

The **Dispatch**

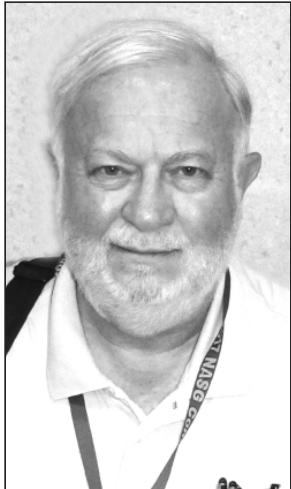
January-February 2018



**ED SAUERS' MOUNTAINTOP B&O BRANCHLINE
BUILD A TANKCAR FUEL FACILITY
DELAWARE RAILROAD CLUB TRAINS KIDS**

PRESIDENT'S MESSAGE

RESOLUTIONS FOR THE NEW YEAR



By Will Holt, NASG President.

In these first few months of the term of office, I am learning that the NASG and its activities have not yet advanced into the 21st Century. First among those items is the constitution. Over the past few elections various articles of the constitution have been brought up for modification. This frequency indicates that apparently the constitution has not been given a complete review since the incorporation of the association. To address this, Executive Vice President Monte Heppe and the regional vice-presidents have divided up the various

articles of the constitution for a through review. If you have concerns or suggestions, please communicate those to Monte as soon as possible. Among the changes are increasing the emphasis that the NASG is now strongly an organization that provides education as its primary activity. When this review is complete, the constitution and revisions will be submitted to the membership for endorsement.

Once revised constitution is approved, the board will embark on a complete review of the bylaws. If you have any concerns or suggestions about the bylaws, please communicate those to me as soon as possible. Revisions to the bylaws are a somewhat simpler task since they only require a vote of the Board of Trustees for approval.

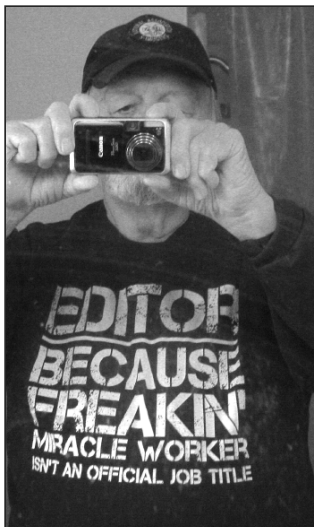
These are not the only matters that need to be brought into this century. Already underway is a complete revision of the convention manual. The standards for module construction has been going on for about a year or so. Other standards are under review as well by the Standards Committee.

The rules for the model contest will be given an update. Revision of NASG committee structure is coming later this year. The board will be looking at improving membership benefits, especially where such benefits can be implemented at low cost. We will be working on improving the organization's revenue and improving cost controls.

In addition to the constitutional and bylaw updates, there will be a concerted effort to establish an appropriate set of written policies and procedures. There have been a number of policies and procedures that exist more as lore rather than as verifiable, written items.

As all of this proceeds, you will be kept aware of the progress of this undertaking. Please feel free to comment to me or any other board member at any time. 🚂

THE CONDUCTOR'S CLIPBOARD



By Bill Pyper, Editor

I hope that all of you had a good time during the past holiday season. And I hope that those of you who had trains running around your Christmas tree remembered to take pictures for next year's holiday Dispatch.

About Deadlines . . .

On page 3, in the bottom left corner, in very small print, is a list of the deadlines for the various editions of The Dispatch. These primarily apply to material that is time sensitive. Things like notices and ads for conventions, shows, festivals, other events, etc.

Last minute notices to go in the **Calendar of Events** and **Classified Ads** can be accepted up to the 15th of the month. Features like **How to** articles and **Layout** stories are accepted at any time. These types of articles rarely get published as soon as they are received because I usually have to spend a lot of time using Photoshop to modify pictures and I often have to contact the author for clarification of various items. In the case of layout stories, I like to give Joe Kimber as much time as possible to do the track drawings.

If you are planning to write a **how to** or a **how I did it**, story, take a look at the article on pages 29-33 of the September-October 2017 issue that I wrote about building a water tank. It uses 30 pictures, not counting pictures of the prototype, to illustrate the material, tools and steps used for the project.

This what I hope some of you will do. When you start a new project, whether it be a kit-bashing a locomotive, kit-building rolling stock, scratch-building a structure or building a layout. Take lots of pictures along the way. This will provide the basis for an article that may show your fellow modelers techniques that the haven't tried before. This type of article is a valuable tool helping newcomers to our hobby to learn. 🚂

**STEVE MONSON
HAS MADE A MONETARY DONATION
TO NASG
THANK YOU STEVE**

CORRECTION: On page 23 of the November-December issue of The Dispatch we credited John Zurad for donating the book **American Flyer Classic Toy Trains**, by Gerry and Janet Souter, to the NASG Annual Convention. The donation was actually made by **Gil Lott** a member of the **Baltimore American Flyer Club**.



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The Membership Year is determined
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All applications, renewals and member-
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NASG Membership Secretary

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at the addresses above.

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DEADLINES for time sensitive articles and adver-
tising are the first day of January for the March
issue, the first day of March for the May issue, the
first day of May for the July issue, the first day of
July for the September issue, the first day of Sep-
tember for the November issue and the first day
of November for the January issue.

NOTICE TO READERS: All warranties and
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NASG reserves the right to refuse any advertising
material for any reason. The selection and/or use
of the products or services and the application or
results obtained from these advertisers is the sole
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THE DISPATCH MANIFEST

Volume 42, Number 1, January-February 2018

COVER A steam locomotive sits on the turntable in front of the 3-stall roundhouse
on Ed Sauers' B&O Mountaintop Branch Line Railroad. Photo by Ed Sauers

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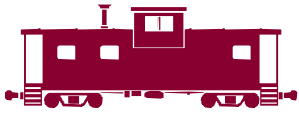
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NASG Web Site

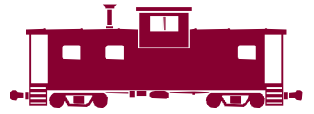
<http://www.nasg.org>

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

S PRODUCTS



NEED A CABOOSE?



Most railroads stopped using a caboose during the 1980s or 1990s, but most modelers still have them on their layouts.

A good selection is still available from American Models and Lionel American flyer.

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The Wood Sided Caboose with cupola features brass details and grap irons on ends, roof and sides. A two bulb is standard with window glazing. Available in 34 different road names.



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The Bay Window Caboose is available on 30 different road names, lighted, ready to run and is usually available in two different road numbers.

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S PRODUCTS

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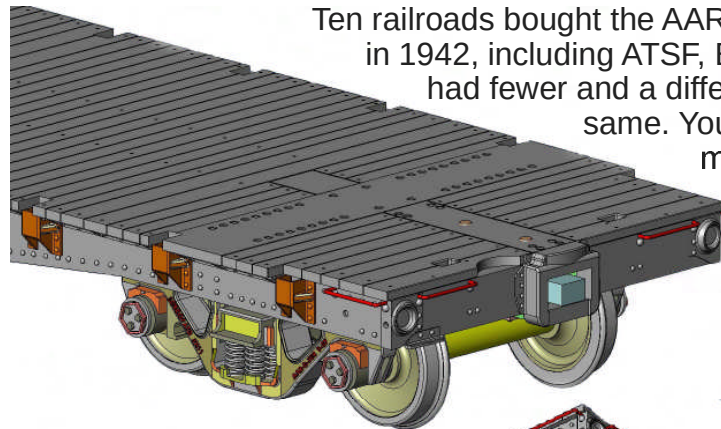
Stuart Baugher has developed coupler adapters that are designed to work with American Flyer post war S-gauge rolling stock. By using these interchangeable adapters, operators may set their trains up in any configuration desired without concern for coupler type. **No car placement restriction in a Train. No trashing of rolling stock!**

Adapters that are available: Link to Knuckle, Link to Bar, Knuckle to Bar and Early Diesel Drawbar. Additionally, there is a Pike Master Repair Coupler and the Pike Master Coupler Stiffener used to keep the original coupler from easily breaking or deforming.

Visit the web site for more information: www.adaptercoupler.com Stuart looks forward to your inquiries and comments or feedback on the products purchased. He can be contacted by E-mail at: adaptit@bak.rr.com or by US MAIL: Stuart Baugher, 7305 Lucille Avenue, Bakersfield, CA 93308



Smoky Mountain Model Works AAR 70-ton 52 ft. Flat Car



Ten railroads bought the AAR **War Emergency** 70-ton, 53' 6" long flat car beginning in 1942, including ATSF, B&O, CNJ, C&O, NYC, PM and Wabash. The Erie cars had fewer and a different nailing pattern on the deck but were otherwise the same. You'll need to make those changes to your kit. Many were modified over the years to haul containers, pulpwood, automobile frames, etc. Some roads added bulkheads. Many lasted in revenue service well into the 1970s. Many more survived in MOW service into the 1990s.

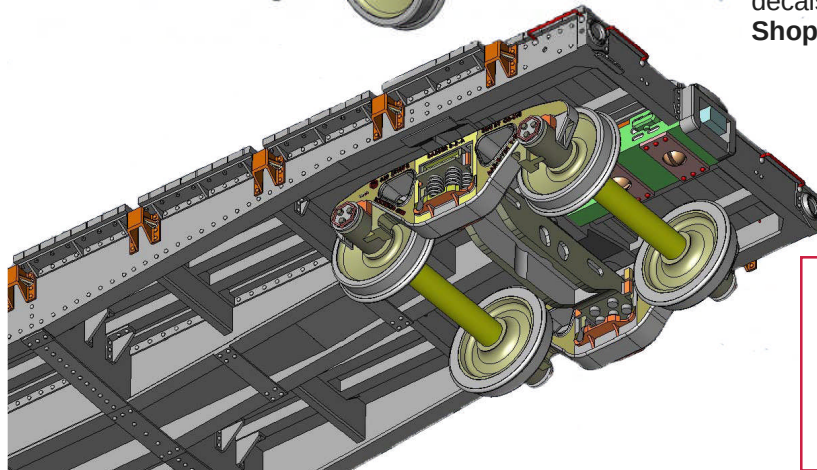
Each kit includes 1-piece urethane underframe, steel weight (hidden in centersill during assembly), cast urethane deck with nail holes, Kadee 802 couplers, wire and detail parts. Trucks and decals NOT included. Go to <https://www.tichytraingroup.com/Shop/tabid/91/c/flatcar2/Default.aspx> to view decal options.

Kit No. 64-F6 ... \$75 + shipping

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MANUFACTURERS AND DEALERS

Introduce your new products in the Dispatch. There is no charge for a one-time insertion on the Products page. E-mail to dispatch@nasg.org for more information.

TO CRASH OR NOT

By Jeff Madden, Editor Emeritus

Drawings by Joe Kimber

Do you plan for and construct crash prevention on your layout? No, I don't mean to ask if you wear a seatbelt in your engineer's chair or put up a concrete barrier if your layout is in the garage. What I mean is do you add safety features to prevent a favorite loco or collector car from crashing three or four feet off your layout table to a concrete floor?

Hey, here's a simple solution — build benchwork on the floor (no legs), and the floor must be covered with thick carpeting or padding. Or, you could build a layout inside a large sandbox. Or maybe, you could position all your track at least three feet from the edge of benchwork. Of course, I'm joking here.

Seriously though, a little bit of planning will at least minimize the hazard of equipment taking an unwanted dive. We'll go with the premise that most layouts will have benchwork or a flat tabletop around three to four feet off the floor, and most likely it will be in a basement or garage.

I had an HO layout in West Virginia where a near disaster occurred with a brass B&O 2-8-0. I had a stub end yard built on a shelf that ended at an aisle. Of course, I hadn't installed bumper posts or even temporary nails to block the track ends. My son was pulling a train into a stub track. He thought he had hit the reverse switch to back the engine through a crossover to run light back on an empty track. Oops, he didn't, and the engine took a nose dive to the concrete floor. Amazingly the tough little loco only suffered a bent pilot and a broken front coupler. What should I have done to prevent this even if my

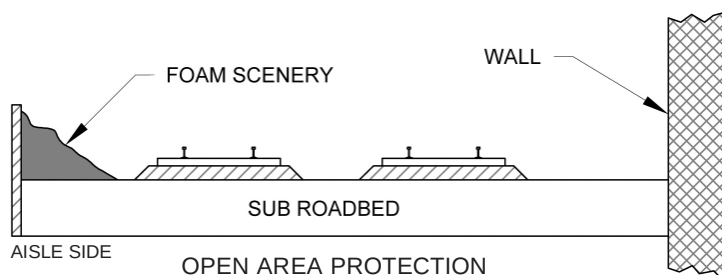
layout wasn't completely finished? I should have driven a temporary nail through a block of foam at the end of each stub track. I could have installed actual model bumpers or just nailed a board on the end higher than the track level.

Another crash I remember was a big one. Back in the 1970s I belonged to the Hagerstown, Maryland, Model Railroad Club that had both HO and O scale layouts in a large fairgrounds building. The O scale layout at that time was outside 3rd rail, and most of the steam locos were scratchbuilt *heavy metal* ones. Member Dick Shilling's pride was a Western Maryland Challenger 4-6-6-4 that he built. He liked to run it fairly fast. The layout was basically a big double track dogbone with one looping end mostly hidden inside a big mountain. The track and roadbed over open benchwork inside the mountain were mostly unguarded.

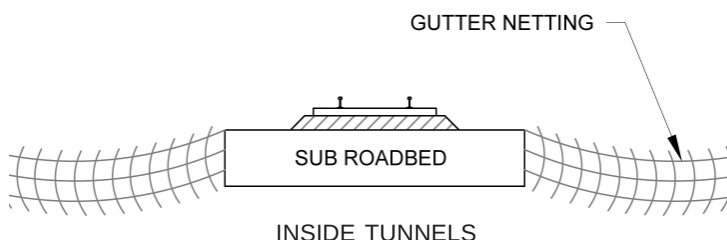
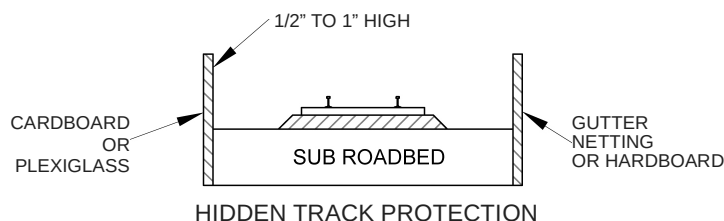
Trains were running smoothly during a show when all of a sudden *keerash!* Startled by a loud thud and hearing some loud expletives from the owner, members rushed to the scene of the calamity. All expected to see a giant locomotive weighing in excess of 25 pounds in many pieces, but as they arrived Dick had the loco and tender in his hands and there were no tears. He joyfully exclaimed that the only damage was a bent pilot, some loose piping and some minor paint chips. The big loco was soon back running on the track after some minor adjustments to the track that had caused the wreck. A wooden floor helped some too. I can't recall if any protection to the open area was made later, but I don't recall another major wreck after that.

Sooo, what to do to prepare or improve your layout safety

1. Parallel track could be too close to the edge of benchwork. Add a fascia and taper down scenery to the track level this even if you have to widen the benchwork a bit. (see below).



2. In hidden areas when open-frame benchwork is used protect the sides of the subroadbed by using cardboard stapled high enough above track level to prevent complete tip-overs. Don't make it too high as you have to reach over it from underneath to re-rail equipment. Also, if you use tunnel liners that will protect trains only put in so far because you'll still need access from underneath. Maybe only use complete liners for about a foot. Liners can be arched cardboard covered with tinfoil and sprayed black. Other similar solutions in tunnels is too use some plexiglass or gutter netting to protect the sides, sort of like a safety net. (see below).

