

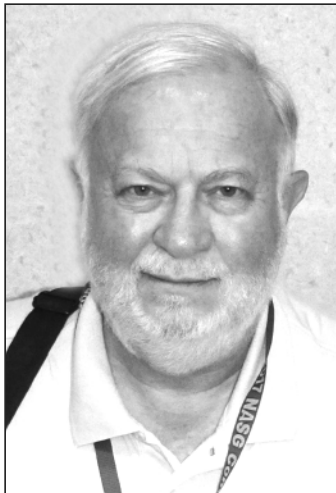
The Dispatch

November - December 2018



Hobby Shop Nostalgia
Wonderful American Flyer Sawmill
Michael Byle's Trash Bash

President's Message



By Will Holt, NASG President

"I told two friends, and they told two friends, and they told two friends . . ." Sound familiar? A year ago at the annual membership meeting and in this column, every member was challenged to bring two individuals into S model railroading, one of whom would be under the age of thirty. Did you? Or even more importantly, did you even try? (I did.) S, 1:64 model railroading most certainly will grow if we meet the challenge, talk to people about joining us in S.

At shows, many of us experience very positive reactions to our scale and the significant advantages it does have over other scales. These can out-weigh the advantages that other scales may have, no question.

If we do not get out there and promote S, 1:64 model railroading, who will? We can be very sure that any model railroader in another scale will not do it for us.

NASG AND VOLUNTEERISM

Stepping up and volunteering has a similar parallel in other aspects of our organization. We are a volunteer organization! We need members to step up and help do some of the many jobs that need to be done.

First among those jobs is the Board of Trustees. Nominations close this month for the election to be held in the spring of next year. Hopefully, by the time you are reading this, we will have at least one candidate for offices that are being vacated. Executive Vice-President Monte Heppe and Western Region Vice-President Bill Roberts have chosen to not to run for re-election. It would be nice if there were more than one candidate for each of those board positions. The current Secretary, Andy Malette, Central Region Vice-President Jay Mellon and Eastern Region Vice-President Jeff English have all chosen to stand for re-election, but none of them would feel slighted in any way if someone else would choose to run for one of those positions on the board.

Also, almost all of the NASG committees are in need of help. Many are very active but have new projects that they would like to get started but cannot due to a personnel shortage. (See the list of committee chairmen on page 31 of this issue.)

In recent months more of you have stepped forward, but we still need more workers. Let me assure you will all received twice the pay that I get! 

NASG at the National Train Show

By Will Holt, NASG President

Our association had the opportunity to put S model railroading in front of thousands of individuals and families at the National Train Show, August 10-12, 2018. The show is sponsored annually by the National Model Railroad Association and held in the same city as that association's annual convention.

This year's show was at the Kansas City Convention Center in downtown Kansas City, Missouri. NASG presented a ten-foot by twenty-foot booth. A large table top display with an eight-foot high back wall housed extensive examples of the great products. The left side of the booth featured a 3-1/2-foot by 6-foot scale layout while the right side included an American Flyer Polar Express train for children of all ages to operate while visiting the booth.

On display were well over 100 samples of locomotives, freight cars, passenger cars, structures, accessories, and more. A variety of literature was available to help educate the attendees about S, 1:64 model railroading.

In addition to the NASG, multiple other exhibitors had S items on display. American Flyer, Evan Designs, Fast Tracks Hobbyworks, Fun and Games, Hunterline, MTH, Monroe Models, Scenic Express, and Thin Film Decals offer products for display and/or sale.

During the show, staff at the booth has extensive conversations with more than 65 persons. Many more enjoyed a first look at S and took home literature about S. Among the 65 were

four persons who indicated that they were joining our scale. One new member signed up at the show; Philip Sharp of Auckland, New Zealand. We provided information to 28 S model railroaders and to 14 attendees considering S.

An interesting visitor stopped by the booth on Friday. Aaron Vernei is one of the event managers for the KC center. As it turns out, Aaron is one of Jess Bennett's grandsons (many long time NASG members will remember Jess and his fully scratch built brass steam locomotives). He told us some of his remembrances of Jess, running trains on Jess' layout and seeing his grandfather's wonderful models. Aaron still has some of Jess's locomotives and was glad to see S represented at the show.

Of course, such an endeavor requires personnel, not only for the show itself but for set up and move out. The booth coordinator was yours truly in the role of National Shows Coordinator as part of the Promotions Committee. NASG members Mike Fyten and Charles Malinowski with his fellow Indianapolis S model railroader Mick Hinckle provided some time for the booth. Kansas City S Gaugers and NASG members Bill Hutton, Roy Inman and Dan Hartman gave of their time along with KCGS members Andy Brown, Mike Korando, Gary Camp and Bob Agne. Thanks to all of these gentlemen for their efforts.

Next year's National Train show will be in Salt Lake City, Utah July 12-14, 2019. If you live in the area, please plan on assisting with the booth. 



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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 6, November-December 2018
MANIFEST

COVER A pair of S Helper Service SW-9s are pulling one of four whimsically decorated holiday trains created by the Pioneer Valley Model Railroad Club that delight young and old alike at **Santa's Trains** at Look Park in Florence, Massachusetts. Photo by Steven Allen.

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NASG Web Site

<http://www.nasg.org>

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

Musings from the Beach



By Monte Heppe, Executive Vice President

An unusual load for a variety of cars or just as scenic element at a variety of industries are the pallets of plastic refractories available on the NASG web site. The pallets are decorated for the Chicago-based Plibrico Co. Plibrico invented clay-based refractories around the turn of last century and was a major supplier of these materials. The bricks are used for relining furnaces and other high temperature enclosures.

The pallets are accurate scale models but molded in a single color. Painting the pallets a wood color and adding some weathering easily changes this. The accompanying photo shows some weathered examples and an untouched pallet. I'm sure many of you can do a better job of painting and weathering.

To order these pallets go to the NASG web site, click on the **Store** button, then click on **Commemorative Cars** and scroll down to the 2016 car. The pallets are listed just below the car. The pallets are available with or without the Plibrico Co. decal. To order by mail see page 28 of this issue of The Dispatch.

Once again I remind everyone that we need volunteers to be committee members. There are currently many committees that are a one person operation. If the work can be spread over several members it is easier on everyone. Take a look at the committees listed on page 31 of the Dispatch and pick out something that interests you.

The deadline is fast approaching, but there is still time to get in nominations for the coming election. You can nominate yourself. 🚂



The Bristol S-Gaugers, host club for the 2018 national convention, are still awaiting delivery of the last 300 MOXIE convention tank cars. Just after the convention closed, we received the first 200 cars, and began packaging and mailing them. After sending the first 100, we have had a very few reports of damaged cars which, upon return, we are replacing. As a result, we are now opening and inspecting every car before we package and mail the remaining cars. Please be patient if you are awaiting the receipt of your cars. The process will continue until we receive the final 300 cars and have filled all orders. Orders are being filled in the sequence in which they were originally received. Meanwhile, there are still about 60 pair of cars available, so don't hesitate to order. Download and print the order form found at <http://www.bsgr.us>

CHINESE MODEL RAILROADING MANUFACTURING FACTORY CLOSED

The Chinese government closed thousands of factories recently. Among them was Affatech Technologies. The closures are apparently a part of an anti-air pollution effort. Some reports attribute additional factors to the closure of Affatech including the health of the principal.

While several model railroading manufacturers are affected, the effects on S, 1:64 model railroading will be minimal. Fox Valley Models is affected for several products for HO and N scales. However, their S gauge track line is produced in another factory and they do not anticipate delays in future production runs including the next run of track due in October/November. Des Plaines Hobbies S scale America line has a couple of their projects at Affatech but a majority are at other factories so they anticipate only some delays in deliveries.

At a meeting between representatives of Affatech and U. S. model railroading manufacturers at the National Train Show in August, the U. S. importers were assured that their completed projects would be shipped and wholly owned tooling would be returned. No timetable was made available for these matters.

Reported by Will Holt

S Products



Cab Savers

for NCE Cab06P and Cab04P
standard and radio

\$3.75 each or 3 for \$11.00

Typically, throttle potentiometers fail due to lateral pressure or rocking. This is furthered by the fact that the throttle knob cannot be lowered closer to the Cab06 surface to eliminate the rocking. Foam inserts have been included to compensate for this, but do not work well. Thus, failures occur.

The Cab Saver was designed as a simple and very effective solution. It is easily installed and provides relief from rocking of the throttle knob. It has been operating session tested with great success. An added benefit is that the Cab Saver can be used to adjust the tactile tension/resistance of the throttle knob.

Cab Savers are available in multiple colors. You can mix and match colors to identify throttles.

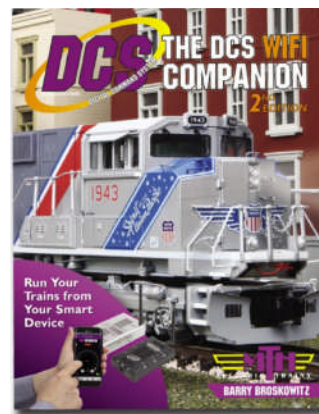
For more information e-mail TheCabSaver@gmail.com or find us at <https://www.facebook.com/cabsaver1/>

All-New DCS WiFi Companion Now Available Now Available In Print And Digital Download

The DCS WiFi Companion — 2nd Edition is a newly updated, 242-page, four-color guide that discusses, in detail, how to implement complete WiFi control of the MTH Electric Trains DCS Digital Command System on new and existing layouts. It contains more than 100 pictures and illustrations that educate the reader on the basic and advanced features and functions of DCS from the point of view of the Premium version of the DCS App for smart phones and tablets.

The book includes: capabilities and use of the Premium version of the DCS App; implementation of DCS WiFi on new or existing layouts via standalone or home network access; setup, installation, operation, and software updating of the Wireless Interface Unit (WIU); expanded coverage of troubleshooting and DCS Application operation; and much more.

Orders for the 2nd Edition printed version of the DCS WiFi Companion can be placed by contacting **MTH Electric Trains at 410-381-2580** and connecting to the **Sales Department**.



River Raisin REA Reefers Ready to Roll

Dan Navarre of River Raisin Models has announced that they have shipped the preorders of their new REA Refrigerator cars to buyers and that there are still some available for purchase. These finely crafted brass models sell for \$429 each. You can call Dan at 348-366-9621 from 10 am to 7 pm EST or send an e-mail to riverraisinmodels@gmail.com

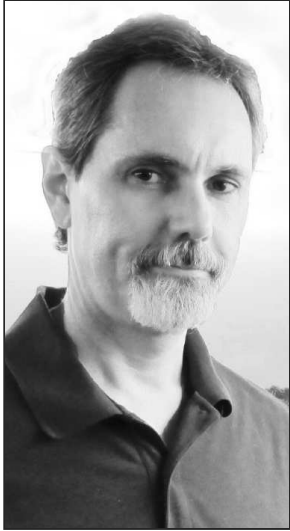
Visit their web site at <http://www.riverraisinmodels.com>

to see more of their
fine products.



