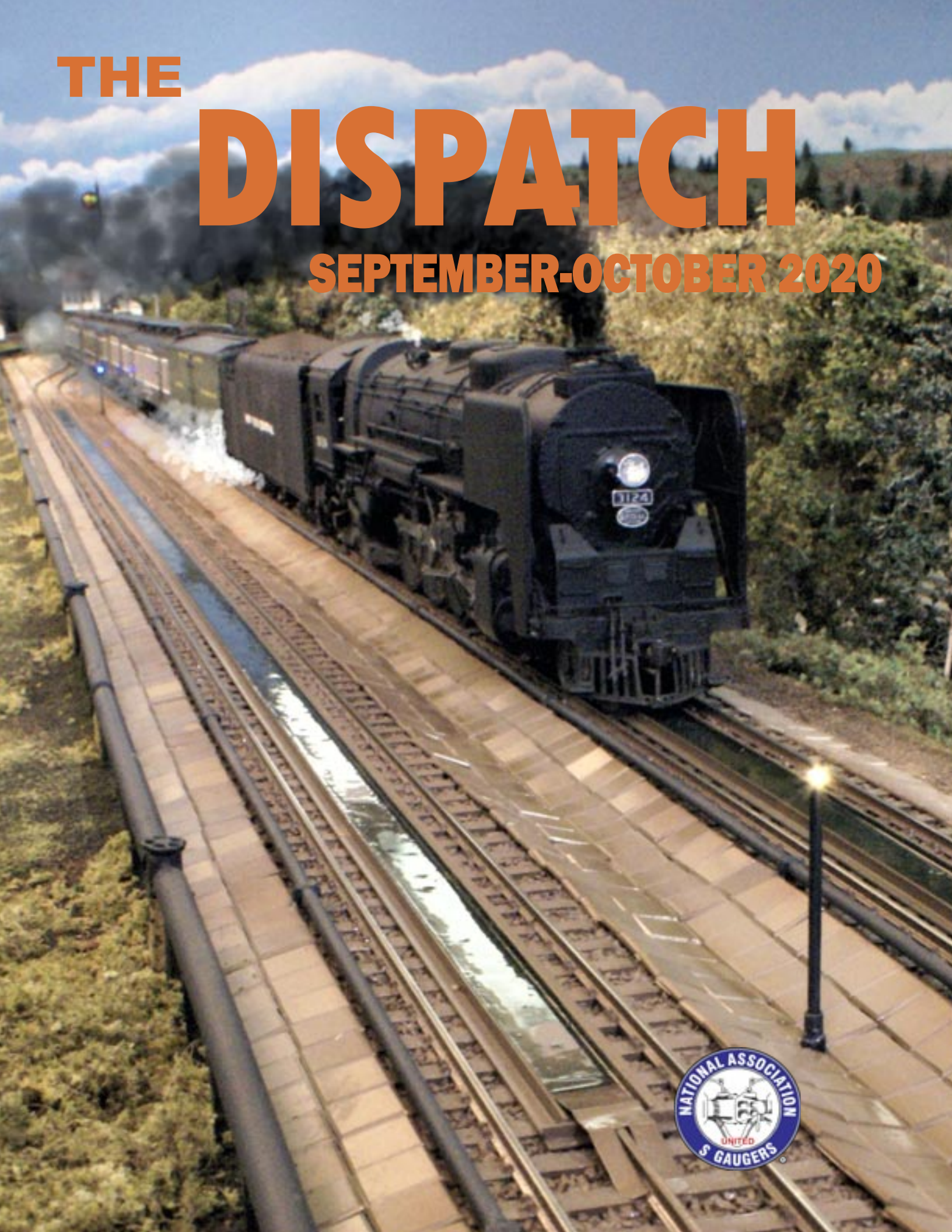


THE

DISPATCH

SEPTEMBER-OCTOBER 2020



CLUB CARS FOR SALE

ANY MEMBER CLUB with special edition cars from conventions or fests can advertise them here for no charge. Send a hi-res jpeg photo and information to dispatch@nasg.org

North Florida Div. of Atlantic Coast S Gaugers is offering Lionel AF boxcar in Florida's colors to support North Florida A.C.S.G. \$100 SH included or \$80 @ a train show. Check to Larry Shughart, 5216 Lourcey Road, Jacksonville, FL 32257



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includes domestic shipping. Since 1981 NASG has contracted with Lionel to produce a limited-run car so a caboose represents the end of the line. **NOT PART OF SALE**



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Please include the following in your correspondence:

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All prices include shipping to addresses in the United States. Canadian orders please add \$10. To ship outside the continental US or for any other question contact Dave Blum at pikesvillemodels@yahoo.com

TO SHOP ONLINE Go to www.nasg.org/Store/AFCars.php for the AF cars or www.nasg.org/Store/ConvCars.php for Convention Cars and click on the **Add to Cart** button for the item(s) that you want to buy and follow the instructions.

The Dispatch Manifest

Volume 44, Number 5
September-October 2020

COVER is the New York Central's Mohawk-plowered Wolverine passing through a track pan on its way to New York City on Ed Loizeaux's layout. Photo and digitally-created smoke and water spray by Mike Kotowski.

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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:

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P.O. Box 268, Middlebury, CT 06762
e-mail: nasgmem@comcast.net

ADDRESS CHANGES

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

DEADLINES for time sensitive articles and advertising are **January 1st** for the March issue, **March 1st** for the May issue, **May 1st** for the July issue, **July 1st** for the September issue, **September 1st** for the November issue and **November 1st** for the January issue.

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President's Message

Will Holt, NASG President

NOT TO WORRY

Most N A S G members, if not all, have heard that Mike Wolfe, owner and founder of M T H Electric Trains, is retiring after 40 years. Prior to MTH he spent about a decade in the model railroading industry. Congratulations Mike. We wish you well on your retirement. Thank you for your contributions.

The company is entertaining any interest in the purchase of it, in whole or by categories. With its sizable assets in tooling, manufacturing capability, intellectual property, business properties, etc. a sale could be likely.

If there is no sale, is there cause for wringing of hands, gnashing of teeth and bemoaning this as a devastating blow to our scale? **Absolutely NOT!** S, 1:64 model railroading survived much, much worse. When the A. C. Gilbert Company was liquidated in a 1960's bankruptcy, its American Flyer Trains were the largest supplier to S, albeit Hi-Rail only. Nord, Super Scale, Kinsman and others had gone away. Enhorning, Miller Engineering, and Rex among others, and cottage industry suppliers remained. Others came and went during the 70's. S survived!

American Flyer by Lionel, American Models and S Scale America are providing S extensive lines of 1:64 products. Many, many other smaller, but significant, manufacturers also remain. All our present day suppliers give us much to celebrate. Even if MTH disappears, S has all it needs to continue, to grow even more. (Remember, *The Manufacturer and Product Directory* that you received as a benefit of your membership lists close to 200 companies with products for S, 1:64 model railroading.)

We hope that MTH will be sold and encourage any party that would purchase assets from MTH to be sure to include the S gauge line.

HAVE YOU RECRUITED ANYONE TO S

Have you recruited anyone into S, 1:64 model railroading? It is *still* very important to bring two new individuals or families into S each and every year. *All* of us share that responsibility.

And as you read this there is still time to come to Indianapolis for the O Scale/S Scale Midwest Show. This has become a very significant event for S, 1:64 model railroading. And since it is now the first S meet 2020, it is a great opportunity to S model railroaders to get together and share our hobby.

Last year, the show hosted many vendors with S. There were also S layouts present. This year promises to have even more to enjoy. Go to for full details. Stop by the N A S G table and say hello when you are there.



New Orders

Richard Caugherty, Editor

THIS AND THAT MUSINGS

I know that some of you have complained about not getting the magazine on time, but you need to remember that COVID-19 has managed to put every aspect of our lives in disarray. Any company (even giant Amazon) I order from now has a disclaimer that my order may be delayed in arriving. If things were normal, I would be complaining, too. My last issue arrived at least a week late. All you need to remember when something doesn't go quite right that these are not normal times.

For those of you who like to point out mistakes, beware that I see them, too. It is not done on purpose to test your proof reading skills, but are simply mistakes. No one is perfect, at least I haven't met him/her. Let me know if you do. After two is sued, I still haven't figured out the best way to work on the

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magazine. I have, though, come to the conclusion that it is a full-time job. You no sooner send the final version off to the printers and it time to start all over again. I try to give the printer at least a month to work with getting it out so that it can be mailed on time. As for myself it takes at least a month to put it together. Just because you are retired, you do not have all the time in the world. I used to tease my Dad when he would complain about that issue. Now I know what he meant.

Thanks to all those who have offered to help proof-read for me. Just as soon as I figure out how we can accomplish that I will try to start sending you articles and pages to read.

Finally, thank you to all those who have contributed articles and photos. For those who are still hanging on the fence deciding to maybe write something. Hop off and get started. I have about run out of articles for use in November-December. So if you would please invest some time, I would appreciate it.

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Member Dues

As of April 1, 2016, the yearly member dues are as follows:

\$18⁰⁰ One-time 6-month Trial Membership

\$30⁰⁰ Regular

\$50⁰⁰ Contributing

\$40⁰⁰ Family

\$50⁰⁰ Club, Business, etc.

You can now **renew your membership online**. Go to the web site **www.nasg.org** and click on **Membership**. Click on **renew online**. Enter your name and member number and follow the instructions. Have your credit card ready. You can still renew your membership by sending a check or money order by mail, payable to NASG, to:

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

NEW MEMBERS

NASG New Members May 1, 2020 to June 30, 2020

Welcome

Paul Baker.....Northborough, Massachusetts
Julie Davis.....Hanover, Minnesota
James C. Eichner.....Whitehall, Pennsylvania
George J. Fry.....Augusta, Georgia
Paul Garast.....Arlington, Virginia
Charles W. Hammond.....Boba Raton, Florida
James C. Hensley.....Culpepper, Virginia

David G. Hobson..Forestdale, Massachusetts
Rick Koch.....Bangor, Pennsylvania
Harvey Marks.....Metbuen, Massachusetts
Maurer, Richard H.....Auburn, Alabama
McCammon, Reed.....Ann Arbor, Michigan
Pieter Roos.....Willimantic, Connecticut
Bruce K. Weidner.....Columbus, Ohio

Deceased Members

Donald Beem.....Silver City, New Mexico
Tim Benner.....Jackson, Michigan

C. Lee McCarty.....Broadview Heights, Ohio
Harold Minkwitz.....Dover, Delaware
Richard Schroeder.....Monkton, Maryland

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NASG on FACEBOOK

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

Letters to The Dispatch

Hesitancy to enter into modern intermodal modeling

I was pleased to see Randall Griggs' article on making ISO containers from paper in the May-Jun issue of the Dispatch. I know it is a minority opinion, but I do not feel the future of S scale railroading lies in the past. Modern/contemporary with a focus on intermodal has been my interest for a long time.

I wonder if some of the hesitancy to get into modern intermodal modelling can be attributed simply to a lack of familiarity and lack of sources for the cars and related equipment. Randall's article and the printable images he has had placed in the NASG website should go a long way toward alleviating that excuse.

I think it would be nice from time to time to see an article or column in the Dispatch covering some phase of intermodal and how it can be

achieved in S. Let us see if we can start a movement to get S the reputation as the forward-looking scale, not the horse & buggy scale.

Let me throw out an idea right here. How about other cars beside the double-stack car to carry containers. We will start with the 60-foot TTX flatcar, a kit for which can be had from Pre-Size Model Specialties. It requires a little modification and it neatly carries three 20-foot containers, or a 20 and a 40. The wood deck should be omitted, pedestals for the containers can be fabricated, and a ratchet needs to be obtained to replace the brake wheel. (The ratchet is being worked on right now.)

Tom Hawley, Lansing, MI

Suggestion offered to *The Dispatch*

I would like to share a tip I found helpful when printing link addresses. It simplifies them and makes them easier for readers to understand.

On page 20 of the most recent *Dispatch*, there is a link to Amazon for bottles of Resin found on Amazon. As printed, the link reads: SYRW34/ref=ppx_yo_dt_b_asin_title_o03_s01?ie=UTF8&ppsc=1.

Note the hyperlink is only part of the printed link address - and if clicked, it fails. Copying all the link text and pasting it into a browser does work. I find this occurs when a link extends past one line of text. I also must go back and correct the hyperlink, so it matches the text that is printed. (I make this same error often myself, so do not feel bad!)

There are two things that can help. Use public URL shorteners (like [or](#) [TinyURL](#)), or do some shortening yourself. With Amazon links, that is easy. Amazon creates an ASIN number for each product which can be used as a shortcut link address. For instance, take the sample link above. It can be

shortened to just

The ASIN ID is the 10-char alphanumeric string in any Amazon link. If you use a core link of [and](#) add the <ASIN ID#>, it will work correctly. The 'smile' part of the address is only to allow certain donations from Amazon to charities, and anything else in the link allows Amazon to create a track record of your browsing from product to product, it's not needed to find a specific product.

I also recommend that if you post a hyperlink, you underline it - which is the formal way of indicating a live link. My word processor does this automatically, and makes the text blue as well, just like you would expect to see on a web page.

Congratulations on your first 'solo' issue, it was well done. I think I like the extra space between lines, it makes reading with my aging eyes a lot easier. I look forward to seeing your future efforts. Michael McConnell
South Jersey S Gaugers

Caboose becomes employee owned public benefit corporation, Chris Palomarez named new GM

LAKEWOOD, CO July 2—Now, more than ever, we are called to true community, one that works for all its participants. Cultivating community has always been central to our purpose at Caboose, where we have been sharing our passion for trains since 1938. We are therefore proud to announce, effective June 1, 2020 that Caboose is now a 100% employee-owned public benefit corporation.

Public benefit corporations are chartered around a larger, overarching purpose to balance stakeholder interests and make a difference in the world. The public benefit purposes, as stated in our corporate charter are "to serve the worldwide community of train enthusi-

asts in the enjoyment of our shared passion for trains; to empower our employees through majority employee ownership; and to do so in a manner that creates a material positive impact on society and the environment, taken as a whole.

"To that end, we are pleased to announce that Chris Palomarez, former brand manager at Athearn Trains, has joined the Caboose team as its general manager, also effective June 1, 2020.

"Ever since we purchased the iconic train store Caboose Hobbies in 2016, it has been our purpose to be a beneficial presence in our local and worldwide communities, and to make a profound

positive difference through employee ownership," said Caboose PBC President and CEO Kevin Ruble.

"Immediately after we closed our store location in mid-March in response to the COVID-19 pandemic, we set the intention of re-launching even greater than before, with fresh inventory, a new enterprise resource program ("ERP"), and new e-commerce presence to provide our valued customers the world-class experience they so clearly deserve. We are pleased to have Chris join our team at this momentous point in Caboose's rich 82-year history and look forward to his playing a critical role in this re-launch and future success."