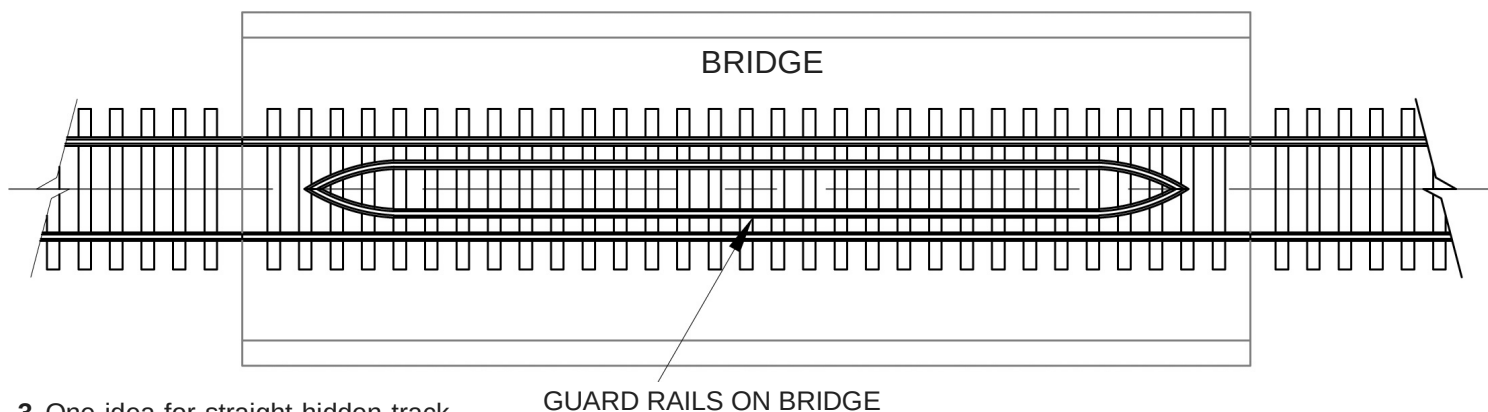


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GILBERT



3. One idea for straight hidden track age is to splice in a re-railer section. I did this on my old HO layout and it saved many a situation especially with those light HO cars. I'm not sure if there are any available for the S track systems, but I'm sure one could be rigged up.

4. Use guardrails on bridges. It works for the real railroads.

5. Use bumpers on stub tracks at the end of benchwork. Use nails in foam block as a temporary fix.

6. Plexiglass along edges of display layouts (about 3" to 6" above track level) are effective, but ugly. Better to use a slightly higher fascia and taper scenery down to the track.

7. If not using S-Mod standards on a display layout, move the outer track a few more inches away from the edges.

8. For a home layout or permanent club layout install carpeting or rubberized mats in all aisles. This helps on the feet too.

9. Good trackwork helps

10. Don't run trains too fast — let viewers see the trains longer.

11. Use wider radius curves when possible.

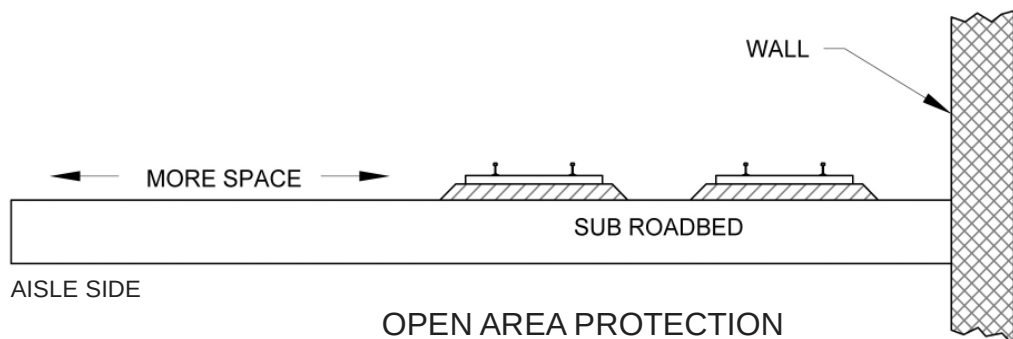
12. Spiral curves with flextrack or handlaid is a good idea — even banking a bit.

13. Regularly maintain your rolling stock. Check coupler heights, clean wheels, check wheel gauges, etc.

14. Clean the track regularly

15. Use a through truss bridge for lift bridges over open areas.

16. Oh yes, rule G — limit the alcohol during operating sessions, hee hee. 🚂



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2018 NASG National Convention



Join the Bristol S-Gaugers as they celebrate their 70th Birthday at the **New England S-Press 2018 NASG Convention** **July 24 through 29, 2018**



We've got **fantastic tours**, a huge Trade Show with 5 layouts, great clinics, a tasty banquet, plenty of activities for families AND a big birthday bash to get the festivities started. No, we don't want any presents! But we have **great giveaways for you** including the chance to win a **free night at the convention hotel** and many other prizes for early registrants! Visit our web site <http://www.bsgr.us> to see more information.



Featured Tour Ride Vermont's Green Mountain Railroad

On our Featured Railroad Tour, you will experience riding in one of the beautifully restored original seven Sante Fe Chief flute-sided coaches while enjoying Vermont's Green Mountain rivers, wildlife and rolling green hills that can only be seen from the railroad.

The tour will include photo run-by opportunities and a boxed lunch. You will get back to the Regency in time for dinner and the first opening of the Convention Trade Show Hall.

2018 NASG CONVENTION CARS

A pair of S-Scale America MOXIE tank cars, modeled after two original cars used to transport Gentian Root Extract, and Pure Cane Sugar to the plant for MOXIE beverage production. The Convention Cars will be available individually, or as a pair. These cars will complement your 2008 MOXIE wood reefers too! Only 200 pair of these tank cars are available.

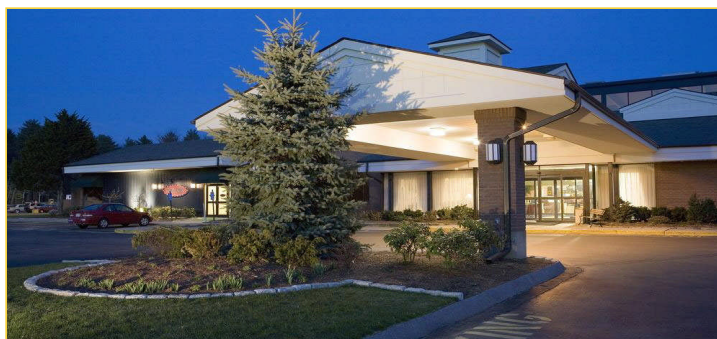
PLACE YOUR ORDER EARLY, these cars are sure to sell out fast! To order you can use the form that is included in this issue of The Dispatch or download a form from the web site at www.bsgr.us



The Boxboro Regency is located directly off Interstate 495 at Exit 28, just 20 miles from the Massachusetts Turnpike and less than an hour from Boston. Guests can also take advantage of the MBTA Commuter Rail into Boston. The hotel offers 143 nicely appointed guest rooms with a guaranteed room rate of \$109 per night plus state and local taxes for single through quadruple occupancy.

Arrive in time to join us **Wednesday evening** for our **Free Birthday Bash** and **Ice Breaker Social**. Link up with your S gauge friends and make new ones as we celebrate our **70th year as America's First S-Gauge Club** and officially open the 2018 S-Press Convention!

The first 70 non-Bristol Club Registrants are entered for a chance to win a free night at the hotel, or a pair of Moxie Convention cars, gift certificates good at any Trade Show hall vendor, plus other **Early Registration incentives**. We will also have a **Silent Auction** in the Trade Show Hall and a **Live Auction** after the **Banquet**.



Check the fantastic schedule of RAIL and Non-RAIL tours

Tuesday, July 24th — Our timetable begins with two great all-day trips to choose from.



Our **Lake Winnepesaukee** adventure starts and finishes in Meredith, New Hampshire and includes a 2-hour ride on the **Winnepesaukee Scenic Railroad**, a 2½ hour scenic lake cruise aboard the **MS Mount Washington** cruise ship, plus an opportunity to visit and shop in the lakeside village of Weirs Beach. There are several choices for lunch on your own onboard the Mount Washington ship.



The Preservation Society of Newport County

We are also offering a **visit to famous Newport, Rhode Island** summer getaway for the wealthy in the 1920's. We will tour two mansions including **The Breakers**, New York Central Railroad owner Cornelius Vanderbilt's fantastic 70-room summer "cottage" at the shore (left), and **Marble House**, the 50-room cottage of William Vanderbilt, a famed America's Cup skipper (right). You will have time to explore the area of Thames Street & Broadway, where there are many shops and places to have lunch on your own.

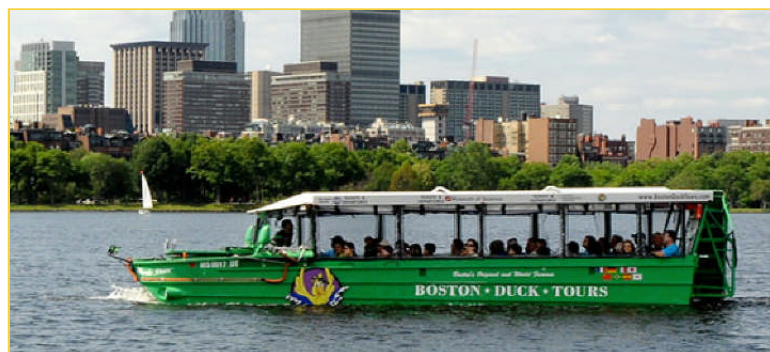
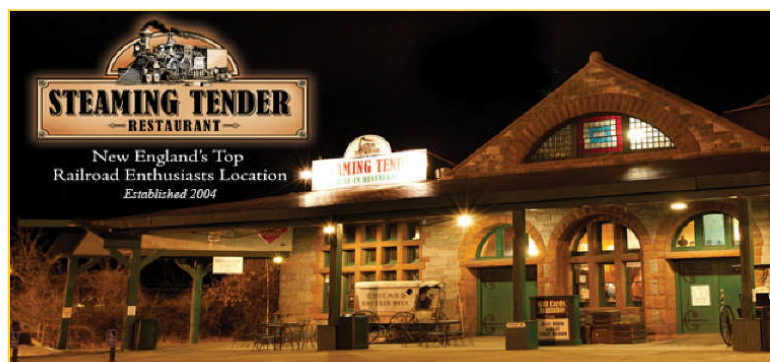


The Preservation Society of Newport County

Wednesday, July 25th

Watch both prototype and model trains on this combined tour of **Palmer Station** and S-Gauge layouts in the Springfield, Massachusetts area. First, George Reneris' DCC operated, hi-rail layout noted for numerous custom built animated displays and converted locos. Next, we visit the beautifully restored Palmer Railroad Station which, in the recent past, was the third largest station in Massachusetts and helped give Palmer the nickname **The Town of Seven Railroads**. Active passenger and/or freight trains pass by both sides of the station. Lunch will be on your own at the **Steaming Tender restaurant** inside the station. Afterwards we head to the hi-rail S-scale layout of Dave Plourde. Dave is an accomplished artist, which is evident in his hand-painted backdrops and exquisite scenery. This layout was featured in *Classic Toy Trains* magazine.

Also on Wednesday another combined trip includes a tour of Boston with a ride on the **Famous Duck Boats**. The fun begins as soon as you board your DUCK, a WWII style amphibious landing vehicle. While you enjoy the ride, a tour guide will narrate your sightseeing tour of Boston. Highlights include the State House to Bunker Hill, Boston Common and Copley Square to Government Center to fashionable Newbury Street and Quincy Market plus a splash into the Charles River for a waterside view of Boston skyline.



Continued on the next page

2018 NASG National Convention

Thursday, July 26th

Convention Featured Tour

All day Thursday is set aside for the primary tour of the 2018 NASG Convention — a trip to the **Green Mountain Railroad**. We will have the unique opportunity to ride in one of the original seven Santa Fe SuperChief fluted-side passenger cars. The Green Mountain owns five of the original seven Santa Fe streamline cars and all have been beautifully restored!

We will use at least three of them for our 35-mile ride through the Vermont countryside on the round trip from Bellows Falls former site of the original Steamtown, to Ludlow, Vermont. The tour will include photo run-by opportunities and a boxed lunch. This will be a fantastic trip for the whole family with great scenery and a relaxing ride to catch up with familiar S gauge friends and make a few new ones! We promise to get you back to the Regency in time for dinner and the first opening of the Convention Trade Show Hall.



Friday, July 27th –

Trade Show All Day and Non-Rail event

Convention Trade Show opens from 9am to 6pm

The convention venue can handle over 100 vendor and exhibitor tables as well as five operating layouts. NO rail tours are scheduled during any Trade Show hours so you can interact and meet with all the vendors in the huge exhibit hall and enjoy all the operating layouts as well. Lunch will be available in the Trade Show area both Friday and Saturday. There will be 5 separate Silent Auctions within the Trade Show space during the Friday and Saturday show hours. You're encouraged to bring some of your own surplus items to sell!!!

The five operating layouts that are anticipated are those of the Connecticut S-Gaugers, the South Jersey S-Gaugers, the North Penn S-Gaugers, The S-Scale Workshop (Canada), and our own Bristol S-Gauge Railroaders layout.

These layouts will all be operating during Trade Show hours only, so layout operators are free to be involved in all tours and other activities taking place when the Trade Show is closed.

Finally, our host club is proud to be able to debut and display the historic 20-car Royal Circus Train, totally scratch-built by club member Bill Boucher. The club was recently able to purchase this entire train from the person to whom Bill sold the train many years ago. This is a train not to be missed . . . Bring your camera !

Non-Rail Event We are offering a tour to **Old Sturbridge Village**, a fabulous recreation of an 1830's New England village. Old Sturbridge Village plays a vital role in preserving early American history and has been an iconic New England destination since 1946. Enjoy lunch on your own at Village Café or the Bullard Tavern Cafeteria then a bit of shopping at the Minor Grant Store & Bakeshop. Leave the Regency at 9 a.m, and return at 5 p.m.



Saturday, July 28th Convention Trade Show opens from 9am to 2pm – NO rail tours!

We anticipate over 100 tables for vendors and five operating layouts.

Non-Rail Event

Explore Minuteman National Historical Park and experience the opening battle of the American Revolution brought to life as visitors explore the battlefields and structures. Make your first stop the park Visitors Center to see **The Road To Revolution** an award winning, multimedia theater program that gives an excellent introduction to the historic events of April 19, 1775. Leave by tour bus at 9 am and return at 3 pm. Lunch and shopping on your own and take in more historic sites in the Lexington and Concord area.



LAYOUT TOURS are scheduled for the evenings of Tuesday, July 24th and Friday, July 27th. Visit several S layouts in the area.

Tuesday evening, July 24th:

Bill Tarbox: Large L shape Hi-Rail 1950's era layout. Conventional AC power. Predominantly American Flyer track, switches, motor power, and rolling stock. Collection includes the vast majority of original American Flyer operating accessories. Numerous prototype signs, lanterns, horns, bells and Railroad Memorabilia around the layout.

Don Haiges: This is a full-basement highrail multilevel layout, featuring everything from 1940's era American Flyer to modern diesels, operating with state of the art DCC equipment. Motive power includes American Flyer, Lionel-Flyer, S-Helper Service, and American Models, operating on a mix of American Flyer and Gargraves track, amongst scenes ranging from Pennsylvania to Maine.

Bob Frascella: A dogleg, 42' x 30', 1950's era scale layout using code 100 Tomalco track and hand built turnouts. A two-level configuration, with the lower level dedicated to yard and staging areas. Impressive photographed scenery with a 3D printed engine and imaging decal artwork.

