



The

A Publication Of, By and For The Members

DISPATCH

May/June 2024

- Early Years of S
- Visit Northeastern Scale Models
- Build the Wabash Blue Bird



- Sam, the Semaphore Man

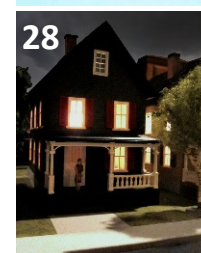


The DISPATCH

May/June 2024

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- 28** Kit-bashing MTH Structures: Part 1
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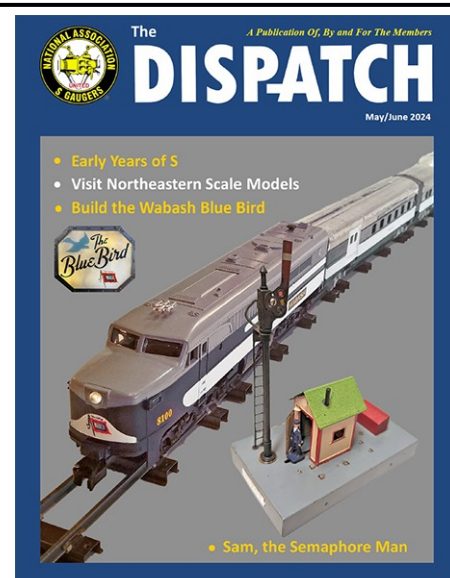
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The COVER

Bill Clark's reminiscence and recreation of an iconic streamliner, The Blue Bird

This month's Restoration Station, Sam, the Semaphore Man



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 Rolls Along!

NASG is rolling right along in 2024. Sometimes we're a local, sometimes we're an express, but we want to keep moving and stay out of the sidings!

Conventions! One of the great benefits of being a member of NASG is attending the annual convention, where we meet old friends, make new ones, see what's happening in the hobby, go on a prototype fantrip to a place you've never been, and find that unusual Flyer piece that's been evading you or the obscure kit that's exactly what you need to finish a scene on your layout.

The pandemic threw a major monkey-wrench into the planning cycle for conventions, but we're beginning to recover. It's my goal to have the next three years' worth of sites selected by the time the next slate of officers is elected in 2025, so that the next leadership team can continue that, instead of having to play catch-up. We should be very grateful to Jamie Bothwell and the Lehigh Valley Club for filling in the gap by sponsoring two conventions in a row. And this summer will offer plenty of new things even though it's in the same hotel. The rail tours are quite special; I'm quite sure this is the first NASG excursion on the Reading, Blue Mountain & Northern. And the Wednesday trip is the first model railroad excursion of any type on the Stewartstown Railroad, an historic 7-mile shortline less than an hour from the hotel. Founded in 1884 and completed in 1885, it is currently undergoing restoration under new management and we have chartered a train for the opening day of the convention.

Since the Board of Trustees is rotating authorship of "From the Yard Office," Brian Jackson did a thorough job of describing the organization's initiatives for 2024 in the March/April issue, so I won't repeat that information. Let me just

emphasize that the promotional efforts through national advertisements and increased presence at train shows is designed to attract more people to all facets of S scale. The larger our numbers into the future, the easier it will be to have sufficient market size so that track, trains, and layout supplies will continue to be offered by various manufacturers, both current and future. I hope you will consider heeding the calls for volunteers to contribute photographs, articles, and your time so that these efforts will succeed.

R. James Whipple
NASG President

Minutes of NASG BOT Meeting: 1/16/2024

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; Lou Templeton, Executive Vice President

1. Call to Order: 8:40 P.M. Eastern Time

2. Reading and Approval of Minutes Lou made motions to approve. It was seconded and passed.

3. Reports of Officers, Boards, Standing Committees

a. President

The results of the constitutional amendment vote were unanimously in favour of change, 220 to 0.

b. Executive Vice President

Lou is working on the club survey. This is to find out about all the different S oriented clubs. It will need to be streamlined a bit.

c. Treasurer

The PayPal problem has been solved. Mike gave a report which showed no change. The convention generated a

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profit after including the PayPal payments.

We don't know how much money the new members' car will cost. RMC advertising number is the same. All postage is going up and it affects every department of the NASG that uses the postal system. This includes The Dispatch, membership renewal, the company store and promotions. The reports that PayPal provide don't give any specifics as to where the money went or came from so the reports have to be checked against the actual PayPal website.

We went over the budget and decided that it needed more work before it could be passed.

Darby moved that the budget be tabled. It was seconded and passed.

4. Reports from Special Committees.

a. Dispatch--Central/Southeastern Region VP

As far as The Dispatch is concerned, we are working on a timeline of tasks for the editors.

Merlyn Jarman is working quite hard on the getting advertisers for The Dispatch through the dispersal of the promotional documents.

Roger Nulton has sent in a lot of photos for The Dispatch. "Out Along the Line" is a photo section that does not run every issue. We need posed photos, not just snapshots.

b. RMC Cover 2--

Central/Southeastern Region VP
The AM ad space is still vacant. We are working to find new advertisers to fill that space. We need new photos for the ad and until we get them, we will have to rerun the earlier photos.

c. Track Project Committee--Central/Southeastern Region VP
The committee is still progressing with the switch project.

d. Award Documentation--Western Region VP

Clay gave a report that he is working on the awards survey and posting the requirements for the awards on the website. We need to let more people know about the awards and what they are about. We are hoping that more people will step up and try for them. It was suggested that we use free beer as an enticement but that was shot down.
Special Orders: Urgent Business

e. Model Railroader S Scale Issue 2024

The idea is that there would be an S scale issue using Roger Nulton's layout for the feature. We would like to be part of this endeavor and try to help out where we can. Brian will find out the deadline for the submissions.

f. Data on S Articles to Group Thread

There is still a dearth of people who are willing to be authors. When approached via email, there is virtually no response. It was suggested that an in-person approach be more effective.

5. Old Business and General Orders

a. 2024 Annual Car Program

The Annual Car has not been selected yet.

b. Rail Code Standards

We are making a formal statement about the three divisions of S. This idea was expressed originally in the tri-folds.

c. Website Reorganization

This is still being worked on.

d. Club Survey

This is still being worked on.

e. Reorganization of Promotions Committee

We need more volunteers for this committee that will cover the rest of the country for promoting S and the NASG. If you are willing to go to various local events in your area, please step forward.

f. The Model RR Scholarship
Andy moved that this discussion be tabled.

It was seconded and passed;

6. New Business

a. 2024 Agenda--Eastern Region VP; Western Region VP

b. Rookie of the Year

c. Librarian Compensation

Andy moved that we table the new business until next meeting.

It was seconded and passed.

7. Adjournment.

Meeting ended 11:02 pm

Next meeting February 13, 2024.

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 information about 1:64 scale modeling.



WE NEED YOUR PHOTOS

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

POP VALVE



A Few Ideas

I'm a new NASG member and as such am enjoying *The Dispatch*, but I do have a couple of thoughts.

It would be helpful to have detailed information on where to access things. An example is in the recent articles by Dick Karnes: He talks of places to access information, but there's no detail as to where to go to do it. In the March/April issue, he suggests going to Microsoft to download the random field generator for Excel. It would be helpful if he added where to go when you get to Microsoft.com.

Also in the new issue under New Products, details are listed as available from Western Rails and other unnamed sources listing NASG.org as the site to go to for information. I went to the site, but couldn't find anything to do with Western Rails or any other detail products.

Maybe I'm the only one having problems and, if so, ignore my comments. They are made in an effort to make a good publication even better.

Best regards,
Lynn Daugherty
Silver City, NM

Editor: In the future, we will do our best to add relevant links to our articles.

Think Piece in Last Dispatch

While it worth considering, trying to encourage more manufacturers/advertisers to attend the NASG Convention, I think the idea of inviting promiscuous publicity and inviting the general public is a truly BAD idea, however, well-meant.

S scale is NOT an entry level to model railroading: given the relatively scarce supply of new scale product and the fairly high cost of hi-rail equipment, it is not attractive to those just in off the street. The consensus in recent years seems to me that such growth as we are likely to see will be from those already into model railroading, looking to move up (or down). In fact, that is how I ended up in S scale.

It seems to me that the entire point of the Convention is the opportunity for those already in S scale to enjoy fellowship with each other, discussing shared interests, undistracted by casual tire-kickers, bored parents with undisciplined children (and crowds), not to mention far greater likelihood of pilferage—the level of trust at the Convention is such that vendors routinely leave high-priced items on their tables unattended.

I do think more might be done with single-day, reduced-rate admissions, advertised ONLY in serious model railroad media as a teaser for potential recruits.

Jace Kahn

Editor: For scale events, the Board of Trustees has tasked the Promotions Committee with concentrating on Railroad Prototype Modeler's Meets. However, finding volunteers to cover even these few events remains a serious problem.

NASG T-Module Layout at Rock River Valley Train Show

Over the weekend of 3/16 & 17, the NASG T-Module layout was at the NMRA Rock River Valley Division Train Show. This was held at the Harlem High School in Machesney Park, IL. Paid attendance was 1,100 on Saturday, 400 on Sunday. Attached are two photos of the layout at the show with James Mc Auliffe, Dr. Jim



Larson, and John Mann, MMR. Not shown are Tom Behles and Walt Gannon who helped with the layout.

James McAuliffe, Promotions Committee Chair

March/April Issue Praise

This past issue of *The Dispatch* (March/April 2024) has so much to offer. Kudos to our editor and his team.

Jerry Poniatowski is an amazing modeler. Is there anyone better in any scale? His Brill rail car model is incredible.

Tom Hartrum's adaptation of the Walther bridge crane to S-scale is impressive. It is a smart idea and the result is top quality.

I hope both men will get their articles published in *Railroad Model Craftsman* or *Model Railroader*. The work and the articles are as good as the best in either magazine. And, they would be serving the scale by letting the larger world of model railroaders know more about the work being done in our minority scale.

Lance McCold

Promotions Committee: Regional Ambassador Program

General Overview

The NASG Board of Trustees is excited to announce a new program to increase the presence of the NASG at model railroading events throughout the continent: The Regional Ambassadors Program. This program will expand the Promotions Committee's reach by creating Ambassador Positions assigned to specific geographic areas. Regional Ambassadors will play a key role in the NASG's promotional efforts by attending local and regional open houses, train shows, modeling meets, and conventions in order to distribute the NASG's tri-fold pamphlets appropriate to each event--American Flyer, Hi-rail, or Scale. In addition to tri-fold pamphlets, new promotional "Ambassador Kits"--banners, poster displays, and sample rolling stock-- are being developed now.

Consequently, the Board envisions that Regional Ambassadors will become one of the most important positions in the NASG because Ambassadors will be in broadest contact with the general public, literally serving as the public face of the NASG. Such person-to-person contact lies at the heart of what Regional Ambassadors can achieve as "people persons" who engage the public, answer questions, and explain the promotional material on the NASG's display table.

In addition to engaging the public, the Regional Ambassadors liaison with the local S clubs regardless of the clubs' orientation toward AF, Hi-rail, or Scale. Once again, the role the Regional Ambassadors play within the NASG is of critical importance--their contact with local clubs provides a timely and vital link between them and the national organization by encouraging their members to join the NASG and take an active role in its affairs as well as provide feedback on how the national organization can respond more productively to the needs of local clubs.

