



The

A Publication Of, By and For The Members

DISPATCH

July/August 2023



- Building a Dairy Queen
- Seltzer's Custom Painted AF Rolling Stock
- Restoration Station
- History of the NASG Company Store





The DISPATCH

July/August 2023

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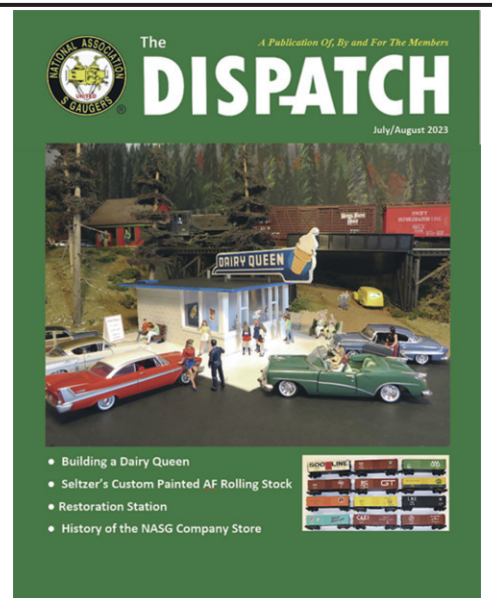


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The COVER

Steve Monson takes us back in time to look at a Dairy Queen we might remember. Steve takes us through his scratch build, so you can make your own memories.



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POP VALVE



BOB IANNACONE

I was saddened to see in the NASG magazine of May/June 2023 that Bob had passed away.

I knew Bob from when I was on the Yahoo Group, S-List, as I left that list in 2012.

During my time on that list, one of us learned that the other was a graduate from the University of Maryland and that started a friendship.

Bob, like the rest of that list, knew my goal was to purchase American Flyer trains, mainly from 1958, to remake the catalog sets that Gilbert issued. That was going to be a very tough task to do, as I wanted the pieces to be in E+ or better condition, and it is very expensive for some of these pieces. Some on the list did not like that this is what I was doing with S gauge trains, let alone build a large layout that would be in *Classic Toy Trains*, *The Washington Post*, and a comic strip. I knew nothing about building a layout from start to finish, but I did it.

One of the pieces I was having a hard time finding in any condition was the 24003 SF box car for a set. The car is from the 1958 set No. 20405 (not the most rarest of 1958 sets), but that set had to be collected to complete my assembling all of the 1958 sets.

Bob wrote to me in private that he had an extra one, and he would give it to me. I thanked him for this, but I said I have to pay you for it with shipping. He said no.

I told him I would do an extra donation to Toys for Tots, as they are an organization that I give to yearly, as I know what it was like to have nothing during the holiday season no matter what religion one partakes in. He said great.

The car came and the car was in E+ condition, which I was not expecting. Any condition would have been great, and I was very grateful for Bob's kindness.

I sent a check to Toys for Tots for \$85 as a donation in his honor. Unfortunately, the value of trains has fallen over the years, and that is fine with me, as I knew this was going to happen when I joined the TCA in 1992. Collecting trains is not an investment to me—it's a hobby.

I finally completed all of the sets from 1958, as many pieces are 100's of dollars if not in the 1000's. But besides the 1958 set with the 21129 Hudson, that my father bought in 1958, this piece is very important to me, no matter what it is, due to Bob's kindness to me.

I lost touch with Bob after I left the S List. I googled him once I learned about his passing. I knew he lived in TN. But I learned he later received a master's degree from Johns Hopkins, was in the Air Force for some time, and had a very successful career in financial management.

Bob had a very long life with a great family, kids, grandkids and a career while still being involved with American Flyer trains.



The DISPATCH

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and For The members*

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NASG Leadership Team

The boxcar Bob gave to me rests in its place of honor along with the rest of the set on my American Flyer shelf.

Thank you, Bob,

Michael Marmer
Germantown, Maryland

MEMBERSHIP YEAR

The Membership Year is determined by the date that one enrolls, guaranteeing 6 issues, starting with the next issue. All applications, renewals and membership questions should be directed to:

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P.O.Box 268, Middlebury, CT 06762

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CHANGES

Must be reported to Dick Kramer at the addresses above and received 30 days prior to publication of *The Dispatch*. No replacement issues sent after that.

DEADLINES

For time sensitive articles and advertising are:
November 15th for the January/February issue
January 15th for the March/April issue,
March 15th for the May/June issue,
May 15th for the July/August issue,
July 15th for the September/October issue and
October 15th for the November/December issue.

These dates are because of supply chain issues with coated paper used in publishing *The Dispatch*. We hope to shorten these deadlines in the future.

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**Help out one of our
Committees!**

From the YARD OFFICE

Introducing Lou Templeton Executive Vice President



Hello S Gaugers!

I was asked to finish the term of the Executive Vice President until July, 2023, vacated when our current President, Jim Whipple, assumed that position. I love everything S, including collecting and operating American Flyer, SHS, American Models and some scale. My basement layout is 21' x 23', and two walls are full of Gilbert A.F. My track is SHS flex and the turnouts are by Tom's Turnouts. This allows me to run AF, Hi-rail and Scale. It is a work in progress.

As far back as age three, I have loved real trains and model trains. Dad had two freight sets from 1948 and would put up a loop at Christmas around the tree. At age four Santa brought a Marx steam set with a pair of switches and a whistling station. This was to satisfy my desire for a train set and preserved the good AF. My neighbor next door put up a great AF set at Christmas that took up half the living room with a beautiful Plasticville Town in the middle.

Our neighbor, Bob had a Santa Fe Passenger Set that I just loved. At age 6, Mom said to save my money – it took me

three years to save \$80.00 for an ABA and 5 cars, which I still have.

Each Christmas would bring an accessory or a train set. As I got older, I would save my money from mowing lawns in the neighborhood to buy trains the day after Christmas when some stores would sell them for 50% off. This gave me a nice little start to build my collection. A basement layout was built during the Christmas season and eventually grew to 12' x 20' going around the furnace. I would start working on it after the first six weeks report card. Bad grades meant no trains. That was an incentive for me to study.

Raising my two boys and building a house and all that goes with it kept me from doing much with the hobby until the 1990's when I had more time to enjoy collecting and start building a layout. I am very fortunate that both my adult sons are into American Flyer.

I have agreed to be nominated for the full term as Executive Vice President in the NASG. I have been a member since 1990, belong to the TCA and Pittsburgh S Gaugers where I am the Treasurer.

Being a retired public school music teacher and professional musician, I played on the weekends to support my habit of buying trains. I hope to be an asset to the Board with my background of AF, Hi-rail, American Models, S Helper and MTH.

NASG BOT Meeting - Tuesday, January 23, 2023

Call to Order 8:41 pm EST

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Lou Templeton, Executive Vice President; Darby Marriott, Eastern/North Eastern Vice President; Brian Jackson, Central/South Eastern Vice President; Peter Gehret, Western Vice President

Treasurer's report: There was no Treasurer's Report

Secretary's report: The Secretary's Minutes from December 20, 2022 were read.

Peter moved that we accept the minutes as read. It was seconded and was passed unanimously.

Old Business

Committee Reports The Dispatch

The new *RMC* ad photos had to be approved. Pete moved to accept the photos. It was approved and passed. Stephen Law will do an article about Lou Templeton's railroad for *The Dispatch*. Two more Sn3 photos were considered for the *RMC* ad. Brian moved that we accept the Pete Smith's Climax photo and asked to have the White Pass photo retaken more focused. It was seconded and passed.

Brian had an Editorial Board meeting with *The Dispatch* editors and the Flyer/Hi-rail editor said he is really looking for Flyer articles. We are trying to get bi-monthly feature columns about Flyer. There is a new Flyer compatible manufacturer that wants to join the NASG to publicize his products, Austin Birkey. To expand *The Dispatch* we need to pay more. We keep running out of pages. Unfortunately, the NASG ads and NASG information take up a lot of space. New full-page advertisers, like Lionel and Scale Trains, would help to offset the costs.

Membership

The type of membership categories need to be reconsidered and clarified. We need to include Dick Kramer about the categories, so that they can be adjusted. We would like to have the list of categories, so we can review them before the next meeting.

Code 100 Turnouts/Track System

We have been collecting people for the turnout/track committee. Emphasis on non-China based assembly is necessary.

YouTube Channel

Darby was asked about the YouTube channel. He will be working on it soon. Darby wants to analyze the reasons for changing to S so we can utilize our resources efficiently.

New Business

Jim had a letter from Bill Mosteller of Great Decals. Bill wanted the tri-fold made smaller to fit a regular envelope, so that he could include them in his decal orders. This is not yet a feasible item. The business card has been redesigned and would fit in an envelope. There may be a solution there.

An ad salesman is necessary.

The next dates selected for BOT Zoom Meetings are as follows. Monday, February 20, 2023 for the next meeting at 8:30 pm. Monday, March 20, 2023 for the next meeting at 8:30 pm. Meeting ended 10:36 pm.

NASG BOT Meeting - Tuesday, February 20, 2023

Call to Order 8:35 pm EST

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Lou Templeton, Executive Vice President; Darby Marriott, Eastern/North Eastern Vice President; Brian Jackson, Central/South Eastern Vice President; Peter Gehret, Western Vice President, Dick Kramer, Esteemed Guest.

Secretary's report: Brian moved the minutes from the January BOT meeting be approved and was seconded and passed.

Treasurer's report: Nothing new but the 2022 car is sold out.

President's report

Jim has had some unhappy letters. There was some discussion about Bill Moesteller

and making the trifolds smaller to fit into a business envelope. Jim scaled down about 30 just for Bill. Elections committee has a full slate. Clay Buckage has volunteered to run as Western VP. Merlyn Jarman is the new ad manager. Welcome Merlyn. We still need the Service Chair and a Convention Committee Chair.

Old Business

Committee Reports Membership

Dick spoke about regular membership and trial being fine. The family membership is wordy and the spouse is allowed to vote at an AGM. Family membership allowed a spouse to go to conventions for free. Dick wants to make sure that members know their rights and what is available to them. Dick is recommending that Family Memberships be retained. There are 81 family memberships.

Family memberships have all the rights of a regular membership but no voting rights. We could let the family memberships run out or convert them now. Dick recommends keeping Trial, Regular and Contributing. Will's new categories, manufacturing and dealer have not attracted any members. There was a discussion about changing the bylaws to reflect the lack of interest in the manufacturers' and dealer categories. This means removing the dealers and manufacturers memberships. Brian moved that we strike the manufacturers and dealer memberships for the bylaws, and proposed that they be stricken from the constitution using mail-in ballots. It was seconded and passed. The bylaws to be changed are in Section 11. Number 4 and 5 will be stricken from the bylaws. Article 2 Section 1e and f are to be on the ballot.

Dick reported that 128 members did not renew. This is disturbing as the highest number in a decade. Pete mentioned the most disgruntled people are Flyer people saying the BOT is too scale oriented. There was a lot of discussion about trying to entice Flyer guys to submit articles to *The Dispatch*. Lou brought up the idea of

having a feature called, "Showcase Your Club." This would promote all aspects of the components of the NASG.

Code 100 Turnouts/Track System

We have been collecting people for the turnout/track committee. Emphasis on non-China-based assembly is necessary. A proposal has been submitted by the ad hoc committee that we need to assess. Brian moved that we accept the proposal put forth by Gaylord Gill and the Track Project Committee. It was seconded and passed with one abstention.

YouTube Channel

Darby and Ken are in charge of the YouTube channel and are looking for people to contribute.

New Business

The business card has been redesigned and has a QR code on it.

The next dates selected for BOT Zoom Meetings are as follows.

Monday, February 20, 2023 for the next meeting at 8:30 pm.

Monday, March 20, 2023 for the next meeting at 8:30 pm.

