCH

Volume 44, Number 2, March-April 2020

MANIFEST

COVER picture is of friends viewing Terry Dillon's extensive collection of
American Flyer trains and his large layout. Photo by Ken Zieska.

PRESIDENT'S MESSAGE 2

THE EDITOR SAYS

A message from new editor Richard Caugherty. 2

S PRODUCTS

Introduction to a variety of S products 4

50,000 GALLON WATER TOWER KIT

Steve Monson builds a water tower kit 8

DOWN AT THE DEPOT

Carl Rudolph reports on S Club activities 10

NASG 2020 CONVENTION 12

3D PRINTING . . . MY EXPERIENCE

Dave Donaldson writes about beginning in 3D printing 14

NEIL FROESE'S NAPINKA SUB

Jim Martin shows us Neil Froese's small Canadian layout 16

AN UNUSUAL LOAD

Ed Kirstatter has scratchbuilt an unusual well-car load 19

LEWISBURG & BUFFALO VALLEY RR

Joe Kimber plans a shortline railroad 21

PARTING SHOTS

Comments from outgoing editor Bill Pyper 23

ABOUT DINERS

Jeff Madden tells about diners 24

CALENDAR of EVENTS 26

COMPANY STORE and **NASG CLUB CARS** 28

NASG COMMEMORATIVE CARS 29

CLASSIFIED ADS 30

NEW MEMBERS 31

FOR AN ONLINE DIRECTORY of previous articles in
The Dispatch go to <https://www.nasg.org/Dispatch/BackIssues.php>

NASG Web Site

<http://www.nasg.org>

NASG Web Site Director, Peter Vanvliet: webmaster@nasg.org

S PRODUCTS

Corrugated Culvert Pipes in S scale

Offered by Grain Belt Models division of Iowa Scaled Engineering

5 pack of 12, 24, 36, 48, 60 inch diameter x 22 foot long pipes in S scale \$6.50

go to

<https://www.iascaled.com/store/GBM>
to order



Grain Belt Models also makes grain bins in HO scale but will make them in 1:64 scale on request as they are 3D printed.



The ProtoThrottle™ Realistic Control Stand Throttle

mimics a standard EMD control stand including full detent throttle and reverser handles, a spring-loaded horn handle, a push-on/push-off bell button, and fully programmable front and rear headlights with a setting for ditch lights. In addition, the ProtoThrottle comes with a robust faceplate machined from aluminum, including prototype bezels, and anodized to give the look and feel of a real control stand.



Features

- Fully wireless throttle
- Eight detent throttle handle
- Reverser handle with centered position
- Brake handle
- Spring-loaded horn handle
- Push-on/push-off bell button
- Front and rear headlight knobs with dim and ditch light settings
- Auxiliary buttons that can be assigned to any DCC function
- Works with any standard DCC decoder

For more information or to order go to
[iascaled.com/store/MRBW-CST](https://www.iascaled.com/store/MRBW-CST)

S PRODUCTS

Portlines Hobbies has purchased much of Scenery Unlimited's

inventory. It has all arrived here, but it will take some time to open, inventory, and upload everything to my web site. So far, only about two cartons have been processed and listed to the web site. Primarily, look for **DETAIL** parts, **SCENERY** items, cork road-bed, AF-related publications, and some kits. As I do so, I will try to highlight items on my homepage www.portlines.com, as well as on the Port Lines Hobby FACEBOOK page. In addition, I also purchased the molds and masters for several of Scenery Unlimited's exclusive resin kits. It won't be immediate, but I hope to get these back into limited production later this year. — Doug Peck



Among the items purchased from Scenery Unlimited are these S scale passenger car rubber diaphragms. They are available for \$4⁵⁰ per pair.

Portlines Hobbies will be **CLOSED** and unable to fill any orders from Friday, February 28th through Sunday, March 22nd, 2020.

OUR NEXT SHOW

April 24 through 25, 2020
York, Pennsylvania TCA Meet



Portlines Hobbies
now has two new structure
kits from Twin Whistle
in stock.

White Tower, Deco Style
\$58.95

Country Roads Grocery Store
#74.95

See their ad on page 11



or visit them at www.portlines.com • e-mail: doug@portlines.com



is offering . . .

Milwaukee Road
Thrall built caboose
detailed for 1970s
S scale
unpainted kit
\$69⁹⁹

Kit includes the following:

- 1970s detailed body shell, roof, platforms with endrails and underframe with cushion draft gear designed for Kadee 148 couplers.
- drop center MILW design trucks.
- AB brake set.
- Free standing grab irons formed as part of the body shell.
- More information and ordering go to <http://lineswestproducts.com>

SCALING DRAWINGS TO S

By James Soberman, Baldwin, New York

I have been reading through the 75-year collection of Model Railroader looking for plans of locomotives, rolling stock and structures for my new Atlantic Central Railroad. The ACR will eventually replace a 4X6-scale loop with a four-track switchyard and run around extension added from an earlier switching drill track that I built to learn how to lay track and build turnouts. This railroad is named Test Bed Central RR with reporting marks of TBC. The Test Bed Central and has been operating as needed for the past 40 years. Its function is to break in kit and scratch built locomotives and rolling stock to assure that the wheels, couplers, and running characteristics work properly. Hand laid track and switches are built to NMRA standards. It's not much but it was built for the specific use of breaking in and standardizing equipment.

Model Railroader magazine presented many S scale drawings as have Model Railroad Craftsman and Mainline Modeler and S gauge specialty magazines; S Gaugian, The Dispatch, The S Gauge Herald and The 3/16th Scale Modeler from long ago. Many plans for rolling stock, locomotives, and structures have been published in O, HO, and N scales. In the September 1986 issue (Vol. 53, Number 9) an article was published entitled "Making low-cost scale drawings for your scale."

In 1986 copy machines that offered features to enlarge or reduce images were relatively new. In those days I was using a pantograph and a proportional divider on a drafting board to re-scale my drawings. Today most of use can use a home scanner and printer.

Our home machines are good for some things but for larger equipment and structures it can not handle large sized paper. At best legal size paper (8½"x14") is the largest paper they can use. For most projects this will work fine. However many larger pieces of rolling stock, structures, and many locomotives as well as 80 foot passenger cars are longer than 14 inches. What happens is that you wind up with partial scan printouts and have to start taping things together. In my opinion it pays to visit a copy center. The machines that they use are capable of making larger prints.

Copying copyrighted documents does have some legal restrictions. Most of the hobby magazines will allow us to copy their plans for our own personal use. You may not sell these copies or give them to a fellow modeler. I spent thirty years in academic teaching, writing and presenting. In the course of my work when doing presentations all work, photographs, or printed matter were source cited. All this means is that you note where your drawing came from. This is usually sufficient.

When you go out to have re-scaled copies made it has been suggested that you take a scale rule with you. I recommend that you have a modeler's scale rule (A steel Model Railroader's Ruler) as well as an S scale rule so that you can check all-important measurements to assure accuracy.

The Model Railroader Conversion Table covers conversion factors for all commonly modeled scales #1(1:32) to Z Scale (1:220). I have only included the other scales to S only in this article. I will only deal with single step conversions, which is used to convert to S. Many of the other scale to scale conversions require multiple steps and is beyond the scope of this article. After all, we're S modelers.

Table 1: Scale Conversion Ratios

Drawn Scale Ratio	No.1	O	OO	HO	TT	N	Z
% to S	50%	75%	119%	136%	188%	333%	344%

When making a copy for model construction plans you should first verify that the original plan that you are going to convert from is accurate to scale. It has been suggested that you check the longest labeled dimension on the drawing with the scale rule for accuracy. When you are sure that the drawing is correct set the copier to the percent change suggested in the Scale Ratio Table.

Make a test copy first. Use this to check its measurements with your S scale rule. You may have to make a small adjustment to the copy percentage setting if the copier is slightly out of adjustment.

Multi Step Conversions

Some of the conversions may not be in within the abilities of the copy machine that you are using. In these cases you need to make a series of conversions to get the drawing sized properly. Fortunately converting the most commonly published plans in the railroad modeling magazines are drawn in O, S, and HO scales. These are one step conversions and easily made on most home scanner printers or office copiers. Copy centers do this type of work routinely.

Please note that other scales may require a multiple set of copy reductions or enlargement to re-scale. This article is focused on converting other scales to S.

When working with a copy center try to give the copy technician as much information as you can. Explain to them exactly what you are trying to do. I have found two tricks that help. First, don't walk in during the store's busiest time. I usually go in early in the morning. This is a period where the technician can spend time working with you. Second, try to work with an experienced, knowledgeable tech. This person will usually understand exactly what you are trying to do.

Bring your scale rules with you. Since our scale is of common English measurements the standard architects rule with its 3/16 scale is helpful. Another is a matte board template of the sized image you want to make. They do not have to be fancy just sized to fit the outline of the image you want. A friend of mine has cut Plexiglas and sheet metal templates for standard size flat parts that he used in his work. This method works well for model building as well. It also helps to standardize your model assemblies and acts as a standardization gauge for similar copies.

Make a couple of extra copies to have in your files in case one is damaged or lost. It is an inexpensive time saver to have an additional copy available if needed. Many copy centers will scan your drawing to a flash drive that will enable you to easily print additional plans at a later time if you need it. You can build your own reference library.

Working with Off Scale or No Specific Scale Drawings
Dealing with a plan that is not published in a scale can be

somewhat problematic. The solution is comparing a known distance on the plane to that distance in the scale (3/16th inch = 1 foot). Look at the plans for items that you know that are a standard size. Wheel sizes, trucks, driver widths, grab irons, ladders, ends, and distances between rails, length of the car. Any standard part on the drawing that is of a known dimension. This method can also be applied to structures. The next step is to "play" with the copier to get that part or measurement to the scale that we need. This may take some time and cost a bit more to do for the additional copies.

Another way to do this is to look for any referenced long measurements such as length of the wheelbase or length of the car. These can then be scaled up or down as needed.

Some drawings, especially large locomotives are printed not in any standard scale. When this is the situation you can figure it out by guesswork and trial and error or you can do it with a calculator. Most published plans in railroad publications will show at the minimum the overall length and width of a plan.

First, find the actual length of the given measurements in inches. Work as accurately as you can. Even go to 32nds of an inch. Convert the measurement to a decimal form. This makes it easier to work with. In S, 3/16" equals 1 scale S foot. In decimal form 1 foot = .1875".

Our original measurement will show that the drawing is probably smaller than S scale, so we know that the image has to be enlarged. The fraction that we need must have a larger numerator (the top number) and the smaller number in the denominator (the bottom number). Dividing the fraction will give you the amount of enlargement or reduction needed.

How it works: Lets say we are looking at an off-scale plan for a large locomotive in a reference book. The plan is printed in a size to fit in the book. The length of the locomotive was 61'11". The ruler measurement is 9 13/32". The next step is to convert the two measurements to decimals. This makes the math easier. 61'11" is 61.916667 feet. 9 13/32" is 9.40625" in decimal form. The next step is to compare the drawing with the size of one scale foot (3/16"). One scale decimal foot in S is 1875" Since in this case we know that the original drawing is smaller than S we know that we are going to enlarge the drawing. We divide the larger number (numerator) by the smaller number. The equation is 1875" divided by 1519179. The result is 1.23. If the original document is enlarged 123% you will have a drawing that is usable in S scale modeling.

At first look this appears to be a complicated process. It is not hard to do. A simple calculator is all that is needed. It just takes practice to become comfortable with the process.

Several months ago I was trying to re-scale a medium size engine service facility that I found in a 1940 book by Edwin Alexander. The facility is designed to fit in a corner. The roundhouse and turntable fit into the corner. The mainline passed behind the roundhouse. This plan would solve a design problem for me on the new layout.

It took several attempts to convert the drawing printed in an arbitrary scale to a workable scale that could be measured, modified and laid out and drawn as a template. This will become an integral focal point of my new railroad. 

Reference: Edward, George A. Making low-cost drawings for your scale. Model Railroader Magazine 1986; (9) 73-75.

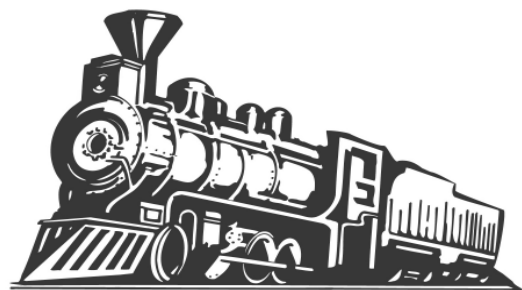
2020 Spring S Spree

April 30 - May 2, 2020

Marion County Fairgrounds

Veteran's Memorial Coliseum

220 E Fairground Street, Marion, Ohio



◆ Over 37,600 Square feet of Exhibit Space ◆

◆ 125+ Dealer Tables

◆ Several Operating Layouts

◆ How-to Clinics

◆ Grand Door Prize

◆ Pizza Party Friday Night

◆ Free Parking

◆ Join the tour to the Age of Steam Roundhouse in Sugarcreek, Ohio ◆

Visit our WEB site for complete information and registration form:



www.SSpree.Info
or call (614) 766-9033

Presented by Central Ohio S Gaugers



50,000 GALLON WATER TOWER KIT

By Steve Monson, Brooklyn Park, Minnesota

Photographs by the author

Modelers have justification for building lots of water towers. Although not quite as prevalent as depots which were needed in every town, water towers were never far away. In the early years, every 25 miles or so was a common distance, but depending on train movements, they could be even closer. On the 20-mile branch line I am modeling not only was there one on each end, but one at the half way point, also. Sometimes a train came only as far as the 17-mile point, making it 34 miles back to the beginning water stop. This was too far to be safe for some early small locos. Of course, some of the modern giant locomotives were equipped with huge tenders that allowed them to go a hundred miles between water stops.

This Water Tower kit was first produced by Delaware Valley Kits in 1967. The company later became Lehigh Valley Models. I built one of these kits soon after it came out. It turned out nice and has been on my layout ever since. Still available, I purchased another one this year. Now at the age of 70 and using the same tools and glue, I built the one photographed here. It turned out very nice also, although with my old eyes it definitely was a little harder this time.

The instructions are printed to S scale dimensions and all major parts are cut precisely. The model is very detailed just the way it comes. I pretty much followed the instructions and didn't feel a need to add extra details.

