



The

A Publication Of, By and For The Members

DISPATCH

January/February 2023



- Introduction To Our New Assistant Editors
- Buffalo CanAm Model Contest Results
- Terry O'Kelly's Beautiful Hi-Rail Layout
- Important Election Information





The DISPATCH

January/February 2023

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The COVER

Terry O'Kelly's beautiful Hi-Rail layout is one of this month's features.

Art Ferguson's 1st place New Haven Steam Loco from this past NASG Convention.



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.

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POP VALVE



Growth of the Scale

It is very nice to see the many improvements in the Dispatch as well as the Scale. While reading POP VALVE in Nov/Dec, it seems that some of the same debates seem to persist regarding scale/Hi-Rail, AF, & growth. I will attempt to view this debate through a different lens in the following paragraphs.

The debate over representation of [generalizing] Scale and Hi-Rail can be simplified to what is a model and what is a collectible. I personally own both. The Scale is what I model and operate on. The Flyer is what I have displayed on the wall. I think that we waste too much time on this debate as our human tendency is to find all facts that support our original belief.

I am fine with articles on how to repair Post-War Flyer, Flyonel, while including modern concerns such as DCC and roller-bearing trucks. This all exposes people to a wide variety of information that they may have not considered previously.

My main concern is the growth of the Scale. The above arguments cannot decide what manufacturers and printers are going to produce. For any business to survive, it needs Incremental growth. We can't fully rely on converting smaller scales wanting detail, or people experiencing vision adjustments (myself included) to scale up, or trying to convert O Scalars to models that are more practical. We need to find people outside of our castle walls to recruit if we really want to grow the hobby.

There has been a movement in the last couple of years of people inviting hobbyists from outside of our castle walls as was shown in the article on page 24 of *The Dispatch* last issue. Some have been meeting by Zoom groups since the Pandemic to promote growth in the area of 1:64 modeling. We are careful when we use the terms 3/16", S-Scale, or S-Gauge as many of the people we are trying to recruit

have no reference to those terms. Keep an eye out for a couple of different logos that represent the 1/64 world as a whole. There are people modeling in 1:64 that don't have an "S" in their native alphabet. Let's be inclusive.

There are people worldwide modeling in the ratio of 1:64 or 1/64. If we want to grow the industry we should do as the Pines and Prairies club did, who invited ALL modelers. Trains, Farm, Semi, Elevator, Gaming, Die-Cast, and more. Just this year, I personally have got 1 farm collector and two die-cast collectors to add track to their scenes. 1:64 is the most collectible size of car ever produced. This alone gives us a crack at every kid who ever got a Hot Wheels or Matchbox for a birthday gift.

To grow the hobby, we need to bring more people in. Not divide up the ones we already have.

J. E. "Sandy" Sandberg

Roger Jensen's Models

The November/December *Dispatch* had a nice memorial piece about the late Roger Jensen, and I'd like to add a bit more detail about his model-building. We in Southeastern Michigan S Gaugers claimed Roger as a member back to the early 1980's, but he belonged to three other modeling organizations as well. These were the Northwest Division of Central Ohio S Gaugers, the narrow gauge Mini-Bunch, and the National Model Railroad Association.

Roger's modeling truly was creative, and he often made unique pieces of rolling stock out of quite ordinary and common components. Here are two examples.

The little steamer is an On3 loco by Bachman, which Roger converted to S scale by regauging the wheels. He lettered it for the Lakeside & Marblehead, an actual shortline railroad. Since the line never had a wye or turntable, the prototype added a

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POP VALVE



cowcatcher to the rear of the tender so the train can run in either direction. Roger duplicated that feature beautifully.



The three-unit work train is something I commissioned Roger to build for me. He took a German-made diecast crane plus two different American Flyer gondolas, then switched out the trucks and couplers for scale versions, added several detail parts, and painted and weathered the units. Roger even installed a DCC decoder, so my work train is fully capable of getting to the scene as needed.

**Gaylord Gill
Highland, MI**

Advertising Does Work

Sirs. Read the latest Pop Valve and saw complaints about the NASG advertising in *Railroad Model Craftsman*. As someone who was in the printing industry and indirectly involved in advertising, many times I was able to see the effect that advertising and exposure had on a certain product. If you want to promote and push a product, there's no better way than advertising and exposing that product in as many ways as possible. *The Dispatch* is no different than a lot of those products. The "S" community, including the *Dispatch*, the former "S Gaugian," suppliers and collectors, all want "S" to get more exposure. And what better way than to advertise in as many other related publications as possible. The old saying

"Out of sight, out of mind," rings so very true in this industry. I am very much in favor of advertising "S Gauge" in as many ways and publications as possible. The results can be very rewarding to the "S" community.

**Gerry Slotkin
North Brunswick, NJ**

Your Ad

Could Be Here!

Help support the
NASG by advertising
in *The Dispatch*.
dispatch@nasg.org

S Scale Has Reinvigorated my Passion

I have just renewed my membership in the NASG and received my last issue of *The Dispatch* (November/December 2022); I'm looking forward to receiving the next six issues for 2023.

As someone who is relatively new to S scale model railroading, your bimonthly publication of *The Dispatch* and your website have allowed me to thoroughly immerse myself in the hobby. As a former HO scale enthusiast, my new interest in S scale has reinvigorated my passion for model railroading. I love the "goldilocks" effect of the S scale experience: Trains that are not too large nor too small but just right!

I commend your dedication to S scale railroading and plan on being a member of the NASG for a long time.

In fact, it was because of the very first issue I ever read in a newly discovered periodical titled *The Dispatch* that motivated my change from HO scale railroading to S scale railroading.

I was a bit perplexed by the letter to the editor of *The Dispatch* from Gerry R Coryell titled Better Balance Needed. He praised *The Dispatch* for its many years of enjoyable articles and then pronounced that he would not renew his membership because the NASG excluded hi rail and AF, then prophesized a reduction in readership. In my opinion, *The Dispatch* is the only qualitative source for S scale railroading, especially now that the *S Gaugian* is defunct. And I would expect an increased readership of *The Dispatch*. I also found your response to the Gerry's letter spot on and, hopefully, it will encourage him to retain his NASG membership.

Keep up the great work! I always look forward to receiving my next issue of *The Dispatch*.

**Robert Shepherd
Rio Vista, California**



From the YARD OFFICE

FROM THE PRESIDENT

2022 – A Year of Progress

The past several months have been exciting and productive ones for the NASG! And 2023 looks to be just as exciting...and each and every NASG member can help to make it so!

First, we are pleased that Dan Dawdy recently joined us as editor of *The DISPATCH*. In this issue you can meet, or get reacquainted, with Dick Karnes and Stephen Law who are serving as assistant editors for scale and AF/Hi-Rail, respectively. Along with a number of other regular contributors, this team has created a clean, new look for our magazine. In the months ahead you'll enjoy the fruits of their labors, and I encourage everyone to step up and contribute material for our great publication. Dan, Dick and Stephen stand ready to help those new to the writing game. Just contact them!

The *DISPATCH* has three important new columns. The first, *The POP VALVE*, is a place for you to express your thoughts and ideas about the direction of the NASG, a virtual "letters to the editor." We've already seen some great submissions, and the BOT reads all of them! The second is this one, *The YARD OFFICE*, where the members of the Board of Trustees (BOT) will keep you posted on what we're working on. And the third, *The CALL BOARD*, is where we will provide details about the open positions in the organization so you can see where you can make a contribution.

From a program standpoint, 2022 saw the re-energizing of the NASG promotional ad on the inside cover of every issue of *Railroad Model Craftsman* magazine, which has run for many years. Starting with the May 2022 issue, each ad showcases an exemplary S scale model railroad in a large full-color photo along with information about how to explore S model railroad at our excellent NASG.org website. Thanks to all of the modelers who have provided photos, and I encourage

others to submit photos for this unique outreach program.

And very recently the Promotions Committee has prepared a series of 6 full-color trifold brochures that describe S modeling in all its forms as promotional handouts at conventions and shows. These are replacing some older obsolete materials.

Your BOT has also made some significant changes to the way we operate. Most notably your BOT has been meeting every month to do the work of moving the NASG forward. Thank goodness that technologies like Zoom make it possible for us to work together virtually. And because we want the membership at large to know exactly what we're working on, we are publishing the minutes of every meeting on the website as soon as they are approved. We encourage members to read those minutes and reach out to your regional vice president with ideas or suggestions that you may have. As a tax-exempt nonprofit organization, we are obliged to be completely transparent.

2023- Election Year

Every 2 years the NASG holds elections for some of the Board of Trustees (BOT) positions. 2023 is one of those years. The open positions are for executive vice-president and secretary (four-year terms) and for the three regional vice-presidents (two-year terms). I'm pleased to report that Brian Jackson and Darby Marriott will be running for second terms as Central and Eastern Vice-Presidents, but that doesn't preclude throwing your hat in the ring.

