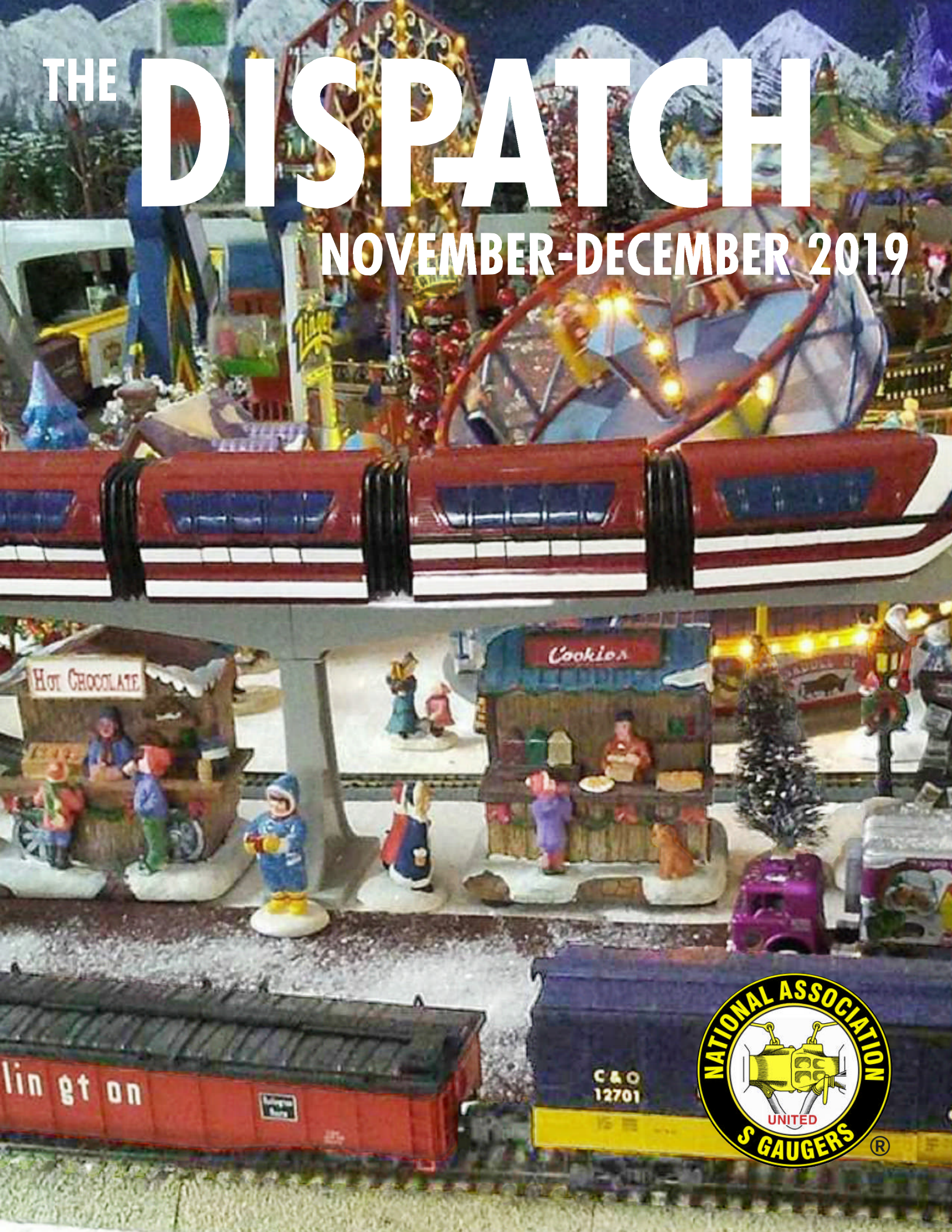
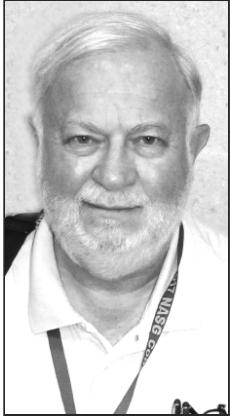


THE DISPATCH

NOVEMBER-DECEMBER 2019



PRESIDENT'S MESSAGE



By Will Holt, NASG President

A BIG "THANK YOU."

As you read this, the last issue of the **S Gaugian** is reaching subscribers and hobby shop shelves. Scenery Unlimited and Heimburger House Publishing are closing their doors as well.

After well over 50 years of service to S model railroading, **Don Heimburger** announced in August that he is retiring and closing his businesses. We of the National Association of S Gaugers wish Don a happy and well deserved retirement. Don, don't be a stranger — we will

still have conventions and there will be other S meets for you to visit in your expanding leisure time.

THE CHALLENGE CONTINUES

At the 2018 convention and in a recent issue of The Dispatch, all of our membership was challenged to make a concerted effort to recruit two new individuals into S, 1:64 model railroading, one of whom is under the age of 30. At the membership meeting at the annual convention in Cincinnati, a number of members present indicated that they had tried to do so. Way too many members did not even try! Is this an accurate reflection of the efforts of the membership? Are we are not even trying? For shame!

How much S grows is directly related to what we do as an association and individual members of the organization. If we do nothing, than nothing will be the result.

At the convention and herein the challenge is once more put forth. Make every effort to bring two individuals into S including one under the age of 30. Do not say that there is no one near you; model railroaders are everywhere. And perhaps you can get in touch with S model railroaders in your area. Yes, there seem to be S model railroaders virtually everywhere — you just have to work at finding them.

THE NASG CONVENTION 2020

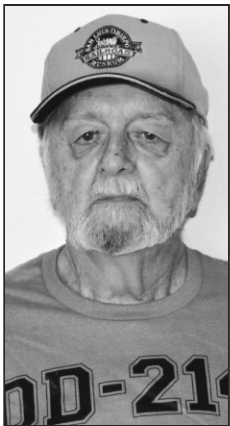
At the recent meeting of the Board of Trustees a proposal by the Pines and Prairies S Scale Workshop to host the convention in 2020 was accepted. The convention will be headquartered in Bloomington, Minnesota, a suburb of the Twin Cities.

The club has hosted excellent conventions in the past. They are developing a great selection of activities for next year's annual convention. Plan now to join in on what should be an exciting get together next July.

REGIONAL REALIGNMENT

The Board of Trustees is currently revising the Bylaws of the organization including a realignment of the regions. This will improve the balance of the number of members in each region and the responsibilities of the Region Vice-Presidents. Watch these pages and the web site for further information. This may involve a change in your membership number. 

THE CONDUCTOR'S CLIPBOARD



By Bill Pyper, Editor, NASG Dispatch

ON THE ROAD AGAIN . . . By the time you receive this issue of The Dispatch I will be in the throes of moving. After 13 years in Salem Oregon, I am moving to Olympia, Washington. My new address will be 4406 Twentyfirst (21st) Court SE, Olympia, WA 98503. If you are planning to send CDs or any other material to me, use that address. My e-mail address will still be dispatch@nasg.org I may be a little slow at answering messages for a while, but I will reply when I am able. Please don't e-mail any large computer files without checking with me first.

Club Car to keep rolling on. As you all know by now, this month will see the last issue of **S Gaugian** published. For several years **Carl Rudolph** edited a segment of that magazine called **Club Car** which reports on **S gauge club** activities. To carry on that tradition, Carl has agreed to continue producing that column for The Dispatch. It will be in the online pages at first. Don Heimburger has requested that we not use the name "Club Car." Any suggestions for a new name for the column would be welcome. Send any suggested titles and club newsletters to Carl Rudolph, 19400 Superior Dr., Twain Harte, CA 95383 or e-mail to clubcar11@comcast.net



MISSING MAN! I'm not sure of the best way to put this out there but here goes. I received the following from Western Vice-President Pete Gehret with a request to put it in The Dispatch.

Ted Hamler, long time NASG member and contributor to The Dispatch and **S Gaugian** was last seen April 27, 2019 in Las Cruces, New Mexico. If you have any information regarding the whereabouts of Ted, please contact the Dona Ana County Sheriff's office at (575) 526-0795 or call the Missing Person Hotline 1-800-457-3463.

Advertising Manager As The Dispatch grows in content and hopefully in circulation, it is getting to be more than I can do by myself. NASG member **Norman Bos** has agreed to take on the task as Advertising Manager. Norman can be reached at advertising@nasg.org

Happy Birthday to me. On October 9th I celebrated my 80th birthday. Believe me I am feeling every one of those of those years! My health is generally good, but I am tired. I have decided that it is time for me to step aside and let someone else produce the Dispatch. If you are interested in the job contact Will Holt at president@nasg.org



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ing 6 issues, starting with the next issue.
All applications, renewals and member-
ship questions should be directed to:

NASG Membership Secretary
Dick Kramer

P.O. Box 268, Middlebury, CT 06762
e-mail: nasgmem@comcast.net

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addresses above and received 30 days
prior to publication of the Dispatch. No
replacement issues sent after that.

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Jeff Madden *Editor Emeritus*
Joe Kimber . . . *Draftsman/Contributor*

Contributors

Steven Allen, Buff Buffington, Chris Burger,
Tom Hartrum, Dave Heine, Will Holt,
Dick Karnes, Joe Kimber, Steve Monson,
George Sorenson, Brooks Stover

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

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THE DISPATCH

Volume 43, Number 6, November-December 2019

MANIFEST

COVER picture is by Chris Burger of his Christmas Layout. In the front you
see an American Models Burlington covered gondola and American Flyer C&O
box car. Next are assorted Lemax and Dept56 figures with an M2 Moon Pie semi.
Above that is a Disney Monorail followed by the Lemax carnival rides. The back-
drop and most of the trees were painted and made by his wife Mhel.

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FOR AN ONLINE DIRECTORY of previous articles in
The Dispatch go to <https://www.nasg.org/Dispatch/BackIssues.php>

NASG Web Site

<http://www.nasg.org>

NASG Web Site Director, Peter Vanvliet: webmaster@nasg.org

SMALL CAPE COD HOUSE



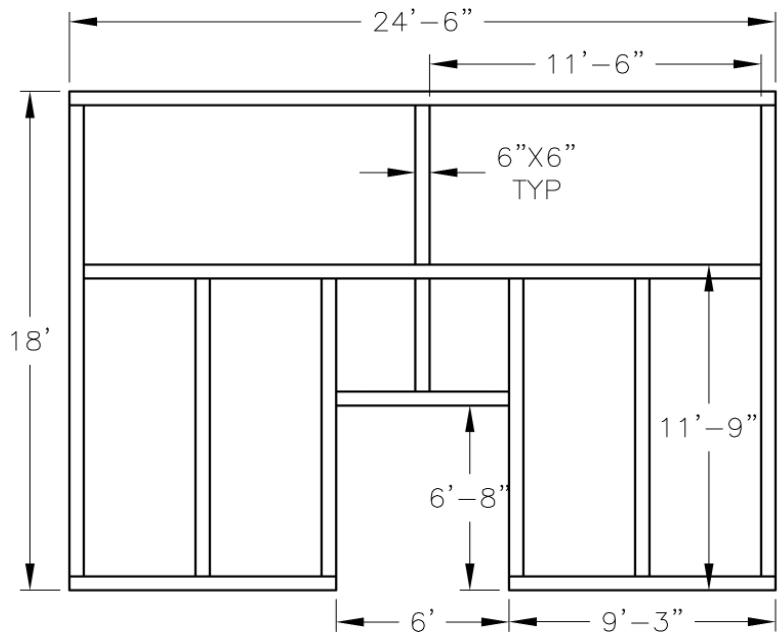
Original Plasticville cottage is on the right and Joe Kimber's kitbashed version is on the left. Photo by Michael McConnell.

By Joe Kimber, South Jersey S Gaugers

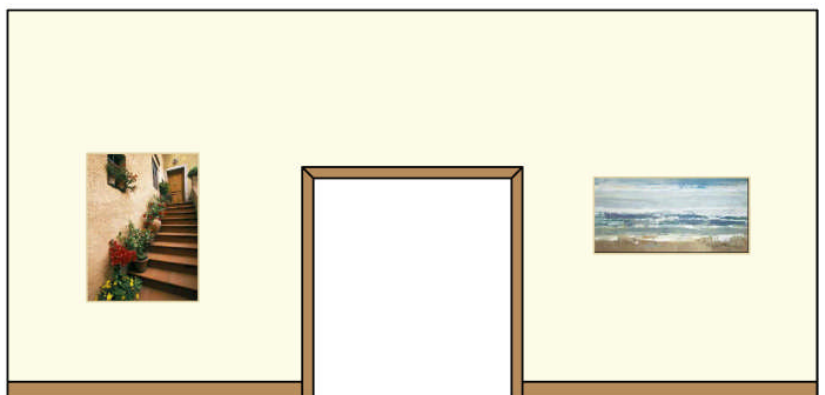
After reading an article on modifying Plasticville buildings to bring them closer to S scale, I decided to give it a try. For my first attempt I chose the Cape Cod house. They are probably the most numerous buildings available, and as such are the least expensive. I searched Ebay for an unglued model in fair condition. I paid less than \$10 including shipping.

After receiving my building my first step was to decide what modifications I should make for an S scale house. My next step was to clean the walls. They are a little high for S scale but I chose to use them "as is". Changing the doors was a "must do." I also wanted to change the windows. I popped out the windows and measured the openings. I found that the Grandt Line window #4026 was a perfect fit. The door openings were reduced to fit the Tichy #3513 door. I painted all of the walls inside and out with gray primer. Now what about that wall texture? It certainly doesn't look like stone or stucco. I decided to cover the walls with brick paper. Now how about the roof? The singles on the original roof are huge. Off came the roof and a new one made from .06" thick styrene. I covered the roof with simulated asphalt shingle paper. Last but not least was the chimney. The chimney mounted in a square hole on the old roof. I modified it to mount on the new roof. The chimney cap was painted a "concrete" color and the chimney wrapped with brick paper. A comparison photo before and after exterior modifications is shown in at the top of this page.

