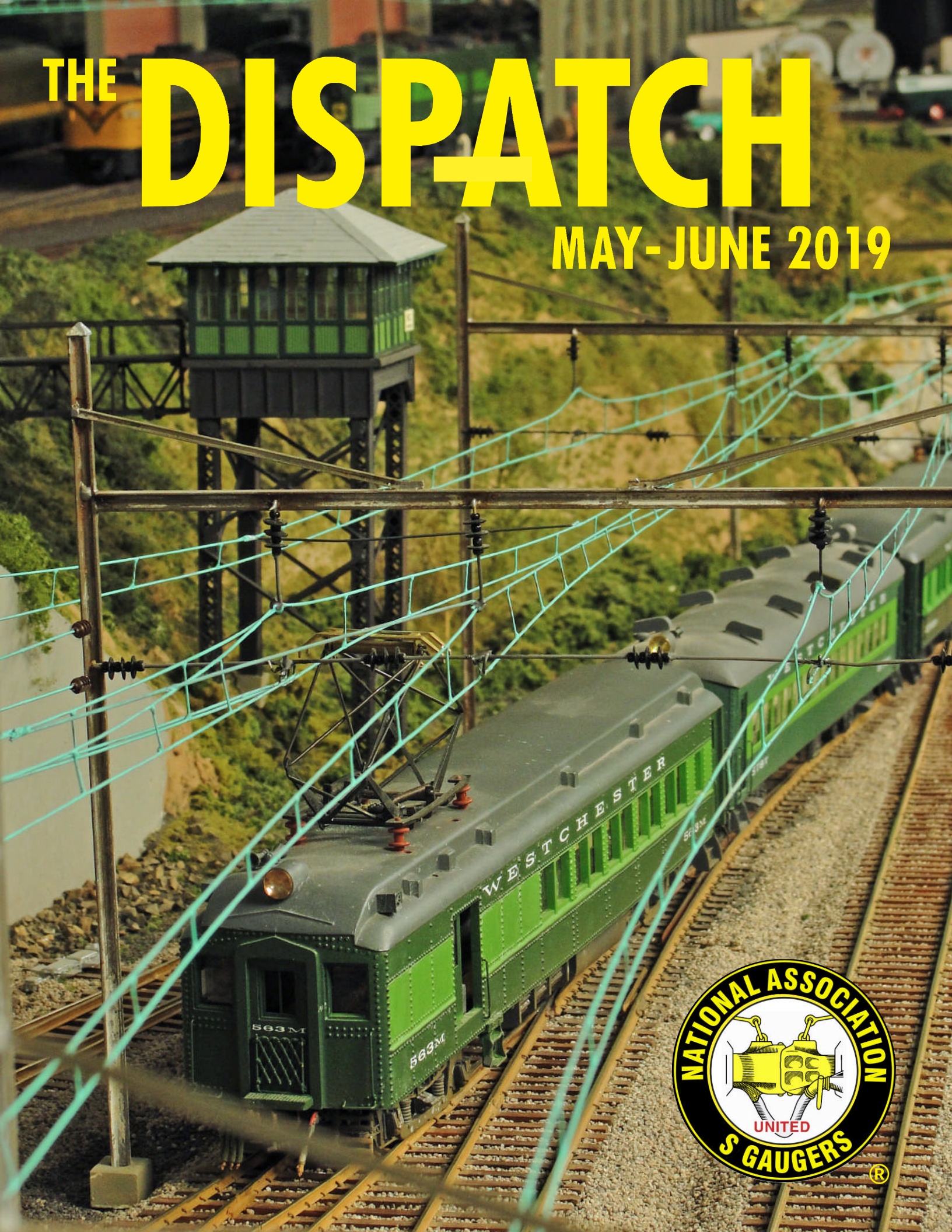
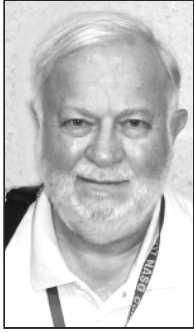


THE DISPATCH

MAY-JUNE 2019



PRESIDENT'S MESSAGE



By Will Holt, NASG President

As we approach the end of another Fiscal Year for our organization, we should be establishing goals for the coming year and coming years.

First is still that our membership take a more active role in accomplishing the goals of the association. What are those? See the Article 1 of our constitution. The details of those purposes in the constitution boil down to promote S model railroading. It is nearly that simple. But of our approximately 1,600 members, some are doing a little. Some are doing a lot. Unfortunately, few are doing anything at all to promote S.

Your dues certainly help to fund NASG sponsored promotion of S. But as is often the case, financial support cannot make up for the most valuable of all resources, time. Taking time to personally talk to someone about S, teach them its advantages, show them the world of S is most effective.

Many of you will say that you are too isolated; with no model railroaders in your vicinity; no S gaugers in your vicinity. Experience has shown that this is simply not true. But they do not come to you, you must find them. Taking time and making an effort will show results. If results do not appear today, then tomorrow, or the next day, or the next week, or the next month

or the next year. Taking time and making an effort will show results. If results do not appear today, then tomorrow, or the next day, or the next week, or the next month or the next year.

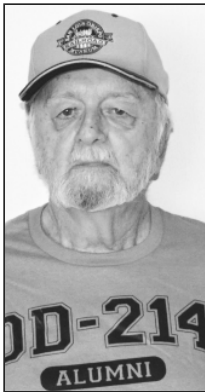
Many of you will probably remember The Mickey Mouse Club. Any number of times the program talked about "Stick-To-It-Tivity." The idea that keeping at it will lead to success. Experience with some of the organizations promotional activities over the last many years has shown that to definitely be the case. More on this next issue.

There will be opportunities, yes opportunities, for each and every member of the NASG to promote S, 1:64 model railroading over the coming months. Between now and the start of our next Fiscal Year look for those opportunities; plan participation in a local train show, visit a local model railroad club, put up a poster in the local grocery store. It is up to all of us to provide our time to accomplish the goals of our association. There is not room for "Not My Job Man."

THE CONVENTION:

There is still plenty of time to register to attend the NASG 2019 Convention in Cincinnati, Ohio. The program is full of great tours, time for meeting other S model railroaders, educational clinics, and meeting manufacturers and dealers in the trading room. Let's have this year be a record breaking attendance! Go online to www.2019NASGConvention for information or turn to page 13 to read about the many tours. 🚂

THE CONDUCTOR'S CLIPBOARD



By Bill Pyper, Dispatch Editor

Classic Toy Trains has announced that they will no longer publish an October issue, shifting to eight issues per year.

Lately there has been a decline in the number of "How to" or "How I did it" articles submitted for publication in The Dispatch. Come on people, get out your computers and cameras and send me something. It's what your fellow members want to see. You don't have to be a Charles Dickens or a Stephen King to write for the Dispatch. As Sgt. Friday used to say, "Just the facts."

Classic Toy Trains has a copiously illustrated article which is available online titled **Troubleshooting Vintage O Gauge Locomotives**. I know that a similar article on the subject of **Troubleshooting Vintage American Flyer Locomotives** would be well appreciated by Dispatch readers. I'm sure that there is more than one S gauger out there who could write and photograph one for us.

Concept Models has re-established their S-Scale product line on their web site. This includes Schanbel, Cryogenic tank and special flat cars. The product line will continue as the work of octegenarian owner David Allen. You can contact him at conceptmodels@con-sys.com. You can check out their many products at www.con-sys.com

CLASSIC SG HERALD ARTICLES REVIVED

Regular contributor **Steve Monson** has sent us twelve articles from the SG Herald to reprint in The Dispatch. Included are subjects like: Converting the American Flyer Caboose, and Box Cars Carry the Goods. Turn to page 22 for the first one.

NASG LIBRARY RECEIVES MORE MAGAZINES

The NASG Library recently received copies of **Railroad Model Craftsman** including September 2006 through July 2011 and November 2013 through April 2018. These were donated to the Library by Dispatch Editor Bill Pyper. Classic Toy Trains magazines from July 1997 through December 2018 will be sent to the Library soon.

LET'S HELP EACH OTHER

Classic Toy Trains has **Tips & Techniques**, S Gaugian calls it **Tips & Tricks**, and the other model railroad magazines often include them in their letters section. Almost all of these publications regularly print hints and ideas from their readers on how to improve their model railroad experience. I would sure like to offer that in The Dispatch. So please, if you have a method or trick that you use to improve things on your layout, share it with your fellow NASG members. If you have a picture to go with your idea, that is even better. You can e-mail your ideas to me at dispatch@nasg.org or if you don't do e-mail just send it to Bill Pyper, P.O.Box 885, Salem, Oregon 97308.

More Clipboard on page 30



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Steve Monson, John Myers, Pieter Roos

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

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THE DISPATCH

Volume 43, Number 3, May-June 2019

MANIFEST

COVER Multiple-unit train No. 97 winds its way through the throat at South Cornwall tower just before ending its northbound run at Cornwall Bridge CT. The main line continues north at lower right. In the background is the South Cornwall motor shop. The tower is a kitbash of a Banta crossing guard tower with Atlas HO bridge parts, Central Valley laced columns, and a Plasticville HO signal bridge. Photo of his layout by Dick Karnes.

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NASG Web Site

<http://www.nasg.org>

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

THE CLOSET MODELER

By Jim Martin, S Scale Workshop
Photos by the author

In the May/June 2017 issue of The Dispatch I described some of the new workshop spaces my friends were building. If a little envy crept in it's because my own basement surroundings were less than ideal . . . poor lighting, rough floors, low ceilings and mice and spiders for companions. Such was rural lakeside living in a roughly-built house from the 1930s.



We are now in a new home with a much more inviting basement . . . one where the only inhabitants are us. The space is a little too ideal because all of the basement rooms are finished. There's no out of the way place for a messy workbench.

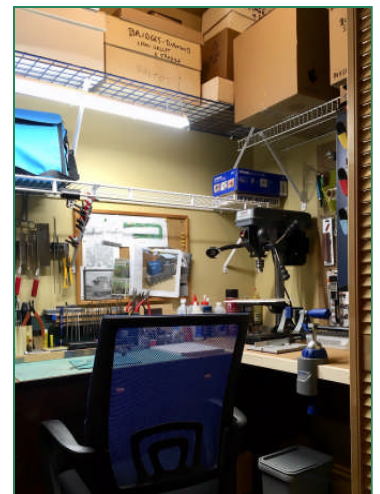
It didn't take me long to claim a large closet off the train room library. Behind a set of bi-fold doors was a space 7 feet wide, 4 feet deep with an 8 foot ceiling. It came with its own interior power outlet, ceiling light, and an ample amount of wire shelving. I could make something of this and at little cost.



First I rearranged the shelving for more efficient storage. Then I moved in my trusty filing cabinet and work desk from the old place. I mounted a power bar, parts cabinet, and some peg board on the wall, and hung a compact LED tube lamp above the work surface. I filled in the open space to the right of my work desk with a cork topped work surface. That will hold larger tools and keep ongoing projects safely out of the way.

The final part of the puzzle was finding all of my modeling tools that had scattered to the winds. Some were in a roll top desk that I use for other projects, others were in the tool box that gets taken to train shows, and the rest were in another tool box that I use for my conservator work at our local marine museum. I plan to purchase duplicate tools for each of these so I'm not scurrying from tool box to tool box.

As the photos show, there's still sufficient storage space for the tools, parts and projects that will inevitably accumulate. The space will evolve with use. In the meantime I have a cheerful, well-lit space where everything is within reach. Best of all, I can make all the mess I want, pull the bi-fold doors shut, and no one is any the wiser.



My next challenge, almost conquered, is construction of the disappearing paint shop. Stay tuned for that one.

Till next time, Cheers, eh? 🚂

MULTIPLE UNIT ELECTRICS



Northbound MU train No. 99, up from New Haven, flies past the South Cornwall junction on its way to Troy New York, where its run terminates. The catenary bridges are scratchbuilt from both O scale and HOn3 rail, with Model Memories bases and rail caps. Insulators are all homemade from beads and sequins. Most of the catenary spans are purchased Model Memories products, but overhead specialwork is scratchbuilt. Catenary color is acrylic "patina," brushed on.

NYW&B Multiple-Unit Electric Commuter Cars by Dick Karnes, Photos by the author

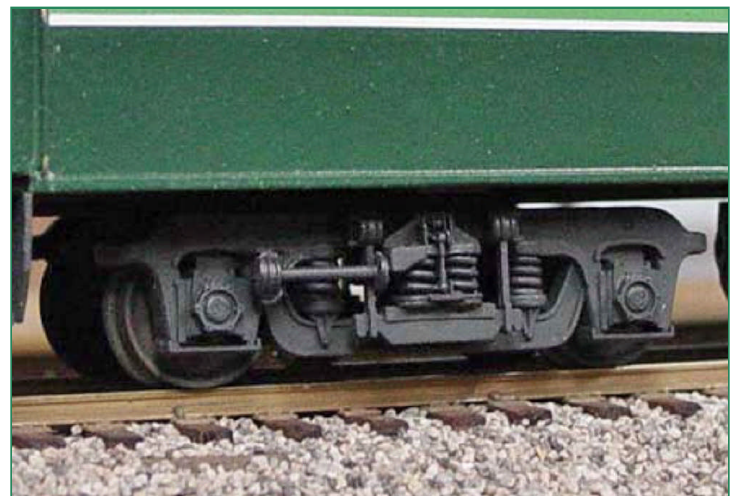
I've always been a heavy electric fan. As a youngster, my family and I frequently rode behind Pennsylvania Railroad GG1s from New York to Philadelphia to visit my grandparents. Lots of action was visible from the passenger-car window, including myriad MU cars between New York and Newark, and also at Princeton Junction. In my late teens, I prowled Grand Central Station's platforms during my hour-long lunch breaks from my summer job at an engineering firm in midtown Manhattan. So it's natural that I fell in love with MU cars and heavy electric passenger locomotives.

