

THE DISPATCH

MAY-JUNE 2020



NASG Convention cancelled, see page 6

PRESIDENT'S MESSAGE



By Will Holt, NASG President

WELCOME ABOARD – THE NEW EDITOR OF *THE DISPATCH*

It with great pleasure that it is time to welcome Richard Caugherty as the of editor for our publication.

Richard's credentials for the position are excellent. He will be able to pick up where Bill Pyper has left off in moving *The Dispatch* forward to become an even better publication, a better voice for S, 1:64 model railroading.

This is especially important with the loss of the *S Gaugian*. With the end of that publication's long run, our publication now remains the sole S only print publication. (If you hear of someone bemoaning the loss of the *S Gaugian*, encourage them to become a member of the N A S G so that they can continue to receive a print publication for S scale.)

Again, thanks are due to Bill Pyper for his service. His efforts advanced *The Dispatch* in many ways. Better design, adding more articles, and such were noticed by all.

HELP WANTED

There are a couple of openings for chairmen. These are positions that are currently filled, but the present occupant of that chairmanship wishes to move on. And rightfully so. At least one of them has served for 10 years. A committee chairman is first the administrator for the activities of the committee he or she chairs. He may also service an active member of

the committee and as the recruiter for committee membership.

We are developing an Ad Hoc committee to come up with recommendations for getting more individuals and families into S Scale, especially among those in their teens and twenties plus women. (Over the years I have met several women S gaugers and would like to see more of them join the ranks of s devotees.)

There are also several projects within committees that are in need of someone to take on the program and advance it. In some cases, they will be taking over for a present member serving that particular program. In other cases, there are program that need to get started.

If you are willing to work for the advancement of S Scale and the association, please contact me with your qualifications for committee work. And please do so soon.

Any member is attending the National Model Railroad Association convention in July, we could use help with staffing the N A S G booth at that show. Please contact Will Holt if you can be of assistance email .

MEMBER BENEFITS

It is unfortunate that ideas concerning additional members benefits were mentioned on page 23 of the March/April issue. At this point in time, mention of any concepts is very, very pre-mature. The concepts mentioned are only just now being evaluated. Several factors have yet to be researched. Nothing is anywhere near ready for implementation, or even approved.

THE EDITOR SAYS



By Richard Caugherty,
Editor, NASG Dispatch

First, I would like to thank the BOT for giving me the opportunity to edit *The Dispatch*. I was getting a bit sedentary lately. I don't know about you, but I find that I get more done when I have a specific schedule to work around.

Second, I want to say a special thank you to Bill Pyper for all his help in getting me started. He provided me with endless amounts of articles and pictures for future issues. We spent several phone conversations discussing procedures and direction of the magazine. He offered his knowledge and help whenever I might need it. He has supplied information and assistance that would not have made my becoming editor possible. He did a fantastic job at what can only be a labor of love for a railroad modeler and journalist.

I also want to thank President Will Holt for taking his

time to discuss the magazines future as seen by the BOT. We had several lengthy conversations about the future of *The Dispatch*..

I have made some changes in this issue that I hope readers will find as improving the magazine. All future changes are being made to enable publishing all pertinent information in print and not having to use the Extra Pages on the website. Not everyone has access to it. I do have some ideas brewing. Due to the demise of the *S Gaugian*, *The Dispatch* is the last print magazine dedicated to S gauge.

In the future the magazine would like to be able to feature at least one or two layout visits per issue. No layout is ever completed, do not use that as an excuse for not submitting an article (see page 21).

If you submit pictures, please include a good description of what the viewer will be seeing. Details are what makes for a good publication.

ERRATA: The caption for the cover of the March-April issue on page 3 identified Terry Didion as Terry Dillion.



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Joe Kimber, Ed Kirstatter, Jim Martin,

Steve Monson, Carl Rudolph, Ken Zieska

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 44, Number 3, May-June 2020

MANIFEST

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Cities & Northern RY. Photo by Jim Malone.

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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

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Looking for a layout project: check out this design for the West Jersey Short Line

**Joe Kimber, drawing and photos
by the author**

The West Jersey Short Line started in the 1870's as the Salem Railroad. Like many of the railroads of the late 1800's it soon became part of a larger system, the West Jersey Railroad.

The West Jersey was controlled by the PRR and when the PRR consolidated it's various holdings in South Jersey it became the West Jersey & Seashore Railroad and eventually, in the 1930's, the Pennsylvania-Reading Seashore Line (PRSL).

It ran as the PRSL for many years until Conrail assumed control of the Northeast railroads in the 1970's.

In 1984 Conrail gave notice of it's intention to sell the Salem Branch of the old PRSL due to a lack of business and poor track conditions. The right of way was purchased by Salem County in 1985 and the operations were leased to a third party, the Pioneer Railroad Company. Thus the West Jersey Short Line was born.

Operations changed hands several times through the years. As of today, the railroad is being operated by the Southern Railroad Company of New Jersey, based in Winslow, NJ.

A complete history of the "Salem Railroad" can be

found in the book "West Jersey Rails III", a publication of the West Jersey Chapter of the National Railway Historical Society.

The workhorses of the line were two rebuilt and re motored RS3's, painted for the West Jersey. Freight is bulk materials for the various line side industries.

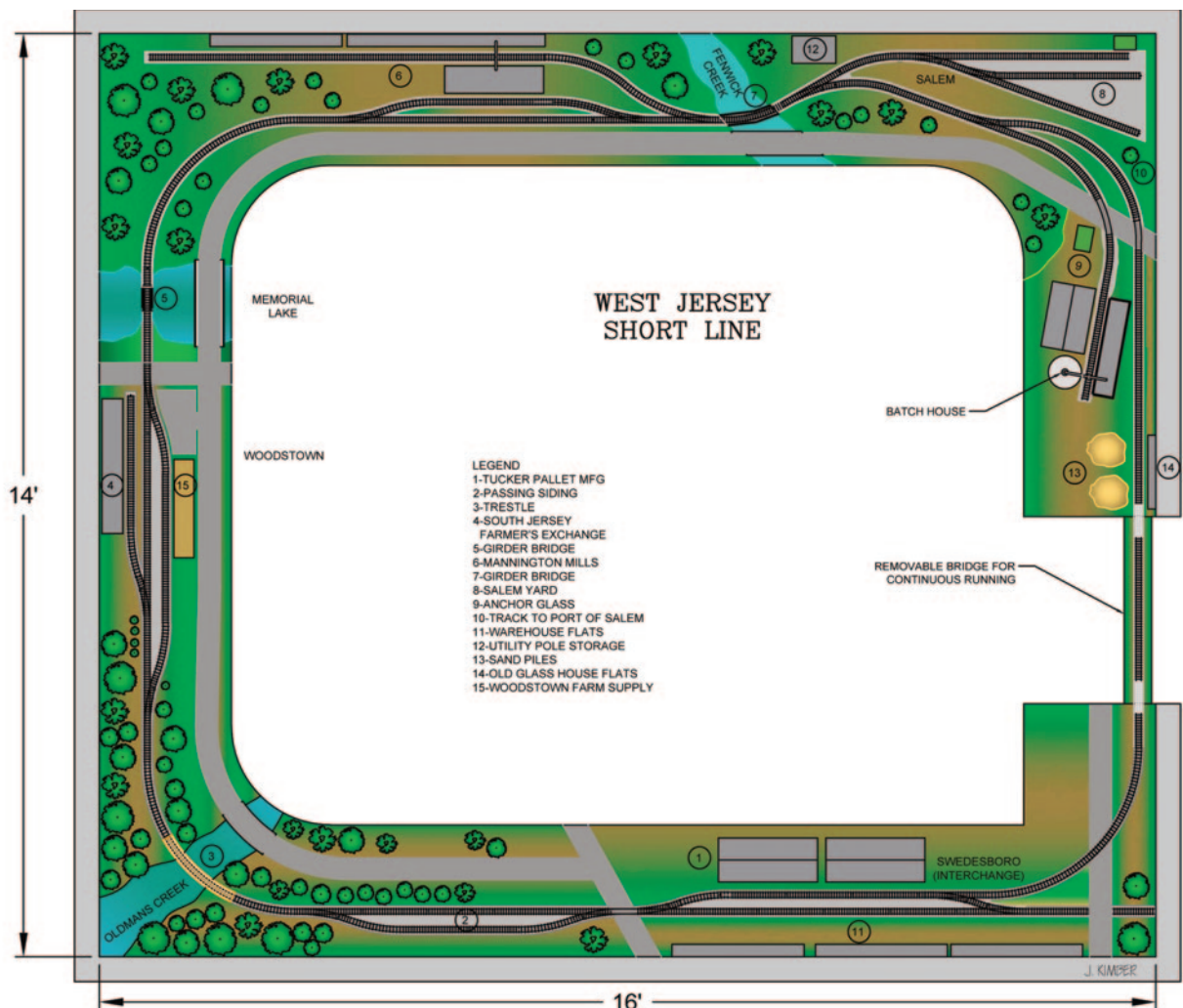
The railroad serves Erdner Cold Storage, the South Jersey Farmer's Exchange, Mannington Mills, Anchor Glass and The Port of Salem. Southbound cars are delivered to Swedesboro by CSX and empties

are picked up.

Most of the cars are covered hoppers containing sand, limestone, phosphate and other bulk materials. Empty cars are returned to Swedesboro by the West Jersey, usually once a day, and the loaded south bound cars picked up.

Cars are delivered to the various industries as required on the trip to Salem. Those cars carrying fertilizer materials are spotted on the siding at the Farmer's Exchange in Woodstown. This company mixes custom blended fertilizers for the local farmers.

The next stop is Mannington Mills, a



manufacturer of sheet flooring and tile. Mannington Mills uses a large amount of limestone in commercial tile. They receive about 8-10 covered hoppers a week. Also an occasional tank car.

The layout also includes a storage area for utility poles. These poles are stored next to the track on the north end of the Salem Yard. At any given time there may be 50-100 poles in the stack. The poles arrive on flat cars and are unloaded by a crane. They are trucked to the installation area as needed.

The Salem Yard serves as a storage area for freight cars waiting to be returned to the interchange in Swedesboro. It also contains a small office.

This yard had a "wye" to turn the steam locomotives. The wye still exists though it is now used for car storage. The glasshouse and Port of Salem branch splits off of the main line north of the Salem Yard. Sand and other chemicals used in the manufacture of glass containers are spotted on the glasshouse siding.

The track going to the port also passes through a glasshouse area now used to crush and bag Magnesium Oxide (MgO) received in gondolas. These cars are unloaded by a front end loader and the MgO stored on the ground. (Magnesium Oxide is used in making steel.)

The track continues on through the old glass house property to the port. A fabricator of building trusses had a facility along this branch. They received lumber on center beam flat cars. However, they have since closed due to the poor economy.

Originally the track continued to the port though this portion but is now unused. The line also



ran an occasional tourist trip from Salem to Swedesboro and return. Notice the passenger car behind the locomotive in photo 1.

I designed the layout as a point to point switching model. Since the railroad uses RS3's there is no need to turn the locomotive. Trains are usually 5-10 cars long and will look OK on this small layout.

Flats are used extensively to keep the table narrow and allow complete access from the operating side.

The track plan was constructed as a high rail S Scale layout using American Models or Fox Valley track and turnouts. Track is either sectional in 12" and 6" lengths or 36" flex track.

Turnouts are either American Models or Fox Valley. The layout could just as easily

be constructed as scale using code 100 track.

The layout table can be constructed in sections and trains operated when sufficient length is completed.

The trestle across Oldman's Creek is the highest bridge on the line. The other creek crossings are closer to water level.

Most of the track is close to level with a few slight grades. The various line side industries allow for the use of covered hoppers, refrigerator cars, gondolas, flat cars and tank cars.

This model railroad can be constructed with a small expenditure and should bring many hours of enjoyment to the modeler wanting a small switching layout.



NASG Convention cancelled

As you well know, COVID-19 has now been designated a worldwide pandemic, and the Federal and State guidelines to reduce its spread have changed daily life as we know it. The "new normal" is quarantine, social distancing and reducing social interaction for the foreseeable future.

The best experts agree that the disease will be with us into the summer months and maybe longer. Developing medical treatment and prevention protocols are being fast-tracked but may be a year or more away.

With great reluctance, but out of an abundance of concern for our PPSSW members, family, volunteers and convention attendees, the Executive Committee has voted unanimously to cancel our participation in the staging of the 2020 NASG Convention here in Bloomington this July.

We did not take this decision lightly. A great deal of planning has already taken place - bus trips planned, hotel booked, clinicians signed up, layout tours organized, and all the other minutiae that goes into a large undertaking like this.

However, with the Federal, State and local shutdowns just now underway with more surely to come, our members and attendees deserve to be able to make plans now and for the next few months as to how best to protect themselves and their families.

In addition, and of equal significance, the average age of our members and attendees is in the high-risk segment for contracting the coronavirus, and some of us have underlying health conditions which pose a far greater risk.

Finally, we have acted now to avoid cancellation penalties for hotel, ground transportation and airline reservations some visitors would be making.

