

The Dispatch

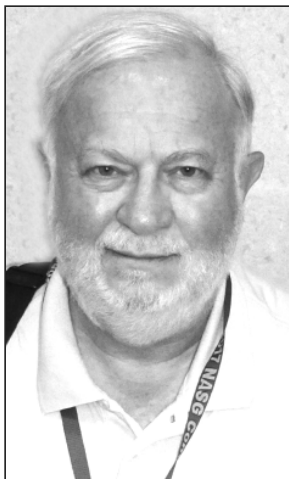
September-October 2018



**2018
NASG
CONVENTION**

***Inside American Models
American Flyer Tank Car Frames
Stanton Drives for S scale***

PRESIDENT'S MESSAGE



WHAT'S IN A NAME?

By Will Holt, NASG President

After the commentary in the May/June issue, several of you mentioned the confusion that goes with model railroad terminology in general and within S in particular. Agreed. We need to improve the verbiage we use to present S to the general public and other model railroaders.

As with all of model railroading the terms "scale" and "gauge" are used far too often interchangeably. We don't help new-comers to model railroading with how we

phrase things in S. With experience, the Promotions Committee has found that referring "S, 1:64 model railroading" minimizes any confusion about the terms "scale" and "gauge." Let's be honest. We all are S gaugers, using track that replicates prototype standard gauge at .883-inches in gauge (of course some replicate prototype 3-foot gauge, etc.) Our organization's name is correct; we are S gaugers.

As for scale, we all use models with a scale of 3/16th-of-an-inch equals 1-foot or a ratio of 1:64 to the prototype railroad. There may be differences in level of add-on detail, detail accu-

racy and such but virtually all of the rolling stock available in S is to the scale as mentioned. When introducing ourselves as S, 1:64 model railroaders, it easier to deal with scale and gauge in the same way that the rest of model railroading does. Helping potential S, 1:64 model railroaders orient themselves to S in terms of both scale and gauge eases the understanding of the dichotomy of our practice of model railroading.

We would probably be wise to add to our terminology an opposite to Hi-Rail that does not put scale back in an area of uncertainty. When we talk about scale and Hi-Rail as we most often do now, we put scale back into an area of confusion. Should we have Hi-Rail and Proto-Rail within S? Perhaps Hi-Rail and ??????

For certain, we all practice S, 1:64 model railroading — replication of prototype railroad standard gauge as .883-inches, a scale to prototype railroads 1-foot equals 3/16ths-of-one-inch, a ratio of 1:64. Let us adjust our terminology to help others move into S, 1:64 model railroading with easy to understand language, avoid multiple definitions of the terms we use.

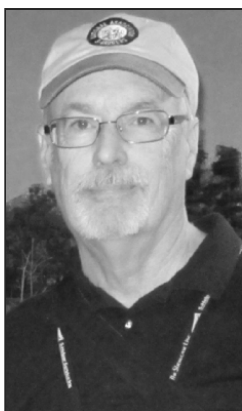
What's in a name? Hopefully clear understanding.

HELP NOT ONLY WANTED — DESPERATELY NEEDED

In the July/August issue Executive Vice-President Monte Heppe expressed the need for more members of our association to become active in the organization and the promotion of S, 1:64 model railroading. Absolutely correct.

Why are **you** sitting on the side lines? 

TO CLUTTER OR NOT?



By Jeff Madden, Editor Emeritus

Recent photos on covers and in layout feature articles in the Dispatch and the S Gaugian demonstrate the real diversity of "scenic clutter."

By that I mean that some layouts are tabletop, mostly with traditional American Flyer tubular track, that have numerous accessories, lots of Plasticville structures, many figures positioned willy-nilly and rows of die-cast vehicles, all haphazardously stuffed between track and turnouts.

Featured layouts in the opposite spectrum (mostly hi-rail and scale) present trackage that is more spread out with only necessary structures and bridges with the attempt to use hills, trees, tunnels, waterways, to act as view blocks to separate scenes in a more realistic manner.

For some S modelers randomly cluttering up a layout is an extension of collecting and wanting to fit as much of the collection on a layout as possible. These mostly AF oriented layouts are also an attempt to capture the more traditional toy train look with the accessories, Plasticville, etc., with only a minimal amount of scenery mixed in. The action of the trains and accessories is the usual goal here.

In between these two extremes are layouts, mostly hi-rail, that comprise the "clutter." Figures and vehicles are often clustered in animated or unanimated staged mini-scenes — beach scene, bank robbery, house on fire, construction workers, track gangs, etc. Operating accessories and static industry structures are strategically placed on sidings or in rail yards. Stations are separated scenically. Commercial buildings are placed in town scenes rather than randomly scattered throughout a layout. Bridges are located more purposely such as crossing over tracks, over highways or over waterways.

All three layout styles are by modelers who model S scale, 3/16" to the foot. All three "clutter" styles present S in different ways, yet all are modeling railroads in miniature. It's the goals of the individual modeler that makes the difference.

All of us in S are our own best critics, always wanting to improve this or that, wanting to change this or that or even desiring to completely redo things. That's the human nature aspect of the hobby. The point here is to enjoy your style of "cluttering" whether it be haphazard, selective or totally stressing realism, and yet don't be afraid to change things as you go along in the hobby.

When I view layouts emphasizing differing "clutter," I always try to shift my thoughts to the vision of the creator rather than seeing a layout to match my own opinions and goals. If you are in an S club, just take a look at the various members' layout styles and be open to their version of "clutter." 



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DEADLINES for time sensitive articles and adver-
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1st for the May issue, May 1st for the July issue,
July 1st for the September issue, September 1st
for the November issue and November 1st for the
January issue.

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The **Dispatch**

Volume 42, Number 5, September-October 2018

MANIFEST

COVER Bill Lane photographed this South Jersey S Gaugers layout
at the 2018 NASG Annual Convention in Boxboro, Massachusetts.

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NASG Web Site

<http://www.nasg.org>

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B&O M15k in the works



B&O M15k circa 1952. Photo from Jim King's Collection

I've received many requests over the years following the release of the B&O M53 **wagontop** boxcar kit in May 2009 for a similar, yet distinctive B&O car: the M-15k. The difficult part of this car is done (it uses the same M53 body) and prototype info is readily available, I've decided that now is the time to bring out this car. Especially considering that I'm rerunning the M53 and have located a great decal printer.

1,240 of these cars were built from older, wood-bodied cars between 1936-37 with characteristic deep, fishbelly centersills and bulky end sills. The last of the cars were retired in 1964 so modelers trying to replicate the 1940s and 1950s will certainly want at least one of these kits. Kit decals will span all years.

This is the official notice that I've begun work on designing the M15k car that will use a modified M53 body, new doors, underframe and end sills. This project will be intertwined with the MILW ribside boxes which has more design work remaining than the M15k project will require to complete.

No deposit is required for the M15k kit but I would like to receive your reservation so I can determine how many detail parts to order and decals to have printed. Once the design is done and patterns underway, I'll contact you for a paid-in-full order. The kit will sell for \$90 including decals and couplers. Andrews trucks (not included) will be needed to complete the kit. Please reply with a firm commitment to the quantity of M15k kits you will purchase. Be accurate in your number . . . that's all I have to go on when calculating the production run so, if you understate, there may not be extras to fill your order if you change your mind once I'm in production.

Prior to running the B&O M53 "wagontop" and SAL B-7 boxcars, I revised both decals and had them printed. Traditional Solvaset and MicroSol blue and red solvents will work fine with these. These decals are NOT from an ALPS printer. The ink is opaque and thin enough to nestle over rivets and weld seams using the solvents that most modelers have on their workbench. The B-7 set has been revised to show the later version of "ROUTE OF THE" (SILVER ME-TEOR) which is positioned in line with the "S" in SILVER. The previous 2 decals sets have been combined into 1 set to allow the modeler to replicate this iconic car from its 1941 creation into the early 1970s when the last cars were retired to MOW service.

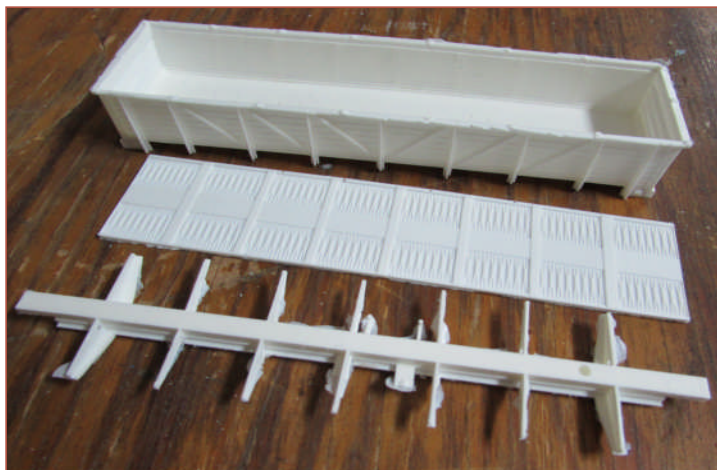
jimking3@charter.net

www.smokymountainmodelworks.com



Model built by Michael Eldridge

Pre-Size Model Specialties announces their new composite GS gondola kits in S-scale. They are available with SP or UP decals, as well as without decals. This model represents two SP classes, G-50-20 and G-50-23, with 1500 built in 1948 and 1949, and Union Pacific class G-50-11, of which 1000 were built in 1943. These cars lasted in service at least into the '80s. This is a resin kit with a one-piece body with an insert for the ribbed details of the bottom not always seen in ready-to-run cars. The kits do not include trucks or couplers, but everything else is provided. The kit instructions are available online. The price is \$85 with decals, \$80 without. Pre-Size is offering free shipping on these, and they are available directly from their web site www.presize.com



Grandt Line Update: A new company has formed called **The San Juan Model Company**, which is a merger of the following companies and their product lines: Grandt Line Products, San Juan Car Co., San Juan Decals, American Limited Models and The Leadville Shops.

The Grandt Line name has officially been retired. A new product catalog is planned to be released this Fall. A new web site is also under development. The new company is owned by Doug Junda and Bob Steers.

Nothing is as good as wood

Attention Modelers: This announcement might be met with joy by those who build kits and groans by those who do not build kits. **LaBelle Woodworking Company** is proud to announce that they are now offering the **Ye Olde Huff & Puff, Silver Streak, Mainline Models** as well other model lines in S scale. Watch their web site www.labellemodels.com for kit reintroduction. **LaBelle Woodworking Company**, 5101 Ridge Road, Cheyenne, WY 82009. Call Toll Free 800-246-9967

Banta Modelworks

is "returning to the dark side," starting with Oakboro Hay & Grain.

This laser cut wood kit, includes strip wood, signs, and tarpaper roofing. Construction is our usual "siding on ply." You build up an interior "box" and then apply the various sidings to complete the structure. To make the painting easier, we have separated the window frames from the mullions and have included an adhesive backing on the mullions to make mounting the glazing a glue-free breeze! This is a great 4 or 5 evening project. All signs and parts shown are included in the kit . . .

The S/Sn3 version is 6 1/8" wide by 4 3/4" deep and sells for **\$115⁰⁰**



www.bantamodelworks.com • orders 800-653-3214 • e-mail billbwks@sover.net • 802-258-3869 (bs'n)

Model Tech Studios all new for S scale

Roadside News and Magazine Stand

Only a 2-piece main construction builds this great Roadside News and Magazine Stand. Detail includes newspapers and magazines as well as the custom NewsBoy company sign and building side details.

News Vending Shanty kit
Item #SD397
\$21⁹⁹



Soda Fountain

Life was less complicated when a nickel or a dime could buy a soda fountain delight with all the memories included! This Classic soda fountain is meticulously detailed and comes assembled ready to paint. **\$43⁹⁹**

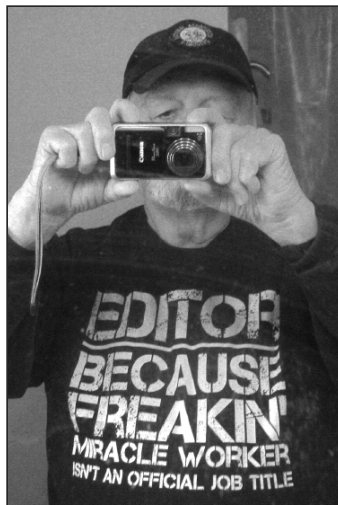
Hard to find scale detailed **Pelicans** for your scenes. These come in 2 different poses with a total of 4 per pack. **\$8⁹⁹**

To see the large selection of S Scale structures, details and vehicles offered or to order any of these items go to the web site **www.modeltechstudios.com**



To see more S Products turn to page 36

THE CONDUCTOR'S CLIPBOARD



Bill Pyper, Editor

Another NASG Annual Convention has come and gone, and by all accounts it was a good one. Because of the timing of the convention, you are receiving this edition of The Dispatch a little later than usual. All of the people who contributed photos and stories for this issue had to have time to get home and write them up. Thankfully the internet enables the rapid communication of the material to me. I don't think that I would attempt this job without it.

A big **THANK YOU** to the Bristol club for putting on the convention. Chairman Tom Robichaud, Doug Peck, Chet Brown, Bill Chase, Jim Babbish, Paul Riley, Helen Lenart, Don Haiges, Bill Clark, Dick Conners, John Ciarleglio and Joe Santoro.

Dick Karnes deserves a great deal of appreciation for wrangling and photographing the Model Contest. In a tremendous effort, **Bill Lane** shot, and sent to me 450 pictures of many of the displays and events at the convention. Steven Allen, Michael McConnell, Simon Parent and Bill Winans also contributed photos. Thanks to all of you and to all of you who contribute articles and photos to The Dispatch year 'round.

What it takes to build The Dispatch

Many people are under the impression that all an editor does is check articles for grammar and spelling, choose what photographs to use and send them off to be printed. That is more or less true for a large publication like Model Railroader or Time magazine which employ many people to produce their product. Not so for The Dispatch. I'm it. While I do use Spellcheck, I still have to read every article word for word, if only because Spellcheck can't tell the difference between, *their*, *there* or *they're* or *its* and *it's*. To the credit of our many contributors, that is rarely a problem with their submissions. They're very good in that regard. If an article contains a web site address, I check it for accuracy. A single misplaced dot or slash and it will be rejected by the internet.

One of the most time consuming tasks that I perform while assembling The Dispatch is that of modifying or retouching the photographs. Look at the pictures of rolling stock on the Model Contest pages. See how the sharp the detail is on the trucks? That is because I "lassoed" that part of the photo and brightened it using Photoshop. I have to do that with almost every picture of a railcar that is used in The Dispatch. It takes a little practice, but it is not too difficult, but very time consuming. The reason that this is necessary is because almost all pictures of model trains are taken from slightly above the subject and the lighting, whether flash or ceiling lights is also above the train. This results in the wheelsets being hidden in shadow and appearing in the finished picture as little more than a black blob. In the photo below you can see the difference.



ORIGINAL

MODIFIED

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INSIDE AMERICAN MODELS

An interview with Ron Bashista, owner of American Models, on April 11, 2018

This interview and pictures are provided by members of the **Southeastern Michigan S Gaugers Club** Culver Anderson, Tom Hawley and John Racey.



AM founder Ron Bashista right and Culver Anderson left.

A Short Biography of Ron Bashista

The founder of American Models, Ron Bashista, received his first American Flyer S scale train set in 1953. Desiring a little more realism, he ventured into HO scale. But not for long as the smaller size was far more prone to derailments and poor electrical contact of the lighter scale trains. "I want to be able to walk out of the room for 15 minutes and come back to find the train still running." Sometime after 1975 he came to find S scale almost extinct and the A.C. Gilbert Co. out of business. In a small magazine he found that there was still a group of people modeling in this scale. However he was disappointed by the lack of ready-to-run items for sale and only repainted American flyer equipment and "wood stick" kits available through the mail. Items promised to arrive did not and he waited for over two years for a locomotive power unit that was advertised as being available. The power unit kit that he received was disappointing, so he started working on a prototype gear box assembly.

Checking with tool and die makers and the costs involved got him thinking about making just one locomotive. So, he convinced his wife to sell their large house, take out the cash and put it into tooling for the FP-7 locomotive. As providence would have it, friends were made in the tooling business, and these friends taught him most aspects of the tool making trade. He even worked on his own molds in their shops. He was encouraged by many in the S scale community to progress to other needed items, so he advanced, manufacturing new item after new item. In 1994, American Models moved into their third and largest location at 8500 square feet, keeping the old 3500 square foot location for storage. Demand for the products has never been greater or more promising. "We believe that S is the perfect size and will make no other."

And of course, you've probably heard that American Models has made another move within the last year.

When did you first get interested in model trains?

Receiving a PRR set in 1953 started me in the hobby. After a few years, I advanced the layout size to two sheets of plywood with Plasticville buildings. Looking for more realism I switched to HO, but there was a problem. I could not leave the room for ten minutes without a derailment. It was highly frustrating.

What led you to start American Models?

Several things led to the start of AM. In 1978 or so I had just returned to Michigan from California. I ordered an F3 Enhorn-ing shell, this was state-of-the-art S modeling at the time. I also ordered a power unit for the F3. The power unit arrived two years later and when I put the two items together they did not perform as expected. So, I began to think about developing a better product (a locomotive). I hoped to get my investment back by selling the product to other S scale modelers.

I went ahead and designed the tooling for the FP-7 power unit. I felt that no one would take my development efforts seriously so I worked in secret until it was finished. I called Don Heimburger and sent it to him. He saw that I was serious.



American Models first product was an EMD FP-7 locomotive.

What kind of engine was it?

It was an FP-7. That's how it started. Now I had to find somebody to make the bodies. I knew nothing about tooling, had no idea how difficult it was, but I rapidly found out.

So, you made your own tooling?

Yes, with the help of some very interesting people. A German engraver let me use his shop and showed me how to use his tools. He taught me how to make the tooling I needed to produce the body shell and put the minute details that were needed into the mold. Down the street from this engraving shop was another company which produced my parts. I still use this company to make many of my parts today. I finally finished the engine. Then everybody said "we need a box car, we need a boxcar," so AM made a boxcar kit (shake the box). Again, I made the tooling for that myself, it was incredibly difficult to do, there is so much work involved. Fortunately, the same mold base could be used for the FP-7, the box car and a future hopper car, which saved thousands of dollars.

What type of work experience did you have prior to starting AM? After several short-term jobs, I found employment at a Ford engine plant. It was a very noisy and dirty place. About a year later I found work at the C&O railroad as a switchman and then a conductor. I stayed with C&O for about five years.

What did you do after leaving the C&O railroad?

I went to California and worked for a large construction company as a carpenter and other building trades. We did the final finish work on new homes. I was fascinated by the financial markets, it was a hobby. Even when working on the railroad I would study the financial markets, commodities, and stock markets, I read many books on the subject.

Continued on the next page

INSIDE AMERICAN MODELS

In California I had an account with a commodity firm and made fiends there. I joined their firm, studied, took exams and proved to be good at technical analysis. Much happened after that and eventually I moved back to Michigan in July of 1978.

If you could do anything different, what would it be? If I had known about it, I would have started in this business a lot sooner, but it never occurred to me. It was only after receiving the F3 shell and the power unit and wondering if I could manufacture better ones that I learned about the business.



American Models new building in Whitmore Lake, Michigan

What in your education and training do you feel was most useful in starting and operating AM? I am self-taught, always ready to try something. As a financial analyst I had studied the markets and commodities, fell in with the right business people and learned. As a kid, 9-10 years old, I learned basic carpentry by building simple things; bird houses and things like that. I built a model railroad layout. My dad worked long hours at his oil delivery business, he really did not have a lot of time to help me. I learned carpentry myself, my older brother helped me a bit but he was gone all the time too. And so, I had to figure it out and get doing or it didn't get done. That is how it really started, then it just graduated into more difficult projects and then into automotive things . . . rebuilding engines . . . race car stuff. Hot rodding. I had 1966 Chevelle with a 396 and would take it out and race on Telegraph and occasionally on Woodward. (2 large avenues in the Detroit area known for drag racing in the 1960s and 70s)

What were AM best selling items over the years?