To see more S products turn to page 22

NASG Elections and Our Future



By Peter Vanvliet, Webmaster

This past summer I added a new dedicated page to the NASG web site covering the bi-annual NASG elections. I have always felt that elections don't get enough coverage. To see the page, click on the NASG button, and then the Elections menu option.

If you are reading this before the November 30, 2018 deadline, there is still time for you to submit your name as running for one of the positions that are up for election in 2019. In the first half of 2019, all active members will receive a ballot, and can vote on who we would like to see in the various positions.

As the NASG webmaster, I have now worked for three NASG BOT administrations. It has given me an opportunity to see how this organization works, and how decisions impact the organization. If elected as a member of the NASG's Board of Trustees (BOT), there will be some "administrivia" that you will have to contend with. After all, that is the reason for the "Inc." in "NASG, Inc." The NASG is a legal corporation which must abide by rules and regulations. However, beyond that, there isn't much else. Let me explain:

I read comments via e-mail, on forums, or other online formats about someone making a comment about the NASG. The NASG does this, doesn't do that; it believes this, it doesn't stand for that, etc. Unlike the U.S. federal government, the NASG is just seven guys volunteering their time to help run the organization. Then there are 15 to 20 people involved in the various committees. That's it! There is no bloated bureaucracy. No conspiracy theories here.

For stability sake, there is some overlap in the positions of the NASG BOT. Unless someone quits for one reason or another, most of the time the people involved in the committees will continue to be involved after an election. This provides a certain amount of forward continuity. The NASG BOT can make changes in the committee leadership, if so desired. So, change is possible.

I have gotten personal e-mails and seen comments about people quitting or threatening to quit their NASG membership. It seems to me that this accomplishes very little. Rather than quitting, GET INVOLVED. Since there are only a handful of positions in the NASG BOT, any one person can make quite an impact. Two or even three people could make a complete change. So, if you have a strong opinion about how to improve the NASG or what you perceive as the NASG doing wrong, don't chicken-out and quit, but stand up and fight! Encourage one or two others who feel the way that you do to also run or be involved in the committees. Make your point in the description of why you are running for a particular position. There is a limit to the number of words you can include for the ballot, but you can skip the here's-how-I-got-into-the-hobby bit, and just get right to the point. You can also write a letter to the editor of The Dispatch; I'm sure that will fly. Check with editor Bill.

I have also seen comments about why the NASG should be dissolved. "What is its purpose anymore?" That is an interesting question. And, considering that I spend countless hours working on the NASG web site (and writing this column), it is a question I have had to ask myself a couple of times. It isn't really any one thing. The physical benefit that we see from membership is the bi-monthly Dispatch. This allows for some interesting how-to and layout articles, Convention reports, viewpoints, for-sale items, notices, etc. While I have access to the PDF version of the issues, I still prefer to read the physical magazine! If the NASG were dissolved, the annual Conventions would be no more, and so there would be no real place for only-S-scale manufacturers and vendors to show their wares. There would be no modeling contests and their awards. And, worst of all, there would be no Jamie Bothwell and his comic relief during the Saturday evening auctions! Not to brag, but what about the NASG web site? If there was no NASG, that site would be gone. We would be back to a couple of individuals sporadically updating their own personal sites, making it very difficult to get a feel for what is new in S-scale, and for non-S modelers to learn about our scale in one cohesive place. Clubs receive benefits from the NASG as well, such as the NASG-sponsored banner, and free literature to hand out to audiences. The American Flyer Commemorative Cars project (as well as the past NASG special projects) would be no more. The NMRA's and the NASG's standards are now the same, so in that regard the NASG is less important at maintaining the standard. There are a number of other functions that the NASG performs, but you get the point; there would be a lot that would disappear if the NASG were to dissolve. So, I would strongly recommend that we keep this ship afloat. Not only for us, but also for future S-scale modelers.

The NASG's elections speak to our future. Each NASG BOT administration can make decisions about how the organization's funds are allocated. If you don't like how things are done now, or how the money is spent, get involved, and come up with some new ideas. The Dispatch and promotions are a big part of our budget. Things such as the A.F. Commemorative Cars, the Mobley Library, and the annual NASG Conventions pay for themselves, so they are less of an issue.

So What is Our Future?

I have quite literally read through every single NASG Dispatch now. I have documented the articles in an index, which is available on the NASG web site, **NASG** button, **The Dispatch** menu option, then click on the link the **Back Issues** paragraph; the article index is at the top of the page that shows.

I have noticed that a lot of the names of members re-appear throughout the years. The guys that were heavily involved in the 1980s and 90s when they were in their 30s and 40s are still around today, but they are in their late 60s, 70s, or older.

So, I think that when we are talking about NASG elections, we need to be looking at people that are in their 40s and 50s now. That way you can be involved in the direction of the organization for a number of years. There are no term limits, and there is nothing preventing you from coming back and running again at some later date. But, in order for us to have some fresh blood in the organization, and to help us see the perspective from a younger generation, we need to have people in that age group get more involved. We all have busy lives

Our Future — Continued

with family and work, but so did the guys back in the 1980s and 1990s (not compared to today's tech-loaded hyper society, but relatively speaking). They managed it somehow.

I am in my 50s, and I personally see the future of S-scale as follows (please don't be offended; this is just my personal opinion). A.C. Gilbert's American Flyer products became collector items when the company went belly-up in 1965. Nobody makes those exact items anymore, so I don't see much future in that. There are a lot of people alive today who received those items when they were kids in the 1950s and 1960s and who have either hung to these items or re-purchased them later as adults. However, these people are moving on, one way or another, and so these items are beginning to flood the market due to estate sales. I am not knocking original American Flyer products, but that is not where the future of S-scale lies.

This then leaves us with the two remaining sub-divisions, "hi-rail" and "scale." I switched to S-scale from N-scale ten years ago, and, unless I am totally missing something, I just don't get why people get so worked up about these terms! We are all S-scale modelers. Period. Some people prefer to build their models exact to scale, some people prefer to use taller rail, with matching larger flanges on their equipment's wheels and perhaps use larger claw couplers. So what! There are some areas where the wheel flanges come into play, such as with steam locomotives, some specific rolling stock, and turnouts, but outside of that, there are no differences. We are all S-scalers. We all model to 1:64 scale.

So, with that in mind, I think our that future is in doing the same thing that our N and HO-scale brethren are doing. Stop this in-fighting; and start modeling. As I have shared before, when I was in N-scale and involved in one of the local clubs, there were plenty of guys who used large-flanged wheels and the old 1970s-style Rapido couplers. While not prototypical, those cars did stay on the track and stay coupled during their runs on our club layout, where modules sometimes weren't perfectly level or even. The wheels were called "pizza-cutters," but there were no terms such as "hi-rail" used in N-scale. There were no sub-divisions. I bought many of those cars, and then took the few minutes necessary to swap out couplers and wheelsets. No big deal. I even went so far as to install Micro-Trains' Z-scale couplers, because I thought they were more to scale than their N-scale versions. When I switched to S-scale and bought my first freight car, an S-Helper Service 40-foot box car, I did the same thing. I swapped out the wheels and the couplers. So, my point is that we are all S-scale modelers, just like the N-scale guys, and the need for further sub-dividing ourselves is just not necessary. Personally, I also think that as these sub-divisions come to the public notice on Facebook, and other publicly-available discussion forums, that it reflects badly on our scale.

So, let's all just be S-scale modelers. Let's all work on promoting our scale to whoever shows an interest. Let's all share our hobby in whatever manner comes natural to us (home layout, train shows, web sites, blogs, social media, etc.). Let's keep this organization going, so that our children and grandchildren can be modeling in S-scale in the future! 🚂

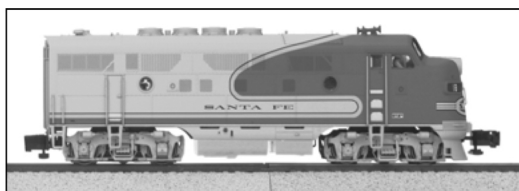
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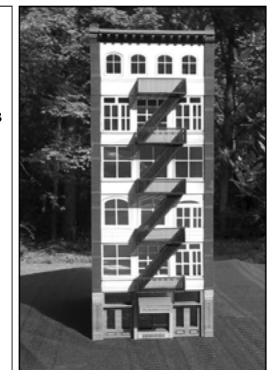
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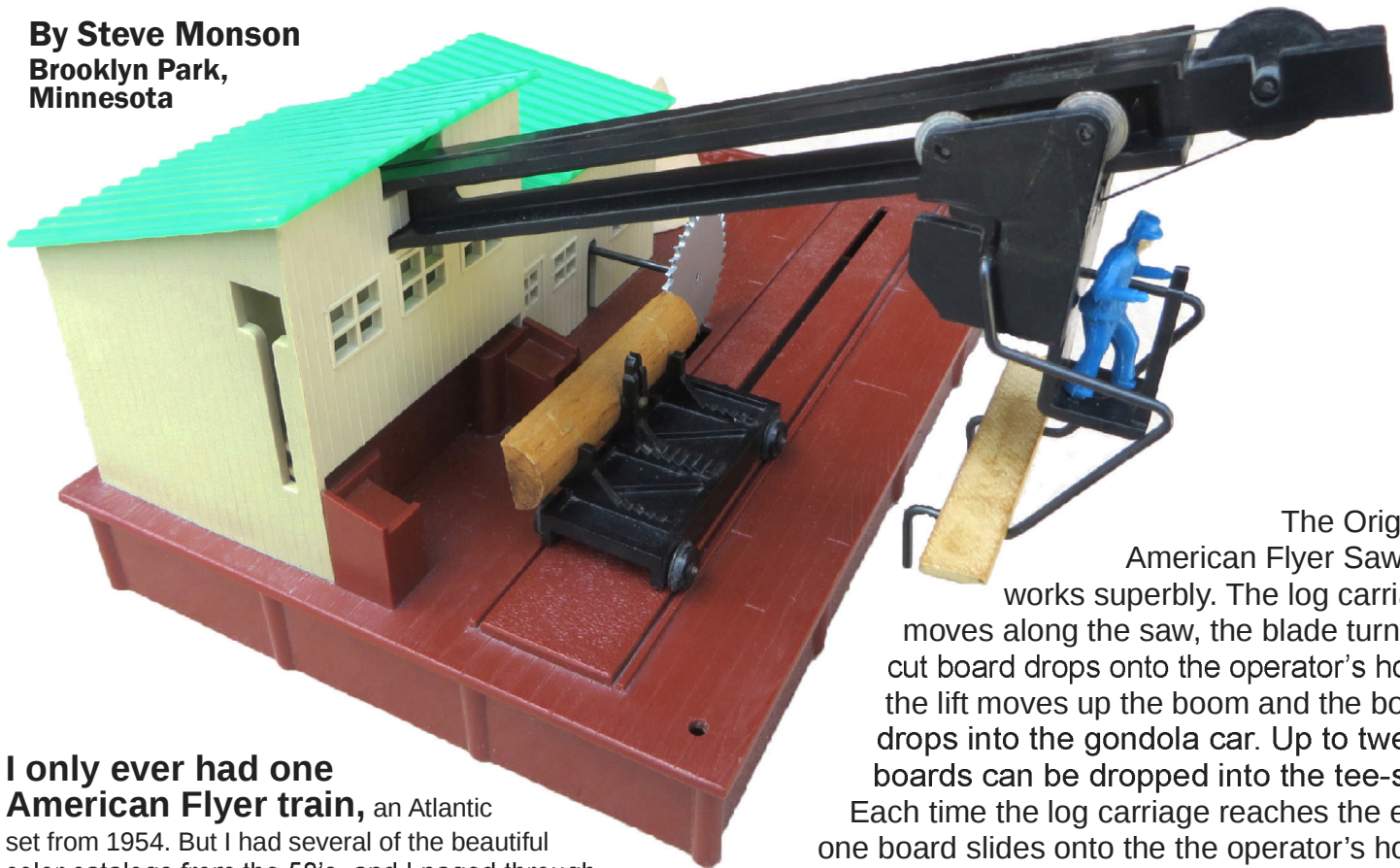
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The Wonderful American Flyer Sawmill

By Steve Monson
Brooklyn Park,
Minnesota



The Original American Flyer Sawmill works superbly. The log carriage moves along the saw, the blade turns, a cut board drops onto the operator's hook, the lift moves up the boom and the board drops into the gondola car. Up to twelve boards can be dropped into the tee-slot. Each time the log carriage reaches the end, one board slides onto the the operator's hook.

