



The

A Publication Of, By and For The Members

DISPATCH

January/February 2024



Inside this issue:

- **Build a C&NW Streamliner**
- **AF 765 Car Washer**
- **Maury Romer Interview 1973**
- **And much more!**





The DISPATCH

January/February 2024

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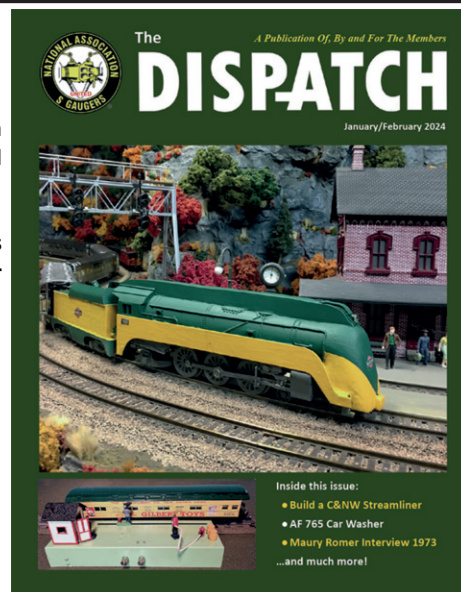
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The COVER

Dan Malkiewicz's conversion of a common AF 21085 to a streamlined "400".

Randy Krajewski & Tony Palumbo's upgrade of an American Flyer 765 Car Washer.



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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From the YARD OFFICE

NASG BOT Meeting, Tuesday, August 29, 2023

Call to Order 8:39 pm
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; Clay Buckage, Western Vice President

MINUTES

Clay moved that we accept the minutes from July 28, 2023. They were seconded and passed.

TREASURER REPORT

There is no new update. The difficulties with PayPal are being addressed. Once the difficulties are overcome, there will be a new report and a new budget will be presented.

PRESIDENT'S REPORT

N/A

STANDARDS COMMITTEE

The track RFP's went out to the various manufacturers. We are awaiting the results. The new Tomalco Track owner has changed the name to S Scale Track.

PROMOTIONS COMMITTEE

Brian moved that we accept the latest RMC photos for the ads. It was seconded and passed.

THE DISPATCH COMMITTEE

Brian went over the latest *Dispatch* on the 17th, and it should go out soon. Stephan Law did a great job of covering the Convention. Andy moved that we approve *The Dispatch* Committee's report. It was seconded and passed.

CONVENTION COMMITTEE

Some work is being done on excursions and tours. Jim and the convention chair are working on future convention placement.

WEBSITE

The problem with the purchases is that the reports don't match the deposits that are returned to the Treasurer. PayPal does

not break down what the monies are for. This is being addressed. The website storage was expanded by an email vote.

ELECTIONS COMMITTEE

The next *Dispatch* will have a deadline for returned ballots for the latest constitution change of November 30.

NEW BUSINESS

Brian discussed a new website that promotes scales other than HO. A request has been made to be a sponsor to promote the NASG to the tune of \$125 per year, which would yield 12 S promotional videos. This will be forwarded to James McAuliffe, the Promotions Committee Chair. Jim made a motion to approve the expenditure. It was seconded and passed. Clay is going to investigate the awards program and the process for the Perles-Heimbürger Award. We need a person to collate a survey for clubs to update who is out there. We are going to create a stronger bond between the NASG and the clubs. The old list needs to be updated. Lou is going to do the work involved. Clay reminded us about having S represented at the RPM meets. Unfortunately we were inconsistent in that the meeting ended at 10:54 pm instead of the usual 10:53pm, but we were consistent in that there was no free beer!

ACFM, August 29, 2023

NASG BOT Meeting, Tuesday, September 26, 2023

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Darby Marriott, Eastern/North Eastern Vice President; Brian Jackson, Central/South Eastern Vice President; Clay Buckage, Western Vice President. Members absent: Lou Templeton, Executive Vice President due to illness;

Call to order at 8:54pm.

Continued on page 4

The DISPATCH

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MINUTES

Darby moved to accept the Minutes of August 29, 2023. The motion was seconded and passed.

TREASURER REPORT

The problem about PayPal not issuing what a payment is for is still being dealt with.

PRESIDENT'S REPORT

N/A

STANDARDS COMMITTEE

There were 4 responses so far to the RFP sent out to various manufacturers.

PROMOTIONS COMMITTEE

RMC ad status – we are covered through Spring 2024. Business cards are still in the process of being printed. We need more photos for the RMC ad, so if you want to showcase your layout, please send them in to Brian Jackson.

THE DISPATCH COMMITTEE

The deadline for Nov/Dec issue is soon. Ballots will be placed in this issue.

CONVENTION COMMITTEE

Jamie and his committee are working on the reports for the 2023. The 2024 convention is at Harrisburg PA again. The dates are Wednesday 17th through Saturday 20th of July, 2024.

WEBSITE

We are still working with Peter on layout category separation.

ELECTIONS COMMITTEE

The constitutional amendment ballot did make it into the current Dispatch, but we did not put in a deadline for its return. If that didn't make it into the issue due out soon, it should go in the next issue as November 30th.

OLD BUSINESS

1) Assistant treasurer duties were discussed.

2) Source document preservation - keep tabled

Mike moved that we adjourn. It was seconded and passed.

The meeting ended at 10:28pm.

ACFM, September 26, 2023

Introducing Phil Scandura

Assistant Editor for Scale Models – by Phil Scandura



Phil Scandura working at his bench. (Photo Credit, Barbara Sherman Photography, Munds Park Arizona)

Have you ever seen someone wearing a tee shirt that says, “Still Plays with Trains”? Well, I’m that guy. I’ve been interested in “modeling railroading” since age 5 when

my dad let me play with his American Flyer trains in our New Jersey basement. Dad didn’t call it model railroading, but that didn’t matter—I just knew I loved trains. I

also loved toy cars (like Matchbox and Hot Wheels). I would build cities out of shoeboxes, set up my trains and cars, and play for hours.

Eventually, my love for trains would translate into building train layouts. Over the years, I've built more than a dozen train layouts, ranging in size from a few square feet to room sized. I've modeled in nearly every scale except narrow-gauge, ranging from a G Scale outdoor layout in my parent's backyard to a Z Scale layout intended for a coffee table that never quite panned out. Early layouts were HO Scale, until I was introduced to N Scale and got hooked. I loved how N Scale let me build a lot of layout in a limited space. N Scale was my favorite scale for years and years. But as I aged, my eyes started giving me problems (first reading glasses, then bi-focals, now tri-focals) and my fingers began losing tactile dexterity (tweezers became a close friend). It was time to change scales.

Having long since moved away from New Jersey (the land of unfinished basements) to Arizona (the land of homes built on slabs), I didn't have lots of room for a layout, so O Scale wasn't an option. I'd already worked in HO Scale, and wasn't interested in doing that again. On a friend's recommendation, I ordered an S-Helper set as a birthday present for myself in 2008 and never looked back. I loved the heft of the S Scale locomotive and how it felt in my hands. I loved lying on the floor and watching the train run around the tracks. When it came time to build my first S Scale shelf layout, I chose "chin-height" and discovered how well S Scale conveys a sense of "presence" and draws you into the scene. You just can't achieve that effect in the smaller scales. I'm now working on my second layout, built around the walls of my studio. Look for photos and status updates of my progress in future issues of *The Dispatch*.

If my name sounds familiar it might be because I have published over 140 articles in four modeling publications (*Model Railroad News*, *Railroad Model Craftsman*, *1:64 Modeling Guide*, and *N Scale Magazine*), including an in-depth, multi-part DCC series called Project DCC..



My first scratchbuilt S Scale structure, the Cottage Hotel in Seligman, Arizona. The model was created in 2008 for the local historical society in support of their fundraising efforts to restore the building. (Photo Credits, the author)

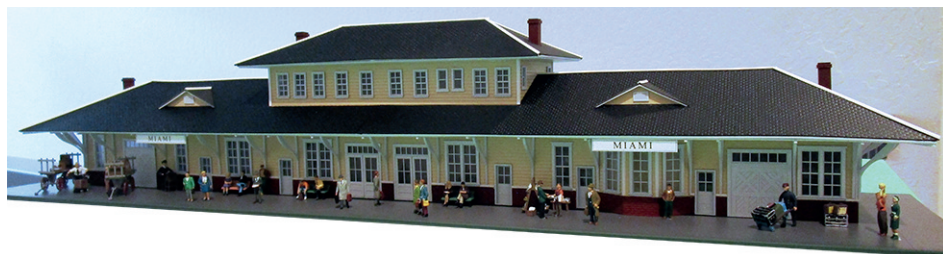


These articles were published between 2000 and 2018. Since that time, I have focused my energy on my architectural modeling business, Mainenti Miniatures, creating custom structures and dioramas for museums and private layouts.

I look forward to sharing with you, learning from you, and meeting you at future model railroading events. Until then, I'll be playing with my trains. . . .



From earlier this year, a scratchbuilt HO model of the Florida East Coast Railway depot in Miami, Florida as it looked in 1910. The model was created for a local museum customer in St. Augustine, Florida. (Photo Credits, the author)



So Here's What I Do

By Dick Karnes



This 1950s-era scene shows signage from several different sources. The “Thompson’s Restaurant” sign is from the Feininger book, colorized on my computer. The menu signs in the window are from the same source (the upside-down sign is the fault of a restaurant employee); the Moxie, Miller, and Coca-Cola signs were found by searching the internet. The restaurant interior is not actually modeled; it is a photograph I shot of the interior of a real restaurant, scaled and printed on photo paper, then mounted somewhat recessed inside the restaurant model. The Harmony Cafeteria sign, colorized, is also from the Feininger book. The “Loizeaux’s Liqueurs” sign was created using Microsoft WORD’s drawing package.

Signage

There is one particular class of layout detail that’s almost never noticed, whether it is present or not. But this same class of detail is the obvious deciding factor in sensing whether a photograph is of a prototype railroad scene versus a detailed model scene. And that’s the presence—or absence—of lots of signage.

In real life, signs are everywhere—billboards, store fronts, sides of buildings, depot fences, backs of benches. All you need to create signage for your layout are four things: a cell phone, computer, printer, and peel-and-stick photo-quality paper. You no doubt already have all of these except for the paper, which you can buy at your nearest office supply store.