The Regional Ambassador's Role

Proactively solicits conversion to S--

- By attending local and regional, model-railroad-club open houses, train shows, modeling meets, and conventions.
- By distributing the relevant tri-fold promotional pamphlets at each event.
- By explaining the advantages of 3/16 scale model railroading to potential converts from other scales.

Works with local S clubs--

- To assist in distribution of tri-fold pamphlets.
- To create a communication channel between local clubs and the Promotions Committee Chair.
- To promote membership in the NASG.

Proactively solicits membership in the NASG--

- By explaining the advantages of NASG membership in the course of distributing the relevant, tri-fold promotional pamphlets to AF, Hi-rail, and Scale S enthusiasts.

Works with the Promotions Committee Chair--

- To identify the most important open houses, train shows, modeling meets, and conventions in his or her region.
- To create an annual promotions strategy for all events.
- To analyze feedback from his or her attendance experience and share it with the Promotions Committee Chair.
- To create a plan to visit the clubs in his or her region once every three years.

If you are interested in becoming a Regional Ambassador, please contact James McAuliffe, Promotions Committee Chair at promotions@nasg.org or Brian Jackson, Central/SoutheasternVP at central_vp@nasg.org.

So Here's What I Do

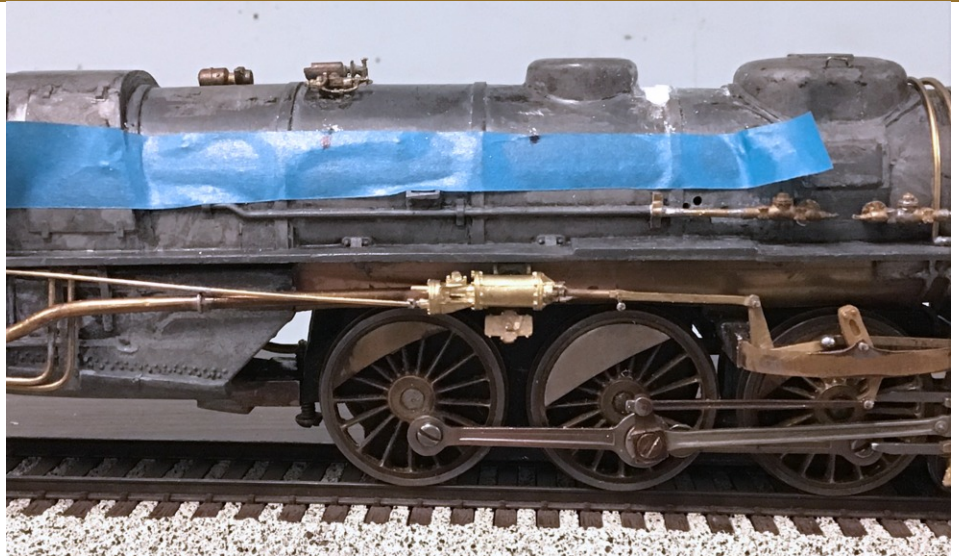
By Dick Karnes

Getting Your Holes in a Row

I'm working on completing NYC J-1b Hudson that I started 60 years ago. I'm at the point now where I'm installing piping and rodding on the boiler. A lot of people use scribes on a stand to lightly score horizontal lines on a blue-dyed boiler to get the holes lined up on the scored line. But I do something different.

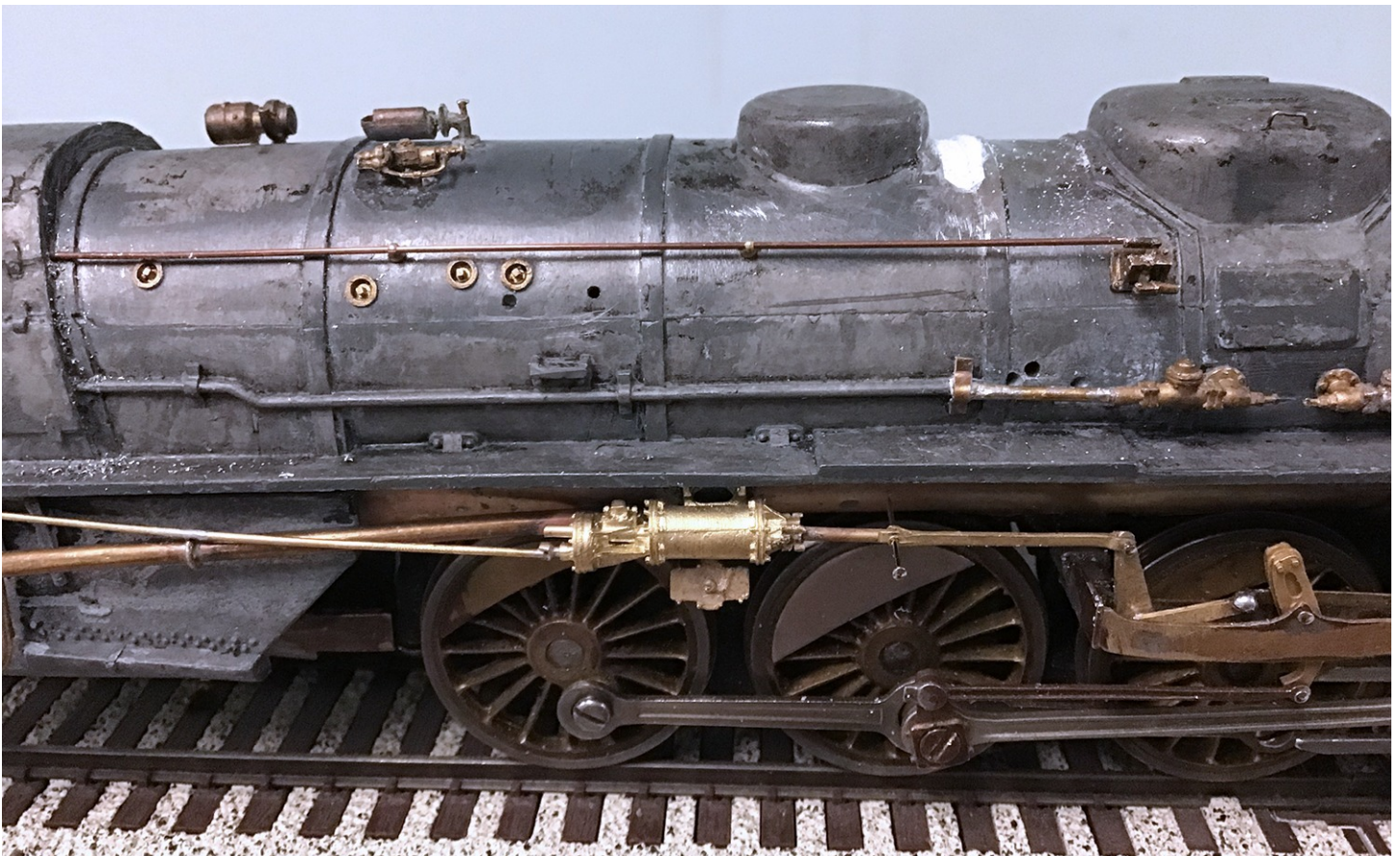
I cut a narrow strip of masking tape with one side at the edge of the original roll. In other words, one edge is guaranteed straight. I press the tape down on the boiler such that the straight edge lines up between the two end points for the rodding or piping. Then I mark the edge of the tape with the locations of the holes I need to drill for the pipe or rod stanchions.

The first photo shows the tape installed and marked for the locations of the front-end throttle rodding stanchions. You can also see where I started the holes for the



Here are before, above, and after, below, shots of the stanchion location process. I'll be doing the same for the handrails.

stanchions. I tack-hammered a carbide-tipped scribe to punch dimples in the boiler, then began drilling. The second photo shows the completed length of rodding..



NEW PRODUCTS

By Jeff Madden

American Models: The RS-3s have new and re-issued paint schemes: L&N, Conrail, NYC, NH, LV, N&W (blue and black), and PRR. Ditto with the GP9s: PRR, SP, NH, MKT, SP, Milw Rd., NYC and EL. They also show an SF black tank car for \$55.95 and an undec one for \$53.95.



www.americanmodels.com

Banta Model Works: Maybe they'll do an Sn3 Monero depot if demand warrants.



www.bantamodelworks.com

Berkshire Valley: Look for some wagons down the road--horse drawn ones.

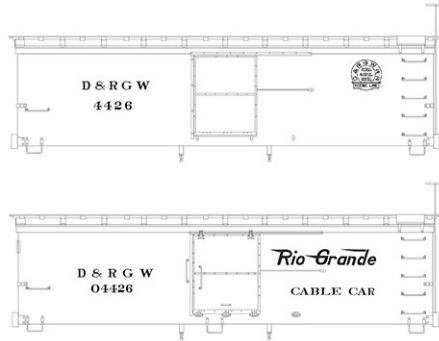
www.berkshirevalleymodels.com

Dept G Hobbies: Offers custom-made D&RGW TOFC flat sets from American Models with 2 flats and 3 trailers for \$199 a set. Trailers all have different schemes.



www.depotghobbies.com

Leadville Designs: Displays some new Sn3 rolling stock kits using wood-laser, photo-etched brass and 3d printed materials: D&RGW 4000 boxcars, C&S cinder cars, C&S flats, D&RGW MOW cars, C&S coal car, D&RG dump gon. Pricing is about \$60 plus per car.



www.leadvilledesigns.com

Northwoods Models: Non-operating wig-Wag signals for Midwest roads like C&NW and CB&Q. \$29 a pair.

See NASG website for details

Pre-Size: Now has new boxcar and gondola ends including 5/4 Pullman Std. boxcar ends used on the B&O, C&EI, CGW, NKP, TC and W&LE at \$4.00 a pair. Also, Bettendorf gondola ends for \$5.00 a pair. Both sides are detailed.



www.pre-size.com

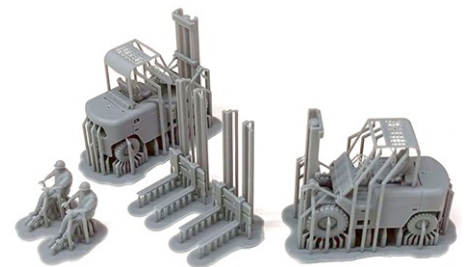
Scalecoat Paint: Is under new ownership. No word yet on when it will be available.

<https://scalecoatmodelpaint.com>

Wickham (John Wickham): Turnouts in codes 70--100 in #4, 5, 6, 7 and 10. Prices range from \$40 to \$60 each.