My current model railroad, the New York, Westchester & Boston, is based on an alternate history of the real NYW&B, in which the road was NOT purchased and parted out by competitor New York, New Haven & Hartford, but rather survived and expanded to termini in New York, Boston, New Haven, and Montreal. The route between New Haven and Troy, New York is fully electrified under catenary.

Among the electric equipment are MU power cars and trailers. The cover photograph shows an older heavyweight train comprised of two MPB58 (Motorized-Passenger-Baggage 58-foot) cars with a T-54 trailer car in the middle. Each power car has an American Flyer heavyweight combine carbody with obvious end modifications, one Omnicon RDC power truck, O scale Q-Car Company Baldwin interurban truck sideframes, various Q-Car Co. underbody parts, and American Models pantographs. The trailer car has a roof from an American Flyer baggage car, sides and ends from an old Indiana Railroad interurban car, and truck sideframes similar to those on the power cars.

The streamlined MU train on this page shows a T-70 trailer car followed by two MP-70 powered cars. One truck on each power car is driven by a Black Beetle drive; the outside swing-hanger trucks are Budd Buddies, marketed by Des Plaines Hobbies. The cars themselves are shortened American Models streamlined Pullman coaches with vestibules added at their blind ends. Underbodies are from Q-Car Co.

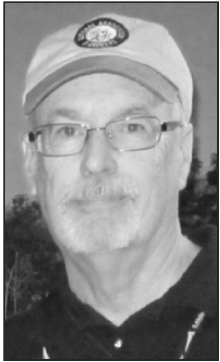
A complete article on building these MU cars, recipient of an RMC/Dremel Kitbashing Award, appeared on pages 90-93 in the March 2017 issue of Railroad Model Craftsman. 



Here's a close-up of the outside swing hanger trucks. Only the sideframes are used on the power truck. For the non-powered truck, I used the entire truck, replacing the kit's plastic wheelsets with metal wheelsets for better trackability.

IS CONVENIENCE THE KEY TO GROWTH?

IS CONVENIENCE THE KEY TO GROWTH OF THE HOBBY? By Jeff Madden, Editor Emeritus



The “convenience” of model railroad products in the last 40 years or so has provided for the growth of the hobby and the completeness of many layouts. Of all the gauges/scales S has been the late bloomer regarding “convenience” compared to the other more popular scales, HO, N, O 3-rail and even O 2-rail.

Yes, overall the future of the hobby in general is cloudy due to the graying of most model railroaders and the electronic competition that so involve today’s younger folks. In the 1970s pre-painted

and lettered rolling stock became the norm in most scales, but not S yet. Diesel and steam locos in all scales except S were produced RTR or in simple kit form in die-cast and plastic. Imported RTR brass steamers and diesels, although mostly unpainted, added options to those with more funds. Again, until the late 1980s, S was behind the eight ball.

The wide use of injected plastic found its way to structures and bridges for the popular scales, again adding convenience to the hobby. Not so for S. Plastic ties on RTR snap track, flex track and turnouts also made track laying more convenient for the popular scales. Again, S was not quite there yet.

But S has caught up quite a bit by the end of the 20th century and the beginning of this one by making available RTR brass, RTR plastic, RTR cast and plastic locos, RTR mostly plastic rolling stock and similar track products mentioned above. Only the lack of simple plastic structure and bridge kits kept S behind on the convenience level. Keep in mind that the convenience factor with loco and rolling stock available in hi-rail from Lionel, MTH and American Models is in the forefront of this growth, which, of course, benefits the scale side as well.

To me, the factors of convenience and immediate gratification are paramount with the younger generation regarding their hobbies such as video games, big screen TVs, smart phones, the internet, etc. This is fact, but we model railroaders can still look for some saviors to keep the hobby growing or at least keeping it stable.

First, let’s look at “dead rail.” If RTR locos are equipped from the manufacturer then some huge obstacles in model railroad-

ing are overcome, in particular, layout wiring and digital command systems. We all know the headaches of wiring a layout; the wire, soldering, crawling under tables, short circuits, current drops, reverse loops, switch frog problems, power packs, etc. Wiring is always frustrating, technical, fickle and expensive. DCC just adds to the complexity, confusion and expense. In addition, both MTH and Lionel AF have different proprietary control systems to complicate things for hi-railers.

Imagine though, that anybody new to the hobby could buy a loco, buy some cars, lay track and with a “dead rail” battery powered loco and a wireless controller be quickly on his or her way to building a model railroad.

With wiring complications eliminated, new modelers could concentrate on the more visible parts of building a layout: benchwork, trackwork, structures, scenery. Actually running trains would come much sooner thus eliminating much hesitancy about getting into the hobby. “Dead Rail” could also be a real positive for older model railroaders who need to build a new layout because of a move. Imagine the headaches eliminated for modular layouts that had to be taken down and put up for shows? And the beat goes on.

Both O and S would have an advantage with “dead rail” as space in locos allows for easier installation of batteries and sound elements. If “dead rail” became the manufacturers norm, then S would still have to catch up to the other scales regarding other convenience items; simple structures, bridges, more loco variety, etc. If all this happened then S would be a great choice — you know, the perfect size!

Realistically, “dead rail” is probably where DCC was 20 years ago, but technology moves faster now. I’m surprised that manufacturers, the model press, the NMRA and other organizations haven’t moved quicker to advance “dead rail,” and ditto for the major electronic control producers. I realize there is hesitancy on the part of manufacturers to do this as there is a lot of product and investment in the current state of the art equipment, but perhaps they are moving ahead more than I know.

When “dead rail” does come about, and I’m sure it will, compatibility of the wireless controls shouldn’t pose a big problem to manufacturers or consumers. The wireless controls for “dead rail” out now can run one loco at a time. Some use only one channel, others have more, but can still only run one at a time. But that wouldn’t really be a problem if each loco manufacturer had their own controller for their own equipment. You just have a wireless controller for each brand you own. It shouldn’t be as expensive as you think because you won’t have power packs, extensive wiring, etc. Guest operators with their own power could just bring along their own controller.

I’m sure our leading expert on “dead rail,” Peter Vanvliet, can refute some of my over simplifications, but I still believe it’s the future and one of the “conveniences” we need to exploit to keep the hobby moving.

Hmmm, my 7-year-old grandson got a new electronic toy for Christmas, a wireless controlled drone helicopter. And some humor for thought — gee, with “dead rail” Lionel could eliminate that third rail in its O gauge line. 

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WHAT POWERS OUR LOCOMOTIVES?

By Steve Monson, Brooklyn Park, Minnesota

In the 1950s

most S Gauge locomotives were American Flyer. They ran on 60 Hz AC, usually 7-15 volts. Kids didn't care much about slow speed, we usually ran at top speed as long as the locomotive didn't fly off the track. The power supplies were simple transformers without any fancy electronics. The photo shows a sine wave of 42V peak to peak or 15VAC. The motors were called universal in that they would run on either AC or DC. A rotating drum in the locomotive or tender did direction control by reversing the field windings. Each time you turned it on it would go to the next step — forward, neutral, reverse, neutral.

In the 1960s

S scale locomotives (Rex, Enhorning, Miller) used 0-12V DC. Solid-state diodes became available and so rectifiers that changed AC to DC were simple to make. Good permanent magnet motors were developed that used less power and their direction could be controlled by a simple toggle switch. The photo shows the waveform after rectification. Even though the voltage changes with time, it is all on the same side of zero and so it is DC. If you shaved off the peaks and filled in the valleys the 20V peak voltage is equal to 14V. The motors would start on just a couple of volts, but only an extremely smooth running locomotive would sustain a slow creep. Any binding and the low voltage could not keep it going. The low voltage was more affected by dirty track, also.

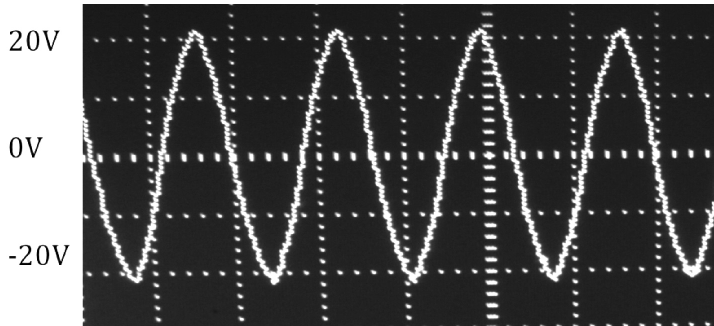
In the 1970s

various pulse power circuits were developed. A high voltage narrow pulse would make even a sluggish locomotive move for a tiny distance. Stringing a bunch of these pulses together made the locomotive crawl steadily. The higher voltage would break through dirty track a little better, also. The motor would get hot if pulse power was used for very long. Companies like Model Rectifier Corporation used pulse power in their power packs with circuits that made pulses for slow operation, but that died away as the locomotive went faster. They also added momentum circuitry to simulate a heavy train that would only allow the speed to change slowly.

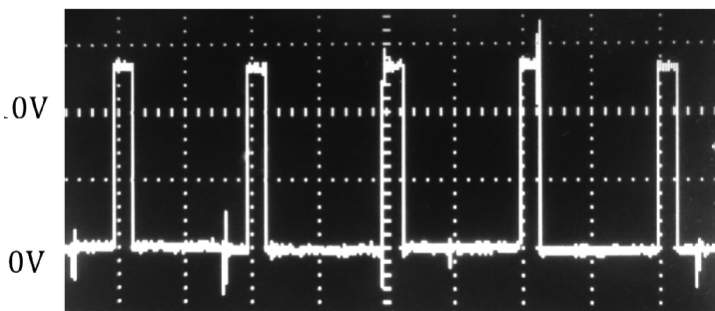
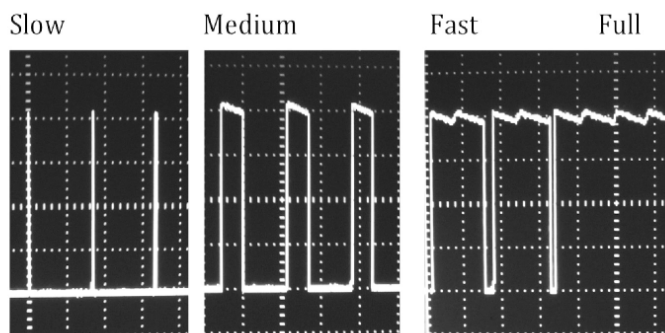
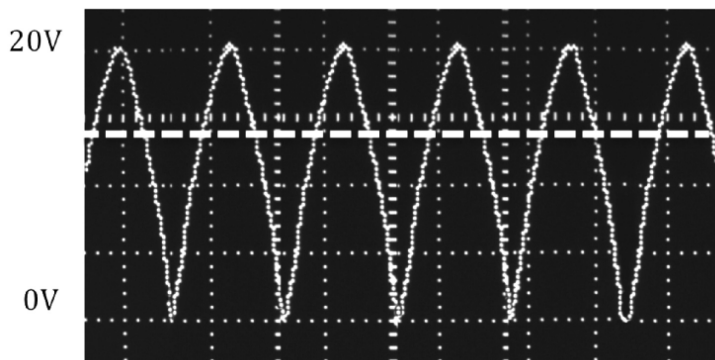
In the 21st century

DCC took over. No longer is it necessary to divide the tracks into blocks. Power is always on and the locomotives each have their own address. On the tracks is an 8000 bits/second digital signal consisting of four bytes. The first is a start or sync byte, followed by a locomotive address byte, an instruction byte and an error detection byte. If the error byte is not correct, the instruction will be ignored. Depending on the number of locomotives powered on the track, the instructions are sent a dozen times a second or more. Since it is made up of square pulses an AC meter will read about 14V, half of the 28V, instead of the 35% for a sine wave.

The motor does not see any of this, however. From the instructions received, the decoder sends out a different signal to the motor as shown in the bottom figure. It is very similar to the pulse power voltage profile above, except these pulses are much narrower and so come much more often (every 50 microseconds instead of every 17 milliseconds).



60 Hz sine wave



S PRODUCTS

Ridgehill Scale Models 1929 Canadian National 40-foot Boxcar

From 1929 to 1931 the Canadian National Railways contracted three builders, Canadian Car & Foundry, Eastern Car Company, and National Steel Car to produce more than 9,600 of these. Prototype photos show them with either wood or steel doors. The majority of this fleet lasted until 1983, moving grain from western Canada. In earlier decades, they would have been seen all over North America. The fleet was large enough that any modeller of the steam era in the United States can justify one or two for their layout. Modellers of the CNR working in 1:64 may want considerably more. The kit is manufactured by Yarmouth Model Works for David Clubine at Ridgehill Scale Models.



The kit consists of a one-piece cast resin body, a laser cut roof walk, etched brass details, Black Cat decals, and AB brake set. It is designed to use DPH 8-rung ladders. Trucks and couplers are not provided. **The kit sells for** \$90⁰⁰ US + shipping without ladders or \$95⁰⁰ with DPH ladders (supplies are limited). You can **order from** Ridgehill Scale Models at davidclubine@gmail.com or telephone 519-756-1610.

The Bristol S-Gauge Railroad Club offers Moxie tank cars

To commemorate the 2018 NASG convention held in Boxborough, Massachusetts, the Bristol S-Gauge host club offered this S-Scale America tank car decorated with the logo of the MOXIE Nerve Food Co., originally located in Lowell, Massachusetts, and Union, Maine. This is the perfect complement to our 2008 MOXIE wood-sided reefer convention cars !

Only 200 pair of cars were produced, in two different product contents, and car numbers: **"1948 PURE CANE SUGAR,"** and **"2018 GENTIAN ROOT EXTRACT."** These tank cars were inspired by actual MOXIE tank cars that carried these ingredients to the MOXIE production and bottling plants. The cars are available in both scale and highrail versions. Lettering and decoration is black, gray, and orange. AF-compatible knuckle couplers are included on the highrail cars.