Friday evening, July 26th:

Jim Babish: This is a multi-level sceniced layout loaded with animation, sound effects and action. Begun only two years ago, you will be amazed at what Jim has accomplished in that short time. Jim operates both vintage and modern equipment on this detailed layout with DCC control.

Rob & Phyllis Seiger: DCC, colorful layout includes many detailed kits and themes, with a running Flying Yankee train. Rob built the models and Phyllis created the fun scenes and stories. Featured in S-Gaugian magazine May 2017 issue.

Tommy Robichaud: Large 22' x 22' DCC hi-rail, fall theme designed for loop and train operations. Many animated accessories and illuminated circus scene. It was featured in Classic Toy Trains November 2009 issue and S-Gaugian magazine in June 2008.

A listing for Sunday's self-drive layouts will be included in your welcome packet.

MODEL CONTEST We will host the traditional NASG Model Contest and hope you have begun your train projects to show at the convention. All the traditional NASG categories will be available for your model submissions, including the American Flyer Imagineering category. Download the necessary forms from the NASG website. All entries must be submitted by Friday noon, after which judging will occur. Models will be available for viewing and awards Saturday morning. Best in Class and Best in Show awards will be announced and presented at the Saturday evening Banquet.

BANQUET & AUCTION Following the NASG Annual Meeting, the convention will come to a close on Saturday evening with a cocktail hour, and plated banquet featuring Irish Whiskey Sliced Sirloin or Roasted Statler Chicken Breast with lemon and thyme, after which the major Model Contest and general awards will be presented, and the 2019 Convention will be highlighted. Following that, long-time NASG auctioneer Jamie Bothwell will conduct the traditional and enjoyable live auction.

CLINICS

Make and Take Clinic: Ken Zieska, a nationally recognized modeler, is using Lake Junction Models-Freight house kit for this clinic. If you have never built a kit or are modelers looking to broaden your kit building skills, you'll have a chance to go home with a finished structure. In two clinic sessions you will learn about different glues, paints, and techniques. There will be a \$30 charge for the kit and Ken will have several glues, some of his suggested tools and paints for you to use however you are encouraged to bring a set of tools, i.e. knife, cutting surface, pin vice, tweezers, razor saw, etc.

See convention website for payment and schedule details.

Update on DCC (Digital Command Control) Railroading: What's new with DCC presented by Bristol Club member, Michael Greene.

Passenger Car construction: Bob Hogan, master craftsman and Bristol Club member, provides all the details.

A.C. Gilbert American Flyer Engine prototypes: Presented by Carl Byron, B&M Historical Society member.

Civil War Railroads: Presented by Roy E. Jones III, deals with the critical importance of Herman Haupt and his early creation of the US Military Railroad.

Gullivers Gate: by Steve Lamb, professional model railroad layout builder. Get the inside background on this phenomenal animated train layout that Steve assisted in creating in Times Square, New York City.

Scenery Clinic: Charlie Bettinger, member Pioneer Valley Model Railroad club, presents useful ideas to help you enhance your layout.

Cape Cod Rails: Presented by Roy E. Jones III. Take a rail ride down the Cape from Yarmouth to Provincetown looking at the history and stations along the way.

NON-Rail clinics:

How to make a Sugar Scrub: Deane Louise Greene, a Bristol Club member, uses all natural ingredients for this fun clinic.

Simple Jewelry making: Lynne Barnhart. A fun class and you'll leave with several completed jewelry pieces. (Check website for clinic details and supplies fee.)

Food/cooking demo: More details to come as we sort out details and possible supplies fee.

Check our web site www.bsgr.us frequently for details and updates about all convention activities. You can also register and order convention cars directly from that web site.

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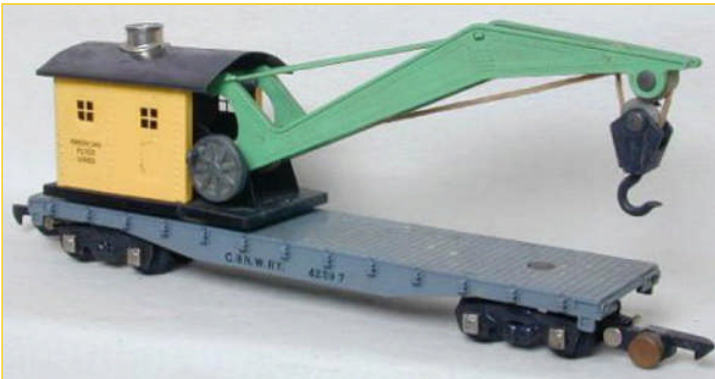
Fully functioning Southern Pacific Railroad Bucyrus-Erie steam-driven crane on display on the grounds of the Antique Overland Transportation Museum at Brooks, Oregon, just north of Salem. Photo by Bill Pyper

Compiled by Bill Pyper, Editor, NASG Dispatch

In the beginning days of railroading, the job of cleaning up a wreck was usually done by men and horses. The first steam wrecking crane, a small machine with a 20-ton lifting capacity, appeared in 1883. Its manufacturer, Industrial Works of Bay City, Michigan, introduced a fully revolving model ten years later. As the product became more popular, Industrial Works, renamed **Industrial Brownhoist**, and its chief competitor, **Bucyrus-Erie** of South Milwaukee, Wisconsin, introduced larger and larger models to deal with the increasing locomotive and car weights. By World War I, steam-powered cranes of 120-ton capacity, were common on American railroads.

Bucyrus-Erie was an American surface and underground mining equipment company. It was founded as Bucyrus Foundry and Manufacturing Company in Bucyrus, Ohio in 1880. Bucyrus moved its headquarters to South Milwaukee, Wisconsin in 1893. In 1927, Bucyrus merged with the Erie Steam Shovel Company to form Bucyrus-Erie. In 1997 it was renamed Bucyrus International, Inc. It was purchased by Caterpillar Inc. on July 8, 2011. At the time of its acquisition, the Bucyrus product line included material removal and handling.

Below: Gilbert American Flyer manufactured the model #635 from 1946 through 1949. It had link couplers and was available with a red, yellow, green or blue cab. It was decorated for the Chicago & Northwestern Railway.



Above: This modern diesel powered crane, manufactured by American Ohio Locomotive Crane Company, is configured to ride the rails. The same crane can be mounted on a truck body and moved on the highways.

Below: A contractor's crane lifts the front of a Union Pacific Railroad locomotive to replace a traction motor at the rail yard in San Luis Obispo, California. Photo by Bill Pyper



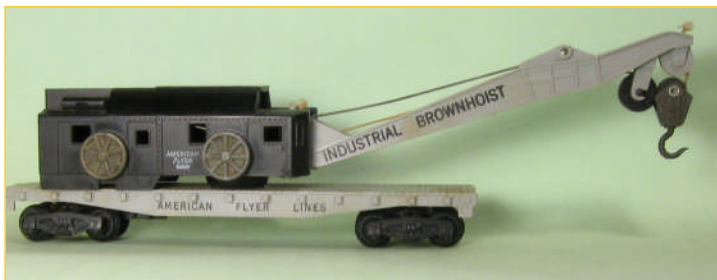
A rescue train enroute to a wreck had priority over other traffic, but cranes were subject to speed restrictions, typically around 35 mph with the boom trailing and 25 mph if the boom was facing forward.

The larger hook closer to the cab was the main lifting hook, used for locomotives. The hook at the end of the boom was a lower-capacity auxiliary hook, used when more reach was needed. Slings, chains, and spreader bars were used to attach the hook to the car or locomotive being lifted; the hooks were never attached directly. While some cranes were capable of limited self-propulsion, that was only for positioning at a site, not for travel to and from wrecks or jobs.



American Flyer #944 Industrial Brownhoist Crane is set to extricate a Rex Mogul locomotive from the turntable pit on Steve Monson's layout modeled after the Taylor's Falls & Lake Superior Railroad. The #944 wrecking crane was manufactured with knuckle couplers from 1954 through 1957.

Photo by Steve Monson



Left: American Flyer #24569 was manufactured from 1961 to 1966. It is similar in appearance to the 644 and 944 models, but is mounted on a standard AF flatcar, has much less detail and is equipped with Pike Master couplers. Numbers 24523 and 24561 were built from 1957 to 1966 and are essentially the same, but are equipped with knuckle couplers.

Photo by Bill Pyper from his collection



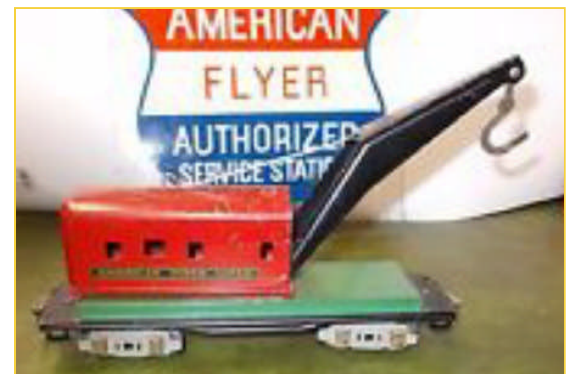
Photo by Bill Pyper

Above: Lionel made this crane and boom-car set for NASG in 2006 and 2007 as the Commemorative Cars for those years. The same set, decorated in Santa Fe War bonnet livery is listed in Lionel's 2017 catalog, below.



Lionel #6-48024

Below: American Flyer produced a tinplate wrecker crane #606, with link couplers in 1953 and again in 1954 with knuckle couplers listed as #906.



Although some still are in use, for the most part, railroads are no longer relying on old, rail-bound wrecking cranes. It is more economic to contract the work to clean-up companies whose side-boom crawler tractors can come along side wrecked cars. 🚂

To see more pictures of railroad cranes go on line to page 39

What Magazines should you Read?

By Jeff Madden, Editor Emeritus

What model railroad magazines should you read if you are an S modeler? Let's assume you belong to the NASG and read the Dispatch and subscribe or regularly read the S Gaugian in order to keep up with the latest S info.

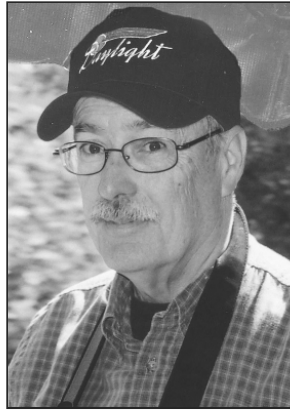
In today's modern tech world let's also assume that most of you have a smart phone, a laptop, computer, and maybe you regularly investigate the online **S Scale Resource E-mag**. And perhaps you check **Guerra's O Scale Resource E-mag** as well. Why not? Two-rail O scale has much in common with S hi-rail and scale. There's also the all-scale **Scale Rails E-zine** which occasionally has an S article.

But, if you're like me, most of you still enjoy hard copy magazines as these are more portable to take to various places such as the armchair while watching TV, the bed at nighttime, and even the "library."

Thus, besides the S mags or the E-zines, what other hard copy model rail magazines can you read and learn from? Currently you can subscribe or purchase the more general mags: **Model Railroader**, **Railroad Model Craftsman**, **Classic Toy Trains**, **Narrow Gauge & Shortline Gazette** and the **NMRA Magazine** (have to be a member). Beyond the above general mags you might also want to regularly check out publications of other scales, especially those specializing in our big cousin O. As I hinted above, the O magazines often have articles on layouts, benchwork, structures and scenery that can be easily transferred to S modeling, either scale, hi-rail or American Flyer tinplate.

Wait? There are even more choices. What about older out-of-print magazines? If you have a stash like I do, they make great reading or re-reading. This can be especially important when you get to a point in your S modeling where you need to refer to such articles regarding track planning, painting and decaling, structure and rolling stock plans, scenery tips, etc. The non-S back issue articles that aren't S specific can prove invaluable. Obviously, the back issues of current S pubs (if you don't have them) and extinct S pubs like 3/16ths, S Gauge Herald, S/Sn3 Modeling Guide could provide information you need in the present. The non-S specific general publications of the past you might find useful are O Scale News ('80s to 2000s), Model Builder (1938-'49), Toy Trains (early '50s), Model Trains ('50s and early '60s), Mainline Modeler, Prototype Modeler and maybe a few I missed. Model Trains and Toy Trains did cover S tinplate a good bit.

Of course, back issues of the current stalwarts MR and RMC going back to the 1930s can always provide some useful information, plans, etc., and many of us grew up with these. **TCA Quarterly Magazine** is a good reference for AF collectors. As I stated before, the continuing O magazines have a lot in common with S. So, you might find it useful to check out back issues and current issues of O Gauge Railroad (used to be O Scale Railroad) and O Scale Trains (since mid-2000s).



Many of you may not have seen all these magazines in your modeling career, and if you're new to the hobby then you may want to investigate the older issues. I'm an exception 'cause I've collected model train mags since I was 10 or 11 back in the '50s. Sure, I am weeding out and selling or giving away many issues because they don't have as much relevance to me being in S now, plus, some newer pubs update older material and have more color. Complete collections in my own library (re-read often) include: Dispatches, S Gauge Herald, 3/16ths, S/Sn3 Modeler, and Model Builder. The latter was collected mainly for Frank Ellison articles – I'm still a big fan.

I have complete Model Railroaders from 1934-1960 and hit and miss from then on. RMCs, I have many, but only a couple of complete years. Other model mags I have are a mixed bag: CTT, Mainline Modeler, NG&SL Gazette, Prototype Modeler, TCA Quarterly, Toy Trains and a few others. I'm always checking out the model train pubs at the local hobby shop as this helps me with coordinating the Perles Award.

Then there's the prototype train magazines which many of us enjoy as well. Also being a railfan, I have my share of these too. If you're like me you enjoy reading and gleaning model info from these "real train" magazines.

There are many types of readers of train magazines among us. Some are just scanners, some read or look at only articles of their particular interest, some read cover-to-cover, some scan first and then read more thoroughly over a few weeks.

This being said, if you have a stash of magazines you have to deal with organizing and storage, but that's another article.

The whole point is that being in the hobby of model railroad-ing requires reading to garner ideas, inspiration and reference. To paraphrase a famous quote: "A model train magazine is never old or outdated until you've read it!"

It seems that fall and winter 'tis the best time to do some reading in order to stimulate cold weather modeling. If you're a football or basketball fan, what better time to thumb through your collection of magazines than during those long time outs and commercials. Are there any of our Texas, Florida or Louisiana S friends who lost collections in the hurricanes? Maybe they could benefit from some magazine donations from the rest of us? Many of us with back issues of the S Gauge Herald and the Dispatch might want to look back at the numerous articles penned by the late Bill Fraley. Bill's many contributions will be missed. We lost a great friend of S. 

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A Mountainous Pike in S-Scale

Ed Sauers' B&O Mountaintop Branch Line

By Edwin C. Kirstatter, Northern Ohio S-Scalers

All photos by Bill Lane except as noted. Drawing by Joe Kimber

This S scale layout by Ed Sauers is built in his new retirement home in Charles Town, West Virginia. It follows a pattern of the Baltimore and Ohio Railroad in the 1940's and early 1950's. Its scenery, rolling stock and line-side structures are representative of the B&O's eastern mountain divisions. Structures are from many kits. Ed had modeled in many scales, HO, O and G, but has settled on S for his retirement project. It's the ideal size, not to big and not too small.

