

THE

# DISPATCH

SEPTEMBER-OCTOBER 2016



Welcome to the NASG web site  
*Promoting 3/16" model railroading*

**Lets Get Started!**

Tell me about S-scale  
Tell me about NASG  
I'm new to this web site

NASG

Scale  
Modeling

News &  
Events

American  
Flyer

Store

"S" Clubs

S  
Resources

Extra  
Board

2016 NASG Annual Convention

# The National Association of S-Gaugers



The NASG Inc. is a 501(c)7 Fraternal/Educational non-profit corporation, which acts as the umbrella organization representing the 1:64 model railroading community (also known as 3/16-inch-to-the-foot, S-gauge, or S-scale). The NASG performs a wide range of activities in support of the S scale world. It sets standards for S scale and maintains lines of communication for S modelers everywhere. Through its bi-monthly magazine, **The DISPATCH**, and through its public web site, the organization communicates news about local clubs, new products, events, and projects of interest to S modelers. The NASG also works closely with manufacturers and potential manufacturers to help provide products marketable to its membership.

Note: Donations to the NASG are not tax deductible on U.S. individual income tax returns.

## NASG History

The NASG's roots are closely related to the former A. C. Gilbert company, which in 1946 introduced S Gauge American Flyer trains, which were 3/16" scale toy trains. An S gauge newsletter started to make its rounds via the U.S. Postal Service around 1957-58. The NASG informal group formed a few years later. The legal entity NASG, Inc., was created in 1976 in New York State. It includes a President, Executive Vice-President, three Regional Vice Presidents, a Treasurer, and a Secretary.

The NASG is all about people. People with a common interest. In the early days people such as Jesse Bennett, Chester Bolly, Bill Crawford, Will Estes, Gene Fletcher, Leonard Giovannoli, Ambie Hennek, Evert Hoffman, Robert Shafto, William Sutliff, Bernard Thomas, and Claud Wade started and kept the S gauge circuit newsletter going. These men helped form the roots of what is now the NASG. Over the years many more people have contributed much of their time and effort to this volunteer organization.

If you are interested in a full story about how the NASG came about, you can read *The NASG Story: A History* by Bob Jackson at [www.nasg.org/About/History.htm](http://www.nasg.org/About/History.htm).

## Annual Awards

### The Bernie Thomas Memorial Award

Presented in recognition of meritorious service to S scale or to the NASG.

### The Charlie Sandersfeld Memorial Manufacturer's Award

To provide recognition to a company for its efforts in supporting and promoting S scale.

### The Perles Publication Award

To provide recognition for the efforts of a person or persons who best present the S scale story to outsiders through an article which promotes and publicizes S scale published in a non-S scale publication. Staff writers paid by the publication in which the article appears are not eligible for any part of the award.

### The Josh Seltzer S Website Award

To provide recognition to an individual, company, or group for its promotion of S scale modeling via a web site on the internet.

### The Trustees' Award

The purpose of the Trustees' Award is the Recognition of individuals who contribute extraordinary skill, talent, and time to the NASG.

## What is S Scale?

S is a modeling ratio of 1:64, meaning one measurement unit on the model is equal to 64 units in the real world. It is also referred to as 3/16th scale because 3/16th, or 12/64th, represents one foot in the real world. This scale is easy to model, because if you look at a regular ruler that has tick marks down to 1/64th of an inch, each tick mark represents one inch on the model. Twelve tick marks represent one foot, and one inch on the ruler represents 64 inches (5'4"). The use of "S Gauge" to describe the scale is inaccurate and a holdover from our past. All types of S models, from American Flyer to Proto:64, are nominally S scale.

S scale (1:64) is larger than HO scale (1:87) by 36% and smaller than O scale (1:48) by 25%. You might also enjoy reading the **Wikipedia** entry about S.

S scale standard gauge was initially popularized by Gilbert American Flyer® (AF) in the 1940s. In the 1950s and 60s there was a lot of activity centered around converting AF to scale models compatible with NMRA track and wheel standards (smaller flanges, scale sized couplers), and several manufacturers, including the NASG, offered products to accomplish that goal. Other modelers opted to maintain compatibility with American Flyer rolling stock. Thus began the difference between "hi-rail" (AF-compatible) and "scale," which in S connotes not only the 1:64 ratio, but also compatibility with NMRA/NASG track and wheel standards for fine scale modeling. Hi-rail modelers generally use either code 148 or code 125 track products, whereas scale modelers with models having smaller, near scale flanges usually use smaller rail sizes such as code 100, 83 and 70. S scale narrow gauge modelers (Sn3, Sn2, Sn42) use code 70 or even code 55 rail to represent very light rail. Some Sn2 modelers use HO<sub>n3</sub> track. Several companies produce S scale standard and narrow gauge turnouts, crossings, and straight, curved, and flexible track in these smaller rail sizes; some pre-made and some made to customer's orders. For more information on this topic, read the **S Scale Track Products** article on the S NMRA SIG's web site, for an indept look at S scale track products. For a complete listing of all manufacturers and retailers that produce and/or carry track, see our **S Resources** web page.

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To learn more about these awards, including timing, recognition, determination, restrictions and funding go to [www.nasg.org/About](http://www.nasg.org/About) and click on the award name.

You can also read about the person for whom the award was named and a list of previous winners.



## NASG DISPATCH

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The Membership Year is determined  
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ing 6 issues, starting with the next issue.  
All applications, renewals and member-  
ship questions should be directed to:

#### NASG Membership Secretary

Dick Kramer  
P. O. Box 268, Middlebury, CT 06762  
e-mail: [nasgmem@comcast.net](mailto:nasgmem@comcast.net)

### ADDRESS CHANGES

Should be reported to Dick Kramer  
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of the products or services and the application or  
results obtained from these advertisers is the sole  
responsibility of the reader.

# THE DISPATCH MANIFEST

Volume 40, Number 5, September-October 2016

**COVER** Webmaster Peter Vanvliet has redesigned to NASG web site to  
make it more attractive and more user friendly. This cover simulates the new  
home page. The photo, by Brooks Stover, MMR, is of a Pere Marquette 2-8-4  
Berkshire pulling the 2016 Convention Cars on Bob Stelmach's Red Pine &  
Oxville Railroad layout which was on the convention layout tour.

## TOY TRAINS UNLIMITED

Ron Borsella's great train shop in Hanover, Pennsylvania . . . . . 4

## WEB SITE GETS A FACELIFT

Peter Vanvliet describes his overhaul of the web site . . . . . 6

## A NIGHT ON THE TOWN

The story behind part of Steve Monson's layout . . . . . 8

## DAVE BLUM and MONTE HEPPE a few words . . . . . 10

## S IS BEST FOR RETIREES

Jeff Madden points out why S is ideal for retirees . . . . . 11

## S PRODUCTS

Product reviews and (relatively) new product introductions . . . 12

## 2016 NASG CONVENTION

SMSG presents the Blue Water Express in Novi, Michigan . . . 14

## RON SCHLICHT'S FLYER LAYOUT

Ron Schlicht's extraordinary American Flyer layout . . . . . 19

## NASTYING A MACK TRUCK

Jim Martin converts a old tanker to a tow truck . . . . . 24

## KITBASHING A 65' GONDOLA

Ed Kirstatter turns an O-gauge Lionel gon to S gauge . . . . . 28

## READERS WRITE and EXTRA BOARD . . . . . 30

## SAM'S NEW HOME

Sam Powell's layout goes to a Pennsylvania museum . . . . . 32

## CLASSIFIED ADS . . . . . 34

## CALENDAR of EVENTS . . . . . 35

## COMPANY STORE . . . . . 36

## NASG SPECIAL CARS . . . . . 37

## BILL'S BOILER WASH

Words of wisdom from President Bill Winans . . . . . 38

## NEW MEMBERS . . . . . 39

## NASG Web Site

<http://www.nasg.org>

NASG Website Director, Peter Vanvliet: [webmaster@nasg.org](mailto:webmaster@nasg.org)

# WELCOME TO TOY

By Ron Borsella with Bill Pyper • Photography by Sally Borsella

**Toy Trains Unlimited** is located at 38 York Street, Hanover, Pennsylvania 17331. It is approximately 25 miles from the York Fairgrounds to the north and 50 miles from Baltimore, Maryland to the south.

**Toy Trains Unlimited** was founded by a great man, by the name of **Charles Pohlman**. He opened this train shop in 1972. Charlie was well known far and wide as the man to go to for information and advice on collecting, operating and repairing American Flyer trains. Many S gauge Flyer enthusiasts owe him a debt of gratitude for getting them interested and involved in the operating and the collecting of American Flyer S Gauge trains.

In 2003, **Ron Borsella** took over **Toy Trains Unlimited** and moved it to a different location which had more space for more trains. What is unique about the shop is it is the only place that sells and services American Flyer trains and accessories in the area. It also stocks a full line of MTH, Lionel, O-gauge trains and accessories. This shop is also an authorized Lionel and MTH repair station, The owner repairs all Flyer equipment. There is also a large assortment of S-gauge parts on hand. The shop slogan is "There are no retail prices in this shop." Ron also sponsors the **Baltimore Area American Flyer Club**. This group of men and women setup layouts at train shows and hospitals to encourage everyone to get involved with S-gauge. This club and it's great members do a fantastic job of promoting S gauge. Currently Ron and two other club members are securing convention cars from MTH, for the 2017 NASG National Convention that will be held in Baltimore, Maryland. They are very excited about the two pieces of rolling stock that will be offered for sale.

**Toy Trains Unlimited** offers S scale cars from **Lionel**, **MTH**, and **K-Line**. We have an extensive inventory of post war American Flyer and modern S gauge. If you are looking for something that was made from 1947 through the 1990's and 2000's for S gauge trains from any of these manufacturers, don't hesitate to telephone 717-637-4717 or e-mail [rborsella4790@comcast.net](mailto:rborsella4790@comcast.net)

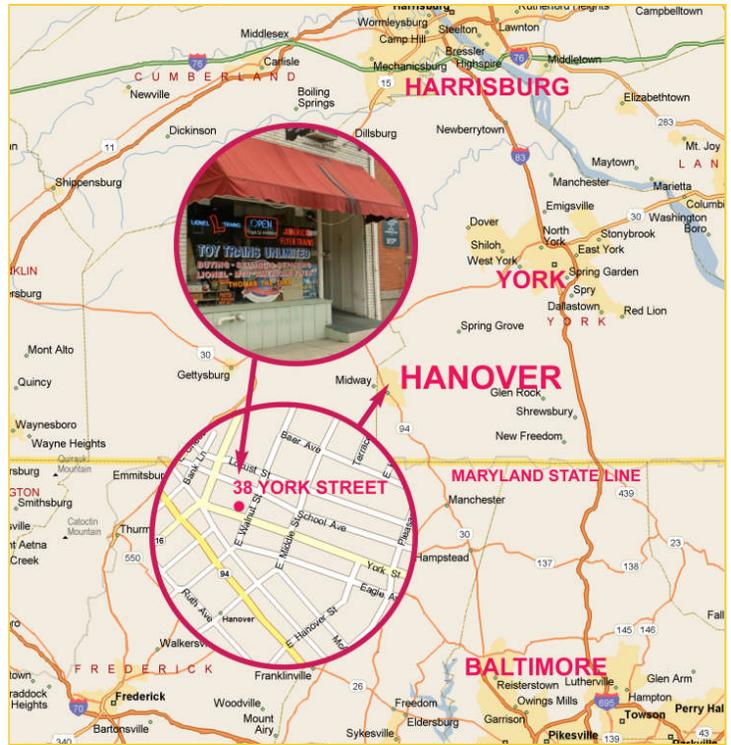


# TRAINS UNLIMITED

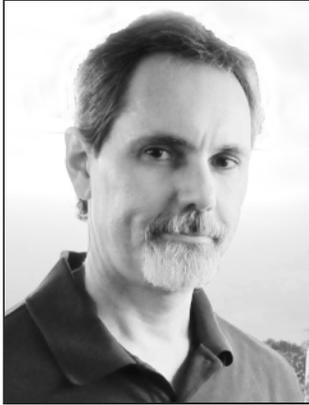


**Toy Trains Unlimited** holds an open house on Wednesday, the week of the York, Pennsylvania show. Many S gauge enthusiasts from all over the country come to visit the shop for food, drink, and great conversation. Usually someone brings a rare or odd example of American Flyer or other S gauge related equipment.

If you are ever in southern York County, Pennsylvania, please stop in and visit a great train shop. The store is open Tuesday through Friday, 12 noon to 5 pm and Saturdays from 10 am to 4 pm. If you can't come by, check out our web site: <http://www.ronstoytrainsunlimited.com>



# NASG WEB SITE FACELIFT



## By Peter Vanvliet NASG Webmaster

By the time this column is published, the NASG web site should have a new look. Before I dive into the details, I will cover one online shopping cart issue.

Beginning in this past May, I started sending out an e-mail for each online order we received. This does two things: First, it gives you the confidence that the automated system worked and a human being has furthered the

processing of the order. Two, it is a reminder that if you used a bank card, your statement will show **Fourth Ray Software** or something similar to indicate the NASG charge. This is because we are using my business PayPal account for processing the NASG web site's online transactions.

## So, Why The Web Site's Face Lift?

I have been the Webmaster of the NASG web site since December 2011. Although that is not very long ago, a lot of things have changed in web browser technology since then. Also, I have learned a lot more about how people use the web site, and what kinds of issues people have brought to my attention. Finally, the look of the site was getting a bit "dated".

## What New Technology is Available?

There are three things that I am taking advantage of in this new design. The first is very much a behind-the-scenes issue, but all pages have been changed from .htm to .php files. That means that I can capture code that is common for each page in a single file, and then just include it with a single line of code in each page. This makes maintenance so much easier than having to go and edit every single one of the 10,000+ pages.

The second feature is that I used a lot of image-manipulation techniques to change the way the buttons worked on the previous version of the web site. That, too, became a maintenance issue (e.g. if we needed to add a button or rename one).

The final technological improvement is very much visible. Before, we had a rotating set of photos on the home page. These were made possible through a (freely-available) third party piece of code, but it limited the size of the photos. With the new **HTML 5** standard, which all of the latest web browsers support, we are now able to support full-page photo animation, with interesting transitions between photos, all with standard HTML code.

## How Is the New Version Easier to Use?

Although the previous version of the web site contained all the information about the NASG and "S" modeling, and it was good for general browsing, I have received a number of e-mails from people that found it hard to find something specific. Also, over the past 4-plus years I have been looking at which parts of the web site receive the most number of visits. Some related topics were kind of scattered about the site. The other thing I found bothersome about the previous version was the large number of buttons on the home page; it was overwhelming to some people.

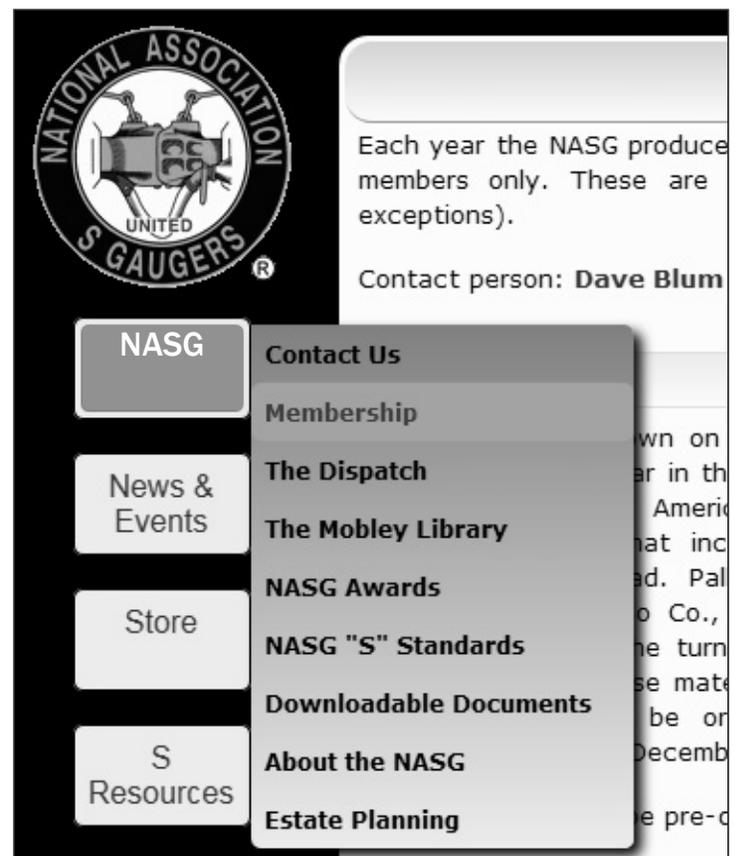
So, the new design has 8 buttons on the home page, down from the 16 on the previous version. All of the content from before is still there. However, I did take this opportunity to move things around a bit. Also, instead of a button leading you to a page, which would then hold a lot of content and links to other sub-pages, the new design displays a menu, which leads you directly to a specific page. People don't like the "twitchy" kinds of menus that a lot of web sites have, so the one I created only displays itself when you explicitly click on one of the buttons, and only disappears when you click on an entry on the menu, or somewhere outside the menu (to dismiss it).

What the menu system does is greatly expand the number of links that are available. The entries on each of the menus are now a guide to what is available in that section of the web site. So, let's go over these quickly. By the way, all pages have those same 8 buttons that are shown on the home page.

## The NASG Button

This button leads to parts of the web site that cover everything you want to know or need to access related to the **NASG organization**. You will find a page about how to contact any of the organization's leaders, a page about your **NASG membership**, and information about the **Dispatch** and the **NASG Library**. Also covered are the **NASG Awards**, **S Standards**, **estate planning**, and a listing of downloadable files. There is also an **About the NASG** menu options that provides the purpose, the legalese, and the complete **history of the NASG**.

*Shown below is a screen capture of what you will see when you click one of the buttons on the home page.*



## The News Button

This button has a menu that covers all information that is date-sensitive. Several separate sections of the previous version of the web site have been brought under this umbrella. These are among the most popular pages of the web site, so I wanted to make them more directly accessible. The "Site" page of the previous version became the listing of all of the updates made on the site, which was really not what I wanted it to become. So, the News button's menu shows everything you want to know about current and past NASG Conventions, the upcoming events, and NASG, product, company, and general news announcements. The **Web Site Changes** page is now restricted to just core changes made to the site overall, and also provides how-to-use topics. The **Saying our Farewell** section, which used to be part of the Membership page, is now its own page, as I fear it will be updated from time to time.

## The Store Button

This button's menu lists all the online shopping features that the site has. Before, we had one long page listing all the items for sale. Now, each category has its own page. If you add an item to the shopping cart via this Store button, or via the Membership button, (which allows you to renew your membership), the content of your shopping cart will be shown in the upper, right-hand corner of the site, above the Scale Modeling button. This allows you to continue to browse the web site, and later check-out to pay for your purchases.

## The S Resources Button

This button's menu now lists the various groupings of all of the know manufacturers, retail stores, organizations, and individuals that sell S-scale products. Before, this list was on a page, but now it is on the menu; other than that, the content is the same as before.