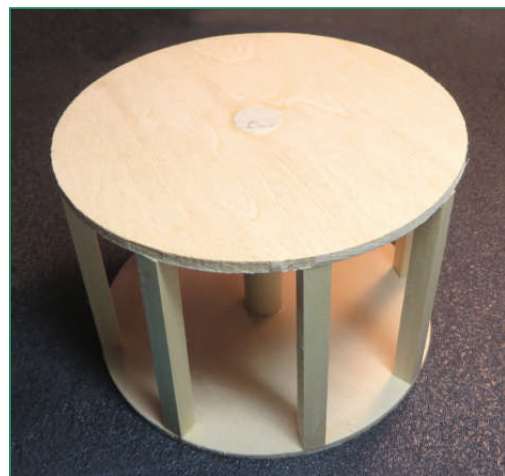
Lehigh Valley Models was bought by K&P Brick Co in 2003. I should say that I have never met anyone at Lehigh Valley Models, or even know any of their names. I just think this is a great kit and should be acknowledged. K & P Brick & Building Co., 79 Hidden Hill Farm Lane, York, Pennsylvania 17403. Telephone: 717-747-0493



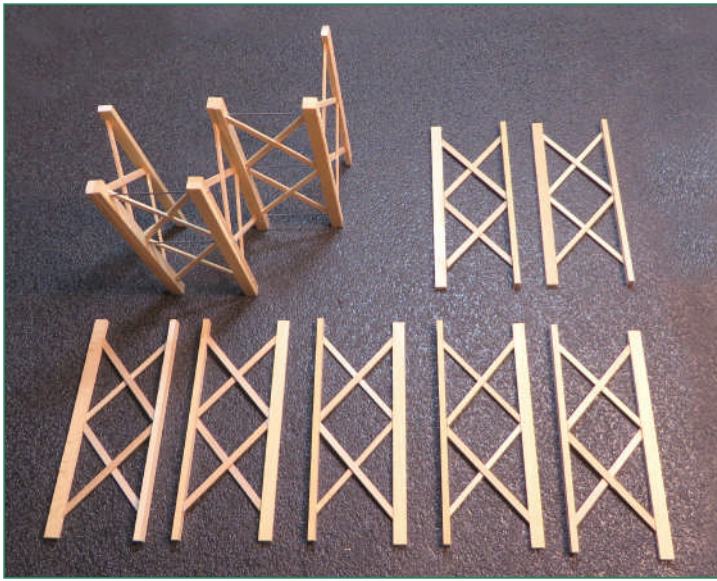
The finished model is impressive. I built mine in many short sessions, but together I doubt the total time was much more than 10 hours. With modern DCC I even hear the sound of running water when I stop the locomotives for a drink.



The Lehigh Valley Models Water Tower kit is an S Scale version of the Campbell Models HO kit and was originally manufactured with the cooperation and permission of Campbell. It is still available today, pretty much unchanged from the original version



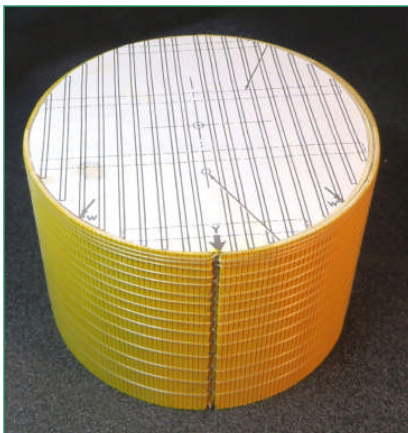
All pieces for the tank frame are cut for you and it takes only a few minutes to glue them together with wood glue such as Elmer's.



Above: The legs are precut, but all braces need to be cut by the modeler. The instructions tell how to make a simple jig that helps to make all 12 assemblies identical. Gluing them together with proper alignment takes a little patience.



Left: When completed the finished leg assembly is very strong. Don't neglect to install the metal tie rods. They add a nice touch of realism. The holes for the tie rods in the outside 8 legs can be drilled after assembly. But the four inner legs need to be drilled first because the number 72 drill will not be long enough later to reach. This was not a problem in the smaller HO version and so the instructions do not mention it.



Left: Scribe the siding as described in the instructions to keep the proper spacing of the filament line wraps. Wrapping the line is not hard with the alignment nails provided.

The scribed siding curves around the tank frame easily and glues secure with Elmer's glue. Be prepared to hold the two ends tight to the frame while the glue dries. This joint needs to

be tight although the water gauge will cover over the crack. The instructions suggest holding it with tape. Instead I laid the tank on its side with the joint down against the table. Then I placed a 4" stack of books next to it, and laid another stack across them to hold the joint tight. Let this joint dry 24 hours. You do not want this to loosen.

The instructions come with a template for spacing the floor joists accurately. Simply glue it to the tank bottom, and then glue the joists to it.



Left: The roof is made of cardstock with realistic shingles. It was not pre-printed in my kit, but it was cut to the correct width. Cut the eight sections out so they make triangles 2" wide by the precut length. Then add the shingles as described in the instructions.

Below: The spout, chain, weights, turnbuckles and water gauge combine to make a very realistic and detailed model. I painted my first model boxcar red. For this one I used reefer yellow. Both make for realistic color schemes. The ladder was not shown in the plans, but it seemed necessary to me.



Below: This model has sat on my layout for 50 years. A good thing about indoor railroading is that even after all of these years the model still looks as nice as on the day I finished it.



DOWN AT THE DEPOT

By Carl Rudolph,
Sacramento Valley American Flyer Club

Christmas, Hanukkah and New Year's Day are all done and things are getting back to normal. Hope all of you had a wonderful holiday season and have joyful memories of it to tide you through tax season! Here's the S gauge club news:

The Pioneer Valley Model Railroad Club had a rough time before the holidays with the loss of Larry Covey and several others having illnesses and physical issues. But they carry on with Santa's Trains at Look Park much to the public's delight. Correspondent Steve Allen provided a capsule history of the Atlantic Coast Line railroad in the latest newsletter and provided some tips for weathering structures on the layout.

The South Jersey S-Gaugers have had the layout at shows in Stratford, Cherry Hill and Burlington and more were about to occur at the Ocean City Music Pier and in Haddon Heights. Ron Schon presented a demonstration of T-Trak-S modules. It appears that the club is considering making a small portable layout using these lightweight table-top modules. Members of the club, including correspondent Michael McConnell, volunteered to direct parking at the TCA Toy Train Museum open house last October and got thoroughly soaked in the driving rain. Now that's dedication!

The Baltimore Area American Flyer Club had a very busy pre-holiday season as usual (they call it the "silly season") with shows at Westminster, Timonium, and the B&O museum. They took a well-deserved rest by having a holiday dinner at the Mission BBQ in Ellicott City. Then it is back to being busy with more shows in Timonium and a work party for the layout.

The North Penn S Gaugers have had the layout at Allentown which is always a good show for them and then at a new show at the Firehouse in East Greenville. This new show appears to be one that the NPSG club hosts - and it was quite a success! Sounds like there will be more of them in the future. The club is planning a work day to get some layout maintenance done.

In the Cleveland area, the **Cuyahoga Valley S Gauge Association** have held their annual Snow Dogs show but no report on it as yet. I'm sure it was the usual success. Prior to that they had the layout at the Cleveland Public Library for Winterfest which went very well. The club is currently investigating additional venues for the layout this spring and summer.

The Central Ohio S Gaugers had their layout at COSI (Center of Science and Industry) for the largest event of the year, a five day setup and operation. The event is the **Model Train Days** and virtually all scales are represented with layouts. Next up was the World's Greatest Hobby Show which always attracts huge crowds. And of course the 2020 Spring S Spree is under discussion and in planning since they are the host club this year. Once again there is a tour of the **Age of Steam Roundhouse** so sign up now if it isn't too late!

The Central Ohio S Gaugers — Northern Division had their annual Holiday meeting which is always something special with a railroad theme meal. This year, at the home of Tony Palumbo, they emulated the early years of Amtrak when the Lake Shore Limited still had a diner. Tony and wife Audrey provided a lunch entrée from an early Lake Shore Limited lunch

menu. A timetable was used to schedule arriving at the station, viewing a short video exploring features of Amtrak service, reminiscences of early Amtrak experiences by attendees, then lunch in the "dining car", arrival at destination and detrain into the train room. Amtrak trains were run on the Palumbo layout. Your scribe would sure enjoy this annual event!

The Southeastern Michigan S Gaugers had the club layout at the NCR (NMRA) convention with a good showing. Improvements to the layout structure and to setup/teardown procedures have resulted in much quicker times to complete said activities — always a good thing!

The Chicagoland Association of S Gaugers did indeed have their trailer ready for Train Fest in West Allis, Wisconsin (Milwaukee area). This was the first time they soloed at this event without the participation of the Badgerland club and its layout modules — and all went quite well! Good crowds thronging the layout up through the last hour of the event! Now plans are afoot to add new modules and possibly replace one or two that are getting tired. There are many other shows already planned for the club's participation. The Chicagoland club celebrated the end of their 50th year in December with a special dinner. Congratulations for outstanding longevity!

In the Twin Cities, the **Pines and Prairies S Scale Workshop** met at Dave Jasper's home for a slideshow of his three month, 27,000 mile trip halfway around the world. That's what you call an odyssey! Yours truly doesn't know if trains were involved or not but I bet they were. Next they were at Ken Zieska's to work on individual projects or kits — or just admire Ken's layout. They are hosting the NASG convention this July!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** set up their layout at the Toy Train Holiday event at the California State Railroad Museum in Sacramento. A local TV station filmed an interview right in front of their layout so they received some nice coverage! Then the club's Christmas dinner was enjoyed at the Basque Cultural Center (sounds interesting, doesn't it?) in South San Francisco. At the dinner, the club accepted donations of new toys to donate to a local children-oriented non-profit organization.

In the Los Angeles area, the **Southern California S Gaugers** have been investigating future venues for the club layout with several potential positive responses, but a few negative ones including one where the building intended to house a local show (not the club's) was red-tagged by the county! That will certainly put a crimp in the plans. Another thing the club has started is having interested members shadow the club officers to learn what is involved in running the club. This would certainly help keep the club running smoothly.

In Boise, Idaho, the **Rocky Mountain Hi-Railers** had the Lookout Junction IV layout at the Boise Main Library just before Christmas so replaced some of their usual scenery with Christmas-themed decorations and lights. Since they and the TCA Treasure Valley club were the only layouts present, and both had plenty of lights in trains, structures, airports, etc. that they agreed to occasionally turn out the ceiling lights. This made a dramatic impact on all the crowds - there was enough light from the layouts for people to see their way around and it certainly made things interesting! They were set to participate

in this year's local **Great Train Show** as well as two branch library events in which they have setup several times before. Below is a photo of the layout as it looked at the **National Train Show** in Sandy, Utah.

Lastly, our own club, the **Sacramento Valley American Flyer Club**, will have held its Holiday Party by the time you read this. Good BBQ, temporary layout for trains to run on, door prizes, and the ever popular White Elephant Gift Exchange, as well as good ol' comradeship were the order of the day!

Correspondence this period was understandably light due to the holidays — some clubs were not heard from at all. Hope to hear from all the usual suspects and maybe some new ones in this new year! Keep trackin'!

E-mail your club news and pictures to:
clubcar11@comcast.net
Or US Mail to: Carl Rudolph
19400 Superior Drive
Twain Harte, CA 95383



Lookout Junction at the 2019 National Train Show in Sandy, Utah

PORT LINES HOBBIES



"Specialists in S-Gauge Railroading"
—AMERICAN FLYER PARTS SERVICE —
ON-LINE CATALOG, OR \$8.00 BY MAIL.

6 Storeybrooke Drive Newburyport, MA 01950 (978)-465-8798

VISIT OUR WEBSITE FOR PRODUCT LINES & INVENTORIES !

CHECK OUR ONLINE INVENTORIES FOR
S-SCALE BRASS; STRUCTURE KITS; Sn2 and Sn3;
CONSIGNMENT ITEMS; USED AF; BOOKS;
LAYOUT DETAIL ITEMS; & MUCH MORE !

MANY 1:64-
SCALE VEHICLES
IN STOCK !



On-line Inventories of our SHS,
MTH, Am Models, "Flyonel", Used
AF, Tools, AF Parts, Electronics,
Structure Kits, 1:64 Autos, and
figures, and other S-scale supplies!



American Flyer Repair Service available.
Guaranteed work.



—Several track systems for
AF & Highrail S-gauge—
Check our "Track Options"
website page !

VISA, MASTERCARD, DISCOVER, AMEX, & PAYPAL ACCEPTED.

ENGINES,
ROLLING
STOCK, &
TRACK
FROM LI-
ONEL, MTH
and

NEW: TRACK &
TURNOUTS from
FOX VALLEY
MODELS, NOW IN
STOCK!



VISIT US AT: www.portlines.com

E-mail: doug@portlines.com

NASG 2020 CONVENTION

Plans are in high gear on the now-thawing High Plains for the 2020 NASG Convention in Bloomington, Minnesota, now just a few short months away.

Hosted by the **Pines & Prairies S-Scale Workshop**, and titled **A Gathering of Friends**, celebrating 60 Years of the NASG, will bring together all supporters under the S Gauge Family umbrella from July 7 through 11 at the DoubleTree by Hilton Hotel — Flyer, Hi-Rail, Scale and Narrow Gauge.

Besides a bounty of nationally known (plus some hidden gems!) S-layouts to visit and railroad-oriented activities to enjoy in the Minneapolis-St. Paul area, more than 20 traditional format clinics and workshops are already scheduled.

Plus the PPSSW is adding an exciting new concept: building a 24-foot long sectional layout from scratch on a pre-fab base utilizing commonly available S products, starting Tuesday, the first day. Guest clinicians and workshop hosts will demonstrate their building techniques throughout the convention, featuring track laying, power, backdrop painting, scenery, structures and railcar building and weathering, and finally, operations. This concept borrows from Tony Koester's current series in Model Railroader on building an O-scale sectional layout, only this will be in S-Scale! It provides a great opportunity for guests to be mentored by the best modelers in our scale with hands-on demonstrations and opportunities for everyone to try their hand at different techniques.

Elsewhere, on-going **Take-and-Build** opportunities will provide working space to build structures, rolling stock and paint S-Scale figures to take home and "populate" your layouts. So bring or buy a kit in the vendor hall and get your hands dirty! Besides the Vendor Hall, Contest and Display Rooms which will be open Thursday through Saturday, S layouts throughout the Twin Cities will be open on self-guided tour days, including some well-known layouts featured in S publications, such as Steve Monson's *Stillwater* branchline, Ken Zieska's *Minnesota Heartland* and Steve Doyle's *CB&Q* scale layouts, as well as Terry Didion and Gary Brown's outstanding Flyer pikes.



A Thursday railfan bus tour (reservation required) will visit Loram Maintenance of Way, Inc. (www.loram.com), a leading supplier of track maintenance services and equipment, as well as the Minnesota Transportation Museum (www.transportationmuseum.org) in St. Paul located in the former Northern Pacific shops at the Jackson Street Roundhouse with its outstanding collection of vintage power, passenger, railcar and bus collection. Additional stops are being added, so please stop back to the convention web site for updates.



