



THE DISPATCH

Promoting 1:64 Railroad Modeling

May-June 2022

How to attract interest in S on page 8



COVER: Pittsburgh S Gauger Mark Seibel helps a child with operating the magnetic crane on the clubs interactive high rail S gauge layout at the February Monroeville Greenberg Trains and Toy show in February 2022. See the complete article on page 8.

President's Message.....	3	CanAm Buffalo Convention Details by Darby	
Editor's Last Orders.....	3	Marriott.....	16
Letters to the Editor.....	4	Lighting Your Buildings by Marvin Harger.....	20
Change in <i>The Dispatch</i> Editor.....	4	Prevent Lift-out Disasters by Dick Karnes.....	23
New NASG Program.....	5	Project on a Page by Brooks Stover.....	24
Products for S Gauge by Jeff Madden.....	6	Down by the Depot by Carl Rudolph.....	26
So This Is What I Do by Dick Karnes.....	7	Members Information.....	28
Attracting New Members to S by Richard		Calendar of Events.....	29
Caugherty and Roger Schneider.....	8	Coen Cartoon by Joe Coen.....	29
Reasons for Modules by Steve Stallings.....	10	Classified Ads.....	29
The Way Back Machine by Brooks Stover....	14		

NASG DISPATCH

Official Publication of the National Association of S Gaugers. The DISPATCH - ISSN 10457178 is published bi-monthly by

NASG, Inc.

Richard Caugherty, Editor

714 Twin Oak Drive, Pittsburgh, PA 15235

email: dispatch@nasg.org

The NASG is a 501(c)3 Educational non-profit corporation.

CREW LIST

Richard Caugherty. Editor

Jock Ellis, Shane Lambert and

Stephen Law Associate Editors

Jeff Madden. New Products Editor

Jay Reese. Draftsman/Contributor

Joe Coen Cartoonist

CONTRIBUTORS

Dave Donaldson, Steve Doyle, Will Holt, Joe Kimber, Dick

Kramer, Ed Kirkstatter, Jim Martin, Steve Monson,

Carl Rudolph, Ken Zieska

SUBSCRIPTION RATE

1-year, \$30.00 includes membership in the NASG. Subscriptions payable in US funds. Postage paid at Pontiac, IL. The DISPATCH is printed by Johnson Press of America in the USA and mailed in the issue month.

MEMBERSHIP YEAR

The Membership Year is determined by the date that one enrolls, guaranteeing 6 issues, starting with the next issue. All applications, renewals and membership questions should be directed to:

NASG Membership Secretary Dick Kramer

P.O.Box 268, Middlebury, CT 06762

e-mail: nasgmem@comcast.net

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 December 15 for the March, February 15 for May, May 15 for the July issue, June 15 for September, August 15 for the November issue and October 15 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.

Copyright 2022 NASG, Inc.

All rights are reserved. Reproduction in whole or part is prohibited without permission of NASG, Inc.



President's Message

Will Holt, NASG President

THE CONVENTION BLUES ARE OVER

As we all know, COVID has meant many cancellations and delays.

Well, the cancellations and delays are over for NA SG. After a three-year wait, we will be gathering this coming August for the Buffalo CanAm Convention. The Buffalo CanAm committee, a joint effort of the Western New York S Scale Association and the S Scale Workshop (Canada), has scheduled activities including tours, clinics, a trading room, model contest and most importantly, the opportunity to see our old S friends and to make new ones.

There will be the membership meeting will be held on Friday, August 5 at 3:00 pm. It is your chance to hear about the NASG activities over the past year and to heard plans. There will be a summary report on the meeting of the Board of Trustees that will be held a couple of days earlier. The Last item on the agenda for the meeting will be open discussion from the floor.

The annual convention banquet will be Saturday evening as the final formal event of the convention. At the banquet, there will be a great meal followed by a presentation on 2023 convention, the announcement of the winners of the model contest and the announcement of the recipients of the association's annual award: the Trustee's Award(s), the Josh Seltzer Web Site Award, the Perles Publication Award, the Charles Sandersfeld Manufacturer's Award, and the Bernie Thomas

Award. Any member may nominate someone for an award. See the web site for details on the criteria for any of the awards. The banquet will be followed by the annual auction featuring our Auctioneer Emeritus, Jamie Bothwell.

I encourage all of you to attend. Do not miss this fantastic opportunity to fellowship with S model railroading friends, old and new. Let us have a recording setting attendance!

PLEASE STOP SITTING ON THE SIDELINES

The NASG has extensive needs for members to step forward to help S model railroading grow and to help the association itself grow.

We are looking for members to fill open positions on the committees. The Promotions Committee needs someone to work on getting participation by NASG/NMRA members to attend NMRA regional and divisional events to promote S; a committee to explore how to promote to teenagers, young adults, young marrieds and women; to work with potential authors to get articles written for publication in non-S publications: Railroad Model Craftsman, Model Railroader, or others and for our own *The Dispatch*.

Additional personnel requirements include someone or a couple of individuals to assist the Treasurer; *The Dispatch* needs more articles and help with the editing articles submitted; a chairperson is needed to get long inactive the Service Committee moving forward. Let us be honest with ourselves, any one of you has a talent that could be useful to an NASG committee and get many things started or keep others moving forward!

Step up to the plate and help S model railroading grow. Contact me or one of our committee chairs.



Last Orders

Richard Caugherty, Editor

THIS IS MY LAST ORDER

It has taken me weeks to decide how to make politically correct the following announcement. After considerable effort, I have concluded that there is not one. So here it is: on March 28 I received a call from President Will Holt informing me that at a meeting of the BOT they voted to change editors of *The Dispatch*.

He wanted to call personally as he was not a part of that BOT meeting. He wanted to explain what happened so as I would not get an email unexpectedly. I was to complete the May-June issue and then newly chosen editor, Daniel Dawdy the managing editor of *The S Scale Resource* Online magazine would edit the magazine beginning with the July-August issue.

As it turns out, I am not too dissatisfied with this situation. I explained to Will during our conversation that I was considering leaving the post as of the spring of 2023. The magazine had become all-consuming of my daily life. If I needed to add something personal to my schedule, I had to consult the magazine's timeline first. Unfortunately, that is not how I saw this

job when I was the only member who volunteered to become editor. As the saying goes "one door closes, and another door opens."

Looking back at emails beginning earnestly in November and December 2021, I knew there were a few disgruntled members when I started receiving a lot of articles and "helpful" suggestions from certain individuals. All were done in the name of helping since not too many members were contributing articles. Soon these suggestions became "this how you should do it" ones. These would affect the magazine's appearance and editorial content while others were directed toward the magazine's publishing policies. Strangely during my tenure, I received very few bad notices from readers but mostly thank you ones.

I would like to take this time to thank Will Holt for all his support and guidance and believing in the product that I was producing. We would have lengthy monthly phone meetings after publication of each issue to discuss the good and not so good points. He has been nothing but encouraging and understanding of what the editor's job entailed.

Also thank you to all the associate editors and friends who help edit and proofread articles and pages for me.

I have no idea how the transition will happen but keep supporting *The Dispatch*.

Letters to the Editor

Browne offers sympathies, ideas on two articles

Dear Editor:

Very sorry to hear of Ron Bashista's passing, he was a huge influence in the growth of S-Gauge and Scale.

I loved Joseph Kimber's track plan and description of possible prototypes and of course everyone is entitled to their own interpretation of planning, but I attach my thoughts of the plan (I think it was in a previous issue). Mainly I feel it could do with a passing track below the passing track on the upper level and a run-around track at the industry spurs on the RH lobe. I guess the 3-way turnout is from the prototype but would be challenging for someone using "Set Track", so I have indicated using 2 normal turnouts!

I was inspired by a previous article covering a modification of the AF Caboose. I attach a couple of photos showing my change to an "Offset" style. I needed a "Steel" Caboose for my Santa Fe trains and this will do the trick! I could write it up if you want but I am sure it has been done before.

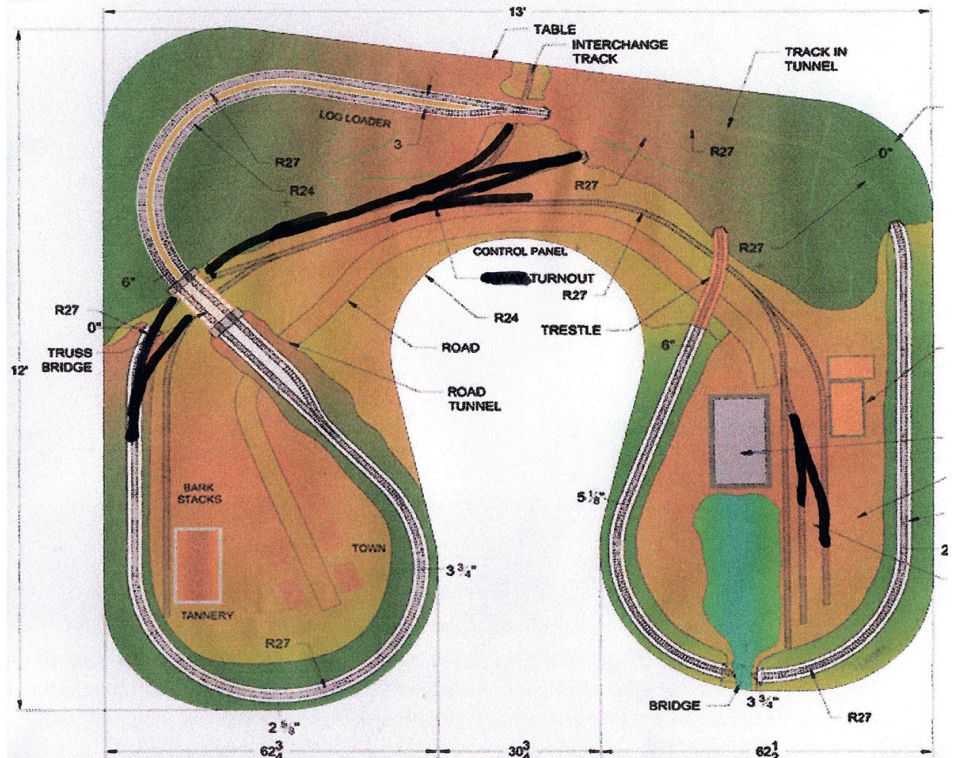
I continue to enjoy Dispatch and of course it is a vital tool to our hobby.

Best wishes
Des Browne,
Holywood Co Down,
Northern Ireland

Change in editors for Dispatch

Beginning with the July-August issue of *The Dispatch*, Daniel Dawdy will take over as the new editor. Mr. Dawdy is currently the managing editor of *The S Scale Resource*, an Online magazine which is free to those interested in S scale model railroading. Amy Dawdy, Daniel's wife, is the owner/publisher of The Model Resources, LLC.

"I will be wearing a new hat soon as I agreed to be the editor of the NASG bi-monthly magazine *The Dispatch*. Nothing will change here [his current position], but I am looking forward to making *The Dispatch* the best it can be and making changes that will keep all the NASG members happy," Mr. Dawdy stated in his April-May issue of *The S Scale Resource*.



Above is the original Kimber design with Des' turn indication marked in black pen. Left is the beginning of his modification of an AF Caboose and below is the finished product.



An EXCITING NEW NASG PROGRAM! "Look What's Being Done In S Today!"



 **EXPLORE THE WORLD OF 1:64 SCALE**
www.NASG.org
The Most Complete Resource for Modeling in **S** Scale

Look what's being done in S today!



Modeling and Photo by Roger Nulton

A coal drag holds for scheduled freight #43 at Wallace Jct. Ind. on the Monon Route. The coal tower will soon be obsolete.

NASG.org



See photos of S layouts at: nasg.org/Layouts
Complete list of S Manufacturers: nasg.org/Resources
Illustrated all-time list of 1000s of S products: nasg.org/Gallery

Example Ad

NASG Promoting S Scale Modeling In Railroad Model Craftsman

The NASG has begun a new promotional ad campaign to attract modelers from other scales to the scale side of S. Beginning with the May 2022 issue, these ads will appear on the inside front cover of Railroad Model Craftsman, one of the premier scale modeling magazines in our hobby.

Each month will feature a photo of exemplary S scale modeling... **YOUR modeling**...and direct readers to the NASG website for complete information about 1:64 scale modeling.

In order for this campaign to be a success we need YOUR help by providing photos of YOUR scale modeling for upcoming ads. What could be more exciting than having a photo of your modeling on the inside cover of Railroad Model Craftsman?

What We're Looking For

Images should feature a scale train or trains and include other rolling stock, vehicles and figures, all in an interesting setting with plenty of color and texture. We will also consider photos of individual scale models and photos of modules or dioramas are also acceptable. The theme of the campaign is "***Look What's Being Done In S Today!***".

Images must be crisply focused and well-lit. We can provide assistance adjusting lighting to some extent in Photoshop but there's little that can be done to correct out-of-focus images. Images that are slightly wider than they are tall (about 3 x 5 proportion) will work the best and files should be 2MB or larger in size.

How To Participate

To contribute photos, simply email them to Brooks Stover at bcstover@comcast.net. He will be more than happy to answer any questions you might have.

We hope you'll participate in this exciting new S scale promotional program by sharing photos of your S scale modeling for inclusion in an upcoming Railroad Model Craftsman!

PRODUCTS for S GAUGE

Jeff Madden, New Products Editor

Hobby Tools – www.hobbytools.com: Under their tools category they show an O/S foam cradle for \$31.98. B & H Hobby Supplies 412-580-4570



Model Scenery World – www.modelsceneryworld.com: They show a lot of S scale 3-D printed items from buildings to details. For example, a modern fire station is priced at about a \$100, and a camping set that includes tents and canoes lists at \$8.95.



Model Tech Studios – www.modeltechstudios.com: Newer details that are probably 3-D printed or resin-cast shows a 5-pack of chairs for \$11.49 and 15 painted fire hydrants for \$18.99. MTS,LLC. P.O. Box 1497, No Hampton, NH 03862

S Wooden CHAIRS



Motrak – www.motrakmodels.com: Shows a wood craftsman kit of the Ipswich, Massachusetts “Clam Shack.” It is also shown on the Port Lines website.

