



The

A Publication Of, By and For The Members

DISPATCH

March/April 2024



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- **Adapting the Walthers Bridge Crane to S Scale**
- **James R. Sutter's Custom Painted AF Rolling Stock**
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The DISPATCH

March/April 2024

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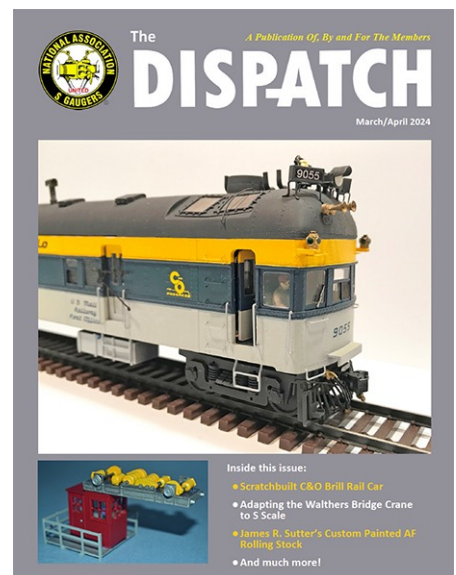
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The COVER

Jerry Poniatowski's beautiful scratch built C&O Brill Rail Car. Best-in-Show at the 2022 NASG Convention.

Tom Hartrum shows us how he adapted the Walthers Bridge Crane to S scale



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 NASG Membership Secretary, Dick Kramer, membership@nasg.org.

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From the YARD OFFICE

NASG--Where We're Headed in 2024

Looking ahead to the rest of 2024, I'd like to let our members know where I think the NASG is headed. The previous year has seen significant success on NASG promotional initiatives, including the distribution of the tri-folds and our efforts to drive potential 1/64 converts to our website via advertisements in *Railroad Model Craftsman*. These ads have yielded an enormous increase in traffic to our website (which our webmaster tracks via a QR code embedded in the ad), and we would very much like to continue the program. However, submissions of photos of scale layouts from our membership have slowed to a stop.

This is symptomatic of what I believe is the biggest problem facing the NASG: The lack of volunteers. We have a lot of good ideas, but not enough volunteers to make them a reality. Moreover, we are having trouble filling committees that have been established for decades. For example, the Promotions Committee has a pressing need for people to step forward and help cover the many train shows and conventions spread out across the continent. We can't do that with one person located in the Midwest. Please consider offering your time and enthusiasm for S by contacting either James McAuliffe (promotions@nasg.org) or me (central_vp@nasg.org) to discuss how you might help.

Fortunately, one of our efforts to secure the future of S--the S Track System Project Team's plan to attract the manufacturing of scale code 100 turnouts--is moving steadily forward. While progress has been slower than we would like (manufacturing is still recovering from the Covid whiplash), we think we will achieve success later this year.

An equally important part of our promotional effort is to ensure that the entire organization is consistent in its definition of American Flyer, Hi-rail, and Scale (not only in terms of wheels, track, and couplers, but also categories of layouts), a task that encompasses our official NASG standards, tri-fold promotional handouts, website, magazine, and YouTube channel. In essence, consistency throughout the NASG is of supreme importance in avoiding any confusion for a person contemplating a switch to S.

Perhaps the most significant project the Board is conducting is its Club Survey, a comprehensive effort to develop a closer connection to the many S clubs spread across the continent. For many years, the NASG's relationship to local S clubs was just assumed, with ad-hoc communication channels and no formal vision of how both the national and local organizations might support each other. In my opinion, this lies at the heart of our volunteer problem and can only be solved by developing a closer relationship between the two.

I have high hopes that such a closer connection will lead to increased membership, greater involvement in NASG's promotional efforts, and a much better sense of community within the S fraternity. I hope we can all get on board with that and get the NASG train up to track speed.

Finally, a few of our members are working with *Model Railroader* magazine, and there's a very real possibility that there will be a special issue dedicated to S scale later in 2024. If you're contacted to assist, I hope you'll say yes!

Brian Jackson, NASG
Central/Southeastern Vice President.

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NASG BOT Meeting, Tuesday, December 5th, 2023

Minutes of NASG BOT Meeting - Tuesday, December 5, 2023

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

Call to Order: 8:30 p.m.

Mike made a motion to approve the minutes from September 26, 2023. It was seconded and passed. Mike gave the treasurer's report. The budget is still pending. We may change the fiscal year to make the accounting process easier.

President's Report:

There is no new information concerning the Turnout Project. The Module Standards are progressing. The Promotions Committee needs more people who are spread about the continent to promote in more areas than the Midwest. *The Dispatch* has a new scale editor, Phil Scandura. Merlyn Jarman is approaching a broad spread of manufacturers to advertise in *The Dispatch*.

Old Business:

Jim will talk to the elections chair to get the results of the constitutional amendment vote.

New Business:

- 1) The budget for 2023-24 is tabled until next meeting. The *RMC* ads continue to need pictures from members. The American Models ad space is open.
- 2) We need a negotiator for the turnout project.
- 3) For the car project, we need a different car/colour scheme because the WM plug door boxcar was done by Lionel.
- 4) Rail code standards (Brian): Code 125 rail overlaps between scale and hi-rail. NMRA categorizes code 125 as the minimum code for running hi-rail. However, the smaller codes are not defined for scale in the NMRA standards. We are clarifying the definitions of scale, hi-rail and Flyer code rail. Brian is working on revising the track and wheelsets portion of the NASG Standards Document.
- 5) New Tracks Modeling is looking for support for a scholarship award to attract

new, younger model railroaders. We tabled this until next meeting.
3 Future Meeting Dates: January 16, 2024; February 13, 2024; March 26, 2024

Adjournment

Meeting Ended 11:25pm

Andrew Malette, NASG Secretary, 12/5/2023

S Scale Track Component Project Update on the project we first announced in the Sep/Oct 2023 issue of *The Dispatch*.

This is an update on the NASG's initiative to pursue production of ready-to-use track components for S equipment with scale wheelsets.

Last August the committee sent requests to nine manufacturers, seeking proposals for the initial product: a code 100 #6 turnout. We were disappointed that no bids were received by the imposed deadline of December 15, so the team followed up with each of the companies to learn why. In doing so we found that three of the firms were still interested in the project, but for various reasons had been unable to put a proposal together in our original timeframe.

The committee is working closely with officers of each of those companies, and we are optimistic that a fresh round of effort will produce business proposals for the committee and the NASG's BOT to review. If we conclude that one or more proposals are financially viable, the BOT will select one and begin negotiations on the terms of a business contract. Don Thompson, co-founder of S Helper Service, has agreed to assist the BOT in this process.

While we would all like to move this process forward as quickly as possible, the fact is that the market for track components in S scale is considerably smaller than the HO, N and O markets these firms currently support. We're not their top priority. That said, we remain encouraged that one-third of the firms we solicited are planning to develop business proposals for us.

S modeling in RAILROAD MODEL CRAFTSMAN!

Every 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



WE NEED YOUR PHOTOS

To contribute photos email to Brian Jackson at central_vp@nasg.org

POP VALVE



I have enjoyed “Pop Valve” and the Board of Trustees minutes since they first appeared in *The Dispatch*. The BOT minutes have included a reference to a comment by Brian Jackson that *The Dispatch* should try to pick up some of the advertisers of the old *S Gaugian*.

I was tasked with that assignment by Will Holt in 2019 just prior to the last issue of the *S Gaugian*. Both he and I thought the advertising clients of the *S Gaugian* would eagerly sign on with *The Dispatch*.

I prepared a very professional mailing to each advertiser, including a personalized letter, an information sheet explaining advertising costs and submission dates and a recent copy of *The Dispatch*, to demonstrate the quality of the publication. Each packet was sent in a large envelope with Golden Spike 150th anniversary postage stamps affixed (continuing the railroad theme).

And the result? Nothing, nada, nichts. No replies at all and, of course, no new advertising clients. There must be a better way than formal solicitation. And I think there is.

I think if we could make one-on one contact with a vendor, the vendor would be more comfortable purchasing advertising. But how to do that? I think the answer lies in our annual convention. Many members enjoy not only the camaraderie of the convention, but the shopping in the vendor hall. If we were to invite every vendor who has products of 1/64 scale and NOT charge them for a display table, we shoppers would have a far wider experience (I live in the S Scale desert), and be able to purchase items not normally available to us except through the Internet. We could inspect, handle and imagine the items on our layout. Plus, we (the customers, *The Dispatch* staff and the NASG leadership) could strike up a

relationship with the vendor. If his convention experience were financially profitable and his contacts and recognition sincere, the vendor would realize money is to be made with the NASG membership. I believe the vendor would be more inclined to advertise in *The Dispatch*.

I tried the one-on-one approach when I worked with *The Dispatch*. I visited with two vendors, one who actually advertised in the *S Gaugian* and one who did not. The advertiser wanted to retire, and had too much work already and refused to advertise. The non-advertiser did not think advertising worked and refused to spend the money. His was a very limited niche business.

I know advertising works to attract customers and reveal new products. If this were not so, then why do we see advertising everywhere and on every available form of media? But the potential advertisers may be timid and reluctant to outlay money. If a warm relationship could be forged with the NASG, this timidity would vanish!

Before I get off my soapbox, I would like to express a few additional observations.

The membership of the NASG is numerically fairly static at about 1600. We have been urged to invite our friends and contacts to join in the fun of 1/64 railroading and the NASG. But most model railroaders do not know that 1/64 railroading even exists. How to fix that deficiency?

Through the convention, of course! Our conventions have heretofore been closed affairs with us selling our wares to only each other. Not a good way to grow an organization.

Rather than close out the public, invite the public! Advertise in the local media, including inviting TV crews to run a brief

segment on a news broadcast. Set aside an afternoon or evening for the public. Show them a Hi-Rail layout and a scale layout. Open the vendor hall to the public. Think how excited the vendors would be to know that fresh buyers are coming!

