



The

A Publication Of, By and For The Members

DISPATCH

July/August 2024

TODAY'S WORLD OF S MODEL RAILROADING!



Ron Schlicht



Austin Birkey



David Campbell



Brooks Stover



Bill Winans



Bob Frascella

Plus MUCH more great S modeling

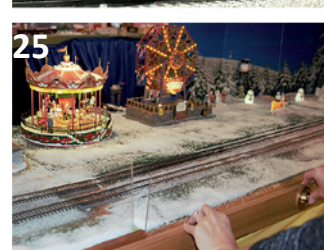


The DISPATCH

July/August 2024

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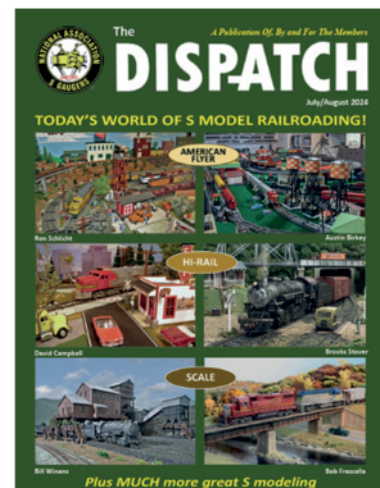
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The COVER

"TODAY'S WORLD OF S MODEL RAILROADING": The NASG Delineates the Categories of S

Page 14 summarizes the three categories that resulted from this effort.



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

President's Message

It's hard to believe, considering the long odds, but next year the NASG will turn 65! And we are nowhere near ready to retire! For most of those years, S has wrestled with the reality that there are so many variations of S that it was a confusing mystery to modelers in other scales. In response, over the past two years the NASG Board of Trustees has been working to address some of the confusion surrounding the various approaches to S and its associated interoperability issues.

Our tri-fold pamphlets, introduced in 2022 (and already in their second printing), present S standard gauge as consisting of three divisions: AF, Hi-rail, and Scale. It's important to note that these category definitions were developed not to compartmentalize individuals already active in S but rather to make clear what the options, opportunities, and constraints are for those wanting to join the S community. In other words, the focus of these categories is forward looking and is not an attempt to explain all the possible variations of S that existed in the past or the few exceptions to our definitions in the present.

The conceptual basis for these category definitions came from an ad hoc group of NASG members. Over time, individuals involved included well-known S modelers like Gaylord Gill, Roger Nulton, Dan Vandermause, Peter Vanvliet, Frank Criswell, Brooks Stover, Bob Stelmach, Dick Karnes, Jim Martin, and Bill Winans. The goal of the group was to address the issues surrounding the promotion of S, particularly scale modeling in S, to non-S modelers. After a lot of consideration, the BOT adopted the category definitions the group suggested and implemented those definitions via our tri-fold pamphlets. The definitions and the rationale for them are presented and explained in the article entitled "Today's World Of S Model

Railroading" starting on page 12. In addition, a companion Standard S-1.1 was created as part of the official NASG Standards. It is posted on the web site now. We are very excited to have, at last, a common set of category definitions to use when sharing the world of S with others, so that the engineering standards are clear.

The expectation is that over time these three categories will be used uniformly throughout the NASG, including in the promotional print materials, The Dispatch, and the NASG's web site. As noted, the new Standard S-1.1 is already posted, and the tri-fold pamphlets are being distributed. We have modified the web site welcome page to highlight that the NASG recognizes the distinctions between AF, Hi-rail, Scale and Narrow Gauge and two new Introduction pages, one for Scale and one for AF/Hi-rail, have been added there as well. Over time, other adjustments to our excellent web site are planned, so the message presented is in alignment with these definitions.

Another important project the BOT is conducting is its survey of S clubs across the United States and Canada. We have developed and distributed a survey to 27 S clubs to collect information on their size, their interests, and their opinions on how the NASG might serve them better. So far, we've gotten responses from over half of the clubs, and we'll keep you posted about what we learn and what new programs might be initiated as a result.

And, as always, we'll remind members that growing S and keeping the NASG vibrant and viable requires a lot of work and your help is needed. If you see a place you can help, or have an idea that you believe would advance the growth of S or the NASG, please reach out to your regional VP and get engaged. The work of the ad hoc committee that developed the definitions of the three categories in S modeling illustrates what a few motivated individuals

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can accomplish. Finally, it may seem like a long way off, but BOT elections will take place in the fall of 2025. A number of the current BOT members have served multiple terms, and it's time for the next generation of leadership to come forward. Might you be one of them?

Jim Whipple
NASG President

Minutes from the BOT Meeting March 19, 2024

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

Meeting called to order 8:44pm.

Executive Vice President' Report: Lou Templeton reported on the club questionnaire, which was sent out to 27 clubs. So far there have been 4 returns. Lou is going to record the results on a spreadsheet.

STANDARDS COMMITTEE

The Turnout Project: Gaylord has heard back from John Dwiggins at Micro Engineering, who was very encouraged and appreciated the additional information, and he did get a response from Peco as well. Walthers would do it probably as a contract thing, but that doesn't serve our needs since they sounded like they were just interested in making it for us. They were not going to put it in their catalog or make it available.

SMOD Standards: The electrical system needs some touching up. In general, there was some discussion as to whether or not P64 or code 88 wheelsets were necessary when using code 55 rail. Wheel standards were discussed as to whether or not code 88 and P64 should be included in the trifold. Darby made a motion that we approve these NASG standards, noting the edits that will be put in place. It was seconded and passed.

PROMOTIONS COMMITTEE/OLD BUSINESS

The committee needs new volunteers to help out with the Ambassador project. We need regional ambassadors. John Degnan's name came up as a possible South Eastern Region Ambassador. The new business cards still need to be printed. This should happen soon if the NASG debit card is used. The NASG needs to recoup money from AM which they owe from the *RMC* ad. New photos for the *RMC* ad were presented. Darby made a motion that we approve these beautiful photos for running in the *RMC* 2 cover photo ad. It was seconded. It passed unanimously. We need continuous sources for photos for the *RMC* ad. New Tracks Modelling was given a revised video clip that Jim's wife, Josie narrated. It is now very professional. Thanks, Josie.

NEW BUSINESS

Model Railroader is having an issue done that has mostly S Scale articles in it thanks to the efforts of Brooks Stover. This should come out in the fall. Apparently, *RMC* and *MR* need articles, so if you want to see your name in the limelight, now is the time to submit articles to them. We are looking into prospects as to where conventions will be held over the next few years.

OLD BUSINESS

We still need an assistant treasurer. There was some discussion about where to get a copy of the constitution so the new changes could be added. There was also discussion as to who would write it all up. It was tabled.

The Annual Car Project: Darby moved that the ESG 1976 car be adopted as the annual members' car. It was seconded and passed. Lou moved that we approach American Models to produce the annual members' car on condition that American Models give us a discount to offset the ad money that they owe, and if not, forgo the car. It was seconded and passed.

The meeting ended 11:30pm
Next meeting April 23, 2024 at 8:30pm EST

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



WE NEED YOUR PHOTOS

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

POP VALVE



Jim Kellow on New Tracks

I am honored that the NASG is the sponsor of the new "Scale Modeling" segment on New Tracks Modeling's website: newtracksmodeling.com. Thank you to the NASG President, Jim Whipple, the Board of Directors and the membership for your support. The first show segment was on November 1, 2023. The host for these monthly segments is Jamie Bothwell. I hope all of you will join Jamie to discuss what S Scale is all about and why modelers should consider becoming a S scaler.

I am a railroad modeler who loves to build models and see what other modelers are building. Writing about modelers and manufacturers in my New Tracks Modeling series in S Scale Resource magazine and hosting my weekly Zoom shows allows me to meet modelers from all over the world. They show and discuss their model building skills and techniques and pass along their modeling knowledge to other members of the modeling community. My

goals for the New Tracks Modeling articles and Zoom programs are to get more modelers building more models and increase mentoring by today's modelers for future modelers.

I believe that modeling skills and techniques are transferrable between all scales and gauges. This is why my New Tracks Modeling articles over the last six years and weekly Zoom shows over the last 4 years have included modelers of all scales and gauges. This allows our efforts to be of value to all railroad modelers. Consequently, the more S Scale modelers who share their modeling, the more information will be available about the modeling advantages of S Scale, which will help to encourage other model railroaders to become S scale modelers.

Today I want to invite and encourage all members of the NASG to participate in the New Tracks Modeling articles and various Zoom show segments and projects. When I say all modeling members of the NASG, I truly mean all members. It makes no

difference if you are an American Flyer, hi-rail, or scale NASG member as long as you build models. What models? Any models that you can include on your model railroad. Of course, I believe the more the better.

I am convinced our shows offer ways for everyone to get involved and share their talents. If not, tell me what we are missing, and I will immediately get you involved in providing it. To get the weekly Zoom login link for our shows, subscribe to our website: newtracksmodeling.com. You can also view our shows live on our YouTube channel, New Tracks Modeling. There are over 1,000 videos of our past shows on our channel for you to enjoy. I hope in future articles in this publication, I can highlight many of you and your modeling. Send any comments or questions you may have to my email address: jimkellow@newtracksmodeling.com



Announcing Flyer Fest West 2024 - Aug 10, 2024

Basque Cultural Center
599 Railroad Ave., South San Francisco, CA 94080

Admission \$10 - Family Admission \$15

Tables \$20 by July 15th, \$25 thereafter
Trading Hall open from 10 am to 3 pm

Banquet \$55 - Choice of Filet Mignon or Salmon
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THE SUSQUEHANNOCK II

Don't forget....

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

More information is available on the NASG web site: nasg.org

NASG 2024 Convention Car



These American Models cars are made with the correct Superior 7 panel doors.
The Reading painted only one car green and the rest red in the RDG XMwa series.

The pictures above show the approximate colors.

Each car will cost \$50 if picked up at the convention or \$65 if mailed in the USA.

Orders can be taken through the NASG website or by mailing a check to:

Only 100 green cars and 35 red cars will be produced. Both will be available in scale or hi-rail.

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NEW PRODUCTS

By Jeff Madden

Merritt 3-D Designs: ET&WNC (Tweetsie) Sn3 caboose is \$55. A Jackson & Sharp coach is \$84.99. These are 3-D printed bodies only.



www.merritt3d.com

RamBros Workshop Dragon Railway: Displays 3-D printed basic shells of F7s, GP7s, etc.



