



# ***THE BSG BULLETIN***

## **NEWSLETTER OF THE BADGERLAND S GAUGERS**

*"... A social club for the promotion of model railroading-  
especially S gauge including American Flyer, hi-rail, scale  
and other facets...."*

*Established 1975*

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

## ***2022 June Issue***

So, what's happening with the Badgerland S Gaugers."

Covid threw everyone for a loop and during this period, and unfortunately, BSG has not provided enough information for our membership. I'm hoping that the new Bulletin format is hopefully filling the gap.

You read about it in the May Issue of the Bulletin, well it's happening. BSG has a "**clubhouse**" thanks to the generosity of the Waukesha County Gandy Dancers Model Railroad Club.

## ***Badgerland Meeting***

***It's been quite a long time since we  
had a BSG general club meeting.***

This will be your first real chance to see the "**NEW BEGINNING**" for The Badgerland S Gaugers. We certainly hope that "**ALL**" of our members take advantage of this opportunity.

**Date: Sunday June 5<sup>th</sup>**

**Time: 1:00pm**

**Club Location:**

**831 N. Grand Ave.**

**Waukesha, WI 53186**

At this time the only entrance door is located about the middle of the block between the corners of Grand Ave. and South St. The club is in the basement and uses the elevator for access.

BSG President Ray Puls has been storing the club's equipment and other materials under his home layout and in his garage, since all of it was removed from the storage facility some time ago. His generosity and patience is very much appreciated, it also saved the club from paying the rental fee.

Ray Puls V.P., club member Paul Bartelak\* and Ron Schlicht moved it all to the new location. Over the years the modular layout has virtually took a beating and requires a lot of work to get it fully operational. There have been some small purchases to prepare for the resurrection and function of the layout. We can then get MSGA hats (Make S Great Again.)

\*Paul Bartelak has been a great representative for BSG. Promoting S gauge, assisting at model railroad events, helping out at BSG swap meets and his back breaking effort in the move to the new facility is really appreciated.

The three Amigos (mentioned above) spent a number of days loading, unloading, hauling and setting up the modular layout. The initial setup of the modular layout is for evaluation, in order to see what will have to be done to get it fully functional. Some of the trackwork is out of gauge and new rail joiners will have to be made. Some of the wiring will be revised. There are other plans for the future. At present not all of the existing modules are being utilized. That will be decided in the upcoming train season this Fall. Although the layout was taken to Trainfest and Mad-City in the past, the plan is to have the layout permanently stationed and displayed at the club location "only". for member use.

In addition to the modular layout, the club's table top layout was set up. The club purchased some tables for this purpose. That layout was originally used for various model railroading events in southeastern Wisconsin. It is currently functional but there are still some improvements that will be made on building and scenery additions. The focus of that layout will mainly be the Hi-Rail, non-scale aspect of S gauge. It will feature a lot of donated Plasticville and other styles of simpler and more portable styles of scenery.

The main focus on the modular layout will be more scale oriented. It will have more dramatic details and primarily feature 1/64 accessories. Among those items will be a number of structures and vehicles that were purchased from Dick Kloes's home layout. For those of you that remember it, the layout has been totally dismantled. From 1975, Dick Kloes was one of the club's most active charter members who passed away in 2020.

Eventually club members will be able to bring their equipment and run it on either layout. At present only the table top is totally operational.



All of the benefits of this venture, (as mentioned in the May issue) the BSG officers and directors believe, is the best move for the future of BSG.

The Gandy Dancers did hold an open house May 7<sup>th</sup> and we did have small number of visitors. Among those were a number of BSG members. Just being able to sit around, shot the breeze, run the trains, discuss future club improvements, in our own space, was a blast. I enjoyed it and I'm more enthused about BSG than I have been over the past few years.

If you are interested in viewing the Gandy Dancers club and our future location, this is their website:

[www.wcgdrailroad.com](http://www.wcgdrailroad.com)

## **Special Report**

Many of you may have heard this sad news already. Jeff Young, long time member of the Badgerland S Gaugers, passed away recently. Jeff performed the duties of the BSG treasurer from 1992 to 2021. He was an integral part of the Fall S Fests that our club hosted during his tenure. For years he helped out at the Badgerland swap meets. Whether it was at Trainfest, Mad-City or other train shows events, he was always busy distributing our club literature or taking it to various retail establishments.

He focused on building circus trains and his passion was a small S gauge layout that he displayed at social venues like public libraries. Although small it was virtually loaded with interesting scenarios.

The Badgerland S Gaugers are grateful for the many years that Jeff participated, in so many BSG club activities, and the contributions that he made.

## **I am a 322** **(Author: Unknown)**

I am a 322.