I cut a piece of fiber board to fit inside the house and laminated a piece of 1/32 thick scribed siding to it for the floor. I plan to light the house and I like to see something in the building when I look inside. I added a wall down the middle of the building so you can see something inside it when the lights are on. See the picture on the right. 



MID WALL FRAMING



WALL COVERING - GLUE TO FRAME

S PRODUCTS

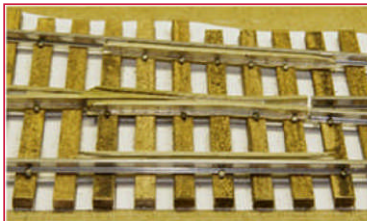
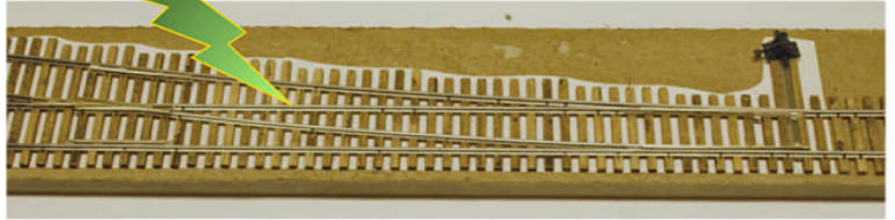
S Scale Track Works is producing detailed track components for the S Scale modeler.

All components are manufactured to NASG standards for scale wheels and track.

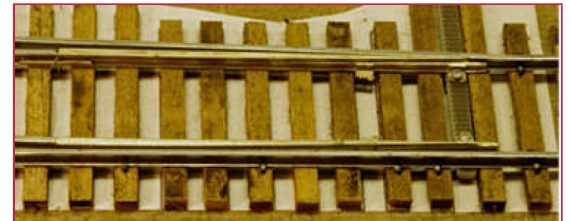
Castings have bolt detail spaced for S Scale. No more filing rails to make a frog. Guard rails are scale 11-feet long and have bolt detail and spacers.

NEW

S scale cast switch components for #8 turnouts. Set includes a cast frog, two cast guard rails and two cast points.



The cast points are a scale 16-feet long and have rivet detail cast on. They are designed to fit up into the stock rails like the prototype. No more filing flanges off the stock rails.



Visit the web site at <http://sscaletrackworks.com>

Postal Service selling S scale USPS trucks

Ron Warner brought these to our attention. It appears that they are "approximately" S scale, so if are a rivet counter, they are probably not for you. BP



1971 USPS Blue Jeep
2.25" x 1.25"
\$5.99



1971 USPS White Jeep
2.25" x 1.25"
\$5.99



Postal Delivery LLV with Mail Box
\$5.99

Ford Crown Victoria
3.33" x 1.05"
\$5.99



Dodge Durango
3.2" x 1.1"
\$5.99



Postal Delivery LLV Pull Back Truck
\$6.99



To order any of these vehicles go to <https://usps.com/store/results/gifts>

NEW PRODUCTS REPORT

By Jeff Madden, Editor Emeritus

BANTA has taken back all its former S scale line. One they show on the web is the Hay and Grain store, for example. Check out the site. www.bantamodelworks.com

B.T.S. Many things in S being re-issued such as EMD roof lift rings and Alco 4-wheel truck side frames. Check out the site at www.btsrr.com

DES PLAINES HOBBIES at www.desplaineshobbies.com
A recent listing shows diesel rubber hose set that includes air hoses, M.U. hoses and signal line hoses SSa126, \$10 a set.

DIECAST DIRECT at www.diecastdirect.com Always worth checking for new 1/64 vehicles from companies like Auto World, M-2, Ertl, NEO, etc.

LIONEL AMERICAN FLYER at www.lionel.com The 2019 book 2 is out with an AF section in it. No separate S catalog. Not really new, but reissued are the Legacy Berkshires, U36Cs, EP5s. Check the site for any new road names. Heavy-weight passenger car sets include New Haven and Great Northern. Ten new boxcar schemes, 4 new 3-bay hopper schemes, 8 new milk flat car schemes, are shown. There is also a new station platform shown. Check the catalog for prices, but not sure if these are reflected in the new tariffs?

MTH at www.mth.com/catalogs Check the new 2019-2020 S catalog just released at the end of August. Notable are the first offerings of the F7 in A & B in new paint schemes — Reading, Southern, Southern Pacific, Western Maryland, C&O and CB&Q. \$299.95 each is the list price. Also brought back from the SHS turnover for sale are NW-2 and SW-8 EMD switchers; \$299.95 ea. The re-built steel boxcars are offered in many new paint schemes. The two-bay hopper are shown in new road names with peaked ends. Note that many are not sure if the peaked ends come in all photos shown as some roads didn't use them. The extended vision cabooses show up as well. The wood reefers and 53' flat ToFCs with 45' trailers are shown also. You'll have to examine all the electronic offers such as the DCS system to see if these interest you. Note: You have to keep an eye out for organizations that get special runs such as the BSG Sprecher Root Beer cars and one I discovered at the convention — a March-Wheeling Cigar boxcar. The latter is available on a limited basis from Patrick's Trains in Wheeling, West Virginia at www.patstrains.com

NORTHWEST SHORTLINE is pleased to announce that the entire line has been acquired by an NWSL employee, effective September 3rd, 2019. All existing back orders will be filled, and NWSL will be open to new orders as soon as the new web sites are online; the primary web site, www.nwsl.com will carry forward as the primary contact point. The line is expected to continue largely unchanged although the company will no longer offer telephone support. NWSL will be headquartered in Kila, Montana, located near Kalispell. The new address is P.O. Box 219, Kila, MT 59920. Email contact is through the web site.

PRE-SIZE MODEL SPECIALTIES at www.pre-size.com The 2019 Sandersfeld Award went to Pre-size for their efforts in S products. Shown as new on the web site is a stone double-track portal and the TTX 60' flat car.

WALTHER'S at www.walthers.com Always be checking the HO offerings regarding structures, bridges and accessories for items useful in S. For example, they offer many building additions such as rooftop water tanks, exhaust fans, chimneys. Many highway items, sidewalks, etc. are also useful in S.

MENARDS: Always worth checking the web site at www.menards.com/trains for HO and O scale RTR structures that are adaptable to S. They usually run many ads in the model press. Some may have an interest in the Sprecher Brewery building as it would be a perfect companion to the MTH Sprecher reefers (although root beer) which finally were delivered past due from the 2016 Fall S Fest. Note: the BSG club does have some extras and will have some at upcoming Fall S Fest and 2020 Spring S Spree.

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading
Essense - the NMRA "S" SIG
newsletter, 1985-1988
Mainline Modeler 1980 - 1997
Model Railroader 1937 - 1961
NASG Dispatch • S Gauge Herald
S Gaugian • S/Sn3 Modeling Guide
Sn3 Modeler

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TEENS ENJOYING TRAINS

By Brooks Stover, Photos by the author.

I recently had the pleasure of having all four of our teen aged grandchildren staying with us for a short time. They were familiar with running trains on my prior, larger layout and all have at least driven a couple screws in the benchwork on my current one. But I was surprised when as a group they asked if they could 'run trains' on the new, partially completed layout.

One evening they were enjoying themselves watching TV, engaged with their cell phones and playing foosball. I went to the train room and tidied up the layout a bit, making sure none of the tools or building materials were fouling the track and loosely staged three trains. I then announced, with some doubt that I'd get a reaction, that the 'trains were ready to run if anyone was interested.' All four jumped to their feet and ran into the train room. It's literally the fastest I've ever seen 'em get off their phones.

From the prior layout they all were familiar with the NCE controllers and how to use the Caboose ground throws. I provided a brief 'tour' of the layout and explained what needed to be accomplished with each train in terms of pickups and set outs. They divided into two 2-man crews and we were off. For about 90 minutes we went non stop . . . at one point one of them said "try telling us less about how to do it"! That was a great sign they were engaged and it was fun watching them work as teams to figure out the required switching moves. They swapped engineer and conductor roles and throughout the session the good-natured banter was identical to an 'adult' op session. They asked lots of questions about prototype and model railroading. And because I knew they wouldn't damage anything, when they wanted to move figures or vehicles around as part of the fun I let 'em, which added to the frivolity.

I don't know whether I was happier about how much fun the kids had (the 'post-session photo' confirms the fun factor) or how well this spontaneous mini-session, the first ever operations by someone other than me, was 'proof of concept' of the new layout. It is just as much fun to operate as a bigger layout and all the turnouts can be reached just fine. The trains are shorter but they look, run and sound just as good moving through the scenery and the switching moves are just as fun. The cherry on top is that the next night the kids asked to 'do it again' and so a second op session took place! I promised that by the time we were all together again for a third session I'd have written orders prepared and they'd be on their own! 🚂



Gabe, 16, has the throttle and Caleb, 13, serves as conductor while switching hoppers at Dunton on a finished part of Brooks' new layout.



Allie, 12, is the engineer for the little Plymouth diesel while her brother, Noah, 13, acts as conductor, directing moves for the log train in Swandale.

Brooks and his four grandchildren enjoying a lighter moment after putting his new BC&G layout through its first multi-train, multi crew, opsession.



LOADS FROM MEDICAL SUPPLIES



By Buff Buffington

Since I am diabetic, I thought that there had to be something that could be done with all the caps from the needles that I use. After some experimenting, I came up with the following loads:

Pallet of Terracotta Pipes

Using the inner grey caps from the injection needles, drill out the closed end by holding the cap with a pair of pliers and drill from the open end into a piece of scrap wood. Clean up the burr with

needle files and paint them with a mixture of paint that matches the terra cotta color. Craft paint does not work well for this as it does not adhere to the plastic of the pipes. To facilitate this, stick a pin through each into a piece of wax paper on styrofoam. After the first coat is dry, touch up the ends and any thin spots.



Terracotta pipes being painted.

Alternating left and right, lay out five or six pipes to get the length of the 1/32" strip wood that serves as the base for each row. Cut eight strips and attach two of them, backed up by a small wooden block, to the wax paper with a small amount of glue. Glue the pipes to the boards with "Aleene's Tacky Glue" that is applied with a small brush. Repeat for two more layers.

With the pipes alternating from the layer below, glue the three layers together. Cut three pieces of square stock for cross members; glue them to the bottom; add two pieces of strip wood to form the pallet. Then, glue the last two strips, cut earlier, to the top of the pile. Measure and cut four pieces of 1/32" strip wood for the uprights on the ends of the pile and attach to complete the crate.

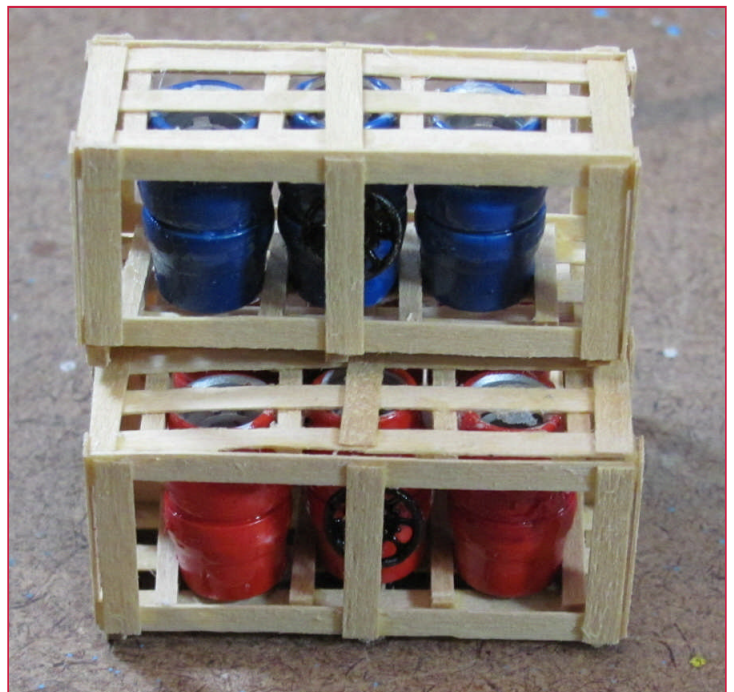


Finished valves with top added.

Valves

Using "Aleene's Tacky Glue" secure two "One Touch" lancet caps together, big end to big end. Paint the insides silver and the outsides with OSHA colors. An HO brake wheel, painted black, is then glued to the side of the valve body to represent the valve control. Three of the valves are crated together. This is done by making a rectangular top and bottom, along with two ends, from 1/32" strip wood; these are glued around the valves. To complete the crate, two long strips and two short uprights are fastened to the front and back. Three pieces of square stock are glued to the bottom, and two pieces of strip wood are attached to the squares to form a pallet.

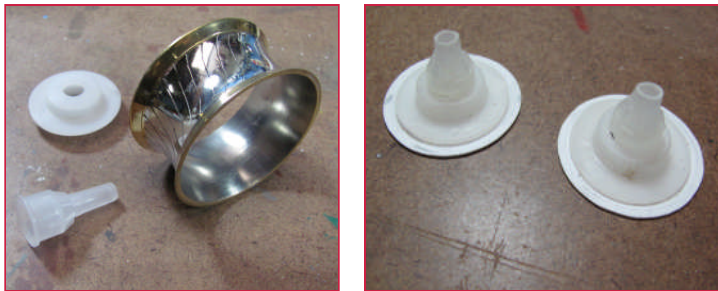
I tried to do this "by eye" but found it did not produce the best results. I suggest they at least be built with 1/4" graph paper under the wax paper to aid in making them square. I also suggest sanding the closed ends of the caps. This accomplishes removing the material up to the wide part of the cap before gluing, and thus eliminating the dimple in the middle of the valve.



Finished three-stack ready for the flatcar.

Turbines

The turbine starts with two injection needle caps, two shipping caps from tubular metal shelving, and a napkin ring from a bargain table at a local store. A styrene disk is cut to fit in the throat of the napkin ring and a shipping cap with the ridge cut off is glued to each side of the disk. A needle cap, with the bottom cut down, is fastened to each of the shipping caps to become the axle. The other end of the needle cap can be shortened as needed. The caps are added to both sides of the disk. After painting, a homemade centering jig is used to draw the blades on the disk. This is facilitated by drilling a hole in a scrap of plywood to accept the axle of the glued-up turbine. The red protective caps are sections of soda straws.