See the NASG website for more details.

Smoky Mountain Models: Jim King has announced that his proposal for a resin PS-1 boxcar with Youngstown 8' doors has received enough reservations to be produced. Price TBD. His trucks for these would be \$32 a pair.

www.smokymountainmodelworks.com

Cuyahoga Valley S Gauge Association: (CVSGA) now has some surplus American Models B&LE orange boxcars available for purchase now that the S Spree is over. Check their website to see costs and availability.



www.cvsga.com

B.T.S.: Check out their new PDF color catalog on their website.

www.btsrr.com

Kappler Mill & Lumber: Now has a new owner. They sell scale lumber products. For example, a bundle of S scale strip lumber sells for \$6.95.

www.kapplerusa.com

Outland Models: Offers 3-D printed items such as water tanks, storefronts, a small barn, and many smaller details. For example, the wood water tank sells for \$9.99.



www.outlandmodels.com

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THE SUSQUEHANNOCK II

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Down at the Depot

By Carl Rudolph

Today, as this is written on the Western slope of the Sierra Nevada, is a beautiful day in the middle of the Memorial Day holiday, and it just doesn't get much better than this. But we know that major parts of the country are seeing completely different, and much nastier, weather, including areas from which many of our clubs report to us. We hope all are ok. Here's the news:

The Pioneer Valley Model Railroad Club has had two meetings recently. One, at **Gene Maag's** home, had several potential new members attend, so they had a round-robin discussion about who they were and what plans they might have for layouts. The other meeting was at **Bill Morris's** home where guest speakers from the New Haven Railroad Technical and Historical Society spoke about that railroad's activities around Worchester, MA, and about the famous Bangor and Aroostook red, white, and blue potato boxcars. Sounds like a fun education!

The South Jersey S-Gaugers are investigating a new project--making a club-related calendar as a fundraiser to be sold at train shows or other events. Their concept is to have members submit photos of their layouts and then select the best to include in the calendar. There could be many variations on this theme and is a great idea. Another neat item is that several club members spend several hours a week at **Joe Kimber's** home, finishing layout details that Joe had planned, so the Kimber family will have a completed layout. Great clinics have been held at recent meetings, including Michael McConnell presenting good advice on taking layout photos with cell phones, **Hank Worrell** showing how to quarter AF steam loco drivers properly, and **Tom Herron** presenting a travelogue on his trip to the Panama Canal.

The Baltimore Area American Flyer Club had a great meeting at **Greg and Janet Kleins'** home with lots of discussion about the upcoming work party to shorten all the module legs by 4" (for easier viewing by little ones) and a proposal to make the layout more interactive by having a more formal means of letting "trainees"

(young or old) run a train and operate cars and accessories. This sounds like a really good idea to get show attendees involved!

In the Jacksonville area, the **North Florida Division of the Atlantic Coast S Gaugers** have had back-to-back meetings at **Ron Fisher's**, since Ron wanted to show off his "completed" layout (we all know they are never actually completed). The newly finished area includes a pond. Many members of the club have helped Ron realize his vision for the layout.

The Pittsburgh S-Gaugers met at the Tri-Town Area Historical Society in Dawson where **Sam Powell's** layout is now located. As has been mentioned in the past, the club moved Sam's layout there after his death and keep it maintained. The club's layout was at the S Spree in the Cleveland area but no report as yet on the show. The club has agreed to hold the 2026 Spree, which is good news. A field trip to the Altoona Railroaders' Memorial Museum is being proposed to see the restoration progress on the famous PRR K4 number 1361.

The Cuyahoga Valley S Gauge Association (Cleveland area) had a brief report on the Spring S Spree, which they hosted. Sounds like they had an excellent show with plenty of vendors and good attendance. Since only the Pittsburgh and Central Ohio clubs brought their layouts, the host club set up their tinplate layout. At a previous show, the tinplate layout had had a new motor installed on the aircraft pylon that ran too fast, making the plane rotate dizzyingly fast. Eventually it fell over, so it was disconnected. By the time the Spree rolled around, the speed had been greatly reduced, and its operation was much more satisfactory!

The Miami Valley S Gaugers (Dayton area) met at **Mike Mitter's** home. Mike has a huge and artistically developed layout that occupies most of his basement. Since there are two main lines, each with over 300 feet of track, some ginormous trains can be run on it. While there, **John Donnersbach** showed his completed, depressed-center

flat car with a Plymouth industrial loco as a load. The Plymouth is an HO model that fits very nicely in the depressed area. Nice job! The next club meeting was at the home of the late **Bob Guckian**, hosted by **Mike Lewis** (Bob's son-in-law). The club got to operate Bob's layout one more time. Bob's name was frequently seen in S gauge media for good reason, as evidenced by the photos in the newsletter.

The Central Ohio S Gaugers went to Hilliard to the home of **Rob Berridge**. Rob has another large layout and presented a landscaping techniques workshop, so the club had a great time and learned something too! Next meeting was hosted by **Rev. George Zoehl** at the fellowship hall of his church where discussions were held regarding the 2025 Spring S Spree, which they will be hosting.

The Central Ohio S Gaugers--Northern Division met at **John Donnersbach's** home again in April since no one else volunteered. Your scribe had to laugh--he mentioned he would have to clean up the layout so they could run trains! Isn't that why we all host meetings--so we have to get the place cleaned up? Then they met at **Randy Bosscher's** home to enjoy his great layout (and talk trains, of course).

The Southeastern Michigan S Gaugers met at **Karen Bashista's** home where some very interesting things came out for show-and-tell. **Bob Stelmach** showed an American Models Pacific that he had highly modified and detailed; Corbin Bates (from American Models) showed a Rex 0-6-0 undergoing improvements and a real wood deck (kit?) for AF depressed center flat cars and an AM RS-3 with a chopped nose; **Dan Kempf** showed a fine model of the station on the Georgetown Loop in Colorado; and **Mark Charles** brought an American Hi-rail doodlebug with a Pennsylvania Heritage chassis and Black Beetle power trucks. Super cool!

The Badgerland S Gaugers (Milwaukee area) have their modular layout back together again after an internal move in the clubhouse. But it turns out there isn't room

for the tabletop hi-rail layout to be set up, so that's been a disappointment. The club has been to several train shows (Mitchell Park Domes and Delavan among them) with handouts promoting the club along with **Ron Schlicht's** AF layout. Discussions are being held regarding hosting the 2025 Fall S Fest.

The Chicagoland Association of S Gaugers met at **Gary Wronkiewicz's** home where they discussed the success of the LaGrange show and ogled Gary's fine layout in operation. At a following meeting, they discussed the first of several summer events for the club--this one is a trip to the East Troy Railroad Museum. The remainder of planned events are also enticing.

Up in the Twin Cities area, the **Pines and Prairies S Scale Workshop** had a milestone event with **Jeff Saine** running his H10-44 on **Dave Jasper's** MRIM layout--the first powered run! By the description of the loco, it must be battery operated, which would certainly ease the operational requirements. The MRIM layout includes parts of **Dick Karnes's** layout. **Ken Zieska** wrote, "The group welcomed in May with a meeting at Ken Zieska's home, but there was much to talk about with the 'snow bird' members, little else got done. **Ben Truesdale** did discuss his designs for 3D printed cars, and he expects to have inventory at the NASG Convention in July. In his spare time, he has designed some interesting detail parts that might also be at the NASG Convention. Very little meaningful work was accomplished, but that is the PPSSW motto: "When all is said and done, more will be said than done." Amen to that!

The Kansas City S Gaugers were to be at the TCA Heart of America Chapter's train show in Independence (MO) with five tables for members to sell items if desired. While in Independence, the members were to investigate the Missouri Model Railroad Museum, which is next to the Chicago & Alton Depot. Meanwhile, **Roy Inman** and **Bob Agne** are already planning the S gauge display this coming Christmas at Union Station!

The Houston S Gaugers sent in this report: "[The] Houston S Gaugers displayed our large S-Mod layout for 'Railfest' at the

Galveston Transportation Museum, April 27 & 28. One highlight was that **Bob Werre** brought several historic Mid-gauge streamlined cars, which the late **Jack Troxell** had super-detailed (Jack was the 'guiding light' for The Houston S Gaugers). Galveston's Museum has completed a magnificent job in its recovery from Hurricane Harvey (2017). Excellent new signage for its locomotives and cars is particularly note-worthy. As an example, a 2-8-0 (Alco, 1922), which had been in excursion service locally as late as the 1990s, is now presented with details that may surprise even well informed steam fans: It was the locomotive used in the movie 'Emperor of the North' (which is on the short-list of almost all railfans' favorite films)!"

We have heard from a new (to us) club this time! **The Arizona S Gaugers** sent in an announcement via **Phil Scandura** that we quote here in its entirety: "The Arizona S Gaugers began several years ago as a gathering of American Flyer guys. Round-robin meetings would occur at member's homes, typically during the 'less hot' months of the year in the Valley of the Sun (i.e., the Phoenix area).

The original name of the group was the 'Valley of the Sun S Gaugers,' as one might expect. Sadly, many of the original members passed on or moved away, but fortunately the group pressed on. Around 2013, **Bill Winans** was invited to attend a meeting, which spelled the beginning of an S group covering all variants of the S hobby: AF, Scale, and Narrow Gauge. Eventually it became apparent a new name was needed, one that reflected the wider range of S interests and territory, so it became the 'Arizona S Gaugers' in 2020.

Our group is looking to increase participation, and extends this invitation to AF, Scale, and Narrow Gauge modelers in

the Arizona area to attend our gatherings. They are generally held on the second Saturday of the month, typically October through May. We meet at members' homes, with lunch afterward at a local restaurant. We are primarily a social group, spouses are welcome, as are winter visitors to Arizona.

There are no dues, no officers, no club layout--just a fun bunch of guys and gals who like to play with S trains. Obviously, everything is done by volunteering one's home and time to coordinate these gatherings. No one will twist your arm to do this. If you are interested in finding out more, please visit the NASG club listings, or our website www.arizonaSgaugers.com, or contact **Bill Winans** 3w2scalesonly@gmail.com. We look forward to hearing from you!" And we here Down at the Depot say good luck to all of you!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** is in the final stages of preparing for Flyer Fest West 2024. The club has outdone itself this time with special commemorative cars (two numbers) from AF/Lionel which have very specially decorated boxes. See the images nearby and go to the GGAFCL website <https://ggafc.org/> for more information. Also see their ad elsewhere in this issue!