If you would be interested in helping the NASG move ahead by serving in one of these positions, you can submit your nomination, either for yourself or someone else, to Jamie Bothwell at election@nasg.org. Nominations must be received by January 31.

Having a full Board made up of enthusiastic and motivated leaders is essential to keep the NASG moving forward. I'm inviting you to consider what you can contribute to

the organization by serving on the Board. I know you'll find the experience as satisfying and rewarding as I have. We have a great team doing great work, and I hope to see YOUR name on the list of candidates!

Calling all content creators!

We are ramping up efforts to launch a YouTube channel to better expose the great modeling of our NASG members while also promoting S. There are already pockets of great content on some individuals' sites (<http://nasg.org/Layouts/YouTube.php>), but this new effort will collect and amplify new content. The concept will be to have highly polished videos published on a decent cadence. Please contact myself, Darby Marriott (eastern_vp@nasg.org) and Ken Zieska, (mhry19@gmail.com), if you are interested in assisting in this effort. We'll also follow up with additional information such as guidelines and assistance services as this process becomes formalized and example content is made available.

As the NASG, our goal with external promotions is two-fold: 1) promote our scale in general to those not in S and 2) to promote membership into the NASG. If we fail with the first part of this mission, we've not positioned ourselves to succeed in the second. Our efforts within the RMC are just one example of this. However, our outreach to attract new members should not be, and is not a singular focus, as we continue to expand efforts.

One of these areas is involvement in regional shows. The NASG has a presence at some of the larger shows including the recent Trainfest in Milwaukee, WI and the National Farm Toy Show in Dyersville, IA as well as the upcoming Railroad Hobby Show in West Springfield, MA. Additionally, smaller regional shows are important to reach another cross-sampling of attendees. Here, your assistance in being an ambassador for S and the NASG is vital.



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SUPPORT YOUR NASG

Help out one of our
Committees!

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: membership@nasg.org

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 1st for the

January/February issue, February 1st for the March/April issue, April 1st for the May/June issue, June 1st for the July/August issue.

October 1st for the September/October issue and October 1st for the November/December issue.

Call For Nominations

THE NASG ELECTION PROCEDURE FOR 2023

This year we are electing an Executive Vice President, a Secretary, and the three Regional Vice Presidents. The Executive VP and Secretary hold office for four years. Regional VP serve two year terms. If you or someone you know would like to step up and help the organization, here's your chance. It is perfectly acceptable to nominate yourself. Submit your nominations to the NASG Election Committee Chairman (elections@nasg.org) by the end of January.

- nominations collected by January 31st (drop-dead deadline)
- ballot included in Mar-Apr issue of *The Dispatch*
- submitted ballots must be postmarked by May 15
- submitted ballots must arrive by May 30
- results are to be announced between June 1 and June 4

For more information, see the NASG website nasg.org

Our recent updates and availability of the new promotional trifold pamphlets provides for a fresh look at the many attractive facets of S.

Note: if it wasn't for a gargantuan snowfall that canceled a regional November train show in Buffalo, I'd be reporting on the outcome of this NMRA sponsored event which would have included promotions of S. We'll reload in the spring.

Our own NASG National Convention is also a way to help promote S. While we had a great convention for ourselves in 2022, one of the shortcomings of the organizers (yours truly) was that we were not able to properly promote and reasonably (\$) include non-NASG members. There was much discussion at the Annual General Meeting about this, so expect more to come on this.

On the topic of conventions, it's not too late to submit a proposal for the 2024 National Convention. For those groups on the fence, we've got more support than ever, so something to strongly consider for even for 2025 and beyond.

While there has been a lot of attention around promotions of late, we are mindful

of other areas. What specific issues do you feel need tackling?

What are your new ideas? Contact your regional VP to make sure your voice is heard.

Darby Marriott
Eastern/Northeastern VP

CALL BOARD

Advertising Manager Needed

Advertising Manager needed for *The Dispatch*. The primary duty of the Advertising Manager is to solicit advertisements from vendors for publication in *The Dispatch*. In addition, the Advertising Manager would help coordinate the billing with the Assistant Treasurer.


Assistant Treasurer Needed

Assistant Treasurer needs to have a least a bookkeeping background, and would be helpful have experience with the

bookkeeping system Quick Books. The assistant will be involved with the billing of the Dispatch Advertisers and record the payments made by the advertisers. Along with following up with advertisers that are behind in payments. I will train them in doing this Assistant Treasurer position.

Service Committee Chair Needed

The role of the service committee chair is to establish and coordinate projects that serve the membership of NASG. While those projects change over time, they currently involve the company store, the Annual Member Car, the AF Commemorative Car, the library, and the membership committee. Unlike other committee chairs, this person is responsible not only for directly supervising or organizing a specific project, but also coordinating the various subcommittees listed above and working with the BOT to have a consistent and coordinated range of services to serve the membership. This should be a "people" person with good communication skills, who can get along with, and be productive with, a range of volunteers in the NASG organization.



S modeling in RAILROAD MODEL CRAFTSMAN !

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 Craig Wright



Modeling and photo by Paul Washburn



Modeling by Jerry Holmes, photo by Michael Holmes

Every month on the inside front cover of RMC is an NASG ad featuring a photo of exemplary S scale modeling with directions to the NASG website for complete information about 1:64 scale modeling.



Modeling and photo by Alan Balma



Modeling and photo by Simon Parent

WE NEED YOUR PHOTO!

To contribute photos, email to Brooks Stover at bcstover@comcast.net

2023 Spring S Spree

"It's S Gauge Heaven"

Presented by

American Models

"The Finest In S Gauge Trains"

Americanmodels.com

Sponsored By:
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tricktrainsnthings.com
937-470-8831

March 31st—April 1st, 2023
Dayton, Ohio

Sponsored By:
Pikesville Models
410-653-2440
pikesville.models.com



2023 Spree Car—40' Wood-sided Box Car by American Models

2023 S Spree Hosted by the Miami Valley S Gaugers

Registration and Car Information: <http://www.trainweb.org/mvsg/spree2023/spree23.html>

Contact Spree Registrar, Tom Hartrum 937.236.4388

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Many 1/64 Scale
Vehicles in Stock



"Specialists in S
Gauge Railroading"



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



6 Storeybrooke Drive Newburyport, MA 01950 1-888-708-0782 (Toll free US) 978-465-8798 (Outside US)



This L&M Sokol building flat from a Pine Canyon kit sits on an industry row. (Larry Sokol, a rather well-known model railroader, also happens to be a crackerjack attorney. He says "All publicity is good publicity.") The signage shows what a lot of people might think of what lawyers do...

Signage

If you just walk or drive around any town or countryside, among the most common sights are signs! We don't think much about these because they are ubiquitous yet ignorable. But there are store signs, apartment names, billboards, station names, directional and warning signs, etc., etc. Signs are perhaps the most effective class of detail that adds realism to your layout. The photos and their captions give you some examples.

I particularly enjoy creating signs based on names of modelers who've impressed me in some way. Word processors on contemporary personal computers host extraordinary arrays of character fonts and sizes, together with foreground and background color effects, and even the ability to reverse them (i.e., mirror images).



Here's D. R. Thompson and Sons Co. icing platform. (Don Thompson has somewhat of a reputation among S gaugers.) The structure is a Lehigh Valley Models kit produced by Frank Titman.

You can also take photographs of billboards with your phone or iPad, orthogonalize them with Photoshop, and print them to any size.

I love old photographers' albums of period neighborhoods for gleaning signage.



This view shows two signs –The Harmony Cafeteria (sign from the Feininger book cited in the text) as well as Loizeaux’s Liqueurs. There is only one hanging Harmony sign fixture in the photo; the apparent second one is simply a reflection of the fixture’s backside in a mirror, showing the backward signage on the fixture’s rear. The single tree is also reflected, to good (I think) effect. You can do a lot with mirrors by taking advantage of reverse computer images. Note the tables and chairs in the restaurant window on the left. There actually is nothing in the window except a scaled-down print of a portion of a 1:1 scale Ikea cafeteria with tables and chairs, mounted diagonally across the interior. Yeah, the interior image is somewhat difficult to see – perfect for a shop window on a sunny day.



Another background building is Gilbert M. Hulin Ball & Bat Company, a take-off on Gil’s career as a sports reporter and now-and-then marketer of S scale kits. The building flat is part of a Heljan brewery kit (HO).

For my layout’s period (1955), I really like “Feininger’s Chicago, 1941” (Dover Publications, 1980). I have signs from this work copied, orthogonalized, and colored all over my layout.

A final note: There’s nothing better than having a complete interior scene inside a glass-fronted store or restaurant. You can achieve this quite easily without building anything! The next time you’re in an Ikea cafeteria or a McDonald’s, take a few snapshots of the service end of the establishment. Then use your computer printer to scale the best photos to S. (Hint: an adult male should be about an inch tall.) Then place a suitable print inside your model establishment.

Addendum to Sept/Oct 2022 “So Here’s What I Do”

I had stated that I use powdered graphite to lubricate cabooses journals. Reader Kyle Russel commented that “Graphite is one of the most corrosive materials you can put in contact with metals, especially steel where it sets up an almost 1 volt galvanic corrosion cell.” He went on to say that graphite in original AF steel trucks causes sever corrosion.