## The Scale Modeling Button

The content of the Scale Modeling button menu is the same as what that page had before, with one exception. I have moved the previously dedicated Product Gallery (i.e. the listing of past and current products) into this menu. That is because most of the items are of a scale or hi-rail nature. The rest of the menu has the same content as the Scale Modeling page had before, i.e. the Photo Gallery, Mini Articles, a listing of magazines that feature scale modeling topics, and the large collection of external links to web sites or pages that cover scale modeling in S.

## The American Flyer Button

The menu off of the American Flyer button is virtually identical to the Scale Modeling one, except that it adds a page about the history of American Flyer for those new to our scale, and the NASG-sponsored AF Commemorative Cars project. The AF Product Gallery had already been moved to the American Flyer section of the previous version of the web site.

## The S Clubs

This button's menu leads to pages that are identical to what we had before, so there isn't anything to cover here.

## The Extra Board

There were a couple of topics, and there may be more in the future, that didn't really conceptually fit in any of the other buttons' menus. So, these were added to this new button. This includes the **Featured Video**, updated whenever I become aware of a good-quality video someone posts about S-scale modeling. The Magazine Indexes, a listing of magazine indexes that list S-scale modeling in all of its flavors, and the **About Home Page Photos**, which provides the proper credit of the photos used on the home page, and a bit of a back-story on them, if known.

## How To Navigate the New Site?

By repeating the same buttons on every single page throughout the web site, it is very easy to jump from any section to any other section. In the previous design you had to scroll back to the top of the page to gain access to its buttons. In the new design the buttons stay put, which means they are always available. Only the content of the pages scroll. Similarly, the page's title stays put at the top, so you always know which page you are on.

If a page has a link to another *sub-page*, that sub-page will have a big green arrow button on its upper, right-hand corner next to the title. This makes it easy to go back to its parent page, even if you scroll all the way down the page.

To return to the home page, click on the NASG logo in the upper, left-hand corner. With all of the content being available from any page, there is probably little reason to go back to the home page, unless you want to look at the big photos again!

## A Couple of Final Notes

Near the top of most of the major pages you will find a **Contact person** link. See the illustration on the previous page. For example, if you have a question about your NASG membership, click on the NASG button and its Membership option. There you will find the **Contact Person: Dick Kramer** link. Click on the person's name to write and send an e-mail message.

We currently have nine photos in the rotation of the home page background. Every weekend I would like to replace the oldest photo with a different one. That way there is always something new to see there. However, although I have been sent a large number of photos, not all of them are of the kind of quality that we want to put on the home page. So, I would like to ask you to send me photos of your models, layouts, or ones you took at conventions, club meetings, etc. that you think will positively convey our scale, for consideration for the home page. All flavors of S are welcome, scale, narrow-gauge, hi-rail, American Flyer, traction, etc.

The **Let's Get Started!** block on the home page is there for those who are new to S, new to the NASG, or new to this web site itself. The content that used to be on the F.A.Q. page and some of what used to be on the Site page is now captured in these pages. It is intended for the "newbie".

So, the new design simplifies the interaction with the web site, yet allows you greater and more direct access to its content. Repeating the same buttons everywhere makes learning the new user interface easier. Through the experience of the past four years, content is better grouped and organized to find what you need more quickly. I hope you will enjoy the refreshed site. As always, comments and questions are welcome at [webmaster@nasg.org](mailto:webmaster@nasg.org) 🚂



# Side Track S

**Your S-Gauge Headquarters**  
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**S-Helper Service • S-Scale America**  
**Brass • Track • Structures • Electronics**

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sidetracks\_1@msn.com  
[www.sidetracks.net](http://www.sidetracks.net)

# TAKING THE LOCOMOTIVE F

## Taking the Locomotive for a Night on the Town

By Steve Monson, Pines and Prairies S Gaugers

The evening passenger train came into Taylors Falls, Minnesota, at 7:30 and the train and crew stayed overnight. But Taylors Falls was a dry town. Back up the hill a few miles was the town of Shafer, and it had a saloon. Sometimes late in the evening the engine crew would take the locomotive to get a few drinks. Not wanting everyone in town to know, they would quietly run up the hill. But coming back down, with too much to drink, they sometimes would blow the whistle to announce their return. One time, when they returned they forgot to check the alignment of the turntable, or perhaps their vision was impaired, and the locomotive ended up down in the pit. The whole town found out about it.

The Northern Pacific brought in the big hook and many of the town folks came out to watch. It was the biggest thing to happen in town since the circus came in by rail. Number 669, an old American Standard 4-4-0, was repaired and put back into service. The ever-considerate newspaper editor reported only that the engineer had been given a month's vacation. The year was 1918.



*Notice how most of the ties flipped off the turntable when the locomotive went over the side. Most of the damage to the engine was cosmetic and it was repaired and used for another dozen years. A replacement locomotive was sent to pull the passenger cars back to St. Paul.*



*Back in these days "steam shovels" really were run by steam and railroad wrecker cranes were also steam powered. In 1925 a coal track was added where the ladies on the left are standing for those times when the crew found the tender a little low, and also for heating the engine house.*

# OR A NIGHT ON THE TOWN



*A Rex Mogul poses as the ill-fated locomotive. Several boys and girls came out to watch the excitement.*



*As they did after the real wreck, the job begins by lifting off the cab.*



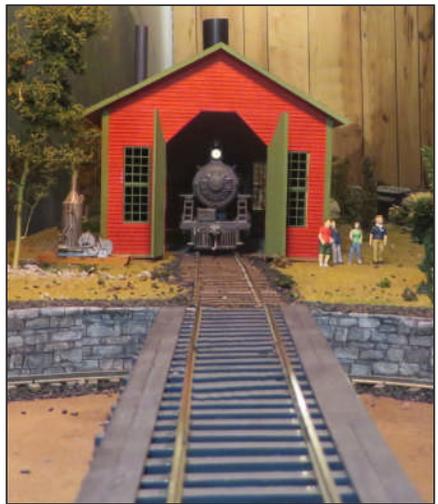
*This American Flyer wrecker pictured above temporarily finds a home on the author's S scale railroad. The passenger cars are Kinsman wood kits from the 1970's. The engine house was scratch built using basswood with Grandt Line windows.*

On more routine evenings after the passenger cars were left on the siding, the locomotive was turned and backed into the engine house to spend the night. A watchman looked after the loco keeping it steamed up for the morning run back to Wyoming and on to St. Paul. On cold nights a steam pipe was run to the cars on the adjacent track to heat them for the early morning passengers. When a fire broke out in the engine house the watchman frantically blew the locomotive whistle and volunteers came running to put it out.

The watchman was also supposed to assist with turning the locomotives. One man could do it if the turntable had recently been adjusted and balanced. But at times it took all of six men to do the job. Out of protest, the crew sometimes would run light the 20 miles back to Wyoming and turn around on the wye. Then they would back the 20 miles to Taylors Falls to get their train. They even expected to be paid for this extra 40 miles. Taylors Falls never had a new turntable installed and had to get by with hand me downs from other towns when they got an upgrade. The turntable in these photos was formerly installed at Stillwater.

**The prototype photos** are from the book *Taylors Falls & Lake Superior Railroad* by Richard E. Thompson and Steven J. Monson (out of print) Published by the Iron Horse Central Museum, 2005. ISBN # 1599752484, 9781599752488.

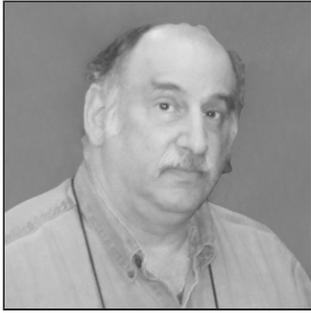
**Model photos** are of the author's new S scale pike modeled after the Taylors Falls branch line (see May/June 2016 S Gaugian magazine).



*Photo above: The smoke collector was on the turntable end of the engine house and the locos always had to back in. Like the prototype, this is an "armstrong" turntable. A cinder path around the top helped the men get traction, but on an icy day in the winter it must have been tough not to slip.*

# DAVE BLUM

## From the dimly lit and damp offices of the Commemorative Car Chair



In Pikesville, Maryland, and most of the mid-Atlantic coast, we had a very wet May. This resulted in my storage area taking on water like the Titanic. I was up to my ballast in water. Everything on the bottom shelves had to be moved to higher shelves. I could not reach the two highest shelves because of my fear of heights (altitudephobia).

I would have asked one of the young boys or girls on my block to get on my shoulders and place the items on the top shelf, but after watching a Law and Order-SUV TV marathon, I decided against it. (lockupaphobia?)

We are finally running low on the Marathon box car and the Jenny tank car, but not on the other cars. Due to a misunderstanding on the 2015 Kansas City Hopper (convention car) we received 64 more cars than expected. The 2015 BNSF waffle-sided car is also here in abundance. **I NEED ROOM FOR THE 2016 FLAT CAR** (expected in late October) Many of you have helped by buying up NASG inventory, but not enough of you have. So here's what I am going to do:

**1) Club or individual large orders:** Order 8 cars or more of current existing inventory (not including the 2016 commemorative car) and I will reduce the price of each car by \$7 and add the actual shipping cost to the order. Please contact me by phone or e-mail so I can pack the order and determine the actual shipping costs. Payment must be by check or money order. If I have sufficient notice and you can pick up the order at a show I am attending and you will save on shipping.

**2) Individuals** who do not want 8 or more cars, if you contact me prior to a show I am attending and you can pick up your order at the show, in lieu of shipping expenses, I will reduce the cars by \$5 per car. This pilot program is in effect while inventory lasts or until December 30, 2016. you can check my web site, [www.americanflyertrains.com](http://www.americanflyertrains.com) for my show schedule.

**GET OFF YOUR WALLETS AND HELP OUT ME and the NASG**  
Turnto page 37 to see all the available NASG cars. 

Western New York  
S Scale Association



[www.trainweb.org/WNYSSA](http://www.trainweb.org/WNYSSA)

AFdWeb@aol.com  
BigLeaks@aol.com  
AmFlyer336@yahoo.com

716/947-4558  
716/745-9572  
585/655-3127

# MONTE HEPPE

## Musings From the Beach Midwest

I just got back from a trip to the Midwest visiting family. The rail highlight was the Milwaukee Railroad Shops Historic District in Sioux City Iowa. This was the site of the Milwaukee Road's second largest shops. At one time 500 people were employed there. They have a 90-foot turntable with originally a 30-stall roundhouse. Six stalls are left. Inside is



a beautifully cosmetically restored Great Northern Class H5 4-6-2, #1355. A GE 45 tonner serves as the shop switcher. Several yard buildings have been restored and they are working on more. It has a limited collection of rolling stock of which several items have been restored. They are using a systematic approach to restoration aiming for one item per year.

They offer rides on three trailers pulled by a speeder. There is also an amusement park size train.

For modelers, there is a large HO model railroad layout approximately 60 feet long and from about 4 to 12 feet wide that was originally constructed by Dunham Studios for the CEO of Godfather's Pizza. It was in three locations by the time it reached the museum and suffered damage. Volunteers have restored most of the damage and replaced some sections. It is in operating condition.

While not the largest rail museum, it is well worth visiting. A self-guided walking tour booklet (free with admission) provides detailed descriptions of the exhibits.

In South Dakota we saw a BNSF train headed by three units in different lettering. First was a GP unit in Santa Fe yellow and blue freight colors. Next was an older GE unit painted Burlington Northern green. Last was a modern BNSF unit in their current livery.

At Aberdeen we saw a number of grain and ethanol unit trains. Notably absent were any coal trains.

The last days of the trip were highlighted by a wine tasting at the Nissen Vineyard at Harlington, Nebraska and some great ice cream at the famous Blue Bunny Ice Cream Shop in LeMars, Iowa. 

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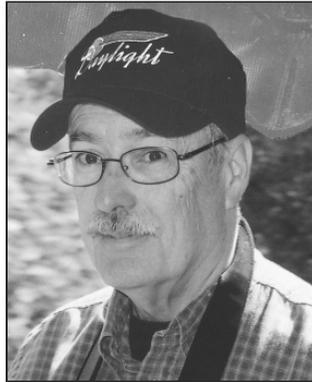
Edward Goldin  
[customer@customer.com](mailto:customer@customer.com)  
**847-727-0857**  
Member TCA and NASG



# S IS BEST FOR RETIREES

By Jeff Madden, Editor Emeritus

In my case, as I passed the 50 mile-mark back in the '90s with a pile of HO in boxes from a layout dismantled due to a move, is when I switched to S. If I hadn't been offered the editorship of the NASG Dispatch in 1993 and also recognizing that at the time S was just beginning to become state-of-the-art, I believe I would have gravitated to other larger scales such as 2-rail O or On30.



And, like me, those nearing or in retirement should be easily attracted to larger scales than the popular smaller HO and N scales for the obvious reasons such as easier handling, easier modeling, easier electronics installations and more reliable operation because of the sheer weight of equipment.

Then there are even two more good reasons to be attracted to a larger scale: entertaining kids and grandkids and setups of portable layouts at shows. The size and reliability things are obvious attractions, but grandkids, kids and portable layout shows aren't top-of-mind thoughts when it comes to choosing to switch to a larger scale — but they should be!

Most kids, grandkids (including nephews and neighborhood youngsters) in their early years are naturally attracted to moving real trains and moving model trains — the bigger the better.

From first hand experiences with my own kids and current grandboys (all under 6), I'd confirm that from age 1 and up to say 10 or so, kids are naturally drawn to the larger sizes of model trains. To wit — at shows such as Milwaukee's Trainfest, little eyes go first to the garden railway displays, then to O, then to S (at least it seems that way). HO and N get only cursory glances. My oldest grandson at 4 was most fascinated back in 2015 at that show with a large O gauge 3-rail layout that included smoking steam engines with sound and even featured an animated house on fire. And with the larger size layouts or displays it's much easier for dad or grandpa to point out things such as types of locomotives, cars, etc.

The same philosophy regarding little ones applies to home setups as well. True, they will be fascinated by any moving model or toy train, but in our home the grandkids gravitated easily to a standard gauge setup under the Christmas tree that also included some play value as they learned how to work the throttle and move the little Disney figures in and out of an open freight car.

If, as adults you are into S, O, G or standard gauge, it is much easier to work youngsters into a "toy set" of those gauges than to have them attempt to handle the more fragile HO or N gauge model trains.

Now that we have set the table for the little ones, let's get to the obvious reasons to attract pre-retirees and retirees to the hobby and specifically to our favorite scale/gauge — S.

1. This age group of adults (50 plus) often has more discretionary money available for a hobby.
2. This group often is seeking something to do as more spare time becomes available.

3. The older adult group is likely to have grandkids to renew their nostalgic interest in model and real trains.
4. And the big obvious for aspiring older model railroaders, including those in the smaller scales, is vision issues. Working in S or a larger scale is much easier to deal with.

Even the NMRA concurs that 50 plus adults are the key recruitment target for the hobby in general for the various reasons I listed above. But in particular the hobby needs to attract even more the younger of the elder age span (50-75) because model railroading needs folks who can still be fairly active in modeling and doing physical work like moving modules, building benchwork, crawling under tables to do wiring, etc. My own club is a case in point — I don't think any of us is younger than 65. We need some more active members below 65.

Setting up our large 12' x 30' modular S scale layout at an NMRA show in nearby Madison, Wisconsin, in the spring of 2016, was a real strenuous effort for all us old farts. We had to haul modules, boxes of rolling stock, boxes full of power packs, boxes of buildings, and boxes of scenery material. On top of that we brought backdrop sections, tools, handout materials and stanchions for rope barriers. All of this stuff had to be hauled out of a basement in the Milwaukee area and placed mostly in a rental van. Then, of course, we had to unload and set everything up at the show. This was done on a Friday when those who still worked a day job couldn't help. After that it was two weekend days of operating (the fun time). But lastly, we had to tear down the layout, put it back in the rental van and haul it back to the club member's home for storage.

Now, you can see why younger active members need be attracted to the hobby. And who specifically should we (you) network with to try and recruit these "younger oldsters?" Well, it could be those who attend NMRA meets and train shows where you can target those who show some interest in S and fit the age category.

Other than that, look to recruit your own family: sons, sons-in-laws, younger brothers, cousins. And don't forget friends and neighbors who are in pre or early retirement stages. Oh yeah, how about the women — you know they generally out-live us guys and are often looking for activities themselves.

We need trickle down, younger oldsters to fill our ranks and help the rest of us keep the hobby thriving. And once again it's the older generation who will pass on this great hobby to younger folks. 🚂

**A. C. Gilbert's**

*American Flyer Trains*

**Bob Iannacone**

615-371-0948

cell: 615-429-8292

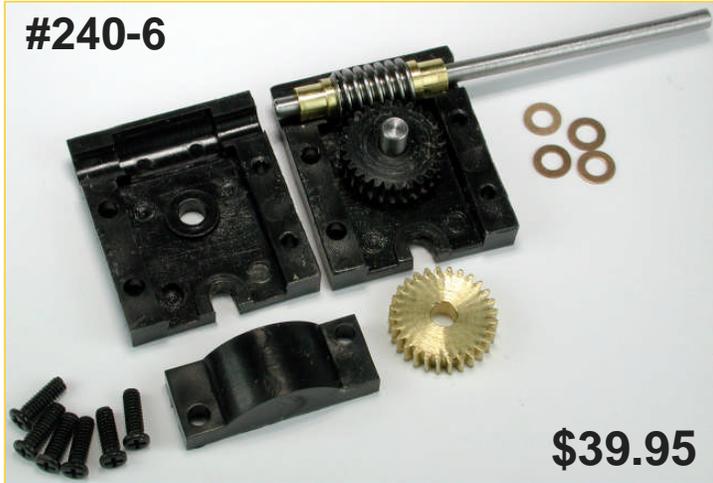
biannaco@bellsouth.net

**www.americanflyertrains4u.com**

# S PRODUCTS

## GEARBOX FOR S SCALE STEAM

#240-6



\$39.95

**NORTH WEST SHORT LINE**, "The world's leading supplier of model railroad upgrade and repair parts," has put its #240-6 gearbox back in production. Mod 0.4 Idler Gearbox, 28:1 ratio fits locomotives with a 3.0 mm axle and is ideal for S scale. Complete kit is shown in the photo. You must remove and replace the axle gear if retrofitting an existing locomotive. Input shaft is 2.4 mm. Kit includes shim washers to take up any play around the worm gear. NWSL gears are machined, not injection molded, and have a lifetime warranty. NWSL **strongly** encourages you to visit and support your local hobby shop. Please try them first. [www.nwsl.com](http://www.nwsl.com) Hamilton, MT

## TICHY TRAIN GROUP OFFERS CUSTOM DECALS

**Tichy Train Group** of Alamance, North Carolina is now offering custom decals printed from your artwork. Decals are printed on 8 1/2 x 11 inch sheets to within .1 inch of the edges. Images are full color plus white. If the decals are to be all white ink, do the artwork in black and tell them it is to be white. If the sheet has mixed colors, pick a unique color for the white portions and they will substitute the white there. Artwork should be vector (Corel Draw or Adobe Illustrator are best). Do outlines or send any special fonts with the artwork. They will let you know if you used a font that they do not have. They can also print from a high quality PDF. Price for the first sheet is \$35. Additional sheets are \$15 at any time. Standard postage is included, priority mail is \$5 for any size order. Turn around time is normally one week.