That's the news we have for this issue. We note that several clubs have announced some new members and that is most gratifying to see! Keep trackin'!



The subject of my problem and this article is the two-step E unit used by Gilbert. Recently, I have taken an interest in collecting later American Flyer five-digit engines, including steam and diesel locomotives. Lately, the F9 "Fat Boy" diesels have become a focus of my purchases. A number of the F9s came to me in bad repair with the E unit malfunctioning. This caused my need to learn their maintenance and repair. Here is what I learned, and I hope it is useful for you.

In the late 50s, Gilbert redesigned all of its locomotives to accommodate a new and flimsier design of reverse unit, the XA14C429. It is found on all engines with 5 digit numbers that have reverse units. The unit alternates between two positions, changing the current flow through the field to reverse the motor. There is no neutral position, and thus momentary loss of contact between pickup wheel and rail can cause a train to reverse its direction instantly and derail. Therefore, keep your track and pickup wheels clean when operating this type of locomotive. You can lock the unit in the direction of your choice by pushing up the locking bar on the reverse unit. However, with proper care, clean conditions, and good trackwork, it will operate reliably.

To help you understand the information that follows, I have included a parts diagram.

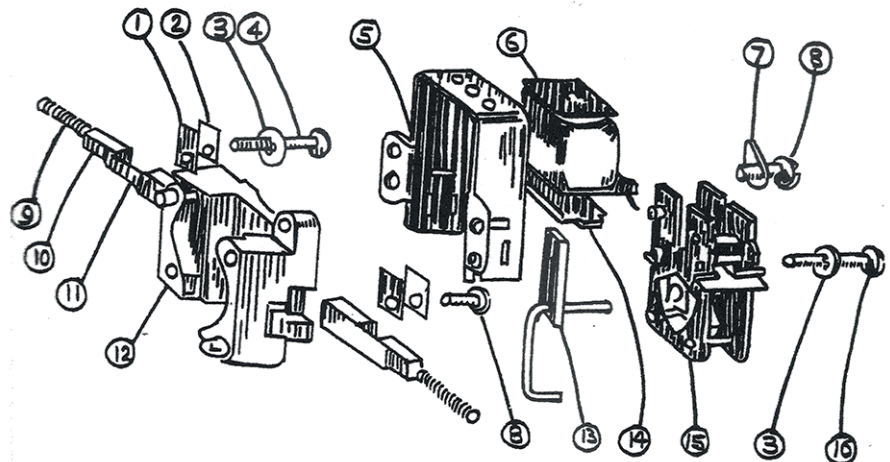
The XA14C429 has a small rocker that is pulled alternately from one position to the other by a hook attached to a solenoid plunger. The rocker sits in a two-piece, black plastic frame surrounded by four contacts, at front, back, and on both sides. The only advantage of this reverse unit that I can see is that these fingers are better protected in this design, and I rarely see them damaged. The unit is so fragile and flimsy that disassembling it should be avoided if possible, even though it is easy to take apart. There are four common conditions that can be corrected without disassembly.

The two leads to the reverse unit coil are very fragile, and are often found broken. This stops the unit from cycling. These leads are so thin that it can be hard to see them and any breaks in them. The hot lead (the one not connected to the chassis) must be covered with spaghetti insulations. When taking the unit off the loco, first unsolder them from their connections, or they may break.

A spray of contact cleaner will lubricate the unit and clean corrosion off the contact surfaces. After spraying, blow off as much cleaner as possible with a can of

compressed air or your breath. Contact cleaner spray helps stuck or sluggish units by lubricating the solenoid plunger's path and the rocker's pivot points, as well as cleaning the contacts.

The rocker arm is held inside a two-piece, black plastic frame. These two halves simply snap together. Sometimes they separate part way, and the rocker arm can't rock properly. Simply wiggle the rocker into correct position if necessary and snap the frame closed again.



Dia #	Part #	Description
1	PA13A129	Brush Tube Cover – Fiber
2	PA15A044	Brush Tube Cover – Brass
3	PA3769	Lockwasher
4	S-33	Screw
5	PA14A444	Coil Housing
6	XA14B433	Coil Assembly
7	PA6173	Solder Terminal
8	S-264	Screw
9	PA13A130	Brush Spring
10	PA13A128	Brush
11	PA13A131	Brush Tube
12	XA15A695	Brush Bracket Assembly
	XA9565A	Brush Bracket Assembly for 21160
13	XA14A435	Plunger Assembly
14	PA14C432	Coil Support
15	XA14A994	Contact Assembly
16	S-29	Screw

Parts Diagram

One problem is the most common of all. There are three terminal tabs on the front or locking bar side, and one around in the back of the unit. This last tab is always grounded. It's bent around and tucked under to contact the frame of the reverse unit, which is always connected to the locomotive chassis. It has a way of working itself free enough to loose contact. When this contact is lost, no power will get to the loco. Either tuck it back in or in persistent cases, solder it to the reverse unit frame, working quickly to avoid heat damage to the plastic in the unit.

The XA14C429 is very easy to disassemble. It is made of two sections. The upper metal frame contains the solenoid coil and plunger. The lower plastic frame contains the rocker and contacts. The plastic frame can be worked down and out of the metal frame by spreading the metal frame slightly and pulling the plastic frame from side to side to free its tabs from the slots in the metal frame. This allows you to clean corrosion off the solenoid plunger and get a good look at the rocker and contact assembly. If you have to replace the reverse unit, you can replace the upper part only if the solenoid is bad, and the lower part only if the contacts and rocker are bad. This may save you some work.

Should you find a serious grunge problem, broken fingers, or a damaged rocker, you can disassemble the plastic frame. One side has pins, the other has holes. Pull them slowly, so that you can see and memorize the positions of the contacts and rocker. Be warned that this is a somewhat delicate and complicated assembly. It takes a lot of patience and not much force to put it back together. The two-side contact fingers and the rocker have to be lined up correctly before you close the frame.

Wiring the XA14C429 is simple. The two solenoid coil leads are connected to each rail. One is grounded through the chassis and one is insulated. The contacts may be wired in one of two ways. They are found on the front side of the unit above the locking bar, two lower contacts and one on the upper right. The fourth contact comes out in back and is grounded, tucked into the frame as discussed earlier. In steam locomotives, the field magnet leads are soldered to the two lower contacts and one brush lead is soldered to the upper contact. The other brush is connected to the hot or insulated rail pickup. In diesels, the brushes are usually connected to the two lower contacts and one field magnet lead is connected to the upper contact. The other

field magnet lead is connected to the hot rail pickup.

Repairing these E units is a time consuming process as you can see. Replacement may be a time saving solution. Several parts suppliers have the two-step E units available. However, I have another strategy. I am going to search in seller's junk boxes at train shows for "Casey Jones" 4-4-0 engines that often sell for very little and contain a serviceable two-step E unit. My experience is they will be much cheaper than ordering the E unit from a supplier.

For those of you who want to consider rewiring your solenoid to fix one with a short, the information is as follows from Robert A. Hannon's *A.C. Gilbert's Postwar American Flyer S-Gauge Reference Manual*, page 9.5:

Early - Wire size is 32, number of turns around the coil is 1306, and the resistance is 26.8.

Later - Wire size is 33, number of turns around the coil is 1305, and the resistance is 28.3.

I am always interested in the problems and solutions our readers would like to see in the "Restoration Station" column. If you write me via email, I will consider your subject as a future option. I can be reached at billstrains@aol.com



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Today's World of S Model Railroading: The NASG Delineates the Categories of S

From the NASG Board of Trustees



Railroad models in 1:64 scale first appeared around 1934, ninety years ago! In that year, Cleveland Model & Supply, a small company in Ohio, began producing kits and models of locomotives that were 3/4 the size of O scale or 3/16" to the foot. They called them C-D Scale for "Cleveland Designed." Then in 1943, the National Model Railroad Association (NMRA) changed the nomenclature and C-D Scale became S scale. In 1960, the National Association of S Gaugers (NASG) was formed, and despite formidable odds against its survival, has now lasted 64 years.

GROWTH OF S

While to this day thousands of collectors and operators still enjoy American Flyer trains in 3/16" size manufactured by A.C. Gilbert, over the years more detailed 1:64-sized trains with wheels and track closer to the prototype started being manufactured. Because the interest in American Flyer never disappeared, while at the same time interest in accurately scaled S models continued to grow, today there is a wide range of equipment available in 1/64 size from toy trains to highly accurate, detailed scale models. In S, there is something for everyone!

But as anyone involved in S for any length of time is aware, the variety of S equipment, not all of which is compatible with other S equipment, has resulted in a lot of confusion within the hobby for those not familiar with 1:64 trains. Indeed, one prominent member of the NASG has dubbed S "Confusion Scale" because of these incompatibility issues. The fact that there have not been commonly accepted definitions for the categories used to describe the different approaches to S has greatly complicated our messaging. As the stated objective of the NASG is to promote and advance the hobby of model railroading in S (1:64), clearly defining these categories

in specific terms is an important responsibility of the NASG.

DEFINITIONS

About two years ago, with the support of the BOT, a group of NASG members, some with years of experience in S and some relative newcomers to S, set out to develop a way to communicate clearly the various categories of standard-gauge model railroading in S. The objective was to define the commonly used categories of "American Flyer," "Hi-rail," and "Scale" in such a way that these categories would be clear to newcomers to S, noting the differences in each and highlighting where there are distinct compatibility issues between the three. (Narrow gauge modeling in S has no such category divisions). The graphic, "TODAY'S WORLD OF S MODEL RAILROADING," on page 14 summarizes the three categories that resulted from this effort.

It is important to note that the graphic and the definitions of the categories have been developed primarily for use



Steve Peterson's American Flyer layout utilizes original Gilbert code 172 track, locomotives, rolling stock and accessories. Steve Peterson photo.



Terry O'Kelly's layout is an excellent example of a Hi-rail layout using code 148 track and code 172 hi-rail wheels. It was featured in the January/February 2023 issue of The DISPATCH. Terry O'Kelly photo.

in promoting S in today's hobby market. The graphic specifically does not attempt to depict every track and wheel system that has been available over the last 90 years, or take into account those individuals with the skill to build their own custom trackwork to run AF and Scale equipment together. Nor does it intend to compartmentalize individuals currently in S. S has always attracted individuals who are resistant to accepting categories. Instead, the category definitions were developed to make clear what the options, opportunities, and constraints are for those wanting to join the S community. The track and wheel components shown in the graphic are the most significant ones available in today's primary market.