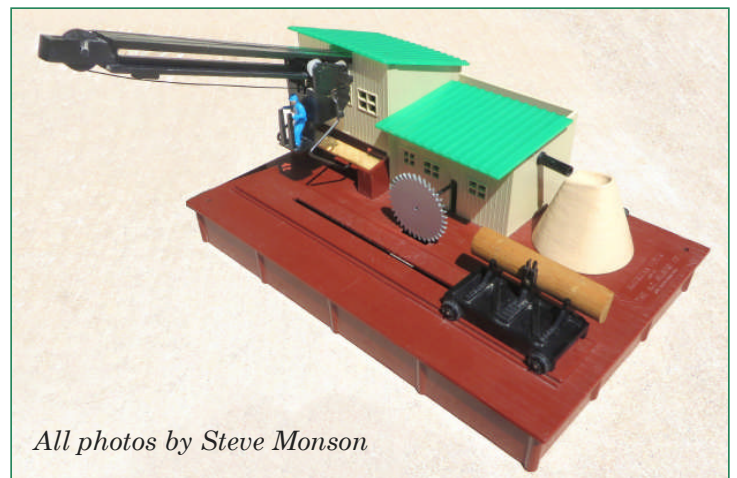
I only ever had one American Flyer train, an Atlantic set from 1954. But I had several of the beautiful color catalogs from the 50's, and I paged through them hundreds of times. I felt that I knew every item that A.C. Gilbert made, even though living out on the farm I had never seen any of them. I studied every page and looked at the big sets, but it was the action accessories that really got my attention. If only I could have just one. I felt that one action accessory would be more fun than adding a second locomotive to my small layout.

I considered the five main accessories — stockyard, coal loader, barrel loader, log loader and sawmill. I felt the stock yards were less mechanical than the others and so that was less interesting to me. My parents had not burned coal since I was born, so I dismissed the coal loader. Nothing on our farm came in barrels and so I decided against that. And I didn't know anyone in our family who were loggers.

But I had been to our local lumber yard many times. I felt that I knew something about lumber, so I decided the sawmill would be my first choice. At \$11.95 (\$128 in today's dollars) I knew that I would not be getting it, but still I looked at it in the catalog. From the photo I could tell it had more action than any of the others.

Sixty years later I still had never seen one. But two of our AF/High Rail members in the Pines & Prairies S Scale Workshop group had open houses recently. Both layouts featured all the accessories that I had dreamed of having when I was eight. No longer bound by the price, within a week I had a like new original Gilbert sawmill running on the coffee table. My wife agreed that it was an impressive piece.

What a fabulous piece of machinery. I am sure that A.C. Gilbert was very pleased with his engineer who designed it. Or perhaps Mr. Gilbert did the design himself? The sawmill has eight distinct mechanical actions — start saw blade, move the log through saw on the log buggy, place "cut" board on boom lift, drive the operator's cab with board up the boom, stop cab and drop board into the freight car, return operator cab to the bottom of the boom, return the log buggy for another cut and turn off the saw. Ingeniously, this is all done with one motor, one push-button and no solenoids!



All photos by Steve Monson

The sawmill came with five boards, but there is room for about 12. The pushbutton could be replaced with an on/off switch. With this, continuous motion of several minutes (depending on voltage) would result.

The sawmill has a mill *operator*. I like this. The log loader and barrel loader have operators, but neither the coal loader nor stockyards do.

Greenberg's Price Guide shows that the 23796 sawmill was made from 1957-1964. Lionel's repro number 2321 came out in 1984. Expect to pay more than \$200 for a nice original Gilbert model. Repro's of the operator figure, boards, log, roofs, board hook and saw dust pile have been made. If buying one on eBay, be sure and ask if any part has been replaced with a repro. My original sawmill has a light blue figure and a black log carriage. The Lionel version has some different colors. If the mill looks a little worn, but the figure is perfect, chances are the figure is a repro.

I am not an American Flyer/HI Rail operator, but I must say that this is one super ingenious fine accessory.

Right: The silver colored metal strip slowly rotates moving the log cart across the slot at the top. The black bar jutting off to the left moves around and presses the silver paddle (lower left) releasing a new board. The string is attached to the operator's board lift. All of this works together giving proper timing for each action.

The raised letters on the deck read:

AMERICAN FLYER
MFG. BY
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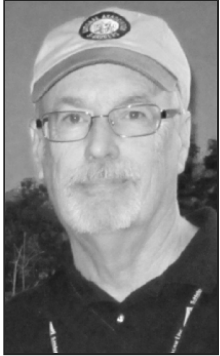
A worm and gear reduces the motor speed for the saw. A second worm and gear reduces the speed of a vertical shaft that goes below the deck. At right is a sliding plate that pushes out one "cut" board each time. The entire mechanism was well designed.



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.



Hobby Shop Nostalgia



By Jeff Madden, Editor Emeritus

Which hobby shop did you first patronize when getting into the hobby of model railroading? Was it even a hobby shop? Maybe it was a department store or a Western Auto Store that carried trains?

I'm sure most of us didn't start out online or via E-Bay as they weren't even around until 10 years ago or so. Write to me at nasgdispatch@gmail.com and tell us your initial department store or hobby shop experience.

Let us share the store names, cities, location, dates, maybe even the names of some of the clerks and/or proprietors.

Here's my story: The first model train experiences I recall were annual Christmas shopping visits to the former landmark department store *J.L. Hudson's* in downtown Detroit. Most likely in the late 1940s and early 1950s when I would be dragged along for shopping and to visit Santa Claus on the 12th floor Toyland. But seeing Santa wasn't the real driving force for this youngster, instead I yearned to see the large toy train layout made up of several loops of trains running through scenic tunnels, over many bridges and passing by many operating accessories. The best I can recall is that there were a couple of Lionel O gauge loops near the outside and at least one American Flyer loop on a higher level. This layout and the display cases full of trains and Dinky Toys got most of my attention in Toyland. Note: Dinky Toys, made in England and probably imported via Canada, were the Matchbox toy cars and trucks of that era. Most were close to O and S sizes.

By the 1960s Toyland was gone; by the '90s the 14-story department store was leveled. Anyway, in the mid-fifties as I transformed out of my early childhood, I became interested in more realistic scale model trains even though I still had a Lionel freight set and an American Flyer circus train set.

When I was about 11 or 12 (1955) living in Dearborn, Michigan, I somehow discovered a hobby shop about 5 miles from my home that dealt almost exclusively in model trains. I don't know how I found out about it, probably from an issue of *MR*, *RMC* or *Model Trains*. And, I don't even remember how I got there – I probably wrangled my dad into driving me over so I could beg for HO trains for Christmas. The shop was a won-



The J. L. Hudson Detroit Department Store in the 1920s.

derment to a 12-year-old train nut, and I was always google-eyed when staring at the glass display cases mostly full of built up HO locomotives and wondering what freight or passenger car kits were inside those colorful boxes on the shelves behind the counter. These were mostly the blue Athearn boxes, the yellow Varney ones, and the blue and white Mantua boxes.

The shop was called Star Hobbies on Outer Drive in the southern part of Dearborn, and it was owned by the well-known O scaler and railfan Emery Gulash and his O scale buddy, Bill Maguire. Even a teenage HOer, Jim Hediger, would help out in the store since he then lived right behind it. As I moved into my high school years, I could easily get there by bicycle or later, a Sears motor scooter. Besides some Penn Line engines and a Varney ten-wheeler I got for some Christmases, I clearly remember how either Emery or Bill suggested some easy plastic HO freight car kits to start me out — the very first ones, both Varney, were an ATSF flat car and an EJ&E gondola. But the moral of the story is that the owner and helpers were helpful to a budding model railroader. Can you imagine if the owner or the clerks weren't friendly to this teenager, didn't promote kits, didn't encourage starting with simple kits, didn't explain things to a novice, didn't have bargains once in a while, didn't sell model railroad magazines, didn't stock parts, didn't . . . Notices posted in the hobby shop alerted me about many layout open houses, and one even led me to a nearby home-based HO club which I joined.

Then came the 1960s and the slot-car craze that transformed Star Hobbies from an exclusive model train shop. I think it closed sometime in the '70s or '80s, but I had moved away by then anyway. Other Detroit Metro area hobby shops I frequented in my teen years were Joe's in East Dearborn and Nankin Hardware out in the burbs near Wayne.

During some summer months while in Pennsylvania visiting relatives I often frequented the Powder Horn Hobby Shop in Greensburg. I don't recall buying much there, but I liked to look. In that area of western Pennsylvania the only other shops that carried trains were Joe the Motorist and Western Auto stores — but only Lionel or American Flyer.



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After college, a stint in the Army and marriage, it was a move to small town Martinsburg, West Virginia where there were no local hobby shops or even in the nearby larger towns of Hagerstown, Maryland, and Winchester, Virginia. Thus began almost monthly treks of an hour or so to the then famous Gilbert's Hobby Shop in Gettysburg, Pennsylvania, which was located smack dab in the middle of Civil War attractions.

Still in HO and belonging to two clubs now (both had HO and O) I found this friendly store stocked with anything you could imagine from brass to car kits, to building kits, to magazines, to numerous bins full of parts — mostly HO, but all scales and gauges represented. Then to add fuel to the fire and to spur even more visits to the area, another large model railroad hobby shop opened up 10 miles east down US 30. It was Paul's in New Oxford right on the Western Maryland "Dutch" line. Paul's was an attraction in itself as it consisted of two ex-B&O passenger cars forming a V with a mock tower in between. I even bought one of the coach seats from them as they gutted the interiors.

These two shops in close proximity to each other attracted most hobbyists from the tri-state area (PA, MD, WV) plus many from the Baltimore and DC area. Occasionally there were longer treks to hobby shops in the metro areas — M.B. Klein's in Baltimore and Pro Custom Hobbies in a burb of DC. Alas, all have bit the dust except M.B. Klein's. Our other outlets near to my West Virginia home were discount stores that carried some ready-to-run HO stuff — mostly AHM. These were the Two Guys Department store in Hagerstown and a Woolco store in Frederick, Maryland. Alas, these chains have disappeared too.