A layout plan was drawn up for him in 1/2" scale by Dispatch Editor Emeritus Jeff Madden to fit the space Ed had allotted and available in his new basement of 17'x 31'. He has only had to change the original layout plan slightly to make it work by adding a few feet at the ends. The curves are as large as 42" with 36" being the minimum at the Wye. It is a basic folded oval track plan with a yard where a three stall Roundhouse and a turntable are located with facilities for both steam and diesels locomotives. The track goes around the room at different levels with some concealed track and hidden staging tracks to store two trains out of sight, then returning to the yard crossing over several bridges on the way. Several Towers are along the lines to pass out train orders. No signals on this layout! A Branch line also takes off from the main yard and goes around on a higher level to a small town with a combination freight/passenger Station and a WYE track to turn the engine and water the locomotives tenders then switch the nearby coal mine at end of the line taking loaded coal cars out and replacing with empties then returning to the Main yard with the loaded hopper cars. The coal loads are removable by a magnetic Wand. The turnouts are remotely operated by stall motors and some hand throws where a switch is reachable.

The motive power follows the B&O prototypes as well as much of the rolling stock. There are both steam and diesel locomotives to power the trains and switch the yard and industries. All equipment is set-up for DCC operation with sound decoders installed. There is an S Helper Service E-27ca that takes care of the passenger service, a Q3 MacArthur USRA 2-8-2 by Overland Models for pulling the empty hoppers back to the mine, a set of River Raisin RF16 shark nose diesels doing the heavy coal train duties, an SHS SW-1 servicing the mine area and an SHS NW-2 along with a Smoky Mountain FM H10-44 doing general yard switching duties.

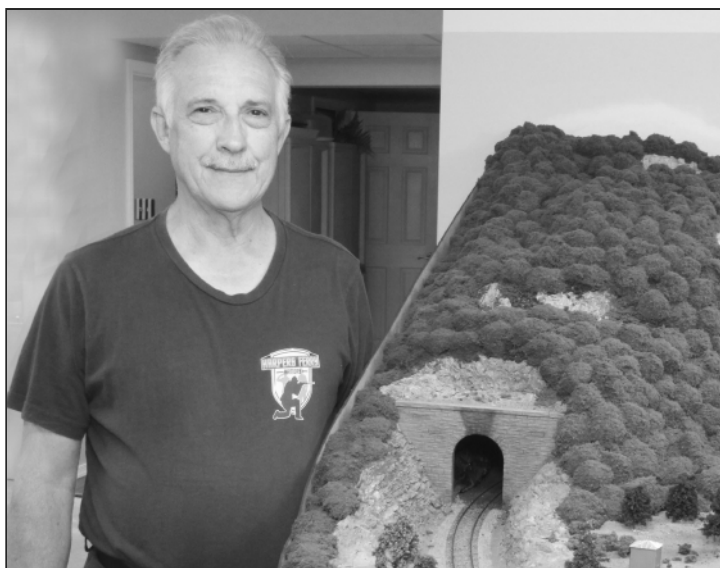
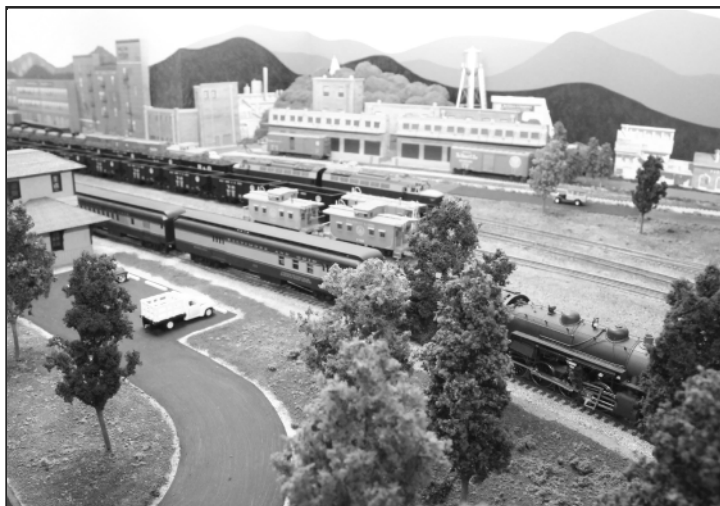
The rolling stock is many SHS B&O hoppers and some American Models cars with Smoky Mountain B&O M-53 Wagon-Top boxcars for the factories with B&O cabooses of five different classes to fill his caboose track at the yard.

The scenery over the wood framework is a combination of plaster cloth, Hydrocal hard-shell and Scultamold and Hydrocal moldings of rocks etc. Tunnel portals were cast of Hydrocal and resin. The bridges are made from kits and some Lionel bridges were modified for use as single track bridges in S scale. The scenery represents the mountains of West Virginia that the B&O ran through with tunnels in the hillsides and flats for the distant mountaintops. A river runs through part of the layout. Some factories are low relief buildings against a wall. There are also roadways for motor vehicles to use. 



Above left: Tank for fueling diesels made from an American Flyer tankcar by Ed Kirstatter for Ed Sauers. See page 18 for close-ups and building instructions.

Below: Some of Ed's trains in front of factory backdrops.



Ed Sauers

Continued on the next page



#17 Car Shop

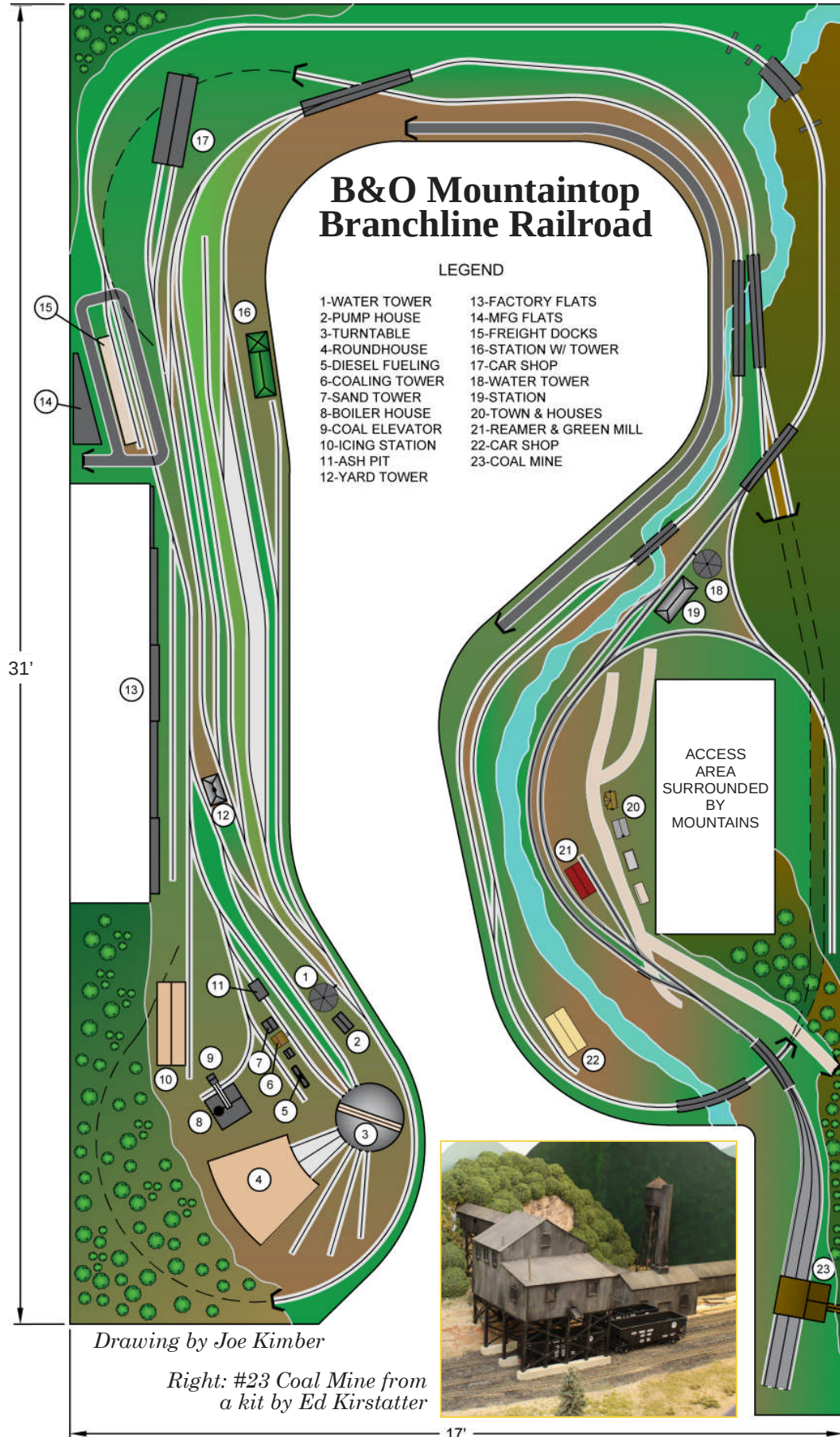


#14 Factory flats. #15 Freight Docks



#10 Icing Station, #7 Sand Tower,
#6 Coaling Tower, #5 Diesel Fueling,
#3 Turntable, #4 Roundhouse.

A Mountainous



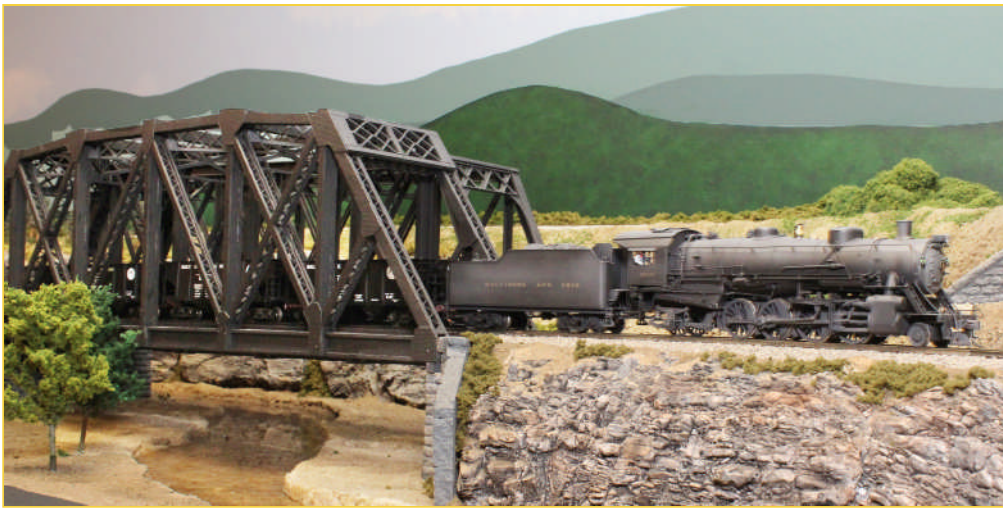
Pike in S-Scale



Above: S Helper Service SW-1 switcher is parked next to Reamer & Green Mill #21.

Left: Pair of River Raisin Baldwin RF-16 Sharks pull a coal train across a bridge. Car Shop #17 is in back.

Below: Townsite #20 under construction.



Above: SHS Switcher is parked by ash pit #11 next to the icing station #10.



Above: Three stall-roundhouse #4, boiler house #8 at the top-right and industrial dockside switcher by Rex is on the left.

Below: A MOW shanty kitbashed by Ed Kirstatter from an SMMW B&O boxcar.



Above: B&O Q3 Mike 2-8-2 steam locomotive by Overland Models Inc. crosses the river on one of the dual truss bridges.

Below: Roundhouse #4, turntable #3, icing station #10, diesel fueling station #5, and coaling tower #6. Small red building behind the roundhouse is a fire hose house built by Ed Kirstatter. See the September-October 2015 Dispatch for plans.



Photo by Ed Sauers

Tankcar Fuel Facility for Ed Sauers' Layout

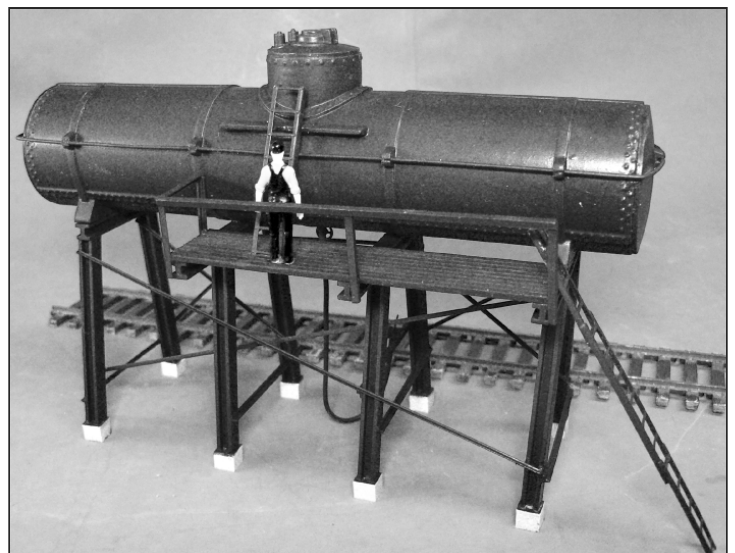
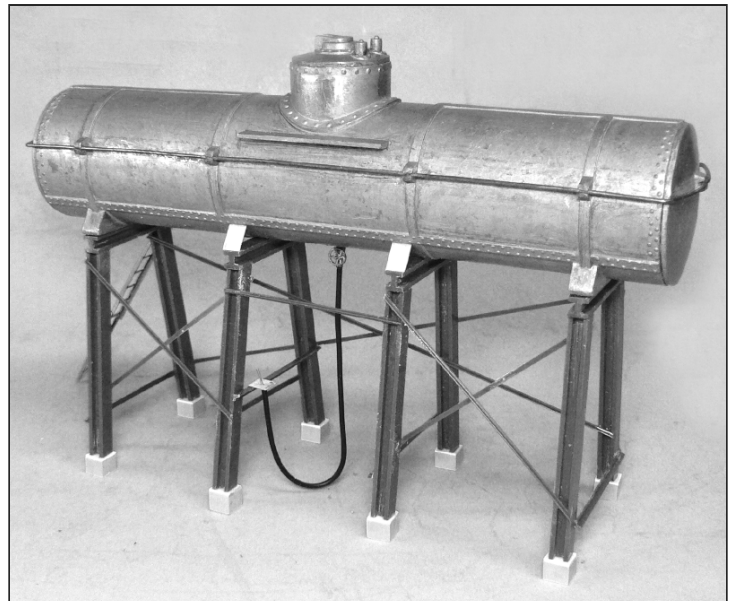
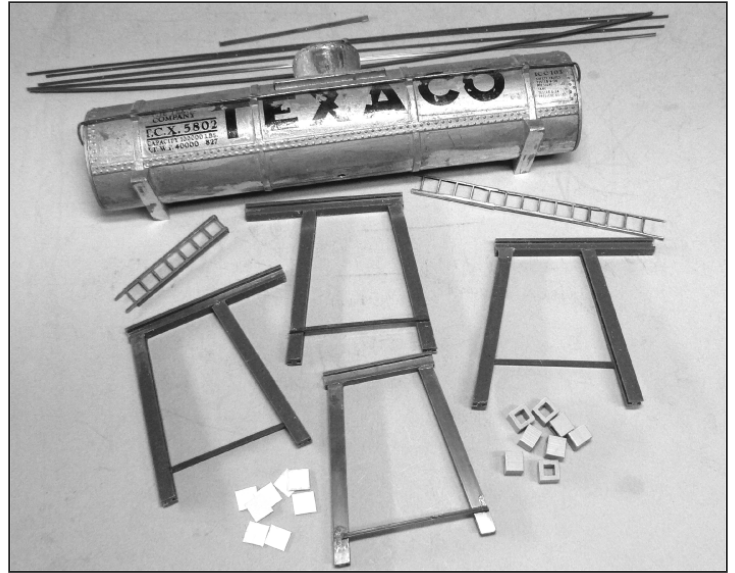
By Edwin C. Kirstatter, Northern Ohio S Scalpers
Photos by the author

I used a Gilbert American Flyer tank car in derelict condition as a starter for this project. This is a freelance structure with no prototype in mind but just making it believable. Remove the underframe with trucks and couplers. This was a diecast metal tank only. Clean-up any remaining molding flash, take off the cast on grabirons from the dome sides, straighten any crooked handrails and remove any paint or lettering. Now mount it on stilts about 12 feet above the ground for the gravity flow of the stored diesel fuel to the locomotives below. Many railroads did not mount them this high and used a pump to move the fuel.