Down by the Depot

by Carl Rudolph

Sacramento Valley American FlyerClub

The coronavirus pandemic is continuing and strengthening in most of the country as this column is being written – so of course truly little is happening in the way of meetings or events. The attempts at reopening the economy has had adverse effects in large parts of the country including here in California. But “where there’s a will there’s a way” is a true adage here and many clubs are having online virtual meetings. While this is not as good as face-to-face it is certainly better than no communication at all. Here is the news that clubs have sent in this time around:

We heard from the **Pioneer Valley Model Railroad Club** for the first time in quite a while. Correspondent Steve Allen has had health issues which have disrupted the newsletter publication, so it is good to hear from them again. At the beginning of the pandemic, the club simply did not meet but since then they have successfully held a virtual meeting and plan for more. Members are bringing their show-and-tell items to the camera for others to see and several members are finally getting some of the kits built that have been stored away for a decade!

Also, for the first time in months, we heard from the **Connecticut S Gaugers**. They have also been using Zoom to hold virtual meetings, noting that several members have attended this way that the club leaders have never met face-to-face, so this feature is a definite plus. The virtual meetings have been very well attended, and this club too is using the stay-at-home time to get back-burner projects finished.

The **South Jersey S-Gaugers** have not met at all since the pandemic began but the newsletter is still full of links to online train videos, how-to and history articles, and photos from past events. One of the last events in which the club participated was a day at the National Toy Train Museum in Strasburg, PA doing repairs and restorations to the S gauge display – see the photo nearby. One of these days we will get to do things like this again!

The **Baltimore Area American Flyer Club** voted to postpone their annual summer outing at Leakin Park and have postponed all other meetings. **Monte Hepe** filled out the newsletter with a nice article and photos showing his latest projects.

The **North Penn S Gaugers** have met recently and, like everybody else, not much is going on. One item of interest that is being discussed is the idea of a club permanent layout. They do not have one now but apparently there is space available at the community clubhouse so it would be great to have a layout, especially for members that do not have their own home layout. We will encourage this project!

The **Cuyahoga S Gauge Association** (Cleveland area) are pretty much on hold too but are communicating with each other, making plans for when activities can resume. The newsletters have had interesting articles regarding steam locomotives made during the last decade of production and some of the interesting variants made in the 1890s that failed.

The **Miami Valley S Gaugers** have also begun holding virtual meetings via Zoom. In the meantime, several members have submitted photos and a few words about cool projects they are doing while staying at home: **Alan Smith** working on a snowplow mounted on a gondola (which now weighs a *pound* and won’t derail); **Jay Reese** discovering some track and trestles in a box so created a floor layout in the living room, and turning his Christmas tree into a 4th of July tree with red, white, and blue; **Mike Mitter** detailing a farm scene on his

layout; and **Chris Burger** added lights, silhouettes and new wheels to some heavyweight passenger cars. There is also a series of fine articles about how to add a simple circuit to any illuminated car to eliminate the “winking and blinking”. The club is doing the most it can given the situation.

The **Chicagoland Association of S Gaugers** have had the new club trailer on a couple of outings so have found a few improvements to make for better utilization. Now that the trailer is nearly finished, attention is returning to the layout which is to receive a new entry module with lift bridge, an additional staging module and four new corner modules.

Up in the Minneapolis-St. Paul area, the **Pines and Prairies S Scale Workshop** have been having weekly Zoom meetings, showing off their individual progress to each other. **Ken Zieska** says that the meetings generally last a couple of hours.

The Dallas-area **Lone Star Flyers S Gaugers** club sent in the following: “The Lone Star Flyers which features almost entirely Gilbert S Scale trains and accessories on our 60-foot layout has been unable to meet since early March due to the Covid 19 pandemic. Our President, **Bill Clark**, has been keeping us virtually updated on news and members as much as possible.

Unfortunately, the North Texas Council of Railroad Clubs decided to cancel the Fall Show in Plano’s Center due to high risks associated with the virus. It was decided it was too high a risk to club members, vendors and the public as North Texas counties are experiencing an uptick in positive cases.

See Depot on page 8



Before the pandemic: S-Gauge club members work on the 'S' display in the TCA museum at the start of the 2020 season. Seen (L-R) are Michael Ramsey from the North Penn S-Gaugers, and Ken Palmer, Hank Worrell and Tom Burns from the SJSG, all making the train wheels round again.

Committee updates, changes

You are all aware of the recent change in the editor's position for *The Dispatch*. Richard would like to have some help with the magazine including an associate editor plus one or two more individuals. If you have talents for publishing, contact Richard.

Also, we will have more and more space available to articles on construction, prototype railroading and other subjects. Do you have a story to tell or project to share, get it written up and send it into the editor?

Another change has come about with the Contest Committee. Dick Karnes had

asked to step aside. In his place Charlie Leonard has agreed to be the chair of the Contest Committee.

Jim Whipple will serve as a committee member and they would like at least one more member for the committee.

James McAuliffe has agreed to become chairman of The Promotions Committee, replacing Greg Klein. Greg has been the chairman of the committee for about ten years. He asked to step aside as chair.

He will remain on the committee with responsibility for the banner program and the literature program. James' role will be

primarily as the administrator of the committee but will continue in his active involvement with the N A S G's presence at the farm toy shows in Dyersville, Iowa. Other current committee members will continue with their roles. The committee does need some additional members of our association to step forward for some new activities that are planned but cannot proceed without more help.

We owe a "Thank you" to both Dick and Greg for their time in service of the N A S G.

And more things to come.

Stay tuned.

ARTICLE IV - REGIONAL ORGANIZATION

(ADOPTED: February, 15, 2020 - EFFECTIVE July 1, 2020)

I There shall be three NASG regions as follows:

- A Eastern/North Eastern Region (Membership Number Designation E) - The States of Delaware, Connecticut, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, The District of Columbia - The Provinces of New Brunswick, Newfoundland and Labrador, Nova Scotia, Ontario, Prince Edward Island, Quebec - Continental Europe - Continental Africa
- B Central/South Eastern Region (Membership Number Designation C) - The States of Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, and Wisconsin - The Province of Nunavut
- C Western Region (Membership Number Designation W) - The States of Alaska, Arizona, California, Colorado, Hawaii, Idaho, Kansas, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wyoming - The Provinces of Alberta, British Columbia, Manitoba, Northwest Territories, Saskatchewan, Yukon - Mexico Central America - South America - Continental Asia - Continental Australia - New Zealand - Pacific Rim and Pacific Island Nations.

Depot continued from page 9

Hopefully, we will be able to have the Winter Show in mid-January 2021.

The club team assigned to rebuilding the downtown section of our layout has continued its work as much as possible in small groups at the clubhouse. They are striving to have it all ready, along with the new roundhouse and turntable, as discussed [previously]. The area will feature a moving sidewalk and moving vehicles. New buildings, highlighted by the sparkling new station for the Monorail, a hit with kids of all ages at our shows! Recently the club elected a new member of the executive committee, **Steve Curry**."

In Boise, Idaho, the **Rocky Mountain Hi-Railers** are still awaiting the time of meeting again just like everybody else. One newsletter has a great article from **Gary Mercer** about creating operating scale traffic signals for layout roadways that are completely realistic in operation - **John Eichmann** witnessed the fine operation but said all the cars had dead engines regardless of the signals and there was much horn blowing and gesticulation from cars in the rear! Also, an article about the formation of the club since their 25th anniversary is this summer. The next newsletter had another great article from Gary about illuminating rooms in buildings with random on/off lighting realism. And **Glenn Hadden** contributed an article about rolling stock and structures he has created using 3D printing.

In the San Francisco Bay area, the **Golden Gate American Flyer Club** has held more Zoom meetings. They are still planning on holding Flyer Fest West 2020 this coming Fall, but it looks like the planned commemorative car will be cancelled since the order was to be placed with MTH. More news as we get it.

It is clear from reading the emails and the newsletters that everyone is very tired of the pandemic, but it does not appear to be going away any time soon. Meanwhile, as you probably have heard and read elsewhere, MTH is closing because Mike Wolf has decided to retire. We all hope that someone steps in to continue the product line. In the meantime, stay healthy and sane! Keep trackin'!

Email: clubcar11@comcast.net
or Carl Rudolph, 19400 Superior Drive, Twain Harte, CA 95383

New layouts, how-to sections created keeping us motivated

Peter Vanvliet, Webmaster

I have recently created the new "Layouts" and "How-to" sections of the web site.

The "Layouts" section is intended to cover all S-related layouts publicly documented (past and current) via magazine articles, web sites, online photo albums, and/or contributions sent to me by the layout's owner. A lot of this content used to be on the site in various locations. I have consolidated and completed the move of the old content into the new "Layouts" section, and that section is now in "maintenance mode", meaning, I will update it as new information comes my way (I still need to update the magazine articles listings for the layouts, but that will come in

time.

If you have photos and/or information about your layout that you would like to see in that section of the web site, please, by all means send it to me and I will be glad to add it. Updates can be sent to me at any time (now or in the future).

You can also click on the "Layouts" button's "Provide Layout Info" menu option (/Layouts/LayoutOwners.php) to provide me with the info and upload photos (or at least get an idea of what kind of information I am set up to handle).

The purpose of this section is, of course, to keep S-scale modelers motivated, and to help non-S modelers see just what kind of modeling is taking place in S.

I am currently working on migrating previously existing content into the new "How-to" section of the web site. Ad-

ditionally, I have a bunch of new content to add to that section of the site, so I expect this to take me a while to complete.

I mostly work on that on Saturdays and Sundays, with Monday through Friday being used for the routine updates to the rest of the site (yes, I work on the web site nearly every single day).

Once the new "How-to" section is finished and it goes into "maintenance mode", then the whole site will have been updated with all the latest high-level content I wanted to get on there. I then will have a good idea of what design elements I am using on the site, which will then help me with figuring out what it is going to take to make the entire site mobile friendly. The plan is to have one web site that works equally well with regular PCs as well as mobile devices.

Dispatch Obituaries

Lee McCarty, Cuyahoga Valley S Gauger, died June 13

Gentlemen,

I swore I would not write another obit, but yesterday, June 13, after a six-month fight over liver issues, our friend, Lee McCarty passed away.

Lee is survived by his wife Cindy, and a large contingency of family members and friends.

Lee led an interesting life. Having played college football and semi-pro football, Lee was drafted by the Dallas cowboys. Option 1 was to constantly get beat up and sit on the bench behind an all pro player. Lee reasoned out a more favorable option and studied for a PHD in Economics. Lee taught at various levels until retirement.

Lee loved 1) his family, 2) his friends, 3) debating (he was so good at this, many thought he just liked to argue), and 4) model trains. He played/collected S gauge trains all his life and was an active member of both the Cuyahoga Valley S

Gaugers.

Besides being president of the local group for at least 10 years, Lee assisted others with the operation of local model train shows, coordinated several Spring Sprees (when in the Cleveland area), repaired model trains and taught others how to do the repairs.

Lee had been an officer for NASG and earned the lifetime achievement award (Bernie Thomas Award) for his efforts.

Lee, we will miss you and your knowledge. Thank you for everything.

Dave Blum

Richard(Dick) Kloes' Root River Southern now a fallen flag

I am deeply sorry to report that a member of the Badgerland S Gaugers for 45 years, Richard (Dick) Kloes passed away peacefully in his sleep early this morning. He had a valiant fight with cancer and finally wore out.

In all the years that Dick belonged to our club, he was what is called "participating" member. At one time or another he held nearly every officers position in the

Badgerland S Gaugers.

He worked on the club's modular layout, the club's tabletop layout table, ran the club's swap meets, hosted club meetings at his home, had open houses for conventions and was always there to help when needed.

His home train layout was one of the finest in the Midwest and appeared in the February 2003 NASG Dispatch in the "Meet an S Gauger" section. His scratch-built bridges were featured. The diagram did not show the 16-foot yard that was added later.

Dick was not only my friend, but a friend to all that met him. The Root River Southern may be shut down but will long be remembered. S Gauge has lost one of its finest. BSG will miss him.

Ron Schlicht

To place an obituary in The Dispatch email it to dispatch@nasg.org by January first for March-April, March first for May-June, May first for July -August, July first for September-October and September first for November-December issues. Please limit your notice to 250 words or less. A picture may be included plus association with S gauge clubs and surviving family members. The Dispatch reserves the right to edit for length and clarity.

View into the future

What will hobby shops look like?

Jeff Madden

Who might take over the role of the hobby shop in the future, and how does S fit into the picture?

Brick and mortar stores are fewer and fewer. S was never a big player in retail train type hobby shops anyway, but walk-in shops were still handy for modeling supplies.

Obviously, fewer hobby shops mean fewer outlets for model railroad manufacturers and publishers, and, of course, S has always had a hard time in the shops anyway.

We all know about some of the replacements for the walk-in hobby shop such as the internet. Here you have websites and E-Bay. The internet, of course, is the new "mail order." Model railroad

supplies are not perishable, nor do you have to try them on to see if they fit.

In person seasonal swap meets and train shows can also work for manufacturers and dealers in new products as well as being a convenient venue for those selling used items. In person meets are also a great place for "cottage industry" manufacturers to show off their wares without having to deal with store overhead or expensive advertising.

Since being in S this has been a primary source for specific S scale items. Online just is not as much fun to being able to pick up and look at things, test run if needed and check out the competition firsthand. These in person meets seem to be critical for the growth of S. So, the hobby shop of the future might be totally online or possibly online plus dealers traveling nomadically to the various meets and

conventions for in person contact – maybe it already is?

In the Midwest there is a large chain called Menards. They have seasonally gotten into having their own train section filled with O 3-rail tinsplate and some HO items. Most of these include ready to run O and HO structures, O 3-rail track, O-3-rail freight cars and some vehicles. Besides

having actual items in their stores, Menards has taken out large color ads in various model railroad magazines.

This harkens back somewhat to the early days of Lionel, AF, Marx and even some HO when model railroad items were a seasonal features at hardware stores, auto parts stores, tire stores, dime stores and even some discount stores like W.T. Grant, Sears, Montgomery Wards and Woolco.

The hope is that Menard's trend will spur other large home improvement, hardware and craft store chains to do likewise. Menards should put up some display layouts, at least seasonally, to help promote their own products. They are a hardware, tool and lumber retailer, and what items do you need to build a model railroad? There are other chains that might get on this bandwagon, too.

Well, the largest toy train makers now are Lionel with their AF line, American Models and Des Plaines Hobbies and maybe they could make deals with some of the chain stores to carry their products seasonally.

Also, with the Covid-19 thing affecting brick and mortar stores even more, and the various in person meets being cancelled, might the "no overhead basement hobby shop" be revived and they can easily do internet sales.

Whatever the solution will be the hobby shop of the future will be different than the ones we are used to seeing.