Pre-Size – www.pre-size.com: New items shown are heaps shields for hopper ends to fit on AF or AM hoppers. These come as reg-



ular shaped or notched shape. Each 2-pack is \$4.50. 970-527-4586

Port Lines – www.portlines.com: Besides the above Clam Shack kit Doug is showing some custom produced 1449 14-volt LED bulbs made to U.S. specs regarding mainly the screw threading. Port Lines, 6 Storey-brooke Drive, Newburyport, MA 01950, 978-465-8798

Scale Model Homes – www.scalemodelhomes.com: The “Vallonia” is a wood laser



kit of a 1908-1940 style Sears home. In S it is listed at \$79.95.

Swiss Dog Studios– www.swissdogstudios.com: They show some 1/64 buildings such as a hotel, fire station and garage that come as kits or built-up. For example, the garage kit is \$30 for the kit and \$55 built-up.

Rusty Stumps has closed its shop.

ADDENDUM

Pre-Size - www.pre-size.com: Now retailing T-section Bettendorf trucks made by Minatures form the North (Simon Parent). Side-frames & bolsters 3-D printed in black resing with nylon bushings and springs. Wheels are blackened stainless steel, code 110. Price \$32.50 including shipping. pre-size.com/products/SscaleTrucksPS567.php



Dave Blum
PIKESVILLE MODELS
3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440



ALL THE FLYER YOU DESIRE
E-mail: americanflyertrains@gmail.com



Side Track

Specializing in S Scale
Currently offering a nice selection
of brass express reefers.
Many items currently available at close out pricing.
www.Sidetracks.net
Email: sidtracks_1@msn.com Telephone: 970-325-0118

So this is what I do...

by Dick Karnes

More on Couplers

Not many S scalers use Kadee “delayed action” uncoupling. But I use it all the time. I thought I had to, because I was putting up catenary and I did not want operators fishing through the overhead wiring with skewers trying to uncouple cars. When building my freight yard, I had practiced delayed-action uncoupling with – as it so happens – my older freight cars with converted (longer trip pin) HO Kadee No 5&10 couplers. The feature worked very well. You push the couplers to be disengaged to the center of a magnet, then pull away a fraction of an inch to allow the coupler knuckles to disengage. This allows the magnet to pull each coupler laterally off the track centerline, so the two knuckles are no longer positioned to re-engage. Now, backing the couplers into each other simply pushes the uncoupled cars back on the siding or spur to where you want to leave them. Pulling your loco forward leaves the cars behind exactly where you want them.

Over the years I added the larger Kadee 802/808 couplers to my newer cars that were designed for the larger 800-series box. That is how I gradually learned that my mix of couplers did not always perform the delayed process properly. So, here is what I did to make sure things always worked.

Magnets

Kadee makes three kinds of uncou-

pling magnets: A skinny HO non-delayed magnet, a wider HO flange-way-to-flangeway magnet that facilitates delayed action, and a strong composition magnet backed by an amplifying

steel plate that is designed to be placed directly under flex track before it is laid. I do not use the skinny ones at all. I do use the wider between-the-rails magnets when I can embed them in sidewalk and road crossings, or in places where I did not know I needed to uncouple until after all my track was laid. These work very well on curves for 40- and 50-foot cars if you offset the magnets toward the outside rail, thus being under the center of the couple faces on the curve.

But I vastly prefer the under-the-track magnets. They are strong and they do the job. I have specific indicators on my layout that inform my operators where the hidden magnets are a pile of three rust-colored tie plates glued to the ballast slope alongside the center of each magnet. And for trackage that is too high to see such a feature, I use model garbage cans instead.

Coupler Draft Springs

As I said earlier, the converted HO couplers work great. But the Kadee 802/808 couplers do not if assembled per the packaged instructions; delayed action is unreliable because the magnets do not always pull the couplers sideways sufficiently. And they have another nasty feature: The draft spring causes cabooses to pogo-stick fore-and-aft down the track. Lots of modelers “solve” this problem by replacing the draft spring with a piece of steel or brass rod to prevent pogosticking. But this also completely disables the delayed-action feature.

I solve this problem differently. I use the extra knuckle springs in the Kadee package in place of the stock draft springs. (If you do not

have enough of these, they are available in separate packages from your hobby supplier.). The softer springs remains completely compressed in all couplers when a train is being pulled. Therefore, there is no pogo-sticking. AND the softer springs restore complete reliability to delayed-action uncoupling. Also, there is a bonus: You can create a uniquely prototype phenomenon when starting a freight train from a dead stop. You slowly reverse the loco to bunch up all the coupler slack in the train, then switch to forward motion and gently pull the slack out of the couplers, car by car, replicating the clank-clank-clank of the prototype as the train gradually increases speed. As a kid, I used to watch and listen to NYC Mohawks do this on the River Division after stopping to take on water in West Englewood NJ.

Related Learnings

I did not plan to use the delayed-action feature in my coach yard or my passenger terminal. For one thing, my terminal tracks are all gently curved, and passenger cars range in length from 50foot express refrigerator cars to 85-foot Pullmans. Therefore, proper lateral placement of magnet centers was problematic. I simply placed all magnets just clear of the turnout fouling points. At some point I switched from Kadees to San Juan “Evolution” couplers on my passenger cars and my long locomotives. Evolutions’ knuckles are larger in the vertical dimension, thus preventing the occasional uncoupling when starting or cresting a hill. This happens because a vertical curve combined with a large coupler-to-king-pin distance offsets mating couplers vertically, causing a break in the train. The Evolutions also will not accommodate delayed-action uncoupling because their trip pins do not have sufficient iron content for strong magnetic attraction to overcome their integral whisker springs. But as I said, I do not depend on delayed action for passenger operations.

My regular operators have learned to deal quite well with the magnets. But occasional operators – fill-ins or visitors – seem to prefer uncoupling picks. So, I have them everywhere around the layout. Over time I have discovered that my catenary is quite robust, kind of like taut guitar strings, so can withstand a lot more stress than a simple misuse of a pick. But picks will not help anyone who must uncouple passenger cars with diaphragms because you cannot see or maneuver to insert them.

AutoControls.org DCC & Analog

Youtube How-to Videos & Drawings, for Automatic Train Control

- Pnt-to-Pnt: 1, 2, or 3 trains point-to-point on the same track
- Loop: 2 or 3 trains on the same loop



Above Pikemaster DCC loop, has no blocks, uses single detector

Pic from 2017 NASG Timonium Display Pushbuttons allow public to start trains
James Ingram, vms 570-322-7597

A club's method for attracting members to S model railroading

Richard Caugherty and Roger Schneider, photos by Roger and all historical research material

The *Dispatch* has carried endless discussions of how to attract new members. As the carnival barker said, "You need a hook!"

Our Hook Would Be An Interactive Layout

Sometime in 2007 some members of the Pittsburgh S Gaugers were talking about how to encourage the public and especially children and young adults to become interested in S scale model railroading. Long gone are the Christmas displays in almost every store as was the case in the first half of the twentieth century,

At this point in time the club had built two sections of their modular layout (built to NASG standards) to display at Greenberg Train shows. If S scale model railroading were to grow and attract new and younger modelers, we need to create a layout to do it. Since those involved were mostly high railers, it was decided that 1.

It needed to be kid height (current layout is only 32 inches off the floor), 2. It needed to be interactive with the public and 3. It must be easily handled by two men.

A member brought up the S Helper Service portable layout that would make the rounds of various shows and had a copy of their layout design and construction article from *Classic Toy Trains*. Based on

"Our interactive highrail layout attracts the most visitors at the Greenberg shows in Pittsburgh."
--Roger Schneider, PSG Secretary

that a plan for a five foot by 9-foot layout (it could fit in a pickup truck bed) was

devised. It would be constructed of a 1 x 6-inch wooden frame with pink insulation for the foundation. It would have no legs but rest on two folding tables provided by the show.



The original five by seven foot layout.

The track plan called for a continuous run outside loop and an inner loop that crossed over itself as it climbed the hill/tunnel at one end of the layout. Track work was S Helper Service flex track and American Models turnouts.

There would be several sidings to accommodate the following interactive elements: a talking station, mail pick-up car, MTH release of an AF coal loader, coal dump car, operating water tower and two billboards one with diesel horn and one with steam whistle.

Tired and Wearing Out, a New Layout Was Designed

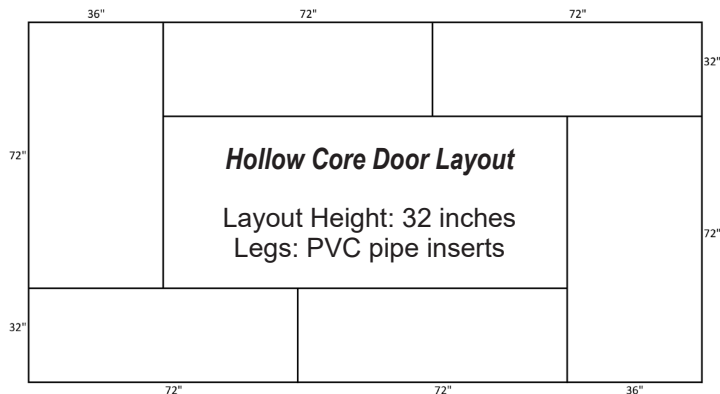
After displaying this layout at Greenberg and local shows for almost seven years and a need to add more interactive accessories and to have wider radius curves for newer, longer locomotives a new layout design was born. PSG project coordinator, Roger Schneider referred to it as "the original layout on steroids."

Another member Bob Kestner (Bob the Builder) suggested we use the six hollow core doors he had. Bob South led the design process.

The six hollow core doors would be



Our first high rail layout quickly became the biggest attraction at public shows with parents having to drag their children away from the action.



sized with wood ends and sides so the sections could be clamped together on the underside. The initial plan was to have some sort of folding legs, however, the crew discovered a much better leg construction copying a system used by the Southeastern Michigan S Gauge Club. This utilized 4 inch diameter (I'm pretty sure) PVC pipes that fit up into deep wood gussets at each corner of the layout sections. These could be easily inserted and removed when the layout sections were lifted up by 2 crew members.

When it came to the wiring, a similar bus system to what had been done in the original hi-rail layout was done. The significant difference here was that it would be necessary to have large electrical connectors between each of the 6 layout sections to carry all the wires for track power as well as the accessories.

Again, the folks at Southeastern Michigan provided invaluable advice on what they had done for their layout. They recommended an older technology component called a Jones connector. These are multi-pin connectors that come in male and female configurations.

As with the original layout, each section of track had feeder wires going down to the bus lines. Connection between the accessory pushbuttons, the accessories and the bus lines were the same, as well.

Track work was much more sophisticated on the new layout. And only the 2 main line track sections could be laid using S-Helper Service flex track, due to the fact that the company had ceased operation. The plan was to use American Models turnouts, uncouplers and a crossover, but it became necessary to use American Models track for the switching line that connected the coal loader, accessory sidings and the coal dump.

A number of small control panels would be located around the inside of the layout with on/off toggle switches so

that the accessory pushbuttons located around the layout could be disabled.

Without any way to turn of any accessories, children would frequently hold down the button to operate the steam whistle, for example, for 5 minutes or more. Control panels also would have controls for uncouplers and turnouts. A large master control panel for the industrial side of the layout was removable, as was a platform that held two 18B or 30B transformers that would be used to operate the trains and accessories.

In 2014, club members Rich Caugherty and John Carter Brooks developed the idea of adding a changeable diorama section at the coal loader end of the layout. This removable section, shaped like half of a bar of soap, is approximately six feet long by 18 inches wide.

Initially the diorama had a Plasticville village. Then later, a streetcar track was added that went from side to side. Each



PSG highrail layout never seems to lack drawing a crowd of adults and children to play on their interactive train display.

year, they added a new theme.

First came a circus diorama setting with a siding that switched with the outer main line. In addition to the siding to park and unload a circus train, there are tents and an operating Ferris Wheel and Merry-Go-Round.

The most recent diorama is a winter Polar Express train setting with ceramic buildings and a flying Santa Claus.

Since 2007 the PSG has been encouraging children and adults to discover the wonders of S scale model railroading.

The most frequent asked question is , "Is this HO scale?" Usually asked by those who did not grow up in the 1950s.

Since most of the layouts displayed at the Greenberg shows are either O gauge or HO gauge, members are constantly explained the differences between these

See Club's on page 23



Reloading the log dump car probably happens over a 100 times during a six hour session at a show. Visitors are extremely fascinated by the simplistic mechanics of these toys from PSG members' childhoods.

Reasons for a module

Designing and constructing an S scale module for the Southern California S Gaugers Club layout

Steve Stallings SCSGC, NASG, NMRA, photos by the author

There are a number of good reasons to build a module. If you do not have room to build a home layout empire, a Module allows you to join a local group of like-minded modelers and use your module along with others to create a much larger layout at public train shows, conferences, private meets, etc.

A module can be a part of a larger home layout that is also able to be removed and used with others at a club layout. Or it could be one of a few connected modules that make up a small shelf layout that can be easily moved whenever necessary for modelers with limited space, or those who may have to relocate periodically.

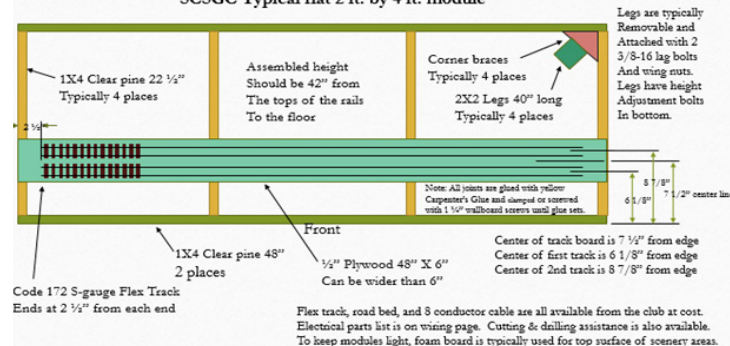
And finally, it could be “in addition to” your home layout so you can try a different scale, era, landscape type, or prototype railroad than what you model at home.

