



The

A Publication Of, By and For The Members

DISPATCH

November/December 2023



- Christmas and American Flyer Trains
- Building a Transportable Layout
- NASG Model Contest Winners





The DISPATCH

November/December 2023

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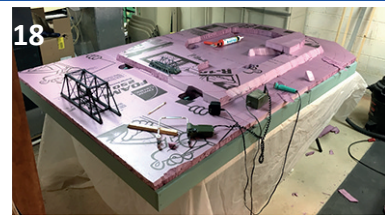
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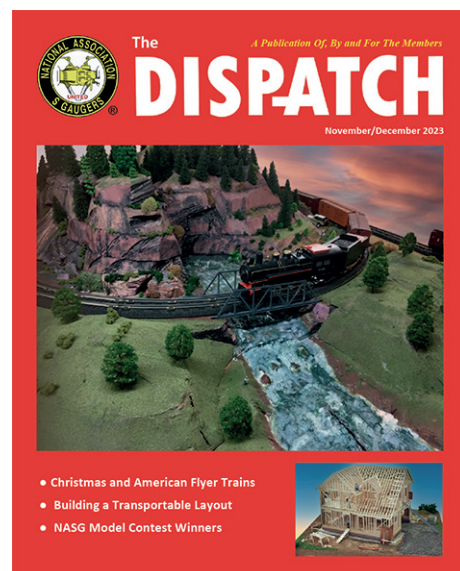
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The COVER

A scene from Michael Byle's Portable Layout. Read about how he built his Transportable Layout In this issue.



MEMBERSHIP YEAR: The Membership Year is determined by the date that one enrolls, guaranteeing 6 issues, starting with the next issue. All applications, renewals and membership questions should be directed to NASG Membership Secretary, Dick Kramer, membership@nasg.org.

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POP VALVE



Remembering Bill Boucher, Jr.

In the September/October issue of the National Association of S Gaugers NASG bi-monthly magazine *The Dispatch*, there appeared an informative article in the Pop Valve column written by fellow Bristol S gauger, Mr. Paul Riley. The article was a written tribute to a former S gauger, Mr. Wilfred (Bill) Boucher, a well-respected pioneer in S gauge. Having been invited as a guest (and possible future member of this S gauge only model railroad club), I had been invited to attend this meeting by none other than Mr. Douglas Peck, proprietor of Port Line Hobbies located in Newburyport, Massachusetts

My wife and I had attended a local train & doll house show to purchase Christmas presents for the upcoming holiday season. Our built-in baby-sitters were the ever much-in-demand grandparents. I arrived at the designated meeting location. It was approximately thirty one miles from my home to his home, that of Mr. Thomas Coughlin. What a surprise! From the moment I arrived to the moment I left, I was accepted a true, confirmed S gauger. Tinsplate, hi-rail, or even link couplers and all, I just was welcomed as an S gauger.

After the meeting part of the gathering was over, the membership were invited to see and witness Tom C's enormous S scale layout in his basement. Are you ready for this? An S scale layout from wall-to-wall and then some. I had never seen or witnessed such a model railroad empire. I, for one, thought that I was in S gauge heaven. But I said to myself, "we are in Tom C's basement." That is when I met Mr. Bill Boucher for the very first time.

He and I (Will or Bill) as he preferred to be called, became the very best of friends, and that is when I found out that he was a innovative and precise scale modeler. "Bill as I always told you, you were a nuts-and-bolts counter."

I will sending an article on Bill's modeling skills, as well as his completion of a circus train to *The Dispatch*, shortly.

Health and Happiness. Jerry Rivet

Just got my Sept/Oct '23 issue today—Usual mixture of subjects, which make it a joy to read. Thank you.

Just a comment (copy to Dick) on the problem of RTR scale S track and turnouts. I have for years tried to interest PECO in the UK to consider adding these to their range without success. They have done very well with their Code 83 HO range in the USA, and so have a range of contacts and a great RTR design already. I had thought at the time they might be able to modify a OO "medium radius" code 100 turnout into a trial S scale version. I had tried some conversions of actual turnouts, but converting a pair of moulds might be more difficult than it sounds!. However now that Fox is offering product, I assumed that there would be no room for a limited market, and stopped pestering Andrew. However, the BOT is right to consider offering some form of support to manufacturers, so perhaps Dick and the Committee might contact them directly.

My contact has been the Editor of "Continental Modeller", Andrew Burnham, e-mail: cm-editor@btconnect.com, who should be able to pass on your request for a proposal (RFP). He was very helpful when I offered AM samples for their "Reviews" pages.

When I was trading as a hobby shop (10 years+ ago), I was offering American Models (AM) products in the UK and Ireland. For a while, White Oak #6 turnouts in code 100 rail were offered in the USA.

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The DISPATCH

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From the YARD OFFICE

NASG S Scale Track System Project Frequently-Asked Questions

In the Sep/Oct 2023 issue of *The Dispatch*, the NASG Board of Trustees announced creation of an ad hoc committee to pursue production of ready-to-use track components for S (standard gauge) equipment with scale wheelsets. In this issue, the BOT responds to questions about the committee's activity.

Q: What's the latest status on the request for proposal that was mentioned in the announcement?

A: The RFP was mailed on August 15 to eight manufacturers. The committee selected companies that have prior experience with mass-producing track components, and the list was not confined only to S scale manufacturers. Due to the anticipated effort involved in preparing a written proposal to the committee's specifications, we have set December 15, 2023 as the deadline for receiving their proposals.

Q: Why is the RFP limited only to a #6 turnout? Shouldn't we also be pursuing other turnout sizes and additional track components?

A: This is the first step in what we intend to be a complete system of ready-to-run track components for scale S. Depending on how this project goes, we might adjust the process before generating additional RFPs.

Q: The NASG funding—is that a donation to the manufacturer? How much money are we talking about?

A: This amount isn't known at present. We'll have to consider the proposals that come back from the manufacturers, and probably negotiate further with the winning bidder to come to terms that are acceptable to both parties. NASG's funding is intended only as an advance payment to help cover the manufacturer's start-up costs.

Consistent with past projects, our organization expects to recoup the investment over time as the products are sold. In addition, we have had offers from private parties to assist with funding as needed.

Q: Is this project an indication that the NASG is shifting more in favor of the scale side of S?

A: Not at all. Hi-rail and Flyer S gaugers already have ready-to-run turnouts from American Models and Fox Valley. People modeling in scale-S today have turnouts now marketed by S Scale Track (formerly Tomalco Track), but the current version of this product requires effort by the purchaser to spike the rail pieces to the wooden ties. What we're looking for with this project is something like the Atlas or PECO turnouts in HO: take it out of the box and connect it to your flextrack.

NASG BOT Meeting, Tuesday, May 23, 2023

Call to Order 8:46 pm EST

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Lou Templeton, Executive Vice President; Darby Marriott, Eastern/North Eastern Vice President; Brian Jackson, Central/South Eastern Vice President; Peter Gehret, Western Vice President
Minutes from April 20, 2023 were approved online.

Treasurer Report

The balances are Checking Account \$22,000, Savings Account \$73,000. PayPal process is now done for the NASG. All NASG transactions can be done through PayPal.

President's Report

The website chairman noticed that the order form for the AF car project was very out of date. After determining that the master file order form was unavailable, Clay Buckage agreed to create a new, up-to-date form from scratch.

Elections Committee

Election by acclamation process is now complete. It appears that we have to start offering free beer tomorrow to attract

candidates. That will be put to a vote at the AGM.

Promotions Committee

RMC ad status: There are enough photos until April 2024. The RPM meet in Collinsville, Illinois is in need of NASG representation, but it takes place at the same time as the Convention. There are discrepancies in the delivery of the business cards. Jim is going to have them ready for handout at the convention. Andy moved that we change the name of the "Explore S Flier" to "Explore S Handout." It was seconded and passed.

THE DISPATCH (committee)

We are making progress on getting more AF/Hi-rail material in *The Dispatch*. Austin Birkey, who is a new member of the NASG, has a wonderful article in the May/June issue and also has a Flyer YouTube channel where he is really promoting the NASG. As of this writing, more Flyer authors are being found. We need inventory for legacy Flyer photos. AF collectors and enthusiasts are wanted for photos. Lou suggested we have articles about repairing AM and SHS equipment. Another suggestion was that we interview famous S people like Doug Peck of Port Line Hobbies, Shane Wilson of Scale Trains and others.

Convention Committee

Progress on 2023 convention in Harrisburg PA area. There were 43 registrants as of Saturday May 20. We need to get someone to cover the convention and take photos because Dan Dawdy is not going to be there. The duties may be split up between BOT members having to use their phones.

Old business

There are no new leads on convention sites from the field for 2024. Jamie Bothwell can secure the same hotel, for the week of July 23-28. John Ciarleglio, Convention Chair, requested that we approve Harrisburg for the 2024 site. Brian moved that we have Harrisburg as a convention for the 2024 site. It was seconded and passed. We voted to discontinue the new dealer and manufacturer membership categories at the February meeting. Brian moved that we put out a vote to change the constitution concerning the membership categories via a mail-in ballot in *The Dispatch*. It was seconded and passed.

Jim moved that we accept changes to the bylaws concerning membership with the proviso that this does not come into effect until the proposed changes to the constitution have been approved by the membership. It was seconded and passed. Brian moved that pending approval of the constitutional changes, a new print member application form be adopted. It was seconded and passed. Clarification on non-member entry to the convention--In advance: must get trial membership, for \$18 At the door: one-day pass for \$ _____. Darby moved that we adhere to one day pricing for both members and non-members to allow walk-ins at the National Convention when the event hall is open. It was seconded and passed. Pete needs the nominations voted on to get the prizes done. Brian moved that we change the name of the Perles Award to the Perles/Heimbürger Award. It was seconded and passed. Friday night is the Annual BOT meeting at 7:30.

New Business

Commemorative Car Project

Andy moved that we accept the annual member car program car as proposed by the chair, Norman Bos. It was seconded and passed.

Source Document Preservation

Jim moved that documents of future use to the organization that might need to be updated in the future be preserved in multiple copies by multiple people, specifically: The committee chair, or BOT officer/board member, generating the document; the Secretary of the BOT; the webmaster (Peter will create a non-public file to preserve backup copies of everything) This was tabled. Mike moved that we approved the polo shirts, tee-shirts, coffee mugs, and purchase of the new NASG dress shirts. It was seconded and passed. Meeting ended at 11:18. Next meeting is June 27, 2023.

NASG BOT Meeting, Tuesday, June 27, 2023

Call to Order 8:34 pm EST

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Lou Templeton, Executive Vice President; Darby Marriott, Eastern/North

Eastern Vice President; Brian Jackson, Central/South Eastern Vice President; Peter Gehret, Western Vice President, Special Guests: Lindsey Neas, Steve Lunde, Richard Karnes, Gaylord Gill

The minutes from May 23, 2023 were approved.

Treasurer Report

\$27,083 is in the checking account and the savings account has \$73,496.

President's Report

I submitted the acclamation process on our (non-) election to both the website and *The Dispatch*.

Jim is sending out a request for the annual committee reports, so we can read them ahead of the in-person BOT MEETING at the convention.

Standards Committee

The committee is reviewing and revising the RFP on turnouts. It was discussed that we could approach the scale members to donate to a fund that would provide scale track and turnouts. The donation would be tax deductible. Things are moving along on the updated modules standards.

Promotions Committee

RMC Ad Status: There are enough photos for the next four issues.

THE DISPATCH Committee

The current issue is hopefully in, or about to be in, the mail. Erica Peter is the new contact for the publishing company.

The forthcoming issue will feature one of Austin Birkey's American Flyer pictures on the cover and will have emphasis on Flyer. Progress is being made on getting more AF/Hi-rail material

Convention Committee

Progress on 2023 convention in Harrisburg PA area. There was no progress report.