Model railroaders would visit out of curiosity, if not genuine desire to change scales. O gaugers who are downsizing at home would not need to give up model railroading by switching to S. HO scalers would find a lot to love in S. More than enough available equipment and projects in the ideal size. N and Z scalers would actually be able to see the fine points of their equipment.

Let's not keep S and the NASG a secret! Let's invite and open up!!

Norman Bos

Star Valley Ranch, Wyoming

Annual Car Committee

Your Ad

Could Be Here!

Help support the
NASG by advertising
in *The Dispatch*.
Merlyn Jarman
mjarman1@comcast.



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2024 NASG Convention

The Susquehannock II Convention

The Lehigh Valley S Gaugers are excited to bring to you the "S" event of the year. For the first time in the NASG's history, we will have the Convention in the same location as the 2023 one, but don't expect this to be just a "repeat" event. Stay tuned for what we have planned.

When?

From Wednesday 17th of July, 2024 through Saturday 20th of July, 2024.

Important: please note that this is a week earlier than what was announced at the 2023 NASG Convention.

Venue

All of the activities will be held at, or originate from, the Sheraton Harrisburg Hershey hotel, located near downtown Harrisburg, at 4650 Lindle Road, Harrisburg, PA 17111

More information will be made public as it becomes available on the NASG Website: nasg.org.

SUPPORT YOUR NASG

Help out one of our Committees!

CONVENTIONS

2024 SPRING S SPREE

May 3 & 4, 2024

'S Gauge, 'S' Scale, American Flyer, Tin Plate, High Rail, Sn3
Promoting all Facets of 1:64th Modeling.

Emidio & Sons Expo Center

48 East Bath Road

Cuyahoga Falls, Ohio 44223

(330) 928-8735

2024 Spring S Spree Car
Bessemer & Lake Erie Box Car
By American Models
(Available to S Spree registrants only)
The car shown is the prototype done on an
American Flyer 942 box car.



Follow <https://sspree.info> for registration form

Spree Chairman: **Chuck Fonda** at cwalf@aol.com

Sponsored by Cuyahoga Valley S Gauge Association (www.cvsga.com)



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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.



The Studebaker and Plymouth, both sporting New York 1955 license plates, belong to Ilzeb Wine & Produce Distributing employees. The CofG vent car is a Smoky Mountain Model Works kit; the USRA Mikado is from Overland Models.

License Plates

Last time my subject was signage. I'll continue this with a slight twist: vehicle license plates. The absence of license plates on your vehicles is one of those features easily overlooked. But again--if you look at prototype photos that contain vehicles, every one has at least a rear license plate.

I model 1955 New York State, so I reproduced 1955 New York license plates for all my vehicles, front and rear. I found

an image of a New York 1955 plate on the Internet. I used my photo editing software to delete the letters and numbers as well as the color, leaving a black-and-white image containing a back border and black state name and year. Then I used Microsoft EXCEL to generate sets of three random numbers as well as three random letters. (You may have to go to the Microsoft site to download the random field generator, as it is not automatically downloaded when installing vanilla EXCEL.)

I printed identical pairs of plate letters/numbers, then superimposed the plate image on each set. After printing, I colored the images with an orange felt-tipped marker. (This is cheaper than printing an entire sheet with orange printer ink.) Then, every time I deployed a new vehicle on my layout, I glued license plates to the front and rear bumpers.

As a postscript, I have no vehicle on my layout newer than the 1956 model year; these already began appearing on prototype streets in the fourth quarter of 1955.

Product Extra Topside Creeper By Steve Monson

When I built my layout, I made sure that I could reach every piece of track. But I later realized that reaching a track to fetch a derailed car is not the same as being able to work on the track. To be able to adjust a switch frog or straighten a kink at a rail joiner requires getting one's eyes above the track. Search the Internet for High Top Creeper or Topside Creeper. It is sold under various names. The one I bought is a Traxion. It is meant for working on automobile engines, but it is also marketed for model railroaders. Mine lets me work comfortably on tracks that are up to 40 inches beyond the front edge of the layout and reach objects 60 inches away. At the same time, its underside is 60 inches above the floor. High enough to be above most benchwork. It is rated for 400 pounds. For storage it can be folded down and rolled under the railroad benchwork. In this position, its maximum height is just 20 inches.

CHOOCH: Check them out for various scenic items such as sheets of brick, stone walls, etc. Also useful would be the various HO abutments they offer. Just check on the sizes offered for what you think will work in S. They are now controlled by Walthers. Prices for these items range from \$12 to \$16.

Ironworks Models: Ironworks Models now offers various roofing papers in 1/64 scale, such as a corrugated style of shingles in 8" x 1.5" strips. (5 sheets) for \$4.99. Also shake shingle roofing in 2" x 6" strips, including rib caps (5 sheets) for \$4.99.

ironworksmodels.com/

M-2 Vehicles: M-2 Vehicles is displaying a new 1/64 Ford Metro van from the 1948-to-1952 era. Colors to be determined.

Port Line Hobbies: Aiming at retirement, Doug will only stock AF parts for now. The other products will be sold down but not re-stocked.

www.portlines.com/

PTF DESIGNS: PTF Designs shows various 1/64 building flats, such as retail stores, barns, industrial fronts, industrial tanks and a station. Prices range from \$14.99 to \$26.99 each. These are printed on water-resistant vinyl and mounted on 1/2" foam backs. Some have LED lights installed. The bigger ones, such as a coal mine with lights, are in the \$45 price range. They also offer collages of various buildings.

pghtrainfanatic.com

Scale Trains: Scale Trains has now released its rebuilt 40' boxcars, including EJ&E (green), DT&I, DT&I (auto), RI, C&NW, C&WC, SF, SF (Grand Canyon), ACL. Each list for \$68.99.



<https://www.scaletains.com/>

Union Station: Union Station continues to offer its passenger car sides for streamlined cars in S. They show other passenger car details such as diaphragms on their website.

unionstationproducts.com

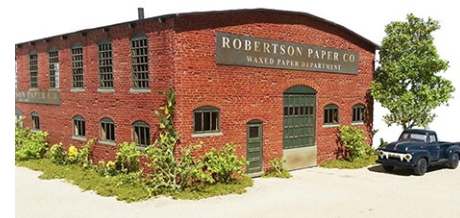
Tomalco: Shane Lambert now has flex track available in code 100, 83, and 70. Soon to follow are the turnouts--#4s, 6s, 8s and wyes--built using Fast Tracks jigs. The turnouts will come with plain or stained ties.

www.sscaletrack.com

Western Rails: Western Rail has many 3-D printed details, such as picnic tables and shelters, on its website. Also shown are several Sn3 cars, such as ET&WNC passenger cars and tank cars as well as D&RGW gondolas, flats, and even a WP&Y well car.

See NASG website: nasg.org

Monster Model Works: Touted in a recent issue of *RMC* was the Robertson Paper Co. laser kit, which is a replica of a factory in Bellows Falls Vermont. It has 3-D laser engineered brick for the outside. The S footprint is 11.75" x 8.1". The height is 4.5". The S version lists for \$149.99.



monstermodelworks.com

Yelton Models: Also seen in *RMC* is an Art Deco diner kit complete with interior fixtures, which became available in S. Its price is not yet listed, but will probably be about \$100.

Yeltonmodels.com

For other 3-D printed items being offered, check out the NASG website (nasg.org) as these often show up as E-Bay listings and are getting too numerous to list separately.



Note, this creeper is rather heavy. You will want to keep it out of the way in a corner of your layout room and not put it out in your garage. Prices range from \$150-\$350. Amazon, eBay and Walmart all show these on line. This is not something you will use every day, but when you have derailments at a spot you cannot work on, it is wonderful.



Down at the Depot

By Carl Rudolph

Well, the holiday season is over, and we are deep in winter, especially in some parts of the country. It's a perfect time for S gaugers to hunker down and build something for the layout or at least enjoy trains by the fire! So here's the latest news we've received:

The Pioneer Valley Model Railroad Club once more had a very successful operation at Santa's Trains. For those readers new to this column, Santa's Trains is an annual holiday event at Look Park in Florence, MA, which the club has supported by setting up, operating, and maintaining the layouts and locomotives for many years. The trains consist of boxcars specially decorated for local businesses, which donate to the park. I think members of the club have been the artists for the cars. Perhaps 20,000 people visit the trains during the ten-day run of the event. Members of the Bristol S Gaugers came to help out too. This is a wonderful thing the club does for the local area community, so kudos to them!

The Connecticut S Gaugers had a holiday bash at the home of **Bob and Helen Davis**, which was nicely decorated and had a roaring fire in the fireplace. And Bob has a multi-tiered, multi-room layout that runs five trains simultaneously. Helen served a delicious lunch too. Later, the club assisted the Bristol club with their layout at the Amherst show. Also, they sent in a photo (see nearby) of an S-gauge electric locomotive created by **Steve Kutash** as it passes over a bridge built by Paul Krause. Steve has a passion for electrics and has created several of them (**Bob Jordan** calls them "Steve's eclectic electrics"), which are masterful models. Paul's bridge was created from laser-cut Masonite. Isn't it also something to behold? Thanks, guys!

The South Jersey S-Gaugers have certainly enjoyed the refurbished digs at the Stratford Senior Center where they hold meetings. Now they have a 73" monitor and wi-fi, so Internet videos can be enjoyed by all! The club held their holiday dinner there, which included an auction of donated items to benefit the club as well as items

for sale by members. The dinner was potluck, and that is--in your scribe's experience--always a winner! The West Deptford Library once again received a static display of S gauge for the holidays, and the layout was set up at the Military Museum. Several clinics have been held at meetings, too. Lastly, **Joe Kimber** invited everyone to an open house at his layout,

which was finally finished and all had a great time at his house. Unfortunately, the next morning the club was informed of his passing.

The Baltimore Area American Flyer Club was successful at the Westminster show even though they were still decorating the modules when the doors opened. That



Steve Kutash's EP3 and Paul Krause's bridge. Photo by Steve Kutash

hasn't happened to anybody else, right? Then two weeks later, the local Greenberg show was at hand with another great presentation of the layout and even gained a couple of new members! **David Blair** came up with a new idea to increase the interest of attending viewers: Invite them into the layout to learn about and operate accessories, then present them with an official Certificate of Accomplishment! It went over very well!