By the late 1970s the big infusion into the model train hobby business arose. That was the big "train show" swap meets such as Greenberg's, the big scale meet which is now held in Timonium, Maryland and the huge TCA meet at the York, Pennsylvania, fairgrounds twice a year. These types of shows and even smaller Fire Hall shows became the new Mecca as the hobby shops and other venues waned during the 1980s. Here you could find new and used model railroad or toy train equipment which was a bonus for bargain hunters. To boot, you could be a seller bringing in some dough to finance newer purchases. I always tried to sell more than I bought but was not always successful. Being mostly in HO, but some O scale, I made the two-hour trip to York at least once a year as a buyer looking for HO and O bargains hidden on a back shelf or under the tables of the mostly tinplate vendors. Mail order was also big in the '80s and '90s — remember those huge laundry list ads in the model magazines? And with the advent of the internet is it any wonder why few hobby shops survive?

And speaking of shows, since I began in S in 1993, I have gravitated to purchasing most equipment at the S shows or by mail order. All of us in S were pretty much forced to go this way since hobby shops didn't, and still don't, carry very much in S. Two-rail O scalers faced the same problem and still do.

Some suggestions for those modeling in S:

1. Support your "disappearing" hobby shop if you can — at least for modeling supplies like scenery, paints and HO and O structure kits to modify.
2. Buy and sell at the "S: swap meets when you can — a real bonus here is "fellowship" and inspiration.
3. If either of these is inconvenient for you, there's mail order from some notable dealers such as Scenery Unlimited, Des Plaines Hobbies. Port Lines Hobbies and others listed in the S magazines.
4. And there's the internet and E-Bay.

With the decline of the brick and mortar hobby shops even the HO and Lionel O guys will probably face a "new" economy of hobby purchasing. We'll all have to adapt and that may mean that in the future there will be a "clearing house" web site or several sponsored by the likes of the NMRA, NASG, TCA and other organizations for the hobbyist to check out when looking for that new or used item without having to find a surviving hobby shop, contact specific mail order outfit, attend shows or spend countless hours on the internet. A "clearing house," if done right, could steer you to a specific store, web site, individual for whatever item, part, you might desire. The downside of this scenario though is you can't see it in person, test it out, measure it, etc. Oh well. 



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Tankcar Fuel Facility

By Randy Griggs, Photos by the author except where noted.

I admired Ed Sauer's Tankcar Fuel Facility in the January-February 2018 NASG Dispatch. I had several old American Flyer tankcar bodies laying around and decided to modify Ed's design. So, I made two, one for my layout and another for my son Scott's layout.

I decided to use a Gilbert Chemicals tankcar, which was in pitiful shape with paint missing as well as both ends, for mine. For Scott's I used a pitiful SHELL tankcar body which had a small hole in one side. The Shell body was also missing one end, so I had to come up with a way to replace them. As it turns out, the bottoms of most soda cans have a near perfect parabolic shape that closely matches the AF tankcar ends. With a small hole in the center of a *blank* that had previously been cut out in a larger round shape, I chucked the end in a drill by tightening a long screw in the hole, and using a cut-off wheel in my Dremel, worked slowly until the final diameter parabolic end was finished. It took some practice to get the diameter correct, but the end results were acceptable. The hole in the ends was then filled and sanded to shape.

The Gilbert Chemicals tankcar body had a lot of paint missing, so I tried mixing some Polyscale paints to get an acceptable match. For green I used 1-part Reefer White, and 2-parts Burlington Northern Green. I used Seaboard Airline Yellow. I had to do a little touch-up around the Gilbert lettering, but was unable to save the data under Gilbert, so I just painted over it. The built date was okay, so I retained it.

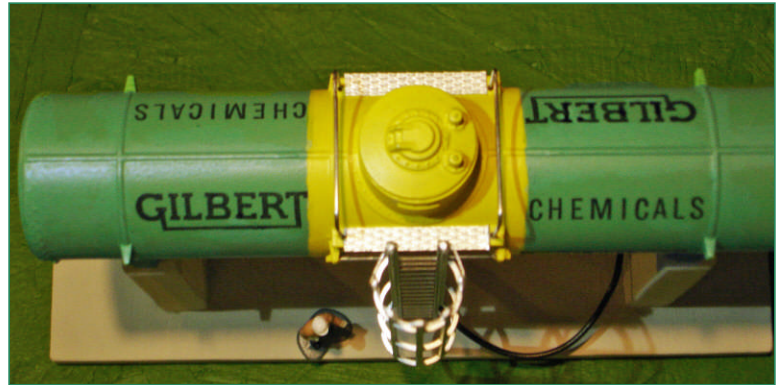
I simplified Ed's design by setting the tankcar bodies on concrete pedestals on a concrete pad. I used scrap plywood to make these. The pedestals are 7/16" thick, and measure 1-1/2" wide by 2-1/2" tall. The platform is 1/4" thick, and measures 2-1/2" wide by 7-3/8" long. The tankcar bodies only need to be supported where they are attached to the tankcar bolsters.

I also simplified the access to the tops of the tankcars using a caged ladder. The ladder is attached to the platform base by inserting the bottom of the ladders into holes drilled into the platform base, then adhered with Cyanoacrylate glue (CA). The upper ladder/cage assembly was then CA'd to a short section of wire handrail attached to the two middle existing handrail supports. I attached a piece of common plastic strapping, that when painted aluminum, simulated diamond plate placed onto the existing tankcar platforms. I made simple handrails across the tops of the tankcars using paper-clip wire formed to the proper size, and extending to the top of the tankcar expansion chambers. The Gilbert Chemicals tankcar already had holes drilled into the platforms. I had to drill holes in the Shell tankcar as it did not have holes already in place.

To repair the hole in the side of the Shell tankcar I placed some masking tape inside, rough-filling the hole with CA, then after it cured, finished with body filler. I then sanded the tank smooth before painting. The repair is difficult to see unless you're up close. I decided to redecorate the Shell car as a GULF tankcar. I made the GULF, Diesel Fuel Only, No Smoking, and Safety First decals with an inkjet printer on white inkjet decal paper. I made black borders on all the signs except the GULF decal which made it easy to cut them out. I cut the GULF decal close around it's perimeter and applied them. I found the GULF emblem on the internet and printed it 1" in diameter like the original AF GULF tankcars. It's hard to tell it isn't an original American Flyer decal.



Photo by Ed Sauers



The caged ladder is an O scale Plastruct Ladder and Cage set #90432 (Cat.No.CL-8). I decided it was close enough for S since the ladder rungs are 1/4" apart, thus 12" apart in O, and 16" apart in S. No problem, as the ladder spacing on original American Flyer tankcars is GREATER THAN 1/4". And, they look quite realistic on the S model. I placed the bottom of the cage at the 6th rung from the platform and extended it 11-1/2 rungs vertically. Then I cut off the top two ladder rungs, since I figured my 1/64 scale man would walk through the resulting slit in the ladder and cage. I placed a thin piece of plastic strip around the top, to finish it off, and reinforced it by dipping the end of the ladder/cage assembly into a small puddle of CA which was then allowed to cure.

I attached the tankcar bodies to the vertical supports with Walthers GOO. The handrails across the tops of the tankcars were also fixed using CA underneath the upper platform with the portion extending below the platform painted an appropriate color. The delivery hose was a small piece of stranded copper wire from which I had removed the wire. I later decided the hose needed a little support and replaced 2-3 strands of the fine copper wire to give it a little body. I made a dispensing nozzle with some wire and CA, and attached the hose to the underside of the tankcar using a short piece of wire pushed into the wire 'hose,' bent into a short 90 degree angle, and stuck into the hole already in the bottom of the tankcar body. It's loose and can move around a bit. To finish the model, I made a small nozzle receptacle from a piece of plastic tubing with a diameter large enough to accept the nozzle and ground a slot in it to clear the nozzle handle. I painted the receptacle aluminum and then glued it with CA, to the inside of one of the support pedestals.

I included some 6-foot tall S scale workers so that one can get an idea of the overall believability of the models. 

Randy Griggs got his first American Flyer train set when he was 6. It was a #4904-T set with a #290 steam locomotive, #639 boxcar, #640 hopper car, and #638 caboose. It also included a 75-watt transformer, 12 pieces of curved and 2 pieces of straight track. He requested additional train stuff from his folks in the following years,



and over a period of several years, usually at Christmas, received more track (including switches), freight cars, and accessories. He wanted a passenger train in the worst way. So, about 1953 or 1954 he received a Silver Bullet set with a chrome #356 engine and two #655 satin coaches. This set didn't include a transformer, so all his trains and accessories had to be powered by the single 75-watt transformer.



Look for an article by Randy on how he makes containers using only paper and foam in a future issue of The Dispatch.

He had a couple of simple 4x8 (or maybe slightly larger) temporary layouts (none with scenic details), none of which lasted more than, maybe, 6 months. One was on the back porch. The other was in the "Honey House." His Dad was a beekeeper and had a nice, separate building about 1-1/2 blocks north of their house where he extracted honey in the summer and fall, and stored bee equipment during the winter.) The Honey House had a finished room his Dad called the "office," which was a pretty good place for a temporary layout.

Continued on page 18

Getting the Younger Generation Interested

By Gary Brown, Brooklyn Center, Minnesota

As an avid collector and operator of American Flyer trains, I was looking forward to getting my first grandchild, Charlie, involved with my hobby. On his first Christmas, I wrapped up a starter set for future use. To my surprise his interest in trains was the Thomas wooden trains on wooden track.

When he was 3, my wife and I took him to the *Minnesota Children's Museum* where they had a large display of *Thomas the Tank Engine*. Even though he paid little attention to my basement filled with a 6-track, 31' X 15' layout, he managed to play for over an hour with other children that he had never seen before. To my surprise he didn't want to leave that display.

So I asked myself, "what was the difference?" Why would a child play with wooden toy trains rather than the more realistic larger trains that ran on their own power. That was it! Charlie enjoyed pushing the trains and little cars and trucks. He wanted to provide the power that he controlled.

The next weekend I took the armature out of an old 4-4-2 American Flyer 307 as well as a UP 372 diesel and painted it Big Red (his favorite color at the time). Charlie and I assembled an oval track on the floor and we played on it for several hours. This continued during visits for the next two years. He is now 5 years old and he still pushes the train around the double track that runs around the rest of the basement.

During this time he has learned to correctly put derailed trains back on the tracks and he now helps grandpa Gary run trains with remote control when we have friends and family over to enjoy the layout.

The bottom line is that we need young people involved in the hobby, using their creativity and their passion for trains. This certainly worked for my grandson. 🚂



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Kids are All Aboard

American Flyer's Polar Express

By George C. Konder, Photos by the author

When you think about where you might see a model train layout, the public library probably doesn't come to mind. Yet at the Onondaga County Public Library in Syracuse, New York, that's exactly where you will find one.

