

THE DISPATCH

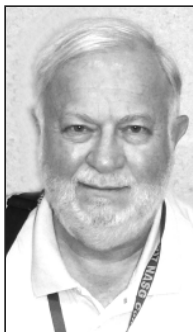
MARCH-APRIL 2019



BALLOT INSIDE
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PRESIDENT'S MESSAGE



By Will Holt, NASG President

"This is the solution to the future of S." This is a paraphrase of a comment on an instruction sheet for a freight car kit. The inference? The future of lies with this type of car. Elsewhere someone commented that the future of S is more products of another type.

Others purport to know that our future is dependent upon one activity. Others purport to have tried something once and it proved to be the thing to do. Others have tried this same activity once and it failed, so it is never worth trying again.

In a conversation someone told me that his club tried taking an S layout to a train show and did not get any new members (no idea if they got any new S gaugers). Shows are not worth doing was the conclusion. Some have provided a train set to young person. That one time gesture did not result a new S model railroader. Therefore, that is not worth doing ever again. Hmm, it seems we need immediate, immense gratification to think that something is worth doing; can advance of our scale.

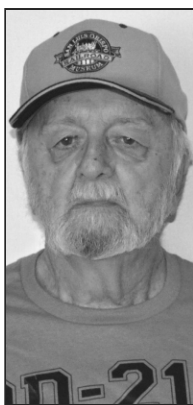
At various times many have purported to know that the future of our scale is this one product or one activity. How can we keep taking such a narrow view, believing that the future of S model railroading is entirely vested in just one thing or activity?

The future is never dependent upon just one thing; never dependent upon just one type of activity. The future is highly dependent upon on-going activities. Let us be realistic. The percentages are very small, in the neighborhood of less than 1 percent. Translation; promote S model railroading to probably a couple hundred persons to have at least one enter S.

The future of S is really in every single one of us constantly working to bring information about S to many, many, many people. (No room for "Not My Job" here.) One time efforts are not enough; one type of product is not enough. We must endeavor to promote S, not for just a day or two, but for weeks, months, and for years and years. Let's get really busy.

By the way, have you been recruiting two new S model railroaders annually? (see The Dispatch, November/December, 2017) If everyone of us had done as suggested therein, the population would now be over 5,000 more S, 1:64 model railroaders, more than three times our current membership. 🚂

THE CONDUCTOR'S CLIPBOARD



By Bill Pyper, Dispatch Editor

It's election time again. Six of your fellow members have offered to give their time to oversee and manage the NASG. Please show them your support by casting your ballot. There two inserts in this issue of The Dispatch. The green sheet has statements from the candidates as to why the should be elected to the various positions. The yellow sheet is your ballot. Please fill out the ballot and send it to Jamie Bothwell as soon as you can. If you didn't receive either of these, e-mail me at dispatch@nasg.org and I will send one to you.

Also on the ballot is a revision to our Constitution that is necessary for the NASG to be designated by the IRS as a 501c(3) non-profit organization. This designation will probably allow donations to NASG (not dues) to be deducted on your personal income tax returns in most cases. Check with your tax preparer to be sure of your status.

If you fold your completed ballot on the marks on the outer edges, you can mail it in a standard #9 or #10 window envelope, without having to address an envelope.

Membership Secretary Dick Kramer reports that new member **Philip Sharp**, who lives in New Zealand, has asked that he not be mailed a hard copy of The Dispatch due to the high cost of postage. He says that he will go to the NASG Web Site and view The Dispatch online. Very generous on his part!

This option is open to any member who wants to save money for the NASG.

MOXIE CAR UPDATE

January 13, 2019: The factory in China has failed to complete our final 300 Moxie 2018 Convention Cars prior to the end of December, as they had promised. They now say they will have them completed before Chinese New Year (February 5, 2019). We will post another update as soon as we know more, but we are still confident that they will eventually arrive. Without them, the 2018 convention will close with a deficit, so we really depend on these final sales. Continual updates can be found online at www.bsgr.us. anytime we have new information.

Doug Peck, doug@portlines.com

FROM THE NMRA

A few words from the president, Pete Magoun.

There's good news to report as we start the new year! We officially begin a new project! After a process that seemed interminably long to many of us, but was actually resolved pretty quickly once some internal governmental issues were settled in California, we signed a contract to begin the design and fabrication process for the "Magic of Scale Model Railroading" exhibit at the California State Railroad Museum. This is indeed a milestone, and it's good to be moving along at last.

The California State Railroad Museum is one of the most popular museums in the state, and is worthy of a place on your "bucket list" if you haven't visited. For that matter, I've visited more than once and am ready to go back!

Editor's Note: I have visited CSRM at least a dozen times as I lived not far away for many years. If you are going to the NMRA Pacific Region Convention in May, be sure to visit the museum. It is well worth the time.

More on page 18



NASG DISPATCH

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Must be reported to Dick Kramer at the
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Steve Monson, Fritz Raab and Friends.

DEADLINES for time sensitive articles and adver-
tising are January 1st for the March issue, March
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 43, Number 2, March-April 2019

MANIFEST

COVER Michael McConnell photographed three trains on the
bridges on Joe Kimber's New West Jersey Railroad. On page 8 you
will find the story of and plans for the construction of the trestle.

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NASG Web Site

<http://www.nasg.org>

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

THE TRAIN SHOPPE - SALT LAKE CITY

By Chris Crnich, Photos by the author

The Train Shoppe has been a fully functioning train store and supplier of quality model trains and service of all scales of trains since 1965. Seven years ago they moved to the new and expanded location at 2964 South State Street, Salt Lake City, Utah. The store is fully staffed with veteran train experts Monday through Saturday from 10 am to 7 pm. They are there to meet your train modeling needs. Over the years of dedicated service to the model train community of Salt Lake City, the ownership of the Train Shoppe has changed hands several times. Each time a train operator/collector has stepped up to join in the ownership and operation of the store.



They have several wonderfully decorated and functional operating model train layouts. Also in their new location is the Ricochet Canyon Wild West Family Fun Center that has a fantastic train ride adventure for kids and parents through the elaborately detailed scenery of Ricochet Canyon. There is plenty of fun for the whole family.



The Train Shoppe has the great feel of a fully stocked and fun train store. They have quality products in all gauges and scales. They carry American Flyer S-gauge products with a fair assortment of new freight cars, engines, Polar Express cars, and S-gauge track in both American Flyer conventional style and also the new Fast Track Systems. There is also a selection of track-side American Flyer accessories. They have a display cabinet with American Flyer used pieces on consignment for sale. The Train Shoppe supports local train shows with a traveling train display and sales tables. Helpful owners man the booth for your train and service needs. Full service is their main objective to make your train experience the best. They also have a huge inventory of HO products and a fantastic selection of O-gauge trains and accessories.

They have a service and repair shop on the premises that handles all types of service and can repair vintage American Flyer engines, cars, and accessories.

One of the three store owners, Justin Nichols, explained that the S-gauge market in the Salt Lake City area has not been particularly rewarding, so the in-store stock is not as much as they would like, but it meets the demand. They stock the latest production from Lionel American Flyer S-gauge. He said they are happy to special order anything a customer may have in mind or need for their projects.

Though lacking a fully functioning S-gauge layout in the store, they have several wonderfully decorated and functional operating model train layouts. The Train Shoppe is a delightfully train-filled experience for the whole family. Their staff is very friendly and most helpful. Trains of various gauges are meticulously maintained and ready to run at a moments notice. Both new and used S-gauge products are available for sale.



Used American Flyer pieces are on consignment for sale in a display cabinet.



The Train Shoppe has extraordinary operating layouts.



Randy Jones mans the sales table at the Intermountain Train Show.



Also in their new location is the Ricochet Canyon Wild West Family Fun Center that has a fantastic train ride adventure for kids and parents through the elaborately detailed scenery of Ricochet Canyon. There is plenty of fun for the whole family.

This shop and store is a must see when in Salt Lake City as a true store dedicated to all your train needs and the enjoyment of train modeling for all gauges.

Owners Justin and Jeff Nichols and Randy Jones invite you to stop by and visit from 10 am to 7 pm Monday through Saturday. You may also shop on-line at www.trainshoppe.com or call 801-323-2729 for any questions or service needs you may have. Stop by and check out a REAL train store when you are in Salt Lake City. 🚂



Commemorative Freight Car

Morrell Reefer by American Models was produced by Gilbert/American Flyer in HO only. This is the only time it will be available in S. Two original car numbers 9843 & 9955, at \$80 ea. includes Shipping and one Admission (add \$4 for Scale wheels)

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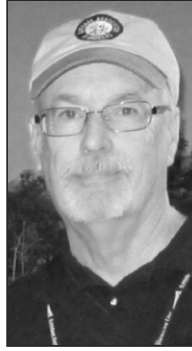
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25 YEARS OF CONVENTIONS

By Jeff Madden, Editor Emeritus

With the 2018 NASG Convention in Massachusetts last summer I realized that it was a 25-year milestone for me attending NASG Conventions. So I thought I'd reflect on it a bit. That's 25 in a row without a miss since becoming a member. I could cheat and count the 1990 Pittsburgh NMRA/NASG convention that I attended, but the NASG part was just incidental. I'm sure that many of you old timers can beat this record, but I thought I'd review some memories anyway.



The first official NASG convention that I attended was as the new editor of the Dispatch in 1994. It was held in Vancouver, Washington. The most recent one, of course, was the one held in New England. What I'll do below is to list various aspects of convention attending which I'm sure will jog a lot of your memories, and maybe this will inspire you to attend our next convention in centrally located Cincinnati, Ohio.

1. My wife, Janet, went with me to all but 1994 in Vancouver, and 1999 in Minneapolis-St. Paul. My daughter tagged along as a teenager on three: 1995 in Altoona, Denver in 1997 and 2000 in San Jose. My son and his wife joined us toward the end of the 2011 convention in Sacramento. For 2019 bring the family, there's a lot to do in Cincinnati.
2. I drove to all except 1994. Out on the Amtrak Pioneer and return via the Empire Builder. In 1997 I flew, and rented a car. 2000, Amtrak Chief to Arizona, rented car, flew back. 2011, Amtrak Zephyr out, rented car, Amtrak back to Milwaukee on the Empire Builder. Cincinnati is accessible by plane, Amtrak, bus or auto. On Amtrak's Cardinal it's a short jaunt from Chicago and a highly scenic trip from the east.
3. I had a sale table in the vendor halls at most conventions except for those way out west. Beside selling off my old HO stuff, I liked selling what 1/64 items I could scrounge up or had in excess to help finance my new S purchases.
4. As to convention car purchases I bought or got later ones for the years: 1996, '98, '99, 2001, '02, '03, '05, '06, '07, '08, '09, '12, '14, '15, '16, '17 and '18. And believe it or not, I already have one of the 2019 Bicycle Card boxcars that were available a whole year out.
5. I was involved with planning two NASG conventions held here in Oconomowoc, Wisconsin. The convention guide books were really a help. Art Lofton and the COSG are working hard planning for 2019.
6. Best conventions for railfanning: Since I enjoy seeing and photographing the real thing, my favorites for this past-time were Vancouver, Washington; the two in Altoona, Pennsylvania; the two in Scranton (Steamtown); Chattanooga, Tennessee; Chicago; St. Louis; and Kansas City. There will be lots of real railroad action around Cincinnati.
7. Most enjoyable as a family vacation: California, the New England ones, Chattanooga. There are many family attractions in Cincinnati – a great zoo, Entertainment Junction, riverboat cruises, major league baseball, museums, shopping at Liberty Center, King's Island Amusement Park. Kentucky horse country is only a few miles south towards Lexington.

8. Best hotels: I consulted my wife on this one: San Jose and Sacramento, California; the Radisson in Scranton, the Dearborn Inn outside of Greenfield Village in Michigan. The California ones were tied in with the NMRA, a more elaborate venue. The Radisson hotel in Scranton was the former Lackawanna Railroad station rehabbed.
9. Influential (to me) layouts visited: With my modeling scheme I was most impressed by personal visits to the following layouts: Brooks Stovers' (Mich.), Frank Titman's (Pennsylvania), Sam Powell's (Maryland), Jerry Holmes' (Tennessee) and Mike Fyten's (KC). The old Cincinnati Union terminal is now a nicely restored museum including a huge S scale layout which will be on a tour at the 2019 convention.
10. Restaurants recalled: There's always the need to go out to a non-venue restaurant during the convention week. Some of my favorites include: The Spaghetti Factory (CA), some of the various diners in PA and New England, the seafood restaurant in Scranton. There are plenty of great dining opportunities in Cincinnati and northern Kentucky. Don't forget to try that Skyline Chili.
11. Best fantrips: Often excursions were on-your-own side-trips, but some of the scheduled favorites included the ones at Steamtown, the Pioneer Coal Mine one at the last Scranton convention, the ones at the New England conventions (especially the recent Green Mountain Railway one) and the TVRM trip during the Chattanooga convention. There are plans for a fan-trip in Cincinnati but it is not yet finalized.

Continued on the next page



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Continued from the previous page

These were some highlights of my 25 years of convention goings. Oh sure, there were some downsides over the years, but these were few and not worth commenting on. Besides all the above listed, the most enjoyable parts of the conventions were re-uniting with all the friends I've met in the S family. The "family reunion" theme sticks with me the strongest. It was fun rubbing elbows with folks in the vendor halls, at the banquets, on the fan trips, during the clinics and during the "Jamie" auctions. This is why I hope to make it 26.

So let's try and make the 2019 convention since it is so centrally located for many. Hmm, while I'm at it here's a little list for possible future conventions beyond 2019: Pittsburgh, somewhere in New Jersey or eastern PA, Houston, San Diego, Seattle, Denver, Nashville, Raleigh-Charlotte, Richmond (VA), Atlanta, Buffalo and somewhere in Canada — Vancouver, Calgary, Toronto, Montreal???

Egads, I might as well list the years I attended the Fall S Fests, the Spring S Sprees and the Indiana shows. Regrettably I never attended a Jersey Get-Together. Fests (rotated between Wisconsin, Illinois and Missouri: 1991 (my first prior to NASG membership), then '93 thru 2000, then 2001 thru 2018. Sprees attended were more scattered in the beginning: '99, then 2003-2005, 2007, 2008, then 2010 thru 2018. There were two Indianapolis S shows I attended — 2007 and 2009, and then two combined O scale/S scale shows in 2017 and 2018. Again, it's all about fellowship, selling and buying S items, attending clinics and going on layout tours. 