In the Jacksonville area, the **North Florida Division of the Atlantic Coast S Gaugers** met at **Larry Shugart's** barn after the holidays for a show-and-tell of trains received for Christmas (this one or some previous one). No report as yet as to what was brought and displayed!

We are pleased to have reports once again from the **North Penn S Gaugers**. Correspondent **Jim Eichner** reports that the club has hosted the East Greenville (PA) Train Show at which they and two other clubs had layouts set up. Vendors from several states were present and the show was well attended. Next they hosted a meeting of the Lehigh Valley S Gaugers at the NPSG meeting place (many are members of both clubs). The NPSG layout is set up there, and the clubs had lunch, ran trains, and discussed plans for the upcoming NASG convention, which the LVSG club is hosting. The NPSG club is planning a fine excursion on the Reading & Northern with cab rides and photo run-bys. Your scribe would be anticipating that!

The Pittsburgh S-Gaugers report that the holiday dinner was appreciated by all with good food, and it was **Bob Kester's** birthday, so there was cake and cookies! Right after the holidays, the club had both layouts at the Greenberg show. Then later in January, they had the first meeting of the year at which they outline plans for the year and have a show-and-tell of holiday goodies. We hope there was plenty to ogle!

The Cuyahoga Valley S Gauge Association (Cleveland area) had a nice holiday dinner at which they told each other stories of their youth and thus had a great time. Plans for the Spring S Spree they are hosting are very well along with neat B&LE boxcars as the show car. There are also plans to attend (with one or more layouts)

the Akron and NMRA Lakeland shows as well as the A.C. Gilbert Historical Society convention in Wooster.

The Miami Valley S Gaugers had a wonderful outing at the Christmas Walk in Cleves, Ohio, which is a small town at the southern end of the Miami River valley, just north of the Ohio River and almost to the Indiana State Line. They had a beautiful venue in a funeral home and lots of traffic came by to see the main layout, including **Jay Reese's** Gilbert All Aboard layout. The All Aboard layout appears to be a 5x5 panel array with a hole in the middle and a hole at one corner to provide room for transformers--23 panels in all! The track pattern is a folded figure eight. The main layout was quite large with many modules, and lots of members made the trek from the Dayton area to this great event.

The Central Ohio S Gaugers had a great, two-day work session on the layout for repairs and updating prior to this spring's shows. The layout was set up at the Ostrander Township Hall, with **Dana and Kim Davis** hosting and providing lunch, to get the work done and also to have a business meeting. Prior to that session, the club had the layout at Marion Union Station and then at the Great Train and Artifacts show in Columbus, the latter having big crowds and drawing lots of attention to the layout. The club had a scavenger hunt that many children enjoyed!

The Central Ohio S Gaugers – Northern Division had their annual, wonderful, holiday get-together at the home of **Tony and Audrey Palumbo** for the usual feast based on the fare of a famous passenger train. This year it was reservations in the dining car of NYC's 20th Century Limited. The Palumbos provided an "itinerary," which is like a timetable, with the NYC themed-video first, then lunch (authentically from a NYC menu) in the diner. (The overnight train didn't serve lunch, of course, so the Palumbos obtained "special arrangements" to have a lunch). Lunch was followed by "detraining" to the train room and running NYC trains (locos provided by **Monty Kaufman** and passenger cars by **Randy Krjewski**) and having a Show-and-Tell session. What fun!

The Southeastern Michigan S Gaugers discussed future possible venues for display

of the sectional layout while at a meeting hosted by **Gregg Wujcik**. One venue at which they agreed to participate is the NMRA North Central Regional show this coming October. Long before that, though, they were at the Maker Works in Ann Arbor, hosted by **Mark Charles**, at which many members brought models they have made (or in progress) by 3D printing or by traditional methods. The models are quite good as shown in the newsletter photos.

The Badgerland S Gaugers (Milwaukee area) finally got their layout moved to the new location within the same building jointly occupied with the Gandy Dancer HO layout. The two clubs held an open house at which the Badgerland layout operated flawlessly due to major repair efforts by **Ray Puls**. The building has large display windows facing the sidewalk, so the club has filled at least one window with an operating train and train-related items. One cool feature is that the train in the window is controlled by an outside motion sensor, so when someone walks by, the train starts!

The Chicagoland Association of S Gaugers revived "Unboxing Day," which was started by **Will and Kelly Holt** as an event right after Christmas. The idea is to bring your Christmas or other holiday presents and "unbox" them to run on the modular layout. This year's event was very successful with 27 members showing up to "run what they brung" and partake in the catered food and camaraderie. All modes of operation (AC, DC, DCC, Legacy and FlyerChief) were used so the power operators were busy! See the nearby photo of the event!

The Pines and Prairies S Scale Workshop up in the Twin Cities area report that **Ted Larson, Ken Zieska, Charlie Ganz, and Jeff Sain** got together at the Midwest Railway Institute and Museum (MRIM) and made a lot of progress on the museum layout. They also spent a lot of time figuring out how to incorporate a portion of **Dick Karnes's** old layout. They are confident that the tracks will line up and electrical connections will be made at their next meeting. Hope to see some pictures of this soon!

The Kansas City S Gaugers had a great pre-holiday meeting with good attendance.



Chicagoland having fun on Unboxing Day. Photo by Alan Zielinski

Beside discussions about upcoming train shows in the region, there was talk about the new Missouri Model Railroad Museum in Independence (MO) that is being formed. The club also thanked **Roy Inman** and **Bob Agne** for their annual work at setting up and maintaining the three-track S portion of the big holiday layout at Kansas City Union Station. The next meeting, which will be over by the time this is read, will be at the home of **Dave** and **Kim Rogowski**, who have a collection worthy of the term “museum,” so there will be plenty to ogle besides the planned show-and-tell.

Down in the Dallas-Ft. Worth area, the **Lonestar Flyer Club** sent the following via **Bill Clark**: “We enjoyed the January show of the North Texas Council of Train Clubs and took the club layout for the two day event. Almost all of the club participated. There will be a repeat of the show at the end of the September. It is always done twice a year. One of the best things at the show is “The Great Train Race”. It was built by our President, **Larry Yurcho**, and it is a plywood sheet with two track lines on it. It is for people and their kids to race each other. Larry uses American Flyer Docksidiers or handcars for the race. There is a one dollar charge for racing, and the money goes to the NT

Council of TC that holds the show.” A great way to have fun!

The Houston S Gaugers have also reported by way of **Don Hand**: “[The] Houston Area Train Show is a new entity, which was timed for National Model Railroad Month. Houston S Gaugers were glad to be included, and our good size S-Mod layout was well received by attendees, large and small, in the course of that two-day event. We did have one experience for which no exhibitor would have planned: about noon on Sunday, a visitor’s car in the parking lot of the venue crashed into the outside wall! It sounded like every old-time movie, or current TV drama, that ends in a chase scene! While the vehicle did not come through that wall, the crash demolished the inside, finished wall, just 15 feet from HSG’s layout. ‘Other than that, how did you enjoy the train show?’ We’ll be back: the next event on our calendar will be the annual Greater Houston Train Show, on Saturday, February 17. And yes, HSG has requested a location in the very center of that venue!” They had some unwanted excitement, didn’t they?

In the San Francisco Bay area, the **Golden Gate American Flyer Club** met at **Rich**

Lenart’s home where they participated in their annual toy drive for Adobe Services. This donation event is headed up by **Constance Dalton** and has been a holiday season feature for the club for many years. In January, the club had its holiday dinner with costs subsidized by the club treasury. This year they had a White Elephant gift exchange in addition to a silent auction. We bet they had a good time!

The Southern California S Gaugers had the layout at the Tulare show again followed by a meeting at **Constance Dalton’s** home. The club held a work session on the layout and spent most of the day either maintaining existing modules, finishing partially built ones, or starting from bare frames. Onward and upward!

That’s about it this time around. We hope you had a wonderful holiday season and that your New Year is starting well with good health. Keep trackin’!



Repair of the Air Chime Whistle Tube

When this Restoration Station is being read, the season will be transitioning from winter to spring; however, as I write in December, it is cold even in Texas where I live. This is the time of the year when I spend many hours in my trainroom enjoying our hobby. It is too cold to play golf, work in the yard, or enjoy the lake next to my home.

The task at hand was to decide what to write about for this column. I decided to look under the layout to see what box might contain something that needed repair, so I could learn and write about it. In one box, I had a number of the Gilbert vibrator tubes that are inserted into the #708 Air Chime Whistle Control and the more desirable #710 Steam Whistle Control. I grabbed them all and decided to test them because I knew some were not operating.

To test them, I took off any locomotives I had on two of my main lines and placed a diesel B with a whistle on them. One of my main lines has the #708 and the other the #710. Inserting the tubes in the controllers, I found that I had two non-operating tubes that work only in the #710, three that will not work in a #710, and one that will work in a #708.

This needs some clarification. Gilbert made four types of tubes. The first, and the one most produced, was a metal tube lettered, "Air Chime Whistle Generator." The second was a black cardboard tube labeled, "Diesel Horn Generator." Next is a cardboard tube with a reddish color marked as "Steam Whistle Generator." The final one is a black cardboard tube with "Steam Whistle Generator" printed on it. It is the last tube that is required for the #710. The reason is that because the #710 base provides for a variable pitch, the tube is wired differently than the others.

Included here is a photo of the two types of whistle controllers on my layout. The larger base with a slide is the #710 and the single button unit is the #708.

To repair these tubes, I went to my stack of *S Gaugeians* and other sources to see what had been written. I found the best information in Tom Barkers' *S Gauge Operating and Repair Guide*. Tom explained the units and says that the usual problem is dirty contacts and repair can be done by cleaning off contacts inside the tube. In this column, I will expand on that solution and go into more detail about how I was able to make the repair.