Today's public libraries cater to more than just lovers of books, in part out of necessity to stay vibrant and valued in the community. Maker spaces with 3-D printers and recording studios, computer instruction classes, and even ukulele lessons are offered for free by libraries to teens and adults. For children, many imaginative play resources are a large part of the services offered in contemporary libraries.

Late in 2017 as I was concluding my lengthy career as a librarian and manager of a large branch library in Syracuse, I spent programming funds to purchase a new American Flyer **The Polar Express** train set manufactured by Lionel. The book and movie, both available to borrow from the library, are hugely popular not just at Christmastime but year round. The AF train set seemed to be a perfect fit to enhance our library's growing collection of imaginative play material that include such items as Big (giant-sized styrofoam) Blue Building Blocks and Makey Makey® laptop-enhancing creative hardware and software. The train set also struck me as an ideal way to introduce the children to the world of S gauge model railroading.

The local American Flyer dealer, **JR Junction Train and Hobby**, which was profiled in the July-August 2015 issue of *The Dispatch*, offered a generous discounted price on a new AF Polar Express *ready to run* train set and other train accessories such as an American Flyer log dump car, Gabe the Lamplighter tower with an animated climbing man, Plasticville buildings, trees, and a tunnel. The library hosted a Polar Express model train day where parents and children helped set up the layout of the buildings and scenery, placed the train and cars onto the track, and ran the train. The wireless remote control device which runs the train forward and backward also allows the user to activate the train whistle and bell, and the voice of Tom Hanks, who was featured in the animated movie shouting, "All aboard!" and "Tickets please!" The remote control options especially gave the children a feeling of empowerment and satisfaction.

Although some may wonder if introducing children to a toy train model and old-style accessories that resemble layouts of the 1950s and '60s is going to capture their imagination, it is important to remember that for today's children these are brand new items to experience. We purposely designed a rudimentary layout in part to stimulate the user's imagination. The kids who came to the library's first pilot program of The Polar Express model railroad were filled with wonder, astonishment and glee. Some were anxious to place the Plasticville buildings around the layout, while others were seriously contemplating how to arrange the trees and tunnel. One very creative girl decided to put crumpled paper towels beneath the edges of the white "snow" flannel, which was laid on top of four folding tables used to support the train layout, simulating snowbanks. Once the many scenic accessories were in place to the satisfaction of the children it was "all aboard!"



Above: One father and son stayed for two hours running the train. The man said that he would buy a Polar Express as soon as possible because they had so much fun.

Below: Young boy enjoys using the remote control device to operate the American Flyer log loader.



We designed the layout to be setup and taken down efficiently so that the entire train set and accessories could be boxed up and sent to other libraries in the county library system upon request. The only items borrowing libraries need to provide are an electrical outlet and folding tables for the layout. We piloted the library train program to include a reading of **The Polar Express** picture book written and illustrated by Chris Van Allsburg. By the time they finish hearing the story read by the librarian, the children are anxious to head to the library's community room and play with the train set.

Continued on page 22

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Happy



On the right the Carolinas Division of the Atlantic Coast S Gaugers display their layout, decorated for the holidays at the Kannapolis, North Carolina's Celebration of Lights and Winterland Express show. The train display is part of the city's holiday events and runs for almost the entire month of December.

Photo by Jack Ruth



Left: George Konder runs his American Flyer train around the base of his Christmas tree.

Below: Every year at Christmas time the Pioneer Valley Model Railroad Club displays their S gauge layout at Look Park in Forence, Massachusetts to the delight of young and old.

Photo by Steven Allen.

On the right: The rail cars used on the Look Park layouts are sponsored cars that raise money for Santa's Trains. Businesses and individuals buy sponsorship's and have their name, a holiday message, family name, and/or a memoriam to a family member added to their cars. Since 2009 when they began Santa's Trains, club member Gary Lacroix has done the artwork on most of the cars. The park has purchased undecorated cars from American Models for the program. The club has been extremely lucky to have had American Models provide the painting of the cars.



Holidays



TM



Left: Mike Marmer's American Flyer Lines Hudson circles the Christmas Tree and the village crocheted by his wife, Linda.

TRAIN UNDER YOUR TREE?

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for next year's Holiday edition Dispatch



The Carolinas Division of the Atlantic Coast S Gaugers displayed and operated their layout in the restored Historic Southern Railroad Burlington Depot at the Burlington, North Carolina Department of Recreation and Parks Holiday Magic.

Photo by Jack Ruth

Randy Griggs — Continued

Over the years, since he received his first train set, Randy set up numerous living room floor layouts that were fairly short-lived. He was always afraid that someone would step on something! He made a fairly elaborate floor layout, once, in their basement that used EVERY PIECE of track and all the switches that he had. He even used a 901 crossing as a piece of straight track to maximize track utilization, even though the layout didn't actually have a 901 crossing in the track plan.

As with most young men, He went for several years without setting up a layout, although his younger brother may have played with them during those times. After graduation from college in 1967 He moved to his current hometown of Louisville, Kentucky. About 1971 or 1972 his folks brought him all of his train stuff, neatly packed away in the original boxes. That re-kindled his love of S gauge trains.

He first tried scratch-building simple freight cars and still has the ACF mid-1930's vintage rib reinforced steel 34'-4" long, 70-ton covered hopper he built around 1974-75. The plans were from Kalmbach Publishing's "Easy-To-Build" Model Railroad Freight Cars, 24 "Dollar Car Projects" from the pages of Model Railroader. He updated it recently to a Chessie System color scheme. When Lionel started making their first "Flyonel" freight cars, He started collecting them. Over the years he has managed to obtain, thanks to his 'chief procurement officer,' a nice representative, sample of American Flyer 'Flyonel,' American Models, S-Helper Service, Pacific Rail Shops, S Scale America, and K-Line S. Plus, he's accumulated enough 1/64 scale vehicles to populate SEVERAL layouts!

Randy now has a basement highrail layout using primarily American Flyer track and switches along with some Gargraves flex track for larger radius curves. He went the cheap route and re-bent many Flyer curve track sections into Flyer straight track using *Richard Reichard's S Universal Rail Bender* which works quite well. He also has some American Models switches acting as cross-overs for the 2-track main as his larger locomotives don't like to be crossed-over on tighter switch pairs. You might call his layout a folded dogbone. It has three yards, and a reverse loop capability. He recently thought it would be interesting to see how many 'scale' miles the layout has. He roughly calculated it to be about 4.4 scale miles counting all the yards and mainline track. Electrically, it's complete. It needs lots of scenery details to be added including structures, roads, etc., etc. But, it's FUN, none the less, and helps keep him "out of trouble!" 🚂

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S RELATED ARTICLES IN OTHER PUBLICATIONS

FINDING THE SWEET SPOT is the title of an article describing "How one S Gauge modeler balances realism with fancy" by **Roger Carp** in the **October 2018** issue of **CLASSIC TOY TRAINS**. The seven pages are illustrated with seven photographs by layout owner **William Novak** and a layout drawing by **Kellie Jaeger**.

NMRA Members can view a video of **Mike Fyten's Kaw Valley Railroad** from 2016 at <http://www.nmra.org/members/video>

The National Ranching Heritage publication **Ranch Record**, Spring 2018, Vol. 48, No. 2, used some photos of NASG member **Ron Warner's** kitbashed S-gauge meat reefers to illustrate the article **Billboard Reefers: A Colorful Era in Rail Transport of Fresh Meat**.

HITTING THE BIG 4-0 WITH FLYER is the title of an article by **Roger Carp** in the November 2018 **CLASSIC TOY TRAINS**. Six pages illustrated with photos by **Michael Krasowitz** and a track diagram by **Kellie Jaeger** tell the story of the large S-gauge layout built by **JOSEPH SPANO**.

Also in the **November 2018 CTT** is an informative 2-page story on how to **Add a Christmas tree to your layout**. Good information for any scale modeler to use.

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.

When Modeling . . . Ballast

By Peter Vanvliet, NASG Webmaster

In September on the Groups.io S-scale discussion list, in good-natured fun, people were giving Bill Lane a hard time about the fact that his layout is now so old, his track has been in place for a long time, yet none of it is ballasted. He finally “bowed to public pressure” and started ballasting his track. The act of ballasting is really a final stamp of approval of your track work and that you are happy with it. Applying ballast glues the whole thing down. Of course, you can change things in the future, but it will be harder to do. I want to mention some companies that sell ballast for you to consider if you are in Bill's state with regard to your layout. I will not be showing the web site addresses, because they are too long for this column. You can go to the NASG web site, click on **S Resources**, click on the **Track** option, and do a text search for the word “ballast.”

Prototype ballast rock is generally about two inches in diameter. There are no companies that make S-scale-specific ballast, so you have to search and experiment a bit.

Arizona Rock & Mineral Co. is well-known for their real-rock ballast. It is heavy, but you can't beat the look of the real thing. It comes in various pre-mixed colors matching prototype railroads, but nothing prevents you from making your own mix. Because of their weight, shipping costs should be considered. However, most any model railroading hobby store (if there is still one near you) will stock this brand. If you don't have one near you, you can order directly from the company online. They offer various sizes for most ballast. I have found that *HO scale* or *Mainline HO scale* is just about large enough for S-scale. I think their O-scale product is too large for S-scale.

JTT Scenery Products carries ballast. It appears the company doesn't have a dedicated web site, but they sell through retailers. Various model railroading hobby stores carry their products, and they list their products on Amazon.com as well. Their ballast comes in three sizes: fine, medium, and coarse.

Scenic Express produces all sorts of scenery materials, which includes ballast. Their web site states that they recommend their #20 size ballast for S-scale (hey, they acknowledge the existence of S!). Your local store might carry this brand, and online ordering is available, including up to 25 lb. sacks!

Smith & Sons Ballast is dedicated to producing ballast. Father Harley passed away in 2017, but his son Dale is continuing the operation. It is a part-time business. The company has no web site but they do have a Facebook page that shows

some videos. You have to write or call to find out what they carry and to place your order. Their contact info is: 13630 GAR Highway (Rt. 6), Chardon, OH 44024; (440) 286-4890; e-mail: dhsmith73@windstream.net Expect delays in replying especially in winter time.

Woodland Scenics produces all sorts of scenery and layout-building materials including ballast. Their ballast is not made of real rock. This might be an advantage if you are building a lightweight diorama or module, but some people have reported problems with the material floating away when the area is made too wet. They have a video on their web site showing how to apply their ballast. The ballast only comes in three sizes: fine, medium, coarse. Medium is probably good for S-scale. Woodland Scenics products are available in nearly all model railroad hobby stores, as well as from online dealers.

If you don't like the idea of messy ballasting work, consider buying your track from Custom Trax. Their flextrack and turnouts come pre-ballasted. MTH and Lionel make sectional track that simulates the ballast already in place.

I use Arizona Rock & Mineral ballast for mainline modeling, and “decorative sand” from the local arts-n-crafts store for yards and spurs. I have an article on my personal web site (pmrr.org) where I describe making my own ballast using Kay-tee Walnut Bird Litter (we have a parrot). The crushed walnut shells are exactly scale 2 inches in diameter, but it is a lot of work to get them to be the right color. Happy ballasting!