Great sellers have been boxcars until S Helper dumped thousands of cars on the market. Hoppers were good, Budd cars are a steady seller today, and the Budd Vista car is steady. From 1995- 2005 steam engines were huge sellers. No one had made an S steamer since American Flyer. AM offered steamers never available before at affordable prices in S: the 4-6-2 Pacific, the 4-8-4 Northern, the Pennsy K-4, and the NYC J3a Hudson. These were the best. The boxed steamer sets were very good sellers. Today the pricing competition is very tough for steamers. Lionel is producing Berkshires and selling them at close to cost.

Would it cost less to produce your locomotives overseas?

No, China has increased their cost exponentially, workers' salaries have gone up 500% to 1000%. Batches of 5, 6 or 7 thousand HO locomotives cost in excess of \$100/engine. Imagine what it would cost in S scale.

You have a lot of competition for track from MTH, Lionel, Fox Valley. Do you see any new track products coming from AM? Track has very small profit margins. The others are welcome to that part of the business.

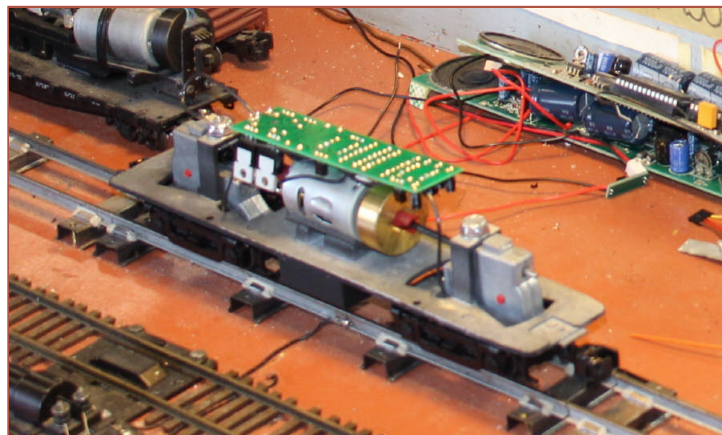
Is There a future for changes in scale or hi rail track or turn outs from American Models? We are planning to continue with our present line of track items adding the nickel silver flex track that many have asked for.

Are there any plans for #6 or #8 turnouts?

I am not sure currently.

Are you going to bring any of the models back, maybe the RS3 or SD-60, maybe with new detail or new paint schemes, maybe do the paint schemes that are sold out? We could get around to it, but some like the Rock Island are too difficult and too expensive to paint and probably would not be reissued.

Do you do most of your locomotive painting here at your Whitmore Lake Plant? That depends on what it is. Paint schemes can be very difficult. Most of the locomotives are painted here, but the more difficult ones are done overseas. They can do it there at a more reasonable cost, but that cost is going up quickly.



A locomotive chassis minus shell on the test track.

Are there any plans for another steam engine?

We are kicking around some ideas for another Pacific.

Someone suggested that you might take a Pacific shell and put another wheel arrangement on it. I was thinking about doing that with a Mikado but I asked around and Lionel has killed the whole Mikado market. They have produced thousands of them. That's the end of that.

Lionel is only producing a Hi Rail Mikado. I am an S scaler and the S scale market is too small to support a scale only Mikado. There doesn't seem to be enough scalers to pay for the tooling costs.

Any plans for a new Amtrak locomotive or set?

Not really, the market is satisfied as far as we can tell.

How about non-rolling accessories, buildings and the like? No, I am not going into buildings. There are many wonderful building kits out there in S Scale, also many HO kits can be modified into S. Some of these modelers can do wonderful things with Plasticville kits as a starting point.



Above and right: Corbin operating the pad printer to decorate a boxcar.



Who works for you today?
We have a small core of dedicated employees who paint and assemble most of our products. Most of our products are injected or molded locally in south eastern Michigan. Some of our product is still manufactured overseas where cost is still lower for labor intensive products, especially some of the more complicated paint schemes.



Above: Test track.

Below: Joe preparing products for shipping.



Continued on the next page

INSIDE AMERICAN MODELS

What can you tell us about your view of the S community? Not sure how to answer that, but I can say most in the community are very appreciative of what we have done for the hobby. It's too bad so many great guys have passed away.

How do you judge the market now, what are the demographics that supports S? The way I judge is with common sense. When you make something in S it has to be primarily for the Hi-Railer, it has to be different than Flyer stuff. It must look different. People ask me why I don't make a GP-38, or a GP-40. I make a GP-35 and the average Hi-Railer says it looks the same as a GP-38 or GP-40. The GP-38 and GP-40 just do not look different enough. The Hi-Railers are the ones who are spending the money. They are the largest volume of sales, 80-90%. So, there you are.

How do you judge the effectiveness of your advertising, especially in scale magazines such as Railroad Model Craftsmen? Obviously, you pay big bucks for advertising? You get a constant trickle from this kind of thing. Things are very different now, hobby shops are for the most part out of business, a potential customer cannot walk in with an ad and say "please order me this." That is how it used to work. Some hobby stores would carry S but most did not. The distributor offered HO, G, O, scales with a tremendous discount. Often a special-order S scale item was not even displayed while waiting for the customer to pick it up. They would hide it. Many of the customers going to a hobby shop did not even know that S scale existed.

Which scale magazine do you think gives you your best return for your dollar S Gaugian, The Dispatch or . . . something else? That is very difficult to figure out because in a way the S Gaugian and the Dispatch are both preaching to the choir. But still there are a lot of guys who will buy an issue now and then or see one and pick it up. The unasked question here is why did HO get so big? The simpler answer is that it is the less expensive to manufacture. In the 50's HO was simple. Companies like Atlas Schaffer, and Athearn made HO stuff. They produced lots of it and it was cheap. People bought it because it was there and priced low. People did not ask for HO, it was marketed to them.

You have a new website with a lot of cool things. We had to update the website. The old website wasn't being supported by smart phones and i-Pads. It was not compatible. The new website is compatible with the newer technology.

Are you going to produce any new freight cars: box cars, 80,000-gallon tankers, 2-dome tankers, hoppers? The answer is not simple. The market is saturated with these types of cars. Lionel Flyer made a million of them, S-Scale Supply made them, Des Plains ends up with all of these. You cannot build the same thing again. People model what they see and train consists have changed. In the 1950's a city or a town had a train arrive bringing in cars for a wide variety of industries. They serviced: lumber yards, oil depots, cold storage buildings, chemical factories, coal yards, power plants auto transport. That has all changed. When I came to work this morning, a train went by and it consisted of 125-150 CSX hoppers, everyone was light brown, a few were ribbed sided, most had offset sides. This is what today's railroads want, uniformity in its trains, that is the most profitable.

How do you ensure the quality of your product, particularly the drive mechanisms? Simple answer, we test every locomotive before it is shipped and only send it out when it works perfectly.

One of your longtime employees showed us your drive mechanism, he was fine tuning it for delivery. The drive shaft from the motor remained pretty much aligned with the coupling on the power truck even when going through a tight radius. It was very impressive. We had an issue with the old drive mechanism, it would rattle and even sometimes dislodge on a tight radius curve. We tried a spring, it was very quiet but it would wind up a bit and cause the engine to surge in the direction it was traveling. I engineered this new drive shaft arrangement and it has been very trouble free.

What is your opinion of the advanced technology of today's model railroad electronic sound systems, DCC, train control with smart phone apps, battery powered trains (dead rail)? There are so many changes and advancements and they come so quickly that it is very difficult to keep up. When Neil Young got involved with Lionel he came up with a new system every couple of years. I need a separate division where a guy sets up a business in a separate area and he handles the technology advancements. He would have to be technology genius.

So, there would be a small outfit performing these technology upgrades on your engines for you? That could be an option. Right now, many modelers are doing these upgrades themselves with varying degrees of expertise. In the past hobby stores would have an expert to solve technical problems. But the hobby stores are disappearing.

What do you see as the future of model railroading?

With the advancing age of the average model railroader the demographic trend is definitely against us. I think it's probably got another 10 years and you're going to have so many people die off that few will remember anything about the Flyer. The price of Flyer will collapse even further. You look at the price of any of the Flyer stuff, even from the 50's, it has fallen by 50% or more. An AF railroad car, you used to get \$60 for easy, now it's \$15. And the money is worth half of, or 1/3 of what it was then. So actually, the price is collapsed 90% on a lot of this Flyer stuff. It is because of the demographic trend and people dumping this stuff at estate auctions. So, the Flyer stuff's coming to an end. I suppose that the Scale, and more real model railroaders will continue on, but I don't see how there's enough of them. It used to be easy to draw people in, everybody saw railroad trains in their neighborhood. They were supporting all the industries. The hardware store, the local lumberyard guy, every week they got a shipment in or out. Now, the railroads don't want any of that. They want coal trains . . . trailer trains, grain trains. The railroads are content to let trucks handle the other, smaller loads of merchandise. The reality is; our world has changed. You used to see trains, locomotives, locomotives and trains, everywhere, all the time. Every neighborhood had a coal yard and required a periodic shipment of coal by rail. There must have been hundreds of coal yards in Detroit. Now, how many are there? One or two? 

To see **more pictures of American Models** operation go to **www.nasg.org**. Turn to page 39 for detailed instructions on how to get there.

MENTORING

Model Building brings American Flyer and S Scale modelers together

By Jim Kellow, MMR

I write the **New Tracks** mentoring series of articles for **S Scale Resource** online magazine. I was honored to have the editor of this magazine send me a copy of the May-June 2018 issue of the NASG Dispatch. This was the first time I had seen the publication and really enjoyed the articles. The convention tours article made my wife want to attend the upcoming NASG convention. She has attended many conventions over the years but this was the first time she expressed a desire to attend. I also read articles that could benefit both American Flyer and S Scale standard and narrow gauge modelers. It seemed to have something for all 1/64 modelers.

Then I read the articles by Will Holt the NASG President and by Jeff Madden and decided that I wanted to state my opinion that what all modelers in 1/64 Scale have in common is that they are all model builders. Each modeler has dreams about what his model railroad empire will look like.

Will it have model trains running that we wanted to have in our youth but did not get for Christmas? Or will our structures have won contests because of our excellent building skills? Or will it be so large an empire we can have everything we have ever imagined? Or is our empire so outstanding that it has been featured in all the Model press? Whatever our dream is, we can achieve it if we have the confidence in our modeling abilities to build it.

Whatever you have built in 1/64 Scale, as long as it meets your dreams, that is fantastic. It shows that you have the confidence and the skills to be a successful model railroader.

How does a modeler get the confidence to build his dreams? It is not easy, but confidence will come if you build models. That is the only way to get confidence in your modeling abilities. You build, make mistakes, correct them, learn from them, and build some more.

The best way to learn the skills and art of model building is with the help of a mentor. A mentor is a person who has probably made all the mistakes you will make and can advise you about how not to make them. A mentor is also a good listener who can help you visualize your model or project and how it should come together before you build it. Introducing mentors to modelers in S Scale and getting more modelers building are the two main reasons I write my New Track articles.

Who can be your mentor? Any skilled talented modeler in any scale you want. My mentor was an HO modeler while I am an O Scale Modeler. I have mentored modelers in N, HO, and O Scale in the past. Why have I not mentored an S Scale Modeler? No one has ever asked and it is not like I am hiding somewhere as I have been an NMRA Contest Chairman and NMRA Achievement Program Chairman for multiple NMRA regions! It is not too late for 1/64 modelers as I will be glad to include your mentoring needs in one of my **New Tracks** articles. Contact me at jimkellow@sscaleresource.com

If the 1/64 community of modelers can put aside the "I am American Flyer" or "I am Sn2 or Sn3" and become "1/64 Model Railroad Builders" then I truly believe that 1/64 Scale could become **The Builders Scale** of the future. I have previously written an article in S Scale Resource magazine making that prediction. But it is all up to the existing 1/64 modelers to make it happen. Will you? I believe your President Will Holt is providing the right leadership to this association and members such as Jeff Madden are being honest and telling you one way to find your mentor. So, as they say, "You can lead a horse to water, etc., etc., etc."

That is my view of the future of 1/64 Scale. Now it is time for me to return to my work bench. 



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HAUNTED TRAIN AT LOOK PARK

By Steven Allen, Pioneer Valley Model Train Club
Photographs by the author

The idea for a model train layout in Look Park's train station goes back to 2009 when our club first became involved with the people at the park regarding the Christmas program, originally called "Winter Wonderland." Nothing came of the idea, but the Christmas presentation became known as "Santa's Trains at Look Park" and has become a huge success.



Jumping forward to late summer 2015; Pioneer Valley club member George Reneris was approached by a local resident who was disposing of a lot of items he and his wife had accumulated over the years. One of those items was a 4 x 6 HO scale layout. He asked George if he knew of someone who would be interested in it. George discussed setting up the layout in the park's train station with park director Shawn Porter and park development director Greg Malynoski. They thought that it was a good idea and would be a great addition to their train station. They decided to bring the layout to the park after the park train operating season was over. Members George Reneris, Gary Lacroix, Harry Ruddock, and Steven Allen met at the train station on a cold and damp late September day and started to overhaul the layout in preparation to setting it up. We tore out almost all of the wiring beneath the table and simplified it in order to eliminate any electrical operational problems. Next the park's maintenance staff attached some cleats to the walls, built legs and made framework around the perimeter to install plexi-glass.

Over the next couple of weeks, further work was done on the tracks to make sure that they were level and secure. Steven Allen rebuilt the mountain with a tunnel that originally came with the layout. Things were pretty much in order for the following spring when the layout would be presented to the public. Some new locomotives and a few pieces of rolling stock were purchased through our local hobby shop. Over the next year and a half we had numerous issues with the track work. The problem was that the original layout was built on 1/4" thick plywood with no bracing underneath. Because of this and the fact that there is no heat in the train station, warping occurred and no matter what was done to the existing track work, we couldn't keep the trains on the tracks.



At that point both George Reneris and Steven Allen had a discussion with Shawn and Greg regarding the layout. We felt that in the best interest of the park, we should scrap the existing set-up and build new, more stable layout. Because of the lack of heat in the station, George and Steve decided that the layout should be constructed using 3/4" plywood with 1" x 4" framework glued and screwed to the underside. The park staff built the framework and Steven Allen supplied an S Helper Service train set along with a DC transformer and Gargraves track. This construction resulted in a much more stable base for operations. The locomotives used on the layout see a lot of action over the spring, summer, and early fall season, running up to 8 hours per day, 7 days a week. We had used a timer for Santa's Trains at Look Park with great success, so we did the same for this layout. We set the timer to operate for 15 minutes then it would shut down for 15 minutes. We started with two S Helper SW-9's, alternating the engines on a weekly basis. We added a pair of new American Models Baldwin switchers at the end of the season. All the locomotives are DC and are powered by an MRC DC transformer. One thing developed during the operation was the occasional uncoupling of the American Flyer compatible couplers. To eliminate that problem, I applied a drop of CA glue to the link bar along with a drop of an activator to instantly set the link in place.

Look Park's S-gauge layout without any special seasonal decorations.



The layout was constructed and decorated at the park during July and August 2016, then transported and set up in the train station. The layout has a dual theme. From April through mid-September the theme is a traditional New England fall. Then we convert it to a *Haunted Train* to correspond with the park's *Haunted Train*, which operates on a couple of Friday, Saturday and Sunday evenings in October, leading up to Halloween. To minimize expenses for the park, all but two of the structures used were Christmas themed buildings by Lemax and Department 56 which had been donated to the park for *Santa's Trains at Look Park*. Any snow or holiday decorations were disguised by painting over them and/or applying glue and ground foam to make the snow look more like fallen leaves. In order to transform it, we replace a couple buildings and add various ghouls and goblins, change one of the corner landscape sections from an apple orchard to a haunted cemetery, and various haunted trees, fences, etc.



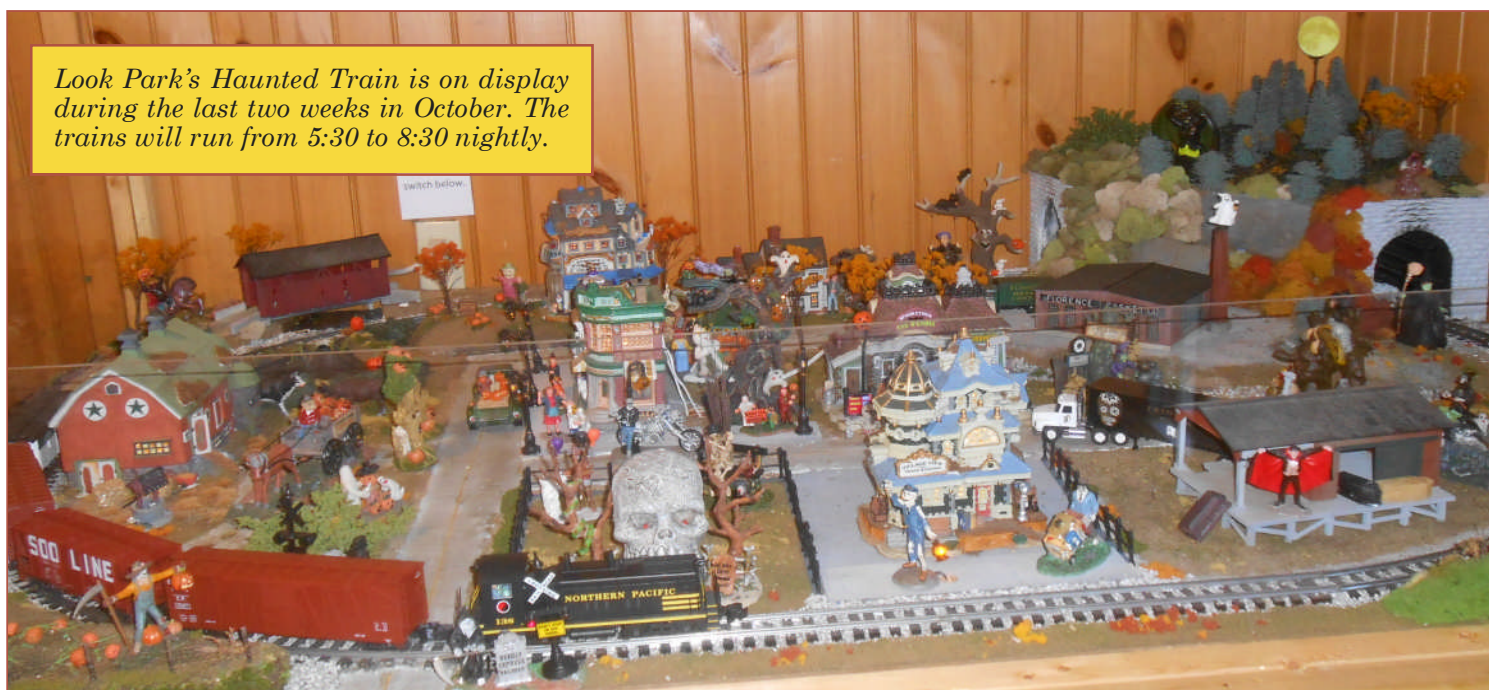
Many of the Halloween decorations were donated by our local hobby shop, Pioneer Valley Hobbies in West Springfield, Massachusetts. Some of the ghouls and goblins used in the haunted scene were from various books, movies and television shows that I had seen as a kid. They included a cyborg from the Disney movie *Fantasia*, the Wicked Witch of the North from *Wizard of Oz*, Headless Horseman from *The Legend of Sleepy Hollow*, and Dracula with coffins from *Abbott and Costello Meet Frankenstein and the Wolfman*.



A mountain with a tunnel was constructed in one corner of the layout and inside the tunnel, I installed a small set of blinking lights, which gives an eerie effect as the train enters or exits the tunnel. On the backside of the mountain a lighted moon was installed. The base of the moon was concealed with trees. The moon and the flashing lights are only connected for the haunted train and Halloween. Other things that were added to the scenery was a small plastic building model named the Florence Casket Company, which is a real company, and a major sponsor of Look Park. Located on one front corner is a cornfield with cornstalks and a pumpkin patch, complete with a scarecrow. In the back corner is a Plasticville covered bridge which has been repainted, weathered and modified to hide the locking tabs. It runs over a small stream which comes from the pond along the side of the farmer's barn. There is also a Lionel freight depot which plays a prominent role during the Halloween season. The streets were made of DAP joint compound and painted with assorted gray and black acrylic paints, then weathered with Bragdon weathering chalks. The yellow center line is 1/16" racing stripes for RC cars. The ground foam and materials used come from various manufacturers ranging from Woodland Scenics to Scenery Express to actual dirt and sand. The permanent trees and one of the removable corner panels are from either JTT Scenery or Grand Central Gems.