The first step is how to take the cylindrical cover off the base of the tube. I simply put a cutting attachment on my Dremel tool and carefully cut through the cover about an 1/8th of an inch from the base of the tube. Of course, the cardboard tubes were very

easy to cut and the metal ones took more time. I suggest wearing safety glasses with the metal tubes in case a speck of metal shoots toward your eyes. I recommend that you have the cutting wheel not go more than a 1/16 of an inch into the tube as you cut because there are wires in the tube that you don't want to sever.

Once the tube cover is free, you can lift it off the elements of the tube. What you will find inside are four wires coming from the base into a rather complex electrical device that was first designed for automobile radios in the middle part of the last century. The key parts of the unit are the center reed that must vibrate to touch the contact on either side of the reed. The reed vibrates



Whistle Controllers



because of the electrical coil that is over the top of the reed. Above is a photograph of the elements of the tube.

Not being an electrical engineer, I won't go into how this tube makes the speaker in the locomotive sound. If you are interested, Tom Barker goes into detail explaining this in his operating and repair guide. Knowing that most of us just want to make it work, I am writing from that perspective.

With the tubes out of the cover, the first thing I did was examine them to see if I could see any wire breaks or corrosion. Seeing none, I decided to spray the contacts on all the units with a contact cleaner and lubricant and let them sit for a few minutes, so any deposits might dissolve. After letting them sit, I used a compressed air bottle to blow away any remaining liquid. Next, I put the units back into the controller base and tested them again. One of the tubes actually worked pretty well with just this simple fix.

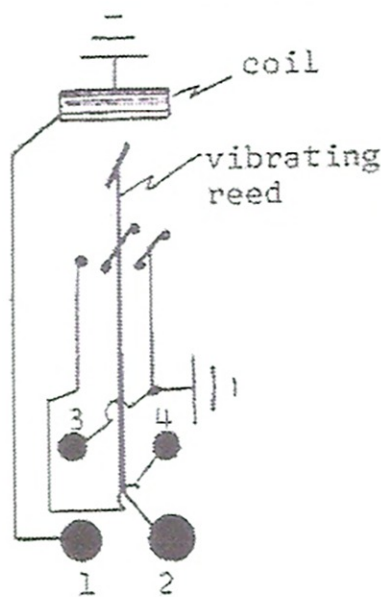
During this testing, after using the contact cleaner, I held the reed gently in my hand as I activated the controller. What I found was that three of the five unit's reeds vibrated and two did not. After discovering this, I took the three where the reed vibrated, which included the unit that now sounded, and used fine-grade sandpaper to polish the contacts further.

Next I tried these three again and all three worked in varying degrees. To experiment further, I began adjusting the distance ever so slightly between the contacts on either

side of the reed with small, needle-nosed pliers. What I found was that I could vary the sound of the horn in the B unit. I found this was true whether I was working on the tube for the #708 or the #710.

Now I turned my attention to the two units that cleaning thus far had not helped, and where I could not feel the reed vibrate. I cleaned the contacts of these units with sandpaper and checked every wire to make sure I hadn't missed something. Then I tested them again. There was still no response. My best guess is that the coil at the top of the unit was not functioning at all for some reason. Since these horn units are easy to find and cheap to buy, I decided not to go further in trying to repair them. Rewinding a coil is not one of my favorite tasks.

Let us step back to the black Steam Whistle Generator used in the #710. I bought one of these years ago and had a great deal of trouble locating the right tube to make it blow a horn. That is why two of the units



Internal wiring of the steam whistle generator tube.

Figure 7 - 12
#710 Tube Internal Wiring

Diagram of wiring solution

I worked on here were broken and of that type. Later I learned I could convert the wiring in the other three types of tubes to make it correct for the #710. My source for this solution is in Tom Barker's book. In case that is something you would like to attempt, I have included his diagram of that wiring solution.

Now that the repair was complete, it was time to put the cover back on the unit. My choice was a two-step process, and I used it for both the metal and cardboard covers. First, I mixed up a batch of 10 minute epoxy, and I let it sit for a few minutes to let it begin to stiffen. Then I applied enough epoxy to the top and the base of the cover, so I could match them up. Then I set the unit aside for a few hours, so the epoxy would firmly set. Finally, I mixed another batch of epoxy and again allowed it to begin to stiffen. Then I applied the epoxy as thick as possible to the joint to bond the two pieces firmly. This is needed because you don't want them to separate as you push the tube into the base unit or pull them out of it.

I hope you have good luck as you repair your Air Chime Whistle tubes that don't toot your horn. And thanks to all of you who have written to ask questions or make suggestions for future Restoration Stations columns. Again, I can be contacted at billstrains@aol.com.



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By Jerry Poniatowski - Photos by author



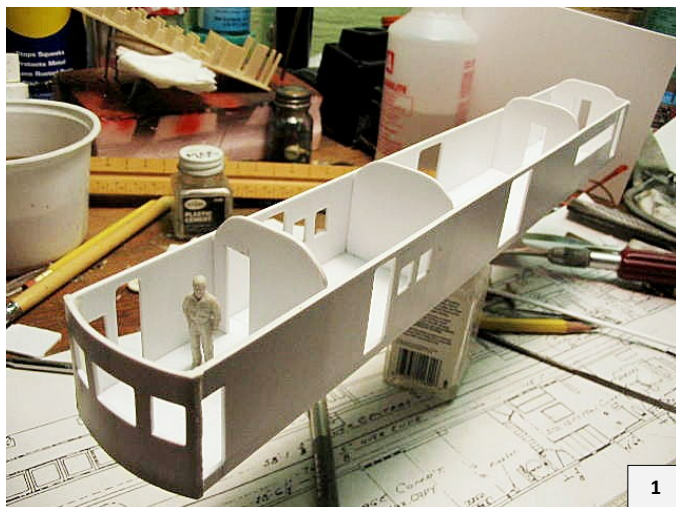
Like a lot of my fellow S gaugers, I've been in it for a LONG time. In my case, I started with an AF Rocket set in 1956. However, being in a minority scale, sometimes we just can't get exactly what we want. Then we resort to kit bashing or scratch building. In my case, I do both from time to time.

Prototype Research

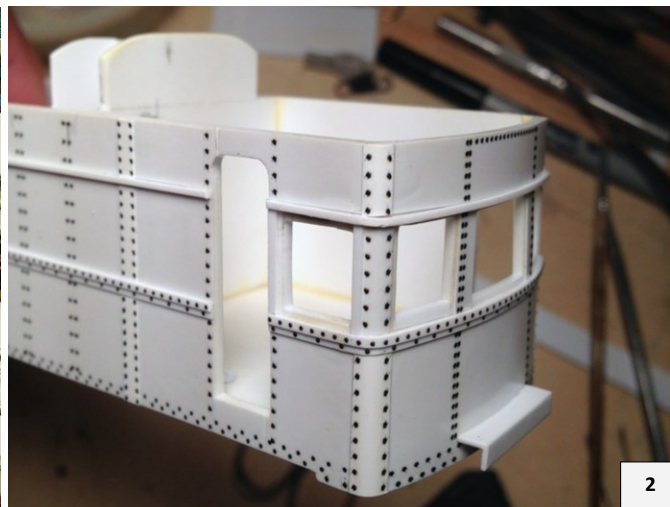
I've been interested in the era when passenger trains were falling into

disfavor and railroads tried different methods of wooing passengers back. The railroads would turn to less costly alternative vehicles to conventional trains on their branch-line tracks. One such vehicle was the one usually referred to as a doodlebug. These vehicles would sometimes be cobbled together in a railroad's shops or made by companies who delivered them to multiple railroads.

The Brill Company was probably the largest of these. Being a C&O fan, I learned that the C&O had a small number of these Brill cars, so I was determined to make one for myself. Of the six Brill Gas-Electric cars the C&O had, three of them had a "Jim Crow" section for use in the South. I decided to model one of the three that didn't have that section. I started my project by contacting the C&O Historical Society for actual plans and online sources for photos of the car. The C&O plans were



1



2



used for dimensions of the car's details after scaling the plans to 1:64. Construction photos from the Brill Company were also used in determining interior details and proportions.

Model Construction

Because I am very comfortable working with styrene, it has become my choice in building models. The basic shape was fairly easy to make, layering sheets of .040" styrene which gave me the walls, and .020" styrene for window sashes while narrow strips formed the various bands that represent the prototype's riveted steel batten strips. The curved portions of the front and rear were formed by placing sheets of styrene in boiling water, then quickly removing and bending them to form the curves before they cooled (FIG. 1 and 2). The roof was formed by using the model airplane technique of spars and runners with

a thin styrene sheet for the skin, rather than paper as in the wooden model airplane hobby. The compound curve of the roof's ends was accomplished by heating a sheet of .005" styrene over a wooden form with a heat gun (FIG. 3 and 4).