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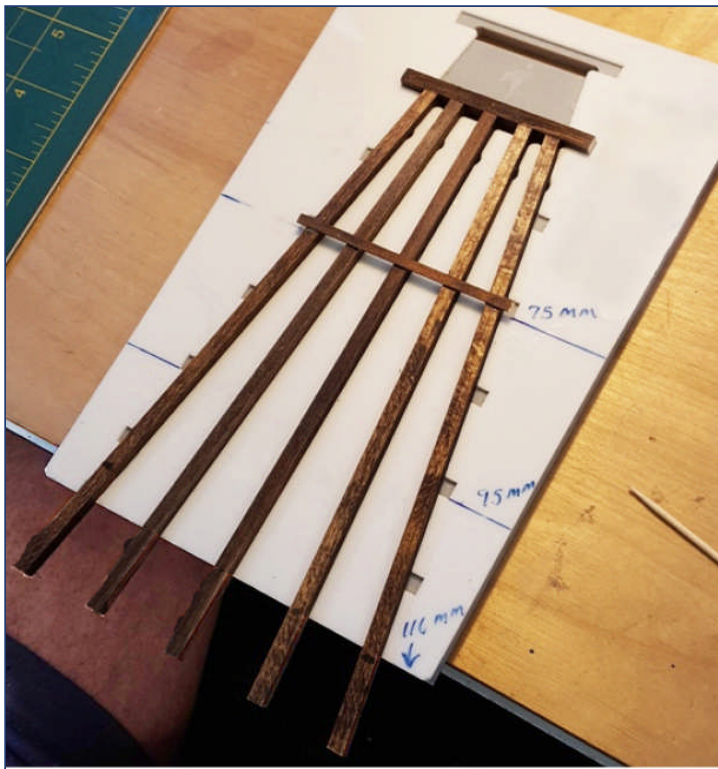
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THE NEW WEST JERSEY RAILROAD - part 4

By Joe Kimber, South Jersey S Gaugers
Photos by the author except where noted.

Finally, scenery is beginning to appear on the West Jersey Railroad. Most of the track ballast is down and glued in place. A stone wall has been built to cover the left side incline. The girder bridges are fabricated and installed. The trestle is now completely assembled and is permanently in place on the layout. The trestle bents and wood truss bridge were built using Black Bear fixtures. The fixtures make fabricating much easier. The scenery behind and under the trestle is completed with the exception of the river bed and resin water. The structure that you see under the trestle is a dam. It is modeled after the mill dams typical of South Jersey.



Above: Bent in Black Bear fixture.

The embankment on the right side curve is in place and ground cover put down. Some of the right side incline will have a brick retaining wall. This wall is now fabricated and ready to be installed. The walls are built using 1/4 inch thick plywood, covered with embossed stone or brick paper. The pilasters are made from a 1 inch (nominal) pine board. After ripping a 1/2 inch wide piece about 24 inches long, I have a strip 1/2 inch by 3/4 inches. The pilasters are cut to length and covered with embossed paper, then capped with various basswood and styrene pieces to simulate cut stone.

The backdrops are painted and installed on all three walls. They were painted by a local artist, Sina Kurman. After the seams are caulked and sanded, she will come back and touch up the backdrops to hide the seams.

Scenery work has started in the freight yard area. Using a variety of materials for ground cover, I usually start with sifted sand or soil, then blended turf in various textures. Finally weeds, shrubs and trees.



Above: Freight Yard.

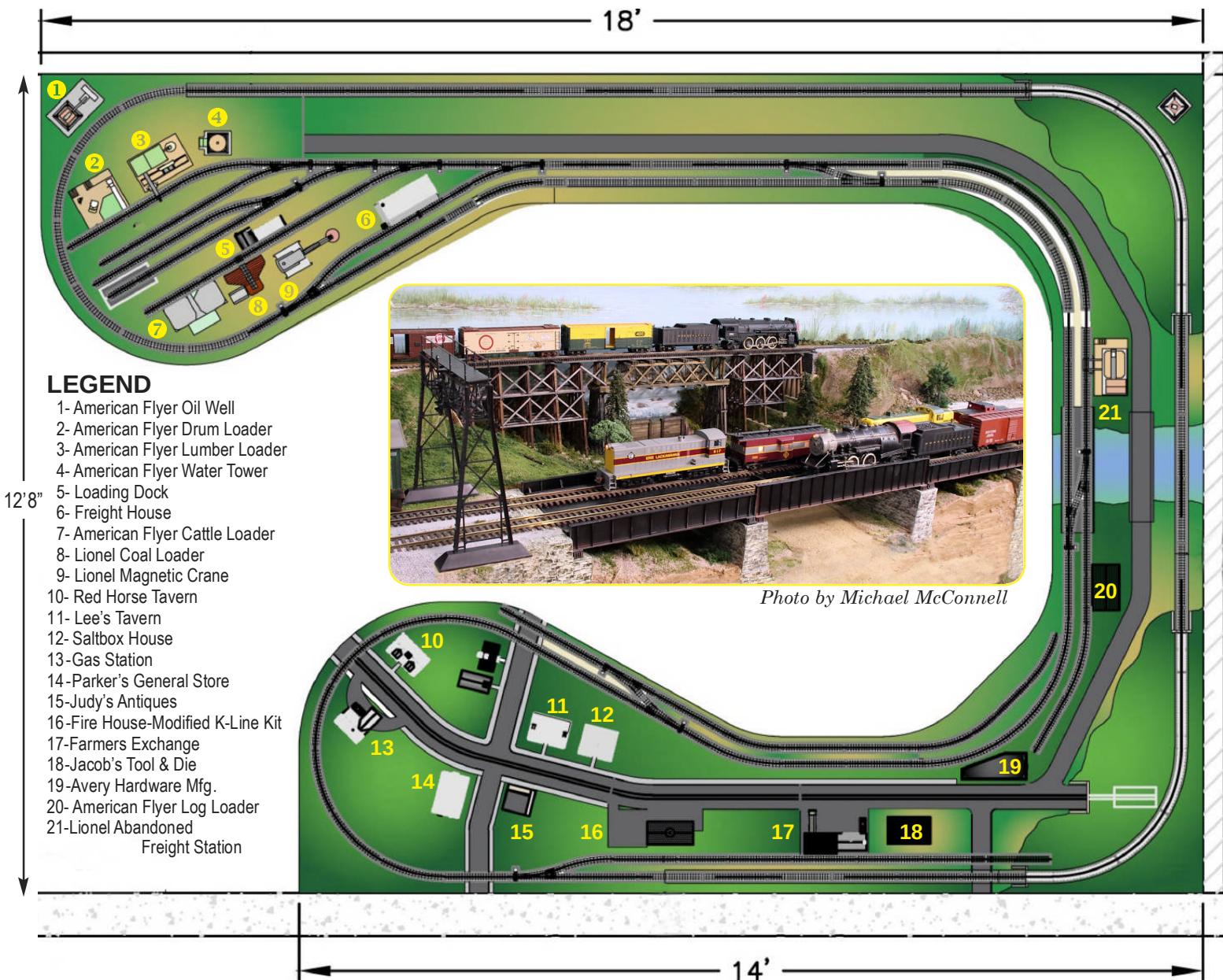
Last summer I built a model of a local railroad station seen below. The prototype station was built by the old West Jersey Railroad and is still in existence, though not on its original site. The station was extended in the 1920's with a package freight room when the original freight house was removed. I chose to model the earlier version without the freight room.



Photo by Michael McConnell

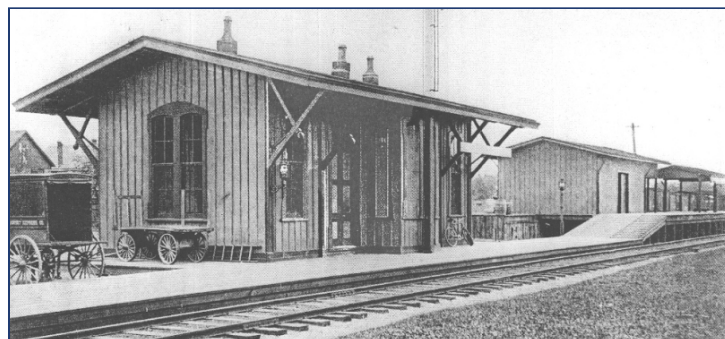
And finally, the electrical panel is complete. The switches for AC and DC power are installed and wired. However, there still remains signal wiring and building lighting to install. There is much work to be done. A trolley to install, a village to build and the freight yard detail to complete.

... To be continued

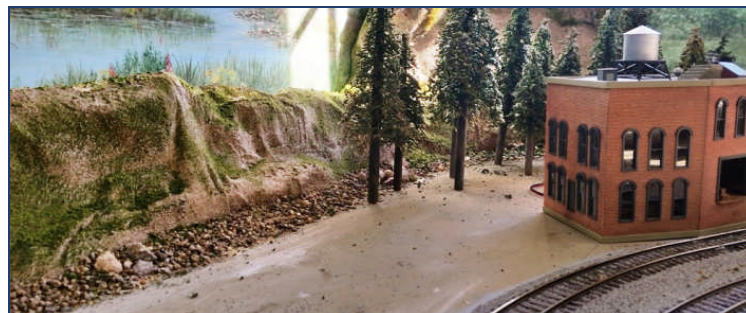


Above: Figure 8, Road and Auto Tunnel.

Below: Prototype, Old Woodstown Station.



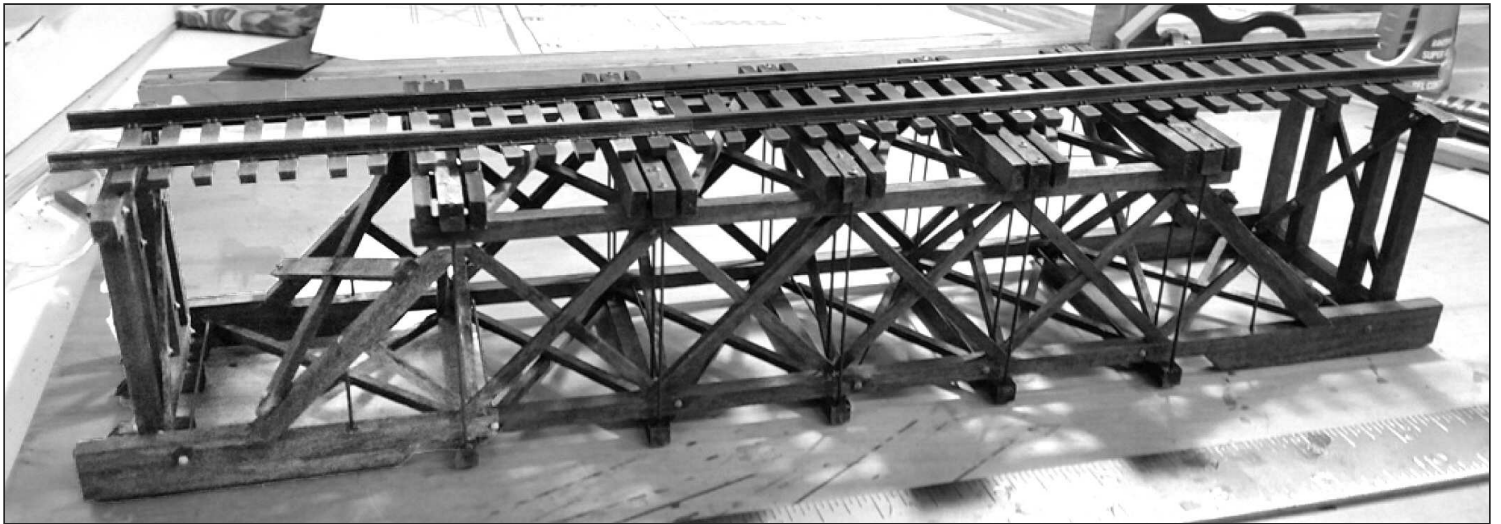
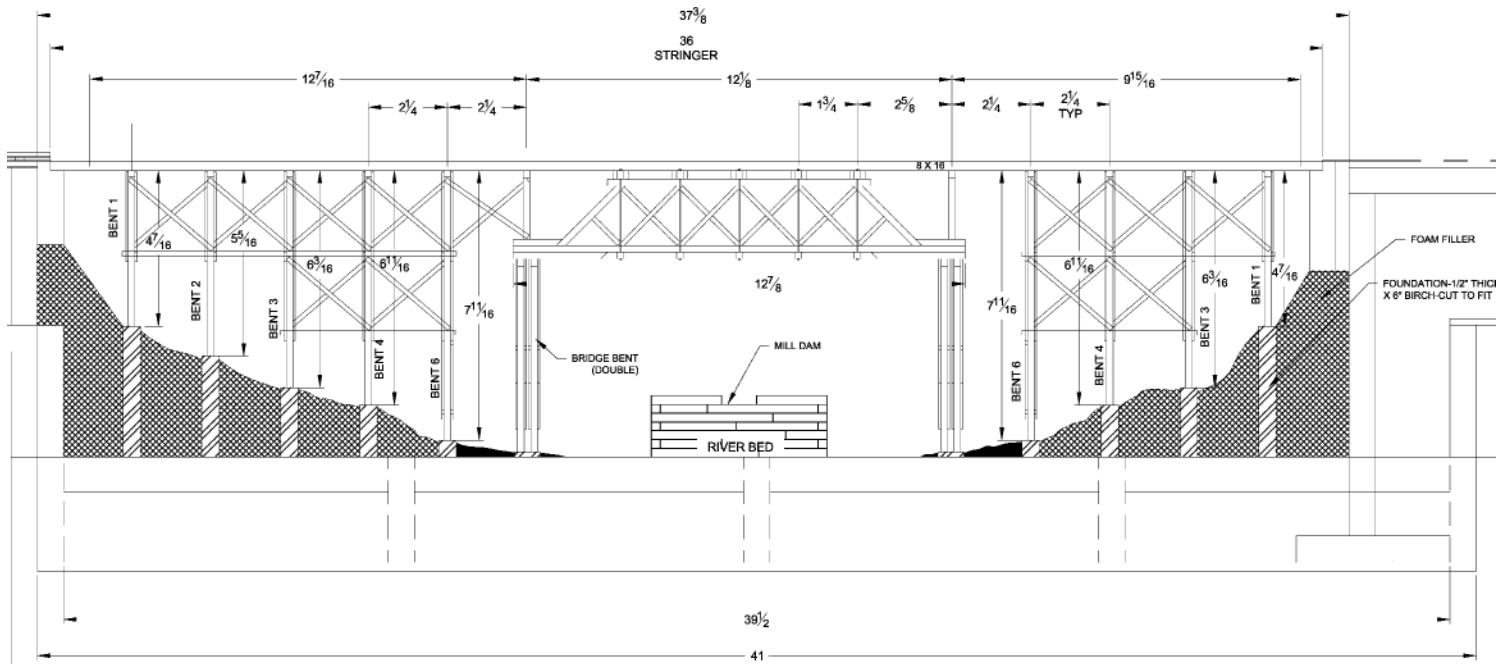
Above: Assembled trestle.