From the reactions of the kids and adults coming to the train station, this addition has been a rousing success for both the park and visitors alike. 🚂

Look Park's Haunted Train is on display during the last two weeks in October. The trains will run from 5:30 to 8:30 nightly.



NASG WEB SITE UPDATES

By Peter Vanvliet,
NASG Webmaster

Because I have written a couple of other articles, I have not included my regular column about the NASG web site updates for a while, but the site has continued to grow and to be refined. Let me catch you up on some of these changes.

New Content

The **NASG Special Projects** page is a new page built from data retrieved from the Dispatch issues, and some feedback from members (see **NASG** button, **Special Projects** menu option). In addition to the AF Commemorative Car program, the NASG engaged in other special projects to produce freight cars, structure kits, and detailing parts. The history is captured on this page, along with available photos. Alan Evans ran this program for most of its duration. The program is now on hiatus.

Many of us who are into trains, also have a strong interest in automobiles (scale or real-world). A number of S-scale modelers are into customizing and kitbashing 1/64 vehicles. Carl McAbee shares a number of his projects with us, which I captured on the new **Kitbashed Vehicles** page (see **Scale Modeling** button, **Mini Articles** menu option). He just got us started, so if you have photos of some kitbashed vehicles you have done, why not send them to me so I can add them to that page (with proper photo credit)?

Ted Hamler regularly contributes to the overall **AF Product Gallery** entries, but he has also provided material from which we have created three new pages on the NASG web site. You can access these via the **American Flyer** button, **Mini Articles** menu option. The **American Flyer Boxes** article covers a history of the boxes within which A.C. Gilbert shipped their products, and how they changed over the years. Includes photos of each. The Allied company produced colorful circus cages and trucks which were used as loads on A.C. Gilbert flat cars. Ted has identified the various versions of them and provides close-up photos in the **Allied Circus Cages & Trucks** article (he also shares how to spot reproductions!). Ted acquired a good number of photo proofs which were used to create some of the pages of the various A.C. Gilbert catalogs. He shares those in the **A.C. Gilbert Press Photo Proofs** article.

The NASG web site is now secure! Even though we don't handle credit card data, it is still best to browse a web site when it is secured. If you make an online purchase via the NASG web site, your shopping cart gathers up the items that you want to purchase. When you are ready to pay, the shopping cart info is copied to PayPal, and PayPal does the financial transaction and handles the security. This removes that responsibility from web sites such as the NASG's, and is part of why I have to pay them a monthly fee. However, even for normal, non-transactional web browsing it is good to visit a secure web site. It means that others who might be snooping on your browsing activity cannot see what you are doing. So, the next time you visit the NASG web site, be sure to use "https" and not "http" in the web site address. The letter "s" is what indicates that you want the secure version. Be sure to update any bookmarks or favorites links to the NASG web site that you have in your web browser, to use that letter "s".



Most browsers will show some sort of secure icon on the address bar. So, the full address is now: <https://www.nasg.org/>



Changes

The **NASG Leadership** page used to be part of the **About the NASG** page, but I felt that it should have its own dedicated page (see **NASG** button, **Leadership History** menu option). Having gone through almost all of the Dispatch issues, I feel that the page is now accurate and up-to-date. Now it is just a matter of updating it when changes occur in the leadership.

The late Bill Fraley provided me with a list of men who were instrumental in keeping S-scale going for us. I captured that in a page called **S-scale Pioneers**. However, I have renamed the page to **S-scale Hall of Fame** (see **Extra Board** button, **S-scale Hall of Fame**), because the page's listing has been expanded. The late Sam Powell wrote an article in the Dispatch that listed some people that he felt were a big influence on our scale. At the end of the article then-editor Jeff Madden felt like there were a few additional people who should be included. I have combined those lists and summarized them on this page. Where possible I have tried to find photos of these men. Not all are manufacturers or entrepreneurs, but they have had an impact on our favorite modeling scale.

The **Reference Material** page has been reformatted and significantly updated (see the **Extra Board** button, **Reference Material** menu option). The purpose of this page is to list all known past and current books, magazines, and catalogs for S-scale modeling (all flavors). There are links to all of those that are still available today. There are also links to magazine article indexes both on the NASG web site and off-site. If you are looking for S-scale catalogs, this is the place to go. Right before I was going to send this column to the Dispatch editor, I got word from Greg Klein that Lionel has created, for the NASG, an American Flyer-only version of their 2018 catalog. The S-scale products didn't start until page 200 in their big 2018 catalog, and it provided no quick-jump link to that page, so you had to click on every page, or start from back of the catalog. The AF-only catalog is available here: **Extra Board** button, **Reference Material** menu option, the second paragraph under **Catalogs** has a link to the PDF (~13MB).

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What's Coming Up?

The web site is never static or stale. In addition to the photos and information that people provide me, I am always updating the site with product news, trying to keep everyone updated on what is going on in our scale. Web site links to manufacturers' sites, hobby web sites and blogs, and YouTube videos are always kept current, and new ones are added as soon as they come to my attention.

The **Manufacturers' History** page (see **Extra Board** button, **Manufacturers' History** menu option) is in the process of being reworked. It used to only list manufacturers that are no more, but I have gotten requests over the years to also include companies that are still active. So, I am working on getting that page reformatted and to include even more information. This page should be active when you read this.

The **Product Gallery** section of the web site is really a very important part of the site. We often hear from non-S-scale modelers that "there is nothing available in S." That section of the site is our proof to the contrary. When I took over the web site in 2011, there were over a hundred items in the database. There are now a total of 7,014 items listed, many with photos!

The listings have grown, and I believe I can better organize them now that I have an idea of how this section of the web site has evolved. While preliminary as of this writing, I am thinking of moving the **Featured Video** button's pages to become a menu option on the **Extra Board** button, and moving the **Scale Modeling** button's **Product Gallery** section to be its own button (i.e. replacing the Featured Video button).

On the main Product Gallery page itself, I am thinking about making sections under the Locomotives and Cars listings based on track gauge. For example, if you look for 2-8-0 locomotives today, both standard-gauge and Sn3 engines will be listed. However, if your interests only lie with standard-gauge track, you won't be interested in seeing the Sn3 models. Due to requests in the past, I added the special Narrow-gauge section, but that could be eliminated, based on this new layout.

In the locomotives/cars database, I have eliminated the AAR designation data field, because it really doesn't add much value to the overall site. I have, however, added a dedicated data field called Length, so that the prototype length of a car can be entered. This will allow me to generate reports based on that data. This report might be helpful to you if you are looking for cars that are of a certain length only, because of your layout space limitations. My previous S-scale switching layout was limited to 40-foot cars, due to the lengths of the sidings and run-around tracks that I had.

I have also spent more time refining how the larger classes of cars, such as box cars and hoppers, are sub-categorized. There will be more of this over time. There are two reasons why that was not fully done yet. One is the fact that I may be ignorant of the freight car style, and, two, it is a matter of taking the time to do the updates in the database.

Finally, there will be a whole new section added to the Product Gallery later this year or early next year. Stay tuned for a future article in the Dispatch concerning this.

May I Make a Suggestion?

I would like address this to all who maintain web sites with S-scale content, but particularly those of you responsible for your club web site. I spend time going through web sites looking for information to add to the NASG Events section, for upcoming events that your club may be involved with. One thing I have found on a good number of web sites is that they will have text along the lines of "Last updated on November 12, 2013". Five years ago! That's an eternity in Internet time.

May I suggest that if you have access to your web site's pages, to either update content to the site, or better yet, remove the "last updated on..." text from your site altogether. Collectively, as I go through these web sites, it leaves the impression that many S-scale clubs have web sites, but the majority appear to be dormant. If your schedule of upcoming events lists 2013 as the newest one, it makes it look like the club has dissolved. It doesn't look good to us as a scale, and it may make people not contact you because they think that you are gone. In general, and as a Web design best-practices tip, unless you do indeed routinely update the content of your web site, it is best to not list a date at all. Keep the site generic. That way the visitor doesn't know when your site was last updated, and will assume it is current.

The NASG web site is updated nearly every day, and you can see the date of the latest update at the bottom-center of the home page. A detailed listing of the recent changes can be seen via the **News** button, the RSS feed <http://www.nasg.org/rss.xml>, and/or the **Site Map** menu option of the **Extra Board** button. Happy Browsing! 🚂



NASG on Facebook

Chris Burger manages the NASG presence on **Facebook**. The link will take you to the NASG discussion group. You must have a Facebook account to be able to view and participate. Go to www.nasg.org and click on **American Flyer** then click on **External Links** and then **Facebook** and then **NASG Facebook Discussion Group**

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STANTON DRIVES for S SCALE

By Dick Karnes, Photos by the Author

What is it?

The Stanton S scale drive is a product of NorthWest Short Line (www.nwsl.com). It is a self-contained under-the-floor two-axle power truck suitable for diesel and electric locomotive power (See figure 1, below right). The truck is offered in three different wheelbases: 8'-0", 8'-6", and 9'-0" and a variety of NMRA/NASG-standard scale wheel options (code 87 or code 110, 33", 36", or 40" wheels). It comes without sideframes.

Jim King of Smoky Mountain Model Works did all the front work on these, working the bugs out with NWSL prior to releasing his long-awaited S scale diesel power trucks. Jim offered the AAR Type A and B trucks as well as Alco's proprietary Blunt truck. These consist of screw-on resin sideframes and Stanton power trucks of the proper wheelbase. Jim stopped offering the power when NWSL released the Stantons for public purchase, but still offers the sideframes specifically designed for the Stantons.

How is it different/What are its advantages?

The Stanton (which is available in HO and O as well) is the first completely self-contained under-the-floor power truck offered in S scale since the Miller power truck of the 1950s. It comes completely assembled and ready to run on DC current. There is no AC version. There are two pairs of motor wires exiting the completely closed truck housing: red and orange soldered together at their ends and insulated, and black and grey soldered together and insulated. For DCC, simply separate the wire pairs and match the wire colors to your decoder's lead wire colors.

How much will it pull, at what current draw?

The Stanton is a very lightweight unit. As such, your locomotive will need to be weighted to pull any significant load. Most of my Stanton-equipped locos have two powered trucks. NWSL offers matching dummy trucks if that is your preference. I weight my locos just shy of the amount that will cause the wheels not to slip. This is very important. You always want your locomotive wheels to slip, rather than stall, when restrained from forward motion. Sustained stall current may damage your unit, and will certainly damage a low-amp-capacity decoder.

My test loco with two powered Stantons is weighted to 20 ounces, the maximum that still allows wheel spinning when restrained from forward motion. It draws .12 amp (.06 amp each motor) without load, 1.00 amp (.5 amp each) at full slip tractive effort of 4.5 ounces, and slightly more than 1 amp stall current. Tractive effort is enough to start 13 average freight cars on a two percent upgrade on my layout.



Above: This New Haven Class EY-3 electric yard switcher was custom-built in the early 1940s with a small Pittman open frame motor and a chain drive on just one truck. The author repowered it with two under-the-floor Stanton drives. This locomotive was used for the motor testing described in the text.

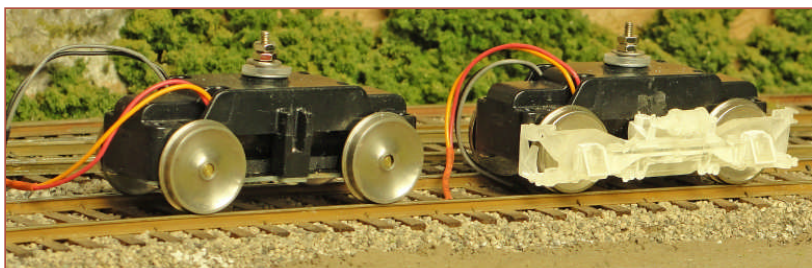
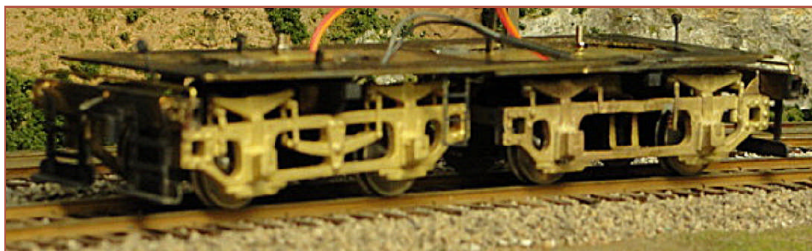


Figure 1, above: NWSL's Stanton drive trucks are very compact. This 8-foot wheelbase pair is being outfitted with Smoky Mountain Model Works' Blunt sideframes, intended to repower an old MillerAlco S-4 diesel switcher. Once installed, the S-4 will become an S-2 because of the Blunts instead of its existing AAR Type A trucks. To attach the Smoky Mountain sideframes, one must carve off or grind away the two molded-on prongs above the small screw barely visible between the wheels on the left-hand truck. The sideframe bolts onto the truck with a screw (furnished) that replaces the NWSL screw.

Figure 2, below: This particular configuration now powers the New Haven yard switcher in the lead-in photo. Note that nothing of any consequence protrudes into the carbody space, leaving plenty of room for a lead weight, DCC decoder, and loudspeaker.



How do you install it?

The Stanton's housing is an ABS plastic molding. The Stanton's only projection above the carbody floor is the threaded top end of its kingpin, secured to the floor with two nuts that serve to lock it in place. Suitable nuts and washers are furnished with the truck. (See figure 2, below left.) For DC, simply stuff the wire ends into some available space so they don't drag on the track. For DCC, clip the insulated ends off the wires to separate them and strip about an eighth of an inch of insulation off the ends. The wires are already properly color-coded to attach to the leads of your favorite DCC decoder.

The only real hurdle when installing a Stanton truck is figuring out how to attach your sideframes. Fortunately, Smoky Mountain Model Works offers several sideframe styles designed expressly for the Stanton: AAR Type A for 8'-0" and AAR Type B for 9'-0" wheelbases, and 8'-0"-wheelbase Alco Blunt sideframes. These attach with one furnished screw per sideframe (See figure 1, center left). If you prefer other styles of sideframe, you are on your own. I've had success constructing a light framework of brass strips to hold my sideframes to the ABS Stanton housing (See figure 3, right). CA glue (cyanoacrolate or super glue) works great for this purpose. Minor fit-up problems are easily solved with styrene shims between the brass and the motor housing. Use the CA to bond the brass to the shim, and Plastruct Plastic Weld liquid cement to bond the styrene to the ABS. NWSL's Stanton instructions tell you that you can drill and tap the housing for machine screws, but I think that drilling into drive components without knowing where, exactly, the internal components are is a scary notion.

Can I get them in other sizes?

Yes! I needed a single power truck to replace an old regauged HO 9'-0" wheelbase power truck beneath my line car, which sported ancient Dayton gas-electric 7-foot wheelbase sideframes. So I ordered an HO 9'-0" wheelbase Stanton with S scale 36" code 110 wheels gauged to NMRA standards (See figure 4, right). There is no extra cost for this custom work because each Stanton is a custom job at NWSL.

Huh? All the Stantons are custom built?

The Stanton design is ingenious. The truck has unsymmetrical wheel bearings which, when reversed, alter the wheelbase by a scale 6 inches. Thus, an 8-foot-wheelbase Stanton becomes a 9-footer when both bearings are reversed. You get an 8-1/2-footer when only one bearing is reversed. Caution: With the 8'-6" wheelbase, the kingpin screw is off center by 3/64 real inches, so you need to account for this when drilling the kingpin hole in your chassis.

For other wheelbases, browse NWSL's HO, On30, and On3 offerings, select one that's closest to your wheelbase requirement, and be sure to specify S scale NMRA gauging with whatever size wheels you want. No extra charge.

Your particular wheelbase truck with the wheel size you specify is put together at NWSL once you have placed your order. Lead time (as of this writing, June 2018) is about three weeks. 🚚

Right: Here's the line car equipped with one Stanton HO power truck, wheelsets gauged to S scale. NWSL does this sort of custom work without extra charge. The car, built in the late 1950s by friend Bob Garrelts, was originally equipped with a regauged Mantua HO power truck. The pile of ties, still there, hid the upwardly protruding Mantua truck. I filled in the hole in the floor in order to provide a surface to attach the Stanton.

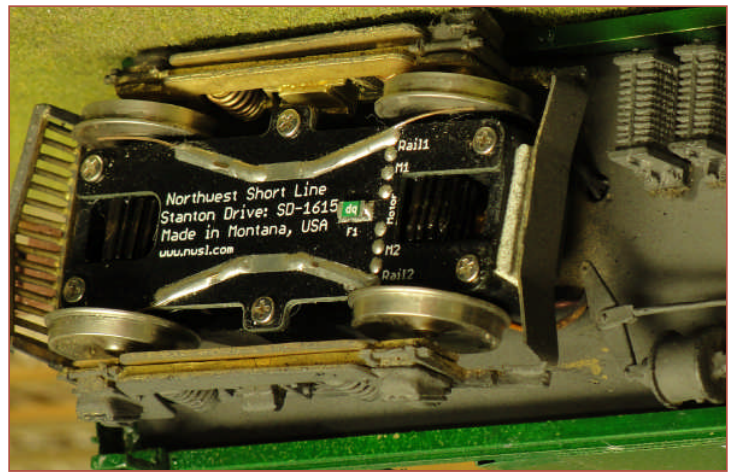


Figure 3, above: Here's the bottom of a Class B electric steplecab equipped with Stantons. The two brass sideframes (O scale Baldwin trolley sideframes) have been connected by two sheet brass straps front and rear. These straps are in turn glued to the Stanton's ABS housing. You can see a white styrene shim that eliminates the need for ultra precision in fabricating the strapping. I used CA glue to attach the shim to the brass straps, and Plastruct Plastic Weld liquid cement to glue the shim to the Stanton's ABS housing.

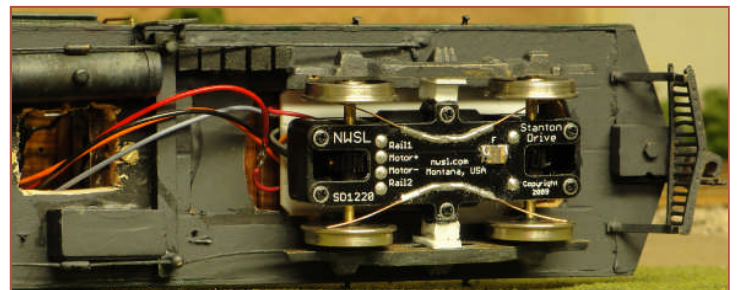


Figure 4, above: If you can't find a Stanton with a suitable wheelbase, surf the NWSL online catalog of other-scale Stantons. Here's an HO 9-foot wheelbase Stanton with S scale 36" wheels beneath my S scale line car. It fits the 7-foot wheelbase of its old Dayton traction sideframes nearly perfectly. For this installation I used CA (cyanoacrolate or Super Glue) to attach a styrene shim to the center of the backside of each sideframe. Then I used Plastruct Plastic Weld to attach the styrene spacers to each Stanton sideframe mount. After the Plastic Weld begins to melt the shim and the Stanton's housing together, you can adjust the sideframe's position for perfect alignment. The four wires connect to a DCC decoder stuffed into the unit's cab (left).



MUSINGS FROM THE CONVENTION

By Monte Heppe
Executive Vice President

This year's National Convention was held at the Boxboro Regency Hotel, which is located in a quiet wooded setting away from any highway noise. It had plenty of space for all of the typical activities with a separate banquet room and dealer hall. On Wednesday night there was a 70th Birthday Party for the Bristol Club with great food and birthday cake. It also included a raffle and many door prizes.