Meeting ended 10:37 pm

NASG BOT Meeting - Monday, March 20, 2023

Members Present: Jim Whipple, President; Andrew Malette, Secretary; Mike Ferraro, Treasurer; Lou Templeton, Executive Vice President; Darby Marriott, Eastern/North Eastern Vice President; Brian Jackson, Central/South Eastern Vice President; Peter Gehret, Western Vice President, Dick Karnes and Gaylord Gill, Steve Lunde and Lindsay Neas were Esteemed Guests.

Pete Gehret made the motion to approve the February 20 minutes. The motion was seconded and passed.

Call to Order 8:37pm EST

We suspended the usual meeting order to discuss a turnout/track subcommittee report. There was no treasurer's report because nothing new has happened of any consequence.

Old Business

The next *RMC* ads have already been passed

Status of NASG credit card and credit-card direct processing (leaving Fourthray Software out of the mix): We are too low volume to have a credit card. We are trying to obtain a PayPal account for the NASG to make any online transactions easier.

Darby is working with Brooks for S scale videos for YouTube.

New business

The Dispatch materials are needed and this is an ongoing concern. We can't publish what we don't receive.

There is no 2024 Convention site. We need to approach various groups.

Announcements and other issues of concern

NMRA regional convention in Pittsburgh May 4-7, 2023; includes open house at Penn Creek Valley (built by the late Sam Powell) on May 7

Next meeting dates (April 24 and May 23)

From the President

I was disappointed at the low number of nominations and self-nominations in this winter's call for candidates for Vice President and other officer elections for the Board of Trustees for the NASG. In fact, the only nomination we received was for Western Vice President, where Pete Gehret is stepping down after four years of faithful service to the organization. Two other incumbents agreed to stay on for another term because no nominations came in at all.

Because not a single position was competitive, the Elections Committee unanimously recommended electing the slate by acclamation, thereby saving the organization the expense of mailing out ballots.

The officers (President, Executive Vice President, Secretary, and Treasurer) are elected for four-year terms; the Regional Vice Presidents are elected for two year terms. Serving the NASG from 2023-2025 will be:

R. James Whipple, President (term expires 2025)

* Lou Templeton, Executive Vice President (term expires 2027)

* Andy Malette, Secretary (term expires 2027)

Michael Ferraro, Treasurer (term expires 2025)

* Darby Marriott, Eastern/Northeastern Vice President (term expires 2025)

* Brian Jackson, Central/Southeastern Vice President (term expires 2025)

+ Clay Buckage, Western Vice President (term expires 2025)

* = continuing

+ = newly elected

The President and Treasurer are in the middle of their four-year terms

R. James Whipple, President



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2023 NASG CONVENTION

THE "SUSQUEHANNOCK" CONVENTION

JULY 26-29 HARRISBURG, PENNSYLVANIA

THE SUSQUEHANNOCK WAS A PENNSY PASSENGER TRAIN THAT CAME DOWN TO HARRISBURG EVERY MORNING FROM WILLIAMSPORT, PA.



Jamie Bothwell and the Lehigh Valley S Gaugers are excited to bring to you the "S" event of the year. It is the perfect gathering of modelers and vendors. Clinicians teach us what they have learned about specific topics, and the Convention's contest room shows what NASG members have been up to modeling-wise. Local tours allow you to take in the scenery around the area, and perhaps even tour areas that are not usually accessible to the general public.

- Tours to Gettysburg, Horseshoe Curve/Railroaders Memorial Museum and East Broad Top Train Ride and Shop Tour

- Wednesday Evening IceBreaker

- Dealer Room open Thursday night, 9-6 Friday, and Saturday Morning

- Clinics on Building in Brass and Flyer repair among others

- Saturday Evening Banquet

- The Usual Auction Fun after the Banquet

**Updated information and ordering
maybe be done on our Website:
<https://nasg.org/Convention/>**



So Here's What I Do

By Dick Karnes

Track Cleaning

Whenever I hold an open house, an inevitable question I get is "How do you keep your track clean?" The fact is, I NEVER clean my track! So perhaps for this issue my column should be called "So This Is What I Don't Do..." Let me explain.

There are two prominent schools of thought about track cleaning. One says use abrasives, the other says use solvents. The abrasive people love their bright rails. They clean their track regularly, especially before open houses, to remove the gunk that always collects gradually as equipment is run. But there is a fatal flaw with this method: The first time you use an abrasive (e.g., a "Bright Boy"), you will have thoroughly distributed microscopic roughness atop your rail head. Roughness is a perfect collector of the mixture of mechanical lubricant and dust that creates the tar-like stuff that says you need to clean your track, again, much sooner than you expect.

The solvent people use a wiper soaked with some sort of fluid that will clean the railhead, completely evaporating afterward without leaving a film residue. The dryness

is the culprit here. Mechanical lubricants readily stick to dry rail, attracting dust and creating new tar-like deposits

I don't use either of these methods. A long time ago, before most of you were born, there was an article in one of the model railroad magazines that told about using hair clipper oil, thus altogether eliminating the need for cleaning track. When I built my next permanent railroad, that's what I did, and have done ever since. Of course, the array of oils has evolved; these days I use LaBelle No. 108, one drop applied on each railhead at only one location in the layout. The first time I did this, I ran a train over all my track to distribute the oil uniformly. The result, according to the article, is a uniform microscopic coating of oil on all the trackage. Ever since, I do this with the No. 108 about once every 18 months or so without running a train just for oil distribution, as normal operation does this job anyway. The oil works because any mechanical lube deposits just squeeze off the railhead, out from under the metal drive wheel treads.

A related but independent dirt problem can be your wheels. My experience, based only on using oiled track, is as follows:

- Powered wheels never accumulate any dirt build-up.

- Plastic wheels are the worst. These build up gunk so thickly that their scale-wheelset flanges can even become ineffective. I always replace my plastic wheelsets with NWSL wheelsets.

- Sintered iron wheels such as those on American Models cars for decades are just as bad as plastic. I replace these too.

- Aluminum wheelsets have a lesser tendency to build up gunk, but they do, at a slower rate than sintered iron and plastic.

- Smooth-surface metals like brass, stainless steel, and nickel-silver are best.

Whatever their material, you should spot-check your nonpowered wheelsets from time to time. If you have some gunk build-up, remove it. If it's thin, use a pipe cleaner soaked in lacquer thinner, followed by a wipe-off with a paper towel scrap. If it's thick, scrape it off with a small screwdriver blade as you turn the wheel set by hand, then follow up with the lacquer thinner treatment.

S-Fest West 2023

Sat., Sept. 9, 2023

Knott's Berry Farm Hotel

7675 Crescent Ave.

Buena Park CA 90620



Pre-production photo – final version may differ slightly

Union Pacific 52' Gondola with Removable Rock Load

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or visit: www.SoCalSGaugers.org



NEW PRODUCTS

By Jeff Madden

Atomic Laser Cut Designs has easier wood, laser-cut, building kits. Formerly produced by Wild West, these are now available via Atomic Laser Cut Designs. Prices range from \$18 to \$60. www.atomiclasercutdesigns.com



B.T.S. has two new laser cut S kits for the McCabe Lumber mill. These are the vertical wood storage tank for \$25.95 and the shop water tank at \$49.95. www.btsrr.com



ERTL 3000 Toys list a 100th anniversary Farmall set with 6 different die cast tractor items. \$55 www.3000toys.com



Iconic Replicas is delving into the 1/64 diecast bus field. First is a modern Xcelsior XN40 New York Transit bus. Let's hope for some vintage 1/64 buses, since they do produce some in 1/43rd scale. www.iconic-replicas.com



Mine Mountain Models has a laser cut wood kit of an S Auto Repair building with an 8" x 6" footprint. \$80. Minemountmodels.com

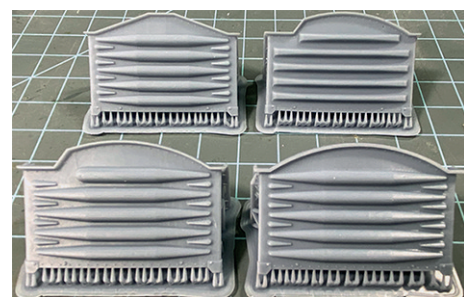


Pre-Size Model Specialties announces a new kit of the C&O high-side gondola. This gondola came with 4 different ends. All 4 are available with the kit. The kit consists of a one-piece resin casting of the underframe and sides, and resin castings of the ends and the inner floor, which hides a lead weight.

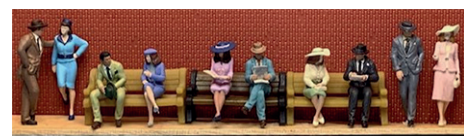
Many details are included. Decals for the older and newer schemes provided. No trucks and couplers are included.



The image above right shows the original masters of the four ends. www.pre-size.com



CatzPaw Innovations, LLC has 10 new figures custom sculpted based on actual photos. Each figure is dressed in 1940's-1950's era clothing and is ready to interact with each other. Such figures include Alan facing Ginger, Victor and Hedy going for a stroll, Humphrey and Lauren sitting, Ray reading his newspaper with Jane, and Fred "mansplaining" things to Loretta. www.CatzPaw.com



2023 NASG Annual Member Car

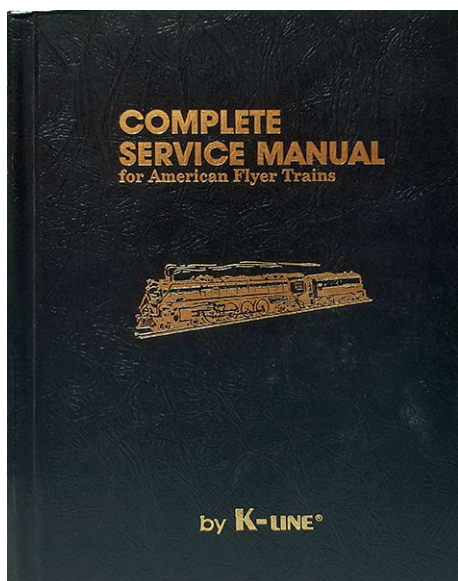
This year's car is the St. Lawrence Starch Company Limited (SLAX) single-dome tank car. The car was used for transporting the company's "Golden Bee Hive" corn syrup. The company was started in 1889 in Port Credit, Ontario, Canada, and was a major Canadian manufacturer of corn based starch, glucose, and feed products. Their large factory required rail service. The company owned ten of these unique tank cars, numbered in the series 5021 - 5024, 26101 - 26103, and 49101 - 49104. The company ceased production in 1990, and shortly after that the factory was demolished. Check the NASG Website for more details, ordering and pictures.

Restoration Station

By Bill Clark

When I finished the first article for this column on the test station, it occurred to me that it would take years of the column before it hit on the issue you might be having with one of your Flyer engines or accessories. What I decided to do was write the next article on the resources that were available to help you solve your problems. I brought together all of the publications I have collected through the years and will spend some time telling you about each of them. A number of these are not in print, but are pretty easy to buy through eBay and other places.

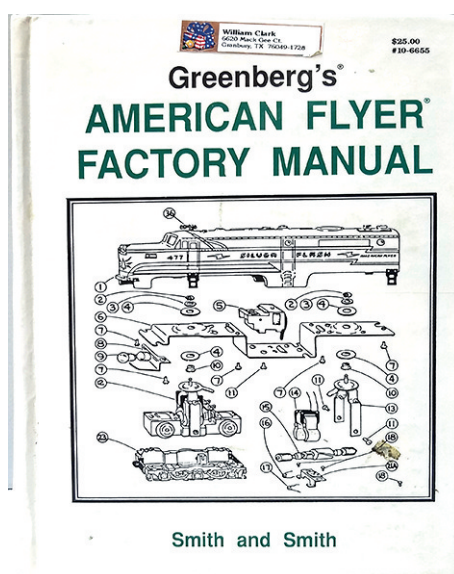
I think the book that everyone should have is the *Complete Service Manual for American Flyer Trains* that was first printed by Autotek, Inc. in 1978 and reprinted by K-Line in 1983 and 2003. The book has 402 pages with a great table of contents and index. It has instructions and graphics for all of the Gilbert items.