Minnesota Transportation Museum

At twenty and still counting, the 2020 convention Clinic schedule is chock full of presentations and hands-on workshop topics ranging from prototype freight car detailing presented by Jeff English, building with brass by Andy Mallett, dead rail running by Bob Rogge and Rusty Westermier, building a branchline by Steve Monson, prototype operations on a shelf layout by Doug Hodgdon), as well as others on 3D S-Scale printing, painting figures, photo-realistic and painting backdrops, building realistic cars without rivet-counting, and so much more.



Terry Didion has an extensive American Flyer collection and he built a large layout to operate many of his pieces. Terry and Glen Thoney will conduct a clinic showing how they keep their vintage equipment running. Photo by Ken Zieska

The Saturday night banquet will also feature a video of **60 Years of S Scale** and a tribute to legendary author and S Gauge products manufacturer, Don Heimburger, who has just retired after 57 years of publishing **S Gaugian** and **Sn3 Modeler** magazines and railroad historical publications. The DoubleTree Hotel site offers free parking, complimentary breakfast, a fine restaurant and bar. There are also many fast and casual-food options within walking distance.

The convention venue hotel is a short distance from the world-class Mall of America (MOA) which features four floors and one mile of shops, restaurants and family entertainment. Drive or use the friendly hotel shuttle.

CONVENTION CLINICS AND TOURS

The MOA is also a convenient location to jump on the Metro Transit (www.metrotransit.org) system to explore the Twin Cities. We'll do just that on Wednesday when we ride the light rail to downtown Minneapolis, then transferring to the heavy rail train to Big Lake, Minnesota. Returning, you'll have the option to ride light rail to St. Paul or returning to the MOA. The light/heavy rail travel and lunch are not included with standard convention registration and are additional costs.

For the ladies, and others who want to take a brief break from railfanning, besides the MOA many other activities are located within a short drive of the hotel including private estate and production complex of hometown superstar musician, Prince, at Paisley Park (www.paisleypark.com), the nationally respected Minnesota Landscape Arboretum and the Minnesota Valley National Wildlife Refuge.



The engine facility and Steve Doyle's entire layout will be one of the places to visit on the layout tour.

Ken Zieska's layout has undergone big changes since the NASG was last in town. Come visit and see for yourself in this basement sized layout.



Above: Gray Brown has an extensive American Flyer collection and layout which will be open for touring.

Below: Gary Brown imagines "what if American Flyer had continued," and his modified and custom painted American Flyer models are fantastic to see. Gary will conduct a clinic on his custom techniques.

Photos by Ken Zieska



For the baseball fans, the 2019 American League Central Division champion Minnesota Twins are in town the entire week, playing the Kansas City Royals and Toronto Blue Jays. Target Field is considered by many to be the most beautiful urban ballpark in the country.

The convention dates were chosen to coordinate with the national NMRA Convention a week later, just down the "Great River Road" in St. Louis, Missouri.

So, make your plans now to travel by air, rail or road to Minnesota this July, to renew old friendships and make new ones, and help us celebrate all that makes S Gauge the best in which to model! 🚂

Watch for updates on the www.nasg.org website and our Facebook page at **Minnesota S Scale**.

3D PRINTING . . . MY EXPERIENCE

By Dave Donaldson

This is about my recent experience with an *AnyCubic Photon S* 3D printer. For the past decade, I have been periodically checking the latest progress filament 3D printers were making in terms of the level of detail in the printed parts. They melt plastic (filament) and build-up layers to form the part. The layer lines were obviously not going to work for the miniatures I wanted to print, but I kept requesting samples every so often.

A few years ago resin-based printers were introduced, which dramatically increased the resolution of the printed parts. These printers use a different technology to build the layers. Resin is exposed to UV light, which hardens the resin into a thin layer. These layers build upon each other to print the part. Sounded interesting, but I was expecting the usual visible layer lines that had disappointed me so many times before.

I visited *RailMaster Hobbies* in Bellflower, California looking for model railroad items, and noticed a resin-based 3D printer in the store. They had some sample parts on display that it had printed. I was blown away by the level of detail! The 3D printer I saw was the *Photon*, by *AnyCubic*. They have an improved version, called the *Photon S*. I figured that I had waited this long, so I might as well pay the extra for their state-of-the-art version, so I could push the limits of the printer.

I will share my journey with the *Photon S* 3D printer. This is not intended to be a sales pitch of any specific brand or company. I'm not associated with *AnyCubic* or pushing their hardware. Also, I'm no expert on the subject.

My printer arrived 3 weeks ago, so I'm definitely still a rookie. There is a learning curve, as there is with any new technology, (remember DCC?) and I have learned a few things along the way. My goal is to lend some insight by sharing my knowledge, and how to avoid some of the rookie errors I have made. Perhaps it will inspire those that have been on the fence to take the plunge.

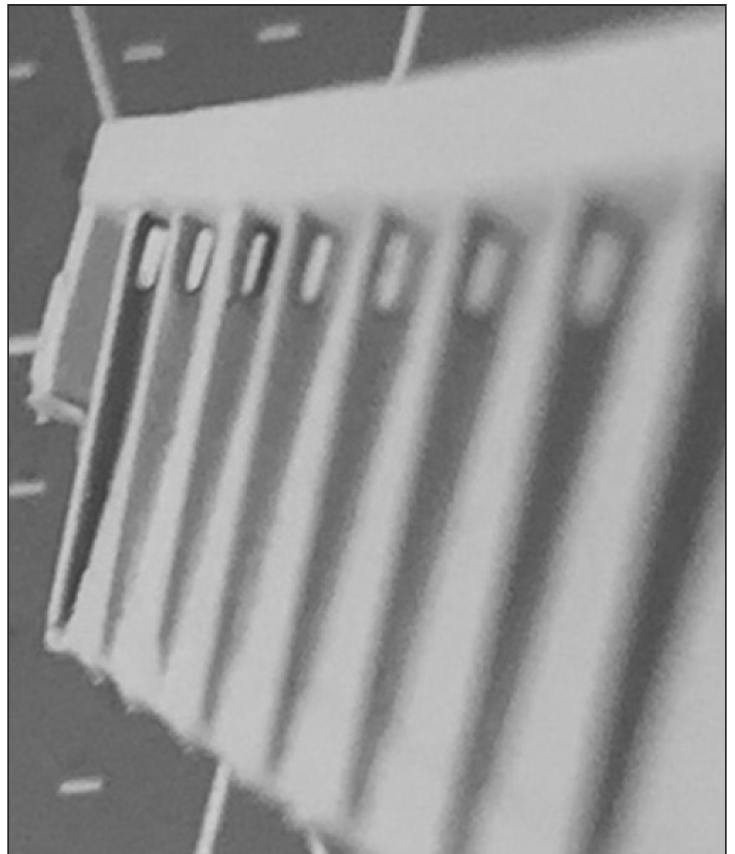
To give an idea of the resolution possible, the first *real* part that I printed is for an NSC articulated 3-unit well car in HO scale. (Walthers offers these as 3 single wells drawbarred together, but does not offer the more common articulated version.) This part is still a work in-progress, but it does incorporate a feature never seen on a production DTTX HO model.

The row of openings in the ribs on the DTTX prototype provide a protected pathway for the plumbing. It is a very promi-



NSC prototype DTTX 786391 well car.

nent feature, but difficult to incorporate in a model. The manufacturing hurdles have proven too difficult for them to be featured on a production model. The cost of tooling for an injection mold to produce those opening in the ribs would be astronomical. Consequently, the various HO models offered of DTTX well cars (with ribs on the sides) will either mold the plumbing into the sides (Atlas) or omit them all together (Walthers). Until 3D printing was a possibility the only option was to accept the offered models as is, or embark on a long and complicated kitbash most likely involving etched metal parts to be folded for each rib.



The test print of the 3D-printed part exceeded expectations.

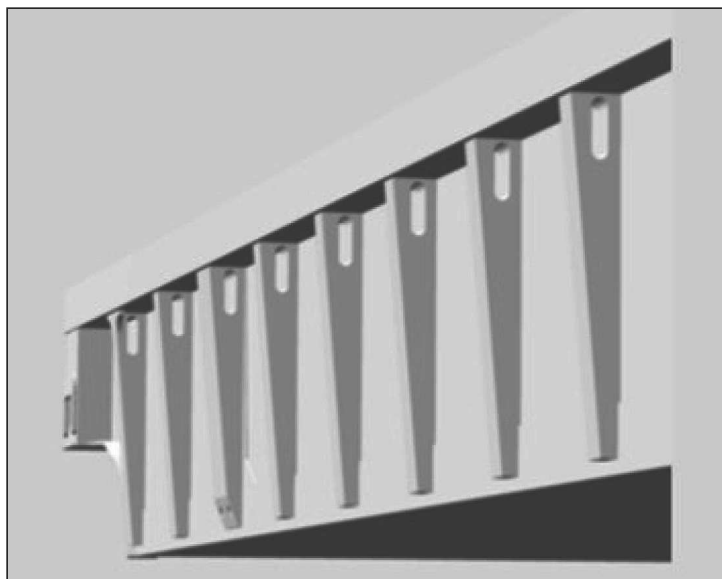
A. C. Gilbert's

American Flyer Trains

Bob Iannacone
615-429-8292

biannaco@bellsouth.net
www.americanflyertrains4u.com

This part confirmed my hope that the 3D printer could indeed print these difficult areas successfully. The potential of this printer to produce complex parts in miniature boggles the mind! I have at least 2 dozen projects on my To-Do-List that will no longer be built with the usual kitbashing method, but are now candidates for 3D printing. This is the dawn of a new age. The ability for a hobbyist to generate one-off models of desired prototypes is finally here. For the cost of a few DCC sound locomotives, a 3D printer can be purchased to print parts no one else offers. The production of high-quality parts becomes decentralized. It is nothing short of a paradigm shift.



An image of the part in Fusion 360 3D CAD software.

The CAD program that I am using is Fusion 360. They offer a free "hobbyist" license, which is assumed to be for non-commercial use. It is probably more complicated than Sketch-Up, but has more features from what I understand. I had a bad experience with Sketch-Up where the version of the software I had didn't match the tutorial. Get 5 levels deep into a menu and then the tutorial says to use the Revolve option, but it wasn't on my version, or had been moved, or some other issue. Really frustrating. But, it is free, so can't exactly complain. I know there are lots of folks that use Sketch-Up and like it. Your mileage may vary. I am having better luck with Fusion 360 tutorials. For those who already know CAD software that can generate an STL file, they are 80% of the way to generating 3D printed parts of their own design.

Buying a 3D Printer is not like getting a microwave oven. You don't just open the door, put stuff inside, push the button, wait a few minutes, and enjoy what comes out. There is a learning curve. There are new concepts, new hardware, and new software to understand before even getting to fire-up the printer.

Which 3D printer do I buy?

There are a bunch out there. Read some reviews. Do some research. YouTube has some great reviews.

What can I print?

The dimensions for the part need to be in a file with an STL extension, which is very portable between 3D-based software. (It is like ASCII for text files. Just about any word processor software can read or generate an ASCII file.) The STL file can be one that you get from the internet (free or for a fee), or one that you generate. Put the STL file into the Slicer software, slice it, and export it as PWS, which is a proprietary format for Photon S printers; and the only one it will print.

What is Slicer software?

The STL file has the geometry for your part, but the printer can't understand it. The Slicer software will translate this file by "slicing" it into layers, which the 3D printer will use to build the part. For the Photon S, the only Slicer software that can generate a PWS file is their Photon Workshop (free) software. There is other Slicer software available, but (as of now) they don't generate a PWS file, so they are not compatible with the Photon S printer. If you want to print parts on the Photon S, their Photon Workshop slicer software is the only option.

How can I print parts of my own design?

You need to know how to create 3D parts in some kind of CAD software that generates an STL file. Some examples are Sketch-Up or Fusion 360. The learning curve for this CAD software is the most intimidating of all of the software to learn (to me anyway) involved with 3D printing. CAD software is not something you just fire-up and can figure-out quickly. Choose one that has good tutorials, good support, and will be around a long time. If you know someone that already uses the software, and is willing to mentor you, that is the one to choose. (If that person is a model railroader, and is willing to generate the STL files for you, so much the better.) Until you learn CAD software that can generate an STL file, you are limited to print only STL files that others have created. There are several sites on the Internet that offer the STL files of parts to print, but unless you are into trolls carrying an axe, there isn't much from which to choose.

Get a free copy of the CAD software and learn it. Create parts with it. Outsource the printing of the parts to a vendor (such as ShapeWays), if you wish to delay the cost of a 3D printer purchase. A 3D printer can be purchased later. In the mean while you will be gaining the knowledge to create your own parts, with minimal outlay. Eventually paying \$50+ to have each part printed will justify a 3D printer purchase.

Anti-Aliasing: The term "Anti-Aliasing" came up several times while watching videos or reading about features, so I wanted to understand it. It is basically a way to smooth-out the layer lines, which is a VERY good thing.

Layer lines are particularly aparent on sloped or curved surfaces. The most difficult part to produce is a sphere. The dreaded stairstep appearance is especially obvious in miniature parts. The slicer software makes a determination as to whether material will be deposited or not, based on the 3D model. Imagine trying to represent a circle with a bunch of squares. The smaller the squares, the more accurate the image. However, there will still be some jagged edges upon

Continued on page 18



**S
SCALE**

Steve Wolcott & Linda Lindsey
Paonia, Colorado
970-527-4586

Cast urethane
products for your
model railroad: tunnel portals,
culverts, bridge piers and more.
We are adding new products all the time.

www.presizemodels.com

NEIL FROESE'S NAPINKA SUB

By Jim Martin, S Scale Workshop. Photos by the author.

This time out I'd like to introduce you to a simple, yet rewarding concept that is gaining traction in our hobby . . . the faithful recreation of a single place that is special to us, a location that gives us a singular sense of time and place. This is the approach that my friend Neil Froese has taken.

Neil resides in southern Ontario but he grew up in southern Manitoba, and the magic of the prairies remains with him.

The prairies aren't all flat. In southern Manitoba, just north of the border with North Dakota, Canadian Pacific's Napinka Sub, followed the picturesque valley created by the Pembina River. Neil's childhood home of Cartwright was served by that line and he has chosen Mather, a small village about four miles east of there, as his modeling focus. Rails still serve the western end of the Napinka Sub, but sadly they are now only a memory in Cartwright and Mather. Like many small prairie communities, the real Mather now struggles to hold itself above ghost town status.

But Neil models its more prosperous times with all the necessary elements that once contributed to the vitality and prosperity of small trackside communities: a railway station, grain handling facilities, stockyard, and oil and coal dealers. More about these later.