Send artwork to: [decals@tichytraingroup.com](mailto:decals@tichytraingroup.com)

Tichy has acquired the **Jerry Glow** line of decals. They are available in all scales from N to G. All decals will be available over the next 6 months or so. If you have some you would like to see first let them know (majority rules). The pricing is \$4 for N and HO, \$5 for S and \$6 for O. Other scales on request.

They are also expanding their line of decals and can supply them in any scale. Contact them if you need something.

Comments and questions to: [info@tichytraingroup.com](mailto:info@tichytraingroup.com)

Website: [www.Tichytraingroup.com](http://www.Tichytraingroup.com)

TICHY TRAIN GROUP INC., P.O. BOX 220, ALAMANCE, NC 27201-0220

## PRODUCT REVIEW



By Tom Hartrum, photo by the author

**Flexible Stone Wall**, Product number 8262, \$12.99. **Chooch Enterprises**, P.O. Box 1200, Maple Valley, WA 98038, [www.ChoochEnterprises.com](http://www.ChoochEnterprises.com). I was building a water tank for my Ohio Valley Railroad layout, and wanted to have the tank sit atop a stone building to increase its height. I had been looking for an application to try out the new Chooch flexible walls with peel-and-stick backing, and this seemed like a good opportunity. Chooch makes both random stone walls and cut stone walls in small, medium, and large. The cut wall seemed more appropriate for a structure, and the medium size appeared to be the right size for S gauge. The stones are not of a uniform size, with the height of the rows between 5/32 inch (0' 9") and 1/4 inch (1' 3"). The full wall is 3.4 inches tall by 13.25 inches long. Like many commercial walls, the ends are staggered to allow adjacent sections to be interconnected for longer walls. I had purchased a piece in August 2012, soon after it came out, and it had occupied a corner of my workbench waiting for this opportunity. The length was enough to cover three sides of my building, so I bought a second piece in February 2016. Here I ran into a problem. Although I bought the exact same part number, the coloring of the walls was noticeably different. I didn't want to repaint and weather the walls, which individually are very nicely finished, so I put the darker piece on the rear wall where the difference wouldn't be obvious. The difference may be due to the time lag between the purchases of the two pieces, so I think the best solution would be to buy all of the needed material at the same time in a local hobby shop where the colors can be compared.

The material cut easily with a new #11 Xacto blade and straightedge. However, as I didn't want to deal with trying to miter the corners, I used some Evergreen 3/8 inch sidewalk material to make quoins on the corners.

*Continued on page 27*

Go to [www.ChoochEnterprises.com](http://www.ChoochEnterprises.com) to see other Chooch walls.



# S PRODUCTS

## MODEL TECH STUDIOS

of North Hampton, New Hampshire, is working on converting all of their HO and O-scale figures into the equivalent S-scale ones. At the time of this writing they have eight figures ready for purchase. Three of them are pictured here. They also indicated that they are specifically interested in developing figures that fit in S-scale passenger cars. Peter Vanvliet pointed out to them that there is an issue with getting figures to fit into the skinny seats that are typically used in model passenger cars, and they indicated that they are thinking about making the passenger car figures skinnier, and possibly making two figures attached to each other to fit in a seat. To see all of the available figures and their prices go to <http://modeltechstudios.com/sscalepeople.aspx>

Far right: **The Tree Topper / High Climber** Price: \$13.99

The Iconic LumberJack /High Climber or Tree Topper as they were known. Every Logging company had men who "went up the trees" to top them for Spars used in their logging operations. Includes the saw, axe and rope.

**Bucker operating his Dragsaw**, sawing felled trees. This unique backwoods set includes both the Dragsaw and it's operator, the Bucker. Comes painted. \$22.99

This **LOGGING FELLER** is "IN ACTION" striking the tree with his axe as he chops it down. \$10.99



**S Scale Logging Figure Series** by Model Tech Studios LLC, available at [www.modeltechstudios.com](http://www.modeltechstudios.com) P.O. Box 1497, N. Hampton, NH 03862

## CatzPaw Innovations, LLC

of Locust Grove, Georgia uses 3-D printing techniques to produce structures and details for model railroaders and others. Go to [www.catzpaw.com/store](http://www.catzpaw.com/store) to view their catalog of **S** and other scale products.

The Bear pictured below is an example of some of the animals made by CatzPaw. The bear is available in brown or black for **\$6.49**



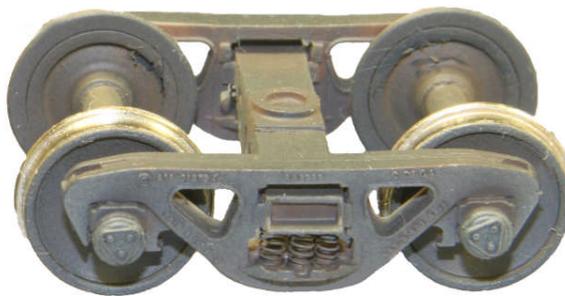
**TOILETS** come in a package of two with the lids open or closed. **\$4.99**

*Editor's Note:* If you have a warped sense of humor like mine, you could place the bear and the toilet, pictured above, in a grove of trees on your layout, thereby providing an answer to the age-old rhetorical question about bears in the woods.

## SMOKY MOUNTAIN MODEL WORKS

**Barber 70 and 100-ton roller bearing trucks.** These trucks feature rotating end caps (2 styles), are fully sprung/equalized and include bright nickel plated machined brass tires with ABS centers making each wheel fully insulated. These are the **ONLY** trucks in the S market with rotating end caps, a feature that really stands out in a moving train.

You can read more about these trucks here: [http://www.smokymountainmodelworks.com/S\\_scale\\_rolling\\_stock.html](http://www.smokymountainmodelworks.com/S_scale_rolling_stock.html)



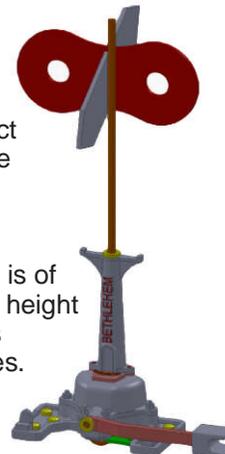
These are not stocked items due to high cost of inventory and time required to set up and injection mold the wheel centers. They have been out of stock for about 2 years and I'm gearing up to make another run soon. I'm now accepting orders as only enough parts to complete confirmed orders plus a little inventory will be produced. To pre-order e-mail: [jimking3@charter.net](mailto:jimking3@charter.net) or call (828) 777-5619 (10-5 M-F). 35 Springwood Dr., Asheville, NC 28805



**53A Low Profile Switch Stand** above includes 5 target styles.

Switch stands **do not** operate your switch, they are operated **by** your switch if you connect the link to the throwbar.

**53B Switch Stand**, right, is of intermediate height and includes 4 target styles.



# 2016 NASG CONVENTION

By Jeff Madden, Editor Emeritus  
Photographs by Jeff Madden except where noted

The Blue Water Express, 2016 Annual NASG convention is now history. Held August 8 through 12, 2016, it could have earned the dubious title of *Orange Barrel Express* due to the many road closures, detours and lane closures encountered while getting to the hotel Sheraton Novi and on the various tours. Just a tease, in all it was a great convention thanks to the **Southeastern Michigan S Gaugers** with the orange barrels and 90 degree heat just being a normal summer nuisance. Heck, we were inside most of the time anyway.

At the NASG business meeting, **President Bill Winans** indicated that attendance was around 300. The SMSG hosts in their blue golf shirts were very gracious and helpful, and most things moved along seamlessly. The biggest headaches were the many road construction areas heading to most of the tour layouts that had arterial roads and lanes closed resulting in lots of congestion on the roads that were open. Thus, self-drive and bus tours needed more time to get places.

My own experience driving to four layouts north of the Detroit Metro area drove our GPS direction finders nuts, but we managed. **Art Weller** of New Orleans drove **Bob Werre**, **Jay Mellon** and me on Tuesday up to **Dave Held's** and **Brooks Stover's**, so between the vacillating GPS and the rest of us map navigators we managed to find the layouts. Dave Held's was mostly complete, and visitors were treated to a dog and burger luncheon. For me, it was a treat to see **Brooks Stover's BC&G** hi-scale layout again. This was a timely visit for all those who saw his layout as he will be tearing it down and moving. He plans rebuild a bit smaller BC&G according to a time when the mine at Widen was no longer operating.

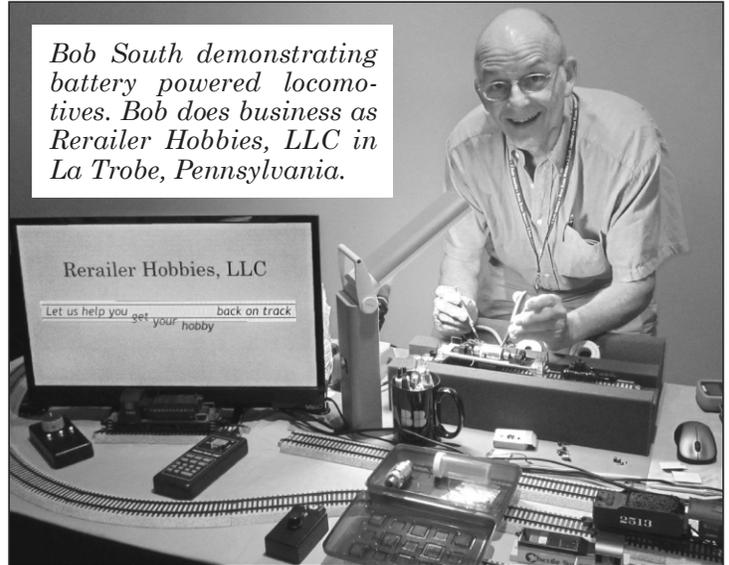
*Dave Held, left,  
and Doug Miller  
at Dave's cook-out.*



Photo by Mark Charles

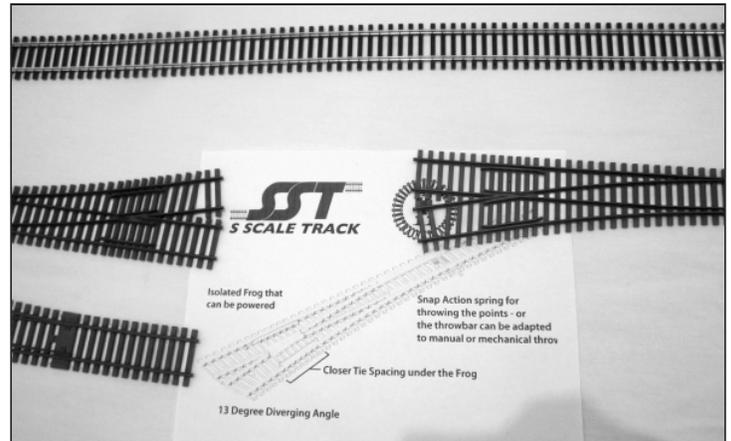
On Thursday, **Bob Werre** and I traveled to a couple of operating session-open houses. First we navigated through the orange barrels to **Jan Burdzinski's Foss Junction Railroad** where we operated his around-the-wall scale switching layout featuring mostly Detroit & Mackinac equipment. Jan even graciously rewarded the operators with Jimmy John subs. Then we went on to **Gaylord Gill's scale Buffalo & Chautaugua (PRR)** basement layout where Bob and I and several other conventioners ran trains. We were engineer and brakeman on a diesel powered way freight.

I didn't challenge my GPS to visit many layouts on Sunday. I'd seen some before, so my wife and I only stopped at **Tom Hess's Rayson House Railroad**. A similar situation to Brooks Stover's faces Tom as he plans to move soon and must tear down his virtually finished hi-rail layout.



*Bob South demonstrating battery powered locomotives. Bob does business as Rerailer Hobbies, LLC in La Trobe, Pennsylvania.*

**Vendor Hall:** The main vendor hall was large and on one level which made it convenient for getting around and loading in and out. There was a good variety of scale, hi-rail and tinplate. The biggest buzz that I heard was about the new Fox Valley track and turnout system which was shown on the Des Plaines Hobbies tables. See **Jay Mellon's** detailed report on **page 26**.



**NASG Meeting:** All of the current members of the Board of Trustees were present except Membership Secretary Dick Kramer. Preident Bill Winans said the official BOT meeting lasted only two hours. Current membership was reported as 1625 and growing with new members outnumbering members who leave or pass away. Bill added that the on-line payments via the Fourth Ray web site is working. He also said that the renewal notices will be mailed out like before as the on-line reminders still aren't totally effective. Bill lauded Treasurer Mike Ferraro for saving the NASG money. "The current budget is in a 'positive' mode," said Mike.

The BOT announced that the **2017 Lionel/American Flyer NASG Commemorative Car** will consist of a car with two different paint schemes. The **2016 NASG Commemorative flat car** with its pallet load is now available. These cars are available for \$79 each including shipping in the continental United States. To see a picture of the car and to order one (or more) go to page 37 of this magazine.

# BLUE WATER EXPRESS

An interesting topic was brought up by **President Bill Winans** and commented on by **Central Vice President Will Holt**; that was the effectiveness of the **Promotions Committee** attending the **NMRA National Train Show** which is tied in with the annual NMRA summer convention. The consensus was that an expensive booth at the NTS seemed to be less than worthwhile given the results and attendance at the show. It was agreed that the **World's Greatest Hobby** shows provided more "bang for the buck" in attendance and cost to the NASG. Will Holt reported that WGH shows might reach 20,000 as opposed to less than half of that at an NTS show. Another negative is that the NTS show is held in the summer months and that seems to be less popular for public attendance.



*Three gurus of S: Left to right, Jim Kindraka, Dan Navarre and Ron Sebastian, pose in the Vendor Hall.*

A forum panel, which gathered on Saturday, was made up of notable S folks: **Dave Jasper**, **Andy Malette**, **Dick Karnes**, **Brooks Stover**, **Jim Kindraka** and **Dave Heine**. There was lots of discussion about **3-D printing**. The consensus seemed to be, "let the pros produce it, even if you design it." The future is that 3-D printing for small run hobby items will eventually replace the machine shop manufacturing. **Brooks Stover** observed that individuals who want to create their own items the traditional way will be able to do so. If the machine shop folks enjoy it, fine. But the future overall will be with computer design and 3-D printing.

**Earl Henry** of Nashville commented that **Larry Morton** of **Tomalco** said that his business is going up especially in providing track to aging HO-ers who are switching scales.

**Brooks Stover** commented that the key to a good model railroad is consistency with scenery, structures, rolling stock and backdrops. **Dick Karnes** added that layouts need to be presented as "plausible."

Comments from the forum members and the attendees about promoting S included "being visible instead of invisible." This means having open houses, taking layouts to all-scale meets, working with groups such as the Boy Scouts, etc. The emphasis here was on associating with other scale modelers and youth groups.

**Dave Jasper** provided some closing remarks on the philosophy that people are naturally pre-disposed throughout history to be attracted to miniatures. He says "it is instinctive for people to want to create and make stuff." He says "Our hobby is a way to have fun."

Another consensus by the forum and audience was that as far as the **NMRA Convention** is concerned, that doing **S-oriented clinics** would serve promotions in a more effective manner — ditto for regional NMRA meets. For either there is little or no cost to the NASG.

**Jeff Madden:** My opinion is that the NMRA should dump the NTS shows at their conventions. This would free up prime weekend days for actual NMRA activities and allow the conventions to be held at smaller, less expensive, venues. I think the NMRA needs to get back to catering to the members at their conventions, and not the manufacturers and the public so much. It appears the WGH is doing a better job at this and at better times of the year.



*A Vulcanized Andy Malette accepts the Josh Seltzer web site award for an absent Trevor Marshall and his blog on S trains.*



*Dick Karnes receives the Perles Award for his "What If" article in the most recent Trevor Marshall and his Great Model Railroads.*

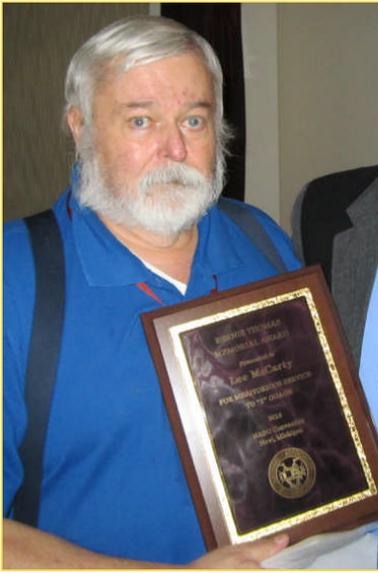
**Banquet:** The usual happy hour was accompanied by a music trio to relax everybody. Just before the eats the contest awards were given out. One unusual consequence of a limited number of entries was that there was a split **Best of Show**. **Bob Hogan**, with his **Master Craftsman** crane, and **Jerry Poniatowski**, with his **Master Craftsman Thomas the Tank Train**, were both awarded firsts and **Best of Show**. This could be a first for a non-scale Best of Show to come out on top. How about that?

After eats Bill Winans drew our attention to the **2017 NASG Elections** where the positions of **President**, **Treasurer** and **the Regional Vice Presidents** are up for your vote. Details for nominating candidates will be printed in the next Dispatch.

**NASG Awards:** One award, the **Special Recognition of Service** was given to the **SMSG** club for sponsoring the convention and was accepted on their behalf by **Gaylord Gill**.

**The Sandersfeld Award** for outstanding contributions to S was given to Lionel for making and promoting the **American Flyer** version of the **Polar Express**.

*Continued on the next page*



Lee McCarty receives the 2016 Bernie Thomas Award.

SMSG has a tradition of taking a group photo of all the Bernie Thomas Award winners present. Left to Right: Bob Werre, Alan Evans, Dick Karnes (kneeling), Jim Whipple, Doug Peck, Dan Navarre, Lee McCarty, Bill Winans, Jeff Madden and Mike Ferraro.

The prestigious **Bernie Thomas Award** was given to **Lee McCarty**, a Cuyahoga Valley S Gauger. This was followed by a group photo of former Bernie Thomas winners.

The **Perles Award** for authoring an article in a non-S publication was given to **Dick Karnes** for his **What If** article in the recent **Great Model Railroads**. Honorable mentions went to **Brooks Stover** and **Bob Werre**.

The **Josh Seltzer** website award went to **Trevor Marshall** of Canada for his blog.

Finally, **Convention Chair, Dave Blum** told a couple of jokes and then introduced a power point show promoting the 2017 convention to be held in Timonium, Maryland, a 'burb of Baltimore, August 8-12, 2017. The 2018 the convention will be in Massachusetts and the 2019 event in Cincinnati, Ohio.