See NASG website for details

3D Central: Lists 3D printed, 1970s era, forklifts with an operator in S for \$24.95.



www.3dcentraltrains.com

The 64 Farm Toy Store: Catalogs a number of 1/64 farm related items and scenic materials, including Ertl building parts, grain silos, animals, tractors, etc.

www.the64farmtoystore.com

Great Decals! Robert Wingo, Great Decals' graphic artist, has developed a set for the Richmond, Fredericksburg, and Potomac (RF&P) diesel-era, wide-vision, and center-cupola, steel cabooses with VA logo, in addition to the last RF&P logos in two sizes for blue and red paint schemes. Available from Bill Mosteller, Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031. Cost is \$10.99 each, postpaid. Set #211 is S scale, mainly white and black.

www.greatdecals.com

NASG "Hall of Fame"

At the 2023 NASG Convention, the NASG's Board of Trustees announced the NASG's Hall of Fame award. Its first official recipient of the award was Joe Kimber, who, unfortunately, passed away in November 2023. A photo of Joe receiving the award (at home, since he was wheelchair-bound) was published in the supplemental to the January/February 2024 issue of *The Dispatch*, and is also shown on his layout's page on the NASG web site.

The "Hall of Fame" page on the NASG's web site (<https://nasg.org/>, then click on "NASG", then the "NASG Annual Awards" link, and then the "NASG Hall of Fame" link) has actually been around for quite a few years. It used to be called "S Pioneers". The late Bill Fraley of Hershey, PA (known for his "Jefferson Central Railroad" layout) actually proposed an idea about ten years ago that we, as a community, somehow capture for historical purposes a list of names of people who were instrumental in keeping S going over the decades. He didn't want to lose that information as new people come into the scale and older people move on. The discussion, on the former Yahoo Groups S-scale mailing list, produced a number of additional names with accomplishments, in addition to the ones that Bill offered. Since I was the NASG's webmaster already, I thought it would be good to capture that information on our web site, as that is likely to be a source of information to outlast all of us. That's how the S Pioneers page got started. Later, more people proposed additional names. I tried to find photos of the individuals, and make sure that their major accomplishments were listed next to their entry. If you have a photo of a person whose photo we don't show yet, please contact me. Now that this is an official feature of the NASG, if you have a potential candidate for this award, please contact the NASG's Western VP (who is responsible for accepting the awards' nominations), Clay Buckage.

NASG Mobley Library

It has come to my attention that a good number of people aren't aware of the NASG's Mobley Library and the services that are offered exclusively to our NASG membership. It's one of the many perks we get for being members. The Mobley Library is fully described on the web site. Click on the main "NASG" button, then on "The Mobley Library" link under the Membership Benefits sub-header.

NASG Librarian, Dale Minard, has taken the Library to a whole new level. First, I want to draw your attention to the fact that he has quite literally documented every model railroading magazines' articles listing. He subscribes to all of them, and so he continues to update that listing as new issues come out. There is a link on the Mobley Library page of the web site that lists all the magazines he has documented. There you will find two Microsoft Excel spreadsheet files, which you can freely download from the NASG web site. One file contains all of the magazine articles, and one only lists the S-scale articles. These files are updated about every 6 months. If you are able to use a spreadsheet program, you can do searches within these files for what you are looking for. If you are not, Dale will be able to help you; simply e-mail him the information you are looking for. Members can request a PDF file of a scan of the article or articles of interest (NASG membership is required to get this service). PDF is a file format that all computers, cellphones, and tablets can read, open, and optionally print.

At the 2023 NASG Convention, Dale announced his latest effort, which is the collection of measured drawings of rolling stock that he has scanned. Not only did he scan them, he also sized them such that they are full-size for 1:64 modeling, so you don't have to figure out how to size a drawing, if it was produced for another scale, into S. Again, a spreadsheet file is available on the web site that lists all the drawings he has available, and you, as an NASG member, can request a PDF file of the drawing.

The "Members Only" Portal

Less than half of the NASG's membership have signed up for the "Members Only" portal of the web site. To view it, click on the "NASG" button, then click on "The 'Members Only' Portal" link under the Membership Benefits sub-header. If you have not yet registered, or you are unable to log in, click on the yellow "Register" button first. Some key information will need to be correctly entered for us to be able to verify that you are an active member. But, when successfully registered, an e-mail will be sent to you with your initial password.

Once you receive your password, or if you had previously registered, go back to the same Members Only portal page and click on the yellow "Log In" button. Enter your membership number and your password. We recommend that you change your password if you have just signed up to the Members Only portal, with a password of your choice.

Once logged in, you will be able to view your membership profile. This makes it easy for you to make any contact information changes that need to be communicated to our membership secretary, so that he has your latest information.

You will also be able to find contact information for other NASG members. Note, however, that members can opt-out of showing their information to other NASG members. So, if you know someone is an NASG member but his or her information is not showing up, it doesn't necessarily mean that he or she is no longer an active member, but rather that he or she elected to not share their contact information.

One of the features of the "Members Only" portal is the ability to view or download the latest *Dispatch* issues in PDF format.

(Continued bottom Page 10)

THE SUSQUEHANNOCK II

The 2024 NASG Convention is coming back to Harrisburg July 17th to the 20th.

The Convention Hotel is the Sheraton Harrisburg - Hershey. Here is the link for reservations: <https://www.marriott.com/event-reservations/reservation-link.mi?id=1700599312345&key=GRP &app=resvlink>

We are planning three tours. Wednesday, we are offering a tour of Amish Country. The tour will include a tour of an Amish farm and schoolhouse, lunch at a smorgasbord restaurant, a tour of Amish farmlands, and two stops for local shopping. The trip costs \$85, including lunch. The Ice Breaker on Wednesday night will feature a make your own slider bar and hot dogs.



Stewartstown Railroad on its initial descent into Deer Creek Valley.



*Mighty-Mo and the Blue Caboose
In the background: two ex-Reading Railroad coaches under restoration. Both are veterans of the Reading's famous Iron Horse Rambles in the early 1960s.*

Wednesday's rail tour is on the Stewartstown Railroad, a historic Pennsylvania short line just 48 miles / 51 minutes south of the hotel. The 7.4 mile line was chartered as a "farmers' railroad" in 1884 and is a common-carrier still operating under that charter. After a hiatus in the early 2000s, it is being reconstructed by an all-volunteer labor force to continue serving the community. Our chartered train will consist of the "Mighty-Mo," a 1943 Plymouth, an open car (with roof), and a caboose. The ride to the current end of class-1 track includes the dramatic Deer Creek Valley where the line is cut into a shelf in the steep valley wall. Yes, this is Pennsylvania not Colorado! We will also get a tour of the station, a registered historic landmark, and the yard with various equipment under restoration. Rail fare, including the tour, is \$20. We will gather at 1:30pm. People driving to the convention can come directly to Stewartstown. Transportation from the hotel will be worked out.

Thursday, we will head to the Reading Blue Mountain & Northern Railroad and board RDC cars for a memorable tour of the line. The train will stop at Port Clinton, PA, where we will tour the railroad shops and see their 4-8-4 steam locomotive. Then it's back on the train to continue the trip. Lunch will be brought to the train at Tamaqua, and then we will proceed over the High Bridge and on to Jim Thorpe. There will be a brief stop in Jim Thorpe, and then we head back home. We have planned two photo run bys. The trip costs \$120 including lunch.

The Dealer Hall will be open Thursday evening from 6:00pm to 9:00pm. It will reopen Friday morning at 9:00am and will remain open until 6:00pm. Saturday it will be open from 9:00am until noon.

We have several interesting clinics lined up. The current schedule includes Building Turnouts, The Miller Switcher, Dead Rail, Modular Layout Design, Successful Decaling, Backdrop Painting, Shortline Modeling, and "Tools I Use."

The convention car will be a Reading boxcar from American Models with a DF (Damage Free) lettering.

Saturday evening will be the traditional banquet, awards, and auction.

More information is available on the NASG Wbsite, nasg.org

(Continued from Page 9)

This is strictly for members only, and the downloaded file must not be shared with anyone else.

These files are protected with a password, which is shown on the page next to each issue. Note, that once an issue is more than a year old, we make it publicly available

(and those versions don't have a password set), via the main *Dispatch* page of the web site (click on the "NASG" button, then "*The Dispatch Magazine*").

We also have all of the Board of Trustees and General Membership meeting notes from recent years available for viewing or downloading. Again, these are also

considered NASG private documents and are not meant to be shared with non-members, which is why they are in the "Members Only" portal. And, finally, for those of you who enjoy numbers, there are a number of statistics available as well. Also, note that at the very top of the "Members Only" portal main page, it states when your membership is due to expire.

Down at the Depot

By Carl Rudolph

Last issue, we started the column saying that we were deep in winter. Today we are officially well into spring, but it is still snowing here in the Sierra Nevada! The column deadline for this issue was April 1; and we are all fools for trains, but I hope no harmful pranks befell any of you. Here's the news, no foolin':

The Pioneer Valley Model Railroad Club reported on the Amherst Railway Society train show. Correspondent **Steve Allen** wrote that over 16,000 people were there on Saturday alone, a new record. The PV and Connecticut clubs assisted the Bristol club with setting up and manning their layout (along with the NASG booth) and there was plenty to see at the show with many layouts to ogle. **Bill Morris** was slated to hold the next meeting: hope to have a report on that next issue.

The South Jersey S-Gaugers had the layout at the Haddon Heights Library again, which is always a successful outing even though the setup procedure is difficult--the layout area is in the basement, which is served by the "smallest and slowest elevator in the world." The modules must be loaded on end vertically to fit in the elevator, which is hard on the scenery! But everybody loves the show and the bonus this year--since railroad tracks are right outside--was the display of **Bennet Levin's** PRR painted E8s with consist! At a meeting, the club had an interesting clinic presented by **Ken Palmer**, **Michael McConnell**, and **Hank Worrell** comparing rolling stock from SHS, MTH, and Scale Trains, all made from SHS' original molds. There are interesting differences in wheels, paints, and lettering.

The Baltimore Area American Flyer Club had a real squeaker prior to the Great Scale show in that members signed up to set up and operate the layout started dropping like flies (with medical issues) just before the show. President **Sharon Russell** sent out an SOS and club members responded in spades. Some of them had not been active for quite a while, so it was good to see them and all pitched in to make the show go well! As Sharon said, it is not just

helping the club but helping each other get the job done! Next up was a meeting scheduled at **Greg Klein's** home, which is far enough out of town that carpooling was suggested.

In the Jacksonville area, the **North Florida Division of the Atlantic Coast S Gaugers** met at **Larry Shugart's** barn and had "Missouri Pacific Night." running Gilbert MP passenger sets and American Models FA diesels, pulling a string of MP stock cars. Next up was a meeting on March 16 at **Ron Fisher's** home. Ron has a 20 x 30 foot O gauge layout and lots of green trains were run due to the date!

The Pittsburgh S-Gaugers were informed that their local, medium-sized events venue, where most of the local train shows are held, was to be turned into retail space and dozens of events were canceled. Then local and state politicians stepped in and convinced the space owners to reconsider, since all these events bring a lot of economic activity to the area. So the venue is saved, at least for now! A recent meeting had a clinic by **Jon Knox** comparing scale, hi-rail, and AF wheels and turnouts with open or closed frogs. Your scribe would have liked that.

The Cuyahoga Valley S Gauge Association (Cleveland area) continues to plan for the Spring S Spree and the B&LE boxcars have already been received. At the Akron train show, all was going well with the layout until the AF 30B transformer suddenly lost output. A trip home to get a couple of 4Bs saved the day until the 30B can be repaired. The Lakeland NMRA show is still on the club's schedule.