LAYOUT: Neil has hiked some 50 miles of the region's roadbed, and driven many more miles taking extensive photographs of virtually every detail along the way. He has also studied the specially adapted flora and fauna in this area of limited rainfall, and hopes to accurately replicate them.

The first phase of scenery is complete with ground cover the length of the layout. Static grass has been skilfully applied with special attention to the overgrown sidings as one would expect in a rural, grain handling locale.

Neil's S scale Mather consists of five 30-inch deep detachable sections . . . four of them 48 inches long and one that is 70 inches long. Each has foldable legs with individual height adjusters should he ever wish to relocate the layout. Other interesting touches: a cloth backdrop, smoked Plexiglas fascia, sliding front curtains and small front shelves that will hold actual operating large scale switchstands.

The Shinohara code 100 track has hidden uncoupling magnets and is powered by digital command control: ESU Locsound cab control with Locsound decoders in the locomotives. Double sided carpet tape holds the roadbed to the 2-inch blue Styrofoam scenic base, and is also used to hold that base to the plywood table top below.

Modelling CPR motive power and rolling stock is a challenge. To Neil's chagrin it's the CNR that has so far caught the attention of Canadian S scale locomotive kit manufacturers. He is hopeful that someday their "inner CPR" will be set free. Neil would love to have some accurate CP steam. But it's not all gloom, he has some nice looking diesels . . . two brass



Geep 38-1, 3508 heads an eastbound local, temporarily halting traffic on Manitoba Provincial Road 442.



Switching the elevator siding in front of the Mather depot. Grass from spilled grain grows between the rails.

CPR
TYPE 4
DEPOT

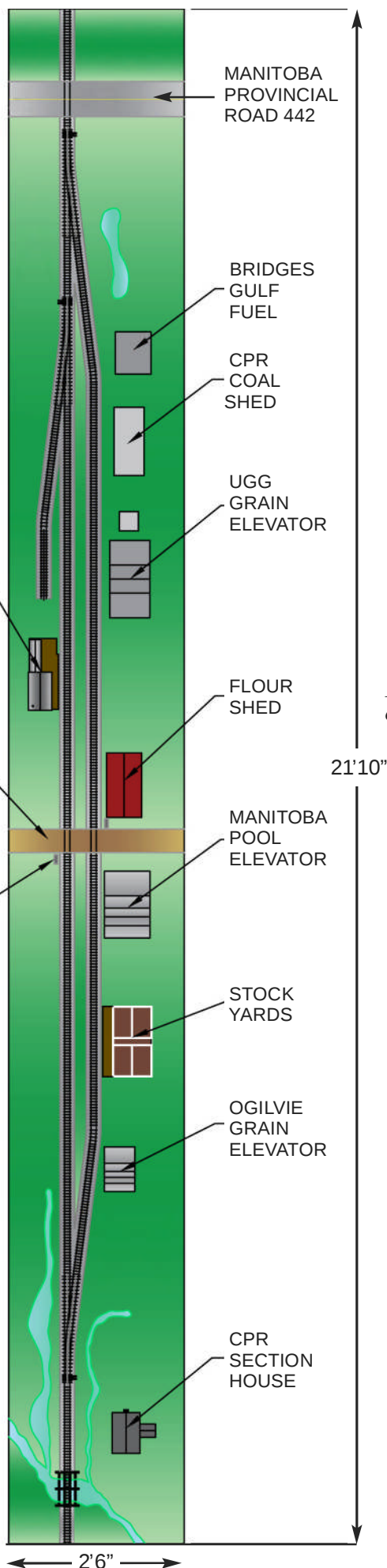
GRAVEL
ROAD

RAILROAD
CROSSING
SIGN

Overland GP38-2s in Action Red, an S Helper Service SW-9, and an American Models Geep 35 built by his late friend Hank Duivenbode. They are in the classic maroon and grey livery. Neil also has a string of Kaslo Shops cylindrical hoppers in a variety of colourful government paint schemes. These are the first I've seen in any quantity in this scale and they make an impressive train.



Neil plans to hand-throw his turnouts from the front of the layout with these 1:24 scale Alder switch stands.



Also impressive are this layout's signature buildings, the three tall grain elevators that replicate what once stood at Mather. They, and almost every other structure on Neil's layout, were scratch built. Only the fuel dealer is a kit structure, Herbert's Crossing freight house by the Building and Structure Company. The coal dealer may also look familiar to any HO modelers reading this. Neil copied it from a Kana Model kit.



Trackside facilities are a hub of activity, From left to right are a grain elevator, the coal shed and the fuel dealer.

Right: It's late evening as Geep-35 number 8291 pulls an eastbound passenegr consist past the Mather depot.



SW-9, number 7401, drops a stock car at the cattle pen. The Ogilvie Flour elevator is one of three "prairie skyscrapers" at Mather.

SUMMING UP: Neil has created what model railroading publishing guru Tony Koester calls a Layout Design Element...essentially choosing a prototype location and copying its defining features. Now he finds himself asking if what he has built is a layout or a display. I would say "yes" to both. As a display, it's a rewarding modeling activity to recreate a part of the world one is fond of, and the potential for super detailing can extend for years. But add a staging track to either or both ends, and it becomes a fully functional layout, one that with prototype switching speeds and practices can generate a rewarding amount of operation. Nicely done! 🚂

Russell M. Mobley Memorial Library Magazine Resources

*3/16 "S"cale Railroading
Essense - the NMRA "S" SIG
newsletter, 1985-1988
Mainline Modeler 1980 - 1997
Model Railroader 1937 - 1961
NASG Dispatch • S Gauge Herald
S Gaugian • S/Sn3 Modeling Guide
Sn3 Modeler*

**Need an Article?
Need an article search?**

**We'll find it and
send you a print or lend you the magazine**

Russell M. Mobley Memorial Library
NASG, Inc.
PO Box 2011, Leesville, SC 29010
library@nasg.org

YOU CAN ADVERTISE HERE

and reach 1600+ S Gaugers

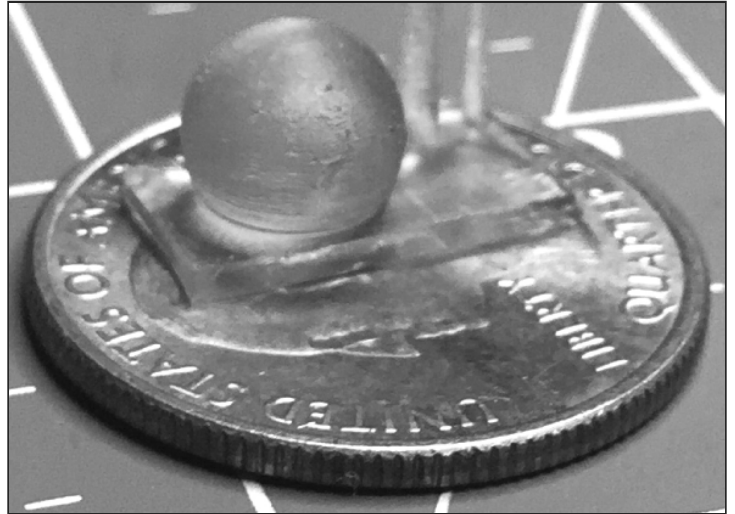
for just \$25⁰⁰ per issue

**e-mail advertising@nasg.org
for more information**

3D Printing . . . Continued

close inspection. What if the squares could be trimmed into triangles, and the triangles could be a 45-degree diagonal, or a thin sliver? Now the jagged edges would be smoothed-out, because the transitions are not abrupt. Similarly, the slicing software no longer thinks in terms of full squares, but instead can print a portion of a square.

An "alias" is a fake identity. The slicing software presents you with a part and says "here is a sphere." You take a look at it and think, "No it isn't. It is a bunch of layers trying to look like a sphere. It is fake." It is an *alias* of a sphere. You know what a true sphere looks like, and this is close, but not the real deal. However, combine thin slices with Anti-Aliasing, and this part is the result:



The *Photon S* comes with a test file that is a cluster of shapes, to demonstrate the resolution possible. That sphere (placed on a quarter for size reference) is pretty much free of layer lines. The *Photon Workshop* slicing software has improved Anti-Aliasing because it samples more points to determine the smoothest transition between layers. It ranges from 2 to 8 sample points. Of course, the more points, the higher the resolution, and smoother the layer lines. (I keep it pegged at 8.) The *Photon Workshop* can slice as thin as 0.05mm, which translates to less than 0.002"! Combine this with Anti-Aliasing, and the layer lines are significantly reduced.

BTW, the little bits clinging to the side of the sphere is excess resin that I did not remove completely when cleaning the part. When that excess resin cured, it became permanently bonded to the part. The resin is clear, and hard to see against a translucent part that is the same color. To resolve this, I now use an ultrasonic cleaner.

Of course, the penalty for very thin layers is that it can take hours to print a part. However, if it produces a more accurate part, I will accept the long print times. The other reason for layer lines can be slop in the vertical (Z) direction. If the printer does not keep the part properly located between layers, one layer will be offset from the other. The slicer software did its job of creating a smooth part, but the printer is not "stacking" the layers properly. A *Photon* owner retrofitted his printer with a pair of aftermarket linear rails which improved the accuracy. Other *Photon* users were impressed and wanted to do the same. So he offered a kit for other *Photon* owners to modify their printers as well. The folks at Anycubic saw that, liked the idea, and the *Photon S* was born. 



Dave Blum
PIKESVILLE MODELS
3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440



ALL THE FLYER YOU DESIRE!
E-mail: americanflyertrains@gmail.com

AN UNUSUAL LOAD

By Edwin C. Kirstatter, Northern Ohio S Scalers

I recently received a B&O well-car model built for me by Tom Greco of Texas. It needs a load to help it track better. It is made of plastics and wood with a little lead added in the center sill, couplers, trucks and dual AB schedule brakes with brass hand wheels and it only makes a 4 ounce car. The car is 4' 9" above the rails and the well has a 25' 2" length, 7' 8" width and a 3' depth inside. Its capacity was 67.5 tons but now 70 tons with newer cast steel trucks replacing the Arch bars as built. Only five of these P-13 class cars were built for the B&O in 1911-12 by the Cambria Steel Company.

Not many photographs have turned up of these rare cars. There is in Craig Bosslers book by MSB's, B&O Color Guide to Freight and Passenger Equipment one on page 32, B&O 9904 the last car built of this series with a large and tall load of parts in it of welded steel that might be used to make into a Rotary car dumper when fitted together at its destination.



This was found May 3, 1969 in Baltimore, Maryland a car of the AAR classification FW.

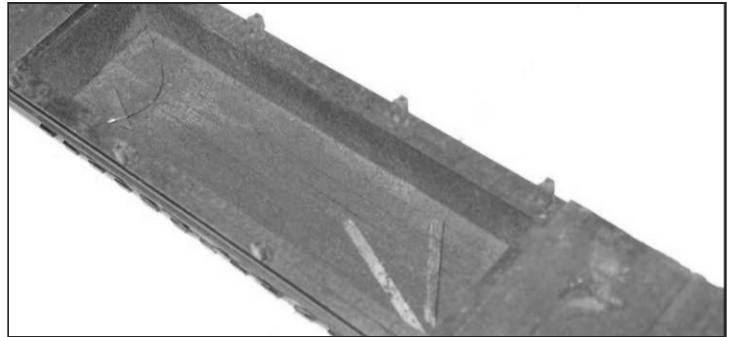
A model of a load like this could be made in S scale from plastic sheet material cemented together with Super Glue or another plastic cement to represent this all welded load of two steel parts. These parts seem to be halves, mirror images, and will fit together. We have very few dimensions to work from, but important ones, only the length, depth and width of the well and the railroads maximum clearance height above the rails of 15 feet. To start this we will lay out on paper or cardboard these dimensions and then draw to look like that of what we see in the photograph to make a template of 15' Radius in scale to mark then cut out from .030" Styrene plastic sheet these parts then add more .030" brackets and braces of 3/16" to their sides.



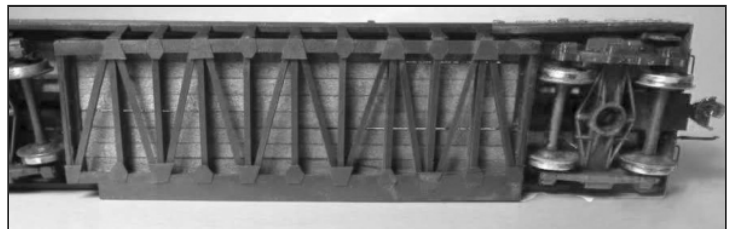
Number 9904 seen above in 1927 with no load, was the last of these class P-13 cars built for the B&O.



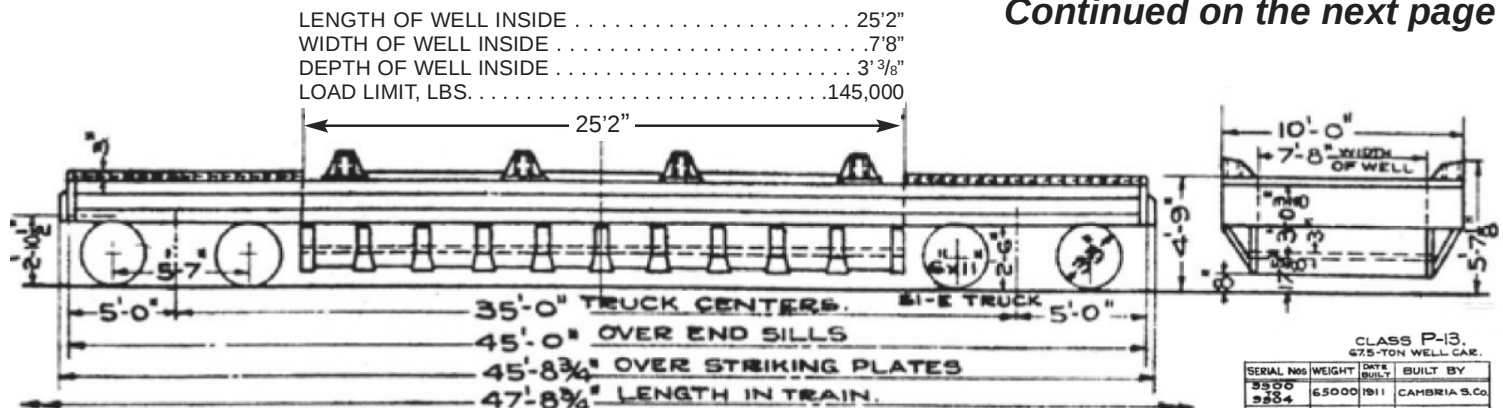
The chalk marks on the right side sill suggest that number 9901 may have just delivered a ship propeller to Bethlehem Steel's shipyard on Staten Island, New York.



