

THE NASG DISPATCH

MARCH - APRIL 2015



**WE'RE GOIN' TO
KANSAS CITY!**

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**MIKE FYTEN'S KAW VALLEY RAILROAD
RANDY GRIGGS' SPECTACULAR GRAIN SILOS
MAKING AN ICE BREAKER CAR
A VISIT TO A LOCAL TRAIN SHOP
TALES FROM THE RAILS**



BILL'S BOILER WASH *by Bill Winans*



We are now into our election period. **Please vote!** A ballot is included in this issue of the Dispatch. Please fill it out and get it to Jamie Bothwell before May 15th. All of the candidates have taken the time and effort to step up for the NASG and they deserve your support.

Along these lines, a bit of information about the Regional Vice Presidents is called for. These are the point men for the NASG.

You can look at the By-Laws Appendix B for their job description. If you have some issue with the NASG — your membership, your subscription, your club needing promotional materials, etc. — he is the go to person. More than likely, he or she will refer you to the person who can actually accomplish the task you need help with, though there is a good chance he will do that for you. If you have some brilliant idea for improving the NASG, or for gathering more members, or expanding the number of people who model in S scale, send it to your regional VP. He can then pass it along to the BOT where we will run it up the pole and see who salutes. He is also the person you should contact if you cannot, for whatever reason, continue to be a member of the NASG. It helps us a lot if we know the reason, whether it is health, finances, a change of scale or you just plain don't like us. We would like the reason for that too. Knowing why might help us to improve the organization!

The newly elected officers will take their posts with the Kansas City convention in August. August is fast approaching (I have a friend who signs off with "dates on the calendar are closer than they appear"), and if you have thoughts of entering the model contest, putting on a clinic, or selling some of your prized possessions, now is the time to start getting your act together.

I recently went through old Dispatches before sending them off to Peter Vanvliet for him to put on the website. I noticed a couple of things: first Dave Heine, our Eastern VP, has been writing for the Dispatch consistently for about 20 years. Other than Jeff Madden's tenure as editor, I think Dave has set the record for authors. Second, there are an awful lot of you who have contributed in the past, but are not doing so now. I know that many of our authors of 10 to 15 years ago have left us for one reason or another, but there are still a bunch of you out there that I bet can still put together a good article for the Dispatch. How about going through some of your more recent projects, trips, activities, etc. and make an article for Bill Pyper to publish? The Dispatch is only as good as its contributors!

Lastly, in case you have not noticed, both the NASG and NMRA are once again selling both S scale gauges, the Sn3 from the NMRA and the Scale S from the NASG. They are the same price for members of both organizations, \$5.00, but higher for non-members. We are hoping this will broaden our visibility to both the Sn3 amongst us and the rest of the model railroad world who are not members.

Have fun!
Bill Winans



ON THE CONDUCTOR'S CLIPBOARD

On page 26 of this issue you will see the heading **Readers Write**. This is where we will print SHORT notes received from our readers. If you have a comment, correction, compliment (hopefully) that you want published in the Dispatch, e-mail it to dispatch@nasg.org

If you are submitting photographs to be used in The Dispatch, PLEASE do not use photo forwarding services. These services reduce the size of the pictures for electronic transmission which makes them unsuitable for print media. Some of them also require that the recipient register for the service which is a nuisance. Please send any photo files as jpegs, as large as possible, directly to me at dispatch@nasg.org

I made good on my threat to photograph and write about a local hobby/train shop. Take a look at the story on page four. If any of you know of a shop in your area that caters to the S customers, go take some pictures, write up a short story that we can put in the Dispatch. These people need our support.

CAN YOU PRESENT A CLINIC?

Executive Vice President **Dave Blum** is the Chairman of the 2015 NASG Convention, which will be held in Kansas City, Missouri, August 4th through 8th. Dave is looking for presenters to put on Clinics at the convention. Anyone who would like to do this should send Dave an e-mail with their name, subject of the clinic, time that they can give it, and their contact information at exec_vp@nasg.org

We hope to be able to present a synopsis of the clinics that will be offered in the May-June issue of the Dispatch.

ELECTION TIME

Included in this issue is the ballot for the 2015 NASG election. The offices of Executive Vice President, Secretary, and the three regional Vice Presidents are open. Be sure to send in your ballot no later than May 15, 2015. Vote for the Exec VP, Secretary and the Vice President for your region. If there was no ballot in your Dispatch, e-mail dispatch@nasg.org and one will be sent to you.



Here's yours truly, a fearless young man of 15, standing on the third-rail of the infamous Long Island Railroad in Amityville, New York.



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MEMBERSHIP YEAR

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

NASG Membership Secretary

Dick Kramer

Post Office Box 268

Middlebury, CT 06762-0268

e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

CREW LIST

Bill Pyper *Editor*

Jeff Madden *Editor Emeritus*

Joe Kimber *Draftsman*

Mike Fyten *Contributor*

Ray Garbee *Contributor*

Randy Griggs *Contributor*

Jim Martin *Contributor*

Bob Nicholson *Contributor*

Peter Vanvliet *Contributor*

DEADLINES for articles and advertising are the first day of January, March, May, July, September and November respectively.

The DISPATCH

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Volume 39, Number 2, March-April 2015

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Bert Mahr's Conrail and Eastern layout. Photo by Jeff Madden

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NASG Web Site

<http://www.nasg.org>

NASG Website Director, Peter Vanvliet: webmaster@nasg.org

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CENTRAL COAST TRAINS

A visit to a local shop that sells S trains By Bill Pyper, Editor, NASG Dispatch



If you cruise El Camino Real, the main drag in Atascadero, California, you'll come upon the small sign pictured at the left. El Camino Real is a very wide, fairly busy street, so you have to be on the look out, or you'll miss it. It's number 7600, on the west side of the thoroughfare. Turn into the parking lot of this small strip mall and you'll find Central Coast Trains (right), the only model train store in about 125 miles in any direction.



Central Coast Trains is unique in that it sells only model trains and train related items. They sell no model airplanes, no RC cars; Just trains and track of every size, from G to Z.

Bill and Anita Walter opened the doors to CCT on September 5, 1995. Bill, an N scale modeler, was tired of having to pay shipping on the things that he needed to pursue his hobby, as the only hobby shop in the area only stocked HO and O gauge trains. Bill and Anita wanted a store that would cater to any scale.



Anita, on the left, checks out a Marx consignment piece that seems to be encroaching on her "S corner" where she has displayed some S Fast Track and some American Flyer rolling stock (above left). Sadly, Bill Walter died in June, 2008 and Anita now runs the store by herself with the help of a few of her "volunteers." Picture on the right is boxes full of new and used S gauge trains which will be displayed as soon as Anita is finished remodeling the latest expansion to her store. In her words: "I have to get my S in gear." When the remodeling is completed the shop will occupy a total of 2800 square feet in the strip-mall at 7600 El Camino Real, Atascadero, California.

More on page 6



On the right, G gauge and O gauge trains are visible on the back wall of the main showroom. Lionel, Williams and MTH and can be seen in the foreground. Anita has even decorated her car to advertise the store. (inset)





Goin' to Kansas City, Kansas City here I come *"they got some pretty little women there, but I'm gonna play with trains"*



NASG Executive Vice President **Dave Blum** and the **Kansas City S Gaugers** invite you to attend the **2015 NASG Annual Convention** to be held in Kansas City, Missouri from **Wednesday, August 4th** through **Saturday, August 8th, 2015**.

THE HOST HOTEL is the Howard Johnson Kansas City Hotel and Conference Center is located at 1601 North Universal Avenue, Kansas City, Missouri 64120. The conference center has 12,000 square feet of meeting and office space. At the Hotel, we will have our Wednesday evening ice breaker get together (food too), meetings, clinics, vending hall, banquet, model contest, and of course, the auction. Rates for the room are \$72 per night for a double or king, and \$109 for a studio suite. Call the hotel at 816-245-5540 and **ask for the NASG rooms and rates**. Rates apply from Monday, August 3 through Sunday August 9. If you are flying in and out of KC, there is a shuttle service available. The cost (as of 7/1/14) is \$25 per trip, with up to 12 people per trip. Call the front desk for reservations.

RESERVATIONS MUST BE MADE SEVEN DAYS IN ADVANCE.

REGISTRATION The 2015 NASG Convention registration form is included with this mailing of the Dispatch. The form also contains information for vendors. The form is also on the NASG web site at www.nasg.org/Convention/2015/index.htm#reg where it can be downloaded using Adobe Acrobat Reader. This is available as a free download if you don't have it on your computer. The mailing address for the form and your check is on the form. **Deadline for early registration is April 1, 2015.**

CONVENTION CAR



This year, the convention car will be a beautiful Kansas City Southern PS-2 Hopper, made by MTH especially for NASG. The car will be available in 2 numbers, 286707 and 286815, at \$60 each plus \$8 shipping for the first car, \$4 for each additional car if not picked up at the convention. An order form is on the back of the registration form or available on the website.



Tourists board the excursion train in Baldwin City, Kansas for the scenic trip across the farmland to Ottawa Junction.

KANSAS CITY, often referred to by its initials, **KC**, is the largest city in the state of Missouri and is the predominant city in the metropolitan area with over two million people spanning the Missouri-Kansas border.

Kansas City was founded in 1838 as the Town of Kansas at the confluence of the Missouri and Kansas rivers and was incorporated in 1853. Situated opposite Kansas City, Kansas, KC was the location of several battles during the Civil War, including the Battle of Westport. It is well known for its contributions to the musical styles of jazz and blues as well as to cuisine, notably BARBECUE. In March 2012, downtown Kansas City was selected as one of America's best downtowns by Forbes magazine for its rich culture, numerous fountains, upscale shopping and local cuisine, notably barbecue.

Area attractions include the Nelson-Atkins Museum of Art, The Kemper Museum of Contemporary Art, The Kansas City Zoological Park, Liberty memorial, Negro Leagues Baseball Museum, the American Jazz Museum and Union Station.

THE TOURS

WEDNESDAY, August 5th, St. Joseph Stockyards and Union Station The Kansas City region was largely built on the economic backbone of trains and cattle. Large stockyards were spread throughout the region, but always near the tracks. They were fed by trains bringing in the livestock and feed, and hauling the sold livestock eastward. With the advent of refrigeration cars, they hauled the processed meat.

Only the St. Joseph Stockyards is still operating in the area. Owner, Mark Servaes has invited us to tour the facility during an auction. The railroad spurs are still present, but suffering from lack of use. Bring your camera, but **DO NOT WAVE TO YOUR FRIENDS DURING THE AUCTION.**

After the livestock tour, we will bus to **UNION STATION**. Union Station was built in 1914 and at 850,000 square feet was the largest station in the country. The waiting room, now the Festival Plaza, could hold 10,000 people. The Grand Hall's 85 foot ceiling, three 3500 pound chandeliers, six foot wide clock and an S gauge layout are just a few of the sights to see. At Union Station you can dine at your own expense at any of the several fine establishments and take a station tour with our personal guide, Roy Inman.

Continued on page 6

2015 Convention *Continued from page 5*

THURSDAY August 6

Midwest Locomotive Services

Our first stop will be the Midwest Locomotive service shop, where diesel engines get rebuilt and modified from use on overland routes to short line service. We will be given a tour of the facility and learn some of the remanufacturing process.

Midland Railway

From the Midwest shops, we will travel to Midland Railway where we will ride an excursion train from Baldwin City, Kansas to Ottawa Junction, Kansas (not Illinois or Canada) and back. At Ottawa Junction, we will be at the BNSF tracks where over 100 trains pass by daily. While train watching we will dine on hot dogs, salads, and soft drinks. A train watcher's delight. **Rest rooms are at Ottawa Junction.**

The Midland Railway operates excursion trains on a line originally constructed in 1867 by the Leavenworth, Lawrence & Fort Gibson Railroad Company. The LL&FG RR Co. was originally chartered in 1858 to build a railroad from Leavenworth to the south Kansas border. Construction began in late 1867 and by New Years day 1868 track had been laid as far as Ottawa. Construction resumed in the spring of 1869 and reached to Coffeyville, Kansas in 1871. This made a total distance of 143.83 miles for the railroad line.

On March 5, 1875 the LL&G RR Co. went into receivership and was sold under foreclosure. Struggling to survive, the railroad was again sold October 22, 1878. The new owners changed the name to the Leavenworth, Lawrence & Galveston Railroad Company.

In 1879 the Leavenworth, Lawrence & Galveston Railroad Company name was changed again to the Kansas City, Lawrence and Southern. The fast growing AT&SF Railroad took control of the stock in November of 1880, and ran it as the Kansas City, Lawrence and Southern Railroad.



Ex-NYC 1951 Alco RS-3 #8255 pulls some rolling stock.

From May, 1882, until the mid 1970's, this rail line ran as part of the Atchison, Topeka & Santa Fe Railway Company until it was abandoned from Lawrence to Baldwin City, Kansas.

In 1987, several investors put their money together and purchased the line from Baldwin City, Kansas to Ottawa, Kansas from the Atchison, Topeka & Santa Fe Railway Company, starting the Midland Railway Historical Association, a not for profit organization. The Midland Railway now offers train rides, featuring an over-20-mile round trip from Baldwin City via Norwood, Kansas to Ottawa Junction, Kansas, traveling through the scenic Eastern Kansas farmlands and woods via vintage railway equipment just like the original LL&G RR Co.

Their website is www.midlandrailway.org

FRIDAY August 7

Self-Guided model train layout trips. We will provide addresses and information for each layout. We will keep a list of volunteers with extra room in their cars and a list of those needing a ride. The list of layouts will be periodically updated on the NASG web site. Addresses will be given at the convention.

Model and Photo contests

The model contest at Kansas City, will be sponsored by the Calabash Terminal Rail Road, and will include all of the usual categories including the Scale Contest, Photo Contest and the Flyer Imagineering contest. For details, go to the NASG web site, click on the **Site** button, then scroll down to Downloadable Forms, NASG Conventions where you will see links to the contest rules and entry forms.

There will be a **Peoples Choice Award**. All contest entries are eligible for this award. Any questions about the contests should be directed by e-mail to Monte Heppe at contest@nasg.org. Since we don't have a local Convention Contest Chairman, Dave Blum will be running the contest. He needs some help with judging, registering models, monitoring the contest room etc. Volunteers can contact him at exec_vp@nasg.org. He will explain the various duties, none of which will be overwhelming.

