

THE DISPATCH

NASG Convention cancelled, see page 8

May-June 2021



COVER: It's the summer of 1972 on Brooks Stover's BC&G. Leased B&O RS-1 9185 is heading to the interchange with loaded hoppers while above another train heads back to the load-out facility at Bone Town Gap trailing an ex-B&O I-5d caboose. On page 13 Brooks describes how he built the caboose model from a Lake Junction Model's kit.

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NASG DISPATCH

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SUBSCRIPTION RATE

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MEMBERSHIP YEAR

The Membership Year is determined by the date that one enrolls, guaranteeing 6 issues, starting with the next issue. All applications, renewals and membership questions should be directed to:
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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 May, May 1st for the July issue, July 1st for September, September 1st for the November issue and November 1st for the January issue.

NOTICE TO READERS: All warranties and claims made by advertisers in the DISPATCH are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material for any reason. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility.

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PRODUCTS FOR S GAUGE

Jeff Madden, New Products Editor

NEW ARRIVALS

Adirondack Car Foundry: (www.adirondackcarfoundry.square.site or see nasg.org): Is taking orders for a brass S scale version of the 1000 Island Railway #500. Release expected this summer.



Berkshire Valley (www.berkshirevalleymodels.com): Lists a new On3/On30 water tank kit for \$57.95.



Dimensions are: tank diameter 4" and height as 7 and 3/4". This should be close to std. S. The tank is resin cast and the rest of the kit consists of wood and metal parts. S modelers should check out BV as many items could work for S.

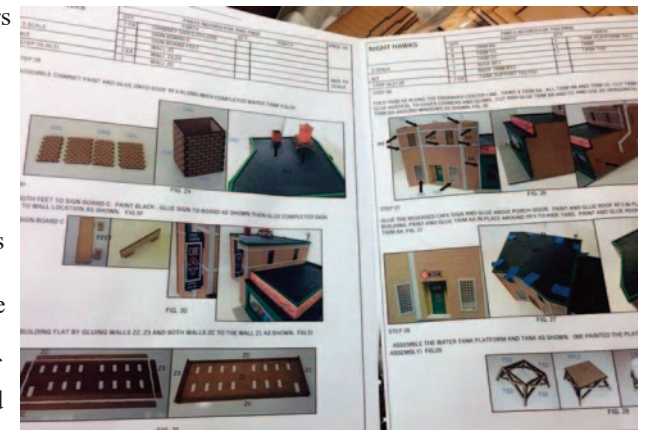
Pre-Size Model Specialties www.pre-size.com



size.com now offer Coil Covers for the Thrall Gondola.

Wit and Wisdom (www.witandwisdommodels.com or check the nasg.org website).

John Armstrong's Model of Nighthawks The web site takes you to an O-scale announcement and product review of the kits that make up a version of the John Armstrong's model of Nighthawks, which John based



on the Edward Hopper's painting by that name. The O-scale version (shown below) has already been produced, and the S-scale version are now also available (photo at right). The kits are designed and produced by Right On Track Models (on commission, so not listed on their site), and sold by Wit and Wisdom Models, which is owned by David Vaughn. The O-scale prices are \$140 or one with the add-on background building for \$220. Email ?Dave Vaughn at witandwisdommodels@gmail.com fro S-scale pricing.

AVAILABLE S PRODUCTS

Acme Dak (email: acmedaksales@gmail.com) or see (www.nasg.org) – Lists some modular walls in S. They come in 2 pieces for \$10.

Catz Paw (www.catzpaw.com) – Again check nasg.org for direct link to website. They list a lot of resin type new items such as animals, boats, figures, snowmobiles,



etc. A neat one for your drive-in restaurant are various carhops on roller skates.

Daves Twacks and Twains (PH: 965-679-4887) or check link at nasg.org – Known for various SHS parts, they now lists some for the MTH fish-belly hoppers.

Model Tech Studios (www.modeltechstudios.com) lists some new interior and exte See **Products for S on page 4**

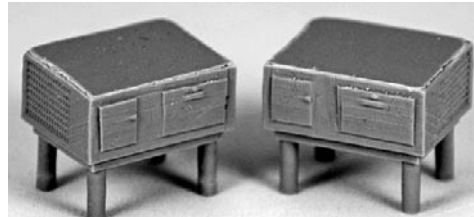
PRODUCTS FOR S GAUGE Continued from page 3



rior details such as a gravity gas pump for \$12.99 or a stack of boxes for \$15.99. Another interesting item is 1920's-30's Era Junkmans Local Hauling Truck, Finished for \$79.99.

River Raisin Models (www.riverraisin-models.com) is going to make fully sprung 4-wheel passenger trucks that are fully Tequalized and have swing hanger mechanisms for lateral sway control. One will be the WWII era 41-HR-11 and one will be postwar 41-N-11 with an I-Beam drop equalizer. Stay tuned.

Rusty Stumps (see www.nasg.org) – Lists a 3-D printed rooftop AC unit.



Above are small rooftop AC units and right are HVAC/AC units from Rusty Stumps.



Scale Trains (www.scaletrains.com) – You should know that they have purchased all the S tooling from MTH that was formerly SHS. Of course, the internet is full of suggestions for them, but we should be patient and let them get started. They also pur-

chased the HO line to supplement their HO items. They did not purchase the O tooling or inventory. Most likely they will produce items already tooled up, but hopefully the newer items that SHS had just started on.



B.T.S. www.btsrr.com: Is offering an Estuary Tressel for \$109.95.

If you discover a new product, please send the information via email to dispatch@nasg.org



President's Message

Will Holt, NASG President

NOT TO WORRY

This was the statement that led this column last September.

We had learned the Mike Wolf of MTH Electric Trains had decided to retire. The company would either be sold or closed. Thoughts then were that even if MTH, along with MTH S Gauge, disappeared it would not be the blow to S model railroading that S suffered in the '60's with the loss of the A. C. Gilbert Company and American Flyer.

Time has proven that the products of S Helper Service/MTH S Gauge will continue, albeit with an absence for a time. As you may know, February MTH announced the sale of all the tooling assets for the MTH HO and S gauge products to Scale Trains.com.

Scale Trains started just about six years ago by some gentlemen that have a long history in the model railroading industry. They believed they could provide quality products to model railroading. Experience has proven them correct. The company is now a significant resource to model railroading in HO and N scale.

With the MTH tooling they are gladly adding S scale to their roundhouse. Since their production capacity booked solidly until May 2022, we may not see any S products until that time. They are adding staff and looking into expanding their production capacity as soon as possible. That may prove to shorten the time frame as it stands today.

As president, I have been in communication with them welcoming them to the S community and offering the assistance of the N A S G. I know that some other S model railroaders with manufacturing experience are in touch with them as well.

I said not to worry.

And that applies to other matters as well. By the time you are reading this, it is expected that many of us are now vaccinated for Covid-19. The light is not only visible at the end of the tunnel, but the end of the tunnel is now awfully close. We may be joining together at the Spring Spree at this time. The 2021 Buffalo CanAm Convention may be moving forward for early August. Once again gatherings of model railroaders may be happening on a regular basis.

It is fun to enjoy model trains and face-to-face fellowship with others once again!

Announcing the 2021 NASG Annual Member Car

We are happy to announce that our 2021 annual car for NASG members only will be a PS-2CD 4427 3-bay Covered Hopper in a GE Railcar Services /TLDX scheme called "Gold Kist – Atlanta, Georgia."



We have again contracted American Models to provide another high-quality model. This will be in the original gold-colored sides and black ends. It will be available for \$68 inclusive of shipping in two road numbers and in either scale or high rail/AF compatible versions.

We are expecting delivery in July.

To order: go to the NASG Store at www.nasg.org/store and go to the Annual Member Car page.

2020 Annual Member Car

We are down to a small remaining inventory of the 2020 MNS 50' boxcar. **To order: go to the NASG Store at www.nasg.org/store and go to the Annual Car page.**



New Orders

Richard Caugherty, Editor

SHORT DRAG THIS MONTH

For those who have not noticed there are few pages this month due to not receiving enough new articles. You must remember it is your magazine and not the editor's or BOT's. I preferred not to write numerous articles as *The Dispatch* is supposed to be about the entire world of S. That means you need to participate and allow others to share in your knowledge and what you have done to create your world of S scale. There is not a modeller that does not have some tricks to the trade that they can share. And no matter how long you have been modeling, we can always learn something new. So please share with the other members what you have been doing all these years.

Also remember that I or one of my associates can edit what you have written to put it into good shape if you are saying that you are not a writer. All the great writers have to have a great editor to make sure all the

T's are crossed and I's dotted. This was the hardest function of writing I had to get across to my students during my 30 years of teaching high school English. **STILL SEEKING AD MANAGER**

Yes, I am still riding this same old rail. The job is not exceptionally difficult and all you have to do is make contact with S gauge businesses, especially those that are advertising in other publications. You just have to be able to show them that by advertising in *The Dispatch* they are advertising to a captive audience. We only have readers who are interested in S gauge products (old and new). Send me an email.

SENDING PHOTOS

I am always looking for photos of layouts or just an interesting scene on your layout. There are times when pictures from a feature article may not make for a good cover photo. It is nice to have a library of pictures I can count on for a cover or maybe to fill up a space on a page.