DISPATCH ADVERTISING RATES

AD RATES: BLACK & WHITE

Per Insertion:	1time	3 times	6 times
Inside Cover	\$260	\$235	\$210
Full Page	210	195	175
Half Page	110	105	100
Quarter Page	65	60	55
Eighth Page	35	30	25

AD RATES: COLOR

Per Insertion:	1time	3 times	6 times
Full Page	\$380	\$365	\$345
Half Page	280	275	270
Quarter Page	265	255	240
Eighth Page	205	200	195

Ads can be submitted electronically as pdf, jpeg or eps files. NO gif files as they are not suitable for printing on paper. Jpeg files should be 300 dpi or better. Email to Norman Bos at advertising@nasg.org. Black and white ads can be submitted camera ready for a \$5 scanning charge. Mail to Richard Caugherty, Editor NASG Dispatch, 714 Twin Oak Drive, Pittsburgh PA, 15235

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EXTRA BOARD

A periodic column of items appearing in other publications and other news items of interest to S-gaugers

STEAM ENGINE VARIATIONS, How Gilbert decorated its steamers created collectible differences, is the title of four pages of excellent photos of American Flyer steam locomotives decorated in various liveries appearing in the July 2020 issue of *Classic Toy Trains*. It is written and photographed by Eric Hunderback with photos by William Zuback also.

BOB KUCHAR of Lake Forest, Illinois and **BROOKS STOVER** of East Lansing, Michigan each won runner-up prizes in the **MODEL RAILROADER 2020 PHOTO CONTEST**. Their pictures can be seen on page 67 of the July 2020 issue.

NEW LAYOUTS TO VISIT even though you are not traveling much these days but note for future dates when we can. 1. Parkersburg, WV - Mid-Ohio Valley Model Railroad Club. 2. Altoona, PA Alto Model Train Museum Association 3. San Diego

(CA) S Gaugers - Semi-permanent setup and window displays at Grossmont Center (small shopping mall in La Mesa) Larger layout is 18' x 26'. Check the NASG website: under clubs for details. Also, not even on the website there are probably

DO YOU KNOW YOUR RAILROAD TERMINOLOGY

1. BEE HIVE
2. CRUMMY
3. DRINK
4. HOOK
5. RATTLER

ANSWERS: 1. yard office, 2. caboose, 3. take on water for locomotive, 4. a crane, 5. a freight train

some multi-gauge clubs such as the one in Fort Myers, Florida, that have a permanent S setup. Jeff Madden



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Calendar of Events

This page is for the listing of model railroad events, with emphasis given to S-gauge or S-scale. If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to dispatch@nasg.org as soon as possible so that we are able to print it in a timely manner.

DUE TO THE COVID-19 PANDEMIC PLEASE BE AWARE THAT EVENTS LISTED HERE MAY BE CANCELLED OR RESCHEDULED. CHECK THE INDIVIDUAL WEB SITES FOR INFORMATION.

September 5 and 6, 2020 — Austin, Texas

AUSTIN AREA TRAIN SHOW at the Williamson County Expo Center, 5350 Bill Pickett Trail, Taylor, Texas. Saturday, 10 am to 5 pm. Sunday, 10 am to 3 pm. Admission \$7 for both days. Children under 12 free with adult. Vendors, layouts, home tours, concessions, free parking. For more information visit www.austin-trainshow.org

September 9 through 13, 2020 — Van Nuys, California

Los Angeles Division PSR NMRA Convention VAN NUYS LOCAL 2020 at the Airtel Plaza Hotel, 7277 Valjean Ave. (Ask for PSR-NMRA Convention Group Rate! Special Events; Hobo Auction, Vendor room, and Banquet featuring Guest speaker Model Railroad Hobbyist Magazine Publisher, Joe Fugate. Layout Tours. OP's sessions planned on many home layouts, onsite OP's session at Airtel Hotel. Dozens of exciting and captivating clinics, many brand-new topics! All skill levels. Contest Room. Prototype tour — Day trip to nearby Gemco Yard in Van Nuys led by a UP Conductor who will explain working of the yard as the Local Hauler is assembled. Swap Meet Sat. 8-noon. Vendor space available: First 8' table free for registered convention attendees -each additional table \$10. Non-registered vendors \$10 each 8' table. Vendors contact Mike Allee: rmallee@me.com Many activities planned for non-rail participants. Convention web site <https://www.psrconvention.org/VanNuys-Local2020> Questions: Pat Raymer-2020chair@psrconvention.org

September 13, 2020 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the Great Midwest Train Show at the DuPage County Fairgrounds, 2015 Manchester Road.

September 18 through 20, 2020 — Indianapolis, Indiana

O & S SCALE MIDWEST SHOW Enjoy the O & S Scale Midwest Show at the Wyndham Indianapolis West, 2544 Executive Way. This is a 2-rail O-Scale and S-Scale show, but 3-rail O-Scale modelers and collectors are invited to attend. Web sites: www.oscalemidwest.com/ or www.sscalemidwest.com Email: info@oscalemidwest.com

September 18 through 20, 2020 — St. Louis, Missouri

WABASH RAILROAD HISTORICAL SOCIETY Annual Meeting in O'Fallon, Missouri. Non-members are Welcome. Bus tour of St. Louis including ride on ex-Waash line via Metrolink. Bus tour of National Museum of Transportation and ride the Wabash, Frisco and Pacific 1' gauge Railroad. Layout tours, banquet, model contest, show and sale tables available. Formal talks on Wabash subjects. Base charge of \$40 per person plus additional fees for bus trips. Contact Larry VanHouten at 314-225-6206 or wabash700@gmail.com

September 20, 2020 — Greenville, Ohio

ALL TRAINS FLEA MARKET at the Darke County Fairgrounds, 800 S. Sweitzer Street. Info at alltrains@att.net

September 26, 2020 — Painesville, Ohio

OKTOBERFEST AT THE PAINESVILLE DEPOT at The Painesville Railroad Museum, 475 Railroad St. from noon to 10 pm. Enjoy Oktoberfest with authentic German brats and kraut, German potato salad and beer. Hamburgers, hot dogs, pop and water will be available. Enjoy Domestic or German cold beer. Listen and dance to the music of the Ron Likovic and Friends Polka Band from 7 to 10 pm and the Miracle Band in the afternoon. Admission: \$5 adult, \$3 child (3 to 12 years old)

\$12 Family (max 2 adults, 3 children) Watch trains at the historic Painesville Depot. Spend the day visiting the depot and see artifacts of the glory days of railroading. The depot opened in 1893 for the Lake Shore & Michigan Southern Railroad. The station closed in 1971 when passenger service stopped. www.painesvilleraillroadmuseum.org

October 11, 2020 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the Great Midwest Train Show at the DuPage County Fairgrounds, 2015 Manchester Road.

October 15 through 18, 2020 — Charlotte, North Carolina

MER CONVENTION Carolina South Division NMRA, Crowne Plaza, Charlotte Executive Park.

October 17 and 18, 2020 — Crockett, California

Carquinez Model Railroad Society Open House at 645 Loring Avenue. Visit our 3-level 36' x 60' model of the Southern Pacific/Union Pacific railroad as it traverses California from Oakland climbing through the dramatic scenery of the Sierra Nevada mountains to Sparks, Nevada. Open 10 am to 4 pm. Admission \$5, children under 16 free with adult. Visit us on-line at www.cmrstrainclub.org

October 22 through 24, 2020 -York, Pennsylvania

TCA EASTERN DIVISION YORK TRAIN SHOW October 24 and 25, 2020 — Timonium, Maryland

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

November 7 and 8, 2020 — Dayton, Ohio

DAYTON TRAIN SHOW NMRA Division 3 show held at the Montgomery County Fairgrounds, 645 Infirmary Road.

November 15, 2020 — San Mateo, California

FLYER FEST WEST at Par 3 at the Lodge at Poplar Creek, 1700 Coyote Point Drive. 10:30 am to 3 pm. Sponsored by the Golden Gate American Flyer Club. Admission \$6, under 18 free. Free parking. Door prizes. www.ggafc.org

November 12 and 13, 2020 — Crockett, California

Carquinez Model Railroad Society Open House at 645 Loring Avenue. Please visit our 3-level 36' x 60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains to Sparks, Nevada. Open 10 am to 4 pm. Admission \$5, children under 16 free with adult. Visit us on-line at www.cmrstrainclub.org

November 21 and 22, 2020 — Whitby, Ontario, Canada

Pine Ridge Railroaders MODEL TRAIN SHOW at Father Leo J. Austin School, 10 20 Dryden Blvd. Adults \$7, Children under 14, \$3, kids under 5 Free! pineridgerailroaders.ca

November 22, 2020 — East Lansing, Michigan

LANSING MODEL RAILROAD CLUB SHOW & SALE at Michigan State University Pavilion 10 am to 4 pm. Admission \$6, under 12 free. Michigan's largest train show. Layouts, demos and 500+ tables. Free parking. Flyer, table forms and map at www.lmrc.org

Regaining lost time, unpacking his trains, creating a fun layout

Bill Rodgers, Myrtle Beach South Carolina

Shortly after moving to North Myrtle Beach 4 years ago I discovered that there was a model train show being held by the Intra-coastal Model Rail Road Club (IMRRC) in Calabash NC. I went to the show and discovered that the members of the club have all gauges from G to Z. I asked if

anyone ran American Flyer and I was introduced to Monte Heppe.

After talking with Monte, I felt it was time to get my trains out of the boxes that they had been in for over 50 years. I joined the IMRRC and at Monte's advice joined NASG.

With time, effort and assistance from Monte and other members of

the club I had my old trains running again. When I moved into my current home, I had to come up with a design that would fit my office.

With no layout design in mind and with the purpose of using as much of my trains and accessories that I had, I finally chose to make an L shaped layout. Using 2 sheets of plywood I now have a 12x8 foot L

shaped table. You can tell by the pictures that I put in as much as possible.

Now that I am again running my trains, I have added several Illinois Central items to honor of my Father who had been a brakeman on IC.

As noted by other modelers, this is still a work in progress.



Bill Rodgers found his love for his trains again and has hours of pleasure running his S gauge trains in his office layout.



ABOVE: Pictured is an overview of Bill's layout using original American Flyer produced trunk and switches. LEFT: This is a view of the short section of Bill's L-shaped layout table. Reminds you of the old 50's store layouts we drooled over as kids.



Robert Garman sent Steve Monson a photo of the water tank he built using Steve's article in The Dispatch recently.



News from the North

Jim Martin

Brian Walsh story, photos and drawing

Hi Folks. This month I am kicking back and letting a guest contributor do all the work. My good friend Brian Walsh is a regular at any area gatherings that have S scale on display, including my October gathering of S-scalers in Lowbanks, Ontario.

Regarding that, it will not be held this year because of all the Covid question marks still hanging in the air.

But on a happier note, we are making the best of all the involuntary extra time we have had this year. Brian has been making excellent progress with his layout and although there is still lots to do, it is sufficiently completed that we can show it off to you now.

Here's Brian with his story.

Santa Claus delivered a Hornby-Dublo British train set (00) in the early 50s. By my teens it filled out a Ping-Pong table with a mix of European and North American rolling stock and some paper maché scenery. It fell into disuse while I was away at university and my mom gave it all away.

Next came a loop of N scale track in my Toronto apartment. I immersed myself in the hobby press and rarely missed a train show. When my daughter came along, I built a 3-storey house for her Barbie dolls and added a small N-scale layout in the attic.



After having switched the three clean stock cars and the three loaded reefers to the "out" track, 9216 spots the remaining loaded stock cars at the cattle pens.

My wife Joanne hails from St John's, Newfoundland, and on my first visit to that island province I fell in love with the 42-inch gauge Newfoundland Railway. The Railmaster Export G-8 narrow gauge kit in Sn42, and the Pacific Rail shops AAR 40-foot boxcar kits became impetus for modeling the Canadian National interchange traffic on the island. At its peak, with 75% of the track in place I was able to run 22 car trains behind a pair of G8's.

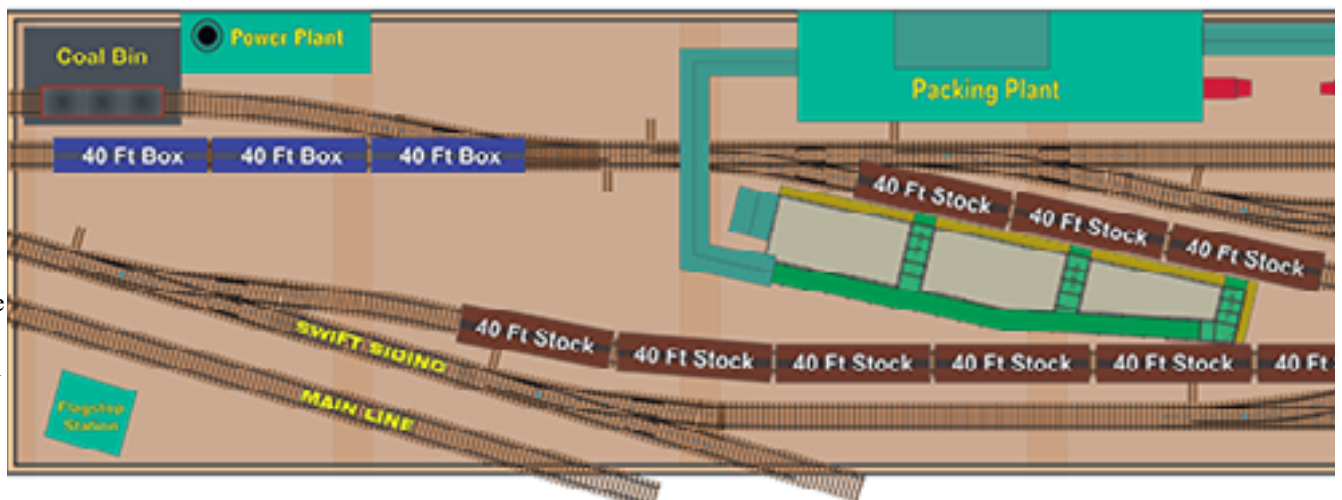
Then Disaster! A layout teardown was required to access some ceiling damage and during this time I decided on a major change in modeling focus.

I had become enamoured with the Chicago Burlington and Quincy Railroad. I had just converted an S Helper Service NW2 to S-Cab battery power and I was anxious to get switching. As I was not getting any younger, I also decided to build a

series of dioramas joined by track. What you see here is a packing plant switching module for the CB&Q, comprised of two 2-ft by 6-ft sections.

The 15 turnouts are constructed using Fast Tracks fixtures and are actuated by Berrett-Hill Touch Toggles to avoid knocking anything over. Nearly every building has been kit bashed, and all 8 structures have a reason for spotting cars next to them. All the buildings are removable for transport. Here is some info on them.

1. The Swift's Packing Plant and Shipping office is made from a Lehigh Valley Continental Canning kit, but I have nearly doubled its size. The large windows are Tichy Train Group. The two buildings are joined by a truss-rodged overhead walkway, an idea I borrowed from the historic Gooderham and Worts distillery in Toronto.





The stock pens and elevated ramp to the processing building are scratchbuilt and make a unique model.

2. The cattle ramp is scratch built. It is unusual in that it had to go over the tracks to the second floor, but I like the over-under aspect of this structure. Under company rules, the switcher is not allowed to operate under the ramp when cattle are on it.

3. The Franklin Ice Company is also a Lehigh Valley kit with some bashing thrown in. I named it after Gustavus Franklin Swift.

4. The cleanout shed is a modified

An overall view of the Franklin Ice Company facilities necessity for any meat packing plant.



Another view of the covered cattle ramp leading to the second floor of the packing house.