Sincerely,

2020 NASG Convention Executive Committee

Steve Doyle
Ken Zieska
Tom Lennon

Letter from the Editor:

Apologies in order

ToThe NASG membership:

If you received your May-June issue later than expected, I had to delete a large article with pictures due to the cancelation of the NASG convention. Evidently the COVID-19 is affecting every aspect of our lives. This caused a considerable delay as it is not easy to find other articles to fill the space and eventually you end up re-working over half of the layout. Not making any excuses, just want you all to know why my first issue as editor might be reaching you later than expected.

I hope that you will take the time to respond to changes I have made as we work to try to appeal to all S Gaugers in our organization and attempt to reach new members. Please draft your comments and send them to dispatch@nasg.org. I assure you that I read everything that comes through the emails. I may not respond or be able to print them all, but your opinions do matter.

In the future, there will be more changes to try to have space in the print magazine for all letters, pictures and articles. Thank you for your patience while I am learning my new software.

Richard Caugherty,
Dispatch Editor

Farming tips for the S scale modeler

Steve Molson
Brooklyn Park, Minnesota
Photos by the author

Many of us S modelers have a farm scene or two on our railroads. On my own layout, I have two farm areas, plus a small implement dealership in two of my towns. Loads carrying tractors and implements keep a couple of my flat cars busy.

Ertl makes a large line of 1/64th models, in addition to their 1/16th tractor and imple-



The Ertl tractors as they came sitting in the author's small implement dealership.

ment models that they have made for 75 years. Their 1/64th tractors really are the correct size for S, have good proportions and look nice for our farm scenes. The exception are those obtrusive steering wheels. They



All steering wheels have been replaced with spoked wheels. The power take off pulleys are shiny from use. The ends of the axles have been painted to match the wheels and stacks and some details have been highlighted.

have no spokes, just a big solid disco. By replacing the steering wheels and with a little paint touch up of axles, stack, and details these tractors will go from OK to very nice.

Steering wheel upgrade

Fortunately, there are two simple solutions to this. One is a steering wheel sold by Moore's Farm Toys. It is a scale

18" in diameter, has three spokes and has a short shaft. The other is an HO brake wheel number 31122 sold by Precision Scale Company. It is slightly smaller in diameter and has four spokes. Being a brake wheel, it does not have a shaft. Its rim is also a little thinner and its diameter slightly less. Small farm tractors typically had 16" wheels, 18" was common for larger tractors, and some used 20".

Both wheels will look fine on your models.

Changing wheels takes only a few minutes. For the Moore's wheel, saw the old one off at the tractor mount. Drill an approximate #52 hole into the tractor 1/16" deep or so. Then cut off the new wheel's shaft leaving

enough to go into the hole and give proper spacing. Glue in place with super glue. If using the Precision Scale brake wheel, cut the old wheel off next to the wheel, then glue the new wheel onto the existing shaft.

Paint Touchups

Paint the spokes the same color as your tractor. For old tractors of the 50's era, paint the rim black to represent the hard rubber used then.

While you are at it there are several other improvements that can be made with your paintbrush. Some of the Ertl tractors have both front and rear axles that need their ends painted the same color as the wheels.

The exhaust stack got very hot and on old tractors it was always rusted. A rust/brown color will be fine. More modern tractors can have a shiny aluminum color stack. If your tractor has two stacks the rear one is really an air cleaner and should be the same color as the tractor.

If you want the power take off pulley to look like it is used it should have its paint worn off leaving a shiny surface. A band of aluminum paint will look good.

The main motor block can remain painted, but some of the details could have a contrasting color. The carburetor might be silver. The

distributor could be black. Where visible I painted the brake pedal surfaces silver to show wear.

Workers

Artista makes many realistic S scale people in great poses. There are three that I will mention here. Number 702 is meant to be a locomotive fireman but by carefully bending his legs apart slightly with a needle nosed pliers he will sit nicely on many of the tractors.

Artista number 722 is ideal for a man getting onto a tractor. I was able to bend his arms a little so that he is holding on to the seat and reaching for the steering wheel.

The man back on the truck is Artista 731. I also used him on the hay rack stacking bales. The square bales made by JTT Scenery labeled HO are perfect S scale for 1950's John Deere and International Harvester balers.

The round bales are not as good. They are too large for 1950s Allis Chalmers balers, and too small for modern giant bales. Whether you have one tractor or a large farm, these little changes will add a nice touch to your farm scenes.

The NASG Information Booth will be at the 35th Annual Summer Farm Toy show in Dy-

ersville,Iowa on June 5 and 6.

Resources:

Artista people: search "Artista S scale 702" on eBay, also 722, 731.

Tractor touch up paint: Badger Model Flex 1oz Acrylic on eBay

For example

16-203 John Deere Green

16-202 John Deere Yellow

16-07 Signal Red

Artista people: search: Artista S scale 702" on eBay,also 722, 731

JTT Scenery Product search "JTT square bales" on eBay. Also see www.counterprojects.com



Baling with a John Deere or International baler was a common sight in the 50's and 60's.

Spiffing-up your American Models engines



I'm sharing a few recent photos that show diesels owned by my friend Walt Trancygier from Saline, Michigan. They depict how models from American Models can be spiffed up with details and lighting. I took the photos on Gaylord Gill's layout.

Mark Charles, Ann Arbor , Michigan

News from the North: *Canadian winter did not stop modelers work*

Jim Martin, S Scale Workshop

Andy Malette of Toronto-based MLW Services has a couple of exciting new products under development. One is his favourite CNR locomotive that he has been trying to produce for years...a 5700 K5-a Hudson.

Andy has finally sourced the two styles of 80-inch drivers needed for this project. A run of 15 locos is planned...ten with spoked drivers, and the other five with Boxpok.

Simon Par-ent of Montreal has agreed to help Andy with the design and production. While this Canadian loco is very specific in appearance, no doubt some American modelers may want one as well. If you squint you can see a little bit of Delaware and Hudson up front.



Andy's other project is a 1954 National Steel Car baggage/express car. At this writing, CAD drawings were being readied for photo-etching. Some extra U.S. style parts, like doors and partial skirting, will be in-

cluded so the car can be Americanized. No price or timeline on these products as yet, but stay tuned

Meanwhile, Simon has designed a limited-run, flat-cast Fowler stock car kit. He designed the masters on CAD and had those 3-D printed. Molds were made from the masters and castings produced. Instead of metal etchings, additional details will be laser-cut and engraved fibre boards and wood veneers. The kits will have



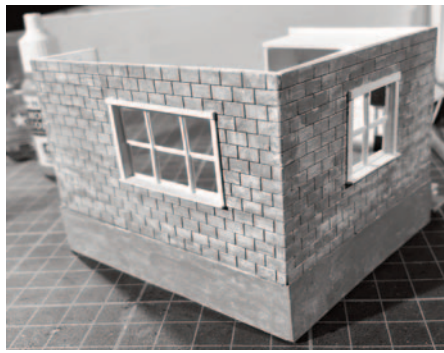
Simon Par-

ent

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options for different doors, roofs, and end details. If you are interested, contact Simon directly via the NASG directory.

David Clubine of Ridgehill Scale Models in Brantford, Ontario says it's the end of the line for his 1929 CN outside-braced boxcar kits. The latex rubber molds are worn out. The masters still exist, so more molds could be made, but David's ever expanding race car business makes that pretty unlikely in the near term.

Meanwhile, at other workbenches across the country:

Trevor Marshall of Toronto continues to refine his amazing Port Rowan layout (Port Rowan in 1:64). His latest scratch building project is a model of the feed mill that stood at the end of the line in that Lake Erie community. A friend custom-designed, and 3-D printed, wall sections of the style of cinderblock that was needed. Also check out Trevor's windows, scratch-built with styrene strip.

Matt Keoghan of Halifax, Nova Scotia is shown here lifting a turnout fresh from a FastTracks fixture. He's also keeping busy building a Smokey Mountain Model Works 70-tonner for his switching layout, and a bevy of CN boxcars to go with it. Matt is also building rolling stock for the **Halifax and Southwestern Railway Museum**, (hswmuseum.ednet.ns.ca) layout in nearby Lunenburg.



Clayt Peter of London, Ontario has completed this photogenic model of Graham's Steel Foundry. It's a Hopper Line kit with plaster walls and scale lumber. This one aged in the box for quite a while but now it's done. Clayt is a retired trucker and wanted to mention the Mack B-61 tractor is among his favorites, even if the twin shift levers made it a bit of work to drive. Check out Clayt's Plum Creek layout in the Mar/Apr 2016 *Dispatch*.



S scale mice? Finally, as we all know, 3-D printing is exploding with cheaper and better machines popping up everywhere.

Fredrick Aldhoch is a friend who models in N scale. He recently showed me his latest project. My aging eyes couldn't see it, so he showed me its picture on his smart phone. He had 3-D printed an N scale squirrel! If squirrels are now possible in N scale, maybe Fredrick can print Trevor a mess of S scale rodents for his Port Rowan feed mill.

Till next time. Cheers, eh?

A. C. Gilbert's

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Finished boiler loads on a Rex flatcar to add to you collection. Read the how to article below.

If you are hunting for loads for flatcars, this project is perfect answer

Edwin C. Kirstatter, photos by the author

Here is another load to make and put on one of your 'S' scale cars. Just about any Flyer flat or others can be used.

I used a scale version of the Rex Engineering 42 foot all metal Die cast model without any extra details added except for the brake wheel, AB brake parts underneath, which cannot be seen and tack boards on sides with destination cards. The Rex Sill steps were thinned a little by filing.

I removed all the Rex casting flash then mounted Kadee #802 couplers, a brass HO brake wheel with staff and Rex Trucks with their scale wheels. Then it was cleaned it up and painted and lettered for a Baltimore and Ohio class P-11 for which this makes a very close and good-looking model. The deck was painted with grimy black to represent Creosoted wood.

The boiler loads were from HO that was

found on a Bachmann long drop center flat car. These were imported from Great Britain and made by Airifix. They are rather oversized for HO but just right to use on this flat for a very believable S scale load. As they measure in S, they would be rated at 200 Horsepower the largest made of this type. They operated at 60 to 125 PSI.

Holes were drilled in the deck of this flatcar to mount these with screws from below. Next heavy wood cribbing of 12" square was cemented at sides and ends of these as recommended by AAR Rules for loading commodities on open top cars. They should also be tied down to the stake pockets with iron wire or steel banding.

These model boilers needed to be detailed to make them look more like real Horizontal Return-tubular Boilers used with Full Flush Fronts. I started by drilling out for all the fire tubes and made openings for the cleanout hole and a manhole on top. Plugs

were put in these two large openings with clamps and bolts attached.

Also, nipples were applied for the water inlet, steam outlet, a safety valve, a water level gauge glass and a pressure gauge, which would be shipped separately.

Two brackets were added to each side that were the supports for the boiler when setting in the furnace used for heating buildings and other industrial uses such as furnishing steam to run steam engines to drive electric generators or overhead line shafts in machine shops.

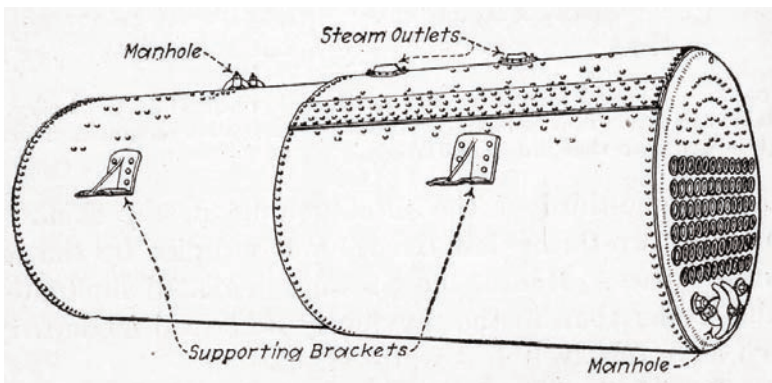
These parts were all made from plastic rod and sheet stock except for the bolts which were small steel pins with the heads filed square. These were painted with a red oxide primer before mounting on this flatcar.

Additional work on the Rex or Flyer cars would have resulted in a more detailed model by removing the cast-on grab irons to be replaced by preformed wire ones as well as adding cut levers. But it is good enough as it comes.

If you were a railroader where would you be if you were "dancing on the carpet?"

The Superintendent's office

The Dispatch is currently looking for layouts to feature. Another idea for articles would be ones that show how to use unusual everyday or found objects to create items for your layout. Thirdly, we would like to see problem solving articles. Lastly, any new scenery technique articles that work for you. Thank you.



Horizontal return-tubular boiler with supporting brackets.

PRE-SIZE

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Loads of fun

Make some container loads for you layout, easy step by step

Randall Griggs, Louisville, Kentucky
Photos by the author

I recently noticed an earlier topic on the OGR Forum back in 2013 (“Did anyone ever make a 40-foot container?” originally posted 05 Apr 2013.), and decided I’d explain how I satisfied this question recently.

I had some container graphics I gleaned from the WEB over the years and modified them from 40'1 x 8'w x 8' h to a taller version 40'1 x 8'w x 9'-6" h. I also converted some 20' long containers to 40' by simply extending the ends.