Take your cell phone, take lots of pictures of signage, load the photos into your

computer, orthogonalize, crop, and resize them with the photo-editing software that came with your printer, and array them onto a letter-size page. Then print them on a peel-and-stick sheet.

If you are modeling an era significantly earlier than the 1990s, you will need signage of similar vintage. Just search the internet for topics like “1940s auto posters,” “1950s cigarette posters,” and/or “1960s movie posters.” Then do the orthogonalizing/cropping and print them.

Additional sources are plentiful, but likely black-and-white. An excellent example that I have used for my layout is *Feininger’s Chicago 1941* (Dover Publications).

The only additional step you may want to take is to perhaps replace the gray signage backgrounds with your photo-editing software.



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NEW PRODUCTS

By Jeff Madden

American Models: AM has announced a bulkhead flatcar based on its previous 46' flatcar. It lists for \$68.95. Road names on display at the Fall S Fest were Northern Pacific and Milwaukee Road.

www.americanmodels.com

B.T.S. Long-time producer of S scale products, B.T.S., now has its Fire Train cars (three different models) listed on its



website. www.btsrr.com

Menards: Menards continues the tradition of hardware stores selling electric trains at Christmas. Check the stores in person or go to Menard's website. Some of the HO and O structures can be converted to S by sinking into foam, changing doors, or adding foundations. Menard's catalog is inserted in the latest *Classic Toy Trains*.

Monster Models: Many interesting brick buildings, including stores, garages, and small factories produced by Monster Models are now showcased on the Larkspur Laser Art website. The MM line also includes building components, such as doors, sidings, and awnings.

www.larkspurlaserart.com

Railmaster Exports: John Agnew says North Yard supplier has resumed producing frames, motors, and trucks for the RS series of Alco diesels.

www.railmaster.co.nz

Ride Trains: This firm has announced its plans to produce a Sn3 vestibule D&RGW coach in resin, including trucks, but no wheels or decals. \$65 each.

www.ridetrains.net/sn3

Smoky Mountain Models: Jim King has Jackson and Sharp passenger trucks in one piece castings with separate springs. Wheels are not included.

www.smokymountainmodelworks.com

Tomalco: Shane Lambert now has flex track available in code 100, 83 and 70. Forthcoming are #4, 6, 8 turnouts and wyes. The turnouts will come with plain or stained ties.

www.sscaletrack.com

Toys in the Attic: Their website shows many 1/64 vintage vehicles that cast in resin. Unpainted for \$18 each. Most are Ford Model Ts and As plus a few Willys and 1930s Chevys. The eras covered so far are 1910 through the 1930s.

www.toysintheattic.com

3000 Toys: As usual, 3000 Toys show the latest 1/64 diecast vehicles, including M-2s, Greenlight, Ertl, and Johnny Lightning. Diecast Direct also shows many new 1/64 scale vehicles.

www.3000toys.com/



NASG COMPANY STORE

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OR send check made out to NASG to CHRIS CRNICH, 3243 W. 2600 North, Arco, ID, 83213. Include NASG membership number. Please allow 2 weeks for delivery. Questions? Email Chris at cscrnich13@gmail.com.

Price: \$15.25 each incl. shipping

News from the North

By Jim Martin

For me, the big rewards of this hobby are the social contacts; the friends one makes.

S Scale Workshop member Paul Raham (*Dispatch* Jan 2019) hosted one of his regular open houses in early June and this time I made a firm resolution to attend. To find Paul's farmhouse in Marlbank, Ontario, one must first drive to the middle of nowhere and then from there, proceed about 20 miles east. Just kidding, but Paul's rural location might leave him feeling alone if he did not proactively seek out visitors. So, over the years Paul has assembled a tidy collection of friends working in various scales, some of whom travel quite a distance, to socialize, help with his magnificent layout, and run trains.

An additional reward is the spread that Paul's wife Jan prepares. When I attended, their dining room table was groaning under the weight of the feast.

Coming from the Niagara Peninsula, some 250 miles away, I was one of Paul's more distant attendees, but a couple of guys from the Syracuse, NY area had to be a close second.

Enjoy the photos and plan to attend the next time Paul extends an invitation. All are Welcome. Thanks, Paul!



Paul's structures honor his many friends, in this case the late S-scaler Oliver Clubine. Paul is also an expert at scratch building structures.



Here's another example of Paul's time machine at work. CN Number 88 (author's loco) is a S Scale Loco & Supply kit that was designed to represent the E-10 class Mogul as it was in the Fifties. Paul has backdated his model to the Twenties with a wood pilot, square piston valves, high headlight, and three-window cab sides.



This side-by-side comparison is an excellent example of how Paul backdates his steam loco fleet to 1920. Compare this mostly stock Omnicon 2-8-0 (2526) with the one that Paul has altered (3812) with inboard piston valves, wood pilot, high headlight and simplified boiler piping.



All of the ingredients for a successful meet: refreshments, seating, and around the outside, a fine double-deck layout.



On its way out of Wellers Bay, Moira Valley number 15, another modified Omnicon loco, glides past farmland and some strange looking livestock.



Looking inland along the Wellers Bay peninsula. Paul has a fine eye for layout design. With the exception of one kit, all of his structures have been scratch built.



Start 'em young. Three-year-old Weston Cotnam helps dad James with switching duties. According to Paul, young Weston is already an active participant in some elements of train operations.



This steel trestle on the high line is one of the signature locations on the double deck Moira Valley layout.



Moira Valley number 5 started life as a NorthWest Short Line Spartan series On3 brass loco. The trestle being buried with fill, is another scene the author has not seen on any other layout.



Big crowd. Good times.





There is also some narrow gauge trackage. This Sn42 teakettle at Coe Hill started as an HO Bachmann 0-6-0 with a Backwoods Miniatures tender and superstructure conversion kit.



MV 3812 pulls up to the tank at Eldorado. Paul's hand laid track is representative of the light rail on branch lines a hundred years ago. Codes 83 and 70 rail are the principal sizes but there is even code 55 on some sidings! Train orders prohibit locos from those sidings during drops and pickups.



Mogul number 10, eastbound at Eldorado, rolls past the rudimentary coaling platform. Paul made his rural wire fencing by stripping out alternate lines of window screen.



Host Paul Raham explaining the operations schedule to Paul Hiscox, a fine modeler in HO scale, and one of his regulars. Paul relies on many friends to help out with his layout.



Even without a train in sight Paul's model work keeps the viewers engaged.



Another layout vignette to study between trains. The steam tractor is a heavily weathered diecast. All of Paul's layout vehicles are carefully selected to reflect the post WW 1 era.



Moira Valley number 3812 steams westbound through Eldorado. Paul hand paints his excellent backdrops with house paint—inexpensive color “mistakes” from the paint store.

Down at the Depot

By Carl Rudolph

As this column is being written, Thanksgiving is over. It has snowed in parts of the country, and Christmas and Hanukkah are upon us. Trains in both scales (1:64 and 1:1) are uppermost, or close to it, in our minds at this time of year, so here's what we hear from S clubs:

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. The club president reported that our layout at the recent AC Gilbert Historical Society annual convention was voted as best in show. The next show in October was held in Newtown CT. In November, president **Larry Halley** hosted at his house his very popular 'repair clinic' assisted by VP **Jim Shae**. Nine members went away with smiles on their faces as the team repaired various problems with our cantankerous post-war AF equipment as they raced home--no speeding tickets reported--to test out the fixes on their layouts. The team can fix anything and, contrary to conventional wisdom, Larry (or at least his wife) also provided a free lunch! Another VP and master carpenter, **Paul Krause**, is upgrading and improving the club modules, increasing their flexibility and ease of assembly. **Jim Shae** also reports that his local library asked if the club would set up and operate the layout as part of their Christmas holiday activities/displays. Sounds like another interesting event! Bob says Happy Holidays to all!

The South Jersey S-Gaugers have been forced recently into Zoom-only meetings due to ongoing renovations at the Stratford Senior Center where they normally meet. Well, said renovations are complete, and their next meeting (October) was to be in the fancy new place with all the audio/visual/wi-fi amenities! At one of the Zoom meetings, Jim Oliver presented his progress on a laser-cut model of the Riverline passenger train using CAD drawings that he had created from various sources. **Joe Kimber**, the newest recipient of the NASG Hall of Fame award, wrote

for the club newsletter a wonderful article about a viaduct he created from extruded foam for his previous layout. And **Michael McConnell** reported on an outing with the Woodstown Central Railroad, which recently obtained certification from the FRA to operate its restored 0-6-0 switcher. Lots of going on in both scales in South Jersey!

The Baltimore Area American Flyer Club had a great showing at the Great Scale Show in Timonium. All the modules were decorated for Halloween with lots of ghosts and skulls in evidence. Next up for the layout was the Westminster show, which the club always anticipates with pleasure. In between, the club met at Paul and Tara Loves' home to ogle 1960s era vintage cars (restored by Paul and son Russ) as well as a fine-looking layout.

The Pittsburgh S-Gaugers met in Tarentum where Chris Eddy presented a clinic on installing LED lighting in AF passenger cars. Highlights included the various colors available and the need for additional diffusion paper to offset the bright, pinpoint light. At another meeting, **Lou Templeton** gave a talk on rare AF rolling stock. The holiday dinner location and date are already set, too!

The Cuyahoga Valley S Gauge Association (Cleveland area) had a good outing at the NMRA Great Berea Train Show at which there was good attendance and the layouts (tinplate and hi-rail) operated very well but not as much can be said for some of the locomotives, which were a bit recalcitrant. Next up was the Akron Train Show (which is not in Akron; it is in Cuyahoga Falls!) which is new and growing. Of course, planning for the 2024 Spring S Spree continues.

The Miami Valley S Gaugers also had a successful outing at the Lakota Train Show, which has been one of their staple events for over a decade. Next was another good event at the Great Train Show in Xenia, Ohio, and in between was a meeting at Richard Boehm's home. At the meeting, it was determined that some modules need modification, and John Harden was tasked

with making a proposal to accomplish same. Next up is a show at a funeral home in Cleves, Ohio, which proves that S gaugers will go anywhere to run trains!

The Central Ohio S Gaugers had a wonderful summer outing and picnic at the Marion Union Station (in Marion, Ohio) as we knew they would. During the four hours they were there, 20 trains passed by! More recently, **Roger Johnson** hosted a meeting at his church and the next meeting was hosted by **George Zoehl** at his home where he showed his large and fabulous S layout. Lastly, the club is slated to have the layout at the Buckeye show in Columbus just before Christmas.