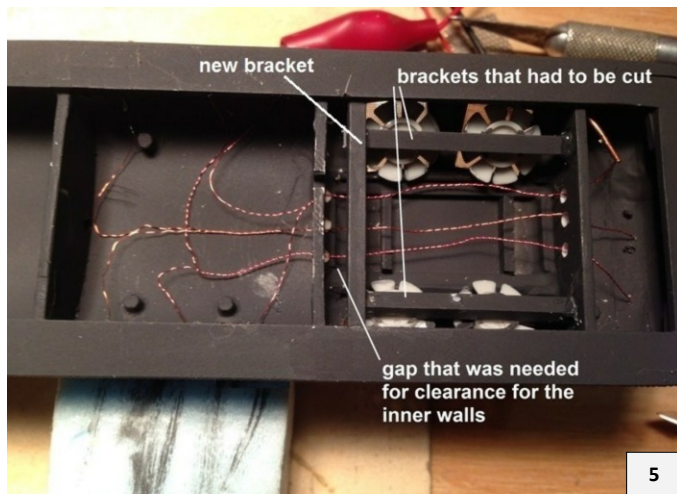
This resulted in a hollow roof that was used to house two, parallel-wired, 3V alarm batteries to power the nano-sized LEDs supplied by Evan Designs for the number boards and headlight. The interior's four lights are 3mm LEDs taken from a Christmas light string. The on/off button switch was salvaged from a broken toy. The switch is activated by pressing the smoke jack in the roof. This made the whole lighting system self-contained in the removable roof (FIG. 5). The number boards were made from thin styrene sheets while the headlight is a modified River Raisin Models item, who also supplied the swinging bell. Garland roof vents were

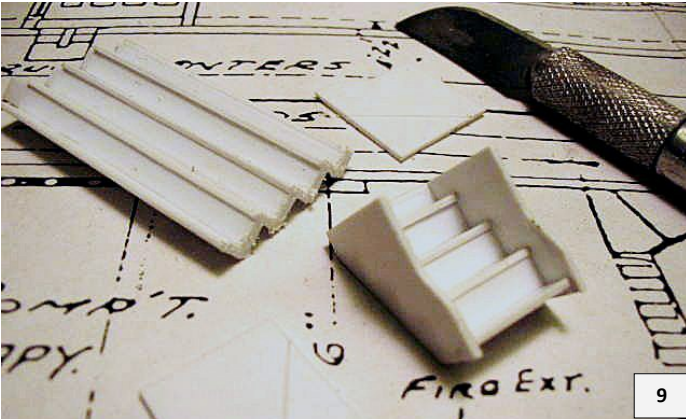
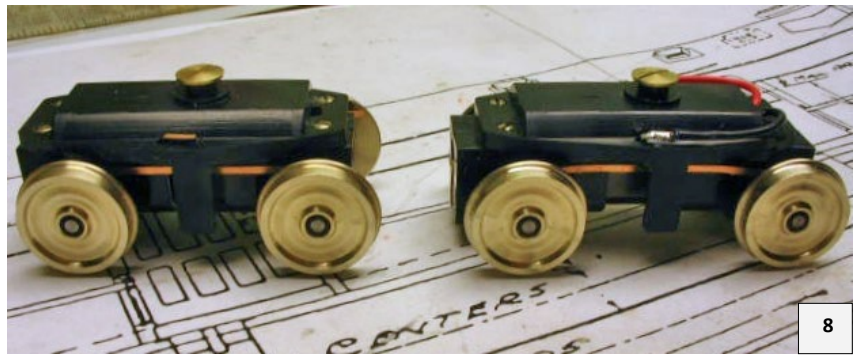
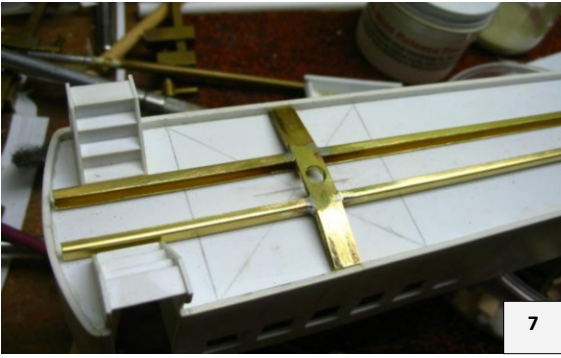
sourced from Bill Lane as resin 3D printings. The roof fan is a modified SHS item. The four fans visible through the micro screened roof panels are non-functioning (FIG. 6).

In all cases, I used either MEK for bonding the plastic, or enamel reducer for layering panels. The enamel reducer isn't as "hot" as MEK and won't warp the plastic if used sparingly. When filler was needed, I used a paste made of styrene dissolved in MEK. It bonds to the plastic and effectively "welds" itself to the panels. Of course, you must use it in a well-vented space. The paste will dry in a few days and shrink a bit, so plan accordingly.

Flooring and Trucks

I made the flooring from styrene with brass channels for the frame rails and tapered brass bars for the bolsters, all of which were





soldered, then screwed to the floor from the inside (FIG. 7). The trucks are Black Beetle from Steam Era Models in Australia. Being that the Brill's trucks have two different wheelbases, I had to make each side frame individually rather than make a master and cast them in resin (FIG. 8). Each truck has real springs, although they are purely decorative. Only one truck is powered since the car won't be towing anything. However, wires from the non-powered truck give the car 8-wheel, power pickup for better reliability over crossings and turnouts.

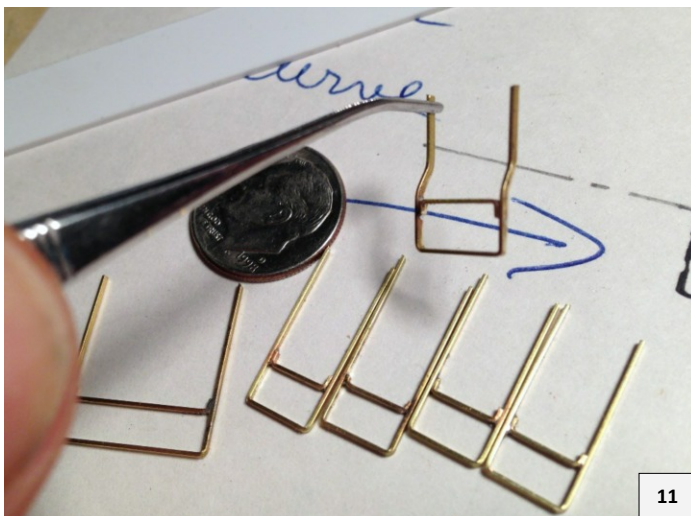
Passenger steps were formed from styrene strips (FIG. 9). Large underbody details like battery and tool boxes as well as gas tanks were formed using styrene rectangles (FIG. 10). Air tanks are styrene tubing capped with thick styrene shaped round in my drill press. Small rectangular brass bars were used in making the ladders and steps (FIG. 11).

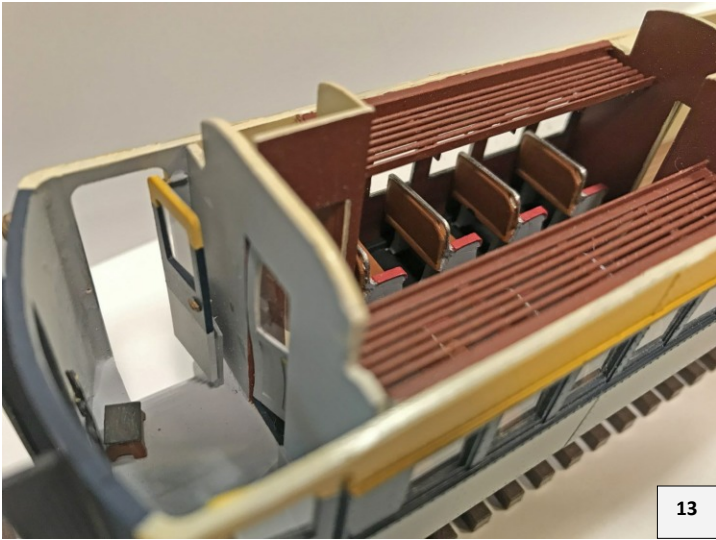
Doors and Details

From the start, I wanted all exterior doors to be paneled, both sliding and hinged, and

be functional. Sliding doors slide in styrene shapes being used as the door guides. Outer hinged doors were made functional by using BTS lift rings and brass rods for the hinges. Most small details like the mail bag arm also came from Bill's Train House.

Using Brill construction plans as a guide, the seats, sourced from William Platt in Ontario, maker of some very nice street car components, were located in the passenger compartment (FIG. 12). Overhead racks in the passenger compartment were made from brass rods and shaped styrene brackets (FIG. 13). The restrooms were furnished

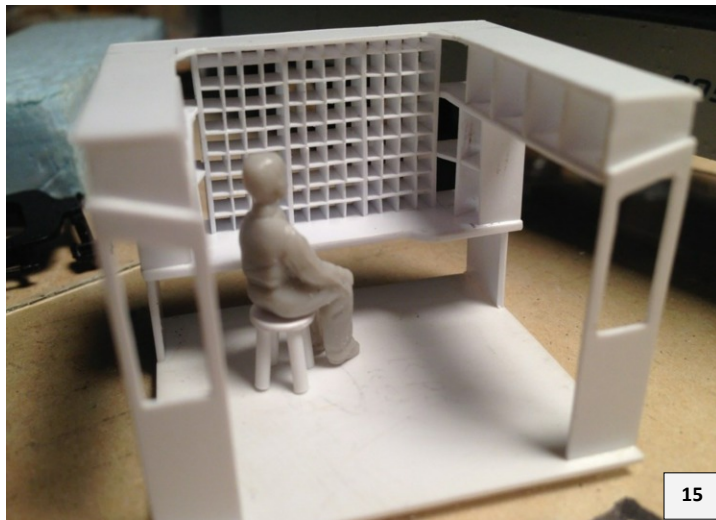




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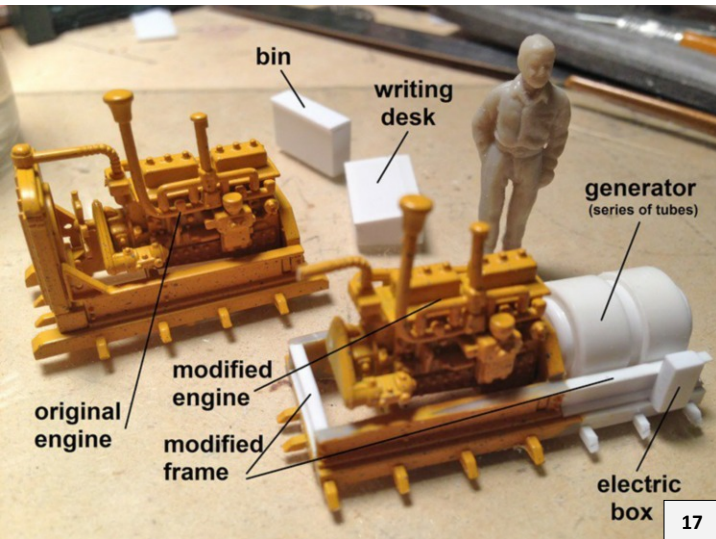
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15



16



17



18



with American Models commodes and sinks cut from a Budd car interior. The baggage section has a simple desk and shelving along one wall, made from styrene pieces (FIG. 14). Flooring is Evergreen car siding. I made the heating stove from styrene tubing with details carved from plastic. The screening around the stove consists of soldered together brass micro screen and rods. The RPO section took the longest to detail completely (FIG 15 and 16). One look at the mail slots in the RPO section will show why. An engine/generator is located behind the driver. The engine is HO from Scenery Unlimited that was modified to accept a generator behind it, made from different sizes of styrene tubing (FIG 17). The

driver's compartment was filled with cabinets and controllers, all made from styrene pieces (FIG 18).