MOXIE, is considered to be the USA's first mass-produced carbonated soft drink. It was created in 1876 by Dr. Augustin Thompson in Lowell, Massachusetts. Lowell was already home to three popular patent medicines, and in 1876 it became home to a fourth. MOXIE was first marketed under the name "Moxie Nerve Food." This gentian root flavored extract was a nostrum, which meant that it was stronger than a tonic, and was dispensed a spoonful at a time. MOXIE was said to cure ailments ranging from "softening of the brain" to "loss of manhood" (long before Viagra!).



President Calvin Coolidge was known to have favored the drink, and Boston Red Sox slugger Ted Williams endorsed MOXIE. It was also one of the few products ever advertised in the classic MAD magazine!

The Bristol S-Gaugers have announced that the final shipment of the 2018 NASG Convention MOXIE tanks cars finally arrived from China. All pre-orders have been filled. There are still approximately 50 pairs of tank cars available. (two different cars, prototypically-lettered for the contents, and with two different car numbers). Available only while supplies last. High rail or scale. Additional information and an order form can be found at the club website www.bsgr.us

If you don't have Internet access you can order by mail from NASG Convention Car Project; c/o Doug Peck; 6 Storeybrooke Dr., Newburyport, MA 01950-3408. Moxie Tank Car #1948 Pure Cane Sugar or #2018 Gentian Root Extract \$65 each or both for \$125. \$8 shipping for one car or \$11 for both. High rail or scale.

S PRODUCTS

30th Anniversary Limited Edition Club Car

In July, 2019 **The South Jersey S Gaugers Club** will be celebrating their 30th anniversary. To celebrate that event, they have partnered with **American Models** to produce a covered 3-bay **DuPont Alathon Polyethylene Resin** hopper car. This is the first time that this paint scheme will be produced in S-Scale. They chose this car because it represents the industries found in their region in the 1950's through the 1960's.



Artists rendition, final product will vary slightly.)

To help celebrate their anniversary by purchasing this car, go to www.southjerseysgaugers.org/Projects and click on the **DuPont Car order form** link. The car will be produced with three car numbers. One number, 78919, is non-prototypical representing their July 1989-2019 anniversary. A choice of scale or hi-rail trucks and couplers is available. The price is **\$79.95**.

DuPont Alathon Polyethylene Resin was made by the Polychemicals Department of DuPont in two basic forms: granular powders and low-bulk density powders. Once melted, the resin could be extruded to make plastic films and various coatings. The translucent resin was perfect for molded products for almost any use; such as food-grade product containers and bags, potable water pipes, or even to make safety glass. The Alathon resin powder was shipped all across the country and the covered hopper cars could be found on any railroad. Any manufacturing industry that made plastic-based products, and serviced by a railroad, could find a DuPont Alathon car on their tracks. This fact should make it possible for any modeler to run this car on their layout. If you have questions or need more information, please email: SJSGClubCar@southjerseysgaugers.org

NASG offers WAFFLE SIDE BOXCAR by Lionel American Flyer

When designing a boxcar interior, freight car manufacturers must balance two competing requirements. First is a smooth interior wall, with nothing to snag, puncture or damage a load. One solution to this was the exterior post car, with its vertical support posts on the outside to provide an unbroken interior surface. The second requirement, is for wall-mounted tie-downs or other attachment devices to secure the cargo, to prevent shifting and damage en route. The waffle-side boxcar, introduced in the mid 1970s, successfully satisfied both these needs. The waffle-like bumps on the exterior of the car are recesses stamped into the inner wall that accommodate load-restraining devices. This gives the car a smooth interior wall for load safety, plus the ability to fasten load restraints almost anywhere in the car. This is especially useful for loads that, as truckers say, "weigh out before they cube out" — which means reach the car's maximum load weight leaving space remaining in the car. These need to be restrained so they won't shift into the empty space and get damaged. Loads commonly handled in waffle-side boxcars include furniture, appliances, auto parts, and rolls of paper for the printing industry. Like other modern boxcar designs, waffle-side cars lack roof walks as roof access



is not needed, and have end ladders that run only partway up the sides, to allow crew members to ride the cars during switching moves.

These cars were manufactured by Lionel for the NASG as the 2015 Commemorative Car. A limited number are available for active NASG members only for \$69⁰⁰. Please turn to page 28 for ordering instructions.

More products on page 12

MAKING A PIPE LOAD

By Edwin C. Kirstatter, Northern Ohio S Gaugers

An easy load of pipes to make for your S scale Flatcars or Gondolas is using soda straws. They come in many sizes and colors. For this project I used black plastic ones I brought home used from my favorite restaurant — or you could just buy some at the supermarket. In S scale they measured 12" in diameter by 45 feet long. Just right to fit in or on a 50 foot empty car model, which I had.

To make a pipe load from these, glue a layer of them together with any contact cement. I used seven of this size to fit on the floor in my Gondola. To build this stack of pipes I used an AAR Book of Rules for Loading of Commodities on Open Top Cars for a guide to get it correct or as close as possible. **Space A**, which is shown in **Figure 2**, gives you the clearance for the hand brake wheel which is 6 inches or more from the load. After the glue has set for this first layer put three or four (depending on length of pipes) cross pieces of 2" thick by 4" wide Hardwood, which is 1/32" x 1/16" in S scale, under these. Use Basswood equal to the width of the inside of your car or stakes in stake pockets if a flatcar. These are shown as **Item F** in **Sketches 3 and 4**. Continue to cement on more layers with wood cross separators between different sizes of pipe, nesting the next layer between previous ones and cementing. You may want to stagger the ends of some of your pipes due to slippage caused by the slack action in the trains even with several intermediate layers of wires or high tension banding seen as **Items D and E** on the next page.

As you build this, check its fit in your car from time to time. Add the vertical wood side posts, **Item B**, when you get it as high as you want. I made a stack of 59 pipes, not exceeding railroad clearances above or weight capacity of a car, then put several strands of wire banding around tops of these posts, twisting ends together and hiding it behind a post. AAR said to use six strands of No.11 gage iron wire here. I used four small magnet wires* for these, twisting them with a dressmaker's straight pin between the pairs of strands at middle at top post to make it taught. I cemented sticks of wood under ends of this load to space it equally from each end of the car. These are not required to make the AAR load. The ends of loads are not to be less than 18" from the ends of the cars.

These may be painted for different kinds of pipe. Mine were tar coated wrought iron pipes. These may be made as removable loads to run your cars as empty's at times. I used a kit-bash of two Lionel short O-27 gondolas to make an S scale car for scale operation now 50-feet long. I painted it with an oxide red primer then lettered with C-D-S transfers for a New York Central class G-41 a 70-ton capacity all-steel gondola. Its hand brake wheel is completely outside of this car because of the drop ends so no clearance problems there. You could also use an American Models 4400 series gondola that is available in 36 different road names or an AM 6000 series 1936 USRA 46-foot flat car which comes in 29 road names.

These loads will not add much extra weight to your model. Maybe only an ounce or two, but you could build weight concealed within it if you want it.

Gather up some of those straws to use for pipes and load some of your empty cars like you would see coming out of the Youngstown Sheet & Tube Company's works. 

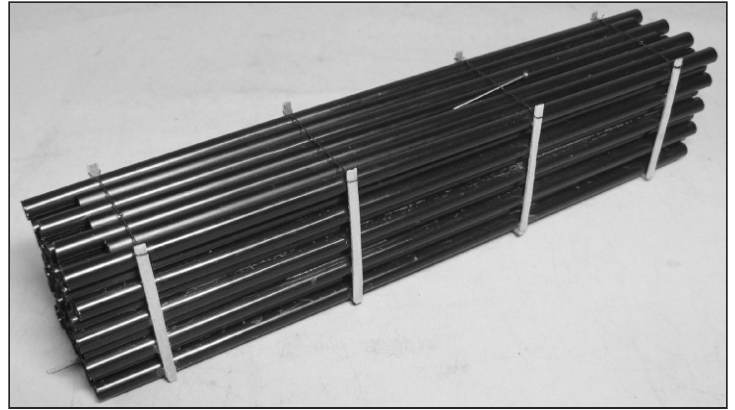
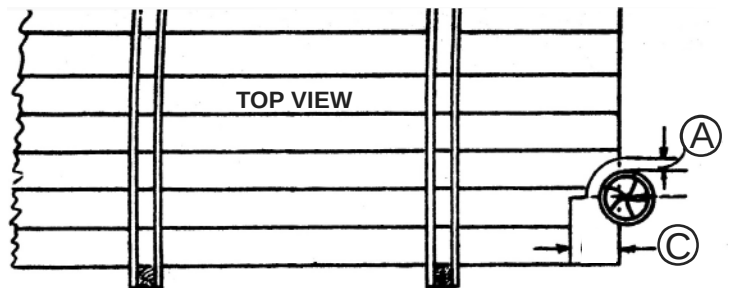


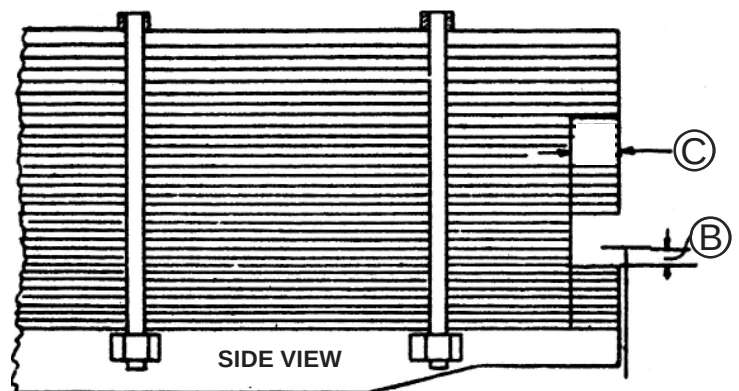
Figure 2: BRAKE WHEEL CLEARANCE



Space A: A 6-inch clearance is required in back, on both sides of, and above the brake wheel, except as shown for tanks and similar shapes in one piece.

Space B: 4-inch clearance underneath brake wheel.

Space C: 12-inch minimum clearance extending from center of brake wheel to side of car and 6 feet above the car floor.

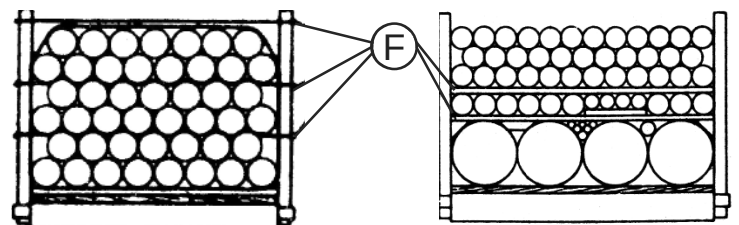


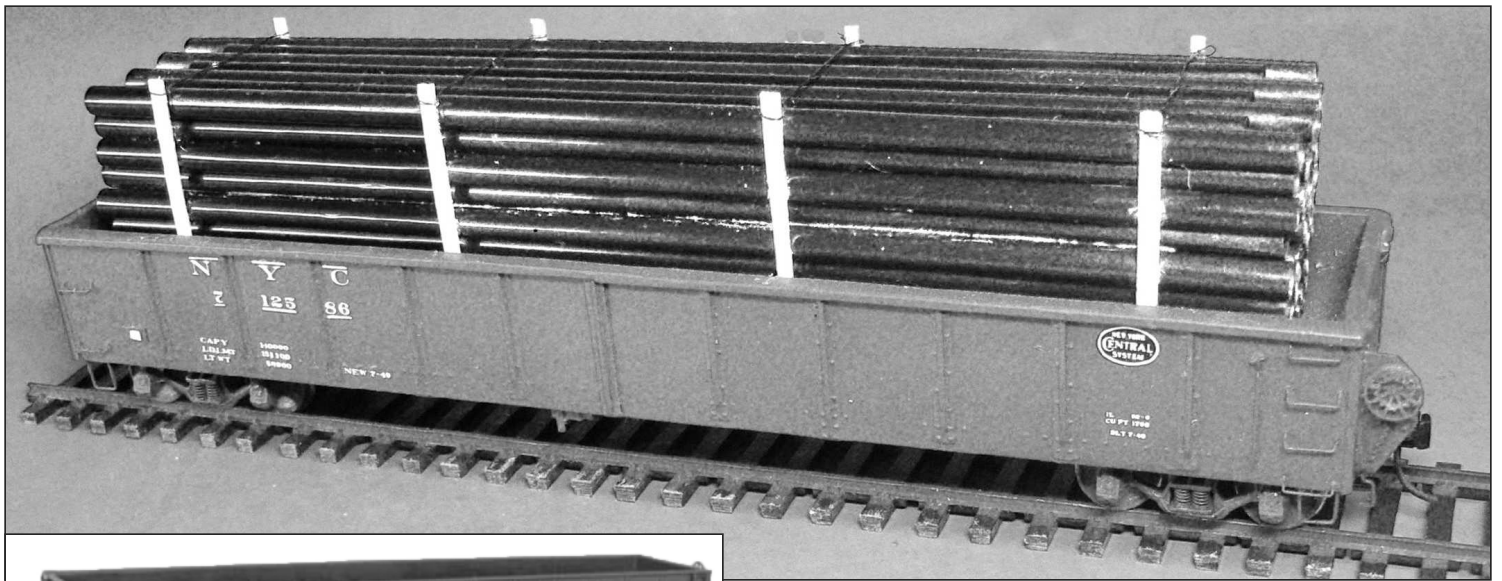
For loads requiring use of more than one car, there must be at least one hand brake accessible and operative for each group of three cars or fraction, thereof.

Brake wheel clearance should be increased as much as is consistent with the proper location of the load.