Above: Lower right corner.

More on the next page

THE NEW WEST JERSEY RAILROAD - part 4



Above: Wood truss deck bridge.

Below: Completed bents.



Below: Trestle in place.



A TRANSFORMER LOAD YOU CAN BUILD

By Edwin C. Kirstatter, Northern Ohio S Scalers

Photos by the author. Drawings by Joe Kimber

Here is a transformer load for a Flyer 56' drop-center flatcar that can be made from plastic materials very easily. The Erie Railroad could carry this one that stood 18 feet above the rails and weighed 220,000 pounds on a depressed platform 18' long by 9' wide at 2' above the rails on these cast steel cars of one piece! So you can too, but check your track clearances first for the lowest point on your layout. This model will only be an approximation of the real thing since we only have a few dimensions to work from and only one picture and a lot of guesstimation to do. Let's start building it now.

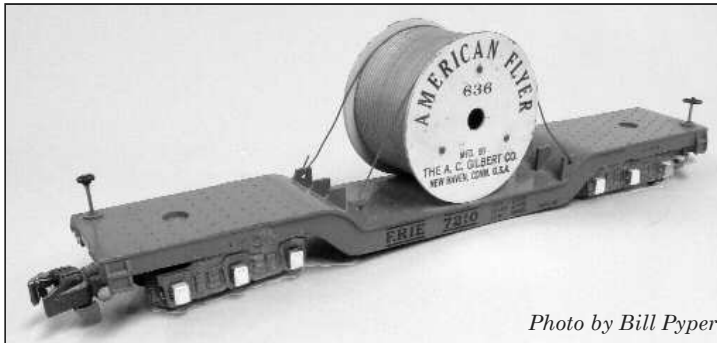
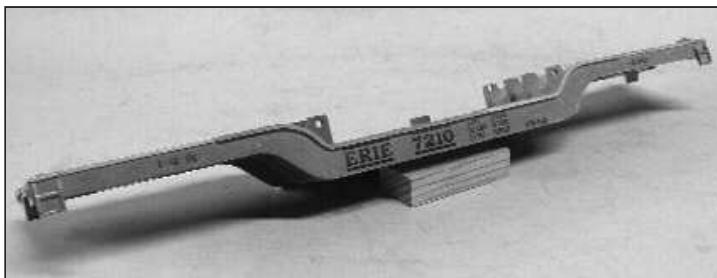


Photo by Bill Pyper

American Flyer 636 drop-center flat car with original load.

American Flyer 936 is also suitable for this project.



The flatcar with all the AF tinplate parts removed.

Remove all unwanted lettering and paint using Zip-Strip. Mount Kadee 802 or 808 couplers with two or three screws on a 160" plastic pad cemented on the underframe and fill the excessive space at the coupler's pocket sides of the end sills with a plastic of .030" or .040" making a buffer block to for mounting new grabirons and brake hoses. Mount the 6-wheel trucks with machine screws 1/2" long for good centering with a nut and a plastic spacer of approximately .065" to give the correct coupler height. After some grinding fit the nuts in the Flyer's recessed truck mounting rivet holes.

Gather up some styrene plastic sheet stock of several thicknesses and Evergreen Scale Models styrene shapes and also some Plastruct plastic shapes to build the instrument boxes on front and all of this to fit on your flatcar. Start by building the base to fit between the rivet heads on the depressed platform from Evergreen #266 $\frac{3}{16}$ " channels with a .080" plate across its center for a screw to mount it to the car.

The prototype transformer as it was built to fit this flatcar had a footprint that measured 5' x 12' and was 16 feet high. In S scale that is $\frac{15}{16}$ " x $2\frac{1}{4}$ " x 3" or .9375" x 2.25" x 3 inches.



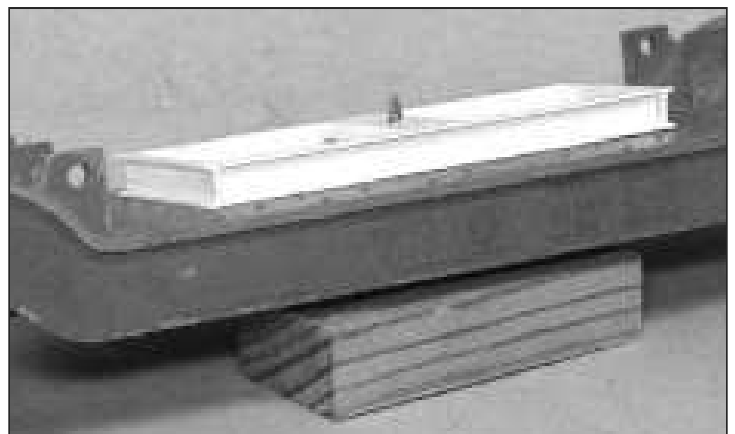
Not too high for the Erie

This is electricity in the making—for the home, for industry—a giant transformer on the move from the manufacturing plant to its destination. It stands almost 18 feet above the rails and weighs 220,000 pounds.

Not every railroad could handle this oversize shipment. But the Erie has always been known for its extra high and wide clearances, its super strong bridges—an important service to shippers with unusual loads. This is another example of Erie's leadership in dependable transportation service in the thriving industrial area between New York and Chicago.

Erie Railroad

DEPENDABLE SERVICE BETWEEN
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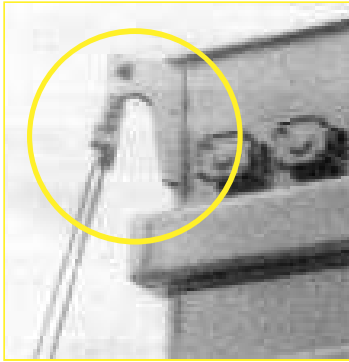


Transformer base installed on flatcar body.

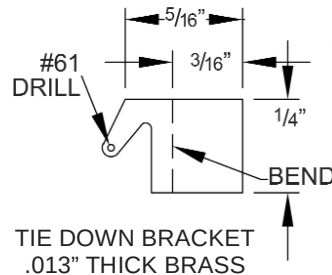
Cut the sides and ends to fit the base from the .040" sheet material and bevel the corners to fit smoothly together then cement them together with Testors plastic cement. Make the reinforcements around it from Evergreen #166 bar measuring .080" x 125" and add other details as seen in the picture of the Erie car with this transformer load using .005", .010" and .020" sheets. Round all of the corners when cement is set and attach this to the base.

Continued on the next page

A TRANSFORMER LOAD YOU CAN BUILD



The tie-down cables of black cotton covered polyester thread can be used to anchor the transformer at the car's lugs with holes or you can put eye bolts in the platform floor for them. It will be a light weight of an all welded type of load on this heavy cast metal 12 ounce model car. It will be not likely to tip over and should track well.



Make four tie-down brackets/hoisting hooks from .013" brass to fit in slots sawn in the upper corners and cemented in with GOO, Pliobond or Epoxy glue. Then put the roof on with some overhanging of the sides. Use Archer Resin Rivets AR 88001 for the few rivets seen in the picture. Paint the completed transformer a grey or red primer color or whatever color suits you or use a Westinghouse transformer color. After painting with Rust-Oleum light gray primer #2081 a few spots were found that needed Squadron white putty to fill them and repainting over that.

Place it on your car's floor with welded metal cribbing, blocking and tie-downs at the four corners using Evergreen #292 .080" angles, #8206 bar for braces and fasten it to the car with a #4 x 3/8" roundhead wood screw at middle, where the hole in the car's center platform is.



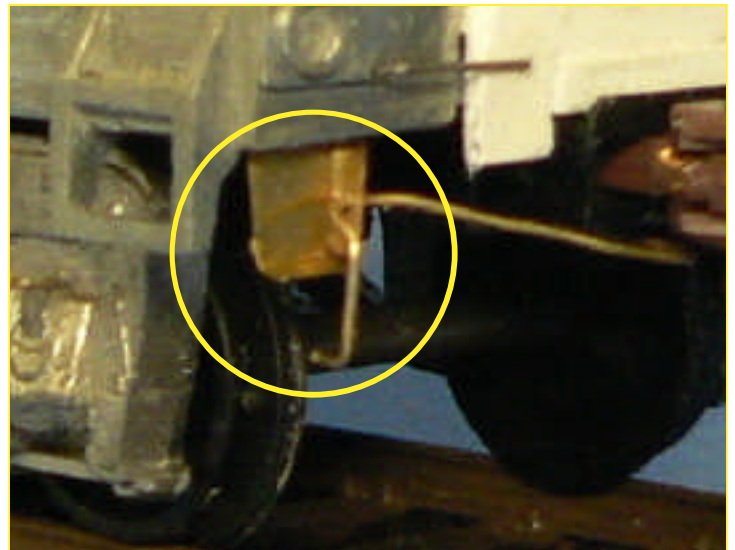
You can convert to S scale by installing American Models 6-wheel scale trucks, part number 860.

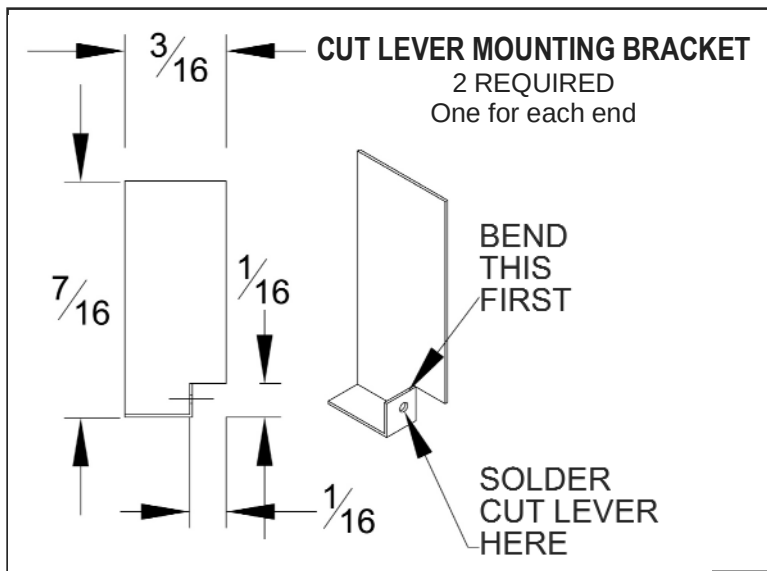
If you are an Scale S modeler you can convert this Flyer flat car to scale looks and operation by adding scale 6-wheel trucks and Kadee couplers and other details, 2 brake wheels, 8 grabirons, 2 tack boards, the cut levers and new wood decks. Remove all of the Tinplate parts then drill out the sill steps and file smooth, grind off the cast on grabirons from ends to be replaced with wire later and file the poling pockets down a little for a more scale look. The Flyer body may need some cleaning up of rough spots with a fine file.

Press the nuts in tightly so that they don't spin and cement them if necessary. Notch the side sills to clear the trucks. Remove the cast on rivets and hand brake mounting pads from the end platforms and glue on 3/32" scribed, 1/16" thick Northeastern wood to make new end decks. Now install the Precision Scale #31117 15" diameter cast brass hand brake wheels soldered on a .025" staff 3-feet (9/16") above the deck ends. Put 18" (9/32") grabirons at the end corners of the decks at the sides bent from .014" music wire. Cement on tack boards made of plastic 1"x6"x10" to side sills at right ends.



Add the coupler cut levers at each end bent from .016" brass wire with the mounting brackets formed from .005" brass and solder them together. See the diagram on page 14.



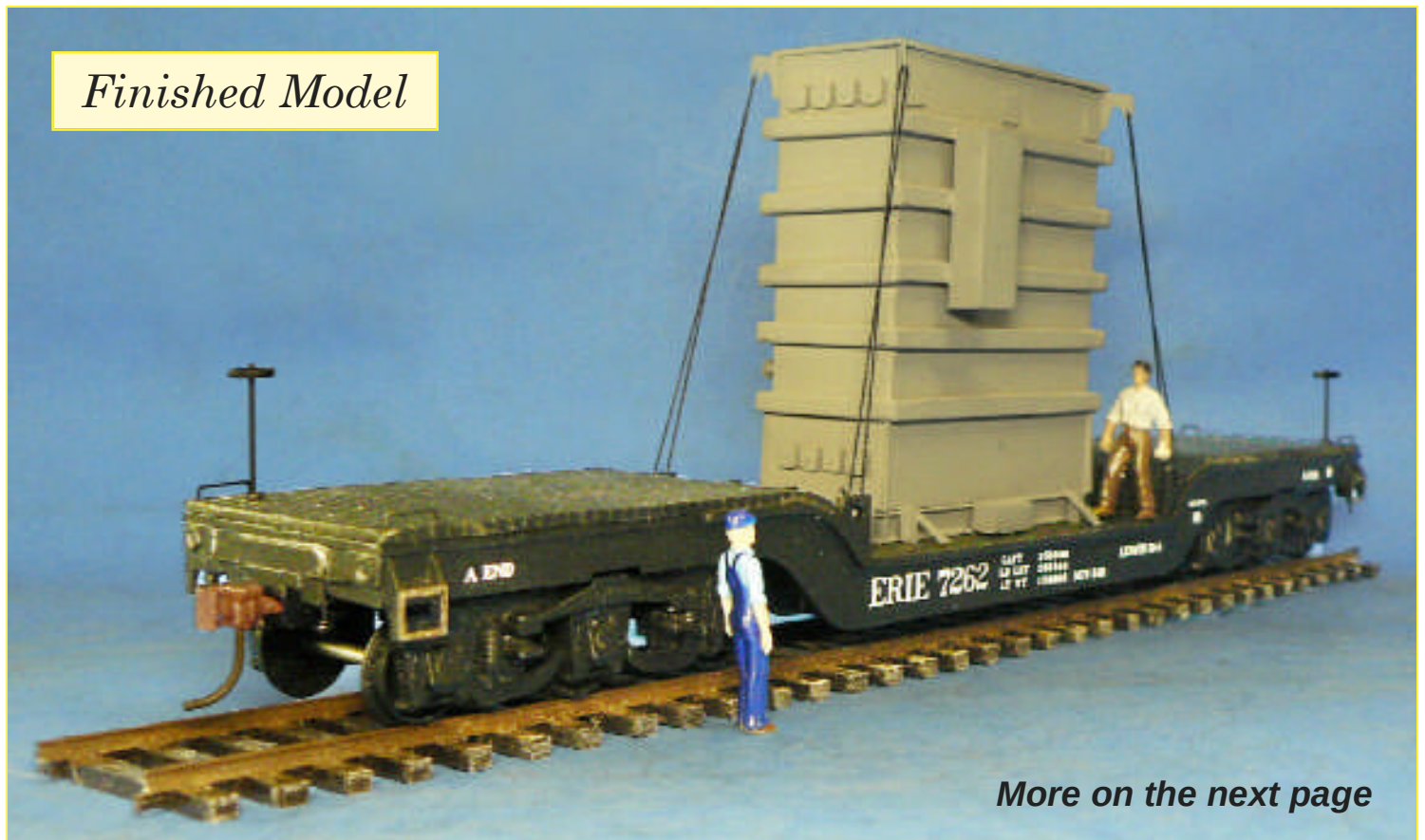


Above: Opposite side of finished transformer.