I made the dark blue decals on my home computer and ink jet printer using a RailFonts program for the lettering. River Raisin supplied the yellow herald decals. In the finishing process, I also probably used thousands of Archer and MicroScale rivet decals just prior to painting. The painting itself was done using C&O color guides for the interior and exterior with Floquil paints used throughout. These cars were delivered in simple Pullman Green with gold lettering, but were later repainted

by the C&O in their Tri-Color scheme, which in my opinion is quite striking. All glazing is clear styrene panels cut to fit the openings and held in place with canopy cement.

As a side note, I finished this car in 2018 just before the pandemic hit, so it sat for three years until an S event was finally organized. All in all, this was a very personally rewarding project, and receiving awards from fellow modelers made it even more so. I wish to thank all the organizers of the convention for their hard work in bringing the event to fruition and honoring my efforts in particular.



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James R. Sutter's Custom Painted AF Rolling Stock

1974-1981

By Larry Shughart



Sutter Custom Decorated American Flyer Box Cars from the Emory Shughart Collection. Special Commemorative Car by Steve Soltis on the lower right-hand corner.

In my last article, I profiled the custom-painted, American Flyer cars produced by Joshua and Barbara Seltzer from 1973 to 1977. I also mentioned the line of custom-painted, American Flyer cars produced by Andy Kriswalus of Kris Model Trains. My father was an avid collector of both Kris and Seltzer cars and enjoyed displaying and operating long trains of the colorful reefers, boxcars, and 3 bay hoppers on his traditional, American Flyer layout in his basement in Boiling Springs, PA.

At the York TCA Show in the fall of 1974, my father met Jim Sutter, who was selling his own line of custom-painted, American Flyer boxcars. Some of these cars had different road names and/or

color schemes than the Kris and Seltzer cars, so Dad started buying cars from Sutter as well. Between 1975 and 1981, my father purchased 14 Sutter custom-painted, American Flyer boxcars that he did not have from either Kris or Seltzer. Some of the cars are similar, but “improved.” For example, the Sutter DT&I boxcar has brown roof and ends, while the Seltzer DT&I boxcar is all yellow. Both cars carry the same road number.

Based on a number of handwritten letters from Jim to my father that I found in his files, and based on some limited information I learned from emails from

Mr. Sutter over the last few years, I have pieced together the following history of these cars.

James R. Sutter (Jim) from Homer City, PA sold a line of custom-painted, S gauge boxcars from 1974 through 1981. His friend, Steve Soltis, would help paint the cars. They used Floquil Paint, Champ decals, and new AF car bodies that Walter Graef had commissioned from Lionel in 1971. Jim tried to make the cars as prototypical as possible, but would sometimes decorate boxcars with refrigerator car schemes.

Letter from Jim Sutter to Emory Shughart	# of Different Cars Listed for Sale	Prices
Jan 1975	6 Boxcars	\$6.00 body only
Oct 1975	12 Boxcars	\$6.00 single color \$7.50 two colors \$9.00 three colors
Feb 1976	24 Boxcars 3 Hoppers	\$6.00 single color \$7.50 two colors \$9.75 three colors
Apr 1976	28 Boxcars (multiples of each) 6 Hoppers	\$6.00 single color \$8.00 two colors \$10.00 three colors
Jan 1977	13 Boxcars (one of each) 4 Hoppers	\$6.00 single color \$8.00 two colors
Mar 1981	29 Boxcars 1 Hopper	\$10.00 single color \$12.00 two colors \$15.00 complex

Summary of Correspondence from Jim Sutter to Emory Shughart.

Jim Sutter Custom Decorated AF Cars 1975-1981

Box Cars

ACY	Yellow	IC	Orange, Black Letters
ATSF Shock Control	Red, Black Ends/Roof	L&N	Light Blue, Yellow Letters
B&O Time Saver	Box Car Red	MEC	Yellow
B&O Time Saver	Caboose Red	MKT	Yellow, Brown Roof
B&O Sentinel	Silver, Blue	MSTL	Red
BAR	Red, White, Blue	NW	Box Car Red
BLE	Orange	NYC	Jade Green, Black Roof/Ends
BM	Light Blue	NYC	White, Tuscan Roof/Ends
BM	Darker Blue (than AF)	NYC Early Bird	Yellow
BN	Green, White Letters	PC	Jade Green, White Letters
C&O For Progress	Blue, Yellow doors	PFE	Olive Green
C&O Chessie Cat	Blue, Yellow doors	PRR	Tuscan
CN	Box Car Red	REA	Green
CN	Brown, Yellow doors	Rutland	Green, Yellow
CNJ	Olive Green, Wht Letters	SOO	White, Black Ends/Roof, Red Doors
CNJ	Olive Green, Grn Letters	SOU	Box Car Red
CNW	Box Car Red	SP	Box Car Red, Black decal
CP Spans the World	Box Car Red	SP Overnight	Silver
CP	Silver, Red Letters	TPW	Green, Yellow
DRGW	Silver, Orange, Black Ends	UP	Yellow
DTI	Yellow, Brown Roof/Ends	WP Orange Feather	Silver, Black Letters
DTI	Dark Green, Yellow Letters		
DTI	Sea Green		
Erie	Tuscan, Black Ends	B&O	Black
EL	Gray, Maroon Letters	C&I	Black
GN	Orange	PRR	Black
GN	Jade Green	PC	Black
GN	Orange, Green Roof/Ends	PRR	Tuscan
GN	Sky Blue	N&W	Black

Hopper Cars

List of Sutter custom painted American Flyer cars produced.

It is relatively easy to spot a “Sutter” custom-painted boxcar because Sutter cars include the decaled car initial and number on the car’s ends. Seltzer, Kris, and other custom decorated cars that I have in my

collection do not have this end marking on the cars. Sutter decorated over 200 cars in his original group. Some of the cars were one-of-a-kind while for other cars, he made two-to-four copies.

My father always spoke very highly of Jim and found him to be a very nice gentleman: honest, easy-to-do-business-with, dependable, and thoughtful. Jim was very professional in his correspondence and very specific in his communication. Dad would send Jim an order for a certain number of cars and include 10% extra for postage. In each return letter, Jim would send him a rebate check for the unused postage in amounts ranging from \$0.73 to \$1.66.

In a January 1977 letter, Jim told my father that he was sold out of three of the cars he had wanted, but Jim decided to sell him his personal B&LE boxcar. Jim wanted to hang onto his UP boxcar because he really liked that one! Jim must have done a banner business selling boxcars because in his next letter, the “For Sale” list had shrunk dramatically. He told Dad he was too busy to paint any more cars at the present time. Later, Jim made more UP cars because it was a very popular choice, but he indicated it was a very difficult car to make.



Emory received 3 Sutter cars for his 45th birthday in 1977; children Larry and Lucy pictured.



Emory is excited to open a Sutter Canadian Pacific boxcar for Christmas 1976.

Jim worked for Penn DOT for over 30 years. In 1981, he opened a hobby shop in Homer City, PA. You can find a number of pictures and videos of his shop on-line. He dealt mostly in 3-rail O gauge.

Several years ago, while browsing on eBay, I spotted a custom-painted boxcar with the following commemoration: "JAMES R SUTTER AMERICAN FLYER DEALER." I learned from Mr. Sutter that Steve Soltis had painted this one-of-a-kind,

special boxcar for Jim in the mid 1970's. Jim gave the car away when he retired, and I was able to purchase it and re-unite it with the other Sutter cars, a final and fitting acquisition to my father's collection.

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Adapting the Walthers Bridge Crane to S

By Tom Hartrum

HO to S Crane



Crane overlooking the siding while a barge waits below.

My Ohio Valley Railroad (OVR) is a coal-hauling line running from eastern Ohio south to the Ohio River where there are a couple of sidings along a long pier. I have always intended to install a coal dump there, and until recently planned to build Frank Titman's S gauge car dump featured in the *Model Railroader* of December 1960. However, when Walthers came out with their large HO bridge crane (933-2906), I immediately saw its possibilities, and when I found one on sale at a train show, I bought it.

This is an interesting kit. It can be built in lengths of 22, 24, 28, or 31 inches, which is long even in S scale. To fit in the narrow area along the Ohio River on my layout, I had to build the smallest

version. I was able to follow the instructions closely for the most part with three exceptions: First, the operator's cab was too small for an S scale operator. Second, while the overall structure looked massive enough to me, the clamshell bucket looked small next to an S scale hopper. Third, I decided to upgrade the bogies and wheels on which the crane ran. The plastic wheels were basically N scale narrow gauge that would have looked toy-like in S, and the corresponding track wasn't provided and would have been hand-laid. I decided to use N scale wheelsets and N scale track. I won't say much about the basic assembly except that construction is straightforward although long, and at times, tedious. The only problem I ran into was attaching the shear (front) legs

to the main bridge. Alignment is critical here and must be carefully done if the result is to sit level.