RAIL SIZE

Running across the middle of the "Today's World of S" graphic is a linear representation of the rail sizes commonly available today. The height of rail in 1/1000 of an inch is referred to as the track 'code'. So, code 172 rail is .172" tall. Code 100 rail is .100" tall. The rail sizes are represented by dots which are proportionally spaced along the line. The largest rail commonly used in S is code 172 and the smallest is code 70. There are exceptions, of course. For example, a few modelers use rail as small as code 55, but that is a specialized case.

WHEEL SIZE and PROFILE

As with rail, the wheels used in S are most easily defined by their width. The code of the wheel is its width in 1/1000 of an inch. "American Flyer" wheels are code 220 measuring .220" wide. "Hi-rail" wheels are generally code 172, or .172" wide. The most accurately sized and shaped wheels, "Scale" wheels, are code 110, measuring .110" wide. Again, there are some exceptions such as a niche within scale S called "P:64" that uses wheels narrower than .110".

3 APPROACHES TO S DEFINED

As shown on the graphic, the terms adopted by the NASG for the three major categories of 1:64 standard gauge modeling, "American

Flyer," "Hi-rail," and "Scale," are defined by the combination of rail size of the track system and the wheels used. "American Flyer" is the term applied when locomotives and rolling stock with either AF wheels or hi-rail wheels are operated on any track system utilizing code 172 rail. "Hi-rail" is the term applied to the approach to 1/64 modeling that utilizes those same AF or hi-rail wheels but running on more realistic appearing track systems with rail of code 148 to 125 and more closely spaced ties. The term "Scale" refers to the approach to 1:64 modeling utilizing code 110 wheels normally running on track with rail of code 125 to code 70 with an outlier being Fox Valley Models' code 138 system with scale turnouts. Trackwork built to this standard conforms to NMRA/NASG standards.

What's important for newcomers to understand is that when considering S modeling as a hobby, the decision on track and the decision on wheels must be made simultaneously and early in the decision process. One cannot build a layout with AF or hi-rail track and turnouts and then decide later to convert locomotives and rolling stock to scale code 110 wheels.

These definitions are independent of the level of realism of scenery, structures and detailing and also independent of the couplers used.

MOVING FORWARD

It is the intention that over time this terminology will be used consistently throughout the NASG's publications, including its printed promotional material, The Dispatch magazine and the NASG's web site. Across the NASG, we are working hard to send the clearest message possible to potential converts to S about what their options are. There certainly is something for everyone under the broad S tent, but all S is not the same! The NASG will serve the hobby of 1/64 model railroading better as we acknowledge up front the three major categories to standard gauge modeling in S, explain the differences, and guide newcomers through the process of deciding which category is best for them.



Bob Hogan has built one of the premier Scale layouts in S. Utilizing code 100 rail and code 110 wheels on locomotives and rolling stock achieves a level of realism competitive with model railroads in any scale. Bob Hogan photo.

Today's WORLD OF S Standard Gauge MODEL RAILROADING

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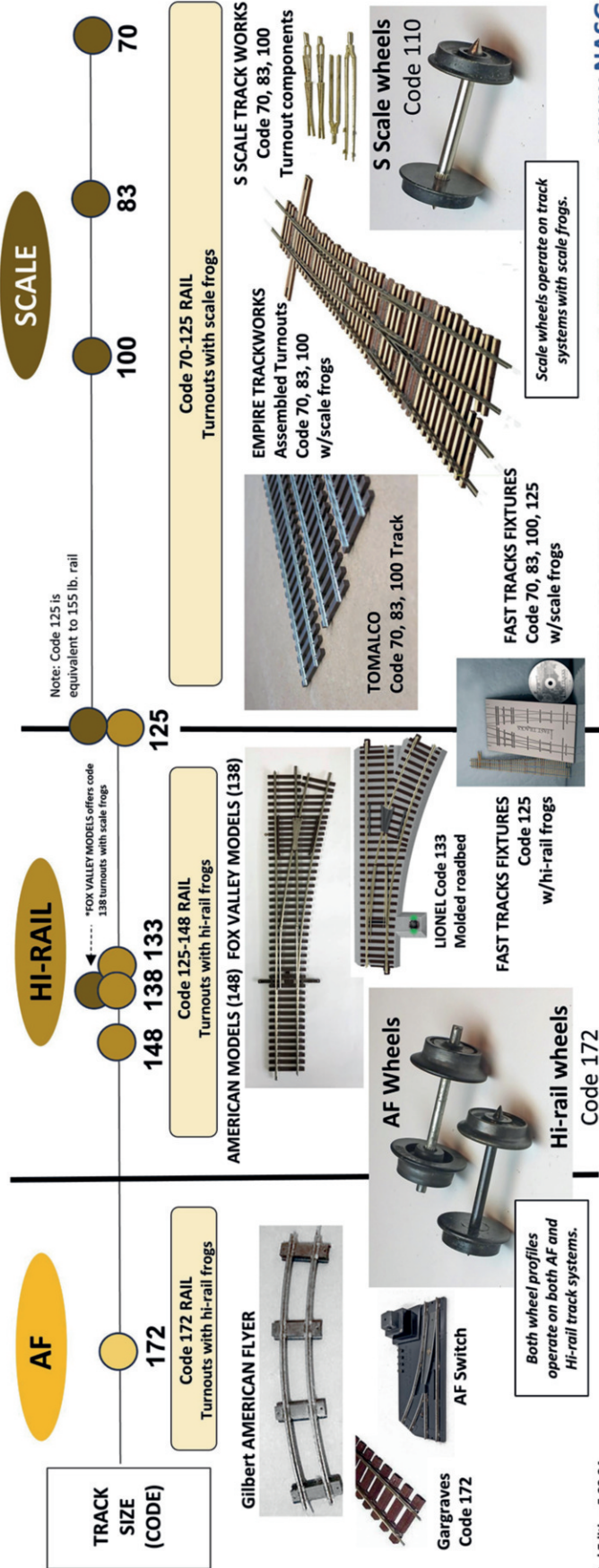
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THE EARLY YEARS OF S

Part 2— S Track Before the 1960s

By Dick Karnes

Page 17 NIXON MODEL COMPANY Catalog #8 1954

ATLAS TOOL CO.

NOW ATLAS "S" GAUGE TRACK PRODUCTS

FOR SCALE OR TINPLATE "S" GAUGE

CURVABLE "S" GAUGE TRACK
U.S. Patent No. 2,559,375

#AT1. each **\$1.20**
3 Ft. Section

#AT2 Rail joiners, box of 72 pieces.....50¢

Atlas track can be used with Tru-Scale plain roadbed.

USE CORK ROADBED!
It's The Most REALISTIC!

Just point... it looks like real ballast! It's curvable, too!

Full Quarter Inch Virgin Cork

#AT3 ONLY .50¢ per 3-ft. Section*

*New Atlas Cork Roadbed consists of 3 matching strips sufficient for one 3-ft. section of track.

Switches and other "S" gauge products available SOON

Unfortunately, I do not have a physical specimen of either the Peare or the Atlas flextrack. However, this advertisement should suffice. The Peare track looked exactly like the illustration in this Atlas ad. The Atlas track actually had spike holes adjacent to the rail bases in the alternating ties without staples, not shown in this ad (go figure!). NASG Product Gallery photo

In the late 1940s there were quite a few choices of S trackage products besides American Flyer (more than today!). There was Gargraves, Bob Peare, Miller, Atlas, and Midlin. There was also Tru-Scale for those willing to do a lot of spiking.

Gargraves

Gargraves' track matched the height of American Flyer track. The rails were formed stainless steel just like American Flyer. Each rail had a double linear tang beneath the base that was embedded into slots in oversized evenly spaced black wood ties. The railheads had connecting pins that mated with AF track. Track came in straight and curved sections as well as three-foot lengths advertised as curvable, although bending into smooth curves was quite difficult. The ties did not readily slide on the rail tangs, and the hollow rails tended to kink rather than curve smoothly. Gargraves also

made turnouts; these had a pivoting section containing both the curved and straight rails, just like the moving mechanism in AF switches. The turnouts were mounted on one-piece plastic molded tie beds. The primary advantage of Gargraves track vis-a-vis AF track was the better appearance of the narrower evenly-spaced wood ties.

Midlin

Midlin manufactured track products for HO and OO beginning in 1939, adding



This end view of the Midlin track shows the tangs beneath the rail base force-fit into the tie slots. Dick Karnes photo.

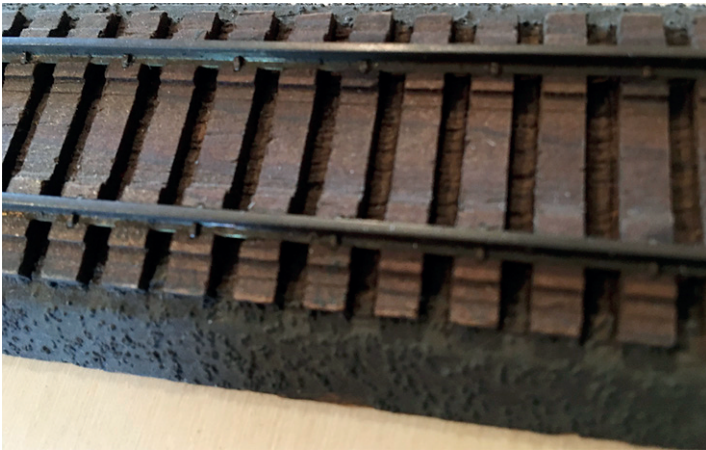
S scale after WWII. As far as I know, they only made track, no turnouts, for S, but I may be wrong about that. The track design was unique, coming in kit form: a bag of scale-size stained wood ties and several three-foot lengths of pre-blackened code 125 rail.

Like Gargraves, each rail had a linear vertical tang beneath its base running its entire length, but the rails were solid brass rather than folded sheet metal. And, like Gargraves, the ties were slotted such that the rail tang was a force

fit into the slots, creating perfectly gauged track without the need for spikes. The modeler had to file off the tang at the rail ends to apply the usual rail joiners.