Monroe Models B&O pump house with changes to some doors and windows.

5. My boiler house is a Clever Models Turbine House kit built according to instructions. I just wanted to see what I could do with a paper model. I think it looks OK.

6. The Swift flag stop station is a model from Branchline Trains which now looks a little too pris-

There are still lots of details to add including of course, more cattle. So far, I am pleased with its operation and all the skills I have learned in making it all possible. I do enjoy switching and sometimes I can really jam up the tracks with lots of rolling stock. It is all fun, but in the future, I look forward to seeing those sleek CB&Q Zephyrs speeding by on the main. Brian

Thanks Brian. Brian's layout plans are more ambitious than outlined here. He is still a Newfoundland narrow gauge fan and plans to blend both of his prototype interests in the future. That is something we will want to tell you about when it happens.



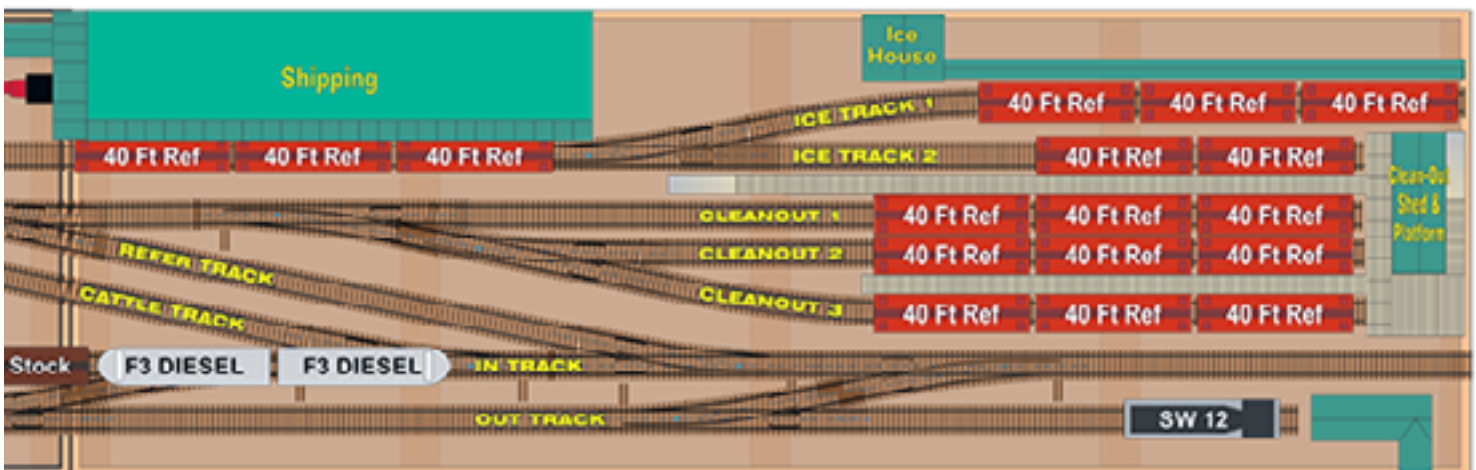
time for a packing plant station. I am sure I will change that.

7. I scratch built the tanks and pump house for the slaughterhouse waste. The tanks are copper tubing with brass piping and the pump house is a small AM models kit.

In the meantime, he has a much more prototypical packing plant complex than most of the miniature operations seen on other layouts.

Till next time, Cheers, eh?

The Dispatch is always interested in publishing your stories and pictures and not being finished is no excuse since a layout is never completed. Looking forward with great interest in members responses.



Everything in model railroading

Ed Loizeaux, Los Altos, California
photos by author unless otherwise noted

My model railroading journey began with a Lionel train around the family Christmas tree. A few years later, the middle third rail became annoying and a change to HO was made. I still remember those fantastic photos of John Allen's layout in the Varney advertisements and decided that was what I wanted when I grew up. Here I am 60+ years later with that childhood dream almost achieved.

S scale caught my attention by way of a small advertisement in MODEL RAILROADER magazine. Some fellow in Allentown, PA was offering an information package about S scale. So, I sent Frank Titman a few bucks and that is when the fun began.

One entire evening was spent writing miniscule checks to pay for catalogs, newsletters, magazine subscriptions, flyers

and so forth. If I was going to check something out, I might as well do a thorough job of it. The next day about 25 envelopes addressed to total strangers were placed in the mailbox.

Somehow, a fellow by the name of Gale Irwin learned I was exploring S scale and invited me to see a club layout in Los Angeles. My good-natured wife and I drove over 90 minutes on a dark rainy night to see S scale operating on a large layout.

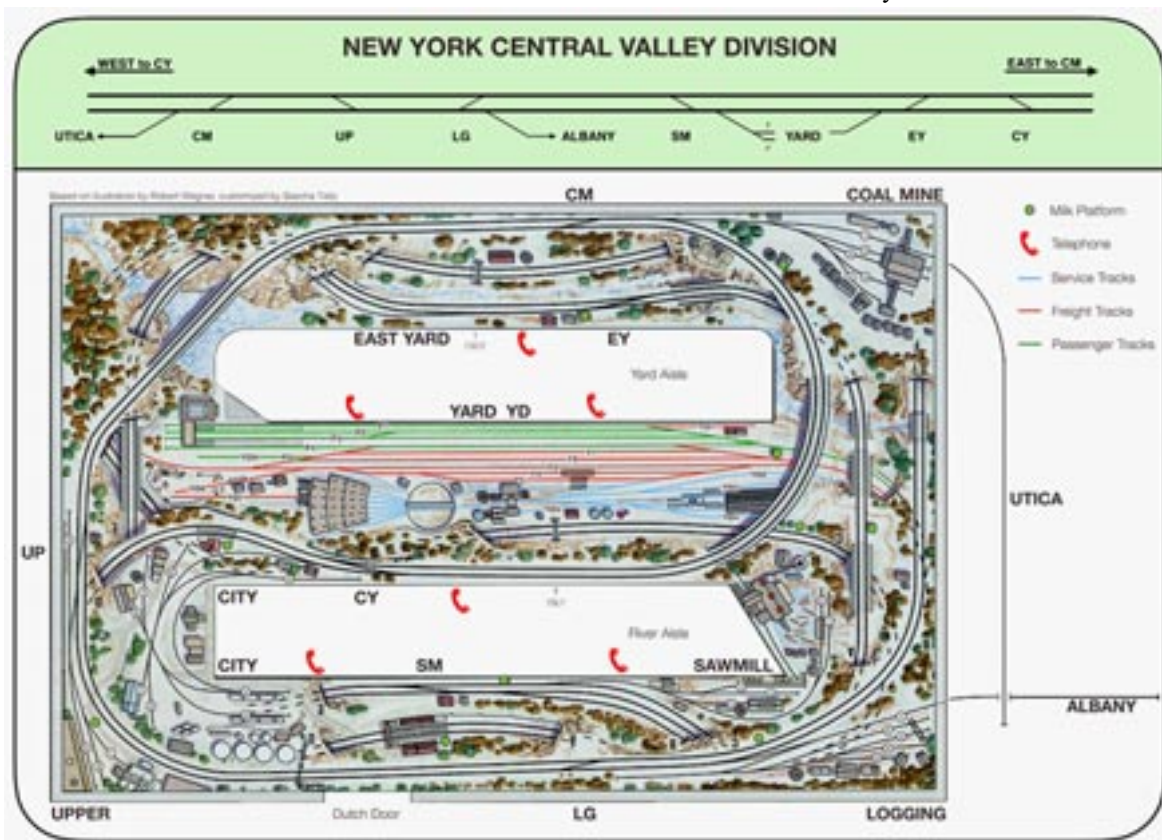
Seems as though Frank told Gale about me and the rest is history. It did not take long to figure out that the S scale community was quite small. Was that a problem? I was not sure but was starting to think about it.

Eventually, a decision had to be made. HO was clearly too small and ran poorly in the early 1960s. Brass wheels rolling on brass rail was not a wonderful experience and I wanted something better – i.e., larger.

O scale was immense and awfully ex-



Ed Loizeaux stands in the yard access of his New York Central layout. The layout is expensive. Scratch that idea for a young fellow just starting out in life.



The layout room is 20' x 30' with a 9' ceiling. Two staging yards, Albany and Utica, are in an adjacent room. Code 100 Shinohara flextrack is used with #8 turnouts on the mainline and #6 in the yard. The minimum radius is 48" all of which is hidden beneath mountains. Visible track radii ranges from 55" to 18". All grades are 1.4% which sort-of resembles the Water Level Route's nearly flat mainline. The double tracked mainline is properly signaled for travel in both directions on both tracks. Entrance to the layout room is via the Dutch door with a duck-under the benchwork.

On3 was very appealing. The perfect size, a reasonable amount of equipment, interesting layouts and so forth. But there were no lightning striped diesels in On3. No Hudsons. Nothing which even resembled the NEW YORK CENTRAL at all. Scratch the On3 idea.

One fellow at work invited me to see his OO layout which was barely larger than HO. While OO was interesting, not many products were available. OO got scratched. What was left?

S scale had it all – NYC diesels and NYC steam. So, I bit the bullet and plunged into a new and different world. My S scale goal from the outset was a large operating layout reflecting the NEW YORK CENTRAL.

I greatly admired John Bortz's huge PRR-themed layout

ing was made by someone else



New York Central Valley Division model layout.

and wanted something similar. That desired result has never changed over the past six decades as I steadily added equipment, track, structures, and scenery. I built some so-called “wood stick” kits which were amazingly like HO kits produced by Ambroid. Remember Ambroid? That orange-colored glue with an addictive aroma which attached everything to anything? I still use it.

Eventually, I met the only other S scale NYC enthusiast on the west coast – Dick Karnes. He was a great inspiration for attempting new things in S scale. Lack of a commercial product never slowed Dick down one bit.

Thanks to the S GAUGE HERALD magazine, I learned about converting American Flyer equipment to operate on scale track. After the AF conversion era ended, along came Ron Bashista with American Models’ injection molded plastic kits. Whoa....!! I was in heaven at long last. Could it get better?

You bet! Tom Marsh of OVERLAND MODELS imported brass locomotives in S scale for the first time ever. Hallelujah....!!!

Then PRS, SHS, SouthWind Models and several other new firms sprung up with new and interesting products. Finally, S scale had it all. Had enough history?

Let us talk about the layout and the major decisions which had to be made. My trusty EAGLE #2 drawing tool and quad rule graph paper were up to the task

of sketching out alternative track plans. John Armstrong’s book TRACK PLANNING FOR REALISTIC OPERATION became my bible and traditional church on Sunday mornings took a back seat. The longest possible mainline soon became my primary goal. This decision led to an around-the-wall track geometry which circled the room three times for a total mainline run of 305 real feet. Industries and sidings would come later along with a yard of some sort.

Design and construction were well under way long before DCC entered the scene. Once DCC became popular, layout design concepts rapidly changed to facilitate sessions which were heralded as the new frontier. I was soon told that my layout was “old fashioned” and a “spaghetti bowl” of track – which it was. But I loved it and would not change a thing.

I soon added DCC and scratched the idea of building a large control panel full of toggle switches, light bulbs, meters, power packs, track diagrams made from tape, etc. Instead, a small black throttle in my hand did the job quite well and is an amazing technical achievement in a small physical package. Thank you to Jim Scorse at NCE.

I soon learned that building a model railroad layout was VERY time consuming. After about eight years, I stood back and assessed where I was compared to where I wanted to be. It was a sobering experience. I then realized there were only two choices: (1) tear it down and build something much smaller, or (2) ask friends for a lot of help. I decided to ask for help and figured if that did not work out, I could always tear it down and start over as a last resort.

Fortunately, many train buddies were happy to assist and I soon became more of a Project Manager than a model railroad layout builder. Projects and tasks which did not require on-site work would soon be farmed out to helpful friends.

Over time, 55+ people have contributed their skills and time to help the layout become a reality. Folks all over America have assembled kits. Local California fellows have done a lot of kit-bashing and some scratch building.

An amazingly skilled craftsman in New Zealand custom built (for a fee) two-electric P-2b motors which are among my favorites. The P-2b project was done in New Zealand after several domestic cus
See Everything on page 30



Don Ledger spent four year building this bridge at his home in Arizona, then bought airline tickets for the bridge and himself and brought it to California for installation. Keith White did all the plaster rock castings. Mike Kotowski (photo credit) poured multiple layers of liquid Gesso down the hillside and let gravity determine its course then teased the Gesso at the bottom to simulate the splashing effect. Note the dam in the left hand corner.

Powell layout finds home in Southwest PA



Sam Powell's layout rests in its new home in the Tri Town Historical Society in Dawson, Pennsylvania, just a few miles from Connellsville the hub of railroads from the past. The layout is massive and impossible to capture all of it in one picture. This is the Rook Yard to the left, the coal mine in the distant center and Castle Shannon on the right. Original layout plan on page 29.

Roger Schneider, Murrysville Pennsylvania, photos by the author

As long-time readers of the *The Dispatch* may recall, a feature article in the September-October 2016 issue told the amazing story of the move of the Sam Powell Penn Creek Valley Railroad from Gaithersburg, Maryland to a small museum in Dawson, Pennsylvania. Dawson is located about one hour southeast of downtown Pittsburgh, in the heart of the region that Sam's layout modeled.

The S-Gauge community lost one of its prominent Scale-S modelers in January 2016, when Sam Powell suffered a fatal heart attack at the age of 70, after moving heavy snow. Sam was a pioneer in Scale-S

since the 1970's and he and his wife, Elaine, edited *The Dispatch* from 1982 to 1985. Sam was a contributing editor to *The Dispatch* from 2006-2013, writing his entertaining and highly informative column entitled "S Tracks."

Sam began working on his third and final layout, the Penn Creek Valley RR, in 2003. His walk-around style basement layout is 16 x 27 feet with a 10 x 10-foot extension. This marvelous layout was featured in the 2015 edition of *Model Railroader Magazine's* "Great Model Railroads" series. Most of the track is hand-laid code 100 with a mainline run of 180 feet!

Although Sam never lived in Pennsylvania, he was fascinated by the region around Pittsburgh, with its hills, rivers, bridges, coal mines and numer-

ous rail connections. His Penn Creek Valley RR would be an imaginary branch line of the Pennsylvania RR, serving industries in the Pittsburgh area. Sam used station names from along the former Pittsburgh & West Virginia Railway route southeast of Pittsburgh on his layout and he operated Western Maryland power. The P&WV connected with the Western Maryland RR in Connellsville, PA using P&LE tracks.

In April of 2016, Sam's niece, Annie Stone, began searching for a suitable home for the layout on behalf of her aunt Elaine. The goal was to find a museum in the area he modeled to which the layout could be donated to become a permanent display. Her internet search of "Pittsburgh" and "Connellsville" led her to contact two museums in the Pitts-

burgh area. The larger of the two, the Carnegie Museum Science Center, has an extensive permanent O Gauge display layout, which becomes the centerpiece of their annual "Locomotion Weekend" around the winter holiday season.