I made the supporting bents to look like steel by using Plastruct $\frac{3}{16}$ " H columns of ABS plastic. Eight pieces, 10 or 12 scale feet long will be needed to make the four bents. The top of the bents will be 12' long except the last one make it only $7\frac{1}{2}'$. Cant the legs about 10 degrees. The top of the first three also support a walkway and railing to get to the dome to refill the tank. Use CA (Super Glue) to cement these plastic parts together presuming this to be an all-welded structure. The bents are supported by concrete footers made from Plastruct $\frac{1}{4}$ " square tubing cut to be only one foot high above the ground. Put .020" caps on these. Add a $\frac{1}{16}$ " angle across the bents legs near the bottoms. Cement these assembled bents to the tank body. Now place cross bracing across the bent legs. Sand the bottoms of these for a universal height.

Build the walkway at the back of the tank on top of the bents' extensions using $\frac{1}{16}$ " thick by $\frac{3}{32}$ " scribed Northeastern wood that will give you nine 6" wide boards. Make a railing for this from angles 3 to 4 feet above the platform. Or you can use the metal type of boxcar running boards or Tichy 8001 open grate platforms and railings with 8011 angle brackets. A ladder or stairs will be needed to get up there, also a ladder to get up to the dome for filling. Make these from boxcar ladders.

Under the tank's front side at trackside we need a fuel filler hose with a nozzle hanging down from a valve with a small shutoff wheel under the middle of this tank. Make this from 30 gauge insulated wire. Paint everything except the concrete footers dull black with no lettering except signs saying Diesel Fuel Only and Safety First and No Smoking. Put an oil company's tank truck nearby. Run a hose made from wire from this truck to the top of the dome to refill it with a bucket or a can covering it to keep out the rain. 🚚



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CLASSIFIED ADS

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

FOR SALE: Several S-Gauge engines (D/C current), freight cars and a few cabooses as well as houses, utility structures, some bridges and trees. My father "Wally" Collins had a large S-gauge set-up known as "Midland Pacific" and I still have more items than I need. If you are interested please contact me directly at wallace10019@yahoo.com

FOR SALE: American Flyer Lionel #6-47900 Delaware & Hudson 2-coach set, new in OB \$140 +shipping. #6-47909 Delaware & Hudson Baggage-Observation set, new in OB \$140 + shipping. #4-7941-200 Legacy left hand remote switch, mint in OB \$95 +shipping. Dick Wachtman, 1220 Wood Rd. Hummelstown, PA 17036. Phone 717-497-5606 or e-mail to carolanddickwachtman@verizon.net

FOR SALE: Custom and Factory painted brass locos, steam and diesel, and rolling stock. Also, American Models diesels and Omnicon resin PRR shark diesel A-B-A, Contact Pete Gehret, 59 Glenalla Pl., Castle Rock, CO 80108 (send SASE); PAG125@comcast.net, or 303 916-8355 for list with photos.

FOR SALE: (1) All-original AF 1957 NP Vista Dome North Coast Ltd set 20370. Mint. Item boxes (minor box damage). PA 492(21552)-roar, PA 490(21556)-horn, combine 24702, coach 24705, dome 24708, observation 24712, 708 horn control. \$1850 full set. (2) Kadee #805 S Magne-Matics (12 env., total 24), original, unopened; \$30 for all. (3) Original, mint, Ho-quat GE 40t Steeplecab Electric kit (c1981); needs Athearn SW1500 HO chassis. \$50. (4) NASG 1980 20th anniversary commemorative. AF gondola body, black, white decals; never used, no trucks or couplers. \$20. For more info/photos/other items, e-mail Bruce.Shore@sympatico.ca

FOR SALE: (1) American Flyer Lionel Production #4-9400 Chessie System Caboose, Mint in OB, \$12 (have 10). (2) 1954 AF and Erector Set Catalog D1748, Exc. no marks, no tears, dealer sticker, \$14. (3) Scarce Revell HO Trains 1958-59 Catalog, Good, torn corner, \$8. (4) 1960 Lionel HO Trains Catalog, Like New, \$9. (5) 1959 Lionel Trains Catalog, 55 pages., Very Good, \$10. (6) Miller Engineering Animated Neon Signs, New York Central System, Gulf, both large size, Mint, \$35 each. All prices plus shipping. Will send photos on request. jshirey1@comcast.net or call (916) 429-2764.

FOR SALE: American Flyer Service manual on CD. This is about 95% complete. These were compiled from the original Service manual. It includes all the forms from the first ones to the last ones issued in 1962. These went to service repair stations. There are some additional forms also. It also has HO, Auto-Rama and accessories plus other things that Gilbert made. The CD contains 2 indexes so you can find what you are looking for. Can be viewed or printed with Adobe Acrobat Reader. Contact Jon Kettner at 509-283-2024 for more information or send \$15.00 plus \$3.00 shipping to Jon Kettner, 13910 E. Prairie View, Fairfield, WA 99012

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

ESTATE SALE: Noted collector and repairman Philip Peschi died this past October. His model railroad equipment specializing in Lionel and American Flyer trains and memorabilia is for sale. If you are interested in seeing what's for sale please e-mail ppptrains@gmail.com for a list of items and prices.

ESTATE SALE: Noted Canadian S-scaler Dan Kirlin died last summer. His model railroad equipment is for sale. If you are interested go to www.dansmodeltrains.ca

WANTED: Two Lehigh Valley Models (LVM7) Continental Canning Company kits. Wanted for a kit-bashing project so kits with some missing and/or damaged parts may be acceptable provided all 26 brick wall panels and the printed clear plastic window material are present. Contact Tom at tpatterson31@wi.rr.com with a description of kit condition and desired price.

WANTED: Decal made by Champion for NWSL S J&L. Tank car. Ed Kirstatter, 1130 Taft Ave., Cuyahoga Falls, OH 44223. E-mail q1xamacarthur@gmail.com

The **ROCK ISLAND REPORTER** is a free e-mail newsletter. To sign-up go to <http://leepurl.com/Ut8UL> Please pass this link to anyone interested in the Rock Island. Back issues available. E-mail updates appreciated. tbrug@aol.com

ANY MEMBER CLUB that has special edition cars left over from conventions or fests can advertise them at no charge in The Dispatch. Send a hi-res jpeg photograph and information to dispatch@nasg.org

SOHIO TANK CAR IN S GAUGE. The SOHIO Tank Car was made in HO by Lionel but never in S gauge. SOHIO stands for Standard Oil of Ohio. These Lionel 6-41026 cars sell for \$70 each which includes shipping and handling. To order make check payable to **SCSGC** and mail to: mail to: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718



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**TOFC \$70 each
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Shipping:
\$11 first item
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The **Baltimore American Flyer Club** has the following TOFC and trailers remaining from the 2017 NASG Convention. B&O #2017 in Scale only. B&O #9523 in both H-rail and Scale. Western Maryland #1889 in both Hi-rail and Scale. WM #2411 both Hi-rail and scale. Extra McCormick trailers are available. Go online to <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> or send order by mail to David Blair, 35 Beecham Ct., Owings Mills, MD 21117.

Delaware SeaSide Club Trains Kids

By John Hodges, President

Delaware SeaSide Railroad Club, Inc.

Photos by Dave Lawrence



We are an all gauge club, with a total of 65 members. We have just celebrated our 13th anniversary as a club, and our second year in our 2,000 sq. ft. club house at 32442 Royal Boulevard at Clayton Street in Dagsboro, Delaware, just 10 miles or so west of Bethany Beach. The building is open twice a week for public access, five hours on Saturday from 10 am until 3 pm, and for 3 hours on Wednesday evenings from 5 pm until 8 pm. We never charge admission, but accept donations, and we do a lot of fund raising to pay the rent.

Last year we began a **Junior Member Program**, where any youth from 8 to 18 years of age can join the club, and the dues are waived. They have all the benefits of full membership, but cannot gain access to the club house on their own. This has turned into a great opportunity as we now have 12 Junior Members, many of whom are regular attendees/volunteers during our Open House dates, becoming completely comfortable with operating any of our 5 large layouts in S, O, HO, G and N gauges. For years before our acquiring a permanent home, we operated a raffle during December where we would raffle off 12 Train sets, and we called it **The Twelve Trains of Christmas**. The profit from the raffle was small, but we ran this raffle for about seven years, so we placed 84 train sets with families that might not have had one before.

Since our Mission Statement as a Non-Profit 501(c)3 Educational Charity includes **Promoting the Hobby of Model Railroading and Collecting Toy Trains**, it is high on our list of priorities to get our hobby out into the public eye. This past spring marked the 7th year in which we conducted an Enrichment Program for grade school children from a local school. This year's group was 7th and 8th graders. They built an HO layout on a 4 by 8 table, completed all the track planning and wiring, created a landscaping scheme and built a small mountain, then decorated the whole thing. We explained from the start that the layout would be sold at silent auction to defray the cost of the program, and they even had a hand in operating the layout for visitors at our spring Train Show in early May. One of those visitors bid on and won the layout, who actually has a grandson attending the same school as our workshop team.

A fire in 2011 destroyed nearly every piece of equipment our club owned at the time. Since then we have recovered and grown. As with most clubs, a dedicated core of individuals is chiefly responsible for where we are today. I am pleased to read that more clubs are taking up the challenge and coming up with interesting ways to promote the toy train and model railroading hobby. 🚂



Above, L-R: John Hodges, member Tom Galish and Tom's grandson, Austin, a junior member.

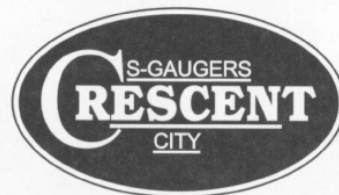
Below:

Fireman (Vice-President) Doc Dougherty supervises members of this Spring's school team building a small layout



To learn more about the Delaware SeaSide Railroad Club, visit our web site www.delawareseasiderailroadclub.org

You can see more photographs of our club at www.nasg.org See instructions on page 31



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Web Site Product Gallery by Era



By Peter Vanvliet, NASG Webmaster

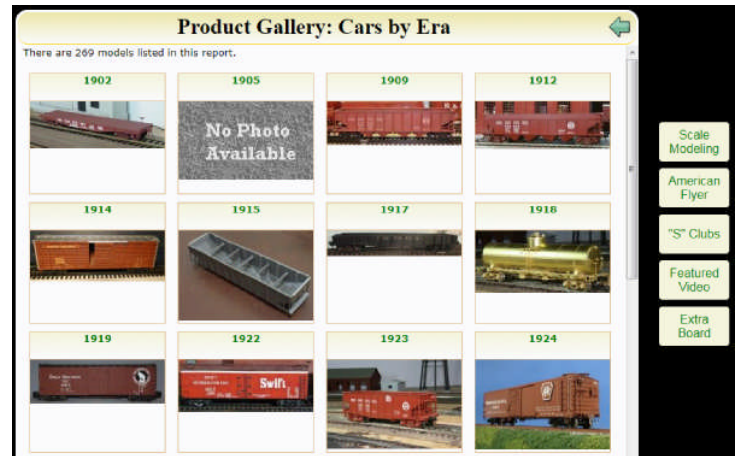
The NASG web site "scale" Product Gallery now contains some extra data. From a suggestion by Darby Marriott, a locomotive or car's era is now being identified. The idea is to help the S modeler determine whether a particular model fits within his or her chosen time period.

I model the Pennsylvania Railroad so I have many books on the subject. I have been studying the PRR for over 15 years, so, I know quite a bit about what

equipment is appropriate for the era that I model. However, for most layouts one needs models from other railroads as interchange traffic. The branch line I model interchanged cars with the B&O, C&O, N&W, and the Montour RR. I am definitely not as well versed in the typical cars for those railroads. The ability to see which model for those railroads would fit my era would help me determine which ones to invest in.

The era data-entry has only just begun. As of this writing only 300 of the over-4,000 models in our listing have an era specified. If a single year is listed in the era field, it means that that was the first year the railroad had that model on its roster. If a year range is specified, then that means that the end year was the last year that model was on the railroad's roster.

These numbers are only of interest to modelers who enjoy that sort of accuracy in their modeling. If era-accuracy is not of interest to you, you can completely ignore that data field.



I have added a new report that shows models based on their era. To view the report, click on the **Scale Modeling** button on the NASG web site, and then click **Product Gallery**. You can then click on **Cars** or **Locomotives**. Either will have the new "by Prototype Era" report. You can then click on a year to see all the entries for that year.

Continued on the next page

2018 SPRING S SPREE

May 11 and 12, 2018 in Dayton, Ohio

Hosted by the Miami Valley S Gaugers

Held at the Crossroads Exhibition Center, 6550 Poe Avenue, Dayton, Ohio 45414

S Dealers at over 100 tables in 11,000 square feet

Layouts from regional clubs and individuals • Clinics



★ 2018 Car ★

★ Air Force 40' Box Car by American Models ★

★ Two road numbers ★ Hi-rail or scale ★ Final graphics will vary ★ <http://www.sspreet.info/>

Web Site Product Gallery by Era

Continued from the previous page

How did I come up with those numbers? Well, for the PRR, I consulted the various books I have. For all the others, I used the model photos that many of you submitted as entries for the listing. There are, of course, going to be errors, discrepancies, and mis-interpretations. If a model was sold undecorated, and the model builder applied decals, I am going on the assumption that the modeler applied the decals that were appropriate for that model. If I get a photo of that model, I am going to use the "New" or "Built" date decal as my go-by.

There are several problems with that approach. One, the modeler may have been wrong. Two, the decal may be for a later version of the car. Three, the decal manufacturer may have made a mistake. But, we have to start somewhere. So, if you feel so inclined, and you have accurate information, please let me know of any errors, and of any models for which we don't yet have an appropriate set for that era. I will be happy to make the corrections, and it will benefit all who view the models from then on.

Dispatch PDFs and Article Index

Due to requests from members, the current (i.e. last six) NASG Dispatch PDFs are available in the **Members Only** section of the web site (click on the **NASG** button on the web site), as soon as I receive them from editor Bill Pyper. Bill's supplemental pages have proven to be very popular, so both he and I received several requests to have the PDFs available sooner.

I have been steadily adding to the **Dispatch article index**. As of this writing I have covered from the oldest issues up through 1993 (should be several years later by the time you read this). To view the index, click on the **NASG** button, then the **Dispatch menu** option. The article index is part of the **Back Issues** section of that page. At the rate I am going, I should have this caught up with the latest issues by the end of 2018. After that, it will be much easier to keep it updated. The index goes into greater detail of what is covered in the articles than what you typically see in magazine article indexes.

As part of updating the article index, I am also studying advertisements in those issues, new product announcements, as well as reading each of the articles. This allows me to retrieve information that I can then apply to the rest of the NASG's web site. Little details such as when a company actually started to sell a particular car (which we track and display with the models in the Product Gallery section of the web site), ownership changes or the creation or closing of a business (which I track on the "Extra Board" button's Manufacturers' History menu option), and information about the various S-scale related events, such as the NASG Conventions, the Fall S Fest, the Fest West shows in California, etc. So, as I am working through these Dispatch issues, I am fine-tuning the information that is collected on the NASG's web site, making it even more accurate.