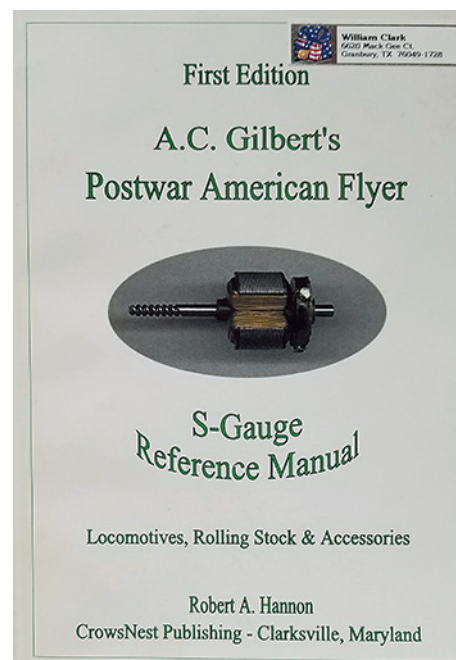
The instructions are what you could find in the Gilbert manuals that came with the trains or were packed inside the boxes with the accessories. They also include how to do things like restringing a Seaboard coal loader. These books normally sell for about \$50 depending on their condition.

A book that is very similar in many ways is Greenburg's *American Flyer Factory Manual*, published in 1988.

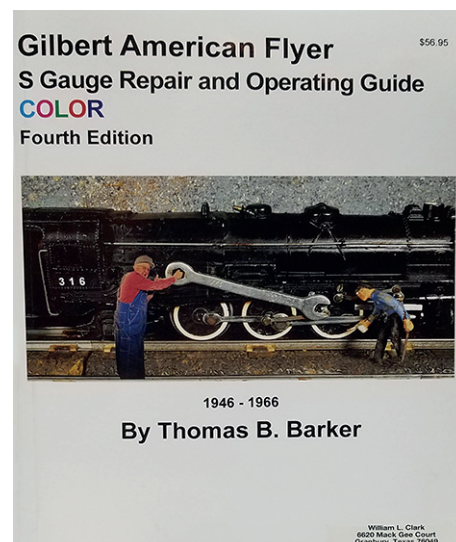
This book has much of the same content, but many more pages at 710. It has a vast number of pages that are dedicated to tables that include Gilbert's part number and prices. However, little tips like how to restring a Seaboard coal loader are not in the book. This book is not as available as the K-Line book and usually sells for the same price.



For people who want to work on the intricacies of the electrical components of Gilbert trains, there is a great reference book: *A.C. Gilbert's Postwar American Flyer S-Gauge Reference Manual*, written by Robert Hannon. My first edition is from 2001, and I know a second edition was published. The specifications of everything from motors to solenoids and all of their variations are explained with tables, Gilbert part numbers, and photographs. This book would be great for doing electrical repairs for someone who is an electrical expert, but not the average Flyer operator who just wants to keep things running well. For example, it's been my experience that you can find a field for a motor cheap and ready to go without rewiring it with new wire as the book describes. This manual is found on eBay for under \$50 normally.



Now I want to mention the books that are the efforts of a very special guy in the world of Gilbert Flyer. Tom Barker has been helping people repair their Flyer since the 1970s. Early in the life of *The S-Gaugian* magazine, a column was created by Tom called the "Roundhouse." He did the column for many years and four people followed up writing it till the magazine died. I did the column for the last ten years. His first book is Greenburg's *American Flyer S Gauge Operating & Repair Manual*. My copy is the 2nd printing of the second edition, and I can't tell you how



many times I've used it, but if you were to look at the soiled cover and pages inside, it would be obvious it was in the hundreds. The book has diagrams with labels for all of the most common Gilbert engines. Also, you will find how the accessories were wired and made ready for use. Lastly, Tom put inside the information needed to repair the most common issues an operator would have to address.

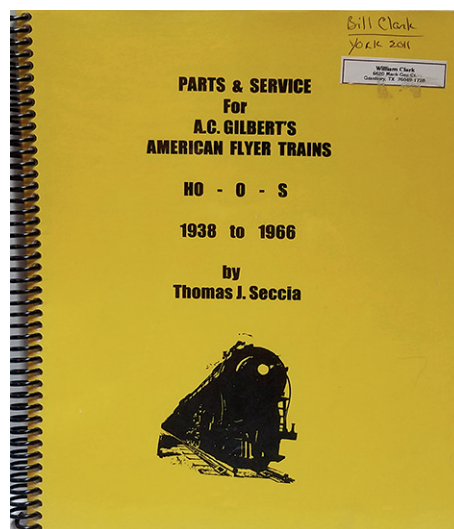
The book is only 80 pages long, so this is a book I would recommend for beginners. You can still buy these easily.

In 2012, Tom issued his third edition by himself without Greenburg involved. This time he reprinted it in larger type and renewed the photos. He also put in a chapter on cosmetic restoration and more information on accessories. Two years later, he added volume 2 of the third edition. It includes a table of contents for both volume one and two of the third edition. Volume two is made up of a lot of his Facebook series called "Tom's Tips." He also included new step-by-step photos of repair subjects. A great number of the photos are in color.

In 2018, Tom brought out the fourth addition of his guide. This 310 page book, which can be purchased in black and white or color, is a compilation of all of the earlier editions plus extra material. Color is the only choice I would recommend because color is important to many of the diagrams and photos. For example, the color of the wire is really important in the photos of items being repaired. The price is \$56.95 for the color version.

A great online place to find repair help is the website of Doug Peck's *Port Lines Hobby Supplies*: www.portlines.com. On his main page, look for the table of contents on the left side of the main page and you will find Am. Flyer Repair Clinics. When you click on that, he has 60 clinics for repairing Gilbert Flyer and some on modern Lionel Flyer. I even supplied one of the clinics he has there. If you find a solution there to one of the repairs you have to make, you can copy and paste to get it on a document you can take to your work table. One of the best features of using Doug's site is there is no charge, and you don't have to buy anything.

A very good book that I bought at the York show in 2011 was sold there by its author, Thomas J. Seccia, who owns Triple "S" Supplies. The book I have is titled *Parts & Service for A.C. Gilbert's American Flyer Trains*.



Since I couldn't Google it and find information on its being printed, I called Thomas, and we talked at length. He advertises in *The Dispatch* almost every issue and has been in business selling parts and trains ever since I can remember.

What I learned was he has several books of this type in his advertisement. In the March/April issue, it is on page 23. I think your choice should be *Operating & Repairing American Flyer Trains HO-O-S* by Thomas J. Seccia. The book like the one I have is illustrated with exploded views. It has 331 pages and costs only \$29.95.

The resources to repair that I have includes one more publication. I have every *S Gaugian* magazine that was ever printed, with means I have about 100 pounds of information on American Flyer repair. Most of those repair stories are in the "Roundhouse" column I helped write. I hope that some of you kept your magazines and can use them for help. Unfortunately, there isn't an index for the magazine.

My guess is that there are other repair resources in addition to what I have written here. If you know of a good one, please write and tell me about it.

For the next issue of *The Dispatch*, I will write about a common repair topic for your Gilbert Flyer items and go on from there. I hope that the subject of this column aids you in finding the information to work on an issue you are facing with your trains. As always, please contact me if I can help you and also send me your suggestions for the column to billstrains@aol.com.



Tom Hurd

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Down at the Depot

By Carl Rudolph

Spring has sprung! All the snow and rain has produced tremendous growth of everything green in our neck of the woods. Of course that may lead to equally tremendous wildfires later in the year, but we won't talk about that! Meanwhile S news comes in with regularity, so here we go:

The South Jersey S Gaugers are a very active club with interesting activities, both at meetings and elsewhere on field trips. This time around the meeting clinic consisted of displays presented by *Michael McConnell*, who brought a series of club project cars going back as much as thirty years; by **Hank Worrell**, who brought his collection of American Flyer trucks and couplers, showing all the many variations; and by **Steve Politowski**, who brought an array of Gilbert non-train products including small appliances and educational books aimed at young people. Field trips included a visit to **Rick Wark's** impressive layout (see photo on next page) and a trip to Delaware to see Dennis Cannon's and **Tom Cline's** fantastic layouts, followed by a tour of the Marshall Steam Museum in Auburn Heights, Delaware, which houses both a world-class collection of Stanley Steamer autos and a large 7.5" gauge live steam railroad. The club was amazed here, and for good reason! Lastly, at a later meeting, **Jim Oliver** demonstrated his "test" truss bridge laser cut from cardboard. The final version will be made from MDF but the cardboard version turned out to be very strong and it looks really good!

The Baltimore Area American Flyer Club will have enjoyed their summer picnic at Leakin Park by the time this issue reaches you. Leakin Park, the largest woodland park in an East Coast city, is a beautiful area with trails, picnic areas, and miniature train rides. Perfect! And in August they are slated to return to Strasburg with the layout for the show at the Railroad Museum of Pennsylvania. Lastly, member **Al Marotta** was at the National Capital Trolley Museum in Colesville (MD) with a small AF layout so that S gauge could be represented at a show for children with disabilities.

The North Florida Division of the Atlantic Coast S Gaugers met at **Ron Fisher's** "train room" (a separate building in the back yard) to O&O (ogle and operate) his layout. Here's the link to the video of Ron's 0 gauge layout: 0 Gauge City Scene - YouTube. Yes, it is 0 gauge but modeling ideas are available! The club is also having a new club t-shirt made and are offering it to all the other divisions of the ACSG group. The photos show it is a very nice shirt in blue and yellow. The following meeting was back at **Larry Shugart's** barn at which they hosted visitors from the Northeast Florida Model Railroaders club.

The Pittsburgh S Gaugers have been following through on some of their ideas for improving the club. They note that they already have a Facebook presence and they are proceeding with the plans for a very temporary layout at meetings just to operate trains. Plans are also in the works for clinics and in-person meetings will resume with the Zoom option. All sounds good. At the last meeting, **Bruce Siarkowski** showed a brass flatcar obtained from **Jack Sudimak's** estate sale, **Eric Hopkins** showed an SHS 2-8-0 converted to battery power with radio control and sound, **Larry Stroup** displayed a rebuilt AF bay window caboose, and **Chris Eddy** showed his prototype AF steam loco socket board that he says is "failproof"!

The Cuyahoga Valley S Gauge Association (Cleveland area) had the club layouts (hi-rail and tinplate) at the NMRA Railfest where they were well received. Someone brought a video camera and mounted it on a car on each layout to give a crew's view of the line as the train went 'round. The hi-rail view looked pretty fast – then the tinplate view was next and is dizzying with tremendous speed! Plans are already well along for the 2024 Spring Spree which they are hosting. They are looking forward to a four-month period this summer in which the layouts will be resting so some major repairs can be made.

The Miami Valley S Gaugers (Dayton area) have hosted another successful Spree this year. Attendance and vendor count was

about the same as previous years, although a couple of big vendors were no-shows. The club obtained the services of one of the best food trucks to be on-site and that made everybody happy! All of the clinics were at capacity attendance, showing that basic train repairs, railroad history, and basics of modern technology always draw crowds at shows. Perhaps the biggest highlight of the Spree was the A.C. Gilbert Museum exhibit presented by **Bob and Richard Bernard**, relatives of legendary **Maury Romer**. Well done!

The Central Ohio S Gaugers (Columbus area) had a very successful outing at the Spree where members with tables reported good sales and the club layout did well also. The club finally (the weather cleared up) was able to go to **Harvey Grawe's** home and observe his beautifully completed S gauge empire. The benchwork looks like fine furniture. The next meeting was to be hosted by **David Narance**, one of their newest members.