I rate the food at the hotel quite good. I did not make it to many of the tours, some of the highlights from one of the ones that I took were: Dave Plourde's hi-rail layout featuring unique scratch built, kit bashed and kit built structures with HO buildings placed in the background to give the layout depth. It has beautiful scenery and even some tastefully integrated American Flyer accessories.



I also visited George Renner's layout (above) which has a multitude of animations, many of them humorous. It features great rail activity with intertwined loops with trains disappearing and reappearing in unexpected places. There is even a hot air balloon moving across the sky in the distance.

Lunch on Wednesday's tour was at the Steaming Tender Restaurant located in the beautifully restored Palmer station with great food and trains passing on both sides.



Photo by Bill Lane

The Green Mountain Railroad tour on Thursday started in Bellows Falls Vermont which features a plethora of modeling possibilities including bridges and rail related structures. We had a pleasant ride through the scenic Vermont countryside to Ludlow and return.

The large dealer hall had numerous vendors with a variety of products for sale and a number of great deals.

The auction action started with five sequential silent auctions spaced over Friday and Saturday. This gave one an opportunity to bid on many items without having to wait several days for the results.

Saturday's General Membership Meeting was not well attended despite four \$75 giftcards as door prizes. However there was some lively discussion on several topics.

The presentation for next year's convention in Cincinnati by the Central Ohio S Gaugers was one of the best that I have seen. I heard a number of members commenting that they had been thinking about going, but after hearing this they were absolutely going to attend. Their web site will be up in several weeks. It looks to be another great convention.



Doug Peck, left, cracks-up at one of Jamie Bothwell's jokes at the auction.
Photo by Bill Lane

After the Saturday banquet, the live auction was hosted by NASG's own auctioneer and stand-up comic, Jamie Bothwell. Many people who did not bid stayed for the entertainment.

Many thanks to the members of the Bristol club for another fantastic convention. 🚂

Go to page 26 to see who won the NASG Annual Awards.

MODEL CONTEST

By Dick Karnes, Contest Chair

The 2018 NASG Model Contest had 25 entries, much better than last year's 15. Of these, 24 won certificates for their entrants. As usual, there were several unique entries. Two of my favorites were Charles Buffington's boom car and Norman Bos' hospital car. Both of these won first place in their respective categories.

Best-in-class winners were Charles Buffington for his boom car (AF Imagineering), Norman Bos for his Missouri Pacific caboose (Amateur), Wayne Hills for his D&RGW GP-9 (Craftsman), and Jeff English for his CGW boxcar (Master Craftsman). By an extremely wide margin, Steven Allen won the People's Choice Award for his "Rubber Avenue" diorama. Best in Show went to Wayne Hills for his D&RGW GP9.

I would like to thank judges Alan Evans, Steve Kutash, and Bill Morris. These men did a really thorough job, taking a full four-and-a-half hours! Thanks also to Harriet Mark and Maureen Riley for their long hours tending the contest room and enrolling entrants. Michael Greene did an excellent job printing out the winners' certificates in real time. Finally, I thank Paul Riley. Paul handled all the logistics (room reservation and furnishings) as well as securing the services of three really qualified judges.

Editor's note: Last year we reported the contest entrants as 28 because we mistakenly included the Greeley's Contest participants in the total. The correct number was 15.



Contest Chair Dick Karnes congratulates Steven Allen of the Pioneer Valley Model Railroad Club for winning the Peoples' Choice Award while Convention Chair Tommy Robichaud looks on.
Photo by Bill Lane.



Photo by Dick Karnes

Best in Show

Wayne Hills' D&RGW GP-9

was judged Best in Show and took 1st Place in the **Craftsman Class** Diesel and Electric category.

People's Choice

Steven Allen's RUBBER AVENUE Craftsman Class Diorama

Was voted the People's Choice and judged to be 1st Place in the Craftsman Class Diorama category.



Photo by Steven Allen

More on the next page

Master Craftsman Jeff English is congratulated by Convention Chair Tommy Robichaud for



Photo by Dick Karnes

being awarded
**Best in Class
and
1st Place**
in the
**Master Craftsman
Freight and MOW**
category for his
CGW Boxcar



Photo by Bill Lane

**Master Craftsman
Bill Oertly** was awarded **1st Place**
in the **Master Craftsman** class
Diesel and Electric category
for his **B&O F3A** locomotive.



Photo by Dick Karnes

Master Craftsman

Pieter Roos won **1st Place** in the **Structures** category for his **Pine Canyon Brick Store**

and **2nd Place** for his
REA Mack Truck.
Pieter also won **2nd Place**
for his **Frisco Boxcar** and
3rd Place for his
Pan-Am Tank Car in the
Freight and MOW category.



*Photo by
Dick Karnes*



Photos by Bill Lane



Best in Class and 1st Place for American Flyer Imagineering

was won by Craftsman **Charles "Buff" Buffington**

Buff describes his creation as "what
Gilbert may have made from a
cut-down heavy-weight
passenger car.

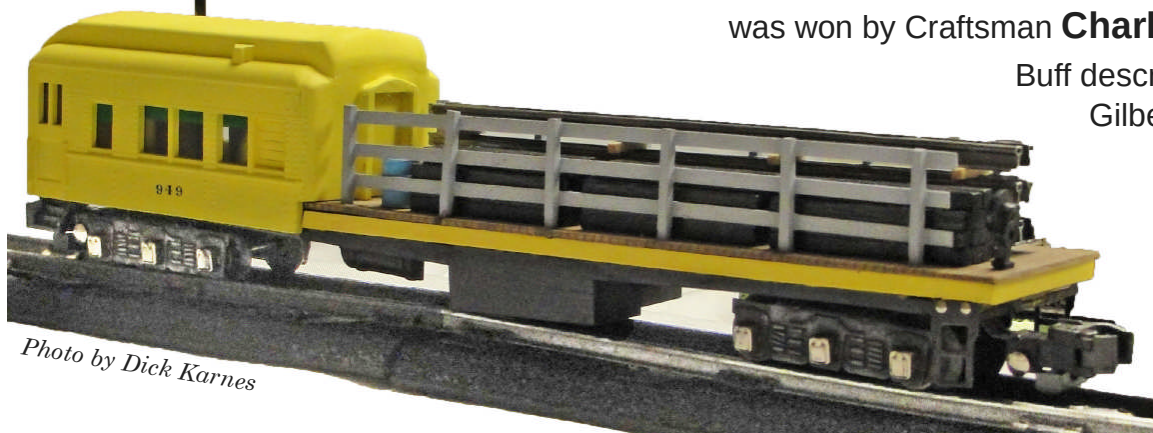


Photo by Dick Karnes

Details of these
and other models
from the contest
can be found in
the online pages.

Craftsman Michael Byle was awarded 1st Place

in the **Craftsman class Steam Locomotive** category for his **Pennsylvania Railroad 5698** which he built from "parts and components in my junk cabinet." Look for this project to be a feature article in a future issue of The Dispatch.

Photograph by Dick Karnes



Michael Byle also won **2nd Place** in the **Craftsman class Freight and MOW** category **NYC Short Caboose** which he built by cutting down an American Flyer 638 caboose and assorted scraps and found items.

Photograph by Bill Lane



Winner of Best in Show **Wayne Hills** also was awarded **1st Place** in the **Craftsman class Freight and MOW** category for his **D&RGW Boxcar**

Photograph by Dick Karnes



Craftsman Charles "Buff" Buffington won **1st Place** in the **Craftsman class Structures** category for his Perkins Produce building which he scratchbuilt from plans in the December 1974 issue of Model Railroader magazine. *Photograph by Bill Lane*

Craftsman Steven Allen winner of the People's Choice Award for his Rubber Avenue diorama also won **2nd Place** for his **Downtown Railroad Siding** in the **Craftsman class Diorama** category. *Photograph by Bill Lane*



Craftsman Wayne Hills shows off his **Best in Show** trophy he won for his **D&RGW** locomotive. (See page 19). Go online to read more about Wayne's loco. *Photograph by Bill Lane*



More on the next page

Norman Bos' MoPac Caboose was judged **Best in Class** in the **Amateur Class** and won **1st Place** in the **Freight and MOW** category while his AT&SF Flatcar with Ambulances tied for **2nd Place**.



Photos by Bill Lane



Photo by Dick Karnes

1st Place in the **Passenger Car** category was awarded to **Norman Bos** for his **Hospital Car**.



John Robertson was awarded **1st Place** in the **Amateur** class **Structures** category for his caboose modified to a **Car Department Office**. John was also awarded **1st place** in the **Diesel Electric** category for his **Critter** and won **1st Place** in the **Traction and Interurban** category for his **Cedar Valley Freight Motor**.



Photo by Dick Karnes



Photo by Bill Lane



Photo by Dick Karnes

Patricia Fucile won **1st Place** in the **Amateur** class **Diorama** category for her **House and Garden**.



Photos by Bill Lane

Charles Franklin won **2nd Place** in the **Amateur** class **Diorama** category for his **Cabin on a Hill**.



Monte Martin's Poultry Car and Pickle Car tied for **2nd place** in the **Amateur Class** **Freight and MOW** category



Photos by Bill Lane



VENDOR HALL

By Jay Mellon, NASG Central Vice President

As has become my custom, I have prepared a listing of what was available in the vendor hall during the recent NASG convention. I have no business association with any of the vendors and I apologize if I missed anyone.

Tom Barker – His Gilbert American Flyer repair manual (latest edition) was available.

C&H Trains – Had a large selection of Woodland Scenics scenery products available (contact: chtrains@comcast.net).

Des Plaines Hobbies – Ron Sebastian had a large selection of 'modern' rolling stock, decals, parts, etc. He also had the recently released Thrall gondola models (ready to run).

Hoguat Hobbies – Jeff Wilson continues to move old inventory. He had his special run SHS reefers and S scale vehicles, as well as other items.

Jackson Standard – Had a display of several types of railroad trucks. They are being considered for production in S scale. Contact: jacksonstandard@outlook.com

Bill Morris – Had a large selection of S scale decals, mostly for Northeastern railroads. Contact: billmorris52@hotmail.com

NASG Company Store – NASG shirts, hats and gauges.

Pikesville Models – Dave Blum had a large selection of American Models and SHS equipment and vehicle models there.

Pre-Size Model Specialties – Steve Wolcott had his new gondola model kits (SP, UP) available (beet gondos). This is the model that the late Lee Johnson was trying to produce in 2011. He is considering coming out with a TTX 60' TOFC model. See his web site www.presizemodels.com

Port Lines Hobbies – Doug Peck had a large selection of S rolling stock, parts, tools, etc.

The Railroad Crossing – Richard Krieg had a selection of his custom made S scale structures available.

River Raisin Models – Dan Navarre had his new REA express box car models on display. They are in production and will soon be shipped. Two new projects were announced: the F-17 C&O heavy Pacific in several versions; the SP P-10 4-6-2 Pacifics in several different versions.

Royal Trains – John Royal had a selection of detail parts, etc.

S Scale Resource – Glenn Guerra and Advertising Manager Jeb Kriigel were there promoting this excellent online S magazine. Available for free online as a downloadable pdf.

Scenery Unlimited – Don Heimburger, editor and publisher of S Gaugian, had his usual selection of S rolling stock, parts, books, etc.

Trains & More – Had a large selection of traditional Gilbert American Flyer equipment.

Train & Trooper – Caters to the narrow gauge segment of the model railroad hobby. Matt and Nancy Sharp offer a large variety of products. They were featuring their S scale "Ford's Mill" structure kit, as well as a selection of other structure kits. trainandtrooper@gmail.com; www.trainandtrooper.net

There was also a large selection of Gilbert American Flyer items available (Vanacore), including some HO equipment not often seen at these conventions. In addition, multiple private parties were selling items from their collections. So, there you have it! A hobby shop that specializes in more S goodies than you can shake a stick at and is only open for two days. To take advantage of this invaluable resource, you need to attend one of these conventions. Do it! 



Above: Doug Peck of Port Lines Hobbies exhibits his large selection of rolling stock, parts, tools etc.

Both Photographs by Michael McConnell.

Below: Don Heimburger, editor and publisher of S Gaugian magazine and operator of Scenery Unlimited displayed a selection of rolling stock, detail parts, and books.



Circus Advance Car

By Steve Monson
Brooklyn Park, Minnesota
Photos by the author

To many of us modelers, one of the most fascinating scenes is that of a circus traveling by rail. It combines the magnificent beauty of the circus with the atmosphere of the railroad. At the turn of the 20th century there were more than 40 circuses traveling by rail. They would consist of anywhere from a few cars up to the more than 80 that the yet to combine Ringling Brothers and Barnum & Bailey circuses each travelled with. In addition, there were dozens of other smaller "two-car" circuses.

To build a nice circus train and circus takes a lot of space on our railroads. Most of us don't have that much available. But there is one item that offers the charm of a circus train without taking a lot of room. That is the circus Advance Car, Advertising Car or Bill Car as they were called.

Advance Car

The passenger cars that the circuses used were old cars purchased cheap from the railroads. Most advance cars were converted from combines, but any old combine, baggage car or coach could be used. They might add a few windows to a baggage car or board up some from a coach. Inside were long workbenches and cabinets for lithographic printing and storing the thousands of posters. There was a boiler to produce steam for cooking flour based glue. Often this was also tied to the galley and used to cook supper for the men. Overhead were berths for the workers to sleep.



The Advance Car ran two weeks ahead of the circus, following the same route that the circus would take. Whereas the circus train would usually be its own train running "extra", the Advance Car would normally be tied to the end of a passenger train, or a freight train if necessary.

The outside was meant to look spectacular as it came into town. Fresh bright color paint usually in red, yellow and silver attracted everyone's attention. The lettering might say Advertising Car #2 to make the circus seem grander, even if it only had one advertising car. For many small towns, the circus was the biggest event of the year. Some bill cars had a calliope to get the town people's attention. But it contained no animals, no sword swallowers, no lion tamers.

What it carried was posters, or advertising bills as they were called, printed on various size paper from "half sheets" and "one sheets" to put inside shop windows on up to huge billboards that the "billers" would glue to picket fences, sheds or the sides of barns. For the largest circuses, upwards of 30 men might travel in the car. More typically, however, a dozen or so would be needed. The circus bills would tell when the circus performance was to take place. If it was a Saturday, there likely would be an afternoon matinee, also.

At noon there usually was a parade to get everyone excited about the night's performance. They tried to show just enough to get people interested, without showing so much that people would say, "I have already seen everything".



Work Crews

Arriving on an early morning train in the town where the circus performance would be held, the men went to work putting up posters. A few hundred for a small-town circus, several thousand per day for the Ringling Brothers.

The car manager would assign streets or areas of the town for each biller to cover. Often times they worked in pairs.

The lithographer would print date strips for each night's show. These needed to be glued to every bill, a huge job in itself. He needed to keep the billers in posters to distribute.

In the early days when passenger trains went everywhere, one or two bill posters with arm loads of circus bills would ride trains to nearby whistle stops. Later with fewer branch lines operating, some advertising cars carried a Model T pickup to help quickly distribute the posters. Still later they would drive to the nearby towns in a rented truck.

Along the branch line that I am modeling there were several towns close to each other. A couple of men would get off the morning train at each one, then all would catch the afternoon train into the circus town to help complete the work there.

In the evening, the men would have supper in their car, cooked often by the same man that cooked the poster glue. Many jokes must have been told about him getting the glue and the stew mixed up.

At night the railroad would couple the car onto the last train out of town, and while the car was en route to the next circus stop the men would sleep in the overhead berths. The next morning the routine would be repeated. For a small circus, it was six performances in six towns, every day except Sunday.



Posters/Bills

The circus did its own advertising by way of these circus bills. There may have been a small ad in the local newspaper, but what the Advance Car people could do was far more effective. Who could resist buying a ticket when almost every store in town had a sign promoting the coming attractions.

Back then it seems that no one had heard about truth in advertising. For a large circus the signs might say, "train after train would be carrying the performers and animals" and "thousands of men and horses" would arrive. Certainly an exaggeration for even Barnum & Bailey's circus came in on only three trains, and had only 400 horses.

Creating the Model

One of my favorite cars is a Kinsman combine that I built in 1973. Although once beautiful, after 40 years of use and a trip to the concrete floor it was in need of some restoration. I decided it was a good candidate to use for my Advertising Car. Other possibilities would be some American Flyer cars, such as the #953 Baggage & Club Car pictured in the 1957 catalog, or for very early days the combine from the Frontiersman set.



Painting and Lettering

In addition to their job of carrying the Billers, these cars were traveling billboards. The paint scheme needed to be bright to attract attention. Red, yellow and silver were the common colors. On my car, I painted the roof silver and the sides bright yellow. Yellow doesn't cover dark very well and I needed to use three coats. Red would have been easier.

Custom decals can be had from various places, but since I didn't have any photos showing the exact lettering of the car that came into my branch line, I decided to just freelance some lettering that looked good. From eBay I ordered circus sets that I then selected pieces from to make a reasonable looking lettering scheme. I chose red lettering which stood out nicely with the yellow background.

Often jumping lions, long necked giraffes or elephants would be painted on the sides of the car. Anything to attract attention as the train came into town.

Operation

By simply coupling this Advertising Car on to the end of my morning passenger train I now can easily recreate a small part of the circus coming to town. I back the car onto a siding close to the center of town and turn on my sound module of a calliope. Then I place some children and adult figures around and imagine what it was like in 1890 or 1920 or 1950. 🚂

Historical information was taken from:

The Circus Moves By Rail, Tom Parkinson and Charles Philip Fox, Pruett Publishing Company, 1978.

Steve Monson got an American Flyer train set when he was five years old. He owned *Sunshine Models* in the 1970s, selling a work train and auto rack. Now he is building a new S scale layout. Steve has spent his life working on NASA projects at the University of Minnesota. He is also a member of the Pines and Prairies S Gaugers model railroad club.



NASG ANNUAL AWARDS

The **Bernie Thomas Memorial Award** was presented to **Brooks Stover** recognition of meritorious service to S scale and NASG.

River Raisin Models was presented **The Charlie Sandersfeld Memorial Manufacturer's Award** in recognition of its efforts in supporting and promoting S scale with its early Berkshires..

The **Josh Seltzer S Web Site Award** was presented to **Trevor Marshall** to provide recognition for his promotion of S scale modeling via his **Port Rowan in 1:64** blog.

Peter Vanvliet was presented the **Trustees' Award** in recognition of his contribution of his extraordinary skill, talent, and time to the NASG as the Webmaster.

READERS WRITE

Hi Bill -

I have heard that Will Holt is spreading a rumor that I tried to kill the NASG. Nothing is further from the truth, though there was a movement afoot to make that happen. I did not go along with that. During my tenure on the BOT as Western VP and President, membership climbed by 200+. I was the one who brought Bill Pyper and Peter Vanvliet on board to enhance the value of the NASG membership. My job was to make the membership worth having, and I think I did that.

Have fun with S!
Bill Winans, Past President

Conductor *Continued from page 6*

I use the "lasso" function of Photoshop often. The way it works is: Using the mouse on your computer, you draw a line on the screen around the area of a photo that you want to modify. Once you have done that, you can make it darker or lighter, correct the color, change it to grayscale (black and white) or eliminate it completely. This is how I deleted the background on most of the pictures on the Model Contest pages. Another function of Photoshop that I often have to use is color correcting. Many of the pictures that I receive have a yellow tint to them, similar to what would happen in the good old days, when we had a choice of using *indoor* or *outdoor* film. I'm not sure why this is happening since almost all digital cameras have a "white balance" adjustment built into them when set on automatic. This changes the camera settings for sun light, cloudy skies, tungsten or fluorescent lighting so that the color will be accurately reproduced. If you are using the manual setting, you will have to make this adjustment yourself. I don't use my cell phone to take pictures, so I don't know if they offer this function or not. I expect that they would, since very few people who aren't well versed in photography are aware of the *white balance issue*. Another photo editing task that I have to perform is the conversion of pictures from color to black-and-white. More in the next issue. 

The **Perles Publication Award** is presented to provide recognition for the efforts of person or persons who best present the S scale story to outsiders through an article published in a non-S scale publication, which promotes and publicizes S scale. **Dave Rickaby** received this award for his story **The Best of the Badger State** in the December 2017 Model Railroader magazine.