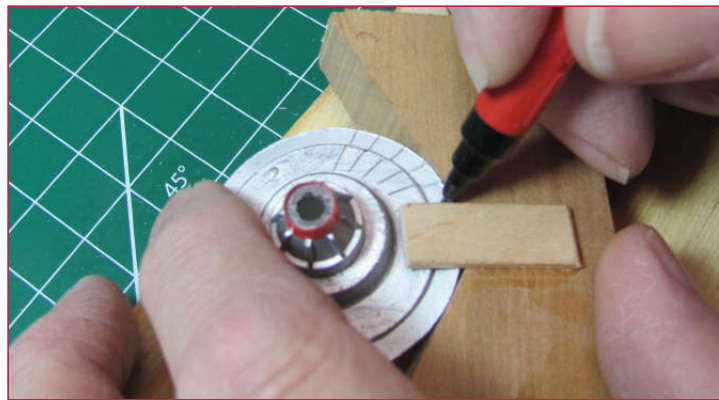
Because the turbine would require a heavy duty, shipping crate, 1/16" strip wood is used for the frame of this crate. Diagonal bracings and 1/8" square stock for the vertical supports for the axle are used. The square stock is applied for the junction between the top, bottom, sides and also for blocking to prevent the turbine from moving in the crate. Four pieces of square stock are glued to the bottom, in addition to two pieces of strip wood, to complete the pallet.



Centering jig with finished turbine and hole in plywood.

Due to the complexity of the crate, I would suggest that two simple jigs be built from styrene to form the different sides of the crate. These jigs could be as basic as a sheet of styrene with square stock forming the outline of the parts. The jig will hold the sides square and insure that the opposite sides are identical. Because wood glue does not adhere well to styrene, Bob Walker in his book, *Scratchbuilding for Model Railroaders*, suggests using it for jigs. This allows easy removal of the crate parts from the jig.

Two crated turbines along with a stack of three crates of valves are glued to a flat car. The turbines are blocked on the ends with 1/4" square stock with NBW castings. All three loads simulate being tethered to the flat car with lengths of Micro-Mark chains, which are held in place with short pieces of straight pins, drilled into the deck.



Marking the blades on the turbine.

Pipes at a construction site.



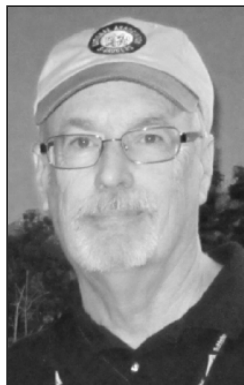
Finished loads on a flatcar

Charles "Buff" Buffington

Like most S gaugers, I received my first train sets from Santa. It was a 342 heavy weight, passenger set with a mail car and a 302 freight set. I also got a 4x8 loop of track with two remote switches, so both trains were always ready to run. Thanks to my parents, I still have these sets.

I taught high school chemistry and, upon retirement, worked for the US Army as a contract chemist. After getting married, an HO club became my main interest for about 35 years; but during that time, with my wife's encouragement, I was collecting American Flyer trains. When we built our new house, I claimed the basement and am now working on a high rail American Flyer layout.

WHAT CAN WE LEARN FROM OTHER SCALES



By Jeff Madden, Editor Emeritus

What other scale is most compatible with S? Well, it's O scale, both the 2 rail scale version and the 3-rail hi-rail kind.

So what? The so what is that we in S can and should learn from the "King" of scales because the scale has been around longer (since the 1930s), has experienced the building of many club and home layouts throughout the years, has and has had many more manufacturers, and even today has many more followers than S.

Even if we eliminate the O tinplate 3-railers from the comparison, O hi-rail (more realism) followers still outnumber the S hi-railers by a wide margin. O scale 2-railers, including On30, also outnumber S scalars.

Since we in S are the "Queen" of scales, let's look at how those in the "King" of scales have things a little better: For one they have more major manufacturers involved in producing scale or semi-scale products — Lionel, MTH, Atlas, Bachmann (On30), Menards, 3rd Rail, Sunset, etc. Plus O has many smaller manufacturers producing detail items, laser structure kits, etc. There's also a lot of Weaver locos and K-Line rolling stock out there even though they exited the market. And you can add all the used items available since O has been around even longer than HO. The used market for Scale and Hi-rail S items has really only been around since the 1980s.

We should also look to the "King" of scales for their longevity with the proof being many more scale and hi-rail O layouts are out there to get ideas from. As far as publications go they have O Scale Trains, O Gauge Railroading, Narrow Gauge & Short-line Gazette and Classic Toy Trains that feature many layout and how-to articles covering O 2-rail and O-3-rail hi-rail.

We in S can adapt current O structure products that are RTR or easily bashable such as those available from Atlas, Lionel, MTH, Menards and Plasticville. We in S can on occasion peruse some of the O magazines and glean ideas for track planning, scenery, benchwork and structure placement. Except for some structures that are just too huge for S the other ideas can be very relevant to our scale. Note that O builders have many of the same obstacles that S builders have such as

larger radii needed, available layout space, the need for lift bridges, benchwork width limitations, aisle access and overall layout design limitations.

On the plus side S has the same size advantage that O has: that is better electrical contact as locos are much heavier and there is much more space available in steamers and diesels to install electrical components such as DCC boards, sound boards, batteries for dead rail operation, etc.

Besides following the S press check out the O publications for anything you can adapt to S. Of course, point out to our S manufacturers and some non-S manufacturers what O 2-rail and O 3-rail (hi-rail) has that S doesn't have.

Getting on my soap box, I would say S needs what O has more of: steam locos, modern freight cars, plastic bridges, plastic structure kits and scenic details.

S can learn a lot from O, but "S" has one advantage over the "King" of scales and that is being the "perfect size." 

The S Gaugian — The End

Don Heimburger slipped us and S an unexpected surprise by deciding to go into retirement and to cease publishing the S Gaugian after 57 years. The last issue will be the November-December 2019 issue. This follows the more expected demise of Don's Sn3 Modeler earlier.

Many of us did wonder if Don was going to retire someday, but it's always a shock when such things actually occur. This, of course, begs the question of the future of Scenery Unlimited and Heimburger House Publishing. I'm sure Don will let us know on these.

And, what does this portend for the future of S with a lack of a commercially available S publication leaving only the NASG members only Dispatch and the online S Scale Resource. Maybe the NASG or the TCA will benefit with an increase in membership in order to receive an S publication? Maybe Classic Toy Trains will add some subscribers? Maybe some other publisher will produce an S magazine or even pick up the S Gaugian itself? It all remains to be seen.

We all wish Don and Marilyn a happy retirement, and we hope Don maintains an interest in S.

Again, it's our ongoing worries about the decline of model railroading in general, the aging of most modelers and the general decline in advertising (the support mechanism) in most printed publications. But we can't fret too much about the negative occurrences in the hobby; we have to adapt and plow through. We in S did it when previous publications in our scale bit the dust. We have to accept the things we can't change and change the things we can.

For now the NASG, online S Scale Resource and the S manufacturers need to continue the uphill battle to get S more into the mainstream.

Another surprise. I recently discovered in the September issue of Model Railroader (yes, model railroader!) a 16-page color advertising section promoting Lionel's re-entry into the HO market. Uh-oh, does this mean shoving S gauge more onto the backburner or is Lionel just trying to go head-to-head with MTH? We all hope for the latter. — Jeff 



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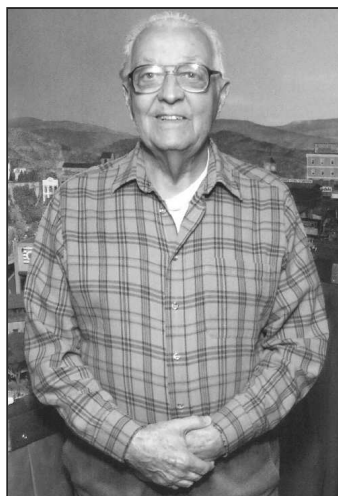
BARGE OPERATION ON THE CONRAIL & EASTERN

PART OF THE SPIRAL HILL LIVES ON

By Dave Heine, Photos by the author except where noted.

This is the story of how a model railroader saved and used part of the S scale layout of his mentor. It all started when Frank Titman's Spiral Hill Railroad was torn down. The operating barge system from Frank's layout was saved and then reinstalled on Bert Mahr's Conrail & Eastern Railroad.

Frank Titman was a prolific builder. He had built an operational barge system where he actually interchanged the barges. This allowed him to build and buy more rolling stock after he ran out of room on his layout. Frank used a piece of rippled Plexiglas for his water, smooth side up, with colored paper below it to color the water. Frank wanted to have barges with three tracks, but he only had room for two tracks leading up to the barge area. Then he found photographs of some barges that had the points of a switch on land, and the frog on the barge



Frank Titman by Wally Collins

to make the third track, so that is what he did. He built, from scratch, the barges, car float apron, and the track leading up to the barge. This results in a stretched turnout, with a gauntlet style track in between the points and frog. When I first met Frank, he had five barges, one on the layout and four in a rack under the layout. He said he had too many cars and could use more barges. I suggested a place where he could have more racks under his layout. A little while later there were eight more barges and two more racks to hold them under his layout.

Unlike a lot of layouts I have seen with barges, these barges were meant to be interchanged. Frank installed bumpers on the tracks at the three track end of the barge. At the two track end, Frank built removable gates from two nails and a piece of wood. He drilled a series of parallel holes on both sides of the two tracks. When it was time to move the barge, the gates would be installed in the set of holes nearest the end of the cars on their track.

Bert Mahr was one of the regular Monday night operators on Frank's Spiral Hill Railroad. Frank had set up his layout for operating using a car card system, but he never operated it himself. He liked to build, and seemed happy to let others run his layout. He would sit at a table in his railroad room and work on a project or repair something while the others actually ran the trains and switched the cars. When it was time to dismantle Frank's layout, Bert was the interface between Frank's family and those of us helping to do the work. We were able to dismantle the water scene so it could be reused, and Bert wound up with the barges and the water scene.

To accommodate the barge system on Bert's Conrail & Eastern, he had to make an extension in front of his layout at the town of Mertzboro. Extending the layout into the aisle was something we observed Frank do several times, and luckily



Bert Mahr operating the barge switcher.

Bert had available space for the extension. He cut down the water area and modified and rebuilt the wall at the water's edge to fit it in his space. He also had to lay track to the car float apron area, and added scenery to tie everything together.

Now Bert has the operating barge system but he only uses twelve of the barges. This way each barge has its own "docking" place when not on the layout. He reused Frank's three barge racks and modified them so they fit under his layout in the barge area. He reused Frank's car card holder for the barge system, but made his own car cards and four-location waybills using the Micro-Mark car routing system.



Car card rack for the barges. This was reused from Frank's layout. It is actually mounted on the fascia for the upper level near the barge, which is on the lower level.

The number of cars that can be placed on the barge will vary with their length. Frank modeled the steam area, so most of his cars were forty feet or shorter. He could get eleven or twelve cars on each barge. Bert's layout is early Conrail and his equipment is more modern and thus longer. Consequently, Bert can get eight or nine cars on each barge. Still that means that he can have almost 100 cars under his layout in his barge staging area. See the picture on the next pages.

Continued on the next page

BARGE OPERATION ON THE CONRAIL & EASTERN



Barge 66 is on the layout. Two of the barge racks are under the layout below the barge The Lake Emerald is the only two track barge.

Operating the Barges

The barge terminal is in Mertzboro, which also has a few switching locations. It is operated as a local with a switcher out of the main yard. The job also switches the car repair facility which is at the edge of the yard. The barge is most of the local's work and there is no run-around track at Mertzboro, which means that the switcher is always on the yard end of its train. The yardmaster and barge operator, as it is referred to on the layout, work together when transferring cars at the yard.

The barge tracks are not powered, which is a change from Frank's layout. Two idler flatcars are used between the switcher and the cars being switched on and off the barge. That way the locomotive is never on the barge or apron. Even though it is not necessary on a model railroad, in real life the barge had to be balanced. The real railroads had a clerk determine where each car should be placed on a barge to keep it balanced. This is simplified on Bert's railroad and simulated by switching the two outside tracks so there is a difference of not more than one car between them at any time.

Diesel switcher and with two idler flatcars unloading a barge.



Bert usually holds monthly operating sessions and when the author can attend, he normally operates the barge job. Bert doesn't like to write out waybill cards, and because a lot of different cars rotate on and off the layout on the barges, he took a shortcut and had a rubber stamp made with the word "BARGE." When a barge is full, it is placed in its rack position under the layout and the next barge is placed on the layout. The barge is unloaded and the cars will go where the waybill says they go, which usually means they go to the yard to be classified for eastbound or westbound trains or for a local. The barge operator takes the cars to the yard and interchanges them with any cars for the barge or Mertzboro. When the empty barge is filled, the cycle repeats. Bert usually changes the waybills on the barges loaded during an operating session as part of his tasks to do between sessions.



End view of the apron with the gates removed. The switcher and two idler cars are on the right.

The barge system acts as an off-layout staging yard and essentially cycles cars off and on the layout. Because the same set of cars is never on a barge together, it appears that it is occurring randomly. Any car going onto the barge will not be seen on the layout for several operating sessions. Building more barges allows for more cars to be stored off-layout, but they are always ready to return.

Loaded barge holding nine cars.





Wide angle view of Bert's layout with the Barge Terminal on the left, the car repair shop in front of the power plant in the corner. The coal mine is above the power plant.



A detail picture of the end of the apron. It can pivot up and down at the land end. The beam on top holds the counterweight and the rod to the base pivots in the middle.

A barge on Frank Titman's layout with one of the gates in place. Photo by Wally Collins



A barge scene wouldn't be complete without a tugboat.

A Barge on Frank Titman's layout. Photo by Wally Collins.