Modifying the operator's cab was fairly straightforward. I decided that the floor area was large enough, but the height needed to be increased. After measuring the model parts and multiplying by 87/64 to determine the S scale size, I determined that I needed to add 5/16 of an inch to the walls. I did this by laminating .040 x .250 to .040 x .060 styrene strips edge-to-edge, then cut pieces and glued them to the bottom of the walls to get the needed height. I decided that the walkway around the cab was too narrow for an S gauge person, so I trimmed off the safety railing and glued .040 x .156 strips to extend the



Figure 1

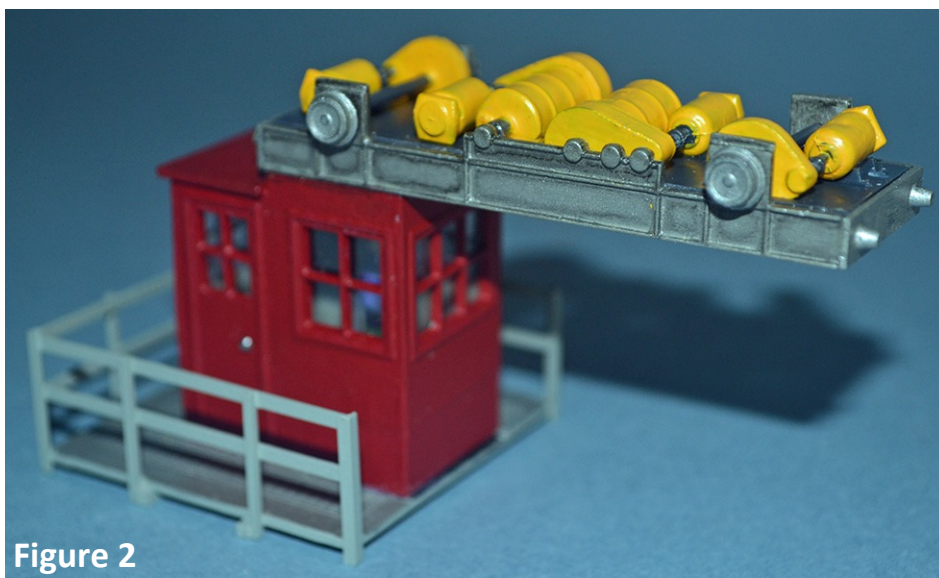


Figure 2

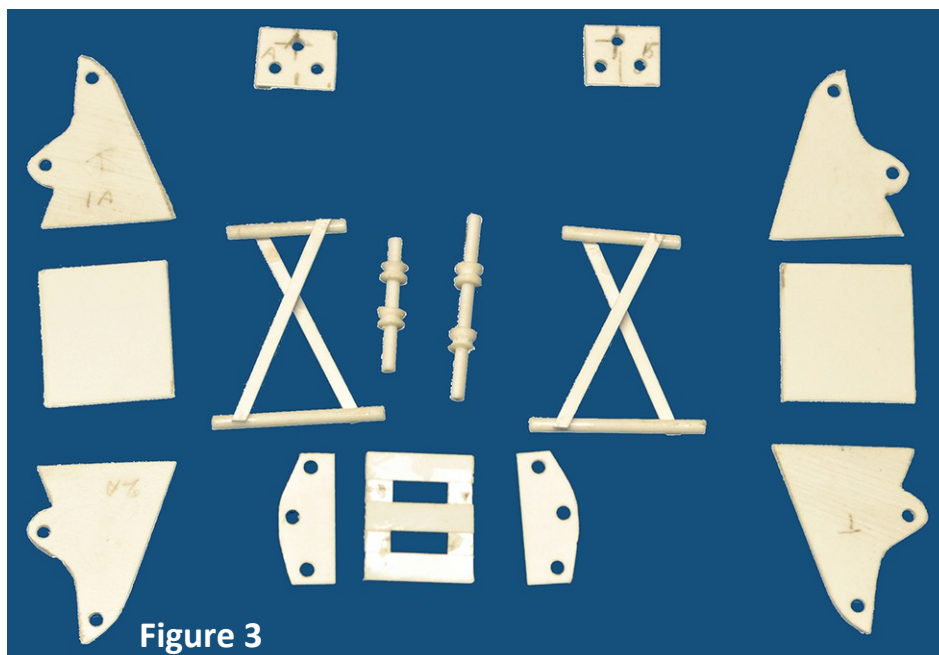


Figure 3

floor. Then I added new, higher railings from .040 x .040 styrene strips. After spraying the cab assembly with gray primer, I painted the walls red, the walkway and railings silver, and the motors on the top yellow. The result is shown in Figure 1 and Figure 2.

For the clamshell bucket, I just copied the kit parts. I measured each part with an HO scale rule, then laid out a new part on styrene using an S scale rule. I made all of the parts from 0.040 sheet styrene and 1/16 styrene rod, as shown in Figure 3 and Figure 4. I sprayed the finished assembly with primer, then painted it yellow, then

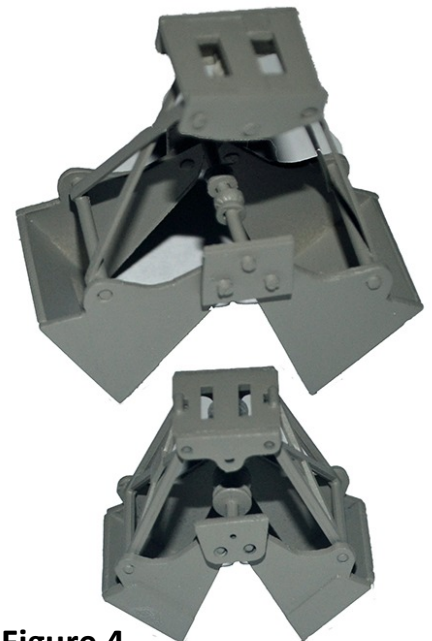


Figure 4

added black weathering powder to represent coal dust

The wheel bogies took a little more creativity. I actually found an example on the Internet where the modeler attached full N scale trucks to the bottom of the bogies, but I thought it would look better to replace just the plastic wheels with N scale wheelsets. This required widening the bogies themselves. I decided to use the detailed HO sideframes, but I had to replace all of the lateral pieces with styrene. I determined that the distance between sideframes had to be 1/2 inch to accommodate the N scale wheelsets. Rather than cut these parts from sheet styrene, I laminated two pieces of .040 x .250 edge-to-edge to get the needed .500 width. This

way, I was sure the sides would be parallel and all pieces would have identical width. From this, I first cut the top and two horizontal shelves and glued them to one side. Then I glued the other side in place, forming an open-ended box. Finally, I cut all of the vertical pieces and glued them in place. There are four bogies, each of which has two sub-pockets, holding three wheelsets.

To accommodate the wheelsets, I cut two pieces of .040 x .250 styrene just long enough to fit into one of these pockets. These form the top and bottom of a “sandwich” with the wheelsets in between. Also, in the center are pieces of .040 x .250 styrene on the ends and between the wheelsets to provide the proper spacing.

Last, a piece of .125 x .188 strip styrene is glued down the center of the top to provide spacing and support to the top of the bogie pocket. Eight of these assemblies are needed, using a total of 24 wheelsets.

(See Figure 5.) To insure alignment, I loosely fastened each bogie to the bottom of the corresponding leg by drilling a small hole and inserting a small modeler’s nail. After fixing the rails in place and aligning the bogies, I applied liquid styrene cement

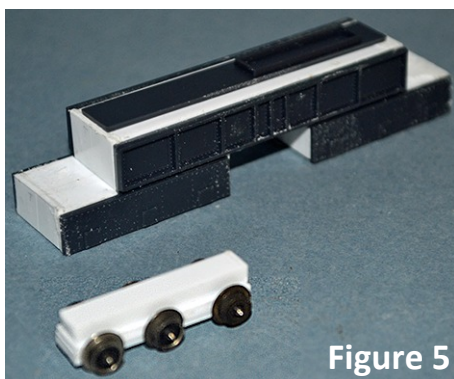


Figure 5

to fix these in place.

The last major assembly step was attaching the bucket to the motor assemblies with black thread. This seemed impossible to do with the bucket dangling around, so I built a fixture to hold the cabin/motor assembly and the bucket in place while running the thread. (See Figure 6.) While this looked neat on the fixture, when hung in place the bucket tended to take a twist to the side.



Figure 6

Finally I bought a piece of N scale flex track and cut it in half to form the two parallel tracks for the crane. To raise the crane a bit more for clearance over the S scale tracks, I mounted them on 3/4 x 3/4 inch wood strips. These were covered with styrene sheet and painted concrete gray. I added a “fence” of .125 x .250 styrene along the sides and ends. This allowed me to ballast the N scale track with fine gray ballast. A couple of barges in the river completed the scene.

This project was long and tedious at times. The original kit contained 288 pieces of which 152 weren’t used. However, I added 300 pieces for a total of 436 pieces. Out of the unused pieces, I was able to build an additional bridge section 7 inches long that I am considering using as a flat car load or other scenic element. Overall, it was a satisfying effort, and I am quite pleased with the results. If you have a need for a similar crane on your layout, consider building one using a Walther’s bridge crane.



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Making a Baggage Car Storage Shed

An Old Shell Serves a New Purpose

By Fred "Rusty" Paulus



For some time, I have wanted to make a baggage car storage shed. I came across an American Flyer baggage car body on eBay that someone had started to convert long ago. Not wanting to destroy a shell that was in relatively good shape, this purchase fit the bill perfectly.

After receiving the plastic shell, I went to work. First, I cleaned it with soap and water, removing years of dust, dirt, and some grimy fingerprints. Then I cleaned up the opening where the baggage door was with a file (the actual door had been removed by the previous owner). Thinking that a railroad wouldn't spend a lot of money on a repurposed baggage car, I also made a very slight repair to a corner of the shell that was broken. I added a piece of .100 X .100 styrene across both ends of the car to close off the ends, and added another .100 x .125 piece under the doorway for a buffer (or end sill plate) the same width as the cast diaphragms. I made doors for both ends

of the car from a piece of .010 styrene, cut just a little smaller than the door opening, and added small escutcheon pins for doorknobs. I added a strip of .030 styrene over each of the doors as a drip edge, painted the body with Rustoleum aluminum spray paint, and topped things off with a Stewart caboose smokestack.