# MODEL CONTEST



## BEST IN SHOW

This year's award went to **Bob Hogan** for his Pacific Lumber crane and **Jerry Poniatowski** for his Thomas the Tank Engine Train. Bob and Jerry also shared the **Best in Class** award for the **Master Craftsman Class** and Jerry also won first prize in the **American Flyer Imagineering Master Craftsman** category.

### Craftsman Class

**Best in Class:** Loran Critchett for his Rock Island station

#### Scratchbuilt structure:

- 1st Place — Loran Critchett for his Rock Island station
- 2nd Place — Loran Critchett for a Rock Island freight house

#### Scratchbuilt diorama:

- 1st Place — Randy Bosscher for his Big Pig drive-in

#### Kit and converted, freight and MOW:

- 1st Place — Rob Berridge for his PRR water car

#### Kit and converted, structure:

- 1st Place — Rob Berridge for a PRR Class A station
- 2nd Place — Rob Berridge for Greeley's, auto repair shop
- 3rd Place — Loran Critchett for Wholesale Produce

### Amateur Class

**Best in Class:** Chris Yuergens

#### Scratchbuilt diorama:

- 1st Place — Craig Rockwell for his industrial scene

#### Kit and converted structures:

- 1st Place — Chris Yuergens.
- 2nd Place — Mike Andrzejewski
- 3rd Place — Lou Templeton

**OOPS!** In one of those "I thought you were gonna do it" situations, nobody photographed the Model Contest entries. I was able to get the two pictures above from the modelers. If anyone who was entered in the contest would like to see their model in the next Dispatch, send me a good jpeg ASAP. — Ed.

# LAYOUTS

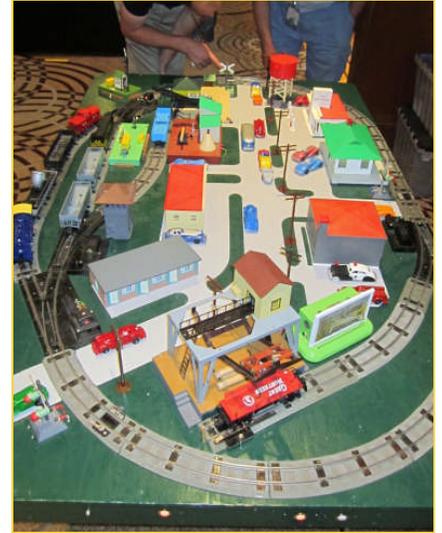
**Layouts at the Sheraton:** There was no lack of S layouts on display at the convention hotel. In the main vendor hall the Canadian **S Scale Workshop** had their scale free-mo modular layout set up that included **Simon Parent's** return loops. In the annex room there were two large layouts, two smaller layouts and the NASG/PSG switching layout.

The smaller tabletop layouts were displayed by the **Hoosier S Gaugers** **Charles Malinowski, Mick Hinkle** and **Jerry Poniatowski**. The Hoosier layout is a hi-scale simple loop intended to be scenicked with farm-toy 1/64 items, hopefully appealing to that market, says Charles. Jerry's was a hands-on American Flyer layout that included buttons for operating various accessories.

New to me were two Michigan based modular layouts. A scale one provided by the **Central Michigan S Scalars** (Lansing area) was a 10'6" x 42' pike with a 12' annex using code 100 and 83 rail. The club ran nicely detailed **Ann Arbor Railroad** diesel freights featuring nicely kit-bashed Ann Arbor caboose. The members attending were **Dale Baker, Terry Dwyer, Chuck Riker** and **Dave Wehrwein**. The other large club was a 14' x 28' AF hi-rail layout using Gargraves and AF track. It was set up and run by the **Western Michigan S Gaugers** out of **Grand Rapids** — **Wayne Ott, Anthony Teague, Andy Seif** and **Don Keil**. The switching layout was put together by combining the **Pittsburgh S Gaugers** and the **NASG** setup that **Alan Evans** drags around.

For more layouts, both in the hotel and on the tours, go to page 22.

For the Vendor Report and Jeff's Critique go to page 26.



*Jerry Poniatowski had this small portable Flyer layout on display at the Sheraton complete with push buttons for operating accessories.*

## S Scale Workshop of Ontario, Canada brought their modular layout for all to enjoy.

Below: Andy Malette and Claude Demers.



Mick Hinkle, left, and Charles Malinowski, right, book-end UK delegate Nigel Bowyer.

Mick and Charles were demonstrating the T-TRACK modular system which they believe could be a gentle and inexpensive way to attract youngsters to 1:64 scale model railroading.



*All photos by Jim Martin.*



**FOR MORE LAYOUTS GO TO PAGE 22**

# 2016 FALL S FEST

The **Badgerland S Gaugers** are hosting the **41st Annual Fall S Fest** on **November 4th** through the **6th, 2016**. They will continue the long tradition of buying, selling and swapping S gauge train equipment and related items, plus the traditional clinics, tours, train races. Renewing old friendships and making new ones. There will be something for everyone.

**Trading and Dealer Area:** Ample space is available in the main hall. Trading room hours are as follows:

Friday, November 4: 2:00 pm to 10:00 pm  
Saturday November 5: 8:00 am to 3:00 pm  
Dealer set up on Friday will be available at 7:30 am.

There will be several **operating layouts** at the Hotel.

There will be a **model contest** for structures, locomotives, and rolling stock in both Flyer and Scale. NASG rules will be followed for the contest.

There will be **clinics** and **videos** on American Flyer and more. There will be a Woman's Clinic on Friday evening.

The Badgerland S Gaugers will conduct **Train Races and Incline** fun filled events. Classes are Stock Steam, Stock Diesel, and open classes. New this year: **Hand Car races**.

There will be a Friday morning **self-guided tour** of the **Kalmbach Publishing Company**. Information and map will be available at the FSF registration table.

There will be a **Banquet** at 7:00 pm on Saturday evening, preceded by a social hour at 5:30 PM. (See banquet pricing and menu choice under registration on the web site.)



The **41st Annual Fall S Fest Commemorative Car** is a **Sprecher Brewery** Root Beer Reefer manufactured by MTH. The car is available in both Hi-Rail and Scale and two numbers and colors. Sprecher Brewery was established in 1985 by Randy Sprecher. It was the first microbrewery in Milwaukee since Prohibition. Crafting his small neighborhood brewery after those he frequented in Augsburg, Germany, Randy revived a Milwaukee tradition. Sprecher still uses old-world brewing methods to make incomparably delicious, award winning beers inspired by Europe and beyond. In addition to his fine beers, Sprecher is also known for its Root Beer and Cream Soda. We hope you will appreciate this fine S-Fest car which commemorates Sprecher's famous Root Beer.



The **Sprecher Brewery** is one of the most unique breweries in the Milwaukee area. Tours are available of the facility. Their tour is rated as the *"Best brewery tour in Milwaukee."* Reservations are required for the tours. They also have a highly rated restaurant less than 5 minutes away. Check at the Fall S Fest registration table, additional information can be found there regarding the Sprecher tours and the restaurant. Visit their website at: [www.sprecherbrewery.com](http://www.sprecherbrewery.com)

The **Home Layout Tours** are a real treat, with something for Flyer, Hi-Rail and Scale fans alike. Several layouts in the immediate area have committed to having an open house on Sunday. The layouts will be open Sunday morning through Sunday afternoon. Maps will be available at the registration table and the Hotel front desk for these self-guided tours.

There will be maps and descriptions available at the registration table that will indicate **Rail Fanning** sites in the area.

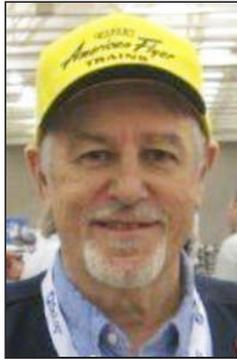
For updated information, registration, or to order a convention car, visit the web site:

[www.trainweb.org/bsg](http://www.trainweb.org/bsg)



# RON SCHLICHT'S LAYOUT

Ron Schlicht started building his 255 square foot layout in the basement of his Greenfield, Wisconsin home in 1981. It consists of five 5' x 6' tables and two 4' x 5' tables, joined by two connecting pieces. The layout has been expanded four times. There are over 30 American Flyer accessories, of which 20-plus are operating. This does not include the eight operating uncouplers and 23 remote control switch tracks. The lower level of the layout is powered by one **American Flyer 30B**, 300 watt transformer and runs on **Gilbert American Flyer track** with rubber roadbed. The elevated portion is powered by a **16B**, 175 watt American Flyer transformer and runs on **Gargraves** track over **Lionel** trestle sets. Separate transformers are used for the lighting. The two crossover tracks are modified AF switches with the operating mechanisms mounted under the table. They were custom built by a friend. An attempt has been made to cover most of the American Flyer switch boxes. The camouflage varies from lichen to **Plasticville** switch towers and scratch built structures.



Possibly the best investment made on the layout was the addition of **Lionel TMCC controls**. After many years of building the layout and hardly ever running trains, this has made the layout a lot more fun. All of the turnouts are **TMCC/SC-2** controlled. Many of the operating accessory buttons are being moved to the outside on the layout in close proximity to the accessories. This makes them accessible to visitors and small children. Most of the modifications were made as spur of the moment decisions. The last one, the elevated train loop, was well conceived but the ramifications were not thoroughly thought out. It required making a *Rube Goldberg* style scaffolding to reach various areas of the layout for cleaning or modifications. The motto "Plan Ahead" is something that I have not used to my advantage.



Ron modified this ceramic Ertl Theater by removing the front from the original base and custom building the Art Deco back and sides and adding lighting under the marquis.

The majority of the structures featured on the layout, are the **Plasticville** classics, some **K-Line** and **MTH** structures, plus many kit-bashed or scratch built items. There are over 50 Plasticville structures with an innumerable amount of the small Plasticville accessory pieces. If you look in the **Plasticville Price Guide** you will find that there are items on the layout from every page. Excluded are the Marx, Littletown, etc. items listed in the book. There are some of those on my display shelves. A few of the buildings and accessories are items that I received as Christmas gifts during my childhood. Most of the others were picked up over the past few years at swap meets. All of the structures have been painted, some just a little, to enhance their appearance, and some completely. All of the structures, much of the scenery, and all accessories are removable. Little is permanently affixed to the base layout. Most things have been rearranged on various occasions.



## The Little People

There are **over 3,600 people** on the layout. They represent the various manufacturers, from Plasticville, K-Line, Preiser, Merton, Artista, Marx, Littletown, Model Power, Woodland Scenic's, HeroClix etc. etc. Many of the figures are from unknown manufacturers, about a dozen of the suppliers, are known. Many of the figures were given to me as gifts and some were scavenged out of scrap boxes at hobby shops. The cost has ranged from two for a nickel to over \$8 each. The size of the people varies somewhat, ranging from true 1:64 S scale to 1:43 scale. Most are not S gauge. Some HO figures have been used as children. Approximately 10% of the figures were given to me by friends, because they know of my interest in figurines. The amount of time spent modifying, painting and placing the **little people** represents more time, than has been spent on the rest of the layout, including the drywall, lighting and suspended ceiling. From interchanging torsos, decapitations, the trading of external limbs, bending, twisting, filing and carving, anything to make identical figurines look considerably different, I've spent up to three nights on one person. When people ask my wife what I do for a living, I've told her to jokingly tell them that I'm a plastic surgeon and a part-time hair dresser. The placing of a completed figure may take a half-hour or more. I look at them from every angle possible and sometimes only a 1/8" movement, in one direction or another will make the difference in the final, satisfactory placement.

*Continued on the next page*

# RON SCHLICHT'S AME

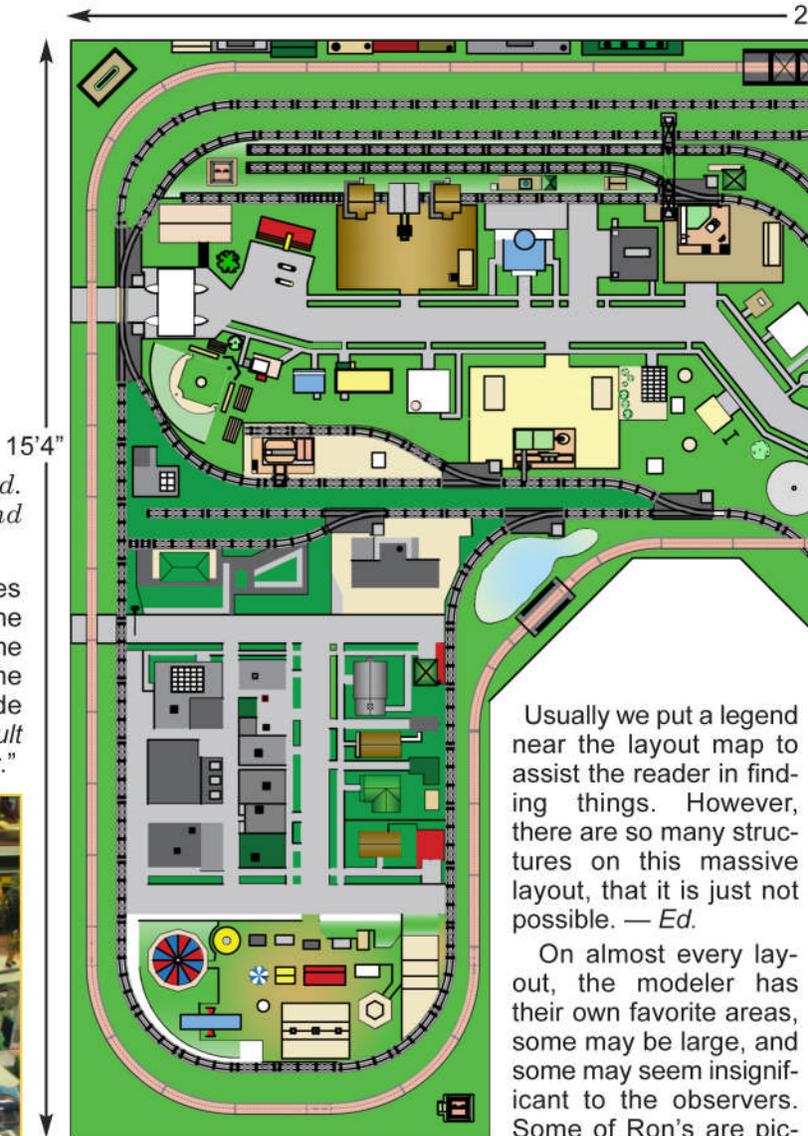


Ron scratchbuilt the baseball field bleachers using stripwood. The backstop and fencing is made from window screening and styrene rod. The outfield fence is pallets standing on end.

"You might say that I'm overly picky. I've purchased figures knowing at the time, exactly where they were going to be on the layout, to within one half inch of their position. I've also had some figures for years before they found a home on the layout, some are still in drawers. There are a few small dioramas built inside some of the structures, a couple of which have more of an *adult theme*. Many of the groupings tell a story in one-way or another."



Another point of interest is the number of vehicles that are on the layout. There are over 225 vehicles ranging from cars to trucks, buses, tractors and motorcycles, but not including airplanes, boats or bicycles, which are in addition to that amount. The scale runs from 1:64 to 1:43. "I've seen many layouts with various means of transportation on the highways and byways. Ghosts, goblins or invisible men drive most of these vehicles. Even though some cars had to have the chassis drilled out, there are nearly 400 people (drivers or passengers), in the vehicles on my roads." Unless parked, no auto, truck, bus or plane is without a driver. Fitting a figure into a car can take an entire evening. "My latest passion regarding cars and figures has been using a **Hollywood meets model Railroading** theme." There are over 20 cars that have been in movies or on television programs. "I craft custom figures to make them look like the actual actors. Along with those vehicles, there are over 60 famous personalities on the layout. Many of these are my 'one of a kind' creations. A number of these have taken days and some even weeks to create."



Drawing by Joe Kimber

Usually we put a legend near the layout map to assist the reader in finding things. However, there are so many structures on this massive layout, that it is just not possible. — Ed.

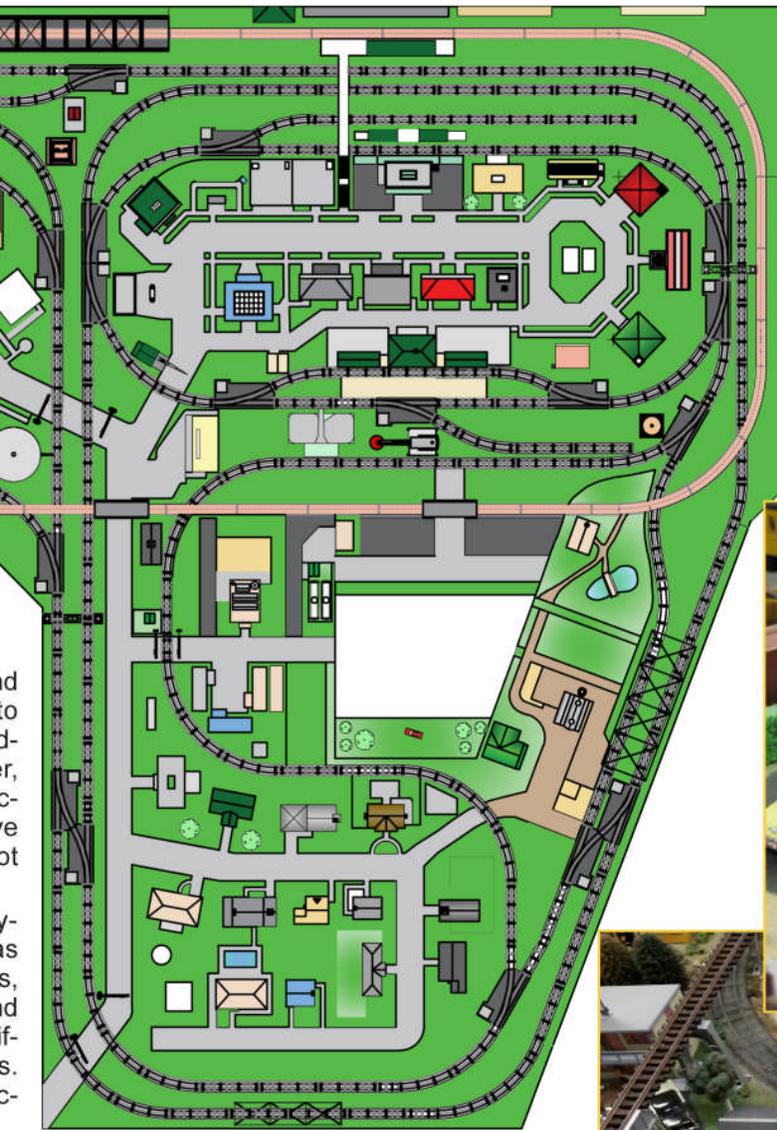
On almost every layout, the modeler has their own favorite areas, some may be large, and some may seem insignificant to the observers. Some of Ron's are pictured in this article.



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# AMERICAN FLYER LAYOUT

21' →



All the structures on the backdrop were constructed using broken Plasticville parts and miscellaneous scrap materials.

Below: All the cars at the A&W Root Beer stand have drivers and passengers. There are no "Phantom Drivers" on Ron's layout.