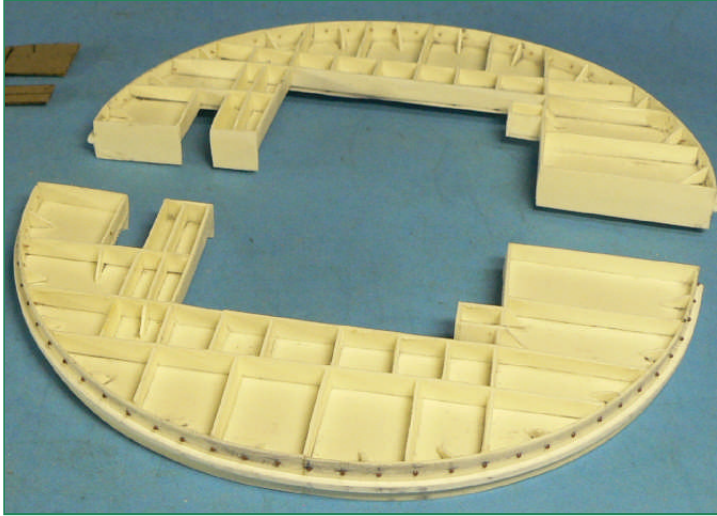
The inside of the well, above, is completely smooth while the underside, below, has a significant reinforcing structure.



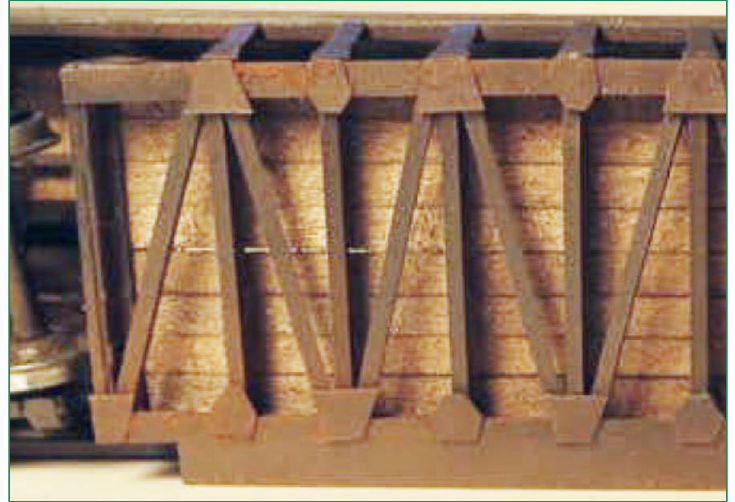
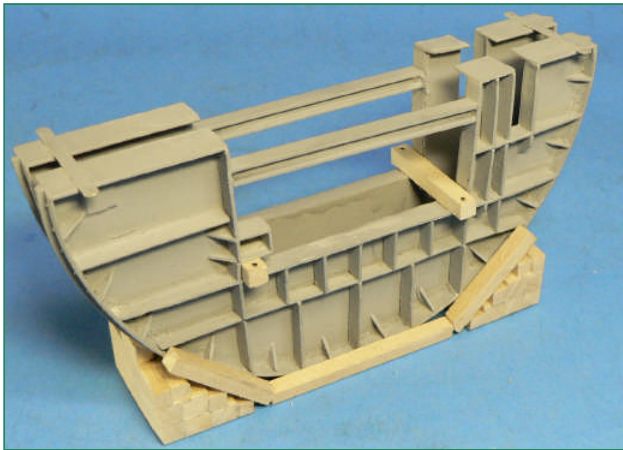
Continued on the next page



AN UNUSUAL LOAD

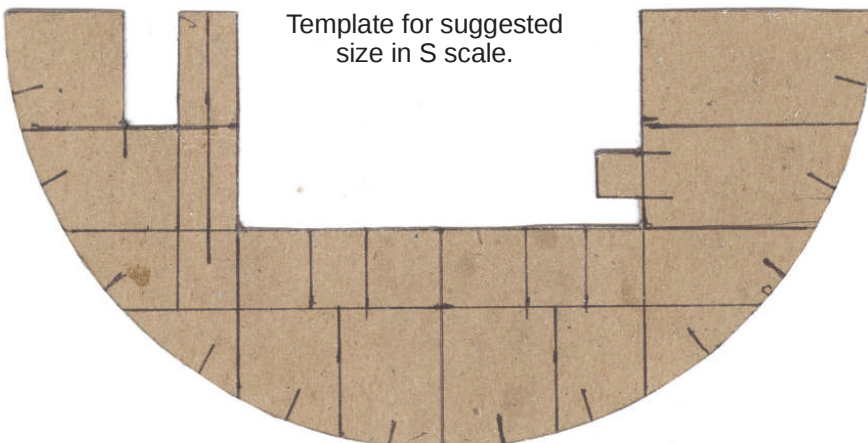
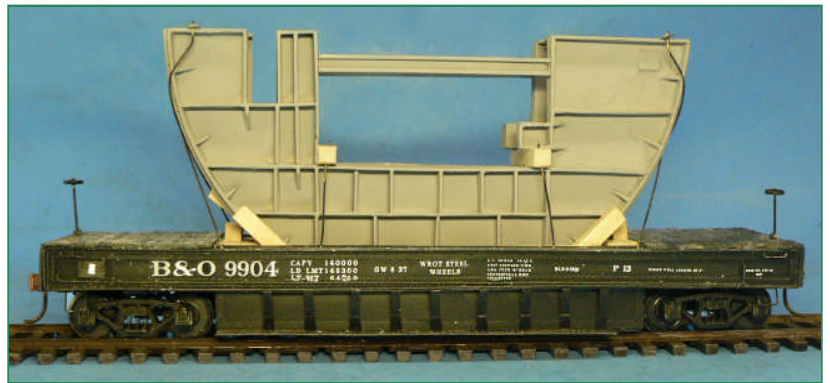


Around its periphery we will add a rim of 3/8" wide .030" with a ridge on it of Evergreen Scale Models #153 .060" x .060" Square strips on its middle and to that Tichy Train Group #8020 Rivet heads of .035" as is shown in the picture above spaced 1/4" apart. Drilling #77 holes to fit these into then cemented and trimmed. The spacers across the openings are Plastruct H-6 3/16" H-beams. Modelers putty can be used to fill imperfections. Spray paint all of these modeled welded parts with a Machinery Gray color. I used Rust-O-leum 2081 Light Gray Automotive Primer.



When these parts are made and fit properly in the car's well we need wood cribbing around and under its bottom. Use 3/16" and 1/4" square basswood to make these. A String level and squares were used while cementing on wood cribbing at the base to make it square and top level before placing in the well of the car. Use metal or plastic rod braces to hold it down to the flat car stake pockets or holes drilled for them and prevent its movement in transit. Evergreen #210 .030" rods can be used for these or straight music wire bent to fit. The plates across the top ends to fasten cross braces to are .010" brass. Others lower are wood Timbers.

This will still be a light-weight car of about 6 ounces, but an unusual one on your pike. Other parts may follow along in gondolas.



Template for suggested size in S scale.

References:

B&O Color Guide to Freight and Passenger Equipment by Bossler, MSB Inc. 1996 page 32. Photo by Ellsworth J. Ott in Howard J. Ameling collection.

B&O Mechanical Department Diagram drawing T-45016 Revision D 1942, P-13.

AAR Rules Governing Loading of Commodities on Open Top Cars, issued 1945.

AAR Code of Rules Governing the condition of, and repairs to, freight and passenger cars. 1955.

United States Safety Appliances, for all classes of cars and locomotives, AAR edition 1950.

LEWISBURG & BUFFALO VALLEY RR

By Joe Kimber, Drawings by the author

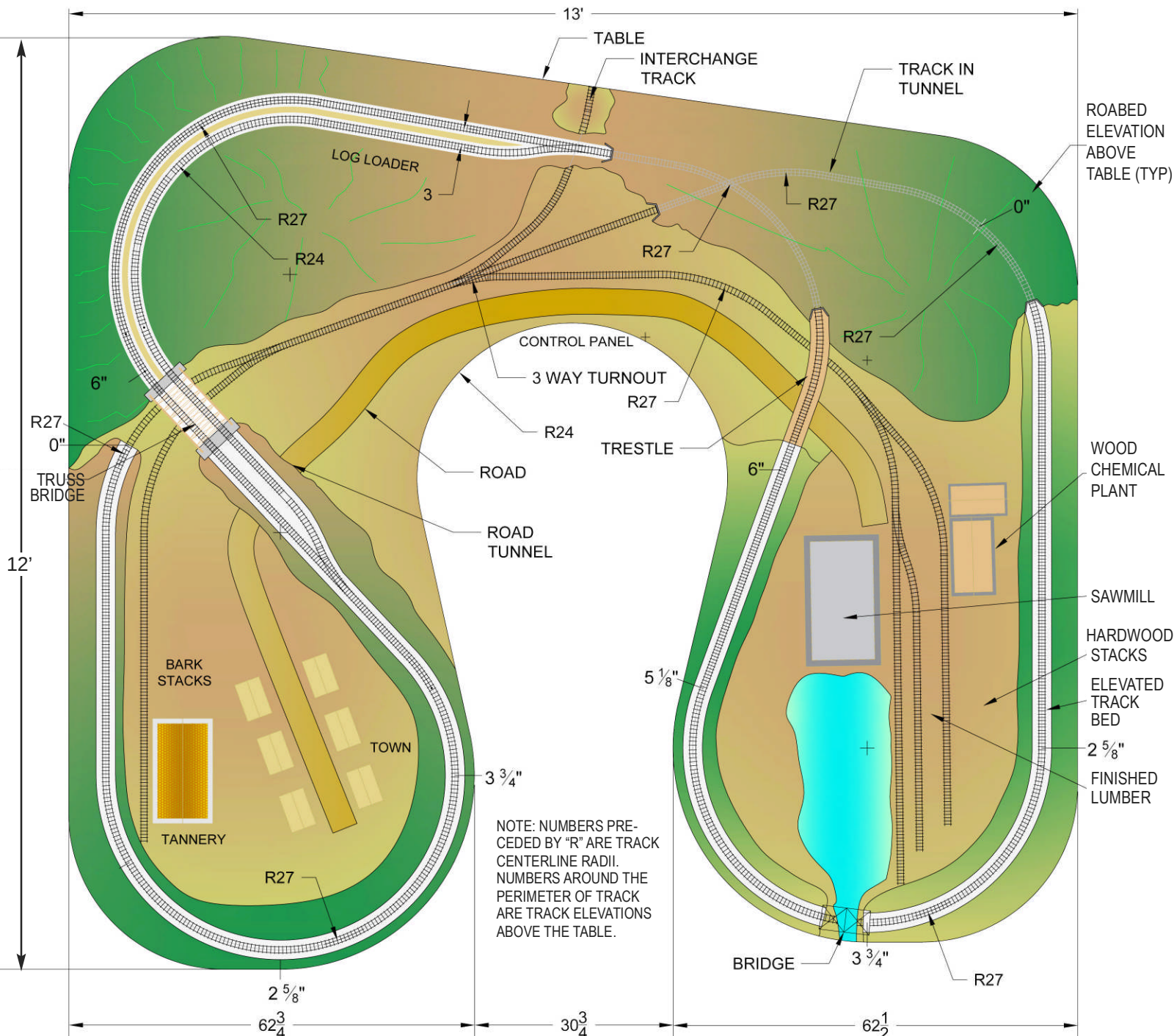
The Lewisburg & Buffalo Valley Railroad was a narrow gauge (36 inch) logging railroad in south central Pennsylvania. The total track was 90 miles although much consisted of switch backs up the various river and stream valleys in several counties surrounding Lewisburg and Mifflinburg, Pennsylvania.

The railroad hauled logs out of the woods to a sawmill and standard gauge interchange in Lewisburg. The logs were primarily used for mine props in the various coal mines in eastern Pennsylvania. The larger pine and hemlock logs went to the sawmill to be cut up for construction lumber.

The L&BVRR was unique among Pennsylvania logging railroads as they used two 4 wheel "Bobber" cabooses and a passenger car on their railroad. More information is available in the book "The Logging Railroad Era of Lumbering in Pennsylvania", Book No 1, "Pitch Pine & Prop Timber, by Benjamin F. G. Kline. The series consists of thirteen separate books.

This version of the L&BV RR is a standard gauge (4 foot 8-1/2 inches layout consisting of a modified over/under figure eight. The layout uses Hi-Rail track and turnouts as designed but could easily be built as a scale railroad. Curves are 27- and 24-inch radius.

Continued on the next page



LEWISBURG & BUFFALO VALLEY RR

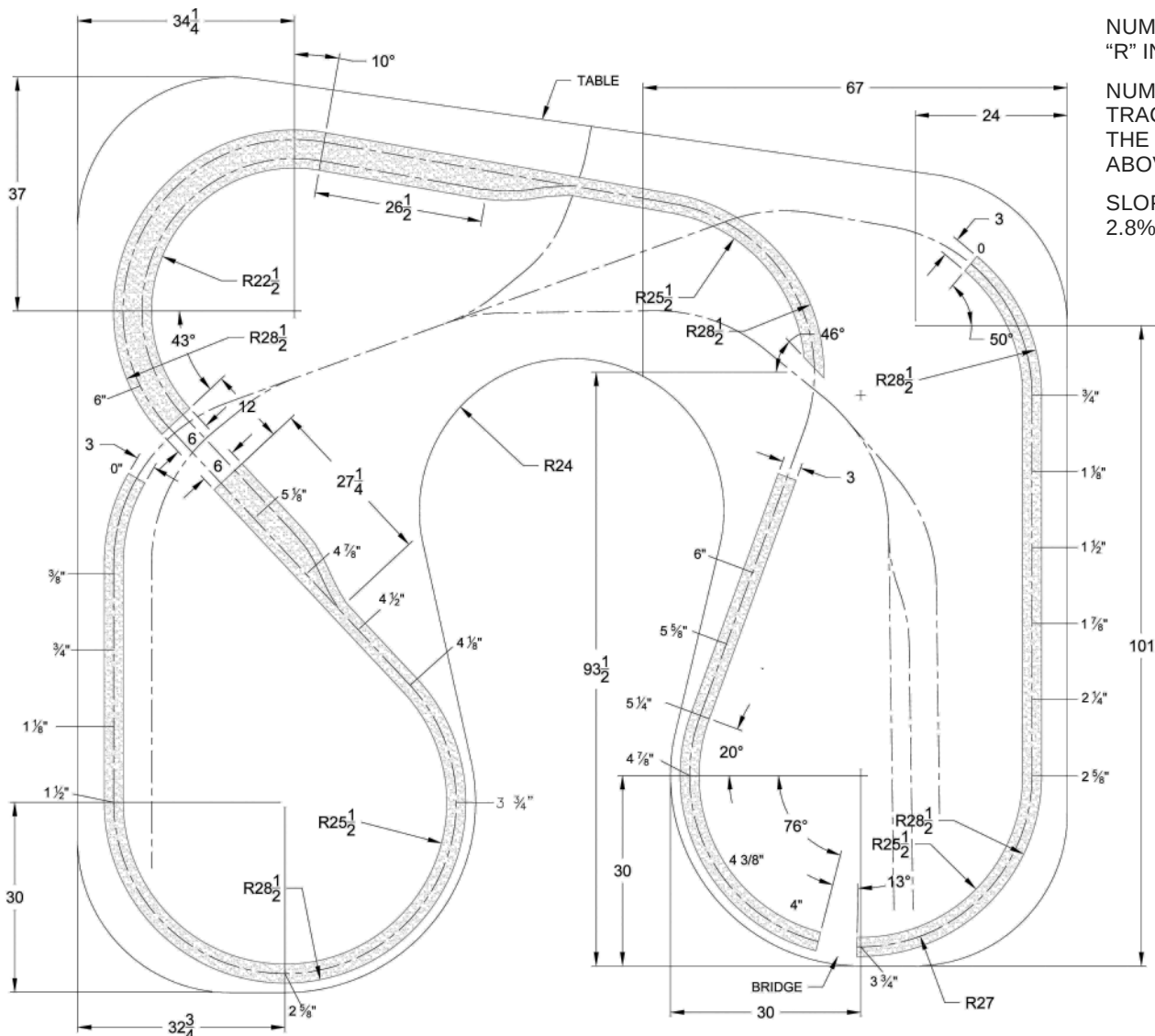
The layout is constructed using $\frac{3}{4}$ inch plywood, spliced together as shown on the cutting plan, five sheets are required. Framing and legs are added as required.