The Central Ohio S Gaugers received lots of praise for their outstanding layout at the Great Trains and Artifacts Show at the Ohio Expo Center in Columbus. Attendees liked the multi-level trackage and the scavenger hunt was a big hit--children would be given a unique piece of scenery or a figure to go find on the layout. Stunning idea! The show sponsor told **John Myers**, "You guys have one of the best displays here! This show would be of little interest if not for clubs like you displaying layouts." The club

has added the Medina Model Railroad show in April to its calendar--hope to see a report on that soon.

The Central Ohio S Gaugers--Northern Division have held meetings at **Jim Zare's** home in Sylvania and at **John Donnersbach's** home in Urbana. We assume there was lots of train talk and train running and maybe lunch eating! Meanwhile, **John Frankforther** has been at it again--he has 3D printed some connector devices that will attach non-AF trucks to box car chassis in place of the original rivets. Cool!

The Southeastern Michigan S Gaugers were at the Saline Train Show with the layout. A link to a video with scenes of the layout in operation shows that it is very fine indeed, being what appears to be full scale rather than hi-rail or AF. Very nice. **Jeff Jundt** had American Models paint some tank cars plain black, and he is applying unique lettering and graphics to a group of them. A meeting at **Ron King's** home resulted in the photo shown (next page) of a scene on Ron's layout. Pretty, huh?

The Badgerland S Gaugers (Milwaukee area) are realizing the benefits of having a permanent home for the layout in the form of a clubhouse. Members who want to run trains (and maybe bring guests) have keys to the building and can come in any time they desire. That is a wonderful thing to be able to do! As soon as some equipment is moved around, they will be able to set up the "tabletop" layout in addition to the modular layout already in operation. Lots of plans being tossed about!

The Chicagoland Association of S Gaugers had an operating session prior to packing up for a train show in La Grange. The session went well with all forms of power supply in use. In addition, **Cathy** and **John Bukauskas** received a certificate of appreciation after they retired from being in charge of the club's presence at the Great Midwest Train Show for the last several years. This job is being taken over by **Mick Blidy**.



Ron King's stone church scene with tracks below. Photo by Ken Garber.

It is wonderful that we have heard from the **American Flyer S Gaugers of the St. Louis Area** once again! There was a long hiatus after the passing of the late-lamented **Moe Berk**, but the new coordinator, **Tom Schnur**, has sent in this news: "The Fall S-Fest in St. Louis in 2024 will be the weekend of October 25th through 27th at the Doubletree Westport. This is the same hotel as several previous St. Louis Fests. We are finalizing the two cars currently with American Models. They will be two separate Trailer-on-Flat Cars. One will be a MOPAC silver trailer on a black MOPAC flat car. The second will be a Chicago and Eastern Illinois blue trailer on a tuscan C&EI flat car. Please note this is the most likely design and everything is subject to change!". Great to hear that plans are coming along well!

The Kansas City S Gaugers met, as mentioned last column, at **Dave**

Rogowski's home at which Dave was selling quite a bit of AF at fire sale prices. The report is that everyone enjoyed the Rogowski Museum of Trains and there was plenty to see. Next up was a meeting at **Bill Hutton's** office where sales of local individuals' collections and the upcoming TCA meet in Independence (MO) were discussed.

The Lonestar Flyer Club (Dallas-Ft. Worth) relate that they are generating a "To-Do" list of projects and repairs to be accomplished on the layout before packing it up for the show in the fall. A neat item that **Bill Clark** mentioned is a new town they've created with people moving on sidewalks and an operating streetcar (with catenary). Now they need to figure out how to get viewers closer to the action, so they can see these details without losing protection for the layout . . . a nice problem to solve!

The Houston S Gaugers sent in this report: "The annual Greater Houston Train Show (GHTS), on Saturday, February 17, was the final event of this year's NMRA Lone Star Region's convention. Houston S Gaugers contributed two efforts to the success of the convention: **Bob Werre** opened his layout, "Great Plains Northern," for Friday's layout tour; and HSG's S-Mod layout (35 years old, this year) was set-up and running for the GHTS attendees on Saturday at the Pasadena Convention Center. Members **Rusty Paulus**, **Chuck Kemper**, **Bob Werre**, **Ron Rohr** and **Don Hand** (plus Rusty's grandson, and Chuck's two boys) kept trains running while answering visitors' recurring question: "What size is this?" HSG's next event will be the annual weekend train show at Galveston Transportation Museum, April 27-28." Good to tell everybody that this size is S!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** met at Bill Riechmann's home for business and show-and-tell. Next they were at **Rich Ridgeway's** for some train running and munchies (and probably business too). Rich has quite a railroad, so we are sure they had fun.

The Southern California S Gaugers have had their layout in Ventura, Costa Mesa, and Bakersfield. For folks not familiar with Southern California, it is about 200 miles from Costa Mesa to Bakersfield, so this club covers some territory! The Costa Mesa meet had huge attendance with the layout completely surrounded at times. The Bakersfield meet was quite successful also. Good for them!

That's all we have for this issue. Stay healthy and enjoy S and S friends! Keep trackin'!



NASG introduces new

PROMOTIONAL

PRINT MATERIAL

NEW!

The NASG announces a set of targeted full-color promotional handouts to help clubs and NASG members explain and promote S modeling to potential newcomers.

To obtain copies of the tri-folds, contact your regional VP or the Promotions Committee. View the trifolds on the NASG website on the NASG page under Promotions heading.





Sam the Semaphore Man

One of my favorite Gilbert accessories has always been Sam, the Semaphore Man. The reason is that it is simple to operate and has an action that stops the train and restarts it, as well as having its own visual display with the lighted semaphore and a signalman popping out of his shed. At the push of a button, Sam darts out of his shed, the semaphore blade drops, the signal light in the blade turns from green to red, and the approaching train is stopped.

This being said, like all mechanical accessories, it can quit operating properly.

PROBLEMS CAN BE CORRECTED

When things go wrong with Sam, they happen for one or two reasons. The solenoids are very powerful and over time can bend or loosen other metal parts. The base and semaphore column of the accessory carry electricity, and short circuits can happen easily. Fortunately, these conditions can usually be corrected. The accessory base has a bottom plate. Just pull it off to get to the mechanism.

Sam was produced in two versions. The #758 semaphore has a single solenoid (electromagnet) working against a spring. Sam stays out of his shed, the signal blade remains down, and the train remains stopped only as long as the button is held down. It's pretty noisy, too.

The #758-A has two solenoids and is controlled by two buttons. One is to stop the train and the other to start it again. This is the more common and useful version. Sam stops the train by controlling power to an insulated segment of the base post rail of a section of track. The #758 green rainbow wire should be connected to this segment. The #758-A is different and there is a Fahstock clip on the outside of the base to be connected to the insulated segment. The wiring diagrams for each are shown here. Both types tend to have the same things go wrong and most of the information herein applies to both.

LOOSE SEMAPHORE

Any Sam that has been operated a lot will probably have a loose semaphore column. This column is a straight tube that is held in place at the bottom by a small piece of slightly thicker tubing. The bottom lip of this latter piece passes through the base and is bent over to hold the column in place.

To tighten it, this smaller lip must be peened (hammered) down more tightly against the inner surface of the base while the outer (top) side is loosely supported upside down in a vise. There are several ways to do this. I prefer to remove the link and rod and use a countersink drill bit, which forces the metal out and down. The base should be held down with the wrist and pinky while the middle fingers hold the drill bit. I have a friend who likes to support Sam with a socket wrench socket of the proper size clamped in a vise.

You can also use a wrench socket or even a plain hammer to bend down the lip. The #758-A column base varies slightly from that of the #758. With either method, you have to first take out the cotter pin in the bottom of the rod that travels inside the

column and lift off the spring and washer that are held in place by the pin.

DISSASSEMBLING

You will also have to do some more disassembling. The blade is held in place by a small screw. The ladder can be moved out of the way by unsoldering the connection to it inside of the base and gently bending it, so that the bottom comes free. Loosen the small set screw in the head casting and remove the bulb and socket. If necessary, you can remove the plunger and wire from the column. With the end of the wire that goes through the blade in the top position, grasp the end of the wire with long-nosed pliers, and pull it out and up. Don't bend it. Partly straighten the bend in the wire enough so that it will pass down through the tube and out the bottom. Once the plunger and wire are removed, you can pull the head casting off the column.

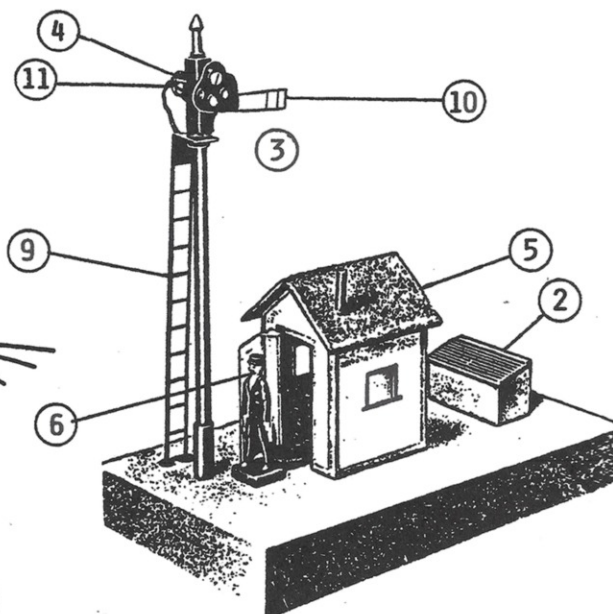
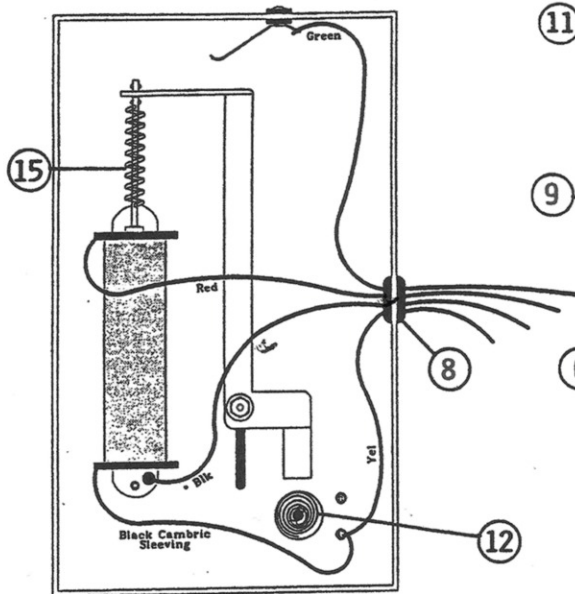
There are other things that may need to be adjusted. The semaphore blade may not travel as far down as it should. The blade goes down when the angled part of the sliding arm pushes the link rod inside the semaphore column up. If this is bent, part of the arm gets bent down too far, and the blade will not come down all the way. To correct this, bend the angled part of the arm up slightly. If the semaphore arm does not go all the way up, the cause is usually a weak spring. You can either refresh the spring or install a replacement. Try the same spring that is used on the pilot truck of a steam loco, or the truck pickup shoe, PA11A956. Almost any small cone-shaped spring will do.