The Pittsburgh S-Gaugers (PSG) have regularly displayed their interactive hi-rail layout for many years at the "Locomotion Weekend." It was natural for the museum exhibits coordinator, Patty Everly, to contact, Roger Schneider, the hi-rail layout coordinator, to make him aware of this possible S-gauge layout connection. If the layout might be donated to the Museum, they would need a lot of help setting it up and maintaining it.

Later that same morning,

Ms. Everly emailed him to inform him that a small museum operated by the Tri-Town Area Historical Society located in Dawson, PA, near Connellsville, had agreed to accept the donation of Sam's layout. She asked if Schneider and the Pittsburgh S-Gaugers might be willing to work with the Powell family and the Dawson Museum, and of course, the answer was a resounding "yes!"

The Penn Creek Valley RR now has a permanent home at the Tri-Town museum, located in the exact area of Southwestern Pennsylvania that Sam had modeled. During the early 1900's, Dawson was the home of coal and coke barons and this thriving, wealthy town had a population of over 900. The Pittsburgh & Connellsville RR Co. erected the first "Dawson Station" in 1855. Eventually this became the B&O RR right of way. On the southern side of the Youghiogheny River, the P&LE provided rail service to local businesses on both sides of the river. CSX freight trains now run regularly through Dawson each day on the former B&O tracks and the former P&LE line across the river is now part of the Great Allegheny Passage bicycle

Rail Trail (North).

Sadly, over the next 110+ years since its founding, Dawson nearly faded from existence with most of its fine mansions and commercial building having been razed or falling into hopeless disrepair. The current population as of July 2018 was only 351. The good news is that several remaining fine old homes have been restored, and the members of the Tri-Town Area Historical Society are extremely active in maintaining the rich heritage of this historic community. The historical society just celebrated its 29th anniversary this past June.

The small museum is housed on the ground floor at the front of an incredibly old former two-story, six-unit apartment building. The two apartments in the rear had been unused for many years. Old



Sam's layout was a puzzzle after it came off the delivery truck presnting quite a nightmare to solve and even with pictures and diagrams, it proved a mystery that needed a lot of research to solve.

apartment walls were removed to create a large open space that could be partitioned to exactly duplicate the size and shape of Sam's basement train room and to provide an adjacent display area. This entire section of the building has been appropriately named the "Sam Powell Annex," in memory and honor of the layout's builder.

Since Mrs. Powell was in the process of preparing her home for sale, the layout had to be disassembled and moved to Dawson by May 21. The carpenter working on the space for the Historical Society and Schneider from the Pittsburgh S-Gaugers were in regular phone and email communication with the Powell family friend, John Forrer, who had been disassembling the layout in the weeks leading up to the move.

Fortunately, Sam had planned the 20-section layout to be moved moderately easily with rail joiners everywhere, electrical connections between sections, legs on one end and horizontal support pieces on the other end. Before disassembly, Forrer took detailed photos of each section of the layout and devised his own system of letters and numbers to identify the struc-

tural components, the layout fascia panels and all the foam scenic sections and backdrop panels. He also prepared detailed drawings of the entire layout configuration.

While his work proceeded, members of the family carefully wrapped and packed each highly detailed building, 20 engines, 25 passenger cars, over 100 freight cars and the components of the Lenz DCC system Sam had used.

Schneider enlisted the aid of two other members of the Pittsburgh S-Gaugers to begin the daunting task of rebuilding Sam's masterpiece: John Carter Brooks and Richard Caugherty (current editor of this publication) The three of them, with periodic assistance from other PSG members, dedicated at least one day a week in Dawson to slowly put the layout back together again. Little did they know they would be making that regular trip to Dawson for another 12 months.

While the hired contractor was busy putting up plaster walls and ceiling, laying a new floor and completing wiring and installing lighting, the PSG trio was plenty busy taking inventory of everything that had come from Sam's basement. Not only had the

See Powell on page 28



Buildings lined every surface after unpacking before the job of placing them began only to find out that Sam often moved them around to fill in when taking a picture for *The Dispatch*. This made the placement job difficult.

Blacksmith shop important to rural areas



Joe Kimber's blacksmith shop on his layout is not too difficult a project and could find a home on your layout. It is a neat building that could be used for many different types of businesses.

How to build the blacksmith shop directions

The local blacksmith shop was an important business in rural communities throughout the country. Even the small towns and villages had at least one. The blacksmith fabricated and repaired a wide array of tools and implements.

Joshua's Blacksmith Shop is a typical building found throughout the Northeast and much of the country and is modeled on a prototype blacksmith shop in New England.

The model building is stone as is the prototype. The walls are 1/16" thick basswood covered with stone building paper. The floor, chimney and forge are also 1/16" thick basswood and covered with brick paper.

I built my "S" gauge blacksmith shop 20 years ago, before the embossed papers were available. I had previously

built an HO version. Today I would use Micro Mark stone sheet #83135 (HO scale) on the walls and brick sheet on the floor and forge, such as that sold by Bill Pyper.

STEP BY STEP DIRECTIONS

1. Begin by laying out the walls and the window and door openings on 1/16" basswood sheet. The back wall has no windows, only a door.

2. Cut out the openings and then the walls. Test fit the windows then cover the walls inside and out with stone paper (cut out the openings as you go).

3. Fabricate the doors from scribed sheet and strip wood. Paint the doors and trim strips. Install the doors and trim before gluing the building to-

gether.

4. Glue the walls together making sure the building is square and let dry overnight.

5. Glue in the ridge beam and let dry.

6. Cut and install the roof joists. The roof can be made from 1/16" thick basswood or styrene and covered with shingle paper or individual shingle strips from Rail Scale Models. I prefer to use 1/16" thick styrene as it does not warp easily.

7. If you plan to light the building, now is the time to install the lights and wiring.

8. Measure and cut the floor before gluing the roof down. Cover the floor with brick paper and add the forge and other details before installing the floor in the building. I left

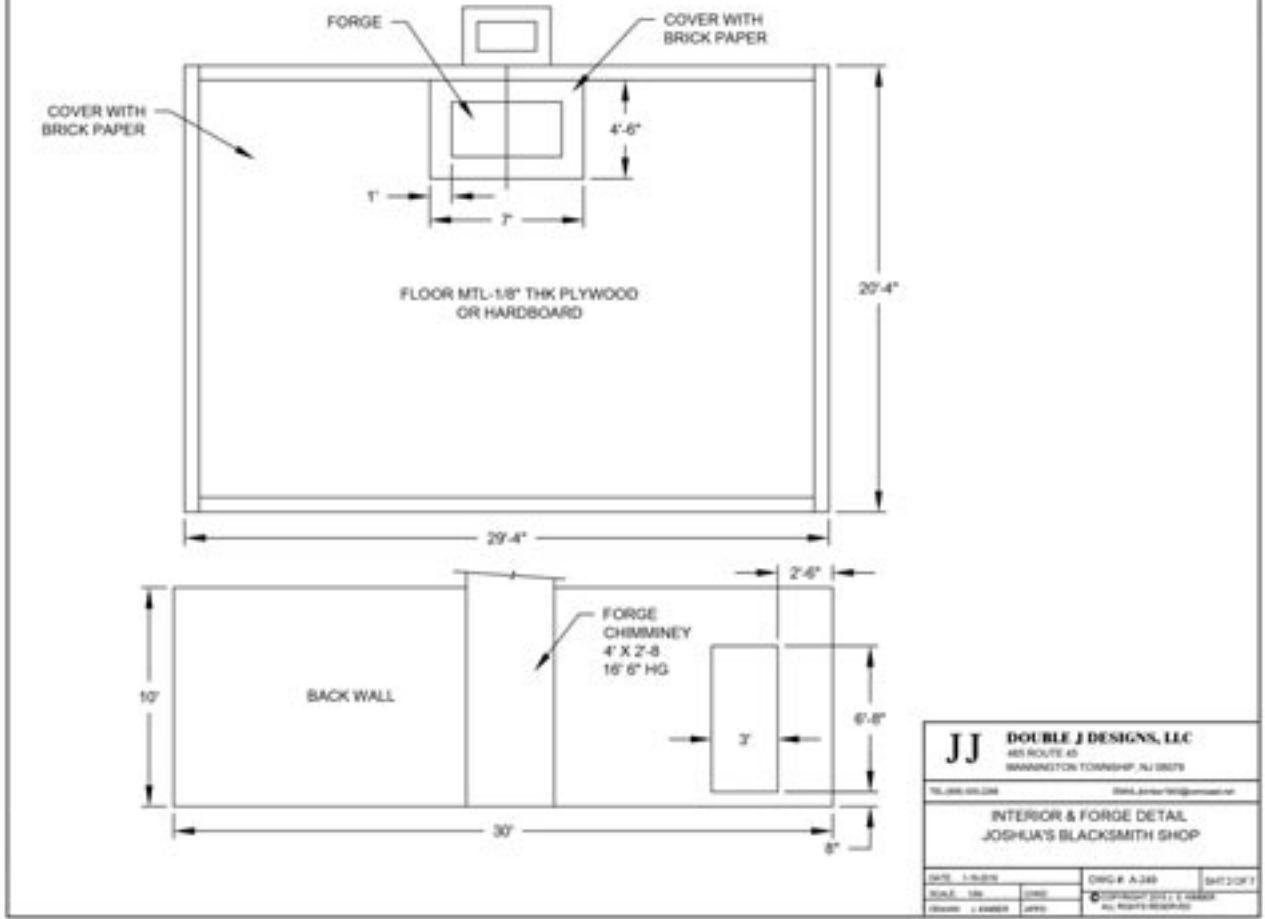
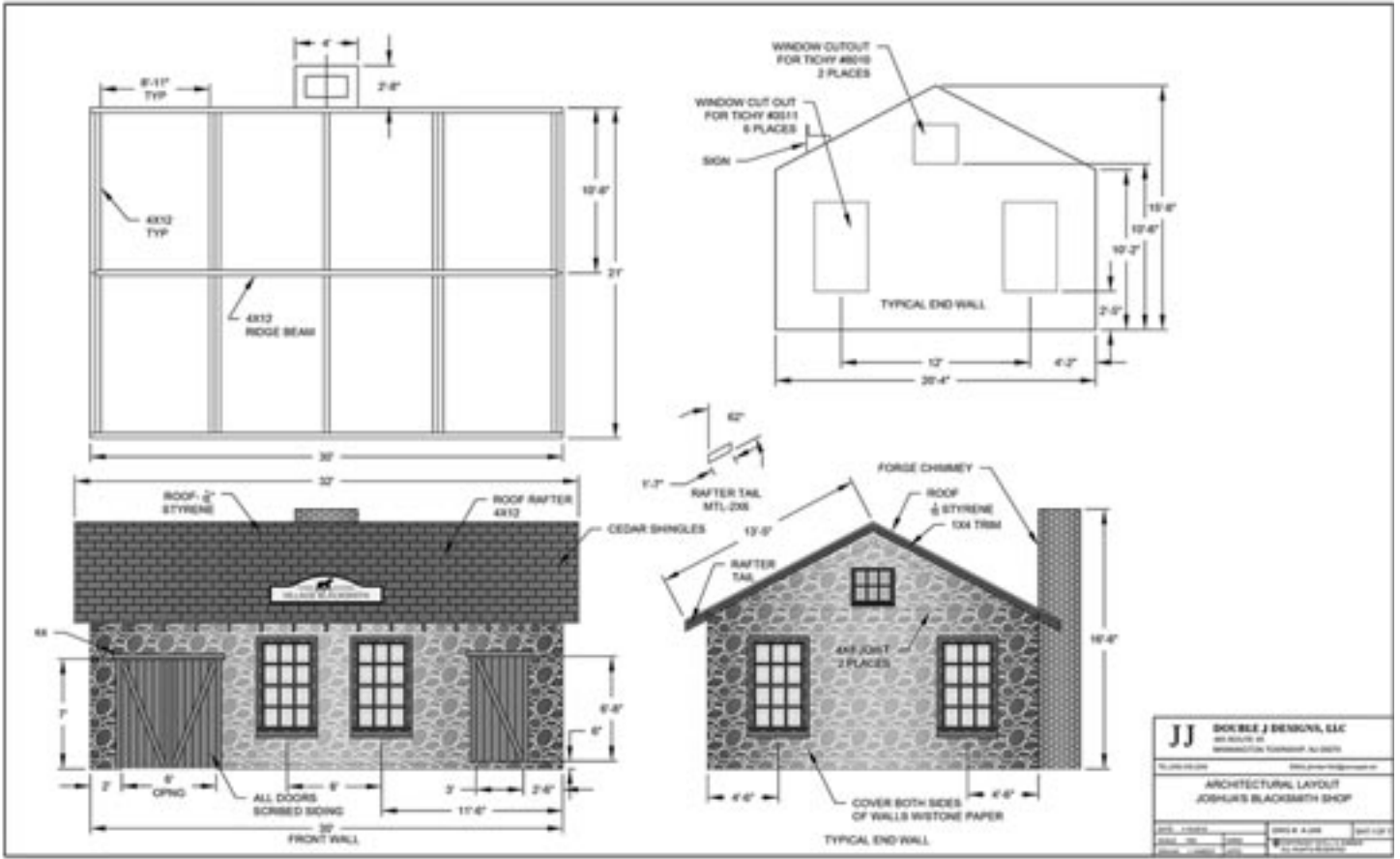
the floor loose in my building to allow for easy removal to add additional detail (lathe, workbenches, vise, drill press).

Below I have listed some sources for the materials.