When I joined the SCSGC my previous layout had been an HO logging line, so S gauge took me back to my first American Flyer trains of my childhood.

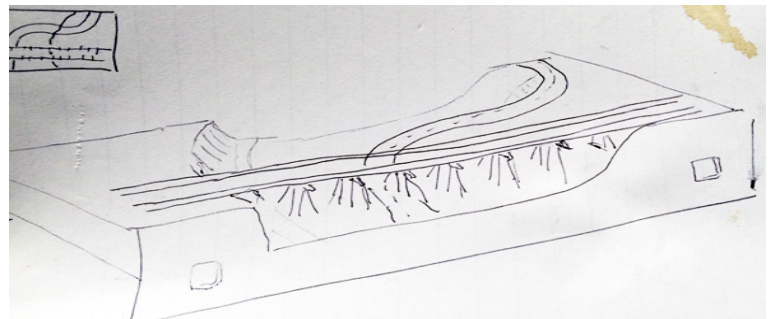
N-Trak seems to have been the earliest formal module standard, but many module standards and modular clubs now operate in all of the popular scales from N to G. The NMRA has the data on all of the available standards. So, it really does not matter what scale you model in. If you are interested, you will likely find a modular group near you. The material in this clinic is based on an S-scale module, but the techniques and materials are useful for any modeler in any scale.

The SCSGC uses a version of the NASG S-MOD Physical Module Standard S-10 from 1987, with a few minor differences based on our experience. This particular module started as a flat, straight, double-track section originally built by Gene Capron, a retired member of our club, and subsequently modified by me into a valley with a trestle, creek, and road, as shown in this presentation. It represents a typical setting in Ventura County, CA with rolling hills & live oak trees.

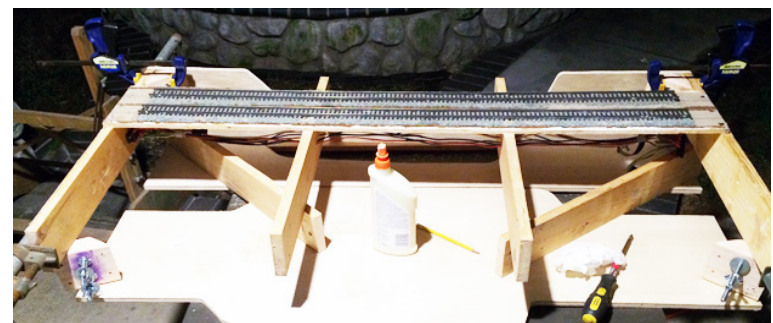
SCSGC Typical flat 2 ft. by 4 ft. module



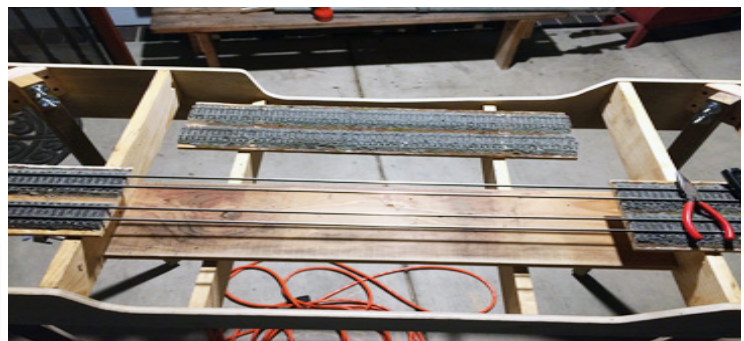
This idea started out as a loose sketch in a scrap of paper in an attempt to incorporate a trestle, creek, and a road.



I stripped off all of the flat landscape surrounding the tracks and replaced the flat 1X4 side boards with plywood in the profile of the valley I wanted to model.



I added stronger leg mounting braces in the corners, and verified that the track was located properly, then started cutting the sub-roadbed, roadbed and ties off of the rails with a Dremel razor saw. That left 24" of the rails hanging in the air.

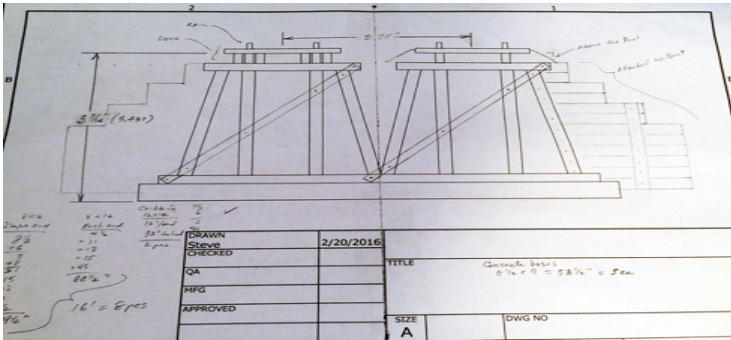


TIME FOR DESIGNING

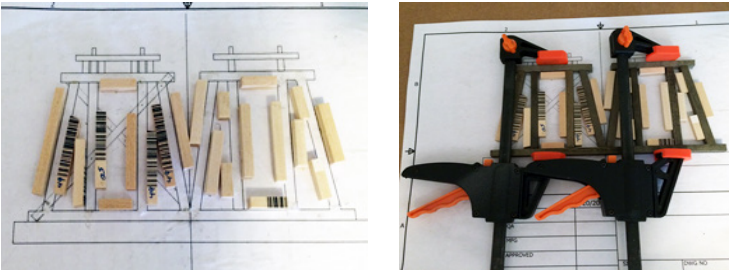
It was time to design the trestle bents and ends. Prototype Trestle Bents were made in several ways depending on the terrain and weight loads they would have to carry. Round posts could be driven into the ground in some areas. Square posts would be supported on stone or concrete foundations with horizontal sill beams (my choice). And several other options were used based on loads, available materials, climate and terrain.

The bents typically had one post centered under the rails and additional posts outside of those leaned out at the base at about a 10-degree angle. The ties were typically supported on 12 X 16" beams centered under each rail. On taller trestles, the number and angle of posts increases as the bents get wider. Diagonal supports are typically added across, and between bents.

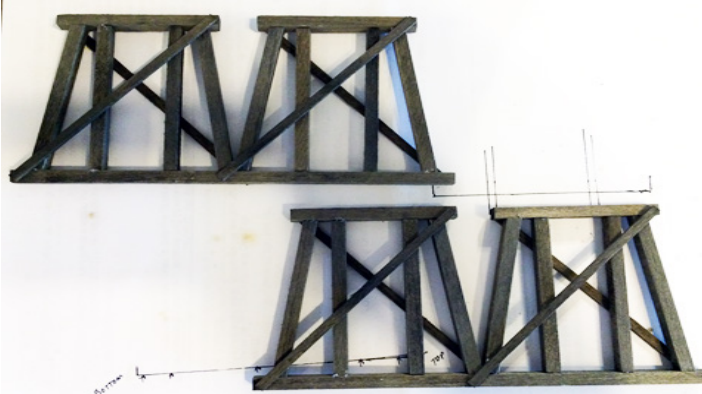
I found an excellent series of YouTube videos By Lex Parker, an On30 modeler who does excellent work. I simply scaled his recommendations down 25% to S-scale to create 2D Cad drawings of my trestle bents, then marked them up for templates. I used copies of my Cad drawing and scrap pieces of strip basswood to make my bents.



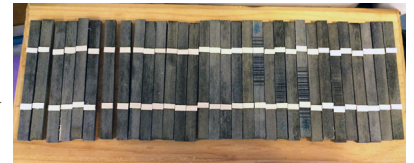
I glued and stained bents with diagonal braces before the nut/bolt/washer details were added. The stain I used was 10% brown leather dye diluted in 90% alcohol. That looked great when new, but has faded badly over the last four years, so if I were to do it over again, I would use acrylic paint instead of stain. This is how my double track bents looked before the nut/bolt/washer castings and weathering were added.



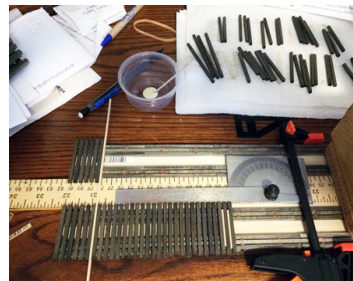
The beams that run under the rails were made up of 12 X 16" by 16 ft. long sections with iron plates spaced every 8 ft. on the prototype. They were then bolted together there were three beams to a rail with staggered ends, so that is how I built mine. In retrospect, it would have been much easier to use 24" long strip basswood and score it every 16 to 24 scale ft. to look like prototype beams rather than how I did it, but with careful assembly



they worked out well. In this view there are small tabs of 2 X 12 strip wood glued to the beams to represent the iron plates. They will be painted a rust color prior to assembly. And in hindsight, no one can see them anyway without a magnifying glass.

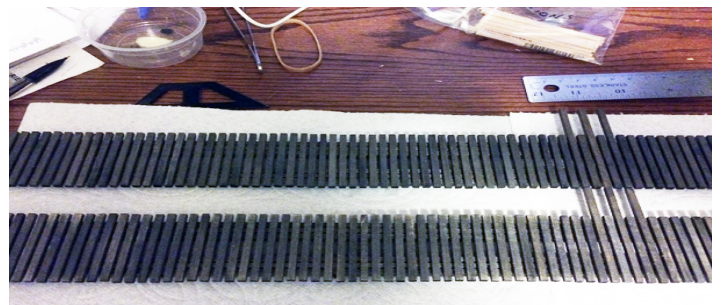


In this view you can see the beams mocked up on top of the bents without any bridge ties yet, and if you look closely, you may notice the iron plates between the beams and the nut/bolt/washer details.



It was time to buy the Kappler S-scale bridge ties and start gluing them to the beams. I used double sided tape to hold the beams to a plate of tempered glass and laid out the ties on both beams at the same time so that they would be uniformly spaced and square.

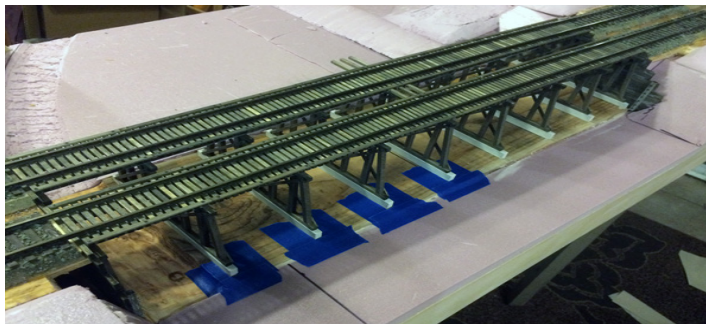
The finished bridge ties on the beams included longer ties in the center of the span to hold the fire barrel. This bridge is only about 128 scale feet long, so one fire barrel was sufficient. On many prototype wooden bridges fire barrels were placed 50 to 100 feet apart. They were filled with water if they could be replenished easily, and sand where water was not practical.



At the ends of the bridge, the bents required retaining walls to hold back earth and ballast. I wanted one end of my bridge to be at a near-vertical rock face carved by a creek over the centuries, and the other end to be at a sloping hillside across the small valley. To make this look natural, the creek had to be curved to indicate that it had carved out outer embankment only. Concrete footings, additional posts and nut/bolt/washer castings were added to these retaining walls as well.



Putting it all together for the first time, the bents are located, the creek bottom is carved out with a Dremel cutter, and the ties and wooden guard rails have been added to the beams. The foam landforms are just starting to take on their basic shapes.



I worked from the rails down to make sure that the track was in alignment. After I knew how much space I had, and how tall the ties, beams and bents were when assembled, I added the concrete footings to approximate the full height. I then shimmed the footings with card stock to get everything level, then used HO rail spikes and an NASG track gauge to spike down the rails to the ties. The shims and footings were then glued to the base board.



On the cliff side of the trestle, where the creek had eroded a vertical rock face over centuries, I wanted a vertical plank wall that was designed to hold back the crumbling cliff face. I designed the cliff with Hydrocal rocks from rock molds, then broke them up and re-arranged them to get

the desired effect. Coloring was done with earth-tone washes of acrylic Raw Umber, Burnt Umber, and Sienna diluted at about 1 part paint to 4-parts water. Black undertones were similarly added to the creases, and white dry-brushed highlights went on next. Eroding soil and ground foam brush & weeds were added last.

The creek bottom was covered with glue then sifted dirt, small pebbles and a few larger rocks to resemble a shallow, slow-moving creek. Two-part Envirotext epoxy was used for the water.



Woodland Scenics rubber rock molds were used to cast Hydrocal rocks. In order to make them fit the rock face and height, and to make sure they looked unique, I broke the castings into pieces and repositioned them like puzzle pieces

until I was satisfied with the look. The rocks were then glued to the foam base and Sculptamold was used to fill in any gaps. Sculptamold was also used to create the scree piles at the base of the cliff. Painting was a series of light washes in earth tones followed by a black wash to add shadows and white dry brushing to add highlights.

Additional Hydrocal rock castings were used alongside the



tracks to provide the illusion of a cut where the thin layer of topsoil and underlying rocky ground were exposed by the right-of-way.

Sculptamold was then added to the foam base to blend the rocks into the overall landscape.

I made weeds with glue drops on tin foil and a static grass applicator. Those were added at the base of the cut and between the rails in the ballast.

On the sloping side of the valley, I wanted the trestle to be



holding back the earth using a terraced approach to conform closer to the landscape profile, so rather than using shorter Bents going up the hill. I used scraps of wood and nut/bolt/ washer castings to terrace the hillside.

There were a few lessons learned the hard way when creating the creek. Before pouring any epoxy, make sure every pin hole in the creek bed is sealed and both ends are securely taped to create temporary dams. The epoxy will find a way to your floor if you do not. Make sure that your 50/50 mix of Envirotext epoxy is at least 50% hardener, or a bit more, or it may never harden (it was a real pain to dig out a gummy, sticky mess and re-landscape the creek bed a second time). Pour no deeper than 1/8" layers. They will dry to the touch in 24 hours, but for best results, pour subsequent layers after about 48 hours (deeper layers may take months to fully cure – ask me how I know that!).