The Central Ohio S Gaugers – Northern Division (Toledo area) met at **Randy Bosscher's** home for a show-and-tell and train running. They have a wonderful summer outing planned – a field trip to the Corner Field Model Railroad, located east of Cleveland in Middlefield, which is also a museum. Lunch is planned at a nearby Amish restaurant. What a great day that should be!

The Southeastern Michigan S Gaugers were another club with a well-running layout at the Spree and they also had the layout at the Milwaukee Train Fest. A recent meeting at **John Racey's** put his large layout on display. The next meeting was at **Jerry Poniatowski's** where the host presented his work-in-progress Amtrak Genesis loco being made from scratch. We can attest that it already looks really good! And Gaylord Gill is working on a diorama with an ancient Gulf gas station from a **Jamie Bothwell** kit. Also looking really good!

The Chicagoland Association of S Gaugers noted that online registration is

now open for this year's Fall S Fest which they are hosting. Looks like planning is well in hand. Meanwhile the layout was up and operating at the Lyons Township High School train show in La Grange, which was said to be a big success with lots of people in attendance. Next up was to be the summer picnic at the Rochelle Railroad Park (which will be well past as you read this) and we are sure it was great!

The Lone Star Flyers Club (Dallas area) sent this news (slightly edited) via **Larry Yurchio**: "The DFW Area Lone Star Flyers are currently dedicated to completing the downtown and West Dallas (circa 1930s) section of our club layout. We enjoy ourselves and take the layout to the Dallas Area train shows in Plano twice a year. The Fall show is in early October so it will be here before we know it. The Club's Arch Committee (as this group has been dubbed) decided to use a Bonnie & Clyde Theme for the area next to downtown and go with the West Dallas town name (although that was never an official name) where Clyde's father ran a filing station and was frequented by the two outlaws. The area will feature a water tower and period vehicles from the 1930s. There will also be a nearby bank for the outlaws to rob!"

The Houston S Gaugers correspondent **Don Hand** writes: "[We] participated in the

Galveston Transportation Museum's annual Train Show, April 29 and 30. Our 14 ft. x 28 ft. S-Mod layout (as well as other clubs' work) complemented the Museum's extensive collection of locomotives (steam and other), freight and passenger cars, and MOW equipment which are displayed outside the former AT&SF Passenger Terminal, in historic downtown Galveston.

Don relates that "attendance was unusually high on Saturday, because a departing cruise ship had scheduled a rare late-afternoon time for getting underway. Consequently, their guests were able to visit the Museums' train show, only a block away, while the ship prepared for them to board."

Don goes on to observe that "we are pleased to note that HSG's own schedule is picking-up this year; including: the Texas City Museum's Train Show, on October 7; a new table-top (T-T) group's first train show, in November (although HSG will stay up on its own 36 legs); and, a first time for HSG, the Train Collector Association's annual show in Houston, just after the New Year."

Sounds like a bunch of great events for the club!

In the **San Francisco Bay area**, the **Golden Gate American Flyer Club** met at **Rich Lenart's** home in Walnut Creek.

The main topic at this meeting was "Honey, I Shrunk the Trains!" in which **Rich and Dale Smith** demonstrated Gilbert H0 trains (hence the "shrunk") with some unusual (for H0) items "such a Smoke in tender Hudson, 0-6-0 switchers with smoke, and a small industrial switcher set, all running on Gilbert Pikemaster H0 track, which unlike the S gauge Pikemaster track, was nice looking with solid T rail and ballast and brown ties." Your scribe bets that was very interesting!

The Southern California S Gaugers Club were at the Victorville Great Train show with the layout, which gave Fred Ruby an opportunity to educate other club members on the proper operation of the new AC power supply equipment. Next up was to be the Tehachapi Loop Railroad Club show (in Tehachapi, CA) which sounds very inviting since the famous Loop, with maybe 20 trains a day, is right there! Of course they are deep into planning for S Fest West to be held at the Knott's Berry Farm hotel in September. There should be an ad elsewhere in this issue.

So, as usual, there is plenty going on in the S world and that is a healthy sign. Thanks to all the newsletter editors and correspondents who send in the news – and we always look forward to more clubs weighing in. Keep trackin'!



Rick Wark's impressive layout.

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Building a Dairy Queen

Remember When

By Steve Monson / Photos and Illustrations by author



On hot summer nights in many small towns the Dairy Queen was the place to hang out.

History

The early Dairy Queens did not all look the same, but they had some things in common. They were inexpensive buildings with flat roofs, large windows up front, and they almost always had two serving windows. They rarely had indoor seating, so in the north they were closed for the five months of October through February. In many of the DQs

today, there are photos on the walls showing some of their very early stores.

There were posters and photos of ice cream on the windows back then, too, although the artwork was much less elaborate than is seen today. Everything was simple and plain, except for one thing--the DQ sign itself. It was magnificent and was designed to be visible from a good distance away. The

sign used in this article was a common one in the Midwest through the 50s and 60s, and can still occasionally be seen today.

General Thoughts+

Dairy Queens varied so much that I am not going to give any exact dimensions in prototype feet and inches. This structure is built with Plastruct styrene

“concrete block” veneer and .100” thick styrene sheet inner walls. Early Dairy Queens were built with a variety of sidings, but plain cement block was very common. Instead of carefully measuring, we just are going to count blocks. We will then use these as templates for the inner wall panels. It might seem more logical to build the inner walls first, and then face it with the block veneer, but by doing the outer veneer first, we can do a better job of matching up the blocks at the corners.

There is no visible foundation for this building, as the original was built on a concrete slab at ground level, and the blocks went right down to the ground. We will make our “concrete” slab larger than the building so as to include the sidewalk and patio around the building.

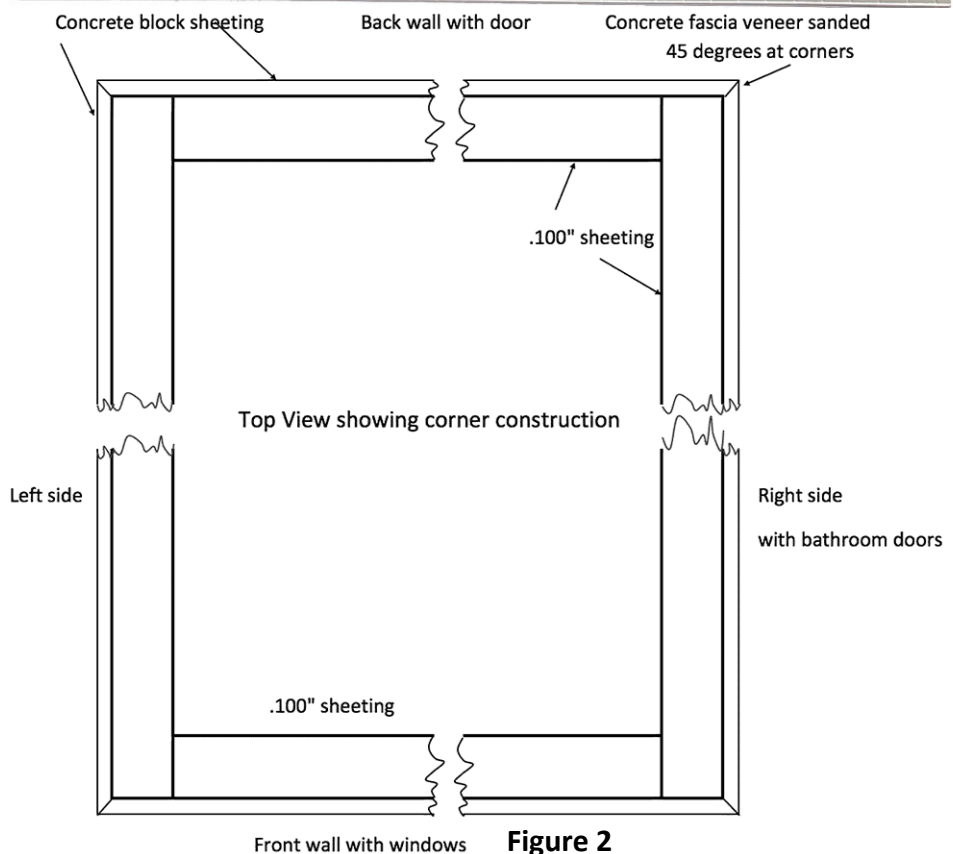
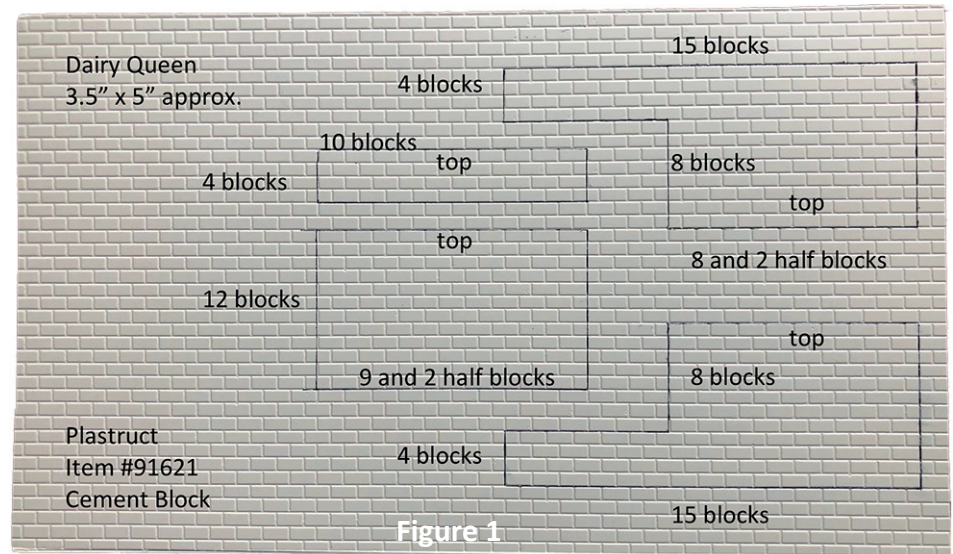
I used Plastruct Bondene for styrene to styrene joints where the fit was good. It comes with a small applicator brush, and is very easy to use. For gluing the veneer to the inner walls and for the window trim I used cyanoacrylate (super glue). Rubber Cement (Elmer’s for example) available at drug stores is best for attaching the paper signs and flooring.

I built my Dairy Queen with the roof solidly glued on, but with the large windows, it is a candidate for interior detailing. The only interior detail I installed was the center-wall room divider, a tile floor, and a worker standing at each window. However, if you want to complete the interior, you might like to keep the roof removable for access.

Cutting out the walls

Begin by cutting out the block walls. We don’t even have to measure, just count the blocks and cut. If you lay it out exactly like in the diagram, making note of where the half blocks are, the half block/whole block corners will come out right. Before cutting, mark them on the blocks using a fine, non-permanent, felt pen. After cutting them out, the ink will wash off easily.