Greeley's Place Contest

This years *Greeley's Place Contest* requires participants to modify an **American Flyer Caboose** in some way. Instead of the previous 1st, 2nd, and 3rd place awards, this year there will be awards in the following categories: **Best Scale Caboose**, **Best Highrail Caboose**, and **Best Non-Caboose**. The *Non-Caboose* category will include any model that has had its trucks removed to be used as a structure. If there are sufficient models in the *Non-Caboose* category, they will be split into Rolling Stock and Structures. The models will be judged by an illustrious panel that I will assemble. Judges will trust participants to actually use the caboose shell, although evidence as to the origins will be taken into account. Anyone entering a model of a modified AF caboose will receive \$5 for their trouble. There will be **cash awards** for the category winners. — *Jamie Bothwell*

CENTRAL COAST TRAINS

Continued from page 4

As you might expect, the majority of Central Coast Trains' sales are HO. At present, S only comprises about 2% of the total sales. Anita hopes that number will increase as word gets out that she stocks S items. Besides in store sales, Anita has a list of about 32 S-gaugers who she will notify by e-mail, text or telephone when she gets the **S Corner** up and running. If you want to be added to that list, send an e-mail to Anita at cctrainsa@hotmail.com

In addition to American Flyer, Central Coast Trains also carries over 100 manufacturers including, Intermountain, Kadee, KATO, Micro Trains and Rivarossi. There is a extensive stock of scratch building supplies from Evergreen Plastics, Grant Line, and others. Anita says, "We specialize in Special Orders, so if we don't have it, we'll get it. If we can't get we'll try to find a good alternative. If it has to be *advance reserved*, let us do that for you and we'll do the waiting and call when it's in."

Central Coast Trains is certified to do Soundtraxx DCC installations and can do most model train repairs. Visit their website: <http://www.centralcoasttrains.com>

FRANK TITMAN



Frank R. Titman, 93, of Allentown, Pennsylvania, passed away Thursday, January 15, 2015. He was the husband of Laura Titman and the late Florence Titman. Born in Allentown, he was a son of the late Walter and Grace Titman. He was a welder at Mack Trucks for 38 years before retiring in 1976. Frank was the editor of the *S Gauge Herald*, a member of *The Lehigh Valley Model Railroaders* and owner of *Lehigh Valley Models*, manufacturer of S scale rolling stock and building kits. He served with the Seabees during WW2, was stationed in the Aleutian Islands and saw service on Iwo Jima. He is survived by his son, Jeff of Palmerton, Pennsylvania; step-son, Thomas Schwab of Allentown, PA; step-daughters, Donna Schiavone of Coplay, PA; Linda Moroz of Grand Rapids, Michigan; Kathy Marrah of Sommerville, South Carolina; and grandson Austin R. Titman. A sister, Pearl Treisbach predeceased him. Contributions can be made to the Alzheimers Association at http://www.alz.org/join_the_cause_donate.asp National Office: 225 N. Michigan Ave., Fl.17, Chicago, IL 60601-7633

From Frank's friends . . .

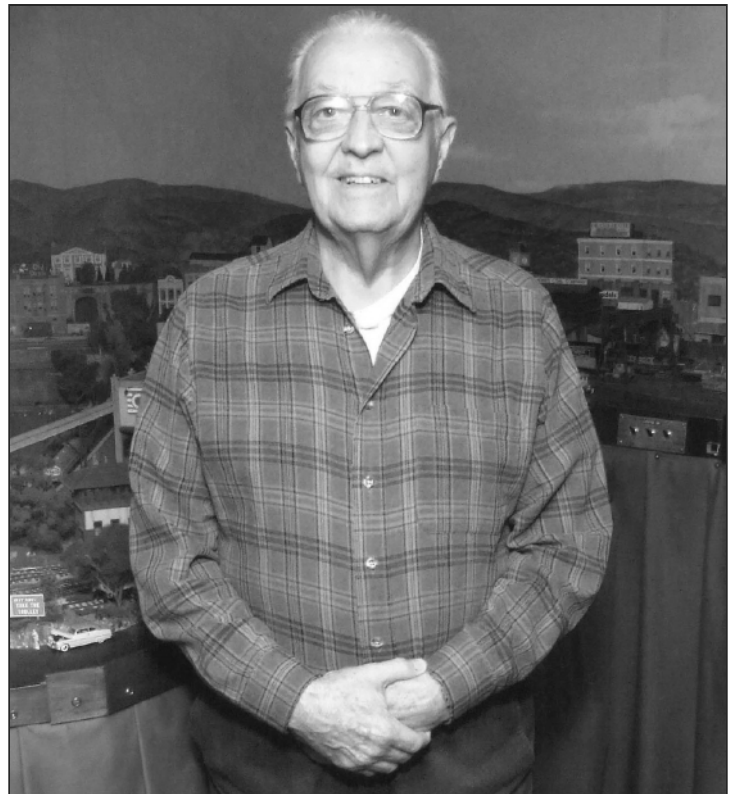
It is safe to say that the scale side of S would be a vastly different place without the efforts of Frank Titman. His contributions were many, from editing the *S Gauge Herald* for many years, to offering a line of structures when there wasn't much else available in our favorite scale. Who among us doesn't have at least one Lehigh Valley Models kit on their layout, or in their stash? Directly or indirectly, Frank Titman touched us all. Frank passed away today, and we as a group are a little worse off for that. It has been a few years since Frank was really active in the hobby, but his influences will live on. Many of you took home some of Frank's models from the convention in Scranton. In a recent note, Frank's son Jeff told me how happy he was that his father's models could continue to bring happiness to others. Myself, I will remember all the times I went to see the magic that was his layout. I am proud to say he was my friend.

Jamie Bothwell, Lehigh Valley S Gaugers

I have to second all the comments about Frank Titman. I never got to see him personally, but my shop did do business with him when he operated Lehigh Valley Models. Along with Don Heimburger, Dick Karnes and Wally Collins, Frank kept the scale from disappearing and made my life more interesting as a result.

Bill Winans

Below: Frank's Spiral Hill Railroad. Photo by Bill Lane



Jaime called me just after his post. I did not see it at that point. Ironically not more than two hours before Jaime's call I was watching my clip <http://youtu.be/SyMopT7i53A>

I long said Frank was the #1 GOD of S Scale. I don't think we will ever have another person in S more influential or as prolific as Frank. He built HUNDREDS of wood cars. I know because I have many of them. How many custom steam locos did Frank build? Let's talk about his custom structures, which turned into a business and the wonderful layout as well. I really don't know how he did it all. I have two Spiral Hill coal towers. One was bought from Frank many years ago so he could build the last one, which I now have as well.

I will meet Frank further on up the road along with John Bortz and Howie Waelder. The photo above is from November 9, 2008. Frank was there that day but the best part of him was already escaping.

Thank You, **Bill Lane**

**For more tributes to Frank,
go to END OF THE LINE on page 31**





CONVERTING AN OLD S GAUGE 2-BAY

By Ray Garbee, Miami Valley S Gaugers

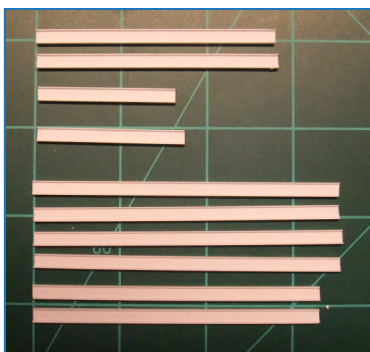
I've been fascinated with ice breaker cars since I first saw a model of one in O gauge. The simple, straightforward construction of the I-beams that make up the breaker made it look like the ideal project for modeling, but I never got motivated to do it. I Googled the car and found a few pictures of prototypes, typically old New York Central cars, but found no good set of plans or profile pictures from which to create a template.

Inspiration arrived on a suitably snowy and icy day in the form of a link to a page at the Railroad Model Craftsman website <http://rrmodelcraftsman.com> that fellow Miami Valley S Gaugers club member Tom Hartrum sent my way. **One Evening Project: Ice Breaker Car**, by Walter Olevsky from the December 1973 issue of Railroad Model Craftsman.

Walter had written a short recap of the history of the ice breaker car along with some photos of the prototype and a finished model of a four bay hopper. Most importantly, Walter had included a schematic detailing the subassemblies of the car. Befitting the era in which it was written, the article details building the ice breaker assembly out of hardwood strips. Wood was, and still is, a material with which many modelers work. But my modeling experience was primarily working with styrene plastic. With Walter's article as a guide, could I produce an S gauge ice breaker from an old American Flyer car?

To build this project I used the following items

- * 1 surplus American Flyer 2 bay hopper
- * 1 package of Evergreen $\frac{5}{32}$ " I-beams, pack #275 (makes 10 I-beams in $\frac{1}{64}$ ")
- * ABS styrene cement
- * Sharp hobby knife
- * Fine sandpaper
- * Yellow spray paint
- * Gloss clear coat
- * Matte clear coat



Any hopper will do, but an old, beat-up car is appropriate for this MOW item. Plus it's an opportunity to salvage something from the parts bin and get it back on the layout.

Construction

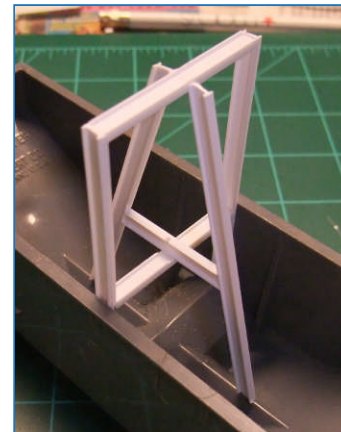
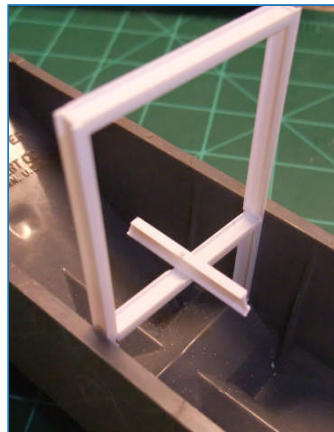
Open the pack of I-beams and pick up your hobby knife. It's time to cut out the parts we'll need to build the ice breaker.

1. Cut two (2) I-beams for the left and right supports. Each should be 2.8" long.
2. Cut a small V notch in one end of each beam.
3. Cut a center bay brace 1.6" long
4. Cut a top brace beam 1.6" long
5. Cut a cross brace beam 1.2" long
6. Cut four (4) side support beams each 3.5" long
7. Cut two (2) center support beams 3.2" long

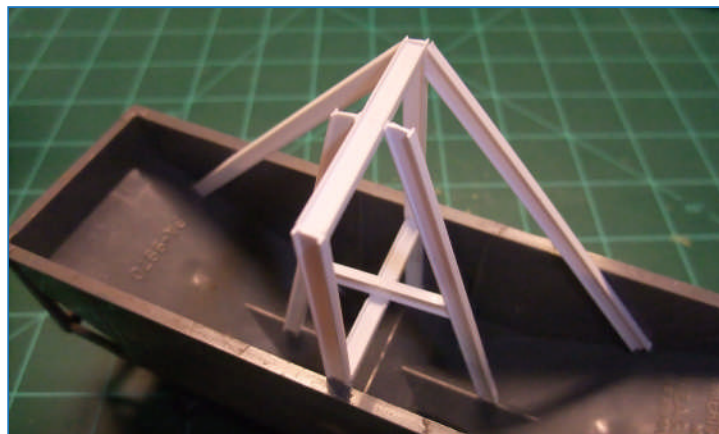


Assembly

Start by filing 0.1" off the inside edges of the opposite end of the each beam. Next file a 0.1" gap off the inside edge of the each beam 1.0" from the bottom of each beam. When done each beam should have two notches filed into the inner raised edge of the I-beam.



Next we move to assembling the core of the frame — use the two side supports and the center bay brace to form an H. The center brace fits into the notch filed 1.0" up from the bottom of the side support beams. The center brace should be just below the top of the hopper walls. Use the ABS cement to fix the brace in place. I did a little filing to get a tight fit between the cross brace and the side supports.



Next, glue the top brace across between the two side supports. You now have a box frame that extends above the car body. At this point fit the frame in the hopper and check that the frame mounted in the car will fit through your tunnel portals. You don't want to build the whole thing and then find out it is too tall to fit under the portal openings! If it's too tall trim the bottom of each leg until the top fits under the portal.

Before continuing with assembly this is a good time to *rough fit* the vertical center support beams and the horizontal cross brace beam. The cross brace will need to have the ends angled to match the slope of the center support beams. The exact angle will vary depending on the exact model of hopper used. Once you are happy with the positioning, glue the horizontal cross brace in position.

HOPPER INTO AN ICE BREAKER CAR



Trim the tops and bottom of the center supports so that they fit flush with the top of the top brace beam and fit against the end of the cross brace beam while at the same time allowing the bottom of each vertical cross brace beam to rest against the floor of the car.

Lastly take the four side support beams. The ends of each will need to be angled to fit flush against the center support beam and flush against the floor of the hopper. Again the specific angles will vary depending on the model of car used. Before installing the beams, I glued a 0.5" strip of 1/8" plastic stock into the bottom outside edge of the I-beam. I did this to give a solid surface for the glue to bond with the car body and the I-beam. When you are happy with the fit, glue the support beams to the side of the center support beam.

Painting

We'll start by priming the entire assembly with light gray spray paint. Some folks prefer priming in black and some prefer priming in white — especially when working with a light paint color such as yellow. After the primer dries, I applied several light coats of yellow spray paint, until I had a suitable base coat of paint laid down. Multiple light coats are best as you avoid pooling and streaking on the car surface. Once the base coat is applied to the car, you also need to paint the I-beam assembly yellow as well.

When that is down, Insert the ice breaker assembly into the car and glue in place. Fitting the parts together may be more challenging as the paint may tighten the clearance tolerances up a bit. I had to flex the car body walls apart to allow the ice breaker to slip into place.

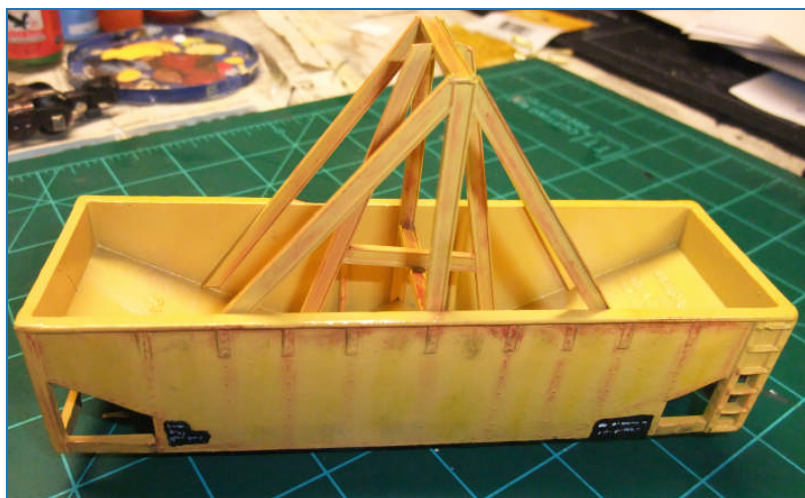
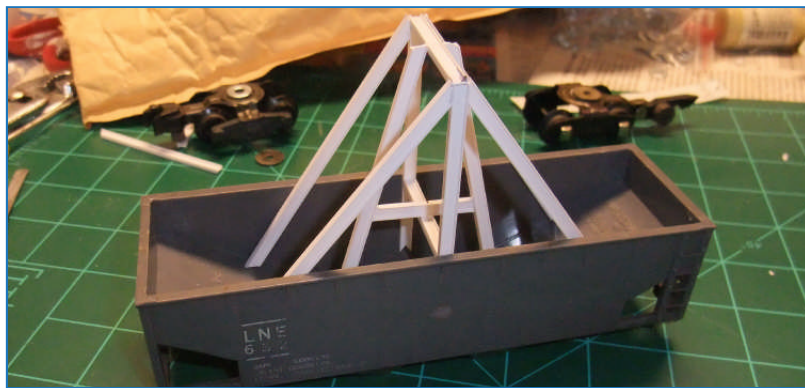
Next up — weathering! The icebreaker gets used in bad weather and is basically used to catch the ice knocked off the tunnel portals and ceilings. That ice is left to sit in the hopper until it melts. So water from the ice and any snow fall would collect in the bottom of the hopper. These cars would get rusty fast. Take a good drybrush and apply rusty weathering along the rivet lines of the car and along the interior floor.