Commemorative Car Committee

A deposit has been made and work is in progress. The car is the St. Lawrence Starch Co, Beehive Corn Syrup Tank Car.

Elections Committee

The constitutional amendment ballot did make it into the current *Dispatch*.

Old Business

1) Assistant treasurer duties: Ron Kemp will take PayPal duties. 2) Source document preservation: tabled. Annual BOT meeting starts at 7:30 p.m. Meeting ended at 10:31p

Minutes of NASG BOT Meeting, Friday, July 28, 2023

Call to Order: 7:55 p.m.

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Lou Templeton, Executive Vice President; Darby Marriott, Eastern/North Eastern Vice President; Peter Gehret, Outgoing Western Vice President.

Via Zoom Call: Brian Jackson, Central/South Eastern Vice President; Clay Buckage, Incoming Western Vice President Minutes: Pete moved that we accept the minutes from June 27, 2023.

They were seconded and passed.

Treasurer report

The treasurer presented his report and the details will be put on the website.

President' Report:

Standards Committee

The BOT read over the "Announcement: S Scale Track Components (request for proposals)" and commented favorably on it. It will be handed out at the AGM and be put on the members-only section of the website.

Module standards update

Jim moved that we approve the Standards Committee's reports. It was seconded and passed.

Promotions Committee

We need to market S at RPM meets. Effort will be made to do so. Darby moved that we approve the Promotions Committee's reports. It was seconded and passed.

The Dispatch (committee)

Dick Karnes wants a replacement as scale editor.

Dan Dawdy wants to have a section similar to "Trackside Photos" called "Out Along the Line"

Merlyn Jarman has come up with a letter of introduction for *The Dispatch* ads.

There are too many issues of *The Dispatch* being printed with an overrun of 50 to 100. We discussed ways of distributing the surplus as a promotion for the NASG. Darby moved that we approve the *The Dispatch* Committee's reports.

It was seconded and passed.

Website

There is a possible out-of-space warning on

From the YARD OFFICE

the website. Peter put in a lot of work for the present convention section of the website. He has also made up a template that he can use for future conventions. The company store pages have been reworked, and Peter has done other things to improve the website. The now defunct S Scale SIG website's information will be added to the NASG website. Darby moved that we approve the Website Committee's reports. It was seconded and passed.

Convention Committee

Next year's convention will be in Harrisburg PA again and will have new and different offerings than this year's 2023 convention. A plan through 2028: No report was available to vote on.

Annual Member Car Committee

St; Lawrence Corn Starch car is selling well. Progress on 2024 car: Andy moved that we approve the Annual Car Committee's report. It was seconded and passed.

AF Commemorative Car Committee

There are still quite a few Flyer cars left. There are 138 of the 2019 cabooses, which makes up the bulk of the surplus. Andy moved that we approve the AF Commemorative Committee's report. It was seconded and passed.

Company Store

New things are being introduced. Lou moved that we approve the Company Committee's report. It was seconded and passed.

Elections Committee

Constitutional amendment ballots are being returned. Mike moved that we approve the Election Committee's report. It was seconded and passed.

Contest Committee

No Contest Committee Report.

Library

Andy brought up the idea that the old minutes that are in printed form be sent to Dale Menard for digitization, thereby, returning them to country of origin. Andy moved that we deliver the printed past minutes to Dale Menard for digitization. It was seconded and passed.

Membership

No membership report was given.

Outreach

There was no report because we need a co-chair and additional members.

Old Business

Pete moved that we approve the final draft of RFP for turnouts. It was seconded and passed.

New Business

There was no new business.

The meeting ended at 10:53 pm and there was no free beer!

NASG Annual AGM Meeting Saturday, July 29, 2023

Call to order: President Jim Whipple called the meeting at 2:03 pm EDT.

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Lou Templeton, Executive Vice President; Darby Marriott, Eastern/North Eastern Vice President; Peter Gehret, Outgoing Western Vice President.

Andy read the minutes of the NASG BOT Meeting and the minutes from last year's AGM. Mike Ferraro gave a Treasurer's Report. The details of the report will be on the website. The fiscal period is from July of the first year to June of the following year. Lou mentioned that Jim asked him to become the new Executive VP because of his Flyer/Hi Rail expertise. It was announced that Clay Buckage is the new Western VP and has the same expertise.

President's Report

We have refiled our tax bracket and are now a non-profit organization and are tax deductible. We can now apply for grants in terms of public education.

Membership

We are a membership organization. Please come forward because we need more volunteers. For example, photos of your models.

The Dispatch

Stephen Law, our new AF editor gave a report. Brian is the editor of the editors. Brooks Stover is an advisor to the editorial committee. We have been successful bringing Bill Clark as a contributing editor for Flyer. He is also working with the Heimburger family to bring out information about Don. Austin Birkey is a new young energetic member, who is a Flyer

aficionado and will be supporting *The Dispatch*.

Dick Karnes is bowing out as scale editor, so we need a replacement editor for scale.

The Website

Peter has done a superb job on the website. We are running out of server space and will have to increase it.

It has been used more and more every year. Peter has set up an online convention registration template.

Convention Committee

John Ciarleglio gave a report. Conventions are now easier to hold. The NASG will seed the convention with \$2500 start up money. All committee members are willing to help to set up a convention from buses to hotels.

Jim spoke about next year's convention in Harrisburg again. A straw vote was given as to where some tours should be held.

- Strasburg RR and Toy Train Museum and PRR museum.
- The Reading Blue Mountain and Northern
- The Middletown and Humbletown RR/Woodstown Central
- Stewartstown RR/Ma and Pa Historical Centre
- Amish Country, Longwood Gardens
- Hershey Chocolate Factory

There was no conclusion, but this party really prefers wherever CNR steam is running. A round of applause was given to Larry Morton of Tomalco Track, who is retiring and is finding a new owner. There are five applicants. He reported the income has been steady. Over the last 20 years, he had over \$300,000 of revenue. Jim discussed the need for scale code 100, number 6 turnouts. The Board has assembled an RFD for code 100 number 6 turnouts that will be distributed to various tack manufacturers. Gaylord Gill handed out the page detailing the project. Jace Kahn spoke about the On3 world where San Juan made a track system, which sold successfully. Ron Kemp brought up the numbers factor, meaning the potential manufacturer needed potential market. The module standards are coming along.

POP VALVE

More from the Floor

Jeff English wanted to ask about the hotel. Are there going to be new and better amenities next year? There is no date as to when the renovations are going to be. Jace brought up the notion that there should be a backup hotel. Dale asked about a liability insurance coverage program. Dave Blum responded that it was looked into years ago but our insurance company would not allow it. James McAuliffe asked about getting an umbrella policy to cover clubs displaying at a show. Jeff Krueger asked if his club could donate their club's finances to the NASG. Tim Peters asked if there was readily accessible information as to the differences between the categories in S. Bill Davis mentioned that the NASG is a tax deductible organization. Jeff Krueger made a plug for a show in Southern California on September 9 and told us that, Ed Dickens, the master mechanic for the Union Pacific steam program, will be speaking. Check the NASG website for the Southern California show. There were over 200 attendees at this year's convention. Michael Macow gave props for the editor of The Dispatch for the club information. Props were also given to the Standards Committee for their work on the RFP. Bill Lane brought up ideas to lower the AF inventory, which have already been implemented over the years. The meeting ended 3:38pm.

Ballots Due!

Proposed changes to the NASG Constitution via mail-in ballots are due November 30,th 2023.

Mail ballot to Jamie Bothwell, 1422 W. North St., Bethlehem, PA 18018-3409
Ballots received after this date will not be counted.



Continued from page 3

These were manufactured by "Markway Scale Models" in Sheffield, UK (www.markway.net).

These were constructed of rails soldered to PC ties, which worked very well after a shim was added to match Tomalco track height. I offered these to suit the AM range with scale wheels. The \$us/£stg rates made them expensive for me, but cutting out the middle-man (me) might make them competitive, no moulding or tooling costs, just minimum orders of 50 pairs (levers not included) and import tax and freight added. For your interest, I attach one of my adverts from way back then! My thought here was that you would offer them as NASG products directly to members and other Interested individuals.

Best wishes, J.D.R Browne

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S modeling in RAILROAD MODEL CRAFTSMAN!

Every month on the
inside front cover of
RMC is an NASG ad
featuring a photo of
exemplary S scale
modeling with
directions to the NASG
website for complete



Modeling and photo by Paul Washburn



Modeling by Jerry Holmes, photo by Michael Holmes

WE NEED YOUR PHOTOS

To contribute photos
email to Brian Jackson at
central_vp@nasg.org

So Here's What I Do

By Dick Karnes

Operation

Model railroaders generally enjoy running trains for either or both of two purposes: The enjoyment of seeing trains just run, and/or the puzzle-solving activity of switching – industries, yards, engine facilities, interchanges, etc. This time I'll address way freight operation, generally the most coveted job among people operating on my NYW&B. The way freight is assembled at a regional classification yard, sets out and picks up cars in a particular district, and brings the picked-up cars back to the yard. My preference is for the way freight to set out picked-up cars at their next destination if it is also in the local district, but other layout hosts will often require all pick-ups to come back to the yard for assembly into the next way freight, whether or not their next destination is on the local route.

Way-freight operation requires two things:

- A waybill for each car that lists where it is and where it is to be taken next.

- A list of all the cars in the way freight, changing as the freight does its set-outs and pick-ups.

Prototype way freight conductors maintain switch lists as the train proceeds along its route. Each car set out (delivered) is checked off; each car picked up is added to the switch list. Each car has a waybill stapled to its tack board so the yardmaster knows where it goes next as he makes up trains. Just like the real thing, model railroad way freight operation involves the same bookkeeping at every industry. As you proceed, you delete each car from your switch list as you set it out and you add cars to your switch list as you pick them up to set out elsewhere. Waybills that tell where to drop each car accompany you as your train follows its route.

I've always found switch lists cumbersome. Not only do you need to carry a throttle and an uncoupling device, but you must also juggle a pencil and a clipboard full of a constantly-changing stack of paper. I personally prefer the car card/waybill

system pioneered by Paul Scoles, which eliminates paperwork entirely.

The Scoles method uses a switch list comprised of a stack of car cards instead of a piece of paper. Each card has a pocket that contains a waybill for the car, telling the operator where the car has come from, where it is to be set out on the layout, and its lading. The way freight operator is given a stack of cards spring-clipped together. There are dual card boxes at each primary switching location on the layout – one box for set-outs and the second for pick-ups, where the host has placed cards for cars to be picked up. The operator takes the way freight out of the yard, setting out cars and their car cards at each consignee on the route. Along the route, the operator picks up cars ready to ship out, along with their car cards, each containing a waybill showing the next consignee. The new car cards are added to the spring-clipped stack of cards; thus the clipped stack always represents the cars in the train at any given time/place.

KIND	reefer	AAR	RS
RR/No.	MDT	20686	
Desc.	40'	NYC	

EMPTY CAR
RETURN TO:
LODI CALIF.
VALLEY FARMS

Reorder Micro-Mark #82910

MicroMark offers all the components of the car-card/waybill system. Shown here is an empty car card. I make my own sticky-back labels from my EXCEL inventory program, but you can certainly hand-print them. There's a pocket for a waybill on the bottom of the card, formed by folding on a dotted line and Scotch-taping the sides.