I was born in the rail yards of New Haven, Connecticut in 1946. Along with my brothers and sisters we spread across the nation to rail lines and layouts beyond imagination. My strength was unequalled. My smoke plume dancing atop the freight and passenger cars I pulled thru countless passes. My chug echoed from scene to scene. Only I know what delights I brought to young eyes, and what fulfillment my owners acknowledged. Time passed. Decades became the mark. Did I pass from owner to owner? Was I always singing upon the rails? Was I left forgotten in some dark, hot attic? Did I chance to answer my calling on a holiday? My scuffs and scars bear mute testimony to my journey.

A time came when a dealer became my owner and brought me out to a show for a chance at a new beginning. I sat among my brothers and sisters each with their stories like mine. Some of glory, some of hardship.

An old man chanced to gaze upon me. He passed me by as the crowd carried him along. I could sense other eyes dance briefly across me, then they too passed.

The old man returned. The dealer and the old man exchanged a few words. Then the dealer lifted me from my cardboard cradle for the old man's approval. I could see in his eye's times long past of other engines, cars, tracks, mountains, bridges, adventures. Times happy like mine.

The old man brought me to his railyard. A check to see my engine was still strong, then a fresh paint job. He did not buff out my nicks and scars but rather left them for careful scrutiny to reveal.

Oh Yes! I marry again to the tracks. I gleam. Eager. The old man feeds me power and I leap forward! I am old and loud now but still strong. He follows every turn of my driving wheels, every movement of my linkages, every bellow of my smoke. The decades recede as he and I share a special joy of special childhood memories.

The old man's fleet welcomes me. We all share similar journeys to this railyard. Here we will be cared for. Here we will be loved. Here we will be honored. I take my pride of place.

The old man's granddaughter, so very young, wins me over with her laughs of delight. I will sing upon the rails for her as well. I am home.

### **Editor's Note:**



The 322 smoke-in-tender Hudson engine was offered in three A.C. Gilbert freight sets and one passenger set. One of the freight sets included a Seaboard coal loader. The passenger set was furnished with the red heavyweight cars, a one combine, two coaches and an observation, *now that set was a real beauty.*

### **S SPREE REPORT, PLUS:**

The 2022 S Spree event, sponsored by the Pittsburgh S Gaugers, was held on May 12-15 at the Washington (PA) fairgrounds. It was the club's first venture at hosting a Spree, and it went very well. It was held in adjoining buildings that had about 9000 square feet of space and included 120 tables plus two large club layouts – one from the COSG and one from the Miami Valley S Gaugers. Each building had restrooms and were well-lighted. The PSG club provided lots of free snacks and drinks at a hospitality window, and they provided a nice Pizza party as dinner on Friday evening.

There was plenty of AF for sale, but scale stuff was there too. A great convenience on Thursday was a walk-down-the-hill jaunt to a fairgrounds trolley stop that the Pennsylvania Trolley Museum has. Those who signed up (20 or so of us) got to ride two different trolleys for a special tour that included a tour of their new huge car barn. We rode a restored Cincinnati Curved side car and a restored Philadelphia PCC car. The museum is quite impressive and a little more elaborate than our own East Troy Trolley museum.

Next year's (2023) Spree will be in the Dayton area again at the usual union hall location in Dayton on



March 31 to April 1. Initially they chickened out of hosting a Spree in 2023 but changed their mind.

I managed two layout visits after the Spree closed. The first one was on Saturday afternoon to Lou Templeton's hi-rail layout nearby. He had some very nice scenery and a really nice turntable and roundhouse. He has a nice AF collection, but the layout is almost scale-like. On the way home on Sunday my wife and I stopped at Luther Stephen's home in the WV panhandle to see his scale layout that I helped design. I was really impressed by his use of dead-rail – that's battery powered with individual controllers for each loco. I think this is the future. We had a nice lunch there and then proceeded home with a quick stop at the Fiesta Ware outlet nearby. Both Lou and Luther are members of the Pittsburgh S Gaugers.

Other recent S news: The NASG has a new acting president, Jim Whipple, since Will Holt has resigned and is moving to North Carolina. Also, the Dispatch is now being edited by Dan Dawdy who currently produces the O and S Resource E-zines online. The Dispatch will continue to come in print form. Their first edition will be the next one – July-August.

American Models did have tables at the Spree, and it was good to hear in person that the business will continue as American Models LLC since the passing of Ron Bashista happened back in December of 2021. A recent handout says they are working on some new locomotives, a tender and some rolling stock. This is positive news for S.

The next big event for S folks is the Buffalo NASG convention in August. Check out [www.nasg.org](http://www.nasg.org) for updates on this and other S items.