When emailing photos, please send them at 300 dpi or the largest resolution your camera or phone will allow. Also, be aware of your light source to avoid reflections especially from a flash of light.

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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 November 1, to December 31, 2020

Patrick Altieri.....San Bruno, California	Larry M. Hockenberry.....Modesto, California
Jay N. Baker.....Temecula, California	William L. Hoss.....Webster Groves, Missouri
Jeffrey S. Bare.....Mount Joy, Pennsylvania	Gilbert M. Hulin.....Eugene, Oregon
Edward J. Barry.....Union, New Jersey	Kernick M. Kelsenberg.....Muskego, Wisconsin
Allen Bubb.....Sunbury, Pennsylvania	David Masconi.....Tenafly, New Jersey
Richard Carlson.....Sandwich, Massachusetts	Robert L. Massie, Sr.....Belleville, Illinois
Ed Conner.....Fork Union, Virginia	Daniel Milletr.....Cape Vincent, New York
Wayne A. Dooley.....Earleville, Maryland	Don Oberle.....Sioux City, Iowa
Stephen D. Doyle.....Wayzata, Minnesota	Joe C. Roebuck.....Bloomfield Hills, Michigan
Christopher L. Eddy.....Pittsburgh, Pennsylvania	Richard Sadler.....Dundee, Oregon
Farm Factor 3D.....Milton, Wisconsin	Al M. Schleich.....Clarinda, Iowa
Albert Ferguson.....Roscommon, Michigan	Richard T. Sullivan.....Oak Ridge, New Jersey
Paul A. Gordon.....Wilkinsburg, Pennsylvania	Dr. Charles M. Ward.....Charlottesville, Virginia
Goudzwaard, John.....Dadeville, Alabama	John A. Zanniskie.....Nutley, New Jersey
Dave Hamilton.....Lincoln, Nebraska	Matt Zinnel.....Rockwell City, Iowa

Deceased Memebers

Bill Clark.....Chelmsford, Massachusetts	Mike F. Schwab.....Santa Cruz, California
Rhett George.....Hillsborough, North Carolina	Barbara Seltzer.....Cleveland, Ohio

DISPATCH DEADLINES CHANGED

for submitting time sensitive articles and advertising are December 15 for the March issue, February 15 for May, April 15 for the July issue, June 15 for September issue, August 15 for the November issue and October 15 for the January issue.

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**.

An Announcement of the Board of Trustees

"Article V, Section 9 of the Constitution of the National Association of S Gaugers, Incorporated provides that if there are no contending candidates for any of the offices up for election and that there are not other issues to put before the membership, the candidates slated for election to Members of the Board of Trustees may be acclaimed by a unanimous vote of the election committee along with the two board members not up for election.

Such is the case here in 2021. The slate has been declared by the Election Chairman, Jamie Bothwell. The candidates elected are:

President -- Will Holt
Treasurer -- Michael Ferraro
Central/South Eastern Region Vice-President -- Brian Jackson
Eastern/North Eastern Region Vice-President -- Darby Marriott
Western Region Vice-President -- Pete Gehret

The terms of office for each will begin on the first day of the annual convention, currently scheduled for August 3, 2021.

Congratulations to these members-to-be of the Board of Trustees.

Vacancies leave positions open for volunteers

The NASG is run by volunteers. As people's schedules or priorities change, some positions became vacant, and so we are looking to fill those.

Note that some of these tasks must be performed regardless of whether there is someone dedicated to the task, so that generally means that one of the existing volunteers must temporarily take on the task. So, by volunteering you are not only helping the NASG, but you may very well be helping a fellow S modeler have just a bit of extra time to work on their own layout!

If you are a member of the NASG, please look at these positions and see if that might be something you would be willing to volunteer for. If you are not an NASG member but are interested in S-scale and can volunteer for one of these positions, please consider becoming an NASG member (only \$30 per year) and offer your time and services.

Contacting the NASG president is the best way to offer your services, and he will then be able to direct you to the right person for more details.

Assistant Treasurer

We are looking for someone to help the NASG's Treasurer with some of the tasks. These include bookkeeping, invoicing, collections, credit/debit card processing, processing online orders. Experience with QuickBooks is a plus.

Convention Committee

We have a chairman, but we are looking for additional people to help with planning events and meetings.

Promotions Committee

We have a chairman, but we are looking for individuals who would be able to help with implementing some of the plans.

Service Committee

This is a committee that is required by the NASG Constitution, but we have had no one to volunteer for this, so we are looking for a chairperson to take this on.

To volunteer email President William Holt at president@nasg.org

CANCELLED

Convention is Covid 19 victim again, looking forward to 2022 in Buffalo

Jim Martin, Convention marketing and promotions chair

It has been a hard year of uncertainty for Buffalo CanAm Chairman Darby Marriott and his crew of volunteers. Anyone visiting the NASG website can see for themselves the amount of work that has gone into building a memorable experience for convention goers. But even while they were pushing ahead, the elephant that is Covid, refused to leave the room.

At a March Zoom meeting one volunteer after another advised Darby that with less than five months to go, it was just too risky to assume that the convention could proceed under State health guidelines, and that if it could, that there would be enough confidence among the S scale community to guarantee sufficient attendance.

The following concerns were detailed to NASG President Will Holt and NASG Convention Committee Chairman John Myers:

1. Overall risk of low attendance. There is the obvious financial risk, but also important, an expectation of excellence. It is the general feeling that we, as the organizers, want to put effort into making a great convention for everybody to partake in. A diminished experience is unacceptable.
2. Uncertainty with re-opening of the Canadian border. A significant portion of our organization hails from Canada, and if unable to attend, puts additional stress on the rest of us. The presence of the Canada-based S Scale Workshop layout too would be in jeopardy. Additionally, any possible ventures into Canadian are at risk, removing the "Can" from the CanAm.
3. Capability of our organization to cope with likely impositions and unknowns. It is one thing for an annual recurring show like the Spring S Spree or Fall S Fest, which rely on an experienced staff and common structure, to deal with these challenges. However, ours is a one-off, custom creation with more moving parts and less overall experienced staff.

4. Others factors: uncertainty of New York State restrictions on larger gatherings, imposition of all-day masking, potential 3rd wave, worry of mutant strains, commitment of clinic presenters, viability of home layout tours, limitations on group dining, loss of certain tour stops, reduced vendor presence, and more.

That's a lot of moving parts to worry about. After the loss of last year's convention, many readers will be disappointed and some possibly angry about this year's postponement. What we should not lose sight of is the fact that the NASG is structured around a hobby, and a hobby should never trump public health issues. Planning has not stopped, and what would have been a great convention in 2021, will be an unforgettable experience in 2022.

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading
Essense - the NMRA "S" SIG
newsletter, 1985-1988

Mainline Modeler 1980 - 1997

Model Railroader 1937 - 1961

NASG Dispatch • S Gauge Herald
S Gaugian • S/Sn3 Modeling Guide
Sn3 Modeler

Need an Article?
Need an article search?

We'll find it and
send you a print or lend you the magazine

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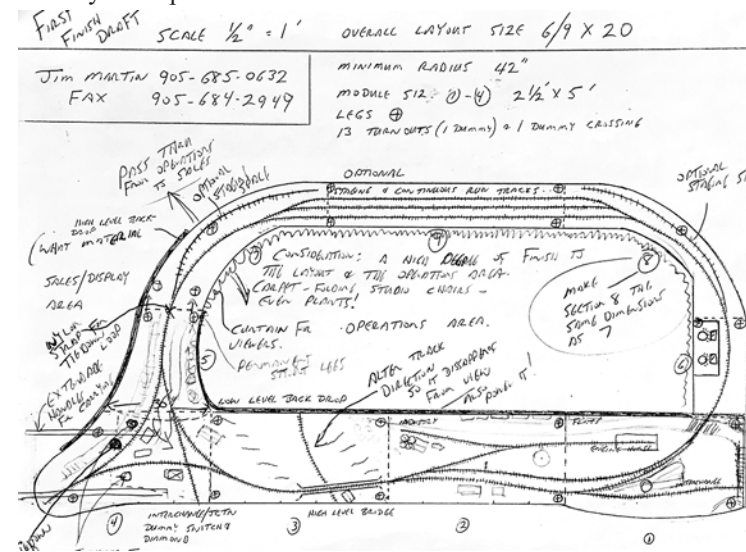
Remembering the Ridgehill Central: before the S Scale Workshop, there was this incarnation