FREIGHT WAYBILL 1	
Consignee	Thompson Ice
Address	N. Cornwall
Routing	NH&N
Via	Troy
Shipper	Acme Whey Pro
Address	New Haven
Lading	Empty

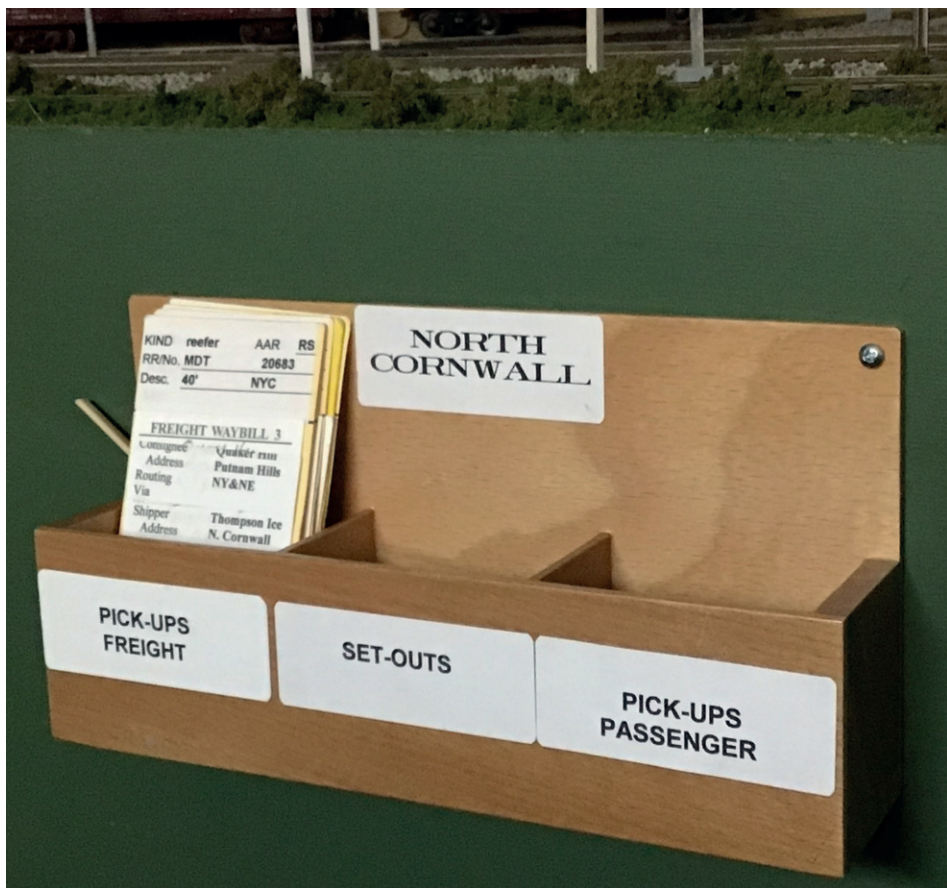
FREIGHT WAYBILL 2	
Consignee	Federal Whey
Address	S. Cornwall
Routing	NH&N
Via	
Shipper	Thompson Ice
Address	N. Cornwall
Lading	Ice

Here's a typical waybill. As many as four shipper/consignee pairs can appear on a waybill – two on each side. If you have more than four shipper/consignee pairs, the car card can contain multi-part waybills.

KIND	reefer	AAR	RS
RR/No.	MDT	20686	
Desc.	40'	NYC	

FREIGHT WAYBILL 2	
Consignee	Federal Whey
Address	S. Cornwall
Routing	NH&N
Via	
Shipper	Thompson Ice
Address	N. Cornwall
Lading	Ice

Each car card gets a waybill inserted into it. Only half of the waybill shows above the top of the pocket. This waybill tells the operator to pick up MDT reefer No. 20686 from Thompson Ice and take it to the Federal Whey plant at South Cornwall.



I have MicroMark three-compartment car boxes on the layout fascia at local industrial areas. The layout host has taken the set-out car cards out of the center slot, flipped the waybill in each car card to the next shipper/consignee, and placed the cards in the pick-ups slot for the next op session.

Each waybill lists shippers and consignees for a particular kind of car.

Each shipper/consignee pair is listed together on half of one side of each waybill. As many as four pairs can be on a single waybill in the sequence of a car's set-outs and pick-ups. As an example, some of my refrigerator cars require four steps: off-line produce wholesaler to an on-line distributor, then to an icing platform, then a dairy, and finally off-line to a dairy products distributor.

Car cards each have a pocket for a waybill. At the top of each car card is the car type, road name, and car number. The waybills and car cards are designed such that only one half of the waybill shows above the car card pocket. The exposed portion of the waybill shows both the shipper and the consignee, as well as the location of each. The operator does nothing with the waybill, leaving it in the car card as-is. However, the layout host flips the waybill in each car card so its next half shows above the car card pocket. That's all the host needs to do between op sessions!

My way freights are always assigned two-person teams: a conductor who is responsible for the train's overall operation, and an engineer who does as the conductor instructs. Their interpersonal dynamics can get quite interesting!

Footnote:

Modern automated ops software produces mutually consistent sets of waybills and switch lists, so you can have it both ways. But I'll stick with what I do . . .

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NEW PRODUCTS

By Jeff Madden

Custom Model Depot has some details available in 3-D printed versions: a painted track bumper, 4 in a pack for \$3.99. Other items shown are a band-saw, potbelly stove, acetylene torch cart, oil sump tank, etc. They also list some unpainted vehicle kits for \$12.99 each, such as a 1952 Chevy vegetable truck and a 1951 Studebaker 4D Champion.

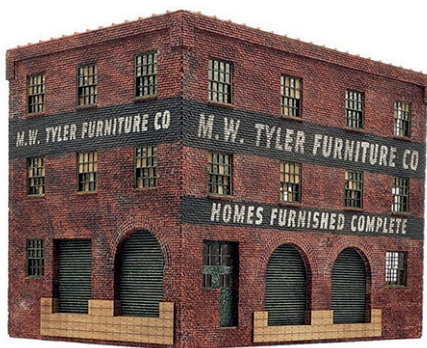


www.custommodeldepot.com

Johnny Lightning Besides the normal vehicles in 1/64 scale, JL lists some structure type dioramas for \$18.99 each. Included are a movie theater with car and a super market with truck.

www.3000toys.com

Monster Model Works has a new laser kits, including a brick 3-story factory for \$149.99, a machine tool factory for \$79.99, and a freight yard office for \$99.99.



www.larkspurlaserart.com

Plate C Models (See NASG website under John Degnan's information) has ACL and PRR trucks including roller bearing, leaf spring, and journal bearing types. These trucks will accept SHS (MTH) axle lengths.

Port Lines Hobbies' website offers a custom painted American Models B&M quad hopper with Minuteman Herald as re-shopped in the 1940s. These are available in 3#s for \$55 each while supplies last. An order of 3 cars will get you all three numbers. These are being promoted by the Bristol S Gaugers club.



www.portlines.com

Scale Trains has many new S offerings. Besides the hoppers and boxcars, the latest release is several RTR painted versions of the former SHS wide-vision cabooses. Roads available are undec, MKT, RDG, GN, CSX, CNW, CB&Q, C&O, BN and ATSF. Some will be in more than one number.



www.scalettrains.com

Tomalco Track: Shane Lambert is the new owner of the Tomalco Line of track and turnouts previously owned by Larry Morton. Consult the NASG website for further details.

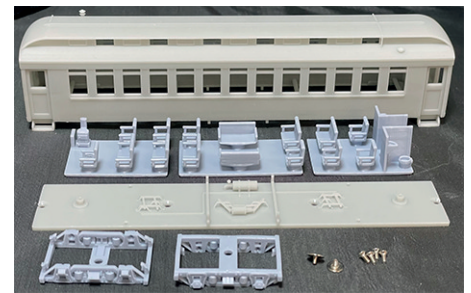
www.sscaletrack.com

Showcase Miniatures has a three-color signal head light for \$7.00 a kit. Also signal boxes and etched brass signal details.



www.showcaseminatures.net

Ride Trains owned by Roy Stevens, is located in Salt Lake City, Utah and specializes in live-steam products (hence the company name). However, they are now branching out into HOn3 and Sn3. Their first Sn3 product is the vestibule coach resin kit. It comes with trucks, but does not include the wheels, couplers, nor decals.



www.ridetrains.net/sn3-kits



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NASG Convention Web Site

It has been quite some time since my column has appeared in *The Dispatch*. For a couple of issues this has been due to the large amount of content that has been added to *The Dispatch*. This is a good, so keep those articles coming. For one issue, I simply did not have the time to write a column. This was due to the fact that coding up the NASG Convention web site such that it can be re-used for every subsequent year took almost two months of my full-time effort. However, that effort paid off because we were able to manage successfully all of the Convention registrations on the web site. For 2024, not only is the site ready for new tours, clinics, etc. (as soon as this information is available), but also it is going to be held in the same location in Harrisburg, PA, so that makes it even easier! It took me another month of regular NASG web site time to work through that backlog of over 120 e-mails of content that I had received during those two months that needed to be integrated into the web site.

NASG PayPal Account

The NASG web site's shopping cart was

first made available on March 1, 2015. At that time, we had no way of actually receiving and processing the funds, so the NASG BOT of that time thought it best that we use my business' (Fourth Ray Software) PayPal account, and that once a month I'd transfer the moneys collected to the NASG Treasurer. This worked reasonably well, although it may have been confusing to some that NASG transactions stated "Fourth Ray Software". Recent IRS ruling changes made this approach impractical, so Michael Ferraro (Treasurer) and Ron Kemp (Assistant Treasurer) worked on getting the NASG set up with its own PayPal account. Any transactions after May 15, 2023 are now done via this new account. The NASG Convention web site was also updated with its registration process now tying directly into the new NASG PayPal account. This is one more thing that future Convention hosts no longer have to worry about (payment via postal-mailed checks or money orders is still fully supported).

We Have More Space

The NASG web site now has over 73,000

files that need to be stored on a server somewhere that is accessible 24/7. To do that, we rent space on a server owned by a web hosting company. All of the web sites I maintain, I host with the same company (the company's headquarters are in Fergus, Ontario, Canada, but they have servers all over the world). Their technical support has been fantastic, and none of the sites I have hosted with them have ever had an outage. They offer two packages: One is limited to 10GB of storage space and one is unlimited storage (for you techies out there, they use SSD disk drives, so our site is very fast). To start off the NASG web site, I chose the cheaper package. However, we were starting to reach the limit of 10GB (the full collection of *Dispatch* issues takes up about 5GB by themselves). In August this year, the NASG Board of Trustees voted and approved the extra expenditure to upgrade our web hosting account to the unlimited one. We now have room to grow! Please remember that a small portion of your annual membership renewal fee goes toward paying for the NASG web site. I want to thank you for your continued support of the NASG to make our web site be the great resource that it has become.

NASG Promotional Efforts

As we approach the busy Christmas season (and then the early spring time), it is prime time for local train shows. I want to draw your attention to the NASG's promotional materials that are available to you should you or your club wish to promote S and the NASG. When you go to the NASG web site, at <https://www.nasg.org/>, click on the "NASG" button. This page contains everything about the NASG organization itself. You will see a sub-header on the page called "NASG Promotions." Take a look at each of the pages that are linked to there. If you are interested in handouts to distribute to audience members at your local shows, click on the "Publications Order Form," and fill that out as desired. Please also note that the web site contains the latest version of the NASG Membership Application form, as there

have been some changes made to the memberships during 2023. Please destroy/recycle all older versions of the membership application form you might still have as those are obsolete now.

S Scale SIG

The NMRA S Scale SIG web site has been dormant for a couple of years now. In 2022 I approached them about copying some of their content over to the NASG so as to preserve what they had, as there was talk about closing down their web site altogether (it costs money to keep a site registered and hosted on a server, after all). In 2022 their leadership team voted to allow me to do so and gave me until late 2023 to complete the work. In early August this year, I was able to copy all of the articles over to the NASG web site, which took about 3 weeks of effort. You can view them by clicking on the main "Resources" button of the NASG web site, and then under the sub-header "Online Communities," you will find the link "Former S Scale SIG."

Product Gallery

With all of that work done, I have, finally, been able to return to the migration and reformatting of the various categories in the "Product Gallery". This is a large task that I started about a year and a half ago,

which not only improves the look of the pages in the "Product Gallery," but also allows for much more information to be associated with individual entries where applicable. The newest one is the migration of the "Train Sets" category. That category has been significantly expanded compared to what the old version had, as we now have all of the A.C. Gilbert train sets documented, all of the American Models sets, and all known Lionel sets. Several other sets are included as well. If any are missing, let me know.