Detailing

As this is a straight-forward Hi-rail conversion, I'll forgo super-detailing the kit with brake wheels and the like. I've found a picture of the prototype that shows the underside of the car sporting a grimy black undercoat — this is dirt, oil and grease more than paint as the yellow comes through in places. So the bottom the car gets a coat of grimy black.

On each the side of the car is a consolidated stencil. For this car, it's black paint that's been slapped on the side of the car with little concern for precision or tidiness. This stencil contains maintenance information regarding the car. At this scale, I used white paint and a fine brush to simulate the notes that crews would have applied to the car.

Continued on page 22





TALES FROM THE RAILS



THE WORK TRAIN By Robert Nicholson

In the Fall of 1973, I was assigned to a work train, the main job of which was to move a ballast cleaner along the main line. These huge, dirty machines would remove the ballast from alongside the track, filter out foreign material through a screen, then put it back down. As might be expected, it was an extremely hot, dusty, dirty job. Railroad management's answer for those hot, sultry August days.

I had received the conductor's position by special request (force assigned) in early August, and had supervised the operation of the ballast cleaning train ever since, receiving in full my share of the dust, dirt and sweat along with the poor souls who spent the day enduring it while executing their duties. The only time we would get a respite from the dust and sweat was when we would park the ballast cleaner on a derelict spur track, clear of the main line, and go off with the engine and caboose to perform other duties, such as dumping ballast, or unloading track supplies, at the behest of the Roadmaster.

One particular Fall day, the summer heat was beginning to recede and the job was actually becoming more tolerable. We had been cleaning ballast and performing "other duties as may be assigned" most of the day. Duties that required dragging the ballast cleaning apparatus and a string of ballast cars with us, not because we had no place to park them but because the roadmaster had determined, that since we were going to tie up in Chillicothe that evening we were better off to drag them along with us. That made sense, because the train contained the bunk cars that the ballast cleaning crew lived in.

Everything went well, but as we approached Princeville, a situation arose that not even the roadmaster, or any of us, for that matter, could have seen in advance. The PBX operator at Chillicothe called us on the radio and advised us in a nervous tone of voice that the dispatcher was going to need the eastbound main for a number of freight trains and #15 would need the Westbound main out of Chillicothe. He punctuated it with instructions for us to clear #15 at Princeville. I could see two problems with this, one, #15 wasn't due at Chillicothe for some time, yet, and two, we wouldn't fit in the clear at Princeville without a lot of handling to break our train into pieces.

All of this fell on deaf ears when I tried to explain it to the operator, who was less than impressed and repeated his original instructions, with emphasis. Suddenly it was our responsibility to get in the clear by any means possible at Princeville, and see no delay to #15. As far as he was concerned, we were just stalling for time to try and get him to change his mind and tell us to come to Chillicothe, and he was going to have none of that. During the Work Rules promulgation a couple of years earlier, the non-ops had been given a little authority to instruct train crews in affairs in which they would have been better off to leave alone. Many of them, in spite of the mess it made of operations during that sad time, found it hard to go back to what they were hired to do, assist in getting trains over the road. This operator was one of those.

Princeville was a facing-point switch on a stub end track. A short distance from the main line switch was a trailing point switch for the Canning Track, where cars for the Princeville Cannery were spotted. Beyond that was a short runaround track for Westbound trains to run around cars to spot on the Canning Track. Beyond that the track trailed off to a dead end. This meant we would have to go through a series of maneuvers to break the train down and shove cars into the various tracks, after which we would pull the rear end into the clear for #15. It was a good plan, but it would take a lot of time.

With our plan in mind, we set about to get in the clear, and were making good progress until the "Chilli" operator started calling and asking why we weren't in the clear yet. Finally, we resorted to hand signals and told the engineer to tell him I was too busy to talk to him. The engineer stuck his head out the window to observe our signals and wouldn't talk to him, either. Unbeknownst to us, though, he had already dispatched the Chillicothe freight agent to Princeville, as if his presence would expedite things if he was breathing down our necks.

I had a good working relationship with this particular dispatcher. We had both been up and down the main line a few times and had outfoxed a few PBX operators who had tried to take matters into their own hands rather than leave them to those who were doing the work. We would probably have been in Chillicothe for #15 if the operator had given him an accurate picture of our progress.

Now he was really coming apart, the knot in his shorts was beginning to bind tighter and tighter. At that moment, as if on cue, a speeding automobile burst out of the dust storm it had created as it bounced up and down the ill-maintained access road. It slid to a halt, the cloud of dust overtaking it while the end of the long radio whip antenna flailed in wild circles.

The agent threw open the door and burst out. He shoved a microphone into my chest out of the dust and sternly announced, "Here! The operator wants to talk to you! Answer him!" I tried to tell the agent we were trying to clear the main line, but he wasn't having any of that, so I swung everybody to a halt and grabbed the microphone and said, "This is the conductor — what do you want?"

The operator shot back, "I want to know why you're not in the clear, yet!"

I came back, "I'm trying to get in the clear, and probably would be by now, but the agent is here and shoved this mike in my face and I had to stop and talk to you. Now, here's the deal! I can stand here and talk to you or or I can get this train in the clear, but I can't do both at the same time. Which would YOU prefer that I do?" The agent couldn't deny the validity of that statement, and was speechless, as was the operator. The radio went silent.

With no further ado, we got the train in the clear and #15 never got less than green signals as he went through Princeville and vanished into the setting sun. We heard him rattle the BN diamonds at Monica, then all was quiet. Mission accomplished! We put the train back together, and proceeded to Chillicothe to tie up for up for the night. We never saw the Eastbound freight trains. The final word was from the dispatcher, "Good job, R.B.!"

CHECK OUT SPECIAL PUBLICATIONS



By Jeff Madden
Editor Emeritus

What evidence do we have that the hobby of model railroading has evolved, changed, improved from the formative years (1930s-1950s) and even beyond that?

Thumbing through recent magazines and especially checking out the SPECIAL rail publications I buy and see at the hobby shops, I have observed a proliferation of non-subscriber soft cover magazines by the major publishers, mostly Kalmbach, that specialize in a great variety of model railroad how to topics concerning scenery, structure kit-bashing, track planning, bridges, wiring, modeling industries, operation, layout pictorials, track laying, etc., etc.

In addition, there has been a constant infusion of prototype themed soft cover publications, mostly by Kalmbach and White River Productions. These are tied to eras like the 50s or 60s, or to locomotive types (Big Boy, Heritage Units, etc.). These prototype publications tend to back up my History editorial in the November/December 2014 Dispatch. They also tend to back up my idea on how the hobby has changed over the years — mostly for the good.

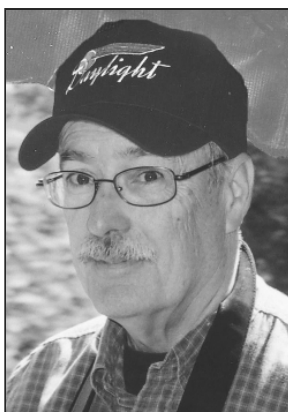
Back in the 1930s and 1940s the thing was to build locomotives and rolling stock from kits or from scratch, build some benchwork, hand-lay track and get some trains rolling. Scenery and switching operations were usually not stressed as much by club or home layout operators. Machinists, carpenters and electricians ruled the hobby with but a few exceptions — Frank Ellison for instance.

After WW2 however, things like flextrack, improved couplers (Kadees), *Ready-to-run* or simple kit rolling stock, RTR or simple kit locos, and especially the use of plastic for trains and structures allowed less skilled folks to succeed in the hobby.

Oh, there were still lots of challenges after WW2, especially for S and 2-rail O scale; most rolling stock and locomotives were still in kit form, ditto structures. HO surged ahead with the availability of lots of ready-to-run track and turnouts.

In the '40s and '50s guys like Frank Ellison, John Allen and M.B. Wakefield taught us about scenery, bridges, structures and operation. John Armstrong and Linn Westcott showed us how to create realistic track plans and layout arrangements. This educational trend continued in the '60s and '70s and '80s with other prolific authors such as Allen McClelland, Dave Frary and Bruce Chubb.

Then starting in the 1990s, came the real RTR phenomenon in all scales including S. Mostly this was a good thing because modelers could more easily build decent looking and operating layouts without having to spend hours and hours building up one Victorian structure or one craftsman boxcar kit, or one kit loco, or hand lay track and turnouts. Oh, these skills are still in evidence and enjoyed by many, but you don't have to build EVERYTHING!! You can have the best of all worlds by choosing the area of the hobby in which to concentrate on more. You



can scratch build a time-consuming building, yet utilize RTR rolling stock to get things running and use simpler structure kits while awaiting the masterpiece. For the modern day time-strapped modeler the RTR rolling stock and other time-saving easy kit or RTR products are just what the doctor ordered. As well, progress in electronics allows remote-wireless throttles, built in locomotive sounds, no-block wiring.

Even S has kept up with these trends, just that the variety of products is not quite able to match O, HO or N.

Now, back to the premise of this diatribe: The recent constant flow of special soft cover publications that deal with model railroading and prototype railroading past and present. Most of the model pubs feature primarily HO or N, but almost all of the information gleaned can be translated easily to S. Modelers in S can benefit from books on track planning, scenery, electrical control, operation, bridge building, structure bashing, benchwork, etc. There's always knowledge to be gained from the annual special layout feature publications such as Great Model Railroads and Model Railroad Planning.

We S folks shouldn't ignore the various prototype topical publications and even those put out by the historical societies. There's always something to learn by reading about the real thing — history again, types of locomotives, freight cars, yards, signals, types of lineside buildings, etc., etc.

Yes, I know, demographics and overall interest in model railroading might thin our ranks down in the future, but the newest trends mentioned earlier should keep the hobby viable and existing for years to come.

So — check out the websites and hobby shops for all these special publications which might prove more useful than you think, regardless of scale.

Remember, we S gaugers/scalers are always adapting to available products and ideas more than those in the other scales. Why not take advantage of the BRAINS of the best model railroad and prototype authors and photographers. Hey — scale don't matter!



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SOME UNIQUE S SCALE VEHICLES

Raiding Other Scales

By Jim Martin, S Scale Workshop

With a little thought and imagination you can set your S-scale pike apart from others with vehicles unique to your layout. The trick is to keep an open eye for vehicles and components from other scales. The machines in this article are sourced from O, 1:72, OO, and HO scales. Some of the source kits shown here are apparently no longer being marketed, although they are probably out there somewhere on the internet. The purpose of this little article therefore is not to do as I do, but to think as I do. Look to other scales for your raw materials. If so, you are likely to end up with your own one-of-a-kind creations.



Here's a trio from my layout: Tamiya Bulldozer:

(Below right) This one is readily available and dead easy. It's from Tamiya's 1:48 line of military models. It's a model of a small Komatsu G40 bulldozer used by the Japanese Navy in World War Two. This 25 dollar kit is perfectly proportioned for a medium size 1:64 crawler. I didn't even change the seat. When empty, the seat does not appear too over-scale. If I ever fit an S scale operator, alterations to the seat will be easy. The only mods I made to the tractor were to leave off the headlights and file the Komatsu name off the radiator. Tamiya kits are wonderfully precise and a joy to assemble. What I like about this one is that it can be constructed into sub-assemblies for ease of painting. The dozer blade pinches the tracks to the body with no further gluing required. However, even partially disassembled, this was a pain to brush paint. I should have dusted off the airbrush. I also forgot how hard it is to get yellow to cover grey primer. Thankfully Doc O'Brien's weathering powders hide a lot of questionable brushwork.

Steam Tractor: (Below right) A few issues back I wrote about using British bits for our railroads. Well, this is a British OO scale plastic kit of a Fowler Ploughing Machine. I believe the name of the company that made it was Keil Kraft, but the box is long gone and I'm told it's no longer on the market. I'm keeping my eyes peeled for another because this was a lot of value for the money and makes a pretty decent representation of an S-scale traction engine. I paid only 12 dollars for it about 20 years ago and at that price it came with some deficiencies. The top mounted cylinders, cast integral with the boiler, had no back or rod detail, just an open hole to the inside of the boiler. I fashioned a styrene back and cobbled together some crossheads and rods from plastic strips. There is also very little detail for the chain steering mechanism or the boiler backhead. However because I model the 50's, and this machine would be probably 30 or 40 years old, I elected to paint it in muted colours and present it simply as a derelict beside a shed somewhere on the layout.

Vintage Truck: Some years back the late Al Armitage published a number of vintage truck drawings in the Narrow Gauge and Short Line Gazette. I took my inspiration for this freelanced machine from those marvelous drawings. I know S scale pioneer Frank Titman was a Mack truck guy, but in his honor I'm calling this creation a *Titman Thunderbolt*, also a bit of homage to the British comedy train movie the *Titfield Thunderbolt*. Built in the early twentieth century, this would be a slow, heavy duty truck with solid rubber tires and no driver comforts, not even a windshield. (Picture below.)





These sorts of machines topped out at about 20 miles an hour so they quickly became obsolete and were either scrapped or left to moulder. This one started out as an Amerang 1:72 scale plastic kit for a Foden C Type Steam Wagon. I cut the roof and sides down to a more typical cab length, set the boiler front to one side for a future project, constructed a styrene firewall and front chassis, and fitted an Ertle HO scale Caterpillar engine. The local hobby shop was selling these some years back as flatcar loads. Evergreen Hill also had a metal HO kit for this engine. I moved a few elements around to make it look more like a gasoline engine, and fitted it to the steam wagon chassis. I painted the wheels and undercarriage using craft acrylic paint, but decided to try something different for coloring the body and motor. I painted the Krylon grey primer with Doc O'Brien's weathering powders . . . faded blue, grimy black, dirty brown, rusty brown and rusty red. These powders really grab and provide a lovely flat, lustrous finish. Thus was born the Titman Thunderbolt, left to age in the sun and the weather until some enthusiast finds it.