For this to happen, an electrolyte such as oil or even atmospheric water (humidity) must be present. So again, here’s what I do: For my cabooses (and only my cabooses), I use powdered graphite in dry axle journals – no oil. And, probably because my layout room has a dehumidifier, I have had no trouble with graphite-lubricated journals in the entire 51 years I’ve been in this house. But if you live in a high-humidity climate and do not have a dehumidifier, pay heed to Kyle’s comment.

I generally do not use oil in unpowered truck journals because oil tends to lose its ability to overcome friction (becomes gummy) as it picks up dust and other micro particles over time, whereas graphite does not.

In this column I would like to cover how to search for text on the NASG web site (<https://www.nasg.org/>). There is a lot of content on the NASG web site. With just shy of 43,000 pages, finding something specific may appear to be a bit of a challenge. The NASG web site is logically organized, with each main button covering a specific area of S-related content. However, if you know you want to look for something very specific, let's walk through the ways in which you can do so.

There are three types of searches that you can perform related to the NASG web site. These are: use the built-in search box; use the web browser's built-in ability to search for text on a page; do a generic text search using your preferred search engine web site.

Brief Searching Intro

As a professional computer programmer for over 30 years now, I realize that we tend to throw around terminology that may not be fully understood by the general public. So, let me introduce some of the wording.

Search: the act of finding one or more words of text anywhere on the Internet.

Keyword: the word or words that you want to find.

Syntax: the special-character formatting used to improve search results.

Search engine: the behind-the-scenes system that retrieves words found on the Internet, and stores them in their proprietary databases, including remembering where they found the words.

Search web site: a company's web site that makes it possible for the general public to gain access to the information that they have collected and stored in their search engine. Because they are so intimately-linked, both "search engine" and "search web site" are used interchangeably.

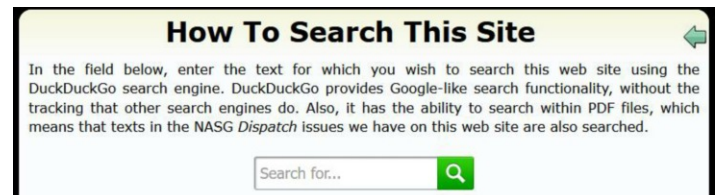
Search hits: when you do a search for text using a search web site, you will (hopefully) get a listing of many pages and web sites where the searched-for word is found. These search results are commonly called "hits". You can click on any one of them in their listing, to then go to that web site or web page directly. Generally, the most likely matches are found at or near the top of this listing, but feel free to scroll down for more, especially if you are looking for more of-the-beaten-path kinds of sites.

Do note that companies which make search engines available, have the ability to pre-filter what you may see in the search results. That is their prerogative, based on their algorithm or corporate philosophy. So, you may not see all that is actually available on the Web. You might consider using two or more search engines to

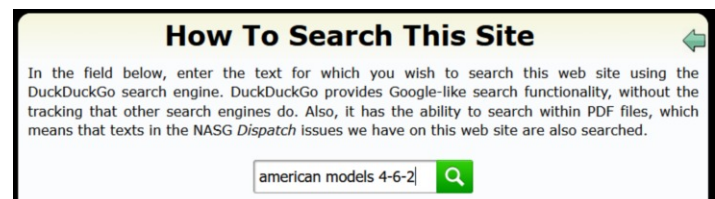
find a site that one refuses to list, while another one does list it. They all have this practice, so don't just rely on one such engine for all of your Web searching. I only refer to the most commonly-used ones in this article, but there many search engines on the Internet.

NASG Web Site's Search Box

When you arrive at the NASG web site's home page, you can click on it to dismiss the photo rotation home page. This takes you to the secondary page, the "Welcome" page. You will see a sub-header on that page titled "To Get You Started...". Under it, click on the "...Search this web site". This will take you to a page titled "How To Search This Site".



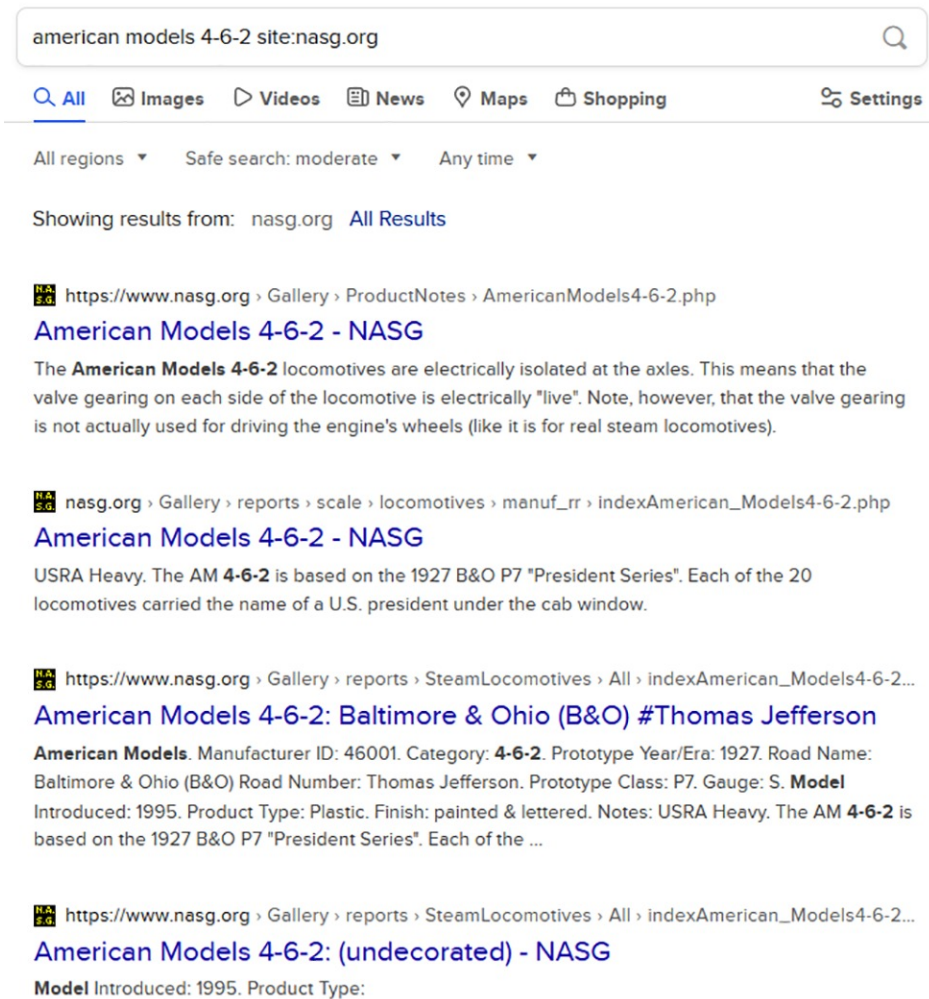
Alternatively, if you are anywhere else on the web site, you can get to that same page by clicking on the main "Site" button, then under its "The Basics" sub-header, click on the "How to Search This Site".



In the box, simply type the text for which you wish to search, and then click on the green magnifier button to its right.

A new tab or web browser window will open, separate from the NASG web site page. This is because the search is being done on the DuckDuckGo search engine's web site. However, what is special about that is that the text search is being done *only* on the NASG web site, not on the general Internet. How the search engine displays its results is not under my control, but it will get you closer to where you can find what you are looking for. Click on any of the links on that page to go to that page on the NASG web site.

One important thing to note is that doing this search will also search all of the PDF files that we have on the NASG web site. This includes all of the publicly-available NASG Dispatch issues and the many supplemental-information PDF files that we have (e.g. manufacturer data/instruction sheets, NASG Convention presentation files).



There is usually a way to dismiss the search-for-text user interface that the web browser displays as well. It can be by pressing the Esc key (on Windows) or by clicking on a small X button. This is very browser-specific and may well change with a new version of the web browser.

Doing Generic Searches

The NASG web site's built-in search box uses the DuckDuckGo search engine. But you can use other search engines as well.

If you used the above-mentioned search box on the NASG web site, the search results page or tab that your web browser shows, will have the text “american models 4-6-2 site:nasg.org” in its search box, as per the example shown in the screen captures (see the near the top of figure 3). The results are listed below that. The text “site:nasg.org” is what restricts the finding of text to just the NASG web site only, and not the entire Internet.

You can do the same thing yourself. If you prefer Google's search web site, the concept is the same, but reversed. So, you can type in “site:nasg.org american models 4-6-2”, and then press the Enter key to do the same thing there.

The Microsoft Bing search web site is identical to the Google search web site in that feature.

And, of course, this feature is not restricted to just the NASG web site. You can do site-specific searches using your preferred search web site by simply entering the site's core Web address. For example, if you want to find something specific on Amazon's web site only, in DuckDuckGo, Google, or Bing, enter “site:amazon.com” preceded or followed by the search text. For example “tweezers site:amazon.com”, when using DuckDuckGo.