Back in July 2022 before I started this migration, I added a new category to the "Product Gallery" section called "Track Components." I had received several requests from modelers who wanted to see a listing of track items that are or were available. Most intended it to be a listing of snap-track type of components, but I took it a bit further. That category now lists all items that one might need for applying track to a layout, module, or diorama. The handful of initial listings steadily grew, and we now have close to 500 items listed related to laying track! Forty-six companies are represented! Not bad for S. Earlier this year I also integrated the A.C. Gilbert listing of track components into this category (they were

listed in a different area of the web site). When this section gets migrated to the new format, I will thoroughly review it again to make sure that all known track items are indeed listed.

To view this section, click on the "Product Gallery" button, and then scroll down to "Track Components" and click that link. You will find a listing of straight and curved sectional track, such as produced by A.C. Gilbert, American Models, S-Helper Service, MTH, and others. You will find flexible track, such as produced by Tomalco Track (now known as S Scale Track), American Models, Fox Valley Models, GarGraves, and P-B-L. You will also find listings of specialty track, such as turnouts, wyes, crossings, and turntables. There are also listings of items available to those of us who enjoy hand-laying track. A ton of various track gauges are listed as well (over 70!).

So, if you need anything track-related, be sure to visit that section of the web site. If the product is still in active production, a link is provided to the company's web site to see more details and their current pricing. By the way, we now have over 50,000 pages of content on the NASG web site!

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Down at the Depot

By Carl Rudolph

Fall is in the air! A great time of year when it isn't too cold, but the air is crisp and fall colors are showing the change of season. This is the season of anticipation--we look forward to Thanksgiving and Christmas and Hanukkah and those holidays make us think of trains extra hard! So here's what that thinking has provided in the way of S news:

The Connecticut S Gaugers sent in the following report via **Bob Jordan**: "[The] CT S Gaugers' September meeting was held at Herb Cotter's house. His digitally controlled layout is multi-level, allowing 5 trains to operate simultaneously. Our president reported that our layout at the recent AC Gilbert Historical Society annual convention was voted as best in show. Our next show in October will be in Newtown, CT. In November, our President **Larry Halley** will host at his house his very popular 'repair clinic' assisted by VP **Jim Shae**. Any member can bring any item needing repair/servicing, and Larry and/or Jim will repair at no charge. They can fix anything. and contrary to conventional wisdom, Larry also provides a free lunch! Another VP and master carpenter, **Paul Krause**, is upgrading and improving our club modules increasing their flexibility and ease of assembly. **Jim Shae** also reports that his local library asked if our club would set up and operate our layout as part of their Christmas holiday activities/displays. Sounds like another interesting event." Great report, Bob!

The Baltimore Area American Flyer Club had a very successful outing at the Pennsylvania Railroad Museum in Strasburg with the layout right in front of the GG1 on display and the 4935 model GG1 running on the layout! One of the discussion items resulting from this show was layout height. The BAAFC layout is 40" high while other nearby layouts were 35" and 36". These other layouts were noticeably getting more attention due to the children (and parents) in attendance. This was an interesting observation that many clubs with high layouts might need to consider. The club has now voted to lower the height of the layout down to 36". Another serious item for consideration by all clubs: On the issue of getting new, younger members, it has been observed by the BAAFC that young people possibly

interested in joining a club may be hesitant due to entrenched ideas and judgmental attitudes on the part of older and established members. We may all be guilty of this--time to consult the tea leaves and see if this applies to our own clubs. We need to be open to new ideas (such as new technology in train operation) and less sensitive to the "proprieties". On another note, the club already has a firm reservation at a BBQ restaurant for their holiday lunch in December, so their priorities (food) are straight!

The North Florida Division of the Atlantic Coast S Gaugers took the layout to the Beaches Museum in Jacksonville Beach where the layout featured the new backdrop panels that club had just painted and added. They look really good and provide a screen for the clutter that usually exists in the center of the modules. Take a look at the video taken at the show: <https://youtu.be/hovmsh1p52k?feature=shared> (if you would like the link, send me an email). The club also has a tradition of taking the layout to the Lake Nona (in Orlando) TCA show and staying overnight. We should get a report on that for our next issue.

The Pittsburgh S Gaugers have decided to make a sales table a regular feature at future meetings provided there is sufficient room to erect a table. That sounds like a really good idea for all clubs! They have also located a place at which work on the hi-rail layout can be accomplished, which is surely good news for them. At the last reported meeting, **Larry Stroup** showed an American Flyer 350 streamlined 4-6-2 with the reverse unit relocated to the tender by **Joe Deger** (the original location was in the boiler with the lock lever sticking out the top). Also, **Greg Miller** demonstrated that a believable motor or generator load for flats or gons can be made by gluing two dishwasher soap caps together! And lastly, they set up some track and had an Overland Models brass ALCO S-2 switcher running--that had to be beautiful!

The Cuyahoga Valley S Gauge Association (Cleveland area) has been spending the summer working on the layouts (as promised) and several of the bridge modules now assemble and operate

flawlessly! And the airport module has been turned into a mountain tunnel, which looks much more believable. The club had planned to go to the Mt. Hope show as in past years, but that show has been canceled for good unless someone else comes in to promote it. It may be replaced by a new show in the area called the Akron Train Show (in Cuyahoga Falls!), which the club is considering attending. Before that, though, is the NMRA Berea Train Show where they will have the layout in operation. Here's the big news: The planned venue for the 2024 Spring S Spree (which they are hosting) was canceled due to an unrelated issue, but the club has located a new venue. The Spree will be held at Emidio & Sons Expo Center in Cuyahoga Falls. Good work, club!

The Central Ohio S Gaugers will have had their annual club picnic by the time you read this. It was to be held at the Marion Union Station, which is now a wonderful museum and train-watching paradise, including the original interlocking tower which stands right at the CSX and NS crossings (yes, plural) and still contains the switch machine. Everyone was to bring a side dish or dessert with the club providing the hamburgers and hot dogs. What a wonderful event!

The Central Ohio S Gaugers: The Northern Division has published its meeting schedule for the next year and all the slots are spoken for! The first meeting was held at **John Frankforter's** home. John has done a lot more work on the layout. He is adept with a 3D printer and has made many items for the layout. The latest being a forklift for the welding shop that just bought a new welder and needed something to offload it from the truck!

A new club is forming! The **Southwestern Ohio S Scalors** have requested this announcement from **Chris Burger** to be in the column, which we are honored to include: "A new club is forming in the Southern Ohio area. Our new club is the **Southwestern Ohio S Scalors**. [We are] looking for new members who would like to get together about once a month to run and promote 1/64th scale trains. Our goal is to start up a round robin type club where we can visit members' layouts, create a

small layout to take to shows, and help promote the NASG and our passion for our trains. No home layout? Not a problem. No trains? Not a problem. Our focus will be to recruit young train enthusiasts to join and get them interested in modeling trains, specifically 1/64th scale trains. If you live in the greater Cincinnati area and are interested in such a venture, feel free to call me at 513-764-1986 or email chrisandmhelburger@yahoo.com. I live in the Mason, Ohio area. Hope to hear from you soon. Thanks! Chris."

The Southeastern Michigan S Gaugers met at **Gaylord Gill's** home. **Ron King** brought his recently completed 14-car NYC passenger set, which was quite impressive as it ran through western New York on Gaylord's Buffalo & Chautauqua layout. Gaylord scratch-built a model of the FW interlocking tower (in Buffalo) and finally got it into its intended position after creating four diamonds to have a reason for a tower! It looks really fine.

The Badgerland S Gaugers (Milwaukee area) are continuing to enjoy their new digs with the Gandy Dancers club. Waukesha has a Friday Night Lights regular event with live bands and lots of people, so the clubs get occasional visitors curious about the model railroads. More visitors come every week and the club gets donations of AF and other equipment. They are hopeful that new members may result! The newsletter had an intriguing article by **Doug Stoll** about locomotives running off lithium batteries that are recharged from the track--sort of like Dead Rail but not quite. You get the benefits of battery operation, but the batteries don't drain!

The Chicagoland Association of S Gaugers had a great outing to the Fox River Trolley Museum with good attendance. The meeting and hot dogs at Chuck "Chicago Style" Hempfling's home were equally successful, if not more so. The next meeting and operating session was to include an inspection of the Fest cars for defects. Speaking of the Fall S Fest, it looks like all pre-event operations are running smoothly. Hope to have a glowing report next issue!

Up in the Twin Cities area, the **Pines and Prairies S Scale Workshop** provided a report from **Ken Zieska**. Ken says that Tom Lennon is still working on the scenery in the "Downtown Canyon" (lots of skyscrapers, we presume). Ken is working on the database for the operating software he has selected and has invited others to come help with the massive entry due to his large roster of rolling stock! A Just Plug lighting system is about to start, so the club has plenty to come do at Ken's layout!

Down in the Dallas-Ft. Worth area, the **Lonestar Flyer Club** has a new correspondent, **Bill Clark**. Bill performed the same function back in the old *S Gaugian* days so it is nice to have him back! Larry Yurcho, the previous correspondent, has assumed the duties of President of the club from which Bill just retired! Bill says "[. . .] the club has been very active to prepare for the fall show of the North Texas Council of Train Clubs. We take our layout down in our clubhouse and move it an hour away to the Plano Texas Event Center for the two day show. Because this will be read after the event, I would like to note that there will be another show at the same place on January 20-21, 2024. The show has over

20 layouts on display and over 200 sales tables. If you are in the area, then please drop by and visit us."

In the San Francisco Bay area, the **Golden Gate American Flyer Club** met again at **Rich Lenart's**, and this time submarine sandwiches were served. **Rich Ridgeway** promised to bring some Southern Pacific "Daylight" engines to run so that must have been fun to see. The club also met again at **Bill Riechmann's** home, but no word on activities there.

The **Southern California S Gaugers Club** put on a great show at the Knott's Berry Farm Hotel in Buena Park. Even though the hotel and the club had to do some punting due to damage to the hotel caused by Hurricane Hilary, all was very successful. The real highlight of the banquet was Ed Dickens, Senior Manager of Heritage Operations for the Union Pacific Railroad (also an engineer on UP #4014 Big Boy), who spoke for two hours about the restoration of the Big Boy. Yours truly could have listened another two hours, but the hotel had a curfew! A truly great show and evening capped off with a tour of the Knott's Berry Farm railroad engine shop the next morning!

That's all this time around. Have a wonderful Thanksgiving! Keep trackin'!

Ballots Due!

Proposed changes to the NASG Constitution via mail-in ballots are due November 30th 2023.

Mail ballot to Jamie Bothwell, 1422 W. North St., Bethlehem, PA 18018-3409 Ballots received after this date will not be counted.