Left: Add a wood plank deck for realism.

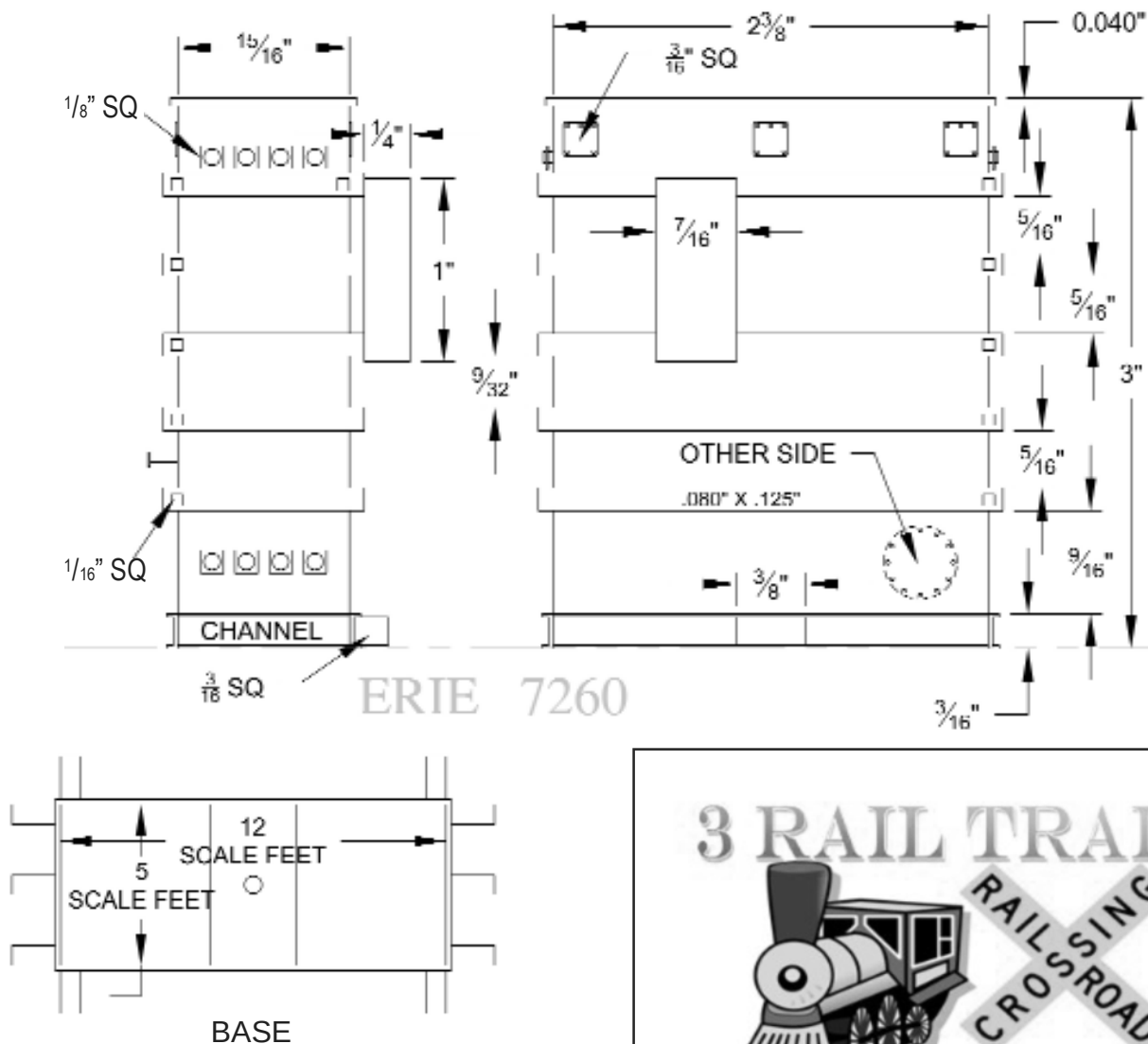
Finished Model



More on the next page

A TRANSFORMER LOAD YOU CAN BUILD

TRANSFORMER FOR AMERICAN FLYER 56' DROP-CENTER FLATCAR



References:

Trains magazine, October 1956, page 55, an Erie Railroad advertisement, "Not too high for the Erie."

Official Railway Equipment Register, January 1953 page 174, Erie car rosters, an NMRA reprint.

Car Builders' Cyclopedias of American Practice, Simmon-Boardman Corp., various issues.

Transformer patent
<https://www.google.com/patents/US7692523>

AAR Code of Rules Governing the Condition of and Repairs to, Freight and Passenger Cars for the Interchange of Traffic, issues 1944-45.

AAR Rules Governing the Loading of Commodities On Open Top Cars, 1945, Pages 305-307, Figure 127.

United States Safety Appliances for all classes of Cars and Locomotives, issued by the AAR 1950.



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SHELBURNE MUSEUM AMERICAN FLYER

How we brought American Flyer back to the Shelburne Vermont Museum

By Ed Bianchi, Jack Campbell and Barbara Campbell, Sherward Farnsworth, John Gaworecki, Nick Hardin, Larry Maier, John Malcovsky, Mike O'Connor and Fritz Raab

Original 1954 layout built by A. C. Gilbert

BACKGROUND: Electra Havermayer Webb, founder of the Shelburne Museum in Vermont, was a friend of A. C. Gilbert. In 1954, Gilbert built an American Flyer layout at the museum "to show the difference between modern and antique transportation toys." The trains became unserviceable and the layout was torn down circa 1970. In 2003, a group of model railroaders proposed resurrecting the layout. The museum approved and work proceeded. The layout supports two trains and several American Flyer accessories. It is operated daily by visitors to the museum. This article recalls how the new layout came into being, how it was built, and how it operates.

THE IDEA: Our story begins with Ed Bianchi, a fourth-grade teacher in Vermont, helping a student with a project on the Lake Champlain side-wheeler Ticonderoga. The Ti, is a 220-ft passenger steamboat on display at the Shelburne Museum. Ed and his student found a book published by the Museum in the 1950s or 60s. Much to Ed's surprise, they came across pictures of an American Flyer layout that had been at the Museum! Ed had visited the Museum many times but was not aware of any toy trains there.

Ed is a collector/operator of Lionel O gauge and thought it was neat that the Museum used to have an electric-train layout. He remembered reading about an auction of trains years previously (1978) and now "connected the dots." Ed began trying to find out more about the layout. He found that it had been built by A. C. Gilbert for his friend Electra Havemeyer Webb, founder of the museum. The layout had subsequently been given to the Brandon Vermont Training School, and then auctioned off in 1978. The museum library had little additional information and could find no correspondence on the matter.

PUTTING THE TEAM TOGETHER: Ed thought it would be really neat to bring American Flyer trains back to the Museum. He shared his dream with other model-railroad enthusiasts at the local Champlain Valley Chapter of the NRHS and local TCA members. It wasn't hard to find enthusiastic volunteers! Joining him were Nick Hardin (MD and AF collector/operator), John Gaworecki (electrical engineer and Lionel collector/operator), the late John Malcovsky (teacher and Lionel collector/operator), Mike O'Connor (AF collector/operator and designer of golf courses), Jack and Barbara Campbell (Flyer operators), and Fritz Raab (electrical engineer, AF collector, and owner of most of the trains from the original layout)

GETTING THE MUSEUM ON BOARD: Now that a crew of layout builders was assembled, the next step was to sell the idea to the Museum. Ed arranged for the team to meet on August 14, 2003 with Museum President Hope Alswang and Curator of Toys Jeane Burkes. We brought photos of the original layout (from Maury Romer), a tri-fold background display similar to that on the original layout, and some American Flyer trains and accessories, including a few items from the original layout.

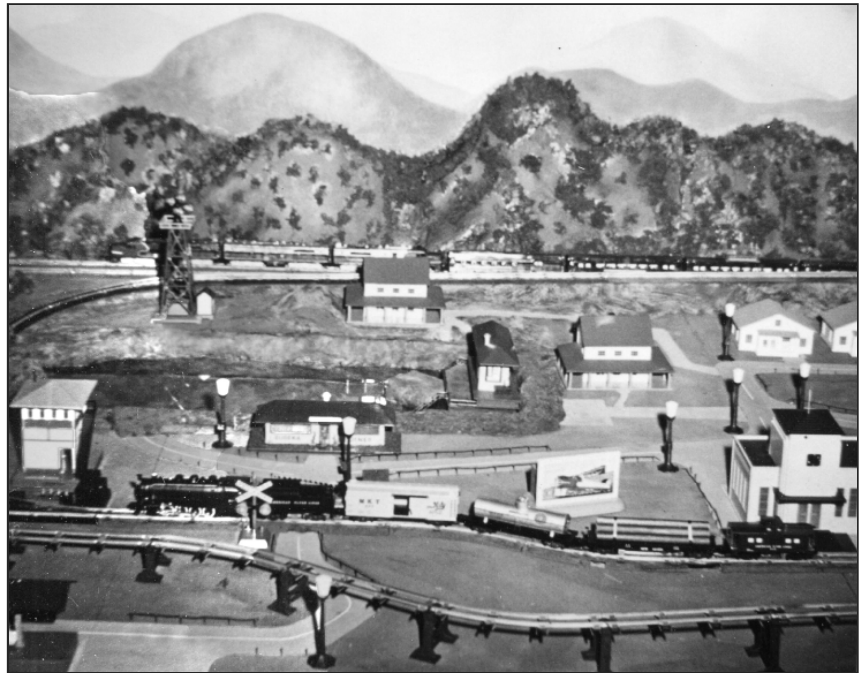
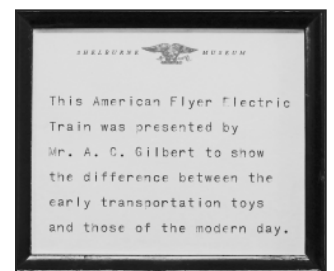


Photo by Maury Romer from the Fritz Raab collection.

The Museum leadership had many questions. We were the only outside group to propose creating and building a display for the Museum. The original display had proved to be unsustainable. Would we follow through and maintain the layout over the years to come? Since the layout had been something that the Museum's founder Electra Webb had wanted, they decided it would be wonderful to bring it back. Jeane Burkes was assigned to supervise. We were given initial funding of \$2000 with a planned operating budget of \$300 to \$400 per year. We were also given the title "Electra's Engineers."

BUILDING THE LAYOUT: Mike O'Connor was the chief architect of the layout. The layout was based on the S-Trax™ Portable Layout built by S-Helper Services, who provided guidance and plans for construction. We modified the track plan by installing Woodland Scenics foam risers for the upper loop instead of an open grid sub roadbed. The track has nickel-silver rail on a pre-made roadbed with a 24-inch radius for most turns. We also installed a number of AF rerailers to help with derailments.

The layout was built in Nick Hardin's basement, which had a walk-out door. The table is 2 1/2 feet high to allow for easy viewing by children. Mountains and other terrain was made from construction styrofoam cut to the general shape and then covered with joint compound and paint.



Plaque from the Museum

Continued on the next page

SHELBURNE MUSEUM AMERICAN FLYER



Ed installing risers



John M. and Mike adjust the risers.

The layout is equipped with a mix of original AF accessories and Lionel re-makes of AF accessories. The layout originally included the talking station, oil-drum loader, whistling billboard, operating water tank, cow-on-track, baggage smasher, billboard horn, crossing flashers, streetlights, floodlights, hotel, control tower, checkerboard water tower, trestle bridge, truss bridge, and girder bridge. It was impossible to get replacement drive belts for the baggage smasher, so it was replaced by the log loader. Sam the Semaphore Man replaced the crossing flashers. Gabe the Lamplighter was added with a control circuit that lets him climb when the outside track is powered. He completes his up and down cycle and then waits for the next train.

The power and control units reside underneath the layout. Power is supplied by two MRC "Control Master 20" power packs (trains) and one MRC AH800 power pack (accessories). Fritz Raab designed the control unit, which basically takes the place of the MRC walkaround controllers. When a visitor presses the button on the front of the layout, the corresponding train slowly comes up to speed in about 20 seconds, then runs for about one-and-one-half minutes, and then slows to a stop in about 20 seconds. The slow-start/slow-stop feature is very helpful in preventing derailments. Each of the eight accessories has its own control button on the front of the layout, and each accessory is protected by its own circuit breaker.



Layout in Nick Hardin's basement, ready to go. Left to Right: John G., Ed, Barbara, John M., Nick, Jack, Fritz, Mike.



The layout in April 2018, ready for opening to the public. The American Flyer #790 chromolithographed "Trainorama" serves as the backdrop and adds a three-dimensional feeling. Blown-up copies of the covers of several AF catalogs are displayed above the layout. To the left is a cabinet in which various American Flyer cars and engines are displayed.

In early 2005, everything was ready. The accessories and controls were removed and the layout was moved to the Toy Shop in the Museum in March of 2005. By mid April, the accessories were re-installed and the control system re-connected. The Museum opened to visitors on May 1.

OPERATIONS: The Museum is open from May through October. The layout is one of the most popular displays, and it operates almost continuously when the Museum is open. The kids are engaged by pushing the buttons that operate the trains and accessories. The functions of the buttons are not identified so that the kids have to figure out what operates what. One staff member remarked that when he had work to

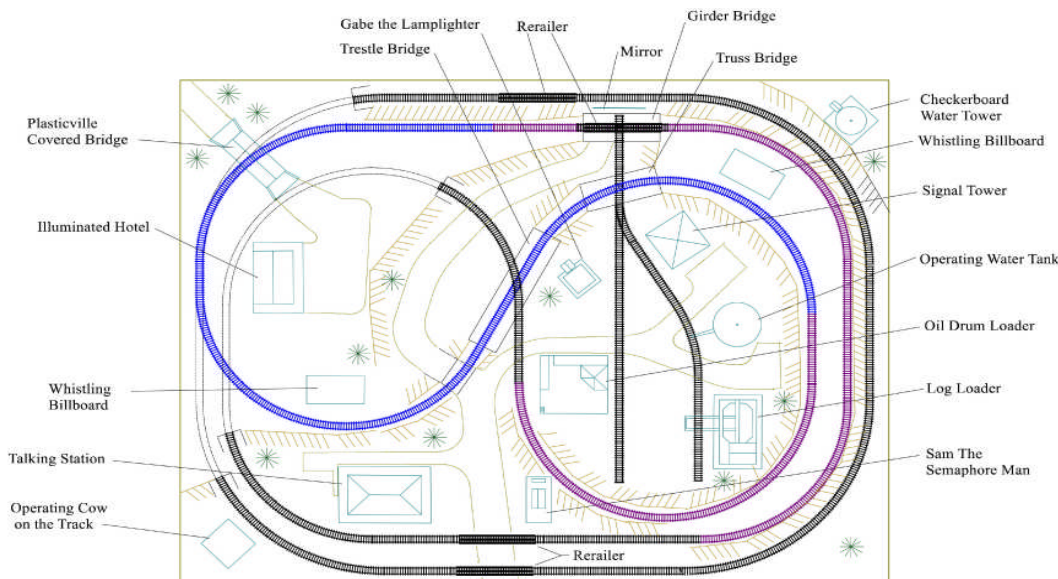
do, he would bring his kids to the toy shop. They ran the trains while he worked on his laptop computer.