I have always enjoyed reading magazines, and so over the years I have added to my large collection. It has gotten to the point of overflowing my available storage space (I built a nice set of three bookcases for my books and magazines about 20 years ago). So, I am in the process of scanning articles and issues of interest into the electronic PDF format. I have received issues from other modelers, including several older S-scale-related magazines, such as the S Gaugian and 3/16 "S"cale Railroading. As I am documenting those for my own personal use, I am also filtering detailed information out of those that I then apply to the NASG web site's content.

NASG Web Site Popularity The number of unique visitors to the NASG web site has been steadily increasing over the past year or so. I point this out, because it means that your individual efforts, your group or club efforts, and the efforts of our community as a whole are all getting the word out about S-scale. The number of unique visitors far exceeds the number of NASG members. That means two things. One, there is a good-sized interest in our scale. Two, the NASG membership can grow to many times its current size!

When Modeling . . . Buses Or, is it *busses*? According to the *Grammarist* web site, *buses* is the far more common spelling, although *busses* is acceptable, listed as a secondary spelling in most dictionaries.

I like to close each column with a listing of highly-specific and *themed* items we can buy to complete our layouts or dioramas. Below, is a list of all the known companies who manufacture and/or sell buses. For links to their web sites, see the NASG web site **S Resources** button, and click on **Scenery**.

The selection for S is not as good as in O or HO-scale, but there are some buses that should be of interest to you.

Today's modelers will enjoy the **Tonkin Replicas** buses. They manufacture various Prevost buses, coaches, and touring buses. They can be bought from the company directly, or from **Little Big Trucks**. **Royal Coach Bus** is a manufacturer/reseller that custom-decorates these and other models. Tonkin also produces models of the **MCI** (Motor Coach Industries) E-series buses. These are also sold by Royal Coach Bus. Their web site lists quite a few in the 1:64 section.

In 1991 **Racing Champions** produced a fairly modern "Golden Rule" yellow school bus, but these may be hard to find (check eBay, for example).

Johnny Lightning manufactured several 1956 Demolition Derby School Bus models. These can be bought from retailers such as 3000Toys.com, Free Time Hobbies, and Toy Wonders. With a repaint, they can be made to look period.

Greenlight produced the 1940 and 1950 GM "Parade of Progress" buses. These are available from just about any diecast retailer that carries Greenlight, including Outback Toy Store and Toy Wonders.

Motor City Classics manufactured the 1960 Routemaster London Double Decker Bus decorated for Coca-Cola. These are available from several retailers, such as 3000Toys.com, Amazon.com, Diecast Models Wholesale (British), Pufferwillies (British), and Toy Wonders.

CatzPaw Innovations offers a 3D-printed 1950 bus (based on an MCI prototype). It is a kit, so that you can detail the interior as much as desired before final assembly.

Speaking of 3D-printing technology, a company/individual going by the name of **HO/N Scale Bus, Car and Subway Models**, lists an IC RE 300 School Bus and an Orion V Bus available in S-scale via Shapeways.

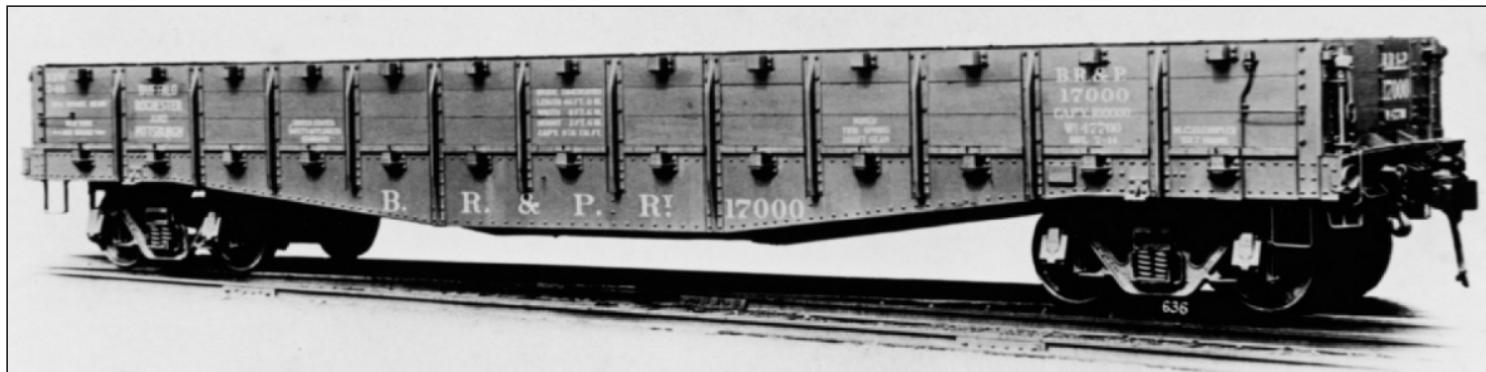
In 1987 and 1989 **Hoquat Hobbies** released kits of a 1950s bus (the 1989 version was longer than the 1987 one). Although these resin kits are long out of production, you might still be able to find one on the secondary market.

Corgi produced some double-deck buses, available from Pufferwillies (British).

Here are a few more models that I found:

Turn to page 30

Building a Composite Gondola in S

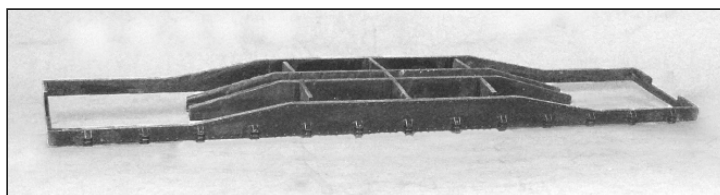


By Edwin C. Kirstatter, Northern Ohio S Scalors

We don't have enough gondolas in S scale and only one composite type available now as a *ready-to-run* model. Could we make one from an American Flyer 46' flat car with some plastic material added to it? You could keep it as a Hi-rail car or convert it to scale with a little more work.

Not many railroads had 46' flatcars or gondolas, but in 1914 the *Buffalo, Rochester and Pittsburgh Railway* had some 46 foot composite gondolas with drop ends built by the *Standard Steel Car Co.* of Butler, Pennsylvania with steel fish-belly under frames and side boards of yellow pine 10" wide by 3 1/4" thick as well as the drop ends and the deck. 500 cars were built with Andrews trucks. The B&O got many of these cars in the takeover of that road in 1932 and classified them as O-48 in their way of doing things describing them as; "Gondola, steel under frame, drop end, wooden bottom."

The BR&P Rwy. diagram shows these cars with 13 stake pockets in two rows and a 46' inside length. American Flyer flatcars also have 13 stake pockets and are also 46' long, so this is a good starting point for a B&O O-48 composite gondola kit-bash. This will make a very good looking model, close to scale, using the materials we have.



To get the Flyer plastic flatcar ready to modify; first remove any paint and lettering with **Scalecoat Wash Away**. Cut off the sill steps, remove all of the cast on grabirons and poling pockets as they will be covered on our re-build. Take off the plastic deck with all of those holes in it by milling out with a Dremel tool and sanding the top to be replaced by wood boards later. Leaving the sides, ends and all under frame parts intact but not the AF truck mounting pads; cut them out, finishing with files. Fill any holes at the cross-bearers with plastics or putty.

Next put bolsters shaped from 1/4" square wood or plastic in the under frame to mount scale trucks on. Place these at 36'-10" centers with #4 flathead wood screws 1/2" long and extend the center sill to this with scrap plastic. Add a plastic pad of .080" for the Kadee #808 brown couplers to be mounted on from the end sills to bolsters. Adjust the coupler height with washers using the NASG gauge or Kadee's.

The trucks used were S Helper Service Andrews trucks of the type that came with these cars when new. Some rivets and the tack boards need to be removed from the fish-belly sides to place the new side posts on them. The tack boards will be re-located later. Add the yellow pine 4" x 4" intermediate stringers to help support the deck, make these from 1/16" square wood or plastic. The under frame corner end braces can now be fitted. Make these from Evergreen #262 .080" channels. To add other under frame cross bearers at each stake pocket location use Evergreen #261 .060" channels. Place cover plates on the three main cross bearers of the AF car using .005" x .125" wide plastic with rivets impressed by using a Ponce tracing wheel.

Drill out the flatcar stake pockets if you intend to use them to hold stakes for a load in the gondola that goes above these low sides. Change the slope of the side sill bottom to conform to the drawing by filing. The rivets lost here can be replaced later using Archer decal rivets or Tichy #8017 .020" plastic rivets. Add boxed platform end sills made from Evergreen #188 Strips 125" x 188" with #266 1875" channels cemented to them. Place poling pockets at their ends made from short pieces of Evergreen #214 1/8" Tubing cemented on then use a #31 drill to give them a concave look.

Bend the cut levers from .016" brass wire to go on top of the new end beams mounted with Detail-Associates #2206 eye bolts and put on the four sill steps made from ordinary paper staples that are flat wire re-bent to 3/16" to give us a 12" step in S scale. Drill #76 for these in bottom of sides, and force them in. Then use Tichy #3501 grabirons on the end sills.

Continued on the next page

A. C. Gilbert's

American Flyer Trains

Bob Iannacone

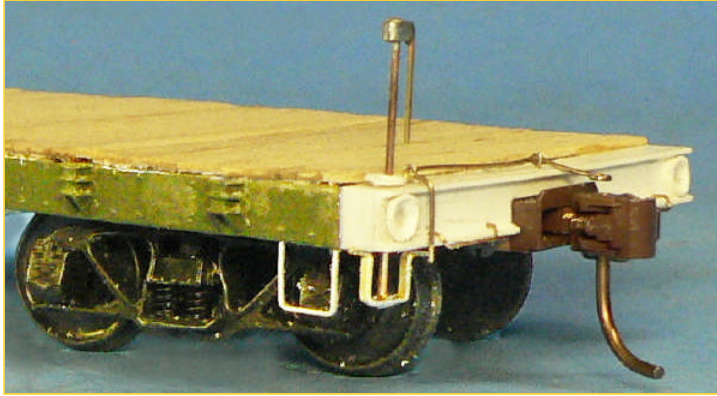
615-371-0948

cell: 615-429-8292

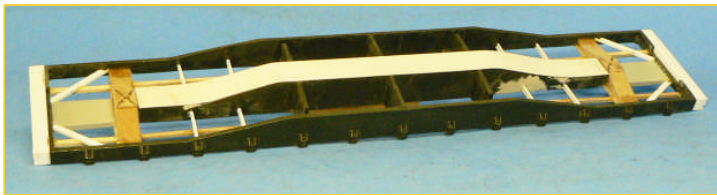
biannaco@bellsouth.net

www.americanflyertrains4u.com

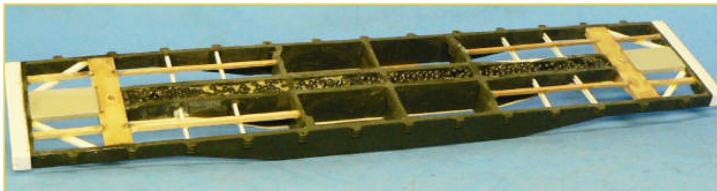
Building a Composite Gondola in S



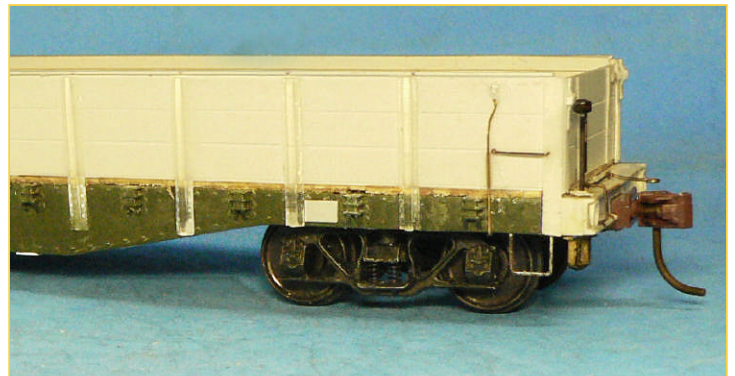
The hand brake, at one corner of the car (that we will designate the "B" end), was a *Harrison & Knox* ratcheting drop handle type. This can be made by bending an annealed then flattened .020" Brass wire as the 2 foot drop handle around a .025" staff and solder them together then bent down to look something like this drop handle brake with some more brass wrapped around it to stand about 3' above the end sill with a stirrup below formed of .005" brass from K&S #250. Some cars later got replacement hand wheels with a ratchet wheel and pawl. I put an SHS KC type air brake underneath out of sight. This could be updated with the AB Schedule brakes using the Grandt Line #4057 Westinghouse brake set pictured below and pipe it with the size of wires that they suggest.



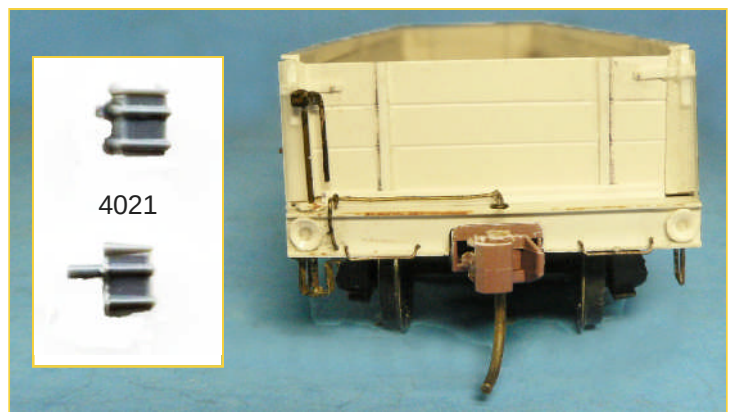
Add weight to this light car by using BBs or smaller #8 or #9 shot. To get more weight into a small space down low, cover the bottom of the center sill with .015" thick sheet plastic then fill it with the shot and cement it in with Elmer's Carpenter's Wood Glue. Now put 1/32" x 3/32" Northeastern wood strips on top for the planks to make the deck. Even if you were to stop here you would have a very well detailed flatcar model worthy of a model contest entry.

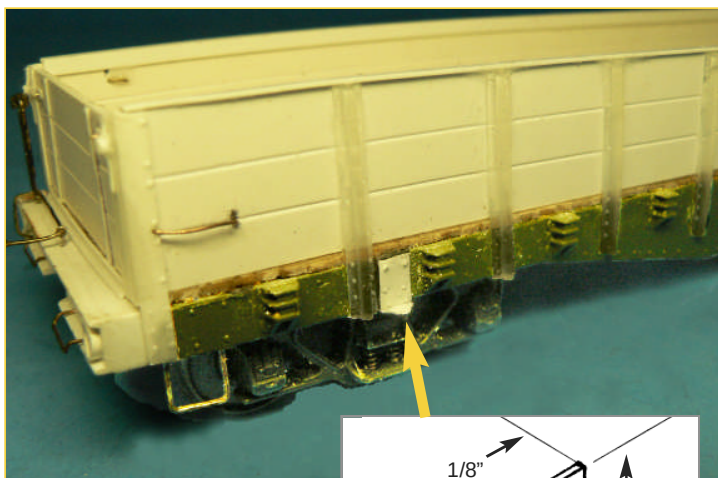


Make this easy flatcar to gondola conversion using some Polystyrene .040" sheet for the sides and ends, scribing on both outside and inside for the three boards 10" wide each to make this car stand 6 feet 8 inches above the rails. Then make the 12 steel bulb type posts used on each side from Evergreen Scale Models styrene plastics #240 .040" half-rounds put on #142 .040"x .040" square strips then onto #125 .020" x 100" flat strips cemented one on the other using Testors plastic solvent type of cement or cyanacrolate (Super glue). Then round them off and taper toward the top ends. These possibly can be made by 3-D printing? They should be cut to the proper height before mounting on the new gondola cars sides. The drop ends need what looks like metal strapping to hold them together. Use Evergreen #102 .010"x .040" Strips for this, two-feet in from each end. Build these up on the work bench to be placed on the flatcar when it is ready. Make the corner post from .005" Brass by K&S #250 or card stock with rivet impressions made by a center punch or ponce wheel.