**Jim Martin, S Scale Workshop,
Photos from the S Scale Workshop
archives unless otherwise noted.**

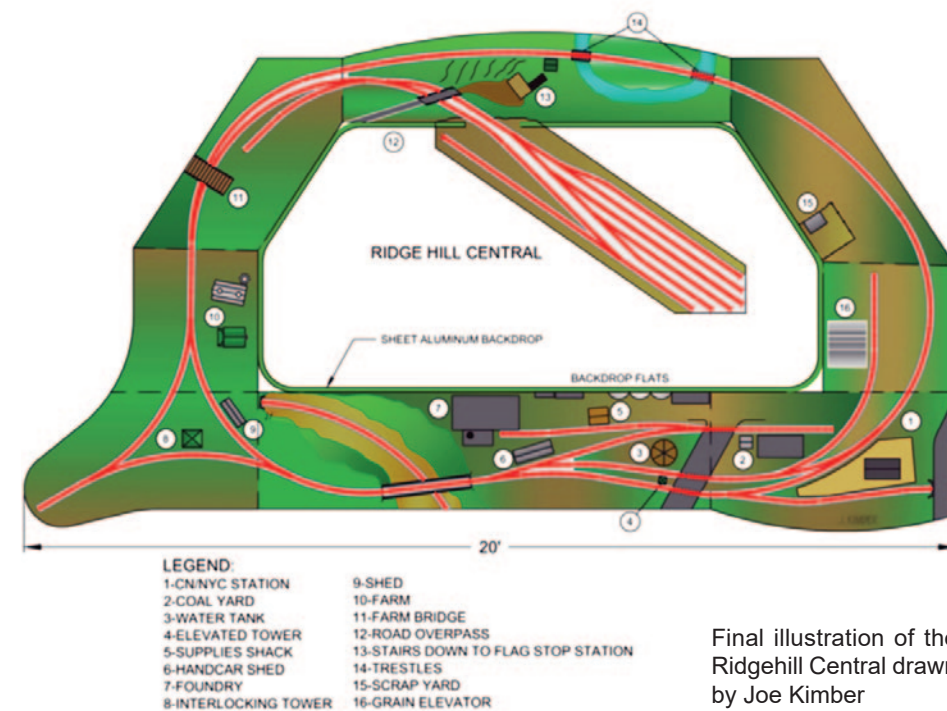
The decision by the organizing committee to postpone this year's NASG Convention for a year will disappoint some, but it also opens doors for a dynamite convention in 2022. For one thing, it guarantees the attendance of the S Scale Workshop layout, something that was very much in flux this year. As this is being written, the Covid-19 virus, with its latest variants, is again trending upward, and the border between Canada and the United States remains closed to non-essential traffic (read travelling model railroads).

So, in this space where the Dispatch would have been talking up the Buffalo Convention, let me tell you instead about the Ridgehill Central, the layout that became the springboard for today's S Scale Workshop and their travelling layout.

In the summer of 1995, a quartet of S scale enthusiasts decided we needed a portable layout to promote the virtues of scale



Jim Martin's original Ridgehill Central drawing.



Final illustration of the Ridgehill Central drawn by Joe Kimber

model railroading in 3:16 scale. At that time there were just the four of us, Oliver Clubine and his son David, Larry Neal, and yours truly. Clayt Peter (Dispatch, March

2016) and Charlie Hicks also joined our group later. Planning considerations were these:

- The name Ridgehill Central would help promote Oliver's S Scale supply company Ridgehill Hobbies.

- It had to be small enough for the four of us to transport and store.

- It should highlight some of the many roads that ran through southern Ontario, CN, CP, TH&B and NYC.

- Continuous running with staging tracks, a wye, and switching potential.

- DCC power.
- To promote the viability of S, it should run and display only commercially available locos, rolling stock and structures.

- A full range of good commercially available scale track was a problem back then, as it remains so now, so a decision was made to hand lay using code 83 rail.
- Seek donations of structure kits by various manufacturers and display signage on the layout fascia identifying their products.

An additional stipulation from Oliver was that the layout should look a little more "organic" i.e., break up some of the See Ridgehill Central on page 10

Ridgehill Central remembered

Continued from page 9

usually straight edges along the fascia. I do not remember the meeting where all of this was decided, but I remember grabbing a pad and pencil that same day and free handing an idea for the others to consider. I also constructed a 3/4 inch-to-the-foot scale model of the proposed layout, which really sealed the deal. What is remarkable to me to this day is the crude sketch worked out almost exactly to scale, and that little of it was changed in the construction phase.

Of note were the bowed out front edge along the east side of the layout, and the unusual looking "runway" on the west end

legs for the four front sections. During that time, my wife and I decide to move to a new house, so the rush was on. The night before the moving van was to arrive, Oliver and David picked up the sections for further work at their race shop.

Our first show was March 1996 at the Wayne Gretzky Arena in Brantford, On-



CN Mogul #83 passes the farmhouse on the back side of the Ridgehill Central. The Moguls that were operated on the layout were the first ones designed by Simon Parent for S Scale Loco & Supply.

tario. There was truly little scenery, and the trains could only trundle back and forth, but we reaped a lot of compliments as well as a front-page photo in the local newspaper.

Following that show, the remaining sections were built, and a flurry of track laying and scenery followed. We continued to be well received at the many shows we attended in the following years.

Changes from the original design were, most notably, a fully scenicked track circle instead of the proposed rear staging tracks, and the incorporation of an interior staging yard.

The latter was built by David and Oliver during an intense period of reconstruction leading up to the 2003 NMRA convention in Toronto (cover story June 2003 Dis-

patch). I also remember a memorable overnight session in David's basement, painting 40 feet of backdrop while he and his wife slept upstairs.

How many of you remember how that show turned out? We sure do because it was decimated by

another ugly fatal virus, SARS. Withdrawing from that show took the wind out of our sails and was the beginning of the end for the Ridgehill Central. We displayed it only a few times more, during which time we realized we were growing tired of its challenges.

The Ridgehill Central looked good and ran well but it was a bear to set up and take down with so few members. By then we were back to our original quartet.

See Ridgeville Central on page 17



This highlevel bridge above a dummy narrow gauge line beside the creek below features solid plaster abutments handcarved by Oliver Clubine.

Kentucky Road, complex layout to satisfy the owner's needs



The Upper Deck is the NYC interchange tracks, Akron yard lead and upper track mainline. The Bottom Deck is our permanent winter Polar Express scene. Buildings are American Model Builders, snow is Woodland Scenics.

John Beck, photos by the author

My initial layout effort as an S gauger was the 1979 - 1998 Kentucky Road located in Midway Kentucky. That layout was abandoned when we moved back to our hometown area in northern Ohio in 1998. The new house came with a 19 x 30 ft. basement space just asking for a layout.

Initially the S gauge took a back seat to building an 8 x 16 ft. G scale table layout in the middle of the space; this was for my 7-year-old son Patrick. When that layout was essentially complete, I turned to designing a new layout. The final design is a double deck around the walls design.

The top deck, 60 inches above the floor, is a double track mainline oval with a duck under entrance at the doorway.

The lower level includes a medium size yard, branch line, and small town at the end of the branch. The yard is at 30 inches above floor level which makes yard work and switching a breeze, even sitting down.

I wanted a lot of different things in this design - rail fan, engineer, operator, and dispatcher. As a result, the design is complex.

The room was built out with studded walls and a suspended ceiling. Fluorescent lights were installed flush in the ceiling. Corners were coved with thin 'flexible' gypsum board. The walls were painted hazy sky blue by my wife Kathy before any benchwork was started.

Some areas of the wall studs were double studded to make the studs 7 in. deep to allow more surface area to attach upper deck cantilever supports. Nothing has sagged or twisted in 18 years, so the design seems sound. It can be maddening to spend months building a room with no layout work to show, but it pays off in the end.

On the wall facing the rest of the basement, I installed plastic vapor barrier to keep humidity in control. December through March my wife uses the remainder of the basement as a greenhouse for starting plants, so humidity in that half is off the charts.

All track is code 100 Shinohara and Tomalco. Mainline track is laid on HO scale cork roadbed which allows the ties to come out to the very end of

the ballast shoulder. Visible mainline curves are 42 inch or larger, all curves have spiral easements as well. Curves are super elevated 1/16 inch which really adds to the realism.

Yard switches are #6 and mainline switches are #8. The maximum grade is 4% going from Lexington Yard to the junction with the upper deck mainline at Warwick. My helix has 32-inch radius curves and a continuous 2.6% grade.

Power is straight DC with a dual cab block system. Throttles are handheld on cables with multiple plugs around the layout. Benchwork is traditional open grid with 1/2 inch plywood roadbed.

Scenery is about 75% complete. Kathy is the artist and imagination for the scenery, a

See Kentucky road on page 12



The New York Central ran through southern Ontario and is pictured entering the layout via the dummy interchange track under the highway bridge.

to accommodate one leg of the wye. This unique feature proved to be a hit with show-goers who could stand on three sides of the action.

By now it was early fall and I had volunteered to construct the tablework and

A. C. Gilbert's

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Kentucky Road, complex layout for owner's needs Continued from page 11



This an overview of John's layout showing the upper deck Warwick on the right and Barberton in the far background. Taking up the center of the room is his son Patrick's original G scale layout now being used by John's grandson Luke

good bit of it has been worked on more than once to make it look right. Most of my scenery is decent quality, but there are no contest quality structures on my railroad. I am in awe of some of the stuff published now showcasing fine S scale modeling.

I have done two things scenery wise on my railroad that I have not seen published anywhere else. When ballasting multiple mainline tracks, or yard trackage I create a black 'mud' between the tracks using black "RichArt" Dust Free Powder Paint. After the ballast is glued down and dry, I fill the space between the tracks with this powder, then mist on wet water to wet it thoroughly. A little stirring with a sharp stick and you end up with black muck that will creep up a bit into the adjacent ballast shoulders.