TYPES OF TRACK

By Steven Allen, Pioneer Valley Model Railroad Club
(Originally printed in the Pioneer Valley MRC newsletter)

I was recently approached by one of our club members who would like a clarification on the various types of track available in model railroading. Since this person models in S, I will basically limit my discussion to the various types/styles of track that is available, as well as some that was available in the past. I make no claim of being an expert, but I will do my best to indicate the differences in the track.

I categorize S track as follows, tin plate which is synonymous with track produced by American Flyer, Gargraves, American S-Gauge, American Flyer by Lionel, and K-Line. Basically this track is code 172 and is either solid in construction or tubular in design, connecting with metal pins. There were also fiber pins which I believe were used as insulators. Flyer produced a straight section, 1/2 straight, curved, manual and remote switches, manual and remote uncouplers, and a 90 degree crossover. Power was supplied to the track by means of a track clip which connected to the rails. Gargraves produced a 6.2 inch straight track, a 12.4 inch, 24.8 inch, and a 37 inch straight section in stainless and tinplate. As for curved sections they have 42 inch, 54 inch, 63 inch, and 72 inch radius track, also in tinplate and stainless (track sections are advertised with wood or plastic ties). They produce only manual S-42 switches in both tinplate and stainless (originally they also had remote switches). Like Flyer track they connect with metal pins, and power is supplied to the track through solderless wire connectors. American S-Gauge track comes in 10 inch and 36 inch straight sections and R20 curves. They have vinyl ties and are connected by rail joiners.

Also falling into this category is the old American Flyer Pike-master track which was produced after the 1959 production, K-Line tinplate track, and a short lived company from the 1990's called A C Value.



Left to right – Am. Flyer, American S-Gauge, and Gargraves

The next type of track is Hi-Rail which I would categorize the following manufacturer's, American Models, S Helper Service and MTH S-Trax and flex-track, Fox Valley Models Track, American Flyer by Lionel Fast-Track. The heights or gauge of this track starts with code 148 for American Models, code 138 for Fox Valley, and code 125 for S Helper, MTH, and American Flyer Fast Track. With certain modifications all of the above track can be used interchangeably.

S Helper Service S-Trax (including MTH) is integrated components that allow mechanical and electrical connection at the same time. With the decorated ballasted roadbed, Celcon® wood grain ties and weathered nickel silver rail, it is designed to operate with all A.C. Gilbert S Scale American Flyer trains. Our #3 remote control and manual switches, 15", 10", and 5"

straight and 20" (compatible with Flyer track radii), 25" and 30" radius curved tracks are available with more components to follow as the tooling is completed. Our #00393 AF track adapter will allow the use of AF track parts (switches, crossing, uncoupler, etc.) with our track system. They also produced a number of accessory tracks which included 5" lighted and unlighted bumper ends, 5" uncoupler track w/button, and a 5" 3rd rail accessory track w/button. 155# Nickel-silver rail, Individual Celcon® ties with molded wood grain, PRR Mainline Roadbed and tie spacing ABS decorated ballasted roadbed. Multiple radius curved track with AF compatible 5" centers.

S Helper flex track, in my opinion is probably the easiest track I've used to form accurate curves is also based upon the same PRR specifications as the sectional track, S-Trax offer 40" sections of highly flexible, weathered, nickel silver track. Flex Track lets you design layouts with any radii curves. Once laid and ballasted, you have great looking scale track age, yet still compatible with American Flyer wheels. They need rail joiners to connect the sections.

S scale Homabed roadbed is available for use with our Flex Track. There is a version specifically designed to match the rail height and bevel of our sectional track and also American Flyer track with AF rubber roadbed.

If you don't need to match sectional track, S scale Homabed is also available in a thinner size at a lower cost. This also comes in a 60 degree bevel. (The previous information was copied from the S Helper archived website)

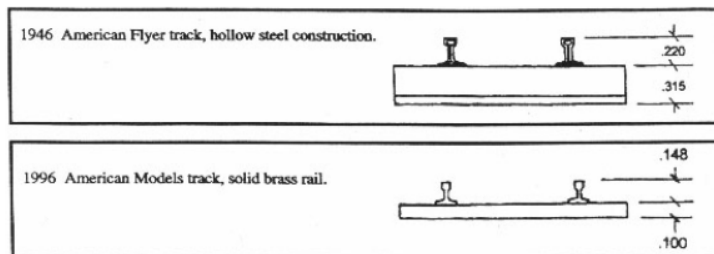
American Models track is:

1. Weathered .148 rail. On the real railroads the rail is rusted in various shades, even when new.
2. Tie height, width, length and spacing between the ties are modeled from the real main lines.
3. Skewing of the ties, which means the ties are not parallel with one another. In fact, real track are sometimes 10° skewed from one another.
4. Spike plates, spikes, wood graining and color are represented in a realistic fashion.
5. Quiet, not like hollow rails or noisy, hollow plastic roadbed.
6. Solid, non-corrosive brass rail and tough ABS solid plastic ties withstand drilling and soldering.
7. This rail has twice the electrical conductivity of nickel silver. Easy to bend and work with.

Notes:

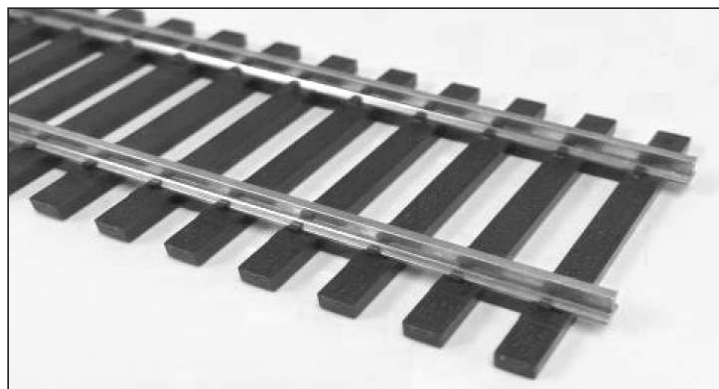
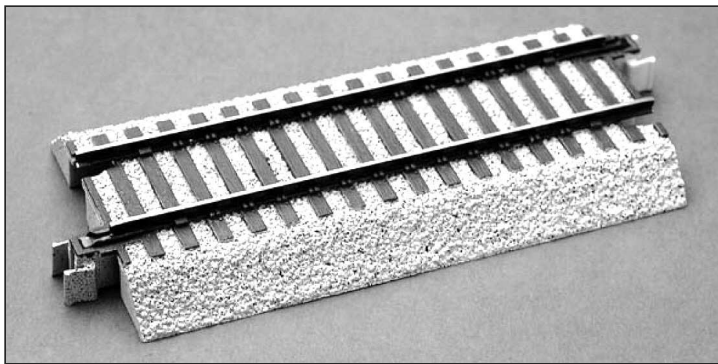
- All of our rail is .1482 in height. Do not confuse with #155 (pound) rail which is about 20% smaller.
- All curved track is 1/12 section of a circle.
- Turnout curve is equal to a 1/2 section of 27" radius track.
- Rail joiners are included with sectional track and turnouts.
- Small flanged scale trains will need a small modification.
- Instructions are included.
- American Flyer type trains will need no modifications.

American Models track includes 30 and 75 degree crossovers, 12" straight, 21, 24, and 27" radius curved track, and 36" brass and nickel silver flex track. They also have insulated and metal rail joiners, a bumper for siding track and an electric uncoupler.



The previous information comes from the American Models website

American Flyer's version of S Helper's S-Trax is called Fast-track, which can, with some modifications to the track road bed (both versions) be used with S Helper's S-Trax. This track comes with 45 and 90 degree crossovers, 1 $\frac{3}{8}$, 1 $\frac{3}{4}$, 4 $\frac{1}{2}$, 5, 10, and 30" straight track, R-27 $\frac{1}{2}$ and full curve track, R-20 $\frac{1}{2}$ curve track, 10" terminal track, R-20 manual switches, and R-27 manual and remote switches, and straight track with a lighted bumper.



Fox Valley flex track

The latest entry into this field is the Fox Valley Model's track which is presently available in code 138 scale and hi-rail manual switches, and 36" sectional track. They also have insulated and metal insulated rail joiners and terminal wired rail joiners.

With these various types of track you can run Hi-rail and scale wheels, however because of the design of the frogs for switches, scale wheels will derail during switching maneuvers.

The next style of S track is described as scale track, and can be available in code 100, 83, and 70. Code 83, 70, and 55 are synonymous with Sn3 and narrow gauge railroading. Manufacturers of scale track are down to Tomalco which manufactures all 3 types of S scale track. This track is not intended for use by American Flyer or any other manufacturer using Hi-rail wheel sets. They sell 36" sections of flex track, #4 and #10 turnouts, #6 3-way wyes, and 19, 30, and 90 crossovers.

Continue on page 22

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Happy

Trains under the tree

Toy trains have been around since at least 1861. But it was the competition for the toy train market between American Flyer, Lionel and Ives that led to the association of electric toy trains with Christmas. Lionel founder Joshua Lionel Cowen persuaded the distributors and stores that carried his products to include his toy trains in their Christmas displays, suggesting that they would make wonderful holiday gifts. This, and advertisements featuring Lionel Trains around Christmas trees established the connection.



Above and left: Scenes from Chris Burger's very large Christmas layout. Chris manages the NASG presence on Facebook.

Holidays



Every year at Christmas time the Pioneer Valley Model Railroad Club sets up and runs its extensive modular layout **Santa's trains at Look Memorial Park** in Northampton, Massachusetts. Here are pictures from the 2018 exhibit.



Left: A young Ted Larson studied his American Flyer train under the Christmas Tree in 1957. He called this "the best Christmas ever."

NASG MODEL CONTEST CHANGES

By Dick Karnes, NASG Contest Chair

The NASG has a new set of model contest rules — well, not really new, but revised, ratified by the NASG Board of Trustees earlier in 2019. These revisions accommodate computer-modeled 3-D printed components in a manner that properly recognizes contest entries that incorporate such components as well as those that do not. To accomplish this, a sixth factor, “Computer Modeling,” has been added to the traditional five judging factors (Construction, Detail, Conformity, Finish, Scratch Material). The old rules limited the score for “Construction” to 20 points maximum and “Scratch Material” to 15 points maximum, for a subtotal of 35 points maximum out of an entry’s maximum point count of 100. Now the maximum combined total points for “Construction,” “Scratch Material,” and “Computer Modeling” is 35 points irrespective of what proportion of the entry is computer-modeled. For models that do not incorporate any computer-modeled components, the maximum combined points for “Construction” and “Scratch Material” remains at 35. For a model that is totally computer modeled, the maximum point count for “Computer Modeling” is 35 while the points awarded for “Construction” and “Scratch Material” are zero and zero respectively.

For model components to qualify as computer-modeled, the entrant must have done his/her own three-dimensional computer modeling and created output in a format that can be fed directly into a 3-D printer. It doesn’t matter whether the modeler uses his/her own 3-D printer or a commercial 3-D printing service. However, 3-D printed parts designed by someone other than the entrant (e.g., by a friend or a service that offers commercial 3-D printed parts designed by a third party), shall, for the purposes of judging, be treated just like any commercial parts. No “Computer Modeling” points can be awarded for third-party-designed components.

The revised rules also allow contest model viewers to be present in the contest room during judging. However, there are special rules for those that venture in. During judging, the contest room door is closed but unlocked. There is a sign posted on the door that welcomes viewers to enter, but they must be silent, and they must remain outside the fields of vision of the judges. Failure to observe these rules results in ejection!

The revised rules now appear on the NASG web site.

Specific 2019 Contest Observations

Contest models can suffer from insufficient or unclear descriptions of how the entrant created the model. For example, there was a model in the 2019 NASG contest for which the entrant purported to have provided a design for a major component and had it 3-D printed by a third party. But there was no clear indication in the entry paperwork whether the entrant actually did “computer modeling” or simply furnished a scale drawing — or even just a sketch — for a third party to create the formatted computer modeling output. Therefore, the 3-D printed component was treated as a commercial part. If in fact it was a third-party component, the entry’s scoring was appropriate. But if the entry form had explicitly stated whether (or not) the entrant him/herself did the computer modeling, the entry would have received a substantially higher score (or not).

There was also feedback from an NASG Facebook page user that the Cincinnati contest room was “disorganized” and

that the award certificates were simply hand-written post-it notes. I can personally attest that during every period in which the contest room was scheduled to be open, it was. The room was well laid out and the models were properly displayed beneath lighting fixtures designed expressly for displays. The entry desk was always staffed with a live human being who could answer questions, accept entries, return entries to their owners upon receipt of a proper claim check, and provide a master entry form for an entrant to take to the hotel’s front desk to make a copy. There were also reference copies of the contest rules and judging instructions for anyone to read.

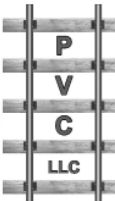
The only “confusing” time would have been during judging. Yes, judges can get confused! That’s why the NASG Contest Chair is there — to help resolve judging confusion and to make sure that each of the three judges has sound rationale for his/her scores. As the judging progresses, the Contest Chair tallies the scores for each judge for each entry and calculates the average score. Once judging is completed, the Contest Chair then ranks all the entries in each category and places a sticky-note on every place-winner so viewers during and after judging will know which model won what award.

A visitor during this process may very well see these various official activities as “disorganized.” However, we feel that modelers — particularly future entrants — actually observing the judging process can learn a lot about how the judges evaluate a contest entry. And there is another advantage to the contest room being open during judging: convention late-comers can view the models “after hours.”

Once judging is complete, the sponsoring group’s contest chair enters winners’ names on previously designed certificates. It is up to the local sponsoring organization whether to place these official certificates next to the winning models in the contest room (if open per schedule) and/or hold some or all of them for presentation at the convention banquet. Either way, contest awards are announced at the banquet and first place and Best-in-Show winners are given their certificates/plaques in person. If a winner is absent from the banquet, his or her certificate is put in the mail. ~~THE~~

Contest Chair **Dick Karnes** is a founding member of the NASG and a former editor of *The Dispatch*. Dick is an engineer who retired from The Boeing Company and resides in Washington State.