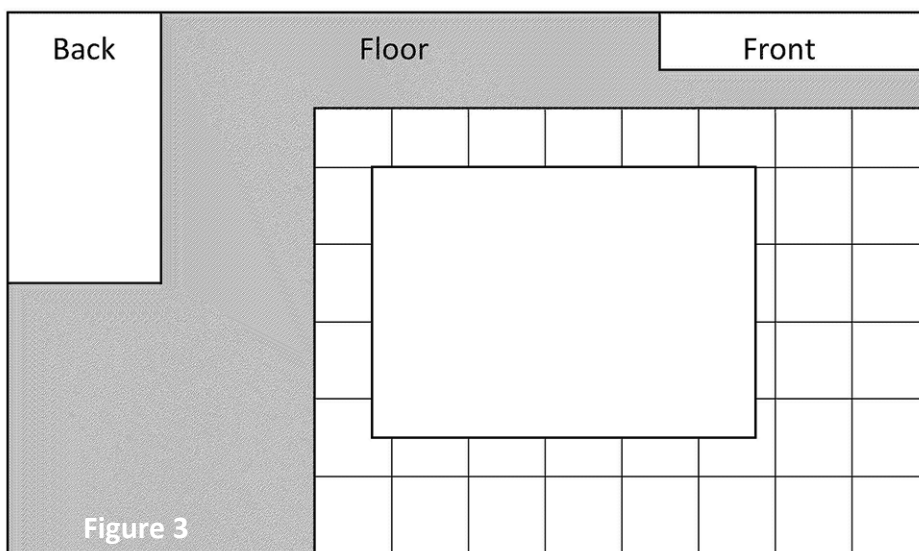
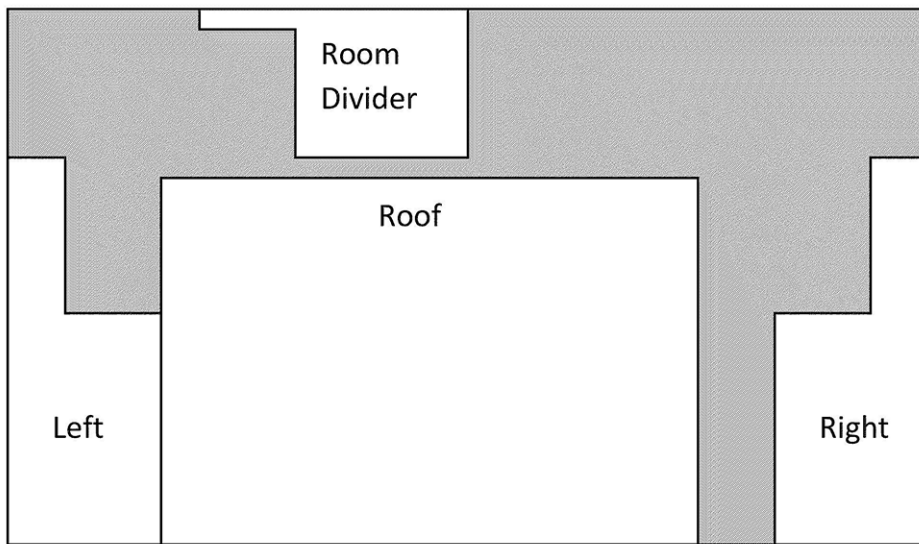
Use a sharp modeler’s knife and don’t try to cut it in one pass. (**Figure 1**) A good, metal straightedge is nice. For those choosing to use some other siding for their model, the dimensions are approximately 5” x 2” for the long walls, and 3.5” x 2” for the back wall.



The entrance to this building is through a door in the rear. The side doors are for the bathrooms. I built my Dairy Queen with non-working doors since none of them seemed like ones I would open.

I made the rear door 1 ½ blocks wide and the bathroom doors 1 ¼. Carefully cut the openings in the block walls with a modeler’s knife and straight edge. You could add an office window in the back wall if you like.

Lightly sand 45 degree edges on both ends of the four concrete sheets as shown in the drawing. This will make the corners fit together nicely. Use medium-fine sand paper on a sanding block. The block veneer is very flexible. Lay it on the edge of your workbench overhanging just an eighth of an inch while you sand. (**Figure 2**)



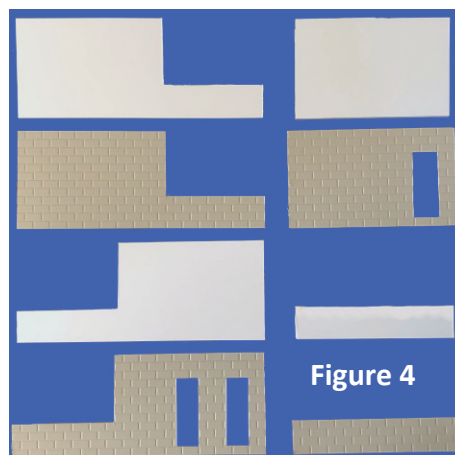
Wall Assembly

The Plastruct #91107 .100" styrene sheets come two in a package. There is enough material for the four wall pieces, center wall, roof, floor, and sign board if they are laid out properly as shown in the figure. If you cut them in the right order, many cuts can simply be scribed and snapped over the edge of your workbench. A few will need to be sawed with your fine Xacto saw. Save all scrap pieces for later. (Figure 3)

Cut styrene sheets to match the left and right concrete veneers. Cut the long side walls .050" shorter than the block veneers to allow for the 45 degree bevels at the ends. Cut the short walls .250" shorter to

allow for the bevels and the thickness of the styrene sheets. (Figure 4)

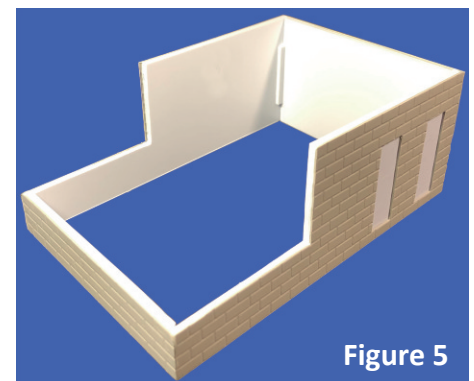
Note the styrene sheets will also be the bathroom and back doors. If you prefer six



panel or missionary doors you can do something else, but I think plain flush doors are fine.

Glue the side wall, concrete veneer sheets to the side walls using super glue. Make sure that the corner block and half blocks come out correctly. Apply the glue to the veneer sheets, not the styrene sheets, so that you don't get any glue where the door openings are.

The four walls can now be glued together. Glue one corner at a time making sure everything is square. (Figure 5)



Before gluing to the floor, we want to paint the walls. We want to match the bright white strips that will be used for the windows, so that we don't have to paint them. I had some Model Master Reefer White that after two coats looked good.

Floor

We will use the same styrene sheet material for the concrete slab, sidewalks and patio as we used for the walls. For a four-foot wide sidewalk, allow just $\frac{3}{4}$ " for the sidewalks on the back and bathroom sides. This will leave a larger area for an eating area in the front or on the side. Cut it smaller to suit the location on your layout if needed. In the 50s, they didn't have anything elaborate, but there usually were a couple of benches and a table or two. If your location calls for it, you could also turn it so the patio is on the side instead of the front.

Using a sharp pencil, I drew fine lines on a $\frac{3}{4}$ " grid to represent concrete cut lines every four feet. I used a silver pencil I found in a drawing art set. I like the way they turned out, but they don't show that much, and you could omit them if you wanted.

Locate the four-wall assembly as shown on the drawing and apply Bondene to the inside of one wall. When secure, do the other walls, one at a time, checking that all four walls are square.

The checkerboard floor can now be glued down with rubber cement. Various floor patterns can be found on the internet for dollhouses, but I just made this one quickly on my computer.

Cut out the center wall room divider. Make a large archway, but don't add a door. Glue between the other walls with super glue.

Windows

The walls including the window trim on most early Dairy Queens were plain white. If you want to paint the window frames a contrasting color to match the roof trim, it should be done before gluing the frame pieces on. The color would be bright blue for early Dairy Queens. But the one in my small town was plain white. (Figure 6)

Glue 3/32" angle (PLS90504) window sills (A) on the top edge on the three sides where the windows go. Place them so they overhang on the outside covering the edges

of the block walls. Cut the front corners of the sills at 45 degrees. Use a sharp modeler's knife. Super glue works fine for these.

For the top plates, cut three more pieces identical to them in length but made from the Plastruct .060" x .125" (PLS90756) material (A2). Again, miter the corners at 45 degrees. Set them aside for now.

Measure the height of the window from the sill up to the top of the wall. Mine came out exactly 1 5/16". We need to cut 14 pieces exactly this length minus the .060" thickness of the top plate—two angle verticals (B), two 5/32" square corner posts (C), and ten .060" x .125" vertical mullions (D).

Glue the two angle verticals (B) on next.

The square posts (C) are most critical. Use a little square and sight in both directions to make sure the verticals stand straight. The windows depend on these two posts being located perfectly to make the entire window assembly look right. Use super glue and hold them a minute while they dry.

Next glue your three, already cut, top plate pieces (A2) on top of the posts.

The ten vertical mullions (D) can now be glued. Place one in the middle of each side window and four in the front. The front ones are in two pairs, 3/8" apart, and make up the serving windows. When you have them in place, touch a little Bondene to one end. Check for vertical with your square and then glue the other end.

Glue the remaining four (D), two on each corner post. You now should have recessed areas on the inside for the three windows to rest in.

Lastly, cut a horizontal piece to go above each serving window glass (E).

The "glass" is cut from .015" styrene. Scribing with a modeler's knife and straight edge will make it so a fold will snap it in half. Cut it so it rests neatly sitting on the concrete veneer and up against the verticals, sills and top plates. Glue with a touch of Bondene around the edges from the inside.

Interior Details

I only added one employee working at each counter, but if desired now is the time to add any other interior details. Back in the 50s, fast food restaurants did not have as much equipment as they do today. In the back would have been a small office, two small bathrooms, a couple of refrigerators, and storage area. Up front was a small machine that dispatched the soft serve ice cream, and a table for making sundaes, banana splits and malts. They hadn't started serving hamburgers yet, just hot dogs.

Roof

Cut out a roof from your remaining styrene sheet material. I made mine with 3/8" overhang on three sides and 1" on the front. Paint it flat black before installing to avoid splattering black on your white building.

Paint the edge of the roof bright blue. Modern Dairy Queens use more red trim, but in the 50s and 60s blue was the color.

Lay it upside down and place your DQ upside down on top. When in the position you want, brush a little Bondene around the edges.

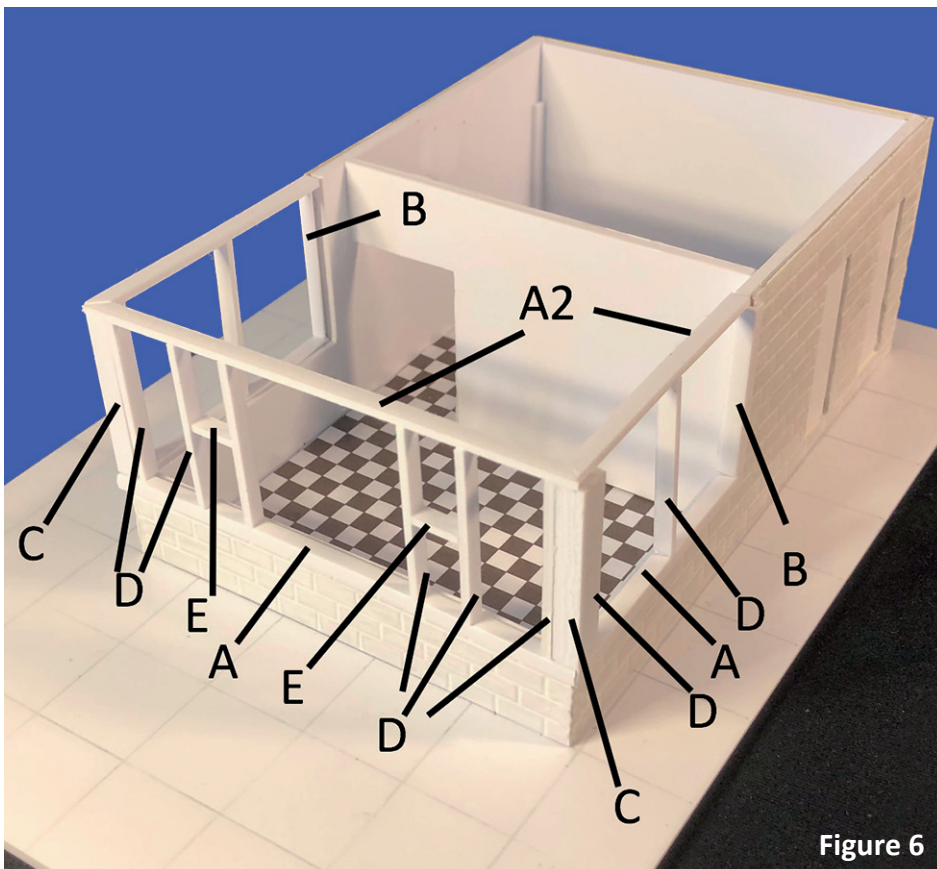


Figure 6



Figure 7

This brings us to the most important part, that of fashioning the fancy Dairy Queen sign itself. (**Figure 7**) Print out two copies of the artwork, one we will just use as a template for cutting the sign. Glue it lightly to a piece of the styrene sheet material with rubber cement. Cut around it with your modeler's knife, saw, or with a jigsaw with a fine blade. Be careful around the curly Q.