To learn more about these awards, including timing, recognition, determination, restrictions and funding go to www.nasg.org/About and click on the award name. You can also read about the person for whom the award was named and a list of previous winners. 

Extra Board

S RELATED ARTICLES IN OTHER PUBLICATIONS

On page 53 of the **June 2018** issue of the **nmra magazine** the accomplishments of NASG Contest Chair **DICK KARNES** have been chronicled. Dick has earned Master certificates in eight categories and is **MMR #606**. Congratulations Dick.

ENVY THE OWNERS OF THIS FLYER SET appears in the **July 2018** issue of **Classic Toy Trains**. **Roger Carp** describes Flyer Set No. 4619 as a "Great train with an exciting accessory." In a 1946 effort to sell more trains, both Lionel and Gilbert tried packing an operating accessory with a freight train to make an expensive set offering lots of fun.

Not specifically for S, but on page 66 of the **July 2018** issue of **Classic Toy Trains** there is an article that describes how to make an inexpensive, simple track cleaner using a railcar's wheelset and coupler. The example used in the article is a Marx O-gauge set, but I think it would work with AF sets also.

NEW INSIGHTS on the **FLYER NO. 583 ELECTROMAGNETIC CRANE**, an article with photos and schematics by **Ed Hyland** appears in the **September 2018** issue of **Classic Toy Trains**. Four pages with three photos and three schematics telling about the development and changes to this classic American Flyer accessory from 1939 to 1953.



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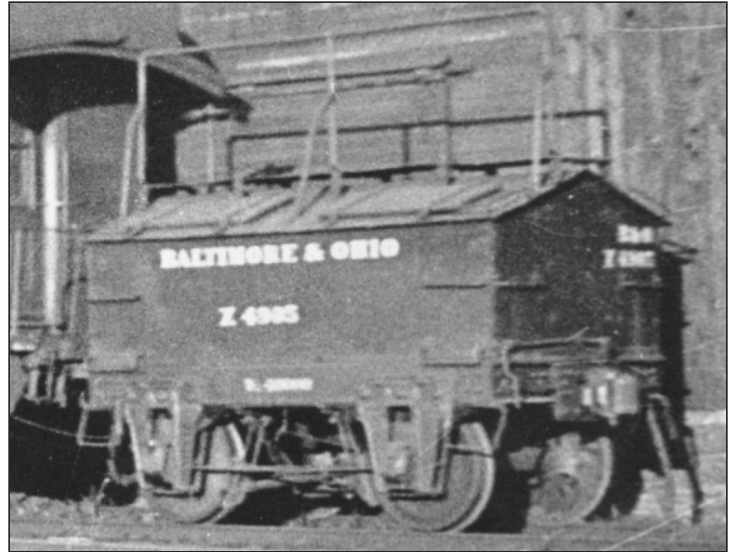
B&O IRON SCALE TEST CAR

By Edwin C. Kirstatter, Northern Ohio S Scalpers

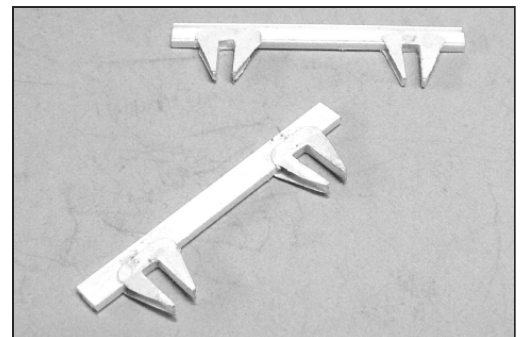
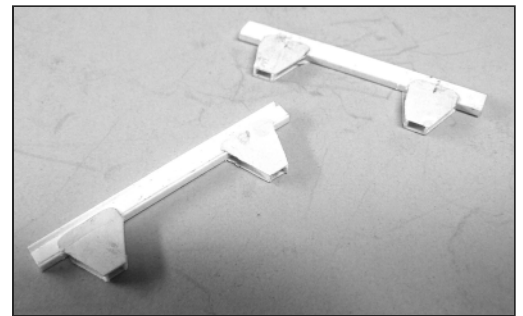
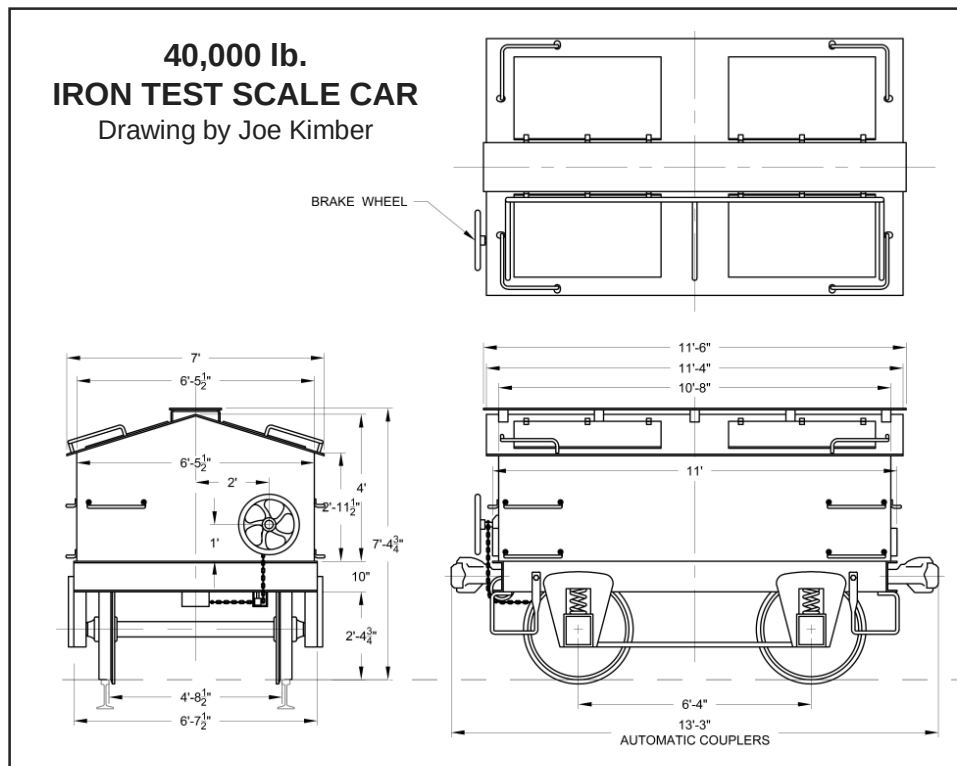
Scale test cars were used by the railroads to calibrate track scales periodically to get the correct weight for billing the customers. These cars were rolled across the scales by the *Scale Master* to reset scales to this known weight as ballasted. The cars were re-calibrated at a master scale in a B&O roundhouse in Martinsburg, West Virginia. They were sent out to the scales to be calibrated in local trains at not over 30 mph right before the caboose and they were accompanied by a tool car. A Scale Master was assigned to a railroad district and checked his scales every 90 days. There was usually a 40,000 lb. car and an 80,000 lb. car together in the train. The B&O had 20 of these cars. We will build the 40,000 lb. Iron car.

This 40,000 lb. scale test car should not be hard to build in S from mostly plastics. Start by acquiring two 33" wheel sets with blunt axle ends, four brass journals, four springs, twenty grabirons, a brake wheel, couplers, plastic materials of several sizes and some brass, tools and cements such as Testors plastic cement, Walthers GOO, Pliobond, Super Glue and Epoxy. This railroad car was built all from flat sheets of iron except for the channeled chassis so it will be easy to do this in S scale too. But add some weight inside to keep it on your tracks just like the real railroads did but them to make it a known weight for their scale testing.

The drawing below was made using an old Baltimore and Ohio Railroad undated and unnumbered freight car diagram, with many useable dimensions as a guide. This drawing is 3/16" scale. We will only have to make adjustments for the wheels and couplers that we use. And some changes to the cars details we find in photographs of the B&O X-4905 of more recent times, it may be the same or similar car to the drawing or the same car with changes to bring it up to date.



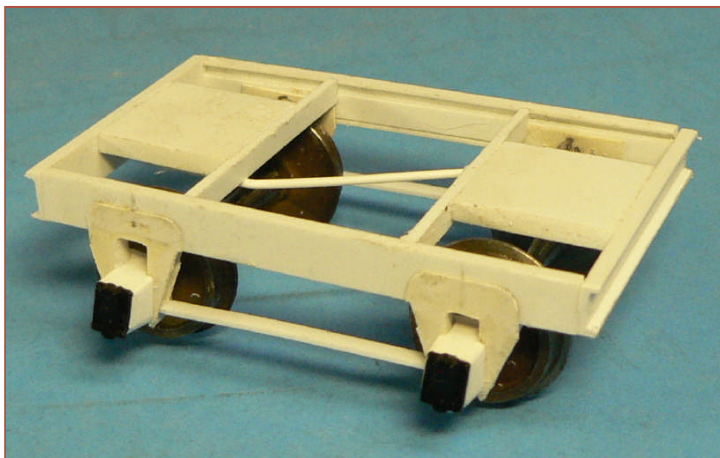
Start by making the chassis from Evergreen Scale Models #266 3/16" Channel stock 10'-8" (2" in S scale) long and putting the journals in the pedestals with springs above to give us 6'-4" ($1\frac{11}{64}$ ") axle centers. Make pedestal sides from .010" x 3/8" wide by 13/32" high plastic sheet rounding the top corners, tapering sides and notching center for the journals to slide in. Place Evergreen #8206 on either side of the journals as guides and spacers. This measures .022" x .064" and were for HO 2"x 6"s. If you can't find brass journal castings make them from Evergreen #196 3/16" square plastic also, filed to fit and to look like a journal box then drilling holes at center at back for a loose fit for your axle ends. Or place brass or Delrin bearings in them for longer life. Journals can be salvaged from old Arch bar truck side frames refitted to use here.



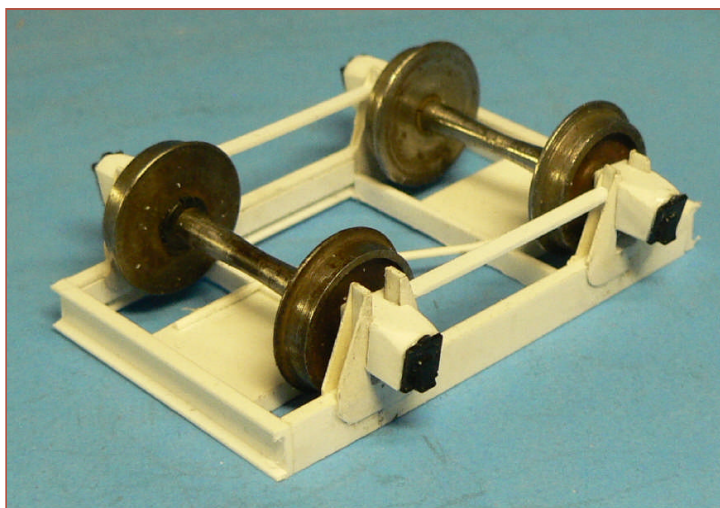
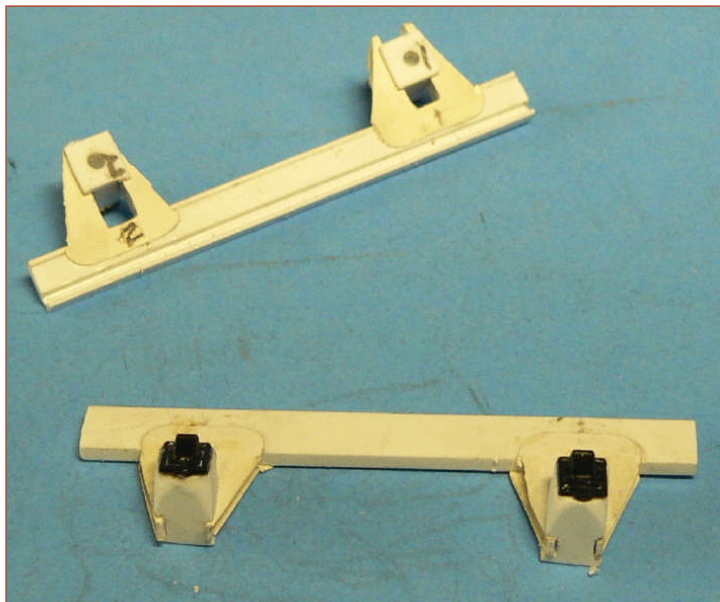
Continued on the next page

B&O IRON SCALE TEST CAR

Put the journals in the pedestals with the springs above and covers below. The real cars had elliptical springs but I used the coil type. Springs can be from freight car trucks or pieces of #4-40 machine screws cut to fit as dummy's. With the completed frame sides on a work bench place wheel sets between, cement on the end channels square with Testors plastic cement then trim to width, place Evergreen #145 .040" x 10" as braces behind the axles across from side to side. Pads of .080" will have to be added to mount the Kadee couplers upon from the channeled end backs to these braces. Establish the coupler height using your NASG Kadee coupler gauge, then cement the journals rigid and put the springs in place. Add bars across from journal to journal at sides made from the Evergreen #8206. Make a floor of .005" to put your weight cemented in place with Pliobond or GOO. For added details on this undercarriage add beading to edges of the pedestals using Evergreen #218 .020" rod. Then put Pacific Rail Shops truck journal box lids on your scratch built journals.



Cut the body from .040" thick plastic sheet the ends and sides to the dimensions on the drawing but adjust these parts to make this box fit on the frame that you built. Bevel the corners for a good fit. Make the roof from .020" thick sheet with a little overhang and a running board above it 12' (2 1/4") long from four 1/32" x 3/32" Northeastern wood strips supported by five .005" brass 1/16" strips formed to fit the angle of the roof and support this 24" (3/8") wide wood running board.



For the finishing details solder a 15" scale brake wheel of from Precision Scale #31117 on a Tichy .025" Phosphor Bronze wire #1104 for a staff and place it 3' (9/16") above the roof near one end on the opposite side from the railing. This will become the B end of the car. Then put a braced handrail made from .020" brass wire running from end to end 4' (3/4") above the running board on the other side of the car. Our plan shows some hatches on the roof with hinges to access inside for ballasting. Use .010" for these four with .020" spacers under them. We will guess their size to be 3/4" x 3/8" with hinges made from Evergreen #102 strips .010" x .040". Add rivets where required at the underframe corners using groups of four Tichy #8017 .020" rivets and four Nut-Bolt-Washers on each pedestal side using Tichy #8142. Not shown on the drawing are the Grabirons and sill steps that should be added. They came later as safety appliances. Use Northeastern or Tichy Grabirons here Superglued at inside spaced 2 inches from the sides and put rivets at the ends. Bend the four corner Grabirons from Tichy #1106 .0125" Phosphor Bronze wire with Detail Associates #2206 Eye Bolts for the corner supports.

Make the sill steps from detail Associates #2522 brass flat bar .010"x .018" formed to 12" wide in S scale. Drill a #76 hole in the side near the pedestal to press one end into. Heat the brass to make it easy to bend. Put the other end goes under the end channel and cement. Bend the coupler cut levers from .016" brass wire mounted with two Detail Associates #2206 Eye Bolts. Add on brake hoses from BTS #2302. These cars did not have air brakes but just passed the air on to the caboose through a pipe. Use Evergreen #210 .030" rod for this cemented from end to end crossing over at the center. Cement the body onto the chassis. The brake wheel was only for parking, these cars rolled very well if equipped with roller bearings. A stirrup can be made from .005" brass for its brake shaft's bottom end with a piece of chain soldered to it. If you got your axle centers correct this will clear the wheels. I did not model the brake shoes or rigging. For good tracking this car should weigh about 4 ounces when complete.

Putty up any joints that didn't fit well and finish the complete model with a plastic compatible paint like Scalecoat II S2010 Black, but don't paint the wood running boards, put that on afterwards, then letter and number it for your road. Paint your couplers a bright red caboose color like the B&O did on their Scale cars for safety reasons, maybe because of the close spacing between these cars? These cars were kept clean and shiny by the Scale Masters. Fill the journals with plastic compatible oil and place it at the end of your freight train with a tool car for a unique consist.

The decals used on this model were designed by the author from prototype information and put into computer graphics by Edward Sauers then printed by Tichy Train Group on a special Inkjet printer.



Tool cars were usually hand-me-down old wood trussed boxcars modified with windows, doors and racks inside for tool storage, a work bench and a room with a bed and office for the Scale Master to live in while away from home. It had a coal stove for heating and cooking with an ice chest for storing food and water. 

References: B&O Diagram of a 40,000 lb. Iron Test Scale Car. United States Safety Appliances for All Classes of Cars and Locomotives, AAR 1950 issue.

Non-Revenue Equipment Rosters and Diagrams, B&O Railroad 1948, 1953, 1961 & 1968, a B&ORHS reprint.



Ed Kirstatter is a prolific model builder, remodeler, kitbasher, and best of all, he is a frequent contributor to this magazine. Ed is also the editor of the NOSS NEWS, the newsletter for the Northern Ohio S Scalpers. 



To see more pictures of different types of Scale Test Cars go to www.nasg.org and scroll to page 42. Turn to page 39 for detailed instructions on how to get there.

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.

WANTED TO BUY: American Models 1998 NTTM TCA C&NW 4-Bay Hopper, Des Plaines Hobbies BBSF Bethgon Coalporter, SHS 00802 Pabst Blue Ribbon Wooden Billboard Reefer, SHS PS-2 Covered Hoppers 00008, 00021, 00022, and 0028, SHS PS-2 3-bay Covered Hoppers 00275 and 00399, SHS 00595 Chessie Extended Vision Caboose. Call Jim Wright at 218-780-4691 or e-mail aflyer69@gmail.com

WANTED: American Models Northern locomotive 4-8-4. Any road name. Contact Joe Sullivan at mrjsullivan@mac.com

WANTED: AF metal catalog sign, 1950. Produced by Lionel in 1993. The black one with three boys coming down the stairs to the basement. David Bulkin, 160 Timberlake Circle, Inman, SC 29349. 864-592-7831 or bulkind@bellsouth.net

FOR SALE: All new, in original boxes: TTMK flatcar 6-48226, MP boxcar 48312, C&P boxcar 48347, NP boxcar 48348, US Army tankcar 48404, Cleeenese tankcar 48406, Gilbert tankcar 48407, Gilbert chrome tankcar 48411, Alaska 3-dome tankcar 48412, GACX Bracks PS2, NASG Ann Arbor 6-52094, 1998 TCA C&NW Hopper, 1998 TCA Chevron tankcar, TCA 2000 Ann Arbor PS2. All are \$35 each plus postage. Call Paul Grigonis after 7 pm EDT 718-343-5875

FOR SALE: South Wind Models Great Northern USRA RPO 2-4, 3-3 Number 30 made by Duck Yoo Corp. SWM model number 0025. This unpainted brass car is one of only ten made for SWM. Car is new in box. Sale price \$225 plus shipping. Contact Rob Berridge at roblynn@columbus.rr.com for more information or pictures.

WANTED: S-Helper Service F7 engine, Missouri Pacific, road #591 (if possible, but any will do). B-unit only, with AC/DC sound (product #00836). E-mail Tony at ilmolinaro@yahoo.com or telephone 717-887-7058. Grazie!!

WANTED: New York Central streamlined 4-6-4 Hudson, SCALE and DC. Scratches okay, I want to kitbash it into an ATSF Blue Goose. Must operate well. Contact: Norman Bos, 128 Fir Place #7397, Star Valley Ranch, Wyoming, 83127 Phone: 307-880-4925 or e-mail ncbos2@gmail.com

FOR SALE: (1) All-original AF 1957 NP Vista Dome North Coast Ltd set 20370. Original item boxes (minor box damage). PA 492 (21552)-roar, PA 490 (21556)-horn, combine 24702, coach 24705, dome 24708, observation 24712, 708 horn control. Unused. \$1850 full set-reasonable offers will be considered. (2) Small airport/airshow on your layout? 3 UNUSUAL 1:72 plane kits in original boxes-Aurora Beechcraft Super 18 twin prop commuter; USSR-made Northrop P-61 Black Widow; USSR-made early biplane (box stained one end, kit fine); \$15 each. For more info/photos/other items, email Bruce.Shore@sympatico.ca

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

WANTED: Rex or Putt Trains 0-6-0 or 2-6-0 with slope-back or road tender and hi-rail wheels. Contact Joe Kimber at jkimber1943@comcast.net or 856-935-2288.