The hillsides and road were completed next. I spread the Sculptamold onto the carved foam with a putty knife to get the approximate shape of the road & hills. When it is almost dry, I sprayed it lightly with water and smoothed it with my fingers to

the final shape. When it is completely dry, you can sand the road if needed. I then painted it with an acrylic light gray base color. I masked the center with 1/4" tape and dry brushed on the center lines (narrower lines would look better in hindsight). And finally, I dry brushed some darker gray oil streaks down the centers of the lanes for an aged asphalt look with oil and grease stains. Crack lines and potholes were added with a marker and a darker gray wash was added on the paved edges.



The rancher's wire fence, gate and mailbox were mostly scratch built. Fence posts were made of stained toothpicks, the mailbox is by CatzPaw Innovations, the figure is by Artista, and the gates were made of Basswood strips with paper card stock and wire hinges (they work!). Barbed wire was made with E Z



Line elastic wire by Berkshire Junction that was super glued to each post after being stretched, wrapped and positioned starting from the bottom row up on each post. The Private property and No Trespassing signs were created in PowerPoint, printed on paper, glued to thin metal sheet, then glue in place to the gates (use spell checker!!). On one of my signs, "No Trespassing" has too many S's. Scale bullet holes were added last with a sharp punch and black marker.

The road signs were created in PowerPoint and printed on plain paper. Signs were then glued to .010" aluminum sheet stock backing and cut out. The road signs were epoxied to "posts" made of finishing nails with their heads ground off. The Bridge vertical clearance signs were made the same way and glued in place (it actually is a scale 16'-0" of clearance). The guard rails were formed in a hand-made hardwood tool cut out with a scroll saw, then formed using C-clamps and 3/8" wide .010" aluminum strips.

This view of the central part of the module shows where the landscaping was done with tan latex paint, covered by real sifted



dirt, three colors of static grass, ground foam, and commercial trees that resemble California Live Oaks. These vehicles are 1:64 scale M2 Machines but you will use whatever is appropriate for your chosen scale.



The completed module was installed into the SCSGC club layout for the first time at a public show at the Queen Mary, Long Beach, CA in 2018. Note that the fascia has not been installed yet and the skirt has yet to be modified to match the contour of the front profile, but it is doing what it was designed to do.

It was also the only S-scale display in the entire event at the NMRA, Pacific Southwest Region, Prototype Modelers Meet in



October 2018.

And finally, photographed outdoors, off of Hwy. 126, on a bridge on Walnut Orchard Road in the Santa Clarita Valley, CA it



almost looks like it belongs there. That picture has become the back-drop poster.

Meet the author:



Steve Stallings has been a modeler since receiving his first American Flyer train at age 3 in the early 1950s. He switched to HO in his teens and built three layouts that never reached completion. College, cars and girls displaced model railroading then came raising a family and a busy software consulting career. Before 911, he carried two briefcases on business trips, one for work, and the other full of tools and a soldering iron for hand-laying turnouts in his hotel room after work. About 6 years ago he re-discovered S-scale and joined the SCSGC as an active member. He has built two modules with trestles/bridges and has a third one in-progress. Plans include a 31' X 22' Southern Pacific home layout if his wife will allow removing several walls. His other hobbies include building and modifying old cars (1:1 scale hot rods), 3D Cad design and 3D printing of impossible to find S-scale parts.

Marathon Oil, 322 Hudson, a 60-year old windmill

*Modeling memories
from over the years,*

**Brooks Stover, MMR,
photos by the author un-
less otherwise noted**

Over the past several years I have enjoyed the camaraderie of a small group of S modelers from around the country. We stay in touch via email and share progress on our layouts, help each other with modeling techniques and swap stories about our experiences as S model railroaders. It is all great fun, especially during this time of social distancing.

Recently, one of the group started us talking about how we got into S modeling. We shared recollections, and photos, of some of our early modeling efforts. We had so much fun sharing memories I thought I would share some of my story with The DISPATCH readers.

Like so many S aficionados, I kept much of my childhood collection of American Flyer. For years it was fondly displayed on shelves in the rooms where I built my prototype-based hi-rail layouts. However, when we moved to a smaller home in 2016, I liquidated my collection of common Flyer stuff. I did, however, save a few 'special' pieces.

One of those special pieces is my first AF 'bash'. It is a common single dome tank



FIG. 1 - Brooks repainted this AF tank car sometime in his teen years to represent one from Marathon Oil, the company his father and grandfather both worked for. The banjo sign was made from a match book cover and a plastic bottle cap, perhaps Brooks' first scratch building project. Both are posed on Brooks' current layout.

car I freelanced into a Marathon Oil car. You see, both my dad and my grandfather

worked for Marathon, so it was a natural. I do not know exactly but it was probably

built when I was in sixth or seventh grade. I brush painted the car red, carefully painting around the markings as I had no knowledge of where to get decals. I painted the dome flat black. The Marathon logo was cut from a piece of my dad's business letterhead, as I recall, and obviously not installed well.

My brother and I had a Marathon (Plasticville, of course) gas station on our AF layout, too. I made the banjo sign for it by stapling a Marathon matchbook cover to a coffee stir stick inserted into a plastic pill bottle cap. The car and sign are displayed in a cabinet in the layout room now, but I posed them on my current layout for fun (FIG. 1). A little research into my photo albums revealed that I have a

FIG. 2 - This photo taken around 1962 shows Brooks (left) and his brother Nelson with their American Flyer layout. The Marathon banjo sign is clearly visible in front of the Plasticville gas station (lower right). The unpainted Plasticville windmill which is still in use today on Brooks' current layout, is barely visible against the wall just to the right of Nelson.



1962 photo of our AF layout that includes the Marathon sign (FIG. 2)!

I also kept the #322 Smoke-In-Tender Hudson and red heavyweight 900-series passenger car set...our pride and joy. We bought one Christmas used from someone in Fort Wayne, IN where we lived at the time. In those days there was always lots of used Lionel and AF listed in the newspaper classifieds just before Christmas. Our dad did not help us build our layout but, like so many other dads of the era, he realized my brother and I were having fun and so he bankrolled our railroad.

After we had the passenger cars for a while, I saw in one of the modeling magazines the suggestion to paint the roofs of AF heavyweights flat black. I was so proud of myself for getting that done without getting any paint where I did not want it.

While I had the Marathon car out to photograph it, I went ahead and posed the Hudson and passenger cars on my layout, too (FIG. 3). In the photo, which sort of looks like it came from an AF catalog, there is a Silver Flash PA in the background. That engine was purchased from the kid who lived across the street. I do not recall the specifics, but he must have been tired of his Flyer and sold the locomotive and cars to me and my brother 'cause we were still playing with trains!

Inspection of the old and new layout photos reveals another interesting piece of history. The Plasticville windmill behind the dairy at Cressmont on the new layout (FIG. 3), now painted and weathered, is also visible in the AF layout photo (FIG. 2)! It is just to the right of my brother, barely visible against the wall in its original gray plastic finish. The two photos confirm



FIG. 3 - The #322 Hudson and the 900-series red coaches with black-painted roofs from the childhood collection of Brooks and his brother are shown here on Brooks current layout. They were obtained used having been found in a newspaper classified ad. The Plasticville windmill, itself now 60 years old, is also from the childhood AF layout.

that the windmill has been pumping water on my layouts for 60 years!

One of the thrills we got from the #322 SIT Hudson was its ability to generate a cloud of smoke while sitting still. I took advantage of that in a photograph. In 1994 I authored an article about my BC&G layout for *Classic Toy Trains* magazine. Remember, back in those days we were shooting slides and mailing them to the publisher so you never knew

exactly what the image would look like in print. On page 75 of the January 1994 CTT was a photo I took with the #332 sitting still but with the smoke unit going (FIG. 4). At least a little of what seemed at the time to be a huge plume of smoke showed up in the picture!

I made one final fascinating discovery while putting this story together. When I saw the 1994 CTT image side-by-side with the one taken



FIG. 4 - Brooks took advantage of the Hudson's smoke-in-tender feature and staged this action photo of a stationary train with the smoke unit running. This picture was taken on the second layout Brooks built as an adult and appeared in the January 1994 issue of *Classic Toy Trains* magazine. Notice that the baggage door on this side of the combine is painted black but FIG. 3 reveals the door on the other side was not!

on my current layout I realized that somehow, I never got around to painting the second baggage door on the AF combine! I wonder if I ran out of paint or whether mom called me for dinner in the middle of the project. I do not believe there is any value in correcting the oversight now.

I suppose it is true of any hobby... but model railroading, in any of its forms, sure creates a lot of memories! This is partly because it is a lifetime interest for

most of us and partly because it almost always involves family and friends! The adage "Model Railroading Is Fun" holds true for me today, and it has for 60+ years. I am so glad I have saved some of my earlier modeling efforts and have at least a few photos of even my earliest layouts. It is fun to see the how far I have come...and all the fun I have had. *(Photos of Brooks' current layout are at www.nasg.org/Layouts and at buffalocreekandgauley.com)*

Make plans to attend the 2022 NA



WHEN:
August 2 - 6, 2022
WHERE:
Buffalo Marriott Niagara
1340 Millersport Highway
Amherst, New York 14221
716-689-6900



Darby Marriott

Despite the challenges of the past two years, I am thrilled to be chairing the Buffalo CanAm. And of course, while S Scale model railroading is at the core of our convention, we want you to fully experience our host city.

The awe-inspiring expanse of Niagara Falls; historic remnants of century old power plants and hulking steel spans for road and rail; Buffalo's Art Deco masterpieces...City Hall and Buffalo Central Terminal; a picturesque rail excursion through the countryside.

Such is Buffalo, an active rail hub, historic industrial giant, a center for the arts and architecture, and replete with fine restaurants and watering holes. We can't wait to show it to you, and to kick things off, we have four great tours lined up.

Tour 1: North to Niagara, Tuesday, August 2. Visit Niagara Falls State Park and the majestic beauty of this natural wonder of



Photo courtesy of Niagara Falls

the world. Ride the Scenic Trolley to hop from one awe-inspiring view of the falls to the next.

Get close up with the Cave of the Winds or get on board the Maid of the Mist. Explore the Schoellkopf Power Plant Ruins, the largest hydroelectric power station in the world at the time. (Tour cost non-inclusive of lunch nor any of the above-mentioned tours within the park). In the mid-afternoon, we travel to North Tonawanda, home to the Herschell Carrousel Factory Museum and the Niagara Frontier Chapter of the National Railway Historical Society. You'll have the option of taking in either one of these attractions.

Enjoy a one hour guided tour of the Herschell Carrousel Factory Museum (additional \$8-per person) and take a ride on a 1916 vintage carousel.

At the Niagara Frontier Chapter of the National Railway Historical Society, we'll get a tour of their facility and preservation efforts, and learn some of the local rail history.

Tour 2: Rails and Ales, Wednesday, August 3. Tour the beautiful Western New York countryside on a 2-hr privately chartered rail excursion out of Gowanda, NY. Here we'll board our New York & Lake Erie train, pulled, in CanAm fashion, by ex-VIA nee CN MLW FPA2/4s.



Photo courtesy of NY&LERR

This ex-Erie line features a 2.5% grade, and a historic tunnel on our way to South Dayton and back. Along the way, we'll learn about its multiple movie fame including Trains Planes and Automobiles, and The Natural.

Next stop, lunch at the Hamburg Brewing Company. Enjoy the food and suds while overlooking the brewery's fabulous grounds. Then, we'll have an opportunity to see how our frothy



Photo courtesy of Ron Kemp

NASG Buffalo CanAm Convention

beverages are made as we tour the inner workings of this craft brewery. Our tour isn't finished, though, as we take in a stunning G-scale layout uniquely situated within the brewery.

Our last stop will be at the Hamburg depot, home to Artcraft Toy Trains. Take a walk around the store and check out the Lionel layout. Outside, get a look at the hulking Pennsylvania Decapod I1sa #4483!



Tour 3: "Big Time Buffalo" Thursday, August 4. A "must see" is Buffalo's reborn waterfront. At its peak, Buffalo was the second largest railroad city in the country and the major Great Lakes destination for the transport of grain and other goods between ship and rail. Now, it is transformed into a vibrant center for work and recreation, under a healthy influence of its industrial past.

We are offering two Buffalo tour tracks: Group-A for a full-day tour including lunch, and Group-B for a lighter half-day (no lunch included).

Group-A tour: Ride from the hotel aboard an authentic British double-decker bus, passing some active rail yards before a stop at the historic art-deco Buffalo Central Terminal.



This was the centerpiece for the New York Central and other roads serving Buffalo passenger operations until the late 1970s. Time and disuse has since taken its toll, but renovations have begun, and while it has yet to fully reclaim its former glory, it is still an impressive structure.

We'll also pass the new downtown Exchange St. Station, and meander through the trendy Larkenville with its ties to the illustrious Frank Lloyd Wright. A lively narration will highlight the many additional historic architectural landmarks of the area.

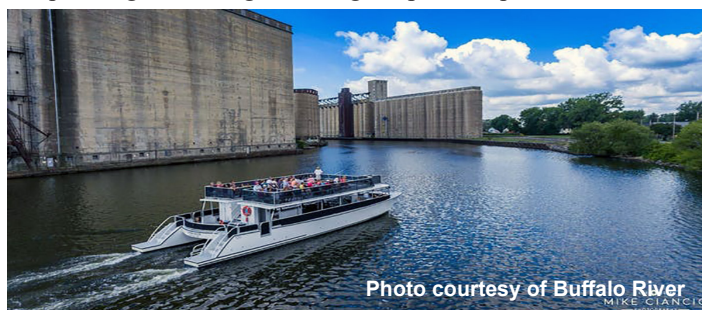
Our bus tour concludes at Pearl Street in downtown Buffalo where you'll be able to tour the Buffalo Harbor Museum and lunch next door at the Pearl Street Grill & Brewery. We'll have a private upstairs dining room with great views of the city and waterfront below.

Next, stroll down to Canalside, site of the original terminus of the Erie Canal and epicenter of the rejuvenated Buffalo waterfront. Here we'll have time to take in some self-guided and optional events prior to boarding our river cruise. Grab an ice-cream, do some souvenir shopping, ride a historic merry-go-round, or do a quick tour of the Naval and Military Park. Additional fees apply where applicable.