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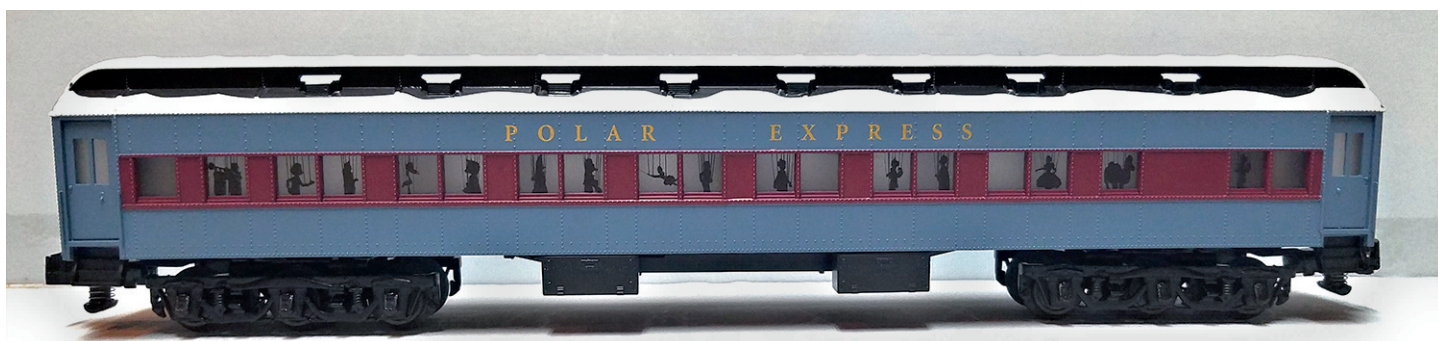

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It's the Christmas Season and Those Wires On My Polar Express Cars Won't Stay Soldered

I have written about this before, but I thought it would be good to do it for this column because we tend to get out our Polar Express to run only at this time of the year, and this problem comes back almost every year. It seems that the lights in the passenger cars flicker again and then go out. Here is the way to get them going again and why it happens.

When the S Gauge Polar Express was presented in the 2013 Flyer catalog Flyer, people were very excited. It meant that not only was there to be a Polar Express under their Christmas tree, but also a new steam locomotive because the Express was pulled by a Berkshire. Gilbert had never modeled a Berkshire. Unfortunately, it was not delivered until Christmas of 2015.

The Polar Express coaches are a remake of heavyweight coaches that Lionel has made for some years in various liveries. They were first used in 2006 in a Union Pacific livery. The only difference from the tooling for the UP was the observation deck of the observation car. It had to be reconfigured to replicate the one in the movie.

There was lots of chatter around the country and with my friends concerning the fact that the wires soldered to the electrical pickups under the trucks kept breaking loose, so the lights wouldn't stay on. Since I have had the coaches of the Polar Express, one wire or all the wires have come loose on each of them. I decided I had to find a remedy for this problem, so I didn't have to send them

back to Lionel: I have used this remedy not only for the Polar Express heavyweight passenger cars, but also similar cars as they have been released through the years.

Here are the instructions to remedy the problem:

1. You must take off the shell of the coach. There are two screws at each end of the car.

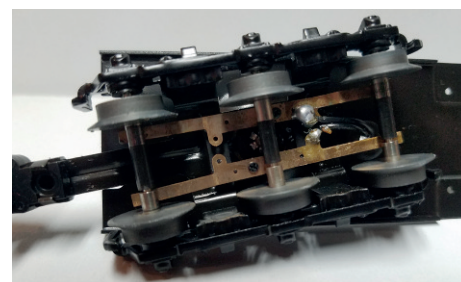
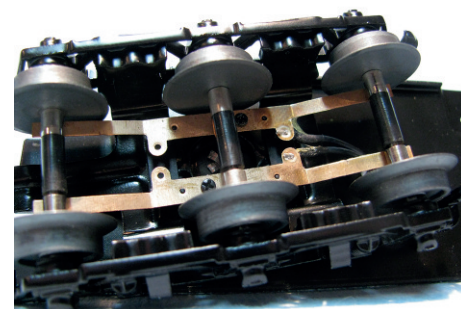
Plus in the middle of the chassis there are two small screws that hold down a decorative plastic piece. You take off the piece and there are 2 small screws that hold on the coach to the chassis. After these are out, the coach shell comes off.

2. Where the wires are loose from the pickup, you can pull those up through the chassis to skin the insulation back to expose at least an eighth of an inch of bare wire. This I do carefully with an X-ACTO knife as these are small wires.

3. These wires are breaking connection because they are too short, and the tight fit causes stress as the trucks turn. To remedy this, I unhooked the wires on the top of the chassis where there are two white plastic clasps holding them to the chassis to give them more length and play. Here is a photo, so you can see the clasps.



4. Once you have the wires bare place them back through the chassis to the truck and re-solder them making sure you have connected them correctly, so the bulb will work. I used lots of solder and did not bother to try to stick the wires through the small holes in the pickups. Here is a photo of a truck with wires attached by Lionel and then a photo of my re-solder repair to hold them firmly.



Unlike Gilbert heavyweight coaches, each truck's wheels pick up power from both rails of the tracks. That is why there are 2 wires to each truck. You have to pair them right or you will get a short.

5. After you have checked them to make sure it will light properly, put the coach

back together in the reverse of how it came apart.

6. One complication can be that the bulb is not seated correctly. They put glue at the socket and bulb for some reason, which can cause a break in the circuit. If you have rewired it correctly, and the lights still won't shine, clean off the glue with a solvent like charcoal lighter and test it again.

Since Lionel has continued to produce the Polar Express after my first-run set, I assumed in later production runs of the train they would improve the wiring situation on the Express cars and other heavyweights as well. Unfortunately, I have had to repair the wiring on later cars owned by my friends as well as the additional cars I have added to my own Polar Express

While the Polar Express isn't perfect, I continue to enjoy my set (and the film) every holiday season. I am sure many of you N.A.S.G. members do as well.

MEMBERSHIP YEAR

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

NASG Membership Secretary

Dick Kramer
12 Dogwood Court
Middlebury, CT 06762-0268
e-mail: membership@nasg.org

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.

DEADLINES

For time sensitive articles and advertising are:

November 15th for the January/February issue

January 15th for the March/April issue,

March 15th for the May/June issue,

May 15th for the July/August issue,

July 15th for the September/October issue and

October 15th for the November/December issue.

These dates are because of supply chain issues with coated paper used in publishing *The Dispatch*. We hope to shorten these deadlines in the future.



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Out Along The Line

photos by



NASG members



Terry O'Kelly - The small locomotive service area still offers fuel, water, and minor maintenance for steam engines, but the days of rebuilding fireboxes or replacing tubes are gone. The S Helper F3 A-B sitting in the Lehigh Valley engine house (LVM12 kit) gets more thorough attention these days. The Nickel Plate 2-8-4 is a Lionel American Flyer engine with minor modifications. The Plasticville coal tower is illuminated and sports a Grandt Line coal chute, chains, and pulleys. For more photos of Terry's layout see the LAYOUTS pages at www.NASG.org.



Bill Lane - Bill has created two beautiful models of B&O equipment that still exist. B&O GP30 #6944 is from Greenbrier Models. Bill detailed it to match the prototype which is restored at the B&O Museum in Baltimore. The caboose is by Southwind Models and Bill built it to duplicate the prototype B&O I12 #C2414 that still exists on the Allentown & Auburn Railroad. The decals on both models are from NASG member Ed Sauer. All of Bill's models can be seen at www.lanetrains.com.

Tom Amendola

The Blue Comet No. 831 descends the hill from Quarthouse Hill to downtown Thomasville on Tom Amendola's 26' X 36' layout. Passengers on the train are arriving to experience the 4th of July parade and antique car show in town square. The engine and coaches are from American Models. Tom uses GarGraves track. The photo was taken by Steve Hunn.



We Want Your Photo!

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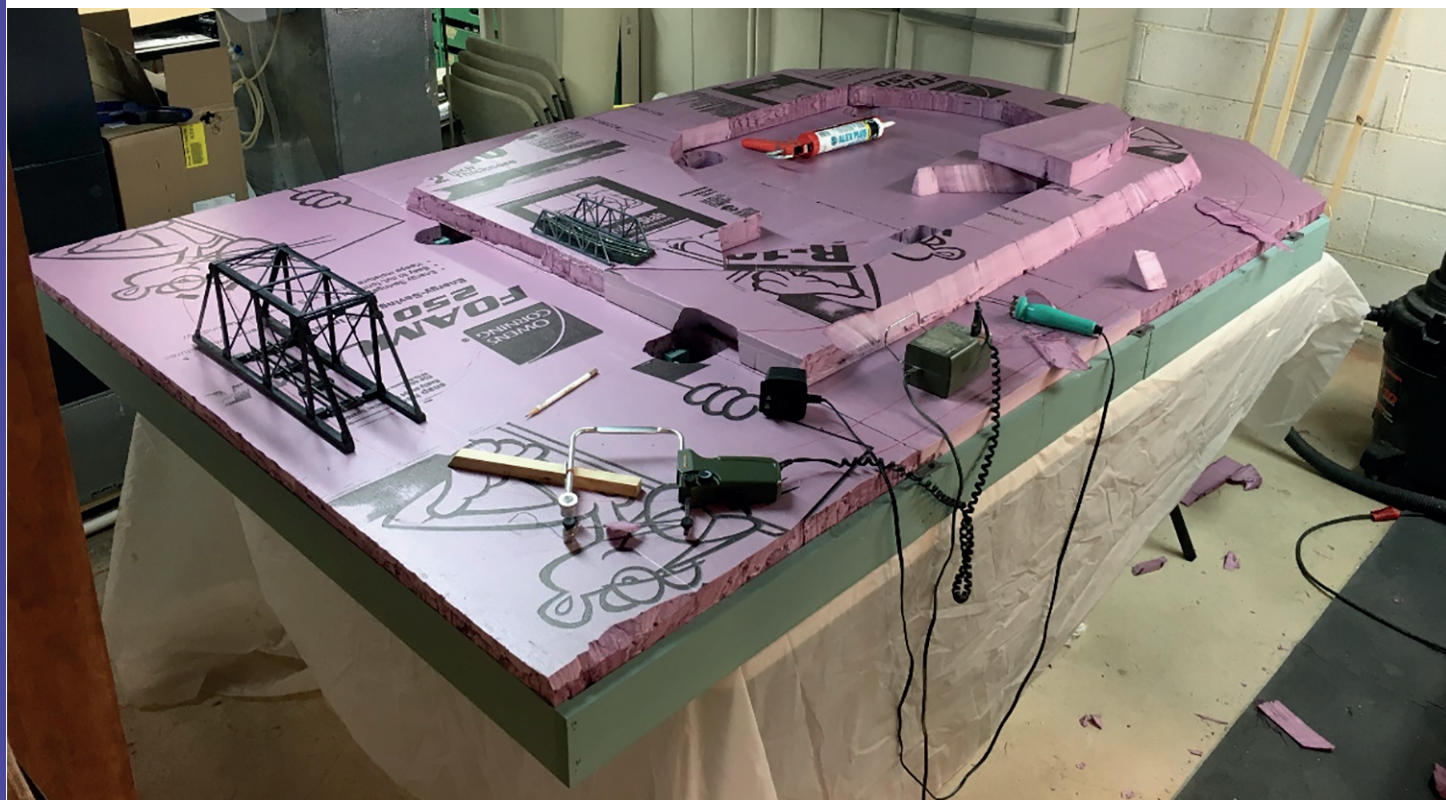
Brooks Stover at:
bcstover@comcast.net.



Harry Noble - Harry, of Xenia, OH has taken this small American Flyer layout to train shows for several years. He uses the layout not only to display running trains but also to promote his self-published books. In this photo, a restored, prewar-American Flyer Reading Atlantic is pulling a postwar hopper and caboose. Harry reports that kids love to watch the trains in action while middle-aged modelers use it as a test track and old-timers talk about the history of model trains. In addition, Harry says the layout often gets him into the shows for free!

Building a Transportable Layout

By Michael Byle



Building a waterfall feature to add interest and use a couple of truss bridges.

I have been into American Flyer Trains for most of my life. When a group at my church decided to have a railroad-themed, vacation Bible school program, I offered to create a layout to match the theme. The space was limited as was access. The layout had to be no more than 8 feet long and 5 feet wide to fit into a storage room and still allow space for kids to move around it. Since it all had to fit in my van and make it through standard sized doors, a modular approach seemed ideal. It also needed to be light. Seeing a challenge, I took the opportunity to experiment with some different construction methods.