The Central Ohio S Gaugers – Northern Division met at **Randy Krajewski's** home where Randy showed off his latest project and the club had the usual Show and Tell. Later, **John Frankforter**, he of 3D printing fame, sent out pictures of the campfire he made for his layout scene of campers, since they need a way to toast some marshmallows. Yes, the campfire is lit and it flickers like a fire should! Next was a meeting at the home of **Monty Kaufman** at which a Make it–Take it project was promised, but no details were given. Maybe we will find out later what it was!

The Southeastern Michigan S Gaugers met at Bob Stelmach's home. Show and Tell included a piece of art depicting a 1:1 scale boxcar broadside with little bits of graffiti at the ends, but a majestic rendition of an AF Pennsy K5 in the center. Other items included a low overhead tell-tale pole in brass, some Lionel 0-27 boxcars converted to S trucks, and a brass SD9 ready for paint. The next meeting was held at the Rudy Nautical Museum in Center Line, MI at which **Gaylord Gill** demonstrated his painting technique on a cast (resin, probably) structure flat and the club received a tour of the museum. Lastly, the club voted to recognize three members for their charter member status: **Bob Stelmach**, **Dave Held**, and **Tom Hawley**. Kudos to these gentlemen!

The Badgerland S Gaugers (Milwaukee area) are continuing to enjoy their new clubhouse jointly held with another club called the Gandy Dancers. The two clubs held an open house in the middle of November, but no report on attendance as yet. One of the items of discussion at meetings has been the 2025 Fall S Fest, which they are scheduled to host. Manpower is becoming an issue (as with other clubs), so we hope they can muster the corps!

The Chicagoland Association of S Gaugers have successfully concluded their hosting of the 2023 Fall S Fest. According to the report, attendance was good, both on the floor and in clinics. Vendor tables were sold out (according to the Badgerland folks), car sales were good, and the banquet speaker was awesome. The club had a meeting at **Dave Wise's** home just prior to the Fest at which everybody pitched in and got the registration envelopes stuffed and then stuffed themselves with pizza! We all know clubs run very well on pizza! Kudos to the club. See nearby photo of Dave's layout at the meeting.

The Kansas City S Gaugers have been down to Topeka to tour **Brad Marples'** train museum, which is an old three story home filled with his collection of trains, and said it was definitely worth the visit. The trip to Topeka included the Model Railroad Show at the old Union Pacific Depot. Many of the club also took the trip to the

Fall S Fest and their report was very complimentary. **Bob Agne** and **Roy Inman** continue to keep the S gauge portion of the holiday layouts at Kansas City Union Station up and running. The last meeting of the year is to be in mid-December at **Bill Hutton's** office with items to sell as well as Show and Tell of recent finds.

Down in the Dallas-Ft. Worth area, the **Lonestar Flyer Club** sent the following via **Bill Clark**: "The big deal for us is the January show of the North Texas Council of Train Clubs. We enjoy taking our layout down in our clubhouse and move in an hour away to the Plano Texas Event Center for the two-day show. The show is on January 20-21, 2024. The show has over 20 layouts on display and over 200 sales tables. We hope that you will or did drop by and visit us. Other news was that the club's board selected **Mike Fitzgerald** as our "Member of the Year" because of his efforts in maintaining our clubhouse and taking care of renting and driving the truck we need to transport our layout to and from the shows we attend twice a year. We welcomed into the club the grandson of our president, **Larry Yurcho**. We are glad **Trent Yurcho** is part of our group. We will let him help us keep in grandpa in line." Good news!

The Houston S Gaugers report by way of Don Hand: "The Houston S Gaugers set-up its modular layout for the annual Texas City

Museum train show, on October 7. The Museum hosts six 'permanent' club layouts (O through N scales), and for their train show invites G, S, and Z scale organizations to participate as well. HSG set up on Friday afternoon in order to have trains actually running at the show's scheduled opening. (That's an advantage in having a high representation among retired members.) We were pleased to welcome back long-time HSG member **Bob Werre**, who had been unable to participate in events for several years while experiencing debilitating health issues. The next date on HSG's calendar is a start-up event, Houston Area Model Train Show, in Pearland, on November 18-19. Interestingly, the HAMTS's sponsor is an all T-Track club with all scales represented among their membership. Who knew?" Great report—more good news from Texas!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** met once again at **Rich Lenart's** home where **Paul Guaraglia** and **Bill Drake** each brought some donated items for sale and there was a Show and Tell. The next meeting was (once again) at **Bill Riechmann's** home at which elections were held for the next two-year term for club officers.

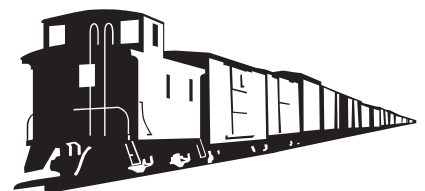
We saved the biggest news for the end of the column, since we no longer get news from the **American Flyer S Gaugers of the St. Louis** Area (AFSGSLA). An announcement was made at this year's Fall S Fest by **Tom Schnur** that the St. Louis club will host a 2024 Fall S Fest! Yay! Keep reading *The Dispatch* to get more news of this!

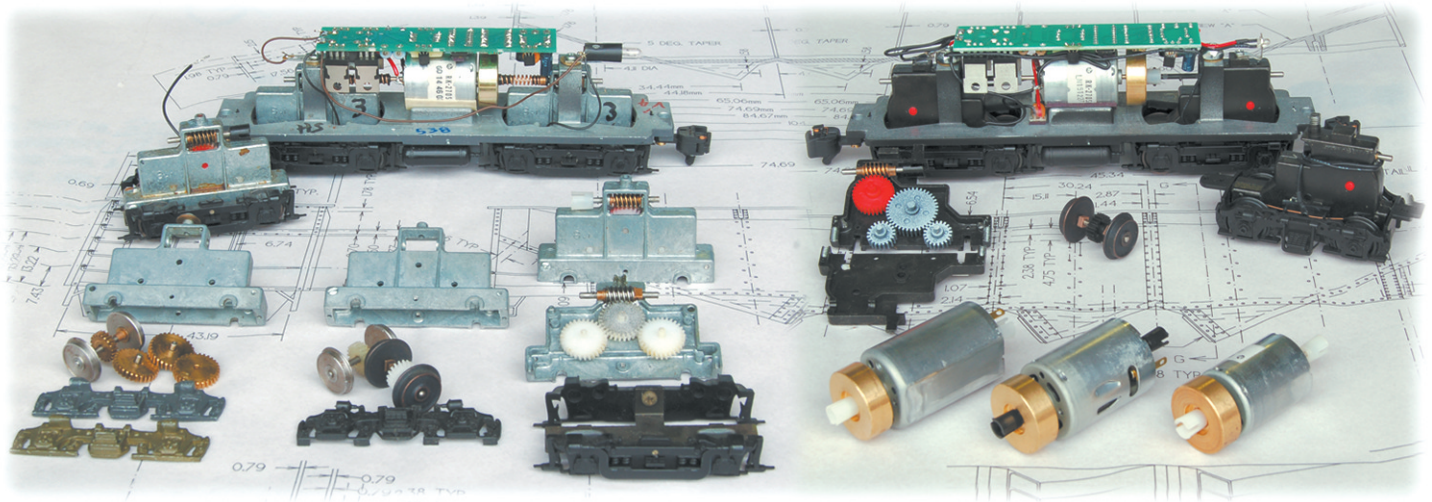
That's all the news we have that's fit to print in this column. Have a wonderful Christmas and Hannukah! Keep trackin'!

Send your club news to Carl Rudolph at: clubcar11@comcast.net



Dave Wise's layout being enjoyed during a Chicagoland meeting. Photo by Bill Cantrall.





American Models Repair

American Models (AM) products for the S Gauge market have been produced by owner, Ron Bashista since 1980 when he introduced his first locomotive, a FP-7. Unfortunately, Ron passed from Covid, but now AM is being run by his wife, Karen and his long-time employee, Joe Calamia.

Since the beginning of AM, quite a number of diesel, electric, and steam locomotives with lots of rolling stock options have been produced. AM products are greatly appreciated by both scale and hi-rail S gauge enthusiasts. I decided that this Restoration Station column topic would be to explore the repair of American Models products.

In my personal collection, I have five AM sets plus several separate locomotives. These include steam and diesel plus a GG1 electric. My first set was the initial run of the Amtrak set many years ago. Through the years, I have had very few problems with my AM products and none with the operation of the motors and drive trains of the locomotives. This means that to write this article I had to do my homework, plus I wanted to involve Joe.

The times I have had to repair my AM trains I usually bought the parts from a member of my train club (The Lone Star Flyer Club) who is a dealer for AM. Those

items were the plastic trucks and couplers for the rolling stock and engines. Other than these, the only thing I needed was a pilot truck frame for a GG1, and I called AM for that.

To write about repairing AM products, I first needed to find out about parts availability. In my quest for this information, the first thing I did was look in my AM catalog. My catalog is the current one available as I just received it with my last order from AM. Although I could not find a date on the cover, it has the same cover photo as the one on their website.

In looking through it, I found on page 12 interesting information on the various motors used to power AM products through the years. The 1980's mechanisms used a round bearing system, which changed to a D bearing system in the 1990s, and since 2002, a square bearing system has been employed. These are shown on a S12 engine chassis at the bottom of the page. I think this is a big help because if you are having motor and transmission-of-power issues, you can see what is in your locomotive by age. On page 62 of the catalog, there is a listing of parts, but not anywhere near the number of parts that would be needed for repair problems.

The next place I examined was the AM website, which according to Joe is an

ongoing project with constant updates. This started to make looking for parts much easier. There were four categories of parts to choose from: couplers, electrical, locomotive, and trucks and wheelsets. The website even tells you how many parts are available in each of the four groupings.

The couplers section contained all of the different types I have seen, including scale. The electrical section has four subsections that include layout wire, transformers, sound boards, and miscellaneous. Only sound boards and miscellaneous are of interest for repairs. The sound board section included the E unit board. The miscellaneous section included the motors for the locomotives and several of the lighting systems.

The locomotive category had two sections, one for diesel and the other for steam. The diesel section is made up mostly of cosmetic parts, but there are a few parts for motive power including U joints. The steam section has 30 parts listed including steam engine cosmetic items.