Now, cut out two fresh glossy signs from your artwork page. Cover the signboard with rubber cement and glue one on each side.

The sign mounts on the roof on just two supports. I had some #17 wire nails that I cut the heads off. Drill holes in the roof, 1/2" and 2.5" from the edge on the roof centerline. Be careful not to drill all the way through.

Place two cut nails in the holes for mounting the sign. Hold the sign so that the ice cream cone is out beyond the edge of the roof as shown in the photo and drill for the two supports. Cut the nails so the sign sits 1/4" above the roof and glue in place with super glue.

Some additional roof details could include a 1/2" square flat panel for a roof access door, a short length of 3/32" dowel for a bathroom vent, and a 1/4" dowel for a chimney. Paint them rust, silver or black as desired.

Extra Details

Cut out some cones and sundaes from the artwork page and glue on to the glass with a touch of rubber cement.

I remember a 9-cent hot dog sign stood out in front of our local Dairy Queen for years. Cut out two and glue into a vee.

Place a few autos nearby and some people at the counter and on benches, and you will have recreated a scene that was a common sight all across America.

Materials

Available at hobby shops or at www.hobbyline.com

Total cost including paint and glue less figures is about \$40.

Plastruct styrene (1 package of each)

Cement Block	PLS91621
Styrene Sheet .100"	PLS91107
Strip .060" x .125"	PLS90756
Square 5/32"	PLS90790
Angle 1/8"	PLS90504

Evergreen Scale Models

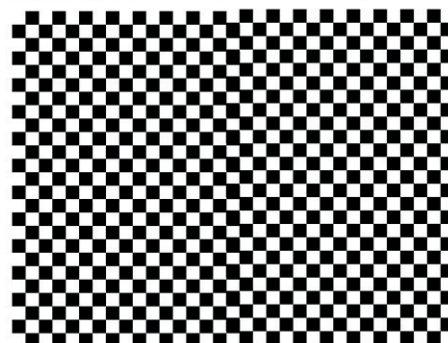
.015" clear sheet EVG9007

Plastruct Bondene or similar styrene to styrene cement

Cyanoacrylate (super glue) available most everywhere

White paint such as Master Modeler Reefer White and flat black paint

Figures are from Race Medal, Artista and Preiser



You can download the image file via the NASG web site's Members Only portal. To do so, on the web site, click on the main NASG button, then on The Members Only Portal link. Once logged in, click on the Recent Dispatch Issues link to view and/or download the file.

Besides the main sign, there are posters of ice cream for the windows, and a pattern for the floor. Print them out on 8 1/2 x 11 glossy photo paper, or take the file and have prints made commercially. Print an extra copy to use as a template for carving out the sign board.





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Modeling and photo by Simon Parent



Modeling and photo by Alan Balma

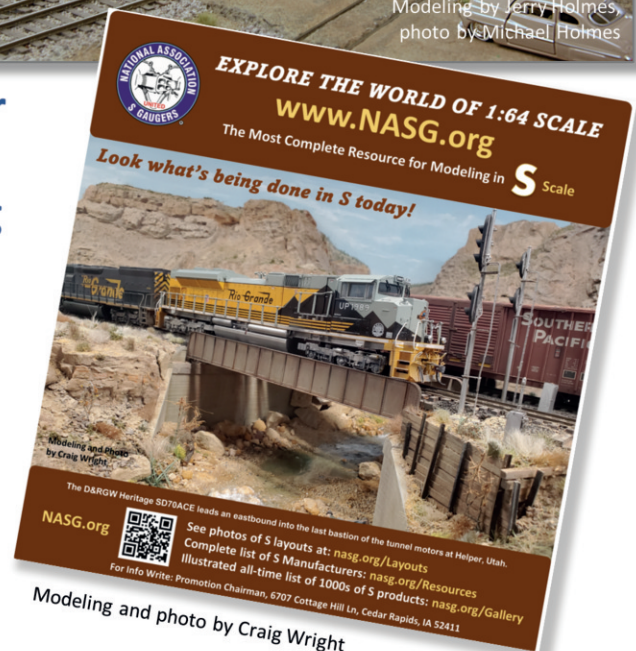


Modeling by Jerry Holmes,
photo by Michael Holmes

Each month on the inside front cover of RMC is an NASG ad featuring a photo of exemplary S scale modeling with directions to the NASG website for complete information about 1:64 scale modeling.

WE NEED YOUR PHOTO!

To contribute photos, simply email to Brooks Stover at bcstover@comcast.net.



Joshua and Barbara Seltzer's Custom Painted AF Rolling Stock

1973-1977

By Larry Shughart / Photos by the author



Sampling of Seltzer Custom Decorated American Flyer Box Cars from the Emory Shughart Collection

After the A.C. Gilbert Co. went bankrupt in 1968, many collectors and operators of S gauge trains became concerned that the S gauge train hobby would die without a major manufacturer supplying the market. Many people believed Lionel bought American Flyer in order to eliminate a competitor and that Lionel would never again produce S gauge trains. Several people stepped up and tried to fill the void left by the demise of the A.C. Gilbert Company and began offering S gauge kits, custom painted rolling stock, and spare parts.

One of those new S gauge vendors was the team of Joshua and Barbara Seltzer, who supported and promoted the S gauge hobby in many ways. From 1973 through 1977, Joshua and his wife Barbara worked together to custom paint, advertise, and sell a line of custom painted and decorated American Flyer freight cars at reasonable prices. The line included American Flyer box cars with molded doors and American Flyer three

bay open-top hopper cars with roadnames and paint schemes not previously offered by A.C. Gilbert. Don Thompson, co-founder of S Helper Service, recalls that Joshua would paint the cars using standard Floquil and/or Scalecoat paint and Barb would letter the cars using mostly CDS dry transfers. The cars were individually wrapped and boxed in heavy, ivory white pasteboard boxes. Each box was stamped with the Seltzer company contact information. An end-label indicated the box contents. The end labels often fall off the boxes with age as the glue dries out. Some labels included the price of the car while others did not. Many cars came in multiple color variations, although they might have carried the same road number. Some cars were offered in at least two road numbers.

My father, Emory Shughart, purchased many of Seltzer's custom painted cars

over the years. While Dad did not buy "one of each," he may have acquired the most complete set of Seltzer custom painted cars in any single collection. The purpose of this article is to share some of my research on Seltzer's advertisements and sales lists, and to share photos of my Dad's cars, which are now part of my S gauge collection.

The first occurrence I found of a Seltzer advertisement was a 1/4 page listing in the Jan/Feb 1973 issue of the *S Gauge Herald*. Three cars were offered including a black, Reading 3 bay hopper, a boxcar red, Erie Lackawanna boxcar, and an orange Pacific Fruit Express reefer. The cars cost \$7.75 each, including trucks and AF couplers, with an option for Kadee couplers for an additional \$0.75. The ad notes that this will be a "Limited First Run Production" of 50 cars of each type.

Date	Source	Car Type	Roadname	Color	Price
Jan/Feb 1973	Herald 1/4 page ad	3 bay Hopper	RDG	Black	\$ 7.25
		Box Car	EL	Box Car red	\$ 7.75
		Reefer	PFE	Orange	\$ 7.75
Mar/Apr 1973	Herald 1/4 page ad	3 bay Hopper	SP	Black	\$ 7.25
		Box Car	Erie	Box Car red	\$ 7.75
		Reefer	BN	Mint Green	\$ 7.75
July/Aug 1973	Herald 1/4 page ad	3 bay Hopper	PRR	Tuscan	\$ 8.50
		Box Car	ACY	Yellow - Custom	\$ 9.00
Nov/Dec 1973	Herald 1/2 Page Ad		ACY	Yellow - Custom	\$ 9.00
			NYC	Jade Green	\$ 9.00
		Box Car	GN	Green, large goat, red letters	\$ 9.00
			GN	Blue, white letters, large circle goat	\$ 9.00
		Box Car	Frisco	Lionel Double Door	\$ 9.00
			N&W	Black	\$ 8.50
		3 bay Hopper	NKP	Black	\$ 8.50
			SBD	Black	\$ 8.50
			B&O	Black	\$ 8.50
Jan/Feb 1974	Herald 1/4 page ad	3 bay Hopper	WM	Tuscan Speed Lettering	\$ 8.50
		3 bay Hopper	RDG		\$ 8.50
		Box Car	Frisco	Lionel Double Door	\$ 9.00
Mar/Apr 1974	Herald 1/4 page ad	Box Car	P&LE (NYC)	Jade Green	Prices going up, write for list
		Box Car	PRR	Tuscan - large Keystone	
		Box Car	B&O	Tuscan - large Keystone	
Nov/Dec 1974, Mar/Apr 1975, May/Jun 1975, Jul/Aug 1975	Herald 1/2 page ad, no pictures	3 bay Hopper	NYC	Black/Tuscan	\$ 6.00
		Box Car	Frisco	Lionel Double Door	\$ 4.50
		Box Car	Various	Various	\$ 6.50

"Cars advertised in past issues now out of production. A few of the road names will be rerun as part of our new series, but most will not"

Summary of Seltzer ads in the *S Gauge Herald* magazine.

Date	Source	Car Type	Roadname	Color	Price
May-73	S Gaugian 1/4 page ad	Note from Joshua and Barbara Seltzer indicating their first run of cars was almost sold out. Customers could send for a list. A teaser for new roadnames on their hand painted lettered cars.			
Nov-73	S Gaugian 1 page ad	Box Car	GN	Big Sky Blue	\$ 9.00
		3 bay Hopper	IC	Black	\$ 8.00
		3 bay Hopper	N&W	Black	\$ 8.00
		3 bay Hopper	B&O	Black	\$ 8.00
			C&E	Box car red	\$ 9.00
			MILW	Box car red	\$ 9.00
			SLSF	Lionel Double Door	\$ 9.00
		Box Car	DT&I	Yellow	\$ 9.00
			ACY	Yellow	\$ 9.00
Jan-1974, Mar-1974	S Gaugian 1/2 page ad	3 bay Hopper	WM	Brown	\$ 8.50
			RDG	Black	\$ 8.50
May-74, Jul-74	S Gaugian 1/2 page ad	Box Car	B&O	Box car red	No prices
		3 bay Hopper	PRR	Brown	due to oil shortage
		3 bay Hopper	MILW	Brown	
Nov-74, Mar-75	S Gaugian 1/2 page ad	3 bay Hopper	L&N	Brown	
		3 bay Hopper	C&O	Black	
May-75	S Gaugian 1/2 page ad	3 bay Hopper	NYC	Tuscan	
"Watch for more from Seltzer's. See you at the convention in July!"					
LIQUIDATION SALE					
Sep/Oct-76	S Gaugian 1/2 page ad	"Due to overstocking, we are forced to liquidate our inventory. . . Decorated hopper cars and box cars, no trucks or couplers \$5.00"			
Nov/Dec-76	S Gaugian 1/4 page ad	"Ready to run S Gauge Cars are back! Send SASE for latest list"			

Summary of Seltzer ads in the *S Gaugian* magazine.

In the very next issue of the *S Gauge Herald* Mar/Apr 1973, Seltzer advertised three different cars, also limited to a production of 50 units each: a black Southern Pacific 3 bay hopper, a boxcar red Erie boxcar, and a mint green BN reefer. The prices remained the same.