Motive power and rolling stock are primarily Lionel-made Flyer including a GP7 and New Haven EP5. There is also an AF New Haven Pacific and an American Models Pacific. We usually have one freight and one passenger train running.

A black "gunk" builds up on the tracks during operation, so the track is cleaned twice a week. The usual team members are Ed, John, Sherward, Mike, and sometimes Tom Gallagher.

The control buttons take a beating and have to be replaced from time to time, but otherwise the control/power system has not required any service. After an engine has been in daily use for a season, it is generally necessary to replace its motor.

SHELBURNE MUSEUM 2018 AF LAYOUT



ADDITIONAL READING

R. Carp, "The Gilbert story," Classic Toy Trains, Aug. 1992.

E. Pfeiffer, "American Flyer encore at Vermont museum," Classic Toy Trains, p. 21, Sep. 2005.

R. Carp, "A layout for A. C. Gilbert's friend," Classic Toy Trains, pp. 50-52, March 2018.

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Contact: fraab@gmrr.biz

MORE CONDUCTOR'S CLIPBOARD

UPDATE ON SAN JUAN AND GRANDTLINE

San Juan — All of the parts and tooling are in Colorado and ready to go, including the complete decal line. Not all kits are in production as of yet. They still need to move the injection presses from California to Colorado. Also the American Limited line of HO and N scale stuff.

Grandtline — G and S scale parts are in Colorado and on the shelves. The tooling, HO, O and N scale parts along with two of the injection machines have been shipped to Colorado. They are due to arrive in Colorado soon. All of the Grandtline/Robb Books are in Colorado.

Orders not filled by Grandtline will be filled by us as soon as things get going. After as many years as Grandtline was in business, you can imagine how much stuff and how many pieces of tooling they had.

Please be understanding with them, as this is a huge undertaking to complete. Plus they have an order in for more On3 switches and have the tank cars in the works.

Check out their web site www.sanjuanmodelco.com or feel free to contact doug@sanjuanmodelco.com with any questions. Doug Junda, San Juan Model Co.

RAILFANNING AT THE CONVENTION

In the March 2019 **Trains Magazine**, there is an article that says that Railfans have a new place to watch trains thanks to a purpose-built viewing tower and platform in Ludlow, Kentucky. Ludlow is the first exit on the Kentucky side of I-71/75. Go west a few miles on Highway 8 to Ludlow. The railfan tower overlooks Erlanger Hill which is on the now NS line just over the Ohio River from Cincinnati. It's on Elm Street in Ludlow, and there are up to 60 trains a day using this line which is the old Southern "Rathole" line to Knoxville. — *Jeff Madden*

ANDY MALETTE'S NEW BLOG

NASG Secretary Andy Malette has a new blog which can be viewed by going online to <https://cnrparkhead.home.blog/>. Titled CNR Branchline Modeling in S Scale, Train Time in Owen Sound, Parkhead and Warton, the blog tells the story of Andy's building of his new two-level layout. It is enhanced by numerous excellent pictures and diagrams that give the reader an exact description of what Andy is doing. Viewing this blog would be very informative for someone building benchwork for the first time. I highly recommend it. — *Bill Pyper*

AMERICAN FLYER SWITCH MODIFICATIONS



I am writing to thank you for publishing and David Avedesian and Kyle Russell for sharing "American Flyer Switch Modifications" in the May-June 2018 "Dispatch." I was able to add two more tracks to the Eastridge Yard on my High Rail layout. See picture below. In that picture from the left I was able to "eliminate the dreaded Back-to-back S-curve for a switch crossover." (Track 1 to 3) bottom of page 16. For tracks 2, 4, and 6 I was able to reduce offset from 5-1/8 inches to 2-1/2 inches as suggested on bottom of page 13. All the way to right I removed the "tombstone" for tracks 6 and 7 and moved it to the opposite side. Tracks 2, 3, 4, and 6 have modified American Flyer uncouplers as shown on pages 22 and 23.

I intend to add ties and ballast to the switches and try to hide the "tombstones." Notice the building covering the one on the right. Then onward to the Westview yard, where I can also add two more tracks. These modifications not only improved appearance of the yard but also improved operation.

Thank you all,

Wayne Zebron, Central Illinois



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The Hotel

The Quality Hotel Cincinnati/Blue Ash is located at 5901 Pfeiffer Road, Cincinnati, Ohio. A block of rooms is being reserved for convention participants. The NASG Rate is \$89.00 per night. Simply call the hotel at 513-793-4500 and request the National Association of S Gaugers rate. Our convention rate is also available by entering reservations through the hotel's web site. The discount code is "OH88Y6."

Everything Else

The Convention will have all the fun stuff one would expect; How to clinics, Operating train displays, a dealer hall, door prizes and non-railroad activities. Our Welcome Reception on Wednesday evening will feature a Steel Band.

Information about the contests is printed now to give entrants as much time as possible to prepare.

Greeley's Place Contest

This year's **Greeley's Place** contest will involve detailing an **S scale passenger car** with some parts from **Pre-Size Model Specialties** (www.pre-size.com). You can use any manufacturer's parts that you like to detail your model, but it must have at least one part from Pre-Size. You will have to provide a list of the Pre-Size parts used. Your model does not need to be in a completed state, as others can learn from your assembly process. Any model meeting these criteria will receive a \$5.00 entry reimbursement. A modeler can enter more than one car, but is only eligible for one reimbursement. As usual, our panel of esteemed judges will select the winner, and award valuable cash prizes. 

Changes and additions to the Model Contest Rules are in the works

By Dick Karnes, NASG Contest Chair

Are you planning to attend the NASG Convention in Cincinnati this coming summer? If so, please enter your favorite kit-built, kit-bashed, or scratchbuilt model in the model contest. While you may think your model is not award-worthy, the judges may disagree with you. More to the point, all of the displayed models, whether award-winners or not, provide inspiration to other modelers. We can all learn a lot about how you did what you did, not only by studying the model itself, but also by reading your written entry form. All the models serve as silent tutorials to the rest of us.

Since the 2018 NASG Convention in Boxboro Massachusetts, we've been working on some significant changes to the contest rules. In addition to making the rules easier to read, these changes address two primary topics: 3D printed models and member presence during judging. We have also clarified how the selection of Best in Show is to be determined.

3-D PRINTED MODELS: For some time we've been concerned about how to treat models that are the result of the entrant's 3-D computer modeling skills coupled with third-party production of a completed model solely via the digital instructions developed and provided by the entrant. The five existing judging categories, Construction, Detail, Finish, Scratch Material, and Conformity, do not deal well with such models because 3-D printed models exhibit neither construction nor scratchbuilding.

To address this situation, we've introduced **Computer Modeling** as a sixth judging category. In the case of a completely 3-D printed model with no details added manually by the entrant, the categories Construction and Scratch Material, which have a maximum combined total of 45 points, are **replaced by** Computer Modeling, which also carries a maximum of 45 points. For models that incorporate computer-modeled components, the three categories of Construction, Scratch Material, and Computer Modeling have a **maximum**

combined total of 45 points. For models that incorporate 3-D printed components designed by person(s) other than the entrant, such components are to be treated simply as commercial components.

MEMBER PRESENCE DURING JUDGING: I have always felt that serious modelers would benefit by observing judging as it takes place. I have personally benefitted from this experience when I served as NASG Photographer Bob Werre's assistant. (Official photography has always been permitted during judging.) For the past two years I have allowed observers into the contest room during judging on a trial basis. There were rules: No talking among each other, no communication of any sort with any judge, and keep out of judges' fields of vision. This has worked well, so we are going to keep the contest room open during judging from now on. Rules will be posted by the room door, which will be closed but not locked during judging.

BEST-IN-SHOW DETERMINATION: Ever since the contest rules were codified, interpretation of which model becomes "Best-in-Show" has been confusing. The original intent of the rules wording is to allow the judges to NOT award Best-in-Show (or first place in Craftsman and/or Master Craftsman classes) if, in their collective judgment, no entry so deserved. However, on at least one occasion, interpretation of the wording had been skewed the opposite way, so as to award Best-in-Show to a model that did NOT win Best-in-Class in its entry class. Accordingly, we have taken corrective action to guarantee that Best-in-Show, if awarded, may be presented only to the highest-scoring Best-in-Class entry.

PLEASE NOTE that I said at the beginning "we've been working on some significant changes to the contest rules." As of his writing, the NASG Board of Trustees has not acted on these changes. Until the BOT acts, these changes are effective on an interim basis only until the BOT takes action. **Watch the NASG web site and future issues of The Dispatch for updates.** 

S PRODUCTS



The **S Product Gallery** on www.nasg.org, the NASG web site, now has a dedicated main button on the home page and its menu has been organized to make it easier to find a particular product category that a member might want to view. There are now just shy of 8,500 individual products listed in that section, divided into sub-sections.

Those are: Locomotives

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• Control wire • 1 SPDT microswitch • All screws, nuts & washers

To assemble the switch you will need white glue, a modeling knife, fine sandpaper, #2 philips screwdriver, and about 15 minutes of time. (The first one may take you a bit longer.)

The BullFrog is easy to mount under your layout with just two screws and will work with all scales from Z to O. The control wire offers high torque and a long throw, making it easy to mount the control with minimal alignment problems.

Use your own control rod, or purchase the control rod kit to connect the BullFrog to your control panel using a nylon control rod that includes a Z bend connector, and decorative knob.

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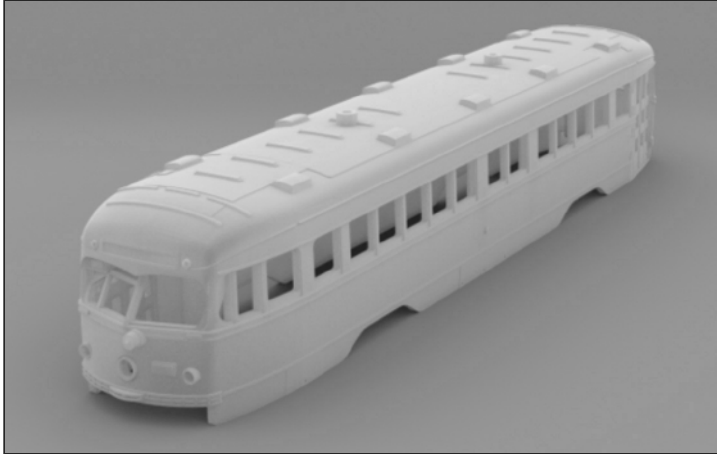
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S PRODUCTS



S-scale Illinois Terminal PCC Streetcar body shell: According to the *American Flyer S Gaugers of the St. Louis Area*, **Shapeways** is offering an Illinois Terminal body shell in several scales, including S! These bodies are 3-D printed in white plastic. For those unfamiliar with this streetcar, it is a double ended PCC car that ran between downtown St. Louis and Granite City, Illinois, until 1958. There were only 8 of these cars built, which makes it unusual that a company would make a streetcar which in real life was an extremely rare model and ran in a limited area. This is a double ended car, which means it would be perfect on a back and forth track, not needing a loop. The bad news is that it is not motorized and up to the modeler to motorize it. A Northwest Short Line drive may be able to be used. Order at www.shapeways.com

The Pioneer Valley Model Railroad Club completed the most successful run of **Santa's Trains at Look Park** this past December. They were blessed with good weather for the 18-day run. The final totals estimated the crowds to exceed 16,000 visitors. They tried a lubricant on the all of the tracks on the recommendation of **Pioneer Valley Hobbies** owner **Dennis Gamelli**. The product is **ZAP PT-23 Track Cleaner and Corrosion Inhibitor** or **Rail-Zip 2**. What they did was clean all of the track thoroughly, then came back and applied the lubricant on the rails evenly, and left it on the track for 10 to 12 hours. At that point they had the option of leaving it on the rails, or wiping the rails clean. They elected to remove it from the rails. The purpose of the lubricant is to reduce the dirt and corrosion build up that occurs with constant operation. Much to their surprise, when applying the lubricant, it removed even more grimy build-up from the rails. The end result was a much cleaner rail surface and locomotive operation, as evidenced when they cleaned the track during the evening. Kudos to Dennis for the recommendation. — *Steven Allen, PVMRC*

Rail-Zip 2 is available from Walther's, Amazon, and many local Hobby Stores. Listed prices range from \$5.99 to \$8.99 for a 1-fluid ounce bottle. 