Jeff Madden

## ***NASG Dispatch Info***

### PART II, S STANDS FOR STEAM

Submitted by Jeff Madden

If you look back to the July-Aug. 2019 issue of the Dispatch you'll see Part I. Of course, today's S locomotive offerings have plenty of RTR diesels and steam locos too from AF, AM and MTH, but the American Flyer foundations on which S was built included only all steamers until 1951 when the PAs and the GP-7 were added. But steam continued to dominate throughout the Gilbert era.

In the 1955 catalog these AF steam locos were in production: NYC Hudson, PRR K5 Pacific, NKP 0-8-0,

UP 4-8-4 and a New Haven 4-6-2 Pacific. Previous catalogs also had the Streamlined Pacific Royal Blue (and the "Red" circus one), the Reading Atlantics and a USRA type Pacific. The streamlined Pacific would later re-emerge in plastic as the Silver Bullet, and the modified Atlantics in plastic would re-emerge as well.

The draw to parents and kids of that early era was obviously the realism, the choo-choo sounds (when offered) and the 2-rail track.

Gilbert AF, of course, was competing with Lionel's 3-rail O gauge steamers offered in the same '40s and '50s catalogs. It's interesting though that all of the Gilbert steam engines had prototypical originals and wheel arrangements. On the other hand, only the original pre-war Lionel Hudson and 0-6-0 had scale proportions and wheel arrangements. Other Lionel O wheel arrangements included 2-4-2, 2-6-4, 2-6-2, 0-4-0 and the 6-8-6 Turbine and 2-8-4. None were scaled down and the wheel arrangements were not common for the boiler sizes. The Turbine, Berkshire and 0-4-0 switcher were appropriate wheel arrangements but boiler and frame were stubbed.

Not until 1951 did American Flyer offer diesels in order to compete with Lionel's F# units brought out in 1948 and a GM switcher produced in 1949. The AF PA and GP-7 were introduced in 1951 and a few years later the Baldwin switcher was brought out. But steam, choo-choo and 2-rail track is what got S moving into the mainstream toy train market, and as an aside even began to capture the attention of Hi-Railers and scalers. Being a latecomer to the hobby though made it more difficult for S to become a popular size having to compete with O 2-rail, O 3-rail and HO. Even today S struggles in the overall market.

Back to the steam theme – AF's original offerings of steam locomotives and semi-scale freight and passenger cars probably still registers with many of today's S gaugers. Yes, diesels are now also a staple of S locomotive rosters thanks to the 3 manufacturers already mentioned. Most offerings, however, do match up with the steam-diesel transition era of the '40s and '50s.

Newer production RTR steam offerings isn't bad today. Lionel AF has offered several nice hi-rail steamers in recent years including the rehabbed 4-8-4 and new tooling Big Boy, 4-6-6-4 Challenger, USRA 2-8-2, USRA 4-6-2, N&W 2-8-8-2 and the 0-6-0 Docksider. Recently the Polar Express Berkshire (2-8-4) plus prototype versions have been released as well. The only drawbacks to AF's recent steam offerings is that

production is not always ongoing and they come only in hi-rail.

American Models, on the other hand, keeps its steam stable somewhat in stock. The locos include the two standard Pacifics (including the new western-look one), the streamlined PRR Pacific, the Santa Fe 4-8-4 and the streamlined NYC Hudson. MTH has yet to re-release the original SHS 2-8-0. These will come with both scale and hi-rail wheels. And yes, River Raisin, is still doing brass steamers and they are RTR but entail a hefty price point.

## *The Photo Shop*

I've given you a fair warning, if you don't send your pictures you have to put up with my stuff.

I remember getting my first train in 1948. Whether it was American Flyer or Lionel a lot of us received Plasticville accessories. The first structures, I would be willing to bet, 80% got a suburban station and a loading platform. Along with that, you more than likely got some crossing gates. The following is an article that I wrote for the Plasticville Collectors Association

You're looking through a junk box at a swap meet and low and behold near the bottom are some Plasticville parts. Someone must have dismantled a layout. Be it a model railroader or a dealer of trains, one of their least items of interest is **imperfect** PV "stuff". There they are, signal crossings and crossing gates. There is glue, scenery material, chips, nicks and other damage. This is junk to be discarded or sold to some sucker if you can find one. With very little work you can perform a combination of parts that may enhance your layout railroad crossings.

Crossing gate bases can be repaired or filed down in size to remove the damaged area. On the signal begin with removing that messed up base. Cut it off where post narrows down. Drill a hole (.109 dia. 9/64") in the top of a crossing gate. Insert the cut off signal and glue. The final touch is a little paint here and there. Everyone may have a different idea of how they want their crossing to look. Some may be a DaVinci and some might not be trusted with crayons. It doesn't matter it's your crossing gate. I use Testors silver for some parts. Even on the back where the part ejector bosses are I use red gloss to simulate reflectors.