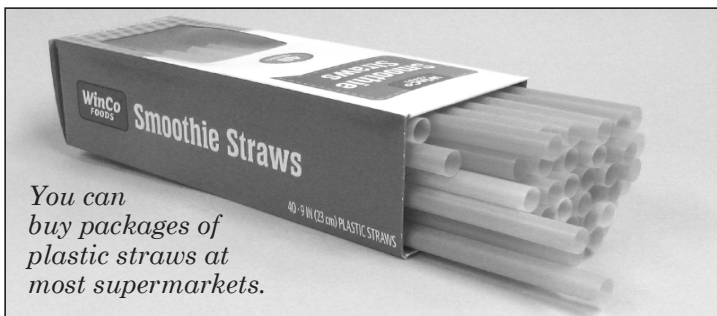
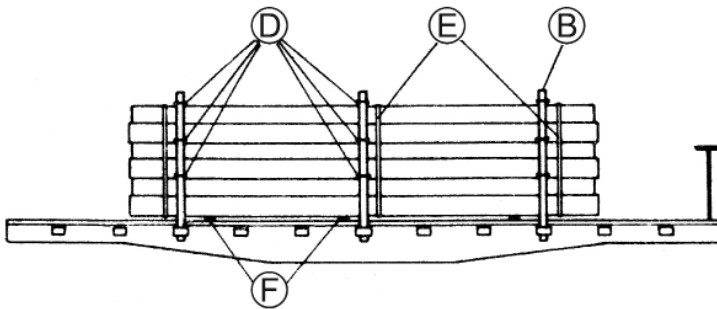
SKETCH 3

SKETCH 4



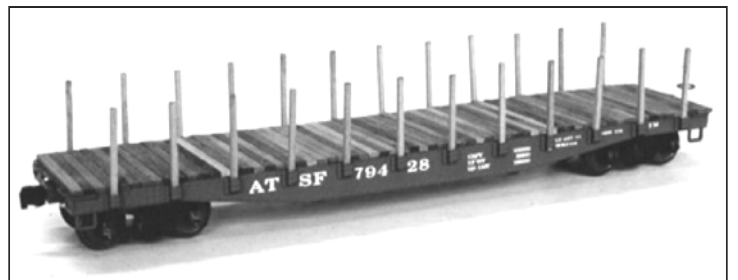


American Models 4400 series Gondola can be an alternate choice to use for this project.



You can buy packages of plastic straws at most supermarkets.

Below: Prototype gondola with pipe load showing a good view of the tie downs and strapping.



American Models Flat Car 6000 series with stakes.



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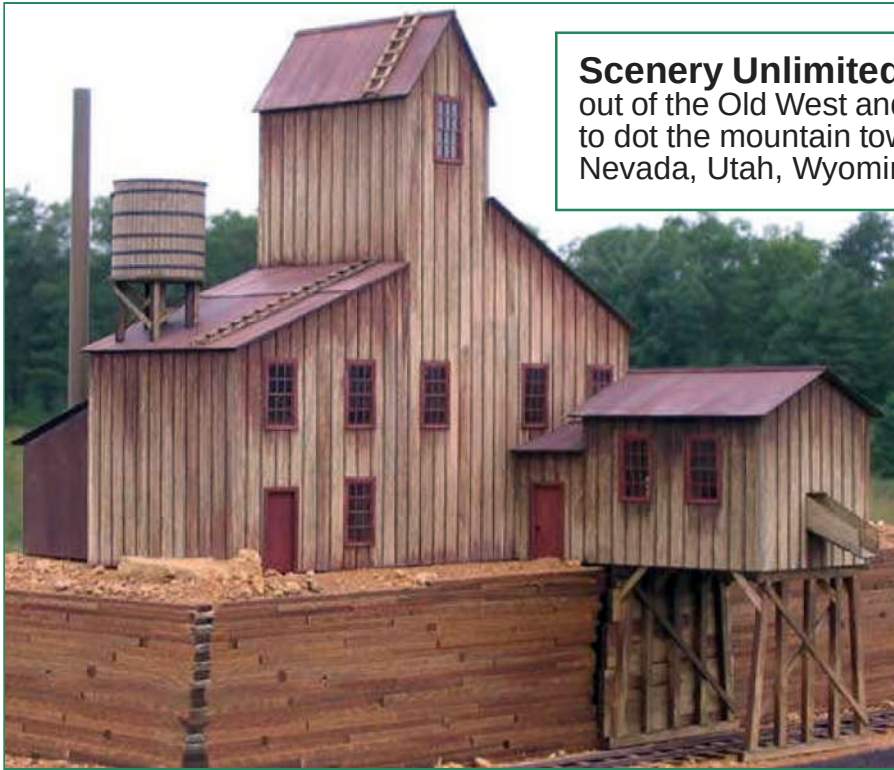


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S PRODUCTS

Hidden Treasure Mine Co. No. 2 and Loading House



Scenery Unlimited's Hidden Treasure Mine No. 2 kit is right out of the Old West and the numerous mining districts that used to dot the mountain towns in California, Colorado, New Mexico, Nevada, Utah, Wyoming, the Yukon territory and elsewhere.

This accurate S scale board-and-batten model has been designed and styled to fit your layout, offering an optional loading house kit, depending on how you want to locate and use the mine. With a tall peak center section, sloping roofs, 12-pane windows, a boiler house, exhaust stack and a banded water tank, this mine will become the centerpiece of your mining district — or your entire layout.

The Hidden Treasure Mine No. 2 kit includes the mine structure and rear boiler house and consists of laser-cut plywood walls with etched board lines, peel-and-stick battens, and plywood roofs with corrugated paper roofing. The windows are laser-cut, easy to assemble peel-and-stick Laserboard, a smooth card material similar to plywood, with pre-cut glazing.

The Hidden Treasure Mine can be combined with the Mine Loading House kit to form a complete complex. The Mine Loading House kit also includes laser-cut, easy-to-assemble basswood trestle bents and a pre-cut retaining wall. The footprint for the Hidden Treasure Mine is 9-1/2" wide x 6-1/4" deep x 9-1/4" high including the boiler house. Footprint of the Mine Loading House is 3" wide x 5" deep x 6-1/4" high including the trestle bents. With both of the kits combined, the footprint is 9-1/2" wide x 11-1/4" deep x 12" high.

Place it on level ground or on a slope as you prefer, add some junk around the base, some narrow gauge tracks running out the back for a dump pit, some S scale miners around, and you've got a pretty neat scene. If the mine isn't "working" anymore, you can use it as an abandoned structure, as well.

Have fun with this new S scale laser-cut kit, designed for both S and Sn3. We hope you strike silver — or gold — with it!



#200 Mine kit \$129.95 • #201 Mine Loading House kit \$46.95 • \$202 Mine and Loading house combo kit \$159.95
order from <http://sceneryunlimited.net>



SP POWERHOUSE FIRST KIT RELEASE from Sandy Point Models

This kit was developed from drawings made in 1924 of the power house at Mount Hebron, California, and a photo of the power house at Wendel, California. This was a common standard Southern Pacific power station, which supplied steam and electricity to other buildings, typically maintenance structures such as shops and repair facilities.

The kit is laser cut, with corrugated siding that is applied over the basic form. Kit includes what you see here, including the outside oil storage tank that was a half buried tank car.

Illustrated kit instructions can be downloaded at www.sandpointmodels.com

The S-Scale kit is \$99 and can be ordered from the web site or 408-256-2519

More products on page 14

2019 NASG ANNUAL CONVENTION

Members of the **Central Ohio S Gaugers** Model Train Club are excited to host the 2019 National Association of S Gauger's National Convention in Cincinnati, Ohio. The five-day event will be held July 30 through August 3, 2019 at the Quality Hotel Cincinnati/Blue Ash.

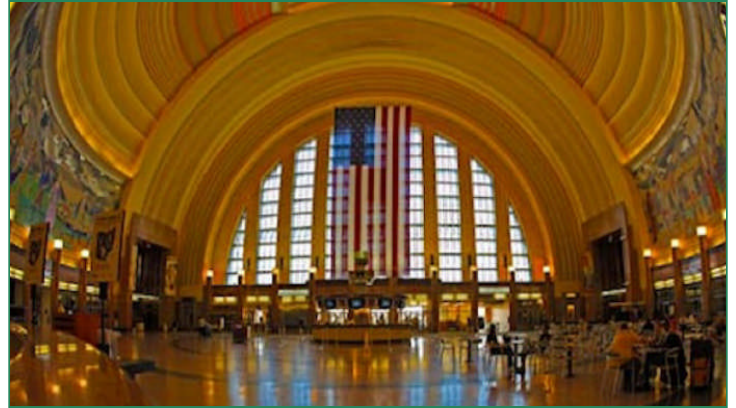
Chair John F. Myers of the 2019 NASG National Convention committee explained the convention is the work of many folks over the past three years. Some of the activities include model train layouts, several exciting tours, the exclusive s-gauge Dealer Hall, daily prizes, Clinics and even some fun events including an ice cream sundae bar and a visit of some critters from the Cincinnati Zoo.

One of the main features of any convention are the tours. The 2019 Convention is no exception! Tuesday, July 30, the bus departs from the Hotel in the morning and takes you to **EnterTRAINment Junction**, a 25,000 square foot model train attraction. Built as the world's largest indoor train display, this interaction attraction features over two miles of track, with 90 rail lines in operation. The display takes you from the early days of steam railroading in the 1860's through the 1940s and 1950's and the days of street cars, trolleys, the transition from steam trains to diesel trains and interurban lines. Finally, the display shows the Modern Period representing the 1970's to the present. The Modern period focuses on subways, advanced locomotives and more modern forms of transportation. This tour also includes a behind the scenes narration, showing how the huge display was built, the 1,800 gallons of water for the waterfalls and river scenes, the workshop area, and the computerized control room. Lunch of a pizza and salad buffet will be enjoyed by all.



Wednesday's tour will feature the **Turtle Creek Valley Flyer** excursion train. The convention will have the private use of a diesel powered locomotive pulling deluxe class seating in air conditioned coaches. The 90 minute trip will travel through southeastern Ohio, passing some beautiful valleys and scenery. From the station, the tour then walks across the way to the **Golden Lamb Restaurant**, a city of Lebanon icon that has been in business since 1803. The lunch includes their famous dishes of fried chicken, mashed potatoes, seasoned vegetables, and dessert of their signature Shaker Sugar pie.

On Wednesday afternoon, a second tour is offered to the **American Sign Museum**. With over 20,000 square feet, this museum features early, pre-electric signs adorned in gold leaf, to the earliest electric signs, to beautiful art-deco neon, to the modern plastic-faced sign. This museum covers it all. Conventioners enjoying the Turtle Creek Valley Flyer tour will be returned to the hotel before the buses depart for the American Sign Museum.



No trip to Cincinnati is complete without a visitation of the **Cincinnati Union Terminal**. This Thursday tour is escorted behind the scenes and features a historical discussion of this beautiful building, which was built in 1933. During a three year program, the building was completely restored and reopened in late 2018. Although Amtrak stops at the Terminal, the building also houses four different museums. It is a stunning crown jewel in downtown Cincinnati.

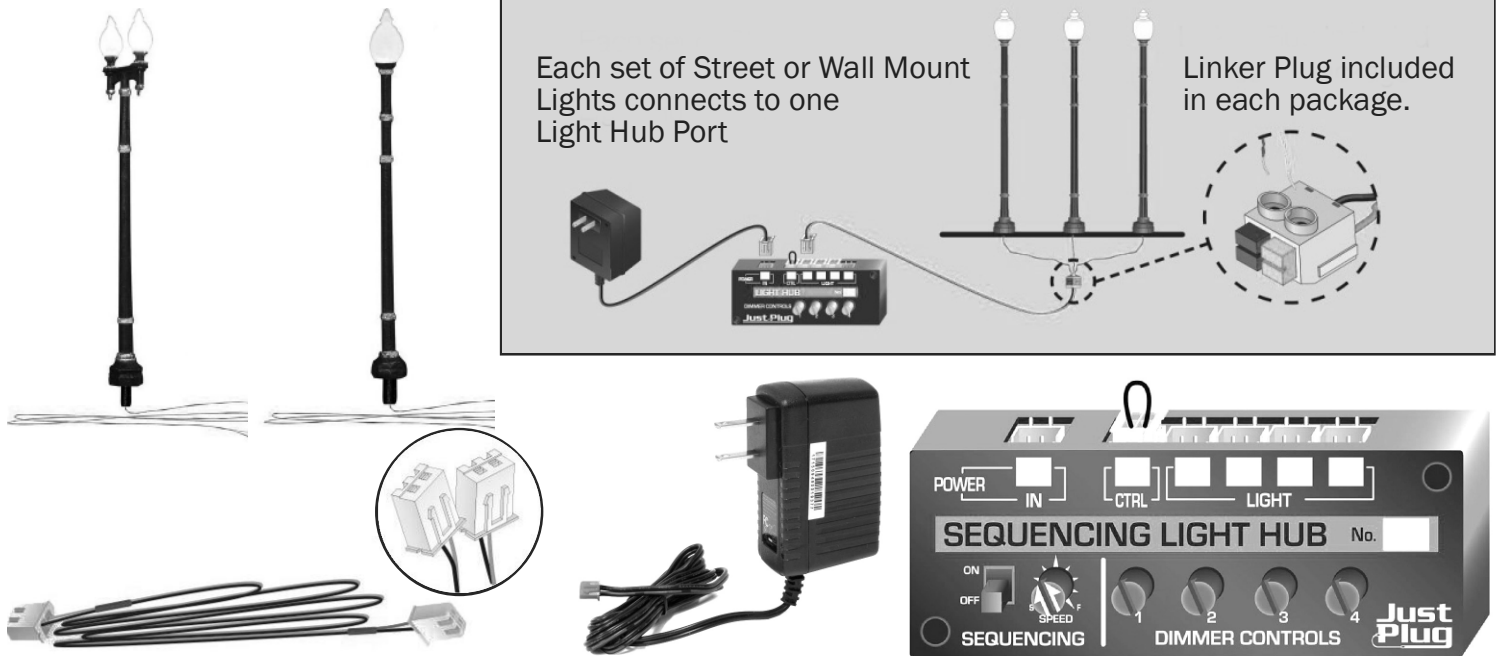


The fun doesn't end at the Union Terminal. The tour heads to Kentucky and boards the **BB Riverboat**, for a delectable lunch buffet cruising up and down the Ohio River. The tour will enjoy a private setting on the steamboat, with a spectacular view of downtown Cincinnati, complete with suspension bridges and railroad lines crossing the mighty Ohio river.