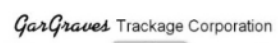
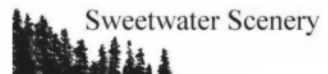
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Modeling with Cardstock

Should Model Railroaders Build Card Models?

By Jim Kellow, MMR I got a surprise today. I was told that modelers who belong to the NASG may not be interested in an article on building Card models! I don't believe it. I recently posted a comment on the Facebook S Scale, and other groups, asking for information on Card manufacturers and comments from modelers who are skilled in building Card models. I got a lot of replies and learned a lot.

These replies and my discussions with other modelers have convinced me that Card modeling is on the rise, gaining in acceptance, and is going to play a major role in our future model railroading building efforts. Just take a look at the modeling in the in this article. Would you ever think they were Card Models?

I was repeatedly told by modelers that they build with Card because the models cost less than those made with other media, require less tools and less skill. Mistakes are easily corrected by downloading a new Card, and the finished models compare favorably to any model built using other methods.

I have an article coming out soon in S Scale Resource online magazine about Card model Manufacturers and mentors, including a limited time free download Card model of a special **New Tracks** container, big rig truck, and an 1880s store in S Scale. I hope you email the three manufacturers who are providing these models in time to get one.



Jim Kellow, MMR



Above: Built by David Rarig, this is a stock kit from Clever Models with some additions, including complete studs on the interior wall, lighting, and a complete machine shop. The building to the right of Wright's is also from cardstock. This shows what careful planning and detail can do to create a Craftsman-style structure.

Greg Komar Photo.

On the left: Built by David Rarig, this is Clever Models' Rural Church, their rendition of a simple country church or a rustic church. It is similar to thousands of churches found all accross the country.

Greg Komar Photo

I have only discovered Card model building very recently. In the past everything that I have built was either wooden kits or scratch built models in brass, basswood or cedar, with at times plastic windows and doors. The only time I had used Card was for scratch built doors.

When I began writing my **New Tracks** series about mentors and model builders, I started to hear from modelers who build in Card and are extremely proud of their models. So I looked into what Card building had to offer. What I found is on the next page.



There are a lot of Card manufacturers located in the US, UK, Germany, Ireland, Japan, Poland, and Russia just to name a few. Clever Models at <http://clevermodels.net> offer free downloads of some of their kits plus highly detailed instructions on how to build them. TeamTrack Models at <http://teamtrackmodels.com> offers a couple of free downloads plus a variety of industrial building kits and semi-trailer vans and containers. Anthony Stevens' Weblog at <http://www.masteranthonystevens.com/miniatures/> offers a couple of free downloads. Those are some that I have heard of. I am sure there are others that I have not yet found. Most models can be resized to scale S. In most cases it depends on your skill level at manipulating images on a computer. Verify that you can get the model you want in S Scale before downloading the file. Some manufacturers say to enlarge their HO images to S and others say reduce their O scale images to S. Any building kit can be printed and then resized by using a color copier. This sometimes results in loss of quality.

Upper right: This is the Caldera Brewery in my town of Valle Grande. It is a modified Foundry kit from Clever Models built by Jim Gore with some additional details and modifications to the sides.

Right: The back side of the Caldera Brewery shows added external vents which give the structure some character. *Photos by Jim Gore.*

In addition to manufacturers of cardstock and models, there is a computer program produced by Evans Designs at <http://www.modeltrainsoftware.com> that enables a modeler to build any structure from cardstock. I have yet to try this program but I am looking forward to doing so in the near future. With this program and some photos and research on the prototype, you can build any model you want. Are there other such programs? I am looking.

Who are the people who build with Card? They are modelers of all skill levels. Some are new to model railroading and just learning to build models, some are highly skilled long time model railroaders, some are NMRA MMR's. For some the decision to build in Card is based on their budget, others feel that their skill level will enable them to produce a better model. You can read some of their profiles in future **New Tracks** articles in S Scale Resource online magazine.

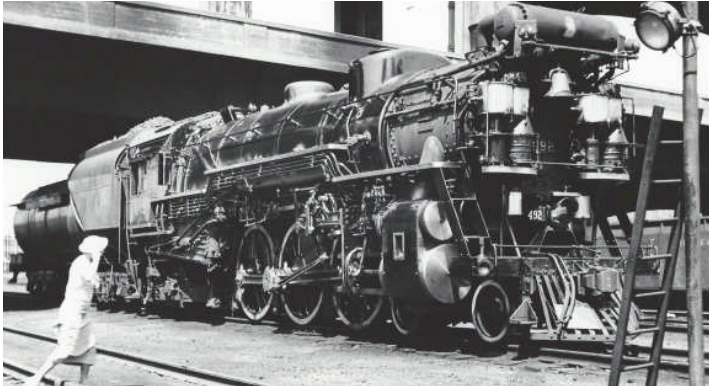
Two modelers I met have their models shown here. I hope I have given you enough information about Card modeling so you will at least try building one of the free sample models that are offered. Have fun going down these **New Tracks**. I think you may be surprised at the models you can build, their cost in time, tools, and material, and the look of the finished model. Thanks for reading this and good luck with your modeling. 🚂

Right: A view of the infamous Diamond Bar in Como, Colorado. The peaked roof over the entry into the bar confuses a lot of tourists who mistake the structure for a church. In fact it was a notorious bar and brothel. The diamond-bar symbol over the door is it's only identifier. Jim Gore scratchbuilt this structure using sheets of Clever Models textures from their "Textures" CD. The addition of details gives the structure some personality. *Jim Gore Photo.*



More S Products

Southern Pacific P-10 and Chesapeake & Ohio F-17, F-19 4-6-2 Pacific Project In S Scale Brass!



Expertly built by Master Craftsman at Boo Rim Precision

River Raisin Models announces "The Southern Pacific P-10's and the Chesapeake and Ohio F-17 and F-19 4-6-2 Project. These classic locomotives will be built in very limited quantities.

The SP P-10's will be built in four versions; regular boiler, skyline boiler, Daylight Paint scheme with full streamlining, and with early and late lettering.

The C&O F-17 will be built in three versions and all five of the F-19's will be offered. These classic locomotives powered the famous "The George Washington", "Sportsman", and the "Fast Flying Virginian" passenger trains. The production run is planned for completion around the end of 2019.



These models are available with Loksound DCC Sound, with factory installed ESU's Full Throttle files. This option must be pre-ordered with your reservation. Contact River Raisin Models to request a reservation form. C&O photos compliments of the Tom Dixon Collection, and the SP photo compliments of the Robert Hundman Collection.

River Raisin Models

6160 Upper Straits Blvd.
West Bloomfield, Michigan 48324

www.riverraisinmodels.com • 248-366-9621 • riverraisinmodels@gmail.com

Polar Express — Continued

While considering how to make the layout user-friendly for the small hands of children, we decided to modify the Lionel AF FasTrac that comes with the set. It is designed with interlocking tabs which snap in place to hold track joints firmly together. It's a well-intended concept that is very difficult even for adults to snap together. Using a wire cutter we snipped off the connecting plastic tabs on the bottom of each FasTrack piece enabling an easier connection. The track joints fit together snugly without the tabs. Although children still needed help aligning and connecting the joints there were no track separation problems and the train ran for hours around the level track.

During the Polar Express program children are in charge of operating the train and accessories, while parents and caregivers offer suggestions and guidance and enjoy the experience of model railroading as much as the youngsters. One father and son stayed for two hours running the train. The dad whispered to me he would be buying an AF Polar Express set for his son as soon as possible because they had so much fun. Some adults asked where the library had acquired the train, while others asked what additional libraries would be hosting

a Polar Express train event so they could enjoy the experience again. We held a second pilot program with the train set at another library across town that was equally successful.

It is my hope that public libraries in other towns may consider starting a model railroad program. One that features American Flyer and S gauge trains would be ideal because they are the perfect size for children to handle and learn how to use. Librarians and others interested in emulating the program we created at Onondaga County Public Library may contact me with any questions at gckonder@yahoo.com

To see the library's American Flyer Polar Express model train layout in action, go to <https://youtu.be/VeSJo2SfjoE>. You may also search on YouTube for the video with keywords **American Flyer Polar Express Model Train Public Library**

George C. Konder is a recently retired Branch Manager for the Onondaga County Public Library system in Syracuse, New York. His new-found freedom allows more time for walking and playing fetch with his rescued, sweet, and very active border collie named Sara, catching up on leisure reading, and expanding his personal American Flyer train layout. 🚂

Classified Ads

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

FOR SALE: S-gauge train collection, layout, and display cases. Email me at davidghorn@verizon.net or visit my web site home page at www.precisionflyerrepairs.com for an updated list with prices and go to <https://youtu.be/vQJP9PugBt0> to watch a video. Thank you.

FOR SALE: Gargraves "S" Flextrack, approximately 119' total. Includes 18-1/2' new unused track (37" full size pieces); rest is used from a previous layout. Includes both straight and curved pieces ranging from 11" to full 37" lengths. Used track may have weathering, some glue and ballast residue, and ties may have nail holes. Plus five Gargraves turnouts (3 new unused and 2 used). Sold as lot only; \$50.00 plus shipping. Contact Marc at marcohio@wowway.com.

WANTED: Scale drivers for Rex Suburban. Two axles, one with gear. Will pay \$50.00, or will trade Hi Rail drivers for your Scale pair. Email: stevenmonson10@gmail.com

FOR SALE: River Raisin by Boo Rim Southern Pacific S scale 2-8-0 MK5 Harriman Mikado DC with 120-SC-6 tender. Paid \$2000, asking \$1395. Burro Crane DC Model 40, yellow. Original price \$350 asking \$225. Call Al Boisse at 386-473-6565 or e-mail judith.boisse@mygait.com

WANTED: American Flyer Diesel Alco PAA set Denver & Rio Grande Western, 6001 and 6002 in good to excellent condition. waniiii@msn.com

FOR SALE: ENGINES: River Raisin: C&O H8 Articulated(2x) Ptd 1750 ea - C&O H6 Articulated(2x) Ptd 1750 ea - E8(2x) Unptd \$450 ea Omnicon: PRR K4 Modernized Unptd \$600 - PRR M1 Ptd \$450. Overland: RDG FA-FB-FA Ptd \$1200 - FA-FB-FA Unptd \$900. **CARS:** River Raisin: C&O Caboose(2x) Red \$175 - Yellow \$175 - Unptd \$150 - NKP Caboose Ptd \$225 - 55 Ton Hoppers(6x) Ptd/Unptd \$90ea - C&O Wellhole Flat Cars (2x) Ptd \$175 - Airslide Hopper Primed \$175 Pennsy 'S' Models: PRR X29 REA Ptd \$225 - PRR X29 Freight Ptd \$225 - C&GW X29 Freight Ptd \$225 - X29(2x) Unptd \$175 - PRR G26 Gondola Ptd \$225. Overland: B&O M53 Ptd \$200 - B&O M53a(2x) Ptd \$200 ea - RDG John Hall Caboose(2x) Ptd \$225 - ACF 1 Dome Tank Car Ptd \$150. Will entertain any reasonable offer. Contact: cdemers@earthlink.net

FOR SALE: All new in original boxes: S Helper #00256 Track Set (2) \$70 ea., #01021 Rebuilt State of Maine #2 N.H. (2) \$50 ea., #00992 Panel side hopper NYC Black set A \$95, #01188 USRA New Haven set \$95, #01836 SSXm Maine Central #2 \$45, Des Plaines #349509 USRA NYC Gondola \$40. All above prices plus shipping. Call Rudy Williams @ 203-815-8765 EST or e-mail rwtrains@comcast.net

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, Cleenese 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

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 SLSC and mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033

2017 CONVENTION CARS AND TRAILERS



TOFC \$70 each
Trailers \$25 each

Shipping:
\$11 first item
\$4 each additional item

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 GGAFCL should be sent to Paul Guaraglia, P.O. Box 4054, Foster City, CA. 94404-0054.