*Serious accident brings out the emergency vehicles.*

**RON SCHLICHT** in his own words. I'm 74 years old going on 12. I received my first train, a 48T Royal Blue set in 1948. Being raised by a rather strict grandmother, my train went up with the Christmas tree and down with it. Eventually it was packed away for many years. I joined the **Badgerland S Gaugers** in 1975 and started thinking about making a layout. I still had some of my Plasticville structures, but no accessories. I made a small layout and then moved to a new home packing it away again. Going to swap meets eventually got me going and accumulating items for a larger layout. Having no real operating accessories at the time, I started painting and modifying figures to add some life to the layout. I've haven't stopped since. Custom made figures are my passion. My layout is multitude of scenarios and dioramas. Every 12 to 18 inches you will find another "happening."

*Go online to page 43 for more pictures of Ron Schlicht's layout*



This layout represents no particular era or time period. Ron has attempted to make it cross generational. Celebrity figures span from **Elvis** to **X-Men** and the **Wizard of Oz** to **Harry Potter**. Whatever the visitor's age there are some figures that they will recognize. People have referred to the layout as something like **Where's Waldo**. By the way, he is also hiding on the layout.

# LAYOUTS



Above: AF Atlantic on a layout displayed by the Western Michigan S Gaugers.



Above: On Brooks Stover's Buffalo Creek & Gauley.



Right: Coal mine scene on Tom Hess' hi-rail layout.

Below: Youngsters pushing buttons to work accessories on Jerry Poniatowski's portable American Flyer layout at the convention hotel.



Above: This turntable and roundhouse are on Gaylord Gill's scale Buffalo & Chautauqua layout.



Right: C&O F-units lead a freight on the Port Huron & Northern S scale layout built by Dave Held.



All photos on this page by Jeff Madden

# MAKE-AND-TAKE CLINIC

18 modelers attended this clinic, presented by **Ken Zieska** of the **Pines and Prairies S Scale Workshop**, leaving the convention with a built or partially built structure.

During the first clinic session, modelers received their **Modular Industrial Building** kit by **Monster Modelworks** and the instructions to help them build it. Thursday, there was a workspace and tools available in the dealer hall to allow the modelers to continue the build. During the day, there was always at least one modeler working and at times as many as six modelers working, sharing ideas while being coached by Ken Zieska and other Pines and Prairies S Scale Workshop members. Friday morning at the second clinic everyone gathered to continue the build and to enjoy seeing the progress each had made. The balance of Friday and Saturday saw a continuation of the activity at the dealer hall workspace and several of the projects were completed and displayed in the contest room.

**Other clinics presented** at the convention were: Operations 101 and 102, Soldering techniques, Importing Brass Models, Locomotive Conversions, Building Swing-nose Turnouts, Fabulous American Flyer Streamliners, Modeling Water and Making S Scale Models with 3D Printers.



*Above: Jeff Saine of Indiana (left) and Bob Charles of Ann Arbor hard at work on their projects.*



*Left (standing): Ken Zieska helps Rich Ziess of Iowa and Mike Andrzejewski with their projects.*

*Photos by Jamie Bothwell*

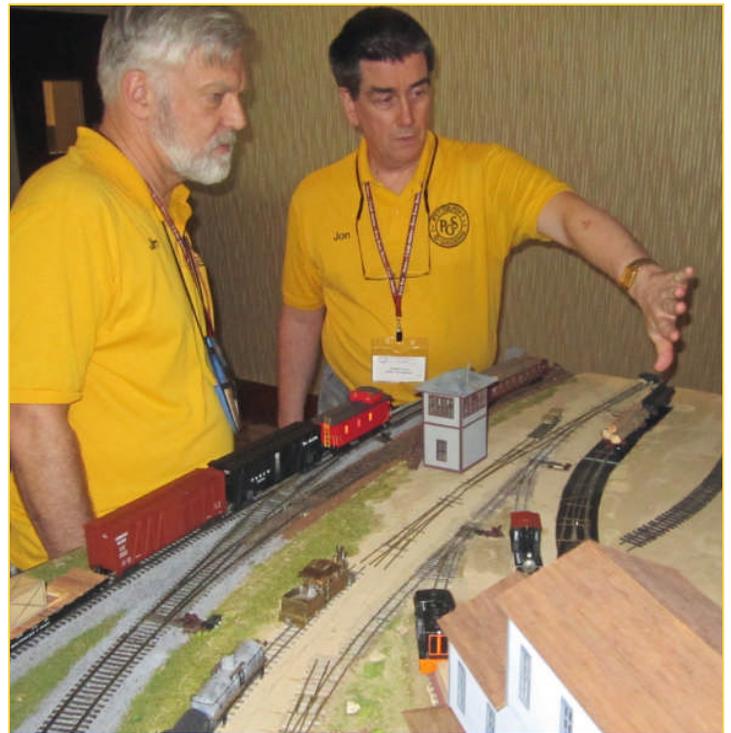
## GREELEY'S CONTEST

This year's **Greeley's Contest** was held in conjunction with the **Make-and-Take Clinic**. Clinic attendees were invited to enter their creations in the contest. Any conventioneer could also enter any **Monster Modelworks** structure that they built.

Unfortunately pictures and results from this contest were not available at press time. We will publish them in a future issue of the Dispatch when they become available. — Ed.



*Bob Werre and Dave Heine admire Brooks Stover's highly detailed BC&G layout which will pretty soon become history as it will be torn down due to an upcoming move.*



*Jim Whipple and Jonathon Knox, members of the Pittsburgh S-Gaugers explain their multi-gauge switching layout. It includes S, Sn3, Sn2 and a streetcar section.*

# NASTYING A TANKER TRUCK

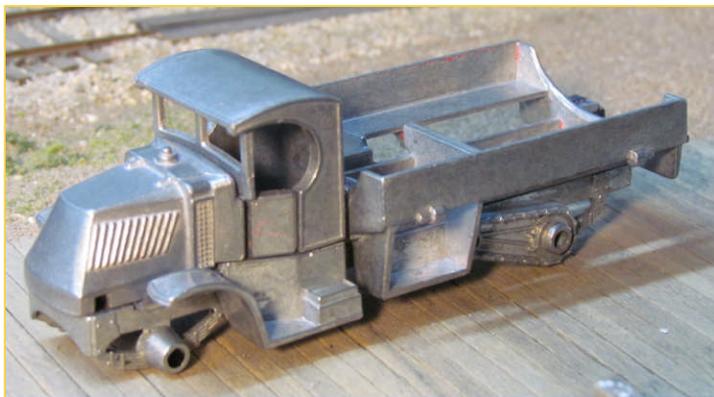
By Jim Martin, S Scale Workshop

Photos by the author

Some years back I purchased a Matchbox tanker truck, a vintage Mack in Conoco Oil colors. Conoco was never sold in Canada, so at the time I simply intended to give it an over spray and some weathering to make it more suitable to my needs. However like many die casts, the paint was too thick and the last thing it needed was another top coat. The Matchbox paint job would have to come off.



I pulled the wheels off and separated the rubber tires from the plastic rims. Then I drilled out the bottom rivets and took the vehicle apart. The metal bits all went into the stripper. Soon they were again shiny white metal.



It was at this point I decided to “nastify” this oldie and add it to my small fleet of derelict vehicles. In my travels along the back roads I have seen rusting old trucks with homemade gantries attached to the back. Presumably these were for drilling irrigation wells. This would represent one of those. Now that I had a plan of attack, I attacked.



The tank was relocated to the parts bin and I set to work on the rear tank bed, the only part that would require modification. Using a jeweller's saw and a mill file, I removed the rear extension that had held the tank valves, and squared off the semicircular rear wall

edges. I glued some plastic channel and rivet strip to the back to hide what remained of the circular cut out and to fit a wire loop for the hook.



I sprayed the frame, seat, and side-mounted chrome oil cans with Krylon semi-matt black. All the rest of the parts including the wheels were hit with Krylon oxide red primer.

I dry-brushed tan acrylic craft paint to highlight edges and details and tone down the color intensity. Tan and black acrylics were mixed together in varying shades of grimy black for a wide range of weathering colors. I weathered and highlighted the wheels, tires, and the black painted parts, and then started to hit everything with weathering powders. **Doc O'Brien** powders are my favorites for the wide range of colors and the tenacity with which they stick to flat paint surfaces. Rusty Red, Black, and Highlight White were the principal colors used. I brushed the seat with Mildew Green. Some old bits of mahogany stripwood from I don't know where, were aged in a weathering solution and given some individuality with the weathering powders. Colors of red, green, white, and yellow were spotted on sparingly and brushed out. After the wood floor was glued in place some gray and black powders toned and blended everything.



Things were looking pretty good at this point and I could have said “done,” but I wanted the gantry. I briefly thought about scratch building something from brass but then remembered the *Wills yard goods crane*. You may recall this plastic kit in my **Brit Bits** column in the *Nov/Dec 2014 Dispatch*. I reduced the size of the pulley and substituted some brass tubing for the boom. The rest of the machinery is used straight from the kit, only with the hoisting mechanism shortened and laid down horizontally. The cable is elastic thread cut a wee bit short and then stretched taut and painted. The same painting and weathering techniques made this assembly look like it had been neglected for decades. Once this was done, all of the previously riveted body components were glued back together.



A Willis plastic crane kit provided the raw materials for the gantry assembly. Metal, wood and plastic all came together to make a unique S scale model.



After final weathering and detailing, a distinct vehicle is ready for the layout.

A word about adhesives: For some reason the Wills styrene did not dissolve with regular styrene cements. I had to use Plastruct cement. Model airplane canopy adhesive was used to attach some thin plastic "glass" behind the windshield. The wire loop was ACC'd to the plastic. For everything else I used Weldbond (weldbond.com). This unsung but amazing glue is my favorite model adhesive. With the exception of some rubbers and slippery plastics, it will bond just about everything to everything . . . in my case metal-to-metal, plastic-to-plastic, wood-to-metal, and plastic-to-metal. I also thinned it with water

to bond the windings of elastic thread around the drum. Weld-bond looks like ordinary white glue but is waterproof. It sets up quickly but allows you enough time to adjust parts. Any excess can be picked off cleanly with a model knife before it sets up. Once it sets, the bonds are very strong.

You may not have a specific need for a model such as this, but I hope you've gleaned a few hints from reading this little adventure.



**ALL THE FLYER YOU DESIRE!**  
E-mail: [americanflyertrains@gmail.com](mailto:americanflyertrains@gmail.com)

Dave Blum  
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410-653-2440



## SCRATCHBUILDING 101

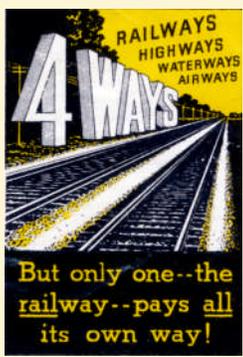




Small cotter pins work perfectly as eye-bolts to hold railings and piping.



1/8-inch eyelets, available in most craft stores, make excellent polling-pockets.



## MYSTERY STAMP

I saw this stamp on eBay a year or so ago, so I bought it. This is the actual size of it, 1 1/2" x 2" with lick-'em-'n-stick-'em adhesive. There is supposedly a matching poster. It appears to be from the 1940s or 1950s, but I haven't had any luck with Google or any other search engine finding out its origin. Any help would be appreciated. Just e-mail [editor@nasg.org](mailto:editor@nasg.org)

## Vendor Report from 2016 NASG Convention By Jay Mellon, New Orleans, Louisiana

As has become my custom, I have prepared a report detailing the activities from the vendor room at the recent 2016 NASG convention in Novi, Michigan. I have no financial ties with any vendors reported herein, but only wish to convey what was available during the convention. I apologize to those whom I may have overlooked.

**American Models** Ron Bashista had a nice display of his products, including the Texas & Pacific set and the new dome passenger cars for previously released train sets which will be available September 20, 2016.

**Des Plaines Hobbies** Ron Sebastian had a large selection of S Scale America product and decals, as well as the recently released Thrall gondola kit.

**East-West Rail Service** Al Castellani had his reefer icing facility on display, as well as the new Southern Pacific stock car kit (S-40-5). It will be available in January, 2017.

**Fox Valley Models** A display of their products was included on the DPH tables. Products include 36" flex track (code 138) and #5 RH, LH turnouts, both scale & hi-rail.

**Hoquat Hobbies** Despite having announced his "retirement" in December 2015, Jeff Wilson had a lot of S product in Novi, including structure kits, special run cars, vehicle models, etc. (left over inventory). Contact him to see if he has what you're looking for.

**Jeff Madden** had his usual selection of truck models, as well as available SHS track products.

**Roy Meissner** had a display of his custom truck models, as well as the **NASG Company Store**.

**Michigan Models** Although he down-sized his operation in 2012, Tom Hawley had lots of S product in the vendor hall (e.g. American Models). ("I keep finding more stuff.") He continues as a dealer for **Smoky Mountain Model Works** kits.

**Milepost 169** Ken Zieska had assorted structure kits, as well as the new **Monster Modelworks** kit that was used in the model contest.

**O Scale Turnouts** New vendor Bill McConnell had his O-scale turnouts on display. He is proposing to produce S scale code 100 #5 turnouts (RH, LH) with isolated frogs, as well as #5 hi-rail turnouts (code 125); also, other track products, depending upon demand. [wcm@oscaleturnouts.com](mailto:wcm@oscaleturnouts.com)

**Pikesville Models** Dave Blum had his large selection of American Flyer products. He recently entered the structure kit market with a high rise building kit.

**Port Lines Hobbies** Doug Peck had his expected display of S products, along with S estate sale products.

**River Raisin Models** Dan Navarre had a display of his gorgeous brass models. Recent news is that **The Early Berkshires** project is a GO and includes the addition of an Illinois Central model. Contact him ASAP if interested in these.

**Royal Models** had a display of S scale detail parts.

**S Scale Resource** Dan Dawdy was there to promote his online magazine. You can download a pdf file for free!

**Scenery Unlimited** Don Heimburger had his usual selection of books, S rolling stock and detail parts.

**Tomalco Track** Larry Morton had a display of his S scale track products (turnouts, flex track) in code 100, 83 and 70.

There were also numerous vendors selling S product (e.g. AF, SHS, MTH) from their personal collections. This was most likely the best selection of S products that you will see this year. The **Southeast Michigan S Gaugers** club did an excellent job of putting together this convention. 🚂

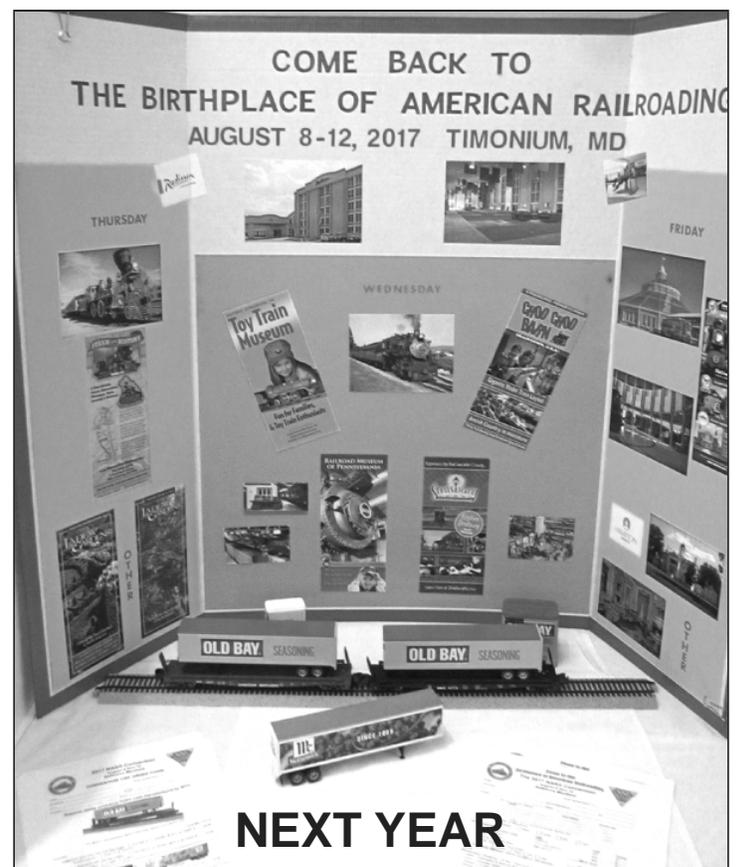
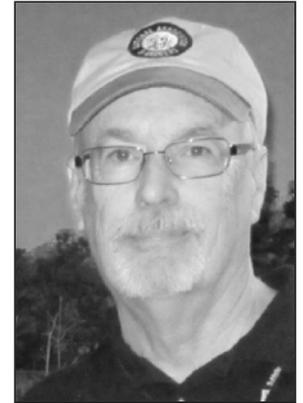
## Jeff's Critique

### Plusses:

- Organized well
- Vendor hall
- Hotel overall
- Convenient restaurants
- Lots of layouts to visit and operate on.
- Tour variety
- Number of non-rail events scheduled
- The nice hors-d'oeuvre spread on Thursday evening.
- Good variety of clinics
- The helpfulness of SMSG members

### Minuses:

- Orange barrels and road construction
- Shoulda had Wednesday evening for added for set-up time.
- Maybe better if ice-breaker was on Wednesday evening??
- Friday bus layout tour shoulda been on Wednesday or Thursday — took folks away from the dealer hall.
- Poor participation in contest — not the host club's fault.



## CHOOCH WALL *continued from page 12*

The instructions don't mention mitering the corners, as Chooch intended for this to be used as retaining walls, not building construction. However, there is a nice article, **Scratch-building Stone Structures**, by Greg Condon in the July 2012 issue of **Railroad Model Craftsman** that discusses using this material. The only other problem I had was with the peel and stick adhesive. The instructions call this "permanent" and specifically refer to using it on "Masonite, pink foam, and heavy cardboard." I used it on basswood, and a couple of the corners did not want to stay stuck. Also, after a few weeks the bottom edge on one side started to curl up. However, in both cases I just put a small bit of ACC gel under the material and clamped it for a few minutes and the problem was solved.

I had a little over eight inches of wall left, so I decided to try mitered corners. I built a small stone shed using a short piece of 2x2 lumber with an HO roof from my scrap box. While I was able to successfully sand a 45-degree bevel on the corners using 100-grit sandpaper, because the cut stones are of varying sizes it was impossible to get the nice miter that you can get with a material such as brick. However, I followed Condon's suggestions to carve the corner stones and weather the corners. I found an acrylic craft paint, **FolkArt 936 Barn Wood**, that was almost an exact match for the color of the weathered stones.

The results from both projects can be seen in the photo, along with an Artista figure for comparison. Other than the color mismatch, which might be a problem on a larger structure or a longer wall, I was quite pleased with the material and am already looking for other projects where I can use it. 