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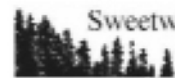
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ANY ACTIVE MEMBER of NASG can place a non-commercial classified ad in the Dispatch for no charge. Ads must be limited to 10 lines+-. E-mail your ad copy to dispatch@nasg.org or mail to Bill Pyper, Editor, PO Box 885, Salem, OR 97308-0885. Please be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

FOR SALE: Omnicon Brass locomotive 2-8-0 MoPac. Professionally lettered, painted and tuned by River Raisin. Original box, never run. Pictures davidverwys@hotmail.com

WANTED: SHS 00021 PS-2 2-Bay Covered Hopper, SHS 00275 & 00399 PS-2 3-Bay Covered Hopper, SHS 00673 Flatcar w/Cat D25D Articulated Truck, SHS 01667 Flatcar w/2 Humvee Ambulances, American Models 1998 TCA C&NW 4-Bay Hopper, Des Plaines Hobbies BNSF Bethgon Coalporters, Rusti Downs Tank Cars, American Flyer-LTI 48642 Saskatchewan Cylindrical Hopper. Call Jim Wright at 218-780-4691 or e-mail aflyer69@gmail.com

WANTED: I need one more Rex Dockside Switcher with valve gear and scale wheels. Unbuilt kit or built up in nice shape with no broken steps. Condition of motor and DC or DCC doesn't matter. I also want a front pilot for a Rex 0-6-0 switcher (not Mogul) stevenmonson10@gmail.com

FOR SALE: All new in original boxes: S Helper #00256 Track Set (2) \$70 ea., #00992 Panel Side hopper NYC Black set A \$95, #00080 NYNHH PS-2 2-bay hopper \$50, #02123 Carling Black Label #3 CBL797 \$100, #02124 Carling Black Label #4 CBL 812 \$100, AM #BD8200C B&O Budd Chrome coach "Dome" \$90, #BD8200C B&O Budd Chrome coach "Dawn" \$90, #6012 NH USRA 46' Flatcar \$40, #3219 NH 2-Bay Rib Sided Hopper (2) \$40 ea. Des Plaines #349509 USRA NYC Gondola \$40. All prices plus shipping. Call Rudy Williams at 203-815-8765 EST or e-mail rwtrains@comcast.net

WANTED: I would like to purchase an American Models 80-foot Heavyweight Great Northern 10-1-2 Buccaneer Sleeping Car. If you have one that you are willing to sell, please contact Keith Erhart at 815-979-0094 or kerhart@frontier.com

WANTED: American Models SD60 Locomotives Conrail, BNSF, Union Pacific, CSX, Norfolk Southern. Prefer AC High-rail Single Locomotives or Sets. American Models 1998 TCA C&NW 4 Bay Hopper, Rusti Downs Tank Cars, American Flyer LTI Saskatchewan Cylindrical Hoppers, Des Plaines Hobbies BNSF Bethgon Coalporter. SHS 01667 Flatcar w/2 Humvee Ambulances. Call or text Jim Wright 218-780-4691 or email aflyer69@gmail.com

FOR SALE: All run once, with all original packaging: Loading Platform 49824 \$100; MOW depressed ctr. flat with floodlight 49022 \$60; NYC flat with cable reel \$40; SF crane 48723 \$60; SF boom car 48723 \$35. For more info/photos/other items call Bob Garman at 202-836-4190. E-mail p3garm@hotmail.com

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

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

FREE: Large collection of Trains, Model Railroader, O-Gauge Railroad, Railroad Model Craftsman, Classic Toy Trains, and Narrow Gauge and Shortline Gazette magazines. You just pay shipping. For details e-mail rrbill10@comcast.net

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

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

SOHIO TANK CAR IN S GAUGE

The SOHIO Tank Car was made in HO by Lionel but not in S gauge. SOHIO stands for Standard Oil of Ohio. These Lionel 6-41026 cars sell for \$70.00 each which includes shipping and handling. To order make check payable to SCSGC and mail to: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718



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 SLSG 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 Area American Flyer Club** has TOFC and trailers from the 2017 NASG Convention. B&O #2017 in Scale only. B&O #9523 in both Hi-rail and Scale. Western Maryland #1889 in both Hi-rail and Scale. WM #2411 both Hi-rail and scale. Extra McCormick trailers are available. Go to <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> or order by mail from BAFC, c/o Kyle Russell, 4146 U Way, Havre de Grace, MD 21078.



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

SMALL AMERICAN FLYER PLAY LAYOUT

By Steve Monson, Brooklyn Park, Minnesota
Photos by the author

I converted my American Flyer layout to "scale" when I was still in high school. Once I received my first S Gauge Herald in 1962 I was hooked on the idea that there were better things out there than my American Flyer pieces. I never had many anyway. Now would be the time to convert to scale.

From then on, I only bought kits and built some scratch pieces. Each completed model was so rewarding to me. I loved building models out of wood. Northeastern lumber was so fine. I also loved those early Rex locomotives.

But now after 60 years, whenever I take out my old American Flyer catalogs, I recall all of the wonderful memories. Countless hours dreaming of what I would buy if I had a little money. Living on a farm, I never had a chance to see any of the pieces in person. I suppose I dreamed that they were nicer than they actually were.

But recently at the age of 69 I had the chance to see them all thanks to three local men with wonderful collections, Terry Didion, Gary Brown and Glenn Thoeny. Men who never got taken in by the idea of "I must convert to scale." From their layouts I realized it would be easy to have a collection of the pieces I dreamed of having when I was a kid. The layout would not need to be very large or that expensive.



This layout is 24" x 54" and includes a Coal Loader, Oil Drum Loader, Sawmill and Log Loader along with 5 appropriate freight cars. Along the back is a stretch of mainline with five more cars. Controllers along the front edge make it easy for children to run each. All pieces are original AC Gilbert products from the mid 1950s.

The action accessories each have their own remote control buttons mounted along the edge where kids can easily reach them. When they run my scale trains they know that they have to be so careful. But with the American Flyer they know that they can play with the buttons and not need to worry. Mr. Gilbert clearly understood kids. Even 60 years later they find his accessories to be incredibly fun.

Young folks today are used to the spectacular. Their toys are more magnificent than the Tinker Toys or American Bricks I had. Well before his time, A.C. Gilbert had the idea of wonderful action toys. Even with his modest budget and the need to make a profit he created items that brought so much joy to young children. Even to me, who only saw them in a catalog.

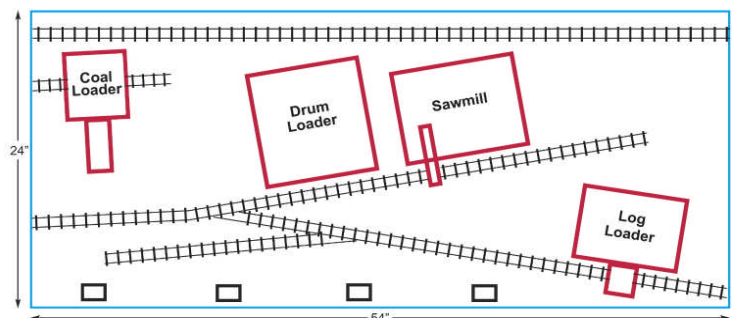
Some of the American Flyer items are rather crude by modern standards. But no one can say that they aren't spectacular, or ingenious, or well worth the look of the collector or operator. I was happily surprised to find that a child finds a slow-moving barrel loader dropping a barrel into a gondola car just as much fun as their rapid-fire Star Wars type video games.

I am a scale modeler. I have built a lot of kits and models from scratch. Yet, I must admit, people like A.C. Gilbert have given more enjoyment to more people than those who produced or wrote about the prototypical "scale" models. Most of us scale modelers are active today because of an American Flyer set that we started with a long time ago. 🚂



I chose four accessories and ten cars. Nice pieces, not mint, but in good shape. All pieces that I had dreamed of having when I was young. Together the total cost was not much more than \$1000. A collection of 14 pieces on a small board to relive the days that I never lived. I knew that if I got tired of them I probably could resell them for most of what I paid.

I ordered the pieces that I remembered and made a small display layout. It is just 24" x 52" and holds four action accessories plus some of my favorite colorful freight cars. There are no locomotives. If I want to run a train I have my scale layout with several locos just across the room.



NEWS FROM THE NORTH

By Jim Martin, S Scale Workshop

Calling Canada: The rest of it anyway. Over the winter months *News From the North* was quieter than expected. I could give you a bunch of trivia about what the S Scale Workshop was up to, but this column is not intended to be just about a few guys from the Toronto area. Over the past couple of years I have been able to track down news and layouts farther afield, but I confess I'm running out of ideas about how to be more inclusive toward the rest of this big country up here. So here is another of my occasional invitations to the rest of you living outside central Canada. If you have anything you'd like to share, please do . . . a construction article, layout progress, news tidbits, whatever. You don't have to be a writer, just send me the goods and we can collaborate. Deal? Just e-mail to themartins@farnhamhouse.com

New American Contingent: OK then, a bit of news about the S Scale Workshop. We have spilled over the border. No wall is necessary, it's more of a metaphor. You may have met some of our newest members at Boxborough last summer. They bring an international flavor to our group. Jamie Bothwell from Bethlehem, Pennsylvania has already been with us a few years, but we have added Jeff English from Troy, New York, and Claude Demers from Charlotte, North Carolina. They all have modules and hope to represent the Workshop from time to time at American shows. Welcome! Good guys all.

Project Creep: I can't find a definition in my Oxford dictionary and some other model railroaders scratch their heads when I use the phrase, so here goes. **Project creep** is what happens when a job that was supposed to have been simple at the onset becomes more and more involved because one keeps moving the goalposts further down the field. Here are a couple of examples:



The American Models three-window wood caboose is, I think, one of S scale's most useful pieces of rolling stock because it converts so easily. Brooks Stover has converted one to a center cupola and I have cut out and replaced sidewalls to construct a two-window CPR caboose. But the example here is something else. The CNR had very few three-window wood cabooses, or vans as we call them up here, so when Andy Malette sent me a photo of one a few years back, I saw a quick and dirty project. Just squirt a CN paint job on the stock AM piece and off to the races.



As long as it was apart I replaced the truss rods with a center sill. Then I dressed up the battery boxes, then corner braces, then added muntins to the windows, and having come this far, modified the cupola and then added finer roof grabs and end railings. Then the cut levers, then a smokejack from a Ridgehill CN van kit. Then the biggie . . . I cut away the steps intending to use the etchings from the van kit. I should have checked those before I cut. They are too large. Now I am on my third attempt to make acceptable looking new steps from brass strapping. And there it sits . . . project creep. A footnote to this: My friend John Johnston did simply squirt some CN colors on a stock AM caboose and it looks just fine. I'm sure mine will too when it's done but I obviously forgot when to quit. Coulda, shoulda.



The Ertl truck is a lesser example of project creep. A few years back Roy Meissner made a fine looking laser-cut stake body kit available. I had only intended to put it on the existing die-cast truck, but when I built and installed it, it showed up the rest of the vehicle. So off came the thick Ertl paint followed by a re-spray in matte black. That made the opaque, black plastic window casting look weird so it was replaced with clear "glass." After that, mud flaps and a side mirror seemed to be an obvious addition. I'm happy with the improvements and happy that they took only a little extra time. Sometimes a little project creep can be a good thing. 

Till next time, Cheers, Eh?



Photo by John Johnston

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.

March 2, 2019 — Bentonville, Arkansas

16th ANNUAL GREAT NWA MODEL TRAIN SHOW hosted by the Sugar Creek Model Railroad and Historical Society at the Benton County Fairgrounds, 7640 Southwest Regional Airport Boulevard. Admission \$8. Children 12 and under FREE. 150 tables of model trains and railroad memorabilia and much more. Door prizes. Grand Prize drawing for 2 round-trip tickets on the Arkansas 86 Missouri Railroad. www.trainshow-nwa.org

March 2, 2019 — Hamilton, Ohio

ROSS TRAIN SHOW FUNDRAISER at 3371 Hamilton Cleves Rd., 9 am to 2 pm. Public welcome. Admission; Adults \$5, under 12 Free. Operating layouts, music performances. Show has sold out each year. Kent Acree, 513-235-3086.

March 2, 2019 — Elsie, Oregon

The PACIFIC MODEL LOGGERS' CONGRESS 15th annual event, Saturday only, 9 am to about 6 pm at Camp 18 Restaurant, 42362 Highway 26. This one-day convention is for those interested in **logging railroad** and wood product industry modeling. Model contest with awards given out the same day, logging-specific vendors, technical and history clinics, museum displays of logging hardware and photos. All scales and gauges welcome. \$15 admission, Free parking. www.pacificmodelloggerscongress.com.

March 2 and 3, 2019 — New Bern, North Carolina

24th ANNUAL TRAIN SHOW presented by the Carolina Coastal Railroaders at the New Bern High School, 4200 Academic Dr., Saturday 10 am to 5 pm; Sunday 10 am to 4 pm, Ages 12 and up \$7, under 12 free with adult - good both days. Hourly door prizes. Many operating layouts. 90 vendor tables, food concession. www.carolinacoastalrailroaders.org

March 3, 2019 — Greenville, Ohio

38th ANNUAL MODEL RAILROAD SWAP MEET held by the Darke County Model Railroad Club from 10 am to 3 pm at the Darke County Fairgrounds Youth Building, 800 Sweitzer Street (St Rt 49). Admission: \$5, under 12 free. Model railroad items in all scales plus railroad memorabilia, books, DVDs, and other collectibles. Operating layout onsite.

March 9, 2019 — Saint Albans, Vermont

VERMONT RAILS SHOW presented by the Northwestern Vermont Model Railroad Association at the Collins Perley Sports & Fitness Center, Exit 19 from 189. Admission \$6 adults, \$2 children 6-12, under 6 free. \$6 per family with active military ID. www.nwvrrailroad.org

March 9, 2019 — West Chester, Ohio

MODEL RAILROAD SPRING FLEA MARKET & TRADE SHOW sponsored by Cincinnati Division 7 NMRA at the Lakota West Freshman Campus, 5050 Tylersville Road, 10 am to 3 pm. \$5 admission, \$3 youth 11-15, under 10 free. **ALL SCALES** of model railroad equipment plus videos, memorabilia and more. www.cincy-div7.org/events.html

March 9 and 10, 2019 — Dale City, Virginia

WASHINGTON & OLD DOMINION S GAUGERS will display and run their layout at the **BOY SCOUT'S ANNUAL TRAIN SHOW** at Saunders Middle School, 13557 Spriggs Rd.

March 9 and 10, 2019 — Mobile, Alabama

MODEL TRAIN SHOW sponsored by the South West Alabama Railroad Modelers (SWARM) at Via Health, Fitness and Enrichment Center, 1717 Dauphin Street. Saturday 9 am to 5 pm; Sunday 10 am to 4 pm. Admission \$5, family \$10, under 10 free. Operating layouts. charlieboye66@att.net

March 9 and 10, 2019 — Bakersfield, California

26th ANNUAL MODEL RAILROAD SHOW & SALE presented by the Golden Empire Historical & Modeling Society at the Kern County Fairgrounds, 1142 South P Street. Dozens of dealer tables, Saturday 10-5; Sunday, 10-4. Adults, \$8, ages 12 and under Free with adult; admission good For both days. www.gehams.club

March 9 and 10, 2019 — Sarasota/Bradenton, Florida

REAL RAIL 42nd ANNIVERSARY TRAIN SHOW at the Bradenton Area Convention Center, 1 Haben Boulevard, Palmetto, Florida. Saturday 10-4 and Sunday 10-3. Door prizes, 150 vendor tables. Adult admission \$8, Children under 13 free accompanied by paid adult. Contact Bill Clark for info 941-504-2474 or williamclark133@gmail.com

March 10, 2019 — Toledo, Ohio

GREATER TOLEDO TRAIN & TOY SHOW presented by Toledo Toymasters at Owens Community College Student Health & Activities Center (SHAC) 30335 Oregon Road. 11 am to 3 pm (Early Birds 9 am to 3 pm) Admission: Adults \$6. Early Birds \$10. Children 12 and Under FREE with paid adult. Web site: www.toymasters.org

March 10, 2019 — West Seneca, New York

TCA UPSTATE NY CHAPTER TRAIN SHOW at the Ismailia Shrine Center, 1600 Southwestern Boulevard. TCA Members: 9 am. General Public: 9 am to 2:30 pm. Adults \$5, under 17 free with paid adult. Contact: Kevin 716-771-6059. Email: usnyc2015@gmail.com or www.upstate-ny-tca.com

March 10, 2019 — Spokane, Washington

SPOKANE TRAIN SHOW sponsored by the River City Modelers at the Spokane County Fair & Expo Center, Ag A, B, and C Buildings, 404 North Havana St. 9:30 am to 3:30 pm. \$6 Admission, 12 and under FREE. Over 200 tables of railroad related items for sale. Operating train layouts in N, HO, S, and G scales. Operation Lifesaver will be there too. Free parking!