Most recently I have acquired another cheapie plastic kit (Right) a HO/OO Gauge 1926 Thornycroft 4-Ton Lorry, by Merit. This one has the fixings for another project. I'll probably chop the tall, sloping hood and fabricate a longer, more horizontal one. None of these projects required any special skill to construct. I hope these ideas inspire you to parts-bash your own unique vehicles.



Canadian die cast vehicles:

North of the border, it's worth keeping a sharp eye out for 1:64 vehicles wearing Canadian liveries. Like Eaton's, Simpson-Sears, and the Bay . . . Home Hardware is identifiable as a uniquely Canadian retail name. Fellow Canadian Ken Garber alerted me to their latest offerings in their online catalogue (homehardware.ca). Two modern era 1:64 tractor trailers done up in anniversary schemes were available around Christmas time, but now seem to be no longer available online. It might still be worth checking the stores in person. That's the thing with collectables . . . you have to move fast.



Another one bites the dust:

K-Val Hobbies in Buffalo has closed its doors after years of serving western New York and southern Ontario model railroaders. Sad news, but shop owner Bob Schuh didn't owe anyone anything . . . he is 95! A WW2 vet, he had been selling new and vintage trains out of his north Buffalo shop for 43 years. His business was originally an extension of his model railroad hobby. I had not been back in years even though the shop was only about an hour from my door. Back in the 80s when I was tempting myself into S scale, his was the first shop I visited. After seeing a review in Model Railroader for a new boxcar by a company called American Models, I headed over to K-Val which at that time dealt in S scale. My first-ever S scale purchase was in that shop . . . a CPR boxcar by AM.

We do small too:

Last issue I wrote at some length about the S Scale Workshop's large setup at Laval, Quebec. Here's the other extreme . . . two other modules displayed as a small, totally different looking layout. Paul Raham and John Johnston (left and right on the right) displayed their modules at the Christmas train show in Belleville, Ontario. In about 25 feet, they were able to run short trains back and forth while informing a new audience about S scale. John's truss bridge module was on the cover of the January 2014 S Gaugian, and his home layout was featured in the April-May 2014 Dispatch. Look for a write up of Paul's new module in a future Dispatch.



Till next time, Cheers, Eh!



NASG WEBSITE



Many Little Updates

By Peter Vanvliet, Webmaster

It has been a while since I last wrote a column for The Dispatch about the NASG's web site. This is not only because I've been busy with my company, but also because the Fall season tends to be a busy time for the Houston S Gaugers. We had a show each month in September, October, and November. We have had fewer members show up at the shows, and we lost our founder, Jack Troxell in May 2014.

So what is new on the NASG web site? Lots of little things. Nothing major or earth-shattering, but still worth mentioning, just in case you are not a daily/weekly visitor to the site. First off, I want to thank the members (and perhaps non-members) who have contributed lots of photos and data that I have posted to the **Product Gallery**. The **Pacific Rail Shops** product listings is now fairly complete. There are still some entries without photos, but it is getting there. **S Scale America** product listings have been updated. These are particularly helpful if you are new to the product line, as there are very few photos of these cars on the Internet. All SSA car types have representative photos, except for the 3-bay open hoppers (as of this writing). **S-Helper Service** passenger car listing has been significantly improved over the past month or two. I have also been devoting some time to updating the **American Models** listing, although most of their products are listed on their own web site. Other recent photo contributions include somewhat more rare models by **Steam Depot**, **Crown Models**, **Trainstuff**, **Lehigh Valley Models**, **Locomotive Workshop**, **Lima Models**, and **Quality Craft Models**. We now have well over 2,100 cars and engines listed on the site, with about 70% of them including photos. If you have one of the items that has no photo, and a bit of time and a digital camera, I would love to post your photo on the site, with proper credit, of course.

The biggest change on the web site, as far as format is concerned, is to the **News** page. When I first created that page for the web site, I didn't think that there were going to be but a handful of announcements each month. However, after updating that page for over two years now, it has become apparent that there is a lot going on that affects the S modeler. It is our most popular page on the site, and so it is well worth my time. However, the page itself became quite big (thus taking a long time to load), and it was somewhat difficult to navigate if you were interested in something specific. So, I now categorize each announcement based on what type it is, and separate them that way on several pages that are linked to from the main News page. When you visit the page, you will see the categories on the right, with their last-modified date to the left. At a glance you can see which pages have been updated since your last visit, and you can select to view just the announcements of interest to you. For example, if you just want to see what products are new and available right now, you can click on the **New Product Announcement** link. Another big issue was trying to find out what the status is of one or more of the ongoing projects. As an example, Des Plaines Hobbies is working on an SD45. In the previous version of the News page, it was difficult to find out what the latest status was for that project. Now, you can click on the **Active Projects** link on

the News page, and scroll down to the project (sorted by name) to get the latest information. Similarly, there is also a **Potential Projects** page that lists, in alphabetical order, all the announced projects that may or may not materialize. Both of these pages will continue to list the projects until they either become products for sale, or they are canceled. For all of the other News pages, I cut off the listing when it is older than a year (unless it gets updated).

For the past several months, I have spent Saturday afternoons scanning model railroading magazine articles into PDF files from my personal collection. I also scan a few older NASG Dispatch issues. They take about 30 minutes per issue to process, so I only do a couple each weekend. When they are ready, I put them on the web site. Those back issues are now available, if you don't mind reading them on your computer. Jim Kindraka and Bill Winans have contributed a good number of past issues to the cause. Thank you, guys! If you prefer printed copies, see the web site for information about how to contact Bill Pyper, Dispatch Editor, for purchasing back issues.

I recently added a new feature to the **Clubs** page. I added a link to an online video (typically on YouTube) that shows off a club's layout nicely. It is fairly new, so there aren't a lot of links yet, but over time I will add more as they come to my attention. An example is the video link of the Atlantic Coast S Gaugers - Georgia Division entry on the Clubs page.

Both the **American Flyer** and **Scale Modeling** pages now have a section called **Track Plans**. A while back we received a request from a member to show some layout track plans of actual layouts that people have built in S (AF/hi-rail, or scale). The idea being that people could study the track plans and perhaps copy the ideas for their own layouts, knowing that the track plan works. Each page only has a couple of entries listed, but as people contribute more, I'll be glad to list them.

On the Scale Modeling page, under the first **Photo Gallery** heading, I have added a link to a new page called **Scratch-built Models**. Several people have sent me photos of scratch-built models, and I thought that having a dedicated page for them was worth it. It is inspirational modeling, I think. Be sure to check out Paul Washburn's and Jack Troxell's fantastic work. If you have a good photo of a scratch-built model that you'd like to see on that page, drop me an e-mail.

Let me wrap up this review with a couple of pages that you might like to visit specifically. On the **About** page of the web site, I have updated and expanded the **S-scale & NASG History** section. As I find more authoritative information, I like to keep that section up-to-date, so that anyone new to S can get a glimpse of what our scale's history has been. In the **NASG Leadership** section is a link to a page that lists all of the recent leadership contributions. I have recently reformatted that page to show who held what position. I'll expand that listing over time. Lastly, I wanted to mention that I continue to update the **Manufacturers' History** page (found near the bottom of the Product Gallery page) whenever I come across some useful info. All in an effort to preserve our history.

That's it for now. Keep up the modeling work, and feel free to send photos via the web form (see the Webmaster button on the home page), or via e-mail to webmaster@nasg.org. Web site tidbit: between 2012 and 2013 we saw an increase of 10% more unique visitors to the web site; between 2013 and 2014 we've seen an increase of 18% more unique visitors!

KAW VALLEY RAILROAD



By Mike Fyten

I've been involved in model railroading since my teens. I was modeling in HO when the NASG held a convention in Kansas City in 1986. At that show I saw an Overland Models O-8-0 and I was hooked! The O-8-0 was one of the most beautiful models I had ever seen. I bought one on the spot. A month later, I purchased an additional engine. Another month went by, the HO layout was coming down and I was selling off all my HO equipment. The new S scale Kaw Valley was being planned. It would be several more years and many layout plans before a new house would be home to the Kaw Valley Railroad.

The Kaw Valley Railroad is loosely based on a railroad called the Kansas City, Kaw Valley and Western Railroad. It was often referred to as the Kaw Lines or Kaw Valley Railroad. The original line was an inter-urban traction railroad that ran from Kansas City, Kansas to Lawrence, Kansas.

When the Kaw Valley first started up in 1916, the only revenue was passengers. In the early 1920's, the K.C.K.V. & W. purchased a steeple cab and started doing some local switching. One thing led to another and by 1935 the little line was only hauling freight. The passengers were relocated to buses running the same route. Most of their freight was LCL (less than a carload). The whole line didn't make up much more than approximately 38 miles. Because of the small steeple cabs being used, the length of a train wasn't any more than 8 cars — not much of a first, second or third class railroad.

In 1951 the city of Lawrence told the railroad that they had to remove their tracks from the city streets. The line was not a trolley line anymore and the city did not want trains running in the middle of the road. The Kaw Valley was in poor financial condition and could not afford to make the required changes. In 1951, the Lawrence depot was closed and the tracks were abandoned from Bonner Springs to Lawrence. This left the line with just under 20 miles of track from Kansas City, Kansas to Bonner Springs, Kansas. Nope, it wasn't much of a railroad.

The line lasted until 1961 when the Kansas Highway Commission planned to widen K-32 to four lanes, which cut into the KVR's right-of-way. By that time the Lone Star Cement plant

had changed from coal to natural gas. The less-than-a-carload was being shipped by trucks. Time to call it quits, they had reached the end of the line.

Why then, would I want to model a little nothing-type railroad? I actually had named my layout before I knew that the KCKV&W existed. My layout wasn't moving in the direction that I wanted. I was working in fits and starts when I found out about the little Kaw Valley Line. Please don't get me wrong, I am a steam and early diesel kind of guy, but I wasn't about to switch to traction. But now I had a real prototype from which to model. The towns and industries would have a purpose but I would have to rewrite history a little, as I wanted to model the 1950's and include the Lawrence area. Ah, that good old license to model!

It takes about seven to eight people to operate the layout: one dispatcher, two yard jobs and five-man crews. The KV has a gas-electric that runs four times a day and a mixed freight that runs twice a day between Ottawa and Kansas City. There are six to eight extras that run during a session. There is an interchange with the UP in Lawrence, the CNW in Kansas City and the Santa Fe that comes up from Ottawa, Kansas. A typical train consists of an engine, six cars and a caboose. I use a time table and train orders to run the layout. If someone wanted to try their hand at dispatching, I've been told the Kaw Valley is a great little railroad to learn on.

Presently, the Kaw Valley has ten engines and a burros crane. The burros does have work on the railroad during an operating session. The UP, CNW and the ATSF railroads each have their own engines. All engines have Tsunami sound decoders installed in them. There are about 115 freight cars on the layout and two-thirds get moved during a session. A car-card and way-bill system is used to forward and return cars.

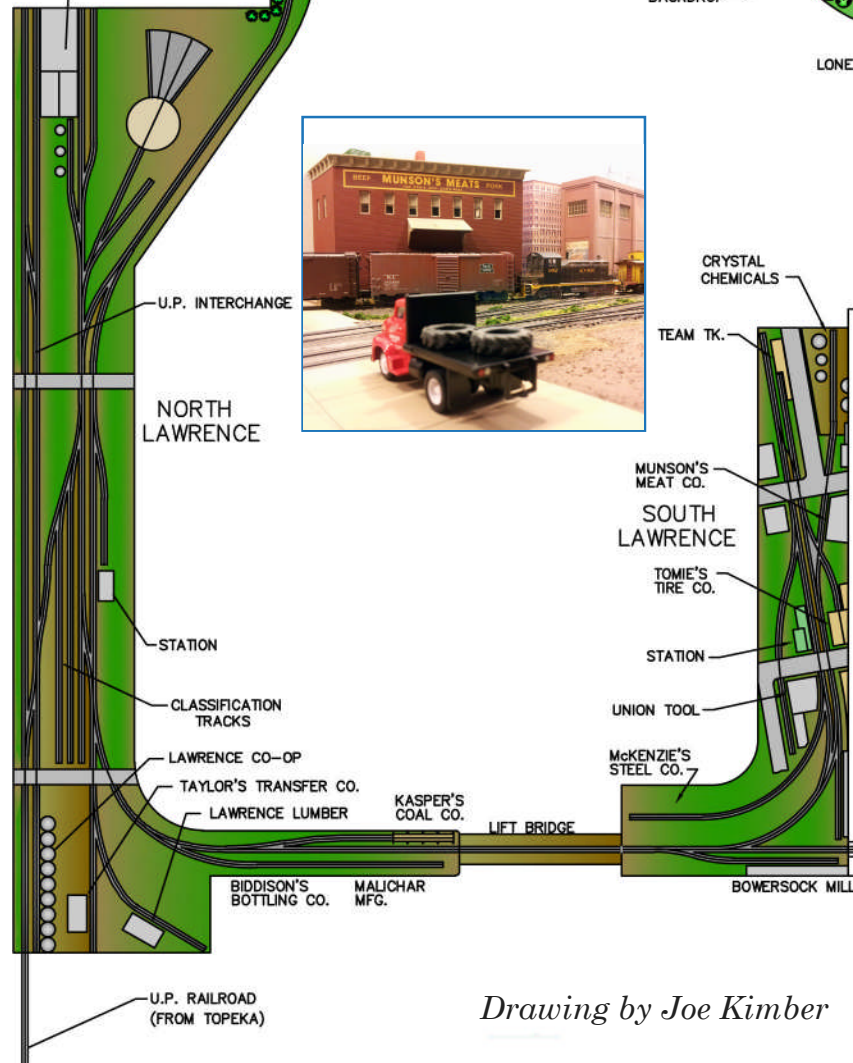
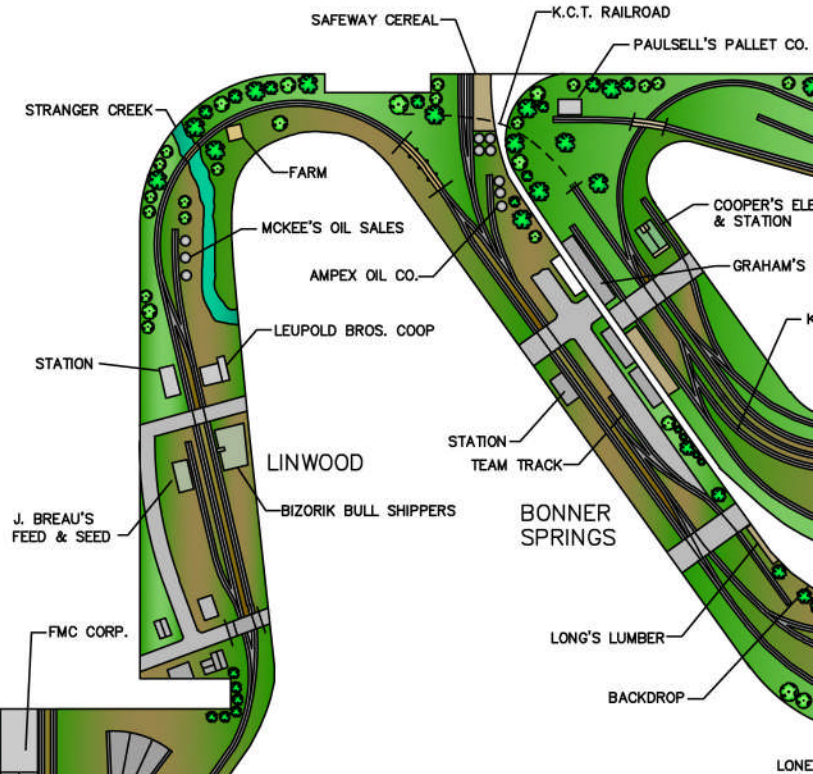
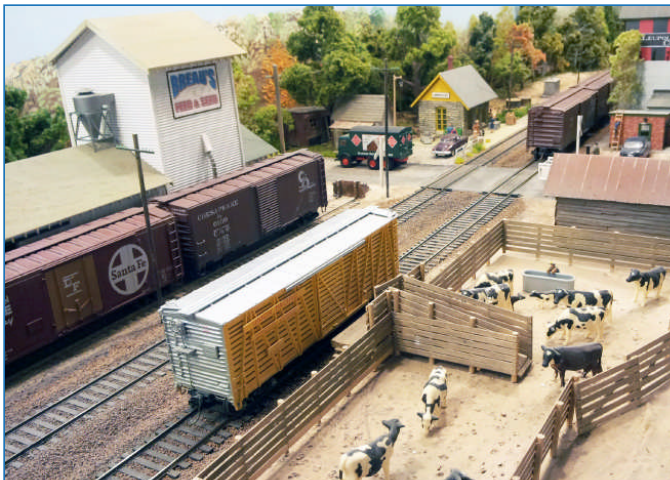
I use the Digitrax Control System. Most of the track and turnouts are hand laid. All turnouts are remote-controlled from panels on the fascia. A fast clock is used during operation sessions - a 4:1 clock gives us a 3-hour operating session. The layout has open-grid bench work and ½" homasote over ½" plywood for the sub-roadbed.