Seltzer continued to advertise in the *S Gauge Herald* and the *S Gaugian* magazine on and off during 1974, 1975, and 1976 as can be seen in the summary tables. A few of the cars were marked as "Custom" and limited to a production of only 15 pieces. I also found mailing lists from Seltzer in Dad's files as shown in the tables.

Over the years the Seltzers advertised prices continued to go up, as they were having to pay more for the used American Flyer trucks and couplers they were buying and scavenging off of broken rolling stock at train shows. The final *S Gauge Herald* advertisement listed prices for just the car bodies, sans trucks and couplers. Potential buyers were instructed to call for availability and pricing for trucks and couplers, including American Flyer, Ace, and/or Kadec. Even though it was not advertised as an option in the earlier years, the cars were available at a discount without floors, trucks, and/or couplers. My Father installed his own trucks and couplers out of his parts box, which explains why his cars have a mish-mash of AF knuckle trucks, link trucks, and Ace trucks.

The penultimate Seltzer ad in the Sep/Oct 1976 *S Gaugian* boldly advertised a "LIQUIDATION SALE" with fire sale prices for all cars of just \$5 without trucks and couplers. The Seltzers were trying to reduce inventory and maybe were considering exiting the business altogether. But, in just the next issue Nov/Dec 1976 of the *S Gaugian*, Seltzer advertised that "Ready to run S gauge cars are back!" and customers could send for a list. I found both the liquidation list and the "New for 1977" list in Dad's files. The text is rather faded and my father had put notes and marks on the lists, so rather than show blurry pictures of the actual lists, I included "For sale" items as shown in the tables.

The car bodies that the Seltzer's were custom painting were newly produced by Lionel around 1971 under a special

May 1973 Seltzer List			
Box Car	Erie	Tuscan Red	\$ 7.75
Box Car	EL	Grey	\$ 7.75
Box Car	ACL	Tuscan Red	\$ 7.75
Box Car	P&WV	Black	\$ 7.75
Box Car	EL	Tuscan Red	\$ 7.75
Reefer	CN	Silver	\$ 7.75
Reefer	REA	Green	\$ 7.75
Reefer	PFE	Orange	\$ 7.75
Reefer	BN	Green	\$ 7.75
Hopper	B&O	Black	\$ 7.25
Hopper	SP	Black	\$ 7.25
Hopper	IC	Orange	\$ 7.25
Hopper	Erie	Black	\$ 7.25
Hopper	ATSF	Black	\$ 7.25

Nov 1973 Seltzer List			
Standard Series			
Box Car	C&E	Box Car Red	\$9.00
Box Car	NKP	Box Car Red	\$9.00
Box Car	MLW	Box Car Red	\$9.00
Box Car	GN	Big Sky Blue	\$9.00
Box Car	N&W	Box Car Red	\$9.00
Box Car	IC	Box Car Red	\$9.00
Box Car	B&O	Box Car Red	\$9.00
Box Car	PRR	Box Car Red	\$9.00
Hopper	IC	Black	\$8.50
Hopper	NKP	Black	\$8.50
Hopper	PRR	Tuscan Red	\$8.50
Hopper	B&O	Black	\$8.50
Hopper	ATSF	Tuscan Red	\$8.50
Hopper	SAL	Black	\$8.50
Hopper	N&W	Black	\$8.50
Hopper	L&N	Tuscan Red	\$8.50
Hopper	MLW	Tuscan Red	\$8.50
Custom Series			
Box Car	DT&I	Yellow, Plack Lettering	\$9.00
Box Car	ACY	Yellow, Red Lettering	\$9.00
Box Car	ACY	Yellow, Black Lettering	\$9.00
Box Car	P&LE	Jade Green	\$9.00
Box Car	NYC	Jade Green	\$9.00
Box Car	GN	Jade Green	\$9.00
Box Car	CN	Box Car Red	\$9.00
Hopper	WM	Tuscan Red	\$8.50
Hopper	RDG	Black	\$8.50

Oct 1976 Seltzer Liquidation Sale List			
Hopper	C&O	Black	\$ 5.00
Hopper	PRR	Keystone	\$ 5.00
Hopper	L&N	Tuscan Red	\$ 5.00
Hopper	MILW	Tuscan Red	\$ 5.00
Hopper	ATSF	Tuscan Red	\$ 5.00
Hopper	IC	Black	\$ 5.00
Hopper	NKP	Black	\$ 5.00
Hopper	B&O	Black	\$ 5.00
Hopper	SAL	Black	\$ 5.00
Hopper	NYC	Black	\$ 5.00
Hopper	N&W	Black	\$ 5.00
Box Car	PRR	Keystone	\$ 5.00
Box Car	GN	Jade Green	\$ 5.00
Box Car	NKP	Red	\$ 5.00
Box Car	MILW	Red	\$ 5.00
Box Car	IC	Red	\$ 5.00
Box Car	B&O	Red	\$ 5.00

1977 Seltzer Ready to Run Series Sale List			
Box Car	VTR	Light Green	\$ 11.00
Box Car	D&H	Red	\$ 11.00
Box Car	GTW	Red	\$ 11.00
Box Car	C&O	Red	\$ 11.00
Box Car	Erie	Red	\$ 11.00
Box Car	RDG	Red	\$ 11.00
Hopper	CP	Black	\$ 11.00
Hopper	PRR	Tuscan Red	\$ 11.00
Hopper	C&O	Black	\$ 11.00

Summary of Seltzer cars for sale in various mailing lists.



Seltzer Custom Decorated American Flyer Box Cars from the Emory Shughart Collection.

commission from Walter Graef, who owned a hobby store in Lebanon, PA. Mr. Graef was also the founder of the Ace line of products, including trucks, wheels, and bolster kits to convert American Flyer cars to high-rail easily. Mr. Graef later sold Ace to Russ Downs. My father knew Mr. Graef, and we would stop in his hobby shop to visit when our family travels took us anywhere near Lebanon. I recall going into

the backroom and seeing rows of shelves full of gray plastic car bodies along with the tools and packaging and inventory of Ace products. Don Thompson shared with me that Lionel required Mr. Graef to purchase an entire day of time on the injection molding machine to cover the set-up costs, resulting in 5,000 injections, presumably 2,500 of each car type.



Seltzer Custom Decorated American Flyer Hopper Cars from the Emory Shughart Collection.



Daughter Lucy helping Emory open a Seltzer car for Christmas 1975.



Example of Original Boxes from Seltzer's.



Keeping it in the family! Emory & Bette Shughart gave grandson Conrad a Seltzer Pacemaker Box Car for his 5th birthday in 2010.

Although Lionel purchased the American Flyer brand and the American Flyer tooling from the bankruptcy trustee, Hobby Surplus, a large dealer located in New Jersey, purchased all of the American Flyer spare parts inventory that Gilbert had on hand to support the manufacture of new trains, and to supply hobby shop repair centers around the country.

The Hobby Surplus purchase included a warehouse of trains and accessories that were in the process of being produced. Among the millions of items that Hobby Surplus got from Gilbert was a huge lot of reefer bodies and box car bodies cast in a mint green color. The bodies were undecorated and had no floors, trucks, or couplers. Hobby Surplus sold some of these blanks to Andy Kriswalus, who custom painted them and sold them as an adjunct to his O gauge line of custom painted cars. Kris also custom painted boxcars and 3 bay hopper cars from Walter Graef. In general, Kris cars are rubber stamped while Seltzer cars are dry transfer or decal lettered.

Kris and Seltzer listed many of the same cars for sale in their respective ads and lists. I do not know if Seltzer were retailing these on behalf of Kris to help promote a broader line of S gauge products, or if they were both making the same cars. Dad purchased all of the Kris cars directly from Kris, and thus did not acquire the same car from Seltzer, which accounts for why you will see many cars listed on Seltzer's list but not in my father's

collection. You can learn all about the Kris line of S gauge trains by visiting the website <https://www.myflyertrains.net/kris/>

In my next article, I will share with you a profile of my father's collection of custom painted American Flyer boxcars he purchased from Jim Sutter.



FALL S-FEST 2023

November 3-5, 2023

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artist's illustration



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Check out www.trainweb.org/CASG for more info on registration, vendor tables, car orders, directions, schedules, etc.

Or call Joel Lebovitz at: 847 212-3541



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Yes, there is an NASG Facebook page. The group is designed with the goal of making S Scalpers aware of the NASG and the benefits it offers its members. You do not need to be a NASG member to join this group, but we hope once you see some of the benefits of the NASG you will want to become a member. Go to Facebook and search "NASG".



It's not exactly a COSTCO but it gets the job done! Store manager Chris Crnich organizes inventory on the company store shelving at his home.

"Tinkerers, independent, unique, loyal, hardworking, imaginative, free thinkers, generous, scale hounds, conversion nuts, craftsmen, engineers, volunteers, tenacious, and resourceful". These are just a few adjectives used to describe S gauge modelers in an article about the history of the NASG by Bob Jackson found on the NASG webpage under NASG History. He was talking about the people that were the foundation of the origins of the NASG. But I feel those same words fit the array of S modelers today. It was an honor to be asked to be your NASG Company Store manager, and it will be my pleasure to serve you in that capacity for the next period of time. I look forward to doing my part for the S modeling community in all its facets: modeling, displaying, collecting, promoting and operating. In this article I trace the history of the NASG Company Store, a history intertwined with the history of the NASG itself.

Humble Beginnings

Today's NASG grew from the humble beginnings. In 1957 a group of S-gauge modelers in St. Louis, led by Claude Wade, started as an assortment of 'circuits'. A circuit was a group of model enthusiasts, generally around six or eight individuals, that have a common interest in the rail and flange sizes of their models. These eventually developed into formalized clubs around the country, each with the purpose of enjoying and promoting the hobby of S-gauge trains. By mid-1959 with the great proliferation of circuits, the name 'National Association of S Gaugers' was proposed to bring all the circuits together under a common banner. By October 1960, the NASG name was officially adopted. Claude Wade served as the first General Director of the new organization. In late 1959 a distinctive emblem was proposed by Frank Titman. His clasped coupler design represented the unity within the S community. The distinctive logo now appears on all our



The HISTORY OF THE NASG COMPANY STORE

**By Chris Crnich,
Store Manager**

official documents, and we proudly wear it embroidered on shirts and hats.

Claude's greatest achievements were most likely the brass detail parts made by lost-wax casting and the development of complete engine kits. Some of the 195 different patterns Claude created are still in use today. The detailed casting project played a significant role in the evolution of S scale as we know it today. It was mostly financed by Claude and additional donations by other individuals.

Toward the end of 1962, Claude was feeling the pressures of the casting project and nominated Bernard Thomas as the new General Director of the NASG. An enthusiastic S-gauger, Bernard was a tireless, forward thinking, generous and devoted booster of S scale. He referred to new circuit members as "live wires". In 1965, Bernie unexpectedly passed away. At the 1965 Northeastern S Gaugers Association (NESGA) Convention in Toronto, the



The store stocks a nice selection of shirts in multiple styles and colors, all with the NASG logo. Prices range from \$15 - \$32.3687. These have always been a popular item and are an excellent way for members to show their pride in the NASG.

Bernie Thomas Memorial Award was first given out to Wallace Collins, the editor of the *S Gauge Herald* magazine, for his unique devotion and service to S, the kind of devotion Bernie exemplified throughout his life and career.

An active S gauge modeler and active duty Air Force officer, Russ Mobley, was selected to be the next General Director in 1965. While the circuits were working well, some issues for the future of an organized NASG were surfacing, such as how to increase membership, how to expand the casting projects, and the need for a more formalized organization for the NASG. To address the latter, Russ Mobley expanded the leadership of the organization to include a seven member Board of Trustees by July 1966.