WANTED: Flyer compatible coupler bracket assemblies for 2 MTH FA units. Please contact Brian Beardslee, 3561 Tee St., Sherrills Ford, NC 28673. E-mail nc4brane@outlook.com or telephone 704-500-6817

NEEDED! After 7 open-heart bypasses, I built a small (5' x 7') American Flyer pike in my Florida home. I have most of the boxcars I saw when growing up in Buffalo, but one is missing: "Buffalo Creek." I will pay up to \$75 for an AF compatible Buffalo Creek boxcar in very good to excellent condition. Contact: Joseph A. Tringali, 441 Marlin Rd., N. Palm Beach, FL 33408. e-mail JATringali@calkinsharbor.com or call (561) 906-4642

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



BURLINGTON REEFERS Stateline S-Gaugers has a number of Fall S-Fest show cars for sale for \$65 including shipping. A color view of the cars is available at www.statelinesgaugers.org. To order make checks payable to SLGS and mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033

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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 to <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> or order by mail from BAFC c/o Kyle Russell, 4146 U Way, Havre de Grace, MD 21078.



The **Golden Gate American Flyer Club** has a two car Deep Rock tank car set that carries on the numbering of the original **American Flyer Deep Rock** cars. The two car set manufactured by Lionel is available for \$159.95 plus \$15 shipping. Checks payable to GGAFCC should be sent to Paul Guaraglia, P.O. Box 4054, Foster City, CA. 94404-0054.

American Flyer Tank Car Frames

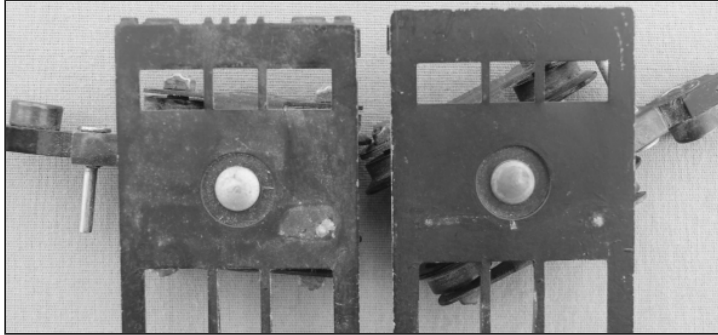
Postwar S-gauge American Flyer Tank Car Frames and Associated Couplers

By Ted Hamler, Photos by the author

Gilbert produced five metal frames and three plastic frames for use on their American Flyer tank cars from 1946 until 1966.

Metal Frames:

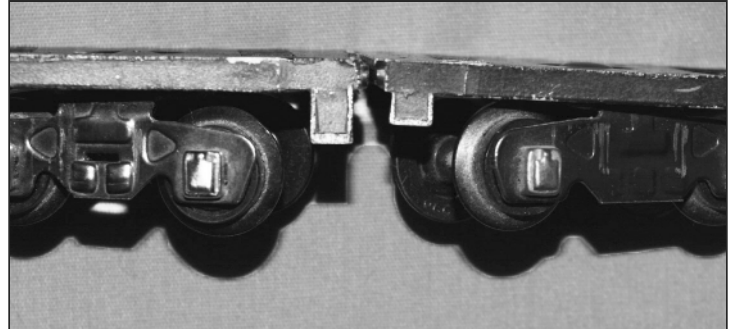
All but two of the metal frames have the part number PA 8955. The differences in each of the five which are identified by Greenberg and most collectors by the types listed in table 1. Secondly none of the metal frames have brake wheels or diamond markers nor do they have any provision for these items.



In photo 1 above are two metal frames. On the left is a Type II with a 4-Teeth end and on the right is a Type III metal frame that has a smooth end.

Table 1

Frame Type	End Type	Steps	Frame Surface	Part Number
I	4 Teeth	Long - 1/4"	Smooth	None
IA	4 Teeth	Long - 1/4"	Smooth	None
II	4 Teeth	Long - 1/4"	Smooth	PA 8955
III	4 Teeth	Short - 1/8"	Raised Area at Screw Hole	PA 8955
IV	Smooth	Short - 1/8"	Raised Area at Screw Hole	PA 8955



In photo 2 above are two metal frames placed side-by-side to show the differences between a long and short step.

Continued on the next page

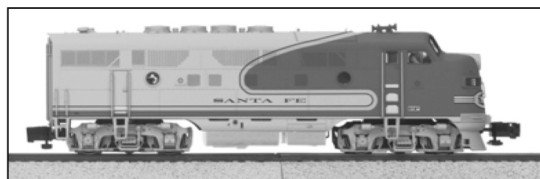
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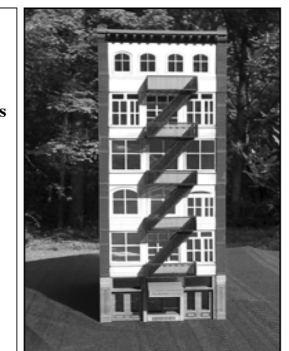
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American Flyer Tank Car Frames

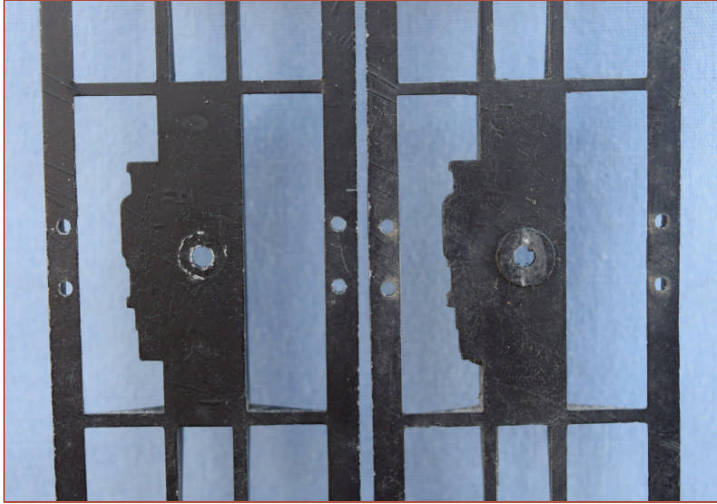


Photo 3, above, shows the center area of a Type II on the left and a Type III on the right where the screw holes are located. Notice that on the Type II frame on the left the area is smooth whereas on the Type III frame on the right the area is raised to form what appears to be a washer.

The Type I was used in 1946 for the #625 Shell Tank Cars. The Type I was one of Gilbert's first attempts at solving the warping with the plastic frame and tank car body. The tank cars with this type of frame all had link couplers with a thin shank and no weights.

The Type IA was also used in 1946 with #625 Shell Tank Cars. This frame differs slightly from the Type I in that there is a single hole in each corner of the frame. The Type IA frame was used by Gilbert on some prewar boxcars to attach the frame to the boxcar body thus requiring the holes. For this reason, I believe the Type IA may have preceded the Type I frame. Tank cars with this type of frame have link couplers with a thin shank and no weights.



The 7-5/8" long Type II frame was produced in 1947-48 for use with #625 black or silver Shell Tank Cars. Photo 4 above shows the underside of the 1947 Shell Tank Car body with a small washer attached to the plastic body. The washer was used to allow the center part of the body to be tightened against the frame. Starting with the Type III frame the washer was eliminated in favor of casting the thickness of the washer into the frame itself. The Gilbert part number PA 8955 began to appear on the frames beginning with the Type II. The number is located on the underside in the flange area near the truck assembly. The tank cars with this type of frame have link couplers with a thick shank and came without weights in 1947 and with brass weights in 1948.

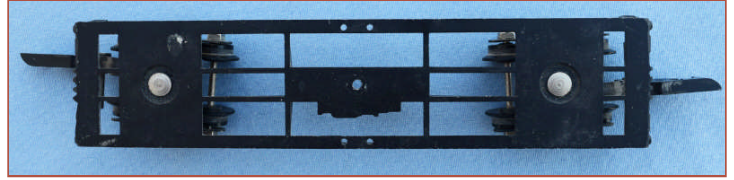
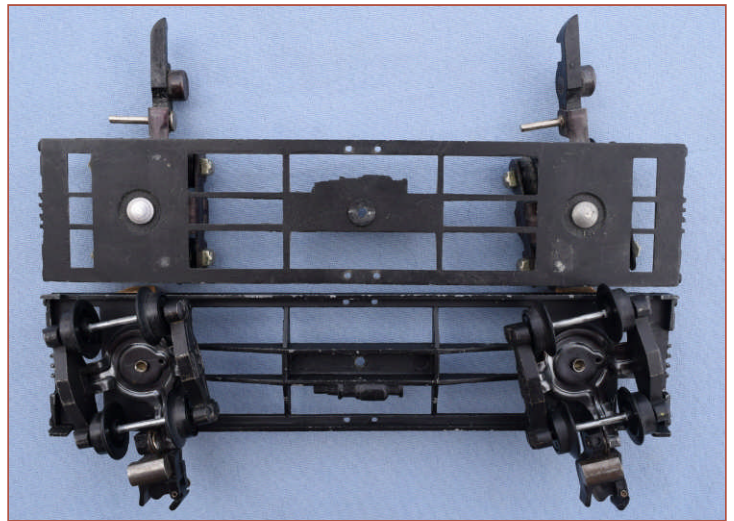
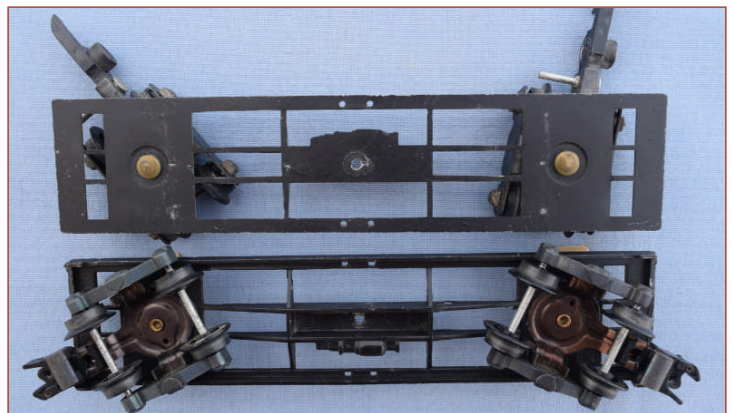


Photo 5 above shows a Type II frame with thick shank link couplers and without weights.

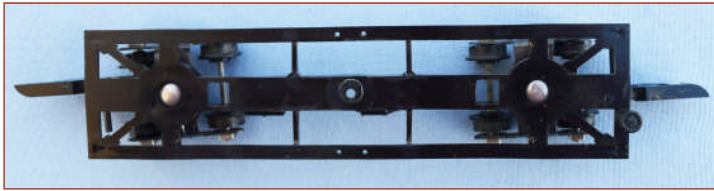
The Type III frame is also 7-5/8" and which was produced in 1948-53 for use with #625 silver Shell and Gulf Tank Cars. The tank cars with this type of frame have link couplers with a thick shank and either brass or blackened weights. In addition, this frame was used on a very few rare 1952 Gulf Tank Cars with riveted knuckle couplers. Photo 6 below is an example of a Type III metal frame with thick shank link couplers and blackened weights (top) and a Type III metal frame with early 1952 riveted knuckle couplers and 4-teeth ends.



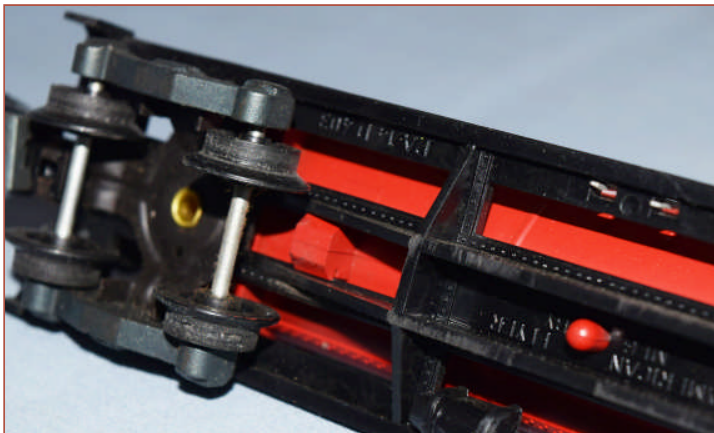
Produced in 1952-57 the 7-11/16" long Type IV frame was used with #625G Gulf Tank Cars plus several 1953-57 era tank cars. The tank cars with this type of frame can have either link couplers with a thick shank and blackened weights or the 1953-57 frames will have operating knuckle couplers. Photo 7 below is an example of a PA8955 Type IV frame with thick shank link couplers and blackened weights (top) and a Type IV metal frame with 1953-57 crimped style knuckle couplers and smooth ends.



Plastic Frames: Three variations of plastic frames were produced by Gilbert: The first plastic frame was offered in 1946 and was soon discontinued due to warpage of the frames and the tank car body. The 1946 version have a two-piece brake wheel and no diamond markers. The new improved plastic frames reappeared in 1957 and were used on tank cars until 1961. The 1957-61 PA 14D403 plastic frame has two rectangle holes on one end and one rectangle hole on the other end. These holes were utilized for separate plastic castings of a brake wheel and up to two diamond markers. Depending on the year the car was produced and other factors the tank cars with these frames could be equipped with no brake wheel or markers, or one brake wheel and one marker or one brake wheel and two markers. The 1960-66 PA 15D692 frame has two rectangle holes in one end only which were used for a separate cast plastic brake wheel and marker. Based upon the pricing structure of the intended tank car it could have nothing or one brake wheel and one marker.

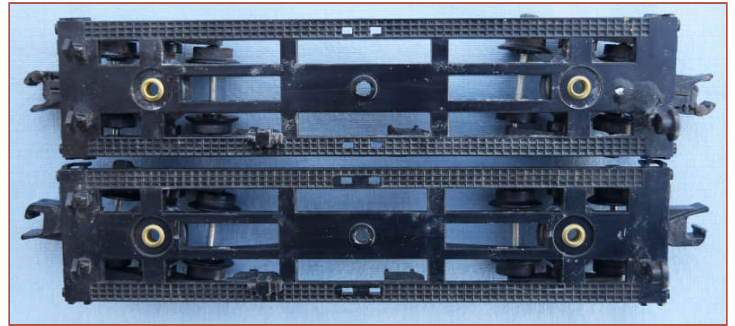


The 1946 seven-inch long Type I was used use with early #625 Shell Tank Cars. The Gilbert part number PA10064 is cast into the center web area of the plastic chassis near the truck assembly. The #625 black and orange tank cars with this type of frame have link couplers with thin shank without weights on the couplers. In photo 8 above is a 1946 Type I plastic frame with thin shank link couplers without weights.

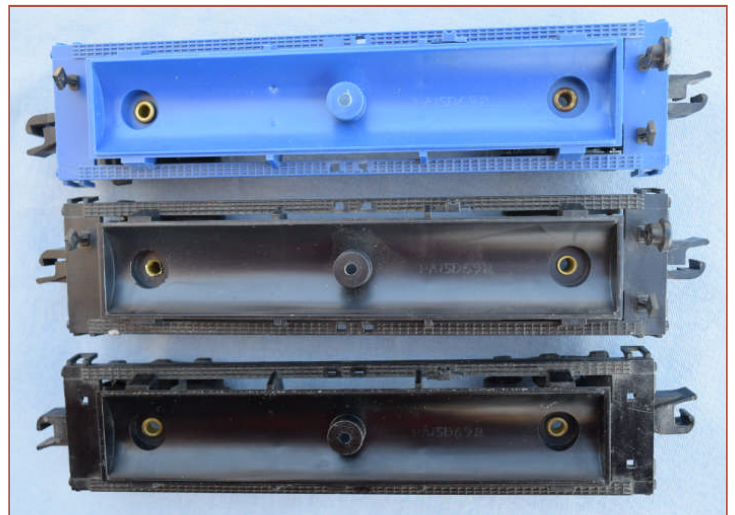
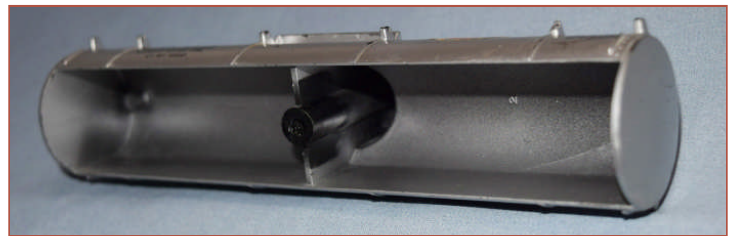


The 7-9/16" long Type II plastic frame was produced in 1957-61 for use with several tank cars made during this period. The Gilbert part number PA 14D403 is cast in the plastic on the underside in the flange area the truck assembly. Each frame has open steps which makes breakage an issue. From the beginning Gilbert used a single screw to attach the tank body to the frame. In 1958 Gilbert changed the mounting method for attaching the tank body to the frame. The new method included a single guide-pin molded in the tank body along with two square snap-in locking tabs. The center pin fit in the frame through the screw hole. The two snap-in locking tabs near each end of the body snapped in between the two vertical rails that ran the length of the frame. Gilbert used this method on a select number of tank cars through 1960 as shown in photo 9 above. Tank cars with Type II frames had either standard operating knuckle couplers or solid non-operating knuckle couplers on certain cars produced in 1958-60.

In photo 10 below are two examples of Type II plastic frames the unit on the top has standard knuckle couplers while the lower one has solid non-operating knuckle couplers.



The 1960-66 Type III plastic frame is 7-5/8" long and was used with several newer tank cars produced during those years. Gilbert part number PA 15D962 is cast into the plastic on the inside of the cradle part of the frame which forms the lower part of the tank body. Shown in photo 11 below is a typical tank car body which utilizes a Type III frame. Note that the tank car body is open on the bottom which fits over the cradle part of the frame. Beginning with the Type III frame Gilbert went back to securing the tank body to the frame by means of a single screw. Each frame has open steps which makes breakage an issue. Tanks cars with this type of frame will have either solid non-operating knuckle couplers in 1960 or Pike-Master Trucks and Couplers 1961-66. After the factory closed two #24328 Shell Tank Cars were sold at auction that were part of the engineering department archives which have BLUE Type III PA 15D962 frames. The blue plastic chassis was a test shot of the mold to see the condition of the injection-molding die. One of the holes that the ladder fits into is cast closed so one end of one ladder just touches the place where the hole should be. In photo 12 at the bottom are three examples of Type III plastic frames. The unit on the top has solid non-operating knuckle couplers while the other Type III black and blue frames have Pike-Master trucks and couplers.



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.

September 5 through 8, 2018 — Minneapolis-St. Paul, MN
The 38th NATIONAL NARROW GAUGE CONVENTION at the Double Tree by Hilton Hotel, Bloomington-Minneapolis South, 7800 Normandale Boulevard. See the web site at www.nngc-2018.com for details and registration information. Registration \$125. Over 100 live clinics by nationally prominent presenters; model contest and photography contest; 55 layouts on display. 32 home layouts, 5 club layouts including 10-acres of multi-gauge live steam railroads, 7 garden layouts, and 11 modular layouts at the hotel. Huge vendor show and 60+ manufacturers. Many tours and attractions: All activities and vendor show conveniently located under one roof. Free parking, free Wifi, and free shuttle service to The Mall of America; light rail transit; and MSP Airport. Giant Live Auction Saturday evening. Auctioneer Charlie Getz.