Installation was easy. You pressed one rail into the ties at whatever tie spacing you preferred. Then you glued your ties (with the one rail already in place) to your track base, curved, straight, or whatever. Once the glue had dried, you pressed the second rail into the remaining set of tie slots.

Robert L Miller Laboratory



Shown here is a sample of Tru-Scale's milled roadbed with rail spiked to it. The roadbed is a single piece of wood featuring a ballast slope, ties, and tie plate segments on both sides of each rail base recess. The rail base fits snugly into the recess between the tie plate halves, thus eliminating the need for manual gauging of the rails while spiking them in place. This roadbed was available in two versions – one for code 172 rail and another for code 125. The tie stain and ballast grit in the specimen shown here were applied after the rail was laid. Note the crosswise wood grain evident on each tie, a consequence of the roadbed necessarily being cut in line with the lumber's grain, thus 90 degrees from the ties' axis. Photo copyright "Model Train Forum."

Miller offered flexible brown nylon tie strip in six-inch lengths. These were designed for code 125 rail, to be furnished by the modeler. The molded-on tie plates and spikes that held the rail were so thin that the track was compatible with both scale and tinplate wheels. Miller also offered mating built-up No. 6 open-frog brass rail turnouts on nylon tie blocks. These were available for scale operation only.

Bob Peare

After WWII, three-foot lengths of flexible track ("flextrack") consisting of brass rails steel-stapled to black fiber tie strip appeared on the market in HO, O, and S. Bob Peare offered S flextrack with code 172 rail along with flextrack-compatible No. 6 turnouts with one-piece pivoting frog/closure rails/points, mounted on a one-piece fiber tie base. Because of the turnout design, Peare products could accommodate both tinplate and scale wheelsets. Installation required either gluing in place or drilling

holes in enough tie centers to secure the track with small flat-head nails.

Atlas Tool Co.

In the mid 1950s, Atlas Tool Co. (later renamed Atlas Model Railroad Co.) produced its own S scale code 172 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 adjacent to the rail bases, making installation much easier than the Peare product. Atlas promised but never produced matching S turnouts.

Tru-Scale

In the same time frame, Tru-Scale manufactured 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 came in two versions: for .125 rail for scale operation and .172 rail for American Flyer equipment. The difference was the width of the rail-base slot in the tie plates. The rails were self-gauging when spiked in place between the tie plate sides. The longitudinal wood grain of the milled roadbed caused the wood grain in the ties to be crosswise rather than linear along each tie – a really strange appearance close up.

The flex roadbed was simply the straight product with alternating kerfs cut crosswise between the ties, allowing for moderate flexing when laid. Switch blocks and crossover blocks were offered in both the plain and milled versions. There was also "bridge stock," like the milled roadbed, but without the ballast slope, thicker, and longitudinally slotted on the underside to represent bridge stringers.

Tru-Scale marketed built-up code 172 brass rail turnouts with pivoting point/frog units.



Here's a hodge-podge of trackage products all in one photo. This throat leading to one of my staging yards is normally hidden by a mountain, which is, fortunately, removable for "emergency" purposes. The bare-naked rails in the upper right are laid directly on Tru-Scale plain roadbed. The roadbed under the two center tracks looks like Homa-Bed, a product that came and went, then came and went again in the late 20th century. I actually cut this stuff myself from a 4x8 sheet of Homasote with my carbide-tipped table saw. The track with the dark brown ties is Miller tie strip with code 125 rail. Dick Karnes photo.



These came mounted on wood roadbed compatible with the rest of their roadbed products.

Here's my small chunk of Midlin track. The lack of spikes made it compatible with tinplate as well as scale wheelsets. Dick Karnes photo.

I have had personal experience with all of these except Midlin and Gargraves. I had seen Gargraves track and rejected it because its ties were too large and unrealistic for me. And while I liked the look of the Midlin track in their ads, I never actually saw it in person until decades later when somehow a sample length found its way to me (photo previous page).

he first layout I built without AF track (in the 1950s) had Tru-Scale milled roadbed with code 172 rail on the lower level and Bob Peare flexible track atop Tru-Scale plain roadbed on the upper level.

When I extended the layout into an adjacent basement room, I opted for Atlas track laid atop Tru-Scale plain roadbed.

Later, while in college, I got my hands on lots of Miller tie strip for the "great layout of the future." It's still use today in the hidden staging yards on my current layout.

Next time: Motive power before the 1960s.

Personal Recollections



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Cuyahoga Valley S Gauge Association 2024 S Spree

By Jeff Madden



The 2024 S Spree sponsored by the CVSGA club was held on May 3-4 in Stow, Ohio near Cuyahoga Falls. According to CVSGA's newsletter, there were 29 vendors with ninety 8' tables. The club provided a tinplate layout in conjunction with two others: the COSG's double decker layout and the PSG's hi-rail layout. Additionally, there were several clinics presented at one end of the spacious hall. Although there was an in-house vendor for lunches, there was also a nearby restaurant within walking distance. For those who didn't register for the Spree, there are some B&LE boxcars still available.

COSG will sponsor the next Spree at the Fairfield County Fairgrounds in Lancaster, Ohio on May 16-17, 2025. This will be a new venue for their Spree.

Right: CVSGA member, Billy Shaw with his 3-D printed P1A electric. It uses an American Models' GGI chassis. The pantographs are AF.

Below: The Lego train shown is running on the CVSGA tinplate layout.



Return Of The Project: Kinsman (ex) NP Caboose Kit

By Rich Gajnak - Photos by author



Builder's photo of G&MP 01

Before we get started, I should warn everyone that I enjoy modeling freelance railroads along with prototype interests. Also, bear in mind I tend to be a "Good Enough" modeler. Now that I've cleared the air . . .

A long time ago in a model railroad far, far away . . .

I got into S Scale in 1985. Other than American Models early offerings, there wasn't much to choose from in the way of newly manufactured products. One of those "missing links" was a caboose. Given that American Models hadn't introduced cabooses yet (Their bay window and wood cabooses arrived in 1990 and 2000, respectively), the options were a small selection of brass models or converting an American Flyer caboose to a scale model.

Enter the Kinsman NP caboose kit. I honestly don't remember where or when I bought it, most likely at an S-Fest

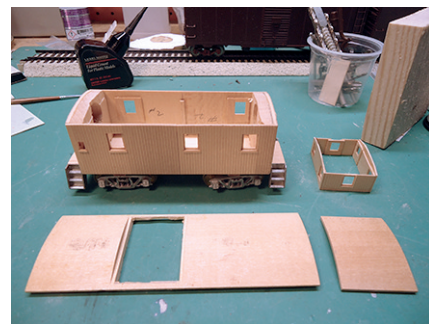
around the late 1980's. By this time, I had already built a Kinsman GN plywood-sided caboose and was ready for my next challenge.

I sat down to begin building the wood kit following Kinsman's instructions. Things went fine as the body, floor and cupola went together. Unfortunately, a missing piece of scribed siding for the end platform decks brought the project to a screeching halt. As I wasn't desperate enough to search for replacement material, the kit was packed up to return to at a later date. There was a railroad to build after all, plus American Models cabooses were now available.

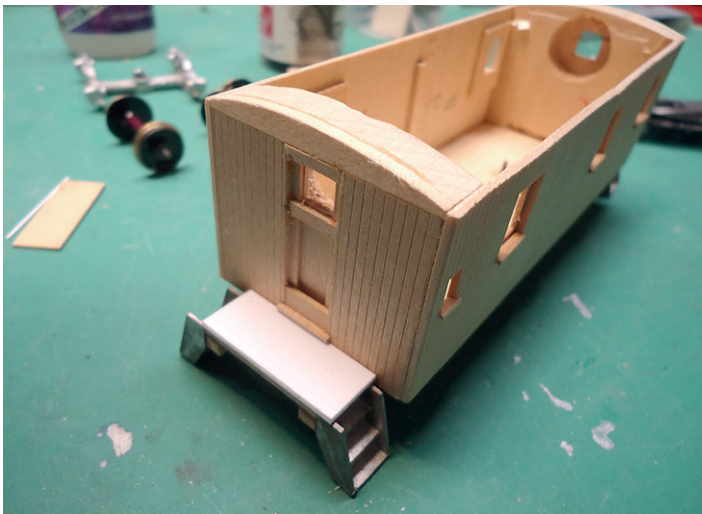
Fast forward to today. After a move in 2020, I finally began to resume work on model projects in 2023. That's where the Kinsman NP caboose kit came back into play. I had reworked a number of American Models wood cabooses over the years and wanted something

different for my new (and third) railroad, the Galena & Mineral Point Railway.

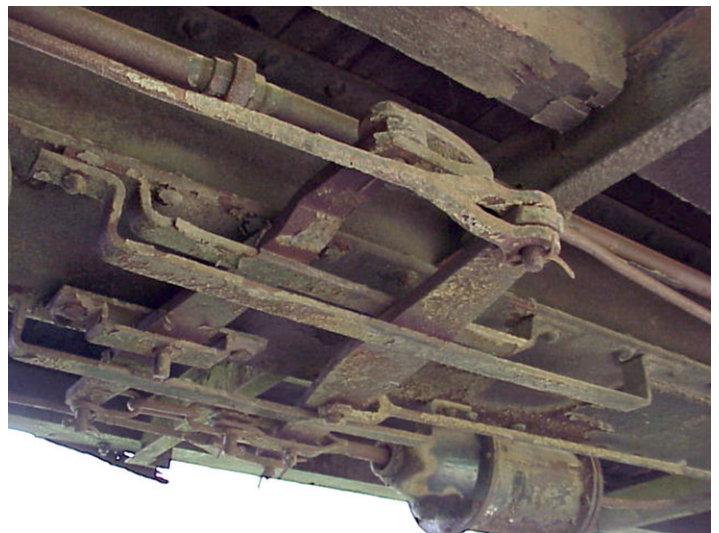
Opening up the box, I was once again face-to-face with this partially assembled kit. The first order of business was to open the roof area under the cupola. This was accomplished by slowly drilling out the corners with a 1/4" drill, then cutting through the roof using a Dremel circular saw bit, a razor saw, X-acto knife and files.