In the event that the lenses are missing it's kind of like the dealers choice. Any .188 diameter stock can be used to make a lens. A wooden dowel with the end painted with red gloss paint will even due. Then again you can order replacement lenses. However I found another

alternative. A red faceted 5mm rhinestone can be used. Some craft stores have them, Hobby Lobby for example. The ones that I purchased were labeled Glamour Glitz hot fix crystals. They are less than \$2.00 for 64 pieces. You may not be doing 32 crossing gates but can always give some to your granddaughter to spruce up her sweatshirt. Apparently "glittering" is a popular form of fashion today. On the back of the crossing signal I used 1/4" furniture buttons to fill in the hole, the domed shape looked more like a light canister. You can use many other items like the top of a thumb tack to cover the hole.

One other item was used for the gate portion. Telephone poles are not a highly regarded collectable. Every once and a while you will run across telephone poles with some of insulators broken off. The ones that I had were either Marx or K-Line (like there is a difference). Let me preface the following instruction. I know nothing about real railroad equipment, but I like what I ended up with. I broke off some of the remaining insulators and placed them on the top of the gate portion to simulate the lights that might be on some crossing gates. Admittedly they don't light up but I don't care.

Some of you may have one of the old Marx crossing signals. I got one for Christmas one year (about 1950 or so) and still have it. It also had faceted rhinestones for simulated lights.

When finished, you have a Plasticville marriage made in PV heaven and a decent crossing signal. I don't know why Bachman didn't market think of this. However in the event that you don't wish to do the drilling, filing, painting and spending a little more time, simply cutoff a standard signal and glue super glue to the top of the crossing gate. You will still end up with an improved railroad crossing.



## *BSG Inventory*

BSG still has some 2016 Fall S Fest cars 2016. For those who were unable to attend the 2021 Fall S Fest. There are still some FSF hopper cars left. Contact Ron Schlicht Phone (414) 477-7866 Email: [rons48tblue@gmail.com](mailto:rons48tblue@gmail.com)

## 2016 Sprecher Brewery Reefers



**CARS ARE \$55.00 EACH**

## 2021 Fall S Fest Hoppers (Hi-Rail Only) \$55.00 Each Furnished with Coal Loads



## Local Area Meets

**Badgerland S Gaugers**  
**American Legion Post, #537**  
**9159 W. Beloit Road, Milwaukee, WI 53227**  
**8:00 am To 12:00 pm**

|      |          |    |
|------|----------|----|
| 2022 | October  | 16 |
|      | November | 27 |
|      | December | 18 |
| 2023 | January  | 15 |
|      | February | 26 |
|      | March    | 19 |

**Lionel Swap Meets**  
**New Berlin Entertainment Center**  
**16000 West Cleveland Ave.**  
**New Berlin**  
**8:00 am To 12:00 pm**

|      |          |    |
|------|----------|----|
| 2022 | October  | 16 |
|      | November | 20 |
|      | December | 18 |
| 2023 | January  | 15 |
|      | February | 26 |
|      | March    | 19 |

**Tri-City Train Show**  
**Roma Lodge,**  
**7130 Spring St, Racine, WI 53406**  
**8:00 am To 12:00 pm**

|      |         |    |
|------|---------|----|
| 2022 | October | 9  |
| 2023 | March   | 12 |
|      | October | 8  |

\*Note the meet will no longer be a monthly event.

For further information:

Contact Ron Soldberg (262) 488-0193

**Great Midwest Train Show**  
**DuPage County Fairgrounds Wheaton, IL**  
**9 am to 3:00 pm**

|      |           |    |
|------|-----------|----|
| 2022 | June      | 5  |
|      | August    | 7  |
|      | September | 4  |
|      | October   | 2  |
|      | November  | 13 |
|      | December  | 4  |

## Misc. Events

**Gandy Dancers & BSG Open House Schedule**  
**831 N. Grand Ave. Waukesha, WI**  
**10 am To 6 pm**

|                     |          |       |
|---------------------|----------|-------|
| 2022                | August   | 6     |
|                     | October  | 1     |
| Model Railroad Show | November | 12-13 |
|                     | December | 3     |

**Lionel Railroad Club Open House**  
**2022** November 26<sup>th</sup> & 27  
**2023** April 1<sup>th</sup> & 2

**BSG encourages its members to share any new or existing product information they may found to be beneficial. Your opinions or advice regarding the use and performance of the products are welcomed. In addition, share your scenery, technical or operational experiences on your own home layouts for the BSG newsletters. Photos are encouraged.**

**Send any comments or suggestions to:**



**Ron Schlicht - rons48tblue@gmail.com**