Secondly, I have used 'preserved moss mat' sheets for building hill sides and background 'tree' scenes. It is easy to handle, cut and glue. For my Ohio and Kentucky wooded and green scenery aim, it suits me very well. No plaster mess or

putting down multiple layers of scenery materials over a base to build up a good, deep green surface. I suspect most of you will be in one of two camps – 'looks rather good' or 'what the heck is he thinking?'

Most of my equipment is

American Models and S Helper Service, both of which have given me particularly good service. There is also a smattering of brass, and a fair amount of older craftsman kits. To make it a railroad, not a collection, my nine cabooses are in only

three classes – four Quality Craft D&H center cupola cars, three American Models bay window, and two B&O wagon top bay window. Diesel locomotives are almost all first-generation cab and hood units, with a pair of U-25Bs as the most modern diesels. Two steamers are still on the roster, a NYC Mohawk 4-8-2, and a Missouri Pacific 2-8-0. Freight cars are all older, short cars. I only have two 50 ft. boxcars on the entire railroad. There are four complete passenger trains – an all streamliner limited, overnight heavyweight train, local with lots of head end cars, and a short branch line train. Nearly all my freight cars have Kadee No. 5 couplers. Passenger cars have S scale Kadee couplers. I do not have any Kadee knock off couplers, the Kadee couplers do not break, even after over 40 years of service on some cars. Thank you Kadee!

I've developed a sequential operating scheme where one 'day' consists of 40 'movements'. A movement can consist of building a train, a train order to move from place to place, etc. Each passenger train takes its place moving from town to town. The freight trains are built and make their runs. It is all choreographed so that the yards and sidings do not get overloaded. At the end of each "day" all the freight cars in the Lexington Yard are reassigned – through freight, industrial track, Lexington industry, or dead in the Lexington Yard. Then trains are made up to haul them, a through freight, a coal train, a way freight and a branch line train. When running on the upper double track main, trains advance one station every two loops. Thus, it takes eight complete loops on the 60 ft. long double track to advance from Warwick (entry from single track line from Lexington)

to Lester (end of the railroad, hidden storage loops). So, I get in plenty of train watching as well.

This entire sequence takes me about 12 actual hours of running, so keeps me busy for a month in the winter and several months in the summer. Because the railroad has purpose, keeps me interested and building new stuff as well.

Since I have groups of similar locomotives from just a few manufacturers, double and triple heading them is not a problem. In fact, nearly all my locomotives are set up in two-



A passenger train running by Wheeling Junction on the double track main.

unit sets. Depending on the model, a pair will haul between 18 and 25 cars up my steepest grade. Anything longer gets a rear end helper leaving Lexington.

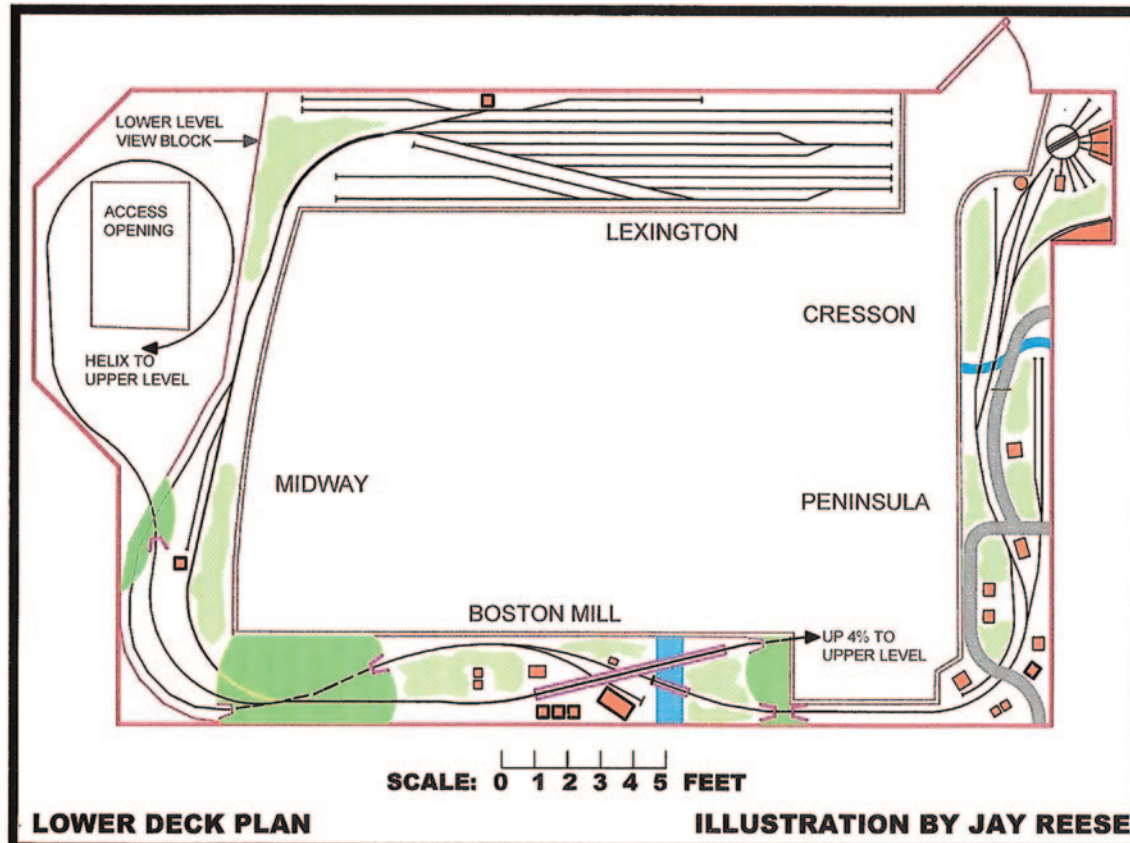
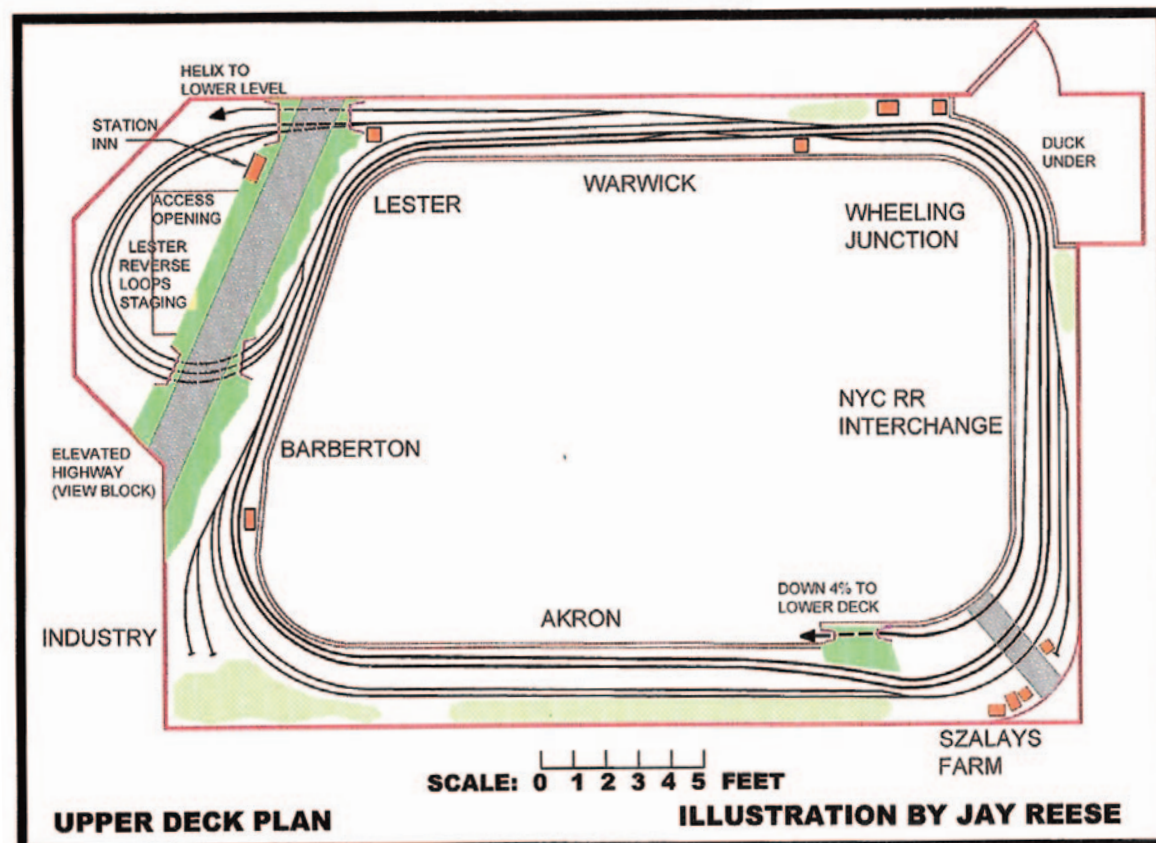
Let us take a ride with a train departing Lexington Yard. After the terminal air test and picking up our orders we pull out of the yard limits and run past the Midway passenger