I had some scrap Styrofoam laying around (my Wife says I’m a ‘packrat’) that was exactly 1-1/2" thick - which equals 8' wide in 'S'. I had also borrowed a hot-wire, foam cutter from my son which allowed me to cut blocks of Styrofoam 7.5" ll x 1.5"w x 1.78"h. (A 2'x4' could also be used since they're 1.5" thick but would be much heavier. You could rout a lot of the center out with a router, leaving some cross-struts along the bottom to keep it from warping.)

The Styrofoam I used to have a rippled, clear plastic, cover on both sides which showed through the paper printed container graphics. I solved this problem by putting a thin coat of spackling compound over the clear plastic, as well as other areas of the foam that weren't perfectly flat.

After it dried, I then sanded the excess off. The result was a nearly perfect block of spackling-coated Styrofoam suitable to use as the base for the applied paper container graphics.

Team Track Models at: <https://team-trackmodels.com/product-category/transportation/containers/> offers downloadable paper intermodal container kits in ‘S’ (1:64) scale in several liveries for \$2.99 to \$4.99 each. With Team Track Models you can build 20, 40, and 45-foot lengths in ‘S’ scale.

I have a couple Des Plaines Hobbies 'S Scale America' Husky Stack well cars that look GREAT with these Styrofoam/paper

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Does your layout need some modern car loads? How about a consist of containers, great for operational gatherings.

containers double stacked.

I'm also trying to use some American Models Intermodal Spine Cars, which need some horizontal, transverse, struts to support the containers as they're not set up for containers, only semi-trailers. (Another one of those 'round-tuit' future projects.)

And, although I’ve completed several the 20', double 20', and 40' containers, I have yet to do a 53' container. I think they would look reasonable on 'S Scale America's' Husky Stack well cars on top of a 40' container. Prototype railroads do this sort of thing all the time!

I developed the following 20', 40' and 53' container graphics in .pdf format which can be printed on good quality inkjet or laser jet paper (at full-size, 100%), carefully cut out, scored, folded, then finally applied to suitably sized Styrofoam blocks:

Double 20' [20+20] Stand-Alone Containers are one-piece but include two 20' containers end to end.

CONTAINER PDF GRAPHICS:

Use 40' Container BOTTOMS:

2-20' MAERSK SEALAND 1/64 (S)
2-20' MAERSK SEALAND + P&O Nedlloyd 1/64 (S)
2-20' NYK 1/64 (S)
2-20' P&O Nedlloyd 1/64 (S)

20' STAND-ALONE CONTAINER BOTTOMS:

Use 20' Container BOTTOMS:

20' COSCO 1/64 (S)
20' K-Line 1/64 (S)
20' MAERSK SEALAND 1/64 (S)
20' NYK 1/64 (S)
20' P&O Nedlloyd 1/64 (S) 20' Tropical 1/64 (S)

40' STAND ALONG CONTAINER BOTTOMS

Use 40' Container BOTTOMS:

40' C.R.England 1/64 (S)
40' CHINA SHIPPING 1/64 (S)
40' CMACGM 1/64 (S)
40' EMP 1/64 (S)
40' EVERGREEN 1/64 (S)
40' GENSTAR 1/64 (S)
40' Hamburg Sud 1/64 (S)
40' Hamburg Sud 1/64 (S) - faded

40' HANJIN 1/64 (S)
40' Hapag-Lloyd 1/64 (S)
40' Hub Group - Green 1/64 (S)
40' Hub Group - Red 1/64 (S)
40' HYUNDAI 1/64 (S)
40' IFF 1/64 (S)
40' IGS-HANSA 1/64 (S)
40' J.B.Hunt Intermodal 1/64 (S)
40' J.B.Hunt 'ULINE' Intermodal 1/64 (S)
40' K-Line 1/64 (S)
40' MAERSK 1/64 (S)
40' MAERSK SEALAND 1/64 (S)
40' MARITIME-ONTARIO 1/64 (S)
40' MSC 1/64 (S)
40' OOCL 1/64 (S)
40' P&O Nedlloyd 1/64 (S)
40' Pacer Stack train 1/64 (S)
40' UNIGLORY 1/64 (S) 40' XPOLogistics 1/64 (S)
53' Stand-Alone Containers:
(Use 53' Container BOTTOMS)
53' CN Intermodal 1/64 (S)
53' CSX Intermodal 1/64 (S)
53' Pacer Stack train 1/64 (S) 53' XPOLogistics 1/64 (S)
20' Container BOTTOMS
40' Container BOTTOMS
53' Container BOTTOM

I am hopeful Peter Vanvliet, our NASG Webmaster might be able to make these .pdf graphics files available on the NASG Website.

On the OGR Forum I received a couple favorable comments. The first was: “WOW! Those look terrific! So, what I'm seeing is an actual block of Styrofoam covered in inkjet printer paper? That's neat. It looks very realistic and gives off a 3-D vibe. Kind of reminds me of lithographed cars where you ‘see’ more than what's actually there.”

I replied: “Yes, they're just Styrofoam blocks (leveled out with spackling compound) covered with - MOSTLY - laser-jet printed paper. I did the first four, 2-China Shipping, and 2-Hamburg SUD using my own inkjet printer.

I decided it cost too much color ink, and had the rest printed at Staples using their color laser-jet printer for about \$0.56 a sheet plus tax. So, probably, all told, each container cost less than \$1 even counting the Elmer's glue & spackling compound.

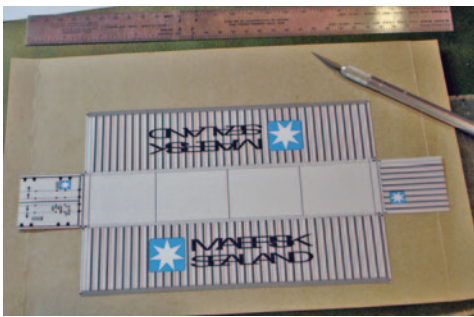
That's cheap when you consider you might need dozens of them in a model intermodal yard or train.

The laser-jet prints were much sharper, and the color was much deeper than my inkjet prints. The difference is obvious as shown in the following photo.

The Hamburg SUD on the right was printed with my inkjet, the Hamburg SUD on the left was printed with Staples' laser-jet."

The second favorable comment on the OGR Forum was: "It's really cool that they are so light. You can run a long train if the cars are not heavy." That's exactly right.

Here are how the cuts are made. If you're careful, and follow the lines closely, the resulting dimensions will be correct.

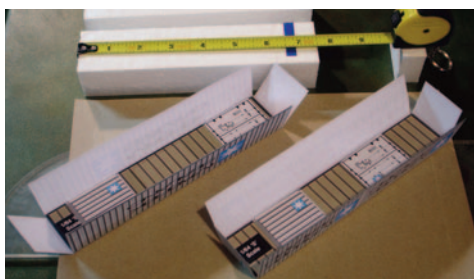


Pictured here are the finished top, sides, and ends of the container. Since the ends extend beyond the printer's usual margins on a standard 8-1/2" x 11" sheet of paper, the front and back ends are short.

This problem is resolved by providing extra, full-length ends to apply over these.

Next, the two full-length ends of the paper container are scored for folding. I used my Swiss Army knife since it has a can opener blade that is sharp, but not sharp enough to cut through the paper. Anything will do, even a butter knife, if it creases the paper without actually cutting it.

This photo shows two sets of folded 40' containers ready to be glued to the Styrofoam blocks.



Compare the laserjet printing on the left to the home inkjet printing on the right and decide which has the best appearance for your layout.

A complete, 20' container set (in this photo) that's ready for gluing. I used Elmer's white glue for this.

Here you see the assembly after first applying a very thin coat of Elmer's to the top and ends and carefully positioning onto the Styrofoam block. The ends are then folded onto the glued block ends, prior to gluing the sides.

This picture depicts how I spread Elmer's to one side (after the bottom, top, and short ends were first glued) prior to folding the side onto the Styrofoam block. The final step, then is to glue the full-length ends on the Styrofoam block to complete the container. Allow the Elmer's to dry at least over night.

FINAL NOTE: I found that the sides and ends of the paper, after being applied to



the Styrofoam blocks, extended slightly below the bottom of the Styrofoam block on

most of my containers.

I don't know why, exactly, but they just did. I should have made my Styrofoam blocks just a bit taller, I guess.

This resulted in the containers not stacking perfectly above each other. I decided to place a small 'shim' (if you want to call it that) at each end to rectify this little problem.

I happened to have a piece of scrap Popsicle stick that fit across the bottom and extended slightly below the paper edges. This will make the containers

stack more precisely.

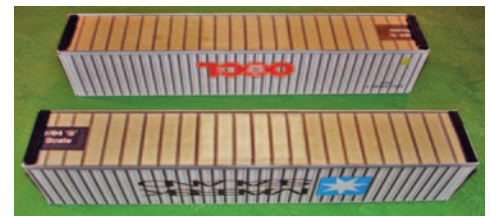
For the Popsicle sticks I decided that if I ripped it down the middle it would yield a 'shim' that was just right (about 3/16" wide). And, cutting it 1-3/8" long made it easy to install on the bottom at each end. I also found that if I cut strips of cereal box cardboard 3/16" wide and 1-3/8" long and glued 4 of them together, the results were almost the

same as with the Popsicle sticks.

So, if you're not good at 'ripping' Popsicle sticks down the middle with your razor saw, you can go the easier route of gluing 4 layers of cereal cardboard of the proper width and length.

Or, you might find some other material that's the correct thickness to make your 'shims' from.) I also painted the sides and ends of the 'shims' black since it would be difficult to do this after being installed to the container bottoms.

Below are some photos showing the 'problem' and the 'solutions' that I came up with, applied to the bottoms of both 40' containers.



Randall Griggs lives in Louisville, KY and has a 25 x 34 folded dogbone operationally complete layout in the 1980's to present time slot with an interest in Amtrak, Union Pacific and Chessie System Visitors are welcome by arrangement his contact information available through NASG website member only lookup.

3 D Printing . . . my experience, a new

Dave Donaldson, Oxnard, California
photos by the author

HOW DOES IT DO THAT?

This is Part 4 of a series on my recent experience with an Anycubic "Photon S" 3D printer. The first part appear in the March/April issue.

In order to evaluate 3D printers, it helps to have a basic understanding of how a resin 3D printer works. The operation is quite simple. As you know, it builds the part in layers. Each layer is made from hardened resin. The resin is hardened by exposing it to UV light, generated by LEDs.

What determines the shape of each layer? A large LCD screen is the key.

The LCD screen makes the magic happen by blocking unwanted UV light from reaching the resin. Just like the LCD screen in a digital watch, it can be told to make a part of the screen black or leave it clear. When a digital watch needs to display the digit "1", the appropriate set of points are made black, and the digit "1" appears.

The LCD for a 3D printer does the same thing, but instead of digits, it uses the black area as a mask. The UV light is blocked by the black areas of the LCD screen, and the clear areas allow the UV light to pass so it can harden the resin into the next layer.

The resin is contained in a Vat, which sits above the LCD screen. The floor of the Vat is a clear plastic FEP (Fluorinated Ethylene Propylene) sheet.

Care needs to be taken to not scratch the FEP sheet. Even a paper towel can create small scratches that "fog" it. I use mi-

crofiber towels cut into small 3"x3" squares, then toss them. If the FEP is scratched, the light will be diffracted, affecting the quality of the printed part.

The FEP is a consumable, and will need to be replaced periodically, which is not hard to do, but is time-consuming.

It goes without saying that a tear in the FEP would be a disaster. Resin would leak out, go under the LCD screen frame and the coat the printer's internal components.

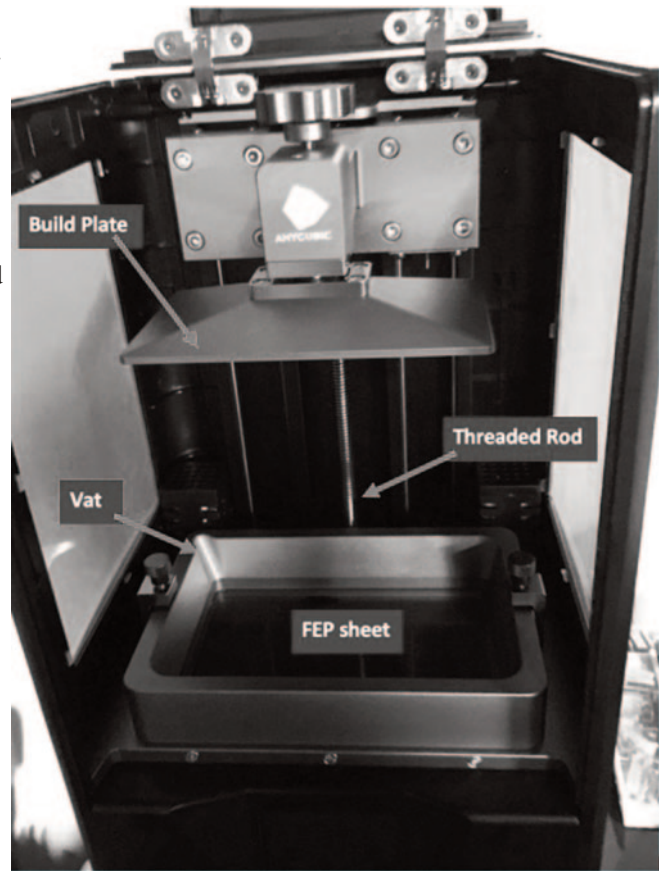
Imagine opening your ink jet printer and pouring lots of pancake syrup on the color cartridges. The printer needs to be disassembled to clean-out the resin before it is exposed to UV light (or sunlight) and hardens. NOT a fun way to spend an afternoon. Examine the FEP after each print. If it shows any damage, replace it.