## NASG INFORMATION BOOTH SCHEDULE OF 2017 SHOWS

for the **World's Greatest Hobby on Tour** shows are:  
January 7-8, Atlanta, Georgia  
January 21-22, Seattle, Washington  
February 4-5, Phoenix, Arizona  
February 11-12, Pomona, California

The NASG is looking for portable layouts in each of the host communities to be operating at the show. There is a honorarium for any S layouts at the show, based upon the size of the layout. There is a need for NASG members who are not participating with any layout group displaying at the show, to assist with staffing the NASG booth.

**The National Association of S Gaugers** will contract with the show for a 10-foot by 20-foot booth to display a variety of S model railroading products and provide the attendees the opportunity to learn about S. Most of these shows will have an audience in the range of 20,000 to 30,000 attendees. More than half of these visitors to the shows are new to model railroading and have never attended a train show before. There are usually anywhere from 10 to 20 S manufacturers, including Lionel and MTH, and dealers exhibiting at each show.

If you or your club have a layout that could be displayed at the show, or you are interested in helping staff the NASG booth, please contact **Will Holt**, National Shows Coordinator, Promotions Committee at [willowassoc@comcast.net](mailto:willowassoc@comcast.net) or 630-881-9025 as soon as possible.

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# KITBASH A 65 ft. GONDOLA

By Edwin C. Kirstatter, Northern Ohio S Scalers  
Photos by the author except where noted.

Starting with two identical Lionel plastic gondolas that measure 50 feet each in S scale, we will make one 65 foot S scale gondola. I found two Lionel #6462 gondolas lettered for NYC in good condition with no trucks or couplers to use for this project. It doesn't matter what color they are as we are going to paint and decal it when done. We also have to gather up trucks, couplers, a brake wheel and AB brakes, 16 Grabirons, 4 sill steps and some wood parts to do an underframe and other plastic material as needed. I have only seen one other model like this in S Kits and that was a wood kit by Regal.

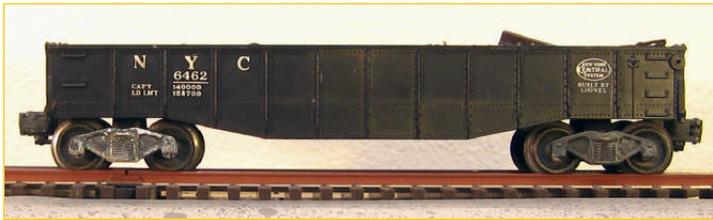
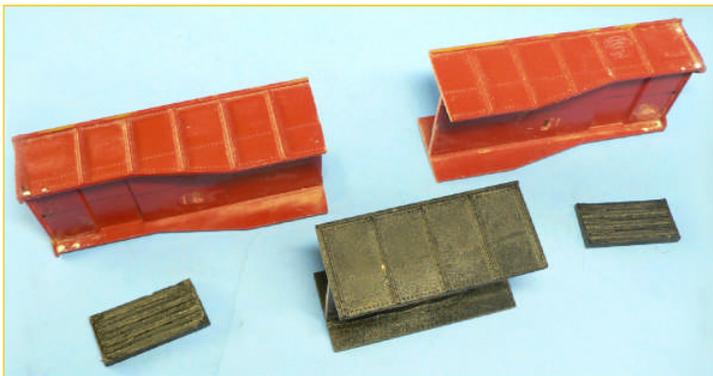
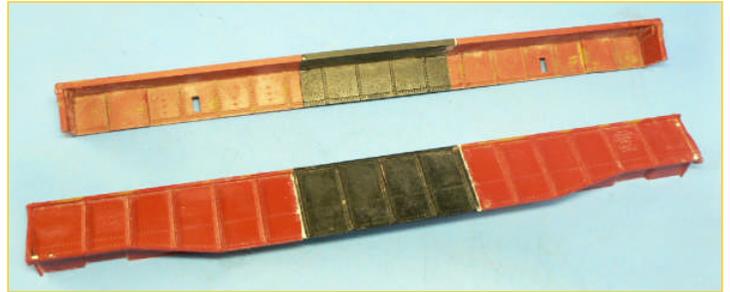


Photo by Bill Pyper

These bodies are 50' 6" long in S scale so we have to add 15' to them to make the 65 footer we want. The best place to add this is right in the middle. We will take this 15' out of the middle of the second donor car. Make your cuts so as to not lose any side stakes except the middle one of the car you are using for the ends then file for a good fit before cementing the middle section in place. Use Super Glue here. After cementing these together, the inside length became 65' 6", very close to what we wanted.



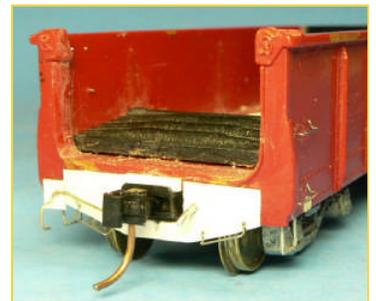
After cement is good and dry cut the car right down the middle from end to end as these cars are too wide for 65 footers. Remove the inside cast-on side stakes for we are now making a mill gondola. These cars are to be only 7'9" wide inside so we need to remove more of the plastic before cementing them back together. Also remove the things projecting on the bottom to give you a good flat surface to build an underframe on. Fill



any holes with putty for a smooth surface. Reinforce any putty with Super glue where needed. The interior plate steel floor with many rivets can be mostly saved when narrowing this down to 8' 3" inside, close enough. Use rubber bands to hold this together while the adhesive dries.



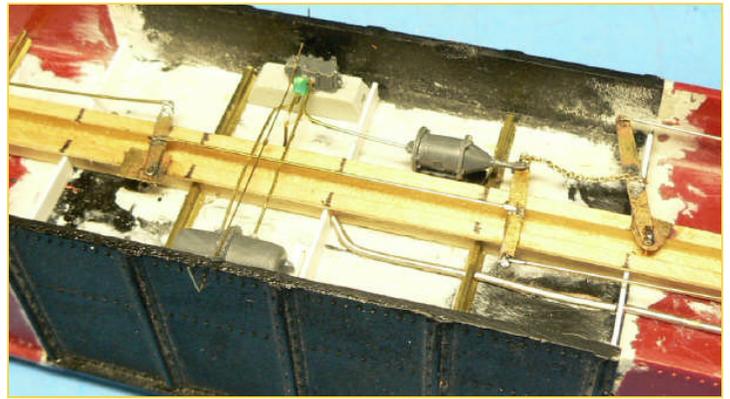
If you do not plan on putting in a load that would extend to another car or cars do not cut the drop ends out. Otherwise mill out those ends and cut off the whole car ends from the donor body to resize and place inside on the floor in the down position. Other body parts left over will be scrap.



Now it is time to start detailing this car. Remove all cast-on grabirons, brake wheels, chains and one retainer valve from the sides and the poling pockets from ends. Use Northeastern or Tichy Grabirons and drill all of the holes for them. A bracket needs to be made to mount the Ajax brake wheel and gear housing at the 'B' end. This will now be the end that you left a retainer valve on an adjacent side. This bracket will be made from .025" plastic sheet then cemented onto the end of this corner post. **See the diagram on page 31.** Glue on the Ajax hand brake wheel and add some chain below it.

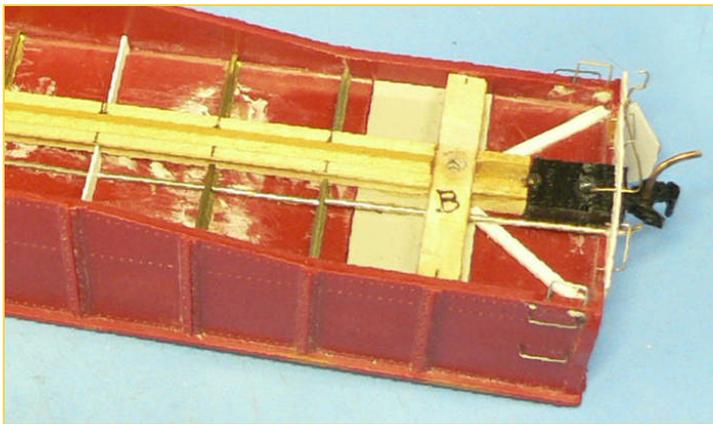


Cement on a tack board one inch thick and 5" x 8" to the side panel near the retainer valve. This valve could be replaced by the Grandt Line part in the #4057 Westinghouse Air Brake set, (*photo right from Grandt Line web site*) and run a new pipe down from it made of .010" wire.



On the underframe, make the bolsters to mount the trucks from 1/4" square basswood shaped to clear the truck side frames. Mount these at the center of the first side stake from each end. A recess there will have to be filled in with .080" plastic. Then fit a center sill between them made by Northeastern or built it up from plastic. Now place cross bearers at each side stake location made from plastic or pieces of rail cut to fit and a train air pipe of .035" wire to add some weight to this light weight car. Glue all of these parts on with

I used old Culp Bros. Bettendorf 70 ton trucks saved from many years ago to give this big car a hefty look. I mounted them with #4 x 3/8" flathead wood screws. Check the coupler height and adjust with washers on the bolsters if needed. You can use any one of several Bettendorf trucks available from **American Models**. The sill steps for the four corners are made from common paper staples reformed and pressed into holes drilled for them 12" apart. Then add coupler cut levers at the ends. Replace any lost or damaged rivets with Archer Surface Details. This model now weighs 6 ounces.



To get this model ready to paint remove any lettering from the sides using Scalecoat Wash Away. Lionel used a hot stamping process on these that presses into the plastic so you may have to fill these with putty and sand smooth before painting. I used Dupli-Color Filler Primer, an automotive high-build formulation. It fills deep scratches and minor imperfections. I painted it with Scalecoat II S2010 Black. This will give you a glossy finish. Decal it, then go look for a load to put in this large car. I lettered my completed model as a B&O class O-40 car. Bethlehem Steel Company built 200 of these 70-ton capacity cars in 1930. Decals were printed for this project by Tichy Train Group from computer graphics by Edward Sauers.

Pliobond, Goo or other contact cement. Add a Westinghouse brake system using the Grandt Line 4057 AB set. Their instructions tell you what sizes of wire to use and where they go but nothing on the brake rigging. Add pipes, levers and rods to complete this. The plastic levers were too delicate and broke but I needed three anyway so I made them from .010" brass and I could solder the rods and chain to them. I set the brakes in the release position. Then mount the couplers on a .050" plastic pad and place the corner braces made from Evergreen Scale Models #262 .080" channels fitted from the intersection of the truck bolsters and center sill then out to the car's corners. Use Kadee #802 couplers and pockets. Fabricate end buffer sheets from .020" styrene sheet and apply them to extend below the bottom of the coupler pockets then install the end sill Grabirons. **See the plans on page 31**

**Turn to page 31 to see References and plans.**



*Prototype Baltimore & Ohio Class O-40 gondola.*



# READERS WRITE

Dear NASG,

June 26, 2016

Thanks for the dues reminder. I have enclosed my dues check for \$30.<sup>00</sup>.

I enjoy your NASG magazine — the Dispatch very much. I hope you can keep it going strong.

At present I am an avid collector of S-gauge trains — but I hope to build an S layout some day. I still am working, so I don't have much time or available space for a train layout. But when I retire I hope to have a working layout in my home — or a separate building.

Tom Simmons,  
Galena, Illinois

*Editor's note:* Terry "Stumpy" Stone originally posted this message on the S Trains Yahoo Group forum. Jeff Madden and I both decided that it is worth repeating on these pages.

The discussion of Lionel has declined into the typical "I love 'em/I hate 'em" thing so common online. But even so, there may be something to be learned. For instance, I notice that in

this case, part of the difference of opinion could be due to a "generation gap" in toy and model train enthusiasts. In this case the gap may only be a matter of a few years, the number of "bells and whistles" desired, or the amount of money which can be spent.

Basically, older folks tend to demand more value for the dollar and to use things for years and years. I'm 66 and my parents were "children of the Depression." Because the people who bought my toys demanded reliability and durability for a reasonable price, my toys were crude compared to today's, yet have proven their quality and durability as we grumpy old folks are STILL playing with them!

Younger folks, who did not grow up with such tight fisted parents as mine, benefited from better technology toys, and want detail, sound, and special control systems. They have grown up with more money to spend than I did, and with better toys.

"Different strokes for different folks," you might say. I was brought up spending less money and developing skills to compensate. More recent toy and model train folks tend to see things from a nearly opposite viewpoint, so there will be differences in focus and opinion.

I have also observed that in more recent years we all will accept less reliability and durability as normal because even very high dollar products don't last as long as they used to. For instance, I've been married over 39 years, and we're only on our second washer and dryer set, while my nieces, none of which are yet 39 years old, let alone married that long, are already on their second! My parents used to gripe about this turn of events almost daily to the day they died. As I age I am seeing what they did.

As for real life steam locomotives being more maintenance and labor intensive than diesels, that is VERY true! I've ridden in the cabs of both, and I can tell you that, as much as I love steam, I'd rather run diesels for a living. However, that is not applicable to toy or model trains, and is not an excuse for poor engineering and quality control. Certainly toy steamers are tougher to make than toy diesels, but at the prices charged for steam, there's no excuse for "dropping the ball."

But, I'm an old guy. I see the world through different eyes.

Stumpy in Martins Ferry, Ohio

## Russell M. Mobley Memorial Library Magazine Resources

*3/16 "S"cale Railroading*

*Essense - the NMRA "S" SIG  
newsletter, 1985-1988*

*Mainline Modeler 1980 - 1997*

*Model Railroader 1937 - 1961*

*NASG Dispatch • S Gauge Herald*

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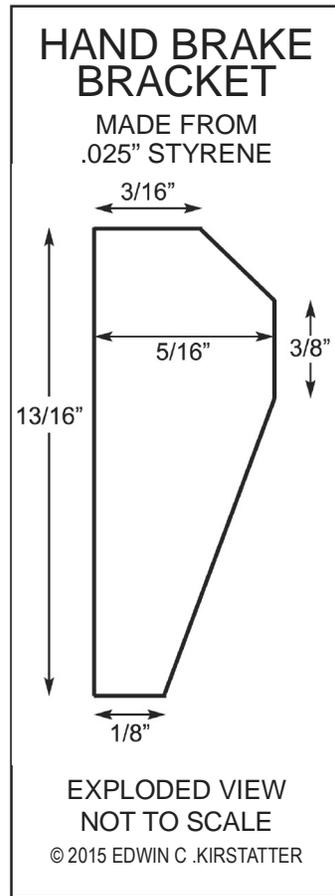
### S RELATED ARTICLES IN OTHER PUBLICATIONS

**American Flyer's overlooked Kleer-Paks** is an article on pages 48 through 50 of the **September 2016** issue of **Classic Toy Trains**. Authored by **Jack Fazenbaker** and illustrated with eight photographs by **William Zuback**, it tells the story of A. C. Gilbert's 1960 attempt to increase the sales of its American Flyer trains by packing them in clear boxes so that consumers could see the items and be motivated to buy them.

Also in the **September 2016** issue of **Classic Toy Trains**, on page 9, is a nice photograph of **Roger Guest's** S gauge layout.

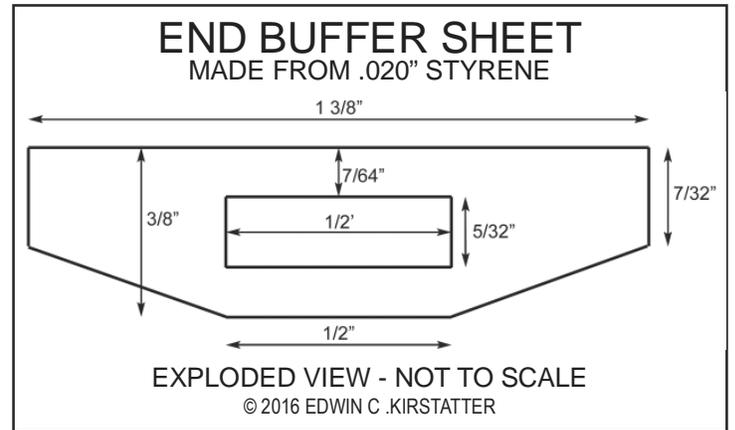
**Ed Kirstatter** is a prolific model builder, remodeler, kit-basher, and best of all, he is a frequent contributor to this magazine. Thanks Ed.

In addition to all that, Ed is editor of the NOSS NEWS, the newsletter for the Northern Ohio S Scalers.



**References for the O-40 B&O gondola**

1. B&O Equipment Diagram drawing T-51245 for Class O-40, 65' 70 Ton Gondolas.
2. B&O Color Guide to Freight and Passenger Equipment by Blosser, Morning Sun Books Inc. 1996.
3. Carbuilders' Cyclopedia of American Practice by Simmons-Boardman Corporation.
4. AAR, Rules governing the, loading of commodities on open top cars, 1946 edition.
5. United States Safety Appliances for All Classes of Cars and Locomotives, AAR 1950 Edition.
6. AAR, Code of Rules Governing the Condition of, and Repairs to Freight and Passenger Cars, 1955.
7. O'Brian's Collecting Toy Trains, 6th Edition, Identification and Value Guide by Doyle, Krause Publications. 2006.

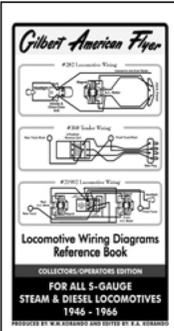


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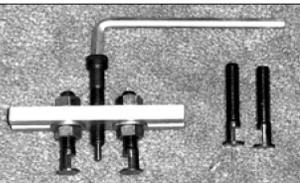
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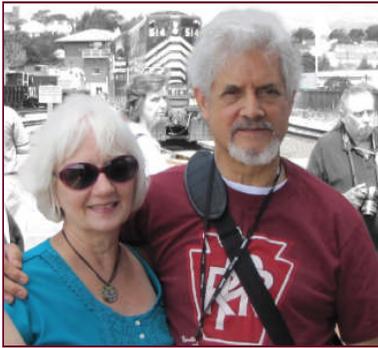
# SAM'S NEW HOME: Part I

## Sam Powell's Layout Moves to Southwestern Pennsylvania

By Roger Schneider,  
Pittsburgh S-Gaugers

Photos by the author except where noted

As many in the S-Gauge community are aware, we lost a prominent S-Scale modeler on January 24, 2016. Sam Powell, 70, suffered a fatal heart attack after moving heavy snow at his home in Gaithersburg, Maryland. Sam was a pioneer in S scale since the 1970s. He and his wife, Elaine, edited the Dispatch from 1982 to 1985.

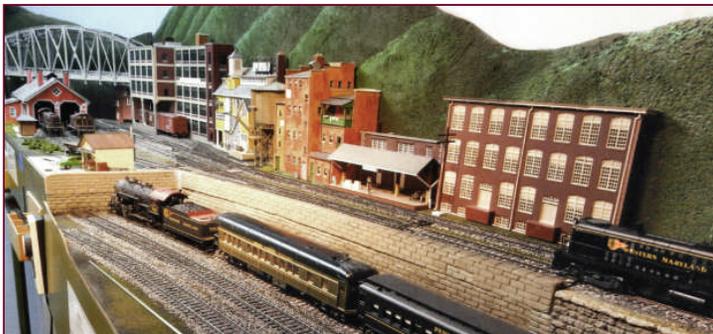


*Sam and Elaine Powell at the Steamtown museum in August 2013 in Scranton, Pennsylvania.*

*Photo by Jeff Madden.*

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

Although Sam never lived in Pennsylvania, he was fascinated by the region around Pittsburgh, with its hills, rivers, bridges, coal mines and numerous rail connections. His **Penn Creek Valley Railroad** is an imaginary branch line of the Pennsylvania Railroad, serving industries in the Pittsburgh area. Sam used real station names from along the former **Pittsburgh & West Virginia Railway** southeast of Pittsburgh on his layout and he operated Western Maryland power. The P&WV connected with the Western Maryland Railroad in Connellsville, Pennsylvania using P&LE tracks.