Be sure also to leave some time to check out the Buffalo Maritime Longshed beside our dock before boarding, and witness the progress being made on the recreation of the 1825 packet boat which made the inaugural run on the opening of the Erie Canal from New York to Buffalo.

Group-A is now joined up with Group-B, who have experienced their own guided bus tour en-route from the hotel to downtown Buffalo.

Our river history tour begins as both groups board the "Harbor Queen" cruise boat. Our guided cruise will bring you back in time as we journey up the Buffalo river, past Silo City and "grain central", beside old rail yards, and between past and current industrial treasures. Our personal on-board historian will provide unique insights as we glide along the picturesque waterfront.



Later, as Group-B buses back to the hotel, Group-A will have some additional time to enjoy Canalside before boarding the MetroRail light-rail for a ride out of downtown.

Tour 4: Roycroft Campus and Vidler's 5&10 Store, Friday, August 5.

The cradle of the Arts and Crafts movement, the Roycroft campus is the best preserved and most complete complex of such buildings in the United States. It began as a small printing business and later expanded into a community of skilled crafters and artists, igniting the birth of the Arts and Crafts movement in America.

A guided tour of the Campus will take in the Power House (1910), Print Shop (1901), Copper Shop (1902), Furniture Shop (1904), Chapel (1899) and Roycroft Inn (1897). You will



Image courtesy of The Roycroft Campus Corporation

Bookbinding Workshop and Printing Demonstration during the tour.

A delicious lunch is included and will be served at The Roycroft Inn Restaurant.

Vidler's

After our tour of the Roycroft, we'll head on over to Vidler's, the "World's Largest 5 & 10 Store". Inside you will see the original wooden floors, big open counters (the same ones that our



Photo courtesy of Vidler's

great grandparents browsed) and a store chock full of every kind of merchandise imaginable. We have one-and-a-half hours to browse the huge store.

Canada is Calling

While there is not currently a formal tour up into Southern Ontario planned, there is still plenty to take in as an alternate adventure, including museums, public layouts, and private layout tours. Please contact us if you are interested in heading north of the border, and we can assist in pooling you with other interested parties and providing itineraries: BuffaloCanAm@gmail.com

Layout Tours

Buffalo is home to some great model-rail enthusiasts, in S as well as other scales. Be sure to experience their modeling mastery in these select home layout tours.

Dan Malkiewicz

- Scale: S/Sn3 – 18 by 50 ft.

- Track: 100%; code 148 American Models; 113' double-track mainline
- Scenery: 100%; portions floor to ceiling
- Details: mid-1950s-mid-1960s transcontinental featuring New England, Altoona Horseshoe Curve, Colorado/Utah, Grand Canyon, Pacific coast
- Featured on the March 2017 NASG Dispatch cover and in the March 2018 NASG Dispatch; NASG website

Ron Kemp

- Scale: S – 12 by 46 feet
- Layout name: New York Central Belt Line (Buffalo, circa 1959 – 62)
- Track: 100%; code 138 SHS, MTH, Fox Valley Models
- Scenery: 35%
- Featured in March/April 2022 NASG Dispatch; NASG Website

Gregg Mummert

- Scale: S – 12.5 by 17 ft.
- Track: 100%; code 148 American Models
- Scenery: 25%
- Era: steam & diesel
- Control: AC, DC, DCC (Lionel TMCC), FlyerChief
- Featured in January/February 2022 Dispatch; NASG Website

Frank Battaglia

- Scale: O gauge
- Track: 100%; GarGraves
- Scenery: 100%
- Details: Large layout representing 1950-1970, plus modern
- Featured in April/May 2006 O Gauge Railroading magazine and March 2014 Classic Toy Trains

Bruce Aikman

- Scale: Two rail O scale
- Layout name: Central of New York Allegheny mountains)
- Track: 100%, Scenery: 30%
- Era: 1940s to 1950s, steam
- Details: Large layout featuring a number of Eastern railroads, scratch built locomotives, research of passenger cars and trains of the Northeast
- Control: Digitrax DCC

Gary Reynolds

- Scale: HO
- Layout name: Grand Allegheny Railway (NW Pennsylvania, 1950s)
- Track: 100%; code 83, scenery: 100%
- Details: Medium size shelf style layout with Appalachian mountains, main yard, 2 staging yards, major city plus three small towns, car cards/waybill operations. Structures are craftsman kits or kit bashed with interior details and lighting
- Control: Digitrax Radio DCC

Frank Pastore

- Scale: HO
- Layout name: Allegheny Central Railroad (West VA, late 50s to 60s)
- Track: 100%; code 100, 83
- Scenery: 85%
- Details: Large shelf style layout with Appalachian mountains, main yard, 2 staging yards, large industrial buildings
- Control: Digitrax Radio DCC



Photo courtesy of Dan Malkiewicz

Essential Oils “Make and Take” workshop. Debra Ehmke, Owner of Essentially Well Oiled, will share her knowledge and guide us through 3 different make and take projects.

We will be making a Frank N Walsh facial wash, Bath Salts, a Perfume and perhaps some Chocolate Fruit

Annual NASG General Meeting, Saturday August 6.

Re-engage with the state of affairs within the NASG. Meet your current Board of Trustees and see how you can get involved!

Banquet and Auction, Saturday Evening August 6.

Cap off a great week with a great meal.

Dress to impress or just be yourself. Cheer

on the award winners while waiting in anticipation of the next main event: the Jamie Bothwell annual auction. If you’ve got a dollar, chances are you’re leaving with something! Jamie’s bringing his A-game, so don’t skip town without attending this annual laugh-fest.

Conclusion

The Buffalo CanAm has something for everyone, and for sure more than you can even imagine. Experience the richness of the Buffalo Niagara region. Greet old friends and welcome the fresh new faces of S Scale. Get the pulse of the industry and S Scale as a whole. Engage with NASG leadership. Capitalize on dozens of vendors with unique offerings. Capture the innovative techniques from the A+ clinics. Showcase your models in competition or just enjoy the creativity of others. Marvel in the mayhem of the infamous Jamie Bothwell auction. Get out of the house, get out of the train room, and come have some fun. We’ll see you in Buffalo!

Important! Be sure to closely monitor the **NASG website** (<http://www.nasgconvention.com>) for all of the latest developments, Online registration, as well as, Hotel and Registration details. As a courtesy to our convention and the other attendees, please support booking only at the Buffalo Marriott. Remember, there is no financial risk in booking early. In fact, the first 64 registrants to book three or more nights at the convention hotel enter a chance to win a free night’s stay. If phoning be sure to mention the convention for the special room rate.

Clinics, Friday, August 5-Saturday, August 6

Take a load off your feet while learning new techniques and honing old ones. We have an evolving slate of clinics and presentations, including some of the most talented craftsman in S Scale. **Model Contest and Display**, Friday, August 4-Saturday, August 5

We encourage you to participate in the annual NASG model contest. This will be judged based on the NASG contest rules and will include multiple classes and divisions. Winners will be announced during the Saturday evening banquet and presented with awards. Bring out your top models and let’s see what we’ve been missing out on the last two years!

Outside of the judging, simply exhibit a model of something you have recently completed or are still in the process of working on. Have a kit-bash, scratch-build, or custom paint and decaling project? A section of the secure contest room will be reserved for these displays, so share your progress with us.

Vendor Hall, Thursday evening, August 4-Saturday, August 6

Forget eBay and Amazon. Find what you want right here among the many vendors and manufacturers.

Exhibition Layouts, Thursday Evening, August 4-Saturday, August 6.

Catch the action on visiting portable layouts and chat with their creators. The S Scale Workshop layout is a true CanAm operation with members from both Canada and the U.S. Buffalo will be their fourth NASG convention appearance.

Welcome Reception, Wednesday Evening, August 3.

At last, its time to get together! Mother Nature willing, we’ll gather outside in the courtyard for food and fun. For many, this is what it’s all about and what we’ve all been waiting for. Greet familiar faces and say “Hello” to new ones. An S Scale social event you won’t want to miss!

Bingo Night, Thursday Evening, August 4.

Catch up on the news with those you have not seen in a long while. Make new acquaintances and have some laughs, all the while playing Bingo. Great Prizes to be won!

Essential Oils

Workshop, Saturday, August 6.

Join us Saturday morning for an

Attend the
NASG Buffalo
Convention
Aug.2 - 6

A. C. Gilbert's
American Flyer Trains
Bob Iannacone
615-614-3564 cell: 615-429-8292
biannaco@bellsouth.net
www.americanflyertrains4u.com



Trains & More, LLC
P.O. Box 1751
Manchester, CT 06045-1751
www.trainsmore.com

Selling American Flyer Trains & Parts since 1992
Major Credit Cards Accepted
trainsmore@aol.com 860-432-2124

Lighting

Illuminate your layout buildings



Photo 2
The greenhouse was the first attempt at using LED lighting.

Marvin Harger, photos by the author

Light up your Plasticville, K-Line and other buildings to add life and realism. It is quite easy, inexpensive and most only take 15 to 30 minutes to complete. Any structure that has a porch, overhang or patio and so forth is a candidate for LED lights.

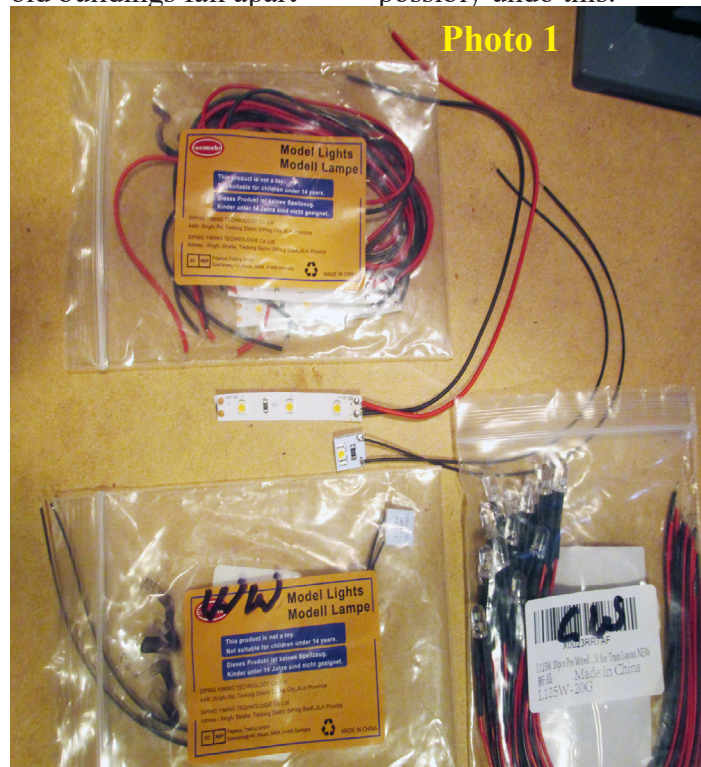
I use two distinct types, a single LED (\$.80) and a triple LED strip (\$1.10) which has an adhesive back. They operate on 12 to 18 volts available in cool or warm white which I prefer.

I buy the lights (Photo 1) from Amazon. I search “model train lights LED 12 to 18v.” Notice if they are offered as either cool or warm white and choose whichever you prefer. The single lights are \$15.99

for a sheet of 20 the triple lights are \$10.99 for 10 LEDs.

Some buildings require no alteration, others require a small hole drilled for the wires or others require a small notch for the wires. Most 60 plus year old buildings fall apart

when moving them for any reason. It was kind of difficult decision at first, but I decided to super glue the corners of most buildings. It is hardly noticeable yet makes the structures solid. A super glue release is available to possibly undo this.



The green house (Photo 2) was my first project to light up. I glued all 4 sides together here also but not the roof pieces. This allowed stability and serviceability. I cut a piece of wood into a “V” shape and turned it over to fit into the inside peak of the roof. Painting the wood gray, the color of the greenhouse lower sides would have enhanced it.

I attached a triple LED strip light to the center of this wood piece which allowed the light to shine straight down. I scotched taped the length of this wood with ¼” overhanging and attached it slightly down from the peak and run the tape over the top allowing the other half of the roof to fit over properly.

I had to drill a hole in the floor at the back of the greenhouse for the

wires to pass through. It took several tries with the scotch tape to get the wood piece mounted slightly under the peak so the other half to fit correctly.

I have added the exterior lights to 11 of my buildings. Once they are attached to the building. I use 22-gauge stranded wire with a sheath around the red and black wires to connect the two LED wires to a 12volt feed wires with wire nuts. I normally feed these lights with 12 volts.

The gas station (Photos 3 & 4) for example has a single light above the entrance door and either a single light above each overhead door or a triple light centered between the 2 overhead doors. A small hole must be drilled on the horizontal overhang to be able to feed the wires into the building. Wire nut all the red LEDs wires to the red feeder wire and the black LEDs to the black feeder. It is a dra-

matic difference to see the front of the station lite up.

The motel for example requires no drilling but a small notch in the top part of the wall below the roof for each set of wires to feed inside the building. On this one I super glued the roof to the walls since the wires pass through a notch and it would be hard to position them reinstalling the roof.

The talking station does not require drilling or notching because you can fish the LED wires up between the screen area and the wall or between the plastic window and the wall. I super glued the LED wires to the underside of the removable overhang to keep them from showing.

The baggage smasher and Plasticville ranch house do not have ceilings above the overhangs only a slanted roof. To allow the LED lights to shine straight down I added a

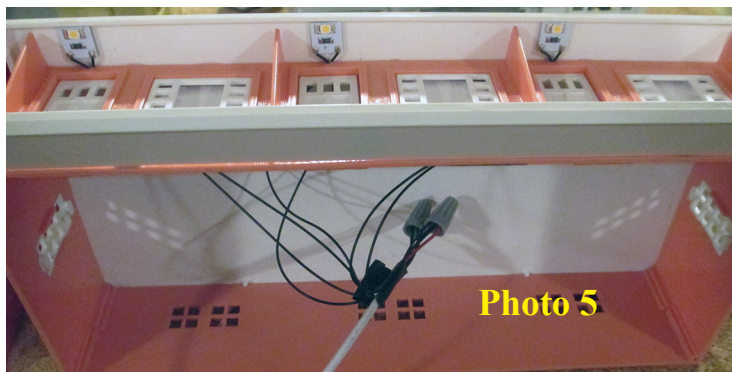


Photo 5
Pictured above is the interior of the motel with its lighting installed.

wedge shaped of wood (26-degree angle on the baggage smasher) super glued it to the roof to attach the LEDs.