There is a threaded rod in the back of the 3D printer, driven by a high precision stepper motor. Attached to the threaded rod is a Build Plate, which travels up and down as the motor rotates. The bottom of the Build Plate is a dead-flat surface, to which the first layers of resin will bond. The Build Plate is lowered and submerged in the resin.

After a layer is completed, the Build Plate moves upward about 1/4" to allow more resin to flow between the part and the FEP. Then the Build Plate travels downward and stops short of the FEP, creating a new layer of fresh resin ready to be hardened into the next layer.

There is a bit of "stickiness" between the FEP and the new layer of freshly hardened resin. When the Build Plate moves upward, the new layer will (hopefully) separate from the FEP.

However, if the very first layer of resin is not bonded well to the Build Plate, the part will separate from the Build Plate instead, which causes the print to fail.



Inside the 3D printer with major parts labeled.

(Guess how I know this?)

When the Build Plate moves upward, the new layer of hardened resin has a choice of sticking to the FEP or the part on the Build Plate. If it chooses to stick to the FEP, Game Over. Trial and error can determine the proper settings for a successful print. After the sweet spot is discovered, document the settings for this specific resin.

The Build Plate will need to be "leveled", which is setting the baseline "zero" against the FEP. Basically, the Build Plate is carefully lowered until there is a paper-thin space between the LCD screen and the bottom of the Build Plate. This is done before the first part is ever printed.

If a print fails, try leveling the Build Plate. The only thing keeping the Build Plate aligned is a single set screw. One practice I use is to try to NOT hold the Build Plate by the top knob if I can help it. The top knob area is a chunk of metal that is tempting to hold when prying a part away from the Build Plate; and lots of videos show this being done. Holding the Build Plate in the air by the top knob area while removing parts exerts lots of torque on the



The FEP clear sheet inside the Vat.

method of making model parts (Part 2)

set screw. This is asking for the set screw to slip, moving the Build Plate out of alignment.

I place the long edge of the Build Plate onto a paper towel, on a solid surface. Hold the Build Plate by the edges and force a blade between the Build Plate and part to separate them. The energy is transferred to the long edge of the Build Plate, and onto the solid surface. This minimizes the forces experienced by the set screw, which reduces the chance the Build Plate needs to be leveled again.

One spec you will see for 3D printers is the Build Volume. This is basically the largest rectangle the printer can produce. The larger the Build Volume, the larger the 3D part you can print. Of course, the larger the Build Volume, the higher the price tag.

The work-around for printing parts larger than the Build Volume is to print sections, and then join them. This is relatively easy with 3D CAD software, which allows for test-fitting separate parts together prior to printing them.

For example, a DTTX well car is too long to print as a single part (for HO scale) in my printer. So, it needs to be printed in 2 halves, with the joint at the ribs to hide the seam.

HAZARDOUS

Any of the videos shown on the use of resin for 3D printers stresses the use of disposable gloves, and eye protection. They aren't being paranoid. Though I have not had any resin sit on my skin for any length of time, it is reported to cause a burning sensation. That can't be a good thing.

Resin needs to be treated with great respect; it is a nasty chemical. Don't let it contact any part of you. Use it only in a well ventilated area.

Clean ALL of the tools, printer components, anything that was contaminated with resin. Otherwise, you (or someone else) risk grabbing a contaminated part later with a bare hand.

A MESSY BUSINESS

Resin has the consistency of pancake syrup. Once a part is printed, the process of removing the part(s) from the Build Plate can be messy.

The Build Plate and part have repeatedly been submerged in resin and will have resin clinging to it. Have a plastic sheet covering the entire work area. The resin will drip

EVERYWHERE.

Your gloves get covered with resin. Anything grasped with the gloves also becomes contaminated with resin. This is es-



Some 3D Printer cleaning supplies.

pecially problematic with components on the printer. Unless you establish a convention of always wearing gloves before touching any component on the printer be sure to only touch the printer with clean new gloves or clean the contaminated printer component(s) immediately. The resin is semi-clear and hard to see.

I wash my gloved hands in the IPA (Isopropyl Alcohol) bath regularly to remove resin, rather than take the contaminated gloves off to put on fresh gloves. I find mostly the fingertip areas get resin on them, so cleaning the gloves is quick.

Mount a paper towel dispenser near the work area; you will use a lot of paper towels. Have a box lined with a trash can liner nearby into which contaminated paper towels and gloves can be tossed.

SMELLY

During some of the videos, the reviewers would comment on the foul smell of the resin. I was expecting it to be worse than a dead skunk. However, when I opened the first bottle of resin, it wasn't that bad. My expectation of a chemical smell was met, but it was not much worse than oil-based paint.

That said, I would not want to have a 3D printer next to me printing parts all day. I seriously doubt the fumes would do me any good, so it is on a bench in the garage, where there is plenty of ventilation.

NOT A FAN OF IT

The Photon printer had a single fan with a "carbon filter" that was nothing more



than a piece of foam. In theory this would reduce the odor, but it merely pumps it into the room. It was well known in the Photon community that disconnecting the fan would reduce the spread of the resin odor more effectively.

Ironically, one of the "upgrades" to the Photon S is a 2nd fan was added to reduce the resin odor reported by Photon owners. Attaching a shroud to the output of the fan and directing the fumes outside has been done by some Photon owners.

TEMPERATURE

Depending on the resin, they like to be used at about 70 degrees F (21 C); generally, room temperature. If it is colder, the resin will thicken and can cause issues with the printed part warping. As the Build Plate comes down into the resin, it needs to squish all but whatever you set as the thickness of the next layer. If the resin is cold, it will have a higher viscosity and resist the downward pressure, and this energy will be translated to the part. If the part is thin at that point, it will bend, which will look like a warp in the finished part. The resin needs to easily flow.

DIFFERENT KINDS

Not all resins are created for the same purpose. Some are very good at creating crisp details. However, if the part needs to be of a pliable material with less detail, there are resins for that too. Some resins create parts that are translucent, other resins create opaque parts, a few resins produce completely clear parts. The opaque parts can take more time to cure since the UV light has to penetrate the walls of the part.

SHAKE IT UP

The resin needs to be shaken prior to use. However, bubbles will form, which can create voids. After shaking the bottle, let it sit for a few minutes to let the bubbles rise. It is viscous so it will take time. The assumption is the resin will not separate during this time and require shaking again. Less bubbles would be formed by stirring the resin, but it risks contaminating the resin with whatever is on the stirring stick.

It will also make the stirring stick gooey with resin, and need to be cleaned, or thrown away.

I am designing a slow-turning harness that will SLOWLY rotate the bottle.

See 3D Printing on page 20

Twin Cities, Duluth & Northern Railroad

Jim Malone

Maple Grove, Minnesota

Photos by the author

I remember back in the early 1950's, probably around 6 years old, the day when I got hooked on model trains. I was in downtown Minneapolis with my mother Christmas shopping. As we passed some of those big holiday window displays, an electric train was blowing its whistle, disappearing into a snowy mountain tunnel and coming out on the other side. Mom recognized my enthusiasm and on Christmas morning Santa delivered a



Great Northern crossing over Temptation Falls on the St. Louis River.

beautiful Lionel Santa Fe passenger set.

From then on, it was an annual event to get something added to my collection. At the same time, my buddy Danny got a Lionel set and his dad made a great big layout for us. It had literally all the "bells and whistles" available. Big Pennsy Steamer with smoke and whistle, operating cattle car, milk car, gateman waving the lantern and plenty of switch tracks snapping.

We did this for several years and finally

things got boxed up when we moved away from the neighborhood and stored in a closet. Then one day I saw an ad, looking to buy old electric trains. I sold it all and raised enough money to buy my new passion, a guitar.

Fast forward to the mid 1980's and I started to attend model railroad flea markets in search of replacing the stuff I sold many years earlier. Well, I got carried away and boom, I started a new layout in my basement. This time, the 3-rail stuff was



Looks like the locals are relaxing at Wilderness Resort Outfitters on the St. Louis River while a freight consist headed by two Great Northern A units rounds the bend passed the fun.

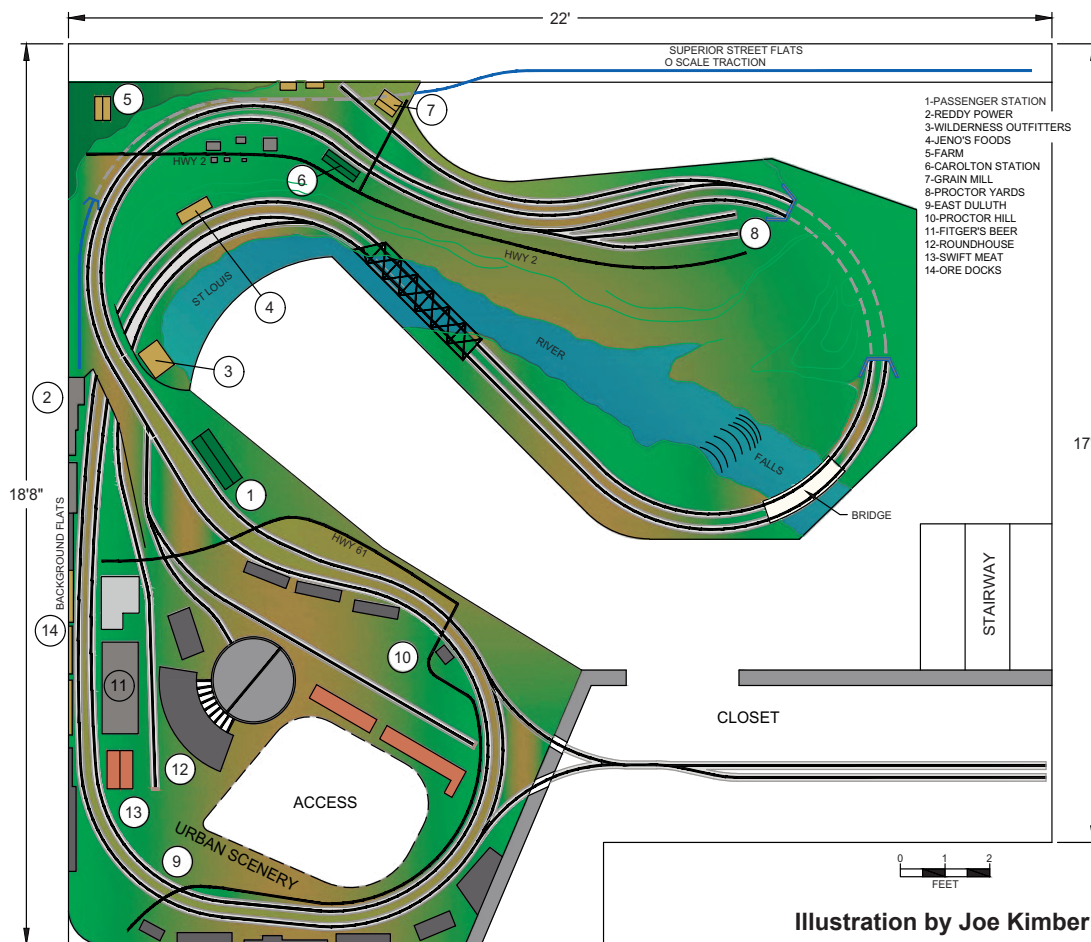


Illustration by Joe Kimber

relegated to display shelf status. My Twin Cities Duluth & Northern Railroad was originally an O gauge, around the room layout, built in the mid-1980s.

In 1994, it was dismantled to accommodate the needs of our growing family. By 2006, the room was once again available for a new layout. During that hiatus, I got hooked on "S" and started accumulating S scale trains and supplies to construct the new Twin Cities Duluth and Northern Railroad.

The new layout has a DC passenger line which includes through freight runs that require little attention as they orbit around the layout. The DCC line is designed for hands on operations, with three controller locations. When it comes to "operating sessions", nothing official yet, just spectators getting to push buttons and control the throttle!

The theme never changed as my new railroad is still based on the city of Duluth, Minnesota, with its diverse railroad history on the shores of Lake Superior. During the post war period of the 50's, the DMIR was the major hauler of iron ore. The GN was also involved.

In 2016, I incorporated an O scale streetcar scene along a knee wall ledge that

passes under the benchwork. It serves as a depiction of the traction days in Duluth. The Twin Cities division includes some of the major railroads that served in greater Minnesota. GN, NP, Milwaukee, Burlington, SOO, Rock Island and the Chicago Great Western.

Getting Help from My Friends

During this period, I met Ken Zieska of the Pines & Prairies S Scale Workshop, a long-time club of S modelers in the Twin Cities. Visiting Ken's home layout confirmed my vision of what could be accomplished in S scale. Club member Dave Jasper, the "go" to layout architect of the group, volunteered to measure my space and design the plan. After a few tweaks, the plan was

confirmed. From then on, club members would visit on "train nights", grab tools and discuss the details of the day. My son Brook was a big help in constructing the benchwork and scenery as things progressed.