HOUSE DOOR

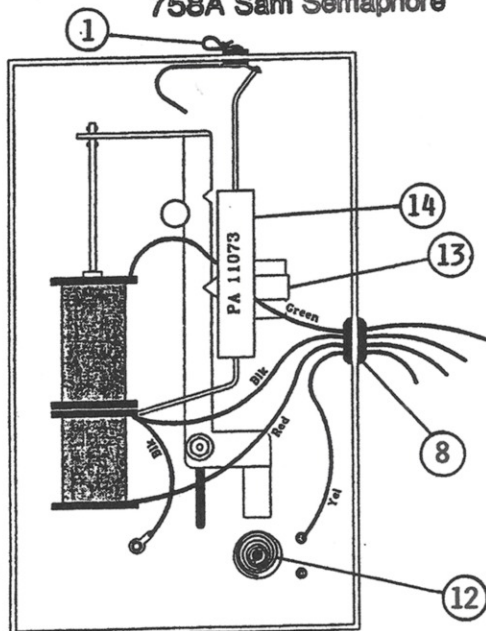
If the door on the house does not open and close smoothly, it may interfere with the travel of the semaphore arm. This is usually due to either the door or the house being slightly bent out of shape.

You might have to gently remove the house from the base to reshape the offending part. Pay special attention to the position of the spring, so you can put it back correctly. If

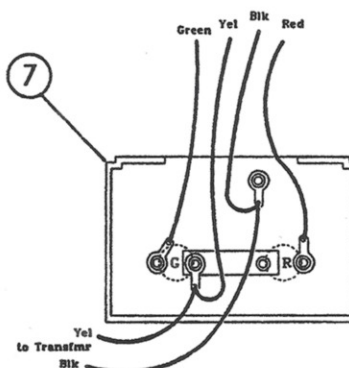
758 Sam Semaphore



758A Sam Semaphore



WIRING DIAGRAMS
BY TOM KRELL
SEATTLE, WA.



Wiring Diagram & Parts List for 758 & 758A Sam the Semaphore Man

Dia#	Parts Number	Description	Dia#	Parts Number	Description
1	P349T	Faston Terminal for 758A	9	LD0317	Ladder
2	PA11517	Red Wooden Tool Box	10	LE0322	Lens & Semaphore Arm Assy
3	LE0320	Lens Set- Red, Green & Yellow	11	SO0579	Socket Assy & Housing
4	SO0573	Socket Shell	##	S171	Screw
##	RD0542	Rod & Plunger	##	PA5601	Rivet
##	P1247	Cotter Pin	12	PA8887	Conical Spring
5	XA9371	Accessory Roof	##	PA9849	Bulb
##	PA9381	Rivet	13	PA0922	Plunger for 758A
6	PA10689	Man	14	PA11073	Resistor for 758A
7	XA10961-AG	Control Box	##	S171	Screw
##	PA11414	Plunger Spring	15	PA11347	Extension Spring
8	PA4356	Rubber Grommet			

the spring is no good, you can reshape it, get a replacement from your parts dealer, or make a new one from .010" steel guitar string. The spring should keep the door closed unless the man is pushing it open.

Electricity is carried to the light bulb by the semaphore column and the ladder. The ladder must be insulated from the base and the column. This is accomplished by a plastic gasket at the top of the ladder and two tiny gaskets where the ladder goes through the accessory base. The yellow wire is soldered to one of the ladder legs inside the base. Make sure there is no contact between this connection and the base. Use a small piece of electrical tape here if needed.

The two tiny gaskets at the ladder bottom may be damaged or missing. They can be replaced by small pieces of heat shrink tubing that is available at stores like Home Depot. A short piece of black wire is soldered to the brass grommet near the top of the ladder and through the center of the socket. The last solder connection must be neat. It is easy for the wire to bend over and touch the outside of the semaphore head, which will cause a short circuit.

Inside the socket, the end of the wire contacts the tip of the bulb and must not be too long or too thick with solder. It can't touch the wall of the socket, which will also cause a short. The socket is removed from the head casting by loosening a small set screw and pulling the socket straight out. The bulb can be replaced through a parts dealer. Reproduction semaphore blades and lenses are also available.

FAHNSTOCK CLIP

The Fahnstock clip, which is connected to the controlled track section in the #758-A, may be damaged or missing. This device

must be fully insulated from the accessory base. To replace it, drill or grind off the lip of the clip's rivet on the inner side of the base and remove it. You can put on a new clip and replace the rivet with a 2-56 machine screw and nut. Be sure to replace the bushing and washers in their original positions to retain their insulated qualities.

You can also have the screw head on the inside and let the screw shaft face out with two nuts on it to hold the wire, thus replacing the clip. In this case, use a small lock washer under the first nut to keep it in place. A U-shaped brass contact is mounted on the clip rivet. This should contact the sliding arm when the latter is in the green or go position, energizing the clip.

The contact may need to be reshaped if the train doesn't start when it is supposed to. A wire-wound resistor allows a small amount of current to flow through the clip whenever the track is energized, so that the train's reverse unit won't cycle when Sam stops it. This resistor can be replaced by a 10 ohm, 10 watt resistor if necessary. The little coil spring and plunger, which lock the #759-A's traveling arm in one position or the other, are the same as found in any manual or remote control track turnout.

Finally, a small amount of grease or WD-40 can be used to lubricate Sam's pathway. You can shoot a little WD-40 into the solenoid plunger hole if the plunger is rusty or corroded.

When you put Sam back together, you can choose the direction the semaphore blade points. Originally, it pointed toward the house, but I prefer to point out it over the track. Once these repairs and adjustments are completed, you should end up with a reliable operating accessory. Sam, the Semaphore Man will win friends and influence people (and train movements).



Sam, the Semaphore Man on my layout.

Just to see what replacement parts were currently available for Sam, I checked several parts supplier websites. What I easily found available are as follows:

- Activating rod and plunger
- Door spring and pin
- Semaphore arm with lenses
- Lens set
- Bulb
- Screw for semaphore arm
- Ladder
- Control Button

I hope you find this article helpful in making your Sam work or work better. Please send me your ideas for future Restoration Station articles at billstrains@aol.com

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Following the Flag Once Again

Reminiscence and Recreation of an Iconic Streamliner

By Bill Clark



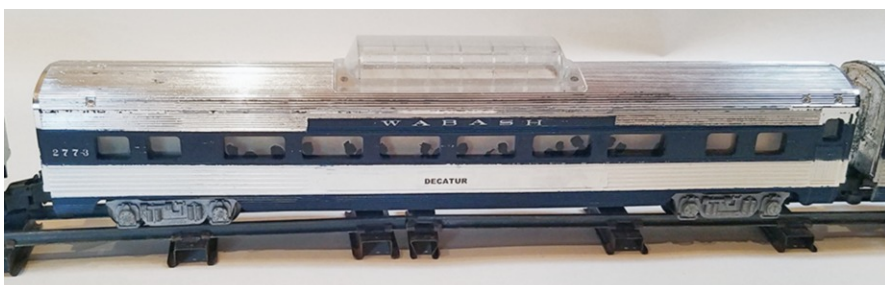
Bluebird drumhead Courtesy of the National Railroad Museum

I grew up in Decatur, Illinois, which is almost exactly between Chicago and St. Louis. Decatur was a central hub for the Wabash Railroad, and was home to many of its major shops and installations. They even built steam engines and rolling stock there.

My childhood home was about 300 yards from the main line that ran between Chicago and St. Louis, so I got to hear and see the Wabash freight and passenger trains running fast on their route. I remember rushing to the end of my street to get a closer look as they passed by. This was in the 1950s, so there were both steam and diesel engines passing by. Not only that, but there was a nearby crossing, so the trains blew their horns and whistles, which made it extra special for a youngster like me.

My favorite train was the Wabash Blue Bird, a streamlined passenger train that was made up of stainless steel cars, with four of them being the iconic Vista-Domes. A Wabash advertisement claimed, "This is the Wabash Railroad's new Budd-built, all-stainless steel Blue Bird, on its winging flight between St. Louis and Chicago." The train was pulled by a single Electro-motive E7A and later by an E8. The train made a roundtrip daily, so no overnight accommodations were on this train.

The streamlined Blue Bird was born in 1950, when all of the heavyweight cars were being swept away from the train's initial incarnation in 1938. The route between these two major Midwestern cities was a profitable one, and a number of railroads competed for its business. The rebirth of the run with modern Budd cars with Vista-Domes was a shrewd move by Wabash to capture a bigger market share.



When I was about ten years old, my mom and dad gave me the greatest of gifts: they arranged for me to take a short ride on the Blue Bird! My dad drove us to Taylorville (one stop up the line) and my mom and I rode the train back to Decatur. This 30-mile trip was a dream come true--especially when I made it to a Vista-Dome car. I still remember seeing our house as we sped by in "winging flight."

So, last year I contemplated making an American Flyer Wabash Blue Bird to recapture a part of my past. Right-off, let me tell you I am not a guy who invests a lot of time kit bashing my trains until they are prototypical models; I use Gilbert and Lionel Flyer trains, and some American Models, almost as they come out of the box.

That being said, let me tell the story of my Blue Bird.

Let's start with the locomotive. Only American Models has produced E7s and E8s in S gauge, but none of them were Wabash units.

This led me to an alternative: in 1988 Lionel produced a Wabash freight set that was pulled by an Alco PA, and I had one. My research revealed that Wabash did indeed have several PAs in their fleet, and I discovered that occasionally they may have been used for the Blue Bird run. So, an Alco PA would be my engine.

Next, I had to find Gilbert Flyer cars for my train. Since I was not going to mess up

cars in excellent condition, I searched for chrome cars that were a bit scratched and only in fair condition. I was able to get the six cars online for about \$25 apiece. With the rolling stock in hand, I had to make the cars look like Wabash property. I found a can of blue enamel spray paint that matched the color I wanted, and another can of white paint.

The first thing I needed to do with the cars was remove the metal name plates on the sides, and fill the holes with epoxy where rivets had attached the plates. This completed, I masked the cars appropriately with painter's tape and sprayed the blue and white paint. I also found some chrome paint that came in an applicator-pen (made by Aiye), so I could patch up the scratches and scuffs on the cars. While the cars look far from perfect, I was happy with the results so far

The observation car of my Blue Bird required a bit more work: it needed a Vista-Dome, and AF never made an observation dome car. I bought a plastic dome and installed it myself. Once I had marked the proper location, I used a Dremel tool to cut the opening, and glued in the dome. Since the edge of the plastic where I cut showed black plastic, I used the chrome paint pen to touch things up.

Of course, I needed to have the cars lettered "Wabash," so I looked for some decals that would work. There were none in S gauge, but I found some white HO decals that were serviceable. Since I wanted some decals in black to put on the white paint (with the names of towns along the route), I made my own with Testors decal paper made for ink jet printers. Micro Set decal fixer kept the ink in place, and the custom-made decals were slid onto the cars.

While my Blue Bird was essentially complete, my first run on the layout made



me realize I really missed the sounds of a diesel engine, plus a bell and horn. Darn, more work. I opted for an Alco PA sound unit made by ERR Diesel RailSounds from 3rd Rail. The kit also included a speaker and all the wiring needed. I found a location for the sound system: as the unit wouldn't fit inside the engine shell, the combination car was the logical place because it had no windows in half of the car to reveal the unit.