The two-story colonial house I added two LED single lights to the patio on the right side of the house since there was no front porch.

A few buildings already had open areas to run the LED wires through into the structure.

In addition to the ones listed I also did; Plasticville, hospital, TV station above the windows only, supermarket and K-Line ranch and school.

This new building lighting on my layout

has me installing numerous Miller Engineering neon signs. I installed the UNION STATION neon sign on top of the talking station and an Amtrak ticket inside sign by the entrance.

My layout is 11feet by 14 feet and can run five trains at once. I have been adding more LEDs as I find places for them. I am quite pleased with them. The lower power consumption and minimal heat is a big plus. I have just started converting my 30 streetlights to LED. After a hiatus, I set my trains up starting two years ago and have been adding a lot of lighting



Photo 3
In the above photo you see how Marvin attached the LED lights to under the overhang, while at right is the finished gas station complete with a Citco neon sign.



Lighting

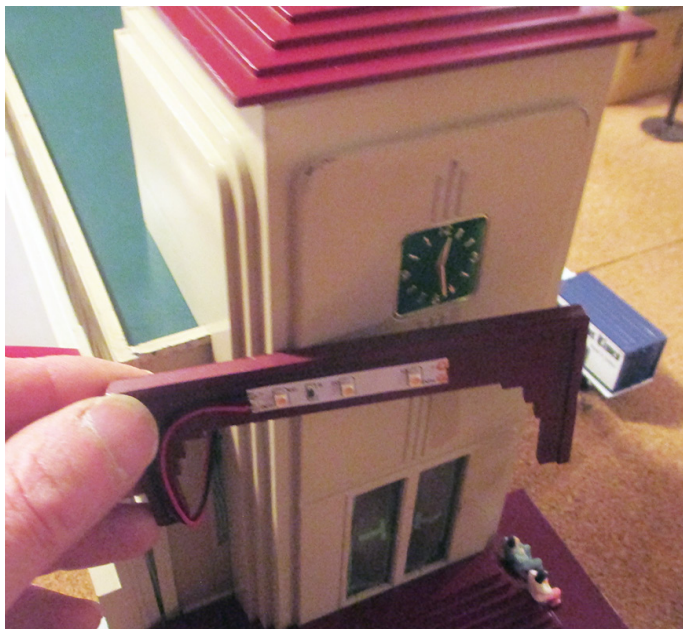
Continued from page 21 the last month as well as the neon signs. My next project, I hope, is to start adding landscaping this year.

About the Author

I live in Urbandale, Iowa and am 71 years old. I worked as a Stationary Engineer at Iowa's largest hospital for about 10 years, then as a power plant operator for 25+ years then a building service tech at Wells Fargo for 10 years. Some time at John Deere as a repairman and as a critical facility engineer at a data center. I have a wood shop where I am currently



building kitchen cabinets for my sister. God has blessed us immensely in so many ways.



TOP: An overview of Marvin's layout lite for the evening.

LEFT: Here is the placement for the Union Station LED lights.

ABOVE RIGHT: The Union Station lighted with an added neon sign.

BELOW: This shows the placement of LEDs under the overhang on the baggage smasher station.



GOLDINHANDS
www.goldinhands.com

American Flyer - Lionel Train Repairs

- A/F Diesel Re-brushing
- TMCC CONVERSIONS

Lionel Authorized Repair Station
Edward Goldin
Phone: 847-727-0857
Member NASG #05R0025C
TCA #05-58825




Preventing lift out disasters

Dick Karnes

Here's a simple circuit (Fig. 1) that prevents your prize loco from falling to the floor when you forget to replace your lift-out. The circuit kills the current in one of the rails adjacent to

the lift out unless the lift out is actually in place. Thus, a locomotive will stop before it gets to the missing lift-out.

You can implement the circuit with two pair of stereo plugs and sockets (Fig. 2) or with homemade contacts (Fig. 3).

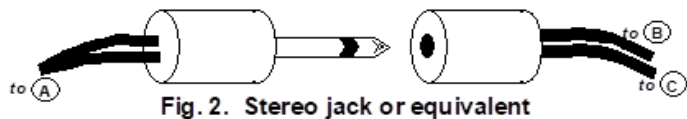


Fig. 2. Stereo jack or equivalent

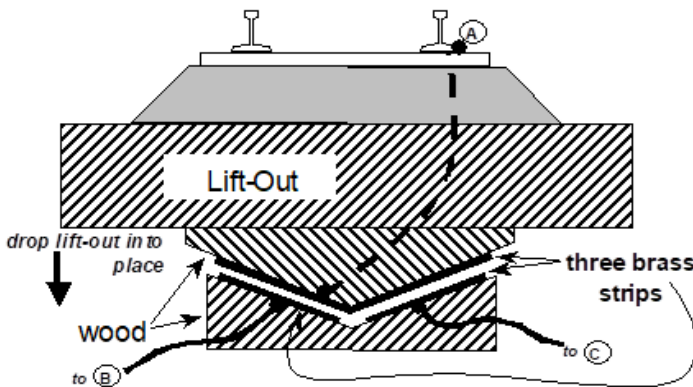


Fig. 3. Contacts built into lift-out seat



The Dispatch would like to publish your quick fix ideas for model railroading issues that you have solved. Send your article, photos or drawings to dispatch@nasg.org

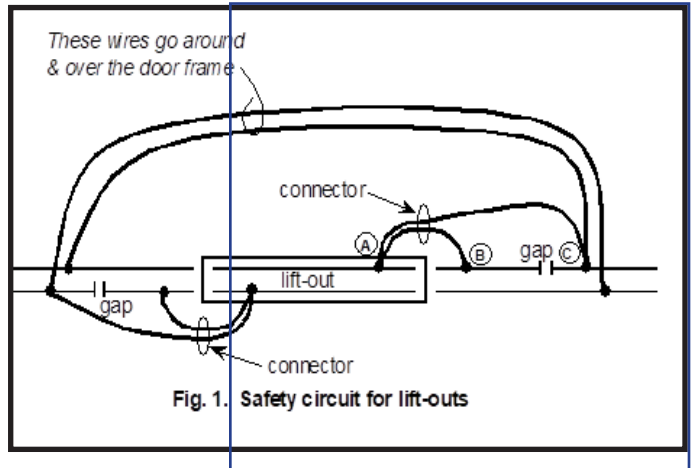


Fig. 1. Safety circuit for lift-outs

COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC

 NMRA Sn3 TRACK AND WHEEL GAUGE \$7 members	 NASG S-3 S-4 TRACK & WHEEL GAUGE \$7 and 2 for \$12	 #802 and #5 KADEE COUPLER HEIGHT GAUGE Measures car on track proper	 S SCALE CLEARANCE GAUGE \$7 members
 REFRIGERATOR MAGNET 50TH ANNIVERSARY LOGO \$4 each	 CLASSIC ERA	 MODERN ERA	

FOR SALE TO NASG MEMBERS ONLY

 NASG T-SHIRT \$15 2X \$18 ash gray with blue logo	 NASG CAP \$19 Tan & blue denim with color logo	 NASG GOLF SHIRT \$29 2X \$33 dark blue w/pocket yellow logo	 EMBROIDERED PATCH \$4 2 3/8" diameter
---	--	---	---

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: Chris Crnich, 3243 W. 2600 North, Arco, ID 83213

IMPORTANT: Be sure to include your member number, quantity desired and sizes. **PRICES include shipping to anywhere in the continental US.** All shipping is by US Mail. For shipping outside the US contact the Company Store. **Wisconsin residents** please include appropriate sales tax and county of residence. If you have questions contact Storekeeper SChris Crnich 651-689-3206 or e-mail to companystore@nasg.org
TO SHOP ONLINE: Go to <http://www.nasg.org/Store/CompanyStore.php>
Choose the items that you want to purchase and click Add to Cart and follow the instructions.

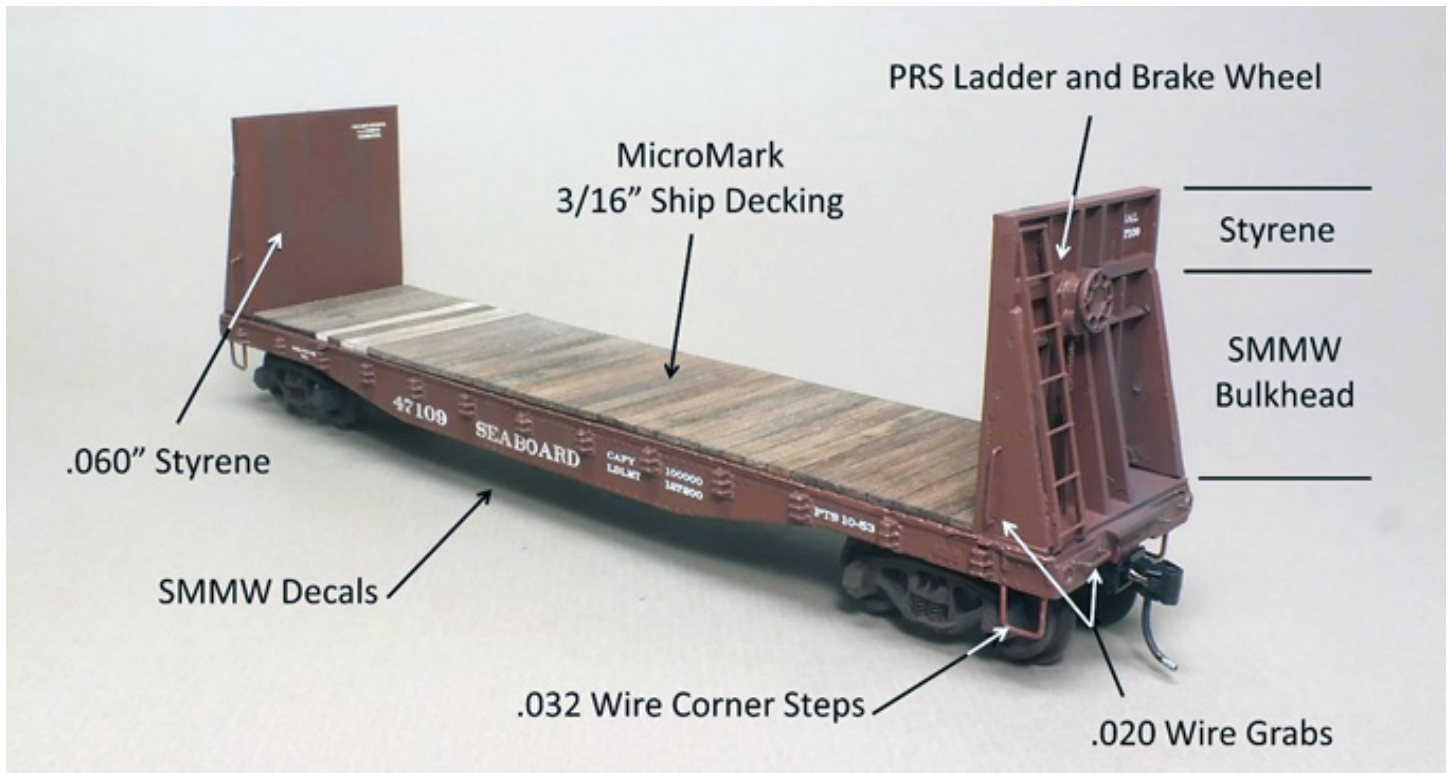
PRE-SIZE S SCALE
MODEL SPECIALTIES

Steve Wolcott & Linda Lindsey
Paonia, Colorado
970-527-4586

Cast urethane products for your model railroad: tunnel portals, culverts, bridge piers and more. We are adding new products all the time.

www.presizemodels.com

Seaboard bulkhead flat 47109



Brooks Stover The Inspiration

The photos I have found of the Swandale sawmill that was served by the Buffalo Creek & Gauley show that finished lumber was shipped out both in box cars and on bulkhead flats. I have plenty of boxcars but need bulkhead flats. I was not trying to model any specific prototype but rather just wanted models that had the look and feel of the cars in the photos. I have built three cars using the basic techniques, but it is Seaboard 47109 that is specifically described here.

The Model

I started with an American Flyer flatcar body and installed metal ACE bolsters underneath. I fitted American Models trucks and Kadee 802 couplers to the bolsters. I added no underbody details as none can be seen below the fish-belly sides and this car is intended for service, not show. I used .020" and .032" brass wire to form the grabs on either side of the couplers and the

corner steps, respectively.

The bulkheads started as Smoky Mountain Model Works urethane bulkhead kits (part no. XXXXX). However, I wanted the bulkheads to be higher and so used styrene to scratch build extensions on top of the SMMW parts. A piece of .060" styrene was used to form a new load wall on each of the extended bulkheads. Grabs on the side of the bulkheads were made from .020" wire. The ladders and the brake wheel are from Pacific Rail Shops.

I airbrushed the assembled car with Floquil Southern Pacific Freight Car Brown, but bulkhead flats could believably be almost any freight car color from black to boxcar red. A coat of Testors Gloss Cote was applied before installing the decals which came from Smoky Mountain Model Works. A final coat of Testor Flat Finish was applied when the decals dried. The decking material is from Micro Mark. It is their 3/16" ship decking (Part # 360860) which is individual boards pre-glued

together and so looks like board-by-board construction once stained. I inserted a couple of unstained boards to look like replacements. Weathering is done with pastels.

For more of Brooks' modeling visit nasg.org/Layout or buffalocreekandgauley.com. You may contact Brooks with questions at bcstover@comcast.net

If you have an old or new project you can present in a one page article with drawing or photographs, please send it to *The Dispatch* at dispatch@nasg.org

A club's way of attracting new S gauge members

Continued from page 9

scales and S, along with where do you find S gauge trains and accessories. We frequently direct them to any dealers at the show who sell S scale trains.