After all table construction is complete, layout the track plan on the table. Custom length straights and curves are required in some areas though no "special" radius curves are required. Flex track could be used in place of sectional track. The main line developed track length is slightly over 62 feet long. There are four dead end sidings and one passing siding around the mountain on the left side. There is also an interchange track going off the back of layout.

The track risers can be cut out of plywood or Woodland Scenics 3 percent grade foam risers can be used for the elevated track sections. The foam risers are only $2\frac{1}{2}$ inches wide and some S gauge roadbed is wider. If necessary, foam strips, $\frac{1}{2}$ inch thick, can be glued to the sides of the risers to widen them. These strips can then be trimmed to the riser slope. If building a logging or mining railroad, either standard or narrow gauge, you can eliminate the roadbed. The foam strips to widen the risers are unnecessary. Follow the Woodland Scenics directions to complete the track sub roadbed.

The area around and under the elevated track can be filled with foam or newspaper and covered with plaster cloth. Bus (using a minimum of #14-gauge wire) and feeder wires can be added at this point. The scenery can be constructed as a logging railroad in the east or northwest, mining in the southwest or a main line railroad. There are volumes of detailed information on any type of layout you desire.

If you decide to model a logging railroad, there are several industries associated with logging in addition to a sawmill. The owners of the timber tracts tried to squeeze every last dollar out of the trees. Most of the timber operations included a chemical wood factory using the small hardwood, and a kindling mill to use the sawmill scrap. Some had clothespin factories, wagon hub factories and stave mills. Hemlock bark was shipped to the nearest tannery. As noted above, there is a series books about the logging railroads in Pennsylvania with additional information about the L&BVR and many other logging railroads. These books are out of print but can be found on the internet.



NUMBERS PRECEDED BY "R" INDICATE RADII.

NUMBERS AROUND THE TRACK PERIMETER SHOW THE ROADBED ELEVATION ABOVE THE TABLE.

SLOPE IS APPROXIMATELY 2.8%.

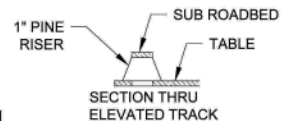
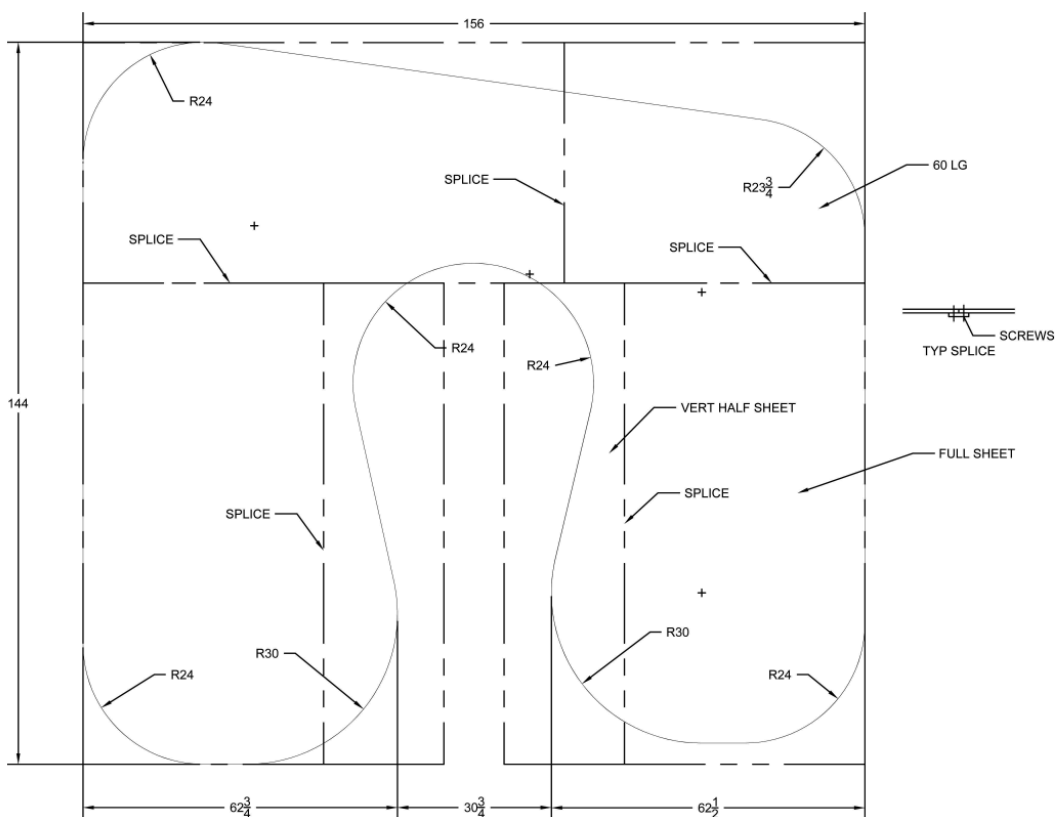


TABLE CUTTING PLAN



The layout also can be a small mining railroad, bringing ore to the smelter. This layout could be similar to the Verde Valley Railroad in central Arizona. The Verde Valley brought ore down from Jerome to the smelter in Clarkdale. The railroad would haul all material for a mining operation and a mining town. The scenery would be typical southwest.

As a standard gauge railroad, the L&BVRR could be a short line connecting with a Class 1 railroad. There were many of these small railroads in the early part of the twentieth century. Presently, there is a resurgence of these short lines on routes abandoned by larger railroads.

The railroad could also be built as Sn42, using On30 track and equipment. The On30 track is remarkably close to Sn42 and most equipment would not require much modification. New cabs for the locomotives and changing of some details.

Whatever direction you decide upon, you should enjoy constructing and operating the L&BV RR. 

PARTING SHOTS

By Bill Pyper, Departing Editor

This is the last issue of The Dispatch that I will be producing. The last six-plus years have been a fun and rewarding time. As a child I wanted to be a journalist. Even though my first job was at a weekly newspaper, and I studied journalism in high school and college, I ended up as a printer. But finally, at age 74, I was hired to edit The Dispatch, and I enjoyed (almost) every minute of it. 

On January 21st I (and a few others) got an e-mail from Will Holt asking for ideas for new benefits for the membership.

The next day I was copied with the following:

One idea that might bear some investigation is organizing and hosting S-focused clinics via webinars. Clinics are pretty popular with convention attendees, but with large numbers of members unable to attend conventions from year to year, webinars offer an option for an ongoing clinic series targeted at S which participants (and hosts) can do comfortably from his/her own home. With services like ZOOM readily available, this becomes easy to do. And with the appropriate technology selection and presenter approval, you could even build a library of on-demand seminars that NASG members (present and future) could access in case they were not able to attend live, and/or in the future when a seminar might not be offered. It would also be a great place to capture "historical" S information for those in the know who are with us today and may not be with us in the future. — *Michael Greene*

If you like this idea or the one on the right, be sure to tell your regional vice president. If you have any ideas of your own please pass them on too.

Along the same lines, *YouTube* is very popular, especially with the younger crowd. An idea I have been toying with, but would have no time to manage, would be to have an NASG *YouTube* channel (this would be separate from Michael's idea), where only NASG members can upload their videos, but the public can view any of the videos.

This would encourage people to join the NASG, to be able to post their videos. Some S modelers are already posting on *YouTube*, but we could promote it, to draw a greater audience. Much like the NASG web site gets a much larger audience than any individual S modeler's personal web site might currently get (speculation, because I don't know how many hits Brooks Stover's web site gets, for example).

To make sure the content is appropriate for the NASG, a person must be selected to manage this project. By restricting the access to NASG membership, we eliminate any truly bad stuff from being uploaded, and by having someone in charge of this project, he/she could quickly delete a video that was uploaded but contained no S-related content.

An additional function of that person could be to facilitate the uploading of a video, maybe even offer editing services. I imagine that since a large number of our current membership is of an older age that the membership doesn't have the time or ability to edit a video (remove the shaky parts, add title texts, etc.) or have the ability to figure out how to upload a video to *YouTube* (you can't have music on a *YouTube* video, for example, unless you own the rights to that music). A member could record the video on a flash drive, CDs, or DVD, and US mail it to the person in charge of this project.

— *Peter Vanvliet*

ABOUT DINERS . . .

By Jeff Madden
Editor Emeritus



This is just a bit of miscellany from a past NASG convention in Massachusetts. Being held in New England and traveling there by car naturally whetted my appetite for visiting classic (manufactured) diners which are so prevalent in that neck of the woods.

The first such diner that my wife and I stumbled into was in the town of Milford, Pennsylvania, just on the border of New York. Looking for a lunch spot I spied the classic '50s Village Diner just off Interstate 84. We had a good burger and shake lunch. We split the generous shake which is a good "senior trick" to save money and to lower the calorie intake.



Three other diner meals were post convention in Maine and Vermont. We made a repeat visit to the Maine Diner (not a classic, but good) on U.S. 1 on the way to Bar Harbor. A few days later on our way back home we made another repeat stop in Rutland, Vermont, to eat lunch at the Midway Diner. That was a good pizza lunch as the diner name had disappeared and re-named for a pizza-beer pub. But in-between in Portland, Maine, we stopped for lunch in the classic Miss Portland Diner. This time sitting in a vintage booth we downed a good hot dog and again split a shake. We did have to pass up a slice of "Whoopie Pie" cake as we were too full.



The Miss Portland Diner in Portland, Maine.

Diners make a good addition to any layout. They are often found near railroads as many of them were actually former rail-road dining cars. Also if your collection includes model motor vehicles, a diner parking lot is a good place to display them. Several AF Branford and Plasticville diners were spotted on layouts at the convention and on tours, thus the connection between real and model.



Above: AF Branford Diner.

Below: Mike Marmer built this diner which won first place in the Greely's Place Contest at the 2017 convention.



AND MULTI-SCALE CLUBS

And while you're at the convention . . .



Mickey's Diner is a classic diner at 36 West 7th Street in downtown Saint Paul, Minnesota. It has been in continuous operation at the same location since 1939. Designed to resemble a railroad dining car, the prefabricated building was constructed in 1937 by the Jerry O'Mahony Diner Company of Elizabeth, New Jersey, then shipped to Saint Paul by rail. Its unusual architecture made it a local landmark. It was listed on the National Register of Historic Places in 1983 for having local significance in the themes of architecture and commerce. It was nominated for being "a beloved, longstanding and unique social institution," an unaltered example of railroad car-style diners, and one of the few surviving examples of its type in the American Midwest.

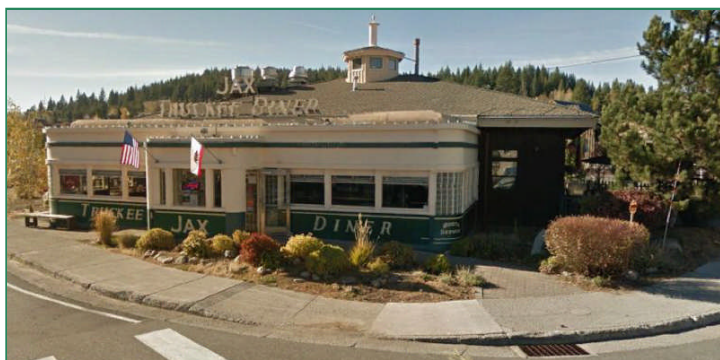
The building is 50 feet long and 10 feet wide, Mickey's has distinctive red and yellow porcelain-enameled steel panels and Art Deco-style lettering on the exterior. A row of 10 train-style windows graces the front. The interior features floor-mounted round stools along a well-worn counter. Mickey Crimmons and Bert Mattson opened Mickey's Diner in 1939. Such diners had gained popularity early in the 20th century as inexpensive, often all-night, eateries. Mickey's Diner has been operating as a family-owned business since the year it opened. Besides its architecture, Mickey's is known for its all-day (and all-night) breakfast menu. The menu features such staples as eggs, pancakes, and hash browns. It also includes Mickey's homemade mulligan stew, hamburgers, and ice cream floats, milkshakes, and malts. The diner's web site includes Mickey's schedule "Open 24 hours a day, 365 days a year" and its "House Rules" "No smoking, no checks, no take out."

Below: A dome car, less dome, became Donner's Diner on Bill Pyper's Mendacity Canyon Railroad.



Above: The Rock 'n Roll Diner on Highway 1 in Oceano, California was probably once part of the Southern Pacific Lark.

Below: Jax Diner by the tracks in Truckee, California.



Now to the "multi-Scale Club" idea: I picked up the idea that S clubs (or even a few S individuals) might want to investigate the idea of *infiltrating* an established multi-scale club without an S layout or even searching out a location for multi-scale layouts to be set up on a permanent basis that would include an S layout. This thought came about when I visited the Nauset Model RR Club in Cape Cod with my wife and friends John and Penny Royal. Cape Codder Roy Jones graciously took us on a tour of his personal layout area which included an S hi-rail pike and the Nauset club nearby which is a permanent location for four layouts, including S.