September 9, 2018 — Wheaton, Illinois
CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

September 12 through 16, 2018 — San Diego, California
NMRA PACIFIC COAST REGION CONVENTION hosted by San Diego Division NMRA, at the Marriott Courtyard, 575 Hotel Circle South. From 8:00 am to 10:00 pm. Includes clinics, layouts, tours, prototype tours, actions, swap-meet and banquet. Information: www.sandiegodivision.org or email to registrar2018@sandiegodivision.org

September 13 through 16, 2018 — Mahwah, New Jersey
ERIE LIMITED NMRA-NER CONVENTION held at the Doubletree Hotel, 180 Route 17 S. Visit New Jersey for the NER Convention featuring MWTM, Make & Take, WIP, and traditional clinics, tours of a zinc mine, Gulliver's Gate, light rail op, Hoboken Terminal, op sessions, layout tours, modular layouts, contest, awards, auction, non-rail activities and Bernie Kempinski as banquet speaker. Event Admission \$75 until September 8th. \$85 at the door. Contact Tom Wortmann at 718-494-0388 or webmaster@nergds.com Event web site: <http://www.erialimited.org/>

September 14 and 15, 2018 — Mauldin, South Carolina
The Greater Mauldin Chamber of Commerce is sponsoring this annual **TRAINS, TRAINS, AND MORE TRAINS** at the Mauldin Cultural Center located at 101 E. Butler Road. This is the largest modular layout the **Atlantic Coast S Gaugers Carolinas Division** displays each year. Admission free. For information visit <http://www.mauldinchamber.org/>

September 15 and 16, 2018 — Dothan, Alabama
WIGRASS STEEL WHEELS TRAIN SHOW presented by the **NMRA DIXIE Division**. Saturday 9-5 and Sunday 10-4 at the National Peanut Festival, on highway 231 South approximately 2 miles south of Dothan. \$5 for Adults and kids under 12 free. Boy Scouts in uniform free. 5 large running layouts on display. Over 100 tables of model train dealers. Hourly drawing for door prizes. Sandwiches and soft drinks are available. www.ser-nmra.org/division/dixie

September 20 through 22, 2018 — Indianapolis, Indiana
The Indianapolis O Scale Show and S SCALE MIDWEST SHOW at the Wyndham Indianapolis West, 2544 Executive Drive. The Indianapolis O Scale Show has been in place for over 48 years. For the past 15 years, it has been chaired by James Canter, and he has decided it is time to "pass the torch." The Model Railroad Resource LLC, publishers of The O Scale Resource and The **S Scale Resource**, have been selected to carry on the tradition for the 50th year, and include S Scale. Web site: <http://www.indyoscaleshows.com>

September 29, 2018 — Sacramento, California
The RIVER CITY TOY TRAIN SHOW sponsored by the Sacramento Valley Division of the **TOY TRAIN OPERATING SOCIETY**. 10 am to 3 pm, at the Scottish Rite Masonic Center, 6151 H Street. Toy trains, accessories, parts and supplies. You can buy, sell or trade. Operating layouts and demonstrations. Admission \$5, kids under 12 free with adult. Free Parking. Web site: www.ttos-sv.org/Events.htm

September 29 and 30 2018 — Pepperell, Massachusetts
MODEL RAILROAD SHOW AND OPEN HOUSE presented by the **Pepperell Siding Model Railroad Club** at the Varnum Brook Elementary School, 10 Hollis Street and Open House at the PSMRC clubhouse, 41 Lomar Park, Unit 4. Saturday 10-5 and Sunday 10-4. Free parking. Adults \$5, Seniors \$4, Children 6-12 \$2. Family (2 adults and children) \$12. Operating model train layouts and vendor mall at the Varnum Brook School. More information at www.psmrc.org

September 28-30 and October 5-7, 2018 — Spencer, N. Carolina
A DAY OUT WITH THOMAS is a two-weekend event held at the North Carolina Transportation Museum located at 411 South Salisbury Avenue. This annual event offers a variety of Thomas and Friends activities for the entire family. The **Atlantic Coast S Gaugers Carolinas Division** will set up a large modular operating train layout in the Back Shop. For more information and prices for admission and train ride tickets visit <https://www.nctrans.org/Events/Thomas.aspx>.

October 6 and 7, 2018 — Brunswick, Maryland
The **BALTIMORE AMERICAN FLYER CLUB** will be operating their layout at **BRUNSWICK RAILROAD DAYS**, a two-day festival the first full weekend of October. Be a part of our **BIG TOWN, SMALL CITY**, and enjoy food, drink, music, games, crafts, restaurants, and vendors! From our history as a hub of the **B&O Railroad** and our connection to the Chesapeake and Ohio Canal, to the beauty of the Potomac River and the amazing talent of our local performers, and artists. More info at <http://www.brunswickrailroaddays.org/about.html>

October 13, 2018 — Elk Grove, California
FLYER FEST WEST 2018 sponsored by the **Sacramento Valley American Flyer Club** at the SES Hall, just south of Sacramento at 10428 East Stockton Boulevard. Vendor tables, operating layouts, door prize, raffle, silent auction, clinics. For more information e-mail ffw2018@sonnet.com

October 13, 2018 — Wyoming, Michigan (Grand Rapids)
Grand River Valley Railroad Club FALL TRAIN SHOW
 "The Largest Train Show in Western Michigan." HSB, 5625 Burlingame Ave. SW, 10 am to 3 pm. Enjoy 208 vendor tables of trains and model railroad supplies in all scales, RR books, RR photos and RR collectibles. Operating Layouts in following scales: G, O - Lionel, On30, S — American Flyer, HO, N and Z Scale plus huge LEGO Layout and LEGO play area for children. Hands on Thomas the Train layout for children to run and Thomas the Train play area. Drawing for Thomas the Train Lionel electric train set. Catered Food - Door Prizes - Free Parking. Adults \$5, Children 12 and under free. Vendor tables \$16. Contact Ken Skopp: 616-667-9680, kws Copp@outlook.com or visit our web site www.grvrrc.org.

October 13 and 14, 2018 — Idaho Falls, Idaho
THE ROCKY MOUNTAIN HI-RAILERS will have their **Lookout Junction** layout up and running at the **RAILSHOW 2018** at the Idaho Falls Rec Center, 520 Memorial Drive. Web site: www.rockymountainhiraillers.com

October 13 and 14, 2018 — Oak Lawn, Illinois
CHICAGOLAND ASSOCIATION OF S GAUGERS will run their layout at the **SOUTHLAND MODEL RAILROAD SHOW** to be held at H.L.Richards High School at the corner of 107th Street and Central Avenue.

October 13 and 14, 2018 — West Chester, Ohio
CINCINNATI MODEL TRAIN & TRAIN SHOW held at Lakota West High School, 8940 Union Center Blvd. 11 am to 5 pm both days. Adults \$7, Children under 12 free, Scouts in uniform free. Information at www.cincy-div7.org

October 14, 2018 — Wheaton, Illinois
CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

October 18 through 20, 2018 — York, Pennsylvania
YORK TRAIN MEET by the **Eastern Division** of the **Train Collectors Association** at the York Expo Center, 334 Carlisle Ave. Info at <http://www.yorktrainshow.com/york-train-meet/>

October 13 and 14, 2018 — Kirkwood, Missouri
28th Annual Greater ST. LOUIS METRO AREA TRAIN SHOW at the Kirkwood Community Center, 111 South Geyer Road. Saturday 10 am to 4 pm, Sunday 10 am to 3 pm. All scales operating layouts, swap tables, free parking, great door prizes, family fun. Bring the kids to see the trains! e-mail mvns@railfan.net Website www.seetrains.com

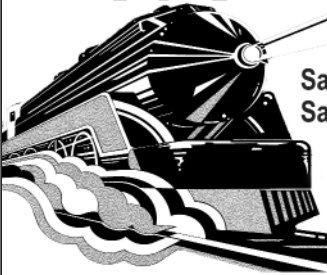
October 20, 2018 — San Bernardino, California
TRAIN-STATION SWAP MEET by the Roundhouse Gang Model Railroad Club. Go west off I-215 to 2nd Street, about 1/4 mile to the station at 1170 West 3rd Street. 8 am to 11:30 am. Free Parking. Donation \$4. Spouse and under 18 free.

October 27, 2018 — Texas City, Texas
 The **HOUSTON S GAUGERS** will have their layout set up at the **TOUCH-A-TRUCK AND MODEL TRAIN SHOW**. There will be many other layouts, food vendors, all in a small-town one-day downtown setting. 10 am to 4 pm, 409 Sixth Street North.

October 27 and 28, 2018 — Timonium, Maryland
 The **BALTIMORE AMERICAN FLYER CLUB** will will operate their layout at the **Great Scale Model Train and Railroad Collectors Show** at the Maryland State Fairgrounds, 2200 York Road. Info at www.gsmts.com/index.htm

November 2 and 3, 2018 — Orland Park, Illinois
 The **43rd ANNUAL FALL S FEST** You are invited to join the **CHICAGOLAND ASSOCIATION OF S GAUGERS** at Quality Inn and Suites, 8800 West 159th Street for an exciting weekend of S gauge, 1:64 scale model railroading! The Fest encompasses ALL of S: Scale for "Narrow-Minded" and Standard gauge devotees, Hi-Rail, Tinplate and American Flyer. Clinics, on-site layouts, a model contest, manufacturer displays, home layout tours, train races, a family program, movies, a hospitality room; all this and more will show the diversity that S has to offer all of model railroading and toy trains. From collectors to rivet counters, we have something for everyone to enjoy! More info at: www.trainweb.org/casg/sfest.html

44th Great New York State
Model Train Fair
www.modeltrainfair.com



Saturday, November 3, 2018 (10-5)
 Saturday, November 4, 2018 (10-4)
State Fairgrounds Syracuse

Adults (16+) \$10.00
 Children (15-) Free!

The Largest Model Train Show in New York State!

November 3 and 4, 2018 — Dayton, Ohio
DAYTON TRAIN SHOW at the New Montgomery County Fairgrounds, 645 Infirmary Road. Admission \$7, Children 12 and under free with paid adult. Operating layouts. Dealer tables. New and used trains. Antiques and collectables. Parts and accessories. Hourly door prizes. Grand prize drawn Sunday at 3 pm. Web site www.DaytonTrainShow.com

November 3 and 4, 2018 — Raleigh, North Carolina
THE NEUSE RIVER VALLEY MODEL TRAIN SHOW
 It is the largest model train show in North Carolina. The show is held at the Jim Graham Building on the North Carolina State Fair Grounds at the corner of Blue Ridge Road and Hillsborough St. \$9 admission is for both days and children 12 and under are admitted free. **Atlantic Coast S Gaugers Carolinas Division** large modular layout will be there; vendors selling model trains and other items for train enthusiasts. Model train parts for both Lionel and American Flyer will be available. Bill Clark will be present for Flyer repairs. For more information visit <http://www.nrclub.net/annual-model-train-show/>.

November 10 and 11, 2018 — West Allis, Wisconsin
TRAINFEST 2018 The **Badgerland S Gaugers** and the **Chicagoland Association of S Gaugers** will run their combined layout at this event, at the **Wisconsin Expo Center** on the Wisconsin State Fair Park, 8200 West Greenfield Avenue. Four football fields of layouts and vendors for your enjoyment. A photo competition for every gauge of railfan plus how-to clinics and new product demos. The historic Celebrate-a-Railroad display is back to highlight the Great Northern Railway. Hours 9 am to 5 pm. Info at: www.trainfest.com

November 11, 2018 — Wheaton, Illinois
CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

More on page 38

S PRODUCTS



35-7423
Norfolk Southern First Responders



35-7424
Norfolk Southern Veterans

MTH S Gauge Rebuilt Steel Box Cars

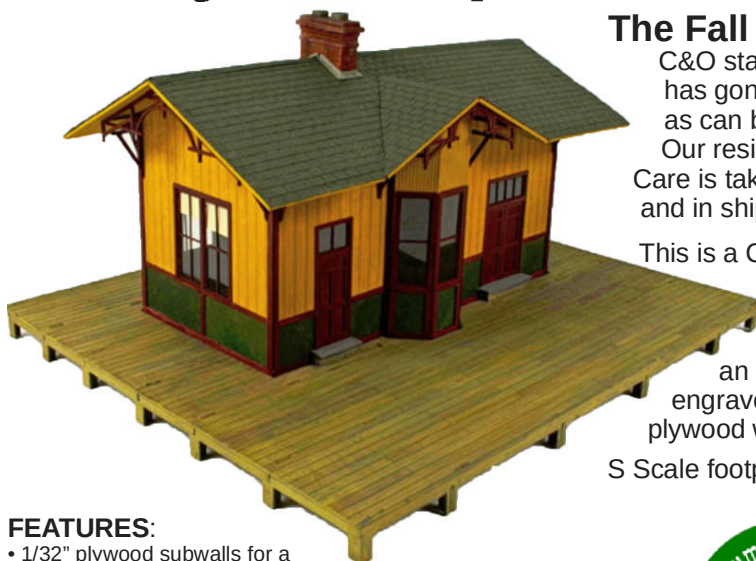
During and after World War One, American railroads took delivery of tens of thousands of boxcars built to USRA designs. single or double-sheathed wooden sides, wooden doors and steel ends, roofs and underframes. By the late 1920s, however, all steel cars had become the norm, although new car construction slowed to a crawl during the Depression

A cheaper alternative was rebuilding older USRA cars, replacing the wooden sides and doors with steel and re-using the existing underframes and/or roofs. Brake systems were also upgraded from the earlier K-brake to the more modern AB brake system. As World War Two loomed and traffic picked up, railroads upgraded thousands of USRA boxcars to all-steel construction, usually doing the work in their own shops. Rebuilding programs continued through and after the war, and steel rebuilt cars were a common sight into the late 1950s, with many serving into the following decade.

While rebuilt car details often differed from railroad to railroad, a feature common to most of the cars was the sill brackets added to the existing underframe side sills, a feature replicated on these MTH models. These sill brackets supported new steel sides that were spaced farther apart than the old wooden sides, making a wider car with greater carrying capacity.

These cars are available with hi-rail wheels for \$59.95 from your local dealer or directly from MTH Electric Trains: <https://www.mthtrains.com/>

Rusty Stumps Scale Models



The Fall Creek Passenger Station is based on a late 1800s C&O standard station design taken from actual C&O plans. Much effort has gone into reproducing the Passenger Station as close to prototype as can be done in scale. Care to quality has been utmost in our minds. Our resin chimney casting does not contain lead so it is safe to handle. Care is taken to ensure all parts are free of defects both in manufacturing and in shipment. No additional castings are provided with the Station Kit.

This is a Craftsman Kit using 1/32" plywood sub-walls covered with 1/64" RC-Board engraved with detail. Stripwood is used for trim and the gingerbread is made of 1/32" plywood. RSSM laser cut 3-Tab shingles are used for roofing. The Platform consists of an interlaced framework of laser cut 1/32" plywood topped with an engraved plank sheet of 1/32" plywood. One could cover the top 1/32" plywood with their own 1x10 stripwood if they choose to.

S Scale footprint of the Station platform is 9" wide x 7½" deep x ½" high.

\$69⁹⁵

FEATURES:

- 1/32" plywood subwalls for a strong building with no need for bracing.
- 1/64" laser engraved exterior wall panels that self-adhere to the sub-walls.
- Scribed sub-roof for easy alignment of shingles.
- RC-Board strips provided for trim.
- Interior walls that divide the passenger waiting area, office and freight area from each other.
- A highly detailed resin cast chimney made from fine 3D masters.
- Nicely detailed laser cut windows and doors.
- Well illustrated and detailed construction manual to make assembly easy.



Rusty Stumps Scale Models
also has a large selection of S Scale
detail parts like chimneys, vents,
and now HVAC fittings

to see more products and to order go to
<https://www.rustystumps.com/>

Company Store

FOR SALE TO THE GENERAL PUBLIC



**NMRA Sn3
TRACK & WHEEL
GAUGE**
\$7⁰⁰ for members
\$14⁰⁰ non-members



**NASG S-3, S-4
TRACK AND
WHEEL GAUGE**
\$7⁰⁰ and 2 for \$12⁰⁰
instructions included



**#802 AND #5 KADEE
COUPLER HEIGHT GAUGE**
Measures car on track for proper
17/32" height.
\$6⁰⁰ each or 2 for \$11⁰⁰



REFRIGERATOR MAGNET \$4⁰⁰ each
50th anniversary logo



FOR SALE TO NASG MEMBERS ONLY



**NASG
T-SHIRT**
\$15
2X \$18
Ash gray with
blue logo



**NASG
GOLF SHIRT**
\$29
2X \$33
Dark blue w/pocket
yellow logo



NASG CAP
\$19
Tan and blue denim
with color logo



LAPEL PIN
3/4" diameter
\$5



EMBROIDERED PATCHES
10" \$16⁰⁰ • 2 3/8" \$4⁰⁰

TO ORDER any of these products, download an order form at www.nasg.org/Store or write your order legibly on a piece of paper. Make checks payable to NASG Company Store and mail to:

ROY J. MEISSNER, BOX 1, MERTON, WI 53056

IMPORTANT: Be sure to include your member number, quantity desired and sizes.

PRICES include shipping to anywhere in the continental US. All shipping is by US Mail. For shipping outside the US contact the Company Store. Wisconsin residents please include appropriate sales tax and county of residence. If you have questions contact Storekeeper Roy Meissner at 262-538-4325 or e-mail to companystore@nasg.org

TO SHOP ONLINE: Go to <http://www.nasg.org/Store/CompanyStore.php> Choose the items that you want to purchase and click **Add to Cart** and follow the instructions.

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



2006 General Electric MOW Crane Car by Lionel. Price \$70*
2007 General Electric MOW Boom Car by Lionel. Price \$52*
***SPECIAL OFFER!** The Crane Car and Boom Car for \$115

TO ORDER THESE CARS

Make payment out to NASG and mail to:

Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208

Please include the following in your correspondence:

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

All prices include shipping to addresses in the United States. Canadian orders please add \$10. To ship outside the continental US or for any other question contact Dave Blum at pikesvillemodels@yahoo.com

TO SHOP ONLINE Go to www.nasg.org/Store/AFCars.php for the AF cars or www.nasg.org/Store/ConvCars.php for Convention Cars and click on the **Add to Cart** button for the item(s) that you want to buy and follow the instructions.

CALENDAR Continued

November 9 and 10, 2018 — Tucson, Arizona

TUCSON TOY TRAIN SHOW and SWAP MEET at the Tucson Expo Center, 3750 East Irvington. Friday, 1 pm to 6 pm and Saturday 9 am to 2 pm. Admission \$6.00, kids under 12 are free. Proceeds support the Gadsden Pacific Toy Train Operating Museum. www.gpdtoysteamuseum.com

November 10 and 11, 2018 — Sandy, Utah

INTERMOUNTAIN TRAIN EXPO presented by the Northern Utah Division NMRA at Mountain America Exposition Center, 9575 State Street. Saturday 9 am to 5 pm, Sunday 9 am to 4 pm. Layouts, vendors, manufacturers, and hands-on activities for kids of all ages. Scenery Clinic and Pizza Box Layout demonstration. Popular vote contest includes the following categories: locomotive, rolling stock, caboose, structure, and a unique square foot challenge. Admission is \$10 at the door or online for \$8. Children 12 and under are FREE! Special Services, only \$5 at the door, must show ID. For more information: www.intermountaintrainexpo.com

November 17, 2018 — Louisville, Kentucky

DIVISION 8, MCR, TRAIN SHOW & SALE at Moose Lodge 5, 4615 Fegenbush Lane. 10 am to 3 pm. Admission \$6. Children 12 and under FREE. Boy Scouts in uniform FREE. Model Trains in all scales, operating layouts and displays, retail sales, ATM on site, food and beverages. free parking. Web site: www.div8-mcr-nmra.org Facebook: www.facebook.com/NMRA-Division-8-Louisville-KY

November 17 and 18, 2018 — North Charleston, S. Carolina

FALL 2018 TRAIN SHOW presented by the Charleston Area Model Railroad Club at the Danny Jones Armory and Gymnasium 5000 Lackawanna Blvd, Saturday 9 am to 5 pm, Sunday 10 am to 4 pm. Tickets \$5 Children 12 and under free. Active military and their family are free. Vendors, trains, parts and accessories, multiple scale layouts, exhibits, food, free parking and lots more. For show info see: www.camrc.club

November 24, 2018 — Cornelius, North Carolina

The **Atlantic Coast S Gaugers Carolinas Division** will set up its Super Eight layout for the Cornelius Chamber of Commerce's **LIGHT UP CORNELIUS** Christmas Tree lighting celebration at the Cornelius Town Hall. The town hall is located at 21445 Catawba Avenue. For more information visit <http://www.cornelius.org/165/Light-Up-Cornelius>

December 1 and 2, 2018 — Raleigh, North Carolina

The Southeastern Division of the **TCA TRAIN SHOW AND SALE** is at the Ker Scott Building on the North Carolina State Fair Grounds at the corner of Blue Ridge Road and Hillsborough Street in Raleigh. The **Atlantic Coast S Gaugers Carolinas Division** modular layout will be one of several layouts in addition to vendors selling model trains. For more information visit <http://www.se-tca.org/>

December 1-2 and 8-9, 2018 — Bethlehem, Pennsylvania

RAILROAD DAYS at the **Black Diamond Society of Model Engineers**. Multi-scale model railroad club features two floors of layouts. There is a combined S,O, and On30 layout on the first floor and an HO layout on the second floor. Suggested donation \$5, Children under 12 free. 900 East Macada Road, Bethlehem. Call 610-867-2591 or visit www.bdsme.org

December 9, 2018 — Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will have their layout set up at the **Great Midwest Train Show** at the Dupage County Fairgrounds, 2015 Manchester Road.