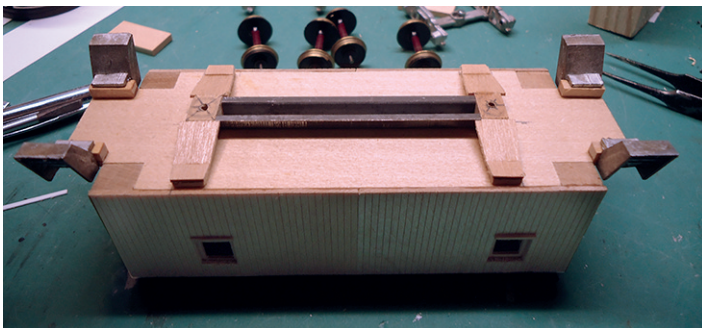
Cutting open the roof to accommodate the cupola



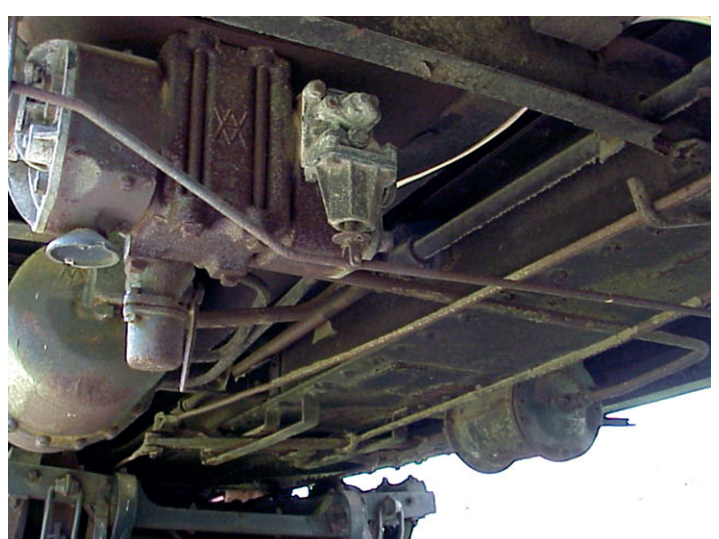
The missing wood platform has been replaced with styrene.



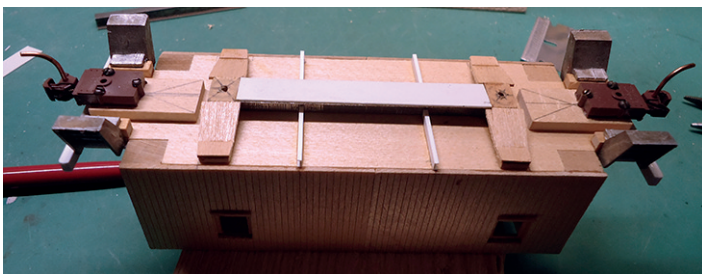
Prototype CB&Q brake rigging used as inspiration.



View of the basic underframe, showing the metal support.



A second view of the CB&Q brake rigging.



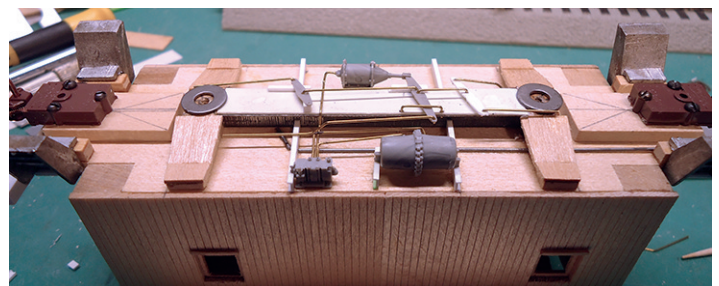
Using styrene to simulate bracing.

Dealing with the missing end platform deck was next. Using the one existing wood platform as a pattern, I made two copies out of Evergreen .020 x .060 V-groove siding, and super-glued them into place.

Building up the underframe was next, using the Kinsman supplied metal channel for the main frame. This was cut to fit between the bolsters. The channel was covered with .020 styrene sheet; the cross channels are .100 thick. It was also a good time to add the coupler pads and test-fit the couplers.

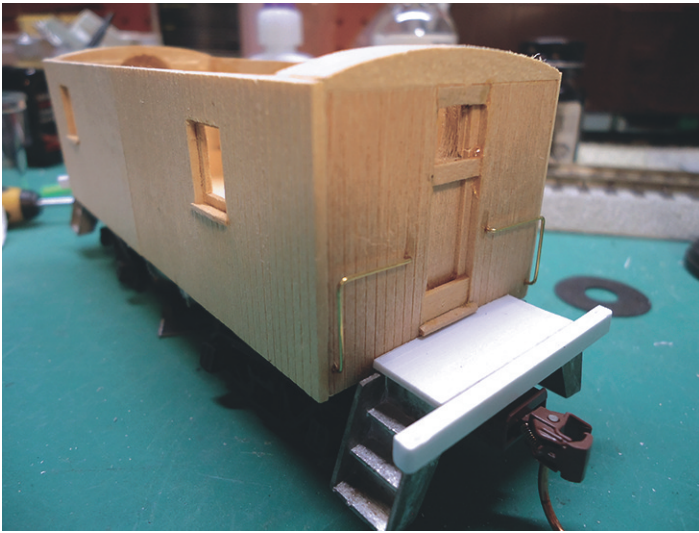
I chose not to use the K-brake casting supplied by Kinsman. Instead, I used Grandt Line's Westinghouse AB brake set, still available from San Juan Details at sanjuandetails.com. On a trip to the Illinois Railway Museum years ago, I crawled under a CB&Q wood caboose to get prototype photos of the underframe. While not 100% accurate, I placed the brake gear and piping using those

photos as a reference. The truck spacer washers were supplied by Kinsman.



Completed brake system on the Kinsman model.

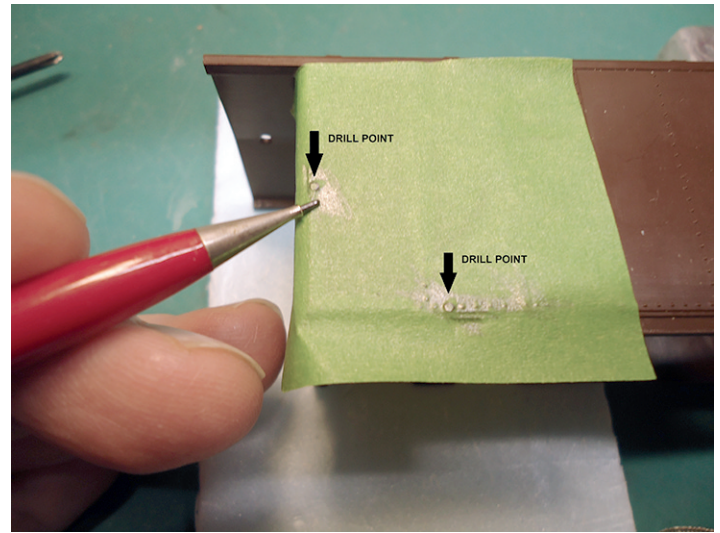
The end beams were next. Again, some material was missing from the kit. End beams were fabricated by laminating .030 x .125 and .060 x .125 styrene strips and cut to the width of the car body. The



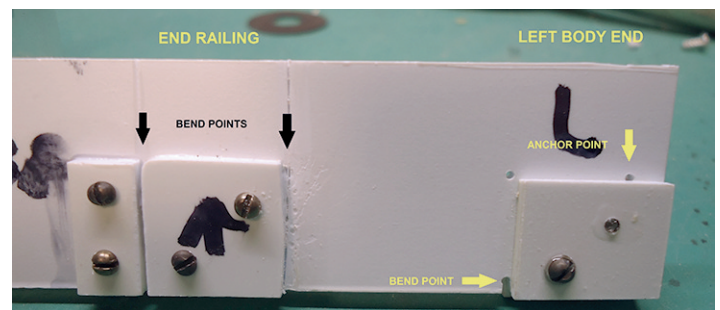
End beam placement.

lamination joint gave me a good reference point for drilling for the platform railings.

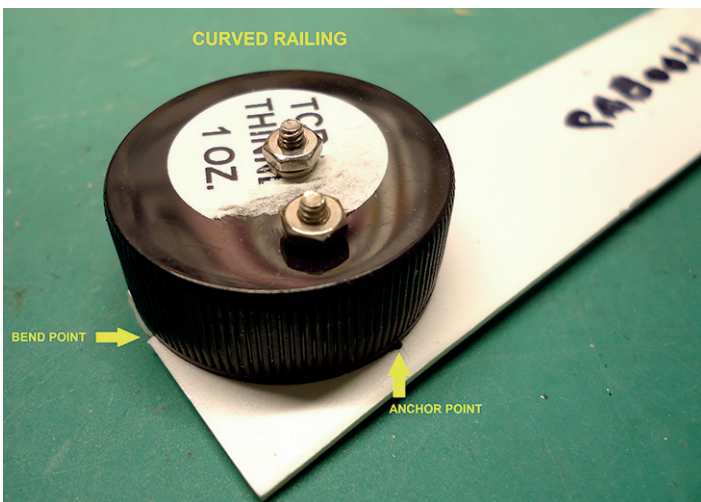
End, side and platform railings were the next items to tackle. To ensure consistency, I needed to make a bending jig, using a strip of .060 styrene. To determine where mounting bends should be made, I used an American Models bay window caboose for a reference, as it has drill locations but no handrails. “Rubbings” of the drill points (sides and car ends) made on painter’s tape over the drill points were transferred to the styrene jig. It was easy enough to add additional styrene as forms to make the appropriate right-angle bends, but the curved side railings were an issue.



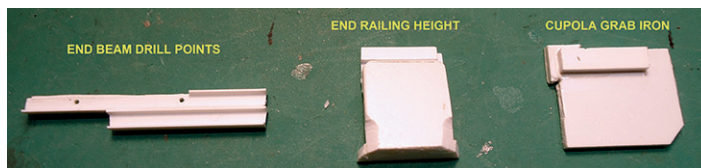
Using the American Models caboose to determine handrail geometry.



Drilling and bending jigs.



Curved railing jig.



Drilling and bending jigs.

It turned out an old paint bottle cap was just about the right radius, so it was secured to the plastic strip. I also made three other jigs to place the end rails and form the cupola grab irons.