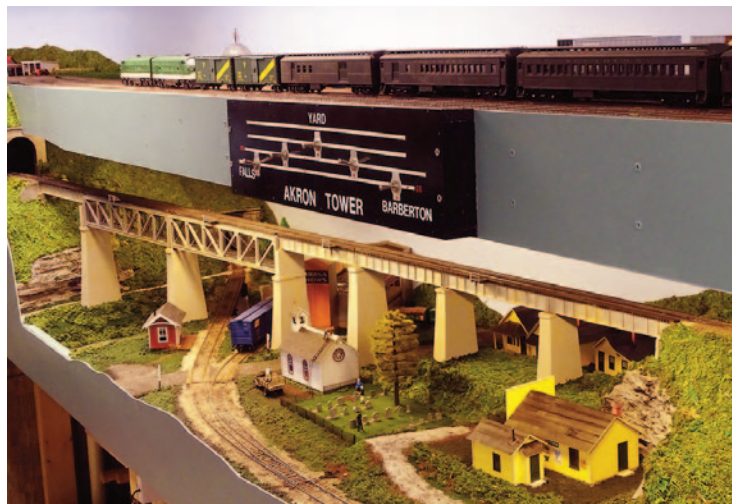
shelter. Then, turning to the left we dig in for the 4% grade over the big bridge spanning the river at Boston Mill. Across the bridge in run eight, we pull through the short tunnel and again curving left run along the rock face as we climb towards Wheeling Junction. At the top of the grade, we see that the tower operator at Warwick Junction has the interlocking lined up for us. Running at restricted speed we enter the double track main and cross over to the northbound main. Now we run two loops around the room to advance each station, Warwick to Barberton to Akron. Leaving Akron, we enter the single track main for Lester. At Lester we stop on the hidden trackage, beneath the Rte. 21 bridge in the shade to wait for a clear signal.

Southbound trains run in reverse of this sequence, ending up at Lexington. With storage of trains at both Lester loops and Akron's double ended sidings, trains do not arrive back in Lexington in the same order that they left.

I strongly believe that no matter the size or character of your layout, you will enjoy it more if you work up some sort of operation scheme for it. Of

See Kentucky Road on page 14





Akron on the top level where two A units pull a string of heavy weight passenger cars while on the lower deck is Boston Mill with the big bridge built from Walthers and Atlas HO components on home cast plaster piers.

all the hundreds of books and thousands of magazines I have read regarding model and prototype railroading, John Armstrong's classic track planning books influenced me the most. All of John's layout planning is geared towards realistic operation based on workable track designs.

I credit my early (age four) interest in trains with determining the trajectory of my life. Designing model train layouts at age 12, supported by my won-



This is Rte. 21 highway on the top level which is a view block for the three track reversing loop at Lester. The bottom deck is the mailine from Lexington yard. The track entering through the lower backdrop is the helix from the top deck.



With sun just breaking over the tracks an Omnicron Missouri Pacific 2-8-0 gets ready to take coal in winter at Cresion.

derful parents, morphed into a Civil Engineering degree. That resulted in a 37-year career working in industry, including a stint at GE Erie's locomotive factory.

Although I have been a member of the NASG since 1979, I have not interfaced with many other S gaugers over the years. Leonard Giovannoli is a notable exception, I visited with him in southern **See Kentucky Road on page 17**



American Models GP35 (on the left), a model of the first locomotive I ran a complete trip with on the Cuyahoga Valley Scenic Railroad. In the picture at right, my wife Kathy and I working the Cuyahoga Valley Scenic Railroad Thomas the Tank excursion.



Modeling a not so handsome and rather unusual caboose

Brooks Stover, MMR
photos by the author unless noted.

Majestic Mining had a small Whitcomb diesel and leased several larger diesels from the B&O to pull their trains. They also had two cabooses. One was a handsome yellow ex-Pierre Marquette unit and the other a not-so-handsome ex-B&O I-5d. This article describes how I modeled this second, and rather unusual, caboose (FIG 1).

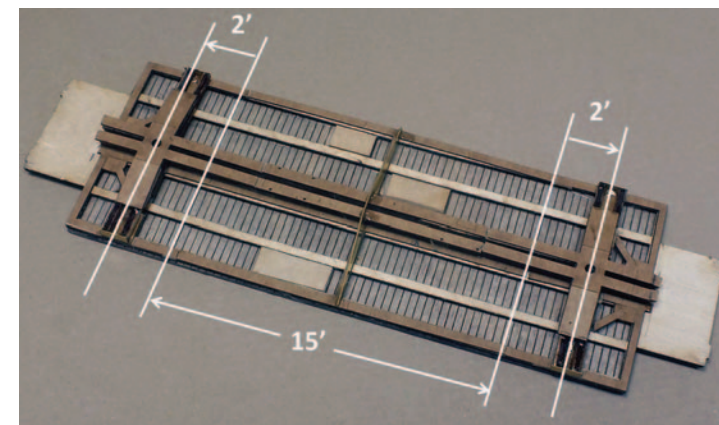
The Prototype

In the 1920s the B&O built 400 class I-5 cabooses. These were wooden units with center cupolas and the trucks were on 15' centers. Over the years, many were modified in various ways. The most significant changes involved improvements to make the cars more stable when used in heavy duty pusher service in the mountains of West Virginia and Pennsylvania. On some cabooses, truck centers were increased by

four feet to 19'. Cars with the longer wheelbases were re-classed as I-5c. On some of the I-5ds, the wheelbase increase was accompanied by adding scrap steel and cement in the floors to increase the weight of the cars by a whopping 22,000 pounds for stability when being pushed on. These ballasted cars were classed as I-5d. In the end, the I-5d class was determined to make the best pusher caboose and many of the original I-5c cars were later modified to I-5d specs. The caboose numbered C-1922 was a I-5d that was purchased by Majestic Mining sometime in the early 1970s and remained in service until the line closed for good in 1980.

The Model

To build my representation of C-1922, I started with the excellent I-1 model produced by Lake Junction Models, LLC. I had already built one of the kits to represent BC&G's C-1, acquired from the B&O in 1958, and knew it to be a quality kit. The first big modification was to add 4' to the truck



2. It was easy to modify the kit's center sill pieces to move the truck bolsters 2' outward toward the ends of the car to create the prototype's 19' truck center distance.

plished by sectioning the center beam and rearranging the parts to move the bolsters 2' closer to the ends of the car (FIG. 2). This was not too difficult to do.

Since C-1922 did not have a cupola by the time it came to the BC&G, the second major change was to fabricate a new roof of .020" styrene. The I-5 classes had steel end walls, the first B&O cabooses to use steel in the bodies. To represent these walls, I used a veneer of .020" styrene over the kit's wooden end walls. To simplify the build, I chose not to reduce the size of the end windows. Archer Fine Transfers excellent rivet decals were applied to the styrene. The lower portion of wood siding on each side was replaced with strips of styrene to represent the repairs done to the prototype. Similarly, above some of the windows scrap wood from the kit was used to represent what were apparently metal patches (FIG. 3).

The narrowed corner steps, needed to clear the relocated trucks, were fabricated from

that this caboose was fitted with a platform mounted air brake release valve and warning whistle at both ends, typical appliances on pusher cabooses in the steam era. These were modeled as well. The final distinctive detail I included were the three small flood lights mounted on the roof at one end. These were made from scrap box parts.

The entire body of the model was sprayed with Rustoleum grey primer and then brush painted with Vallejo Flat Red. The primer could show through to represent weathering. The undercarriage was painted with Vallejo Grey-Black. The steps, end platforms and roof walks were stained to represent unpainted wood as they appear in the photos.

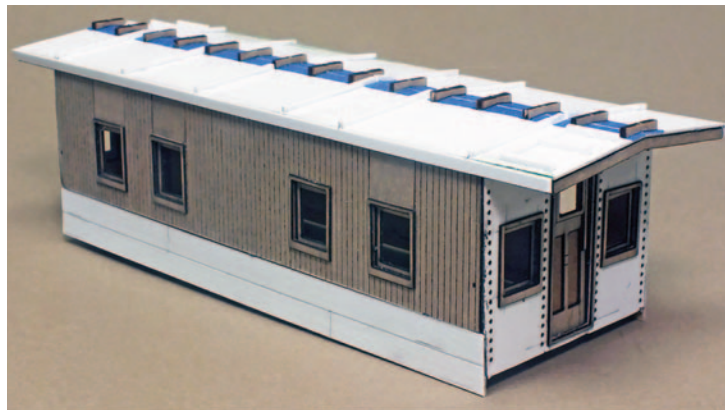
The caboose trucks are from American Models and Kadee 802 couplers were fitted. Weathering was done with pastels (FIGS 4 and 5).

This is not a handsome car **See Modeling on page 16**



1. This ex-B&O I-5d caboose, originally numbered C-1922, arrived on the Buffalo Creek & Gauley around 1971 and remained in service for almost 10 years. The interesting roof-mounted lights are just visible on the far end in this photo by Bob Slavy.