Why do I use DuckDuckGo on the NASG web site? Because it offers search privacy, whereas nearly all other search web sites track what you do, and monitor and remember what you have searched for, and then sell your behavioral information to their advertisers.

Searching Within a Page

A good number of pages on the NASG web site have a ton of text in them. An example might be the secondary pages of the main “Resources” page. So, if you got to one of those pages via the above search method, or just by browsing through the web site, how do you then find the word for which you are looking?

All web browsers have the built-in ability to search for text on a page. There is a long way and a short way to do so, in general. The long way is to use the menu structure of the web browser. In most cases it is found in the browser's “Edit” menu. In Mozilla Firefox you then click on the “Find in Page...” menu command. In Google Chrome you then click on the “Find” pop-up menu, and then click on the “Find...” menu command. In Microsoft Edge, you have to click on the “More” button, which is the ellipses (“...”) in the

upper right-hand corner, which, when clicked, will display a menu that contains the “Find on page” menu command.

The short way is to use the keyboard shortcuts. On Windows-based computers in the above-mentioned web browsers, you can press the Ctrl key, hold it down, and then simultaneously briefly press the F key (the letter F for “find”). If you use an Apple-based computer (e.g. the Mac), press the Cmd key (the four-leaf clover symbol key next to the space bar) and then press the F key. Note that the Safari web browser works in the same manner.

Either of the above will highlight the first (or all) places where the word or words you typed in were found (if indeed they were) in the page that you are currently viewing. If you wish to highlight the next location of where the word was found, in Windows-based web browsers, you press the F3 function key. On the Mac, you can press the Cmd key and then press the G key.

More Advanced Searches

Do you want to get really fancy? What if you want to list all the pages on the NASG web site that contain either the locomotives RS-1 or RS-2?

In the NASG web site's built-in search box enter the following:

rs-1 AND rs-2

When you click on the magnifier icon, the search results will show all of the pages on the NASG web site that contain either RS-1 or RS-2. Note, however, that the search keyword "AND" must be in uppercase, otherwise it will be interpreted as you wanting to search for the word "and". Similar functionality is available on the other search web sites as well.

Technical side-bar: Why use "AND" when your intent is to find one *or* the other? This is because of computer programming logic. "AND" means "or" in human terms, and "OR" means "and". Just try it. Replace "AND" with "OR" and you'll get completely different search results.

Another advanced search topic is to restrict what to search for. Let's say you want to search for all Delaware & Hudson box cars. If you just enter this:

box cars delaware hudson

you are going to get a listing of all pages that contain some or all of these four words. However, if you enter the following:

box cars +"delaware & hudson"

in the search box built into the NASG web site, you will get only those cars listed. The plus sign indicates to the search engine that the page *must* contain the text or keyword that follows.

Similarly you can use the minus sign as a prefix to indicate that the search results *must not* contain the text or keyword that follows. For example,

box cars -"delaware & hudson"

will list all the box cars that are NOT labeled for the D&H.

Why do I have the double-quotes in these? Well, if you do not use the double-quotes, the search engine will attempt to find all the pages that have either or all of the words you entered. In our context that is not likely what you want. We know we are looking for a specific railroad name, and that is how it is spelled. By wrapping multiple words and/or characters with the double-quotes,

you are telling the search web site that you want to find the pages that have that exact same text formatting that you entered; all other possible matches are not shown.

Most railroads have abbreviated names or reporting marks, so to be able to find both in one search, you can do something like this:

prrr AND "pennsylvania railroad"

which would show you the pages that contain either PRR or Pennsylvania Railroad, or both.

If you really want to improve your search "skills", consider reviewing these pages for details (or do a generic search for "Google search syntax", replace "Google" with your preferred search engine):

<https://help.duckduckgo.com/duckduckgo-help-pages/results/syntax/>

<https://support.google.com/websearch/answer/134479>

<https://support.microsoft.com/en-us/topic/advanced-search-options-b92e25f1-0085-4271-bdf9-14aaea720930>

Hope you "found" this article helpful. Happy searching!

Publication Delay

Several members noticed that the November/December issue of *The Dispatch* arrived several weeks late. Unfortunately, our printer experienced some of the supply chain problems plaguing the entire economy—in this case—paper, which resulted in a printing backlog. Accordingly, we are going to try and hedge against the possibility of future delays by moving the submission deadline up 15 days—in other words, from the middle of the month, to the last week of the prior month. We regret the inconvenience to our readers, advertisers, and authors.

<p>AutoControls.org DCC & Analog Youtube How-to Videos & Drawings, for Automatic Train Control</p> <ul style="list-style-type: none">• Pnt-to-Pnt: 1, 2, or 3 trains point-to-point on the same track• Loop: 2 or 3 trains on the same loop  <p>Above Pikemaster DCC loop, has no blocks, uses single detector</p>  <p>Pic from 2017 NASG Timonium Display Pushbuttons allow public to start trains James Ingram, vms 570-322-7597</p>	<p>GOLDINHANDS www.goldinhands.com</p> <p>American Flyer - Lionel Train Repairs</p> <ul style="list-style-type: none">- A/F CHASSIS RE-BUSHING- TMCC CONVERSATIONS <p>Lionel Authorized Repair Station Edward Goldin Phone: 847-727-0857 Member NASG #05R0025C TCA #05-58825</p> 
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NEW PRODUCTS

By Jeff Madden

American Diorama has many new die-cast figures and accessory sets under the Mijo name. Check out their website.



www.americandiorama.com

Berkshire Valley has now stepped into producing some items in S. First is the Tell House – a small laser cut wood kit of a house that stood in Telluride, CO.



www.berkshirevalleymodels.com

Ed Sauers has B&O GP-7 passenger scheme decals at \$12 a set.

edsauers@gmail.com

Menards, a Midwest home improvement store, had their catalog in a recent CTT. These are available at their stores too. Most RTR structures are for O and HO, but many can be easily modified to work for S, especially the factories.

B.T.S. now has Dodson Farm Creamery is back in stock for \$339.95. Other S kits are listed too.



www.btsrr.com

Micro-Mark has a wooden tugboat kit made in Brazil in 1/64 that represents a boat in the 1887-1930 era for \$79.95. It's called the MIGHTY MITE.



www.micromark.com

Multiscale Digital has big machinery for freight car loads – 3-D printed unpainted.

multiscale.digital

Narrow Gauge Modeling Co. has metal dyeing solutions available in several colors.

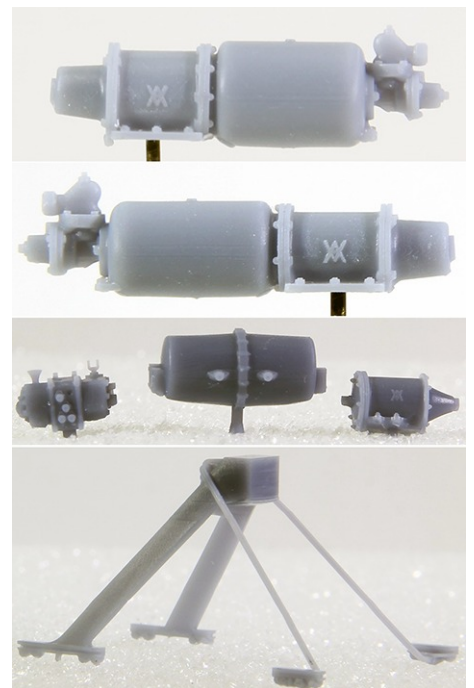
www.narrowgaugemodeling.com

Mini-Prints have some new figures including a Santa Claus coming out of a chimney for \$9.99.

www.miniprints.com



Model Railroad Resource (3-D Division) has scale brake products - 8" and 10" K-brakes and AB 3-piece brake sets. Also, they have a bumping post for \$7.95.



www.modelrailroadresource.com/WP/

Model Tech Studios is working on a 2-pack light pole set for \$9.99. These are painted and pre-wired. Bulk packs of 8 are \$33.99. Check out other light sets too.

www.modeltechstudios.com



Rail Scale Models has a laser cut Trundles Bakery kit with a 5" x 6" footprint. It is an old-time wooden store for \$97.50.

www.rail-scale-models.com

Smoky Mountain Model Works now has an U-channel centersill coupler boxes for Kadee S couplers and Sergent types at \$16 and \$19 a set. See the nasg.org website for details.

www.smokymountainmodelworks.com



Down at the Depot

By Carl Rudolph

The holiday shopping period is in full swing as this column is being written and it is pleasing to feel the excitement and anticipation in the air. This applies to toy and model train people as much as, if not more than, anybody else so let's see what's going on around the country:

The Bristol S-Gaugers have reported via **Doug Peck** again. Doug wrote: "The Bristol S-Gaugers began the 2022-23 season with the traditional September first meeting at Club President **Tommy Robichaud's**, along with 5 guests from the Springfield, MA, Pioneer Model RR Club in attendance. Tommy had another significant number of items for sale from **Bill Clark's** estate, and many took advantage of the opportunity. Meeting discussions included meeting and show participation plans for the coming year; thoughts for a possible club celebration of our 75th Anniversary (1948-2023); the current situation with the B&M Flying Yankee restoration; and some interesting "Show-&-Tells" by the Pioneer Club guests. The new club vests were distributed to members present, and **Helen Lenart** was thanked for all her efforts in designing and production of the vests. Finally, **Ken Mello** introduced himself as our newest club

member. Ken is a long-time AF operator and Greenberg attendee.