The Nauset club is a permanent location beneath a small strip mall that has four layouts – N, HO, O 3-rail and S hi-rail. The N one is about 8' square, but the other 3 are substantial. All are fairly complete with lots of trackage and scenery. The club is regularly open to the public. The benefit to S, of course, is exposure, shared rent and a permanent location to meet and run trains. The location has a bathroom, workshop area, display area and even some shelves used for selling members' or clubs' excess equipment.

Maybe S clubs (or individuals) could investigate other model railroad clubs in their area to see if there could be a cooperative effort on finding a permanent shared home. See if you can horn in on another club or clubs of different scales to work this out. Again, such situations, if found, can't help but to allow our "goldilocks" scale to be compared to others. Are there other multi-scale clubs with S out there besides the Nauset one? I think there might be in Florida, but I don't know of any others. Just check out what other scales are doing in your area. Is there a Lionel O club, an HO one, an N one? Put a sign up in the local hobby shop if you have one? Attend TCA or NMRA meetings to help sniff out the multi-club or multi-layout idea? If your club is homeless, maybe this is a solution. 

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.

March 7, 2020 — Independence, Ohio

INDEPENDENCE TRAIN & TOY SHOW hosted by KD Trains at Independence High School Field House, 6001 Selig Drive, 10 am to 3 pm. Adults \$6, children under 12 free with adult. Free parking. More info e-mail kdtrains@att.net

March 7 and 8, 2020 — Bakersfield, California

ANNUAL MODEL TRAIN SHOW presented by the Golden Empire Historical & Modeling Society in the Horace Massey Building at the Kern County Fairgrounds, 1142 South P Street. Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. Go to www.gehams.club/train-show-info

March 7 and 8, 2020 — Bern, North Carolina

25th ANNUAL TRAIN SHOW presented by the Carolina Coastal Railroaders at the New Bern High School, 4200 Academic Drive, Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. Ages 12 and up \$7, under 12 free with adult. Over 90 vendor tables. Info at <http://carolinacoastalrailroaders.org>

March 7 and 8, 2020 — Manassas, Virginia

The **WASHINGTON & OLD DOMINION S GAUGERS** will support the Boy Scout Troop 964 Merit Badge Annual Train Event at Saunders Middle School, 13557 Spriggs Road,

March 7 and 8, 2020 — Sioux City, Iowa/Nebraska

8th ANNUAL COSMOPOLITAN TRAIN SHOW at the Delta Hotel Center, 455 East 5th Street, South Sioux City, Nebraska. Saturday 9 am to 4 pm, Sunday 10 am to 4 pm. Adults \$7, children 12 and under free with adult.

March 7 and 8, 2020 — Denver, Colorado

ROCKY MOUNTAIN TRAIN SHOW at the Denver Merchandise Mart, 451 East 55th Avenue. Saturday 10 am to 5 pm. Sunday 10 am to 4 pm. 30 layouts. 700 sales tables, Clinics. Adults \$10, children under 12 free. Free parking. Info at www.RockyMountainTrainShow.com

March 8, 2020 — Spokane, Washington

SPOKANE TRAIN SHOW sponsored by the River City Modelers at the Spokane County Fair Expo Center, 404 North Havana Street. 9:30 am to 3:30 pm. Admission \$6, 12 and under free. All scales represented. Free parking.

March 8, 2020 — Toledo, Ohio

GREATER TOLEDO TRAIN & TOY SHOW presented by Toledo Toymasters at Owens Community College Student Health and Activities Center, 30335 Oregon Road, Perrysburg. Open 11 am to 3 pm. Adults \$6, children 12 and under free with paid adult. Web site www.toymasters.org

March 14, 2020 — Portland, Oregon

WILLAMETTE MODEL RR CLUB SWAP MEET at the W. D. Jackson Armory, 6255 NE Cornfoot Road. Adults \$5, children under 12 free. Free parking.

March 14 and 15, 2020 — Kirtland, Ohio

RAILFEST, ALL GAUGE TRAIN SHOW presented by NMRA MCR Division 5 at Lakeland Community College, 7700 Clocktower Drive. 10 am to 4 pm. Info at www.Railfest.org

March 14, 2020 — Cincinnati, Ohio

MODEL RAILROAD SPRING FLEA MARKET & TRADE SHOW hosted by Cincinnati Division 7, MCR, NMRA at Lakota West Freshman School, 5050 Tylersville Road, West Chester Township. 10 am to 3 pm. Adults \$5, 11-15 \$3, under 10 free. All scales. Web site www.cincy-div7.org/events.html

March 14 and 15, 2020 — Mobile, Alabama

SWARM MODEL TRAIN SHOW sponsored by the Southwest Alabama Railroad Modelers at the Mobile Via Health, Fitness and Enrichment Center, Adele F. Mitchell Campus, 1717 Dauphin Street, Saturday 9 am to 5 pm. Sunday 11 am to 4 pm. Adults \$5, children under 12 free.

March 21, 2020 — Louisville, Kentucky

TRAIN SHOW AND SALE presented by Division 8 of the Mid Central Region NMRA at Holy Family Parish Saffin Center, 3938 Poplar Level Road, from 10 am to 3 pm. Admission \$6, children 12 and under free. Info at www.div8-mcr-nmra.org/

March 21, 2020 — LaGrange, Illinois

ALL AMERICAN RAILROAD SHOW sponsored by the Dupage Division NMRA and Lyons Township High School at Lyons Township HS North Fieldhouse, Brainard and Cossitt. <http://mwr.nmra.org/divisions/dupageindex.htm>

March 28, 2020 — Indianapolis, Indiana

INDY SOUTH TRAIN SHOW in the independent Nazarene Church School Building, 5152 Hornet Dr. 10 am to 3 pm. Adults \$4, 14 and under free with adult. Free Parking.

March 28 and 29, 2020 — Urbana, Illinois

LINCOLN SQUARE TRAIN SHOW at 100 High Street, sponsored by the Illinois Terminal Division NMRA, Midwest Region. Saturday from 10 am to 5 pm, Sunday 11 am to 4 pm. ADMISSION FREE. itd.illinoisterminaldivision.org/show

March 29, 2020 — Lewiston, Idaho

LEWIS AND CLARK TRAIN CLUB SWAP MEET at Nez Perce County Fairgrounds, 1229 Burrell Avenue, 9:30 am to 4 pm. Admission \$5. Children under 12 free with adult. More information at www.lewis-clarktrainclub.com

April 2 through 4, 2020 — Albuquerque, New Mexico

Sn3 SYMPOSIUM at the Ramada Plaza by Wyndham, 2020 Menaul Boulevard NE. Go to www.sn32020abq.org for more information and to register.

April 4, 2020 — Franklin, Indiana

The **INDIANAPOLIS SPRING TRAIN SHOW** at the Johnson County Fairgrounds, 100 Fairground St. Sponsored by the Central Indiana Division NMRA. 10 am to 3 pm. \$3 per person. Family \$5. Info at www.cidnmra.org

April 4 and 5, 2020 — Chehalis, Washington

ANNUAL SPRING TRAIN SHOW & SWAP MEET presented by the Lewis County Model Railroad Club at the Southwest Washington Fairgrounds Blue Pavillion, 2555 North National Avenue. Saturday 10 am to 4 pm. Sunday 10 am to 3 pm. Admission \$5. Free parking.

April 4 and 5, 2020 — Lindsay, Ontario, Canada

The **S SCALE WORKSHOP** will be exhibiting at the **46th ANNUAL LINDSAY & DISTRICT MODEL RAILROADERS' TRAIN SHOW** at the Lindsay Armory, 210 Kent Street West, Lindsay, Ontario, Canada.

April 18, 2020 — Blue Ridge Summit, Pennsylvania

8th ANNUAL MINI CON presented by the MER South Mountain Division of NMRA and **Mainline Hobby Supply** at the Blue Ridge Fire Hall, 13063 Monterey Lane, 9 am to 4 pm. This event consists of prototype modeling presentations, formal and informal clinics, modular displays and interaction with your fellow hobbyists. This is an admission free educational event open to the public for the promotion of model railroading.

April 23 and 24, 2020 — York, Pennsylvania

WASHINGTON & OLD DOMINION S GAUGERS will display and run their modular layout at the **TCA Eastern Division April Train Convention**.

April 26, Montpelier, Ohio

MODEL RAILROAD SHOW & SWAP MEET presented by the Trackside Modelers Railroad Club at the Quality Inn, State Road 15, Holiday City, 10 am to 3 pm. Adults \$5, children 12 and under free with adult. Boy Scouts and Girl Scouts in uniform admitted free. Info at: railcarman@frontier.com

April 30 through May 2 — Marion, Ohio

2020 SPRING S SPREE presented by the Central Ohio S Gaugers at the Marion County Fairgrounds, Veterans' Memorial Coliseum, 220 E. Fairground St. www.SSpree.info

April 30 through May 3, 2020 — Concord, California

CLEAR TO THE COAST PCR NMRA & WRM joint convention at the Crown Plaza Hotel, 45 John Glenn Drive. There will be clinics, contests, layout tours, operating sessions, prototype tours and a Convention Shirt. For more information go to <http://www.pcrnmra.org/conv2020/>

May 2 and 3, 2020 — Rickreal, Oregon

MODEL TRAIN SWAPMEET & SHOW at the Rickreal Grange Hall, 280 Main Street (Hwy 99W). 9:00 am to 3:00 pm. Admission \$5 Saturday, \$2 Sunday. Children under 12 free.

May 2, 2020 — East Greenville, Pennsylvania

NORTH PENN S-GAUGERS TRAIN SHOW will be at the East Greenville Fire Co., 4th & Washington St., 9 am to 3 pm. Three operating layouts and approximately 90 sales tables. Admission: \$3 per person, \$5 per family. Free parking. Refreshments. More information at www.npsgauge.org

May 2 and 3, 2020 — Timonium, Maryland

THE BALTIMORE AREA AMERICAN FLYER CLUB will display and run their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds. www.gsmts.com/index.htm

May 8 through 10, 2020 — Toronto, Canada

CARM TORONTO CONVENTION organised by the Toronto Chapter of The Canadian Association of Railway Modelers. Includes layout tours, clinics, social events and more. For more information check the web site at www.caorm.org

May 16 through 17, 2020 — Cheyenne, Wyoming

CHEYENNE RAILROAD HERITAGE DAYS including the **Sherman Hill Railroad Club Annual Train Show** at the Frontier Park Exhibition Hall, 1312 West 8th Ave. Saturday 9 am to 5 pm and Sunday 9 am to 4 pm. Admission \$8 for the whole weekend. Children under 12 free. Free parking. More information at www.shermanhillrails.org/show

May 16, 2020 — Homewood, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will display and run Will Holt's small layout from 9 am to 3 pm at the **HOMWOOD RAIL FEST** at the Homewood/Flossmore Park District Auditorium, 2010 Chestnut Road.

May 17, 2020 — Cleveland, Ohio

ALL SCALE TRAIN SHOW presented as part of the **New York Central System Historical Society** 50th Anniversary Convention at the Holiday Inn Cleveland South, 6001 Rockside Road. More information at www.NYCHSHS.org

June 15, 2020 — Bremerton, Washington

ALL SCALE MODEL RAILROAD SWAP MEET presented by the Bremerton Northern Model Railroad Club at Kitsap Mall, North End, next to Kohls, 10315 Silverdale NW, Silverdale, Washington.

July 7 through 11, 2020 — Bloomington, Minnesota

NASG 2020 CONVENTION, A GATHERING OF FRIENDS, presented by the Pines and Prairies S Scale Workshop at the Double Tree by Hilton Hotel. The hotel is conveniently located close to Minneapolis-St. Paul International Airport as well as the world famous Mall of America. There are more details on pages 12 and 13 in this issue of The Dispatch.

July 7 through 11, 2020 — Dayton, Ohio

The **MIAMI VALLEY S GAUGERS** will operate their layout at **LOTS FIRST IN FLIGHT** at the Dayton Convention Center. For more info e-mail lotstrainshow@gmail.com

NASG INFORMATION BOOTH SCHEDULE OF 2020 SHOWS

July 17 through 19, 2020, Saint Louis, Missouri

The NASG Information Booth will be set up at the
National Train Show at the
Americas Center Convention Complex,
701 Convention Plaza, Saint Louis, Missouri

If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator. email address willow_assoc@comcast.net

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

The **National Association of S Gaugers** will contract with the show for a 10-foot by 20-foot booth to display a variety of S model railroading products and provide the attendees the opportunity to learn about S. Most of these shows will have an audience in the range of 20,000 to 30,000 attended. More than half of the visitors at these have attended a train show before. There are usually anywhere from 10 to 20 S manufacturers, including Lionel and MTH, and dealers exhibiting at each show.

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

COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC



**NMRA Sn3
TRACK & WHEEL
GAUGE**
\$7⁰⁰ for members
\$14⁰⁰ non-members



**NASG S-3, S-4
TRACK AND
WHEEL GAUGE**
\$7⁰⁰ and 2 for \$12⁰⁰
instructions included



**#802 AND #5 KADEE
COUPLER HEIGHT GAUGE**
Measures car on track for proper
17/32" height.
\$6⁰⁰ each or 2 for \$11⁰⁰



**S SCALE
CLEARANCE
GAUGE**
\$7⁰⁰ for members
\$9⁰⁰ non-members



REFRIGERATOR MAGNET



50th
anniversary
logo
\$4⁰⁰
each

FOR SALE ONLY TO NASG MEMBERS



**NASG
T-SHIRT**
\$15
2X \$18
Ash gray with
blue logo



**NASG
GOLF SHIRT**
\$29
2X \$33
Dark blue w/pocket
yellow logo



NASG CAP
\$19
Tan and blue denim
with color logo



**EMBROIDERED
PATCH**
2 3/8" diameter
\$4⁰⁰



LAPEL PIN
3/4" diameter
\$5

TO ORDER any of these products, download an order form at www.nasg.org/Store or write your order legibly on a piece of paper. Make checks payable to NASG Company Store and mail to:

JEFF MADDEN, 438 BRON DERW CT., WALES, WI 53183

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

PRICES include shipping to anywhere in the continental US. All shipping is by US Mail. For shipping outside the US contact the Company Store. **Wisconsin residents** please include appropriate sales tax and county of residence. If you have questions contact Interim Storekeeper Jeff Madden at 262-968-3729 or e-mail to companystore@nasg.org

TO SHOP ONLINE: Go to <http://www.nasg.org/Store/CompanyStore.php> Choose the items that you want to purchase and click **Add to Cart** and follow the instructions.