Also, we do provide printed information about dealers and the NASG along with the Pittsburgh S gaugers club. We try to solicit contact information from attendees.

Members take turns running trains and reloading various accessories for the children of all ages to interact with on the layout. And if not doing this we spend a great of the six hour show answering all types of questions about trains and the layout.

A favorite question is "how much

would it cost, how long would it take to build and can we hire you to build a layout?" We always answer any questions usually with "we would not want to take away your fun of doing it yourself."

Questions are welcome as they help engage you with people who are interested in model railroading, but are not sure what scale they might get involved with. Many want to know how long it takes to build a layout this size and "would you consider building one for someone else?"

We also get to do a lot of reminiscing with people who had American Flyer trains as a kid. They are always encouraged to get on our mailing list and think about joining in the fun of S scale model railroading.

PSG mails or emails a monthly newsletter to all those who registered with us at these shows. We also maintain a website that provides all the necessary information about the club

and its goals.

As the layout has evolved through the years, the primary goal has never changed – to introduce and captivate families with children to encourage them to enter the wonderful hobby of S Gauge model railroading.

Have You Paid Your Dues This Month?

Tom Hurd



**Buy, Sell, Trade (But Mostly Sell!)
American Flyer Trains, Accessories &
anything A.C. Gilbert**

www.tricktrainsnthings.com 937-470-8831

PORT LINES HOBBIES



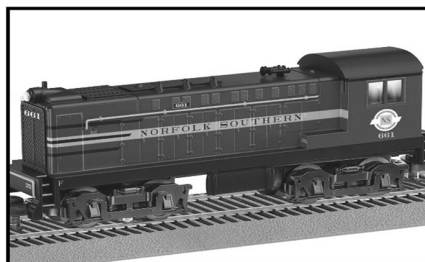
"Specialists in S-Gauge Railroading"
—AMERICAN FLYER PARTS SERVICE —
ON-LINE CATALOG, OR \$8.00 BY MAIL.

6 Storeybrooke Drive Newburyport, MA 01950 (978)-465-8798

VISIT OUR WEBSITE FOR PRODUCT LINES & INVENTORIES !

CHECK OUR ONLINE INVENTORIES FOR S-SCALE BRASS; STRUCTURE KITS; Sn2 and Sn3; CONSIGNMENT ITEMS; USED AF; BOOKS; LAYOUT DETAIL ITEMS; & MUCH MORE !

MANY 1:64-SCALE VEHICLES IN STOCK !



ENGINES, ROLLING STOCK, & TRACK FROM LI-ONEL, MTH and

NEW: TRACK & TURNOUTS from FOX VALLEY MODELS, NOW IN STOCK!

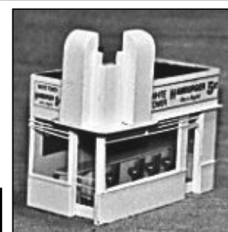


American Flyer Repair Service available. Guaranteed work.

On-line Inventories of our SHS, MTH, Am Models, "Flyonel", Used AF, Tools, AF Parts, Electronics, Structure Kits, 1:64 Autos, and figures, and other S-scale supplies!



**—Several track systems for AF & Highrail S-gauge—
Check our "Track Options" website page !**



VISA, MASTERCARD, DISCOVER, AMEX, & PAYPAL ACCEPTED.

VISIT US AT: www.portlines.com

E-mail: doug@portlines.com

Down by the Depot

by Carl Rudolph



As this column is being written during the last weekend of February, the pandemic appears to be waning with COVID cases and positivity rates dropping by significant amounts. Barring a new virulent mutation, we may finally be seeing the light at the end of the tunnel! Of course, S gauge clubs have continued to soldier on so here is the news:

The **Pioneer Valley Model Railroad Club** met by Zoom and had a great Show-and-Tell session. **John Robertson** showed two Ye Olde Huff and Puff kits that he repainted, one of which has Flyer trucks and couplers, into Raft Packing and Moxie Soda liveries. **Gene Maag** displayed pre-war Flyer passenger cars and a locomotive which will be converted into a version of Polar Express equipment. Finally, correspondent **Steve Allen** presented more of his well-known modeling skills with a burning building he has created from scratch with complete burned and ruined interior and a flickering light for the fire. He is looking for a suitable smoke unit! He also showed some rolling stock he has recently decaled, and a 3D printed Divco milk truck that he has detailed with rhinestone headlights, clear window inserts, a milkman driver, and a couple of cases of milk. Steve reports that the club assisted the Bristol S Gaugers with their layout at the Amherst Railway Society show which was down in vendors and attendance due to the pandemic.

The **Pittsburgh S-Gaugers** have come highballing back into 2022! After over two years of planning (mostly by Zoom), the club members are excited to be hosting their very first Spring S Spree in the middle of May this year. **Jonathan Knox**, club president, has been coordinating the planning with invaluable mentoring from **Art Lofton** and **John Myers** from the Central Ohio S Gaugers. The Spree will be held on May 13 and 14 at the Washington County Fairgrounds, Washington, PA – just 30 minutes south of downtown Pittsburgh. Full information is available at www.sspree.info. The club has worked ex-

remely hard to adapt to the pandemic that began in early 2020. The club was finally able to cautiously display both layouts again at the Greenberg Shows in July and November 2021. Both club layouts were also displayed at the Central Ohio S Gaugers 2021 Spring S Spree that was held in late April in Marion, Ohio. As public gatherings became more frequent in early 2022 its interactive hi-rail layout was displayed at the Carnegie Science Center “Locomotion Weekend” in downtown Pittsburgh. The hi-rail layout was also displayed at the first 2022 Greenberg’s Show in the Pitts-



burgh area that held recently in February. The club has been meeting by attending monthly Zoom meetings hosted by **Roger Schneider**, club secretary and webmaster for almost 16 months. Attendance has been much greater than at the pre-pandemic in-person meetings that were held in 2019, with sometimes as many as 25 of the 40 club members participating! It is hoped that beginning in the summer, with a successful Spree behind the club, some limited in-person meetings can be held to supplement the Zoom meetings. In-person is the best.

The **South Jersey S-Gaugers** finally were able to take their layout to a show! They displayed at the Ocean City Music Pier; the layout operated well, and the crew had an enjoyable time. After that, the

club had a dinner meeting which was well attended and most of all the club enjoyed being together again and talking trains! At an earlier meeting **Frank Fusco** made a presentation of a point-to-point switching layout he is building. Other members have provided short clinics on various subjects, all of which contribute to the interest in and vitality of a club.

The **Baltimore Area American Flyer Club** have ended what they call “the silly season” which consists of the heavy run of train shows that occur in the October, November, and December time frame. They enjoyed each other and the operation of the layout at the Great Scale, Westminster, and Greenberg shows; this year, they were left out of the B&O Museum event. Then, after a break, they were at the Great

Train Show at the Cow Palace in Timonium. According to correspondent Sharon Russel, it was “just like olden times.” In between was their special meeting at the Marley Station Mall which has an annual model train setup by the mall itself and it is, by the

photos included in the newsletter, spectacular. That meeting was hosted by **Russ** and **Paul Love** with their wives **Sue** and **Tara** with food and all had a fun time! See the nearby photo of Gill Lott’s switching module, complete with drunk sleeping it off near the speeder shed, as set up at the GTS. Pretty cool!

The **Cuyahoga Valley S Gauge Association** (Cleveland area) report that they were indeed able to host their annual Snow Dogs show and it was a success even though attendance was down due to the pandemic (of course). Now they are to have the tinplate layout at one venue (Mt. Hope) and the hi-rail layout at another (Kirtland) on the same day so that makes it tough on the club with forces split on two fronts! In the newsletter, **Chuck**

Fonda had another installment, possibly the last, of his article on A.C. Gilbert's path to S gauge. It has been an informative history over the last several months which your scribe has appreciated. In the next newsletter he produced an article about various conversions of Flyer steam locomotives into wheel arrangements and models that Gilbert never produced. Two of these conversions that Chuck performed years ago will be operating at Kirtland and they look cool!

The **Miami Valley S Gaugers** met at the home of President **Walt Schnee** where all had a chance to ogle his layout which features a three-stall roundhouse and turntable. It all looks exceptionally good. **Alan Smith** (Ficus products) created a couple of pieces of rolling stock for fellow club member **Tom Hurd**. One is a modified Flyer caboose with Ficus sprung trucks and LED marker lights as well as special lettering; the other is a box car with Ficus trucks, also lettered for the Rio Grande Southern. Another custom piece Alan made is an auxiliary water tender with a remote-controlled rear headlight!

The **Central Ohio S Gaugers** (Columbus area) are still holding Zoom meetings. The layout was displayed and operated at the Great Train Show in Columbus. Some operational problems must have surfaced during the show; as a result, President **Mike Raynard** secured a location at which the layout could be set up and left in place for five days so all the maintenance items could be addressed.

The **Central Ohio S Gaugers** – Northern Division (Toledo area) met recently at the homes of **John Frankfortner** in Maumee and **Randy Krajewski** in Toledo at which the club had good times with operating layouts and enjoying each other. It is interesting to note that the pandemic has taught us how much we enjoy physically being with our friends and talking about things that give us pleasure, and how we all miss the interaction when we cannot have it.

The **Southeastern Michigan S Gaugers** sent in meeting minutes and newsletters from the past several months all at once, so we have some catching up to do! First off, meetings have been quite regular with most of them of the hybrid variety

(in-person and simultaneous Zoom). One of the meetings listed four members attending by mobile Zoom somewhere on westbound I-696! They have had the club layout at shows and donated items have been sold at some of those shows for the benefit of the club. Show-and-Tell items include **Tom Hawley's** K-Line O gauge tank car which converted very nicely to S gauge with a truck changeout; **Jamie Bothwell's** laser-cut gas station kit completed by **John Racey**; **Mark Charles'** laser-etched plywood to create a warehouse structure, also painted by Racey; and Hawley had a set of FedEx trailers in an MTH Railking all-purpose well car that was narrowed for S gauge. Additional neat items include a very realistic wire-and-post pasture fence made by **Jeff Jundt** and a weathered box car by **Gaylord Gill**. The correspondence shows that this is a highly active club!

The **Pines & Prairies S Scale Workshop** (Twin Cities area) met at **Ken Zieska's** home recently. **Chris Poppe** brought some 3D printed structure parts to paint and **Charlie Ganz** provided color consultation. **Ted Larson** and **Dave Aanerud** fixed some track issues on Ken's layout and ran some trains. They also discussed a possible S Scaler meet in their area next Fall. We will let you know if more definitive news comes out! Finally, **Shane Lambert** announced that his layout will be totally changed both in era and location, so a lot of existing stuff must go!

The Dallas-area **Lone Star Flyer S Gaugers** correspondent **Larry Yurcho** sent the following: "The DFW area Lone Star Flyers participated in the Winter Train Show, the 35th in mid-January. The weather was good, and the show drew about 2,500 train-show-thirsty attendees. The Plano Center was filled to the brim with layouts, vendors offering all genres of train souvenirs and model train collector's offerings. The club's layout was back in its longtime display room and was enjoyed by all. We were not able to complete the urban-renewed downtown area in time, but since the show, we have. The new turntable and roundhouse are also coming along beautifully. The Great Train Race featuring two figure 8 racing tracks, one atop the other, was a big hit with young-

sters of all ages. We had over 120 racers compete running American Flyer Dockside engines at full speed. As usual, there were some derailments, but those drew the most excitement as the racers tried to run a top speed and not derail. The Club is now focusing on completing the scenery and moving sidewalks for the downtown area and integrating access to the turntable with the rest of its 45-foot layout at our clubhouse in Hurst, Texas. We are seeking new members for our S scale club and would welcome inquiries. Just email larry@cpa8447.com. Wishing all readers, a great Spring. Happy Model Railroading!" Thanks Larry!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** met in hybrid fashion at **Bill Riechmann's** home, and the following month at Rich Lenart's home, both of which are in Walnut Creek. Attendees were told to bring something for Show-and-Tell for both meetings but no reports yet.

The **Southern California S Gaugers Club** reported that the Great Train Show in Costa Mesa was canceled due to the Omicron variant outbreak. They had intended to hold a meeting at the show, so the meeting was rescheduled and relocated to **Jeff Kruger's** home in San Dimas. The club is already starting plans for the 2023 S Fest West which they host and are discussing possible commemorative cars and banquet speakers, but of course the big question of dates is still unanswered.

As mentioned above in the news from Texas, that club and surely all other S clubs would welcome new members. If you are reading this and not a member of a local club, look at the NASG website (nasg.org) and see the impressive list of S clubs. Go visit and join!

Keep trackin'!