Modeling an unusual caboose continued from page 13



3. A new roof was fabricated from .020" styrene since the caboose had no cupola. The lower body repairs were represented with styrene, scribed with a razor saw to provide some grain texture. An overlay of .020" styrene represents the steel end panels. Archer Fine Transfer rivet decals were used. To simplify things, Brooks chose not to change the size of the end windows.



4. The model was brush painted with Vallejo Flat Red over grey primer. The handrails were fabricated from .020" wire painted Model Masters yellow. The red brake release valve and whistle on the end railing were scratch built as were the unique lights on the roof. American Models caboose trucks and Kadee 802 couplers complete the model.

brush painted with Vallejo Flat Red. The primer could show through to represent weathering. The undercarriage was painted with Vallejo Grey-Black. The steps, end platforms and roof walks were stained to represent unpainted wood as they appear in the photos.

The caboose trucks are from American Models and Kadee 802 couplers were fitted.

Weathering was done with pastels (FIGS 4 and 5).

This is not a handsome car by any stretch, but the model resting car that operated on my prototype in the final years of operation. It was relatively easy to make the modifications needed to convert the I-1 into a believable representation of an I-5d and it's fun to have it running on my layout (FIG 6).



5. The differences between the I-1 "wide platform" (background) and I-5d "narrow platform" (foreground) are apparent in this photo. Notice that on the model, like the prototype, it was necessary to narrow the corner steps to accommodate the relocated trucks. On the I-5d the fasteners along the roof eave are Archer Fine Transfers rivet decals applied over the red paint.



6. The heavily repaired, unnumbered and unlettered I-5d, now in its final years of service, brings up the rear of a BC&G coal train rumbling through Swandale on Brooks Stover's layout in the 1970s. The caboose was built by modifying a Lake Junction Models I-1 kit to represent this rather unusual looking caboose.

The NASG seeks Assistant Treasurer. Quickbooks a plus. Email: president@nasg.org

Ridgehill Central remembered

Continued from page 10

The irregularly shaped sections were also a challenge to store and to transport. And we were growing tired of having to duck into the center operating area.

In 2005, the decision was made to dismantle the layout, expand the group and to go Free-mo. We have never looked back,

except perhaps for the occasional fond memory of a fine little 11 by 20 layout that introduced many to the delights of S Scale. A lingering regret is that so few good quality photos of the layout were taken. The ones you see here are about the best we have. It is too bad we did not have camera phones back then.

Some reminders of the Ridgehill live

on. Oliver Clubine's fine looking farm bridge which appeared on the cover of the June 2003 Dispatch was just recently installed on my home layout: a reminder of my late friend and the late, great Ridgehill Central.

That is our look back: looking ahead, the S Scale Workshop looks forward to welcoming you in Buffalo in 2022.

Kentucky Road meets needs

Continued from page 14

Kentucky almost monthly from 1986 until his death in 1994. Otherwise, since my job required 25,000 – 35,000 miles a year travel, I tended to stay home on the weekends with the family. However, I certainly have enjoyed the many layouts and projects carried through the publications and now the internet. S gauge remains the ultimate modeling size for steam and transition era equipment.

Oh, and that seven-year-old son Patrick? He is 29 now, happily married, and build-

ing a nice scale model railroad in his basement. While in engineering school he picked up the G scale live steam bug, and eight years ago graduated to operating our 2.5-inch scale live steam locomotive. For 20 years I have been an active member of the local live steam club, Northeaster Ohio Live Steamers.

My daughter Carolynn and husband Bryan have given us a grandson Luke, who is now six and running Patrick's old G scale. I am a happy father and grandfather, surrounded by trains! Now retired, I have

been fortunate enough to volunteer several thousand hours with the Cuyahoga Valley Scenic Railroad, currently working as a brakeman and engineer trainee.

Please note the deadline dates on page 6 as they have changed. This is critical if you are planning a classified ad.

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Down by the Depot

by Carl Rudolph

Sacramento Valley American flyer Club

Vaccination is proceeding apace and given the average age of our club members, a fair percentage of us probably already have at least one dose as this is written and most of us will be fully inoculated by the time you read this. Hurray! Life will never return to the old “normal”, but we are headed the right direction! As always, though, the clubs persevere and innovate. Here is the news:

The **Pioneer Valley Model Railroad Club** held their fourth zoom meeting at which Steve Murphy discussed concerns with painting an American Models GP9/18 in the B&M bluebird scheme and the use of available decals for striping. Then there was a lively discussion about Divco milk delivery van models that are available and the differences among them. Bill Morris had six different sets of decals made for these vans so they can be decorated in many ways. There was also a big discussion about the latest American Flyer catalog offerings from Lionel.

The **South Jersey S-Gaugers** were still meeting virtually too. In show-and-tell, Ken Palmer displayed a recent acquisition of an American Models GP-35, John Bigley presented a virtual tour of his latest Lego-themed layout, and Jim Oliver displayed his multi-layer portable layout using MTH snap-track. Ed Claypoole wrote one of his usual great history articles about the Tuckahoe (New Jersey) Station for the club newsletter.

The **Baltimore Area American Flyer Club** still are not having any kind of meeting, but they have added a new section to the club website in which members are sharing photos of dioramas and layouts with each other. So at least they get to see what others are doing, which is better than nothing, but as President Sharon Russell writes, not as good as a meeting!

The **Washington & Old Dominion S Gaugers**, like everybody else, are lying low and not having physical meetings. Members are working on home layouts and working on the club layout and trailer, supervised by head maintenance officer Ed Guest. Some pictures of Doug Boomer’s layout were included in the newsletter, one of which can be found nearby. Wonderful train room with

lots of railroaders augmenting the layout!

The **North Penn S Gaugers** held a meeting by conference call since virus-related restrictions increased in with the after-Christmas surge in infections. Future train shows and their probability of occurring were discussed. Also discussed was the new club membership brochure, which is a tri-fold sheet concisely stating the club’s purpose, location, and benefits of membership. It includes a membership application form and is well done. All clubs that have a presence at train shows should have such a brochure promoting the club.

The **Cuyahoga S Gauge Association** (Cleveland area) still are not meeting. The layout trailers are being inspected on occasion to make sure everything is still in order; otherwise work on the layouts will wait until at least Spring. The newsletter has had interesting reprints of articles from The Herald back in 1987 – one by the late Lee McCarty about the Manoil coupe used on the AF 715 unloading car, and another about A.C. Gilbert and his contributions to the toy industry.

The **Miami Valley S Gaugers** (Dayton area) still are not meeting either but plenty of work is going on at home layouts. The newsletter showed a repainted AF walking brakeman boxcar in the S.S. Kresge paint

scheme and logo by Alan Evans and several views of Norm Hass’s skills at kitbashing and flat carload creation. Norm’s power station with coal conveyor is especially inventive! The S.S. Kresge (Kmart nowadays) boxcar is striking with its blue paint, mostly red logo, and white lettering. The flat carloads include oversize transformer loads with detailed blocking and restraint cables. Next up were some detail tanks (for small logging machinery) made from cheap toys by Tom Hartrum. Alan (Doc) Smith gave a preview of his project to add capacitors to the AF reversing unit solenoid coil circuit to prevent dropouts in short dead areas in trackwork. And Ray Garbee showed how fence work improves a layout scene. Nice work from all these guys!

We heard from the **Central Ohio S Gaugers** (Columbus area) again! Their nice newsletter indicates that the Spring S Spree is still on the calendar as of this writing and all plans are in place with venue, caterer, bus company, and roundhouse. Your scribe assumes that “roundhouse” means the Age of Steam Roundhouse in Sugar Creek which is to be a featured tour. The venue has room for social distancing and maybe by the end of April most attendees will be vaccinated!

The **Central Ohio S Gaugers** – Northern Division (Toledo area) continue to be highly active without meetings. Lots of emails showing progress of projects are received and the work done is impressive. Randy Krajewski sent out several emails which included a brief history of Mini-Craft (the manufacturer of Flyerville structures)



and several of those structures which he has restored and sometimes modified. The results are uniformly excellent. Monty Kaufman installed seating, lighting, and passengers in some old-time AF Franklin coaches; the work turned out well. Lastly, John Frankforter continues work on his layout with tunnel construction.

The **Southeastern Michigan S Gaugers** say that Dave Campbell has been knee-deep in crossing signals, lighting, and building interiors this winter and he found (on Amazon, of course) an H0 crossing buck with a circuit board for flashing the lights – and it works well in S scale also. And the circuit board is available separately. Randy Bosscher says Walthers H0 crossing signals also work in S with a little shim under the base to raise it up. Gaylord Gill and Randy B. are going to have a series on the “New Tracks Modeling” zoom program in which instruction is provided in model building techniques.

The **Kansas City S Gaugers** sent in some news. Correspondent Bill Hutton says “The Holiday Train Display was a great success this year. The entire display was the most elaborate in the 15 years of the Holiday Train Extravaganza at Union Station. Roy Inman, Bob Agne, Gary Camp, and I worked on getting our S Gauge Portion of the Layout up and running. Engines donated by Mark Stevens to our club ran perfectly along with the American Models and Lionel Flyer Diesels on our 3 loops.” Another meeting was scheduled to be held at Bill’s office and one item was a potential venue for the layout at the Wyandotte County Museum which is planning an exhibit on the Union Pacific Railroad in Kansas.