The installation wasn't difficult, and I only had to remove a tiny bit of the plastic that holds the screws for the chassis.

My Blue Bird project was a success . . . and it provided me with the satisfaction of breathing new life into old trains. This is the kind of project that all of us need to do from time to time: connect our past to our present!



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S Before the 1960s

By Dick Karnes



The Enhorning Industries EMD F units' powered chassis design was state-of-the art, but their plastic carbody moldings were unstable over time, developing the obvious roof humps evident in the photo. Jim Syphax photo.



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ALCO DIESEL SWITCHER

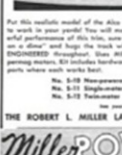
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*(Adapted from a clinic presented at the
2022 NASG National Convention)*

The late 1940s through the 1950s was really a golden age for S scale. Double-page centerfold ads sponsored by the Association of S Gauge Manufacturers appeared in *Model Railroader* beginning in 1947. By the 1950s there were trackage products, locomotives, and rolling stock for both hi-railers and scale enthusiasts.

In this introductory article, I'll provide an overview of each major manufacturer. In subsequent installments, I'll cover trackage products, locomotives, and rolling stock, followed by S in the 1960s-1980s.

Cleveland Model & Supply

Cleveland Model & Supply was the first firm to offer, beginning in 1937, 3/16" scale, 7/8" gauge, model railroad kits. The kits, including locomotives, were



The CD steam loco kits consisted of wood basic body parts, cardstock overlays for cab and tender, a few metal details, powered chassis components, and trucks. The CD Chicago Great Western ten-wheeler shown here was built and photograph by Edwin Kirstatter.

wood and embossed cardstock. This new scale was christened “CD scale,” the CD standing for “Cleveland-Designed.” These kits reappeared after WWII, joined at that time by many other S manufacturers. Cleveland produced several freight car kits plus two locomotives: a Chicago Great Western ten-wheeler and a Pennsylvania Railroad 0-6-0. Metal mechanisms and trucks were available, first as an option, then later as standard equipment in the kits.

The original CD kits were similar to the StromBecker HO kits of the mid-to-late 1940s. (One of the StromBecker locos, a Union Pacific diesel cab unit, also had provision for installing a power unit).

During World War II, the National Model Railroad Association (NMRA) recognized CD scale, including it in its standards program. When doing so, the NMRA renamed the scale “S” in order to uncouple it from a commercial entity. The NMRA’s explanation for choosing the letter “S” was that “S” appeared in both three-Sixteenths (the scale) and Seven-eighths (the gauge).

A. C. Gilbert Co. “American Flyer”

This historical account cannot be written without mention of American Flyer, which switched from 3/16" scale, O gauge three-rail before WWII to two-rail S gauge in 1946. Unlike Lionel’s foreshortened locomotives, AF’s were actually scale models. Most AF freight cars (diecast metal, pre-WWII, but plastic, post-WWII) were accurate representations of prototypes. Their passenger cars, although foreshortened to run on tight toy train curves, were models of real prototypes too. This new AF line was the catalyst for a host of new S scale manufacturers. I’ll touch on the most prominent herein, and expand on each one in future chapters.

Nixon Model Co. (Nimco)

Nimco arose in the mid-1940s to provide scale conversions for the newly released A. C. Gilbert “American Flyer,” 3/16" scale, 7/8" gauge, S scale trains introduced in 1946. Nimco’s conversion kits for the NKP 0-8-0, RDG Atlantic, PRR Pacific, NYC Hudson, and UP Northern included replacement scale drive wheel components, reversing rectifier, tender trucks, pilot and trailing truck wheelsets, and dummy tender coupler. Nimco also offered wood house car kits with metal details and passenger coach kits with aluminum sides and window sashes. The Nimco line also included several styles of passenger trucks.



The Nimco coach kit was basically wood with aluminum sides (no rivets), brass doors, celluloid window strips, aluminum sash insert, and soft metal steps and trucks. The Ward vents on the pictured car were fashioned by the modeler.

Northeastern Scale Models



Northeastern Scale Models produced lots of S scale kits, many for sale only under other brand names. But in the early S years they marketed them under their own name. Shown is a wood kit for a nine-panel single-sheathed 40-foot boxcar. Trucks and metal details were included.

Northeastern entered the S scene immediately after WWII with several wood car kits with Andrews or Bettendorf sprung freight trucks, also available separately. Freight cars included two cabooses (NP, GN), a nine-panel, single-sheathed 40-foot boxcar, a 40-foot stock car, and a flat car. In addition to marketing these under their own name, the Northeastern plant produced additional car kits marketed through other names/firms, e.g., Ambroid, Kinsman).

Exacta Scale Models

Beginning in 1946, Exacta produced passenger car kits in several scales (O, S, OO and HO). Their unique manufacturing process consisted of electro-deposition of copper in female molds, then



Exacta’s kits of Etched copper sides and ends applied to wood core bodies were among the first metal-clad S scale offerings. This particular car’s roof has been replaced with a detailed arch roof. Trucks are American Models.

coated on their backsides with solder for stiffening. The streamlined kits included a single flat wrapper for the two sides and roof, to be formed by the modeler. All kits included wood floor and roof, white-metal bolsters, vents, underbody details, and coupler pockets, and brass wire for grabs and handholds. Some Exacta heavyweight sides found their way into the later line of Super Scale S scale kits.

Arden Scale Models

Arden made the scene around 1946. They offered an interesting line of house car kits consisting of wood core bodies with exquisitely molded plastic doors and ends. Unfortunately, not a single Arden car survives with its original plastic components intact. Many of the AF 1946 plastic car bodies were made of Tenite, a plastic that was unstable over time. Arden doors and ends were also Tenite. The AF one-piece carbody moldings developed increasingly severe camel humps. But because the Arden doors and ends were essentially planar rectangles, they distorted into parallelograms, increasing their angular distortion over time, popping off the core bodies as they did so. Distortion never stopped. Gilbert switched to Bakelite, a very stable plastic, for their 1947 line. But Arden did not and simply disappeared. (I had an Arden X-29 boxcar kit whose 90-degree end corners became 80- and 100-degree angles, so I threw it away.)

Super Scale Models



Super Scale passenger-car kits were similar to Exacta's. The 12-section Pullman shown here was built per the kit instructions. The only non-Super Scale additions are the couplers, diaphragms, and AM trucks.

Super Scale offered a large line of heavyweight passenger cars, house cars, gondolas, three diesel switchers, and a bobber caboose. They used the same electrodepositing process as Exacta for passenger cars, one locomotive, and cabooses. The Super Scale EMD SW-1 kit consisted of electrodeposited hood, cab, and apron components and a cast, white-metal chassis that fit hidden beneath the running boards, machined to accept Miller power trucks. A four-wheel, diesel industrial switcher kit of similar design was also released; however, as of this writing, I have no knowledge of its powering provisions. Super Scale also offered a cast white-metal superstructure kit for an Alco S-4 switcher; it used the same hidden chassis designed for Miller trucks as the SW-1.

While Super Scale did not offer streamlined passenger cars, they offered a large assortment of heavyweights. Their house car and gondola kits used stamped, grooved, and riveted pre-

painted/lettered steel sides rather than electrodeposited copper. House car roofs were wood with formed steel ribs.

Robert L. Miller Laboratory



Everything seen in this photo except the trucks was in the original Miller Alco S-4 kit. This model's Miller power trucks have been replaced with NWSL Stanton drives with Smoky Mountain Blunt sideframes, which make it an S-2..

Miller produced three different product lines: Trackage, locomotives, and wheelsets. Miller's trackage consisted of a box of a dozen six-inch lengths of brown nylon, flexible, tie base into which you would slide separately-purchased, code 125 brass rail. The spike heads were small enough to accommodate both scale and AF wheelsets. Miller offered compatible built-up No. 6 open-frog (scale) turnouts.

Miller also produced a kit for the Alco S-4 that included a preassembled, molded-nylon superstructure, zamac chassis, details including handrails, and your choice of sprung trucks--dummy, single-axle power, and two-axle power. These were the first completely self-contained, under-the-floor, power trucks in S scale, also available separately.

Finally, Miller produced all the 33" and 36" wheelsets contained in all S manufacturers' rolling stock kits. When Miller went out of business in the early 1960s, S wheelsets became an instant rarity. S Scale Loco & Supply (then an NASG committee) began manufacturing S scale wheelsets to help resolve the shortage.

Enhorning Industries

Enhorning did not start out producing model railroad equipment. Rather, they produced 1:64 scale F-3 sets as desk ornaments for GM's Electromotive Division executive offices. Having these static models in hand, the Enhorning brothers decided to step into the model railroad world. These locomotives went through several different power train designs, starting with "superb" and ending in the 1960s with "awful."

In the 1960s, Champion Decals ceased producing S scale decals, so Enhorning bought the entire Champ line--unsold stock as well as printing plates. Enhorning produced these well in the 1970s.

At one time, Enhorning decided to venture into streamlined passenger-car kits. Although these never materialized, four-wheel

drop-equalizer passenger trucks did. But made of badly contaminated zamac, they crumbled over time.



The first Rex Engineering locomotive kit was this B&O "Dockside" 0-4-0T tank engine. The \$36 all-metal kit was exceptionally well detailed for 1950s kits. Modeler and photographer Rusty Rustermier added a few extra details, the most obvious being the front-facing windows in the cab, as there were none on the kit casting.

Rex Engineering

Rex Engineering was started by Bert Carpenter; the line was taken over and enlarged by John Sudimak and Howard Philips after Bert's death in the early 1960s under the S&P name. The first Rex product was the B&O, 0-4-0T, "Dockside" switcher, a steam tank locomotive. Although there were only two prototype copies, the Dockside was an HO hit, so its appearance on the S scene was a natural.

Rex/S&P went on to produce a flatcar, gondola, and the freelance, 2-4-4T "Suburban" tank engine and 2-6-0 Mogul with tender. Some additional items were made by Rex/S&P, including a 0-6-0 version of the Mogul with an add-on Belpaire firebox top, a 2-4-0 based on an "S Gauge Herald" article on converting the 2-6-0 to a 2-4-0, and separate equalized Bettendorf trucks.

Dayton Model Products



Perhaps Dayton Model Products' finest kit was this New York Central gas-electric. The kit included stamped brass sides and ends, wood roof and floor, wood and white metal details, and a complete power unit. This particular model was built, detailed, painted and lettered by Kent Singer, who replaced the Dayton drive with a Hobbytown HO drive.

Dayton produced three remarkably different products for S scale. They put out a powered trolley car kit composed of a wood and cardstock basic body with metal detail parts and a trolley pole. Dayton also produced kits for EMD F-3 A and B units. Although advertised as available with both units powered, the A units were sand-cast bronze with power while the B units were sandcast aluminum without power. However, the Bs could be powered by the modeler.

Perhaps Dayton's finest kit was a powered New York Central gas-electric. The unit had a wood core body and photo-etched brass sides and ends.

Bob Peare Engineering Corp.



This boom car is one of six MOW car kits offered by Bob Peare Engineering. The builder of this car has added an on-board gantry that disabled its ability to actually be a crane boom tender. Bob Werre photo.