Since the church had plenty of folding tables, for simplicity I designed it to sit atop one of these, eliminating the need for legs, which would add weight and could pose stability problems. I wanted the setup to be fast and

foolproof to include alignment devices so as to make it impossible to misalign the modules. I also wanted the scenery to be seamless across the module joints. This was a tall order, but I had about 6 months to do the work and thought this was ample time to work out the details and get it done.

Framing and Connections

First was the design of the modules. In order to make them a manageable size, I cut the layout in the short direction to make 2' x 5' modules. (Figure 1) I decided to make the modules using 1-by wood framing and EPS foam deck to be rigid and light. I screwed and glued the frame connections to enhance durability against rough handling from repeated set up and transit. I decided to recess the foam topping for rigidity and to provide seamless butt joints between modules.

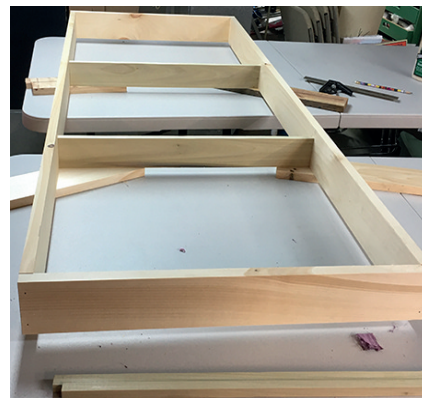


Figure 1: Basic Module Frame

I recessed the cross braces $\frac{3}{4}$ " on the top to support the foam board.

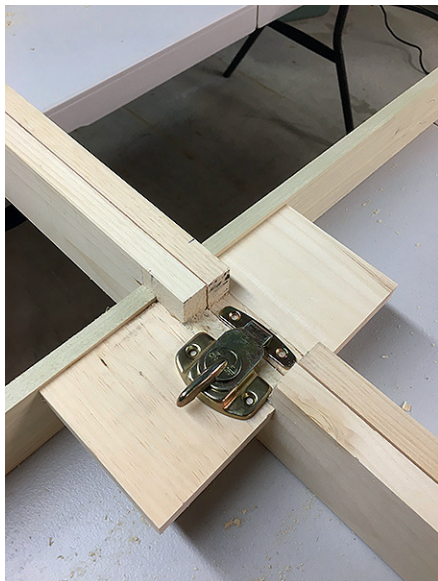
Framing the modules was fairly simple, but then came the work of developing the alignment and connection method. It came to me when I was putting the leaves in our dining room table for Thanksgiving

that I could use a similar approach of pins and cam-locks to hold the sections together. A unique arrangement of alignment pins (bolt sleeve connectors) between sections would enable the unique, one-way fit-up that I was looking for.

The parts are available on Amazon and woodworking supply sites and consist of bolt sleeve connectors, alignment plates, and table buckles (leaf locks). I wanted to make sure the connection was solid enough, so to demonstrate proof of concept, I made a mockup, which helped a lot to refine my process.



Figure 2A: Leaf Lock notch and support: notch and support block installation, **Figure 2B below: installed leaf lock.**



I decided to recess the leaf locks to avoid interference with the surface and landscaping. I cut notches in the cross members for the lock and latch pieces for the leaf locks. I clamped the module frames together for perfect alignment and then marked the notch locations. I also installed small blocks of wood to provide a level place for easy mounting of the leaf locks. These were set at the same level as the cross braces so they would not interfere with the foam board installation (Figure 2). I then installed the leaf locks and alignment plates, so that the modules were held tightly.

The next issue was the installation of the bolt sleeve connectors. One of the challenges with this is the level of precision necessary to assure alignment of both elements on the adjacent modules, where a small error would create a misalignment. It was then that I realized a simple solution.

The solution was to drill through the sides of the panels when they were clamped in alignment. Since the exposed hole on the back side would not be visible, it did not matter. This freed me from the need to have uniform spacing and allowed easy construction of unique connections for each module interface. After installation of the bolt sleeve connectors, I filled the hole behind the connector with silicone caulk.

I then painted the entire frame a neutral green color (Figure 3). The fully assembled frame with four modules is shown in Figure 3. You can see the alignment plates at each joint. These act as a guide to get the pins of the bolt sleeve connectors aligned when attaching the modules. Note that I angled the corners on one end to accommodate closer viewing and to make for better passage in the small room in which this was initially planned for display.



Figure 3: Fully assembled modular frame

Deck

The next step was to place the foam deck. I cut $\frac{3}{4}$ " notches around the perimeter of the foam board, so that it would sit down into the frame for a solid connection and to stiffen the frame (Figure 4). I also cut openings to expose the leaf locks for easy access and connection from the top. This is essential, since the layout will be supported on a table top and the bottom will be difficult to access during assembly. I attached the foam to the frames using beads of adhesive caulk along the top of the frames and cross braces.



Figure 4: Notching of the foam board perimeter

Part of my rationale for this structure was to provide a clear deck upon which to construct the layout without restriction using standard American Flyer track. I had fun creating multiple track arrangements on the deck in an attempt to see just what would work and how it would fit. I considered passing track arrangements with, and without, sidings and others, but I ultimately decided on two separate loops. My thinking was that for a display that would be left running continuously for casual viewing, operational movements would create a level of unnecessary complexity and potential for derailment. So, I kept it simple, though I did decide to put the loops on different levels to make the terrain more interesting. I got an idea to have a river and waterfall feature to add interest as well and figured to use a couple of truss bridges I had on hand (Header Image). The larger one is a Plasticville truss and the smaller one is a modified HO scale bridge I widened to accept American Flyer track.

In order for the stream to cross under the lower/outer loop, I had to cut away the foam beneath it and installed a $\frac{1}{2}$ " thick foam panel I scavenged from some packing material (Figure 5). I will discuss the construction of the water

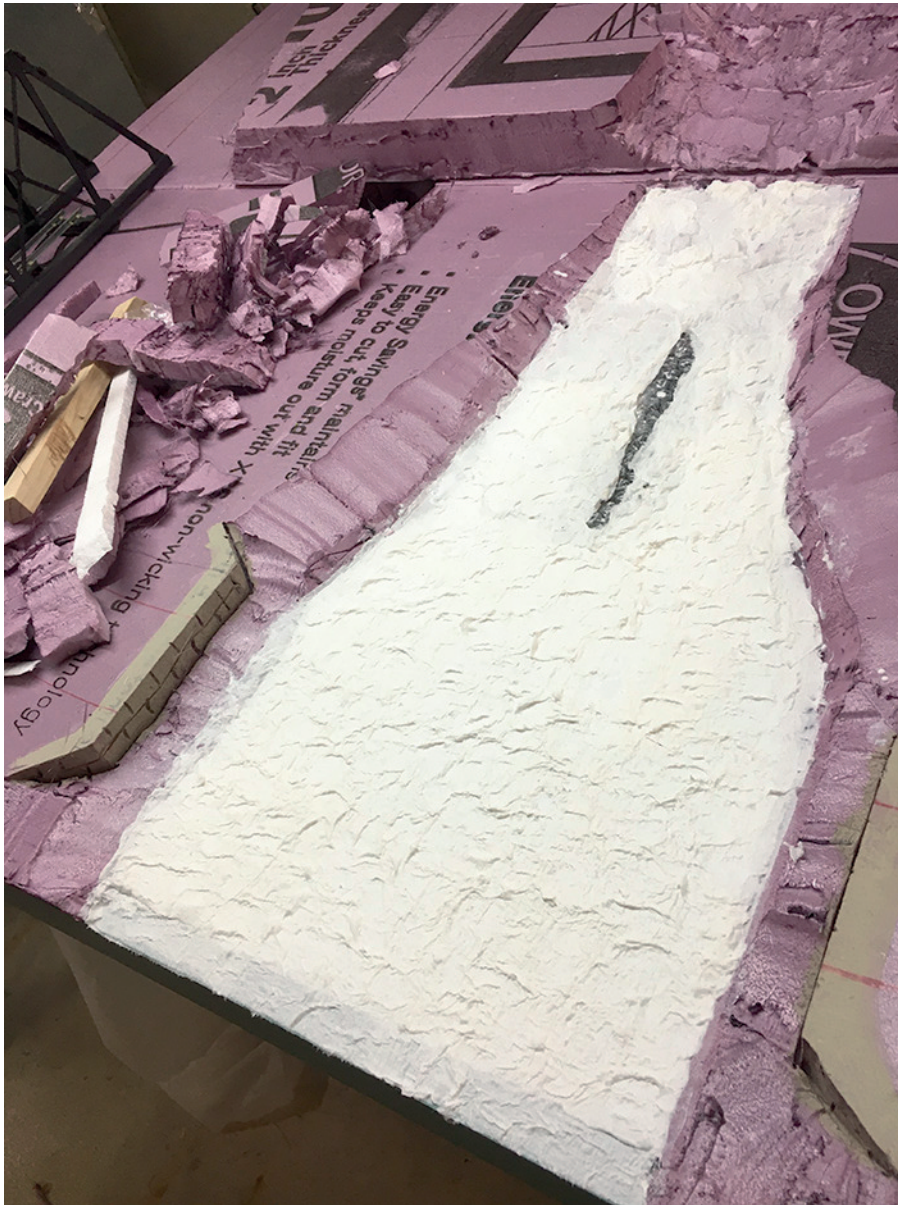


Figure 5: Cutout for River.

surface later in this article. I created some removable land forms shaped as hills out of additional foam to cover the latch pockets. In the center area, I used a 3' x 4' piece of foam as a base and built mountains using layered blocks of foam. I created keyed rock structures on the modules to accept the insert and assure alignment for continuity of the scenery.

Wherever possible, I tried to carve features from the base foam rather than add separate structures. I carved bridge abutments from the foam, using a hot knife to cut and score the face to appear as stone blocks. Similarly, I scored vertical faces of the foam with a hot

knife to give the appearance of stone walls where there was insufficient room to create a natural looking slope.

I like natural looking landscape, even with American Flyer trains.

Water Features

I added a lake atop the mountain as a source for the waterfall and stream below. I discovered an interesting way to make water surfaces from a YouTube site. The site demonstrated how to make ocean water, but I figured there is no reason why other water features could not be made this way. The first step is to

create a surface that parallels the finished water surface. This I did by carving with my hot knife and adding rock shaped features where they seemed appropriate. I put a layer of white glue on the surface and covered it with sheets of single ply bathroom tissue. After the sheets become saturated with glue, the surface is roughened and molded using a soft bristle paintbrush. I used a couple of different sizes depending on the effect I was trying to create. The beauty of this system is that it can be manipulated and reworked for a long time. The desired finish is created by adding layers of additional glue and tissue to build up peaks. I ended up adding rocks and creating eddies around them based on photos of real streams. The first



Figure 6: Waterfall and stream in progress. (note the layered foam used for rocks)

application is visible in the stream in Figure 6.

The final finish is achieved by painting and over-coating with another layer of white glue. The white glue dries clear and creates a translucent effect giving the appearance of depth. To get a realistic effect requires multiple colors including black, white, greens, blues, and browns. Also painting deeper water areas darker and topping the white water with white helps a lot.

The waterfall was a new experience for me. The larger falls is in the removable top piece and lands in a plunge pool in

the fixed module piece. The smaller falls is between two modules under the upper bridge. Creating the effect in a way that the parts could be removed and reassembled without having obvious seams took a bit of thinking. What I decided was to let the falls extend out from the face a little bit to overhang the lower piece to shield the joint from view effectively (Figure 6).

The falls themselves were made in the same way as the stream with the exception that strips of rolled tissue dipped in white glue were applied to the vertical surfaces and massaged into place using a soft brush. This took a lot of patience and multiple reapplications to get the depth and appearance that I wanted, but the medium is quite effective at producing realistic water. The key is having the patience to wait for the white glue to dry between layers. That can make it take many days to complete a water feature.