Complete information regarding the 2019 NASG National Convention can be found at www.2019NASGConvention.com or call the convention hotline at (614) 766-9033. Plan to join your fellow members in Cincinnati this summer!

MORE S PRODUCTS

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NorthWest ShortLine is closing

Dave Rygmyr, the owner of NorthWest ShortLine (NWSL), posted a notice on his Facebook page stating that after the recent passing of his wife, Lynda, he is unable to continue the business. The company will close on August 30, 2019, and he will accept orders until July 1, 2019.

We offer Dave our heart-felt condolences.

Dave bought NWSL from Raoul Martin in 2008. Raoul had started the company in 1959.

NWSL has made some needed and unique products for our industry, and for the artistic hobbyist in general. Chief among them is the NWSL Chopper. There are two versions of this tool available. If you do any kind of building with strip wood or strip styrene, this tool is practically a requirement. Also, the Duplicutter, the Sensipress, the Riveter, the Puller, the Aligner, the Quarterer, and the Bender are all tools we have come to know over the decades. Additionally, the company offers the Stanton Drive (motor and gears inside the truck), motors, motor conversion kits, flywheels, wheels, springs, nuts, bolts, etc. They made products for all scales and gauges, so the closing of this company will have a huge impact on our industry.

Dave stated that he doesn't expect there to be anyone who would want to take over the company, but he will entertain any reasonable offers. What's needed is a good machinist to take over. The building and everything in it is part of the sale so the new owner can just move in and take over.

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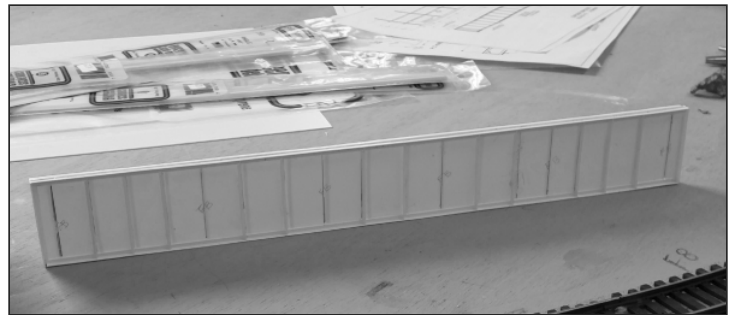
By Joe Kimber, South Jersey S Gaugers
Photos by the author except where noted.

When I planned my new West Jersey layout I included a shallow valley 42" wide. Three tracks cross this valley requiring a trestle for the upper track and a multiple span, through girder bridge for the lower. The construction of the trestle was covered in the March-April issue of The Dispatch. I could not find a multiple track girder bridge in S scale so I decided to build one. The bridge would be three spans, a 14" long center section and two 11" long approach spans. Where to start?

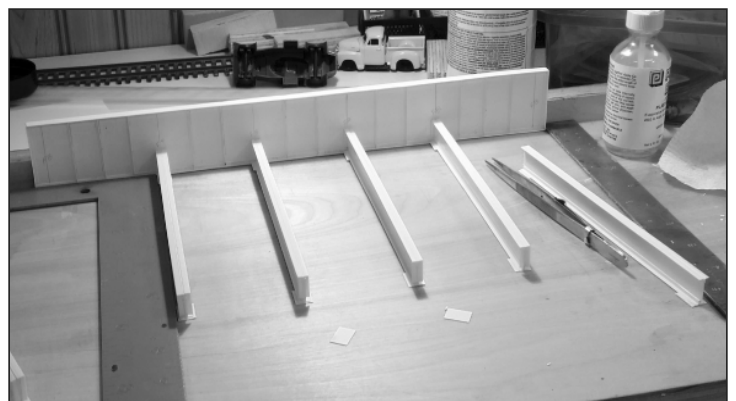
I borrowed a "how to" book from my friend and mentor Wayne Schneyer, and began by studying the section on girder bridges. This book has information on prototype construction, design specifications and fabrication. Like all bridges, railroad bridges were built to carry a specified load. This load determined the girder and beam sizes. When designing my bridges, I used the load rating for medium size locomotives. This determined the girder depth, floor beam and stringer size, cross bracing and knee braces. It also specified the girder stiffener angle size and spacing.

I started by making a layout of the bridge and drawings of the various parts using the specifications noted above. After the drawings were completed and I was satisfied with the design, I started planning the construction sequence. The main girders were the first items to be built. These are fabricated from .030" thick x 1.75" high styrene strips, 14" long. I cut these

from Evergreen styrene sheet stock. I laid out the stiffener angle and floor beam locations on the strips and then added the .100" angle all around on both sides (See Figure 1 below). There is no stiffener angle at the floor beam locations on the inside of the girder, the knee braces go there.



After building two of these girders I moved on to the floor beams. The bridge requires six floor beams. The fabrication of these is similar to the girders but without stiffeners. The bottom flange must be notched to clear the bottom angle on the girder. A .375" x .500" x .015" thick gusset was added on the bottom flange to sit on the bottom girder angle. When all of the floor beams are complete, assembly can begin. I have a small table I built to aid in assembling models. I glued all six beams to one girder making sure they were in the proper location and perpendicular to the girder face (See Figure 2 below).



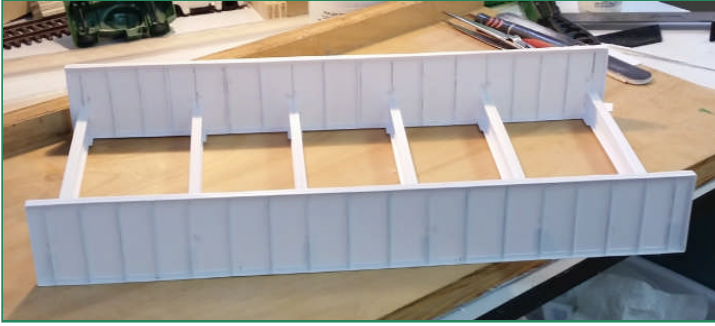
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Side Track

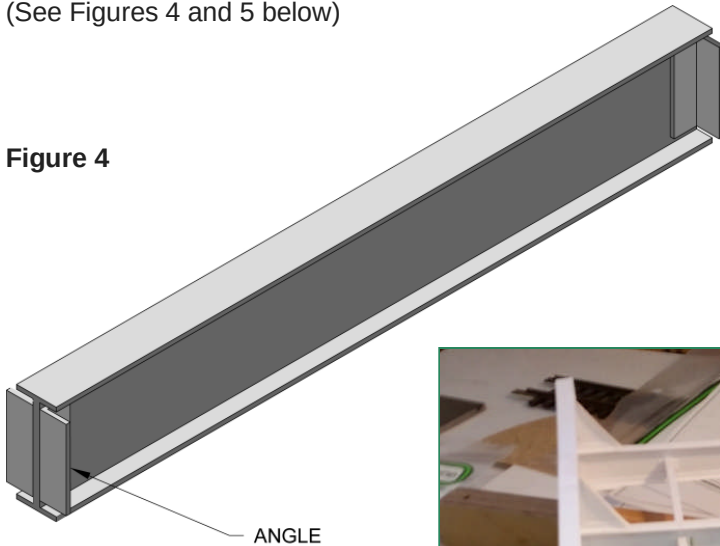
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OLDMAN'S CREEK GIRDER BRIDGE



After the floor beams dried the opposite girder was glued in place (See Figure 3 above).

The next step is to add stringers. The track ties sit on these stringers so their location is critical. I used 3" track centers to determine where to locate the stringers. The stringers can be directly under the rails or just outside this position. The vertical location will depend on the track tie thickness. I use American Models track which has ties 10" thick. When the ties are sitting on the stringers, the rails should just clear the bridge beams. I drew the stringer centerlines on the bridge beams to help locate them correctly. Then the stringers were glued in place. (See Figures 4 and 5 below)



You will notice that in **figure 5** on the right the knee braces have been built and added to the bridge. There are twelve required and they are the most time consuming parts (See **figure 6**, above right). However, the knee braces are absolutely necessary for strength and stiffness.

Also as you can see in figure 5 the lateral cross braces have been installed in the first bay. The long cross braces are glued to the top of the lower girder flanges. The short cross braces are glued to the underside of the top stringer flange.

These cross braces must be installed in all six bays. They are fabricated from 100 x 100 angle and the glue points re-enforced by .015 thick gussets. Position of these gussets is shown in figure 5. **Figure 7** on the next page shows the lateral bracing nearly complete and the placement of the support gussets. Figure 8 shows the typical long cross brace construction.

In **figure 9** on the next page we see the completed bridge with the ballasted deck approach spans in place. Construction of the ballasted deck bridges is similar to the open deck main bridge. However, since the deck will cover the underside of the bridge and add some lateral strength, I did not install as much bracing. All three bridges are more than capable of supporting the weight of a train.

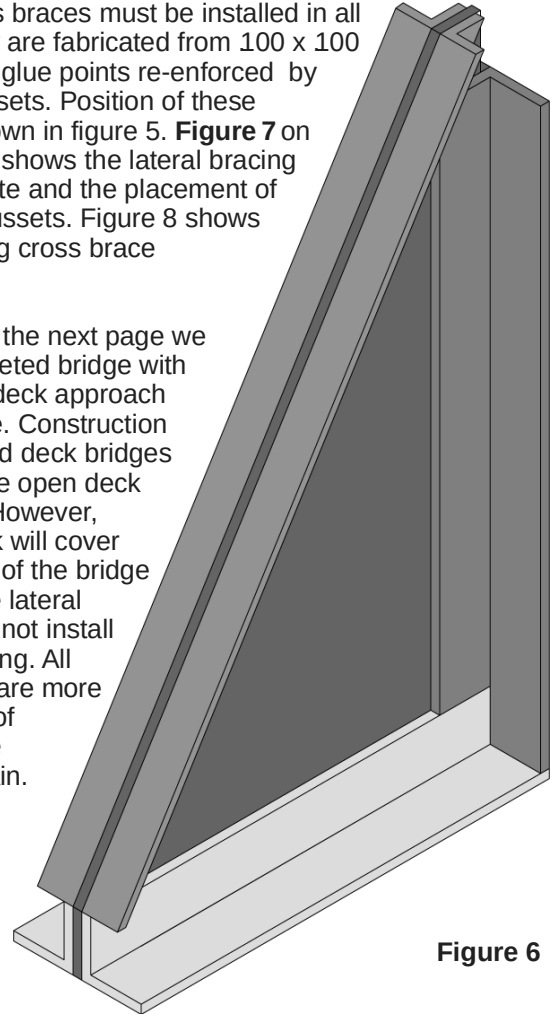
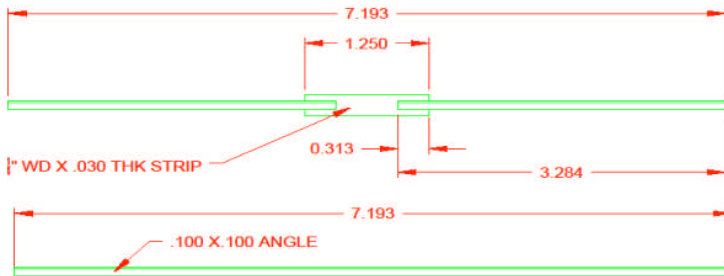




Figure 7



CROSS BRACES



The bridge was painted and weathered by Bob Dyer, a friend and local Train Shop owner.



Figure 9

Building these bridges was a time consuming but enjoyable task. Detail drawings are available at no cost in pdf format for this bridge. E-mail jkimber1943@comcast.net 



Photo by Michael McConnell

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

RAILROAD MODEL CRAFTSMAN issue for **March 2019** contains a 16-page insert **GET STARTED IN S SCALE**. It has basic information about many aspects of our scale and many advertisements for S products.

BEST OF BOTH WORLDS by Roger Carp uses six pages of the March 2019 issue of **CLASSIC TOY TRAINS** to tell the story of **Rick Rooney's** large combination **S gauge** and **O gauge** layout. The article is illustrated with seven photos by **William Bramlage** and a layout drawing by **Kellie Jaeger**.

How to upgrade **UTILITY POLES** is the title of a step-by-step article starting on page 28 of the **April 2019** issue of **MODEL RAILROADER**. Authored by **Joe Kurilec** and illustrated with seven detailed photographs, it shows how to make realistic utility poles for your layout.

AMERICAN FLYER'S NO. 982 STATE OF MAINE BOXCAR is a **Collectible Classic** the virtues of which are extolled by **Roger Carp** in the May 2019 **Classic Toy Trains** magazine.

The last page of that same issue of **CTT** offers a short piece by **Mike Matejka** on how to **make custom window designs** for commercial buildings using your personal computer.

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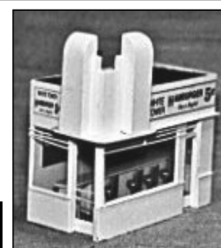


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FRISCO USRA REBUILT BOXCAR

Detailing and correcting the Frisco USRA rebuilt boxcar with notes for making waterslide decals.

By Peter Roos, Photos by the author except where noted.

The S Helper Service Frisco car in tan and brown is a reasonably prototypical model. The Frisco rebuilds did not add height to the car as CMO/CNW and many others did, so the basic car body is correct. Frisco also converted to Ajax geared handbrake, so that part is also correct. The model suffers from the oversized lower door track, incorrect underframe and some other, more minor, issues to be covered below. The detailing (but not lettering) ideas presented here apply equally well to either of the other Frisco schemes originally offered by SHS.