The Dallas-area **Lone Star Flyers S Gaugers** club is still holding zoom meetings but plan on having a real meeting in late March since most of the club members have at least started the vaccination process. Here’s the breaking news from Larry Yurcho: “The North Texas Council of Railroad Clubs successfully conducted its January show at the Plano Event Center on the

third weekend in January. We had over 2,000 attend which was above what we dared to anticipate. People came from as far away as Ohio, but a lot from East and Central Texas as well. We used a single entrance for access, with temperature checks, with exit from two other doors. We received excellent cooperation from all attendees and vendors. Everyone was glad to have somewhere to go besides their houses.”

The **Gadsden-Pacific Toy Train Museum** is tentatively planning to reopen to the public in September of this year. Correspondent Lee Olson went on to say “Operational and physical changes to the Museum are scheduled before this reopening. Open houses will be every Sunday afternoon rather than every other weekend and an admission fee will be charged for the first time. Remodeling is underway to relocate the front entrance door. The standard gauge layout is being relocated to afford more floor space for the gift/hobby shop. This reconstruction will permit an improved flow of visitors through the Museum. These modifications thankfully do not involve any physical change to the S gauge layout but will necessitate a staff re-scheduling to keep the layout operating each Sunday afternoon.” Yours truly definitely has a visit on the bucket list.

In the San Francisco Bay area, the **Golden Gate American Flyer Club** have held more virtual meetings too. A recent one included presentation of artwork from Lionel for the upcoming Flyer Fest West commemorative car and plans for taking orders for same. They also decided to start having two meetings a month rather than one; the thinking is that maybe more members will be able to make at least one of the meetings (all virtual so far, of course).

The **Southern California S Gaugers Club** also still meet virtually. No shows are on the calendar but there is plenty of activity like other clubs. The club is in discussion regarding improvements to the layout yard. Steve Cole displayed a completed boxcar kit, Fred Ruby is building a set for kids, Jeff Meyer displayed an AF 312 locomotive that he is refurbishing, Jeff Kruger displayed a boxcar and a reefer from Pacific Rail Shops, Cindy Friedberg modified her layout module with the addition of an outhouse which is equipped with sound (!), and Steve Stallings displayed a cabooses project with a 3-D printed floor that he designed. Plenty of activity here!

As you can see, S gauge clubs are alive and well despite the current conditions. The pandemic is improving every day and there is excellent reason to remain hopeful and optimistic for the near future! Keep trackin’!

Email: clubcar11@comcast.net
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Calendar of Events

If your organization would like for an upcoming event related to S-scale model railroading to appear in this column, 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.**

2021 TRAIN SHOW UPDATES

There will be no **World's Greatest Hobby on Tour** shows in 2021. World's Greatest Hobby on Tour show operators noted that many municipalities and venues aren't allowing events involving large gatherings. WGH shows typically draw 15,000 to 30,000 people, making them subject to severe restrictions. Promoters say WGH shows will return in 2022.

In the case of **Trainfest**, one of the largest all-scale model railroad shows in the nation, plans are being made for an in-person show in 2021.

Train Show Inc. is planning to have both Greenberg Train Shows and Great Train Shows in 2021, conditions permitting.

May 1 and 2, 2021 — Rickreal, Oregon MODEL TRAIN SWAP MEET & SHOW held at the Rickreal Grange Hall, 280 Main Street, Highway 99W. 9 am to 3 pm. Admission \$5. \$1 off with can of food. Children under 12 free. Please observe Covid-19 rules. For more info e-mail to PRY626@juno.com

May 7 through 9, 2021 — Timonium, Maryland The BALTIMORE AREA AMERICAN FLYER CLUB will operate their layout at the Great Scale Model Train and Railroad Collectors Show at the Maryland State Fairgrounds, 220 York Rd. Check www.gsmts.com/index.htm for update.

May 28 through 30, 2021 — Santa Clara, California O Scale, S Scale, Narrow Gauge West at the Hyatt Regency, 5101 Great America Parkway. O Scale — S Scale Narrow Gauge West is the largest 2-rail O scale and the largest S scale convention west of the Mississippi. Web site: <https://www.oscalewest.com>

June 10 through 13, 2021 — Greenville, South Carolina SWAMP RABBIT EXPRESS 2021 Southeast Region NMRA Convention at the Hilton Hotel, 45 West Orchard Park Drive. www.swamprabbit.org

June 17 through 20 — Tulsa, Oklahoma The 2021 TULSA UNION CONVENTION is a joint production of the Mid-Continent and Lone Star Regions NMRA at the Embassy Suites Hotel, 3332 South 79th East Avenue. Watch the web site www.2021TulsaUnion.com for additional details.

August 7 through 28, 2021 — On Line Idaho Rails 2021 The Pacific Northwest Region NMRA Annual Convention is hosted by the Third Division. Due to ongoing COVID-19 restrictions, the PNR Board opted for a virtual convention. Information at sites.google.com/view/3rddivisionpacificnorthwestreg

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.

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FOR SALE: AF #15 Directonic Rectifier \$25, AF Work Car \$25, AF HO Train #5318 New York Central includes track, cabooses, track car, wheel car, engine (does not run) \$20, AF NTTM Work Train: Combine #6-48240 \$65, Gondola #6-48230 \$45, Box Car #6-48234 \$50, Caboose #6-48247 \$60, Flat Car #6-48226 \$42, Tank Car #6-48223 \$39. Buy entire Work Train \$245. Your address needed to calculate shipping. Robert E. Hartzell, [Phone 610-799-2470](tel:610-799-2470)

FOR SALE: DSL Shop Building Kits, #S101 Halsted Hobbies \$40.00, #S102 Pershing Bakery/Signs \$40.00, #S102 Pershing Bakery / No Signs \$35.00, #S103 Davis Drugs \$50.00, #S105 Al's Body Shop \$35.00, #S107 Dine Store \$65.00, #S203 One Car Garage \$15.00, Buy one or all. Postage will be actual cost to your Zip Code. Contract John Royal at [508-285-7896](tel:508-285-7896) or E-Mail: royaltrainequip@hotmail.com

FOR SALE-Grandson moving from O to S gauge. Like-

new Lionel 6-32936 Pennsy flyer 4-4-2 steam logo with smoke, traction tires, 7 like-new freight cars (included 2 cabooses) circle of track, new CW-80 80 watt transformer, also tunnel, oil tower, churrch, and # 356 Lionel Freight Station in original box. all for \$265 and postage, or can pick up. Don Heimbürger, don@heimburger-house.com or [708-771-2468](tel:708-771-2468)

FOR SALE: CSX Cabooses 20.00 (bay window), NIB Xmas Box Cars 30.00, NIB (easy to repaint) Cylindrical Grain Hopper 50.00, All include shipping, Call Roger [507-676-0665](tel:507-676-0665)

WANTED

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

WANTED: Sergent Engineering S Scale Type E coupler kits (Part # EC64K). Latest investment cast couplers only, Do not need earlier white metal kits. Frank H. Peacock, fpeacock3006@gmail.com

WANTED: S Scale river Raisin Orange Burro Crane,

September 8 through 11, 2021 — Irvine, California ORANGE BLOSSOM SPECIAL — Pacific Southwest Region NMRA 2021 Convention will take place at The Hilton Irvine/Orange County Airport Hotel. More info at www.PSRConvention.org

September 26, 2021 — Lindenhurst, New York Northern Spur Model Train, Die-cast Vehicles & Toy Meet. Firemen's Memorial Park, 555 Heiling Blvd. (north off Hartford St.) 8:30 am to 1 pm. \$5 adults, under 16 free w/adult. Hand-icap accessible. Contact: Carmelo Sancetta. P.O. Box 1286M. Bay Shore, NY 11706. [631-666-6855](tel:631-666-6855)

EXTRA BOARD

Articles Of Interest To S Gaugers In Other Publications

Seeing forever on an S gauge masterpiece appears in the March 2021 issue of **Classic Toy Trains**. Written by Roger Carp and photographed by William Bramlage, with a layout drawing by Kellie Jaeger, it tells the story of Michael Mitter's extensive 25'x 30' S gauge layout.

Blending roads into backdrops is an excellent article in the February 2021 issue of **Model Railroader**. Authored and photographed by Gregg Condon, it describes ways to realistically continue your roads into the distance.

From GOAT to KING — American Flyer Breaks the Power Barrier! tells the story of American Flyer set number 20460, the longest set produced by the A. C. Gilbert Co. in the post-war era. Authored by Don Heimbürger, former publisher of the S Gaugian magazine, this history appear in the February 2021 issue of **Classic Toy Trains**.

INTRODUCTION TO 3D PRINTING by Brian Pickering is in the January 2021 issue of **Railroad Model Craftsman**. This six-page article is illustrated with eleven photos by the author and is billed as Part 1.

SCRATCHBUILT HARDWARE STORE IN S by Dale Smith appears in the December 2020 edition of **Railroad Model Craftsman**. Six pages are copiously illustrated with 23 step-by-step photos by the author. Lots of good advice about what materials, tools and methods to use. An excellent article for a scratch building novice.