The trucks and wheelset section had a wide variety of what AM has produced in both scale and hi-rail trucks. In this section are the diesel engine wheels with axles and gears. I found it interesting that the entire power truck of the various diesels and the GG1 are not here.

We all know that a lot more than 117 parts are needed for the construction of AM products, so my next action was to contact Joe Calamia and get more information about parts. I also wanted to ask him additional questions about his company repairing AM products and what the costs are to do that. Our communication is as follows:

Bill: Are there motor parts and connections available for purchase of all the engines you have produced through the years?

Joe: *We sell the Mabuchi motors and have all the parts that connect to the motor.*

Bill: The power trucks for the diesels and GG1 are not listed in the parts section on the website. Can they be purchased?

Joe: *Yes, the 4, and 6 wheel trucks ready to run with wires complete we have customers should call.*

Bill: Can people call to buy parts that are not listed on the website?

Joe: *Yes and they do all the time.*

Bill: Can you repair all the locomotives that you have produced?

Joe: *Yes, however we are short on steam wheelsets in HR. But those are almost never needed. On Smoke units the customer will have to re-wire for now until we get more in.*

Bill: Do you ever convert early engine drive trains to the type you use now?

Joe: *Almost never but some guys have purchased the RTR power trucks, to install.*

Bill: What do you charge for the repair of your engines?

Joe: *Depends on the parts needed and time, we charge \$60 per hour plus parts and return shipping.*

Bill: Do you have painted replacement shells for your diesels if someone has broken theirs?

Joe: *On some of the FP-7s and GPs we can usually help. On the E8s and Train Masters usually not.*

Bill: How about cast replacement shells and tenders for steam engines?

Joe: *We have plenty of unlettered tenders (painted black).*

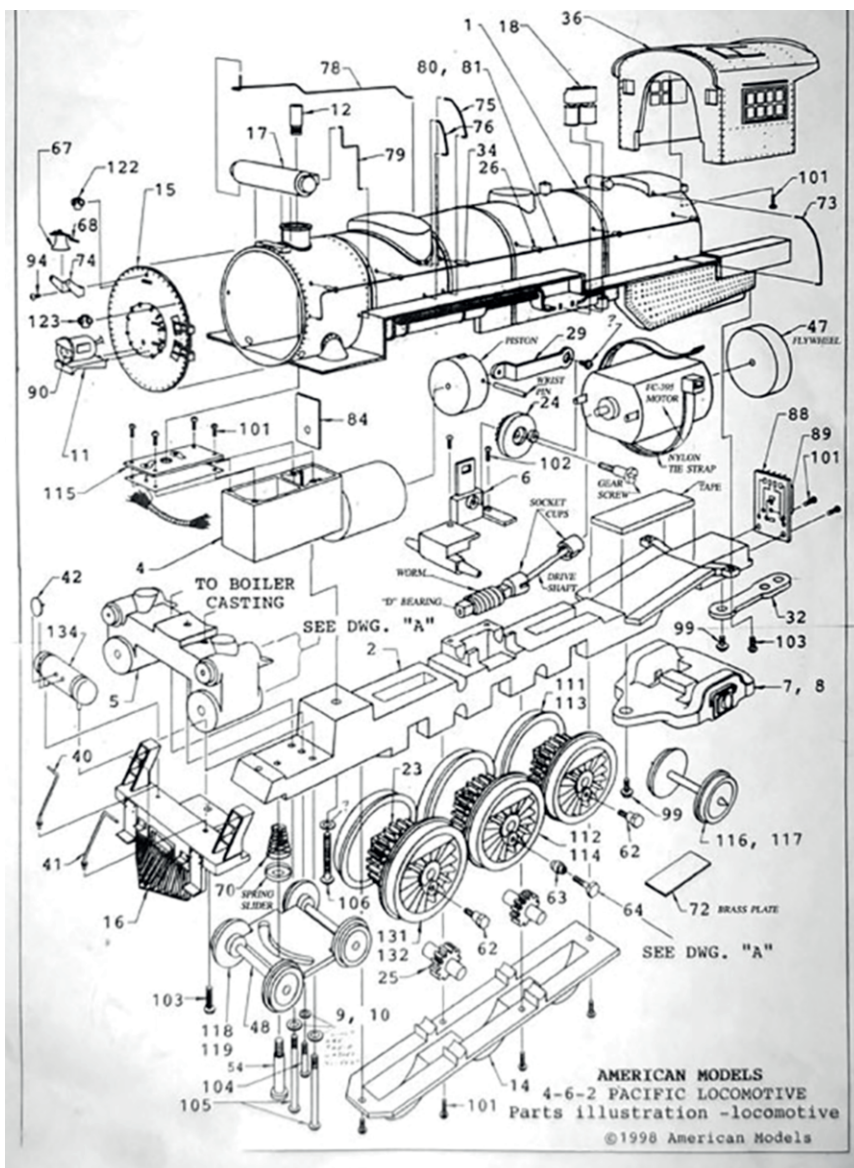
Bill: How about DCC and your engines?

Joe: *We know nothing about DCC but can install the NMRA plug for the module.*

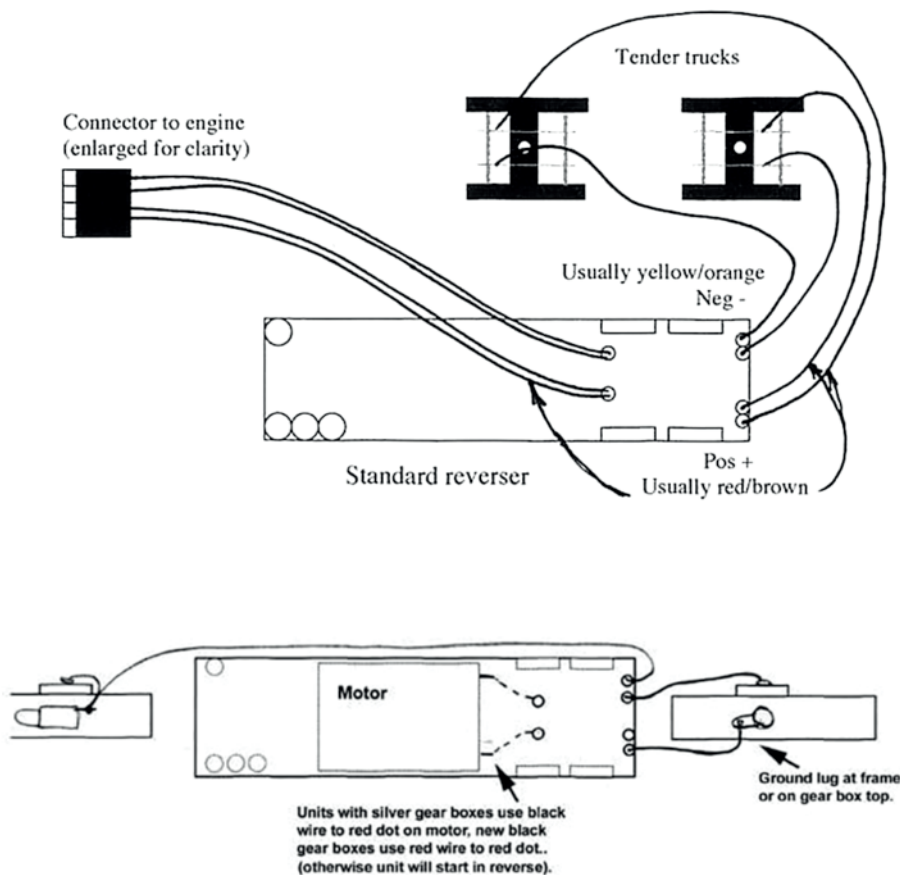
Many articles are out there on installing DCC.

Now, I want to go back to the AM website and highlight a section of the site that is very important if you repair your trains. At the bottom of the home page on the left side, you will notice "Quick Links" and beneath it, "Troubleshooting." When I clicked on Troubleshooting, I was surprised at the number of choices I had for help. During my talk with Joe, I learned his plan is to have videos on the website to show people how each of these repairs are made. Just so you have an idea of how these repair tips can help you, here is the list:

- Heavyweight trucks
- S-12 Locomotive
- 50' Boxcar sound



Tender wiring of reverse unit.



Hi-Rail cars
Derailments
Installing a reverse unit
Identification of gearbox type
GG1 Wiring diagram
Exploded 4-6-2 view
AF track trip installation
How to mate AF track to AM track
ID Gearbox parts

After looking at what is written about in each of the troubleshooting sections, I can only wish that the other manufacturers of S Gauge trains would do the same.

Here are a several illustrations from the troubleshooting section.

American Models has always impressed me, and after all I have learned as a result of working on this article, I am even more impressed. I look forward to AM making additional products for our S Gauge hobby. In fact, when you read this they will have released a new series of Pacific steam locomotives with a Vanderbilt tender.

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Building a C&NW Streamlined 400

By Dan Malkiewicz - Photos by the author



The Prototype

Anticipating increasing passenger volume, the Chicago and North Western decided to streamline two of its 4-6-2 Pacifics in 1941 in order to compete with other railroads. The Pacifics included wide skirting on both the engine and tender, a skyline casing, and a shovel nose on the engine. Once completed, they were assigned to the railroads "400" crack passenger train (prior to the streamlined Hudson's that came later). Both engines were retired in 1952 and scrapped in 1956.

The Model

Converting a common AF 21085 to a streamlined "400" took much more time than anticipated. The construction materials I decided to use for the conversion were sheet styrene, a wood block (used for the shovel nose) and automotive two-part epoxy to blend seams and low spots.