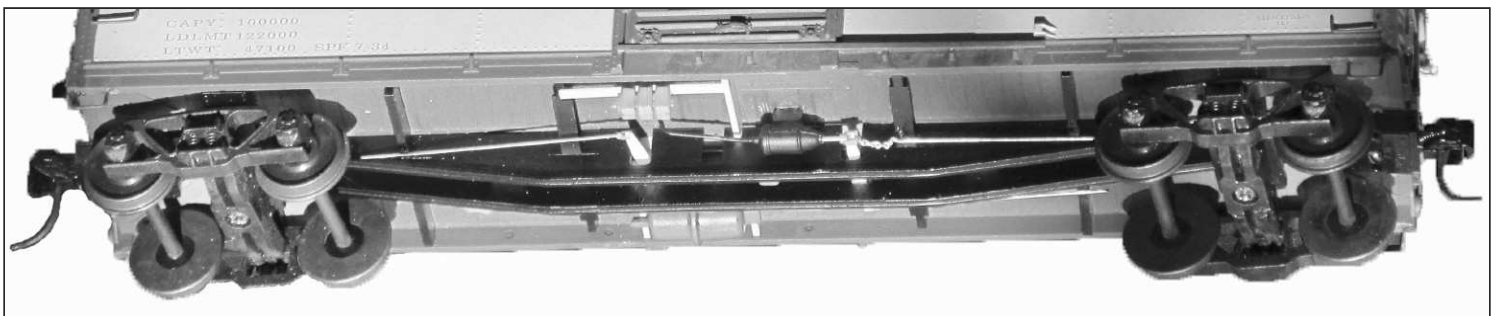
I began with the under frame. The prototype started with the USRA double sheathed wood body boxcars, all of which had a deep fish belly center sill to compensate for the wood body framing. The SHS model comes with a straight center sill, probably because the designs S Helper used made the straight sill to work with the newer AB brakes and the fish belly sill to go with K type air brake. Remove the trucks and the AB brake parts (the latter by carefully prying with a small screw driver or hobby knife blade). The center sill and the rest of the under frame can then be popped off by prying at the point where there are blocks between the center sill members. These blocks hold screws that are attached from inside. They will pop free and can then be dumped out through an open door. You can scratch build the fish belly under frame from styrene strip and sheet, or use an S Helper part. Some Reefers, for example FGEX or Swift, need a straight underframe but come with the fish belly version. Swap the parts and you have improved two cars! Simply glue the new underframe in place, it isn't worth removing the roof to replace the screws. I added styrene strip to make an additional cross tie at the center under the door, and supports for the reserve air tank and

File Photo



with a bit from an HO door detail set by Detail Associates to simulate the door starter handle, and a small tack board from an HO Detail Associates set two spaces to the left of the door on the side sill as a defect card holder. I also replaced the sill steps with re-shaped staples and added top-mounted coupler levers from wire and eye-bolts on the ends. Looking at photos it became apparent that the upper door track was tan, not brown. I mixed up a reasonable match based on Testor's Radome Tan military paint with a touch of yellow and brush painted the track part. I also mixed some light brown to paint the rest of the added parts. The match did not need to be perfect, because the car would be heavily weathered.

Continued on the next page

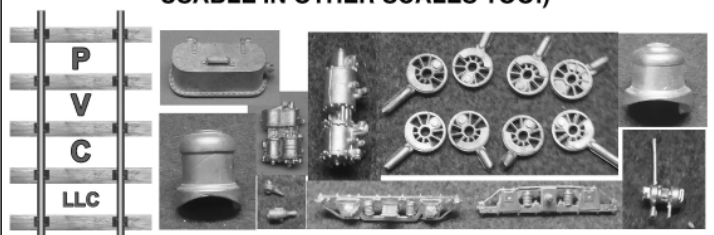


triple valve. The latter two parts were PRS extras from my scrap box, but the SHS parts, Grandt Line or S Scale America parts will do as well. I kept the original brake cylinder but added a new piston of brass wire and a half of an O scale turnbuckle. The levers are styrene strip tapered to match Grandt parts, and the rods are brass wire with chain and turn buckles for clevises. I skipped the train line pipe.

On the car sides, changes included moving the tack board higher on the door following photos. Simply slice it free, fill the remaining holes with a bit of putty and sand smooth, then glue the tack board in place to match the photo. Remove the lower door guide and replace it using bits of .060 X .030 styrene for brackets and .040 X .010 brass strip for the guide. There is also a continuation of the right side door frame under the guide. I removed the bottom door hand hold and replaced it

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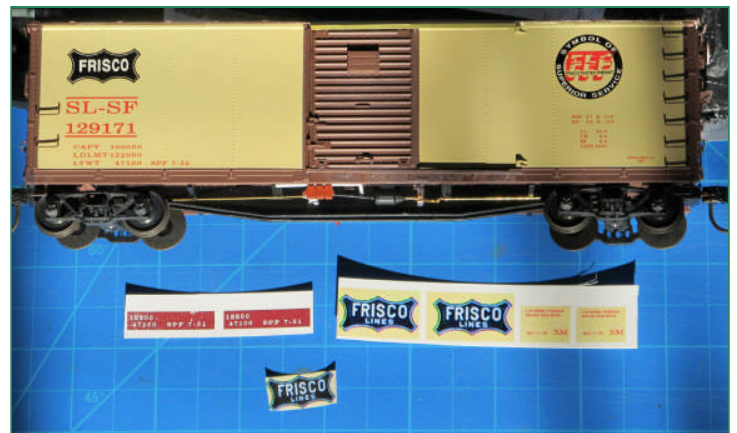


The original S Helper Service Frisco car with fish-belly center sill added.

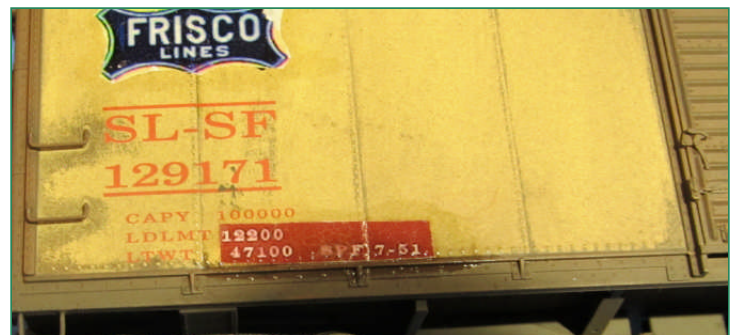
You could move on to weathering at this point and have a much more prototypical car than you started with. I noted a couple of issues with the lettering and decided to try and correct that as well. Most obvious, the cars when painted in 1940 had the early Frisco “Coonskin” herald with “Frisco Lines” rather than just “Frisco.” I started out by sampling the tan side color in a digital photo of the model car taken in bright daylight. I created a block of that color in a graphics program (I used GIMP), then found an example of the correct “Frisco Lines” herald on-line, sized and pasted it into the block of side color. I made sure that the block was big enough to just cover the original herald, and copied it into a MS Word document. I duplicated it so I had two of the same image.



I also noticed that the car is missing some lettering, the Built date (Blt. 5-18) and class “XM” below the dimensional data and two lines of text “1 W Steel Wheels” and “FRCTK TRK SPGS” between the “FFF – Frisco Fast Freight” herald and the top of the dimensional data. Also, the re-weigh date is 1934, unlikely on a car painted in 1940 and running after 1950 on my layout. Cars must be weighed every 18-24 months, and always after major shopping or repainting. I created another block of color in GIMP, found a close-enough font and sampled the red color from my photo to create this lettering. Not ideal, but it worked. I selected a reddish-brown for the re-weigh block, and entered the numbers and text in white.

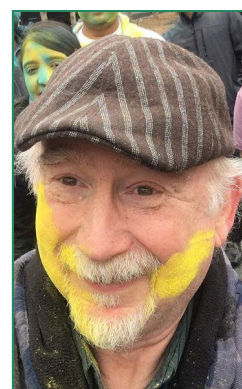


Again I sized, copied to the same Word document, and duplicated the images. I printed samples in color on plain paper, compared the size and color to the model and adjusted in Word until it was close enough to satisfy me. I printed the final version on white decal paper to allow it to cover the lettering below, and to get the white re-weigh lettering. Cut the block from the paper and clear-coat to protect the ink jet ink (which runs in water). Don't dull coat the decals before cutting out of the sheet, ink jets will not print cleanly over the coating! I found some small Micro Scale alphabet Roman decals to add the “SL SF” above the tack board on the door.





The film of the ink-jet decals is a bit thick, and I was afraid the wash technique weathering would highlight the edges. I therefore pre-weathered the car by spraying with a dirty brown color mix of craft acrylic paints and wiped off most of the color with a small sponge and cotton swabs. Always wipe downward the way rain runs off the car side. This leaves the dirt in the joints, around rivets and other parts where it is likely to be caught in real life. Because this represents a ten year old paint job, I went with heavy weathering (backed up by a photo in Ted Cullota's boxcar book). When I was done, I applied the decals normally, then dull coated the model, then gave a light over-spray with the same grungy color to blend the decals into the rest of the car. I brushed some black wash below where the sides join the sills to make a bit of a shadow effect (the sill should really be inset more). The underframe can be sprayed the same grungy color as the sides, without wiping. 🚂



Pieter Roos is a highly skilled craftsman. His KCS rebuilt USRA boxcar won Best in Show at the 2013 NASG Convention. Pieter lives in Connecticut where he models the Central of Vermont, New Haven and Central of New Jersey Railroads of the 1950s era. See the May-June 2016 issue for his detailing a wood reefer story.

MORE S PRODUCTS

Miller Engineering Lighted Signs

In April Miller Engineering announced the availability of three new lighted signs.



5.1" wide x 4.4" high

The Theodore Hamm's Brewing Co. was established in 1865 in St. Paul, Minnesota. As it expanded additional breweries were acquired in other cities. The company had several owners over the years and is now brewed and sold by Miller Coors of Chicago, Illinois.



6.9" wide x 2.7" high

Swingline was founded in 1925 in New York City. At that time, it was known as the Parrot Speed Fastener Company and opened its first manufacturing facility in Long Island City in 1931. In 1956 the company was renamed Swingline.



4.25" wide x 4" high

This sign is double-sided and comes with a selection of overlays and instructions for how to make your own overlays.

Miller signs are advertised as being for O/HO but they are good for S too

Go online to www.microstru.com complete information

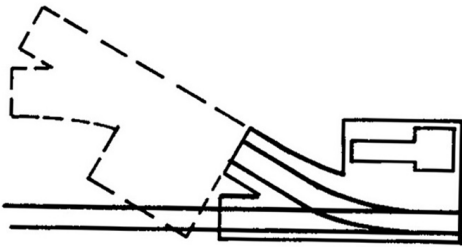
CLASSICS FROM THE SG HERALD

This is the first of several articles from the SG Herald provided by regular Dispatch contributor **Steve Monson** to reprint here.

The problem

Stephan E. Gregull

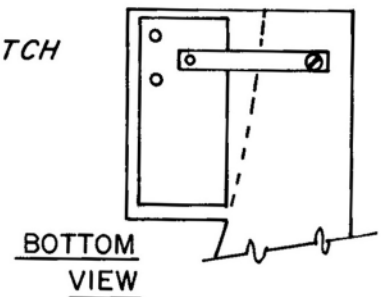
Illustrated by Earl Larson



Sometimes during the construction of your AF layout, a situation develops where you want to conserve space particularly in a yard area. This happened to me. I knew that to build a yard ladder using all left hand switches would place all the yard tracks much too far apart. It finally dawned upon me that by using a right hand switch immediately after another right as shown in the header would solve my space problem if I could transfer the motor housing to the opposite or left hand side. The following will show you how I was able to make the transition.

I obtained an old style AF switch that was in good shape and cut off the motor housing as shown in Fig. 2 dotted line. I transposed the motor to the other side as shown in Fig. 3 marking the switch link where it would have to be cut and rebent to clear. I then placed both the switch and motor section on flat wood stock covered with wax paper (or wood could be paste waxed instead) and epoxied them together. To keep the both parts perfectly flat, fasten them with small nails at their edges. Lightly sand the edges that butt together so the epoxy will hold. Small pieces of wood should

FIG. 2
EXISTING SWITCH



be placed at the open ends of the gap between the two parts to contain the epoxy. Cover the link from the top with cardboard or anything that will bridge the link so that it does not become epoxied too. I used a liquid epoxy which I pour in and let harden. It takes several hours for it to set up and become solid and about 24 hours to cure to full strength.

After the epoxy hardens, small holes can be drilled in front of the binding posts for wires. That is all there is to it.

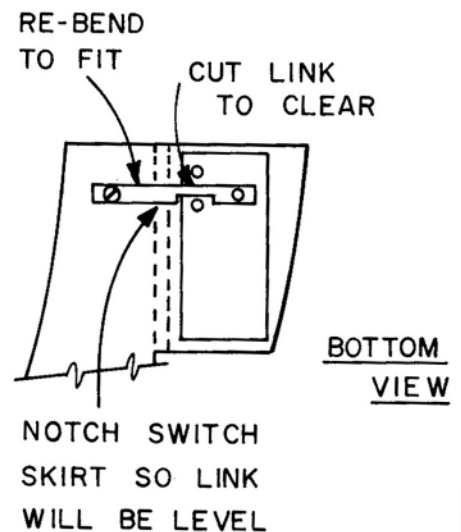
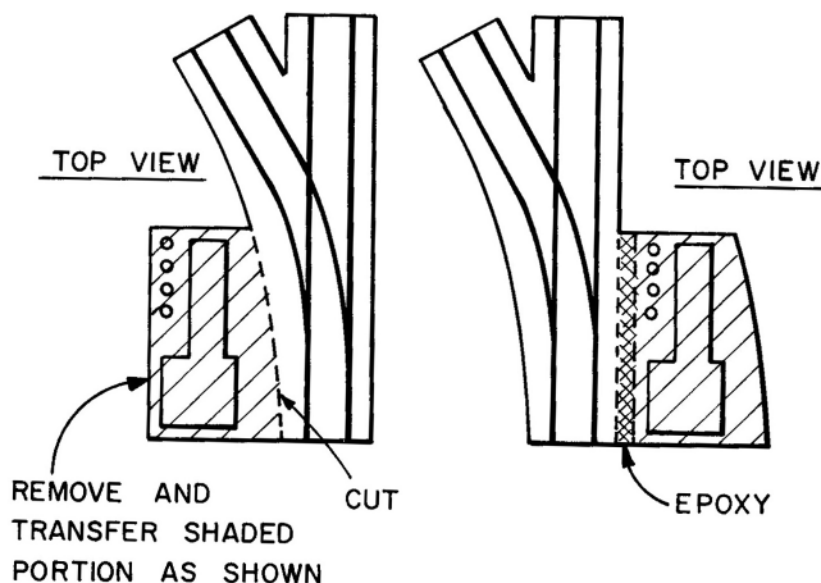


FIG. 3
MODIFIED SWITCH

CLASSIFIED ADS

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

WANTED: Will pay \$100 for Soundtraxx Econami 881001 US Steam Sound Decoder. stevemonson10@gmail.com

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 aflayer69@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) stevemonson10@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 aflayer69@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 Large collection of 3-rail O-gauge. Lionel, MTH, Williams, Weaver locomotives and rolling stock. Miles of used Lionel track and switches, unique Marx track and switches. E-mail rrbill10@comcast.net for a pdf or hard copy.