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BUILDING BUCK'S CREEK STATION

By Tom Hartrum, Photos by the author

When **AM Models** introduced their S gauge structure kits I bought all five. You can see and purchase AM's line of models at <http://www.ammmodels.co/> The first four were relatively straightforward and easy to build. I glued the four sides together around a floor and glued on the roof. However, kit # 805 **Buck's Creek Station**, was clearly different. An L-shaped building, it is basically composed of two buildings butted together at right angles. However, there are no instructions, and it quickly became clear that construction was more complicated. As I looked further into construction I decided that this was a beyond a beginner's kit, so I thought I'd share my experiences during the construction of this building.

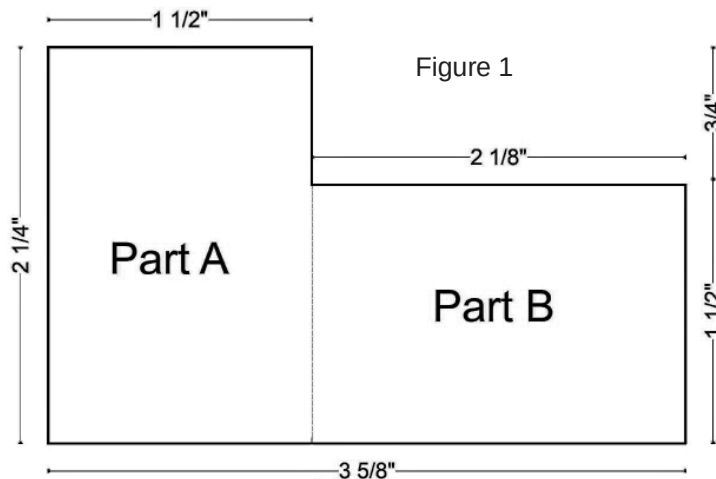


Figure 1 above shows a floor plan of the building. Part A, Sub-building A on the left could easily be built as a stand-alone building. Structurally it is identical to Kit # 804 except for the arrangement of the windows. Sub-building B on the right is also similar to Kit #804 except one long wall (the front) has a door and a window, and the left end is missing where it joins part A. The first issue I ran into was the long windowless wall of part A that forms the common wall between the two wings. It is covered with clapboard siding, which results in a solid clapboard interior wall separating the two parts of the building. If there is no interior detail or lighting this isn't a problem. However, as I intended to add both I needed to modify this. First I cut a doorway in the interior wall between the two rooms. Rather than installing a door I chose to model an open doorway. I laid out a doorway the size of the front door and cut the door out using a new #11 X-acto blade. I had to be careful when cutting the opening as the door nearly reaches the top of the wall. I didn't like the interior wall being clapboard siding, so I covered it with a piece of 0.02 styrene sheet. I cut out the doorway and glued the new wall over the original one. Because of the clapboard siding I used a gap-filling ACC gel. I added a doorframe using 0.100 angle on the back of the wall and 0.02 by 0.08 strips on the front. The result is shown in Figure 2 on the right.

I made one other modification to the interior of building A. The rear of this wing has a door on the outside, but the inside is smooth. Since I expected that this would be visible through the front window, I added a matching door on the interior using styrene strips, as shown in Figure 3 above right.



The second problem involves the attachment of the B wing to the A building. Since this is basically another building with one end wall missing, the open ends of the walls are mitered 45 degrees, resulting in a joint with the part A wall that is just a knife edge. This is not a good gluing surface. I clamped the two involved walls face to face and sanded the affected edges flat, being careful to keep the resulting edges perpendicular to the bottom. This was much easier to do before assembling the B section walls.

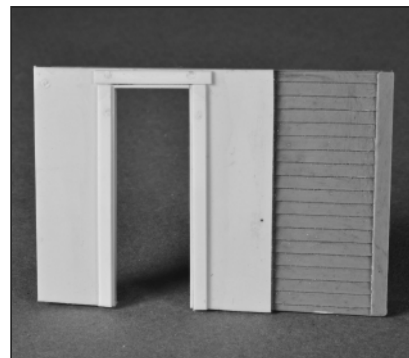


Figure 2

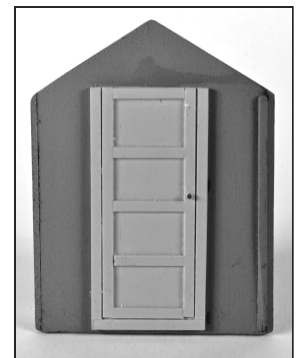


Figure 3

Continued on the next page

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BUILDING BUCK'S CREEK STATION

At this point the walls were ready for painting and assembly. I like to paint and finish the walls before assembly as it is much easier to do while flat on the workbench. First I sprayed the backs of the walls with a coat of black paint as a light block, then covered this with the interior color light gray. I masked the windows and sprayed the outsides with the base color yellow. Then I masked around the trim and spray painted it brown. I followed this up with a wash of India Ink and sprayed all walls with Dullcote. After painting, I cut 0.02 clear styrene for window glass and glued it in place. I also cut small rectangles from an old manila folder and glued in place as window blinds.

Before assembling the walls I traced the end gables onto a piece of 0.04 styrene and cut four triangles for reinforcing the roofs later. Next I glued together the four walls that form sub-building A. Then I assembled the three walls that compose part B. However, before combining the two sub-assemblies it was necessary to do a little roof work.

The first of several roof problems is that the side walls are a tad too tall, keeping the roof from fitting flush against the end gables. See the photo on the right. This required sanding the sides until a smooth fit resulted. This was much easier to do before attaching section B. Then I formed the two roofs. I measured $\frac{3}{16}$ inches from each end of the A roof and drew corresponding lines on the inside of the roof, checking that the distance between the lines was equal to



the inside distance between the end walls. Next I carefully folded the roofs along the centerline and cemented the previously cut triangles to the inside of the lines where they will fit between the end gables. For the B roof I glued the second triangle where it would clear the other roof. I didn't join the two roofs yet, but I checked that each roof fit smoothly on the appropriate structure. This approach makes the roof removable to show off the interior in addition to facilitating replacing light bulbs if needed. Then I glued the sanded-blunt edges of the part B walls to the wall of part A.

The second roof problem then became evident. The roof overhang on part A hit the walls of part B and no longer fit against the end gables. It was necessary to cut a notch in the edge of the roof to clear the walls. With the part A roof in place the third roof problem became apparent. The roof for part B is precut diagonally to fit against the part A roof. The diagonal edges of the part B roof hit the raised metal seams on the part A roof. In addition, the precut angle didn't match the angle of roof A. See the photo on the right. After sanding roof B to the correct angle and marking around it on roof A, I carefully cut back the ribs of both roofs 0.100 inches to allow for flashing from 0.02 styrene strips. Then I glued the roofs together followed by the flashing (photo far right). I sprayed the roof with silver paint, then added streaks of rust paint. I did not glue the roof to the walls to facilitate interior details and lighting.



After gluing the platform pieces together you could directly glue the building to the platform, finishing the project. However, to support adding interior details I made floors for both sub-assemblies from 0.04 thick styrene V-groove siding cut to fit recessed between the walls. Then I built and painted a desk, shelves, books, cans, and other details from styrene and added LED lighting as shown in the pictures above and below.



Although this structure is a little more challenging than the other four AM Models kits, the results are worth the effort, as shown by my yard office in the picture above. 🚚



Editor's Note: See the September-October 2019 Dispatch for Tom's how-to article on LED lighting.

A MAGNIFICENT OLD LOCOMOTIVE KIT

By Steve Monson, Brooklyn Park, Minnesota

It doesn't really matter what we collect — dolls, toys, action figures, baseball cards, advertising — there is nothing more exciting than when we find an old piece in truly fine condition. My wife and I went to toy shows for many years. Nice pieces were described as Never Removed From Box (NRFB), Mint in Box (MIB), Mint on Card (MOC), etc. Items that didn't come in boxes like baseball cards were graded carefully with a numbering system. Prices kept going up and it was serious business for some people.

I am sure every toy train collector has stories to tell of some miraculous finds over the years. A mint piece still in a mint box with vibrant color on the packaging and perfect paint on the item. Of course, hardly any perfect pieces exist today, no matter what the collectible. But for items where tens of thousands were made, for whatever reason, a few went right to the attic where they sat for 60-70 years or more. Just waiting for the chance to light up someone's face.

The S gauge magazines have been covering American Flyer collectibles for all of 60 years, but with S scale items, most everything made was in kit form. Few items came with great packaging and often the finished model wouldn't go in the box. So, there is very little MIB or NRFB in existence. If a kit was built up, it probably was used for years and is not in great shape today.

Car and building kits that are just a handful of wood sticks are not that appealing to collect, and some truly old kits are not of very high quality. Some exceptions would be the Ambroid Snow Plow kit and the Kinsman wood passenger cars and cabooses. They came before the time of laser cutting, but are magnificent in both their design and quality.

All this is leading up to a great find that came my way. Recently in the NASG Dispatch I advertised for a scale Rex 0-4-0 Dockside. I had one from when I was in the eighth grade. I had skipped lunch each day at school and had put the 25 cents in a cardboard box. After 100 school days, I had saved \$25. That was the price of a Dockside switcher without valve gear. A couple of weeks later I received my locomotive, along with a note from John Sudimak that he was including the valve gear and I could pay the \$4 for it when I had the money. He didn't want me to have to take the loco apart to add it later.

I already have a stable full of other Rex locomotives, but I thought that another Dockside would be nice. Over the years on eBay I have seen many Moguls, a couple of slope back Switchers and a few Suburbans, but I don't remember seeing any Dockside. Certainly none still unbuilt in original packaging.



Old Shady Creek, Sunshine & Northern #1 was built by the author in 1963. It is still running well after 56 years and serves as the main switcher on his branchline railroad.



The Dockside kit as it came in its original box in the 1950s, complete with 14 page instruction book and additional valve gear instructions. The valve gear came out a little later and had its own instructions, separate from the booklet.

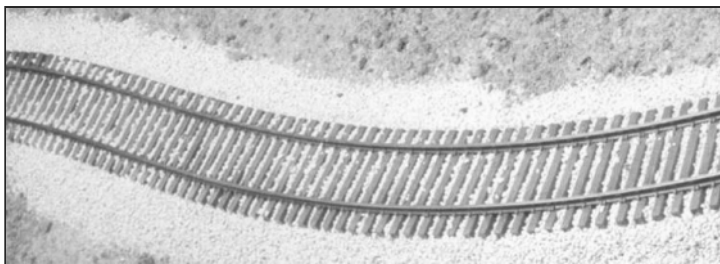
When the Dockside was first introduced there were no S only model railroad magazines. To let S modelers know of the new locomotive, Rex ran ads in Model Railroader.

I got no response from my first Dispatch ad, but the second time I was contacted by a man who had one to sell. When I received it, I was so delighted! What a beautiful piece! It was still in the original box with a clear plastic cover. Mint instruction booklet still crisp and clean. Scale wheels, unopened valve gear parts, castings untouched. What a magnificent kit in still perfect condition!

I know it is an early one. In the papers that came in the box there is no mention of the Mogul that would come out later in 1963, or the name later used that of S & P Distributors.

The only unfortunate thing is that it is so nice that I will never be able to build it. I will keep it in its box just the way it is.

Types of Track — Continued



Example of S Helper flex track that has been ballasted

For those whose hand lay their track, Micro-Mark sells bundles of code 100, 83, and 70 rails which will be laid over ties available through such companies as Kappler Mill and Lumber Co. and Mount Albert Scale Lumber. There are jigs available for building various turnouts (both scale and hi-rail), but some of the prices for these jigs can be expensive. There are also tools that enable the track builder to properly align the track width, as well as the radius for laying curved track. A good example custom built turnouts of that would on Tommy Robichaud's beautiful layout, he has in excess of 45 closed frog turnouts that operate flawlessly.

I hope this gives you a general idea of the various styles of track that is available in S, and I apologize if there is something within context of this discussion that is incorrect. Anyone who has something to add or that they feel should be amended please let me know.

I inquired of Doug Peck regarding the American S-Gauge track regarding turnouts and other track, here is his response:

CONTRIBUTING MEMBERS

Every year some NASG members choose to further support the organization by becoming **Contributing Members**. They do this by paying \$50 or more for their annual membership. The following is the list of those members as of July 26, 2019.

William C. Aikins	F. Lamont Heppe	Joseph Plouff
Barry Atwood	Lee Herron	John R. Prior
Cyrus J. Bacchi	William E. Hudson	Paul Raham
David T. Belusko	Alex Huff	Bill K. Rigsby
Jon R. Beveridge	Dick Huff	Larry W. Robertson
James M. Bizerik	Dick Kramer	S Gauge
John Ciarleglio	Little Steamers	Wisconsin, Inc.
Rich Clark	Gill W. Lott	Douglas A. Schleef
George R. Connell	Mark Markham	William P. Silcox
Herb Cotter	Dr. Monte E. Martin	Edwin Z. Skalak
David P. Morgan	Paul D. Mathias	Terrence Sprankle
Memorial Library	Daniel E. McConnachie	Steel Horse Models
Claude Demers	Mark McFrederick	Robert Stelmach
Ronald C. Doba	Donald E. McGinnis	Colin Stewart
Michael Eldridge	Roger McNeil	G. Leigh Swanson
Jeffrey D. English	William L. McQueen	The Model Railroad
Ken Gaqrber	Steve Monson	Resource LLC
Peter A. Gehret	Stuart C. Mut	Jack G. Thompson
Dr. M. Graeber	North Penn S Gaugers	Richard Watson
Robert B. Hadlow	Roger E. Nulton	Alan Williams
David E. Hansen	John C. Owens	Jim Wright
David L. Heine	Joel B. Piassick	

"They did originally. They had a pretty good line of sectional track, 60" (!!!) flex track (that was fun shipping!), turnouts, and various rail joiners, etc. Then they got caught in the "China shutdown" like SHS, and couldn't recover from it. (I think they lost their tooling . . . not sure.) A couple years ago, I heard they were back in business, but I was never able to get any confirmation of that from them. Now, their website is back up, and it appears they have everything back in production (somewhere). <http://www.classictrains.com/track.htm>

The odd thing is that they list sectional track in their Starter Set contents, but it is not listed in the Price List for purchase of individual components. So I don't know what the story is."