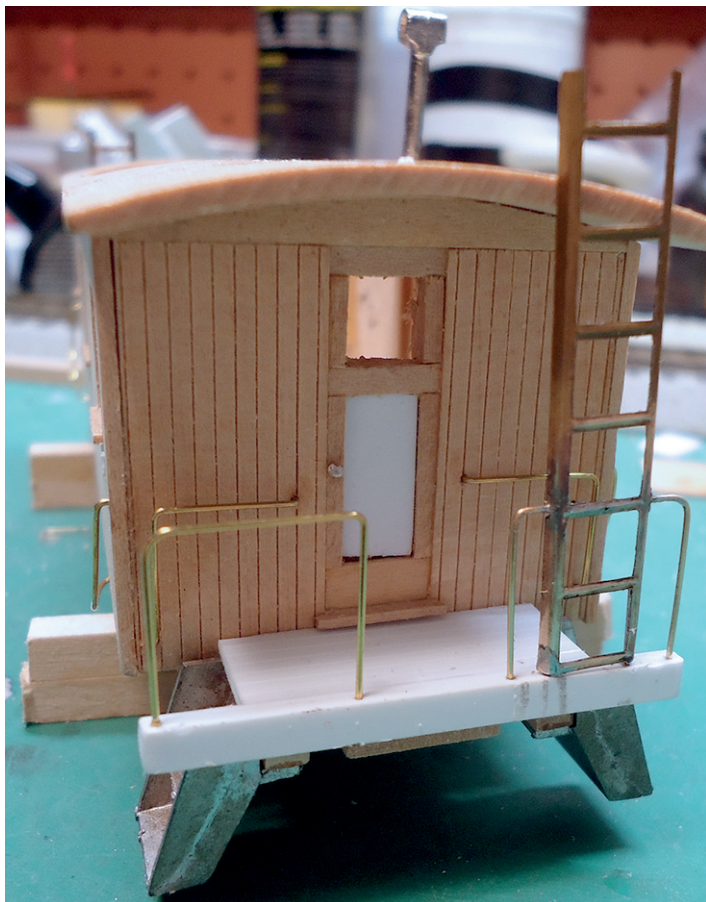
Rather than use the metal wire supplied with the kit, I chose .022 brass wire. The bends were made more precise using pliers as needed. The curved and right-angle end railing mounting holes were located by good, old fashioned measuring at locations based on the American Models bay window caboose. These grab irons along with the left side platform handrail were mounted using super-glue.

Brake wheels were also missing from my kit. I dug through my scrapbox and found some brass ones. Unfortunately, I don’t recall who made them, possibly Precision Scale or Kemtron, but I’m not sure. The brake wheels were soldered to .022 brass wire and mounted on the ends.

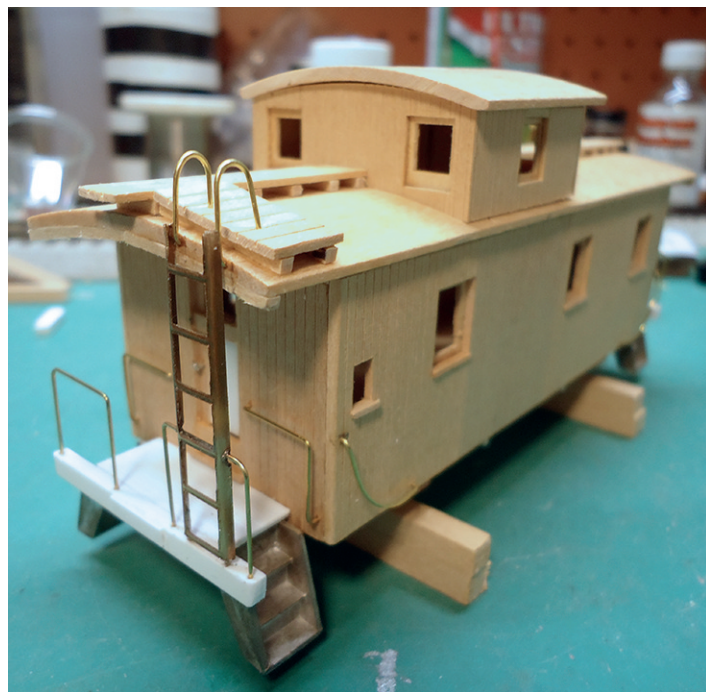
The Kinsman end ladders were trimmed flush to the bottom rung and two small lengths of .022 brass rod were soldered on the inside for mounting. A groove was cut at the third rung, so the right-side end handrails could be soldered in. The tops of the ladders were trimmed to length after work on the roof was completed.

The roofwalks were assembled per Kinsman’s instructions. As the mounting supports were flat and the roof curved, I placed a piece of fine sandpaper over the roof and gently sanded the bottom of the supports, ensuring they would sit properly on the roof.

A dab of woodworking glue on the supports secured the roofwalks to the roof.



Adding the ladders and railings.



Test fitting the roof, showing walk and grab details.

Once the roofwalks were in place, the roof end grabs (formed from .022 wire) were shaped by eye using a small screwdriver as the form. Each was custom fit to its location. The end ladders could now be trimmed to the correct height. The end ladder assemblies were not secured at this time to allow painting the front and backs completely.



New letter boards created from styrene.

In the kit, I had one complete letterboard and one partial one. New letterboards were fabricated using 0.030" x 0.100" styrene strip super-glued to the car sides.

Four grab irons were formed for the cupola roof and installed. The caboose was now ready for painting.

I use TruColor paints with an airbrush. Recently, I've found that although the paints are marketed as "airbrush ready," I've still had to thin the paint on certain bottles. I have no formula, just trial and error. First, light gray primer (TCP-256) was applied to the body, followed by MKT red (TCP-282). Engine Black (TCP-347) was used for the roof. The rooftop ladder grabs were brush painted with MKT Red and the side railings and outside end railings with Engine Black.

Decals for the Galena & Mineral Point Railway were custom made by Rail Graphics (for a stillborn On30 adventure) before it closed shop years ago. As TruColor paint leaves a fairly glossy finish, no special preparations were needed for decaling, just a fairly liberal



Painted and decaled, the build is almost complete.



G&MP 01 on its maiden run. (Background added by editor)

application of Dio-Sol. Once the decals were dry, the model was over-coated with Dullcoat from a rattle can. The ladder assemblies were then secured to end beams at this point.

Before buttoning up the caboose, .005 clear styrene window glazing was installed, cut to fit and secured with white glue. Trucks and couplers were reinstalled, and the roof secured with small dabs of white glue at the corners.

Over three decades later, in April of 2024, caboose G&MP 01 was finally ready for her official portrait and placed into service with the road's only piece of motive power, Baldwin S-12 #15.

About the Author

Rich is a retired factory electronics technician for an industrial instrumentation firm. He has had a lifelong interest in trains. Rich moved up from HO to S Scale in 1985. While primarily a "scale person," he has developed an interest in hi-rail and traditional American Flyer over the years. Rich also has lesser interests in N, HO, G and 3-Rail O. He considers himself a "Joe Average" modeler. His main prototype interests are the Santa Fe, the Chicago Burlington & Quincy and the Illinois Central.

Rich spent over a decade in the 80's and 90's volunteering at the Illinois Railway Museum, including working his way up to fireman and engineer in the Steam Department. Once qualified, he was called to fire or engineer on their 60-ton, 3-truck Shay and Russian Decapod.

Rich is slowly working on his third S Scale railroad, the 6' x 12' Galena & Mineral Point Railway. The intention is to be able to operate both scale and the occasional hi-rail/Flyer train.

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20th Annual S-Scale Layout in Kings Mountain, NC

By Cary F. Poole



This article is written in response to feedback provided in the Pop Off section of the Nov/Dec 2022 issue of *The Dispatch*. I was struck by the “purists” versus those who wanted broader appeal in the railroad modeling world. Here’s what has been done for 20 years at the Kings Mountain Historical Museum, located in Kings Mountain, NC, a town of approximately 10,000 residents.

Kings Mountain was founded when the Atlanta to Charlotte Air Line Railroad went through the community in 1874. The town was founded because of the railroad, but is not considered a railroad town today because most revenue sidings have been removed. The current line carries Amtrak’s Crescent through town, though it comes in the middle of the night and no longer stops in town. With this S-scale layout, the museum

can educate local residents of how important rail-related industries were to Kings Mountain and how they helped to define its community.

The layout is owned by lifelong S-scale modeler and *Dispatch* subscriber, Bill Ware. Bill is a member of the NASG, the Piedmont S-Gaugers, and the Blue Ridge S-Scalers. The layout consists of 15 separate modules resulting in a layout measuring 16’ by 28.’ This past year, several high school students helped unload the modules, so the layout assembly could begin. The layout is not to scale, but designed to be interactive with children, who can push buttons to activate various scenes or activities throughout the layout. The children can activate a carousel, the Nutcracker Suite dance pavilion, a Ferris wheel, and a snowball fight. The museum has former

child visitors who are now bringing their own children to see the layout.



An additional module, which focuses on the Piedmont & Northern Railroad, an electrified line formerly owned by Duke Energy, can be attached. Portions of the line are currently operated by CSX and a shortline by the original name. The P&N module is to scale and was built in 2018 by local visitors and modelers, who volunteered their time to help create a local landmark. The buildings are laser kits manufactured by American Model Builders--specifically, their Company House.

The track consists of two parallel tracks with no turnouts between the tracks. This allows the operation of two complete trains, usually run in opposite directions: one with a freight train, the other a passenger train. The track is S-helper flex track and can run both scale and high rail equipment.



The layout has a “ceramic” city, including church, school, farm and residences made by Noma International.



Two other industries no longer served by rail are the postal mail delivery depot and a local logging and pulpwood siding. The depot is American Flyer, modified with a trip link for visiting children to drop off and pick up the mail bags. One needs a full-time volunteer to staff this area because it is so popular with the children. Part of the module has a photo of post office

employees in action with the mail bag drop. The logging yard consists of a siding occupied by two Smoky Mountain Model Works pulpwood cars. Smoky Mountain Models is located in nearby Asheville, NC. The office building is a BTS kit.



The cow near the tracks is American Flyer and was manufactured in 1958. It has held up well for a 64-year-old toy since it is constantly being activated by the children. The cattle loads (dark red) are original Flyer and the lighter colored one on the left is a Lionel product.