Member, Dave Aanerud is the local expert on all things electrical on the layout. I am forever grateful for his expertise and help on installing operating block signals, including operating cross bucks at major road crossings. These small details make the railroad come alive.

Someone once asked "how did you get all this done?" I remember when numerous aspects of the project were underway at the same time. I remember forcing myself to not let a day go by without giving at least an hour of doing something on the layout. Bouncing around between several projects prevents stalemate and amazes me how much progress can be achieved!

The Backdrop

Prior to installing the benchwork, the perimeter backdrop was installed and painted. Masonite sheets 1/8" x 4' x 8' were then primed and painted. The mural is a scene of Lake Superior to the
See CITIES on page 18



A street car glides past store fronts open late on a Thursday evening on Superior Street in Duluth on Jim Malone's O scale extension of his layout.

Cities

continued from page 17

East, surrounded by the hills of the Duluth skyline and the deep valley at the mouth of St. Louis River, forming Duluth Harbor.

Benchwork

The benchwork is constructed in the L-girder design as described by Linn H. Westcott, published by Kalmbach Books. This method is most desirable for mountains and hilly grades.

Ten identical units were constructed and positioned on the floor per the surface dimensions of the layout plan. Joist boards were installed to lash the sections together. The roadbed T-risers were then installed to support the grade of the sub-roadbed.

Consider your desired bench height as you build bench modules. I cut the 2x2 legs at 46". (The L-girders top out at 42.5" to allow attachment of the 1" x 4" joists.) Lower specs might be better for viewing by kids.

The sub-roadbed is 1/2" plywood 6" wide to accommodate the dual track mainline with 3" center-center spacing. One quarter inch thick cork was cut into 1" wide strips, one for each side of the track centers for



easy bending of the curves glued and stapled down at the track center line. The v-braces and L-girders came from 1 x 3 and the Girders were made from 1 x

Trackwork

I used code 125 flex track made by S Helper. Turnouts are Custom Trax and Tomalco #5 and #6 with scale flangeways. They have a mixture of Tortoise powered and manual operation. There is a total of 166ft of dual mainline plus 7 stub turnouts, for a total 48 feet. All stubs have a track power switch to prevent unwanted movement.

The design is basically a twisted figure 8 dog bone creating a pass over, pass under. Observers seem to find watching two trains pass over and under each other pleasing.

For curves, sub roadbed was cut with a 40.5" inside radius and 46.5" outside radius. This gives a 42" and 45" centerline radius for each of the mainlines. My American



The Chicago Great Western A & B units haul a freight passed Jenos Foods founded by Jenos Paulucci, inventor of frozen pizza rolls.

Models 4-8-4 Northern handles the 42" radius with ease.

Electrical

The two mainline tracks are totally isolated electrically. The DC passenger mainline is shared with the DC freight locomotives, which includes the staging tracks in the "closet" and the stubs at Proctor yard

The DCC mainline has a stub at Carolton Mill, Roundhouse yards, and a stub in East Duluth, serving Armour Meats and Jenos Foods. All trackage is served by 12-gauge bus wires following the tracks directly below, color coded for easy identification. Feeders are 16-gauge soldered at rail joiners in frequent intervals. With a crossover easily installed, I could easily convert to all DCC control.

Scenery

Scenery is a mixed bag of materials and techniques. Hills have been carved out of pink foam while for mountains I used poultry mesh, humped, staples and plastered. Ground and ballast came from Woodland Scenics. For trees I preferred McKenzie and Heiki along with dry prairie sagewood. I produced rivers and lakes with Enviro Tex lite epoxy which I tinted to suit the scene. For rock, cliffs and

outcroppings small natural materials and plater casts were used.

Structures

Many years of diligent shopping model railroad flea markets and shows has been the saving grace to populating the landscape with everything mankind produces. Kudos to the model railroad manufacturers and collectors who offer their products by mail and at train shows. The main target was finding structures. Houses, businesses, shacks, garages, towers, depots, roundhouses, trestles, telephone poles and high-tension power towers. The list is endless and all are out there for purchase. Most often a little touch up and repair saves countless hours of a complete build.

During my years of searching the markets, there are a few finds that really make the layout shine! A set of four 1950's



Structures are readily available to the modeler who are not scratch builders or kitbashers.

downtown buildings, 6 stories high, all lighted with inside contents and people, created by Bob Smith, a veteran of WWII. Scale model of the old CNW Roundhouse and Turntable in Spooner, WI. by Kent Conklin of Wisconsin. Four-foot, dual mainline trestle crossing the ST. Louis river near Duluth, maker unknown! Duluth Station by the early Twin Cities Model Railroad Club at the Union Station in downtown St. Paul, MN.

O Scale Division, Superior Avenue, Duluth

The TCD&N has an O scale traction line, depicting a traction scene of long ago in Duluth. The scene is on old Superior Street in downtown Duluth. It is isolated from the main S layout by a walkway.

The four large downtown buildings created by Bob Smith, a WWII veteran. The storefront names are based on

detail things are what people notice. My flickering campfire scene surrounded by a few hobos always attracts honorable mention.

Layout Tours

The TCD&N will be open for viewing during the 2020 NASG convention in Minnesota. Numerous other tours and events are on the schedule. I am also on the list of layouts welcoming tourists anytime during the year. I am looking forward to sharing the TCD&N with fellow S gaugers in July.



One scene that is a favorite of visitors and Jim, is the hobo camp.



Jim Malone is a lifetime resident of the Twin Cities of Minnesota, a former U of Minnesota veterinary college instructor and museum curator for St. Cloud State University. A longtime member of the Pines and Prairies S Scale Workshop. A 35-year member of the O-Scale TCMRM museum in St. Paul, MN

Currently living with his wife Carol in Maple Grove, MN the parents of son Brook and daughter Jayme and two grandkids, Piers and Anderson.

Rolling Stock

A big leap in my decision to choose S scale, was the discovery of Permabuilt metal sided boxcar kits, produced many years ago. I purchased a big box of them at a NASG convention in Manitowoc, Wisconsin. When assembled, they are very realistic. They came with painted sides and wooden floors, just like the prototype! The deal included a big bag of "Ace" freight trucks.

TCD&N consists of 77 freight cars, 16 passenger cars, 3 steam locomotive, 15 diesel engines, 1 RDC, 10 caboose and 9 traction cars.

nicknames of his platoon members and ,acronyms of military language. WSOL Radio, flashes its call letters from the 5th story of one building.

My idea of railroading is the quest to create a layout that mimics the real world. With the abundant choices of products produced by suppliers, more than ever realistic layouts can be created. The numerous little

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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E-mail: americanflyertrains@gmail.com

Dave Blum
PIKESVILLE MODELS
3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440



3D Printing continued from page 15

The idea is to leave it rotating for hours, and gently agitate the resin. Some experimentation will be needed to find the rotation speed that minimizes bubbles forming. Technically it could be left rotating all the time, so the resin would be ready to go 24x7.

SHELLS

To conserve resin, a solid part can be made “hollow” by using software to create a shell of the outer surface. The problem is now the part will form an inverted cup-shape, which will cause significant suction forces as the Build Plate rises. Use the CAD software to create holes in the shell to allow the resin to freely flow, and defeat the suction trying to yank the part away from the Build Plate. These holes will also serve to drain the resin from the finished part, as well as to insert UV LEDs to cure the interior of the shell.

RESIN SOURCES

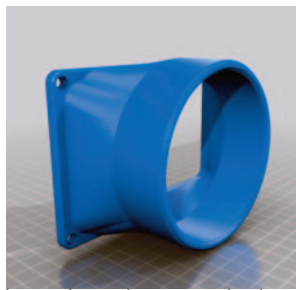
I’m somewhat preprogrammed to believe that consumables offered by the manufacturer are superior to 3rd party products. However, in the case of resins, I no longer believe this. Most manufacturers of 3D printers don’t have a chemical lab brewing big batches of resin on-site. They outsource it’. Look at this image of 4 resins from various sources. The form-factor of the bottles are the same, so odds are they all came off the same assembly line. In fact, a resin company that just makes resin has a lot of motivation to keep their quality high, whereas for a 3D printer company their resin offerings are a sidelines.



KEEP RECORDS

When you find a resin that works for you, keep it on your short list for future projects. Record all the settings that produced the successful parts for the next time that resin is used.

Using my Photon printer, I printed an adapter shroud to replace the rear vent panel so I can vent odors to the garage area via a 4" flexible duct. The shroud print file was available free (see link below). A fan is in the garage to suck air from the room the printer is in through a 4" hole in the wall and out to the garage where the odors are



not objectionable. I simply turn on the fan to full speed whenever I am printing (it came with a variable speed switch) and leave it at slow speed whenever there is still resin in the tray, but the printer is not being used. Now I can use the printer in the comfort of a climate-controlled work area in my crew lounge area instead of in a cold/hot dusty There is zero odor in the room when printing.

MY RECENT EXPERIENCE WITH AN ANYCUBIC “PROTON 5” 3D PRINTER

I have only tried 3 different resins so far. About the only way to see if the resin meets your needs is to print a challenging part with it. My test print is the NSC DTTX well car with the row of openings in the ribs. If the resin faithfully reproduces the details, it is a winner. Let’s work backwards from the resin I like, then look at the others I tried previously.

THE GOOD

My resin of choice is Siraya Tech “Blu”, which is the 3rd resin I tried.
https://smile.amazon.com/gp/product/B07KSYRW34/ref=ppx_yo_dt_b_asin_title_o03_s01?ie=UTF8&psc=1

As the name implies, it has a light blue color. Using it at a temperature of 25 C (77 F) is recommended by the mfg. If the settings for exposure times is dialed-in, it produces highly detailed parts. The odor is the same as the others. This resin is a keeper.

THE BAD

Before that, I tried a soy-based resin from Anycubic. It claimed to have less odor but seemed about the same to me. The parts are opaque, so they take longer to cure. The deal-breaker is the details were muddy. The parts were more flexible than I like. It is possible adjusting the settings would have generated a successful part, but I was not optimistic enough to spend the time to find out. I will keep it around to use for non-detailed parts, such as a fan shroud for the 3D printer. However, once it is gone, it won’t be a repeat buy.

THE UGLY

The Photon S came with some Anycubic “green” resin. It is supposed to be good for highly detailed parts, which is perfect for my projects. However, every print failed. I had 5 failed prints in a row, which I as-

sumed was me making rookie errors. Re-leveled the Build Plate; didn’t help. (I have zeroed parts on a CNC mill the size of a pickup truck, so theoretically I should be able to handle this dinky 3D printer.) Changed the exposure time of the 1st layer, increased or decreased; NOTHING. Increased the number of Supports; NOPE. Tried several different things, repeatedly, over a period of 2 weeks. Not happening. My confidence was fading fast. While researching suggestions for setting up a Photon S printer, I came across a video posted by a Photon user that was lamenting the same issues. He had tried EVERYTHING for 2 months, to the point of disassembling the printer. Eventually he ran out of the resin that came with the new printer. He then used another bottle of resin, and the part printed fine.

WHAAAATT!!! Could it be the resin supplied with the printer was bad? Yes.
#METOO

Turns out that since November 2019, many of the Photon and Photon S printers were shipped with resin from a bad batch. As you read this, there are new Photon and Photon S users that are scratching their heads as to why the brand-new printer they got for Christmas still doesn’t work. And, like me, they assume it is because they are doing something incorrectly. However, after I purchased another bottle of resin (with no adjustments made to the printer or the file) the new resin was poured-in, the PRINT button pressed, and the part printed. :-0

I am very thankful to the Photon user that posted that video of his experience with the bad resin. If I had not seen it, I too would have spent 2 months trying in vain to get a 3D part printed. (Or tossed the printer off a 10-story building to have revenge for the frustration it caused me.) Therefore, I am passing the same warning on to you. If you do purchase a Photon or Photon S printer, take the resin that comes with it and toss it in a hazardous waste bin, IMMEDIATELY! When I ordered my printer, there were discount sites selling them, but I was worried about knockoff parts, a refurbished printer being swapped-in, lack of support, or some other issue that would be a needless hassle. I wanted a clean baseline from which to learn. To be safe, I ordered from the Anycubic website and paid their price, thus ensuring my printer came directly from their warehouse. If I had ordered from a discount vendor, it is possible the resin was switched prior to shipment.

**3D Printing series will continue
in the July-August issue.**

GUIDELINES FOR DISPATCH AUTHORS

The NASG Dispatch wants to publish layout articles and how-to feature articles from any NASG member. Good quality photographs that accompany the article are necessary for publication.

What we need from you:

A text file, MS Word or a pdf, of 1,200-1,500 words, prepared with no special formatting, typefaces; colors, or symbols. That text length particularly applies to layout features; some how-to features may be shorter or on occasion, longer. Some basic style considerations that you should keep in mind:

1. Use caps and lower case for all text, including titles and sub-titles.
2. Use only a single space after the period at the end of a sentence.
3. Spell check your text file prior to submission.
4. If you refer to an internet web site, be sure to include (and double-check) the full Web address.