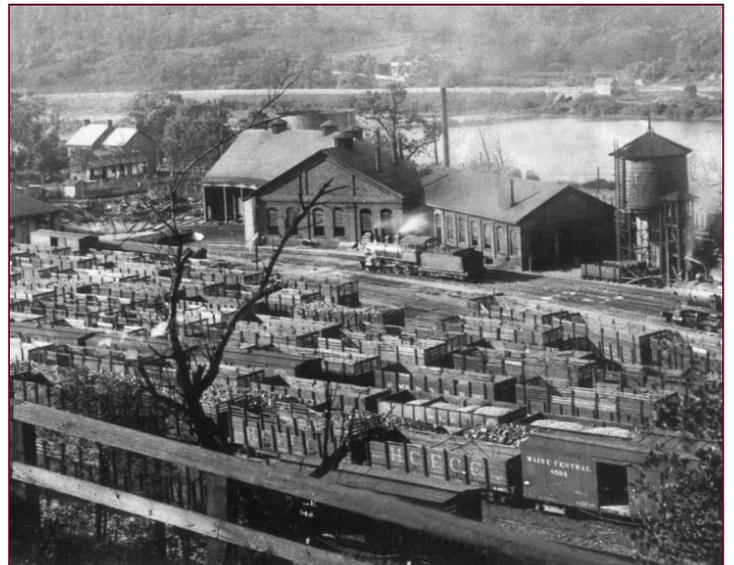
*A section of Sam's original layout.*

*Sam Powell Photo.*

In April 2016, Sam's niece, Annie Stone, began searching for a suitable home for the layout on behalf of her aunt Elaine. The goal was to find a museum in the area Sam modeled to which the layout could be donated to become a permanent display. Her internet searches of *Pittsburgh* and *Connellsville* led her to make contact with two museums in the Pittsburgh area. The larger of the two, the **Carnegie Museum Science Center**, has an extensive permanent O Gauge display layout, which becomes the centerpiece of their annual **Locomotion Weekend** each winter during the holiday season. The museum invites local model railroad clubs to set up their layouts around the science center as part of this weekend of trains.

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

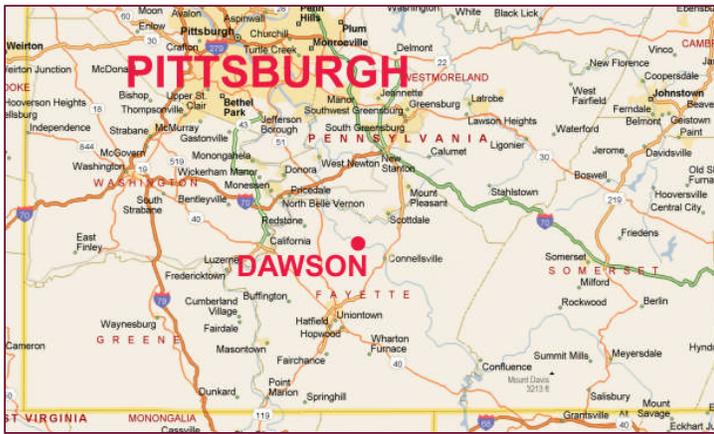
The same morning that Schneider had been contacted, Ms. Everly e-mailed him that a small museum operated by the **Tri-Town Area Historical Society** located in **Dawson**, Pennsylvania, near Connellsville, had agreed to accept the donation of Sam's layout. She asked if Schneider and the Pittsburgh S-Gaugers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



*The P&LE railyard was just across the Youghiogheny River from Dawson and is long gone, but the outlines of the tracks and the roundhouse can be clearly seen on Google Earth in an area called Dickerson Run.*

*Photographer unknown.*

**Dawson Borough** is located on the northern bank of the **Youghiogheny River** about one-hour southeast of downtown Pittsburgh in the heart of the region modeled on Sam's layout. It's especially appropriate that the Penn Creek Valley Railroad will now have a permanent home at the Tri-Town Museum. During the early 1900's, Dawson was the home of coal barons and had a population of over 900. In addition to three hotels, two jewelry stores, an opera house, five churches and a large bank building, it also had a large number of fine mansions. The **Pittsburgh & Connellsville Railroad Company** erected the first **Dawson Station** in 1855 along the main thoroughfare of the town. Eventually this became the **B&O Railroad** right of way. On the southern side of the Youghiogheny River, the P&LE provided rail service to local businesses on both sides of the river. CSX freight trains now run regularly through Dawson each day on the former B&O tracks and the former P&LE line across the river is now part of the Great Allegheny Passage Bicycle Rail Trail (North).



Sadly, over the next 110+ years, Dawson nearly faded from existence with most of the fine mansions and commercial buildings being razed or falling into disrepair. The population as of July, 2015 was 363. The good news is that a number of fine old homes have been restored, and the members of the Tri-Town Area Historical Society are actively maintaining the rich heritage of this historic community. The historical society celebrated its 25th anniversary this past June.



An adjoining building at the rear of the current museum building is being remodeled to house the layout. When complete, the display will be named the **Sam Powell Annex**, in memory and honor of the layout's builder. As of the end of July, the main work on the space is complete and work is well underway to re-construct the layout.

Since Elaine Powell was preparing her home for sale, the layout had to be disassembled and moved to Dawson by May 21st. The carpenter working on the space for the Historical Society and Roger Schneider from the Pittsburgh S-Gaugers were in regular communication with John Forrer, the Powell family friend, who was disassembling the layout.



Fortunately Sam had planned the 20-section layout to be moved fairly easily with rail joiners everywhere, electrical connections between sections and legs for each section. John Forrer took detailed photos of each section and devised a system of letters and numbers to identify components.



*Layout disassembled and ready to move. Photo by John Forrer.*



*Above: The dozens of beautiful buildings had to be moved separately and carefully.*

*Below: First layout sections in the new room.*



Roger Schneider and other members of the Pittsburgh S-Gaugers have dedicated one day a week in Dawson to putting the layout back together and that work is likely to continue for many months. The primary goal is to have the exhibit space and the layout totally complete for planned weekend museum and house tours to be held by the Historical Society this coming December. Once the layout is fully operational, members of the **Pittsburgh S-Gaugers** are looking forward to helping maintain it and to have some club meetings in Dawson operating the **Sam Powell Penn Creek Valley Railroad**.

Once the restoration is complete we will publish part 2 of this sagette, probably in the January-February 2017 edition of the Dispatch. For further information contact Roger Schneider at [rogerls@comcast.net](mailto:rogerls@comcast.net)

To see more pictures from the move go to the NASG web site [www.nasg.org/Dispatch/index.php](http://www.nasg.org/Dispatch/index.php) and view the September October 2016 issue, page 41.

# CLASSIFIED ADS

**ANY ACTIVE MEMBER** of NASG can place a non-commercial classified ad in the Dispatch for no charge. Ads must be limited to 10 lines+-. E-mail your ad copy to [dispatch@nasg.org](mailto:dispatch@nasg.org) or mail to Bill Pyper, Editor, PO Box 885, Salem, OR 97308-0885. Please be sure to include your **member number**. Ads will run for three consecutive issues unless told to stop.

**FOUR SETS OF DIESELS** for sale, none currently in production. AM Alco FA-2 A/B/A trio in Great Northern, two powered units and one dummy, \$295; AM EMD FP-7 A/A pair in Southern Pacific Black Widow, both powered, \$275; SHS EMD F7 A/A pair in Great Northern, both powered, \$350. All are DC power, scale wheels and couplers, no sound except the GN F7 pair with AF compatible wheels and couplers are included in the box. All four sets add \$17.50 for shipping. Gil Hulin, 1133 Olive Street, Apt 619, Eugene, OR 97401. Sorry but no e-mail and phone calls cannot be returned.

**FOR SALE: Antique Vintage Railroad Baggage Cart.** As is condition, needs some work. Price reduced to \$800. Has a Railway Express Agency sign on it. Location: Rockford, Illinois, US. No Shipping, you must be able to haul it away. It is about 10 ft. long, about 50 in. wide and about 42 in. high. Has iron wheels. Vera Flood, 5018 Sedona Circle, Rockford, IL 61109 Phone (815) 494-5785 e-mail [amflyer39@hotmail.com](mailto:amflyer39@hotmail.com)

**WANTED:** 1/64th truck models. ERTL promo labels for grocery, hardware, gasoline tankers, Hartoy, LLEDO gas trucks, Road Champs, Ralstoy, Winross. All new or used. D. Griebel, PO Box 6602, Sherwood, AR 72124. Phone 501-541-4508.

The **ROCK ISLAND REPORTER** is a free e-mail newsletter. To sign-up go to <http://eepurl.com/Ut8UL> Please pass this link to anyone interested in the Rock Island. Back issues available. E-mail updates appreciated. Stories and small articles are welcome. Send to Editor Tom Brugman, [tbrug@aol.com](mailto:tbrug@aol.com)

**FOR SALE:** Part of my Gilbert American Flyer S gauge collection. Freight cars, steam and diesel locomotives. Send SASE or e-mail for list: [info@heimburgerhouse.com](mailto:info@heimburgerhouse.com); Don Heimburger, 7236 West Madison Street, Forest Park, Illinois 60130; phone (708) 366-7763.

**FOR SALE:** Brass GP-30 phase II by Greenbrier. PRR low hood version with Trainphone antennas. Includes factory gearing upgrade. New in box \$700+shipping. Call 717-497-5606 or e-mail [wachtman@verizon.net](mailto:wachtman@verizon.net)

**FOR SALE** American Flyer Electromagnetic Crane #583, \$135. American Flyer Directronic Rectifier #15 \$25. plus postage. Robert Hartzell, 1960 Linden Lane, Whitehall, PA 18052. Cell phone 610-570-7121.

**AF COLLECTION FOR SALE:** Over 100 pieces including 11 engines. Original AF plus contemporary Lionel and American Models. Contact Richard Hai for digital equipment lists and details. [randrhai@comcast.net](mailto:randrhai@comcast.net) or 610-659-3802.

**WANTED TO BUY:** American Models Baldwin S-12 Chicago & Northwestern locomotive. Any condition. Call Jim Wright at 218-780-4691 or e-mail [Cadislan@cpinternet.com](mailto:Cadislan@cpinternet.com)

**FOR SALE** Lionel began manufacture of American Flyer in 1979 and some consists were identified as Historic American Railroad (HAR) sets. The first train was HAR 1 (PA/PB/PA) Baltimore & Ohio Alco 8153, (8154), 8155 with 5 freight cars and caboose, \$500. Next was HAR 2 GP-7 Boston & Maine 8350 with 4 freight cars and caboose, \$750. HAR 3 was a GP-9 Southern 8458 with 5 freight cars and caboose, \$350. HAR 4 was a GP-9 New York Central 8552 with 5 freight cars and caboose, \$325. HAR 5 was a Southern Pacific GP-9 (4) 8000 with 5 freight cars and a caboose, \$355. Please add \$30 for shipping. Don Wall at 254-772-6777, 302 Trailwood Drive, Waco, TX 76712-3128. [dewall@grandecom.net](mailto:dewall@grandecom.net)

**FOR SALE OR SWAP:** SHS cars. All are new or mint in the box w/ AF couplers and both wheelsets. \$35 each or \$30 each for more than one, plus shipping of your choice. **NYC offset hopper** in red #4 #01118 (#861784), **New Haven PS-2** #00080 (#117093). **Maine Central PS-2** #00030 (#2492), **CNJ PS-2** #00018 (#751). Also at same price, two **International Harvester USRA twin hoppers** from the three-car set in original box #01184 set A (#201, #572.) **D&H panelside hopper** set, NIB, \$100 OBRO. #00494 NWX road number #3759. Mint in box, no run time. \$40 and shipping or swap. Contact [jacekahn@hotmail.com](mailto:jacekahn@hotmail.com) or call 507-696-7700.

**FOR SALE** House of Trains S gauge wood 42 ft. reefer kit. Kit includes metal accessories. Early 1950s manufacture. Have 4 kits for \$20 each. Call 718-343-5875 after 7 pm EDT.

**FOR SALE** Large collection of 3-rail O-gauge. Lionel, MTH, Williams, Weaver locomotives and rolling stock. Miles of used Lionel track and switches, unique Marx track and switches. Send SASE to Bill Pyper, P.O. Box 885, Salem, OR 97308 for a hard copy or e-mail [rrbill10@comcast.net](mailto:rrbill10@comcast.net) for a pdf.

**WANTED** Any 4-8-4 American Flyer S-gauge or O-gauge. Any smoking tenders, American Flyer. Lionel GG-1 Brunswick Green. #14 and Bulb Transformer. Directional rectifier DC. Contact: Philip Peschi, 7 E. Miami Ave., Villas, NJ 08251.

## MONSANTO TANK CAR

We have extra run cars from the **Fall S Fest 2015**.

The car is the Monsanto

Chemical Tank Car produced by Lionel as AF 6-41025. It is available only as Hi-Rail. The car may be obtained from the AFSGSLA for **\$95<sup>00</sup>**, which includes shipping and handling. Make check payable to **AFSGSLA** and send to: MOE BERK, 39 GRAELER DR., ST. LOUIS, MO 63146-4938



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# CALENDAR OF EVENTS

This column is for the listing of model railroad events, with emphasis given to S-gauge or S-scale.

If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to [dispatch@nasg.org](mailto:dispatch@nasg.org) as soon as possible so that we are able to print it in a timely manner.

**September 11, 2016 — Wheaton, Illinois**  
**CHICAGOLAND ASSOCIATION OF S GAUGERS** will operate their layout at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

**September 17, 2016 — Elk Grove, California**  
The **FLYER FLING 2016** at the SES Hall, 10428 Stockton Boulevard by the **Sacramento Valley American Flyer Club**. All S gauge, primarily American Flyer sales and trades. Door prizes and raffles. Admission \$15. Hours 11 am to 4 pm. Vendor set up at 9 am. To reserve a table, contact **Carl Rudolph** at 209-586-9905 or e-mail [fpg2016@sonnet.net](mailto:fpg2016@sonnet.net)

**September 17, 2016 — Malden, Massachusetts**  
**MTH DEMO EVENT at CHARLES RO SUPPLY** 662 Cross Street, Malden, MA 02148. 781-321-0090. 11 am to 5 pm. MTH Electric Trains will be demonstrating the DCS WiFi App. HO, **S Scale**, O Scale, One Gauge and tinplate model railroading fans attending the event will have an opportunity to meet and ask MTH President Mike Wolf questions about the MTH product line, company direction and future plans as well as see product demonstrations using the MTH DCS WiFi App and Module. You'll also be able to pick up a copy of our latest catalogs. For those attending who wish to have their TIU's updated with the latest DCS Software (Version 5.0), bring along your TIU and the upgrade will be performed for free! Remember, you must have DCS Version 5.0 in your TIU if you wish to control your DCS layout with the DCS App.

**September 24, 2016 — Port Orange, Florida**  
**MTH DEMO EVENT at ROUNDHOUSE SOUTH** 4611 Ridgewood Ave., 10 am to 4 pm. 386-304-7002. Other details same as above.

**September 24, 2016 — Boise, Idaho**  
The **ROCKY MOUNTAIN HI-RAILERS** will display and run their **Lookout Junction** layout at the Museum Comes to Life event at **Julia Davis Park**.

**October 1-2, 2016 — Brunswick, Maryland**  
**WASHINGTON & OLD DOMINION S GAUGE CLUB** will display and run their layout at the **BRUNSWICK RAILROAD DAYS** at the American Legion Hall, 18 South Maple Avenue.

**October 8-9, 2016 — Galveston, Texas**  
The **HOUSTON S GAUGERS** will display their layout as part of the annual model and prototype **GALVESTON RAILROAD MUSEUM TRAIN SHOW** at 2602 Santa Fe Place. For more information go to [www.houstonsgaugers.org](http://www.houstonsgaugers.org)

**October 8-9, 2016 — Idaho Falls, Idaho**  
The **ROCKY MOUNTAIN HI-RAILERS** will display and run their **Lookout Junction** layout at **RAILSHOW 2016** in the Idaho Falls Recreation Center, 520 Memorial Drive. Information at [www.ida.net/org/errhsi](http://www.ida.net/org/errhsi)

**October 9, 2016 — Wheaton, Illinois**  
**CHICAGOLAND ASSOCIATION OF S GAUGERS** will operate their layout at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

**October 9, 2016 — Altoona, Pennsylvania**  
**SCALEFEST MODEL TRAIN SHOW** sponsored by the **ALTO MODEL TRAIN MUSEUM ASSOCIATION** at the Blair County Convention Center, 1 Convention Center Drive. Information at [www.altoonatrains.com](http://www.altoonatrains.com)

**October 15-16, 2016 — Timonium, Maryland**  
The **BALTIMORE AREA AMERICAN FLYER CLUB** will display their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds, 2200 York Road.

**October 30, 2016 — Buffalo, New York**  
**WESTERN NEW YORK S SCALE ASSOCIATION** will display its layout at the **TTOS SHOW**, Leonard Post VFW, 2450 Walden Avenue, Cheektowaga, NY

**November 4-6, 2016 — Oconomowoc, Wisconsin**  
**FALL S FEST 2016** at the Olympia Resort & Conference Center. Special \$89 room rates, 262-369-4999. Table sales, clinics, contests, displays, layout tours. Contact Roy Meissner, 262-538-4325. Info at [www.trainweb.org/bsg](http://www.trainweb.org/bsg) or via [nasg.org](http://nasg.org)

**November 5-6, 2016 — Texas City, Texas**  
The **HOUSTON S GAUGERS** will display their largest S scale layout as part of the annual all-scales **TEXAS CITY MUSEUM TRAIN SHOW** at 409 Sixth Street. You are welcome to bring S equipment to run. For more information go to [www.houstonsgaugers.org](http://www.houstonsgaugers.org)

**November 5-6, 2016 — Dayton, Ohio**  
The **MIAMI VALLEY S GAUGERS** will display their layout at the **NMRA Division 3 Train Show** in the Hara Arena. Information at <http://www.daytontrainshow.com>

**November 13, 2016 — Wheaton, Illinois**  
**CHICAGOLAND ASSOCIATION OF S GAUGERS** will operate their layout at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

**November 19-20, 2016 — Albuquerque, New Mexico**  
**RAILS ALONG THE RIO GRANDE** 2016 Model Train Show. Pilot's Pavillion at Balloon Fiesta Park, 9401 Balloon Museum Drive NE. [www.railsalongtheriogrande.org](http://www.railsalongtheriogrande.org)

**December 9-24, 2016 — Florence, Massachusetts**  
**SANTA'S TRAINS AT LOOK PARK** 300 Main Street. The **PIONEER VALLEY S-GAUGERS** will operate 3 S-gauge layouts from 4 pm to 8 pm December 9th through 23rd and 10 am to 2 pm on December 24th. Contact **Steven Allen** at [allens1017@comcast.net](mailto:allens1017@comcast.net) for further information.