One of the most difficult challenges was the relocation of the headlight and making it operational. The paint is as close a match as possible to the prototype as very few color photos are available for reference. I am pleased with the results. Several NASG members who visited my layout during

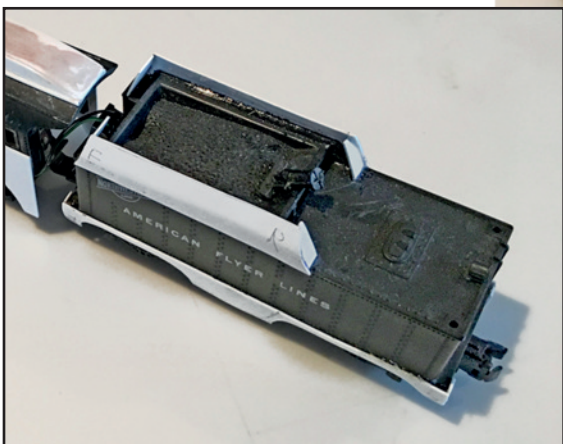
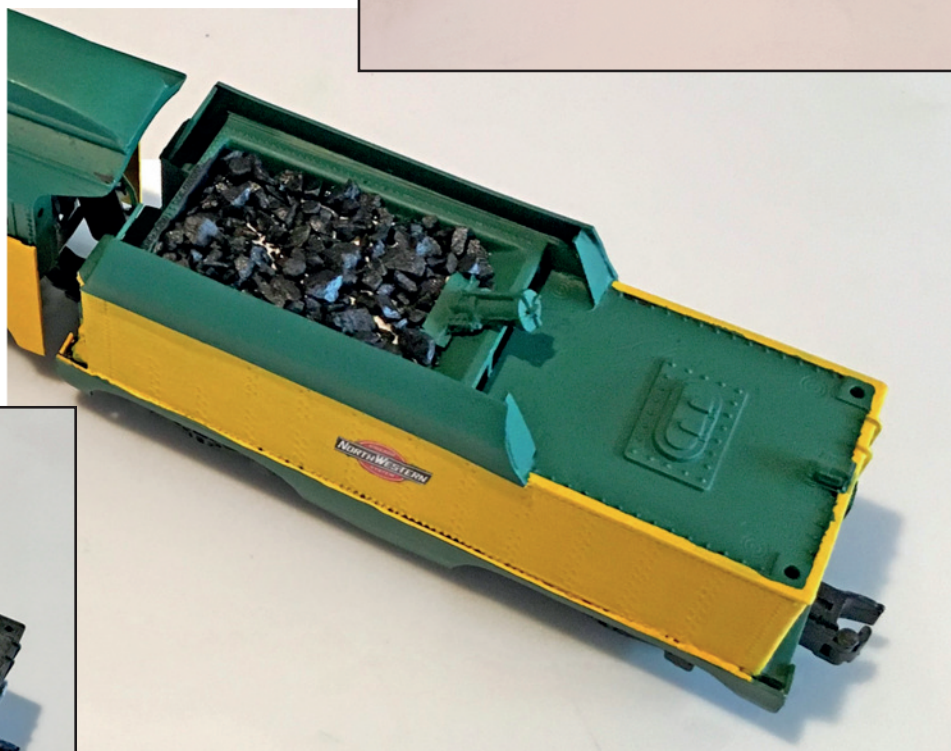
the 2022 Can-Am convention thought it was a kit and couldn't believe it was all scratch built. It's too bad Gilbert never decided to make this engine!

Photograph of the prototype





How Dan accomplished the transformation from a common American Flyer 21085 Pacific to a wonderful model of one of only two Chicago & Northwestern streamlined engines that pulled the railroad's crack passenger trains is evident in these photos of the construction. The use of styrene, wood and automotive body filler made it possible.



American Flyer 765 Car Washer

By Randy Krajewski & Tony Palumbo



A rear view illustrating the A.C. Gilbert exhibition Pullman car parked for washing.

The year was 2018, but for Bert, Floyd, and Harry, the clock had been turned back to 1951

I am an avid American Flyer train and accessory collector. In order to further my knowledge and enjoyment, I read as many books and articles on the topic as

I can find. I particularly like to learn about company prototypes that never went into production. I find the whole concept of “what could have been” fascinating.

When the A.C. Gilbert Company was sold at auction in 1968, several

prototype designs were purchased by individuals seeking to own a piece of American Flyer history. These items included wooden, diesel engine models; new, smaller switch design ideas; one-of-a-kind rolling stock mock-ups; and many other accessories. A prototype No. 765 Car Washer accessory was among



A front straight-on look (closer to ground level).

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Hurry! Send 25¢ for our free illustrated train book, 32 big pages with full-color illustrations of all the spectacular American Flyer equipment.

REMEMBER.....where there's smoke there's **FLYER !**

Developed at the Gilbert Hall of Science.

The Gilbert-style "advert" sheet

these items. It had been patented as early as 1951, but for unknown reasons was never mass produced for public consumption. I learned that three different reproduction designs of this trackside accessory had been made in years past: two of them closely resembled the original factory design, and the third lacked the shanty on the platform.

I reached out to friend, mentor, and fellow AF collector, Tony Palumbo, who is a retired industrial technologist. His exceptional skills in CAD design, electronics, and automation were key to bringing this project to fruition. Our first hurdle was to find the "Brush Man" figure (specific and rare). After successfully

completing that exhaustive search, I also obtained some pictures of the underside of the platform. This helped to eliminate some of the design guesswork that Tony and I were faced with regarding the overall mechanical/electrical plan. After reviewing the photographs, we decided on a few tweaks and improvements.

Tony and I complement each other in terms of our capabilities, interests, and fortes. He got busy figuring out which motor to use, finding the best way to make the brush man reverse direction, and automating the up-and-down action of the brush. He also created a CAD drawing of the accessory base with properly-positioned holes, slots, and corner tabs

that could be spot welded in place after the platform sides were folded down. For my part, I located the correct shade of Flyer green paint to finish the platform, and I crafted a factory-accurate carton box and label for our No. 765. I added all "on platform" items (shanty, barrels, tool box, and figures), acquired a car washer control button, the brush man, and used a copy of the Gilbert patent drawing to make a "Flyeresque" instruction sheet.

The brush and the Brush Man are driven from below similar to the original design. Updates include the use of a can motor fed by a rectifier that allows direct connection to accessory 15v AC terminals. The motor drives a set of nylon reduction gears, which turn a precision-lead screw that moves the lead nut attached to the base of the Brush Man. In this way, the brush man moves side-to-side on the platform. A crank pin on the lead screw gear contacts a lever which activates the up and down motion of the brush. Reversing action is triggered by limit switches affixed to each end of travel. A relay is utilized to reverse the motor.

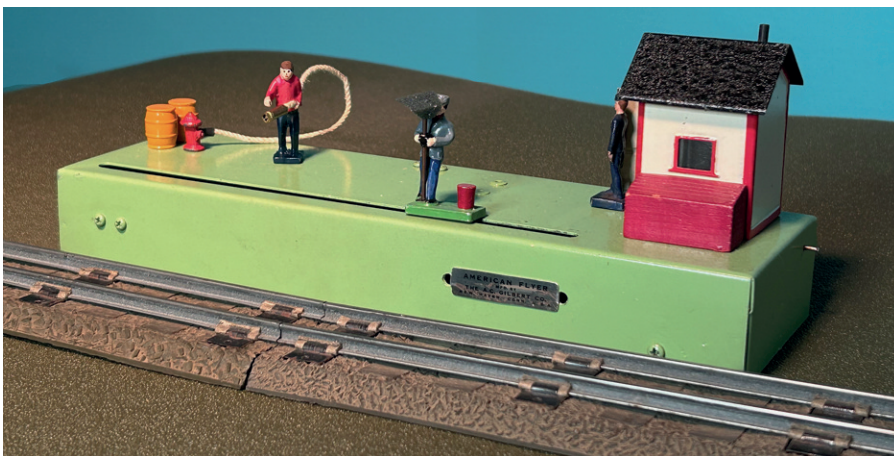
Modern DC gear motors are smaller now, and we were able to affix the motor to the underside of the platform instead of putting it inside the shanty like the factory original, but we couldn't just leave the



A close-up of Floyd the Foreman (kinda resembles his brother Sam, doesn't he?)



Car Washer carton box (note-red shield label and Flyeresque instruction sheet)



A front (angle view) of the accessory.

shanty empty. By rotating the orientation of the shanty from its original Gilbert positioning, and making the platform a bit wider than the original, the empty shanty was soon occupied by a foreman. Following Gilbert's lead in re-purposing

existing parts and tooling, "Sam, The Semaphore Man" became "Floyd, The Foreman," who comes out of his office to supervise "Bert, The Brush Man." In order to add to the action, we automated the foreman, so he comes out of the shanty

to check on Bert's work. The foreman mechanism is activated from below. Each time Bert moves toward the shack, a lever attached to the lead screw nut pushes the foreman into the shack and stretches a spring attached to the foreman's base. The door closes behind him. When the lead screw is reversed, Bert moves away from the shack. The lever releases the foreman, who, powered by the spring, opens the door and walks out onto the platform. There was also space for a hydrant and a stationary third figure we call "Harry, The Hoser." This completes the scene.

When we premiered this accessory at our local S gauge club's monthly meeting, our COSG-Northern Division membership gave it rave reviews. We even distributed our version of an American Flyer advertisement to the guys prior to the unveiling.

This was a successful and fun project for us, and it makes for a great addition to a Flyer layout. We felt that we retained Gilbert's original theme while adding a few additional touches of our own. As collectors, enthusiasts, historians, or all of the above, it is sometimes difficult to understand why A. C. and his team chose not to put a design concept into production. Bringing this accessory to life made Tony and me feel like we turned back the hands of time and were working alongside the man himself at the Erector Square factory in New Haven.



L to R, Randy & Tony



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This is a photo of the pilot model of the St. Lawrence Starch Co. tank car being produced for us by American Models with correct road numbers. The prototype ran in Canada from the 1950s through the 1970s

Maury Romer Interview 1973

By Bill Clark



Maury Romer known as "the train man's train man".

Many of us are aware that American Flyer underwent some monumental changes from "Pre-War" to "Post-War". These changes happened in 1937 when A.C. Gilbert bought American Flyer from Charles Coleman. American Flyer had actually been making trains since 1907. But when Gilbert bought the brand from Coleman, he moved Flyer production from Chicago to New Haven, and transitioned it from O gauge to S gauge. In the beginning, just before WWII, it was 3/16 scale running on O gauge track. After the war, it was strictly S. It is humbling to think that *The Dispatch* wouldn't even exist today had this not happened.

In going through the November 1973 issue of the *S Gaugian*, I spotted an article done by Peter Jugle of his interview with Maury Romer—a long-lived employee of American Flyer.

Romer had had key positions working for both Coleman in Chicago from 1927-1938, and for Gilbert in New Haven from 1938-1967. It should be noted that this interview occurred only six years after Gilbert closed in 1967! Knowing that almost none of the current readers of *The Dispatch* would have a 1973 *S Gaugian*, I thought it would be enlightening for today's hobbyists to read this interview. It covers the transition from O gauge Flyer to S Gauge with Gilbert. I would like to thank Marilyn Heimbürger for permission to reprint this 1973 article from the estate of her recently deceased husband, Don Heimbürger. Marilyn thought it would be a good way to honor his memory.