Company Store Concept Born

Like so many new organizations, the NASG suffered from financial problems. Russ Mobley recognized the problems and suggested several projects to bring revenue into the organization. The first was a car kit project, and although it showed promise, it was not pursued. Calendars, hats, and a series of conversion articles were also suggested but not done. One idea that was implemented was dry-transfer sets for undecorated rolling stock. These were sold for \$1.25 each and brought needed moneys

into the organization during a critical time. It was not a permanent fix for the club's financial woes but was the beginning of what today is the NASG Company Store. The issue of charging membership dues to increase revenue for the new organization was discussed by not implemented during Russ Mobley tenure.

Ed Schumacher took over as General Director in September 1970. His motto was: "My fellow model rails and S gauge compatriots: An NASG obituary is not in the offing." He was an outspoken and driven person. He may have epitomized the spirit and soul of 'S' during the 70's. One of his first moves was to reorganize the NASG. He changed his title to National Director and established an Advisory Council. In 1972, he named Dick Schlott as NASG Sales Director. Schumacher felt as many projects as possible should be tried to achieve financial stability.

Much like Russ Mobley, Ed suggested several different items be sold to generate revenue. These included an NASG patch, NASG dry-transfers, and an NASG calendar. An NASG track and wheel gauge was also developed and sold. This was the forerunner to today's gauges. In late 1971, Dick Schlott started the NASG Clearing House, the actual start of today's NASG Company Store. Dick therefore became the first manager of the NASG Company Store. Several other ideas were tried, some relatively good, others not so. These included a photo contest, a history book about S, a manual on converting AF to scale, a "news and notes" publication and a film library. The marginal success of these projects eventually led to their abandonment. The debate over whether to collect dues and financial issues continued to plague the fledgling organization.

NASG, Inc Created

On March 4, 1976, the NASG Inc, a non-profit organization, was formally and legally established in the state of New York. The constitution and organizational format of NASG, Inc were formally approved by the membership at the Memorial Day weekend convention in 1976. The new organization included membership dues and so financial stability at last became a reality. After serving one term as National Director of NASG, Ed



Several wheel and clearance gauges are available from the store to assist members in building great-running layouts. Check the website for details.

retired from his NASG position as well as his from his position as an illustrator at the Smithsonian Institute. He was a major driver in the adoption of dues and establishing the functional and financial stability of the NASG.

Following Dick Schlott, in 1980 Wayne Pier took the reins of the Clearing House. His term of service lasted only one year, and in 1981 Michael Ferraro took over managing the Clearing House. He was able to assist in the development of several brass scale cars, which were sold through the Clearing House. Doug Gilbert then took over until handing the control over to Dave Bailey in 1989. Dave worked for six years, improving the Clearing House inventory and developing relationships with manufacturers of Clearing House products.

In 1995, Bill and Harriett Marks began a 15-year run as the managers of the Clearing House. Bill was instrumental in the development of the golf shirt with a pocket, baseball caps and T-shirts. He also worked to develop the height gauges and clearance gauges. He and Harriett attended many train show events and NASG Conventions with Company Store items. In 2009, Roy Meisner took over from Bill and is fondly remembered officially as the first Company



Chris is committed to bringing new products into the store. One of the newest offerings are these beautiful etched tumblers, proudly displaying the NASG logo. Tumblers are \$26 each or 6 for \$106.

Store manager since the change of name from the Clearing House to the NASG Company Store took place officially during his time as manager. Due to poor health,

Roy turned the store over to Jeff Madden in 2019. Jeff then gave the inventory to Shane Lambert in 2020. Shane was swamped with work and moving twice and eventually gave all the Company Store inventory to me in August 2021. I have been attempting to find suppliers, manufacturers, and ways to save money on shipping products.

Conclusion

It has been most interesting for me to learn some history of the NASG as well as of the NASG Company Store. Obviously, the Store has a great history and its goal continues to be to assist in funding the NASG organization and programs. Today, the Company Store is a source for official S gauge measuring standards and NASG clothing items and generates moderate funds each year. I would like to thank all those individuals that gave input to this

article, including several past Company managers and NASG members and leaders, including Roy Meisner, Shane Lambert, Jeff Madden, Harriet Marks, Doug Peck, Michael Ferraro, Peter Vanvliet, Brooks Stover, and Bill Winans. I hope to continue as manager to keep the store inventory stocked with items that our membership will purchase and enjoy. I will try to be of service to each of you and to our NASG organization. I will add new items occasionally as they become available. A couple we are considering include an S scale ruler, mugs, dress shirts, wind breaker jackets, stocking caps, and long-sleeved T-shirts. If you would like to see any new items in the Store, please don't hesitate to suggest them to me by writing to Chris Crnich, 3243 W 2600 N, Arco, Idaho 83213 or at cscrnich13@gmail.com. I will try my best to have quality items to assist your modeling as well as items for you to wear proudly as an NASG member.



NASG COMPANY STORE

Great NEW ITEM!

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13 oz. Black Vida Coffee Mug



Mugs use a wide-body design and feature a slightly rounded base. They have a low center of gravity and a great handle that is well balanced in your hand. They are beautifully laser engraved with the NASG Logo!

Order Yours On-Line!

www.nasg.org/Store/CompanyStore.php

OR send check made out to NASG to CHRIS CRNICH, 3243 W. 2600 North, Arco, ID, 83213. Include NASG membership number. Please allow 2 weeks for delivery. Questions? Email Chris at cscrnich13@gmail.com.

1 Mug: \$29 2 Mugs: \$47

Prices include shipping.

...and this just in! A new long-sleeved light blue dress shirt with NASG logo will be available at the Convention! Available now from the Company Store at www.NASG.org



Classifieds

All NASG members may place non-commercial ads here at no charge. Ads are limited to 750 characters. Email ads to dispatch@nasg or mail to Dan Dawdy, 407 East Chippeawa St., Dwight, IL 60420. Include membership number. Ads will run three consecutive months unless canceled.

FOR SALE: A. F Crane car Yellow Cab & Red Roof \$12,00
A.F. Work train cars: 6-48230, 48234, 48247, 48226, 48223 \$102.00
A.F. Diesel Set 5542H: Twin 374&375, 922, 929, 926, 921, 920, 977 Action- lighted Caboose \$400.00
Snow Village, Dept 56: #56.55045 Candelrock lighthouse restaurant \$85.00
Hess Training Van 1980 New Original Box \$150.00
Bob Hartzell Cell 610-570-7121 1960 Linden Lane Whitehall Pa 18052 (3)

FOR SALE: American Flyer post-war catalogs: 1964 X264-6, Consumer catalog, P-9, \$15; 1965 X165-12 REV, Revised Dealer catalog, P-9, \$10; American Flyer by Lionel 48359 Happy Holiday boxcar, C-10 Mint, \$35 + shipping; American Flyer 930 caboose, C-6, \$2 each (have 3) + shipping, no box., Email: jshirey1@comcast.net
916-429-2764, 9:00 am – 5:00 pm PST. (3)

WANTED: American Models uncouplers and roadbed.
Fritz Raab, fraab@gmrr.biz, (515) 275-2141 (2)

Estate Sale: Mostly new in boxes. RTR & kits, some hirail, mainly scale. Over 200 freight & passenger cars plus Rex and various locos. **For list call Paul Raham at 613-478-5808 or e-mail at janetpaulraham@gmail.com** (3)

Wanted: A) Pacific Rail Shops "SOO LINE Potato Car", Lake Special 1999 NASG Convention. B) SHS #00478, Reefer Unlettered – Orange. C) Crown Model Products undecorated refrigerator car shells. **Email: tpatterson31@wi.rr.com.** (2)

FOR SALE: FOR SALE: PHIO-R Wireless DCC System, 10 Amp P1018 Power Supply, America Models C & O 4-8-4 Steam Loco and Tender, 10 C & O, Coaches, S Helper 2-8-0 B & O w/ sound, 7 B & O American Models Budd Passenger cars, American Models FA-B & O Diesel set, American Models C & O FB "DX" AA Diesel set, C & O EMD Road Switcher, B & O, Baldwin S-12 Loco, Rex Engineering O-4-0 Switcher, Rex O-6-O Switcher, Rex O-6-O Mogul, (All Rex engines assembled and test run), 4 boxes o 48 "flexible track, 2 boxes of Showtime 15" straight track, 2 boxes Showtime 26" radius curved track, 10 American Models freight cars, 25 S Helper freight cars, Lehigh Valley Models Valley Models Station kit, LMV2 Water Tank, LVM3 Coaling Station, Potomac Valley Norfolk Southern Sand House kit, 2 Pacific Rail Shop Fruit Express kits, 6 Sunshine Model kits, 6 Ambroid Model kits, 50 feet 125 ns rail mounted on Miller rubber tie strips, pair of 125 ns switches, 8 pks of 155 ns rail joiners, 6 pks KD style couplers card packs, 3 pks animals, park benches and passenger car figures, small 25 drawer cabinet with truck, misc. freight car parts and small woos working tools.,
All must go. One Lump Sum.
tomlinsonz@aol.com, Proctorville, OH. (1)

Calendar of Events

2023 NASG Convention

July 26th to July 29th, 2023
Sheraton Harrisburg Hershey Hotel
4650 Lindle Road, Harrisburg, PA 17111
It is hosted by the Lehigh Valley S Gaugers club.
Check future issues for more updates.

S Fest West 2023

September 16th, 2023
Knott's Berry Farm Hotel, 7675 Crescent Ave., Buena Park CA 90620 Hosted by the Southern California S Gaugers Club:
Trading, Raffles, Layouts, Banquet Speaker
For more information Email: SoCalSGC@yahoo.com or visit:
www.SoCalSGaugers.org

The Barry King Memorial Train Show

Oct. 16, 17, 18, 2023 9 a.m. - 5 p.m.
Reliance Fire Hall, 1341 West Market St., York, Pa 17404|
This York tradition continues with all the dealers you are looking for with American Flyer, American Flyer Parts, American Flyer

HO, Lionel, Marx, Plasticville, and Marklin. Free admission, free off-street parking, rain or shine.
FLYER-NUT Meeting Thursday OCT. 19, 2023 7:30-9:30 p.m.
at Reliance Fire Hall. For info email: trainsmore@aol.com.

Fall S-Fest 2023

November 2-5, 2023
Georgios Banquets Quality Inn & Suites Conference Center
8800 W. 159th St., Orland Park, IL
110 tables of Flyer and S scale. Two S-Fest 2023
Commemorative Cars by American Models
Home layout tours. Call Joel Lebovitz at: 847-212-3541

Altoona Model Train Assoc. Show

November 6 th, 2023
At the Blair County Convention Center, Altoona, PA. 16635
from 9 AM to 2 PM. Admission \$5.00. Children under 12 free.
Contact Dick Charlesworth 814-695-2201 (H) or 814-931-8811
Free Parking

The Dispatch Closing Dates

May/June:	March 15th
July/August:	May 15th
September/October:	July 15th
November/December:	September 15th
January/February:	November 15th
March/April:	January 15 th

Dates are tentative and subject to change.



In Memoriam

Peter Beckerle	Lake Luzerne, NY
Bob Iannacone	Franklin, TN
Kelvin Kramer	Clear Lake, IA
Doug McLaughlin	Kissimmee, FL

The NASG extends sincere condolences to the family and friends of these members.



New Members

January 1, 2023 to February 28, 2023

Carl Barna	Emmaus, PA
Michael N. Bayne	The Villages, FL
Anthony Bezok	Lyndhurst, VA
Austin Birkey	Goshen, IN
John M. Cronin	South Paris, ME
Paul DeLaurell	Vista, CA
Gerald L. Fry	North Judson, IN
Dr. Gene E. Huebner	Bellville, TX
John J. Liuzzo	Fell Township, PA
John J. Mann	Cherry Valley, IL
Todd Marks	Harrisburg, SD
James Sleeth	The Villages, FL
Thomas Sloan	Lawrence, KS
Mike S. Smithana	Crivitz, WI
James L. Widerman	Jacksonville, FL
Sam Wilson	Ronks, PA
Duane Yoder	Las Vegas, NV

Let's all reach out and extend a warm welcome to these new members!

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