March 10, 2019 — 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.

March 16 and 17, 2019 — Boise, Idaho

THE ROCKY MOUNTAIN HI-RAILERS will have their modular layout **Lookout Junction IV** set up and running at the Brown Crossing Public Library, 2153 East Riverwalk Drive.

March 16 and 17, 2019 — Atlanta, Georgia

THE MODEL TRAIN SHOW at the Cobb Galleria Centre, Exhibit Hall A, Galleria Parkway, I-25 at I-285. Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. Over 260 vendor tables, white elephant table, 6 operating layouts, special model railroad that kids can run, door prizes. Adults \$10, kids 8 and under free. Parking \$5. Sponsored by the Piedmont Division of the NMRA. Information at www.themodeltrainshow.com

March 23, 2019 — LaGrange, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will run their layout at the **38th ANNUAL ALL AMERICAN RAILROAD SHOW** at the Lyons Township High School, 100 South Brainard Avenue. 9 am to 5 pm.

March 23, 2019 — Louisville, Kentucky

DIVISION 8 MCR TRAIN SHOW AND SALE at the Moose Lodge 5, 4615 Fegenbush Lane, 10 am to 3 pm, Adult admission \$ 6, Children 12 and under FREE. Boy Scouts in uniform FREE. Model Trains in all scales, operating layouts and Displays, Retail Sales, Model Railroad Education, Hourly Door Prizes ! Test track available. FREE Parking, For more info, Visit website: www.div8-mcr-nmra.org

March 23, 2019 — Mount Hope, Ohio

CJ TRAINS SPRING TRAIN AND TOY SHOW at Mount Hope Event Center, 8076 Street, Route 241. 10 am to 4 pm. Admission: \$5, Under 12 free. \$25 per dealer table. Contact Jon Ulbright, 330-262-7488, cathijon@sssnet.com www.cjtrains.com (GPS directions; Millersburg, OH 44654)

March 24, 2019 — Lewiston, Idaho

LEWIS & CLARK TRAIN CLUB SWAP MEET at the Nez Perce County Fairgrounds, 1229 Burrell Ave. Admission \$5, children under 12 free with adult. Vendors from around the northwest with displays, railroad collectables and layouts Operation Lifesaver train simulator trailer on display.

March 24, 2019 — Springfield, Illinois

ANNUAL TRAIN FAIR presented by the Springfield Railroad Society in the Orr Building on the State Fairgrounds. Sunday, 10 am to 4 pm. Early Bird shopping starts at 9 am. Free parking. Largest show in downstate Illinois! For info call Ray at 217-544-4295 or visit www.springfieldtrainfair.com

March 24, 2019 — Lindenhurst, New York

NORTHERN SPUR TRAIN & TOYS SWAP MEET at the Fireman's Pavilion, Fireman's Memorial Park, 555 Heiling Boulevard, north off of Hartford Street. FREE PARKING. Admission \$5 adults, children under 16 free with adult. All types of model railroad equipment will be for sale to the general public. 8:30 am to 1 pm. DOOR PRIZES.

April 4 through 6, 2019 — Seattle/Bellevue, Washington

2019 Sn3 SYMPOSIUM presented by the Pacific Northwest Sn3 Community in the Sheraton Bellevue at 100 112th Avenue NE. www.sn3seattle.com

April 6 and 7, 2019 — Timonium, Maryland

The **BALTIMORE AREA AMERICAN FLYER CLUB** will display and run their layout at the Great Scale Model Train and Railroad Collectors Show at the Maryland State Fairgrounds. <http://www.gsmts.com/index.htm>

April 12 and 13, 2019 — York, Pennsylvania

YORK TCA MEET at the York Fairgrounds. Friday 9 am to 6:30 pm, Saturday 9 am to 3 pm. **Port Lines Hobby Supply** will be open for business in the **Purple Hall**.

April 13, 2019 — Bucyrus, Ohio

33rd ANNUAL TRAIN SHOW & SWAP MEET by the Bucyrus Model Railroad Association. Crawford County Fairgrounds, 610 Whetstone St., 10 am to 4 pm. Adm: \$5 adults, children 12 and under FREE. Club layout open.

April 13, 2019 — Blue Ridge Summit, Pennsylvania

MER South Mountain Division and Mainline Hobby Supply host it's **7th ANNUAL MINI CON** at the Blue Ridge Fire Hall, 13063 Monterey Lane. 9 am to 4 pm. FREE prototype and modeling presentations. This year we explore 3D printing and laser-cutting technology. This educational event is open to the public for the promotion of model railroading.

April 13, 2019 — Saint Cloud, Minnesota

GRANITE CITY TRAIN SHOW at St. Cloud River's Edge Convention Center, 10 Fourth Ave. South, 9 am to 3 pm. Vendors selling and buying trains, accessories, Adults \$6. Kids 10 and under FREE. Info www.GraniteCityTrainShow.com

April 13 and 14, 2019 — Eugene, Oregon

MODEL RAILROAD SWAP MEET and TRAIN SHOW sponsored by the Willamette Cascade Model Railroad Club at the Lane County Events Center, 796 West 13th Avenue. Over 250 vendor tables. Operating layouts. Admission \$6 for both days. Saturday 10 am to 5 pm, Sunday 10 am to 3 pm. www.wcmrrc.org

April 14, 2019 — 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.

May 2 through 5, 2019 — Sacramento, California

NMRA PACIFIC COAST REGION CONVENTION at the McClellan Conference Center, 5411 Luce Avenue, McClellan AFB industrial park, north Sacramento. Check the convention web site for updated information. <http://www.pcrnmra.org/conv2019/registration>

May 4 and 5, 2019 — Rickreal, Oregon

MODEL TRAIN SWAPMEET & SHOW 9 am to 3 pm, at the Rickreal Grange Hall, 280 Main St. (Hwy 99W) 10 miles west of Salem. Home of the Polk Station Model Railroad Club operating layout. Admission \$6, children under 12 free.

May 5, 2019 — 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.

May 16 through 18, 2019 — Middleburg Heights, Ohio

SPRING S SPREE hosted by the Cuyahoga Valley S Gauge Association at the Crowne Plaza Hotel, 7230 Engle Road. www.sspree.info/index.html or 440-243-4040.

May 18, 2019 — Buena Park, California

S FEST WEST hosted by **Southern California S Gaugers** at Knott's Berry Farm Hotel. The West Coast's largest S event for American Flyer, Hi-Rail and S-Scale enthusiasts. Trading, raffles, banquet, operating layout. E-mail SoCalSGC@yahoo.com, visit www.SoCalSGaugers.org or see ad on page 5.

July 30 through August 3, 2019 — Cincinnati, Ohio

NASG ANNUAL NATIONAL CONVENTION will be hosted by the **Central Ohio S Gaugers** and will be titled the **Queen City Express**. For more information see the ad on page 29 or go online to <http://2019NASGConvention.com>

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

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

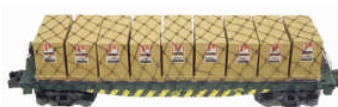
TO SHOP ONLINE: Go to <http://www.nasg.org/Store/CompanyStore.php> Choose the items that you want to purchase and click **Add to Cart** and follow the instructions.

NASG SPECIAL CARS

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



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



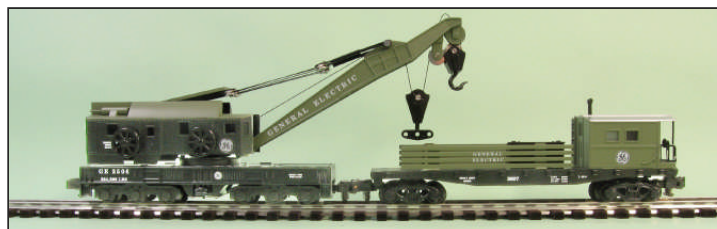
2016 AF Commemorative Car CNW Flatcar loaded with pallets. Made by Lionel, road number 3516 for the 35th edition and the year 2016. Price \$79. Extra pallets can be had 4 for \$10, decorated or undecorated.



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



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



2006 General Electric MOW Crane Car by Lionel. Price \$70*
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Make payment out to NASG and mail to:

Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208

Please include the following in your correspondence:

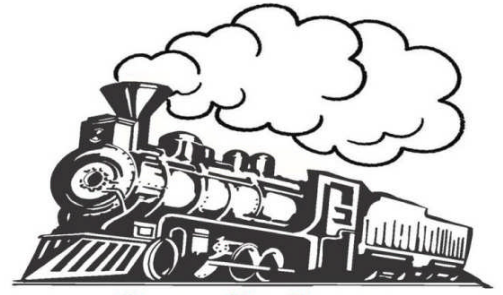
1. Your NASG ID number from your membership card.
2. Your name and shipping address.
3. Which car or cars that you want and how many of each.
4. Your telephone number or e-mail address in case there are any questions about your order.
5. Maryland residents add 6% sales tax to your order.

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

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S RELATED ARTICLES IN OTHER PUBLICATIONS

WORLD'S FASTEST FLYER LOCOMOTIVE is a very short story contributed by **Michael Fournier**, of Peel, Arkansas, for the **February 2019 Classic Toy Trains**. It tells of how John Baker Sr. modified an American Flyer 303 Atlantic to be a racing locomotive.

FLYER KNUCKLES DOWN IN '52 describes Gilbert's first S gauge equipped with knuckle couplers. Written by **Ted Hamler**, who often contributes to The Dispatch, it appears in the **February 2019 Classic Toy Trains**.

In the **January 2019** issue of **RAILROAD MODEL CRAFTSMAN** is an article titled **1st Avenue Freight House** that describes how to use photography and computers to produce highly accurate structures for your layout. This is for modelers who have knowledge of PhotoShop and other advanced computer programs.

Editor's note: I highly recommend that all NASG members also read *Classic Toy Trains*, *Model Railroad Craftsman* and *Model Railroader* in addition to *S Gaugian* and *The Dispatch*. Although these magazines rarely mention S, many of their articles are about things such as weathering, landscaping, photography and other functions that are essentially the same for all scales and they offer a lot of useful information. 

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3/16 "S"cale Railroading

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END OF THE LINE

RICK CARLSON I wish to inform the membership that on September 21, 2018, Rick Carlson, "American Flyer West" passed on to the great American Flyer train Heaven in the Sky. Rick was the source and influence of American flyer in the Golden State TTOS club from its very inception. With Jerry Silva, Tom Barashas and Vinny Carter they shunned three rail to the point of amusement with their cheerful '2 rail' talk and provided many incites into the Gilbert Philosophy.

Rick helped to bring Flyer to the Valley Fair display, and was always willing to lend Flyer parts and things to enhance the TTOS shows. Rick did one of the Montgomery Wards train shows without help from the club. Rick supported all of the Cal Stewart shows with all of his Flyer, and I added to my collection from him.

Rick would scour flea markets, looking for flyer to sell, and shared all endeavors with the club. Rick was courtesy, laughter, and very sharing with all of his knowledge of trains.

Rick had many flyer parts, and he was the source of any flyer part that I needed. Rick also devised ways to manufacture scarce and costly Flyer parts so that he could provide them at a reasonable price.

I was unable to get flyer PA's to run properly. His skill with Flyer motors and getting the two motors locomotives to run properly was well worth the repair costs. It is regrettable that I did not have the time for instruction in this. Rick was also E. C. Swaffell's repair person, and spent a great deal of time helping train lovers in Sunnyvale. Rick had competition at the 'Train Shop' and still got the American Flyer to repair.

We have lost a great train lover and master of the art of keeping the A C. Gilbert memory alive. 

Submitted by Michael Zolna

JOE AMBROSE It is with deep sadness that Horizon Hobby Announces the passing of Chief Executive Officer Joseph Ambrose. Joe died in Champaign, Illinois on January 4, 2019, at the age of 61. Longtime Horizon board member and Chairman of First Busey Corporation, Greg Lykins said, "With Joe's passing, we have lost an amazing human being and visionary leader. Those of us who have been fortunate enough to know and work with Joe have lost a dear friend and inspiring mentor."

Joe joined Horizon Hobby in 2005 as the Vice President of Distribution. In 2008, Joe was named President and CEO. In 2014, Joe led the buyout of the Horizon ESOP with partners from Armory Capital and Mill City Capital. In 2018, Joe headed the acquisition of Hobbico's RC assets, in the largest acquisition in industry history. In addition to leading Horizon Hobby, Joe also served as a director of First Busey Corporation, a financial services company, since 1993. Before joining Horizon, Joe practiced corporate law for twenty years in Bloomington, Illinois.

Joe received a BS in Finance from the University of Illinois. He earned a Law Degree from Indiana University and an MBA from the Kellogg School of Management at Northwestern University. The executive leadership of Horizon Hobby will work closely with their board of directors during the transition. 

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DON'T FORGET TO VOTE!

YOUR BALLOT IS IN THIS ISSUE

IT MUST BE POSTMARKED BY MAY 15, 2019

Member Dues

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

\$18⁰⁰ One-time 6-month Trial Membership

\$30⁰⁰ Regular \$50⁰⁰ Contributing

\$40⁰⁰ Family \$50⁰⁰ Club, Business, etc.

You can now **renew your membership online.**

Go to the web site **www.nasg.org** and click on **Membership.**

Click on **renew online.** Enter your name and member number and follow the instructions. Have your credit card ready.

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

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

NEW MEMBERS

From November 1, 2018 to December 31, 2018 the following people have joined the NASG.

Thomas A. Armstrong . . . Oreland, Pennsylvania
Richard Bellicchi . Longmeadow, Massachusetts
Jonathon A. Brown . . . Independence, Missouri
Ray Cyr. Manchester, Connecticut
Carl Goldberg . Upper Gwynedd, Pennsylvania
Sebastian Modrow Syracuse, New York

Michael Moorman Oberlin, Ohio
Mike Raynard Pickerington, Ohio
Warren R. Zeller Harrisonville, Missouri

Deceased Members

Vincent P. Scalera Middlesex, New Jersey

EXTRA PAGES ONLINE

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

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

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CLUB ACTIVITIES

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NASG on FACEBOOK

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

USRA Pacific with Vanderbilt Tender.