Michael Byle's Trash Bash

At the **2018 NASG Annual Convention** this past summer, **Michael Byle** was awarded **1st Place** in the **Craftsman Class, Steam Locomotive** category, for his **Pennsylvania Railroad 4-6-2** which he loosely based on the **Pennsylvania 5698** below. Michael built his masterpiece from parts and components found in his "junk cabinet." The shell and motor came from an American Flyer 312 Pacific, circa 1946 to 1952.



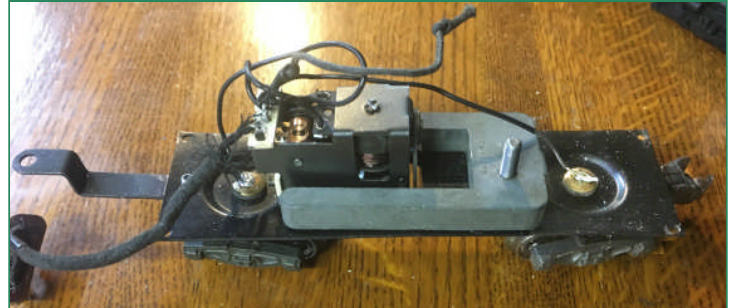
The front fairing was created by using auto body putty, hand shaping multiple coats and smoothing between coats.



The running gear was scavenged from two locomotives and blackened. The tender shell and chassis are from an American Flyer O-gauge tender that had been sitting on his shelf for a couple of years. A.C. Gilbert just used different sized trucks on these tenders. The chassis was drilled and a Dremel tool was used to cut a notch to accept a reverse unit.



The O-gauge trucks were removed and replaced with trucks salvaged from a gondola. The reverse unit came from the 308. The grab rails on the boiler were made from stainless steel jeweler's wire. The link connector between the tender and the locomotive was cut down from the O-gauge linkage and attached with a pop rivet. To avoid having to re-solder wires when removing the tender, he used bullet connectors for the fifth wire for the headlamp and smoker.



The paint was all leftovers from his workbench. The decals consist of some dry transfer numbering, and some keystone waterslide decals that he had on hand. The numbers on the front keystone and number boards were printed on decal film using an inkjet printer. The tender grab rails are originals cleaned up a bit. The project was to see what could be done with some of the junk he had laying around without spending any cash on new stuff. It came out reasonably well. Mike may still invest in some Pennsylvania lettering decals for the tender, but, overall, he is pretty pleased with how it came out. 🚂



Photo by Bill Lane

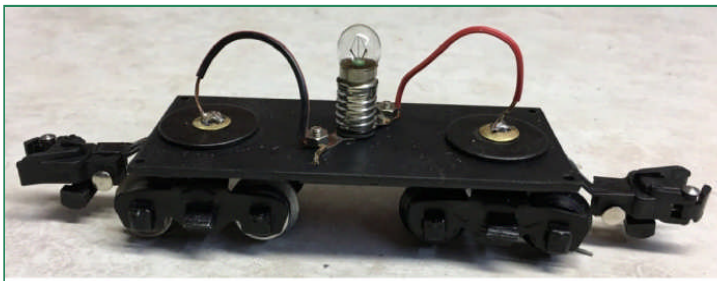
or what I call Scrap Building

Michael Byle also won **2nd Place** in the **Craftsman Class, Freight and MOW** category for his **NYC Short Caboose** "Trash Bash," pictured on the right.

This caboose was based on the photo below.



It began with a circa 1949-53 American Flyer number 638 caboose shell and trucks. The middle section was removed from the shell to eliminate one window and shorten it. The ends were joined and cemented together. The chassis was made from a piece of black polystyrene I had laying around cut to fit the re-sized shell. Lighting was done by using a bulb holder from one of my kid's science projects and wipers and insulating washers swiped from an old tender. The link couplers were replaced with knuckle couplers and the trucks converted to resemble Barber-Bettendorf trucks by drilling through the embossed springs on the truck sides and inserting leaf spring assemblies made from scrap styrene.



The entire shell was sanded to remove the rivets and frames and the sides scored to resemble wood. Sills and lintels were added to the windows to better resemble the prototype. Grab rails and hand rails were made from jewelers wire. The brake wheel is a pop rivet. The ladders are original, but were cut from the original frame. The rooftop walkway extensions made from scrap styrene were also added. The tee shaped smokestack was made from the original stack and a coffee stirrer.

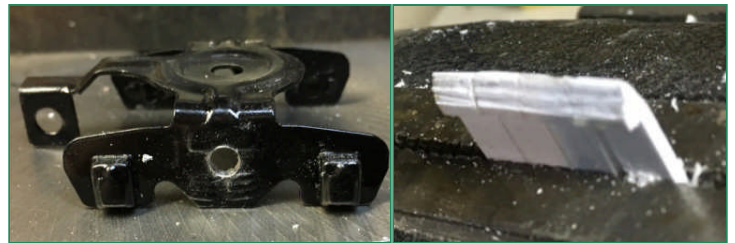
The windows were covered with clear styrene that had been sanded to produce the frosted effect. Decals were scavenged from an HO New York Central hopper set. The caboose was painted with basic Tuscan Red with some transparent black added to resemble weathering. The undercarriage was dressed up with scrap styrene and an air brake cylinder made from a piece of dowel.

The objective of this trash bashing was to use scrap and trash lying around my shop to make something new using no new or commercially produced parts. 🚂

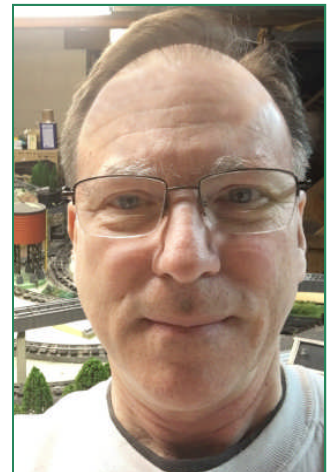


Michael Byle's New York Central short caboose won 2nd Place in the Craftsman Class Freight and MOW at the 2018 NASG Annual Convention in Boxboro, Massachusetts.

Photo by Bill Lane



Michael Byle got his first American Flyer trains when he was four years old. He has always enjoyed modeling and taking things apart to see how they work. He is from a railroad-ing family: His grandfather worked for the Denver and Rio Grand, Wabash, then Norfolk & Western. His father worked for the New York Central, Penn Central, Conrail and Grand Trunk railroads. He is a civil engineer doing rail related and other design work. He lives in Bucks County, Pennsylvania.



Christmas is coming!

Do you have a friend who is a member of your local club but not a member of NASG?

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Go online to www.nasg.org Click on **NASG**
Click on **Membership** Click on **Join Online**
Click on **Gift Membership** and follow instructions

Calendar of Events

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

November 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

November 3 and 4, 2018 — Syracuse, New York

GREAT NEW YORK STATE MODEL TRAIN FAIR at the State Fairgrounds. 10-5 Saturday and 10-4 Sunday. The northeast's premiere model train show! 300 vendor tables; 30+ operating layouts. Adults (16+): \$10; Children (15 and under) Free. Sponsored by CNY Chapter, National Railway Historical Society. Info: www.modeltrainfair.com or 315-451-6551.

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 drawing Sunday at 3 pm. Web site www.DaytonTrainShow.com

November 3 and 4, 2018 — Raleigh, North Carolina

THE NEUSE RIVER VALLEY MODEL TRAIN 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.nrvcclub.net/annual-model-train-show/>.

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.gpdtoymuseum.com

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 the **Wisconsin Expo Center** on the Wisconsin State Fair Park, 8200 West Greenfield Ave. Four football fields of layouts and vendors for your enjoyment. A photo competition plus how-to clinics and new product demos. The historic **Celebrate-a-Railroad** display to highlight the Great Northern Railway. Hours 9 am to 5 pm. Info at: www.trainfest.com

November 10, 2018 — Kent, Washington

MODEL RAILROAD ANNUAL SWAP MEET, 525 4th Avenue North, Kent Commons. 9:30 am to 4:00 pm. \$8 admission, under 16 free. Sponsored by **Boeing Employees Model Railroad Club**. Info at swapmeet@bemrrc.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, cabooses, structure, and a unique square foot challenge. Admission is \$10 at the door or online for \$8. Children 12 and under are FREE! For more information: www.IntermountainTrainExpo.com

November 11, 2018 — Mill Hill, Pennsylvania

ANNUAL FALL TRAIN MEET of the Clinton Central Model Railroad Club at the Mill Hill Volunteer Fire Company, Water Street and Peale Avenue. 9 am to 2 pm. Adults \$3, Family \$4. group rates available with prior arrangement. Contact: Jim Hill at (570) 726-6826 M-F 9-9 EST

November 11, 2018 — East Lansing, Michigan

Lansing Model Railroad Club SHOW and SALE at Michigan State University Pavilion. 10 am to 4 pm. Admission \$6, under 12 free. Michigan's largest train show: layouts, demonstrations and 500+ tables. Free parking. Table forms and map www.lmrc.org or call Ron St. Laurent 517-256-3588.

November 17, 2018 — Albany, New York

ALBANY TRAIN SHOW, at the Polish Community Center, 225 Washington Avenue Extension. 9 am to 3 pm. Admission \$5 adults, Kids 12 and under FREE. O, HO and N gauge working layouts. Over 100 vendor tables of Trains. and Train related items. web site www.albanytrainshow.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, 18 and 20 — Pasadena, California

A MODEL TRAIN SHOW FOR ALL AGES The Pasadena Model Railroad Club, operates the Sierra Pacific Lines, one of the largest scale-operating model railroads in the world covering almost 5,000 square feet. Trains from all eras are operated, steam, diesel, modern freight, old freight, classic passenger trains and Amtrak. Suggested donation: Adults \$5, Children \$1 (Under 7 free, w/adult) Saturday 1 to 5 pm and 7 to 9 pm. Sunday 1 to 5 pm and Tuesday 7:30 to 9 pm. Pasadena Model Railroad Club, 5458 Alhambra Avenue.

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 18, 2018 — Westminster, Maryland
The **BALTIMORE AMERICAN FLYER CLUB** will be operating their layout at the **WESTMINSTER TRAIN SHOW** at the Westminster Agricultural Center. 10 am to 3 pm.