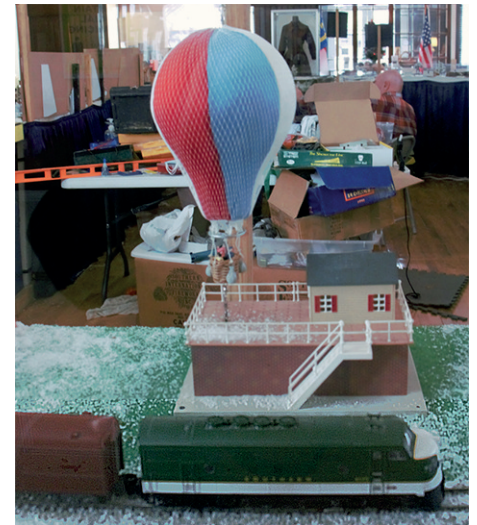
This corner module is modeled after a photograph taken by famed Southern Railroad historian and photographer, Shelby Lowe. The picture was taken outside of Austell, GA and highlights the red clay for which Georgia is known. Bill happened to have a Southern A-B-B-A set to replicate the picture.



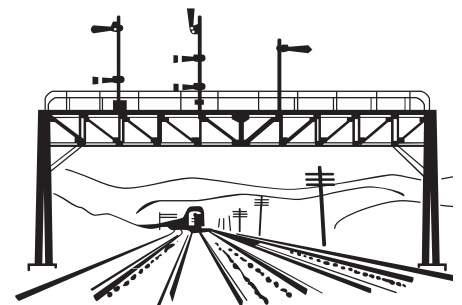
The model of downtown is a mixture of Plasticville, scratch-built and store-bought buildings. The buildings and vehicles are not to scale, but the children don’t seem to care, they just want to see the trains run.



One interactive device making a return for this year is the hot-air balloons. As a child pushes the button, one balloon rises and the second balloon descends. The accessory is manufactured by Lionel and is part of their “Historic Layout Series.”



The layout is a mixture of scale and not-to-scale, but the idea is to entertain visiting children. The museum knows this has been accomplished because so many people tell them how this annual layout has led them to begin modeling trains. A part of the Kings Mountain Historical Museum’s mission is to help educate local residents about the town’s past, and in the process of doing so, it has exposed hundreds of children and their parents to the world of model railroading.



The S Scale Workshop Visits Lindsay, Ontario

By Jim Martin / Photos by author



Left to right: Simon Parent, Jeff English, Paul Raham, Jamie Bothwell, John Johnston, Jim Martin, Andy Malette.

Following a winter's hibernation, the S Scale Workshop dusted off its traveling layout modules for an early April appearance at the Lindsay model show. It was one of those infrequent opportunities for most of us to get together.

Centrally located in the province of Ontario, Lindsay is more or less in the center for the S Scale Workshop and its far flung members. Those travelling the furthest were Jamie Bothwell from Bethlehem, PA; Jeff English from Troy, NY; and Simon Parent from Montreal.



John Johnston's grandson, Decker staffing our promotional table.



Jamie Bothwell's low trestle and wide river are nicely proportioned.



On the show floor, the S Scale Workshop setup in its entirety.

The Ontario contingent consisted of Andy Malette, John Johnston, Paul Raham, and yours truly.

Simon's beautifully constructed loops allowed continuous running and some long trains. The show was a chance for Jeff and Jamie to connect with their Canadian friends and to run their new modules.

Our promotional table included past awards and articles, a handout about ourselves, and of course NASG

promotional materials. Many of the showgoers were no doubt seeing scale S for the first time.

Hopefully our display made scale modeling in 1:64 seem achievable to those who stopped for a look and a chat. Perhaps, because a lot of folks walked away with a copy of the NASG pamphlet on scale modeling in S.



Jeff English's new module is a prototypically proportioned highway underpass.



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Out Along The Line

photos by



NASG members



Mike Marmer

This photo of an AF Hudson was taken on Mike's AF layout by Kalmbach Publishing as part of a photo shoot for a Classic Toy Trains article. Mike uses Classic Trains code 172 track. Photo enhancements by Brooks Stover.



Steve Kutash

Steve built this NH EP3 electric by placing a 3D printed shell by Doug Miller on a cut down American Models GG1 chassis. Steve modified the shell by adding porch railings, 3D printed Pyle light housings, roof piping and AM pantographs. The paint is Tru-Color NH 401.

Steve Kutash photo.

[We Want Your Photos!](#)

Send photos and caption, to Brian Jackson at: central_vp@nasg.org

Classifieds

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

FOR SALE: I am retiring from the hobby at age 83. A 50-year accumulation of S scale equipment is available. Items include engines, freight cars, passenger cars, structures, scenery details, DCC system, wireless DC system, etc. Lots of NYC steam. There is no prepared list and no pre-established prices. Tell me exactly what you seriously want, and I will send photos with description if I have it. While unorthodox, this procedure has already worked well for quite a few folks. No one has complained about the price of anything since you get to specify what you want to pay. If we agree, the item is yours. Email communication works best for me.
Ed Loizeaux Loizeaux@SBCGlobal.net (1)

FOR SALE: S Gaugian magazine collection, Jan/Feb 1995 to Nov/Dec 2019, P-10, free to NASG member, must pick-up or pay shipping; Classic Toy Trains magazine collection, April 1990 to present, P-10, free to NASG member, must pick-up or pay shipping; American Flyer M2984 1952 Instruction booklet, P-7, \$3, free shipping; American Flyer by Lionel 48269 ATSF Grand Canyon reefer, factory-sealed box, C-10, \$50 + shipping; American Flyer by Lionel 48359 Happy Holidays boxcar, C-10, \$25 + shipping; AF 969 rocket launcher, C-7 (no rocket) \$9; AF 938 caboose, C-6, \$4; AF 630 caboose, C-5, \$3; Racing Champions 1/64 6 die-cast cars, C-10, OB, \$18 + shipping.
Email: jshirey1@comcast.net; **916 429-2764**, 9:00 am – 5:00 pm PST. (2)

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. (2)

WANTED: SHS/MTH/Scale Trains 50-ton and 70-ton friction bearing freight car trucks; and, SHS/MTH/Scale Trains 50-ton and 70-ton roller bearing freight car trucks. Scale wheel flanges or hi-rail wheel flanges. State brand, wheel flange type, condition, and desired price at first contact. Thomas Patterson
Email: tpatterson31@wi.rr.com (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. (3)

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 (3)

WANTED: American Models NYC 20th Century Limited locomotive and tender with DC power and scale wheels. **Email:** james.sweeney3@comcast.net (3)

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. (2)

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 (2)

WANTED: AF/L 48155 DRG PA AA NIB. AF/L 48147 SF PA AA NIB. **Rich Colby 530-265-6527** (2)

WANTED: River Raisin 2-8-4 Boston & Albany engine, painted with a green boiler in the box, in good condition. 'S' scale w/scale wheels. **Richard Haley bigsticks68@gmail.com** (1)

FOR SALE: AF 6-5520 : #372 Union Pacific Engine, 924 Cement Car, 911 Pipi Car, 977 Action- lighted Caboose, 915 Unloading Car, Lionel Steam 2035 with 602w tender, 6456red hopper, 6465 tank, 6527 caboose, 6462 gondola, and 3472 milk car operating
Bob Hartzell Cell 610-570-7121 1960 Linden Lane Whitehall Pa 18052 (1)



In Memoriam

Ronald J. Morreale
Donald L. Richards
Robert C. Roule
David L. Stratmann
Walter J. Trancygier

Waltham, MA
Uniontown, OH
Durham, NC
St. Louis, MO
Saline, MI

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

Calendar of Events

Contributing Members As Of
April 30, 2024

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.

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

Saturday, November 23rd, 2024
Hendricks County Fairgrounds
1900 E Main St
Danville, IN 46122
The Indiana S Scalpers 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 evening of Friday, November 22nd occurring immediately after Friday setup. Vendor registrations should be directed to the Central Indiana Division (CID) Show Manager, Dave Mashino: danvilletrainshow@gmail.com

Flyer Fest West 2024

Aug 10, 2024
Basque Cultural Center
599 Railroad Ave., South San Francisco, CA 94080
Admission \$10 – Family Admission \$15
Tables \$20 by July 15th, \$25 thereafter
Trading Hall open from 10 am to 3 pm
Banquet \$55 – Choice of Filet Mignon or Salmon
To register and reserve tables go to ggaafc.org



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March 1, 2024 to April 30, 2024

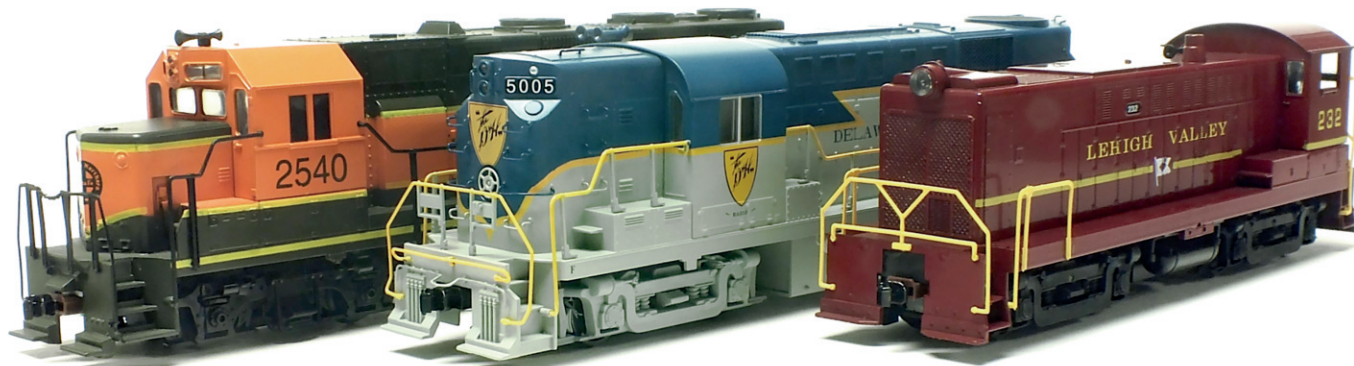
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Bill Carr	Macon, GA
Robert C. Carruth	Allison Park, PA
Earle E. Cate	Vail, AZ
Stephen A. D'Addio	Plantsville, CT
Robert A. Haladyna	Sharon, MA
Hewitt E. Hurst	Shelbyville, KY
Martin A. Johnson	Hartland, MN
Martin Lukatch	Hazleton, PA
Ted Maciag	Shepherdstown, WV
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Matt Snyder	Sr. Louis, MO
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