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

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

S Fest 2018 Illinois Central Reefers and Gondolas



CASG has IC Reefers and Gondolas for sale for \$57 a reefer and \$60 gondola each in two different road numbers. Shipping is \$12.65 for any number of cars. Color pictures at <http://www.trainweb.org/casg/>. Specify Hi-Rail or scale for the reefer. The gondola is only in Hi-Rail, however is easily converted. For information call Wayne Grassel at 847-744-0363. To order please specify cars desired, make checks payable to CASG, and mail to Wayne Grassel at 3115 Country Lane, Willmette, IL 60091.

SOHIO TANK CAR IN S GAUGE

SOHIO stands for Standard Oil of Ohio. These Lionel 6-41026 cars sell for \$70 each which includes shipping and handling.



To order make a 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. B&O #9523 in Hi-rail and Scale. WM #1889 in Hi-rail and Scale. WM #2411 Hi-rail and scale. Extra McCormick trailers available. <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> Order by mail from BAAFC 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. The two car set is available for \$159.95 plus \$15 shipping. Checks payable to GGAFC should be sent to Paul Guaraglia, P.O. Box 4054, Foster City, CA. 94404-0054.

A BOYHOOD DREAM FULFILLED



By Ken Kemzura, Santa Clarita, California
Photographs by the author

It may not be as big or elaborate as some of the layouts seen in this publication, but lot of work went into my project.

My first American Flyer set arrived under the tree on Christmas morning 1960. It was an uncataloged set from Sears-Roebuck, consisting of a 21161 Atlantic locomotive and four cars. I was thrilled that it ran on two rails and not three rails like Lionel does.

Within a year, a CB&Q hopper, an IC reefer, a 90° crossing, and extra track were added. In 1963 I inherited additional track and eight pieces of 900 series rolling stock. The former owner had outgrown his trains. Sadly, the A.C. Gilbert Company was in decline and no further additions were to come until 1985.

I spent many hours with my set until I was 12. At 15 I switched to HO scale and by 17 I had a 5' x 9' layout. At age 19 the layout had to be sold as my family was moving to Hawaii. The moving cost would have been prohibitive.

My original American Flyer collection was supposed to go to my nephew. However, at that time he had no place to store it or run it. Nor did he have any great interest in it.

In 1981 I repossessed it. A little cleaning and polishing was all that was needed. It still ran great! At first my set was a very popular display at my company holiday party. A fellow employee told me about an organization that had monthly meets that bought and sold trains like mine. It was the Toy Train Operating Society. TTOS opened up a whole new world for me. My collection grew substantially from 1985 to the present. Thanks to the TTOS learned about the NASG and joined in 1988.

Collecting was fun, but there was a problem. From 1985 to 2012 I could only operate trains on the floor of my apartment in Hollywood. 2012 proved to be a life changing year, as I was able to buy a condo in Santa Clarita, California where I am able to use the master bedroom for a train room.

Layout construction began in April 2014. Some of you may remember the Johnny Cash song "One piece at a time." Some of that song is true when building a layout. Working for a graphic arts company has its perks when one has access to scrap materials and the knowledge of printers.

The layout base is 6 x 9 feet, made from discarded picture frames. Six were used, bolted together in a modular fashion. L-shaped legs were added as were plywood tops. A base green lawn or ground cover was attached.



Sectional track was laid down as were the accessories. The upper level has the look of a hill that was cut and held by a concrete retaining wall. It is actually a wood frame box. The retaining wall is from a customer project that was printed on canvas and mounted on 3/16" black gator foam board. Wiring took the most time, but it all works perfectly. No DCC involved, all old-school. All my equipment is American Flyer high rail.

The roadways are made from 3/16" black gator foam board. Road striping was done with white vinyl, cut and weeded out with a plotter cutter using Adobe Illustrator software.

The backdrop is from a photograph that I took with my Nikon digital camera and had printed at work. The scene is from the Santa Clarita Valley between Santa Paula and Fillmore, California. The main scene is one piece printed on card stock and mounted on 3/16" Sintra PVC foam board. The side pieces were printed flopped so that they could be overlapped and give the impression of continuity.

The table skirt material was from Imagination Depot crafts store in Thousand Oaks, California. Since I am involved with square dancing I know some people who sew their own outfits. A seamstress friend did the table skirt according to my specifications. The skirt is attached to the table with Velcro® which gives easy access to under the table. Having friends is good!

Notice in the details of the layout there are references to classic movies and TV shows. A little whimsy and fun add to the entertainment value for visitors.

In April 2018 the layout was finished with the completion of scenic ground details. All that is left to do is have a Gold Spike Party. I shudder at the thought of tearing it all down if and when I decide to move. The one consolation is, hopefully, that the next layout will be bigger and better. Enjoy your trains! 🚂



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.

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. Web site: <http://www.pcrnmra.org/conv2019/>

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. Saturday admission \$6, children under 12 free. Sunday free with a can of food. Free Parking. More info at PRY626@juno.com or 503-606-0398

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 17 and 18, 2019 — Melbourne, Florida
NMRA SUNSHINE REGION CONVENTION at the Florida Institute of Technology, 150 West University Boulevard. 8 am to 11 pm both days. Registration and more information at www.sunshineregion.org

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

May 18, 2019 — Homewood, Illinois
HOMEWOOD RAILFEST will be held in the Homewood/Flossmoor Park District Auditorium, 2010 Chestnut Rd. Come out for a day that rail enthusiasts of all ages will enjoy! Kids will have fun participating in train crafts. Railfans can meet with vendors to purchase one-of-a-kind collections of antique trains, train memorabilia, and model railroad merchandise.
CHICAGOLAND ASSOCIATION OF S GAUGERS will display and run a layout, 10 am to 3 pm.

May 18 and 19, 2019 — Hilliard (Columbus), Ohio
11th N SCALE WEEKEND 2019 at the Franklin County Fairgrounds, 4100 Columbia Street. Saturday 10 am to 5 pm; Sunday 9 am to 3 pm. Saturday admission over 12 \$5. Sunday admission is \$5 for single or family. For more info visit: www.centralohiontrak.org

May 19, 2019 — Wayne, New Jersey
NATIONAL COLLECTORS' CLUB SHOW at the P.A.L. Hall, 1 Pal Drive. 9 am to 2 pm. Admission \$6, under 10 free with adult. Go online to www.eastcoasttrainparts.com and click on The Wayne show for more information.

May 23 through 25, 2019 — Santa Clara, California
O SCALE, S SCALE, NARROW GAUGE WEST
 at the Hyatt Regency Santa Clara, 5101 Great America Pkwy. O Scale, S Scale, Narrow Gauge West is the largest 2-rail O scale convention west of the Mississippi, the largest S scale convention west of the Mississippi. Email: info@oscalewest.com Web site: www.oscalenational.com

May 25, 2019 — Sacramento, California
SAC SIERRA TCA SHOW AND SWAP MEET at the Scottish Rite Masonic Center, 6151 H St. Admission \$5, kids 12 and under free. 160 tables, Free Parking. Operating layouts. For more info contact brsta@comcast.net

May 31 and June 1, 2019 — Johnson City, Tennessee
4th ANNUAL SCALE MODEL TRAIN SHOW & SALE sponsored by the **Mountain Empire Model Railroaders** in association with the George L. Carter Model Railroad Museum at the East Tennessee State University Memorial Center. **S Gauge and S Scale** trains for sale. Original American Flyer parts available. Noon to 6 pm May 31st and 10 am to 4 pm June 1st. For more information visit www.memrr.org

May 31 and June 1, 2019 — Farmington, Connecticut
NEW ENGLAND AND NORTHEAST RAILROAD PROTOTYPE MODELERS MEET at the Farmington Marriot, 15 Farm Springs Rd. <http://nerpm.org/index.html>

June 1, 2019 — Manassas, Virginia
WASHINGTON & OLD DOMINION S GAUGERS will display and run their layout at the **MANASSAS HERITAGE RAILWAY FESTIVAL** 23 Harris Pavillion, 9201 Center Street.

June 2, 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.

June 22 and 23, 2019 — Dayton, Ohio
14th ANNUAL RAIL FESTIVAL 2019 at Carillon Park, 1000 Carillon Blvd. Live steam engines, model train displays, historical exhibits, railroad vendors, free miniature train rides. **MIAMI VALLEY S GAUGERS** will have their S gauge layout set up and running.

June 22 through 30, 2019 — Albuquerque, New Mexico
65th NATIONAL TCA CONVENTION hosted by the Rio Grande Chapter of the Desert Division of the Train Collectors Association at the Hotel Albuquerque. Complete schedule of events and registration are available on line at <https://www.tcaconvention.org>

June 29 and 30, 2019 — Deshler, Nebraska
TRAIN SHOW & OPEN HOUSE at the Thayer County Activity Center, 4th and Race St. 9 am to 5 pm Saturday and 10 am to 4 pm Sunday. Clinics, layouts, and manufacturers. Admission \$6, 12 and under FREE. Extended store hours at Spring Creek Model Trains, 304 East Bryson Avenue. Details at www.springcreekmodeltrains.com

July 12 through 14, 2019 — Sandy, Utah (Salt Lake City)
The **NMRA NATIONAL TRAIN SHOW** will be held at the Mountain America Exposition Center, 9575 State St. **THE ROCKY MOUNTAIN HI-RAILERS** will have their modular layout **Lookout Junction IV** set up and running. The **NASG INFORMATION BOOTH** will be displayed at the show. If you are able to help please contact Will Holt at willowassoc@comcast.net

July 26 and 27, 2019 — Collinsville, Illinois
RAILROAD PROTOTYPE MODELERS MEET at the Gateway Convention Center, 1 Gateway Dr., **12 miles east of St. Louis on I-55/70**. 9 am to 7 pm both days. Admission: \$25 Friday and Saturday, \$20 Saturday only. Kids under 13 free with paid adult. High quality models, displays, prototype layouts. 120 tables of vendors. Home layout tours. Door prizes. <http://icg.home.mindspring.com/rpm/stlrpm.htm>

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 story on page 13 and the ad on page 29 and go online to <http://www.2019NASGConvention.com>

August 3 through 5, 2019 — Evanston, Wyoming
22nd ANNUAL ROUNDHOUSE FESTIVAL hosted by the Hostlers Model Railroad Club of Ogden, Utah.

August 11, 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.

August 17 and 18, 2019 — Strasburg, Pennsylvania
MODEL RAILROADING DAYS at the Railroad Museum of Pennsylvania. The **NORTH PENN S GAUGERS** will have their layout at the show.

September 4 through 7, 2019 — Sacramento, California
NATIONAL NARROW GAUGE CONVENTION will be held at the Doubletree by Hilton, 2001 Point West Way, with some exhibits at the California State Railroad Museum. Go to the web site www.NNGC2019.org for information.

September 8, 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.

September 19 through 22, 2019 — Baltimore, Maryland
MID-ATLANTIC RAILROAD PROTOTYPE MODELERS MEET at the Double Tree by Hilton Hotel BWI Airport. Go online to <http://www.marpm.org> for details and updates.

September 21 and 22, 2019 — Indianapolis, Indiana
O & S SCALE MIDWEST SHOW Enjoy the O and S Scale Midwest Show. This is a 2-rail O-Scale and S-Scale show; but 3-rail and hi-rail modelers and collectors are invited to attend. Web site: www.oscalemidwest.com/ Email: info@oscalemidwest.com

September 21 and 22, 2019 — Port Angeles, Washington
20th TRAIN SHOW & SWAP MEET presented by the North Olympic Peninsula Railroaders at the Clallam County Fairgrounds. Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. FREE admission and FREE parking. Tables \$20. Contact stevenstripp@juno.com

September 22, 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, Kids under 16 free with adult. Model railroad equipment for sale to the general public. 8:30 am to 1 pm.

October 5 and 6, 2019 — Brunswick, Maryland
The **BALTIMORE AREA AMERICAN FLYER CLUB** will be operating their layout at **BRUNSWICK RAILROAD DAYS**. Enjoy food, drink, music, games, crafts, restaurants and vendors. From their history as a hub of the B&O Railroad to the Chesapeake and Ohio Canal to the beauty of the Potomac River. www.brunswickrailroaddays.org

October 12 and 13, 2019 — Idaho Falls, Idaho
RAILSHOW 2019 sponsored by the Eagle Rock Railroad Historical Society at the Idaho Falls Recreation Center, 520 Memorial Drive. Operating layouts including **S**. Open Saturday 9 am to 5 pm and Sunday 10 am to 2 pm.