**December 10-11, 2016 — Rochester, New York**  
**WESTERN NEW YORK S SCALE ASSOCIATION** will display its layout at the **RIT MODEL RR CLUB SHOW** in the Gordon Field House, Rochester Institute of Technology.

**December 11, 2016 — Wheaton, Illinois**  
**CHICAGOLAND ASSOCIATION OF S GAUGERS** will operate their layout at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

# NASG COMPANY STORE

FOR SALE TO MEMBERS OR NON-MEMBERS



**NMRA Sn3  
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GAUGE**

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WHEEL GAUGE**  
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**#802 KADEE COUPLER  
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**IMPORTANT:** Be sure to include your member number, quantity desired and sizes.

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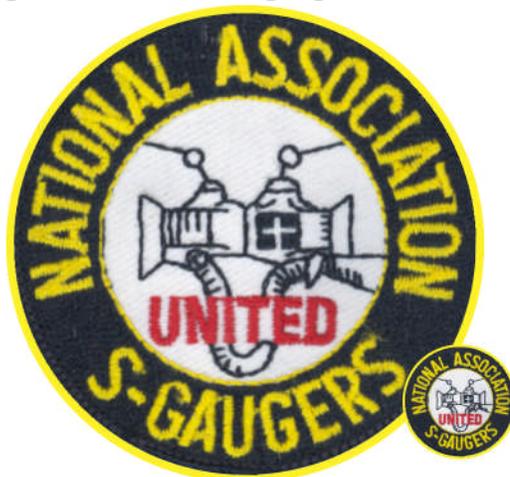


**CAPS**

**\$19<sup>00</sup>**  
Khaki and Blue Denim with Color Logo

**NASG  
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Ash Gray with  
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Dark blue  
with pocket

# NASG SPECIAL CARS

Each year since 1981, the NASG contracts with one of the S manufacturers to produce a limited-run car or engine specifically geared toward the collector or American Flyer operator. Since this is an official NASG sponsored project, you must be an active NASG member to purchase one of these cars. This project is coordinated by Dave Blum, owner of Pikesville Models.



**2016 NASG American Flyer Commemorative Car** is a CNW Flatcar loaded with pallets of plastic bonded refractories headed for a steel mill for the relining of the soaking pits, or some other industrial use. Manufactured by Lionel, road number 3516 for the 35th edition and the year 2016. **Price \$79.** Extra pallets can be had 4 for \$10, decorated or undecorated



**2015 NASG American Flyer Commemorative Car** BNSF waffle side boxcar, manufactured by Lionel, road number 3415 for the 34th edition and the year 2015. **Price \$69**



**2010 Jenney Gasoline** Triple-dome Tank Car by Lionel. Road number 2910. **Price \$75**



**2015 Convention Car** Kansas City Southern PS2 Hopper car made for NASG by MTH. Available in two road numbers 286707 or 286815. Hi-Rail only for \$68



**2012 Marathon Motors** Boxcar. Road number 3112. **Price \$75**

## TO ORDER THESE CARS

Make payment out to NASG and mail to:

Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208

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.
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5. Maryland residents add 6% sales tax to your order.

**All prices include shipping to addresses in the United States.** Canadian orders please add \$6. To ship outside the continental US or for any question contact Dave Blum at [pikesvillemodels@yahoo.com](mailto:pikesvillemodels@yahoo.com)

## TO SHOP ONLINE

Go to <http://www.nasg.org/Store/index.php> and click on the **Add to Cart** button for the item(s) that you want and follow the instructions.

**2006 General Electric MOW Crane Car** manufactured by Lionel. **Price \$70\***

**2007 General Electric MOW Boom Car** manufactured by Lionel. **Price \$52\***

**\*SPECIAL OFFER!** Buy both the Crane Car and the Boom Car for \$115



# BILL'S BOILER WASH

Monte Heppe, our Executive Vice President, is another of the NASG cadre that goes above and beyond, funding the NASG sponsorship of the Coastal Carolina Trainfest in Wilmington, North Carolina out of his own pocket. We are considering this as a donation to the NASG even though the money never came through the NASG treasury. Thank you Monte!

As some of you already know, I spent a week plus in hospital the last half of May. My thanks to those who called and wrote with good wishes!

Monte Heppe did a fine job of taking over the NASG business at hand. Michael Ferraro, our Treasurer, also took care of some way past due dealings with the State of New York, almost going back to when Mike Shea was Treasurer. This is one of the problems the NASG has by not having a headquarters with a permanent staff. Michael's skills saved the NASG about \$2000 in possible penalties.



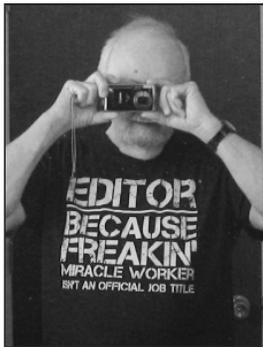
Here is another reminder that nominations for next year's election are open only until the end of November. Please get your nominations into Jamie Bothwell before then. You may nominate yourself, but if you nominate someone else, be sure to get their approval and assurances that they are willing and able to do the job. Positions up for election are the President, Treasurer and all the Regional VPs. Job descriptions are in the Constitution, By-Laws and By-Law Appendices A and B. A sample form is on the NASG website.

We are SLOWLY going through the Convention Handbook to bring it current with how things are these days. This is not a wholesale remake of the handbook, but changing only those things that are out of date (like names and email addresses), some contest bits, and clarifying the relationship between a convention sponsor and the NASG. Whether this gets finished in the next year is questionable, but I hope that it is not left for the next administration.

It's time to get your Holiday Season photos to Bill Pyper – in fact, it is past time, but if you act fast, before the 15th of September, he might be able to use what you have.

Bill Winans

# CONDUCTOR'S CLIPBOARD



*Selfie*

## WHERE ARE THE PEOPLE?

Model railroading is my hobby. My lifelong career has been in graphic arts. Starting in 1954, while still in high school, I have worked in almost every type of printing operation that there is (or was). The majority of my work has been in the design and production of advertising (junk mail).

Several years ago, I was struggling to design a brochure touting the virtues of a local museum and gardens. I had taken dozens of pictures

and written a decent narrative, but I wasn't happy with the end result. Then the proverbial light came on over my head. The purpose of the brochure was to invite people to visit this public museum and gardens, but there were no people in any of the photographs! I reshot the photos with people in them and ended up with a much better product.

The same thing bothers me about model locomotives. Why don't they come to us from the manufacturer with engineers and conductors or firemen in place? Using figures from **Life Like Trains**, I have added crews to most of my locomotives. Some were easy to do, some pretty difficult. Starting on page 19 of this issue you will see pictures of Ron Schlicht's very large and busy layout. Ron is proud that none of the many vehicles on his pike have



*One of my American Flyer locomotives with engineer in place.*

"phantom drivers" and none of the locomotives have "ghost engineers." All told there are over 3,600 people on his layout. Many of them have been hand painted by Ron.

If enough of us suggested to the manufacturers that they include crews in the cabs of their locomotives, they might do it. I won't hold me breath, but it's worth a try.

## WHERE ARE ALL THE TRAINS?

Many of you have sent me photographs of your layouts or structures on your layouts. Your contributions are appreciated and I will print as many of them as I can. Most of the photographs showing an overview of a layout include at least one train. But very often I receive a picture of a very nice building or a bridge with an empty track alongside or nearby. PLEASE, put a train on that track! While structures are an integral part of any layout, this is a model railroad magazine, not the Architectural Digest. The buildings are to compliment the trains.

## NEW FEATURE FOR THE DISPATCH

I'm always looking for new ideas to put in the Dispatch that will be interesting and useful, to you, the members. This idea came to me the other day while watching a Jack-in-the-Box commercial. Not really. I was actually sitting around a campfire with a smelly old cowboy. On page 25 of this issue you will find a small box with the heading "*Scratchbuilding 101.*" I have found that I get more enjoyment from scratchbuilding a piece of rolling stock or a building or just a large sign than any other aspect of this hobby. I like to build things, and I thought I would share my glee with you. In this small column I will publish tips and hints for scratchbuilding. I'm hoping that many of you who share my enjoyment of building will contribute to this column with tips and pictures. (lots of pictures). If you want to contribute but don't want to write a full article, try this.

**Continued on page 39**

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PO Box 2011, Leesville, SC 29070  
e-mail: library@nasg.org ☎ 803-582-7997

## New Membership Dues Rates

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

\$18.00 One-time 6-month Trial Membership

\$30.00 Regular

\$40.00 Family

\$50.00 Contributing

\$50.00 Non-personal (Club, Business, etc.)

You can now **renew your membership online.**

Go to the web site **www.nasg.org** and click on membership.

Under the heading **NASG Membership Renewal** click on renew and pay online. Enter your name and member number and follow the instructions. Have your credit card ready.

You can still renew your membership by sending a check or money order made out to NASG, to Dick Kramer, Membership Secretary, P. O. Box 268, Middlebury, CT 06762-0268.

## NEW MEMBERS

From May 1 to June 30, 2016, the following people have joined the NASG. Welcome!

Ron V. Borsella . . . . . Hanover, Pennsylvania

Myron B. Chace . . . . . Rockville, Maryland

Frank W. Chambers . . . . . Houston, Texas

Thomas A. Chandler . . . . . Newport, Oregon

Margaret Cunningham . . . . . Cranford, New Jersey

Jack H. Gore . . . . . Chicago, Illinois

William M. Gough . . . . . Baltimore, Maryland

David Griffiths . . . . . Upwey, Victoria, Australia

Bruce W. Hansen . . . . . San Jose, California

Leonard D. Holt . . . . . South Bend, Indiana

Craig T. Johnson . . . . . Huron, Ohio

James Kalasinski . . . . . Amsterdam, New York

Darby Marriott . . . . . Kitchener, Ontario, Canada

Joseph A. Matuella . . . . . Pine Grove, Pennsylvania

Mike Morrow . . . . . Magnolia, Delaware

Richard J. Nestler . . . . . Monticello, New York

William E. Osbourn III . . . . . Delta, Pennsylvania

Andrew Perkins . . . . . Springfield, Ohio

Jeff Smith . . . . . Riverside, California

Arthur Turner . . . . . Jackson, Michigan

Matthew T. Ward . . . . . North Canton, Ohio

K. Chris Yuergens . . . . . Farmington Hills, Michigan

### **Recently Deceased Members**

Lee W. Armstrong . . . . . Springfield, Missouri

Michael Cunningham . . . . . Cranford, New Jersey

Thomas Krell . . . . . Burien, Washington

## CONDUCTOR'S CLIPBOARD

### **Continued from page 38**

Even though this edition of The Dispatch has eight more pages than previous issues, I have added more pages after page 40 to the Dispatch as it is posted to the the NASG web site. Go to **www.nasg.org/Membership/forms/dispatch issues.php** to read the articles listed below. This is available to members only after September 15th. You must have your member number ready to access these pages. *Bill Pyper, Editor* 📧

### **SAM'S NEW HOME: Part I**

More pictures from moving Sam Powell's layout . . . . . 41

### **MVSG at the NATIONAL TRAIN SHOW**

Miami Valley S Gaugers run their layout at the NMRA NTS . . . . . 42

### **RON SCHLICHT'S LAYOUT**

A few more shots of Ron's extensive American Flyer layout . . . . . 43

### **CLUB ACTIVITIES**

Pictures from club activities will be shown on page 44 and beyond . . . . 44

### **2016 SPRING S SPREE**

Cuyahoga Valley S Gaugers host this show and convention . . . . . 45

# S Scale Budd Company Vista Domes

New: LED Lighting



Announcing targeted shipping in September: Budd Vista Dome cars. Probably the most requested item for the last 10 years. We will have all the road names (save the IC) we made our Budd sets in (including the chrome cars). Features: full interiors, LED lighting upstairs and down, cast metal frame and metal composite trucks with all wheel electrical pick up for non-flickering lighting. Added grab irons and details. Introductory priced at \$109.95 or 3 for \$299.95 All three would have different printed names or numbers on the cars. Call now for reservations.



**American Models** 11770 Green Oak Ind. Dr., Whitmore Lake, MI 48189  
Phone 248-437-6800 Fax 248-437-9454 (New # 734-449-1100)  
Purchase or E-mail questions through web site. Major Charge Cards accepted  
[www.americanmodels.com](http://www.americanmodels.com) e mail: [americanmodels@sbcglobal.net](mailto:americanmodels@sbcglobal.net)

# SAM'S NEW HOME: Part I



Above: The last section on the floor checking clearances.

Below: Rich Caugherty and John Carter Brooks installing scenery



Above: Pittsburgh S-Gaugers Rich Gaugherty (left) and John Carter Brooks at work assembling the layout.

Below: John Carter Brooks measures a remaining section. Space was getting tight in the area where people will enter the layout.



Above: Overall shot of the room showing the center section.

Below: Roger Schneider fitting rail joiners. *Photo by John Carter Brooks.*



Above: John Carter Brooks with the center section of the layout set up.

Below: Bill Hammond attaching rail joiners.



*All photos by Roger Schneider except where noted.*

# MIAMI VALLEY S GAUGERS

**at The 2016 National Train Show** The NMRA National Train Show was in Indianapolis, Indiana this year and MVSG had our modular layout on display. Lots of interest from visitors and a chance to show off S to a large model railroading crowd. In addition to the crowd, the layout was featured in a local Fox Channel 59 news story on the show as well as appearing in the background in some pictures on the Indianapolis Star's website.

A big round of thanks goes to MVSG member **Walt Schnee** for leading this effort and to the many MVSG members who generously contributed their time to this endeavor.

Right: **Mike Masarik** and **Mike Mitter**.  
*Photo by Ray Garbee*

Below: **Bobbie Fluke** keeps the accessories running.



Below: **Mike Mitter** (white shirt) **Walt Schnee** (left) and the **Bobs**.



Above: **Ray Garbee**, **Bob Fluke**, **Bob Guckian** and **Joe Green**.

The National Train Show was well attended, but the facility is so large that the crowd gets swallowed up in the space.

This part of the Indianapolis Convention center sits on the space formerly occupied by the old RCA Dome stadium. It's only a few years old with a very smooth, level floor that is perfect for train layouts. It's spacious, well-lighted and comfortably air conditioned for the early July event.

*All photos this page by Alan Smith except where noted.*

Visit the MVSG web site: <http://www.trainweb.org/mvsg/>

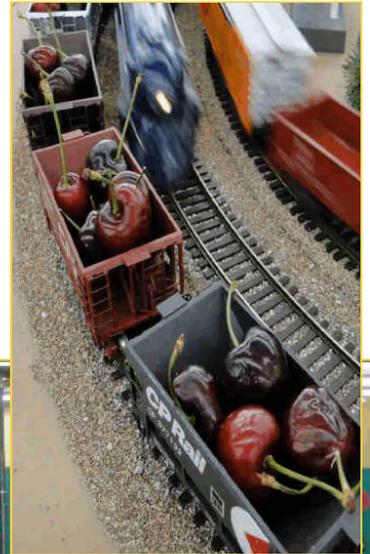
# RON SCHLICHT'S LAYOUT



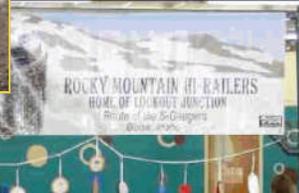
# CLUB ACTIVITIES



Left: Members of the CT S Gaugers go for a ride on the turntable at the Danbury (Conn.) Railroad Museum.



Right: What would a Cherry Festival be without Cherries? They grow 'em big in Idaho.



The Washington & Old Dominion S Gauge Club displayed their layout at the Soldiers and Families Assistance Center at Fort Belvoir, Virginia. Below: Joe Glenn (left) and Nathan Marmet put the barrel loader through its paces.



Above left to right: Rocky Mountain Hi-Railers Mike Graefe, Van Porr and Shane Gibben displayed their latest version of Lookout Junction at the Cherry Festival in the town of Emmett, Idaho. Photos by John Eichmann.

Below: Pittsburgh S Gaugers displayed their layout at the Spring S Spree in Strongsville, Ohio.



# 2016 S SPREE

By Jeff Madden, Editor Emeritus, Photos by the author.

The **2016 S Spree** was hosted by the **Cuyahoga Valley S Gaugers** on May 13 and 14 at the Holiday Inn in Strongsville, Ohio, just south of Cleveland. Even though there was a hotel overbooking of one section of the vendor hall on the first day resulting in much table shuffling and a layout cancellation, the remaining area was packed with dealers and layouts. On a positive note, if you stayed at the hotel you got a free buffet breakfast — that was convenient.

According to one of the key host members, Ray Diersing, there were over 500 attendees, 150 tables sold, and 70 or so registered for the banquet. Well known vendors included, American Models, Michigan Models, Hoquat, River Raisin, Pikesville Models, Gary Clark, East-West Rail Services, Royal Trains, and Stumpy Stone. Large layouts set up were modular layouts of the Pittsburgh S Gaugers and the Central Ohio S Gaugers. Smaller display layouts included that of the Hoosier S Gaugers (5' x 9'), Stumpy Stone (2-1/2' x 6'). A combo switching layout made up of 12' from the Pittsburgh S Gaugers and the NASG 12 footer, thanks to Jonathan Knox and Alan Evans. The Hoosier tabletop layout brought by Charles Malinowski and Mick Hinkle is intended to be scenicked with a **farm toy** theme in order to promote S to the 1/64 scale farm-toy enthusiasts around the Indianapolis area.



New Items from **American Models** were on display at their tables. These included a lighted dome car matching the Budd series and three new paint schemes for the GG1; Conrail blue, and two Penn Central schemes.



An interesting and well-attended clinic on battery powered locomotives was put on by a new vendor, **Robert South** of **Rerailer Hobbies** of Latrobe, Pennsylvania. There was a lot of interest in this clinic and at Bob's table as radio-controlled locos with battery power using state-of-the-art miniature Lithium batteries will obviously eliminate the need for complex under-table wiring. Bob showed samples installed in an American Models S-12, an SHS SW switcher and an American Flyer Pacific with can motor. Bob is set up to install systems using various established RC products. This may be the prelude to big changes in the hobby. Basically, Bob said you need small lithium batteries wired in, a controller and a battery charger.



A card carrying hobo enthusiast, **Dave Gates**, with the nickname of **Streamline**, gave an interesting presentation at the banquet. A big thanks go to the CVSG club and especially key helpers **Lee McCarty**, **Ray Diersing** and **Dawn Stopar**.

Next year's Spree will be held again in Marion, Ohio at the fairgrounds and sponsored by the **Central Ohio S Gaugers**.