After WWII, Bob Peare produced flextrack consisting of brass rail stapled to fiber tie strip, available with either .125 rail for scale modelers or .172 rail, intended for American Flyer and hi-rail hobbyists. Peare also made flextrack-compatible No. 6 turnouts.

Peare also produced car kits similar to the Cleveland kits: wood with preprinted embossed cardstock sides. They also produced six maintenance-of-way car kits: boom car, carpenter car, kitchen car, bunk car, tool car, and recreation car. These were wood (no cardboard) with metal details.

Atlas Tool Co.

Somewhat later, but still in the 1950s, Atlas Tool Co. (now Atlas Model Railroad Co.) produced its own S scale .125 brass rail flextrack. It, too, was factory-assembled with staples in every other tie just like the Peare product, but the intervening ties had actual spike holes, making installation much easier than Peare's track. Atlas never ventured into S turnouts.

Tru-Scale

Tru-Scale manufactured assembled code 172 brass rail turnouts as well as wood roadbed--straight, curved, and flex--in two styles: plain for flextrack and "milled" with integral ties and tie plates that would automatically gauge your rails properly as you spiked them down. The milled roadbed could be purchased for both .125 and

.172 rail, the latter for American Flyer equipment. Tru-Scale's turnouts came mounted on wood roadbed compatible with the rest of their roadbed products.

Midgage



Midgage produced a kit for a Great Northern 50-foot express reefer. The basic body is wood; ends, sides, and letterboard are pre-printed embossed cardstock; details were stamped and cast metal. The model shown has converted Kemtron On3 passenger trucks.

Bill Stewart (the Stewart white-metal details guy) offered house car kits, smooth-side streamlined car kits in both 60- and 80-foot lengths, and a complete kit for the Pennsylvania Railroad K5 Pacific. House cars were wood with cast white-metal ends, doors, and details, and rivet-embossed aluminum sides. The streamliners were extruded aluminum superstructures with cast white metal ends and bolsters, magnesium skirts, rubber diaphragms, and sprung four-wheel truck kits. Available cars were combine, diner, coach, roomette, observation, and baggage (60-foot only). After Midgage quit, Gene Fletcher continued the streamliner line under the name "Sylvania."

Midgage also offered a beautiful kit for a Great Northern express refrigerator car. This car had pre-printed embossed cardstock sides and ends.

Kansas City Kits



Kansas City Kits were essentially chunks of wood, nothing else. This tanker kit consisted of one fat plain dowel with two holes for domes, two stubby plain dowels for the domes, and stripwood for the chassis. The exquisite car shown here, built by Kent Singer, sports riveted overlays, hardware, valves, etc., etc., all added by Kent. Trucks are River Raisin's National B-1.

Kansas City Kits were a buck or so each. They were simple all-wood kits for tank cars, house cars, gondolas, and flat cars with no details and no trucks. Essentially core bodies, they could be

glued together literally in minutes. To create a model of a quality consistent with its contemporaries, you had to add a host of details like underbody, ladders, grabs, trucks, couplers, etc., etc., not to mention paint and decals.

Nord



This under-construction NYC H-10b is basically a Nord kit. The bronze boiler (without bands), cylinder chest, rods, and sprung chassis with drivers are original. The cab, boiler details, firebox rivet overlay, trailing truck, and valve gear hanger are after-market parts.

Nord produced kits for two steam locomotives, a USRA 2-8-2 and a generic 2-8-0 consolidation. These shared identical tenders, chassis, cabs, drive trains, and locomotive details. Only the boiler casting, trailing truck, and rear frame extension differed. Nord released the kits in four sequential parts: chassis, superstructure, drive train, and tender.

Ambroid



This ventilated boxcar ("watermelon car") is one of three S scale kits marketed by Ambroid, the glue people. All three were made for Ambroid by Northeastern Scale Models, and all contained a tube of Ambroid cement.

Ambroid manufactured tubes of acetate cement favored by most wood kit builders of the time. Ambroid got into the kit business simply to sell more glue. All of Ambroid's kits were actually produced by Northeastern Scale Models, and each kit box included a tube of Ambroid cement.

Ambroid offered at least a dozen different HO kits, but for S scale, they offered only three: ACL ventilated boxcar (“watermelon car”), AAR stock car, and B&M wood snowplow. The stock car was a reissue of the earlier Northeastern-branded kit.

Kinsman Scale Models



Kinsman offered 50-foot express reefer kits with preprinted sides and letterboards in several liveries. This one, a milk car, lacks roof hatches, as does the prototype.

When Northeastern Scale Models left the S scale market, Bob Blois, Northeastern’s shop foreman, continued and expanded Northeastern’s S scale line. By agreement with Northeastern, Bob produced Kinsman kits on weekends using Northeastern’s shop and tooling. Kinsman is perhaps best known for its 36-foot wood reefer offered with a myriad of preprinted side alternatives, as well as a 50-foot express reefer kit offered in several road names. Also offered were B&M open vestibule wood passenger car kits as well as several S scale Quality Craft cars manufactured specifically for Kinsman.

Chester Industrial Arts



Chester Industrial Arts offered six different streamlined Pullman car kits. The kits were minimal, as can be seen in this diner photo. The only added items are roof vents and ladder east, couplers, trucks, and decals. Missing but included in the kit were full-width foam rubber diaphragms, long since disintegrated.

Chester manufactured O, S, and HO 60- and 85-foot streamlined Pullman car body kits (fluted sides, plain skirts and letterboards). Included were wood roof, floor, bolsters, and spacer blocks; stamped aluminum sides and doors; two celluloid strips for window glass; two plain aluminum plate ends with screw holes and eight screws to affix them; and foam rubber full-width diaphragms. No details were included. Cars offered were baggage, RPO, diner, coach, sleeper, and observation. Chester’s S scale kits listed at \$2 each. I bought a lot of them!

PermaBilt

PermaBilt was the successor to Super Scale, keeping only the house car kits in the line. The only major difference from the original



The PermaBilt house car kits were easy to build, thanks to the one-piece stamped steel roof with side flanges. Once the roof and ends are attached to core wood core body, the pre-printed sides simply slide beneath the roof and end flanges. Two pins at the bottom of each side keep it in place.

Super Scale kits was the one-piece stamped roof. The roof and ends had overhanging flanges that secured the pre-printed sides without the need for glue or a lot of pins. Single- and double-door boxcars and refrigerator cars in 40- and 50-foot lengths were offered.

What’s next?

There were, of course, other S manufacturers in these 15 postwar years. I have attempted to cover the ones that dominated the S scale market. In follow-on articles, I will enlarge on each of the firms that I have covered in this introductory article.

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A 1946 Visit To Northeastern Scale Models

Jim and John Doyle Opened the Doors to their Shop

By Nicholas Deely



One of the cars Nicholas Deely saw during his 1946 visit to the Northeastern Scale Models plant that made a great impression was their long Great Northern caboose. It's not known for certain who built this example but Ed Kirstatter got the completed model from Jack Sudimak. Jack had models built by many people on his layout. Ed took the photo.

In 1946, shortly after being discharged from the U.S. Navy, I visited Northeastern Scale Models in Andover, Massachusetts for the first time. I had served during the war years in the South Pacific and went off to Tufts University in Boston upon being discharged from the service. Somewhere I had read that there was a company in Andover, Massachusetts, not too far from Boston, that was making S Scale model railway kits.

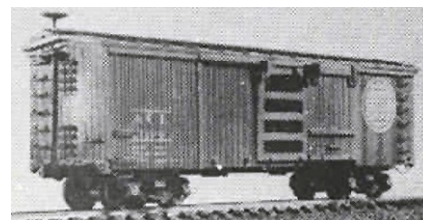
One free day from classes, I ventured to Andover to seek out this manufacturer. I found, after much effort, the entrance to this establishment on the main street of the town. To say the least, it was a most unpretentious entrance--an alley-like descending staircase leading to a very modest showroom. Beyond the showroom, in what appeared to be an old warehouse, was Northeastern Scale Model's shop. Dispersed neatly about the premises was an array of wood-working machinery. Although I was very warmly greeted by Jim Doyle, the master originator of this operation, what struck me most were some of the

most beautiful railway models that I have ever seen, all built from basswood and appropriate metal fixtures. To this day, if available, they would be more than competitive on the market.

The Models

Special among these cars was a Great Northern Railway (long version) caboose. Another of the cars on display was an Atlantic Coast Line ventilated boxcar, which I fondly remember as a "watermelon car," since the prototype photo Jim showed me was filled with watermelons. Also in the display was an assortment of various other cars. John produced 40-foot, end-braced boxcars (Delaware & Hudson) and side-braced boxcars (MKT) along with a 50-foot, outside-braced automobile car (SP). One of his most unique cars was a U.S. Navy helium car that featured a honeycomb underbody in contrast to the usual construction. (Editor's note: Photos of many Northeastern Scale Models can be found in the Product Gallery section of the NASG website.)

In time, Jim produced both Bettendorf and Andrews trucks, sporting aluminum wheels. Bolsters and side frames with lettering were exquisitely and accurately reproduced. At a later date, he moved his operations to Ballardvale, Massachusetts, a small village just a few miles from Andover. Here he had a two story brick building, triangular in shape, and sitting alongside the mainline of the Boston and Maine Railroad. More often than not, one would see a pile of basswood logs lodged close to the track, waiting to be turned into top-notch S Scale kits. He explained to me one day when I was working for him that he



Northeastern marketed it as a 'ventilated boxcar' but Nicholas remembers this ACL unit as a 'watermelon car' because the prototype photo the Doyle's showed him was filled with them.



Here is a unique 50/50 poultry car that was offered by Northeastern. The detail level is typical of Northeastern and other early S craftsman kits. The sides came preprinted. This model was built by the late Ernie Horr. It is fitted with tinplate wheels. It's wonderful that cars from this early in the hobby have survived in such great condition. The car belongs to Roger Nulton who photographed it on his Monon layout.

preferred basswood to pine for the models because it was more porous and, therefore, had better adhesive qualities.

Jim Doyle, Manufacturing Expert

Besides being scrupulously honest, Jim was precise and exacting in his work. He designed, and in some cases built, his own tooling and machinery. The highly accurate cutters used in producing the varied sheets of basswood and strips of structural shapes were designed by him. These products were in demand all over the world and especially by architectural firms in Switzerland. To this day, it is my understanding that Northeastern is the only provider of scale model wooden structural shapes in the world.

Further, to keep his models as accurate as possible, Jim designed and made his own jig for forming grab-irons that were true to scale. Not only was he talented in developing this operation, but also he developed craftsman techniques for the modeler. Since some of his models were prototypically made of steel, such

as his Western Maryland Railroad flat car, he advocated a procedure whereby several layers of sanding sealer were applied to the parts in question, each layer preceded by a period of drying and then light sanding. This ultimately gave the wood a metallic appearance. This WM prototype flatcar was specifically selected because, as one of the first welded cars, it had no rivets to model.

His craftsman kits were meticulously packed. Should any part be broken, missing, or should the modeler desire an additional part, Jim would most gladly send out the request-- at no charge! Car kits sold for \$5.75.