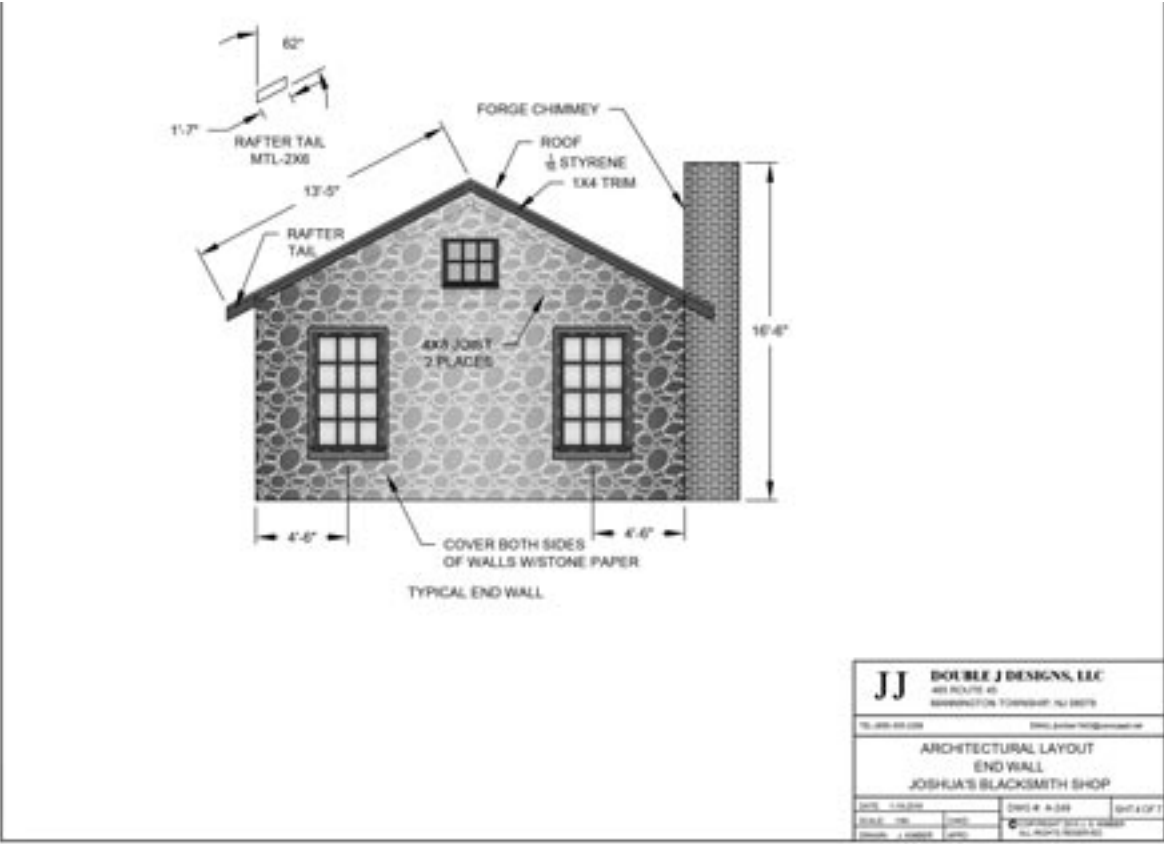
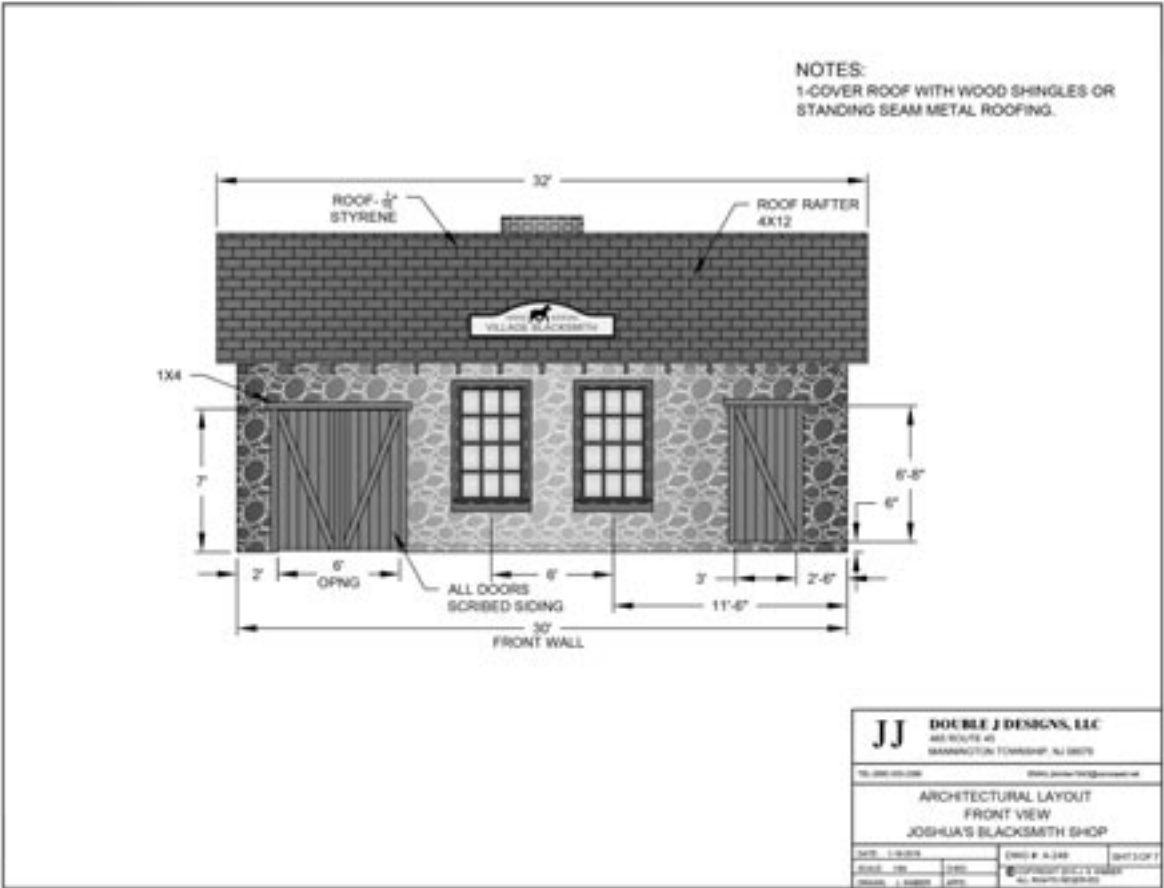
If you would like the building to have prototypically thick walls (8" or more), build the walls from 1/8" square basswood strips as shown on drawing A-249, Sheet 7. On this drawing the windows are inset as in most masonry buildings. Stops, 1/16" square, are glued in the window openings after the walls are covered with card stock and stone paper. The sills and side frames can be wrapped with stone paper and trimmed.

You may send an email to me at jkimber1943@comcast.net with questions or to request PDF files of the drawings.

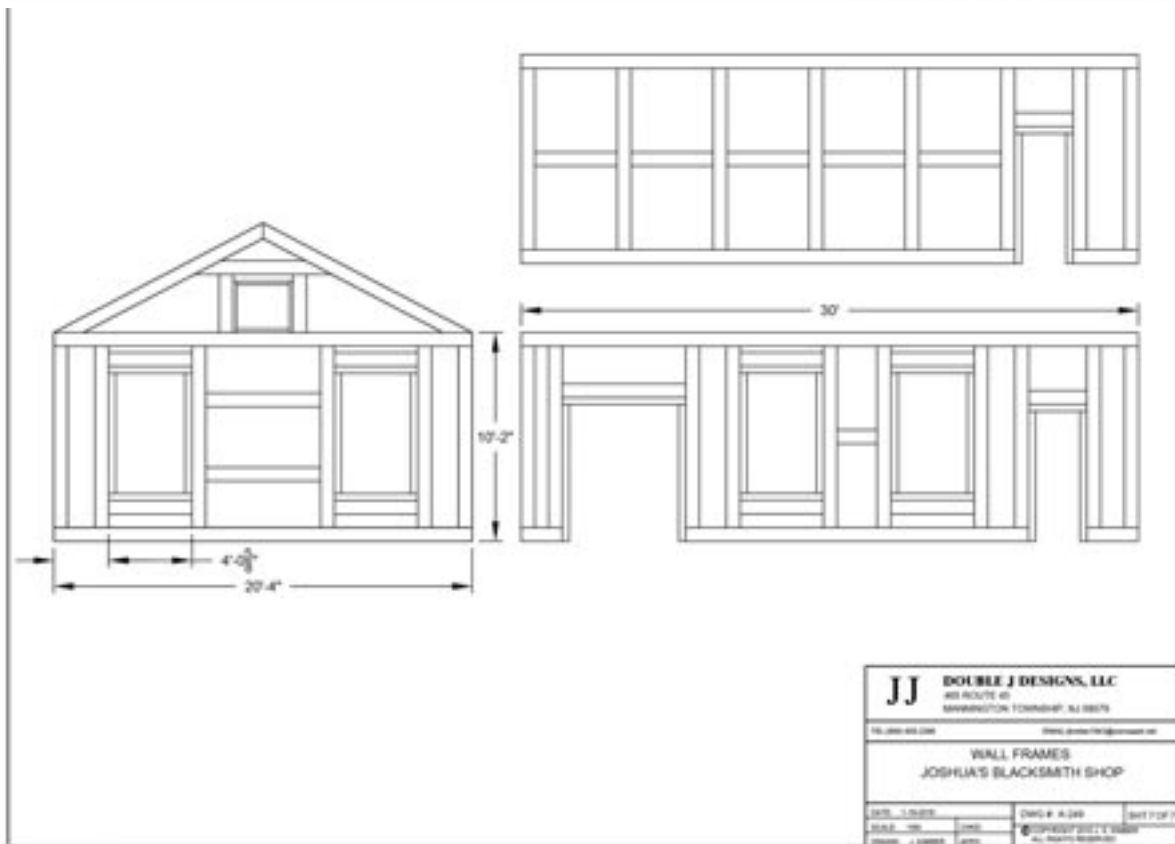
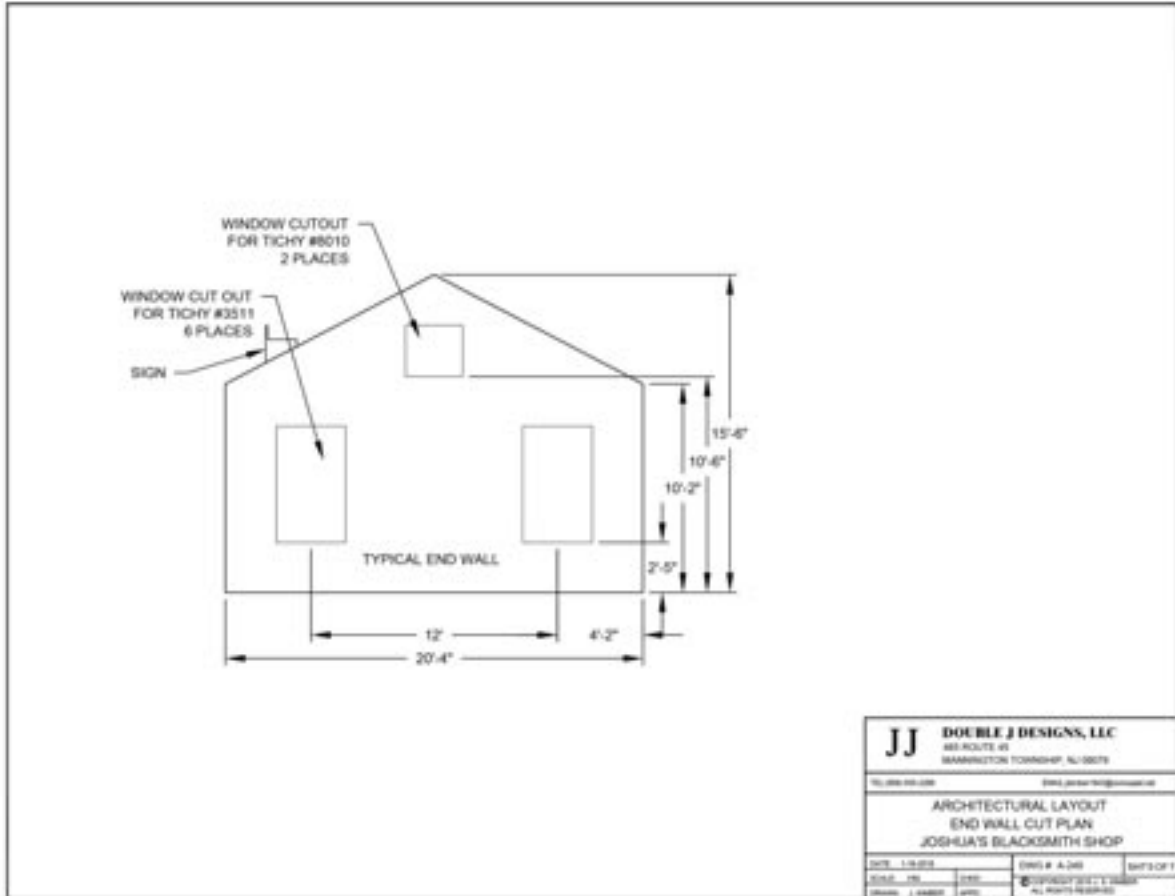
First and second drawings for the blacksmith shop



Third and fourth drawings for blacksmith shop



Fifth and sixth drawings for blacksmith shop



Ultimate conversion of American Flyer 640 hopper



Edwin C. Kirstatter
photos by author

Purchase an inexpensive hopper body without trucks or couplers but still in good condition to work on.

Disclaimer: This will not give you a 100% accurate to prototype model due to the design of the Flyer model to operate with extremely oversized wheel flanges. The slope of the hopper sheets is less than the 30 degrees needed to make these cars self-clearing. So, the hopper doors are too close together. The offset of the sides is too shallow. Other basic dimensions are close to prototype giving the general looks of a hopper. We will just try to take away the toy train look to give a more scale look and operation. If you work hard at it, you can make a Silk purse from a Sows ear! And maybe win in a model contest and cost little money too.

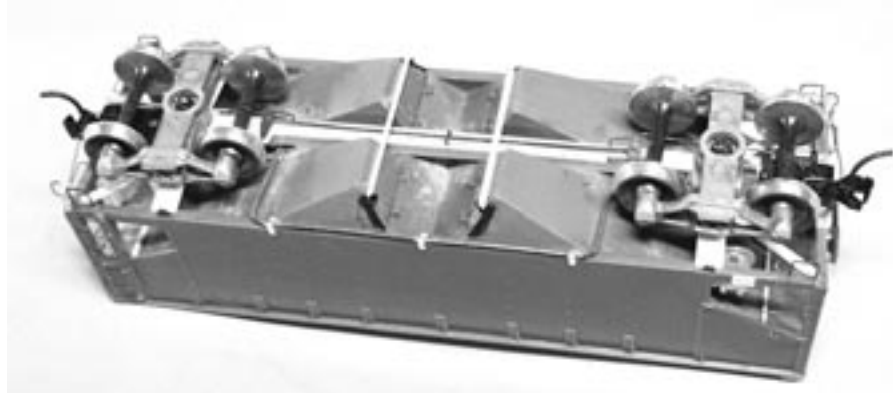
To start on this project; remove all remaining stirrup (sill) steps, file the bottom area flat; file the top of sides and ends flat. Preserve the corner caps if good. Remove all the ladder rungs that you can with a saw then scraping off others as well as those on end sills and poling pockets, before removing all traces of the Grabirons mark and drill for wire replacements. You will notice that the left ladder style of side ladders extends up onto hopper sides, this is not correct this should be removed. Remove the two-vertical channel-like braces from ends with a saw and the simulated hand brake lever from 'B' end and brakemen's platform just below it. And remove any casting flash from slope sheets, corner post and ladder styles. Then look at

inside and remove the four side braces by nibbling, scraping, and sanding. If you want to hide the 'Flyer' heritage now is the time to do it by removing the raised lettering inside by chiseling, filing and sanding it

all off. File the tack boards off the side sill extensions as well as to remove the hump near bolsters at all four of these locations. Not that it is all that noticeable, but I removed the second bolster cross brace as it is not needed but retaining the one that is the slope sheet support. Now remove any lettering with whatever solvent works and any accumulation of dirt to now start the detailing. But first fill sink holes with modelers putty inside on top of slope sheets and at the peak of the hopper center divider and under where the 'Flyer' trucks cut groves and any others you might find. And under this at center is where the molding Sprues was, I removed this to give a nice Vee'd place here. On the right side of my model I found some raised marks caused by bad mold work, scrape these off and fine sand. I also plugged the old truck mounting holes with putty. ACC is the preferred cement for everything we add.