If you are writing a layout feature, keep in mind that you will be providing a word-and-picture tour of your layout for your readers.

Tell them how your interest in S gauge developed and how the concept for your layout originated. Tell them about the things that you feel make your layout special. Include important technical details such as type of track used; minimum diameter of curves; the types of power and control systems used; brands of locomotives, rolling stock, accessories, and structures.

Don't be overly concerned with writing style, punctuation, etc., we'll take care of that. That is what editors do. Just make it a personal and informal account, in your own words, of everything and anything you want a visitor to know about you and your layout.

A good selection of quality photographs or other graphics. For layout features, about 10 images are usually selected to appear in the magazine. However, we like to have many more available to choose from. Some wide shots, some mid-range, and some close-up shots of individual features are desirable.

Images must be high resolution. The easiest way to determine this is to set your camera for the least number of photos, or the highest resolution, however that might be designated for the brand of camera you are using. Digital cameras capable of 6+ megapixel images should be adequate.

On-camera flash is not recommended, and the use of a tripod is strongly recommended. We look for photos that are evenly lighted, have sharp focus, and have good depth-of-field. They should have an easily distinguished primary subject. Do not crop your pictures! We will do that if necessary. If you are not doing the photography yourself, the photographer should

receive credit. Sharp focus is important! We can compensate for bad lighting using PhotoShop, but we cannot improve poor focus. Please include a short description of each photo.

A track diagram is preferred for all layout features. This diagram can be hand-drawn, our Draftsman will create the final product for publication. Overall dimensions of the layout, length and width, should be noted on the diagram. Any major layout features should be labeled, especially if they are referred to in the text.

A photo of the author/builder is also needed. This can be a photo of the author or builder with anyone else they may care to include (spouse, child, friend, pet, mentor, etc).

Author biographic information is needed for both layout and how-to features. This can include anything that the author cares to reveal about himself or herself; career, other hobbies or interests, club affiliations, civic activities, education, etc.

Captions for all the photos are needed. They can be written after the final images have been selected for publication. A thumbnail sheet of the selected images will be sent to the author so captions can be provided.

How-to articles should have a photo for every step in the process plus pictures of any special tools or jigs used. A picture is worth a thousand words.

Submitting the material:

The best way to submit your completed article is on a CD or thumbdrive, sent by USPS Priority Mail. That puts everything in one place, and also provides a backup. If the track diagram is drawn on paper, place it in the same envelope, along with a printed copy of the text file. You may e-mail your articles to dispatch@nasg.org

If you do not have the use of a computer, you may submit your story as a typewritten manuscript, single sided. Photographs should be glossy finish, a minimum size of 4" x 6".

Send everything to:

Richard Caugherty, Editor
714 Twin Oak Drive
Pittsburgh, PA 15235

Be sure to retain a backup copy of anything and everything you send to us. We are not responsible for any materials that may be lost. Submitted materials will be returned to the author if requested.

IMPORTANT: Please do not submit any photographs or articles that have previously been sent to other publications. This can cause copyright problems.

If you have any questions, don't hesitate to contact me at dispatch@nasg.org
Richard Caugherty, Editor



Down by the Depot

by Carl Rudolph

Sacramento Valley American Flyer Club

Hi S gaugers! By the time you read this, most of us have finished and mailed our taxes to Uncle Sam and our local state. We can breathe a sigh of relief and forget that stress by immersing ourselves in S gauge trains! Here's the news I have from the clubs around the country:

The **Pioneer Valley Model Railroad Club** had their usual smashing success with the train layouts at Look Park during the holidays. This time they featured an animated display of Santa, his sleigh and all the reindeer that was created by members Gene Maag and George Reneris (and others) and it was a big hit. Big crowds again with perhaps 5000 attending just on the last weekend of the show. Well done!

The **South Jersey S-Gaugers** had a great holiday feast and auction, the proceeds of which help fund maintenance and repairs to the club layout. After the holidays, member John Bigley held an open house at which the club ogled his two layouts in the basement and a third layout upstairs made with some 25,000 Legos! That layout has a Christmas theme and is quite eye-catching. The club layout was at the Haddon Heights Library as is the custom and, also as usual, members put up an American Flyer display at the West Deptford Library. In addition, members of the club went to Strasburg (PA) to work on displays at the National Toy Train Museum and then went on a train ride at the Northern Central Railway, a Civil War-themed ride with a replica 4-4-0 steamer. Sounds like fun!

The **Baltimore Area American Flyer Club** had the layout at the Great Train Show in Timonium in February and will be there again in May. The first meeting of the year was at Marley Station Mall, hosted by Paul and Russ Love, at which the club greatly enjoyed the Loves' layout and collections. The club is planning a major maintenance workday in the Spring to work on the layout.

The **North Penn S Gaugers** already have several shows lined up – one at the Lower Providence Library (Eaglesville, PA), North Penn Commons (Lansdale, PA), and the big TCA show at York. All that in addition to their own show that the club hosts in East Greenville (PA). This club, like many others, does all it can to promote

S gauge at its shows with brochures, things for kids to enjoy, interactive lay

outs, and just plain old hospitality.

The **Cuyahoga S Gauge Association** (Cleveland area) had their annual Snow Dogs show in January and it was a success again with good attendance although there weren't as many vendors as usual, which led to a discussion at the following meeting to see what could be done to improve that situation. Otherwise, the club has lots of shows on tap – going way out to Mt. Hope again for the CJ Trains show, and the NMRA Division 5 Railfest, among others.

The **Miami Valley S Gaugers** held their holiday dinner on the same day as your scribe's club (January 18) but they had their dinner at Lindenwald Station in Fairfield (Ohio) and virtually took over the whole restaurant, which is railroad themed. The photos in the newsletter show that they had a very good time. The club had a great clinic on AF motors and reversing units at a recent meeting and enjoyed John Clifford's layout at the same meeting. The club will have the layout at several shows this Spring including the Spring S Spree in Marion.

The **Central Ohio S Gaugers** met at the home of club President Mary Ann Fewlass at which they had the last viewing of the Fewlass layout before its dismantling. It seems Ms. Fewlass is moving to smaller quarters, so the layout must go. While that may seem sad, it works out well for all concerned. Otherwise, the club had their layout at the World's Greatest Hobby show and are making final plans for the Spring S Spree which includes a tour of the Age of Steam Roundhouse in Sugarcreek – that alone is worth the price of admission!

The **Chicagoland Association of S Gaugers** were at the Great Train Show right after Christmas and it was a big success. In comparison with the Cuyahoga club with their Snow Dogs show (see above), the Chicago club states that the number of vendors was the highest ever! One can never tell what is going to happen at any time although there may be known reasons for attendance, good or bad. Now that the club has most of the work done on their new trailer, they are returning their attention to the club layout, for which they plan on building some more modules. Plans were to have the layout at the All-American Railroad Show, after which the layout will go to Bill Cantrall's home for maintenance and

repainting while the trailer goes to Dale Sutor's home for the details that still need to be done.

In Boise, Idaho, the **Rocky Mountain Hi-Railers** had the Lookout Junction IV layout at the Cole and Ustick Branch Library in Boise, the second of the trio of library events, and had the room all to themselves since the other clubs declined to participate. As a result, they were able to erect the entire layout with room all around for viewing – and it got lots of viewing! Prior to the branch library event, they participated in the Great Train Show in Boise which attracted 4000 paid attendance in the 12-hour event! All, including the GTS management, were astounded. It was said to be elbow-to-elbow throughout the space. Wow. The club is also celebrating its 25th anniversary so they are planning something special for the summer.

In the LA area, the **Southern California S Gaugers** met at the Old Spaghetti Factory in Fullerton. This restaurant venue is significant because the building is the old Union Pacific Depot for Fullerton, not more than 200 yards from the AT&SF Depot which is still in use for Amtrak and Metrolink. BNSF Transcon rails right outside the front door – can't get much better than that! But I digress – back to the club! They participated in two local Great Train Shows, one in Ventura and the other in Costa Mesa. No report yet on how either of those turned out. The club is discussing the purchase of a trailer for the club layout, which is the solution that many other clubs have used to good effect.

Lastly, our own club, the **Sacramento Valley American Flyer Club**, had a great holiday party that featured lasagna rather than the BBQ mentioned in the last column. We ran trains on a temporary setup on top of folding 8-foot tables and had a White Elephant Gift Exchange which was only partially successful. Success is measured by how many gifts are stolen and re-stolen – and this year only two or three gifts were bandied about the room. Still, it is lots of fun and we can recommend it highly for an entertaining party!

this time around is quite short and missing news from some clubs. The problem was the household computer died before starting writing the column and I had no chance to create a backup file. We apologize and hope to make it up in the next column. Please send in news by any means! Keep trackin'!

Email: clubcar11@comcast.net
or Carl Rudolph, 19400 Superior Drive,
Twain Harte, CA 95383

OBITUARIES

Marty Wik long time train collector dies

Marty Wik of Cave Creek, AZ died last night (Jan 29) from complications of a long battle with cancer.

He was an expert at making old American Flyer run again. He was quite the collector of train of all kinds, though S scale was his favorite.

He was also a car enthusiast, a builder of hot rods and restorer of more modern (60s era) cars.

He was a central member of the Valley of the Sun S gaugers hosting many meets at his grand home in Cave Creek.

A photo of Marty in the plaid shirt visiting my layout in 2019 along with other

Valley of the Sun members. I will miss him...

Bill Winans



Marty Wik in plaid shirt visiting my layout.

South Jersey S-Gauger Donald McGinnis passed away

Donald Edward McGinnis of Glendora, New Jersey, age 76, died on December 16, 2019.

Donald was a member of the South Jersey S-Gaugers Train Club. He enjoyed modeling the Union Pacific.

Donald began his music teaching career at Haddon Heights Elementary School and spent most of his career teaching music to fourth-sixth graders at elementary schools in Cherry Hill.

Donald retired after 32 years of teaching.

He is survived by his wife of 55 years, Janet Ann.

There's a new NASG car being offered to members. Please see page 25 for details.

PORT LINES HOBBIES



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VISIT US AT: www.portlines.com

E-mail: doug@portlines.com

Regional realignment of NASG begins July 1

All of you know that the organization is divided into three regions. This is primarily an administrative tool. But is also important for serving the membership better.

Each region is represented on the Board of Trustees by a Region Vice-President, each Region Vice-President is the primary contact for any member of that region for any issue regarding the association.

Are you having a problem with your membership information, with needing some advice on a modeling project you are working on or with anything related to S model railroading? Contact your Region Vice-President; Jay Mellon for the Central Region, Jeff English for the Eastern Region and Pete Gehret for the Western Region.

You should be aware that we are changing the alignment of the regions. This will serve to better balance the membership numbers in each region giving you better access to your Region Vice-President.

The Central and Eastern Regions will be renamed, but the final letter designation for a region in each membership number will re-

main either C, E or W. The Central Region will become the Central/South Eastern Region. The Eastern Region will become the Eastern/North Eastern Region. The title of the Western Region will remain unchanged.

In accordance with a recent vote of the Board of Trustees a number of NASG members will have the last letter of their membership changed effective July 1, 2020. New membership cards will only be issued at the time for that member's renewal.

Members will need to use only their membership number and not the letter to access the members only portion of the website. Carefully review the following to be sure you know if your membership number will change. Remember, that this is effective July 1, 2020

For the Eastern/North Eastern Region, the areas of Continental Europe and Continental Africa are formally added to that region. The designation will be the letter E at the end of a membership number.

For the Central/South Eastern Region, the states of Alabama, Arkansas, Florida, Geor-

gia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee along with the Canadian Province of Nunivut will move from the Eastern/North Eastern Region. The letter designation for the areas will change for E to C.

For the Western Region, the states of Kansas, Nebraska, North Dakota, South Dakota and Texas will move from the Central/South Eastern Region and Mexico, Central America, Continental Asia, Continental Australia, New Zealand, Pacific Rim Countries and Pacific Island nations be added. The letter designation will change from C to W.

Please bear in mind, that these are administrative conveniences. There will be no need to have special permission or even a passport to communicate with members in other regions. We owe thanks to Jeff English, Eastern Region Vice-President for working through this change in the regional alignment.

It is important to remember the is change takes place July 1, 2020, the start of our next fiscal year.

LETTERS

Required reading for all

The article "Kitbashing a GM&O Doodlebug" that appeared in the Jan/Feb *Dispatch* should be required reading for every model railroader. The article's project approach is absolutely priceless. So many of us are preoccupied with excuses like "I don't have the talent to build [whatever]," "There are no S scale parts available for that [whatever]," "I can't afford to buy that RTR [whatever]."

All of us – toy train fans, hirailers, scale modelers, even rivet-counters – can benefit from this article's philosophy. Don't hesitate to look at other scales for "right-size" components to suit your projects. Don't forget to look at Sn3 and On3 sources. And don't overlook components that, in their "native state," have a totally different purpose. Examples in the doodlebug article are the Plasticville staircase and boxcar doors repurposed for the car's ventilated front end, an HO bell, and light sources from illuminated plastic Easter eggs.