The pond at the top was simpler. I wanted it to be still water, so I wanted the surface to be flat. Since this would be near impossible to achieve with a hot knife on foam, I used a piece of cardboard, like the ones you get on the back of a legal pad, cut to the shape of the lake and glued into position to make the base (Figure 7). The water was created by repeated layers of white glue allowed to dry between layers. Again, painting creates the effect of depth by using darker colors in the center blending into lighter colors at the edges (Figure 8).



Figure 7: Lake base before water.



Figure 8: Completed lake.

Track and Wiring

I had a number of concerns with alignment and connections between track on adjacent modules and alignment of track joint with the edges of the modules. Since I planned to use original AF tinplate track, it would have meant a lot of cutting to get the joints to align. The joint alignment for curved sections would be especially challenging and would limit the track layout.

Therefore, I decided not to attach the track to the modules permanently. Using AF track with rubber roadbed, the assembly would be fairly quick simple loops of track.

I did want constant speed around the loop and decided not to rely upon the rail joints alone. Power connections in each run of track on each module would make this possible. That also requires a means of transmitting power between modules. I did not want a lot of wiring and decided on a unique solution. I installed additional pairs of sleeve bolt connectors to which I had soldered wires (Figure 9). I tested this to be sure that the connectors would conduct well enough and found this would work well. This eliminated the need for any manual wiring connections between modules during set up.

I wired the modules so that there was trunk line running the length of the

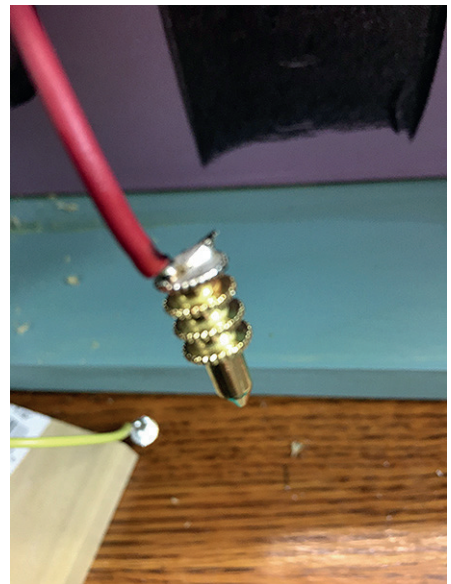


Figure 9: Power through sleeve bolt connector.

layout with taps to track leads and a single drop from the center module to the transformer. The wires were all cut to length to avoid excess slack that could get snagged during transport. I also secured the wires to the bottom of the foam deck with gorilla tape as an extra measure.

In order to make a simple power connection to the track, I soldered 18 ga leads 4 inches long to the center track section in each module (Figures 10 and 11). I used bullet connectors to enable plug-in connections to the leads in

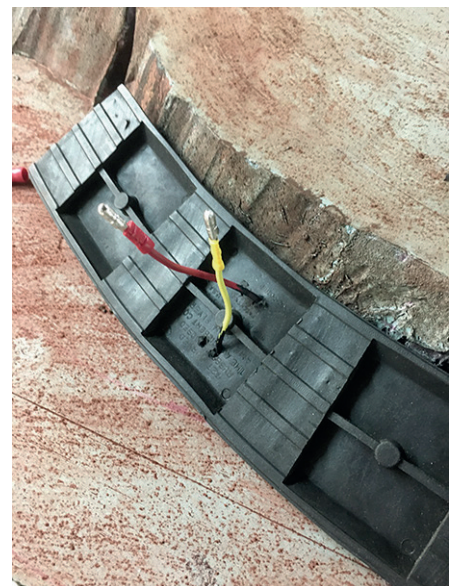


Figure 10: Leads through roadbed with bullet connectors.

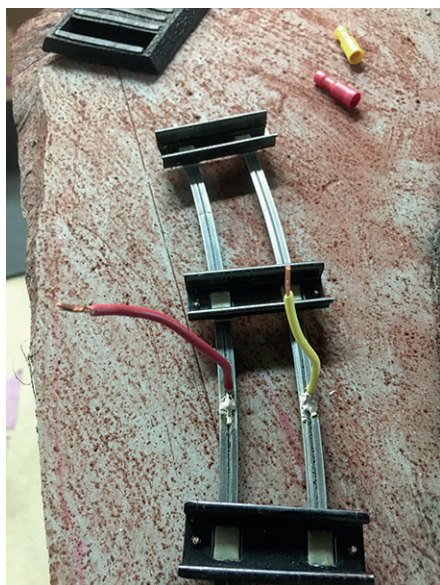


Figure 11: Power leads to track.

recessed pockets beneath the track bed. The track can be installed in minutes and power connected at the same time. I powered both tracks from an American Flyer 12B dual control transformer that I had restored.

Landscaping and Buildings

As described above, the terrain was all created with polystyrene foam. Some of this foam was scavenged from packaging materials and some was purchased from a building supply store. To create the seamless effect I was going for, I designed the landscaping in separate modular blocks that overlapped the base module joints. I selected a generally rocky terrain to give a more realistic appearance for steep grades necessary to get grade separation in a small space. All of the rock features were carved from foam with a hot knife.

In many areas, the terrain was built up from multiple layers of foam. I found that adhesive latex caulk makes a great bonding agent. It holds foam rather well even when wet, but cures slowly enough to allow repositioning during construction. The caulk does offer some resistance but can be cut with a hot knife during carving of the built up foam.

I applied a base coat of latex paint over the foam. This levels and seals the surface, which is especially important to

prevent the texture of beaded-type foam from showing through the finish. I then use acrylic hobby paint diluted with water to create washes of different colors, often achieved by blending several colors together. One of the interesting things about blending paint for terrain is that it is actually better if each batch of paint is mixed a little different shade.

I used sand and white glue for roads, flocking for grass and then added various trees, lichen and brush. Twigs from the yard make great fallen dead trees (Figure 12).



Figure 12: Town scene with laser cut houses.

Buildings were made from laser kits including several houses, a church and a station. Cars and trucks from M2 Machines add life to the layout. I used some scale figures of campers, hikers, and fishermen to complete the scene. The figures were glued in place, but the buildings I made removable, since I was concerned that they would protrude enough to be damaged during transport and assembly.

Animations

In order to add interest and make the layout more interactive, I added some animations that could be activated by push buttons. For protection during transport, the buttons are recessed into the sides of the modules. The animations are varied and include a fish that jumps in the river (Figure 13), a hawk that circles the mountain top, a campfire that smokes and lights (Figure 14), and a whistling billboard.

The details of how the animations were created will be presented in a future article.



Figure 13: Completed stream with animated fish.



Figure 14: Campfire by the lake (smokes and lights up).

Packing and Transport

The planning of the layout revolved around fitting it into my minivan with all of its parts and components and being reasonably simple to set up. The modules stand on their sides on a plywood base supported on workbench casters. The workbench casters flip up to let it stand in the minivan without rolling around. The sleeve bolt connectors are used to align and secure the modules in position by drilling coordinated holes in lengths of 1x4 screwed to the deck. A yoke over the top held in place by bungee cords keeps it all in place. The foam deck module rides on top of the framed modules.

The cars and engines are transported in a tool bag that has been modified to add foam-lined dividers. I used foam roadbed material to line 1/4" plywood dividers.



Figure 15: Top tray fits over cars in tool bag.

(Figure 15) This enables two full trains to be transported in a compact roller-tool bag (Figure 16). I made a tray from



Figure 16: Car caddy: rolling tool bag with padded dividers.

1/4" plywood and foam roadbed for padding that sits atop the rail cars in the tool bag to carry 2 AF Atlantic engines.

The remainder of the components is packed into storage containers. I made a couple of trays from 1/4" plywood to create protective compartments for transformers, houses and bridges.

The entire layout and all of the kit fit into my minivan (Figure 17). The layout will stand on collapsible sawhorses or a folding table. I can fit those in the van as well if they are not available at the venue, so all-in-all it came out very well.



Figure 17: Entire layout ready for transport.

The only issue is that COVID 19 initially caused a delay and ultimately a cancellation of the event I originally built the layout for. Nevertheless, I am looking forward to new opportunities to set it up as the world reopens.

Michael is opening a new train shop in Colonial Beach Virginia.

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2023 "Susquehannock" Convention

Model Contest Results

Photos by Michael McConnell



Scott Lister, 1980's Home Under Construction: 1st Place Diorama (Craftsman) Winner: The Frank Titman Best-of-show Award



Keith Thompson, PRR NX23 war emergency cabin car: 1st Place Freight and MoW (Master Craftsman)



Willy Monaghan, Kingston Consolidated RR #1: 1st Place Trolley/Interurban (Master Craftsman)



Lloyd Lippert, FEC Passenger Set: 1st Hi Rail Diesel Electric and Passenger (Amateur)



Roger Gerhart, UP 4-6-6-4 Challenger: High Rail Steam (Craftsman)



Simon Parent, Ulster and Delaware RR #2: 1st Place Steam Locomotive (Master Craftsman)



William Monaghan, PRR Box Car: 1st Place Freight Cars (Amateur)



Charles Buffington, Bobusz Bobbins Works: 1st Place Structures (Master Craftsman)



Fergus Monaghan, U&D Rail Truck: 1st Place Diesel/ Electric (Amateur)



Scott Lister, GNR Boxcar: Freight Car (Craftsman)



Doug Kann, Strasburg RR 0-6-0: 1st American Flyer Engineering (Amateur)



Hugh Sinn, RDG Baggage/Mail: 1st Place Passenger Cars (Amateur)



Stephen Vaughn, Randy's Auto Repair: 1st Place Structures (Amateur)



Chris Elliot, Two Story Factory: 1st Place Structures (Craftsman)

[See more contest winners and more convention pictures on the NASG Website.](#)

Christmas and American Flyer Trains

By Ray Farrell



Before I start let me set the record straight. I owe all my memories to Leonard and Florence Farrell, my parents. It wasn't until I became a parent that I truly realized how much they influenced my life in so many ways. My parents came from poor families, and we were a poor family in a low income section of town. I did not realize this until I attended High School and mixed with the kids from the other side of the tracks. Now don't get your tissues out because this story does not go there. What my parents lacked in finances was out-weighed in Love and Dedication. I really liked the Sears AF train display each year at Christmas.

My earliest memories of Christmas and American Flyer Trains would be as a preschooler about three or four years old. On Christmas Eve, my sister and I

would go upstairs to bed. There would be no sign of any Christmas decorations, tree, etc. inside our house. Outside, our house had Christmas lights and decorations. We did visit Santa at the Sears and Roebuck Store in Camden, NJ and gave him our wish list, but that was it.

When we woke up Christmas morning, we raced down the stairs to the second landing and looked into the living room. Our eyes popped out of our heads and our hearts were in our throats. We saw a Christmas Toy Land in our living room, which the night before was just a living room. This included an 8 X 4 train layout with an American Flyer # 290 steam engine with tender, # 651 green baggage car and two # 650 New Haven green coaches, Plasticville buildings, and Tootsie toy cars and trucks. In the

center of the train platform was a completely decorated Christmas tree with lights, tinsel and ornaments. In front of the train platform on the floor were all the presents we requested from Santa boxed and gift wrapped. This was how Christmas morning was at our house for the next four years. Always eye popping and taking your breath away.

Our parents would set up this entire Christmas display while we were asleep. We never heard a thing, not the hammering of the platform, train track, the tree, or presents. Before writing this article I did verify with my sisters that this was the way it was done. So for all those early years it was Santa Claus that got the credit.

After the first Christmas that I received the AF #290, the second Christmas I received the # 753 talking station, # 592 railroad crossing gate, and three freight cars, # 639 yellow box car, # 640 gray hopper car, and #638 caboose.

Christmas 1956, I got the Baldwin Diesel Set #5605T and a pair of switches and more track to run two trains at the same time. After Christmas Day with the money I was saving, I purchased the 1956 Santa Fe set # 5640TBH with three passenger cars. This was the first year I helped my Dad put up the layout, which now was "L" shaped.