Introduction:

Maurice H. Romer was involved with the production of American Flyer trains

for over 40 years. He was first with American Flyer in Chicago and then with A.C. Gilbert in New Haven up until the end of 1967. This interview was conducted by phone on September 19, 1973.

Interview:

Jugle: When did you start and what were you hired to do at American Flyer in Chicago?

Romer: I started in April 1927. There was an ad in the paper looking for a punch press operator. A friend and I were going down. I had to ask him what a punch press was—I didn't know, but he said, "I'll show you." "I'll coach you." We went down and by the time we got there, there was a string of people and the job was gone. My friend was going on someplace else, and I said I was going to talk to this guy to see if something else was available. I talked to the man who did the interview out in the small lobby, and he said "Hey, by the way, I just happened to think we need someone in our display department." "How easy are you with tools?" I said "good," and we went upstairs and I talked with Burgess Hines, the foreman, and I was hired and started to work.

They had a series of stock displays at that time, which opened up to roughly a 4'x6' display or so on the front part. On the platform they had a wide gauge and a narrow gauge track to run standard and "O" gauge trains. They had racks with uprights with tracks so other trains could be shown. I got interested in the big scenic display they were building and moved on to it. That was the start.

Jugle: How long were you making displays?

Romer: As soon as I started on the big displays, they began sending me out on display installation and so forth. Then I went out for the company to make sure that in various cities, particularly in the Midwest, the merchandise was shown properly in the store, priced properly, and the artwork and banners and things like that were supplied and used properly. I'd make a circle of towns like

St. Louis, Kansas City, Milwaukee, St. Paul, Minneapolis, and then Cincinnati, Dayton, Detroit. Then I'd report in and go out again. After the second year of that, I came back, and they put me in charge of the service department and I became service manager.

Jugle: How long were you service manager?

Romer: Well, I was still in charge of the service and designing displays up until the time we moved to New Haven. I was hired at New Haven to establish a service department and train the fellows who would repair the trains.

Jugle: How did you and the other employees feel about Gilbert buying American Flyer? There must have been a lot of scuttlebutt around the shop at the time.

Romer: Yes, there was a lot. I mean a lot of people figured, "Look at me... This is the job I've had for a long time and now they're leaving" And they plan on going and they were wondering what the heck they were going to do. A lot of them wanted to know who the heck was the A.C. Gilbert Company. There was about 24 of us who came out here (New Haven) with us, but many left after a short while.

Jugle: How did you feel about moving to New Haven?

Romer: I wasn't planning on it until W.O. Coleman (The owner of American Flyer) got ahold of me. There was a change--Mr. Cuff, our vice president, was supposed to come out here with the company. He came out, and there was a disagreement after he arrived, and he decided not to take the job. He went back, and Coleman asked Guy Schumacher, the superintendent in Chicago, and he got ahold of me and we had a meeting in a tavern near the other plant. He brought me across and asked me to set up the service department and to assist in getting production started.

Jugle: Is it true that they kept the factory service station in Chicago open for some time after the move?

Romer: W.O. Coleman was going to keep offices at the plant and maintain a service department. There were two fellows who worked with me, and they were going to stay on and be servicemen working for W.O. Colman. So when they went to pack things up, I was instructed to separate all parts in the service department 60/40. 60 percent were to go to Connecticut and 40 percent to remain in Chicago. Then when Cuff came back he changed that plan, and

we sent 40 percent out and retained 60 percent. They established a service station in Chicago and right after the move was made Coleman died. The two fellows bought out the service station from the Coleman family. They operated under the name of Hatlin for a number of years and had a very lucrative service station there.

Jugle: There was a service station or store right across the street from the old American Flyer plant. Could that have been them?

Romer: I don't know what happened. I visited them several times. They had a lot of old Flyer stock. I do remember that a friend of mine stopped in there one day and was able to buy some of the "Mayflower" cars from them, and things like that, that they had on hand. There was a lot of stock that Coleman had put aside.

Jugle: Was Chicago Flyer working on the 3/16" trains before it was purchased by Gilbert, or was that a Gilbert innovation?

Romer: We had a sales manager in the train division whose name was Phil Connell. Phil was one of the fellows who came out here, and he was very strong for "S" gauge. I can remember in Cleveland there was a hobby shop that was sponsoring "S" gauge (Cleveland Model Supply). He visited with them, and I think they sold him on the idea of the 3/16" scale and "S" gauge. There was a lot of talk about it, and a certain number of our things were made 3/16" scale but worked on "O" gauge track before we left for New Haven.

Jugle: In a letter from W.O. Coleman to A.C. Gilbert, he makes a mention of hope for success of the new small-scale HO trains.

Romer: No! The A.C. Gilbert Co. was planning to bring out HO. A.C. Gilbert and W.O. Coleman were good friends. They were the founders of the Toy Manufacturers Association. At a meeting of the association in 1937, A.C. told Coleman: "Ogden, you're going to have a competitor in the train business. I'm thinking of going into the HO gauge." Coleman said, "Why do you want to go into HO gauge? Why don't you take over American Flyer?" A.C. said, "I couldn't afford it." They got together on a deal where the A.C. Gilbert Company paid nothing for it out of 12 years sales, by paying a percentage of each year's sales to American Flyer.

Jugle: What was your job when you first went to New Haven? You briefly

mentioned setting up the service department.

Romer: I was to set up the service department. I had a few fellows there I was to train. I also brought along a few fellows from the Chicago service department. They knew more about it than I did, so they were working with these fellows and showing them what to do. So, I got working with Schumacher, setting up the conveyor lines and breaking in girls for the work. We hired all new people and almost all our girls were just out of school without any factory experience, and we had to break them in from scratch. We started them building cars and equipment and setting up the locomotive line and so forth. Some merchandise was already made and shipped completely out here, but we had a lot to make, and supervisors and line workers all had to be trained.

Jugle: Exactly when was that?

Romer: We got out here in April, 1938. Tools and dies and equipment had been shipped in January and February and were already here when we got here. It was a case of getting started right away. We had to produce the line and have things ready for the 1938 Christmas season.

Jugle: Your picture is shown many times in magazines as representing A.C. Gilbert at toy shows and such. Was that part of your job?

Romer: Yes, usually every year for the month of March I lived in New York City. I would go down there and stay in a hotel and attend the toy fair every day. I would be in the office at the call of members of the sales departments. For instance: If a buyer for a store such as Marshall Fields came in and said, "You know, I ran into some problems this year . . .". They had me sit in and analyze the situation and find out what went wrong or happened--trouble shooting--talking with all the buyers about any problems they had and things of that nature.

Jugle: You once mentioned that you wrote instructions, booklets and literature of things like that. Was that part of your job?

Romer: All instructions, booklets, and literature of any kind that were used by American Flyer were written by me. In 1938, 1939, and 1940, we produced trains. In 1941, the war came along and we stopped all train production. We had trains that we could sell, but we were not allowed to produce. Therefore, I went to war work. I had charge of the inspection department.

I had about 125 girls who were 100% inspectors of piece parts for machine guns, land mines, parts of all kinds. We made millions of firing devices for land mines and booby-traps. Some we designed for the government, and some were manufactured to their design. I had production of all those parts. Then, before the war was finished, I had been going to school for drafting and engineering and things like that. I was called in and told I was being taken out of the inspection department and then I was being moved into the engineering department. I would then be in charge of all American Flyer engineering. We had a chief engineer and we had three divisions. We had a toy train engineer, an electrical engineer in charge of the appliance line, and I was in charge of the train line. That is when it fell into my lap to start writing instruction sheets and assigning the numbers to all items, developing new ideas, going out into the field and hunting ideas, and meeting with inventors.

Jugle: I recently picked up a book by Lou Hertz (*The Toy Train Genius*) and you were listed as a representative of the A.C. Gilbert Company. What part of your job was this?

Romer: I worked with Lou Hertz a lot. I was at his home looking over trains with him. He used to come to the plant quite often, and he eventually went to work at Polk's Hobby Store in New York. I used to see him there quite often.

Jugle: What part did you play in the construction of some of the large display windows?

Romer: As I told you, my original start was with the display department. I continued to make displays until the day I left. I never

left the display department. Every time a display was needed, it was mine to design. Even though I was in charge of train engineering, we made hundreds of big massive displays of all nature.

Jugle: In your recollection, which store had the largest display?

Romer: I wouldn't know, but I'll tell you one of the largest displays was at the Boston store at State and Madison in Chicago. There was a short circuit in the window display that was so full of toys that you couldn't move, and I had to saw the tracks apart section by section to try and find the short. It was impossible to remove anything from the window, and there was cotton in among the tracks. I wouldn't know how many thousands of people were looking in to see what that nut was doing sawing the track apart. The heat from the lights was terrible, but I eventually found it. Someone had left a wire from the outside rail and it touched the other rail.

Jugle: About how large were some of these displays?

Romer: They were in various sizes and shapes depending on the size of the windows they were going to go into. They could be 18 ft. long and 7 ft. wide.

Jugle: How well did you like W.O. Coleman?

Romer: I thought he was a very nice man. He had the wrong people in charge, and that is why things went downhill for him.

Jugle: How about A.C. Gilbert?

Romer: A wonderful man.

Jugle: How did the other workers like Gilbert?

Romer: I think everybody did. A funny thing was over the years many, many

unions tried to get in. They would be passing out literature. No union could get into the shop as long as A.C. was there. The people liked him too well.

Jugle: Did you retire from Gilbert under normal circumstances?

Romer: I had two major coronaries. After the second coronary, I went back to work and sat at my desk half days. The end was there anyhow. I could see it was coming. It was just a case of time.

Jugle: Was this in 1964 or 1965?

Romer: 1967.

Jugle: What is the story about A.F. Industries in 1967? Did you play any part in that?

Romer: I did to the extent that they brought me to New York and wanted me as their representative in the showroom of the toy fair, and I have my lapel button yet to show I was working for A.F. Industries.

Jugle: Who was behind A.F. Industries?

Romer: Harry Blum out of Cleveland was quite interested in it. I am trying to remember the name of the man who was president. He was president pro-tem you might say. It was Harry Blum who was basically behind it.