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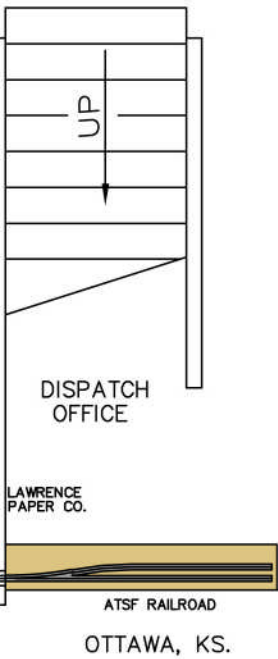
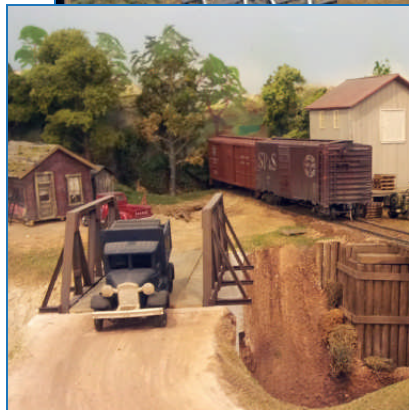
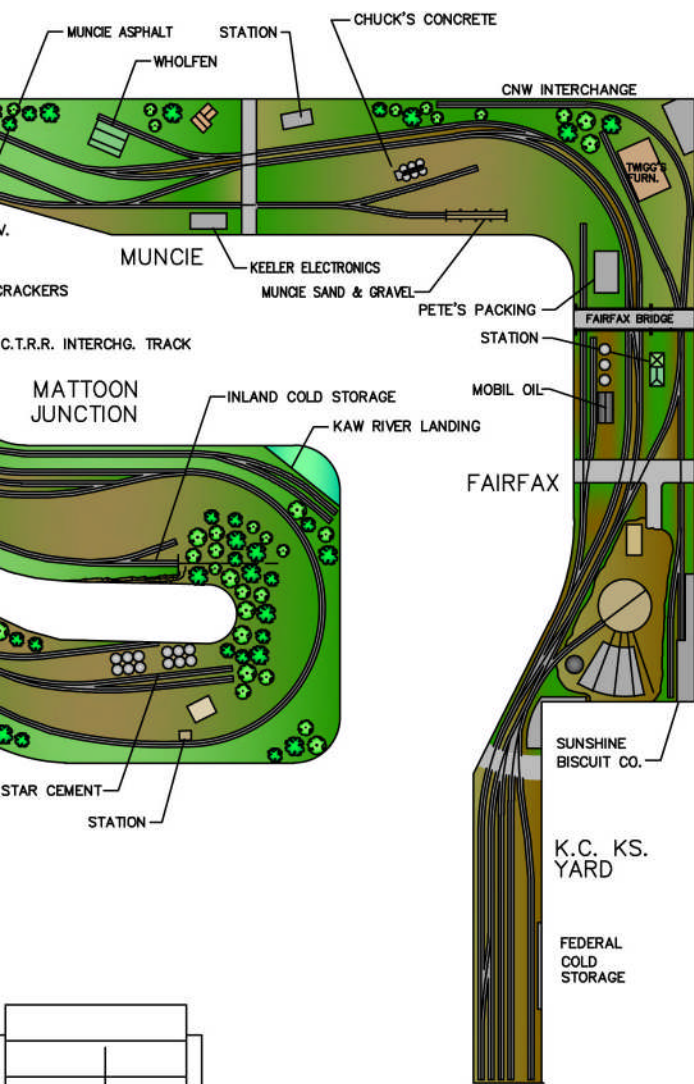


MIKE FYTEN'S KAW



Drawing by Joe Kimber

VALLEY RAILROAD





MODERN CONCRETE GRAIN SILO

By Randy Griggs

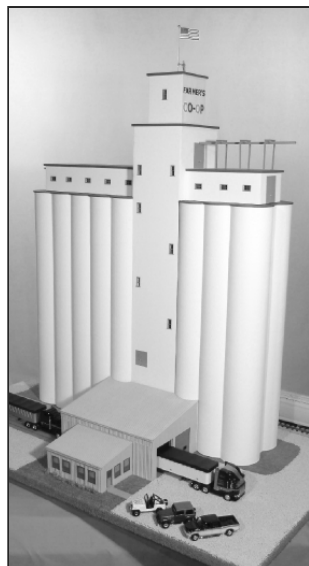
I've always been intrigued by modern, concrete grain storage silos. They make a neat trackside structure since they aren't that wide (perpendicular to the track); and can be made practically any size needed to fill a given space. Both sides of the structure do not necessarily need to be modeled. If you're only interested in the *rail-side* of the structure, you can leave off the office and truck unloading portion.

I researched these structures on the internet for proportional information, dimensions and photos. I found many variations in size and arrangement. I used several common features that I incorporated into my model. Additional information and photos can be found on the NASG web site, <http://www.nasg.org/Dispatch/Silo/>

My $1/64$ scale grain silo model consists of ten major components, stated in actual prototypesize.

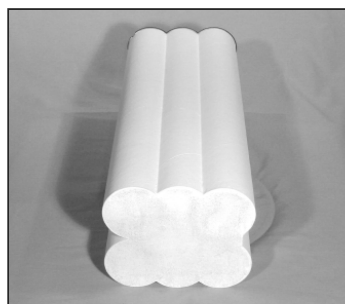
1. One 2-wide by 3-bay silo section, approximately 36' wide x 43' 8" long x 113' 10" high.
2. One 2-wide by 5-bay silo section, approximately 36' wide x 69' long x 113' 10" high.
3. One 3-bay silo distribution housing and roof-mounted hoist frame, 20' wide x 36' long x 12' 9" high.
4. One central elevator section with rail and truck loading chutes, 30' 9" wide x 25' 6" long x 147' 4" high.
5. One 5-bay silo distribution housing and cantilevered hoist beam 20' wide x 61' long x 12' 9" high.
6. An elevator section extension with flag pole and U.S. Flag 20' wide x 18' long x 22' high.
7. A truck unloading facility and scales, 35' 3" wide x 51' 6" long x end walls that slope from about 25' to 19' high.
8. A small office building, 20' 3" wide x 30' 6" long x end walls that slope from about 15' to 12' high.
9. A Gamet Apollo Model 610A grain truck testing probe
10. A rail siding with S locomotive, covered hoppers, and complementary vehicles. The major components are merely placed together in the final assembly, and not permanently attached to each other. The final assembly was arranged on a piece of $3/4$ " plywood, in a 2' by 3' diorama.

My modern silo started out about 40 years ago as cardboard cylinders, $8\frac{1}{2}$ " tall by $3\frac{3}{8}$ " outside diameter with a $7/32$ " wall thickness, which carried rolls of paper for copy machines. Not long after I started collecting the cardboard cylinders, I fabricated a 2-wide by 3-bay silo arrangement, and a 2-wide by 5-bay silo arrangement. I finished my S silo model in response to a **Classic Toy Trains Build A Scene** contest, in 2010 which I didn't win. I added a central elevator section, distribution housings on top of each silo section, a truck unloading facility, and small office building. The silo sections were constructed with full cylinders as well as cylinders that were cut lengthwise into quarters. The full and quarter cylinders mated perfectly to model typical *slip-formed* concrete structures. Elmer's glue was used everywhere. I used thin cardboard on the tops and bottoms (trimmed flush) to keep the required shape while the Elmer's glue dried, which gave rigidity to the final structure. See additional construction photos at: <http://www.nasg.org/Dispatch/Silo/>



3 and 5-Bay Silo Sections

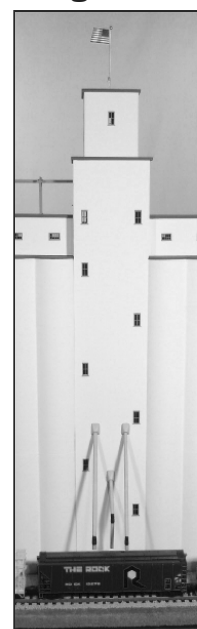
The roofs of the silo structures were made from three layers of cardboard (about 6" thick, in S) from backs of paper tablets, cut slightly larger than the cylinder footprint (a scale 6" overhang). I made the silos $2\frac{1}{2}$ cylinders tall, which made them $21\frac{1}{4}$ " tall in S or 113' 4" tall in reality. The cardboard cylinders have spiral joints which were filled with several layers of Elmer's glue then coated with flat white latex paint which hid the joints fairly well. If I build another one, I'll make the silos shorter, probably 91' 2" tall; and use ABS or PVC pipe, and ABS or styrene sheets of appropriate thickness rather than cardboard.



Central Elevator Section and Truck Loading Chutes

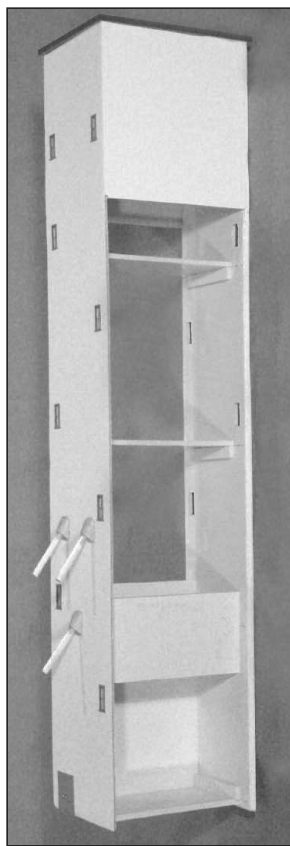


The central elevator section, distribution housings, elevator section extension, truck unloading facility, and office building are simple, box like structures with internal stiffeners fabricated from $3/16$ " thick foam board and Elmer's glue. The exposed edges of the foam board as well as joint irregularities were sealed with several layers of Elmer's glue. These were lightly sanded after drying. The central elevator section and distribution housings were to simulate concrete, and didn't require any surface treatment other than *ceiling white*



flat latex paint. The truck unloading facility and office buildings have a simulated corrugated metal siding and roofing material applied made from some corrugated paper packing material I had been saving for some project. All the flat roofs were painted with a dark gray spray primer.

For the elevator section and distribution housings windows, I used ABS HO scale **Grandt Line** window castings. Two packages each of GL #5081, Window Horizontal Sliding 52"x33" 8-pack; and, GL #5060, Standard Window four-pane 30"x69" 8-pack, made 16 windows of each size. When buying them, I didn't know exactly how many were needed, but I used every one. I carefully cut out the window openings in the foam board to fit the inside dimensions of the Grandt Line windows using a small X-Acto knife and a small metal straight edge. I didn't glaze the windows. I thought about blacking-out the window openings with the foam board plugs I had originally cut out, but, I decided that they looked okay. I spray painted the windows, equipment doors and roof-mounted hoist beam and frame with a light gray primer. After inserting the window castings into the openings, I fixed them in place with a dab of Elmer's Glue applied so as not to show from the outside.



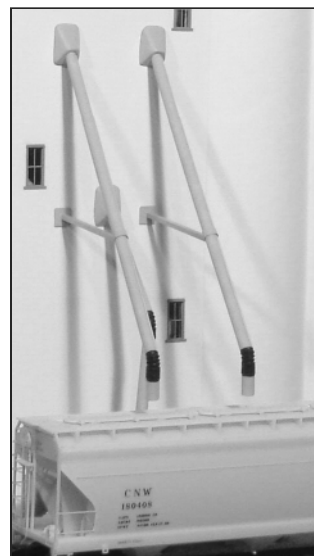
I decided that the reason the windows on the central elevator section were staggered was because of the stairs inside the structure. I searched the internet for information about commercial stairs. I found a .pdf document titled: Fixed Industrial Stairs: OSHA Standard 1910.24. I selected the steepest angle (about 49°) since I wanted to minimize the number of tall, skinny windows needed. I placed all the Grandt Line windows as if a 1/64 scale, 6' tall man was standing on the platform, landing, or floor below the window.