To start adding things I first put on coupler mounting pads made from styrene .030" x 13/32" x 1/2" long to ends of center sill to bring this area down even with bottom edge of end sill. You can mount your

Kadee #802 or #808 here now to aide getting the proper height when building up the truck bolsters. I mount mine with three screws by drilling #58 at places marked with small pencil using the draft gear box as a guide. You will notice after mounting the Kadee's that there is a space on either side of the pockets in the end sills. Fill this with similar size of plastic. Do not glue to the coupler pockets. Then put a filler block 3/32"x1/8" to fill space between back of coupler box and the bolster. Your scale trucks will now need to be put right on center of the slope sheet support. Now build up on this to give you the correct coupler height with whatever trucks you are using. I used Northeastern Bettendorf trucks with the bolster bushings, springs and the long wood screws. Make this block square and as wide as the center sill was there, mine was 1/8"x 1/2"x 1/2". Cement this in place and when dry drill a hole in its center with a drill press for the size of screw you are using to mount your trucks don't drill too deep or you will come thru the slope sheets. Tap holes for your machine screws or self-thread in the wood screws. These screws will be visible above the bolsters. I made a plate from .010" plastic to cover this. Now let's put a 3/16" square plastic tube, Plastruct 90202, between the two trucks bolsters as your new center sill, you will have to file two corners so that it will seat down into the space between the hoppers and lay against top of the old 'Flyer' truck mountings. Now put on the Train Air Pipe from end to end. Make this from #16-gauge solid copper wire. It is soft and easy to work with but hard to get straight. It is mounted on right side of the car body just under the side sills. Use three Northeastern #860 Eye pins here to represent the pipe



to scale operation and super detailed appearance

hangers. Bend the wire in towards the center sills at both ends where the hoppers meet the sides. At the 'B' end it bends forward to follow the coupler box to end of car. At 'A' end it crosses over top of center sill then followed coupler box to end sill. Now we can finish the truck bolsters. To improve the looks of the body bolsters as well as to hold the train air line up make filler pieces of .050" styrene to go on top of the existing webs which are also the slope sheet supports. They will have to be notched for the air pipes. After firmly cemented in place file top edge down so that you have a wedge-shaped part between the truck bolster and car side. Cap this with a piece of .015" plastic 3/16" wide. It must fit down flush with top of bolster block and outer end may extend over bottom edge of side sill.

If you do not know railroad terminology to locate things on cars here it is. The 'B' end is the end that the brake cylinder moves toward when brakes are applied. The hand brakes are on this end of cars, whether of the old vertical staff type or a ratchet type as was on this model or one of the many brands of geared types called power brakes. The 'A' end is the other. When you hold your model upright and look at the 'B' end the side to right is the right side and other is the left side.

Now to prepare the AB brake parts, I used other leftover parts, but the Grandt Line 4057 Westinghouse set would be best to use. I would not use the plastic levers as they are not correct for a hopper car and mine made from brass you can solder wires too. Drill all holes with #75 to use .020" brass wires for the pipes and rods, annealing this wire will make it easy to bend.

To mount the air reservoir cut two Evergreen Scale Models 262 .080" channels 9/32" long. File a flat place vertically at the back of the bolt ring then cement the two channels under the mounting tabs keeping both back ends in line with flat spot that you filed. When it is thoroughly dry cement this subassembly to the right side of slope sheet support, the right channel will rest on top of the side sill extension. The flat spot and the other channel will cement against the slope sheet support. Also make sure this is level by sighting by eye across the pipe holes. Mount

the brake valve centrally but slightly towards the rear on top of the coupler mounting with its holes facing to right. To mount the brake cylinder, make a piece of plastic .047"x 3/16"x 3/16". Cement it back in that corner on left side of the coupler mounting pad and against slope sheet support level with the top surface of coupler mounting surface. Now form the pipe that goes from back of cylinder to the valves back hole on bottom level. Cut off the clevis and drill this for a replacement made from wire. Cement this brake cylinder in place on the pad. The forward hole of the valve is for a pipe going to the train pipe just below. Bend the pipes in nice smooth curves for the two pipes coming

from the reservoirs to the valve's top holes. Now it is time to add the brake rigging. Make the long brake lever from brass that goes from under the slope sheet past the brake cylinder to below the truck mounting bolster. I made it from brass .012"x 3/32"x 15/16" long. Round ends and taper it to-

wards middle hole. It will need 3 #75 holes in it, at top and bottom ends and where it meets the piston rod. The top end will mount to a 1/16"x 1/4" long angle bracket under the slope sheet with a pin from lever. The piston rod solders to center hole. Two more levers are required that mount on the center sill just to rear of the trucks. Make

these from brass .012"x 3/32" wide by 7/16" long. These will require three #75 holes to mount the brake rods at ends and center, taper these sides as you did the main lever. All my rods only have simulated clevises that are made by bend-

ing wire ends to go through the levers then flattened with a punch and hammer. For a contest quality model, you should use Tomalco T-4012 Clevises cast of brass. Bend the rod ends between these two long enough to go into the center sill to give a good anchor solder short lever to these. At the 'B' end bring a rod from bottom end of long lever to outer end of this short lever and solder here. At other end place a rod from its end to be dummied into side of center sill near truck bolster but not to interfere with truck swing. At 'A' end its different, one end of lever will be fixed to a bracket or a slack adjuster and other end dummied. These levers and rods need supports, make a hanger for long rod at center



of car about 1/8" wide from soft .018" iron wire. Drill holes and force it in. At the lever at 'B' end we need two of these 3/8" long. These are placed over ends of short levers near edges of the center sill. Only one is required at another end.

See Hopper on page 26

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ALL THE FLYER YOU DESIRE!
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Hopper continued

from page 25

Now make the slope sheet braces by placing Plastruct ZFS-2 1/16" Zee bars across under the slope sheet at about its midpoint, at both ends. This I find to be just behind the left ladder style. From these, two Plastruct AFS-2 1/16" angles bars angle down to top of coupler mounting area and meet just behind the end sills. Before we leave the under frame area put corner braces made from EGSM 262 .080" channels 1 1/16" long. File ends to points for a snug fit between the bolster/coupler pocket area to the corners of end sills/side sills, cement in place.

We can now put four pulling staples under side Sills right at bolsters centers. Make these from .025" brass wire bent around round nose pliers, the ends should be about 1/8" apart, drill holes then force them in. Place new tack boards in this area on sides of sill extensions. Make from .015" styrene 7/64"x 3/16" and cement at left end of car to left of bolsters.

Now place hopper door tie bars across the bottom edges of the doors. Use Plastruct ZFS-2 1/16" Zee shaped plastic for this cut to 1 5/8" long. Now add Wine door locks to the doors using either SWM-11 brass door latches or HO parts from Bowser used on their H-21 quad hoppers. Other types were used.

Add new interior side braces at center. Make two from .040"x 1/4"x 1/4" long plastic angled 45 degrees at both ends and rounding off the corners to fit from peak of hopper divider up to the sides then cemented in place. If you removed the corner caps replace them now with .010"x 3/16" square plastic cemented on, then trimmed to fit this area. Some rivets placed inside will be needed to finish it



sloped ends of need to replace the end support channels, two on 'A' end and only one at 'B' end. Use EGSM #262 .080" channel cut to 15/16" long then cemented on where old ones were. The power hand brake sits on two 3/4" angles by Plastruct 90501 and the left one bends in to make a place to put a support for the Bell crank to pivot on as the chain above is taken up. Add the chain and rod down to this to operate the brake lever behind this at the brake cylinder and then a new Brakeman's platform. Two more little details could be added here, the retainer valve, part k on the Grandt Line 4057 set, to left of the hand brake with .006" wire going down to middle hole of brake valve and a bleeder rod under the valve out through sides of sill extensions. It is bent down out there.

Before placing the ladder, hand holds,

the inside corners of the corner posts and ladder styles could be filed off to represent angles here or replace them with plastic angles for more judging points. And I replaced those oversized poling pockets with ones made

there placed in line with those outside. But this will be done later.

To finish the ends and put on all grab irons and hand holds now that we are done detailing under the car we

from EGSM 223 3/32" plastic tubing cut, filed and drilled to look better. They were cemented at bottom of the corner posts before filing and drilling.

If you already drilled for all the ladder rungs, grab irons and hand holds put them on now. Use the Tichy or Northeastern ones and matching size of wire, All Grabirons will be the drop type except at top of ladders and one on each side at left end across opening under slope sheet near top. We will add long new hand holds at ends at right and on sides at left using same size of wire.

Add sill steps made from reshaped common paper staples and cut levers to ends and you will be ready to paint your nicely detailed model. It would be a completely detailed model if our trucks had brake beams, shoes and levers attached, but would they then work for us?

Paint it with an automotive filler primer like Dupli-Color 102 that is sand able then add Archer surface rivet decals at each end of new grab irons, on corner caps and interior of sides to match outside



rivets and anyplace else requiring them. Then put on the finish color and decal your model. Finally put a small piece of paper on the Tack boards as the Yard Clerks destination card.

I lettered mine for the 35 miles long coal hauling road Cambria & Indiana in Western Pennsylvania using the John Hall set #192. I then made up a dummy coal load to drop into this car. Mine is a block of Balsa wood carved to look like humped coal in a car, then painted the top black with real coal glued on.

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A. C. Gilbert's

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Library LLC	Donald Koepf	David Peterson	Alan Williams
Claude Demers	Dick Kramer	Joel B. Piassick	Jim Wright
Ronald C. Doba	Little Steamers	David B. Pierce	
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CLASSIFIED ADS

ANY ACTIVE MEMBER of NASG can place a non-commercial classified ad in the Dispatch for no charge. Ads must be limited to 10 lines+-. E-mail your ad copy to dispatch@nasg.org or mail to Richard Caugherty, Editor, 714 Twin Oak Drive, Pittsburgh, PA 15235. Please be sure to include your member number. Ads will run for three consecutive issues unless told to stop.

FOR SALE

FOR SALE: Large collection of S-Helper OService, Gilbert Flyer, and Lionel Flyer. Most are New in the original box, except the vintage Gilbert items, most of which are in excellent condition, with some original boxes. Many hard-to-find and limited edition items. Please feel free to inquire I have a partial list available; Call Phil Heilman att 541-740- 0450, or e-mail: twodogs.fkn@comcast.net

FOR SALE: onversion piece for #48271 Hover Dam Power Company Flatcar. A flat metal Brass Hour Glass Shape, size 1 1/4" w x 2" l x 3/8" h. Marked TCA 09 on bottom. Sold only at the T.C.A. Convention in 2009. Price is \$20.00 plus \$3.50 for shipping. Contact John Royal at 508-285-7896 or E-Mail royaltrainequip@hotmail.com

FOR SALE: New AF Lionel U33c Diesel #5702 Milwaukee Rd. Birthday 6-13-12 Legacy sound and control \$350.00, New AF Lionel Erie Berkshire #3360 Birthday 10/15 Flyerchief control \$250.00, Like New AF Lionel Northern 4-8-4 Frisco Meteor #4501 Birthday 9-10-16 Flyerchief control \$450.00. I will pay postage and shipping on these three. Also have All ON30 Bachman Spectrum for sale. Call Roger 507-676-0665

FOR SALE: S-gauge Gilbert American Flyer, Flyonel, American Models, and S Helper items, as shown in Classic Toy Trains May'13, and S Gaugian Sept./Oct. magazines. AC engines, accessories, engines, sets and vehicles are in C7+ (TCA) and above condition,

and are priced to sell. An up-to-date sale list is available, sent by either email attached, or by regular mail. Rod Price rodprice@frontier.com or 309 338-1829

FOR SALE: American Flyer Lionel Production 9400 Chessie Bay Window Caboose, C-9 OB, \$8 (have 5); AF 48502 Wabash Flatcar w/trailers, Mint OB, \$23; 1959 Lionel Trains catalog, 55 pages, P-6, \$8; 1960 Lionel HO Trains catalog, P-8, \$6; AF blue/yellow passenger car boxes (have 5), P-5, free; NMRA Headquarters building kit, HO, Mint OB, \$15; Garratt Locomotives paperback book, Mint, \$2. Add shipping cost to all prices above. Contact jshirey1@comcast.net, (916) 429-2764.

FOR SALE: American Models undecorated Alco PA-1 American ABA three unit set, DC, scale wheels, \$250. American models Pennsy GG1, Brunswick green, pin stripes, DC, scale wheels and kaydee couplers, \$250. Three American Models Budd coaches, bright chrome plated, lettered for Santa Fe, scale wheels and Kaydee couplers, \$85 each or all three for \$240. Email james.sweeney3@comcast.net.

FOR SALE: Conversion item for the #48271 Hover Dam Power Company Flatcar. It is a flat Metal Brass Hour Glass shape piece { size 1 1/4" W x 2" L x 3/8" H }. Marked T. C. A. 09 on the bottom. Sold only at the T. C. A. convention in 2009. Price is \$20.00 plus \$3.50 for shipping. Contact John Royal at royaltrainequip@hotmail.com or call 508-285-7896.

FOR SALE: AF by Lionel #49614 PRR (included two passenger set passenger cars) PA 1's one full length

dome car plus four add-on cars C-10/P-10 \$550 free shipping. Email: wonderwomantarzan@gmail.com or call between 9AM & 9 PM EST 412-759-7789.

WANTED

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

WANTED: SHS part #01209. Andrews tender truck for 2-8-0 loco. I really only need one wheel set (the 3 piece axle and wheels E-mail: bulkind@bell-south.net, 218-780-4691

WANTED: American Models Alco FA-1 diesel single A, double A-A, AC Hi-rail, any roadname. AF by Gilbert #466 Comet Alco PA-1diesel C-7, #718 or 918 mail car body shell only C-6 or C-7. Email: wonderwomantarzan@gmail.com or call between 9AM & 9PM EST 412-759-7789

WANTED: Plasticville #45978 O & S gauge steam locomotive water tank; new in kit form or used near mint condition. Contact Dick Calland by email dick-calland@yahoo.com or cell 262-470-7462 (no texts).

WANTED: SHS billboard refrigerator car, "WHITE HOUSE MILK CO, MANITOWOC, WISCONSIN". Contact Tom at tpatterson31@wi.rr.com.

WANTED: 1964-1972 'S' Gaugian magazines. Contact by e-mail: ho.dave1@gmail.com

Powell continued from page 19

layout, trains, and buildings been moved to Dawson, but everything else in his basement related to the layout and modeling was transported as well, including all his modeling tools, modeling supplies, storage cabinets, chairs, railroad books and framed railroad pictures. Also included was the entire track lighting system from Sam's basement. This would be installed once the other construction work was completed.

June 16, 2016 was a big day, because enough of the construction work had been completed to allow the first sections of the layout to be moved into the new space.

Although there was no immediate completion deadline, the team was aware that the historical society was very excited about the possibility of

being able to display the layout at planned daily museum and Dawson house tours to be held throughout the holiday season in the upcoming month of December.