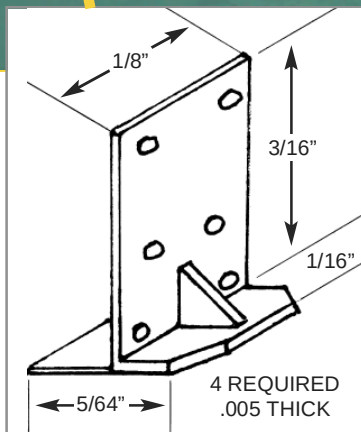


To finish this composite gondola put the sides and ends that you built onto the flatcar exactly the same width with the corners post and side post you made added after assembly. Make the side's top cords from Evergreen #292 angles of .080". There are also angles across the ends at bottom of the drop doors on top of end sills. Make these from Plastruct #90501 3/64" styrene angles 1^{15/32}" (1.46875) long. Lastly put on the upper row of stake pockets using Grandt Line #4021 pictured below. Finish detailing it with four grabirons using Tichy #3502 on the sides at ends. Bend over inside then cement with CA and trim off. Put a brake retainer valve on if you have one with a .010" wire down for its pipe at the left side near the brake handle. Add the drop doors latches at top the four corners. Use Evergreen #102 .010"x .040" to make these.





Add four Jacking Pads near the bolsters made from .005" plastic sheet with rivets impressed by a center punch. Don't forget to put Tack boards nearby! Replace the removed American Flyer sill steps with those made from re-bent ordinary flat wire paper staples if you didn't do this before.

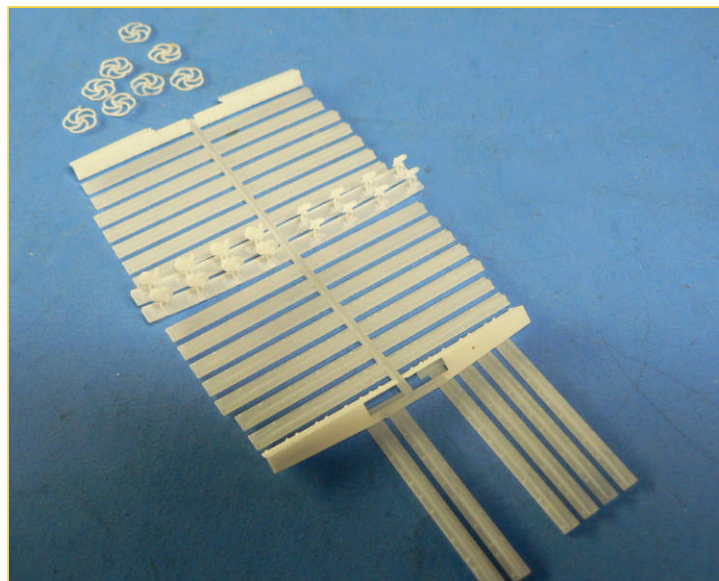


These B&O composite gondolas were painted boxcar red. Use Scalecoat II S2002 Oxide Red paint and leave the trucks black. Paint the inside floor Grimy black. They were 50-ton capacity cars classified O-48 by the B&O and numbered 151000 to 151495. They weighed 47,500 lbs. and had a cubic capacity of only 978 cubic feet when built in 1914. Only 272 cars remained on the B&O roster of 1950. Many were delegated to Maintenance of Way service by then in the X-700, 800 & 900 series. I numbered mine XM-997.

The decals used on this model were designed by the author from prototype information and set into computer graphics by Ed Sauers and printed by the Tichy Train Group using a special Inkjet printer. Anyone interested in this decal can contact edsauers@gmail.com. Now go find a load for your car model or assign it to M of W service.

This complete but empty gondola car model now should weigh about 5 ounces on a postal scale and is a reasonably accurate model of the real thing. It has the general look of it.

At my request Charles Sloane developed computer artwork to have Shapeways produce these 3D printed side and corner posts to use instead of making them as I describe. He included retainer valves, hand brake wheels and ratchet wheels and pawls to be used with the hand brake wheels and jacking pads. These parts have to be cleaned with alcohol then gently cut apart with a small Xuron cutoff tool, they are brittle parts. Super Glued (CA) to the already built up Gondola with a little trimming to make them fit and adjust the lengths to the three different sizes seen in the pictures and drawings. These parts will make a better model and make it look closer to the prototype with less work. These parts are now available online from TFS Trains at www.shapeways.com/shops/tfs-trains



REFERENCES:

- BR&P RWy. Freight Car Equipment, Diagram & Specifications.
- B&O Summaries of Equipment.
- United States Safety Appliances. AAR issue 1950.
- AAR Code of Rules, Governing the Condition of, and Repairs to, Freight and Passenger Cars. For the Interchange of Traffic, Jan 1955.
- AAR Rules Governing the Loading of Commodities on Open Top Cars, 1945 issue.
- B&O O-48 Composite Gondola Photo Study, B&ORHS Sentinel magazine Vol. 28, No.3, Third Quarter 2016, pages 27-32.
- Applying 3D Printed Post and Brake Parts for B&O O-48 Project by Charles Sloane. Comes with parts order.



Calendar of Events

This page is for the listing of model railroad events, with emphasis given to S-gauge or S-scale. If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to dispatch@nasg.org as soon as possible so that we are able to print it in a timely manner.

November 25, 2017 to January 14, 2018 — Paradise, PA
THE PEQUEA VALLEY MODEL RAILROADERS will display their multi-gauge layout on Saturdays from 10:00 am to 4:00 pm and on Sundays from 1:00 pm to 4:00 pm at the Paradise Township Municipal Building, 2 Township Drive. Adult donation \$3, children 12 and under are admitted free. Our web site is <http://www.pvmr.org>

January 6 and 7, 2018 - Monroeville, Pennsylvania
The NASG Information Booth will be set up at the **World's Greatest Hobby on Tour** show at the Monroeville Convention Center. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

January 6 and 7, 2018 — Sacramento, California
GREAT TRAIN SHOW at The Cal Expo, 1600 Exposition Blvd. 300+ tables of trains for sale. 50+ exhibitors from across the country. Huge operating model train displays. Free workshops and demonstrations. Door prizes. Adult admission \$10 good for both days. Kids 11 and under free.

January 13 and 14, 2018 — Charlotte, North Carolina
The NASG Information Booth will be set up at the **World's Greatest Hobby on Tour** show at the Park Expo & Convention Center. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

January 13 and 14, 2018 — Boise, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** modular layout at the **Boise Main Library**, 715 South Capital Boulevard.

January 27 and 28, 2018 — Savannah, Georgia
29th Annual Model Railroad Train Show presented by the Coastal Rail Buffs at the National Guard Armory, 1248 Eisenhower Drive. Hours, Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. Adults two day \$7, students/seniors \$5, Active duty military and under 12 free. Dealer tables, operating layouts in O, HO and N. See www.coastalrailbuffs.org.

January 27 and 28, 2018 — Springfield, Massachusetts
AMHERST RAILWAY SOCIETY TRAIN SHOW at the Big E Fairgrounds. For more information go to <https://www.10times.com/railroad-hobbyshow>

January 27 and 28, 2018 — Portland, Oregon
The **GREAT TRAIN SHOW** at the Portland Expo Center, 10 am to 4 pm. Admission \$10 on Saturday good for BOTH DAYS! \$9 on Sunday. Kids 11 and under FREE. Over 250 tables of trains for sale, More than 50 exhibitors from across the country. Info at www.trainshow.com/portland

February 3 and 4, 2018 — Houston, Texas
The NASG Information Booth will be set up at the **World's Greatest Hobby on Tour** show at the NRG Park Arena. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

February 17, 2018 — Houston, Texas
THE SAN JACINTO MODEL RAILROAD CLUB presents the **GREATER HOUSTON TRAIN SHOW** at the Stafford Center, 10505 Cash Road at Murphy Road just southwest of US Hwy. 59 (Southwest Fwy) and Beltway 8 (Sam Houston Tollway). Info at: www.sanjacmodeltrains.org/

February 24 and 25, 2018 — Fredericksburg, Virginia
The **WASHINGTON & OLD DOMINION S GAUGERS** will operate their layout at the Fredericksburg Expo Center, 2371 Carl D. Silver Parkway for the **Greenberg Great Train & Toy Show**. Open to the public.

March 3, 2018 — Elsie, Oregon
14th PACIFIC MODEL LOGGERS CONFERENCE at Camp 18 Restaurant and Logging Museum, 42362 Highway 26, west of Portland. Lots of narrow gauge model railroading. Info at: www.pacificmodelloggersconference.com

March 10 and 11, 2018 — Manassas, Virginia
WASHINGTON & OLD DOMINION S GAUGERS will operate their layout at Saunders Middle School, 13557 Spriggs Rd. for the **Boy Scout Troop 964 Annual Train Show**

March 10 and 11, 2018 — Edison, New Jersey
The NASG Information Booth will be set up at the **World's Greatest Hobby on Tour** show at the New Jersey Expo Center. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

March 10 and 11, 2018 — Bakersfield, California
The **Golden Empire Historical & Modeling Society's ANNUAL MODEL TRAIN SHOW** in the Horace Massey Building at the Kern County Fairgrounds, 1142 South P Street. Adults \$7⁰⁰, kids 12 and under free with adult. Admission good for both days. More information at www.gehams.org

April 4 through 8, 2018 — Rohnert Park, California
ENDURING RAILS 2018 NMRA Pacific Coast Region Convention at the Double Tree by Hilton. Five days of clinics, contests, layout tours, operating sessions, prototype tours, and more! For more information: www.pcrnmra.org/conv2018

April 5 through 7, 2018 — Garland, Texas
33rd ANNUAL Sn3 SYMPOSIUM at the Hyatt Place Dallas/Garland Conference Center. Clinics, vendors with an affinity for Sn3, and home layout tours. Anyone interested in narrow gauge modeling will find something of interest. Visit www.2018Sn3Symposium.com for details or e-mail to bu1977@att.com You may also call 214-507-7779 for more info. This event is sponsored by the Lone Star Region NMRA.

April 13 through 15, 2018 — Madison, Wisconsin
NMRA Midwest Region Annual Regional Convention, CAPITOL 400 hosted by the South Central Wisconsin Division. Clinics Friday evening, Saturday morning and Saturday afternoon. Local layouts available Saturday afternoon and all day Sunday for touring. For details www.nmrascwd.org and click on **Capitol 400**

NASG INFORMATION BOOTH

SCHEDULE of 2018 shows

for the **World's Greatest Hobby on Tour** shows are:

January 6 and 7, Monroeville, Pennsylvania

January 13 and 14, Charlotte, North Carolina

February 3 and 4, Houston, Texas

March 10 and 11, Edison, New Jersey

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

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

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

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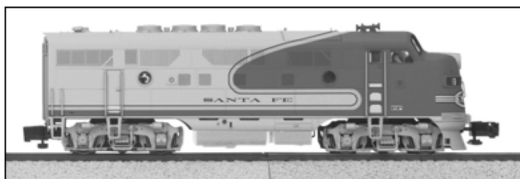
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News From the North

By Jim Martin, S Scale Workshop. Photos by Mike Westrin

Yarmouth Models and the man behind it, Pierre Oliver was a visitor to last October's CanAm Social. You may recall that's my annual gathering of 1:64 scale enthusiasts from Ontario, Quebec and western New York. It was Pierre's first public showing of his highly anticipated CNR 1937 AAR 40-ft boxcar kit. He was taking the opportunity to deliver some of his first orders in person and I was one of the happy recipients. At that point, 40 of the 50-kit run had been sold, so by the time this hits print they will likely all be gone. All in all, a very favourable reception for Pierre's first ever S scale kit. Being an astute businessman, he may already be pouring more resin. Also anticipated at this time, is the 1929 outside-braced box car that Pierre is producing for Ridgehill Scale Models.

CanAm Social: Speaking of, I'm gratified by the continuing enthusiasm for this little bun toss, and the distance some folks travel to get to it. Attendees this year came from as far away as Troy, New York (newly-minted Eastern Vice President Jeff English); Montreal, Quebec (Brian Nicholson); Ottawa, Ontario (Alex Binkley); and Windsor, Ontario (Ken Garber). That these guys are willing to drive from 4 to 9 hours to attend a 5 hour event speaks to the camaraderie of S scale. Ken also helps this thing along by compiling the sales lists of attendees so folks can plan their shopping in advance.

Paying it forward: A good many of us . . . all of us one would hope . . . help the newbies in the hobby by offering advice, instruction and physical help for those important first steps toward building a model railroad. But how does it play out at the other end? How are the younger and/or more able-bodied helping aging modelers to stay in the game?

Dispatch illustrator Joe Kimber has been sharing his stories here in the Dispatch. As Joe's mobility continues to deteriorate, model railroad friends have stepped up to help him build an S scale layout he can operate from his motorized chair. Great!



Dave Audley applies Bob Hadlow's lightweight Hydrocal rock castings. Dave worked so fast, Bob says that he had to make moldings four times a day.

In western Canada a somewhat similar story is playing out. Bob Hadlow of Calgary made a rather unsatisfactory dismount from a ladder a few years back. OK, he fell off. With his back injuries came instructions from *She Who Must Be Obeyed*: no more ladders, step stools, stilts or Cuban heels. I may have

exaggerated slightly but you get the idea. Bob was now at a disadvantage when it came to reaching the parts of his layout that needed scenery. Several of his friends stepped forward to help. *The magnificent seven* Bob would like to acknowledge are Dave Audley, Mike Westren, George Barr, Alan Hough, Tom Beaton, Hoover Reid, all HO modelers, and S scaler Tom Parker. Due to their efforts, Bob's layout is quickly coming together. Enough to warrant a visit in the next Dispatch.



Above: Dr. George Barr (retired) applies a surgeon's touch to the backdrop painting.

Below: Al Hough applies color washes to the rock castings.



Above: Al Hough and Hoover Reid in consultation mode.

Continued on page 30

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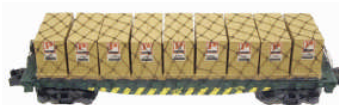
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NASG SPECIAL CARS

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



2017 and 2018 American Flyer Commemorative Cars We located photographs of Gulf tank cars with two different color schemes and decided to use them as the basis for both the 2017 and 2018 commemorative cars. They are both available now. The price of these cars is \$69 each or \$130 for two



2016 AF Commemorative Car CNW Flatcar loaded with pallets. Made by Lionel, road number 3516 for the 35th edition and the year 2016. Price \$79. Extra pallets can be had 4 for \$10, decorated or undecorated.



2015 AF Commemorative Car BNSF waffle side boxcar, made by Lionel, road number 3415 for the 34th edition and the year 2015. Price \$69



2015 Convention Car Kansas City Southern PS2 Hopper car by MTH. Road numbers 286707 or 286815. Hi-Rail only for \$68



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EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

THE ACTION CAR FLYER NEVER MADE, by **Roger Carp**, starts on page 52 of the December, 2017 issue of **Classic Toy Trains**. Subtitled *Engineers never finished this Hobo Car*, this two-page article talks about this never-produced car and some of the operating cars produced by Gilbert in the 1950s. Includes a photo of the operating mechanism of one of these cars. 🚂

The Best of the BADGER STATE appears in the December 2017 issue of **Classic Toy Trains**. Authored and photographed by **Dave Rickaby**, it tells the story of **LARRY BLANK'S** S layout.