"Our October meeting was hosted by **Phyllis Sieger**. For the second time in 2022, the club meeting was preceded by a couple hours of sales of equipment and supplies from Rob & Phyllis's layout and collection. Phyllis intends to continue the liquidation sales at the Greenberg Show in November. It is unfortunate that this marvelous, detailed highrail layout is being disassembled, but at least it was preserved via an NASG Dispatch feature article a few years ago.

"The November meeting will be held at John and **Pat Ciarleglio's**, where several club members have been assisting John with his layout construction. The December Club Holiday Party will be held in Newburyport on December 10th."

As you may have noticed from the anniversary discussion above, the Bristol club is the oldest organized S gauge club in the country to the knowledge of your scribe. Kudos to them!

The Pioneer Valley Model Railroad Club held a joint meeting with the Bristol club (as mentioned above) and the PV club

really enjoyed the outing to eastern Massachusetts. Member **George Reneris** brought his animated jug band gondola for show-and-tell and of course it was a big hit. There is a brief video of it: <https://www.youtube.com/watch?v=DOOj0CbVDWE> which gives an idea of its operation. **Steve Allen** brought his excellent model of a Rutland flat car carrying a load of Vermont marble. The prototype was providing marble for the Tomb of the Unknown Soldier. The next club meeting was to be at Look Park to discuss plans for operation of Santa's Trains.

The Baltimore Area American Flyer Club newsletter had a series of photos depicting the setup of the (very large) layout at the Great Scale show. The illustrative photos really showed the steps they take when setting up. Then the next set of photos showed what various members did to decorate for Halloween on their modules. Lots of skulls, pumpkins, haunted houses, monsters, you name it. The kids that came to the show must have had a ball. The next meeting was to be at **Joe Foltz's** home and the next after that was to be the Christmas club party.

The North Florida Division of the Atlantic Coast S Gaugers set up and operated the club layout at the TCA show in Lake Nona, which is more than 150 miles from Jacksonville, so the traveling members were putting up at a hotel. Ah, the things we do for the good of the club! Of course we won't mention that these activities are also fun!

The Pittsburgh S Gaugers finally had their first in-person meeting since the beginning of the pandemic. One set of discussions for the future are of interest to other clubs: One, what should be the format of future meetings to increase interest? Two, how do we get younger people to become members? And three, what can we do to help local people obtain S gauge? These questions and their best answers are at the top of our collective minds. The club also announced their holiday party would be at a local restaurant.

The Cuyahoga Valley S Gauge Association (Cleveland area) are well along in making plans for next January's Snow Dogs show which they host. They are also starting to plan for the 2024 Spring S Spree which they will host. The newsletter also reported on the Berea and Mt. Hope shows that apparently were well attended. The club is planning a fine holiday meal at the Painesville Railroad Museum in December.

The Miami Valley S Gaugers (Dayton area) had a very successful outing with the layout at the Lakota show with excellent running of trains throughout the show duration. They commented that the layout maintenance work really paid off in reliable operation. Then they met at **Dave and Lana Gerber's** home near Lima to ogle his new massive layout and American Flyer collection. After lunch they took a short field trip to the Allen County Historical Society which houses a fine H0 layout and a 1:1 scale Lima Shay locomotive and many other Lima locomotive items. Then they traveled to Lincoln Park in Lima itself to view the very last built Lima Berkshire which is displayed there in excellent cosmetic condition. They report a wonderful day!

The Central Ohio S Gaugers (Columbus area) also were participants in the Mt. Hope train show (as were the Cuyahoga club).

This location is over two hours away from Columbus so most members stay overnight. Recent meetings have been hosted by **Mary Day Fewlass** and **Trenton Helmer** (October) and **Dana and Kim Davis** (November). Meetings are still hybrid with Zoom participation optional.

The Central Ohio S Gaugers – Northern Division (Toledo area) have met recently at **Monty Kaufman's** and **Randy Krajewski's** homes. For this club, the meetings generally involve discussing trains and some show-and-tell and then going to the home layout (usually in the basement) to run trains. That kind of meeting suits yours truly just fine! Then in December they were to have the customary holiday treat at **Tony Palumbo's** at which they usually have a special meal that reflects dining on a famous train. Haven't seen the details yet so hope to report on it next issue!

The Southeastern Michigan S Gaugers met at **Bob Stelmach's** and **Dan Navarre's** homes in October and November respectively. Bob has installed Burma-Shave signs on his layout after more than forty years (of procrastination?). **Jerry Poniatowski** has ordered a C&O passenger car kit from the C&O Historical Society and **Mark Charles** brought several train items to sell on behalf of fellow member **Walt Tracygier**.

The Badgerland S Gaugers, which had recently moved into a new home shared by another (H0) model railroad group, have moved again because the host H0 modelers found a better location. So everyone has packed up and moved and all agree the new location is significantly superior. According to **Jeff Madden**, the club intends to make their new space like a real clubhouse with furnishings and space to work on projects, thus bringing new life into the club. Open houses will be held which will increase public exposure of both the club and S gauge. Sounds very promising!

The Chicagoland Association of S Gaugers met at **Dale Sutor's** home in October and the meeting was very well attended. The club had just finished the construction of a new entry module for the club layout and that module was on display near Dale's massive home layout. After

some Salerno's pizza, which apparently is pretty good, several of the club members loaded the new module into **Bill Cantrall's** pickup and took it to his garage for installation in the club layout which is set up there. At a later operating session many members came to run trains and observe (and use) the new entry module prior to dismantling the layout for transport to Trainfest in Milwaukee. Sounds like it works well!

The Pines & Prairies S Scale Workshop (Twin Cities area) have been relatively quiet this time around, probably because they have been busy hosting a local S scale show/workshop. **Ken Zieska** had the club over for construction projects, train running, and pizza. Similarly, **Shane Lambert** invited everybody out to work on the Waseca Sub and Shane was providing lunch (again). Pizza at a restaurant for dinner was mentioned as a possibility. Your scribe thinks that S gauge clubs run on pizza.

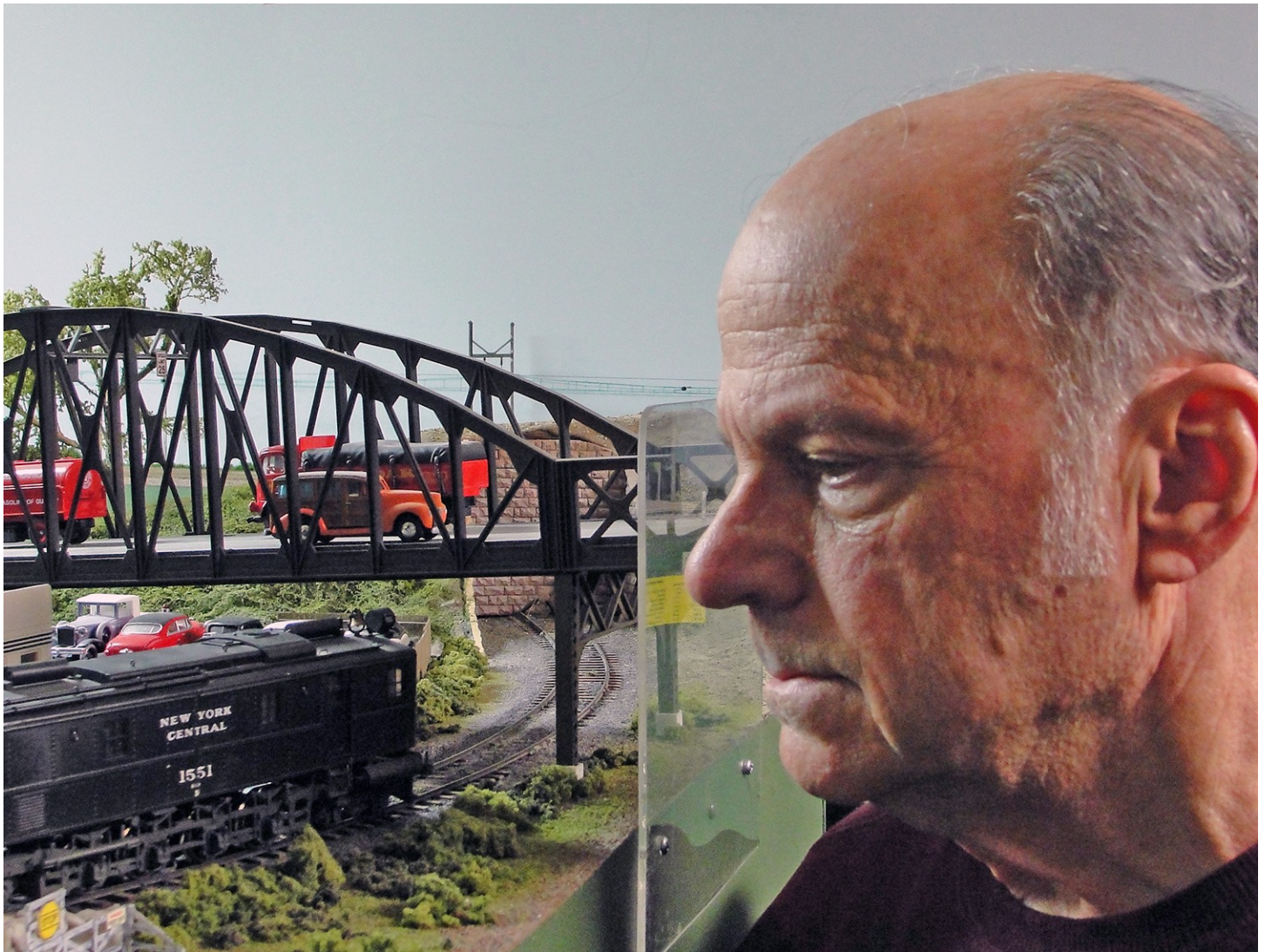
In the San Francisco Bay area, the **Golden Gate American Flyer Club** met at **Rich Lenart's** home in Walnut Creek. This time Rich told the club he had something for them that "we have never seen before" and we have no report as yet what that might have been! The holiday party will be a luncheon at the Basque Cultural Center in South San Francisco and the menu sounds really enticing!