I centered the window about 6' above the platform, landing, or floor elevation it was positioned over. That way, a 1/64 scale man could easily see out the windows. This resulted in a convincing window arrangement. I decided to center the windows in the distribution housings on top of each silo section's centerline except the end windows, which were offset back from the last silo section's centerline. See more information on the NASG web site. <http://www.nasg.org/Dispatch/Silo/>

The central elevator section is 25' 6" long and 30' 9" wide, made of foam board. The overall height is 147' 4" tall, including the 1' thick flat roof. Since the central elevator section had to fit around the two separate silo sections, I made the end open except for the upper 32' that extended above the silo sections roofs. I cut the lower 114' 4" (146' 4" -32' 0") edge of the 25' 6" side panel (of foam board) on an approximate 45° bevel so it would fit the round silo sections better. I added some internal stiffeners so it would hold its shape. I fastened four pieces of scrap foam board in the center of the roof so the elevator section extension would stay centered when set on top.

The truck and rail-loading chutes were made from ordinary plastic bendable soda straws, angled down at about 45°. I spaced two, long, rail-loading chutes 2" apart. The short, truck-loading chute was centered between them. I carved a special piece of wood to attach the chutes, then made a silicon mold and molded two more from 5-minute epoxy. A hole was drilled at the proper angle to accept a small section of 5/32" diameter

wood dowel (or whatever the ID is of your soda straws) about 2" long. The attachment pieces were then glued to the side of the central elevator section wall with **Walther's Goo**. After painting, the soda straws were slid onto the attachment piece dowels. I had two sets of bendable straws; and, as it turned out, the inside diameter of one matched the outside diameter of the other. This allowed a telescoping/adjustable chute to be made which simplified things. I painted the chutes to match the office building, and the bendable section of the straws flat black to simulate a flexible elbow.

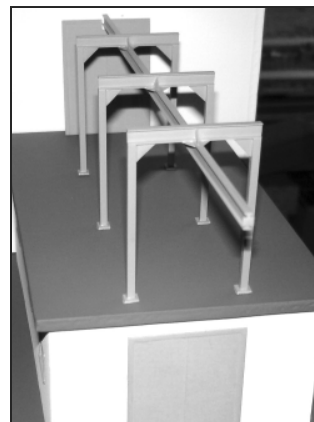


3 and 5-Bay Silo Distribution Housings:

I found reference photos of equipment housed in distribution housings on the internet. I determined how wide they needed to be. So, I made the model's distribution housings 20' wide, 12' 9" tall, and 36' long (for the 2-wide by 3-bay silo section), and 61' long (for the 2-wide by 5-bay silo section). The flat roof on the distribution housings overhung a scale 9" beyond the side and outer end walls, and is 12" thick. I added internal foam board stiffeners, between the windows, for strength.



The 5-bay distribution housing cantilevered hoist beam is a length of Evergreen #EV 273 styrene 0.10" I-Beam that passes through the end wall, hanging out about nine scale feet. It is attached on the inside with 3-M double-sided tape. The 3-bay distribution housing's roof-mounted hoist frame is made of Evergreen #EV 273 styrene 0.10" I-Beam, Evergreen 0.10" square styrene rod, and miscellaneous 0.040" and 0.020" styrene sheet cut in small triangles for gusset plates and small squares for base plates. The entire hoist frame was assembled with MEK. The trolley beam is 46' 6" long. It is supported beneath three equally spaced frames, approximately 8' 9" wide by 12' 6" high, made with an I-beam horizontal member and two vertical square posts. Triangular gussets were placed as needed for strength, and to help make them appear realistic.



Continued on page 20

Elevator Section Extension: The elevator section extension is a scale 18' long and 20' wide, and made of foam board. Its height is a scale 22', including the 1' thick flat roof. Each end has a Farmer's Co-Op sign printed on plain paper with an inkjet printer and attached with 3M Double-Sided tape. It is sized so that you don't notice the paper sign, and extends to the edge of the end wall. Mounted on the top is a 5' x 9' 6" American Flag. The flagpole, made from $\frac{3}{64}$ " by .006" brass tubing, is approximately 22' long in $\frac{1}{64}$ scale. I soldered a small brass eyehook to the top of the brass tubing, and a small lanyard hitch near the bottom to secure the flag rope. The model flag can be flown at half mast if desired. I placed a hatpin into the tubing at the top, and fixed a scale 1' high piece of Plastruct 13" square rod with a .05" hole drilled through the center near the bottom. I painted the entire flagpole assembly with chrome silver spray paint. The flag was made of paper by printing two, left and right, flag images back to back, a slight distance apart. It was then folded in half, a gray thread (flag rope) placed in the middle, and glued with Elmer's. While the glue was drying, I formed some waves in the flag so it looked like it was blowing in the wind. I then pierced a small hole in the top of the roof and pushed the flagpole in. A small access hatch was added to the roof so that a $\frac{1}{64}$ scale man could raise and lower the flag.



Truck Unloading Facility and Scales The truck unloading facility and small office building were both constructed using foam board and Elmer's glue for the walls and roof with some internal bracing. The corrugated siding and roofing were made of corrugated paper packing sheets that I had saved. This was glued to the foam board with diluted Elmer's glue. Two coats of a Urethane varnish was applied to give the paper some strength, followed by a light tan spray paint. Two coats of clear flat lacquer were then applied. I found that while cutting across corrugations it was necessary to place a scrap piece of corrugated paper over the piece being cut to keep the corrugations getting crushed. This worked for paper cutter cuts as well as X-Acto blade cuts.



I decided that the corrugated siding would make it difficult to use commercially available windows and doors. The truck unloading facility has no windows or doors other than the large, double garage doors at each end. I made the doors a scale 12' wide by 14' high. They are simply the cut-outs of the doors made in the foam board. I scribed four panels in the doors to

simulate an overhead-type door, then applied flat red oxide primer. I then cut out two windows on each door, but didn't glaze them. At this point the doors are loose. Someday I may modify them so that they can be raised and lowered. I made simulated truck scales 12' wide by 60' long from cereal box cardboard (the inside, gray side up).

The truck unloading facility is approximately 51' 6" long by 35' 3" wide. The end walls slope from about 25' to 19', including roof panel thickness. The roof was cut to fit the round silo walls at each end of the central elevator section. The scales were made from cardboard with tire tracks made using a pencil then erasing to look like faded tire tracks.

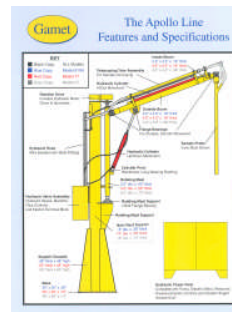
Small Office Building

The small office building is approximately 30' 6" long by 20' 3" wide. The end walls slope from a height of about 15' to down 12', including roof panel thickness. The office windows are a scale 5' wide by 4' high. The man-doors are a scale 3' wide by 7' tall. I made the window and door inserts from the foam board cutouts made in the walls. I applied a window details, with 3-M double-sided tape, simulating a single-pane window with Venetian blinds partially drawn; and used 3-M clear tape to simulate glass. For the window frames I applied Evergreen #EV 291 .060" styrene angle along the sides, and Evergreen #EV 103 .010" by .060" styrene strip along the top and bottom using Walther's Goo. The door detail was constructed similarly, but with Evergreen .010" by .080" styrene strip applied to the top as well as on the side frame .060" styrene angle. For the doorknobs I used straight pins with round heads.



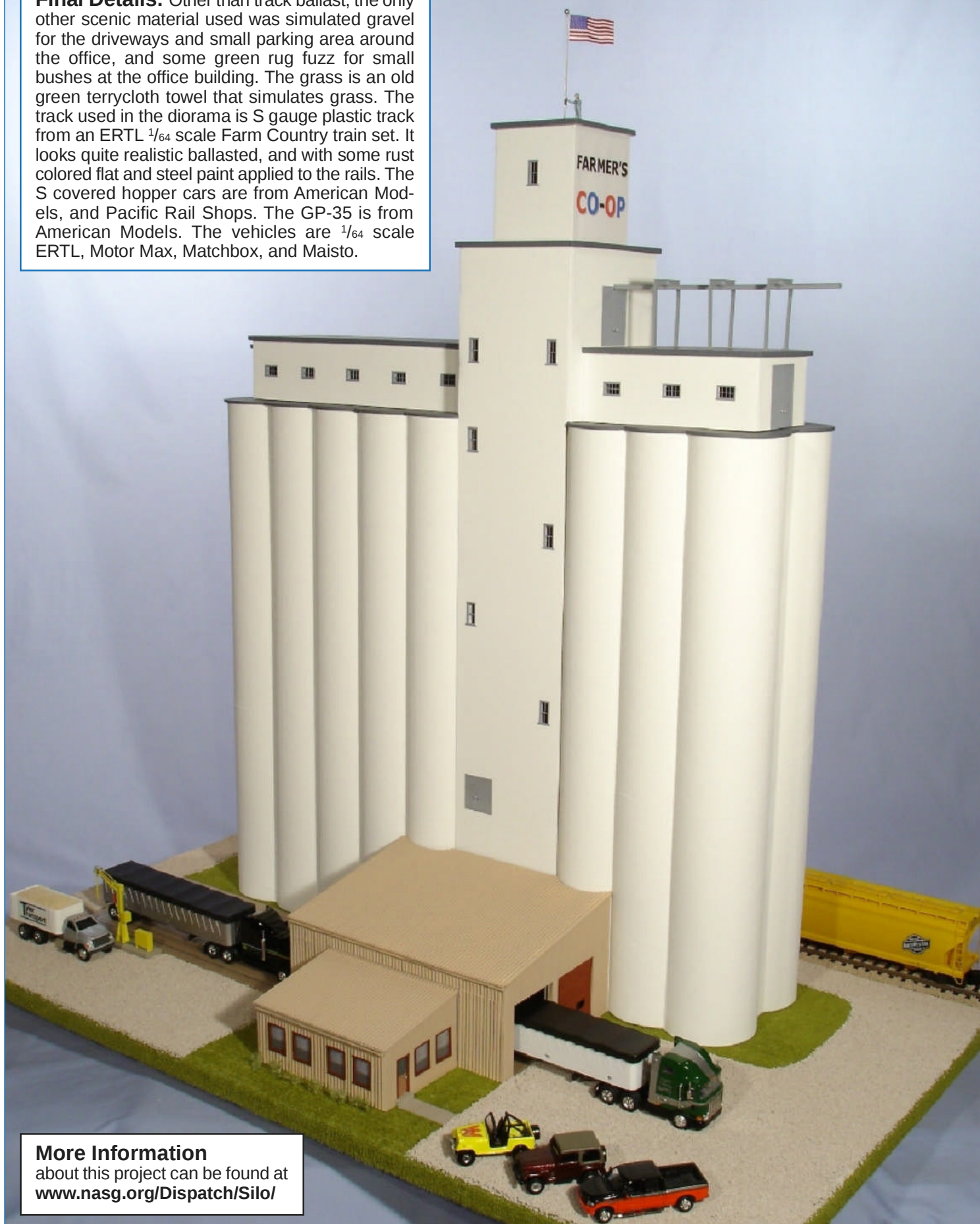
Gamet Grain Testing Probe:

A final detail added was a $\frac{1}{64}$ scale model of a Gamet Apollo truck grain testing probe. I found a pdf sales brochure at: <http://www.gametmfg.com/product/truck-probesabout/> which includes a $\frac{1}{64}$ scale drawing of their model #610A Apollo truck sampling probe which served as the basis for my model. I used the drawing and my scrap bin to build the model.



Brochures like this can be found on the internet using search engines like Google or Bing. They usually contain all the information one needs to model trackside items.

Final Details: Other than track ballast, the only other scenic material used was simulated gravel for the driveways and small parking area around the office, and some green rug fuzz for small bushes at the office building. The grass is an old green terrycloth towel that simulates grass. The track used in the diorama is S gauge plastic track from an ERTL $\frac{1}{64}$ scale Farm Country train set. It looks quite realistic ballasted, and with some rust colored flat and steel paint applied to the rails. The S covered hopper cars are from American Models, and Pacific Rail Shops. The GP-35 is from American Models. The vehicles are $\frac{1}{64}$ scale ERTL, Motor Max, Matchbox, and Maisto.



More Information
about this project can be found at
www.nasg.org/Dispatch/Silo/

NEW MEMBERS



From November 1, 2014 to January 8, 2015 the following people have joined NASG. WELCOME!

Culver L. Anderson Dearborn, Michigan
 William Blome Arlington, Virginia
 Gary Brogan Sun Prairie, Wisconsin
 Lee Brown Elkton, Maryland
 Bob Fann Naugatuck, Connecticut
 Michael Klawitter Lake Bluff, Illinois
 Thomas Lohr Newville, Pennsylvania
 James T. Marron Angelica, New York
 Michael Mitter Lebanon, Ohio
 David Niederst Rocky River, Ohio
 Mark Reimer Fort Worth, Texas
 Tom Schnur Saint Louis, Missouri
 Andrew D. Seif Byron Center, Michigan
 Stephen F. Skodzinsky Waynesburg, Ohio
 Elmer Stange Swartz Creek, Michigan
 Irshaad Weston Charlotte, North Carolina



CLASSIFIED ADS

ANY ACTIVE MEMBER can place a non-commercial classified ad in the Dispatch at no charge. Ads must be limited to 10 lines + -. E-mail your ad copy to dispatch@nasg.org or mail to Bill Pyper, PO Box 885, Salem, OR 97308-0885. Please be sure to include your member number. Ads may be renewed for three consecutive issues.

WANTED TO BUY: American Models Great Northern Empire-builder passenger set. Doug Graupe, 701-965-6489 or e-mail dcgraupe@nccray.com

WANTED TO BUY: American High Rail Aerotrain or any other products by Tom Hodgson in S gauge/scale. Will pay top dollar. Edward Shuster, 412-885-1235. Please address all correspondence to 3943 Frederick Street, Brentwood, PA 15227.

ICE BREAKER CAR

Continued from page 9

Before applying decals, I gave the car a coat of gloss finish. This helps to, protect the paint job and provide a good surface to which the decals can adhere.

The prototype carries the New York Central reporting mark of NYC and the car number starts with X plus the car number typical of NYC maintenance of way equipment. I used Expert's Choice decal paper from Bare-Metal Foil Co. (Item #121) that I purchased at the local hobby shop to create the reporting marks and car number using my PC and an inkjet printer. I had to hunt for a font which was similar to that used by the New York Central. In the end I settled on Copperplate31ab. It's not an exact match, but it'll work. After printing the decals, I applied two light coats of matte spray varnish to the top of the decal sheet to seal the decals and prevent the ink from running when it gets wet. Micro set was used to assist in getting the decal to adhere to the car.

Once I was satisfied with the decals and I'd allowed them to dry thoroughly, I applied a coat of gloss varnish to the entire car. Doing this seals and protects the decals. After allowing the gloss varnish to dry, I sprayed the car with a light coat of matte finish. This helps dull the toy-like shine of the gloss finish and adds a little bit of additional protection to the finish. With that, the car is ready for the layout, either as eye candy on a siding or being pushed by a locomotive to clear the tunnels.