October 12 and 13, 2019 — West Chester, Ohio
52nd CINCINNATI MODEL TRAIN & TRADE SHOW at Lakota West High School, 8940 Union Centre Boulevard. Model Trains in all scales. Over 250 sales tables. Door Prizes. FREE engine check-up booth. Operating layouts and displays. The **MIAMI VALLEY S GAUGERS** will run their modular layout at this show. For more information go to www.cincy-div7.org

October 13, 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.

October 26 and 27, 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>

November 3, 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, kids under 16 free with adult. Model railroad equipment for sale to the general public. 8:30 am to 1 pm.

November 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.



ALL THE FLYER YOU DESIRE
E-mail: americanflyertrains@gmail.com

Dave Blum
PIKESVILLE MODELS
3315 Timberfield Lane
Pikesville, MD 21208-4425
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17/32" height.
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blue logo



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yellow logo



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with color logo



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LAPEL PIN
3/4" diameter
\$5

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

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

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

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

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NASG SPECIAL CARS

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



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



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



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



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



2006 General Electric MOW Crane Car by Lionel. Price \$70*
2007 General Electric MOW Boom Car by Lionel. Price \$52*
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TO ORDER THESE CARS

Make payment out to NASG and mail to:

Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208

Please include the following in your correspondence:

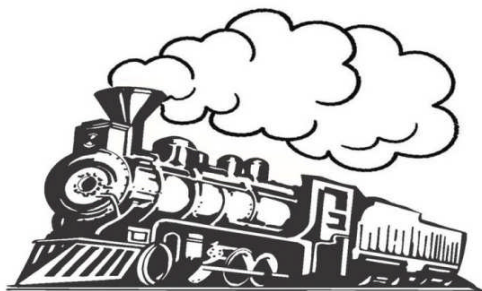
1. Your NASG ID number from your membership card.
2. Your name and shipping address.
3. Which car or cars that you want and how many of each.
4. Your telephone number or e-mail address in case there are any questions about your order.
5. Maryland residents add 6% sales tax to your order.

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

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

2019

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MORE CONDUCTOR'S CLIPBOARD

San Diego S Gaugers add to their display

In August of 2012, some San Diego S Gaugers visited John Constans' Westside Lumber Sn3 Layout while on a layout tour. Little did they know that six years later, his widow would donate it to their club in his memory. They have transported it to the side room of their clubhouse in Grossmont Center, reinforced it, and created a new mount for it. They are now in the process of refurbishing it for public display.



Go to <https://sites.google.com/site/sdsgaugers/> and click on Westside Lumber Sn3 Layout for more pictures and info.

Russell M. Mobley Memorial Library Magazine Resources

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Essence* — NMRA "S" SIG
newsletter, 1985-1988

Mainline Modeler 1980-1997

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*NASG Dispatch S Gauge Herald
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What to look for in the July-August issue of the Dispatch. Master Modeler **Brooks Stover** has written and photographed **Making Motor Vehicles Better Supporting Actors**. Illustrated with eight of Brooks' superb photos, the article recommends ways to make motor vehicles look more realistic, enhancing the overall appearance of your layout. Editor Emeritus **Jeff Madden** opines on the romance of steam railroading in his **S Stands for Steam** op-ed piece. Jeff has also authored **An Ideal Prototype Shortline for S** for modelers starting out with a modest space available and a minimum budget. It is illustrated with prototype photos and a layout drawing by **Joe Kimber**. Retired veterinarian **Ron Warner** has sent us a large number of pictures of his collection of **S Reefer Cars That A.C.Gilbert Didn't Produce**. 

END OF THE LINE

GENE DOVENBARGER

Harold Gene Dovenbarger, 74, of Roy, Utah, died on Thursday, January 24, 2019. Gene was born in Marietta, Ohio on July 18, 1944. He grew up in Mansfield, Ohio where he developed a love for toy trains, motorcycles, and music. Gene played in his high school marching band, excelling on the trombone. He was accepted into the Naval School of Music at Anacostia, Virginia in 1963, and played at President Kennedy's funeral. He served in Navy Band at Guantanamo Bay, Cuba, Pensacola, Florida, Great Lakes, Illinois, Norfolk, Virginia, Treasure Island near San Francisco, California, and Memphis, Tennessee. He also served on the USS Newport News.



After retiring from the Navy in 1986, he moved to Utah where met and married Karen Fisher in 1988. He attended WSU and worked for the USPS in Kaysville, Utah. Gene is survived by his wife, Karen; his children: Joe (Lynn) Dovenbarger, Laura (Dan) Butcher, Amy Dovenbarger Cathers, Mindy (Todd) Stock, Paul (Alicia) Dovenbarger, Wendy Cella, Lindsay (Allen) Dickinson, Lisa (Kelton) Hooper. Two brothers Carl Dovenbarger, Jr. and Joel Dovenbarger, one sister, Joyce (John) Taylor, 24 grandchildren, and seven great-grandchildren.

American Flyer toy trains were one of his passions. Gene founded the **Golden Spike American Flyer Train Club** on July 29th, 1993.

Funeral services were held on Friday, February 1, 2019 at the Roy North Stake Center. Interment was in the Clinton City Cemetery, Utah. You can send condolences to the family at: www.myers-mortuary.com 

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S-MOD CO-CHAIR:

Co-chair position is open

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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 January 1, 2019 to February 28, 2019 the following people have joined the NASG.

Larry S. Anderson Lake Zurich, Illinois
David J. Burns Carmel, Indiana
James Dundon Orange Park, Florida
Jeff J. Gormley Richmond Hill, Georgia
David R. Haskins Amesbury, Massachusetts
William E. Hudson Bear, Delaware
Douglas R. Kevis Lewes, Delaware
Donald H. Kirchhoff Boerne, Texas
Robert M. Kitchen Winterset, Iowa
Donald Koepf Corfu, New York
Andrew J. Lewis Elkins Park, Pennsylvania
John E. Moore Middletown, Maryland

William E. Mullenholz Kisle, Illinois
Rex A. Nail Pinellas Park, Nebraska
Steve Petersen Lincoln, Nebraska
Chris Rooney Ponte Vedra Beach, Florida
Donald G. Searles Fort Worth, Texas
Steel Horse Models Red Deer, Alberta, Canada
David B. Wallace West Chester, Pennsylvania

Deceased Members

Richasrd E. Eckert Hellertown, Pennsylvania
Frank J. Ruzicka Lodi, Wisconsin

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. 

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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

I received this nice email from George.
Steve Monson

Hi Steve,

Thanks for contacting me. I just wanted to tell you how much I appreciated your story in the current Dispatch about your American Flyer play layout. What a great idea! I totally agree with you that once kids start using AF action accessories they are mesmerized by the experience. If only a few children become interested in S gauge/AF model railroading by playing with such “toys,” it is well worth the effort.

I also think your personal story about dreaming of AF trains you saw in a catalog while growing up on a farm is very telling about the allure of A.C. Gilbert’s creative genius. Now you have your AF collection and can share in the joy of it with others. That’s a great and happy ending to your tale. (That is, in addition to your scale train layout which I’m sure is also fun!)

When I was a kid, my grandfather gave me a basic AF train set for Christmas when I was three years old. I still have it, maintain it, and it runs beautifully. Like you, though, I longed for other AF cars and accessories I saw at other kids’ houses. We couldn’t afford many in those days but now I’m adding to my AF collection via ebay. Your story about the AF sawmill in a previous Dispatch also has me shopping for one. Such a wonderful action accessory.

I look forward to more articles by you in The Dispatch.

Sincerely,
George C. Konder
Syracuse, NY



Good day, Bill 3/27/2019

I recently received my order of six (6) HOn3 Rerailers from Doug at Trains, Toys and Hobbies of Claymont, Delaware (<https://trainstoyshobbies.com>) for use on the Sn2 portion of my model railroad. Where before it might take a couple of minutes to place a car on the c55 rails it now only consumes a very few seconds — any car: freight,

passenger, etc. Locos too! Haven’t tried my plow yet but I’m sure it will see the same success. The product appears to be delicate, is small to perform the assigned task but **very** sturdy. These work very well indeed and are worth every cent paid. I ordered one for each yard, a couple for the staging yards and a spare if I should not be able to find the one I just laid down a minute ago.

Thank you for all your work in the support of this fine S Scale hobby especially your strong efforts through the Dispatch!

Barry Atwood
Chichester, NH



Model Railroad Manufacturers, Please Don’t Do This . . .

04/21/2019

Please do not ever allow your builders to clearcoat silver or aluminum metallic finishes on body panels and trucks. It turns your beautiful metallic lusters into darker looking and/or dull shades of grey. It doesn’t matter if the clear coat is gloss or dull, the result is the same. Please test this out for yourself. Metallic paints have to be kept native and uncoated!

A post on trainorders.com titled “ABBA Set” with the ATSF GP60s inspired me to write this. One poster noted the dark and dreary appearance of the silver paint on these models, and I knew instantly what happened (Clear Coat.) One of my recent At-hearn Genesis ATSF Warbonnet SD75Ms was clear coated at the factory, and suffers this dull look. It wasn’t bad enough for me to return it, but it can never have the look that the newly delivered prototype had that was so gorgeous when delivered.

Really, really trying to help here.

Respectfully,
Mark Robinson
Citrus Heights, California



SOUTH JERSEY S GAUGERS

Veterans' Retirement Home in Vineland, New Jersey

The SJSG has setup a layout display at the Vineland Veterans Home every year since 2007 just for the residents and their families. This year was the first time we were invited to setup for a 2-day long show. The Vineland Veterans display is one of the most rewarding events we do each year. We intend to keep coming back for as long as they will have us.

The Veterans home treats us well. We are fed lunch and provided with coffee and donuts each morning (actually, it's a race to get to the donuts with the residents, who usually get the best of it.)

Members are stationed outside of the layout all day to interact with the Vets and visitors, and are treated with many stories about their experiences. A lot of the vets roll up in wheelchairs and spend some time just watching trains and chatting. Visitors come and go throughout the day — and some make repeat trips to see what new trains are running as members switch around the trains they brought.

Layout Specs.

Our current multi-level 4-track layout is about 11 years old and has treated us well. We can setup the layout in under 3 hours with a minimum of 5 or 6 members. All of the scenery items are securely fastened to all 16 of the 3'x4' modules making up the 12' x 26' layout. This speeds up the time for setup considerably. The modules are housed in seven rolling carts and transported to shows using a 16' trailer. Since we use closed-frog turnouts, we can run scale or hi-rail equipment using AC, DC, DCC, TMCC, Legacy or DSC power sources on any track loop.

About the SJSG

The SJSG will be celebrating our 30th year as a club this year. We typically hold monthly meetings consisting of club business planning, clinics, and presentations on all sorts of railroading and modeling topics. In addition to the Veterans Home, the club also displays our layout at hospitals, schools and local train shows. We've also traveled with the layout to TCA and NASG conventions. As part of our 30th Anniversary celebration, we've partnered with American Models to produce a **Dupont Alathon Polyethelene Resin** Hopper car, a product of a company that was prominent in our area. 🚂

You can find out more about our club by visiting <https://southjerseysgaugers.org>

Text and photos by Michael McConnell



Above: The SJSG layout is set-up in the Multipurpose Room, which provides plenty of space for the layout and visitors.

Below: One side of the layout has many American Flyer accessories. Most of our visitors spend time here, keeping us busy reloading barrels and logs.



SOUTH JERSEY S GAUGERS

On the right Hank Worrell shows off our operating dump truck to visitors. As long as the tube directing the sand to the collection box stays connected, he doesn't have to sweep the floor.

Below: A remotely operated dump truck was proven to be a favorite action accessory.



Above: We send all of our M&M rejects back to the factory for recycling. We found that M&Ms work better than coal and the kids get a kick out of it.

On the right: One end of the switchyard provides a destination for switching freight. A visitor keeps an eye on our Union Station concourse tracks.



SOUTH JERSEY S GAUGERS

*On the right:
Hank Worrell and Hal Farlow
converse with a vet who had worked
at the Altoona Yards.*



*Below:
Jim Oliver and Ron Schon
work the accessories for our visitors.*



*On the left:
When the engines get tired,
Ron switches them out
to keep things moving.*



VALLEY OF THE SUN S GAUGERS



Here are a few photos from the Saturday March 9th 2019 Valley of the Sun S Gaugers layout tour in Prescott Valley AZ.

- We started at the home of former NASG President Bill Winans and wife Sandie in Prescott Valley to see their S/Sn3 St. Louis Eastern & Pacific layout.
- Next we made a lunch stop at Gabby's Grill in Prescott Valley.
- Then we traveled to nearby Dewey to visit Steve Hatch's Sn3 Rio Grand Western layout.
- We ended the tour by traveling north to Cornville — to see Verryl Fosnight's gigantic multi-level HO Union Pacific layout.

Our thanks to Bill Winans for organizing these tours. And thanks to our other hosts Steve Hatch and Verryl Fosnight for making time in their schedules for us to visit them.

All photos and commentary by Jim Ingram.

Go online to <https://vimeo.com/328112450> to see **Valley of the Sun S Gaugers** members hovering over the three layouts that they visited in Prescott Valley, Dewey and Cornville.



Above and below: Bill Winans' St. Louis Eastern & Pacific.



More pictures on the next page

VALLEY OF THE SUN S GAUGERS

• **Steve Hatch's** layout runs on Digitrax DCC. You can see his railroad operating on his Youtube videos at <https://youtu.be/Aq38-O1hyrE> and <https://youtu.be/C-10ISPR8ik>

• Steve Hatch builds turnouts in all scales. His web page is www.RailwayEng.com

Three pictures of Steve Hatch's Sn3 Rio Grande Western layout.



• Note that **Verryl Fosnight** built a dedicated 3,750 square foot building for his huge railroad, plus a separate 1,080 square foot shop. The layout has over 5,300 feet of track.

• The railroad's web page is at WyomingDivision.org

• There's a yellow steel mezzanine that runs the length of the building, built above the railroad, where visitors can view the layout without being in the way of the operators.

• The railroad has regular operating sessions.

Pictures below are Verryl Fosnight's massive HO layout.