The Southern California S Gaugers Club is still very busy planning for next year's S Fest West which is planned for September 16, 2023, at Knott's Berry Farm. Save the date! A commemorative car will be available and past experience at this venue leads to the expectation that the show will be first class. Meanwhile the club had a massive modular layout at the Tulare Train Show and it was a joy to observe. Nice to see the guys and gals too!

That's about it this time around. We hope that all of you have (or had) a safe and glorious Christmas and Hanukah! Keep trackin'!

Introducing Dick Karnes

Assistant Editor for Scale Models – by Dick Karnes



Dick Karnes watching and running his layout featuring heavy electrics.

My S journey began in 1949 when I got an American Flyer train for my tenth birthday (1949), a New York Central Hudson four-car freight set. I was overjoyed! It was so much more realistic than my old pre-war Lionel three-rail set, which I immediately gave to a classmate whose family had just escaped Chairman Mao's China.

We lived in an apartment at the time, so I was limited to what I could lay out on my bedroom floor with a bunch of sectional track and a pair of remote-control switches. But I wanted more. I was already a reader of *Model Railroader* and *Model Craftsman*, so I saw what "real modelers" were doing.

I also saw advertisements, including many for S products. I particularly liked the Chester Industrial Arts kits, so I asked my mother to order me a Chester baggage car kit – an 80-footer, no less. It was only \$2 postpaid, so she did that for me. When it arrived I was overjoyed. It was easy to put together, as I had been building solid-model StromBecker airplanes and HO trains for several years so I had the necessary tools and skills even then. There were no trucks in the kit, so I ordered a kit for a pair of Nixon Model Co. sprung four-wheel trucks with tinplate wheels as well as Flyer-

compatible link coupler extensions. (Mom was not too pleased because the trucks cost almost as much as the car kit.) I built them and mounted them beneath the baggage car. That's when I learned my first lesson about trying to run a 15-inch-long car coupled to a locomotive on 20-inch radius curves. The baggage car quickly became a 12-incher and all was well.

As I evolved through my teen years, having moved into a house, I went through a couple of basement layouts, gradually getting into scale models with Hi-Rail

wheelsets. I built my first craftsman kit at age 13, an Ambroid watermelon car, which I still have. My second basement layout was a two-level affair, two unconnected dog bones on two levels. I installed catenary on the top level and converted my AF New Haven electric to draw current from only one rail and the catenary. I didn't know that building catenary was difficult until someone told me so – after I had completed mine. I ran a DC-powered Rex Suburban simultaneously on the same track, one rail serving as the common return for AC via catenary and DC via rail.

Then I was off to college, where I was actually able to devote a fair amount of time to my hobby, building more rolling stock, this time scale per NMRA standards. I converted all the non-AF cars I had to scale, bought an Enhorning F-3 A-B set, and converted an AF GP-7 to scale as well. I even made extra breakfast money custom-building S scale turnouts and crossings. In grad school I started a 3x8 section of a future layout: a passenger terminal yard throat that included a No. 8 double-slip switch and NYC-style outside third rail.

As you can tell by now, my objective was to gravitate toward well-detailed scale

models. I was greatly helped along during my college years by joining the Lehigh Valley S Gaugers (later renamed “Delaware Valley” S Gaugers), mostly based in the Allentown PA area; I was a long-distance commuter to the monthly Saturday meetings, driving down from Ithaca NY, about 180 miles away. John Bortz and Frank Titman were two fellow club members who were so very influential. I still use many of the model construction techniques I learned from them.

I contented myself with building rolling stock until we bought a house in 1971. When my son Kevin was five years old, I purchased an Atlas O scale train set and built a layout for him in the center of an L-shaped room in our basement, about a foot off the floor. I built my own S scale layout around the walls, surrounding Kevin's layout. Year later, my wife wanted a third of my layout room – the portion with two windows – for a guest room. So we made a deal. She got her guest room and I got the 12x20 ping pong room adjacent to the remaining portion of my layout room. I ripped everything out and built anew. My present New York, Westchester & Boston has been in place for some 30 years now, totally completed for the last 15 years.

These days I use my modeling time for adding small layout details (license plates, a skunk, sunflowers, cows in a corn field) and digging out really old unfinished locomotive and car projects and, well, finishing them. During all these years, my philosophy was always to decide what I want; then buy it. If I can't buy it, kit-bash it. If I can't gather the requisite bashing materials, then and only then scratch-build it.

By now I am ancient, the last surviving founder of the NASG (in 1960). I was Editor of the NASG Dispatch from 1985 to 1988, and here I am again, in another editorial position. Déjà vu! As Assistant Editor for Scale, I welcome submissions from like-minded NASG members. You don't need “writing skills” – just topics of interest (layouts, construction projects, personal histories). All I need are some hi-res digital photos, informal text (even notes scribbled on toilet paper), and a phone number or e-mail address so I can develop your piece in real time interaction with you. Reach me at rnk2202@yahoo.com.

Introducing Stephen Law

Assistant Editor for American Flyer and Hi-Rail – by Stephan Law

Greetings fellow S Gaugers! I am thrilled to be working with the new editorial team of the Dispatch, and would like to thank the Board of Trustees for their commitment to a periodical that truly spans the breadth and diversity of our scale. As I noted in a letter in the Sept/Oct issue, the NASG logo says it all: we are “united”.

My life as an AF/Hi-Railer began on Christmas morning in 1959, when my father gave me an AF starter set (20123) with a humble plastic Atlantic and a couple of cars. I officially became a third-generation model railroader, and – truth be told – I cannot remember a birthday or Christmas that didn't involve more trains being added to my collection. I still have all those trains, and sixty-three years later, my inventory includes not only American Flyer locomotives and rolling stock, but a

host of other Hi-Rail products as well. American Models, S Helper Service, Lionel Flyer, and other S gauge models make for a seemingly infinite combination of motive power and potential consists. As I have been a homebrewer for thirty years, I also suffer from “reefer madness” and am addicted to beer related billboard refrigerator cars; my layout sports two breweries, a malt house, and a cooperage for oak barrels! Thematically, I tend to run Western Maryland, Pennsylvania, and B&O. I live just south of York PA, so these are basically the “local” lines. I am also a member of the Baltimore Area American Flyer Club, something my dad would have loved, given he was a civil engineer working for the B&O back in the 1960s.

Approach to Hi-Rail

My own approach as a Hi-Railer has metamorphosed over the decades. Classic Flyer track has been upgraded to hand ballasted Gargraves throughout, although I have retained my electronic AF switches. My Plasticville buildings were replaced with S scale craftsman structures, a lot of resin cast brick buildings from Pine Canyon Scale Models, and MTH that actually is more S than O (more on that topic in the future). Ditto for people: I had more than a hundred Plasticville Citizens (all carefully painted) and every single one of them was replaced with Artista S scale figures that I also painted myself. Like Jeff Madden, I have a love affair with 1/64 scale vehicles, but restrict myself to things only available in 1954 (the target year for my layout). As is apparent, my approach has been



synthetic: I have kept my Hi-Rail heritage, but have married it to a 1/64 scale world. We are “united”.