Personally, I have "misappropriated" a host of weird components for a variety of projects. Examples: bashing chunks of American Flyer Reading caboose shells into electric locomotive bodies and using Kadee code 70 spiker staples for observation car antenna standoffs. Don't be afraid to do something unorthodox. Expand your mind to consider the *effect* you are trying to create, and go from there.

Dick Karnes

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

Compiled by Bill Pyper

Gilbert went west ON THE TEXAS & PACIFIC is a five-page article in the March 2020 issue of **CLASSIC TOY TRAINS**. It is authored by **Mark Suek** and photographed by **William Zuback**. It tells of Gilbert's producing of unique black and orange T&P locomotives from 1946 through the 1960s

In the April 2020 issue of **Railroad Model Craftsman** is a 6-page article about the **Pullman Standard 5077 boxcars**. Authored by **James Kincaid**. It is illustrated by nine photographs of the car, each in a different livery. Best of all, it includes a set of plans, drawn to S scale.

In the May 2020 issue of **Classic Toy Trains** is a 3/4 page article by **Bob Keller** in his column Modern Era Notes entitled **S gauge confessions**.

Also in the **May 2020 CTT** is six pages by Roger Carp, illustrated with seven photographs and a layout drawing of Richard Gabryszewski's 4 x 8 foot, 2-level S gauge layout. The layout is a mixture of vintage and recent S-gauge equipment. The pictures alone make this worth the read.

**Due to Covid-19
Please be aware that listings
in the Calendar of Events and
other listings may be cancelled
since this printing**

PRODUCTS FOR S GAUGE

Compiled by Jeff Madden, New Products Editor

Auto World: www.autoworldstore.com: has plastic 1/64 boat kit of the Southern Belle paddle wheel boat> It is # HL201 by Lindberg for \$29.99. Also 1/72 Coast Guard tug boat for \$21.99. Check them for 1/64 and 1/72 airplane kits. Lots of vehicles of course.



B.T.S. : The Coon Gap Sawmill will be returning in S.

Bossen Implements: No website: It was reported they have lots of signs.

F&N Hobbies: : Phone: 302-598-8769 – Out of Clayton, Delaware this outfit is advertising open-top hopper loads.

JEB Manufacturing, LLC: Phone: 314-624-2399 - Owner Jack Bray lists 3-D printing of various detail parts in S. Address: 2339 Gross Point Lane, Wildwood, MO 63011.

LARC Products: – Lots of backdrops in all scales plus cutouts to use as background structures.

Lionel: has their 2020 S catalog on line

which includes all the new S releases including a Christmas car. As of now it is reported they will not offer a printed edition of the catalog? Legacy Berkshires are shown plus a Legacy ES44AC. The Northern will be released in 6 roadnames including a repeat of the blue Frisco one.

ModleU: : This UK outfit offers lots of figures dating from 1870 to 1968. Lots are, of course, British figures, but I'm sure they can be adapted to U.S. looks easily. They will 3-D print to the size you want.

PBL: is doing a run of an Sn3 2-6-6-2T steam mallet in Uintah and Sumpter Valley schemes. Other new items in Sn3 are a D&RGW 4000 class kitchen car, a lumber



company caboose and a 32' skeleton log car. They also list a 37 ton 2-truck Shay in Sn3.

Ragga to Riches: announces their latest S scale structure kit, the J.J.Harris Warehouse. It measures 23 3/4" x 6 3/4" with platforms, which are optional. The kit comes with a 42-page, large print, spiral bound book that includes 77 photos and diagrams, tips for construction and finishes,

and their glue syringe. This kit sells for \$225. Visit their web site at www.ragga-to-riches.com to see the other S scale kits that they offer. You can contact them at info@ragga-to-riches.com or 570-376-2025

Paplexworld: lists lots of modern city type structures (paper) in both S and N scales.

Port Lines Hobbies: has purchased all of Scenery Unlimited inventory of S items including detail parts, scenery items, some kits, some books, etc. They also list two new Twin Whistle kits, a country roads grocery store for \$74.95 and an Art Deco style White Tower diner for \$58.95.

Shapeways: : lists a 1/64 train switch motor and a Gazebo kit which scales to 15' x 15' x 13' in 1/64 for \$60 plus shipping.

Steel Mill Modelers Supply: lists many items that can be made in S or adaptable to S in order to super detail your industrial scene.

American Models: announced that their GP-35 locomotives are now available in the BNSF paint scheme. Their GP-9 is available in Milwaukee Road livery and their Alco RS-3 can be had in the Lehigh Valley paint. Visit their web site at www.americanmodels.com



NEW 2020 NASG CAR

Exclusively for NASG members or 2020 NASG Convention attendees we are offering a new American Models 50' ribbed boxcar in the Minneapolis Northfield & Southern Railway paint scheme. These will be beautiful three-s color models in the striking color scheme of MNS.

This offer replaces the previous annual commemorative car and the annual convention car with a single offering tied to our convention location that comes in either high rail or scale versions and with two road number options.

The cars are \$52 ea. for those attending the Convention or \$62 ea. (incl. shipping) for orders shipped to you (projected for late July). **To order go to:**

<http://www.nasg.org/Store/AnnualCar.php>



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. **Calendar compiled by Bill Pyper**

May 2, 2020 — Blissfield, Michigan

MODEL RAILROAD OPEN HOUSE 11 am to 4 pm at 109 East Adrian Street (US 223). Come and see the layout which has three levels and is set in the 1950s-60s era. The railroad covers the C&O and Clinchfield railroads in the Appalachian Mountains of the Ohio and Kentucky regions. It is operated with Light signals and Centralized Traffic Control utilizing a Direct Traffic Control System with two way radio communications. There is no admission charge. We are a non-profit club and donations are greatly appreciated. www.bmrr.org for www.facebook.com/blissfieldmrc

May 2, 2020 — Columbia, Pennsylvania

2nd COLUMBIA RAILROAD DAY presented by the Mid-East Region Susquehanna Division, 9 am to 4 pm. This year's theme is Railroads in the Civil War and has 3 venues. For more information, Bill Lesjak, welesjak2@comcast.net

May 2, 2020 — East Greenville, Pennsylvania

NORTH PENN S-GAUGERS TRAIN SHOW will be at the East Greenville Fire Co., 4th & Washington St, 9 am to 3 pm. Three operating layouts and approximately 90 sales tables. Admission: \$3 per person, \$5 per family. Free parking. Refreshments. More information at www.npsgauge.org

May 2 and 3, 2020 — Rickreal, Oregon

MODEL TRAIN SWAPMEET & SHOW at the Rickreal Grange Hall, 280 Main Street (Hwy 99W). 9:00 am to 3:00 pm. Admission \$5 Saturday, \$2 Sunday. Children under 12 free.

May 2 and 3, 2020 — Timonium, Maryland

THE BALTIMORE AREA AMERICAN FLYER CLUB will display and run their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds. Pikesville Models, Portland Locomotive Works and Tichy Train Group each will have a booth at this show. www.gsmts.com/index.htm

May 3, 2020 -- Wheaton, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS will display and run their layout at the **GREAT MIDWEST TRAIN SHOW** at the Dupage County Fairgrounds.

May 8 through 10, 2020 — Toronto, Canada

CARM TORONTO CONVENTION organised by the Toronto Chapter of The Canadian Association of Railway Modelers. Includes layout tours, clinics, social events and more. For more information check the web site at www.caorm.org

May 9, 2020 — St. Cloud, Minnesota

GRANITE CITY TRAIN SHOW at River's Edge Convention Center, 10 Fourth Avenue, 9 am to 3 pm. Vendors will be selling and buying trains, accessories, books, videos, railroad collectibles and memorabilia, antique trains and toys, hobby items and more! Operating model train displays. Kids can help build a wooden train layout and run a model train. Register to win door prizes. Test track on site. Food and refreshments available. Wheelchair accessible. Admission \$6. Kids 10 and under FREE. Info visit www.GraniteCityTrainShow.com

May 14 through 17, 2020 — Peoria, Illinois

PEORIA ROCKET 2020 Midwest Region NMRA Convention at the Holiday Inn, 101 Holiday Dr., East Peoria. Information at www.peoriarocket2020.org

May 16, 2020 — Simi Valley, California SWAP MEET AND OPEN HOUSE presented by the

Santa Susana Railroad Historical Society at Santa Susana Park, 6503 Katherine Road. Swap Meet 8 am to 11 am, Open House 11 am to 4 pm. Entrance \$2 donation, kids under 12 free. ALL SCALES, equipment, scenery, books and photos. For information go to: www.santasusannadepot.org

May 16, 2020 — Wakefield, Massachusetts

NORTH SHORE MODEL RAILROAD CLUB FLEA

MARKET at the Lakeside Inn, 595 North Ave. 10 am to 3 pm. Suggested donation \$3 adults, kids free. Newly acquired estate collections, thousands of items for sale, free parking. Information at www.vvllv.nsmrc.org email: show@nsmrc.org

May 16 and 17, 2020 — Cheyenne, Wyoming

CHEYENNE RAILROAD HERITAGE DAYS including the Sherman Hill Railroad Club Annual Train Show at the Frontier Park Exhibition Hall, 1312 West 8th Ave. Saturday 9 am to 5 pm and Sunday 9 am to 4 pm. Admission \$8 for the whole weekend. Children under 12 free. Free parking. More information at www.shermanhillrails.org/show

May 16, 2020 — Homewood, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS

will display and run Vfill Holt's small layout from 9 am to 3 pm at the **HOMEWOOD RAIL FEST** at the Homewood/Flossmore Park District Auditorium, 2010 Chestnut Road.

May 16, 2020 — Winsted, Connecticut

Sn2 NARROW GAUGE MINI-MEET from 8 am to 5 pm at 100 Whiting Street. This a brand-new event organized by a group of Sn2 modelers to replace one or more other events that have been closed. A Sn2 modular layout will be set up. This is an informal first meeting. There is a small hobby shop next to the facility. Any narrow-gauge club or group is welcome. Contact Jeff Bissonnette at jnj1097@comcast.net

May 17, 2020 — Cleveland, Ohio

ALL SCALE TRAIN SHOW presented as part of the New York Central System Historical Society 50th Anniversary Convention at the Holiday Inn Cleveland South, 6001 Rockside Road. More information at www.vvvvvv.NYCHSHS.org

May 21 through 23, 2020 — Santa Clara, California O SCALE, S SCALE, NARROW GAUGE WEST at the Hyatt Regency Hotel, 5101 Great America Parkway. www.vvvvvv.oscalewest.com or 916-712-0755.

May 22 through 24, 2020 — Burnaby, British Columbia RAILWAY MODELERS MEET of BRITISH COLUMBIA at Simon Fraser University. Operating sessions, layout tours, clinics. For full schedule, more information and registration go to www.vvvvvv.railwaymodelersmeetofbc.ca

May 28 through 31, 2020 □ **Pittsburgh, Pennsylvania**
STEEL CITY EXPRESS is the Mid Central NMRA Convention, to be held at the Doubletree by Hilton in Greentree, 500 Mansfield Ave. For the long list of clinics and information go to www.keystonedivision.org/convention/index.html

May 29 and 30, 2020 □ **Eldon, Iowa**
ROCK ISLAND REMEMBERED is sponsored by the Eldon Depot Museum and Model Railroad in memory of the 40 years since the passing of the Rock Island railroad. Held at the Eldon Iowa Museum Complex, 405 KD Avenue. For information and registration for this FREE program e-mail Kim Hornbaker, kandt.hornhalter@outlook.com or Becky Taylor, e-mail zaylor@swbell.net

June 5 and 6, 2020 □ **Dyersville, Iowa**
35th ANNUAL SUMMER FARM TOY SHOW at the National Farm Toy Museum 1110 Sixteenth Avenue SE and Beckman High School, 1325 Ninth Avenue SE. Friday 10 am to 5 pm and Saturday 9 am to 3 pm. NASG Information Booth with a 10-foot square T-Trak display layout will be at this show. Info at www.farmtoys@dyersville.com

June 14, 2020 □ **Wheaton, Illinois**
CHICAGOLAND ASSOCIATION OF S GAUGERS will display and run their layout at the **GREAT MIDWEST TRAIN SHOW** at the Dupage County Fairgrounds.

June 15, 2020 □ **Bremerton, Washington**
ALL SCALE MODEL RAILROAD SWAP MEET presented by the Bremerton Northern Model Railroad Club at Kitsap Mall, North End, next to Kohls, 10315 Silverdale NW, Silverdale, Washington. 10 am to 4 pm, Admission: Donation. Contact: Bill Hupc, whopay@tscnet.com

June 21 through 28, 2020 □ **Jacksonville, Florida**
2020 TCA NATIONAL CONVENTION □ **MAKE TRAX TO JAX** presented by the Southern Division TCA. Go to www.tcasoutherndivision.org for information.

July 7 through 11, 2020 □ **Bloomington, Minnesota**
NASG 2020 CONVENTION, A GATHERING OF FRIENDS, presented by the Pines and Prairies S Scale Workshop at the Double Tree by Hilton Hotel. the hotel is conveniently located close to Minneapolis-St. Paul International Airport as well as the world famous Mall of America. There are more details on pages 12 and 13 in this issue of The Dispatch.