Thanks to Doug Peck for his assistance with this article



EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

ONCE A WINNER . . . Spread across pages 34 and 35 of the September 2019 issue of **nmra magazine** is a picture of Norman Bos' US Army Hospital Car. This scratchbuilt model won "First Place Model Passenger Car (Scratchbuilt)" at the NMRA National Train Show in Salt Lake City, Utah in July. Norman's Hospital car had previously won 1st Place, Craftsman Class, Passenger Car, at the 2018 NASG Annual Convention.



GREENBRIER GETS RID OF THE HOPPER BAYS is the lead in a story on **trainorders.com**, a web site devoted to railfanning and some model railroading. Greenbrier Companies, Inc. (GBRX) has announced that by getting rid of the three individual bays on the traditional grain hopper and having just one huge bay with a long "Tsunami" gate, they shortened the car by almost six feet to 50 feet 6 inches. This could allow adding a dozen more cars without adding overall length to a typical grain train. It also greatly lowers the center of gravity and improves aerodynamics. Dealing with just one gate instead of three, time to unload and load is reduced. If the "Tsunami" gates work reliably, the design will probably take the industry by storm as it solves a variety of long standing issues with traditional grain hoppers. **Model train manufacturers may want to take note.** See picture below. 



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: American flyer steam-sounds Erie boxcar 6-48871. Will pay premium. Call Rick Rooney at 740-649-1095 or e-mail rrooney@horizonview.net

WANTED: SHS Refrigerator Cars: Sampson Canning Company and White House Milk Company. Prefer NIB or LNIB with scale wheelsets; but will consider others. Also, unbuilt circus wagon kits: K-LINE K6900-01, calliope wagon; -02, band wagon; -03 animal wagon; and -05 baggage wagon. E-mail tpatterson31@wi.rr.com.

WANTED: American Models SD60 Locomotives Conrail, CSX, BN (Green), Norfolk Southern. I prefer AC Highrail. Putt Trains Industrial Switcher. Burro Crane. Call or text Jim Wright at 218-780-4691 or email aflyer69@gmail.com

FOR SALE: American Models 3-unit locomotive, undecorated boxed set; FP7A – F7B – FP7A; DC power, scale wheel sets; both A units are powered, B unit is non-powered. \$250.00 which includes shipping and insurance to continental United States addresses. E-mail tpatterson31@wi.rr.com.

FOR SALE: My first Xmas K5 #561 with tender, two #495 coaches, Pullman Sleeper, Pulman Sleeper Observation, Tuscan, not lighted. All in good condition \$500 plus shipping. S-Helper track, switches, uncouplers, accessory track. American Models, S-Helper, American Flyer, Lionel Flyer, engines (24 diesel, 8 steam) freight, passenger, Some above are sets. 1981 B&O freight, 1982 Erie and Southern Pacific passengers. Also some convention cars. Everything very good to excellent, NO JUNK. Ray Preiter 386-225-3921 evenings EST.

FOR SALE: River Raisin by Boo Rim Southern Pacific S scale 2-8-0 MK5 Harriman Mikado DC with 120-5C-6 tender. Paid \$2000, asking \$975. Call Al Boisse at 386-473-6565 or e-mail judith.boisse@mygait.com

FOR SALE: Mint in the box NASG cars. 48436 NYMX reefer, 48475 Boraxo hopper, 48480 Susquehanna box car and 48481 REA reefer. All for \$200. Price includes shipping. Joe Wozniak, cell 239-564-0343 or email: poppo2@aol.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

**YOU
CAN ADVERTISE HERE
and reach 1600+ S Gaugers
for just \$25⁰⁰ per issue
e-mail dispatch@nasg.org
for more information**

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 "New Dome" \$90, #BD8200C B&O Budd Chrome coach "New Dawn" \$90, #3219 NH 2-Bay Rib Sided Hopper (2) \$40 ea. 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

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: 3-rail O-gauge. Lionel, MTH, Williams, Weaver locomotives and rolling stock. Miles of used Lionel track and switches, Atlas track and switches, some never used. Unique Marx track and switches. Transformers, structures and accessories. E-mail rrbill10@comcast.net for a pdf or hard copy.

NASG INFORMATION BOOTH SCHEDULE OF 2020 SHOWS

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

January 4 and 5, Columbus, Ohio

February 8 and 9, Chantilly, Virginia
Washington, DC area

February 15 and 16, Hampton, Virginia

February 29 and March 1, St. Paul, Minnesota

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

The **National Association of S Gaugers** will contract with the show for a 10-foot by 20-foot booth to display a variety of S model railroading products and provide the attendees the opportunity to learn about S. Most of these shows will have an audience in the range of 20,000 to 30,000 attended. More than half of the visitors at these have attended a train show before. There are usually anywhere from 10 to 20 S manufacturers, including Lionel and MTH, and dealers exhibiting at each show.

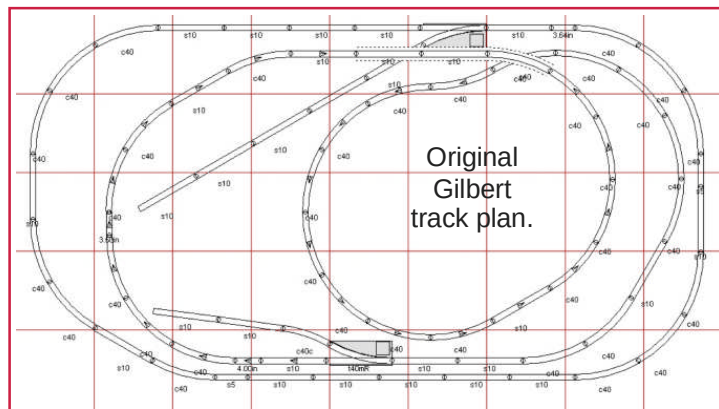
If you or your club have a layout that could be displayed at the show, or you are interested in helping staff the NASG booth, please contact **Will Holt**, National Shows Coordinator, Promotions Committee at willowassoc@comcast.net or 630-881-9025 as soon as possible.

STATELINE S GAUGERS

By George Sorensen

The **Stateline S Gaugers** was founded in Rockford, Illinois in the early 1980's by a group of American Flyer collectors who wanted to promote S gauge and American Flyer trains. The original charter addressed attending train shows to showcase American Flyer and to promote S gauge railroading. Early shows consisted of loops of Flyer and some *All Aboard* panel sets running American Flyer trains. As a result, the club grew to include hi-railers, kitbashers, and scale S gaugers over the next few years.

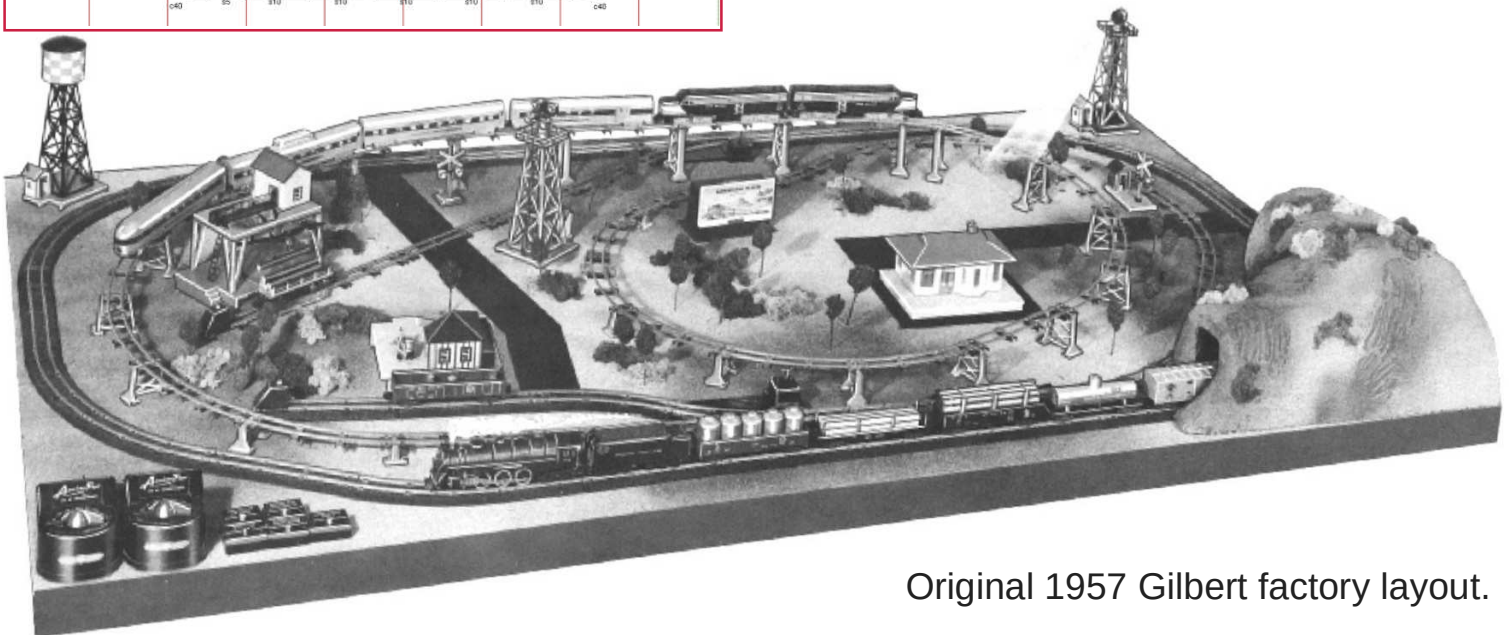
In the 1990's the club built a large 12 by 27 foot modular layout consisting of an upper level of American Flyer track and a lower level consisting of two loops of American Models track to satisfy Flyer, Hi-Rail, and Scalpers. The lower American Models tracks were installed using NASG standards so that the modules could be used with modular sections from other S gauge clubs. See the photo on the right. A trailer was purchased to haul the layout and it was shown three to four times a year at local train shows for over 20 years.



In 2018 it was only shown once and the handwriting was on the wall. The club had grown older. Bad knees, bad backs, and heart problems came into the picture. But all these older gentlemen are still young at heart and still want to support train shows to entertain the kids, young and old alike!

As a result, one of our club members suggested going back to our roots and building a smaller American Flyer department store layout like we all saw as kids in the 1940's and 50's.

The idea took off, but with new ground rules compared to the old modules. The new layout had to be light weight, break down into sections to fit in an SUV, and be able to be set up, shown, and torn down by just two people.



Original 1957 Gilbert factory layout.



The layout as seen at it's first shows in March 2019 at Lena, Illinois, and Belvidere Illinois. Stateline S Gaugers are hopeful that they can continue the intent of the original charter and bring more people into the S gauge community.

After looking through Dale Smith's great web site on Gilbert factory layouts, the club settled on a layout from 1957. This 5 x 9 foot layout can operate two trains, has elevation, and some accessories for the kids to push buttons. The original Gilbert factory layout is shown on the previous page. The club decided to use original track, roadbed, trestles, and accessories to make it a fairly accurate reproduction of the original. The one exception is the talking station. We decided to use the new Lionel reproduction rather than the original record version. A bridge was added because the trestles didn't line up exactly where needed like in the picture. The elevated track on the club layout was constructed in removable sections to minimize track issues where crossing sections join. It is suspected that Gilbert may have taken license and may have customized the track in some locations.

As a side note, the old modular layout will continue to reside in it's now permanent home in our rented basement of a commercial building. The old layout still provides enjoyment on a weekly basis for our club members to run trains, improve scenery, and refine our DCC skills.

Special thanks to: Dale Smith for his excellent Gilbert web site and for allowing us to reproduce pictures of the 1957 Gilbert layout. Please visit <http://americanflyerdisplays.org/htm>

Many thanks to Stateline S Gaugers Tom Behles, Ken Christensen, Jim Larson, John Mann, Mac McGrath, Dave Oberholtzer, Dave Pippitt, Jon Sevall, George Sorensen, and Cliff Stetter for their donations of time, engineering and equipment to make this layout a reality. 🚂



CALENDAR of EVENTS

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

November 1 through 3, 2019 — Saint Louis, Missouri

44th ANNUAL S FEST hosted by the American Flyer S Gaugers of the Saint Louis Area at the Doubletree Westport Hotel, 1973 Craigshire Road. One of the largest gatherings of S Gauge enthusiasts, featuring a large swap meet/trading room, a special American Flyer Meet Car, Clinics, a Ladies Program, Home Layout Tours, Train Races, Model Contest, Banquet, and much more. Family Registration is \$15 and entitles registrants to purchase the limited production officially licensed Budweiser woodside reefer Lionel American Flyer car. Additional information at www.trainweb.org/afsgsla/

November 2, 2019 — Burlington, New Jersey

The **SOUTH JERSEY S GAUGERS** will display their 26' x 12' sectional S-gauge layout at the **MULTI-SCALE TRAIN SHOW AND SALE** at the Masonic Lodge #32, 2308 Mt. Holly Rd., from 9 am to 2 pm. Adult admission is \$5 (under 12 free). Map at <https://goo.gl/maps/MwjvH8RqPfbtiq6j7>

November 2 and 3, 2019 — Dayton, Ohio

44th ANNUAL DAYTON TRAIN SHOW presented by the Miami Valley Division 3 of the Mid-Central Region of the NMRA at the New Montgomery County Fairgrounds, 645 Infirmary Road. Saturday 11 am to 5 pm. Sunday 11 am to 4 pm. Admission \$8 adult. Children 12 and under free with paid adult. More information at <http://www.DaytonTrainShow.com>

November 2, 2019 — Mount Hope, Ohio

CJ TRAINS FALL TRAIN and TOY SHOW at the Mt. Hope Event Center, 8076 State Route 241. 10 am to 4 pm. Admission: \$5, under 12 FREE. www.4cjtrains.com

November 2, 2019 — East Rutherford, New Jersey

METCA/NYSME TRAIN SHOW at St. Joseph's School, 120 Hoboken Road. 9 am to 2 pm. Admission: Adults 16+ \$5. Information at: www.METCA.org;

November 2, 2019 — Parsippany, New Jersey

MASS TRANSIT & TROLLEY MODELERS MEET at Parsippany PAL Center, 33 Baldwin Road. Enjoy operating layouts, model trolley, rapid transit, commuter rail, and bus equipment. Vendors offering models, books, videos, memorabilia, and more! Vintage bus exhibits include restored buses from NJ Transportation Heritage collection. Model contests. Lectures and clinic presentations. Sponsored by The New York City Model Transit Association and The Shore Line Trolley Museum. Door prizes, Wheelchair accessible, Free parking. Admission \$20. Contact NYCMTA at (732) 421-0930, or visit www.nycmodeltransit.org/meetdetails.html

November 2, 2019 — Topsham, Maine

FALL TRAIN SHOW presented by Great Falls Model Railroad Club at Mt. Ararat High School, 73 Eagles Way. Featuring more than 100 dealer tables, 5 operating layouts. Refreshments available by Mt. Ararat Sports Boosters, children's play area with room to sit and rest. Wheelchair accessible, Free parking. Admission: Adults \$5, Age 12 and under free. Visit www.greatfallsmodellrrclub.org

November 3, 2019 — Altoona, Pennsylvania

MODEL TRAIN SHOW AND SALE presented by the Alto Model Train Museum Association at the Blair County Convention Center, 1 Convention Boulevard from 9 am to 2 pm. \$5 admission. under 12 FREE. Over 100 tables of toy trains and parts. Largest train show between Pittsburgh and York.