At this point, that was my railroad empire at eight years old. I enjoyed the passenger sets the most because you could turn off the room lights and see the headlight on the #290 and #472 plus their illuminated passenger coaches.

Yes, I did put my head on the tracks and watched that loco head right for me.

When I was nine, my parents' friend came to visit us and told this story. He wanted to switch from American Flyer trains to HO trains. He went to a local hobby shop that sold HO trains and wanted to sell or trade his AF sets for

HO. The guy would only give him fifteen dollars for the two AF sets. My Uncle was so mad at that guy that he said he would rather give them away than sell them to him. He then looked at me and gave me his two AF 6 Waybill October '11 - November '11 sets. This included set #5II2T, the GP7 #370 freight set, and set #5620T, the plastic Pacific #283 freight set. Also included were switches, track and some more Plasticville buildings.

Starting at eight or nine after I opened and played with my Christmas gifts, I would go visit my friends who also received trains for Christmas. Three blocks from my house were Jimmy and his brother Tommy. Their parents would purchase exactly the same gifts for each brother thinking this would prevent fighting or wanting the others' gifts. They had a full basement with a large American Flyer model railroad. Every Christmas they each received the same two AF train sets. I had to visit them first because these guys were crashers. I'm talking full throttle all the way and you know it won't take the curve. They had more tinsel on the track than on the tree up stairs. Trains made sparks from the tinsel flew off the curve, and hit the floor. The crashes and sparks were fun, but then the fights would start over just who's train broke. In about three weeks, everything was broken or just would not run. When Jimmy and Tommy came over to my house I would run my trains for them!

My second stop would be at Neil's house on Christmas day. He had Lionel trains with no train platform. He would get out his trains and track and place them on the floor. He got the PRR GG-1 passenger set one year and the New Haven electric

locomotive later. I really liked the GG-1 and New Haven locos and always hoped that AF would make them, but I would not switch to Lionel because the locos and passenger cars were too short in length. Neil was a great guy, and he would operate his trains for you, but out the door you go if you touched them. When he was done showing his trains, he would re-box them and put them away.

Usually a few days after Christmas, my family would visit my grandfather where my sixteen-year-old uncle Henry lived. He did not like me to call him uncle Henry, so I just called him Henry. He had the best AF train platform with two Union Pacific locos, #332, #336, passenger sets, red and green coaches, N.Y.C. J-3A # 322 freight set, Nickel Plate switcher # 342 freight set, a talking station, four sets of switches, three crossing gates, Plasticville, etc. The other striking thing about his layout, which he did every year, was to have the fake snow on everything, including all rolling stock and locos. Every year he would try to talk me into adding the snow to my layout. I did try one year, but it was such a mess I never did it again. Henry said he would save the fake snow each year to reuse for the following year.

Henry moved out of my grandfather's house when he turned twenty years old. We lost contact with him. About twenty-five years later, I was returning from a Spring TCA York meet. I stopped at one of the PA turnpike restaurants and was eating dinner when I looked up and saw Uncle Henry coming in. When we first locked eyes, I said "Hi, Henry. He replied, "Do you still have your AF trains?" I said, "yes". He asked, "Do you want to sell them?" I

responded, "No, do you want to sell yours?" He said, "No". So we sat and ate dinner together, and I told him about TCA and the York train meets. This was about fifteen years ago, and I never saw him again.

Now enter my daughter Kristen, born in 1978, and my son Scott, born in 1981, the next generation. When they were seven and eight, I dusted off my old # 290 and # 263 loco for them for Christmas. I put six gondola cars and one caboose on each loco. My daughter placed her doll house people and furniture in her gondolas, and my son placed his toy soldiers and their vehicles in his gondolas. I had two loops of track with two transformers on a 4 X 8 foot platform. In the center of the layout was an Ideal Toys Motorific slot car racing set. You're right, its not scale, but they and their friends love it. I did this for the next four Christmas's.

When my son turned nine, I noticed on his Christmas list that year that he listed an AF train set. I talked to him about this. At this time, I had my collection of AF trains on shelves in a spare bedroom. I reminded him that all the AF trains on those shelves were both his and mine. He looked me in the eye and said, "Yes, Dad they are yours and mine." He wanted a set that was just his. I created a monster. So hanging on to those old AF trains paid off after all.

I took a PA Alco A and B unit with a bunch of freight cars and painted them US Army camouflage for that year's Christmas present. The next Christmas, I made a military vehicle freight train for him. I also included Stompers, which are military tanks that run in a trench system and can be placed on the AF military flat cars I made. Now all I need is some grandsons.



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FOR SALE: 9 copies of new book about railroad timetables. It opens with form and function; then photos of timetables, sample schedule, map and notes for each railroad. Ends with interesting tidbits. 46 B&W pages. Covers 26 RR and 56 TT. Period 1931 to 1970. 7 western, 13 eastern and 6 other subjects. For writing style see NASG website: model style-model with A.F.-Cinder Sam document. Price \$10, my cost to print, free postage USA.
Harry Noble, 1124 Old Springfield Pike, Xenia, Ohio 45385. Phone 937-372-3908. (2)

FOR SALE: American Models (AM) PRR FM Trainmaster #8700, Scale DC w/Kadees, TRO \$275.00 - AM PRR FM Trainmaster #8702, Scale DC w/Kadees TRO \$275.00 - Both for \$525.00, AM Wabash FM Trainmaster #551, Hi-Rail DC TRO \$250.00, AM PRR EMD GP-9 #7016, Scale DC w/Kadees, Needs Handrails/Couplers Attached TRO \$175.00, AM PRR Alco FA-2 #9624 Scale DC with AM Couplers TRO \$200.00, AM IC Baldwin S12 #1502, Scale DC with AM Couplers, Missing 1 Cab Handrail \$150.00, AM BN EMD GP-35 #2507, Scale DC with Kadees NIB \$200.00, S Helper Service (SHS) BN EMD SW-8 #99, Hi-Rail TRO \$200.00 (Continued on next page) American Flyer/Lionel (AF/L) CB&Q EMD SD-9 #373, Repair Step with AF/L CB&Q Wide Vision Caboose New In Box (NIB) Both \$240.00, AF/L BN EMD GP-20 #8007, Box Damage with AF/L BN Square Window Caboose Both for \$225.00, AFL AT&SF Dockside Set, Display Only \$ 275.00, AF/L U S A F Set, Display Only \$300.00, AF/L 1991 to 2020 Christmas Box Cars, Used or NIB \$40.00 Each. Shipping Included. Will Consider Trades. Ask About Purchasing Decade (10) Sets or All 30 Christmas Cars. If you are looking for something in

particular, ask. **Will Holt, williamholt@comcast.net, 630-881-9025.** (2)

FOR SALE: S Gaugian magazine collection, Jan/Feb 1995 – Nov/Dec 2019, missing 2 issues, P-10, free to NASG member, must pick-up or pay shipping; American Flyer 802 Illinois Central reefer, C-6, \$7 + shipping, no box; American Flyer by Lionel 48269 ATSF Grand Canyon reefer, C-10, \$50 + shipping, factory sealed carton; American Flyer by Lionel 48359 Happy Holiday boxcar, C-10 Mint, \$25+shipping; American Flyer M2984 1952 Instruction Book, P-7, \$3, free shipping. **Email: jshirey1@comcast.net; 916 429-2764, 9:00 am – 5:00 pm PST.** (1)

WANTED: SHS/MTH 70 ton roller bearing and SHS/MTH 50 ton friction bearing freight car trucks. Scale wheel flanges only. Thomas Patterson **Email: tpatterson31@wi.rr.com** (1)

FOR SALE: S-Helper Service Milwaukee Road SW-1 diesel switcher (#00448) and CB&Q SW-9 diesel switcher (#00105). Both AC/DC hi rail with Talgo mounted American Flyer couplers, DCC compatible with code 110 RP-25 wheel sets and NMRA DCC socket with DC shorting plug included. Mint in box, never run. \$175 each plus shipping. **Contact Dennis Smeage at desmeage43@gmail.com.** (1)

FOR SALE: Snow Village Dept. 56 #56 55045 Candeleroch Lighthouse Restaurant \$85.00
K-Line 8012 & 8013 Dual A power units Chesapeake and Ohio Diesel \$150.00
K-line 8506 B unit for the 8012& 8013 \$95.00
Lionel 6-52416 Long Island 15th Anniversary Museum Box Car \$110.00
Bob Hartzell Cell 610-570-7121 1960 Linden Lane Whitehall Pa 18052 (1)

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Calendar of Events



New Members

Fall S-Fest 2023

November 2-5, 2023

Georgios Banquets Quality Inn & Suites Conference Center
8800 W. 159th St., Orland Park, IL

110 tables of Flyer and S scale. Two S-Fest 2023

Commemorative Cars by American Models

Home layout tours. Call Joel Lebovitz at: 847-212-3541

In last issue we had a column shift in the new members where the names did not line up with the correct location. We are reprinting the correction below and are sorry for the issue.



New Members

May 1, 2023 to June 30, 2023

Roger A. Abbe	Grand Forks, ND
American Models	Whitmore Lake, MI
Joseph Bai	Millerton, NY
David Clark	Severn, MD
Bill Clausing	Englewood, OH
John Crandley	Sacramento, CA
Kevin L. Curry	Joppa, MD
Brian L. Dow	Poughkeepsie, NY
Michael V. Fitzgerald	Bedford, TX
David C. Garnes	Mechanicsburg, PA
Hakkarinen, William D.	Cockeysville, MD
Dave Hunt	Earlville, IL
Tom E. Hutto	Coplorado Springs, CO
Thomas Keegan	Shohola, PA
Daniel A. Nettlin	Carlisle, PA
Andrew Parker	Southampton, NJ
Ronald Parker	Rocky Hill, CT
Robert D. Reeve	Zimmerman, MN
Wayne W. Schneye	Mount Laurel, NJ
Mark Smith	Wolcott, CT
Glenn M. Snyder	Freemansburg, PA
Peter F. Solotruk	Port Orchard, WA
Ed J. Vallier	Morgan Hill, CA
Ronnie D. Wallace	Levelland, TX
Larry Youngberg	Crete, IL
Jeffrey C. Zimmerman	Devon, PA

Let's all reach out and extend a warm welcome to these new members!

July 1, 2023 to August 31, 2023

Lars D. Anderson	Appleton, WI
Ryan M. Arno	Napoleon, OH
Frank Bellinetti	Strasburg, VA
R. Getty Browning	Davidsonville, MD
Stephen W. Chandler	Birdwood, SA, Australia
Rich Colby	Nevada City, CA
Jim Crandell	Richardson, TX
Edward Delesky	Jackson, NJ
David W. Disney	Bluffton, SC
Bill Drake	Los Gatos, CA
George Duckman	New Lenox, IL
Charles Gasper	Santa Ana, CA
William Gracchie	Scottsdale, PA
Brian A. Hasty	Buckingham, VA
Chad R. Luckenbaugh	York, PA
Simon Moore	West Yorkshire, UK
John H. Rosehild	Cincinnati, OH
Rumbling Rails Engineering	Fremont, CA
David Santopietro	Southampton, PA
Phil Scandura	Flagstaff, AZ
Phillip A. Solomon	Mertztown, PA
Robert Swider	Rochester, PA
Keith B. Thompson	Brookline, NH
Robert J. Whipple	Morristown, NJ
Edwin B. Wills	North Chesterfield, VA

Let's all reach out and extend a warm welcome to these new members!



In Memoriam

Raymond R. Appler	Easton, MD
Hiram E. Graves	Brooklyn, NY
Robert B. Hadlow	Calgary, AB Canada
Bill Pyper	Lacey, WA

The NASG extends sincere condolences to the family and friends of these members.

Ballots Due!

Proposed changes to the NASG Constitution via mail-in ballots are due November 30,th 2023.

Mail ballot to Jamie Bothwell, 1422 W. North St., Bethlehem, PA 18018-3409

Ballots received after this date will not be counted.



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