CLUB CARS

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



AF Budweiser Woodside Reefers from the 2019 Fall S Fest are available from AFGSLA for \$70 each including shipping. Mail check payable to ASSGSLA to Moe Berk, 39 Graeler Dr., St. Louis, MO 63146

2019 NASG Convention Box Cars featured the US Playing Card Company's Bicycle Logo. The white bodies with blue roofs display the red logo #1985. The red roof displays the blue logo #2019. Hi-rail and scale are available for \$70 plus shipping. Visit www.COSG.Club for info and order form or call COSG at (614) 766-9033.

S Fest 2018 Illinois Central Reefers and Gondolas



The CASG has some IC Reefers and Gondolas for \$57 a reefer and \$60 per gondola in two different road numbers. Shipping is \$12.65 for any number of cars. Specify Hi-Rail or scale for the reefer. Gondola is only hi-rail. Contact Wayne Grassel at 847-744-0363 for availability before ordering! Specify cars desired, mail checks payable to CASG, to Wayne Grassell at 3115 Country Lane, Willmette, IL 60091.

SOHIO TANK CAR IN S GAUGE

These Lionel 6-41026 cars sell for \$70 each which includes shipping and handling. To order make a check payable to SCSGC and mail to: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718



BURLINGTON REEFERS Stateline S-Gaugers has Fall S-Fest show cars for sale for \$65 including shipping. To order make checks payable to SLSG and mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033

2017 CONVENTION CARS AND TRAILERS



TOFC \$60 each
Trailers \$20 each

Shipping: \$11 first item
\$4 each additional item

The **Baltimore Area**
American Flyer Club

has TOFC and trailers from the 2017 NASG Convention. B&O #2017 in scale. B&O #9523 in hi-rail and scale. WM #1889 in hi-rail and scale. WM #2411 hi-rail and scale. Extra McCormick trailers available. <http://baltimore-americanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> Order from BAAFC, c/o Kyle Russell, 4146 U Way, Havre de Grace, MD 21078.



The **Golden Gate American Flyer Club** has a two car Deep Rock tank car set. The two car set is available for \$159.95 plus \$15 shipping. Checks payable to GGAFC should be sent to Paul Guaraglia, P.O. Box 4054, Foster City, CA. 94404-0054.

NASG COMMEMORATIVE & CONVENTION CARS

Each year since 1981 the NASG has contracted with Lionel American Flyer to produce a limited-run car or locomotive for the American Flyer collector or operator. This project is being replaced by an NASG car project that may utilize any S gauge manufacturer. As this project is ending it is appropriate that this caboose represents the end of the line.



2019 American Flyer Commemorative Car

The price is **\$69⁰⁰** which includes domestic shipping. You must be an active NASG member to buy this car.

DISCOUNT SALE

**ALL CARS ON THIS PAGE
EXCEPT THE 2019 CABOOSE
ARE PRICED AS FOLLOWS**

Buy five or more cars — Take 30% off

Buy four cars — Take 25% off

Buy three cars — Take 20% off

Buy two cars — Take 15% off

Buy one car — Take 10% off



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 the 2017 and 2018 commemorative cars. The price is **\$69 each or \$130 for two**. You must be an active NASG member to buy one of these cars..



The **2016 AF Commemorative Car** is a CNW Flatcar loaded with pallets. The road number 3516 is for the 35th edition and the year 2016. The **price is \$79**. Extra pallets can be had at 4 for \$10, decorated or undecorated.



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

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



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



2012 Marathon Motors Box car. Road number 3112. **\$75**

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

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

***SPECIAL OFFER! The Crane Car and Boom Car for \$115**



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 any 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 other 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 to buy and follow the instructions.

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 Richard Caugherty, Editor, 714 Twin Oak Drive, Pittsburgh, PA 15235. Please be sure to include your **member number**. Ads will run for three consecutive issues unless told to stop.

FOR SALE: My original complete 1948 American Flyer set, with 2 additional engine/coal car combos (engines 302, 312, 322); plus 21 assorted rolling stock. All 'ran' at time of layout disassembly in late 2018. Included are: 2 transformers, Plasticville structures (42), assorted accessories — AF 'S' gauge track sections (178), people, animals, telephone poles, trucks, cars, fence, sidewalks, landscape pieces, track bed, and more. A few accessories are mint, but most look seasoned and natural . . . good for an established or new layout. Contact by email tssnorkel@aol.com or phone 239-405-5896 (EST) for more information. Tom Jones.

FOR SALE: OVERLAND GS-4 Daylight 4-8-4, custom painted #4449, no decoder. Ran very well 30 years ago, but has been carefully packed away ever since then in a marijuana-free environment. Probably needs lubrication and minor cleaning. OMI-1701/S OVERLAND ALCO DL-721 (RS-32) Low Hood Southern Pacific version. Beautiful bare brass (unpainted). Never run. OMI-1775/S SHS SW-1 switcher SP tiger stripe #1014, no decoder. Has both hi-rail and scale wheels. Never run. SHS F3 Phase 2, SP black widow A&B set #302/502. Has both hi-rail and scale wheels. Never run. Photos and answers to your questions available upon request. Instead of asking me what the price is, why not just make a "reasonable" offer and see what happens. Thanks . . . Ed Loizeaux, 1-650-962-1577, Loizeaux@SBCGlobal.net

FOR SALE: The following items are in their original boxes and have not seen the light of day. S-Helper Service Western Maryland Consolidation WMD #1 2-8-0 DCC cd 110, 2 Showcase Line cars: Nickle Plate Road and Union Refrigerator Transit reefer for Curve Premium Beer of Altoona, PA, 1 American Models Western Maryland wood caboose, MTH Norfolk & Western 40' rebuilt steel box car, 5 road vehicles, 1 John Deere tractor trailer with tractors, 1 Tootsie Toy Mack car carrier with three Tootsie cars 1935 era (not in a box) and 1 BTS Handcar Shed. The draw bar is detached from under the cab and needs to be corrected. Would like to sell as a complete package: \$945 which includes shipping in continental USA. Ted Milliken 724-781-0839 or mmtm1940@outlook.com

FOR SALE: American Models Alco PA-1 ABA three unit set, painted and lettered Santa Fe red war bonnet scheme, bright chrome on sides, prototypical silver paint below, on roof and pilot; DC, scale wheels, Kaydee couplers, \$400. Also undecorated American Models Alco PA-1 ABA three unit set, DC, scale wheels, \$350, or both Alco PA-1 sets for \$700. Three American Models Budd coaches, bright chromeplated lettered for Santa Fe, scale wheels and Kaydee couplers, \$90 each, or all three for \$250. Email james.sweeney3@comcast.net

WANTED: American flyer steam-sounds Erie boxcar 6-48871. Will pay premium. Call Rick Rooney at 740-649-1095 or e-mail rooney@horizonview.net

WANTED: American Models SD60 Locomotives Conrail, CSX, BN (Green), Norfolk Southern. I prefer AC Highrail. Putt Trains Industrial Switcher. Burro Crane. Call or text Jim Wright at 218-780-4691 or email aflyer69@gmail.com

FOR SALE: My first Xmas K5 #561 with tender, two #495 coaches, Pullman Sleeper, Pullman Sleeper Observation, Tuscan, not lighted. All in good condition \$500 plus shipping. S-Helper track, switches, uncouplers, accessory track. American Models, S-Helper, American Flyer, Lionel Flyer, engines (24 diesel, 8 steam) freight, passenger. Some above are sets. 1981 B&O freight, 1982 Erie and Southern Pacific passengers. Also some convention cars. Everything very good to excellent, NO JUNK. Ray Preiter 386-225-3921 evenings EST.

FOR SALE: River Raisin by Boo Rim Southern Pacific S scale 2-8-0 MK5 Harriman Mikado DC with 120-5C-6 tender. Paid \$2000, asking \$975. Call Al Boisse at 386-473-6565 or e-mail judith.boisse@mygait.com

FOR SALE: Omnicon Brass locomotive 2-8-0 MoPac. Professionally lettered, painted and tuned by River Raisin. Original box, never run. Pictures davidverwys@hotmail.com

FOR SALE: Mint in the box NASG cars. 48436 NYMX reefer, 48475 Boraxo hopper, 48480 Susquehanna box car and 48481 REA reefer. All for \$200. Price includes shipping. Joe Wozniak, cell 239-564-0343 or email: poppoint2@aol.com

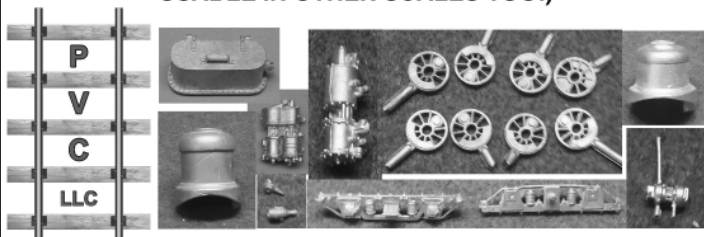
WANTED: I would like to purchase an American Models 80-foot Heavyweight Great Northern 10-1-2 Buccaneer Sleeping Car. If you have one that you are willing to sell, please contact Keith Erhart at 815-979-0094 or kerhart@frontier.com

FOR SALE: All new in original boxes: S Helper #00256 Track Set (2) \$70 ea., #00992 Panel Side hopper NYC Black set A \$95, #00080 NYNHH PS-2 2-bay hopper \$50, #02123 Carling Black Label #3 CBL797 \$100, #02124 Carling Black Label #4 CBL 812 \$100, AM #BD8200C B&O Budd Chrome coach "New Dome" \$90, #BD8200C B&O Budd Chrome coach "New Dawn" \$90, #3219 NH 2-Bay Rib Sided Hopper (2) \$40 ea. All prices plus shipping. Call Rudy Williams at 203-815-8765 EST or e-mail rwtrains@comcast.net

FOR SALE: All run once, with all original packaging: Loading Platform 49824 \$100; MOW depressed ctr. flat with floodlight 49022 \$60; NYC flat with cable reel \$40; SF crane 48723 \$60; SF boom car 48723 \$35. For more info/photos/other items call Bob Garman at 202-836-4190. E-mail p3garm@hotmail.com

NEED S SCALE PARTS? WE HAVE S SCALE PARTS!

USABLE IN OTHER SCALES TOO:)



www.pvc-sn3.com

Precision Vintage Classics • 9938 257th St Ct E • Graham WA 98338 •

NASG OFFICERS

2186 Cabrillo Lane,
Hoffman Estates, IL 60192-4633
e-mail: president@nasg.org ☎ 630-881-9025

1719 Middle Road, Glenshaw, PA 15116-3127
e-mail: exec_vp@nasq.org ☎ 412-487-3364

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

8 Treeline Court, Etobicoke, ON M9C 1K8, Canada
e-mail: secretary@nasg.org ☎ 416-626-8395

6 Lansing Avenue, Troy, NY 12180-4829
e-mail: eastern_vp@nasg.org ☎ 518-274-8068

5915 Colbert Street, New Orleans, LA 70124
e-mail: central_vp@nasg.org ☎ 504-224-1158

59 Glenalla Place, Castle Rock, CO 80108
e-mail: western_vp@nasg.org

☎ 303-660-1991 ☎ Cell 303-916-8355

COMITTEE CHAIRS

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

714 Twin Oak Drive, Pittsburgh, PA 15235
e-mail: dispatch@nasg.org

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

e-mail: Advertising@nasg.org

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

Jim McAuliffe, Joe Glenn and Will Holt

Gaylord Gill and Philip Sharp

Co-chair position is open

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

438 Bron Derw Court, Wales, WI 53183
e-mail: companystore@nasq.org

e-mail: contest@nasq.org

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

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

e-mail: webmaster@nasg.org

PO Box 2011, Leesville, SC 29070
e-mail: library@nasq.org ☎ 803-582-7997

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	\$50 ⁰⁰	Contributing
\$40 ⁰⁰	Family	\$50 ⁰⁰	Club, Business, etc.

You can now **renew your membership online**. Go to the web site **www.nasg.org** and click on **Membership**. Click on **renew 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 by mail, payable to NASG, to:

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

\$50⁰⁰ Club, Business, etc.

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

NEW MEMBERS

Thomas L. Long . . . Layetteville, North Carolina
Douglas M. Mace . . . Phillipsburg, New Jersey
Stephen W. McCann . . . Elkhorn, Nebraska
Frank S. Merritt . . . Toledo, Ohio
John Mitroka . . . Allentown, Pennsylvania
David W. Muhleman . . . Cumberland, Maryland
Donald F. Noland . . . Smyrna, Georgia
Michael O'Halloran . . . Hayden, Idaho
Daryl Olszeski . . . Howell, Michigan
James Onoda . . . Fort Myers Beach, Florida
Ernie W. Palmer . . . Haleyville, Alabama
Roman Papierz . . . Chicago, Illinois
Frank Pelkofer . . . Kams City, Pennsylvania
John F. Quilter . . . Eugene, Oregon
William H. Rasmussen . . . Coal Valley, Illinois
Bruce Richards . . . Moose Jaw,
. . . Saskatchewan, Canada
Ronald D. Roalson . . . St. Clair, Minnesota
Gerald L. Stebbins . . . West Branch, Iowa
David Stone . . . Exton, Pennsylvania
George P. Swartz . . . Lititz, Pennsylvania
Bill Williamson . . . Elkhart, Indiana
Leroy Woodwell . . . Groveton, New Hampshire
Jeffrey Young . . . Menomonee Falls, Wisconsin

David Matthews Forked River, New Jersey



f NASG on FACEBOOK
Chris Burger manages the NASG presence on Facebook. The link will take you to the NASG discussion group. You must have a Facebook account to be able view and participate. Go to www.nasg.org and click on **American Flyer** then click on **External Links** and then **Facebook** and then **NASG Facebook Discussion Group**

USRA Pacific with Vanderbilt Tender.

Shipping this Spring

Our new Pacific features a new USRA rounded roof cab also featuring headlight, smoke and choo choo sound as standard equipment on all models. AC HR models can be ordered with whistle and bell sounds. Die cast frame and boiler, tender with die cast frame and most of body die cast. DC models starting at \$499.95.

Orders are being taken for any road name that we have art work for and will include printing on tender and cab. Road names specially ordered require a \$50 non refundable deposit. We prefer a check in the mail but will accept credit or debit card pre-orders.



American Models 11770 Green Oak Ind. Dr., Whitmore Lake, MI 48189
Phone 734-449-1100 Fax 734-449-0335

Purchase or E-mail questions through web site. **Major Charge Cards accepted**
www.americanmodels.com e mail: **americanmodels@sbcglobal.net**