Ray Garbee grew up in Lebanon, Ohio next to the *end of the line* of what was then Penn Central's track. This provided hours of entertainment watching train crews switching out gondolas at the local steel works. His first S trains were his father's American Flyers, sparking a life long enjoyment of S gauge model railroading. An avid traveler, he has ridden the rails in countries ranging from Norway to Peru. Ray is active in his local S Gauge club, the Miami Valley S Gaugers, serving as recording secretary and editor of the club newsletter.



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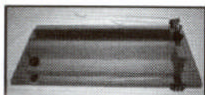
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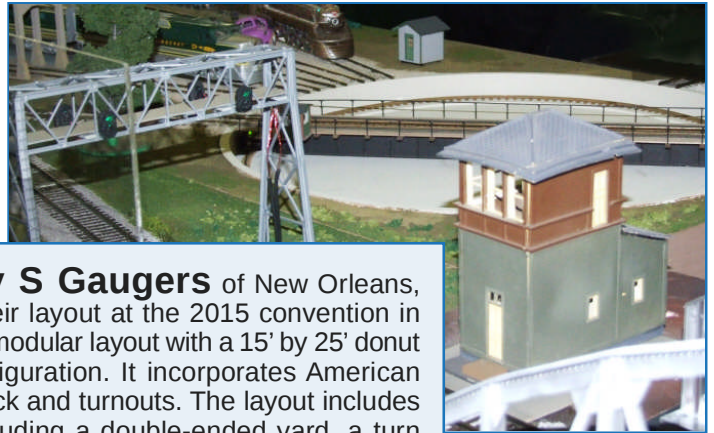
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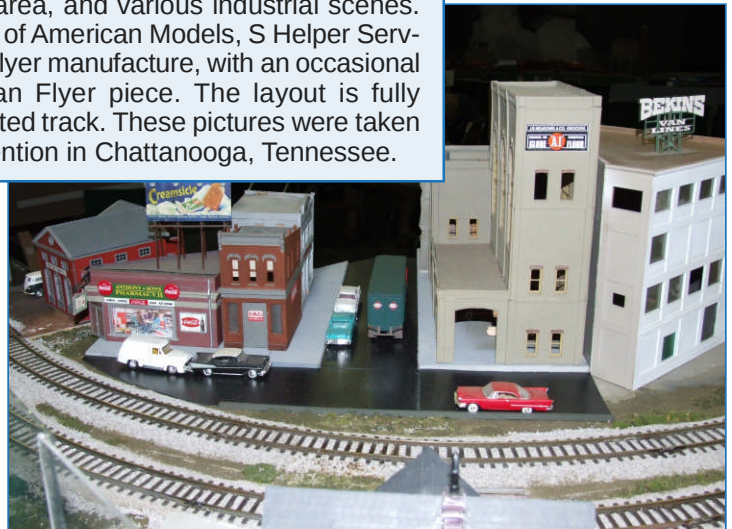
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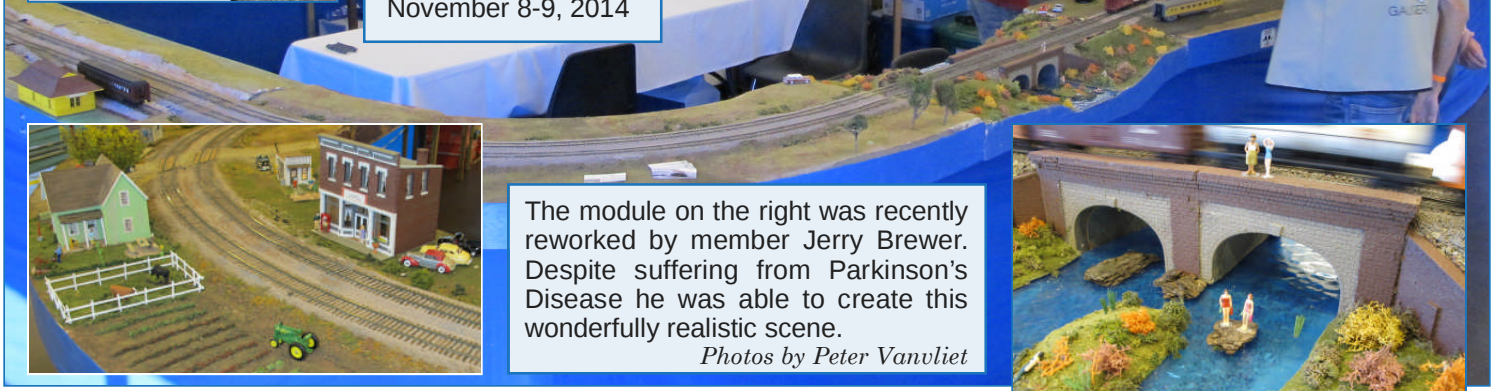
The **Crescent City S Gaugers** of New Orleans, Louisiana will display their layout at the 2015 convention in Kansas City. It is a hi-rail modular layout with a 15' by 25' donut shape in its largest configuration. It incorporates American Models code 148 flex track and turnouts. The layout includes a number of scenes including a double-ended yard, a turn table module, a refinery area, and various industrial scenes. We mostly run equipment of American Models, S Helper Service and Lionel American Flyer manufacture, with an occasional modified Gilbert American Flyer piece. The layout is fully scened, including ballasted track. These pictures were taken at the 2012 NASG Convention in Chattanooga, Tennessee.



HOUSTON S-GAUGERS SHOW AT TEXAS CITY



Using their newly acquired trailer, the Houston S-Gaugers trucked their modular layout to Texas City, Texas for the Texas City Model Train Festival held there on November 8-9, 2014



The module on the right was recently reworked by member Jerry Brewer. Despite suffering from Parkinson's Disease he was able to create this wonderfully realistic scene.

Photos by Peter Vanvliet



Lookout Junction Gandy Dancers

In an effort to decrease set-up time at train shows, the **Rocky Mountain Hi-Railers** of Boise, Idaho replaced the 85 track fitters on their well-known traveling layout, **Lookout Junction**. The fitters connect rail ends across table joints of the S-gauge hi-rail layout, and the task involved installing short pieces of new wooden roadbed on either side of the joints, laying wooden ties, drilling holes, and carefully placing over 1300 rail spikes. Lamps, bi-focals, and magnifiers were necessary appliances for these over-60 eyes to perform this task.

Photos by John Eichmann



*Left:
Rick Emerson*

Projects like this are what keeps clubs vibrant and members interest up.

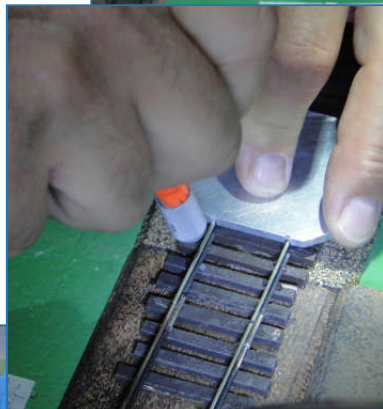
*Below left:
Kelly Lloyd*



Below: Glenn Hadden and Al Hayden.



*Right and below right:
Using a track gauge
and a pin vise,
Shane Jibben drills
tiny holes for
tiny spikes.*



Below: Bill Seader



EXTRA BOARD

S RELATED STORIES IN NON-S PUBLICATIONS

Congratulations to **Steve Doyle** whose S layout is in the **NMRA 2015 Calendar**. The photo shows his Pioneer Zephyr crossing a bridge as it runs through farmland. — *Jeff Madden*

A nice article with photos of **Dave Plourde's** layout is in the **January, 2015** edition of **Classic Toy Trains**. We have been awaiting the article since early September, and we're all proud of Dave. Surprisingly, the only Flyer trains that appear in the photos are a pair of NETCA boxcars representing Fisk Tire and Indian Motorcycle. It's refreshing to see that Dave was able to highlight his S Helper and American Models trains, which he runs on the layout. Congratulations Dave! — *Steven Allen*

Also in the **January, 2015** edition of **Classic Toy Trains** is a great story, "**A father, his sons, and their Love of Trains.**" Written by Paul G Huber, illustrated with six vintage photographs, it tells the story of a man and his two sons and their love of American Flyer trains right after WW2. — *Bill Pyper*

Steve Depolo has written and photographed an excellent article about his **Sn3 Alaska Pacific Terminal & Railroad Company** in the **November/December** edition of the **Narrow Gauge and Shortline Gazette**. — *Bill Pyper*

American Flyer's no. 946 floodlight car is the subject of an article by *Roger Carp* in the **February 2015** edition of **Classic Toy Trains**. Also in that issue of CTT is a short story on how to maintain the **American Flyer no. 751 log loader**.

READERS WRITE

I read the January-February 2015 Dispatch and found much of interest. I also note that we are encouraged to advise you of errors.

On page 13 Mr. Bob Davis says he uses the Rail King O scale 6-figure set, MTH item 30-11058 for people in his scenes. Calling everything made for O Gauge as O Scale is an error too many people seem to fall into.

MTH's Rail King seems to be their equivalent of Lionel's O-27, definitely not made to 1:48 scale, but generally much smaller, small enough that items frequently adapt well to S scale uses.

One of the many tricks we in S use, and try to share with all new-comers, is to look at O-27 and Rail King for items close enough or easily modified to work in S.

See <http://mthtrains.com/content/30-11058>. They make no claim of O scale.

Tom Hawley — Lansing, Michigan

In the January-February issue of The Dispatch I noticed a couple of things. First, in Jim Kindraka's article about S Helper Service trucks, it was not mentioned that this problem was only on the 70-ton roller bearing trucks and that stiffer springs would also solve the problem. Second, the lower left photo on page 20 incorrectly identifies the locomotive as SD60ACE which never existed. The front locomotive is an EMD SD70ACE and the trailing locomotive is a General Electric ES44AC. How do I know? They are my locomotives.

— *Will Holt*

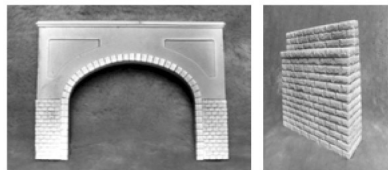
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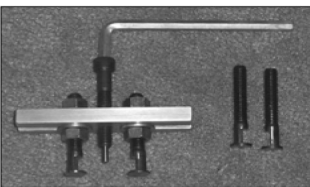
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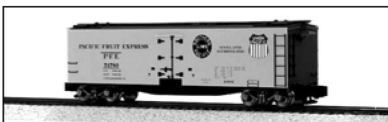
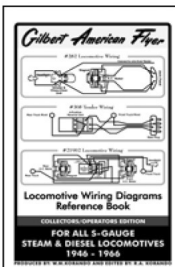


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CALENDAR of EVENTS



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 as soon as possible so that we are able to print it in a timely manner.

March 14-15, 2015 — Kirtland, Ohio

RAILFEST 2015 Model Train Show

MCR Division 5 is celebrating 31 years of Railfest at Lakeland Community College, Saturday, March 14, and Sunday, March 15, 10 am to 4 pm. Admission: \$7 each, \$12 for a 2-Day Pass, \$12 Family, Free Parking. Free Shuttle Bus service available. Largest two day continuously running **ALL GAUGE** Train Show in Ohio! See 10 Operating Layouts in many different scales. Buy, sell, trade, new and used trains! 100+ Dealers and over 400 tables to view. See exhibitors with all scales of trains and accessories for sale and trade. Many new vendors. Find your hard to find items and your train treasures. Enjoy our Food Service train show specials! Lakeland Community College, 7700 Clocktower Dr., Exit I-90 at Rt. 306 (exit 193), South on Rt. 306, 1/4 mile, College on left. Telephone 440-357-8890 railfest@mcr5.org, www.Railfest.org

March 14, 2015 — Portland, Oregon

WILLAMETTE MODEL RAILROAD CLUB

30th ANNUAL MODEL RAILROAD SWAP MEET Kliever Memorial Armory, 10000 NE 33rd Drive, Portland, OR 9:30 am to 3 pm. Admission \$5, under 12 free

April 16-18, 2015 — Bellevue, Washington

30th ANNUAL Sn3 SYMPOSIUM Bellvue Sheraton Hotel, 100 112th Avenue NE. There will be 9 Sn3 layouts on the tour. Those of Dave Woodrell, Dale Kreutzer, Steve Depolo, Bob Christopherson, Russ Segner, Bruce Hanley, Paul Scoles, Bill Bujacca, Max Maginness and the S scale layout of Roger Nulton. Information at www.theinsidegateway.com

April 18-19, 2015, Eugene, Oregon

WILLAMETTE CASCADE MODEL RAILROAD CLUB

27th ANNUAL MODEL RAILROAD SWAP MEET AND TRAIN SHOW Lane Events Center Expo Hall, Lane County Fairgrounds, 796 West 13th Avenue, Eugene, Oregon. **22,000 sq. ft. with over 250 vendor tables from 9 states.** Saturday 10 am to 5 pm. Sunday 10 am to 3 pm. Admission \$6 for both days. Children 5-12 \$1. 5 and under free with adult.

April 18, 2015 — St. Cloud, Minnesota

GRANITE CITY TRAIN SHOW

National Guard Armory, 1710 Veteran's Drive. 10 am to 3 pm. Buy, sell, trade or just view hundreds of trains under one roof. Vendors will be selling and buying trains, accessories, books, videos, railroad collectibles memorabilia, antique trains, toys, hobby items and more! Operating model and toy train displays. Food and refreshments available. Wheelchair accessible. Admission: \$6.00. Kids 10 and under FREE. For more information call 320-255-0033, or email edwardolson@cloudnet.com or visit www.GraniteCityTrainShow.com. Map and Directions at www.GraniteCityTrainShow.com/GCT_S_map.pdf

May 8-9, 2015 — North Dayton, Ohio

2015 S SPREE at the Crossroads Exhibition Center, IBEW Union Hall, 6550 Poe Avenue, Hosted by the Miami Valley S Gaugers Get the latest S Spree news at www.trainweb.org/mvsg

May 13-17, 2015 — Newark, California

THE CLUB CAR 2014 Pacific Coast Region NMRA

Convention. Newark-Fremont Double Tree by Hilton Hotel, 39900 Balentine Drive. Special Guest Speaker and clinician Tony Koester, author of the Trains of Thought column in Model Railroader magazine and editor of Model Railroad Planning. Activities will include clinics which will focus on new innovations and techniques as well as oral histories of actual railroad experiences from our members as well as contests, prototype and layout tours, operating sessions, hobo Breakfast, banquet, and more! For further details, online and mail—in registration forms, visit: www.pcrnmra.org/conv2015/. For more information, contact the Registrar at cc2015registrar@pcrnmra.org

June 6, 2015 — Manassas, Virginia

21st Annual Heritage Railroad Festival Prince William Street, Old Town Manassas. www.visitmanassas.org

WASHINGTON & OLD DOMINION S GAUGERS will show and run their 32' x 26' layout.