Jugle: What did you think was the best engineered piece of equipment manufactured by Gilbert in "S" gauge?

Romer: A fascinating thing, one of the things I liked better than anything else, was the barrel loader. I got one big kick out of that. As far as rolling stock, I thought the diesel and streamlined passenger cars were about as nice a rolling stock as I think were ever made.



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Mike's Market

By Joe Kimber



Mike's Market is a typical small grocery store found in most small towns across America. There were several scattered throughout my hometown. This was, of course, long before large supermarkets and two-car families. This model is based on a kit offered by Woodland Scenics in HO scale. Unfortunately, this kit is not available in S scale. However, I really like this building, so I decided to scratch build one. I sized my building to fit the area I had and the store windows available from Grandt Line.

I planned to use the Grandt Line store front window set, number 4051, now available from San Juan Details. This set consists of two pieces of 4054, two pieces of 4052, and a double entry door,

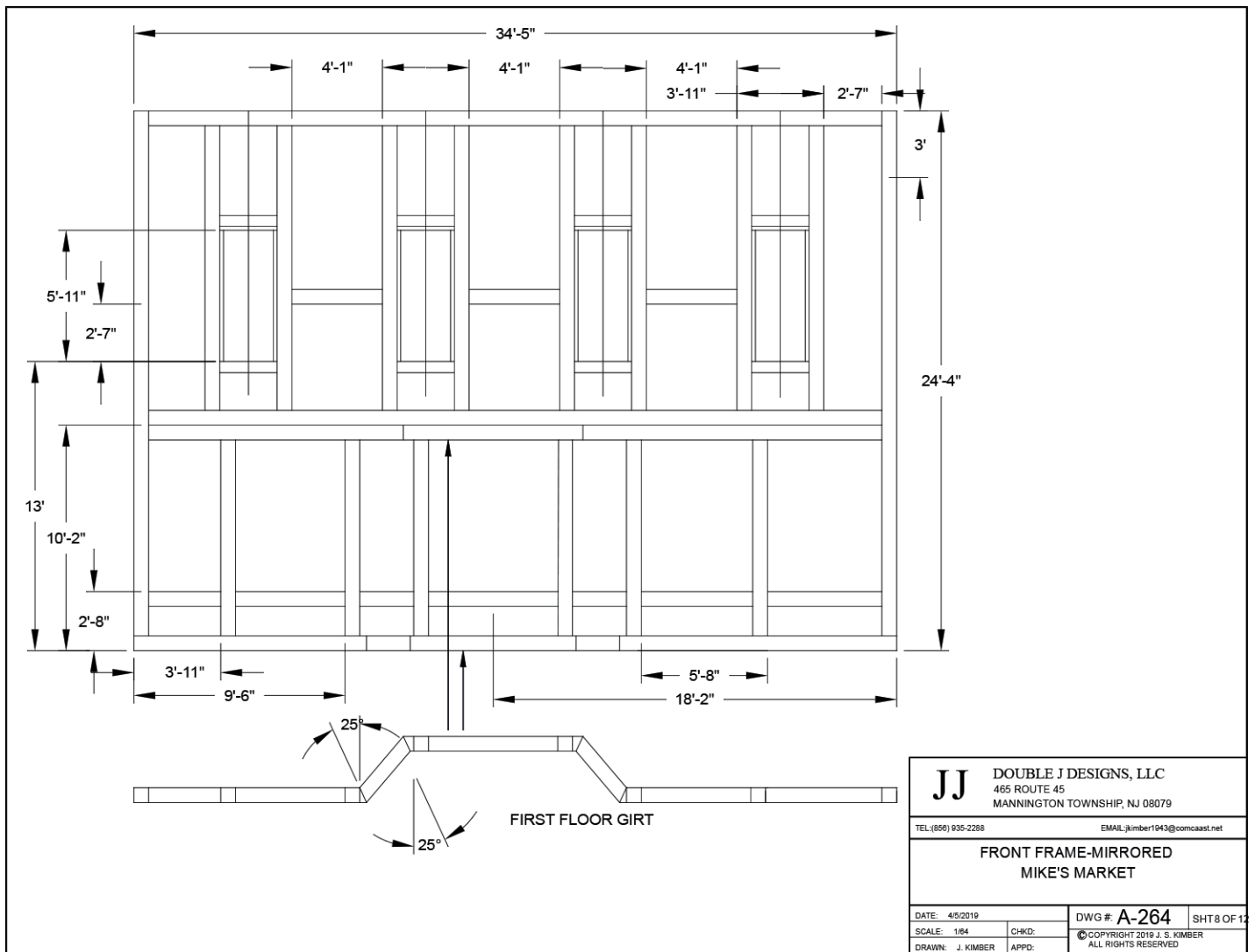
Mikes Market is your typical small town grocery store.

4055. One additional 4054 and a single door, number 4053 are needed to complete the lower front wall. An isometric drawing of this store front is shown on A-265, sheet 6. All four walls are framed with 1/8 inch square basswood, which gives you an 8 inch thick brick or stone wall. The walls are then covered with card stock, window openings are cut, and the walls covered again with Micro-Mark brick paper, no. 84731. The brick paper is then cut and folded around the window frame. A 1/16th square strip is glued around the inside of the frame to inset the windows. This inset is typical in brick and stone buildings.

The front wall cornice and the pilasters are built from multiple layers of polystyrene strip. Construction details are shown on A-264, sheet 5. The width of the pilasters may need to be adjusted after the wall frame is built.

Step 1 WALL FRAMES

Build the front wall frame first. This frame is built over a scale drawing similar to the method used for building model airplanes. Tape the frame drawing, A-264 sheet 8, to a piece of ceiling tile. Place a sheet of wax paper over the drawing and tape it down also. Use straight pins to hold the pieces in



place as you build the frames. Build the first floor top and bottom girts first. When the girts are complete, continue building the front wall frame upside down. Check the second floor window frames as you go to ensure the windows easily fit into the opening. The windows must go completely into the opening similar to actual masonry buildings. Window stops will be glued into the openings later. The side and rear walls are of similar construction. The first floor front windows are glued directly to the frame face. See A-264, sheet 6 for a front wall isometric.

After the glue on the wall frames has dried, cover the exterior of the frames with card stock. Cut the front of the sidewall brick sheet flush with the wall. Let the brick sheet wrap around the back edge of the side walls. The brick sheet should be cut flush on both ends of the back wall. Cut out the window openings and glue in the 1/16th square window stops. Cover the card stock with Micro-Mark Factory Brick sheet, number 84731 and cut out openings as directed above. Drawing number A- 264 contains the interior sheathing for the building. Add the interior sheathing to the walls before gluing them together and cut out the window openings. Before installing the windows and trim strips, paint them the desired color. After the paint has dried, install the glazing. I use liquid PSA glue from Micro Mark to glue the acetate into the frames.

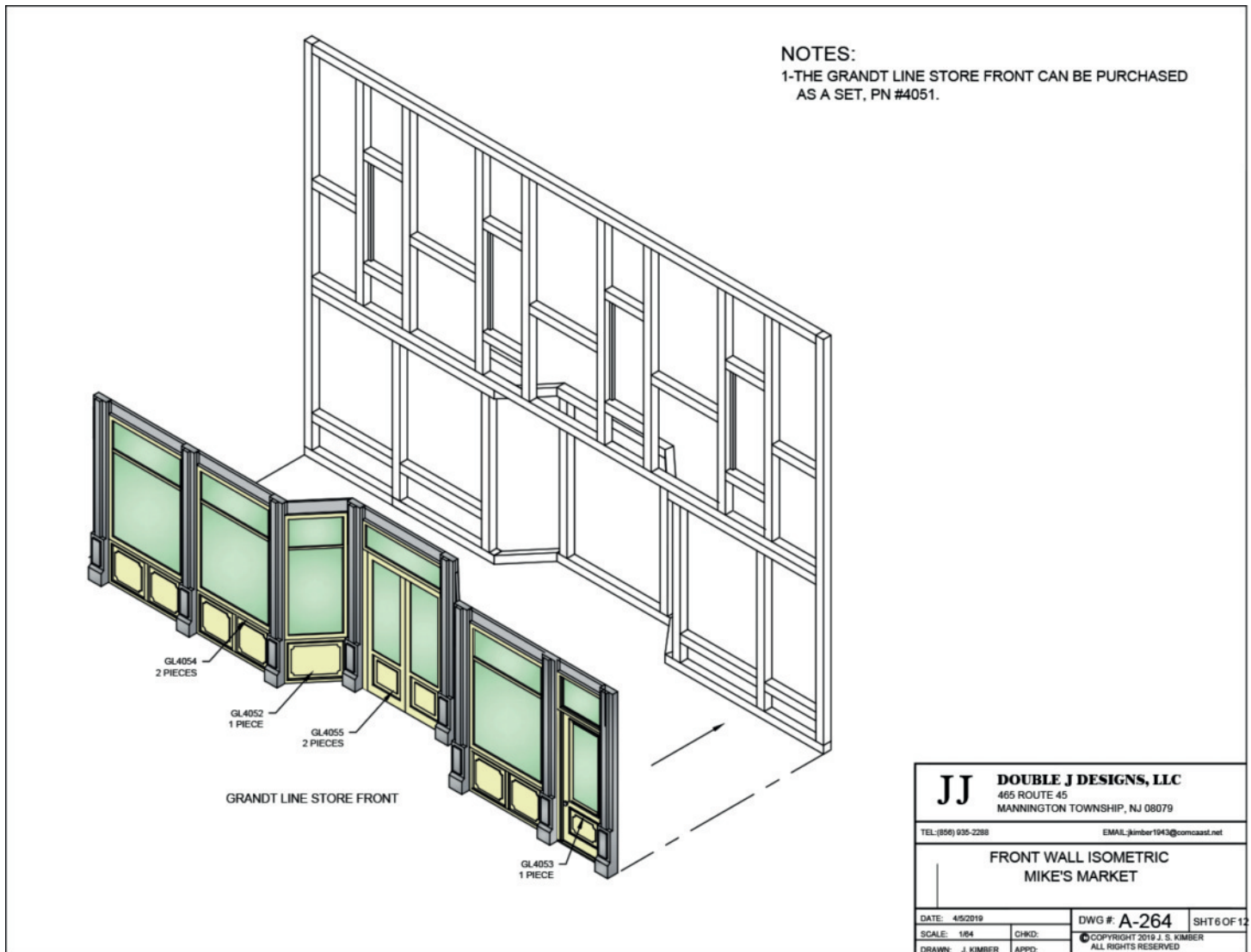
Step 2 STORE FRONT WINDOWS

Drawing A-264, sheet 6 shows the construction of the front wall. Check the fit of the store front windows to this wall before building the pilasters. The pilasters must fill the spaces between the window frames. A detailed drawing of the pilaster is shown on drawing A-264, sheet five. The pilaster width can be adjusted as necessary to fit this space. The space above the store front windows is also filled with polystyrene strips. The store front windows include strips to seal the area between them.