Coming early in 2019.

Our new Pacific features a new USRA rounded roof cab also featuring, headlight, smoke and choo choo sound as standard equipment on all models. AC HR models can be ordered with whistle and bell sounds. Die cast frame and boiler, tender with die cast frame and most of body die cast. DC models starting at \$499.95.

Orders are being taken for any road name that we have art work for and will include printing on tender and cab. Road names specially ordered require a \$50 non refundable deposit. We prefer a check in the mail but will accept credit or debt card pre-orders.



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READERS WRITE

Hi Bill,

November 23, 2018

A magazine I like very much, Garden Railroading — a bimonthly, has had three and four part articles for some time. I never minded having to wait 2 months for the next installment. Each installment stands alone, but leaves you looking forward to more depth or related issues.

It must take more work (for both editor and author) to break a long article into a series of shorter articles. On the other hand, such shorter articles can actually be easier for the reader to digest. For instance, Peter Vanvliet's excellent article on R/C and battery power would have been easier for me if it had been separate articles. First, an article about the dead-rail idea and its pros and cons could have stood alone. Then, an article about the options could have stood all by itself. An article on installation could stand alone. Maybe there is a fourth article in there. The whole topic has a lot of aspects that might be easier to absorb piece by piece. And, as I go back to it, I can go back to just the aspect I wanted to read about.

Of course, none of this an argument against extra pages. As I was writing this, I realized I'd missed downloading the September issue. All the extra pages of that issue are things I'm glad to get and that wouldn't fit in the standard 40 pages. The one-page article on the AF steam-up is great. I love the expanded photos and information about the contest winners is great. The extra photos of scale test cars would be a great help if I decided to build one such. Etc., etc. etc.

Thanks for your hard work,
Lance McCold

Hi Bill,

December 28, 2018

I think this might be the best issue ever in terms of a full issue with content interesting to me.

Great cover, It Pays to Accessorize (goes along so well with my Sawmill article), the Moira Valley article, the 0-6-0 project, Karnes NASG history, and great photos throughout make this issue exceptional.

And the Lessons Learned article is so outstanding. All 12 points are so important in keeping model railroading fun, productive, interesting and not overwhelming. Three years ago I started my third layout. I think to a fair extent I am following all 12 points of this article. They make railroading fun everyday. If I was to start this layout over I don't think there is one thing I would change.

If I were to pick out a couple of the twelve points as being the most important they would be:

#6 Build your layout in sections (cycling through benchwork, track work, wiring, scenery and structures each time). This can be done no matter how large or small your layout is, and it will keep you from getting down when the next step is not your favorite.

#1 Do something everyday on your railroad. Even if it is just to repair a broken coupler or a missing brake wheel.

Thanks Bill,
Steve Monson

Happy New Year, Bill!

January 2, 2019

Just finished reading the Jan/Feb 2019 issue. Another fine job by you and all the authors that contributed. I really appreciate the time and effort you put into the Dispatch. Between your work producing it and Pete's work getting the back issues available on the web site, you've made decades of ideas and reference material available to the membership.

I read with interest the various letters touching on the approach of including the extra content within the online copy of the document. Personally, it works for me. I get that there is a finite page count for the physical issue dictated by printing and mailing costs. The great thing about the web is the ability to cheaply house the data and make it available. If I can offer some input it would be finding a way to make that additional content more easily accessible to the online readership or possibly using it to reach a broader audience. Really, just random thoughts here, but the biggest obstacle I personally have is taking the time to log in and look at the additional pages.

I don't view the two publishing channels as 'premium' and 'second tier', which was something the various letters seemed to impart. As we move forward, folks are going to have to recognize that digital publishing is just as valid a delivery channel as something included in the hard copy of the magazine. Conversely, it's good you got some feedback indicating that not everyone feels the way I do and they really value the articles that 'made the cut' for the physical magazine.

Anyway — keep up the good work! I really enjoyed how you transformed the club round up from a couple of paragraphs to an in depth portrait of the clubs recent activities. Yes, I'm partly enthused as it means the work I put into the Miami Valley club newsletter gets in front of a wider audience, but that's sort of the point of writing the newsletters, right?

Hoping you make it to Cincinnati this summer for the National Convention.

Best regards,
Ray Garbee

Bill,

January 7, 2019

My DISPATCH arrived today and I wanted to drop you a note of congratulations on another great issue!

Gaylord's cover shot is terrific and it's SO nice that you did not put copy on the cover to obscure it. It is a very classy cover with the bold NASG logo, a great model photo and the bold "Dispatch" graphic. The 'lessons learned' piece came out very nicely. The photos show off the collection of layouts so well. Hopefully the pictures and words will be an inspiration to a few readers.

Finally, the Moira Valley piece must be among the best 'layout reviews' ever done in DISPATCH. The great track plan graphic with integral photos is just terrific! And there appears to be lots of other good stuff too . . . I'll look forward to reading it cover to cover.

Thanks for all you do for S!
Happy New Year!
Brooks Stover

More on the next page

READERS WRITE

Bill,

January 14, 2019

I want to congratulate you on the Jan/Feb 2019 issue of the Dispatch. Excellent job! I especially liked the graphic presentation of the layout plan with inserted pics for the Moira Valley Railway article.

Also, our club members (Crescent City S Gaugers) have approved the insertion of another booster ad (\$30 version) in the next available issue of the Dispatch. Please proof the text this time. You can use the same artwork as before. All for now.

Jay Mellon
New Orleans, LA

Bill,

January 22, 2019

I just want to say how much I continue to enjoy the DISPATCH, even though I'm a true O gauger. I especially like the article by Chip Kessler. Really fun and good reading. Nothing in my mind beats good postwar! Chip nails it. He's a real hoot. Bill, keep up the great work. You are very much appreciated here on my end in Georgia.

Jim Steed,
Blairsville, Ga.

HI-RAIL PROTOTYPES



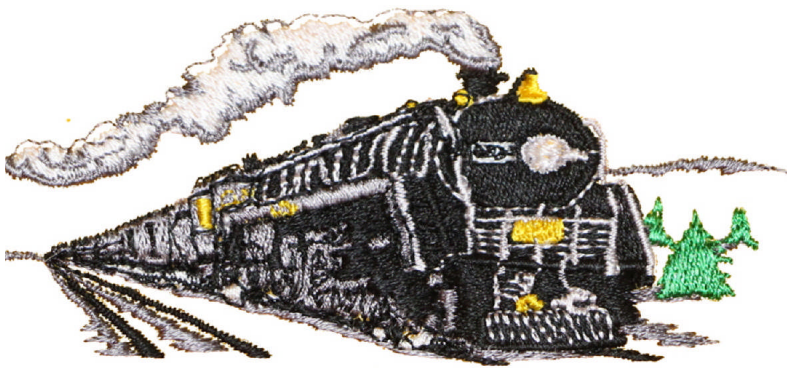
Who says there are no prototype hi-rail trains? Pictured here are a couple of examples that I found on the internet.

Few shortline spinoffs had such a promising start and slow, agonizing demise as the Indiana Hi-Rail Corporation. The IHRC was begun in the early 1980s by the acquisition of a short, ex-New York Central branch line in eastern Indiana. The railroad quickly became a railfan favorite for its large roster of Alco road switchers. The road grew rapidly until within a few years it owned or operated more than 400 miles of track across four states; Illinois, Ohio, Indiana, and Kentucky.

While a large system, the IHRC relied heavily on agriculture and its lines were spread thin. Unfortunately the railroad inherited poorly maintained routes that had not seen significant track maintenance for decades. All of this resulted in a house-of-cards, and the company crumbled away in the early 1990s. Mounting debt became too much to bear and the IHRC entered bankruptcy and disappeared in the mid 1990s. Some of its lines are still in use today but many were simply ripped up.

The railroad's affection for Alco roadswitchers came from president Powell Felix who saw them as rugged locomotives that were relatively easy to maintain, rugged, and could pull just about anything required. 





THE BALTIMORE AREA AMERICAN FLYER CLUB

held their meeting of Saturday, January 12, 2019 at the Train Garden in the Marley Station Mall in Glen Burnie, Maryland. 2018 was the 25th year that the Train Garden was set up in the mall to raise money for the North County Emergency Outreach Network to help feed needy families.

The pictures on this page are from the Train Garden exhibit and not the BAAFC layout.



Left: Circus

Below: Santa's Village



Above: Salute to our military.

Right: Wonderful Winterscape.



Miami Valley S Gaugers

From their web site: **The Miami Valley S Gaugers (MVSG)** is an active S gauge modular club serving the **Southwest Ohio** area. The group currently has around 35 members, both AF collectors and operators, and S scale modelers. There are usually about 12 attending any given meeting. Many of the members' spouses are active in the group. The club was formed in 1985. After hauling modules around in our cars for many years, we eventually bought a small trailer, and later upgraded to a larger trailer. We are incorporated. We usually meet once a month, rotating the meeting place among members' houses, except for those months when we are setting up at a show. At these home meetings we have a small business meeting (although every three years the Spring S Spree starts to dominate the meetings!), eat the good snacks our hosts provide, and visit among ourselves.



Above: Alan "Doc" Smith presented his most recent project - tooling with a jig for replacing rivets on the shells of the Silver Bullet/Circus Train locomotives. Impressive as always!

The January meeting was held at Club President Walt Schnee's home.

Left: Walt shares recent work on his layout, including a turntable to service his locomotive yard, and maybe a future roundhouse



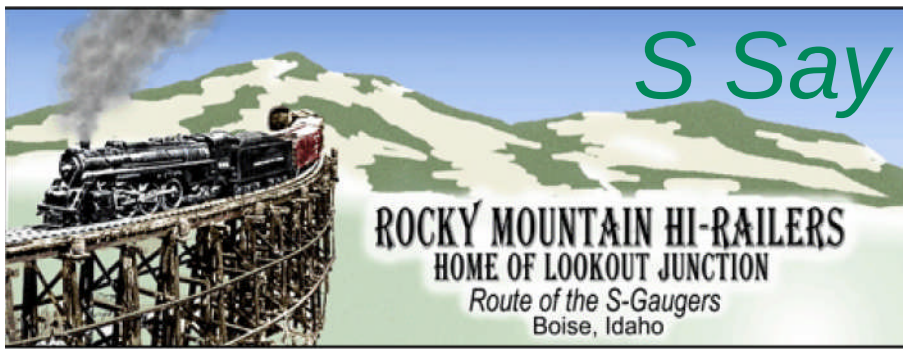
Several members have active layouts which we "run" (currently no one is holding realistic operating sessions), and several have American Flyer equipment on display which we drool over! Occasionally a member will present a seminar or hold a sale of excess equipment. Often a railroad video tape is shown. Visitors and prospective members are always welcome. We are always interested in adding new members. Dues are a mere \$10.00 per year. See us at one of our shows, or contact one of the members listed below.

Current club officers:

- President -Walt Schnee
- Vice President -Tom Hartrum
- Treasurer -John Clifford
- Recording Secretary -Ray Garbee
- Corresponding Secretary -Paul Rinehart
- 2018 Spree Coordinator -Walt Schnee
- Web coordinator -Tom Hartrum tctrain@roadrunner.com

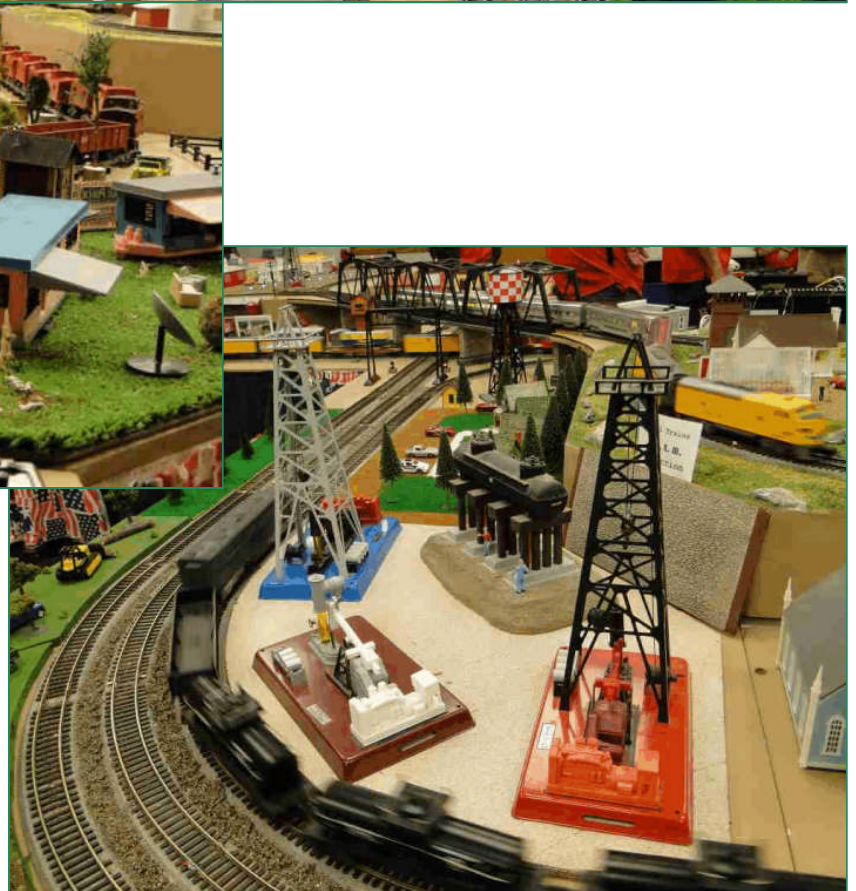
To get a **Membership Application** go to the web site at: <http://www.trainweb.org/mvsg/> for a link to download the form.





The **Rocky Mountain High Railers** of Boise, Idaho showed their large portable layout at the main Boise Public Library on January 19th and 20th, 2019. The club puts on several public shows every year with their **Lookout Junction** modular layout. They make extensive efforts to attract the attention of their audience by offering creative presentations and making operating accessories available.

On the right: Left to right club members John Crites, Gary Mercer, Mike Graefe, Rick Emerson, Jerry Terlisner and Bill Seader staff the exhibit. They were joined by Shane Jibben, Kelly Lloyd, Matt Kemper, Charlie Stenzel, and John Eichmann.



The **Rocky Mountain Hi-Railers** will be displaying **Lookout Junction** at the **National Train Show** in **Sandy, Utah** on **July 12th through the 14th**.

To learn more about the club go online to:
www.rockymountainhirailers.com