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 4 — December 31, 2019 — West Deptford, NJ

A **STATIC MODEL RAILROAD DISPLAY** will be setup in the West Deptford Public Library, 420 Crown Point Road, Thorofare, NJ in the lobby during library hours. This display features **S-Gauge products from multiple manufacturers** past and present. Map at <https://goo.gl/maps/h4ouyr5exaCEa8Gx8https://goo.gl/maps/v32ZwHKvj3vus69SA>

November 7 through 10, 2019 — Troy, Michigan

NORTH CENTRAL CROSSING 2019 — NMRA North Central Region Convention, at the Troy Community Center, 3179 Livernois. Clinics, operating sessions, layout tours. Info and registration at: <http://www.div8.ncr-nmra.org/ncx-2019>

November 8 and 9, 2019 — Port Neches, Texas

2019 ANNUAL MODEL TRAIN SHOW at the Hebert Library, 2025 Merriman St., Friday 1:30 pm to 5 pm, Saturday 9 am to 5 pm. Layouts on display. Model trains and accessories for sale. Children of ALL ages welcome. Come join the fun and watch the trains run. Admission and parking are FREE.

November 9, 2019 — Highland Heights, Ohio

NORTHEAST TRAIN SOCIETY SHOW at the Highland Heights Community Center, 5827 Highland Road. 10 am to 3 pm. Admission \$5, kids under 12 free with adult. For information call 440-357-8890 or www.northeasttrainsociety.com

November 9 and 10, 2019 — Gulfport, Mississippi

MISSISSIPPI RAILFEST presented by the **Mississippi Coast Model Railroad Museum**, 615 Pass Road. Saturday 9 am to 5 pm, Sunday 10 am to 5 pm. Train club displays and vendors indoors plus outdoor trains from Louisiana, Florida, Mississippi and Alabama. www.MCMRCM.org

November 9 and 10, 2019 — Milwaukee, Wisconsin

TRAINFEST 2019 staged by the WISE Division of the NMRA at the Wisconsin State Fair Park, Expo Center, is America's Largest Operating Model Railroad Show. More than 100 manufacturers and hobby dealers. 70 operating railroads. 60 free clinics are offered. Hundreds of demos. For 2019 Train Fest is celebrating the Chicago, Burlington & Quincy Railway. Admission: \$16 for adults; \$6 for kids 4-12; kids 3 and under free. Saturday: 9 am to 5 pm.; Sunday: 9 am to 4 pm.

November 9, 2019 — Rickreal, Oregon

POLK STATION RAIL MODEL TRAIN SWAP MEET at the Rickreal Grange, 280 Main St., (Hwy 99W) just south of Hwy 22, 10 miles west of Salem. 9 am to 4 pm. Admission \$5, 12 and under free. Free parking. Great food.

November 9, 2019 — Evansville, Indiana

MODEL TRAIN AND RAILROADIANA SHOW for all gauges at St. Paul's UCC 2227, West Michigan St. Gates open 10 am to 3pm. Admission \$3. under 12 free. Vendors. test track. operating trains. Lego layout, Thomas and Railroadiana dealers. food available.

November 9 and 10, 2019 — Tuscon, Arizona

TOY TRAIN SHOW at the Tuscon Expo Center, 3750 East Irvington Road. From I-10 take exit 264. Friday 1 pm to 6 pm, Saturday 9 am to 2 pm. \$6 per person, under 13 free. This is to benefit the **Gadsden Pacific Division Toy Train Operating Museum**. www.gpdtoytainmuseum.com

November 9 and 10, 2019 — Allentown, Pennsylvania

FIRST FROST TRAIN MEET at the Fairgrounds Agri-Plex, 1925 W. Chew St. Saturday 9 am to 4 pm. Sunday 9 am to 3 pm. Advance tickets. admitted at 8 am. \$8 adults. under 12 free. For more info visit www.allentowntrainmeet.com

November 9 and 10, 2019 — Vancouver, British Columbia

VANCOUVER TRAIN EXPO 2019 37th Annual Model Train Show, PNE Forum Building, Hastings and Renfrew Streets. Saturday 10 am to 6 pm and Sunday 10 am to 5 pm. Operating trains, vendors new and used. Adults (16-59) \$12, Seniors (60+) \$10, Youth (6-15) \$6, Families \$30, Children under 6 free. Visit www.vancouvertrainexpo.ca

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.

November 10, 2019 — East Lansing, Michigan

LANSING MODEL RAILROAD CLUB SHOW AND SALE at Michigan State University Pavilion. 10 am to 4 pm. Admission \$6, under 12 free. Layouts, demonstrations and 500+ tables. Free parking. Information and map at www.lmrc.org

November 10 and 11, 2019 — Sandy, Utah

INTERMOUNTAIN TRAIN EXPO at the Mountain America Exposition Center, 9575 State Street.

November 16 and 17, 2019 — San Pedro, California

BELMONT SHORE RAILROAD CLUB SWAP MEET 10 am to 4 pm. 3601 South Gaffey Street, Building 824. Parking and entrance is free. www.belmontshorerr.com

November 16, 2019 — Louisville, Kentucky

DIVISION 8 TRAIN SHOW & SALE at the Holy Family Parish Saffin Center, 3938 Poplar Level Road. Enter venue off Mercer Avenue. 10 am to 3 pm. Admission \$6. Children 12 and under FREE. Model Trains in all scales. Operating Layouts and Displays. Over 100 sales tables. FREE Parking. For more information go to <http://www.div8-mcr-nmra.org/>

November 16, 2019 — Cherry Hill, New Jersey

The **SOUTH JERSEY S GAUGERS** will display their 26' x 12' sectional S-gauge layout from 9 am to 3 pm at the **Holiday Bazaar, Craft Fair and Food Court** in the Wither-spoon Center building at the Trinity Presbyterian Church, 499 Marlton Pike East. Free admission. Map at <https://goo.gl/maps/VHdJQ1LEeJQ2Ahny5>

November 16, 2019 — East Greenville, Pennsylvania

EAST GREENVILLE TRAIN SHOW hosted by the **NORTH PENN S GAUGERS** at the East Greenville Fire Company, 401 Washington Street. 9 am to 3 pm. Buy and sell all gauges. Test track available. Train operation for future engineers. Admission \$3 per person, \$5 per family. Under 12 free.

November 16, 2019 — Danville, Indiana

CENTRAL INDIANA DIVISION NMRA ANNUAL DANVILLE TRAIN SHOW 10 am to 3 pm, at Hendricks County 4H Fair Grounds. 1900 East Main Street. On Old US 36. Admission \$3 adult, \$5 family. Operating layouts, vendors, clinics, food, Dealer tables. Web site <http://cidnmra.org/>

November 16, 2019 — St. Cloud, Minnesota

GRANITE CITY TRAIN SHOW at St. Cloud River's Edge Convention Center, 10 Fourth Ave. S. 9 am to 3 pm. Vendors will be selling and buying trains, accessories, books, videos, railroad collectibles and memorabilia. Operating model and toy train displays. Kids can help build a wooden train layout and run a model train. Win door prizes. Wheelchair accessible. Admission: \$6. Kids 10 and under FREE. Information at www.GraniteCityTrainShow.com

November 16 and 17, 2019 — Charleston, South Carolina

Charleston Area Model Railroad Club **TRAIN SHOW** at Danny Jones Armory Park. 5000 Lackawanna Blvd. Saturday 9 am to 5 pm and Sunday 10 am to 4 pm. Adults \$7. under 12 and Active Military Families FREE. For additional information contact trainshow@chamrc.com or www.chamrc.com

November 23, 2019 — Albany, New York

ALBANY TRAIN SHOW at the Polish Community Center. 225 Washington Avenue Extension. 9 am to 3 pm. Admission \$5 adults, Kids 12 and under FREE. Over 100 vendor tables of Trains and Train-related items. www.albanytrainshow.com

November 23, 2019 — Dover, Florida

TOY TRAIN COLLECTIBLE and HOBBY SHOW presented by Regal Railways at the Hillsborough County Fairgrounds, 215 Sydney Washer Road. 9 am to 2 pm. Admission: \$5. Vendors. operating layout. videos playing. Lunch items for sale. visit: www.regalrailways.com for more information.

November 23, 2019 — Jacksonville, Florida

The **North Florida Division of the Atlantic Coast S-Gaugers** will display their layout at the **TOY TRAIN SHOW** sponsored by the Southern Division of the TCA at the Morocco Shrine Auditorium, 3800 St. Johns Bluff Road.

November 23, 2019 — Northville, Michigan

41st ANNUAL MODEL TRAIN SHOW & WORKSHOP at the Ward Church, Knox Hall, 4000 Six Mile Rd. 11 am to 4 pm. Admission \$3 or \$5 per family. THIS IS NOT A SWAP MEET. Demos on all aspects of model railroading! Power systems, scenery, and kit building. Operating layouts. Boy Scout Merit Badge program. Refreshments. Raffles. model contest! Wheelchair accessible. www.div6-ncr-nmra.com

November 30, 2019 — Collingswood, New Jersey

ANNUAL MODEL TRAIN DISPLAY will be held at the Collingswood First Baptist Church, 23 Frazer Avenue. The **SOUTH JERSEY S GAUGERS** will have their 26' x 12' model train display downstairs in Collings Hall during and after the Holiday Parade. Kids Zone with Legos etc. Free Admission. Map at <https://goo.gl/maps/h4ouyr5exaCEa8Gx8>.

More events on page 30

COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC



**NMRA S n3
TRACK & WHEEL
GAUGE**
\$7⁰⁰ for members
\$14⁰⁰ non-members



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



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



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GAUGE**
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\$9⁰⁰ non-members



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50th
anniversary
logo
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each

FOR SALE ONLY TO NASG MEMBERS



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



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



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



**EMBROIDERED
PATCH**
2 3/8" diameter
\$4⁰⁰



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

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

CLUB CARS

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



The CASG has a number of IC Reefers and Gondolas for sale for \$57 reefer and \$60 gondola each in two different road numbers. The shipping charge is \$12.65 for any number of cars. You can see color pictures of the cars at <http://www.trainweb.org/casg/>. Please specify Hi-Rail or scale for the reefer. The gondola is only in Hi-Rail, however these cars are easily converted. Contact Wayne Grassell at 847-744-0363 for availability before ordering! To order, specify cars desired, make checks payable to CASG, and mail to Wayne Grassell 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. 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

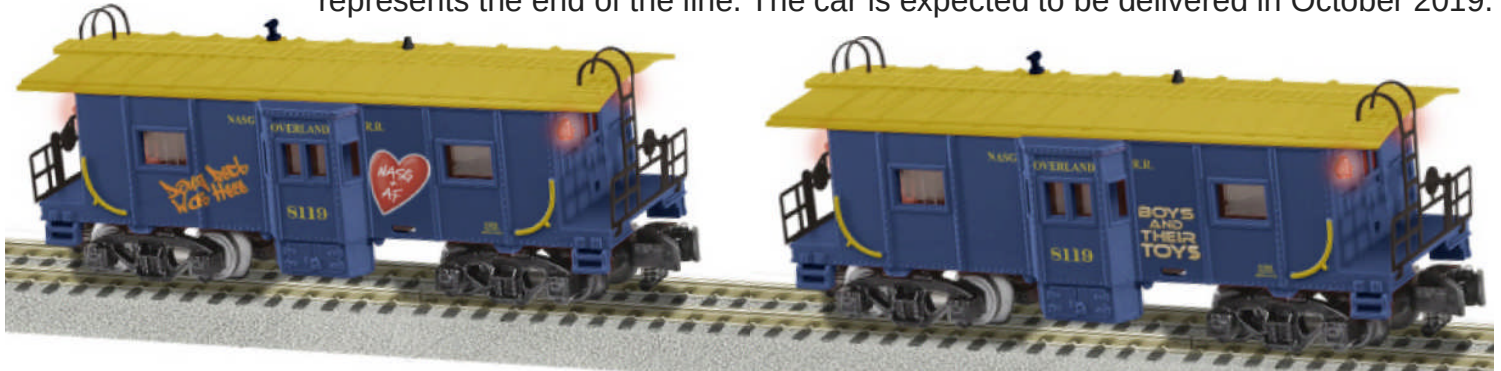
The **Baltimore Area American Flyer Club** has TOFC and trailers from the 2017 NASG Convention. B&O #2017 in Scale. B&O #9523 in Hi-rail and Scale. WM #1889 in Hi-rail and Scale. WM #2411 Hi-rail and scale. Extra McCormick trailers available. <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> 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.