Jim Doyle selected a welded steel flatcar as the prototype for this model. The kit instructions described how to finish the wood to look like metal. It came with metal stake pockets and is fitted here with Pacific Rail Shops trucks. Ed Kirstatter obtained the model from Jack Sudimak and Ed took the photo.

John Doyle, Master Craftsman

All the models on display were built by Jim's brother, John, who was a master builder!

John was thin and wiry like his brother, but very strong. As best as I can recall, John had no vested interest in the operation other than building the display models. In every respect, he was a master craftsman, building custom furniture as well as custom railway models for clients. He designed and built his own home, which included a space to build his full-size airplane. One of his frequent snacks was a bean sandwich, which was always close by. In time, the Ambroid glue company became involved with Northeastern operations, producing both S and HO car kits, but with a caveat--each kit had to have a tube of Ambroid glue enclosed in it.

Final Thoughts

Ultimately, Jim's daughter, Nancy, took over the operations. The company eventually split into two parts. One is Northeastern Doll Houses, based in California, and the other is Northeastern Scale Lumber, based in Methuen, Massachusetts. They no longer produce S scale products except for a caboose roof left over from the old days.

Jim and John Doyle were the salt of the earth--people that I was proud to call my friends. I once asked Jim why he started his model railway operation. His answer: "I wanted to contribute something to society that could not be converted into a war machine." Both Jim and John are now gone.

RIGHT: Nicholas says he's fortunate enough to have built most of John's kits. Unfortunately, in 1984 a disastrous fire destroyed all of his models. However, thanks to his son-in-law, who found an unbuilt Northeastern snowplow kit, Nicholas now has a completed plow in service on his Athabasca Northern Railway. It is displayed on an 'ice bridge' (extra long ties laid directly on the ice) which the Alaska Railroad used temporarily in 1923. Nicholas Deely photo.

I am fortunate enough to have built most of John's kits. However, in 1984, we had a disastrous fire which destroyed all my models. Thanks to my son-in-law, who found an unbuilt Northeastern snowplow kit for me, I now have a completed plow in service on my Athabasca Northern Railway--75 years after my visit with Jim and John Doyle at their Northeastern Scale Models plant!



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Kit-bashing MTH Structures: Part 1

By Stephen Law / photos by the author



One of the ubiquitous structures on many of our layouts is the humble “Row House” formerly made by MTH.

After seeing one of these houses on the traveling S Helper Layout many years

ago, I acquired a half-dozen of these ready-made buildings.

Like several of the structures made by MTH, the Row House is actually an S-scale building with O-scale windows and doors. The scale footprint of these dwellings is only 21’wide x 32’ deep, and the ridgeline is 35’ (including the raised foundation).

The front and rear doors to the house can be easily replaced with Tichy Train Group doors (#3515 works best, with a transom window above the door). The MTH windows are, perhaps, a few too numerous, but a simple piece of Tamiya tape makes a great shade that cuts down on the amount of light emitted. A number 1 Phillips screwdriver is requisite for all MTH buildings, and it is easy to pop the chimney off so you can mortar the actual S-scale bricks.

If you want to make additional improvements, the staircases can be given some extra treads with bands of Plastruct #7212, and a colored marker can improve the gray stone foundation (which can also be mortared if you want).

Highly recommended are two other improvements that will really emphasize the S-scale changes you’ve made.

The first is to pull off the bottom half of the monochrome white porch, and paint it a different color.

The other “must have” is an attic window, accentuating the space above the second floor (use a Tichy #3512 4x4 double hung window for this).

With these fixes, your humble Row House will take on a new life as a proper S-scale addition. // Next time: kit-bashing MTH on an even higher level!



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Out Along The Line

photos by



NASG members

James Eichner

This photo features the Blue Mountain Tunnels of The North Penn S Gaugers (NPSG) layout. The three-track mainline layout is a hi-rail rail system, utilizing American Models code 148 track with stock and hand-laid turnouts. All three lines have access to fully operational yards for consist make-up of the trains. The trains are positioned for this photo op to illustrate some of our motive power. The steam locomotive heading southbound is a 4-8-4 New York Central Flyer Chief engine. The Santa Fe GP-7 on the right main (normally northbound) is also heading southbound only for this photo. The center main line, presently occupied by a Reading GP-7, can accommodate trains operating in either direction. The diesels are also Flyer Chief locomotives. Photo enhancements by Brooks Stover.



Steve Lunde

A Milwaukee Road Mikado has a string of freight cars in tow on Steven's new layout which features scale wheels running on FVM code 138 track and fixture-built turnouts. The locomotive is an American Flyer Mike with the flanges turned down to operate through scale frogs. American Models wheels were used for the pilot and trailing trucks. SHS scale tender trucks and a WOW decoder were installed. The Milwaukee horizontal-rib box car is from River Raisin. Steven scratchbuilt the trestle.

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WANTED: American Flyer by Lionel 48745 smoking caboose, C-9 or C-10 in OB, will pay top dollar. **Email:** jshirey1@comcast.net; **916 429-2764**, 9:00 am – 5:00 pm PST. (1)

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Bob Hartzell Cell 610-570-7121 1960 Linden Lane Whitehall Pa 18052 (3)

WANTED: SHS reefers: #00690 Carling Black label (CBL 804) and #02124 Carling Black label (CBL 812). Also TOMALCO rerailers: two hi-rail and one scale. Thomas Patterson **Email:** tpatterson31@wi.rr.com. (2)

WANTED: Flyerchief engines, steam or diesel that are damaged or non running for parts. State Model and describe all issues, Example: wheels shorted on track and now has no sound or fell off platform and bent pilot. send pictures if possible. Price will be determined by model and condition. **Shawn Solderitch, Email:** ssolderitch@earthlink.net Call leave msg or text 484-821-6112 (2)

FOR SALE: 1. NYC SD70Ace L/AF diesel with AF-compatible hi-rail wheels; 2. NS SD70Ace L/AF diesel with factory-installed

scale wheels; 3. Complete set of scale wheels for one SD70Ace diesel; 4. Another complete set of scale wheels for one SD70Ace diesel. Notes: NYC diesel is brand new never run. NS diesel was test run only. Both have decoder, sound and smoke. Run on DC, DCC, or AF power. If interested, please send your best reasonable offer for any or all four of the above products. I have no idea what a fair price is for these out-of-production engines but hope the potential buyer(s) will figure that out for me. I am not looking to get rich for a scarce product, but also do not want to spend time dickering over the price. Your best offer will have the best chance of success.

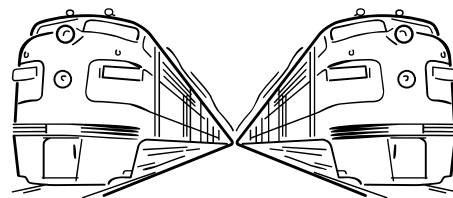
Email communication works best for me.
Ed Loizeaux **Loizeaux@SBCGlobal.net** (2)

WANTED: American Models NYC 20th Century Limited locomotive and tender with DC power and scale wheels. **Email:** james.sweeney3@comcast.net (2)

FOR SALE: Lionel AF Hist. Am RR # 5 Complete NYC Set: GP9 4-8552, Cars: 4-9005 piggy-back with trailers, 4-9106 3-dome tanker, , 4-9209 cov. hopper, 4-9304 gon. with all canisters, 4-9713 box, 4-9404 caboose. All Ex with original packing, run 1-2 times. \$ 225. Engine tested okay Dec 2023. Four Ex 1979 Lionel AF cars: 4-9100 Gulf tanker, 2 4-9200 Chessie hopper (1 is NIB), 4-9700 Santa Fe Box with door nibs, \$95 for all 4. Plus shipping. **Email:** p3garm@hotmail.com, Or call 201-452-1953 and leave message. (1)

FOR SALE: Gilbert HO scale Hudson and 4 freight cars. In poor condition. Made in the 1930s or 1940s, AC power. Make offer. Photos and details: hbruse271@hotmail.com Hank Bruse (1)

WANTED: AF/L 48155 DRG PA AA NIB. AF/L 48147 SF PA AA NIB. **Rich Colby 530-265-6527** (1)



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Calendar of Events



New Members

January 1, 2024 to February 29, 2024

Tom Ball
 Gilbert A. Buescher
 Lynn Daugherty
 Gary Feffer
 Carl Guzzo
 Steve Harrington
 William M. Hawk
 Richard P. Hughes
 Leon J. Lavdas
 Vince Pacelli
 Jerry Rubin
 Craig R. Stair
 Scott Vetter

Forked River, NJ
 Naperville, ILL
 Silver City, NM
 Barrington Hills, IL
 Spring Lake, NJ
 Eagle, ID
 Philadelphia, PA
 Elizabethtown, PA
 Middleburg, OH
 Queen Creek, AZ
 Chatham, NJ
 Garland, TX
 Renton, WA

2024 Sn3 Symposium

May 2 to May 4, 2024
 860 N Riverview, Mesa, AZ 85201
 Chairman Jim Spice and all of us on the organizing committee invite you to join us in Mesa, Arizona, May 2nd to 4th, 2024. We're hard at work preparing a full range of clinics, contests, layout tours, a swap meet and other activities to make this a highly entertaining and interesting meet.
<https://sn3symposium.com/>

Spring S Spree Model Train Show

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

2024 Danville Indiana O/S Scale Event + CID/NMRA Train Show

Hendricks County Fairgrounds
 1900 E Main St
 Danville, IN 46122
 The Indiana S Scalers are happy to announce our 3rd Annual O/S Scale Event. In 2023 the O/S Room nearly sold-out so make your vendor reservations early to ensure a sales table. New for 2024 is an S Scale Social Event! Details will be coming. Public Show Date: Saturday, November 23rd. Vendor/Layout Move-in Date: Afternoon of Friday, November 22nd S Scale Social: Evening of Friday, November 22nd. Social Event: To-Be-Determined, occurring immediately after Friday setup. Vendor registrations should be directed to the Central Indiana Division (CID) Show Manager, Dave Mashino: danvilletrainshow@gmail.com

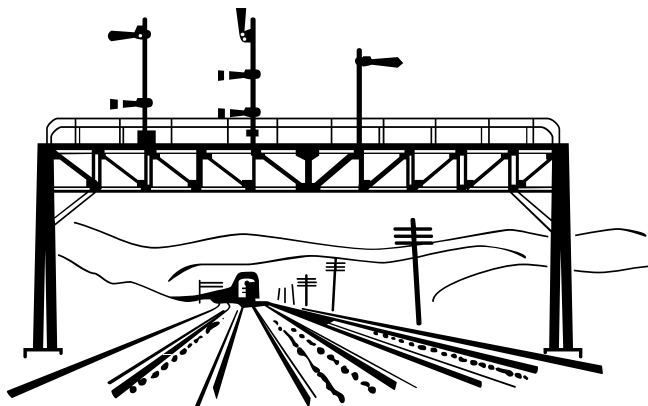


In Memoriam

Gary Carmichael
 Roger Dumas
 Cgris Elliott
 Edwin Kirstatter
 Vic Roseman
 Bernard Turowski
 Robert Van Lanen

Inperial, PA
 Rutland, VT
 Marietta, SC
 Cuyahoga Falls
 Brooklyn, NY
 Cinnaminson, NJ
 Westchester, IL

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





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