June 19-20, 2015 — Emmett, Idaho

ROCKY MOUNTAIN HI-RAILERS will display their **LOOKOUT JUNCTION** layout at the Emmett Cherry Festival.

August 4-8, 2015 — Kansas City, Missouri

NASG 2015 CONVENTION

See Page 5

August 28-30, 2015 — Portland Oregon

NMRA National Train Show Portland Expo Center

NASG INFORMATION BOOTH

The NASG Board of Trustees has approved the **National and Large Regional Shows Program** as part of an overall effort to promote S model railroading to current model railroaders and the general public.

VOLUNTEERS WANTED

The **NASG Promotions Committee**, National Show Coordinator, will use the information on the **NASG Booth Sign Up Sheet** to contact NASG members who are interested in helping staff the NASG Information Booth. At this time, the primary shows are **The World's Greatest Hobby on Tour** and the **NMRA National Train Show**. If you are interested, please use the NASG Booth Staff Sign Up Sheet to indicate which shows you can work. The sheet is available at www.nasg.org/events/index.htm=booths

SCHEDULE OF SHOWS

March 28-29, 2015 Edison, New Jersey

August 28-30, 2015 . NMRA National Train Show
Portland, Oregon



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\$12⁰⁰

Khaki and Blue Denim with color logo

NASG LAPEL PIN **\$3⁰⁰**

3/4" diameter



10" EMBROIDERED PATCH

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NASG T-SHIRT

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Ash gray with
blue logo
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NASG GOLF SHIRT

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Dark blue with
pocket

FOR SALE TO MEMBERS OR NON-MEMBERS



NASG S-3, S-4 TRACK AND WHEEL GAUGE

\$5⁰⁰ or 2 for **\$8⁰⁰**

Instructions included



#802 KADEE COUPLER HEIGHT GAUGE

Measures
car on track for proper 17/32" height.

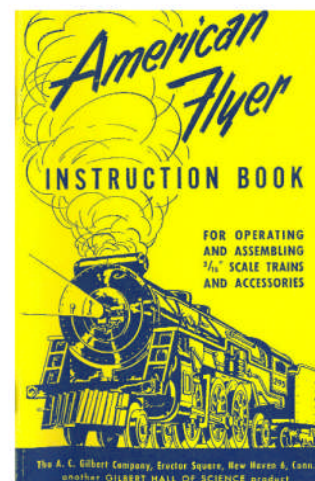
\$4⁰⁰ each or 2 for **\$7⁰⁰**



#5 KADEE COUPLER HEIGHT GAUGE

Measures
car on track for proper 17/32" height.

\$4⁰⁰ each or 2 for **\$7⁰⁰**



A.C. Gilbert reproduction

\$5⁰⁰



NMRA Sn3 TRACK AND WHEEL GAUGE

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IMPORTANT: Be sure to include your member number, quantity desired and sizes. Please include \$2.00 or 15%, whichever is greater, for shipping and handling. All orders will be shipped USPS Parcel Post.

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NASG COMMEMORATIVE CARS

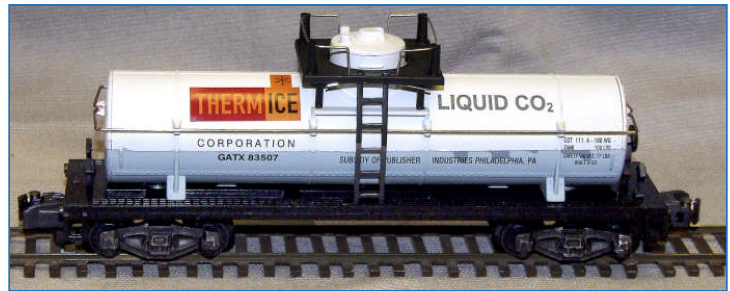


Each year since 1981, the NASG contracts with one of the S manufacturers to produce a limited-run car or engine specifically geared toward the collector or American Flyer operator. Since this is an official NASG sponsored project, you must be an active NASG member to purchase one or more of these cars.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



2015

NASG American Flyer Commemorative Car
BNSF waffle side boxcar, manufactured by Lionel. Road number 3415. Price \$69. Limit two per member.



2013 Convention Car Therm Ice Tanker. Road numbers 83507 or 83511. Price \$55.



2012

Convention Car NC&SL Dixieland boxcar. Price \$50. Road numbers 18872, 18749 or 18850.



2012 Marathon Motors Boxcar Price \$75.



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

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Make payment out to NASG and mail to:

Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208-4425

Please include the following in your correspondence:

1. Your NASG ID number found on your Dispatch mailing label or your NASG ID card.
2. Your name and shipping address.
3. Which car or cars that you want and how many of each.
4. Your telephone number or e-mail address in case there are questions about your order.
5. Maryland residents add 6% sales tax to your total order.

All prices include shipping to addresses in the United States. To ship outside the US contact Dave Blum.

You may e-mail Dave Blum at exec_vp@nasg.org to make arrangements or to ask questions.

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

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

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



2015 CANDIDATES FOR NASG OFFICES BIOGRAPHIES

Executive Vice President

F. Lamont (Monte) Heppe, Jr.

Nominated by himself

I have been a member of the Baltimore Area American Flyer Club for sixteen years, Eastern Vice President of the NASG for four years, NASG Contest Committee Chairman for three years, member of the NASG Promotions Committee for three years, and Chairman of the 2007 NASG Convention. My accomplishments in these positions include: established NASG banner program; updated model contest rules; wrote articles for the Dispatch explaining the workings of the model contest with suggestions for presenting models. I have presented workshops on *An Introduction to Model Railroad Planning, Designing, and Building a Model Railroad* in conjunction with our local club. I presented a clinic on *Building the Calabash Terminal Rail Road*, my portable S scale layout at the 2012 NASG convention and at the Savanna Prototype Modelers Meet. I am an active member of the BAAFC, the Intracoastal Model Railroad Club, NMRA, and TCA. I have been a model railroader most of my life, starting with American Flyer operating and collecting and in the last 6 years with S scale/highrail. My experience with the latest developments in model railroading and S in particular, qualify me to serve the NASG in the position of Executive Vice President.

Steve Lunde

Nominated by Roy Meissner

Steve has been a member of the NASG since 1999. He is also a member of the NMRA. He is a past president of the Badgerland S Gaugers and serves on its Board of Directors. Steve was chairman for the 2004, 2008 and 2012 Fall S Fests, and recently was Chairman for the 2014 NASG convention held in Ocomowoc, Wisconsin. Steve has a B.S. in Civil Engineering and is a Registered Professional Engineer in Wisconsin. For the past 36 years Steve has built or repaired highway and railroad bridges throughout the Midwest. Steve has a high-rail layout with scale appearance and runs mostly SHS and American Models equipment. Steve has a train repair business, and repairs a lot of trains for club members as well as the general public.

Secretary

Tom Olgesby

Nominated by William W. Winans, Jr.

Tom was recommended to me by Dave Blum. Tom followed through to my request for biographical information and verified that he was interested and willing to take on the position. He has much management experience with a lengthy resume. He is married and has three children.

Eastern Region Vice President

Dave Heine

Nominated by William W. Winans, Jr.

Dave has proven his worth as the current NASG Eastern Vice President. He always has an accurate, concise comment on the proceedings. Dave has proved himself an asset to the Board of Trustees. Dave models primarily in Sn3, but he traces his roots in S back to the American Flyer trains he had as a child. He still proudly displays many of his Flyer pieces.

Central Region Vice President

Will Holt

Nominated by Paul Stevens

Will Holt has been an NASG member since 1990, always in the Central Region. He plans to be an active voice that members of the Central Region have not had in recent years. After a 40-year career in the audio visual/meeting industries for numerous major corporations he is retired, willing to devote the time necessary to be an active member of the NASG board. He has served the NASG in the past as a member and chairman of the Manufacturers' Advisory Group in the mid-90's. He currently is a very active member of the Promotions Committee. As the National Shows Coordinator, he has planned and participated in such shows as the National Train Show and World's Greatest Hobby on Tour reaching tens of thousands of show attendees with information on S model railroading. He also spearheaded the recent S supplement to Railroad Model Craftsman magazine and is working on the Cover 2 Program. He is an active member of the Chicagoland Association of S Gaugers and has served that S organization as secretary, vice president, and president, and is a trustee. His local club experience will serve him well in representing the Central Region.

Jay E. Mellon

Nominated by William W. Winans Jr.

I have placed my name in nomination for the Central Vice President of the NASG. I started out in S modeling with American Flyer in the 1950's. I took a break from this activity for 25 years to pursue a career in research science. I am now retired. I am a co-founding member of the Crescent City S Gaugers and presently serve as the club Coordinator. We brought our display layout to the NASG conventions in Pontiac, MI (2006) and Chattanooga, TN (2012). The CCSG layout was recently displayed at the 2014 Spring Spree. My interests in S modeling have evolved over the years more to the scale side, but I still have an interest in the historical aspects of Gilbert American Flyer production. I am currently building a switching layout at home. My favorite "Fallen Flag" is the MoPac. I also have an interest in the SP and UP roads. I will do my best to represent the interests of all members of the Central Region in NASG business, regardless of their specific S persuasion. I have been a member of NASG for 25 years and NMRA for 14 years.

Western Region Vice President

James McAuliffe

James is currently serving as the Western Region Vice President. He has done a good job with his assigned duties.

Dave Blum
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EXECUTIVE VICE PRESIDENT: David Blum
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e-mail: exec_vp@nasg.org ☎ 410-653-2440

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e-mail: secretary@nasg.org ☎ 610-868-7180

EASTERN VICE PRESIDENT: Dave Heine
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WESTERN VICE PRESIDENT:
James McAuliffe
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COMMITTEE CHAIRS

MEMBERSHIP SECRETARY: Dick Kramer
Post Office Box 268, Middlebury, CT 06762-0268
e-mail: nasgmem@comcast.net ☎ 203-527-3601

DISPATCH EDITOR: Bill Pyper
Post Office Box 885, Salem, OR 97308-0885
e-mail: dispatch@nasg.org

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438 Bron Derw Court, Wales, WI 53183
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ELECTION CHAIR: Jamie Bothwell
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INSURANCE COORDINATOR: David Blum
3315 Timberfield Lane, Pikesville, MD 21208-4425
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END OF THE LINE



So sad to hear of Frank's passing, we will miss him! I first ventured into S gauge (scale) while still in high school and after acquiring an S Gauge Herald (Spring 1964 issue). We were frequent visitors to friends in Pennsylvania and before computers, email, etc. I wrote Frank and mentioned I was going to be passing through Allentown and would love to meet him and see his Delaware & Western layout. He was more than gracious and welcomed me and my father in law in to see his layout.

Fast forwarding to 1981; my RR job in the Buffalo area "went south" with the decline in the local steel industry and I managed to get a transfer to Bethlehem, Pennsylvania. It was then that I got a hold of Frank and made many visits during my days off. We became close friends and I thoroughly enjoyed my visits.

Rest in peace dear friend!
Bud Rindfleisch

I am so old that I don't exactly remember when I first met Frank Titman. I had been writing my **S-Kinks** column for the **S Gauge Herald** which he edited, so I knew Frank via the US Post Office. I suspect the first time I physically met Frank was in winter 1962/63. Frank had several people to his house, including Wally Collins, the brothers Harold and John Bortz, and me.

That's when I was introduced to the Delaware & Western Railroad, a great experience. Those present formed the Delaware Valley S Gaugers Association (DVSGA). For our second meeting we planned to replace switch machines on the D&W, but we got so wrapped up running trains and talking about S issues that we got only ONE machine replaced in the entire eight hours we were there! Thereafter we met once a month at members' homes — mostly at Frank's.

I got to see Frank's Spiral Hill Railroad only twice, both times on NASG convention layout tours — 1993 at Valley Forge) and 2001 at Scranton.

As many of you have already said, Frank was a marvelous human being. I learned a lot from him. He taught me that pretty much anything is possible in S if you just put your mind to it.

Richard Karnes

While not unexpected, this is indeed sad news for all of us. I honestly can't say who was more responsible for S existing today, A.C. Gilbert, or Frank Titman. One started the game, the other brought it to a new level and kept the firebox hot when many around thought we were in the scrap line. His significance can be noted by my posting this to both S groups, who should, for this one moment, have a truce and pay homage to a great human being, to whom we are all indebted. Frank would think these praises are "horse feathers" and thank us all for our efforts, he was that kind of guy. For some of us, he has been a part of our lives since the 1960s, even if we never met him. Safe Journey Frank, we will all miss you.

Sincerely, **David Dewey**

Nelson C. Steinmetz, 77, NASG Member, from Scottsdale, AZ passed away on January 15, 2015. He



was born on April 4, 1937 in Middletown, Ohio. Nelson graduated from Middletown High School in 1955. He honorably served 5 years in the US Army from 1959 to 1964. He graduated from Ohio University with a

Bachelors Degree and earned a Masters Degree from the University of Cincinnati.

An Architect by trade, he proudly built and owned his own successful architectural products business. He was best known for his love of trains. Nelson's received his first train set at age ten and remained a collector, layout designer/builder, and award winning exhibitor.

Nelson was preceded in death by his wife Sarah in July, 2014. They had been married for 39 years. They are survived by five children, ten Grandchildren and two great grandchildren.

A graveside service was held at the Paradise Memorial Gardens in Scottsdale, Arizona. In lieu of flowers, contributions may be made to the American Cancer Society or Christ Anglican Church, 5811 North 20th Street, Phoenix, AZ 85016

Celebrating the Texas & Pacific Railroad

NEW!



Above: GP9 units 1132, 1133 as delivered.

The T&P may have been the most popular road produced for S gaugers in the 1950s as the Swamp Holley orange engines were made for 4 years running. We are making these available in our new GP9 DX version with added window glass, painted railings and all parts assembled. Also the T&P freight cars shown below enhance the line up. T&P sets are available Single or Dual powered sets and engines at a discount. (Cars are available in multiple number variations).

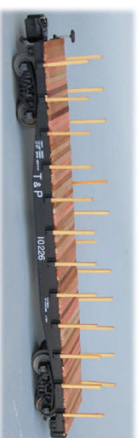
We commissioned a world class firm to superbly decorate these locomotives in the original delivered phase 2 paint schemes. (From EMD in 1957).



4436 T&P Gondola \$39.95



3277 T&P Hopper \$39.95



6027 T&P Flat car

NEW!



1153 T&P Box car



6027 TOFC Flat w/ Trailer



7533 T&P Wood Caboose

NEW!



The T&P GP9s 1135 and 1136 are also available in their "as delivered" blue and gray scheme.

NOTICE before ordering:
Handrails may come loose during shipment be prepared to re-attach.

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