The sidewall and back wall windows are set in the wall as described previously. Don't forget to install the window stops. Lintel and sill installation is described below.

Step 3 FRONT WALL CORNICE & DETAILS

The front wall cornice is a combination of polystyrene strips plus San Juan Details part number 5074. A list of the sizes I used is shown in the lower left corner of drawing A- 264, sheet 5. This cornice can be modified to suit your taste. You can make it more or less ornate. The lintel over the windows is also made from polystyrene strips as are the sills. These are glued over the brick



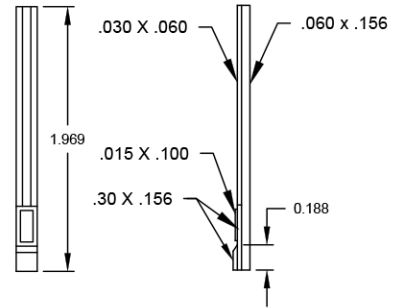
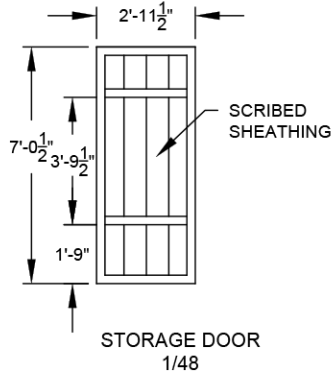
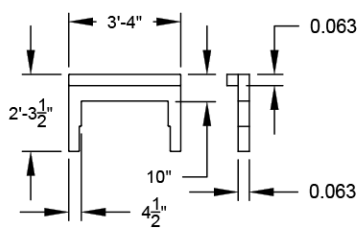
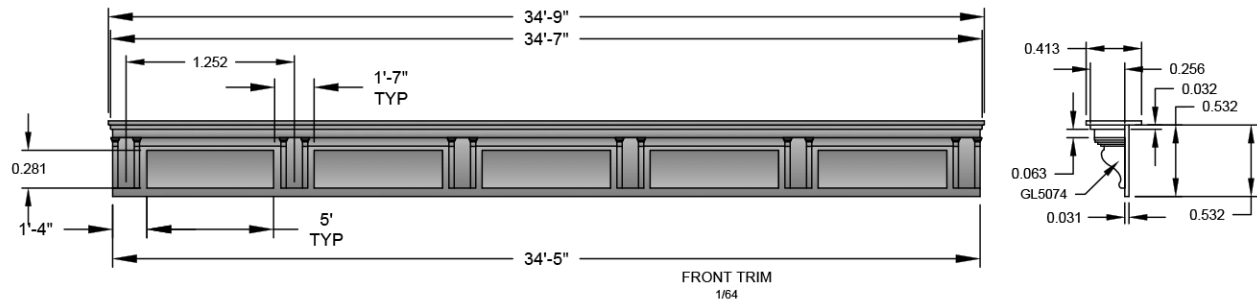
sheet to reduce the amount of intricate cutting. The back door is also built of polystyrene scribed sheet plus some small strips. The storeroom door is built from polystyrene plain sheet and trimmed with some polystyrene strips. The roof is .060 thick polystyrene sheet painted black. Cap the tops of the back wall and sidewalls with .125 wide X .060 thick polystyrene strips.

Step 4 STORE INTERIOR

I have a friend, Milton Leap, who helps me with my layout as I can not use my hands much now. We decided to detail the interior.

We cut a floor from 1/8 thick Masonite. I purchased some shelving on the Internet and Milt painted it. The details I purchased also included a check-out aisle with cash register. We added a few produce crates to the front of the store and some people inside and out. The building is lit with LED lights. We glued polystyrene tubing, painted black, in one of the corners to hide the wires. This building can be viewed on the NASG web site. There are several photos showing the interior.





.06 x .156
 .03 x .156
 .015 X .100
 .030 X .060
 .060 X .25
 .030 X .532
 .030 X .281
 .060 X .413

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DATE: 4/5/2019	DWG #: A-264	SHT 5 OF 12	
SCALE: 1/64	CHKD:	COPYRIGHT 2019 J. S. KIMBER ALL RIGHTS RESERVED	
DRAWN: J. KIMBER	APPD:		

For those who wish to build Mike's Market, a complete set of detailed drawings is available in PDF format. If you would like a copy of these drawings, send an e-mail to me at jkimber1943@comcast.net, requesting a copy.

GOLDINHANDS www.goldinhands.com American Flyer - Lionel Train Repairs - AIF Chassis RE-BUSHING - TMCC CONVERSIONS Lionel Authorized Repair Station Edward Goldin Phone: 847-727-0857 Member NASG #05R0025C TCA #05-58825		PRE-SIZE MODEL SPECIALTIES Steve Wolcott & Linda Lindsey Paonia, Colorado 970-527-4586 Freight car kits, detail parts for freight and passenger cars, tunnel portals, bridge piers, culverts and more. www.presizemodels.com	
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Out Along The Line

photos by



NASG members

Bob Davis — An SHS F7 A-B unit and an American Models Northern are rolling across the massive curved trestle on Bob's 12' X 13' L-shaped layout. Bob built the 4' long trestle at his workbench from 900 pieces cut from cedar deck balusters that he ripped to various sizes. The wood was left unstained. The coal tipple in the distance was scratchbuilt from cardstock and wood with corrugated siding add. Over 1000 trees on the layout were made from sedum sprigs covered in ground foam.



Simon Parent -

Simon built the CNR 2-10-2 from one of his kits. The truss bridge is by River Raisin, painted with the salt technique for rust. The warehouse is from Pine Canyon Models and wooden overpass was scratchbuilt. The freight cars are a mix of Simon's resin kits and cars from SHS, Ridgehill Scale Model and PRS, all with Simon's own decals. Most have had new roofs and ends added to match CNR cars in 1939.

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Send your favorite photo, along with a caption, to Brian Jackson at: central_vp@nasg.org

Classifieds

All NASG members may place non-commercial ads here at no charge. Ads are limited to 750 characters. Email ads to dispatch@nasg or mail to Dan Dawdy, 407 East Chippeawa St., Dwight, IL 60420. Include membership number. Ads will run three consecutive months unless canceled.

WANTED: American Flyer UP SD70ace (non-power dmy) 6-48167 #8349

Charles Albietz, mjica@sbcglobal.net Email for discussion (3)

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 Docksider 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.** (3)

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.** (2)

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** (2)

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.** (2)

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 (2)

FOR SALE: MRC DCC Wireless Prodigy Advanced with wifi. Used only for testing. Didn't like throttles. Wifi allows smart phone use and JMRI. Tony's Train's price is \$465.25 + sales tax. I'm asking \$300. I will allow returns as long as mailed within 7 days of receipt. Buyer to split return shipping. **George Courtney, gsc3@yahoo.com.** Or call 434-262-8408 and leave message (1)



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BY GILBERT

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Calendar of Events



New Members

Spring S Spree Model Train Show

May 3 through 4th, 2024
Emidio & Sons Expo Center
48 East Bath Road
Cuyahoga Falls, Ohio
<https://sspre.info/>

O Scale West - S West and Narrow Gauge West

May 24-26, 2024 Hyatt Regency Santa Clara (San Francisco area)
O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held west of the Mississippi since its founding by Rod Miller in 1991. Plan to join us over the Memorial Day weekend in sunny California. Website: www.oscalewest.com

2024 NASG Convention

July 17th to July 20th, 2024
Sheraton Harrisburg Hershey Hotel
4650 Lindle Road, Harrisburg, PA 17111
It is hosted by the Lehigh Valley S Gaugers club.
Check back in later issues for more updates.

Sept 1, 2023 to Oct 31, 2023

George S. Conway	Dallas, TX
Gregory Hake Auctions, LLC	St. Peters, MO
Kevin Grey	Mechanicsville, VA
Sebastien Lussier	Terrebonne, QC, Canada
Joseph Maciejowski	Collettsville, NC
Paul H. Moore	Westover, WV
Douglas Stoll	Watertown, WI

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



In Memoriam

Billy Mark Pleasant Valley, NY
Philip J. Rentz Ottawa, IL

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

The March / April member listings fell through the cracks and was never published. We apologize for the error.

March 1, 2023 to April 30, 2023

Jerry Beitz	Sparta, TN
David Brown	Ambler, PA
Matthew Cannon	Johnsonville, NY
Lawrence Clark	Orchard Park, NY
Ray Davis	Murphy, NC
John Donnersbach	Urbana, OH
David Eisenberg	Land O Lakes, FL
Sterphen Floyd	Macon, GA
Marion R Francis	Greenwood, AR
Geoffrey M Graeber	Fort Collins, CO
Woody Hanger	Oxford, OH
Robert Hegedus	Philadelphia, PA
Jim Hollstein	Saint Peters, MO
Hampton H Ingram	Bassett, VA
Benjamin Keim	High Springs, FL
Little Steamers	Monona, IA
Michael J Osweiler	Waseca, MN
Tony L Phillips	Lenoir, NC
Jerry E Prybycien	Downers Grove, IL
John R Roper	Henrico, VA
Gil Stimson	Bowie, MD
Terry M Stone	Martins Ferry, OH
Martin A Tobey	Dallas, TX
Stephen M Vaughan, Jr	Shirley, NY
Matthew Widlar	Middlebury, CT

Joseph (Joe) Kimber

By Jim Martin / Photos by Michael McConnell courtesy NASG
Joe Kimber of Mannington, NJ passed away late last year during a brief hospitalization. Joe will be remembered for his expertly rendered layout illustrations that enhanced the pages of the *S Gaugian*, and later the *NASG Dispatch* and *The S Scale Resource* magazines.

Please see the NASG Website for the full memoriam.



Joe hosted members of the West Jersey S Gaugers the day before his passing.



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