On a personal note, this all stems from my life as a philosopher. I am now an Emeritus Professor from forty-two years of university teaching. My primary training was in Classics and Philosophy, and it was Aristotle who taught me about the concepts of the Golden Mean, the aesthetic mid-point in all we do. I am also blessed by my thirty-year marriage to a wonderful intellectual who tolerates my Hi-Rail sensibilities ... after all, how many S

Stephen Law with the Baltimore Area American Flyer Club at the PRR Museum at Strasburg. Stephen custom built the two “brewery related” structures in front of him to fit on the modules. It’s not every day you can set up next to a GG-1!

Gaugers can say their 130 square foot layout was permanently installed in the living room?

Assistant Editor

As an Assistant Editor for AF/Hi-Rail, I am here to provide advice for the development of articles and submissions. I am a good copy editor, and have honed my skills through literally thousands of student essays and term papers.

I also have a keen eye for photography, and know that pictures often tell a tale in ways that support the text. Please contact me if you have ideas for any topics that you think need more coverage, as we are striving to create a periodical that satisfies as many readers as possible.

You can reach me at DoctorStephenLaw@gmail.com; please add “Dispatch” or “NASG” to your title. Looking forward to hearing from you!



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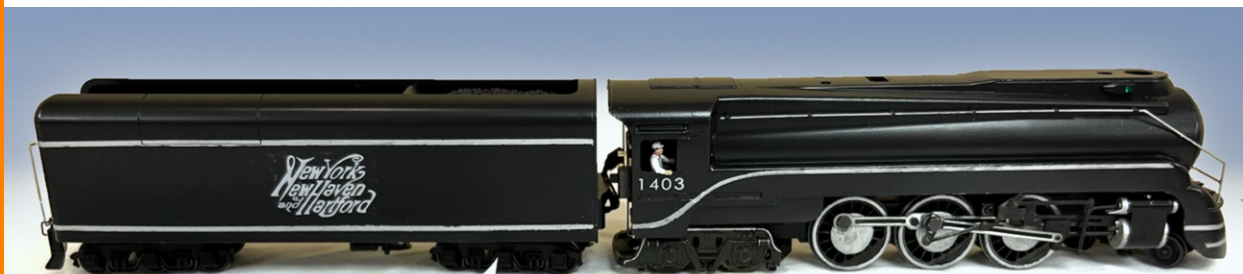
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2022 Buffalo CanAm

Model Contest Results

By Daniel Dawdy



Art Ferguson, New Haven Steam Loco: 1st place in Craftsman Steam Locomotive



Ken Garber, AM E8B conversion: 1st place in Amateur Diesel Locomotive



Michael Byle, NYC 0-8-0 Loco: 1st place in Craftsman HiRail Steam Locomotive

This year's model contest was really spectacular with many beautiful models on display. We want to thank all the people who entered the contest and are looking forward to next year's entries. The 2023 NASG Convention is slated to be held in Harrisburg, Pennsylvania from July 26th to July 29th, 2023 at the Sheraton Harrisburg Hershey Hotel.

It's not too early to start thinking about bringing some models to the convention and entering them into the contest. Please keep checking the NASG Website as more details become available. For now, enjoy the models!



Ed Cubick, EL Gondola: 1st place in Amateur Freight Cars & MoW



Jerry Poniatowski, C&O Brill Car: 1st place in Master Craftsman Diesel Locomotive, Best in Master Craftsman Class and Best in Show



Jeff English, GN Box Car: 1st place in Master Craftsman Freight Cars & MoW



Norman Bos, M-K-T Box Car: 1st place in Craftsman Freight Cars & MoW



John Racey, Sears Kit House: 1st place in Amateur Structures and Best in Amateur Class



John Ciarleglio, Clambox Restaurant: 1st place in Craftsman Structures and Best in Craftsman Class



Michael Byle, Eat Mor Chikin Cow Car: 1st place in Craftsman AF Imagineering



William Geracci, PRR F-M Erie Built Locomotive: 2nd place in Master Craftsman Diesel Locomotive



Ed Cubick, NS Caboose: 2nd place in Amateur Freight Cars & MoW



Jeff English, PRR X29 Box Car: 2nd place in Master Craftsman Freight Cars & MoW



Norman Bos, Passenger Station: 2nd place in Craftsman Structures

Dave Blum
PIKESVILLE MODELS
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Railroading in a Limited Space

It all started with a 1952 AF 5107W

By Terry O'Kelly

Photography and track plan by the author



In 1952 the *Chicago Tribune* offered an American Flyer 5107W set as a reward for selling newspaper subscriptions. It was the only way my mother could afford a train set as a Christmas gift for her oldest son in a growing family, so she led two pre-schoolers door to door while three others were in school. She earned a prize that has lasted my lifetime and kept me out of trouble—except when I ruined a pair of sewing scissors by trying to cut roof shingles to make quick under-track “ballast” and destroyed my father’s road map for a Shell logo to glue onto a coffee can “oil tank.”

When I built my house in 1985, a goal was to have a layout in a furnished basement to share those cherished gifts in wide open spaces if we had a son. Instead, two young daughters arrived

A quartet of steam locomotives huddles to keep warm on a cold winter morning. From left to right: AM Pacific with Fred Rouse’s detail parts, a Lionel Berkshire, AM 4-8-4 Northern, and Lionel Y-3.

who needed “ballerina room,” forcing my grand plans into an 11’ x 16’ furnace room. (The girls’ only interest was in assurances that no pigs or cows be placed in the stock cars, only in gondolas so that the animals could see better.)

Layout Requirements

I needed more research to determine how to squeeze an empire into a utility room. A book on building bench work suggested that along-the-wall plans were most efficient. That advice came with some self-imposed requirements that would mean compromises in the planning stages.

1. Although a scale layout was more desirable, the original American Flyer trains had to be able to run on the track, at least at every Christmas. That meant track, switches, and wheels would be high-rail. All else would be scale.

2. The power source would be DC rather than AC. New locomotives would be less expensive and easier to control.

3. The layout should allow continuous running of two trains simultaneously with the option of having one disappear for a time to keep viewers’ interest.

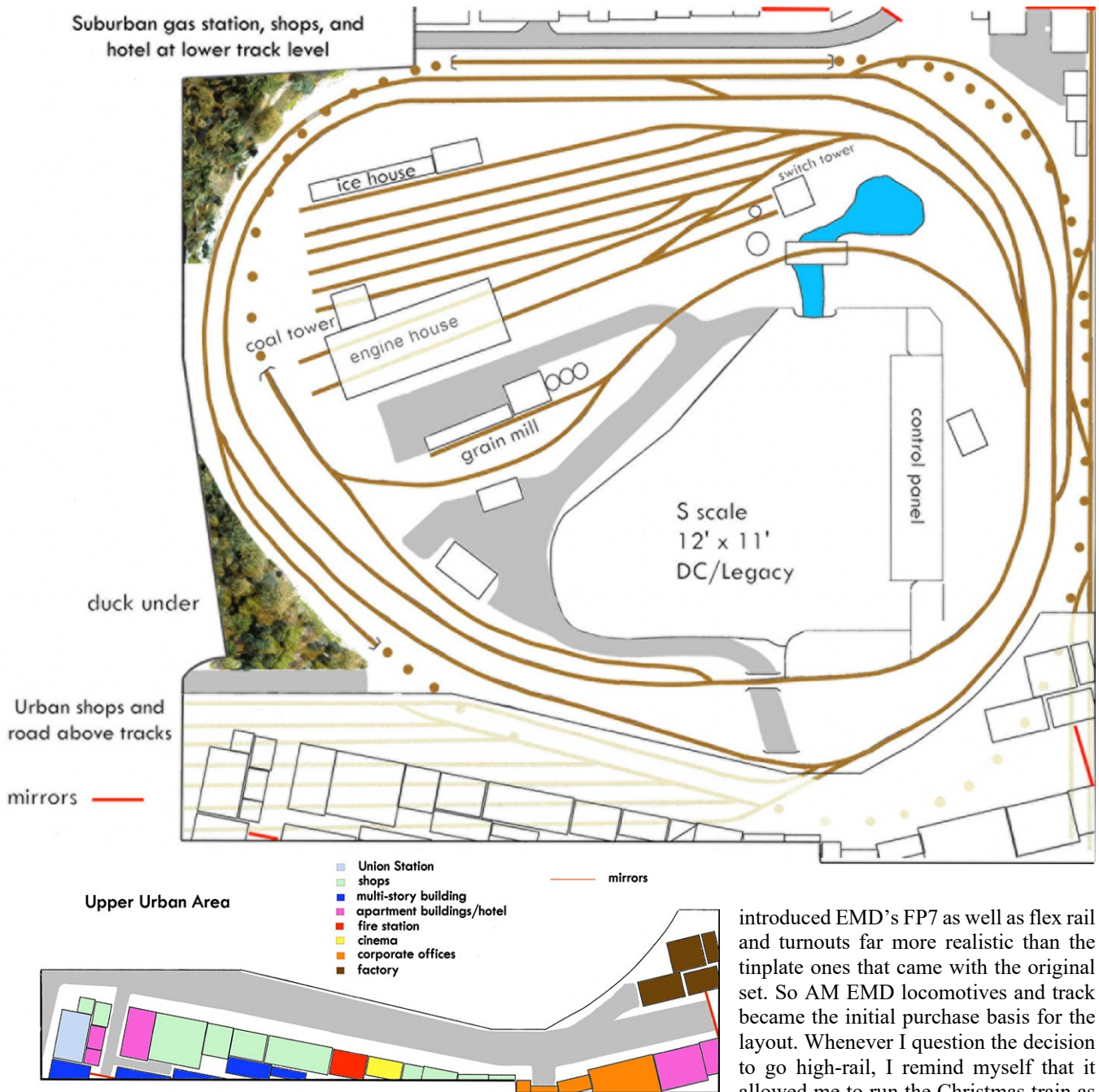
4. I would pack as much track as possible into the layout and then try to hide or disguise enough of it with



The city's train station lies below a busy urban street and hosts Great Northern, Santa Fe, and Amtrak passenger trains depending on the vintage of the vehicle traffic above the tracks.