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>

November 29 - December 2, 2018 — Baltimore, Maryland
WASHINGTON & OLD DOMINION S GAUGERS will display and run their layout at the **B&O Railroad Museum** supporting their Santa Breakfasts, member Christmas parties and the public. 901 Pratt Street. Museum hours: Monday through Saturday, 10 am to 4 pm. Sunday 11 am to 4 pm.

December 1, 2018 — Rickreall, Oregon (West of Salem)
RAILROAD SHOW AND SWAP MEET presented by the Willamette Valley Model Railroad Club held at the Polk County Fairgrounds, Hwy 99W, south of Hwy 22, 10 miles west of Salem. Adults \$5, children under 12 free. Free Parking. For more information e-mail macinnej@msn.com or call 503-581-6071. Web site [wvmrm.webs.com](http://www.wvmrm.webs.com)

December 1 and 2, 2018 — Raleigh, North Carolina
The Southeastern Division **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 1 and 2, 2018 — Marlborough, Massachusetts
NEW ENGLAND MODEL TRAIN EXPO presented by The HUB Division NER/NMRA at the Royal Plaza Trade Center, 181 Boston Post Road West (Rte. 20 West). Saturday 10 am to 5 pm and Sunday 10 am to 4 pm. Admission: \$10, Children under 12 and Scouts in Uniform are FREE. Admission is good both days. For information call Mark at 503-528-8587 or e-mail TE.info@hubdiv.org; web site www.hubdiv.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.

December 7 through 24, 2018 — Florence, Massachusetts
The Pioneer Valley Model Railroad Club along with the good people from **Look Memorial Park**, 300 North Main Street, Florence, Massachusetts, are proud to present the 10th annual **SANTA'S TRAINS at LOOK PARK** which will be held evenings from 4:00 pm to 8:00 pm through December 23rd. On December 24th the hours are from 10:00 am through 2:00 pm. Come visit three whimsically decorated S Gauge layouts with four operating trains. See Santa and Mrs. Claus, enjoy a hay ride around the beautifully decorated park, and enjoy a cup of hot chocolate and home made cookies by the beautifully decorated Garden House fireplace. Contact Steven Allen from the PVMRC at allens1017@comcast.net, or visit the park's web site at www.lookpark.org

December 29 and 30, 2018 — Grayslake, Illinois (Chicago)
CHICAGOLAND ASSOCIATION OF S GAUGERS will have their 36 foot x 16 foot layout set up and running at the **GREAT TRAIN SHOW** at the Lake County Fairgrounds, 1060 E. Peterson Road, Grayslake, Illinois.

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. 900 East Macada Road, Bethlehem. 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

January 19, 2019 — Roswell, Georgia
O SCALE SOUTH 2019, 5th Annual O Scale 2 Rail Meet, 9 am to 4 pm at the Cross of Life Lutheran Church, 1000 Hem-bree Rd. Swap Meet, Modular O Scale Layout, Sales Tables, Vendors, Layout Tours Saturday evening and Sunday morning. \$5 Admission. web site www.southernoscalers.com

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

February 9 and 10, 2019 — Bethlehem, Pennsylvania
RAILROAD DAYS at the **Black Diamond Society of Model Engineers**. Multi-scale model railroad club features two floors of layouts. Suggested donation \$5, Children under 12 free. 900 East Macada Road, Bethlehem. www.bdsme.org

February 23 and 24, 2019 - Novi, Michigan (Detroit area)
The **NASG INFORMATION BOOTH** will be set up at the **World's Greatest Hobby on Tour** show at the Suburban Collection Showplace, 46100 Grand River Avenue. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, at willowassoc@comcast.net

Super Eight Modular Layout



Atlantic Coast S Gaugers Carolinas Division Super Eight Modular Layout

By Jack Ruth

In 1997 a group of S Gauge model enthusiasts got together and discussed forming a club to take S gauge modular train layout to shows to promote model railroad in S gauge. They decided on the name Atlantic Coast S Gaugers. They built enough modules to take to a fall train show in Raleigh, North Carolina. From that show the number of persons interested in joining the club grew that it was decided to form two divisions: the Virginia Central and the Carolinas.

Joe Haenn, who sold parts and repaired trains was among those who organized the original ACSG club. He began to organize the Carolinas Division which continued to grow with members, and number of modules, in both North Carolina and South Carolina and southern Virginia.

The club traveled in all three states displaying an S gauge modular layout with operating accessories for shows that were more than one day. For several years there was a desire among the members to have a modular layout that could be displayed at a one-day show. Dr. Rhett George, a retired professor of electrical engineering at Duke University, had been considering the electronics for such a layout that would be more than an oval of track on a 5 X 9 layout. The idea of a layout with a figure eight track plan that could operate three trains on the same track was born. Construction was begun by club members in the summer of 2010. Within a year the layout was traveling to shows in North Carolina and Virginia.

There were several goals for this layout called the "Super Eight." It would be easy to transport, assemble and take down for one-day shows. The layout would have the maximum train action for a 5 X 9 layout which would demonstrate that a lot of train action can be created in a small space. The layout would continue the tradition of club layouts having accessories that could be operated by those attending the show. The three trains would run on the same track automatically without operator controls. No remote-control units, just the American Flyer switches two train control function and electronic track sensors and relays.

The Super Eight track configuration has a passing track on both the over and the under tracks. This enables a loco to wait until the track ahead is clear and it can proceed. There are four American Flyer switches that are thrown when a locomotive enters a sensor track block on the two end curves. The locos were converted to can motors to maintain constant forward speeds to enable three trains to run on the same track plan.



Later space was found to put a separate section of track for a reversing hand car. So, there are technically four trains operating on the layout.

Eight buttons were installed on the modular layout to enable show participants to operate a variety of accessories. They can blow a train whistle, make children riding on ponies move around in a circle, or have children swinging from a tree limb. These are just a few of the many accessories that can be used at shows. The most popular accessory, and always on the layout, is the American Flyer #969 rocket launcher car. It has a surprise element to it; when they push an unmarked button and a rocket suddenly leaps three feet into the air.

The Super Eight can be up and running in forty-five minutes. The four modules can fit in the back of a pick-up truck. It can be set up by one person. But two persons are more the ideal number for a show. It can be placed on two standard eight-foot tables used about everywhere. Since all the scenery and accessories are not permanently mounted on the layout, the Super Eight can be easily adapted for the season and new accessories can be added as they are available.

Because of the Super Eight's design, it is more than just a train show layout. It has been to county fairs, Christmas celebrations, and other events. It ran for four days at the 2017 NASG Convention in Baltimore. That was a lot of "switching" for those old American Flyer switches. 🚂

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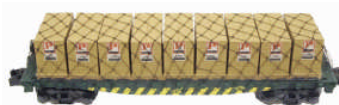
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NASG Special Cars

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



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



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



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



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



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Readers Write

Regarding the online pages

Dear Bill:

August 18, 2008

I have been a magazine editor several times in my past. I began as Feature Editor of the "Cornell Engineer" in 1961. Later I served as the NASG's "Dispatch" editor from 1985 through 1988. Then I was Editor-in-Chief of "3/16 'S'cale Railroading" from 1988 to 1991. I have also been a columnist in several magazines, the last of which was "S Curves" in "Model Railroad News" from 2006 through 2011.

In all of these positions I was tasked with managing my page count. If I had too much material, I did a combination of editing/abridging, re-selecting what to print "this time" rather than some other time, and opting to serialize over two or more issues. Never would I have thought to spread a single article or chapter over two different communications media.

So here I am, *imploring* you to stop the practice of continuing articles on the NASG website because you don't have enough space in the printed pages. Surely you can manage your material so as to avoid this. I understand that you do not lack for material, so you certainly have some flexibility as to what fits into what page count. Need to pad things out? Add more photos. Is the article too long to fit? You have the prerogative of serializing too-long pieces over two or more issues. And ultimately, you certainly have the editing skills necessary to shorten authors' submissions without jeopardizing the information contained therein.

Sincerely,
Dick Karnes

Editor's Reply: This is the only negative feedback that I have received regarding the extra online pages since I began the practice with the September-October 2016 issue. That leads me to believe that a majority of you either like it or have no strong feeling about it one way or the other. If you have an opinion about this that you would like to share, please tell me your feelings on the subject. You can send me an e-mail at dispatch@nasg.org or by US Mail to Post Office Box 885, Salem, OR 97308-0885.

Scale and Gauge: a U.K. perspective.

Roughly twenty or maybe even thirty years ago, the S Gauge Model Railway Society felt that the term "S Gauge" was a bit restrictive and potentially confusing, and that it primarily referred to the scale+gauge in combination, with reference to standard gauge. Until that point in time, there had been very little that wasn't a model of a standard gauge prototype, but we were seeing more variations on a theme of 1:64 scale modelling, so we quietly changed our name to the S Scale Model Railway Society. It has not been an issue since. Personally, if it's 1:64, then it's S, but if you want to call it something else, that's up to you.

I should mention here a "vested interest" as I am currently Chairman of the S Scale Model Railway Society.

At the end of the day, unless you are a manufacturer (like the two Rons, for example -UK comedy in-joke intended) then it's a hobby. A way of letting go of the outside world and escaping from the pressures of life, not of adding to them.

Realistically, the largest market is hi-rail, so that will determine a lot of product development. However, if that product is dimensionally accurate, then the "scale" market can use it, and the potential market has been increased by about 20%. Which manufacture wouldn't want to increase their sales? Unless, of course it came with ill-thought and ill-tempered criticism, in which case they have every reason to ignore the *scale* market.

I am not suggesting uncritical fawning praise, just that (for example) if a boxcar body is correctly proportioned and detailed, I can replace the couplers and wheels, I can lower the body on its trucks, I can shave off the molded grab-irons and ladders and replace them. Isn't that the difference between modelling equipment, and modelling railroad operations (which is still an option with the finished product)?

If the "scale" side of S lobbies the "hi-rail" market to make sure that new products can also be adapted and adopted by those who wish to modify and create closer to scale models, we get a win-win-win scenario where all three groups are satisfied (better RTR, better basis for upgrading, more sales). If we whine and denigrate those who have chosen a different modelling path, then we "scalers" lose out.

Simon Dunkley, Oakham, Rutland, UK

Russell M. Mobley Memorial Library Magazine Resources

*3/16 "S"cale Railroading
Essense - the NMRA "S" SIG
newsletter, 1985-1988
Mainline Modeler 1980 - 1997
Model Railroader 1937 - 1961
NASG Dispatch • S Gauge Herald
S Gaugian • S/Sn3 Modeling Guide
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You can still renew your membership by sending a check or
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Dick Kramer, Membership Secretary,
P. O. Box 268, Middlebury, CT 06762-0268.

New Members

From July 1, 2018 to August 31, 2018 the following people have joined the NASG.

Mark Anderson Woodbury, Connecticut
Rob Authier Putnam, Connecticut
Paul Baker Northborough, Massachusetts
Joseph Bender Bridgeport, Connecticut
Tom Boyle Melrose, Massachusetts
Carl Byron Groton, Massachusetts
Dick Calland East Troy, Wisconsin
Robert M. Cardone Medford, New York
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Charles D. Rider San Mateo, California
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Eliot Spigel Pembroke, New Hampshire
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