Club correspondants please make sure you are sending your information for *Down by the Depot* to

Email: clubcar11@comcast.net

or

**Carl Rudolph
19400 Superior Drive
Twain Harte, CA 95383**

NASG OFFICERS

PRESIDENT: Will Holt
 2186 Cabrillo Lane,
 Hoffman Estates, IL 60192-4633
 e-mail: president@nasg.org 630-881-9025

EXECUTIVE VICE PRESIDENT: James Whipple
 1719 Middle Road, Glenshaw, PA 15116-3127
 e-mail: exec_vp@nasg.org 412-487-3364

SECRETARY: Andrew Malette
 8 Treeline Court, Etobicoke, ON M9C 1K8, Canada
 e-mail: secretary@nasg.org 416-626-8395

TREASURER: Michael Ferraro, CPA
 278 Route 34, Matawan, NJ 07747
 e-mail: treasurer@nasg.org 908-566-4159

CENTRAL/SOUTH EASTERN REGION VICE PRESIDENT:
Brian Jackson
 2925 Glenmere Court, Springfield, IL 62704-6476
 email:central_vp@nasg.org 217-787-6620

EASTERN/NORTH EASTERN VICE PRESIDENT:
Darby Marriott
 2326 Williston Heights, Marilla, New York 14102-9735
 e-mail: eastern_vp@nasg.org 469-815-5324

WESTERN REGION VICE PRESIDENT: Peter Gehret, MD
 59 Glenalla Place, Castle Rock, CO 80108
 e-mail: western_vp@nasg.org
 303-660-1991 Cell 303-916-8355

COMMITTEE CHAIRS

AMERICAN FLYER COMMEMORATIVE CAR PROGRAM
Chairman, Clay Buckage
 Telephone: 610-248-0890
 E-Mail: afcarprogram@nasg.org

ANNUAL MEMBER CAR PROGRAM
Chair, Chuck Kemper
 Telephone: 832-283-2876
 E-Mail: annualcarprogram@nasg.org

COMPANY STORE
Store Keeper, Chris Crnich
 E-Mail: companystore@nasg.org

CONTEST (Standing)
Chairman, Charlie Leonard
 Telephone: 609-877-7887
 E-Mail: contest@nasg.org

CONVENTION (Standing)
Chairman, John Myers
 Telephone: 614-766-9033
 E-Mail: convention@nasg.org

THE DISPATCH
Editor, Richard Caugerty
 Telephone: 412-609-1772
 E-Mail: dispatch@nasg.org

ELECTIONS (Standing)
Chairman, Jamie Bothwell
 Telephone: 610-868-7180
 E-Mail: election@nasg.org

LIBRARY
Librarian, Dale Minard
 Telephone: 760-822-4050
 E-Mail: librarian@nasg.org

MEMBERSHIP
Secretary: Dick Kramer
 Post Office Box 268 Middlebury, CT 06720-0268
 Telephone: 203-527-3601
 E-Mail: nasgmem@nasg.org

MEMBERSHIP OUTREACH
Chairman, Kenneth Zieska
 Telephone: 763-232-3455
 E-Mail: adhoc@nasg.org

Co-Chairman, Robert Whipple

N A S G GROUP FACEBOOK PAGE
Administrator: Christopher Burger
 Telephone: 513-501-7917
 E-Mail: chrisandmhelburger@yahoo.com

Co-Administrator: David Heine

PROMOTIONS (Standing)
Chairman: James McAuliffe
 Telephone: 319-393-3358
 E-Mail: promotions@nasg.org

SERVICE (Standing)
Chairman: Open

STANDARDS (Standing)
Chairman: Gaylord Gill
 E-Mail: gcgill@comcast.net

WEB SITE
Web Master, Peter VanVliet
 E-Mail: webmaster@nasg.org

Member Dues

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

\$18⁰⁰ One-time 6-month Trial Membership
 \$30⁰⁰ Regular
 \$40⁰⁰ Family
 \$50⁰⁰ Contributing
 \$50⁰⁰ Club, Business, etc.

You can now **renew your membership online**. Go to the web site **www.nasg.org**, click on **NASG** button, then click on **Join** or **Renew**, and then click on the **Renew Online** button. 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


January 1, 2022 to February 28, 2022

Joseph Bernard Backert.....Louisville, Kentucky	Edward F. Otto.....Eyota, Minnesota
Rick L. Evans.....Atascadero, California	Scott H. Palmer.....Wayne, Pennsylvania
Dave Ewing.....Eden, North Carolina	Jim Raiders.....Suamico, Wisconsin
Hart Fisher, Jr.....Apollo Beach, Florida	John D. Robart..Bridgewater, Nova Scotia, Canada
Joseph A. James.....Dunnellon, Florida	Kevin Ross.....Summerfield, North Carolina
Lyle S. Korynta.....Dilworth, Minnesota	Steve Vlk.....Arlington Heights, Illinois
Michael Lenssen.....Bothell, Washington	Jim Webb.....Sandwich, Massachusetts
John A. H. Marshall.....Kolora, Victoria, Australia	Donald S. Wilde.....Mesa, Arizona
Richard Meyer.....West Jordan, Utah	

Deceased Memebers

Gary E. Brown.....Brooklyn Center, Minnesota	Cal Fleming....Grand Blanc Township, Michigan
George E. Donahue..Willow Grove, Pennsylvania	John Kutchenriter.....Hermitage, Pennsylvania
David J. Engle.....Kansas City, Missouri	Wilbur McCasky.....Crescent City, Illinois

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**

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 information to dispatch@nasg.org 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.**

2022 TRAIN SHOW DATES AS RECEIVED

May 13-14 Spring S Spree is an all S Gauge Model Train event.. Hosted by Pittsburgh S Gaugers.Washington PA County Fairgrounds. 2151 North Main Street, Washington, PA 15301 <https://www.SSpree.Info> or **724-287-6829** email: info@PSGtrains.org

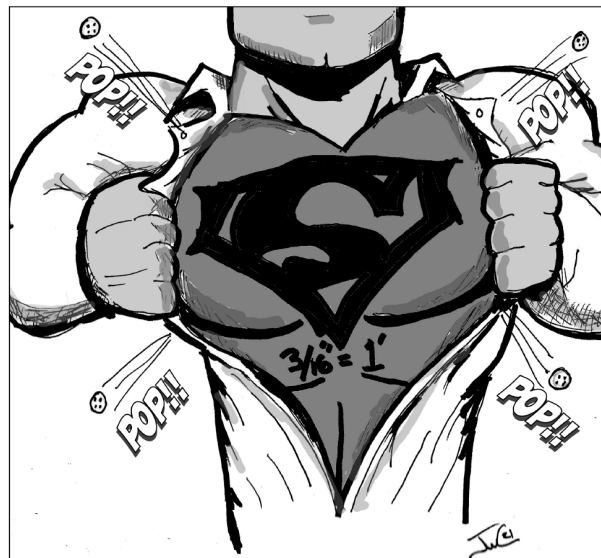
May 20 through 22, 2022 — Indianapolis, Indiana INDY JUNCTION 2022 TRAIN SHOW at the Indianapolis Marriott East, 7202 East 21st Street. Friday 5-9 pm, Saturday 10 am to 6 pm, Sunday 10 am to 3 pm. \$8 per_person GOOD FOR ALL 3 DAYS! Children 13 and under FREE with paid adult Ticket. SFREE parking and Much More! website: <https://www.indyjunction2022.org>

May 26-28 O-S Scale, Narrow Gauge West at Hyatt Regency, Santa Clara 5101 Great American Parkway, Snta Clara CA. Email: info@oscaleweat.com or see their website: <https://www.oscalewest.com>

August 2-6 2022 Buffalo CanAm NASG Convention at the Buffalo Marriott Niagara in nearby Amhearst.. For information go to www.nasgconvention.com

June 5 The Great Midwest Train Show at the DuPage County Fairgrounds, Wheaton, IL from 9 AM to 3 PM. Tables \$40. Admission \$7 kids under 11 free, Free Parking Phone: **630-290-1962** <https://www.greatmidwesttrainshow.com>

November 6 -Alto Model Train Assoc. Show, at the Blair County Convention Center, Altoona, PA 16602 from 9 AM to 2 PM. Admission \$5.00. Contact: Dick Charlesworth 814-695-2201 (H) or 814-931-8811 (C) Free parking.



ANOTHER UNVERIFIED S SCALE FACT SO GOOD IT OUGHT TO BE TRUE...

IS THERE REALLY ANY DOUBT WHAT SCALE SUPERMAN'S TRAINS ARE?

CLASSIFIED ADS

FOR SALE

FOR SALE: UNIMAT, lathe/Mill/Drill press. 1970 vintage in good condition. Accessories. \$50 plus shipping from Wisconsin. Email: hbruse271@hotmail.com

FOR SALE: UP Overland CA-6 brass, caboose, sharp, in Denver & Western RR colors, Kadees, \$115; Chesapeake & Ohio Southwind caboose, new in box, brass \$135; Overland Models brass FA diesel unit, painted in Denver & Western re/white/black colors, excellent runner, sharp, Kadees, \$215. Call for photos. Don Heimburger, 310 Lathrop Ave., River Forest, IL 60305 Phone: **708-771-2468**

FOR SALE: AF work car cobine 2000 #6-48240, \$20; gondola 1977 #6-48230, \$30; Box car 1983 #6-48234, \$25; caboose 2002 #6-48247, \$35; flat car 1957 #6-48226, \$30; and tank ccar 2001 #6-48223, \$25 or all for \$175 + shipping; National Toy Museum N7tm96 442 \$85; AF Numer 15 Directionic Rectifier \$15; AF crane car 906, grey bse, yellow cab & red

roof \$25. Robert Hartzell, 1960 Linden Lane, Whitehall, PA 18052 Phone: 610-799-2470 (H) or 610-570-7121 (C).

FOR SALE: Overland Models DC OMI 1720 Up E-F 4-8-4 Custom Painted 8444 Gray Pass. Scheme \$900. AM-Alco Pa1 A-B-A Set Up 996A-998B-994A DC Scale 395.00, AM UP heavy weight passenger set -scale: Baggage, RPO, Combine, Coach, Observation \$395 extra cars \$80 each or 6 for \$450. 1 baggage, 1 RPO, 1 12-1 sleeper, 2 10-1 sleeper, 1 cafe car, all 6 wheel trucks. Sell all 11 for \$799 CE AF Box Car Kit Gray No Paint with Cast Floor And ACE HR Trucks \$10 + Shipping. Shinse Mini Power 1/64th Refer Van GMC 4218 Silver Van/Blue Cab 2 Trucks @ \$ 8.00 Each = \$16. Email: Fredschlegel7@gmail.com or Call-402-499-7945 Have Pictures.

FOR SALE: Closing down S gauge layout w/large inventory of trains, accessories, structures. Individual pieces & sets including: engines, cars, building, lights, cars, trucks, people, animals, track & track acces-

sories. Some accessories suitable for O or S gauge. Priced to sell. See website: EDS TRAINS.SHOP, email: cooperrelc@aol.com. Call: 703-307-4424

WANTED

WANTED: Members' articles & photos of your layout. Send via email to dispatch@nasg.org. Don't delay, do it today. Let others enjoy your work.

When sending classified ad, please proofread before sending. Include your name and membership number. Thank you.

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. \$70 SH included or \$60 @a train show. Check to Larry Shughart, 5216 Lourcey Road, Jacksonville. FL



2019 NASG CONVENTION BOX CAR

featuring 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

The CASG offers yellow & orange Reefers for \$57/yellow & \$75/orange. Shipping \$7.95/car. Specify hi-rail or scale. Contact: Leigh Maginniss at 847-401-8672 for availability. To order specify cars desired, checks payable to CASG and mail to 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 TRAILERS TOFC \$45 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



FEAST SPRECHER REEFERS has a Deep Rock tank 2 car set for \$159.95 + \$15 shipping. Checks payable to GGAFC, send to Paul Guaraglia, P.O. Box 4054, Foster City, CA 94404-0054



BAGERLAND S GAUGERS CLUB 2016 S Fest reefer \$55 (limited supply) and 2021 S Fest hoppers/coal loads \$55 each + \$11 shipping 1st. car, \$4 each additional car. Orange #45451, Gray #45452. Hi-rail only. Call 414-477-7866 or email rons48tblue@gmail.com



BISTOL S GAUGE CLUB 2018 NASG CONVENTION CAR: MOXIE tank cars, marked the 70th Anniversary of the BSGC in 2 numbers: 2018 and 1948. Produced by S-Scale America, the car is closely based on the actual tank cars used to transport PURE CANE SUGAR (the #1948 car), and GEN-TIAN ROOT EXTRACT (the #2018 car) to the plants in Lowell, MA, and Union, ME. \$55 per car, postpaid in USA. Submit orders to DOUG PECK; 6 STOREYBROOKE DRIVE; NEWBURYPORT, MA 01950. Checks payable to "Bristol S-Gauge RR Club".



NASG CARS DISCOUNT SALE

Buy five or more cars—Take 30% off

Buy four cars—Take 25% off

Buy three cars—Take 20% off

Buy two cars—Take 15% off

Buy one car—Take 10% off

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.



Please check the NASG website for the most up to date information on car availability since some may sell out by the time The Dispatch is printed.

2010 Jenney Gasoline Triple Dome Tank Car \$75.00 by Lionel road number 2910



2017 and 2018 American Flyer Commemorative Cars \$69.00 each or two for \$130.00

2015 Convention Car \$68.00 hi-rail only

Kansas City Southern PS2 hopper car by MTH
Numbers 286707 or 286815

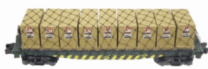


2015 AF Commemorative Car \$69.00 Lionel BNSF waffle sided boxcar



2006 General Electric Crane Car \$70.00

2007 General Electric Boom Car \$52.00 BOTH CARS ONLY \$115.00



2016 American Flyer Commemorative Car \$79.00

A CNW flatcar loaded with pallets. Extra pallets 4 for \$10.00.



TO ORDER THESE CARS

Make payment out to NASG and mail to:
Clay Buckage, American Flyer Commemorative Car Project,
685 Barlett Court, Brentwood, CA 94513-6205
925-679-4887

Please include the following in your correspondence:

1. Your NASG ID number from your membership card.
2. Your name and shipping address.
3. Which car or cars that you want and how many of each.
4. Your telephone number or e-mail address in case there are any questions about your order.

FOR SHIPPING within the United States or Canada please add \$10 for one car or \$20 for two or more cars. For shipping outside of North America please contact: **Clay Buckage at clay@daestnt.com**

TO SHOP ONLINE: Go to www.nasg.org and click on the **Store** button, next click on either the **A. F. Comemorative Cars** or **Convention Cars** button, select the car(s) you wish to purchase, enter the number of cars desired, and click on the **Add to Cart** button, and then follow the instructions.

New items 2020

www.americanmodels.com



Milwaukee Road GP9



Milwaukee Road S12



Lehigh Valley S12



Lehigh Valley RS3



Burlington Northern Santa Fe.. GP-35



CSX GP-35



Toledo Peoria & Western
3 bay coal Hopper.



Toledo Peoria & Western
40' AAR Box car



USRA Pacific 4-6-2 die cast locomotive with die cast Vanderbilt tender.

Coming Soon: Our new Pacific with new USRA cab.
Order now for scale, DC HR or AC HR engines with or without sound.
All engines come with smoke and choo choo sound.
We will print any road name on tender and cab. DC versions \$499.95.

American Models
11770 Green Oak Indust. Dr
Whitmore Lake, MI 48189
Phone: 734-449-1100