It's 1958, and a photographer unwittingly records what may be a last run of a Berkshire. Better informed Nickel Plate employees in the background dress up a modified American Models caboose adorned with River Raisin decals.





reasonable destinations and points of interest for realistic switching operations.

5. Freight and passenger operations would both be a part of the layout.

6. An unfortunate duck under would be necessary to provide large-radius curves required by passenger cars.

7. Switches would be manual except those too far from the control panel to reach by hand.

8. The general look would be that of a Midwestern city/suburb. I grew up in two towns, the first sandwiched between thunderous Nickel Plate Berkshires and Pennsylvania F3s and the second between Soo and Chicago and Northwestern tracks.

Hi-Rail Decision

I had never seen an Alco PA in real life, so my impression as a boy was that my PA was an A.C. Gilbert stylized locomotive and not a “real” one like those I regularly saw. By the time I got around to construction, American Models had

introduced EMD’s FP7 as well as flex rail and turnouts far more realistic than the tinplate ones that came with the original set. So AM EMD locomotives and track became the initial purchase basis for the layout. Whenever I question the decision to go high-rail, I remind myself that it allowed me to run the Christmas train as well as Lionel’s later Challenger, Y-3, and Berkshire steam locomotives without having to invest in expensive and sometimes troublesome brass.

Real discipline would have confined me to a defined geography and time period; but when AM and S Helper Service kept introducing beautiful locomotives and rolling stock of different varieties and eras, my criterion changed to “as long as it likely passed through Chicago.” Santa Fe, headquartered in Chicago when I lived there, would provide passenger trains. The lone FP7 became an ABA Great Northern



The color-coded control panel in the upper left determines the movement of rail traffic in an empire squeezed into the furnace room.



Engine house workers take a late afternoon break from servicing a Union Pacific F3. All rolling stock couplers are treated with Sophisticated Finishes Rust Antiquing paint for the only weathering Terry could bring himself to add.

consist with both streamlined and heavyweight passenger cars as well as freight equipment dating before the Blue Sky color period. Union Pacific rolling stock is dedicated strictly to freight, supplemented by Missouri Pacific RS-11s that they acquired. The Union Pacific hosts locomotives dating from the Y-3 to modern SD70AC's. When I want to display a particular time setting, I change out the locomotives, passenger cars, automobiles, and trucks to match that period. Most equipment that I leave on the layout belongs to the transition period from the 1950s to the early 1960s. A frequently unappreciated benefit of being in S scale is working with limited choices anyway.



Three freight trains from American Models work the rails: a trio of GP locomotives and an RS-3 pulling with a U25B while a Nickel Plate manifest passes on the right.

Era and Location

Real discipline would also force me to model more realistically, but I prefer to have an ideal mini-world where there is no graffiti and little weather damage other than rusty looking Kadee couplers, wheels, and metal corrugated roofs on buildings that have seen little care.

The early American Models locomotives typically lacked the detail that showed up on their later models and on the highly detailed SHS locomotives, so I have added parts from B.T.S. such as lift rings, windshield wipers, MU hoses and classification lights. Modifying existing pieces is how I spend much of my modeling these days. The FP7s and E8s now have working LED Mars lights and headlights, and every caboose and passenger car has constant LED lighting. Almost every building is illuminated both by interior lighting as well as street lights. A remotely controlled room light slowly turns day into night to get the best effect of the lighting on the layout. There are two smaller control panels near the power panel: one for lighting effects and the other for remote switches and their respective signal lights.

Power and Controls

The power panel sends DC current to blocks of track so that I can cautiously run up to three trains at a time through two MRC Control Master 20 power supplies. Several phone jacks around the edge of the layout allow visitors to run trains with the MRC hand controls without having to duck under the layout to get to the control panel. Each block has its own pair of LEDs to signify which of the two supplies

is powering it or whether it's unpowered, but I can also convert any section to Lionel's Legacy operating system with another switch if I want to run the Challenger, Mikado, or U33Cs not capable of running on DC power. I debated about converting to DCC, but the financial and time cost of converting so many locomotives would be too great. My calculations showed that an investment in Legacy for recent AF locomotives provides most of the features of DCC for less money. I typically prefer to run trains without sound or smoke anyway, and the American Models locomotives and SHS switchers are often the first choice for an operating session.

Although there is a lot of track packed into a small space, other elements prevent the layout from appearing as a monstrous rail yard. A train running at approximately 30 scale mph takes about three and a half minutes to traverse three consecutive loops without going over the same spot, and for one minute of that time the train is not visible. The urban passenger station tracks lie under a city bustling with vehicles, pedestrians, and populated buildings. Large structures such as Lehigh Valley's engine house and mill obscure some track and give a reason for visible track being there, and building fronts and backgrounds along all three walls give a sense of a working city and town rather than just a running train. Strategically placed and angled mirrors give the



Philips station is another Lehigh Valley kit. As the Santa Fe pulls into the station, a Missouri Pacific freight passes above, led by a pair of RS-11 engines.



The Empire Builder stops at the local suburban station for passengers. Every passenger car has LED strip illumination with constant level lighting.

impression of roads extending beyond the walls. Operating traffic lights, railroad crossing lights, and a few flashing neon signs also offer visual distractions that convince viewers that they are seeing more than just a train set.

Final Thoughts

Layouts I have seen in *S Scale Resource* and NASG's *Dispatch* have inspired me to continue to refine and improve modeling closer to the level of well known masters of our art. After adding hand rails to all passenger cars and mail pouch catchers to the REA cars this year, I am now working on static grass and studying how to fill the gaps in locomotive pilot coupler areas and how to add coupler cut bars for more realistic detail. There is as much fun in the planning as in the execution and in the operation of S scale equipment. Modeling has been a great guilty pleasure over the years, and by "guilt" I mean that the cows and pigs are back in stock cars.

I have posted a YouTube video of a brief description of my layout with a tone of promoting the advantages of S scale modeling. My wife's name appears as the author, and I will try to figure out how to add my own name to the YouTube introduction, but for now the video is public and ready to be seen.



Santa Fe and More in S Scale
(<https://youtu.be/AIDhFHDaZPo>)



Workers on the Lehigh Valley icing station ready a group of SHS Pacific Fruit Express reefers with the old-fashioned method of packing them with frozen blocks of ice.

It is also a candidate for the NASG YouTube channel whenever that is ready.

I'd like to thank Brooks for his help on the article and encouragement to get a video together.

Meet Terry O'Kelly



Terry O'Kelly's education was in classical philology and languages. When he decided to become more practical, Terry applied one of his other hobbies, high fidelity music, and went to work at BASF Magnetics where he eventually ran the professional recording division. Today Terry would be retired except that his wife started Golden Girl Granola, so now that keeps him busy with all sorts of work. Their kitchen is only a quarter mile from the former Pan AM/Norfolk Southern, now CSX, train tracks with all sorts of freight loads so he can enjoy real trains outdoors while he has S trains indoors. Terry says "It's a good life."



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Calendar of Events

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903 Penn Street, Hollidaysburg, PA 16648
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<http://www.trainweb.org/mvsg/spree2023/spree23.html>

O Scale West - S West and Narrow Gauge West

May 25-27, 2023 Hyatt Regency Santa Clara (San Francisco area)
O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held west of the Mississippi since it's founding by Rod Miller in 1991. Plan to join us over the Memorial Day weekend in sunny California. Website: www.oscalewest.com

2023 NASG Convention

July 26th to July 29th, 2023
Sheraton Harrisburg Hershey Hotel
4650 Lindle Road, Harrisburg, PA 17111
It is hosted by the Lehigh Valley S Gaugers club.
Check back in later issues for more updates.



In Memoriam

John Ahrens	Winsted, CT
Kenneth Cooper	St. Louis, MO
Jess Davis	Solomons, MD
Roger Jensen	Martin, OH

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

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New Members

September 1, 2022 to October 31, 2022

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Karl F. Johnson	Memphis, TN
Dale W. Kreutzer	Port Orchard, WA
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