When Modeling Busses . . . Continued

Here are a few more models I found:

eBay lists offers for the International Blue Bird School Bus.

Diecast Direct lists a Freightliner School Bus.

3000Toys.com carries the Metallic Team City Tour Bus. I believe these were originally sold as a set of four models. They feature the pull-back-and-go animation.

Amazon.com carries Matchbox GMC School Bus, HotWheels School Bus, and the Toyland Bay County Sheriff Prison Bus.

Menards sells four different O-scale flat cars, but they each come with a load which are perfect S-scale models, namely a Continental Trailways Bus, a modern School Bus, a Travel Bus, or a Santa Fe Trailways Bus.

Have fun transporting your S-scale passengers! 🚍

NEWS FROM THE NORTH

Continued from page 28

Layout building is the obvious first thing one thinks of when it comes to helping aging modelers, but besides dexterity, what are some of the other things that can go missing as the pages fall off the calendar?

Diminished space, transportation and income can also be hobby killers. If your friend thinks he or she no longer has room for a layout in their small retirement apartment, introduce them to the concept of micro layouts. If a micro layout doesn't appeal and money is tight, set them up a small hobby bench and encourage them to build kits for others. Perhaps also offer some small stipend for their efforts by way of cash, kits or hobby supplies. If they no longer have a car or driver's licence take them out railfanning, to train shows, operating sessions and other social functions.

Among my most pleasant memories are those of driving around my mentor, the late Arthur Lomax. A great gentleman who taught me lots about the local rail scene. Arthur never stopped enjoying the hobby. One of his last great modeling feats, accomplished while he suffered from Parkinsons, was assembling a brass 2-8-2 from an old SSL&S kit. No small accomplishment. My S Scale Workshop buddy Andy Malette now has that loco from Arthur's estate. I wish I had spoken for it sooner.

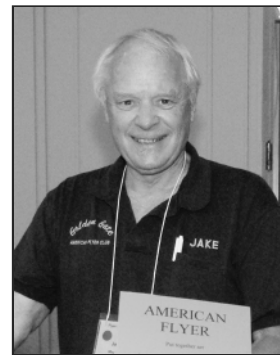
Till next time, Cheers, eh.

Jim Martin lives in Ontario, Canada and is a frequent and valued contributor to the Dispatch. 🚂



END OF THE LINE

Jake Jacobsen, American Flyer collector and enthusiast, passed away on October 16, 2017 after an illness of several months. Jake was a longtime member of the **Golden Gate American Flyer Club** and a founding member of the **Sacramento Valley American Flyer Club**. Jake was a well known collector, having a penchant for the rare and unusual. If you had a 4-12-2 loco made from a couple of Flyer Pacifics, Jake would be interested!



Jake's email address, nut4aftns@aol.com, said it all about him and his love of American Flyer Trains. He was the outward face of the Golden Gate American Flyer Club serving in many leadership capacities and most recently as its treasurer. He was the contact point for most communications with the club. He always contributed more than his share to all our activities and was instrumental in the success of our Flyerfest West conventions.

He was a founding member of the Sacramento Valley American Flyer Club. In the late 1990s, Jake, Don Rosa and Don Matthies, all stalwart Flyer collectors, were having dinner in Modesto, California, after returning from Fall S Fest in the Chicago area. The conversation at the table turned to the need for a similar S only meet in the West; since the S scale community already had a regular show in the bay area (BASS), they all agreed that a Flyer-based show was needed. As a result the first Flyer Fest West was held at Dave Butterfield's home in Livermore and the Sacramento Valley American Flyer Club was organized at the same time. 🚂



V. Eugene "Gene" Metzgar Jr., 75, of Lewistown, Pennsylvania passed away at home surrounded by his family on Friday, October 13, 2017. Born on May 19, 1942, in Port Royal, he was the son of the late V. Eugene Metzgar, Sr. and Barbara (Kauffman) Metzgar. In addition to his parents, he was preceded in death by eight siblings and a son, Todd Metzgar.

He is survived by his loving wife, Dorinda Metzgar, children, Steve Metzgar and wife Jen of Belleville, Scott Metzgar and wife Stacy of Lewistown, Tim Frock and companion Marianne of Bellefonte, and Chris Mills and husband Frank, of Lewistown. He is survived by 14 grandchildren and many great-grandchildren. He is also survived by his brothers, Den Metzgar and wife Tonikay, Randy Metzgar, Jim Metzgar and wife Marcia, and sister Judy Burfield and husband Dan.

Gene was in the Army National Guard. He was also a member of Union Lodge No. 324. His passion was being a Civil War re-enactor as Captain of Battery B 3rd Pennsylvania Volunteers, shooting cannons.

Since 2002 he had been the owner and operator of **Ye Olde Huff 'N Puff**, a manufacturer of wood model train kits.

A celebration of life and memorial service was held on Saturday, October 21, 2017, in Lewistown. 🚂

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NEW MEMBERS

From September 1, 2017 to October 31, 2017 the following people have joined the NASG.

Joe Coen Houston, Texas	Christopher Drew . North Plainfield, New Jersey
John E. Dalton Fremont, California	Neil Godfrey . Lismore, New S. Wales, Australia
Richard J. Dombrowski York, Maine	Edward T. Kennedy . . Mohegan Lake, New York

Deceased Members

Jake Jacobsen El Cerrito, California	Harry S. Kidd, Jr Enola, Pennsylvania
Dale Kempf Granbury, Texas	

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Click on the **NASG** button. Click on the **Membership** menu option. Enter your **member number** and **password**. Click on **Recent Dispatch Issues**. Use the **drop down menu** to find this issue. Click on **Retrieve**, then **Click here to download or view** the requested Dispatch. Enter Password. When magazine appears, scroll to page 33 .

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MORE WRECKER CRANES

More pictures of railroad cranes, old and new 39

S Scale Budd Company Vista Domes

New: LED Lighting



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



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Delaware SeaSide Club Trains Kids

Delaware SeaSide Railroad Club
S-gauge Layout



Below: John Hodges, Doc Dougherty and five members of the Lighthouse Christian School with their sponsor Ms. Pat Viguie and Frank Parrino as they show the completed HO display, product of their 8-week enrichment program.



Delaware SeaSide Club Trains Kids



Bob Mericsko, left, hands a scenery panel to Club President John Hodges while preparing for a track routing change on the club's S-gauge modular layout. The track was completely re-laid, still using original Flyer sectional track.



Left: Club house is in the Clayton Crossing shopping center near the intersection of Dupont Boulevard, Route 113, and Clayton Street, Route 26.

Below: Delaware SeaSide Railroad Club.



FLATCAR LOADS

Compiled by Bill Pyper, Editor, NASG Dispatch. One year ago, in the January-February 2017 issue of Dispatch, Webmaster Peter Vanyliet wrote about and showed about several pictures of flatcar loads. Here, and on the next page are some pictures of some unusual loads that you might consider scratch building.

Below: Beams too long for a standard flatcar had to use idler cars front and back to allow them swing around curves.



Below: I have no idea what the story is on this, but it should be easy to model.



FLATCAR LOADS



A center-beam flatcar probably would be a better way to haul this load, but maybe the Mexican Railroad *Transportación Ferroviaria Mexicana* (TFM) didn't have one handy, so they improvised.



Above: Don't know what the Department of Defense is going to do with this giant doorknob, but it must be pretty heavy, judging from all the trucks supporting it.

Below: No, it's not a submarine or a ballistic missile, it's a fracking tower for an oil refinery laying on its side.



FALL S FEST

By Jeff Madden, Editor Emeritus

Photos by the author

The big S events for the fall of 2017 are over in the upper midwest, and now all the participating clubs can relax until after the holidays. The recent Fall S Fest was held on October 27th and 29th, at the Holiday Inn Express in Janesville, Wisconsin, and was sponsored by the State-Line S Gaugers. Close to 300 attended — good, but down from previous years.

Pictured at right: Badgerland S Gaugers member Jeff Young brought his small hi-rail layout to the Fall S Fest. Below right; Jeff's grandson Connor Haen, is searching for superheroes on Ron Schlicht's layout.

American Flyer dominated the vendor room, but there were plenty of other items available. The CB&Q theme was reflected in the special-run cars offered. The 3-car sets of American Models plug-door reefers sold out early, and the single cars also sold well according to State-Line officers.

Bob Frascella's D&H Alco diesel was awarded **First Place** in the model contest, and his model also took **Best of Show**. Andy Jugle's "History of the Fall S Fest" clinic was obviously a popular one to attend. Other clinics were also well attended.

Pictured right: Ron Schlicht answers many questions about his very creative American Flyer layout. Ron is also a Badgerland S Gaugers member.

I missed the banquet because it was Trick or Treat night. Not for me, for my grandkids. I understand food was good and the banquet was enjoyable. On Sunday, I visited one of the layout tour open houses, George Sorenson's under construction S hi-rail layout in Williams Bay, Wisconsin. Down the road the finished product will be well worth seeing in print.

Continued on the next page



Below: Buck Guthrie, a retired Wisconsin Southern engineer, brought his portable AF layout. Buck runs his train museum, the Toy Train Barn, in Argyle, Wisconsin.



Ten-year-old John Heather is taking one step toward earning his Junior Engineer Certificate by operating the throttle on the BSG-CASG layout at Trainfest.



TRAINFEST 2017

The other big train event in the upper Midwest was two weeks later — **Trainfest 2017** held at the State Fair Grounds in West Allis, Wisconsin. This is supposedly the biggest train show with operating layouts in the country. Sponsored by the local WISE Division of NMRA, S scale had a good presence there. **The Badgerland S Gaugers** and the **Chicagoland S Gaugers** combined to set up probably the largest S layout yet at the annual show — 16' x 40'. Many trains were continuously running using DC, DCC or Legacy power systems on the long and winding double track. Since Saturday, November 11th, was Veteran's Day, BSG member Jim Maslowski brought a military train. BSG member Ron Schlicht, as usual, had his separate donut shaped Flyer layout running. *Pictured right.* His layout is a kid-magnet as he puts together many mini-scenes featuring super heroes or various celebrities scattered around for folks to discover.

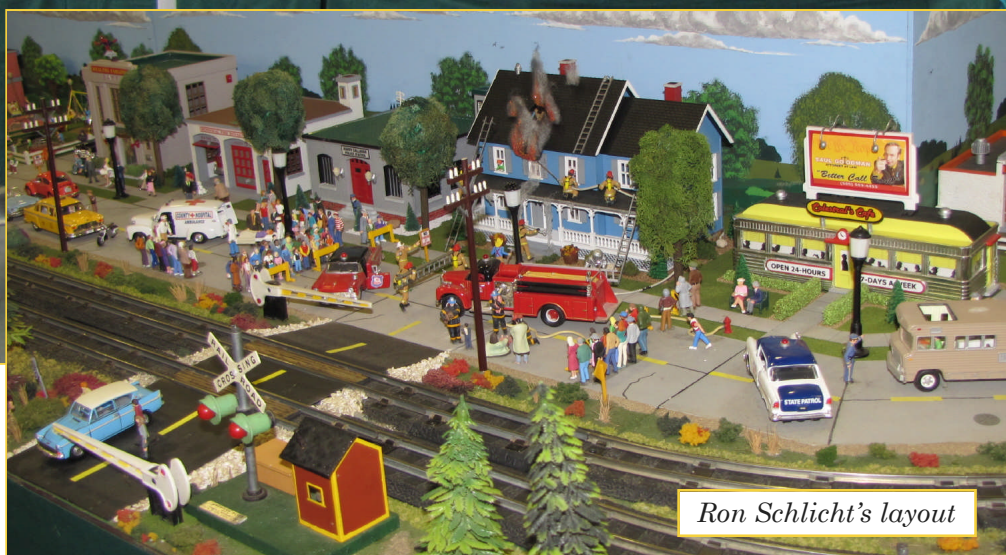
S Vendors included Fox Valley Models, Heimburger House Publishing, MTH and Lionel. MTH had a loop of S gauge track added to their operating display layout. 



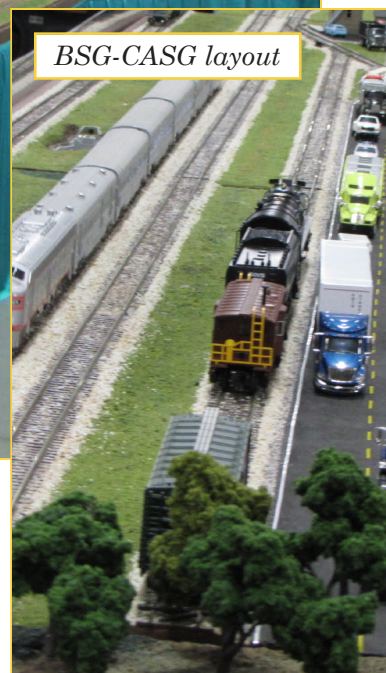
Below: BSG President Steve Lunde's custom painted Lionel American Flyer Mikado struts its stuff on the BSG-CASG layout. In addition to the paint job, Steve converted the 2-8-2 to DCC and added a Southwind brass Vanderbilt style tender.



This is possibly the largest modular layout that the BSG and CASG clubs have combined at the annual Trainfest in West Allis, Wisconsin.

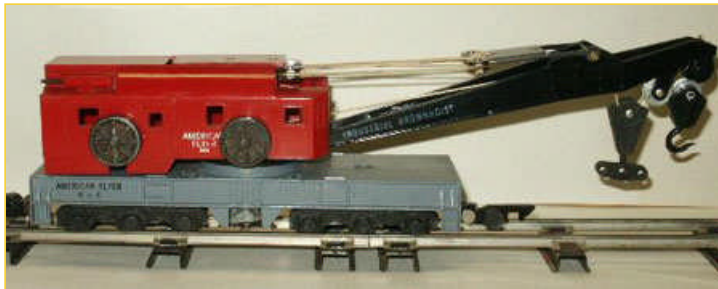


Ron Schlicht's layout



BSG-CASG layout

RAILROAD WRECKER CRANES



American Flyer #644



American Flyer #645



Lionel American Flyer made for TTOS in 2000.



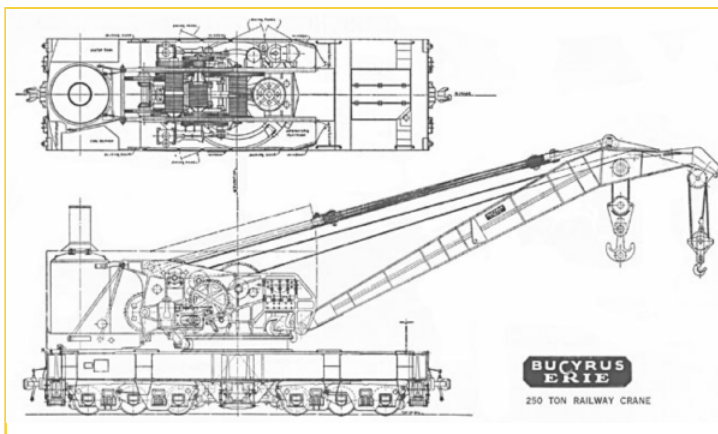
Portland & Western Railroad crane near Corvallis, Oregon, October 2015.
Photo by Bill Pyper



MTH made this O gauge crane.



Union Pacific (former Southern Pacific) self-propelled MOW crane works Salem, Oregon in 2017.
Photo by Bill Pyper



Schematic of Bucyrus-Erie crane.



Union Pacific MOW crane.