Next, I turned to the woodwork. I made a floor for the inside of the car using a piece of balsa wood (10- 3/16" long x 1- 3/4" wide x 1/16" thick), and added two pieces of scribed bass wood (1/32" thick x 1/16" spacing). The interior floor needs only to be long enough for what you can see from the door opening. I made mine about 7" long. I also added a piece of 1/32" thick x 1/4" wide x 1- 3/4" long bass wood. This should line up with the post on the inside of the car to keep the floor level. The floor on my car fit tight, so I did not need to attach it to the car body. Moving outside, I built a front porch for the shed, this time using

another piece of 1/32" thick scribed siding, with 1/16" spacing (3 1/2" long x 1 1/2" wide). I glued 3/32" square bass wood to the underside of the porch for elevation and rigidity. Oil based wood stain gave the woodwork the final finish it needed.

Detailing can be tailored to your layout's needs. This is an easy and fun project, and you'll have the satisfaction of repurposing a baggage car . . . just like was done on real railroads!

Rusty Paulus has been an NASG member since 1985. He lives in Huston, TX, has been doing S scale since 1964, and is a member of the Houston "S" Gaugers.

For a complete set of step-by-step photographs for this project, please contact the Assistant Editor for AF/Hi-rail, Stephen Law, at DoctorStephenLaw@gmail.com

Out Along The Line

photos by



NASG members



John Quilter

In 1960 John repainted an early American Flyer Santa Fe PA with the enclosed front coupler pocket to match his other Union Pacific rolling stock and the set of four Budd stream-liner passenger cars. Additional passenger cars have been added over the years.

We Want Your Photo!

Send your favorite photo, along with a caption, to
Brian Jackson at:
central_vp@nasg.org



Roger Nulton

Southward train #5 pauses at Gosport depot on Roger Nulton's Monon layout. The loco was from S Helper Service and the heavyweight passenger cars are available from American Models. The main track is code 125 on Ace ties, while the siding is Tomalco (now "S Scale Track") code 83 flextrack. The water tower and spout are Lehigh Valley Models kits, and the depot is scratchbuilt.

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.

WANTED: American Flyer UP SD70ace (non-power dmy) 6-48167 #8349

Charles Albietz, mjca@sbcglobal.net Email for discussion (3)

FOR SALE: American Models (AM) PRR FM Trainmaster #8700, Scale DC w/Kadees, TRO \$275.00 - AM PRR FM Trainmaster #8702, Scale DC w/Kadees TRO \$275.00 - Both for \$525.00, AM Wabash FM Trainmaster #551, Hi-Rail DC TRO \$250.00, AM PRR EMD GP-9 #7016, Scale DC w/Kadees, Needs Handrails/Couplers Attached TRO \$175.00, AM PRR Alco FA-2 #9624 Scale DC with AM Couplers TRO \$200.00, AM IC Baldwin S12 #1502, Scale DC with AM Couplers, Missing 1 Cab Handrail \$150.00, AM BN EMD GP-35 #2507, Scale DC with Kadees NIB \$200.00, S Helper Service (SHS) BN EMD SW-8 #99, Hi-Rail TRO \$200.00 (Continued on next page) American Flyer/Lionel (AF/L) CB&Q EMD SD-9 #373, Repair Step with AF/L CB&Q Wide Vision Caboose New In Box (NIB) Both \$240.00, AF/L BN EMD GP-20 #8007, Box Damage with AF/L BN Square Window Caboose Both for \$225.00, AFL AT&SF Docksider Set, Display Only \$ 275.00, AF/L U S A F Set, Display Only \$300.00, AF/L 1991 to 2020 Christmas Box Cars, Used or NIB \$40.00 Each. Shipping Included. Will Consider Trades. Ask About Purchasing Decade (10) Sets or All 30 Christmas Cars. If you are looking for something in particular, ask. **Will Holt**, williamholt@comcast.net, 630-881-9025. (3)

FOR SALE: S Gaugian magazine collection, Jan/Feb 1995 – Nov/Dec 2019, missing 2 issues, P-10, free to NASG member, must pick-up or pay shipping; American Flyer 802 Illinois Central reefer, C-6, \$7 + shipping, no box; American Flyer by Lionel 48269 ATSF Grand Canyon reefer, C-10, \$50 + shipping, factory sealed carton; American Flyer by Lionel 48359 Happy Holiday boxcar, C-10 Mint, \$25+shipping; American Flyer M2984 1952 Instruction Book, P-7, \$3, free shipping. **Email:** jshirey1@comcast.net; 916 429-2764, 9:00 am – 5:00 pm PST. (2)

WANTED: SHS/MTH/Scale Trains 50-ton and 70-ton friction bearing freight car trucks; and, SHS/MTH/Scale Trains 50-ton and 70-ton roller bearing freight car trucks. Scale wheel flanges or hi-rail wheel flanges. State brand, wheel flange type, condition, and desired price at first contact. Thomas Patterson **Email:** tpatterson31@wi.rr.com (1)

FOR SALE: Snow Village Dept. 56 #56 55045 Candelerock Lighthouse Restaurant \$85.00
K-Line 8012 & 8013 Dual A power units Chesapeake and Ohio Diesel \$150.00
K-line 8506 B unit for the 8012& 8013 \$95.00
Lionel 6-52416 Long Island 15th Anniversary Museum Box Car \$110.00

Bob Hartzell Cell 610-570-7121 1960 Linden Lane Whitehall Pa 18052 (2)

WANTED: SHS reefers: #00690 Carling Black label (CBL 804) and #02124 Carling Black label (CBL 812). Also TOMALCO rerailers: two hi-rail and one scale. Thomas Patterson **Email:** tpatterson31@wi.rr.com. (1)

WANTED: Flyerchief engines, steam or diesel that are damaged or non running for parts. State Model and describe all issues, Example: wheels shorted on track and now has no sound or fell off platform and bent pilot. send pictures if possible. Price will be determined by model and condition. **Shawn Solderitch**, **Email:** ssolderitch@earthlink.net Call leave msg or text 484-821-6112 (1)

FOR SALE: 1. NYC SD70Ace L/AF diesel with AF-compatible hi-rail wheels; 2. NS SD70Ace L/AF diesel with factory-installed scale wheels; 3. Complete set of scale wheels for one SD70Ace diesel; 4. Another complete set of scale wheels for one SD70Ace diesel. Notes: NYC diesel is brand new never run. NS diesel was test run only. Both have decoder, sound and smoke. Run on DC, DCC, or AF power. If interested, please send your best reasonable offer for any or all four of the above products. I have no idea what a fair price is for these out-of-production engines but hope the potential buyer(s) will figure that out for me. I am not looking to get rich for a scarce product, but also do not want to spend time dickering over the price. Your best offer will have the best chance of success.

Email communication works best for me.
Ed Loizeaux Loizeaux@SBCGlobal.net (1)

WANTED: American Models NYC 20th Century Limited locomotive and tender with DC power and scale wheels. **Email:** james.sweeney3@comcast.net (1)

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Calendar of Events



New Members

The Barry King Memorial Train Show

Reliance Fire Hall, 1341 W. Market St., York PA 17404. April 15-17, 2024. 9 a.m. – 5 p.m., Free Admission, Free Parking. All gauges of trains and vintage toys. 8 ft. tables for all 3 days are \$60 ea. For vendor information or show information contact Todd Metcalf 860-432-2124 or email trainsmore@aol.com.

2024 Sn3 Symposium

May 2 to May 4, 2024
860 N Riverview, Mesa, AZ 85201
Chairman Jim Spice and all of us on the organizing committee invite you to join us in Mesa, Arizona, May 2nd to 4th, 2024. We're hard at work preparing a full range of clinics, contests, layout tours, a swap meet and other activities to make this a highly entertaining and interesting meet.
<https://sn3symposium.com/>

Spring S Spree Model Train Show

May 3 through 4th, 2024
Emidio & Sons Expo Center
48 East Bath Road
Cuyahoga Falls, Ohio
<https://sspre.info/>

O Scale West - S West and Narrow Gauge West

May 24-26, 2024 Hyatt Regency Santa Clara (San Francisco area)
O Scale - S Scale - Narrow Gauge - West has been the premier two-rail O Scale, S Scale and Narrow Gauge (all scales) show held west of the Mississippi since its founding by Rod Miller in 1991. Plan to join us over the Memorial Day weekend in sunny California. Website: www.oscalewest.com

2024 NASG Convention

July 17th to July 20th, 2024
Sheraton Harrisburg Hershey Hotel
4650 Lindle Road, Harrisburg, PA 17111
It is hosted by the Lehigh Valley S Gaugers club.
Check back in later issues for more updates.

2024 Danville Indiana O/S Scale Event + CID/NMRA Train Show

Hendricks County Fairgrounds
1900 E Main St
Danville, IN 46122
The Indiana S Scalers are happy to announce our 3rd Annual O/S Scale Event. In 2023 the O/S Room nearly sold-out so make your vendor reservations early to ensure a sales table. New for 2024 is an S Scale Social Event! Details will be coming. Public Show Date: Saturday, November 23rd. Vendor/Layout Move-in Date: Afternoon of Friday, November 22nd S Scale Social: Evening of Friday, November 22nd. Social Event: To-Be-Determined, occurring immediately after Friday setup. Vendor registrations should be directed to the Central Indiana Division (CID) Show Manager, Dave Mashino: danvilletrainshow@gmail.com

November 1, 2023 to December 31, 2023

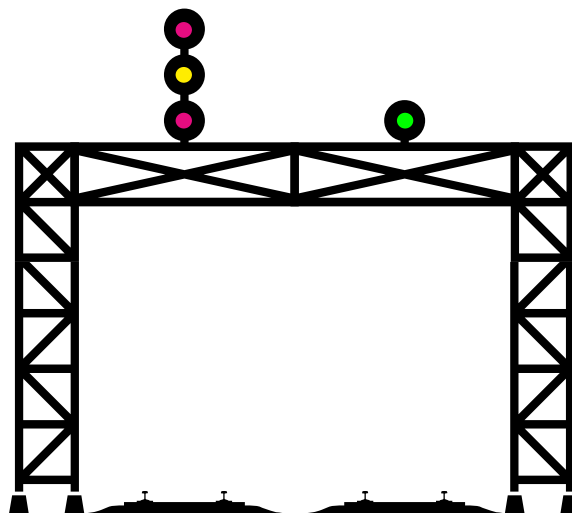
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