January 5 and 6, 2019 — Schaumburg, Illinois (Chicago area)

The **NASG INFORMATION BOOTH** will be set up at the **World's Greatest Hobby on Tour** show at the Schaumburg Convention Center, 1551 Thoreau Dr.N. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, e-mail willowassoc@comcast.net

January 5-6 and 12-13, 2019 — Bethlehem, Pennsylvania

RAILROAD DAYS at the **Black Diamond Society of Model Engineers**. Multi-scale model railroad club features two floors of layouts. There is a combined S,O, and On30 layout on the first floor and an HO layout on the second floor. Suggested donation \$5, Children under 12 free. 900 East Macada Road, Bethlehem. Call 610-867-2591 or visit www.bdsme.org

January 12 and 13, 2019 — Oaks, PA (Philadelphia area)

The **NASG INFORMATION BOOTH** will be set up at the **World's Greatest Hobby on Tour** show at the Greater Philadelphia Expo Center, 100 Stratton Ave. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, at willowassoc@comcast.net

February 9 and 10, 2019 — Council Bluffs, Iowa (Omaha area)

The **NASG INFORMATION BOOTH** will be set up at the **World's Greatest Hobby on Tour** show at the Mid America Center, One Arena. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

NASG INFORMATION BOOTH

SCHEDULE OF 2019 SHOWS

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

January 5 and 6, Schaumburg, Illinois

Chicago Area

January 12 and 13, Oaks, Pennsylvania

Philadelphia Area

February 9 and 10, Council Bluffs, Iowa

Omaha, Nebraska Area

February 23 and 24, Novi, Michigan

Detroit Area

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 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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Member Dues

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

\$18.00 One-time 6-month Trial Membership	\$50.00 Contributing \$50.00 Non-personal (Club, Business, etc.)
\$30.00 Regular	
\$40.00 Family	

You can now **renew your membership online**. Go to the web site **www.nasg.org** and click on membership. Under the heading **NASG Membership Renewal** click on renew and pay online. Enter your name and member number and follow the instructions. Have your credit card ready.

You can still renew your membership by sending a check or money order by mail, payable to NASG, to:

Dick Kramer, Membership Secretary,
P. O. Box 268, Middlebury, CT 06762-0268.

New Members

From May 1, 2018 to June 30, 2018 the following people have joined the NASG.

Stephen K. Ames . . . Harrisburg, Pennsylvania	John P. Picur . . . Vancouver, British Columbia
Carl Beardsworth . Sherrills Ford, North Carolina	Ronald Rayba . . . Hudson, Michigan
P. C. Brickey . . . Carmel, California	Pieter Roos . . . Willimantic, Connecticut
Ray Calderon . . . Vallejo, California	Bruce J. Shenker . . . Haddon Hts., New Jersey
David Crooke . . . Bloomington, Indiana	William Simpson . . . Marlborough, Connecticut
Douglas Darlington . . . Plano, Texas	Jacob S. Soares . . . Humble, Texas
Dana David . . . Ostrander, Ohio	BJ Stigall . . . Philpot, Kentucky
David L. Friedman . . . New York, New York	Craig Tomita . . . San Jose, California
Matthew J. Fruth . . . Hamburg, New York	
Robert A. Guthrie . . . Concord, Massachusetts	
Bill Hawthorne . . . Albion, Michigan	
David F. Lundgren . . North Miami Beach, Florida	

Deceased Members

John MacSweeney . . . Westbrook, Connecticut
James J. Simonick . . . West Seneca, New York

Extra Pages Online

Go to www.nasg.org to see more pages.

Click on the **NASG** button. Click on the **Members only** menu option. Click on the **Log in** button and enter your **NASG member number** and **password**. Click on **Recent Dispatch Issues**. Use the **drop down menu** to find this issue. Note the password shown on the drop down menu. Click on **Retrieve**, then **Click here to download or view** the requested Dispatch. Enter Password. When magazine appears, scroll to page 41 .

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Seaboard Air Line's Baldwin S-12s



All new for Christmas and 2018 Seaboard dual or single engine train set. Prototype colors and decorations as on the real railroad. Featuring locomotive's brass handrails, Gription wheelset for superb traction, eight wheel drive, LED headlight and motor with brass flywheel. Die cast metal frame provides increased traction.

Cars are available in several different number variations i.e. ordering 3 of the same car will have 3 different numbers. Dual powered engine AC HR set with 5 cars \$629.95.. Single engine set AC HR with 5 cars \$439.95.. DC HR or Scale versions \$10 & \$20 less.

All new items never made in S scale before.



Seaboard S12 Locomotive \$199.95



4438 SAL Gondola \$42.95



6028 TOFC Flat car with Seaboard Razorback trailer \$69.95



3380 SAL Hopper \$44.95



2230 SAL Box car



7534 SAL Wood Caboose



American Models

11770 Green Oak Industrial Dr.
Whitmore Lake, MI 48189

Phone 734-449-1100

Fax.....734-449-0335

www.americanmodels.com

AMERICAN FLYER STEAM-UP

By James Ingram

NASG members Ken DiRocco and Earl Wagner, along with three of their friends, Mark Anderson, Bob Pershing and Dennis Oberholtzer, all from the Williamsport Pennsylvania area hold an annual **American Flyer Steam Up**.

A "Steam Up" is a 2-day, weekend event, where American Flyer fanatics convene to frantically set up a fairly complex temporary layout, operate it, and then tear it down, all on the same weekend.

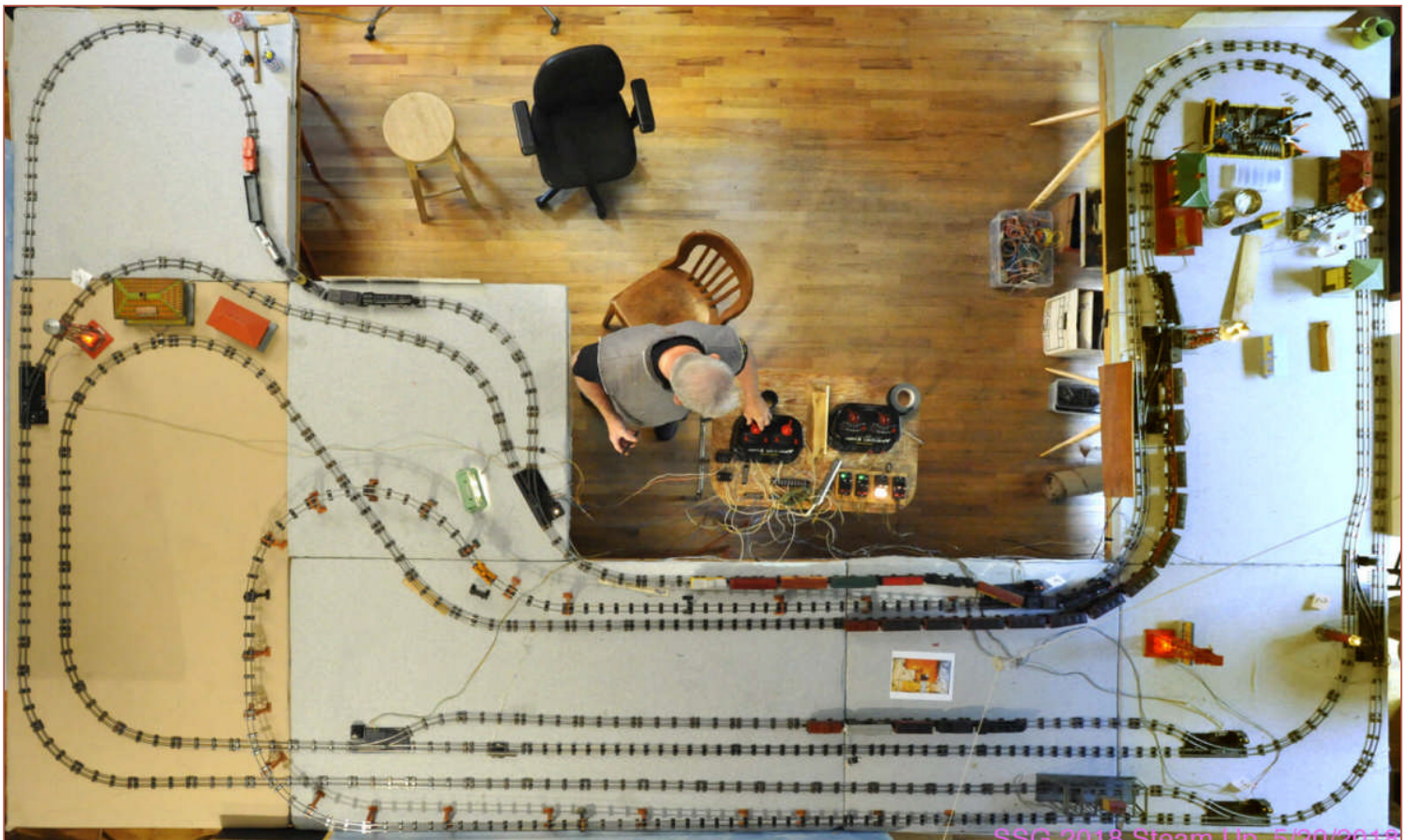
Notice on the overhead view below, that they have four trains on the layout which they were apparently juggling to try to keep them all running, more or less all at once.

There is a video of this Steam Up at <http://youtube/mC0HLGToX1M> or at <http://vimeo.com/273262825> The first minute of the video is photos, the 2nd minute is four 7-second-long excerpts from the video clips, and the remaining nine minutes is the full-length clips.

If you watch this video, please observe the amount of WIRING that they hook up for this temporary layout.



The chief builders of this layout were Mark Anderman and Dennis Oberholtzer. The video footage was produced by member Ken DiRocco and the overhead track view was photographed by Mark Anderman. ~~Mark~~

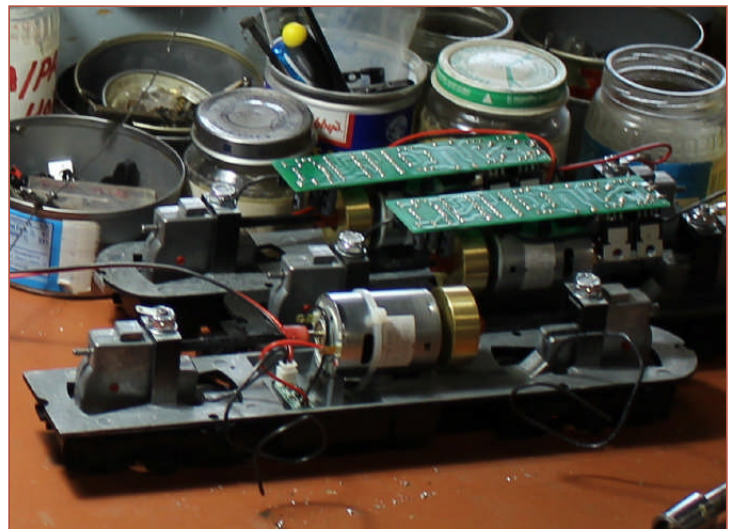


SCALE TEST CARS

There are many different configurations of scale test cars. Hopefully one of these pictures will inspire one of you scratch builders to give it a try. — Editor



INSIDE AMERICAN MODELS



Left: Band saw.

Center: Drill Press.

Below: Pantograph used for lettering.

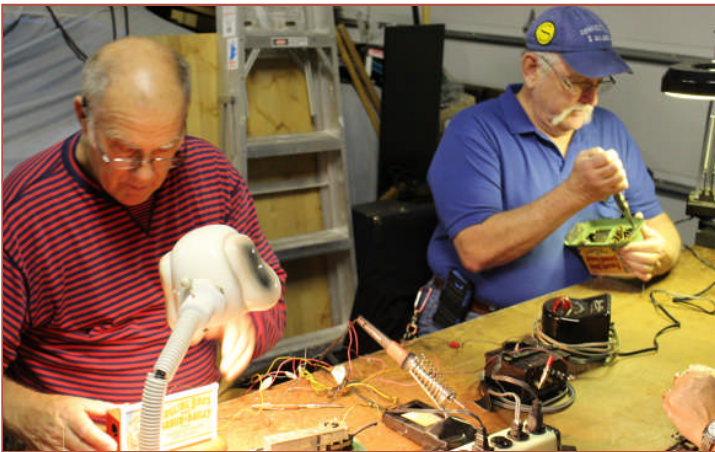


CONNECTICUT S REPAIR CLINIC

About three years ago the **Connecticut S Gauge Model Railroad Club** decided to have its first “repair clinic.” It was organized by Larry Hally and was held in his garage (which is heated). The idea was for club members to learn about fixing their trains or at least understanding what might be wrong when something did not work.

At the first session, Jim Shea, Bob LaRiviere and Larry Hally were the “fix it guys.” About 10 members showed up and various items were fixed. The event was very successful and since the first clinic they have been held twice a year, in May and October. Sometimes the clinic is prefaced by a quick discussion about some topic of interest — one time it was about light towers another was about smoke units. (The light tower discussion prompted club member Bob Davis to swap out his Gilbert light towers for Marx towers!).

The past three or four sessions have been run by Jim Shea and Larry Hally. Mostly American Flyer is repaired but they have fixed some HO and O gauge items. Most sessions last two to three hours. Some members come to get stuff fixed, some come to learn something new and some just come to eat the donuts! Over the years we have fixed smoke units, e-units, billboard whistles, reattached trucks, fixed couplers, installed can motors, fixed light towers, replaced brushes and springs and rewired the tender to engine harness among other things. These pictures are from May 19th, this year. 



BEST IN SHOW



Photo by Bill Lane

Wayne Hills began making the **GP-9** 20 years ago when he purchased an American Models unit at the 1998 NASG convention. He made his own decals for it using official EMD paint diagrams as a guide, making black decals with clear striping so that he could make all the curves on the ends of the striping, and also get the color of the yellow to his liking. After stripping off the factory paint the unit received some detailing, then was painted with silver as a primer, then yellow. The yellow was then masked off on the sides and ends and the unit was painted black along the tops of the sides, the frame and the roof. Then the decals were added and the paint scheme took shape. He made the decal artwork in Corel Draw and printed it on decal paper using an Alps MD-5000 printer. He also drilled out the numberboards and filed them to shape so that he could add clear plastic with decals on the inside and have lighted numberboards. Then life got in the way.

Last September he took up the project again and finished the model just a few days before the convention, scratch building pilot assemblies around the couplers and adding many other details, both commercial and scratchbuilt, right down to the toilet drain pipe, using prototype photos of Rio Grande GP-9's as guides.



Photos by Bill Lane

1st Place Craftsman Class,

Freight and MOW The boxcar started as a Des Plaines Hobbies Fowler Patent boxcar kit. Wayne added extra detail including PBL parts for the roofwalk end supports and brake staff stirrup, plus Des Plaines Hobbies brake details from their No. 426 brake details for their former Pacific Rail Shops 40-foot boxcars, and a trainline pipe made from brass wire. Des Plaines Hobbies 50-ton friction bearing trucks and Kadee 802 couplers were added, and the car was painted with PBL Star Brand "D&RGW Freight Car Red" paint. He made his own lettering for the car in Corel Draw and printed the decals with his Alps printer.

Both models were weathered with chalks.



PEOPLE'S CHOICE AWARD



Steven Allen

Photo by Steven Allen

Describes his award winning diorama as "Observing a normal day on Rubber Avenue's Commercial District." The buildings are by Monster Model Works and Bar Mills (one not seen by Rusty Stumps), the chain link fencing is handmade and the telephone poles are by Shapeways and strung with black thread. The vehicles are mainly M2 and a custom decaled AHL/Hartoy truck.



Steven Allen

also won **2nd Place** in the **Craftsman Class Diorama** category for his **Downeast Railroad Siding**.

Photo by Steven Allen

PIETER ROOS' WINNERS

First place winner,

Master Craftsman, Structures was a detailed Pine Canyon brick storefront. I added a simple interior using Scale Structures Limited and Alexander HO scale, Berkshire Valley Models O scale and BTS and scratch built S scale parts, with two figures from Artista and Railmaster. The model included scratchbuilt roof details and rear addition, and Weston pigeons and a cat eyeing one pigeon through the upstairs front window.



Photo by Dick Karnes



Photo by Bill Lane

Second place, Master Craftsman, Structures

was a modified and detailed Hartoy/AHL REA Mack truck. I removed one of the rear axles because I have never seen a dual rear axle REA truck. I cut down the van roof to a flat design, added the floor overhang and various details. Tamiya Green and Red paint was a near perfect match for the original AHL colors.



Photo by Bill Lane

Second Place, Master Craftsman, Freight

and MOW Kit and Converted was an SSA Pan Am oil tank car. The SSA car is basically a GATX design, I made it match an ACF car by adding C channel stub side and end sills from styrene strip, along with additional details and decals and weathering (there really aren't clean tank cars). The conversion was written up in Volume 12, Number 3 of 1/64 Modelling Guide.



Photo by Bill Lane

Third Place, Master Craftsman, Freight

and MOW, Kit and Converted was a detailed S Helper USRA Frisco rebuilt boxcar with new under frame and door guides, and home made decals to fix some errors in the original lettering.



Photo by Bill Lane

NORMAN BOS HAD THREE WINNERS

Best in Class and 1st Place

in the **Amateur Class Freight and MOW** category was awarded to Norman's MOPAC caboose. It started as a Scenery Unlimited Santa Fe caboose kit. Using drawings from the Missouri Pacific Historical Society and by shortening the frame and walls, by filling a couple of windows and making specific wire grab irons, He was able to produce a pretty convincing Magor-type steel MoPac caboose.

Photo by Dick Karnes



Tied for **2nd Place, Amateur Class, Freight and MOW** category was Norman's **US Army Ambulance flat car** which was inspired by an article on WWII military loads found in the Warbonnet magazine. The AT&SF flat car is a stock American Models and the ambulances are Johnny Lightening models. The ambulances were tied down and chocked per the article.

Photo by Bill Lane



Photo by Bill Lane

Norman Bos also won **1st Place** in the **Amateur Class, Passenger Car** category for his **US Army Hospital Car**. It started as an 85-foot American Models chair car kit. Specific side panels from Union Station Products were used. Much scratch building was done using the old Walthers HO Hospital Car kit drawings as a guide for the interior and exterior as well as the underside. The 3-level beds were made by his brother using his 3D printer.

MASTER CRAFTSMAN JEFF ENGLISH



Best in Class and 1st Place

Master Craftsman Class Freight and MOW category.

The model is based on a “mini-kit” given to registrants at the Chicagoland RPM event in the fall of 2017, which consists of starting with an S Scale America box car to which they also supplied cast resin replacement ends, appropriate doors and decals for the prototype Chicago Great Western car. I followed the kit’s premise, and scratchbuilt some additional details to match the prototype, with complete brake rigging and Sergent couplers.

Super Glue Adhesion Quality vs. Material