NASG COMMEMORATIVE & CONVENTION CARS

Each year since 1981 the NASG contracted with Lionel/American Flyer to produce a limited-run car or locomotive for the American Flyer collector or operator. This project is being replaced by an NASG car project that may utilize any S gauge manufacturer. As this project is ending it is appropriate that this caboose represents the end of the line. The car is expected to be delivered in October 2019.



2019 American Flyer Commemorative Car

The price is **\$69⁰⁰** which includes domestic shipping. You must be an active NASG member to buy this car.



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 the 2017 and 2018 commemorative cars. The price is **\$69 each or \$130 for two**. You must be an active NASG member to buy one of these cars..



The **2016 AF Commemorative Car** is a CNW Flatcar loaded with pallets. The road number 3516 is for the 35th edition and the year 2016. The **price is \$79**. Extra pallets can be had at 4 for \$10, decorated or undecorated.



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

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



2010 Jenney Gasoline Triple dome Tank Car by Lionel. Road number 2910. **\$75**



2012 Marathon Motors Box car. Road number 3112. **\$75**

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



TO ORDER THESE CARS

Make payment out to NASG and mail to:
Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208

Please include the following in your correspondence:

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

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

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

November 30 and December 1, 2019 — Loveland, Colorado
ROCKY MOUNTAIN TRAIN SHOW at The Ranch Complex. 5280 Arena Circle. Saturday. 10 am to 5 pm. Sunday 9 am to 3 pm. 200+ sales tables. 50+ vendors. operating layouts, model trains of all scales. Admission \$8, under 12 Free, Free parking. www.RockyMountainTrainShow.com

December 1, 2019 — Ann Arbor, Michigan
RAILS ON WHEELS Southeast Michigan Model Railroad Show and Sale, on the Washtenaw Farm Council Grounds. 5055 Ann Arbor Saline Road. 10 am to 3 pm. Admission \$4 under 12 free w/adult. Early bird \$10.00 (8 am to 10 am).

December 7, 2019 — Horsham, Pennsylvania
14th MAIN STREET HATBORO TRAIN SHOW at Keith Valley Middle School, 227 Meetinghouse Road, 9 am to 3 pm. \$5 adults, under 12 free. 145+ vendor tables in cafeteria and gym. www.hatborotrainshow.org

December 7 and 8, 2019 — Boise, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** layout at the Boise Main Library, 715 South Capitol Boulevard.

December 7 and 8, 2019 — Ocean City, New Jersey
The **SOUTH JERSEY S GAUGERS** will display their 26' x 12' sectional S-gauge layout at the **MULTI-SCALE TRAIN SHOW AND SALE** held at the Ocean City Music Pier, 825 Boardwalk, Train displays and vendors. Saturday and Sunday 10 am to 4 pm. Admission \$3 for adults and \$1 for children. Map at <https://goo.gl/maps/329yQYazyLPr5KLR6>

December 7 and 8, 2019 — Marlborough, Massachusetts
ANNUAL NEW ENGLAND MODEL TRAIN EXPO presented by the Hub Division NER at the Royal Plaza Trade Center, 181 Boston Post Road West (Rte. 20 West). Saturday 10 am to 5 pm. Sunday, 10 am to 4 pm. Admission: \$12; Children under 12 and Scouts in Uniform FREE. Admission good both days, For information go to web site www.hubdiv.org

December 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.

December 8, 2019 — Massillon, Ohio
WINTER MASSILLON TRAIN AND TOY SHOW at the Knights of Columbus Hall, 988 Cherry Road NW, 10 am to 3 pm. \$5 admission. 12 and under free. www.cjtrains.com

December 13 thru 24, 2019 — Northampton, Massachusetts
For the 11th consecutive year the **Pioneer Valley Model Railroad Club** along with Look Memorial Park will be presenting **SANTA'S TRAINS AT LOOK MEMORIAL PARK** at 300 North Main Street (Rte.9) in the Florence section of Northampton. There will be **three operating S Gauge layouts** decorated in a whimsical Christmas theme, as well as Santa and Mrs. Claus. Open 4 pm to 8 pm December 13th through December 23rd, and 10 am to 2 pm on December 24th. For information contact Steven Allen at allens1017@comcast.net

December 14,15, 21 and 22, 2019 — Haddon Heights, NJ
The **SOUTH JERSEY S GAUGERS** will display their 26' x 12' S-gauge layout during the **Haddon Heights Annual Holiday Festival** Saturday and Sunday from 10 am to 3 pm at the Haddon Heights Public Library, 608 Station Ave. The show is sponsored by the **Roads and Rails** train shop, **Heights in Progress**, and the **Atlantic Division** of the **TCA**. Admission is free. Map at <https://goo.gl/maps/v32ZwHKvj3vus69SA>

December 21, 2019 — Kirtland, Ohio
CHRISTMAS TRAIN AND TOY SHOW 10 am to 3:30 pm at the Lakeland Community College (AFC) Main Gym, 7700 Clocktower Drive. Interstate 90 and Rt. 306 (S.E. Corner) Adults \$6 each, Family \$15, Children (6-12) \$3, under 6 free. Active Military Free. Over 200 dealers with model trains of all gauges. Operating train layouts in many different scales. Buy, Sell, Trade. \$25 Door Prize Certificate Dealer Redeemable at this Show. Toys Collection for needy families. Help those less fortunate by donating new, in the package (unwrapped), toys. Please no stuffed animals. www.christmastrainshow.com

January 4, 2020 — Parma, Ohio
SNOW DOGS TRAIN SHOW proudly presented by the **Cuyahoga Valley S Gauge Association** at the UAW Hall, 5615 Chevrolet Blvd. 10 am to 3 pm. Now that the Holidays are over, its time to add to your train layout. Buy, sell, trade. New and used trains! Operating layouts. 150 Dealer Tables. All Gauge show. Adults \$6, under 12 Free. FREE parking. Good Food at reasonable prices. See www.cvsga.com

January 4 and 5, 2020 — Columbus, Ohio
The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the Ohio Expo Center, 717 E 17th Ave. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator at willowassoc@comcast.net

January 11 and 12, 2020 — Boise, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** at the **GREAT TRAIN SHOW** in the Expo Idaho building at the Western Idaho Fairgrounds.

February 1 and 2, 2020 — Boise, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** at the Library at 7557 West Ustick Rd.

February 8 and 9, 2020 — Chantilly, Virginia (DC area)
The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the Dulles Expo Center, 4320 Chantilly Shopping Center. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, at willowassoc@comcast.net

February 15 and 16, 2020 — Hampton, Virginia
The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the Hampton Roads Convention Center, 1610 Coliseum Drive. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

February 29 and March 1, 2020 — Boise, Idaho
The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** at the Library at Brown Crossing.

February 29 and March 1, 2020 — Saint Paul, Minnesota
The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the River-Centre, 175 West Kellogg Blvd. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

April 30 through May 3, 2020 — Concord, California
CLEAR TO THE COAST PCR NMRA & WRM joint convention at the Crown Plaza Hotel, 45 John Glenn Drive. There will be clinics, contests, layout tours, operating sessions, prototype tours and a Convention Shirt. For more information go to <http://www.pcrnmra.org/conv2020/>

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Jim McAuliffe, Joe Glenn and Will Holt

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Gaylord Gill and Philip Sharp

S-MOD CO-CHAIR:

Co-chair position is open

LIONEL/NASG CAR PROJECT: David Blum

3315 Timberfield Lane, Pikesville, MD 21208-4425
e-mail: pikesvillemodels@yahoo.com ☎ 410-653-2440

NASG COMPANY STORE: Roy Meissner

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e-mail: contest@nasg.org

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e-mail: webmaster@nasg.org

LIBRARIAN: Michael Greene

PO Box 2011, Leesville, SC 29070
e-mail: library@nasg.org ☎ 803-582-7997

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 July 1, 2019 to August 30, 2019 the following people have joined the NASG. Welcome.

Andy Anderson . . . Hendersonville, North Carolina
Richard Boehm Mason, Ohio
Chris Borgmeyer Westfield Center, Ohio
Thomas L. Brady Bensalem, Pennsylvania
Cascade Rail Supply Puyallup, Washington
Jack Cramer North Ridgeville, Ohio
Ed Cubick Troy, Ohio
Paul Cubick Salem, Ohio
William A. De Giacomo . . . Norton, Massachusetts
David Gove Laconia, New Hampshire
Stephen L. Gruebbel Louisville, Kentucky
James R. Hochstein Bremerton, Washington
Jim Klinksick Columbus, Ohio
Robert M. Kowalchuk Aston, Pennsylvania
Randy Krajewski Toledo, Ohio
Shane Lambert West Salem, Wisconsin
Dave Laux Indianapolis, Indiana
Stan Maddox Columbus Indiana
James K. Malone Maple Grove, Minnesota

Thomas E. Mescher Roland Hts., California
Aaron Myers Hilliard, Ohio
Dale E. Quasius Springfield, Missouri
Michael F. Romans Middletown, Ohio
Keith Sci Milford, Connecticut
David Shade Crystal Lake, Illinois
Steve Shafer Rushsylvania, Ohio
Jack Sisley Kingsville, Ontario, Canada
Alan Smith Hamilton, Ohio
William H. Sullivan Cincinnati, Ohio
Kenneth Tinkler Orient, Ohio
Clair Wall Dublin, Georgia
Thomas J. Ward North Canton, Ohio
Olli Wendeln Charleston, South Carolina
Paul A. Weyer Canon City, Colorado
George Wright Hilton Head Island, S. Carolina

Deceased Members

Larry Colby Antioch, Illinois
G. W. Deucher Berea, Ohio

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. 



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 soon

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 debit card pre-orders.



American Models 11770 Green Oak Ind. Dr., Whitmore Lake, MI 48189
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www.americanmodels.com e mail: **americanmodels@sbcglobal.net**

READERS WRITE

Hi Bill,

9/8/2019

I just got my Dispatch yesterday and was very pleased with the latest issue — some great articles! I was one of the contest winners at the Cincinnati convention. I took 1st in Craftsman — Structures. Unfortunately the descriptions of the photos of the 1st and 2nd place models are reversed. My 1st place model of a freight house is the photo on the right, not left. It is the model with the red pickup truck. No big deal! Thanks again for doing a fantastic job as Editor AND congrats on your award at the convention!

Best wishes,
John Ciarleglio

—●—

Bill,

9/10/2019

I just wanted to drop you a note with a hearty 'well done' on the latest DISPATCH. All around, it is a very well done piece and one that all NASG members . . . and S gaugers of all interests . . . can be proud of! From a content standpoint, there is a nice variety of topics . . . some more 'cutting edge,' like the one on using LEDs to light buildings and the ad featuring Port Lines 3-D printed AF parts (talk about combining the old and the new!). The convention coverage, and the coverage of the contest winners was excellent, as is the product review section and the nice how-to article on the cover-story gas station.

But I particularly wanted to comment on the quality of the photos . . . outstanding! There isn't a sub-par photo in the magazine and the contest winners are extremely well presented. Either you're getting better images submitted or you're getting really good with Photoshop! And aren't there more color pages than ever?

Keep up the great work!
Brooks Stover

—●—

9/22/2019

Call me an NASG booster, but The Dispatch is a really good magazine and a worthy rival to S Gaugian. Under Bill Pyper's editorship it has grown into a really excellent publication. It has more interesting articles than what I found in recent S Gaugian's and a lot fewer advertisements. The production values are excellent and it comes out every other month. Not only that, but Bill Pyper has been very accommodating to clubs by offering a free photo listing of any convention or Fest cars still available for sale after the event, all free of charge. He has also run feature articles publicizing the events. The NASG membership is a bit cheaper than an S Gaugian subscription and I believe the Dispatch alone is worth the cost of membership. Take a look at a recent issue, if you can.

Dale Smith

Carl,

9/23/19

I think it's great that you are continuing your efforts to keep news flowing between all the S gauge clubs. I also feel compelled to make a comment to the Flyer guys who are turning their back on the NASG and the Dispatch. I am a FLYER GUY. I have a large collection of American Flyer. I also have a large layout that incorporates both American Flyer and HiRail/scale. So, I think that I can speak from both vantage points. For those of you that don't know, the NASG has made a concerted effort to bring ALL S gaugers into the fold. Since Bill Pyper has taken over as editor and Will Holt as President, there have been a number of articles on American Flyer in the Dispatch. As a case in point, next month (Nov-Dec) there will be an article about my clubs effort to build/reproduce a 1957 Gilbert factory layout. In fact, last year I finally gave up on the S Gaugian after having subscribed for 34 years. There just wasn't even enough Flyer content anymore. We are a very minority scale, and our numbers are declining. Let's try to come together and leave the Flyer vs Scale debate in the past. We all love S gauge trains! Give the Dispatch a try for one year.

George Sorensen
Director, Stateline S Gaugers

—●—

Carl Rudolph,

9/24/2019

this is great news. Thank you for agreeing to continue telling us about what our brother clubs are doing. It helps tie us together. "United."

Bill Pyper, you know how much I appreciate your efforts. The Dispatch is a superb communication tool, and we're (NASG) fortunate to have your services. Thank you for reaching out to Carl and suggesting that he continue writing about us.

I remember decades ago when Charley Taylor, editor of S Gaugian's "Club Car" column, said he was delighted to hear that there was a new S club formed in Boise, Idaho. He and Dave Pool, editor of the Dispatch "Club Sandwich" column, began giving our fledgling club coverage in every issue. Through their support, we were able to publicize our group and recruit S enthusiasts, building a now-nationally known club. This was so important, especially in those early days when I kept my fingers crossed that the club would survive. I lamented the loss of Dispatch's club news column, but now you, Bill, have remedied that situation. I believe it will give support to the established clubs and encourage others to organize and build. Plant a seed—you never know what might grow out of it.

To all you other newsletter editors out there—I am looking forward to reading and learning about your activities. Let's keep in touch. Thanks, Bill and Carl!

YourS,
John Eichmann, Coordinator (and editor of the S Say)
Rocky Mountain Hi-Railers Home of Lookout Junction,
"Route of the S Gaugers"
Boise, Idaho