Closely following John Forrer's drawings and his photos of each layout section, Brooks, Caugherty and Schneider began the process of permanently connecting the layout sections together. Each section only had legs on one end with a horizontal support piece on the



Museum photo mural of Dawson and Dickerson Run during the hayday of railroads, coal and coke business in this area. It decorates the outer area of the train layout.

other end. This required that the horizontal attachment end of the next section had to be temporarily supported while the previous section was attached.

To expedite John Forrer's disassembly of all the layout sections, it was decided that all rail joiners between sections should be cut between the track ends and NOT removed. At assembly time it was then necessary to first remove the remaining halves of the rail joiners (some had been soldered, while others had just been slid onto the rails.) Then new rail joiners had to be slid on to the rail ends just before the layout sections were aligned and attached together. This was a tedious, but important task, because the layout sections would hopefully never have to be separated again. Sadly, too many solid rail joiners were used, and this caused problems when the layout was finally powered up to run on DCC. More about that later.

The first phase of the assembly work in the now empty room began in the upper right-hand coal mine village section of the layout as shown in the layout drawing and progressed clockwise, section by section. (Note: the drawing shows the

floorplan as the layout was positioned in Sam's basement – which is slightly different from the museum room. The drawing shows stairs going up to the first floor living room and areas that required access to basement doors.)

This alignment and attachment work then progressed section by section to the lower right of the drawing, then over to the left at the bottom of the drawing toward the roundhouse at the center of the room and finally back up to the top center of the drawing forming a sort of irregular "U" shape. The last large layout section with the curved end at the top of the drawing that is labeled "Rook Yard and Union Station – Pittsburgh" was not attached yet. It appeared that there might be a severe clearance problem with the entry point into the layout, so it was decided to delay attaching that section to last.

The second phase of installing the layout sections began again in the same upper right corner of the layout drawing, but now working counter-clockwise. The track sections go in two directions in this area, heading left to the town of McMichael from the Black

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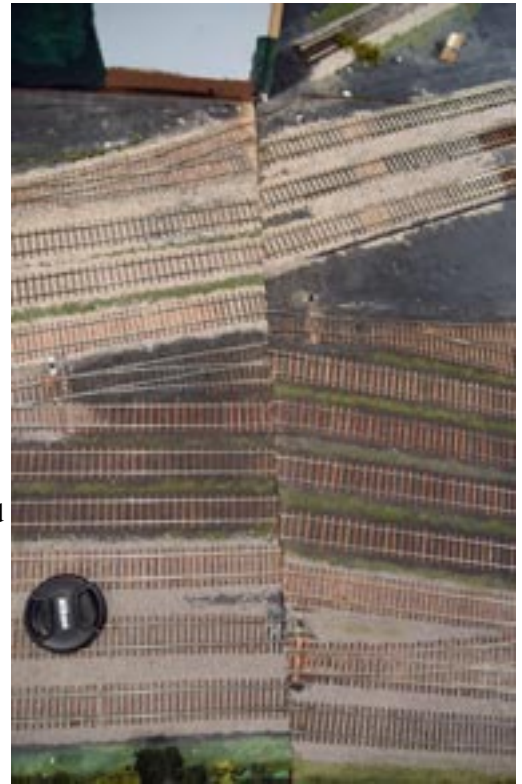
Rich Caugherty wants to consult the picture binder as John Carter Brooks contemplates where the next section goes, he hopes! The drawing and labelling by John Forrer was accurate, but getting correct measurements to replicate Sam's basement was done over the phone and as you know not all walls are straight.

Diamond Coal Mine and heading down toward the lower right section of the drawing. These sections end with the waterfront coal transfer area and a large wharf at the bottom. The sections going to the left from the coal mine are at about a 45-degree angle and this is where the tracks end. A

new wall would eventually be installed behind the town of McMichael where Sam's basement had an interior wall.

Now that all the layout sections were installed except for the large "Rook Yard / Union Station - Pittsburgh" section, it was time to check the possible clearance problem. This last

section was placed on the floor next to the McMichael staging track section. In John Forrer's drawing, the area between the two appeared to be very tight - and it was! There



A very ugly aftermath from removing the 10 inch cut in the Rook Yard section. It is slowly being restored.

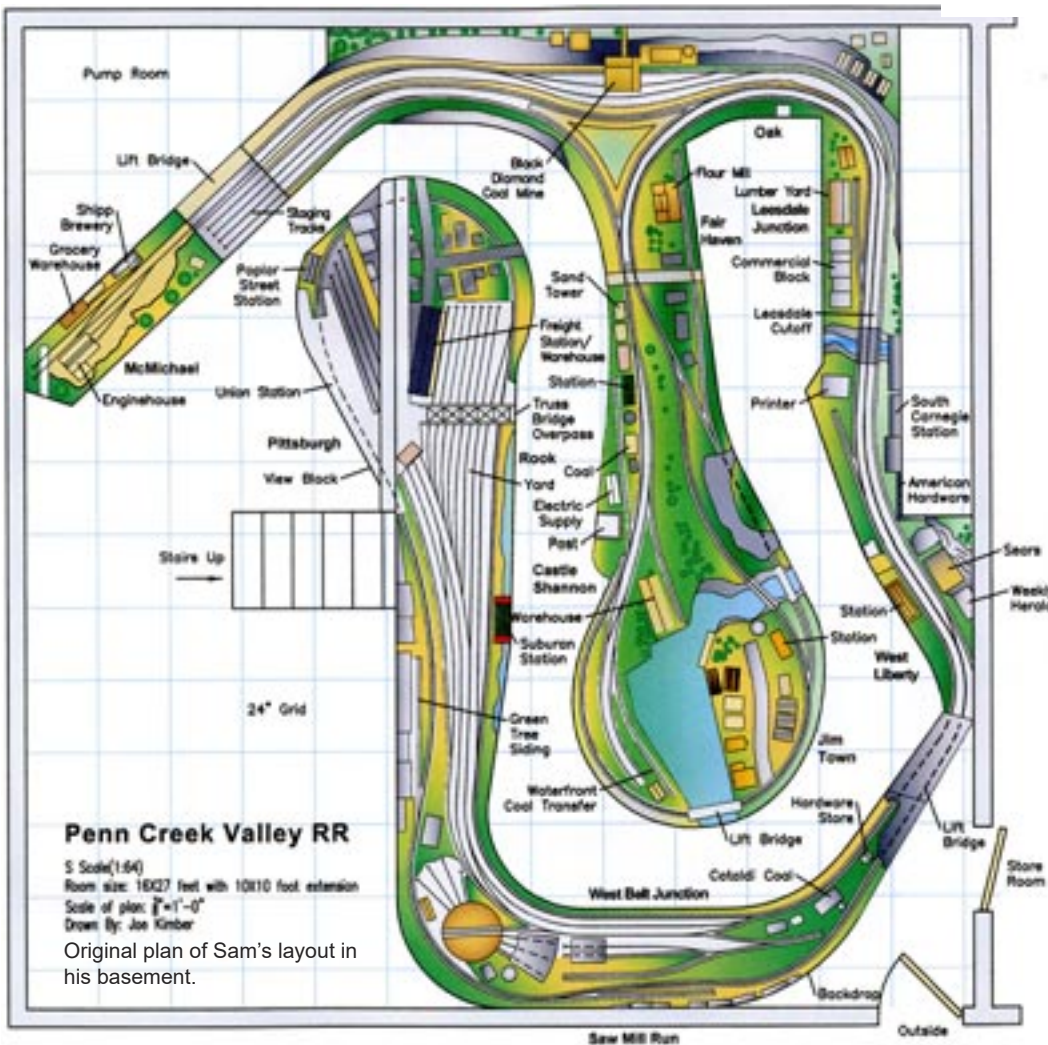
would ONLY be about an 18-inch opening and this was the only way into the layout.

The decision was made to cut out a 10-inch-wide straight section of the approach to the Rook Yard to increase the opening into the layout to nearly 30 inches.

Although the team realized removing this section would require considerable re-laying of yard track in the future, this was the only place where such a large section could be readily cut out.

Once this section had been removed, the remaining Rook Yard section of the layout was permanently attached to the preceding layout section.

With the structural work now completed, the team could move on to the wiring phase.



Please read the next installment of the Sam Powell layout story including more pictures of the layout in the November-December issue.

Everything continued

from page 17



A little-known fact that the Westside Lumber Company railroad originated on the west side of the Catskill Mountains in New York State before it relocated to Sierra Nevada in California. A Shay, Heisler and Climax all make their homes on the layout and quickly take the siding when the 20th Century Limited comes barreling through.

tom builders told me that a large motor, large flywheel, engineer and fireman could not possibly all fit into the body and still navigate a 46" radius curve. They were all wrong.

Interestingly, many of my helpers were active in HO, O or narrow gauge. The scale did not matter to them because they enjoyed the experience of building in a new scale which they had never tried before.

One unexpected result of this "farm-it-out" style of layout building were comments from others along the lines of: "It isn't right if you don't do it all yourself."



The signal just turned green. The engineer is reaching for the throttle. Massive power will soon reach 80 mph. This is what railroading is all about. Omnicon's Mohawk has been retrofitted with an O scale NWSL gear box which replaces the original infamous Samhonga coasting drive. No more gliding past the station at the bottom of a steep grade as on Sam Powell's layout.

"How can you enjoy it if someone else made it for you?"

These comments caused some mild depression at the time and some serious

thinking took place. Was I cheating by not doing everything myself? Was this a form of false advertising? Would my reputation become sullied? Should I be concerned?

A good friend put it into a different perspective for me. He said (paraphrased): "Everyone has stuff made by others. Nothing wrong with that. Every HO guy with

an Athearn car has something made by someone else. Every brass import was



made by someone else. Every section of flextrack was made by someone else.

Every SHS freight car was made by someone else. You have created a wonderful layout and there is nothing to feel guilty about. Blow it all off." So, I did exactly that and never looked back.

I have never been a rivet counter although I admire and respect that level of modeling. I reside at the other end of the spectrum and consider myself a

"look&feel" modeler who is satisfied with a realistic plausible effect without the need for precise authentic replication.

I doubt that anything on this layout will ever win a contest of any kind. But winning blue ribbons was neither a goal nor a source of enjoyment for me personally. I have a large operating layout with lots of NYC equipment and am having fun.

I have not followed the traditional path of building a layout, but it worked for me. My goal was reached although it took almost six decades. At age 80, I now hope I will live long enough to get ten solid years of enjoyment from operating sessions with good friends. Even if I have a heart attack tomorrow, the S journey from start to finish has been immensely satisfying. Its sure beats watching TV.

NYC's P-2b motor was a rough equivalent to the PRR's GG-1. As the largest of NYC motors, P-2b pulled passenger trains out of Grand Central Terminal up to Harmon where steam or diesel locomotives took over. Only two of these were built using pieces and parts from an Omnicon ALCO PA powered chassis. The motor, gearboxes, shafts, and wheels were all used to good effect. Photo by Arnold Kloian.

Ed was born in Buffalo, NY and fell in love with NYC lightning stripes at an early age. He soon found himself running a Lionel NYC F3 diesel and the model railroading "hook" was firmly set. After an almost-successful experience with HO, his lifetime involvement with S scale began in 1967. Beginning with AF conversions, then wood-stick kits, followed by plastic/resin kits, brass imports and ultimately USA-produced injection molded RTR products, Ed has lived through it all – with nary a regret. Producing some S products, being active in NASG affairs and a short-lived stint as a magazine publisher were enjoyable detours from the main project of constructing a full featured flawlessly operating layout. Just as the layout was nearing completion, DCC was created and op sessions became popular. And so, the journey continues onward and upward without any end in sight. Could it get any better?

PRODUCTS FOR S GAUGE Jeff Madden, New Products Editor

LIONEL AF: S scale SD70ACe/ES44 wheelsets. Just talked to Lionel. The phone number someone on the list gave me is no longer valid. The new number is (586) 949-4100 and still Option 2 to get to "S & O" and then pick parts & warranty (formerly known as customer service). I just bought 2 sets of scale wheelsets for \$29.95 each plus \$10.00 shipping. I worked with a very pleasant and knowledgeable lady named Katy. She said if you give that product number (LNL6409879625) to the sales department they won't find it, you can only buy them now through warranty & parts. She said they have a couple hundred still in stock.

CRESCENT CREEK MODELS: I just wanted to share a few images with you of our latest HO kit. It is a Conoco Service station. We have also done some unique 3D printed parts in S scale if there is



enough interest. I would like to see how many of you might be interested in an S version of this service station kit. If you have an interest in our latest S scale offering please check this out and place your name on our reserve list.

<http://thundermesa.studio/crescent-creek-models/last-chance-gas-waiting-list-s-scale/> Jake Johnson

American Models: has new TP&W (Toledo, Peoria & Western) paint schemes on a 40' boxcar and 3-bay hopper. They list an Ann Arbor window caboose besides the two freight cars. Also some new diesel



schemes appear: A Lehigh Valley RS-3, a LV S-12 (red schemes), a Milwaukee Road GP-9 and a Milwaukee Road Baldwin S-12. All come in AC AF, DC Hi-rail or DC Scale. www.amerianmodels.com

B.T.S: - has back in stock 02018 EMD door handles, 02402 brake set, and 01407 truck brake cylinder torsion bars. www.btsrr.com

Spec Cast: Has new farm tractors including Case 760 and 930 plus some others. www.speccast.com.

Smoky Mountain Models: - Always something new here such as re-running a Trackside phone box, Waffle side boxcars and the H10 FM diesel switcher kit. Check out the site for details. www.smokymountainmodelworks.com

Larkspur Laser Art has taken over the Monster Model Works line. www.larkspur-laserart.com

laserart.com

Testors (paints) - is discontinuing the Pacific, Aztek and Model Master paint lines. Many of these paints were useful to model railroaders and military modelers. www.testors.com

3000Toys: Several new vehicles in 1/64 scale show up. Under Ertl there are some new tractors. Under DCP there are several new modern Freightliner tractor trailers. Also check out the M-2 offerings including a special pickup and trailer put out by ACME. www.3000toys.com

Dave's Twacks & Twains Update: For the better part of the last year, I have been hospitalized with medical issues due to an accident. Our new location is 685 Bartlett Court, Brentwood, CA 94513 and the new phone number is 925-679-4887. General inquiries: clay@davestnt.com and orders: orders@davestnt.com.



The North Florida Div. of the Atlantic coast S Gauger is offering a boxcar for \$100 or \$80 if icked up at a show. Send checks to Larry Shughart, 5216 Lourcey road, Jacksonville, FL32257

NEW 2020 NASG CAR

Exclusively for NASG members or 2020 NASG Convention attendees we are offering a new American Models 50' ribbed boxcar in the Minneapolis Northfield & Southern Railway paint scheme. These will be beautiful three-s color models in the striking color scheme of MNS.

This offer replaces the previous annual commemorative car and the annual convention car with a single offering tied to our convention location that comes in either high rail or scale versions and with two road number options.

The cars are \$52 ea. for those attending the Convention or \$62 ea. (incl. shipping) for orders shipped to you (projected for late July).

To order go to:

<http://www.nasg.org/Store/AnnualCar.php>



USRA Pacific with Vanderbilt Tender.

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

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



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