July 7 through 11, 2020 □ **Dayton, Ohio**
The **MIAMI VALLEY S GAUGERS** will operate their layout at **LOTS FIRST IN FLIGHT** at the Dayton Convention Center. For more info e-mail lotstrainshow@gmail.com

July 17 through 19, 2020 □ **Saint Louis, Missouri**
The **NASG INFORMATION BOOTH** will be set up at the **NATIONAL TRAIN SHOW** at the Americas Center Convention Complex, 701 Convention Plaza. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, at willowassoc@comcast.net

July 25, 2020 □ **Painesville, Ohio**
HOBODAY at the **PAINESVILLE RAILROAD MUSEUM** Come and join us for a day of fun on Hobo Day at the Painesville Railroad Museum from 10 am to 8 pm. Admission: \$5 adult, \$3 child (3 to 12 years old) \$12 Family (max 2 adults, 3 children). Food donations extra. Painesville Railroad Museum, 475 Railroad Street is a 501(c)3 non-profit organization. prrm@att.net 216-470-5780

July 31 and August 1, 2020 □ **Collinsville, Illinois**
ST. LOUIS RAILROAD PROTOTYPE MODELERS meet at the Gateway Convention Center. Friday 9 am to 9 pm. Saturday 9 am to 5 pm. Admission \$25 for both days. \$20 for Saturday only. Information at www.idgdecals.com/stlrpm

August 9, 2020 □ **Wheaton, Illinois**
CHICAGOLAND ASSOCIATION OF S GAUGERS will display and run their layout at the **GREAT MIDWEST TRAIN SHOW** at the Dupage County Fairgrounds.

September 2 through 5, 2020 □ **St. Charles, Missouri**
40th NATIONAL NARROW GAUGE CONVENTION at the Embassy Suites by Hilton St. Louis - St. Charles, 2 Convention Center Plaza. Clinics, contests, layout tours, tours. Go to www.40nngc.com for information and updates.

October 24 and 25, 2020 □ **Timonium, Maryland**
THE BALTIMORE AREA AMERICAN FLYER CLUB will display and run their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds. www.gsmts.com/index.htm

November 21 and 22, 2020 □ **Whitby, Ontario, Canada**
Pine Ridge Railroaders **MODEL TRAIN SHOW** at Father Leo J. Austin School, 1020 Dryden Blvd. Adults \$7, Children under 14, \$3, kids under 5 Free! pineridgerailroaders.ca

NASG INFORMATION BOOTH SCHEDULE OF 2020 SHOWS

June 5 and 6, 2020, Dyersville, Iowa
The NASG Information Booth will be set up at the
35th Annual Summer Farm Toy Show
at the National Farm Toy Museum

July 17 through 19, 2020, Saint Louis, Missouri
The NASG Information Booth will be set up at the
National Train Show at the
Americas Center Convention Complex,
701 Convention Plaza, Saint Louis, Missouri

If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator. email address willowassoc@comcast.net

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.

COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC



**NMRA Sn3
TRACK & WHEEL
GAUGE**

\$7⁰⁰ for members
\$14⁰⁰ non-members

**S SCALE
CLEARANCE
GAUGE**

\$7⁰⁰ for members
\$9⁰⁰ non-members



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



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



**REFRIGERATOR
MAGNET**



50th
anniversary
logo
\$4⁰⁰
each



**CLASSIC
ERA**



**MODERN
ERA**

FOR SALE ONLY TO NASG MEMBERS



**NASG
T-SHIRT**
\$15

2X \$18
Ash gray with
blue logo



**NASG
GOLF SHIRT**
\$29

2X \$33
Dark blue w/pocket
yellow logo



NASG CAP
\$19

Tan and blue denim
with color logo



**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:

JEFF MADDEN, 438 BRON DERW CT., WALES, WI 53183

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 Interim Storekeeper Jeff Madden at 262-968-3729 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.

28 NASG Dispatch, May-June 2020

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



AF Budweiser Woodside Reefers from the 2019 Fall S Fest are available from AFSGLA for \$70 each including shipping. Mail check payable to ASSGSLA to Moe Berk, 39 Graeler Dr., St. Louis, MO 63146

2019 NASG Convention Box Cars featured the US Playing Card Company's Bicycle Logo. The white bodies with blue roofs display the red logo #1985. The red roof displays the blue logo #2019. Hi-rail and scale are available for \$70 plus shipping. Visit www.COSG.Club for info and order form or call COSG at (614) 766-9033.



S Fest 2018 Illinois Central Reefers and Gondolas



The CASG has some IC Reefers and Gondolas for \$57 a reefer and \$60 per gondola in two different road numbers. Shipping is \$12.65 for any number of cars. Specify Hi-Rail or scale for the reefer. Gondola is only hi-rail. Contact Wayne Grassell at 847-744-0363 for availability before ordering! Specify cars desired, mail checks payable to CASG, to Wayne Grassell at 3115 Country Lane, Willmette, IL 60091.

SOHIO TANK CAR IN S GAUGE

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 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 \$60 each
Trailers \$20 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 from BAAFC, c/o Kyle Russell, 4146 U Way, Havre de Grace, MD



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 has 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.



2019 American Flyer Commemorative Car

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

DISCOUNT SALE

ALL CARS ON THIS PAGE

EXCEPT THE 2019 CABOOSE

ARE PRICED AS FOLLOWS

Buy five or more cars — Take 30% off

Buy four cars — Take 25% off

Buy three cars — Take 20% off

Buy two cars — Take 15% off

Buy one car — Take 10% off



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.

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 Richard Caugherty, Editor, 714 Twin Oak Drive, Pittsburgh, PA 15235. Please be sure to include your member number. Ads will run for three consecutive issues unless told to stop

FOR SALE: My original complete 1948 American Flyer set, with 2 additional engine/coal car combos (engines 302, 312, 322); plus 21 assorted rolling stock. All 'ran' at time of layout disassembly in late 2018. Included are: 2 transformers, Plasticville structures (42), assorted accessories — AF 'S' gauge track sections (178), people, animals, telephone poles, trucks, cars, fence, sidewalks, landscape pieces, track bed, and more. A few accessories are mint, but most look seasoned and natural . . . good for an established or new layout. Contact by email tssnorkel@aol.com or phone 239-405-5896 (EST) for more information. Tom Jones.

FOR SALE: OVERLAND GS-4 Daylight 4-8-4, custom painted #4449, no decoder. Ran very well 30 years ago, but has been carefully packed away ever since then in a marijuana-free environment. Probably needs lubricant and minor cleaning. OMI-1701/S OVERLAND ALCO DL-721 (RS-32) Low Hood Southern Pacific version. Beautiful bare brass (unpainted). Never run. OMI-1775/S SHS SW-1 switcher SP tiger stripe #1014, no decoder. Has both hi-rail and scale wheels. Never run. SHS F3 Phase 2, SP black widow A&B set #302/502. Has both hi-rail and scale wheels. Never run. Photos and answers to your questions available upon request. Instead of asking me what the price is, why not just make a "reasonable" offer and see what happens. Thanks . . . Ed Loizeaux, 1-650-962-1577, Loizeaux@SBCGlobal.net

FOR SALE UPDATED SELLING PRICE: The following items are in their original boxes and have "not seen the light of day". S-Helper Service Western Maryland Consolidation WMD #1 2-8-0 DCC cd 110, 2 Showcase Line cars: Nickle Plate Road and Union Refrigerator Transit reefer for Curve Premium Beer out of Altoona, Pa, 1 American Models Western Maryland wood caboose, MTH Norfolk & Western 40' rebuilt steel box car, 5 road vehicles, 1 John Deer tractor trailer with tractors, 1 Tootsie Toy Mack car carrier with three Tootsie cars 1935 era (not in a box) and 1 BTS Handcar Shed. The draw bar is detached from under the cab and needs to be corrected. Would like to sell as a complete package: **ANY REASONABLE OFFER WILL BE CONSIDERED** and will include shipping in continental USA. Ted Milliken 724-781-0839 or mmtm1940@outlook.com

FOR SALE: American Models Alco PA-1 ABA three unit set, painted and lettered Santa Fe red war bonnet scheme, bright chrome on sides, prototypical silver paint below, on roof and pilot; DC, scale wheels, KADEE couplers, \$400. Also undecorated American Models Alco PA-1 ABA three unit set, DC, scale wheels, \$350, or both Alco PA-1 sets for \$700. Three American Models Budd coaches, bright chromeplated lettered for Santa Fe, scale wheels and Kaydee couplers, \$90 each, or all three for \$250. Email james.sweeney3@comcast.net

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. Transformers, structures and accessories. E-mail rrbill39@gmail.com for a pdf or hard copy.

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@my-gait.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

FOR SALE: My first Xmas K5 #561 with tender, two #495 coaches, Pullman Sleeper, Pullman 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: Large collection of S-Helper Service, Gilbert Flyer, and Lionel Flyer. Most are New in the original box, except the vintage Gilbert items, most of which are in excellent condition, with some original boxes. Many hard-to-find and limited edition items. Please feel free to inquire I have a partial list available; Call Phil Heilman at 541-740-0450, or e-mail: twodogs.fkn@Comcast.net

FOR SALE: American Flyer Lionel Production 8459 Chessie System GP-20 Diesel, Mint OB, \$195; AF 9200 Chessie Hopper w/coal, Mint OB, \$20; AF 9400 Chessie Bay Window Caboose, Mint OB, \$10 (have 7); AF 48303 Chessie Box Car, Mint OB, \$20; AF 48502 Wabash Flatcar w/trailers, Mint OB, \$28; AF 769 Revolving Aircraft Beacon, worn OB, warped ladder, C-5, \$5; AF 774 Floodlight Tower, worn OB, w/instruction sheet, lights loose, C-5, \$5; 1959 Lionel Trains catalog, 55 pages, P-6, \$10; 1960 Lionel HO Trains catalog, P-8, \$8; AF blue/yellow passenger car boxes (have 5), blue/yellow track boxes (have 8), P-5, free; NMRA Headquarters bldg. kit, HO, Mint OB, \$20; Garratt Locomotives paperback book, Mint, \$2. Add shipping cost to all prices above. Contact jshirey1@comcast.net (916) 429-2764.

FOR SALE: American Models GP35 B&O Blue engine, HI-Rail DC \$160.00 includes shipping S-Helper, SW8 Burlington Northern Switcher #99 & #98 Hi-Rail, DCC sound \$200.00 each or, both for \$375.00 includes shipping, also includes scale wheels and couplers. call John Gafney 614-296-8691 or email John@Lights4Models.com Credit card accepted

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: 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

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

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Jim McAuliffe, Joe Glenn and Will Holt

STANDARDS and ENGINEERING:

Gaylord Gill and Philip Sharp

S-MOD CO-CHAIR:

Co-chair position is open

LIONEL/NASG CAR PROJECT: David Blum

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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 on-line**. 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

NASG New Members January 1, 2020 to February 29, 2020 Welcome

Tony Alamia.....Las Vegas, Nevada
Kurt Anschuetz.....Oxford, Pennsylvania
Joe Bolsar.....Souderton, Pennsylvania
Gary M. Bumpus.....Attleboro, Massachusetts
Steve Cole.....Seal Beach, California
Carl Contadini.....Goshen, Connecticut
Terrence Didion.....Shoreview, Minnesota
Harry James Downey.....Bensalem, Pennsylvania
Bill Drake.....Los Gatos, California
William L. Drylie..... Fargo, North Dakota
James M. Errico.....Mount Laurel, New Jersey
Fewlass, Mary Day.....Columbus, Ohio
Neason Fowler.....Gallatin, Tennessee
Wayne C. Grassel.....Wilmette, Illinois
Marvin L. Harger.....Urbandale, Iowa
Terry C. Harrison.....Hendersonville, N. Carolina
Galen Eli Hoover.....Mt. Hope, Ohio
Larry Horn.....Noblesville, Indiana
David W. Howard.....Millbrae, California
Stephen J. Imperato.....Lancaster, Pennsylvania
James Jacquette.....Farmingdale, New York
Richard Kent.....Burien, Washington
James T. King.....Great Falls, Virginia
Richard J. S. Koszyca.....Farmington, Connecticut
Michael Lennon.....Fort Douglas, Iowa
Richard Lindstrand.....Bradenton, Florida

Kenton Loewen.....Minnedosa, Manitoba, Canada
Samuel A. Martin.....Rochester, New York
John McAlister.....New Braunfels, Texas
Peter Mesheau.....Westcock, New Brunswick, Canada
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Edwin W. Patterson III.....Cincinnati, Ohio
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James Sleeth.....The Villages, Florida
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Taggart, Michael.....Thousand Oaks, California
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Earl Tuson.....Loudon, New Hampshire
Valakas, John.....Chapel Hill, North Carolina
Marc Wegleski.....Glen Ridge, New Jersey
William P. Weinbroer.....West Salem, Ohio
John M. Wilcox.....Pinehurst, North Carolina
Bruce W. Richards.....Cape Charles, Virginia

Deceased Members..... NONE

Jim Wright of Minnesota has made
a monetary contribution to NASG



NASG on FACEBOOK

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

USRA Pacific with Vanderbilt Tender.

Coming early in 2019.

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

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



American Models 11770 Green Oak Ind. Dr., Whitmore Lake, MI 48189
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