BROOKS STOVER, frequent contributor to The Dispatch, and the best layout photographer that I have seen, has published **Creating BETTER LAYOUT PHOTOS** in the January 2021 edition of **Model Railroader**. This is a must read if you want to produce first class pictures of your layout.

Putt Trains 4 Wheel Diesel Switcher #55 Blue & #56 Yellow, Putt trains #41 Yellow Shaker Heights Trolley car. Putt Trains #23 North Shore Line Trolley car. SHS #01736 NW-2 B-B (Chinese Red) Diesel Switcher. **James Wright 218-780-4691**

WANTED: Lionel AF 6-47998 Santa Fe Alco PA A-A NIB (2017 AF Catalog), Lionel AF 6-48136 Santa Fe Alco PA B Unit NIB (Classic Trains Catalog v2 2004), American Models or SHS S-Helper Engines in C&NW in DC Hi-Rail or Scale **312 772-5018** Leave message and your email address.

WANTED: Pikemaster Electric Remote control switches. Contact Bill Pyper by e-mail: rrbill39@gmail.com

WANTED: American Models SD60 Locomotives Iron Rail Models, "Beer Can" Style Tank Cars, Orange Burro Crane, Rusti Downs Tank Cars, Terry Putt Industrial Switchers, SHS 01736 CB&Q Diesel Switcher SHS 00537 5 Car Set, Jim Wright [218-780-4691](tel:218-780-4691) or aflyer69@gmail.com

Here is a solution for when you do not have room for an icing facility

John Johnston, Grafton, ON, Canada. Photos by the author

When MLW Services came out with the CNR eight hatch refrigerator cars I acquired four of the kits. When another came up on eBay, already built, I purchased that one also. I undertook the simultaneous construction of the four kits, performing the same task on each one at the same time. My purchase of the prebuilt reefer was a fortuitous decision, for having an example of the finished car was a useful visual reference for the construction of the kits.

While building the kits I began thinking how they would fit on my layout (Shelter Valley and Trent River Railway, Dispatch, April 2014). I did have a cannery where they could be loaded with produce. Because I needed some place to deliver them to, I decided I needed a cold storage building. Rather than building one from scratch, I took the easy way out and ordered the R J Frost building from Walthers.

With a little kit bashing I created a reasonable facsimile for my railroad. In doing some research for Canadian cold storage facilities, I came across the Johnston Terminal building at the well-known Forks in Winnipeg. I just had to use that name. I was able to find original signage to place on my building.

The next thing to cross my mind was an icing platform. There was no place on my layout for one. I was looking through some issues of CN Lines magazine to help with



Photo above shows Black Ice truck delivering product to the reefer, while the photo to the right shows the rigging in its folded position getting ready to leave after finishing its job.



the building of the reefers when I came across an article that included a picture of a truck that was icing a reefer. This would

solve my problem of how to ice the reefers, but how would I build one?

I started with a Hartoy gasoline tanker. Removing the cab and tanker body, left me with a bare chassis to work with. I have created several trucks for my layout, so I have a supply of parts from past projects. A cab from an M2 truck

looked more appropriate for the era I am modeling, so, with a little grinding and drilling, I was able to fit it to the Hartoy chassis. I then scatchbuilt the platform for the icing rig, followed by the folding elevator boom. Painting was next; each part was painted before assembling. I now had all the components necessary for the operation of my reefers on my layout.

Decker, my nine-year-old grandson who lives with us, has taken to operating the layout. I have introduced him to realistic operation of the railroad, and he has become enthralled with actual hands-on movement of carloads. This was a lot of the inspiration during this project... explaining to him the purpose of the reefers and then creating a somewhat realistic operation on our layout.



A Walthers building kitbashed into the Johnston Terminal warehouse.

REMEMBERING OUR NASG MEMBERS

Bill Clark was a valued member of Bristol S-Gauger Railroaders

On January 20, 2021 Bill Clark, a valued and well respected member of our club, passed away due to pancreatic cancer.

Bill had been a part of the Bristol club since 1996. His wealth of technical knowledge, his eagerness to try new methods, positive attitude, enthusiasm and interest in so many aspects of the hobby made it fun for everyone around him.

Soon after he joined the club, he became a pioneer in helping the club utilize DCC technology and assisted club members with DCC locomotive installations and repairs. He became our go-to technical expert and worked with many club members on their home layouts. His help on our last three NASG Conventions and committees was exceptional. He also became our Club Webmaster. Bill was a regular supporter at nearly all of our club train shows. We will fondly remember him sitting in his "director's chair" inside the corner of our Club Layout during train shows as he made sure that things were running smoothly!

Bill was one of those club members who was really at the very heart of the club. His warm personality generated a positive attitude in every person he met. Bill encouraged people to join our club to learn and share various aspects of S-Gauge railroading.

Bill will never be apart from us; his fellow members of the Bristol S-Gauge Railroaders Club will all miss him greatly.

Doug Peck
Barbara Seltzer passed in December 2020, a life member, co-recipient of 1977 Bernie Thomas Memorial Award

Barbara Seltzer; beloved wife of the late Joshua; cherished and devoted mother of Hillel (Zahava), Rabbi Yitzhak (Mechal) of Israel, David (Adina) and Peretz (Devorah) of Spring Valley NY; adored grandmother of 16; dear sister of Regina (Barry) Cik, Dr. Nanette (Joe) Hecht and Sally Mandel; dearest Aunt and Great Aunt died on December 20, 2020.



Josh died in 2003 and Barb drifted away from the model railroad community, but in the 1970's they were both fixtures at shows and routinely advertised in the SGH, selling Flyer cars they modified to scale and re-lettered. Barb has to hold the world record for the number of cars she hand lettered in those early days! She also will be remembered by Midwest folks for opening their modest house to 40 or more guys that Josh would invite to breakfast Sunday mornings after every Cleveland area Spring Spree, and a couple of NASG Conventions! Jim Kindraka

Magic of scale model railroading exhibit ready in Sacramento



NMRA's "Magic of Scale Model Railroading" exhibit is complete and in operational condition at the California State Railroad Museum in the Old Town Sacramento Historical Park. The museum remains closed to the public due to state and local health orders.

NASG Members should monitor CSRM's web site for reopening information. This is one of the finest Railroad Museums in the country and is worth a visit when you are in the area.

A feature article on the exhibit will appear in the April 2021 issue of NMRA Magazine, and two stories appear in the current Narrow Gauge & Shortline Gazette.



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 ACSG. \$100 SH included or \$80 @ a train show. Check to Larry Shughart, 5216 Lourcey Road, Jacksonville, FL 32257

2019 NASG CONVENTION BOX CAR featured the US Playing Card Co. Bicycle logo. The white bodies/blue roofs display the red logo #1985 & red roof displays the blue logo #2019. Hi-rail & scale available for \$70 plus shipping. Visit www.COSG.Club for info and order form or call COSG 614-766-9033

S FEST 2018 ILLINOIS CENTRAL REEFERS AND GONDOLAS CASG offers yellow and orange reefers for \$57 yellow & \$75 orange (only 32 produced) each in 2 different Specify hi-rail or scale. Contact Leigh Maginniss, 314 S. Drury Lane, Arlington Heights, IL 60004

SOHIO TANK CAR These Lionel American Flyer cars sell for \$70 including shipping. Make checks payable to SCSGC, mail to Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718

BURLINGTON REEFERS StateTRACK & line S-Gaugers have reefers for \$65 including shipping. To order make checks payable to SLSG, mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033

2017 CONVENTION CARS AND TRAILORS TOFC \$60 each, TRAILERS \$20 each Shipping: \$11 1st item, \$4 each additional item. BALTIMORE AREA AF CLUB has TOFC & trailers B&O #2017 in scale, B&O #9523 in hi-rail & scale, WM #1889& #2411 in scale & hi-rail. Extra trailers available <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> Order from BAAFC, c/o Kyle Russell, 4146 U Way, Harve de Grace, MD 21078

Golden Gate American Flyer Club has a Deep Rock tank 2 car set for \$159.95 + \$15 shipping. Checks payable to GGAFCL, send to Paul Guagliola, P.O. Box 4054, Foster City, CA 94404

2012 S FEST SOO LINE CONDOLAS in limited supply with loads @\$40 ea. + shipping \$10 first car, each add. \$4. Loads avail. in 3 colors Hi-rail or Scale. #2012 or 67491 2016 S FEST SPRECHER REEFERS limited supply \$55 for Hi-rail, \$60 for Scale. Shipping \$10 first car and Each add. \$4. # 2016 or 20025. Call 414-421-8512 or rons48tblue@gmail.com

COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC

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 #802 and #5 KADEE COUPLER HEIGHT GAUGE Measures car on track proper 17/32" height. \$6 each
 S SCALE CLEARANCE GAUGE \$7 members \$9 non-members
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FOR SALE TO NASG MEMBERS ONLY

NASG CAP \$19 Tan & blue denim with color logo
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TO ORDER any of these products, download an order form at www.nasg.org/Store or write your order legibly on a piece of paper. Make checks payable to NASG Company Store and mail to: Shane Lambert, 2091 Vining Drive, Unit D, Woodbury, MN 55125
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2019 American Flyer Commemorative Car \$69.00

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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