



The

A Publication Of, By and For The Members

DISPATCH

September/October 2024



- NASG Convention Report & Contest Winners
- My Life-Long Love of American Flyer Trains
- The American Flyer Freedom Train

...and much more



The DISPATCH

September/October 2024

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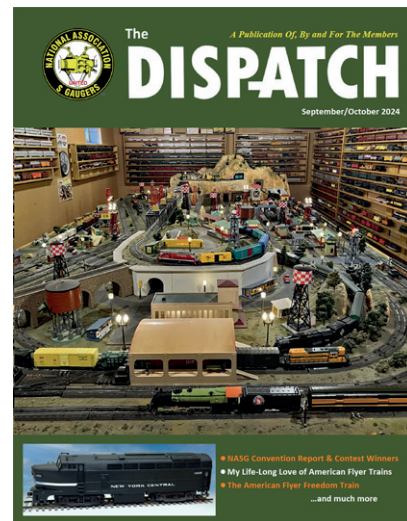
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The COVER

79 years old, lifelong collector and operator of American Flyer trains, Terry Didion's beautiful layout.



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

Minutes from the BOT Meeting May 7, 2024

Members Present: Jim Whipple, President; Andy 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: 8:41 pm

TREASURER'S REPORT

Savings \$73,699
Checking account \$14,162
Budget has been revised and will be voted on in old business.

EXEC VICE-PRESIDENT'S REPORT

Club Survey: Lou has received about a dozen responses from the club survey.

PRESIDENT'S REPORT

Jim worked with Brooks to polish the MR General article for the November issue.

COMMITTEE REPORTS (as Required)

TURNOUT PROJECT (STANDARDS COMMITTEE)

We are still waiting response back from the 3 finalists to produce the switches.
Darby moved to accept the March Minutes. It was seconded and passed.
Membership drop was discussed. New membership forms are going to be produced to be made available anywhere. We need to find a new printer for membership renewal forms.

CONVENTION COMMITTEE

This is the tentative list for conventions that is being worked on.

- 2025 – Tennessee
- 2026 – Michigan
- 2027 - Pittsburgh or Baltimore
- 2028 - a New England consortium
- 2029 – Las Vegas

Everything is moving along well for this year's convention.

OLD BUSINESS

Mike moved that we approve the final wording for the bylaw updates on membership.

It was seconded and passed. Andy moved we approve revised annual budget/
It was seconded and passed. There was some discussion about using funds for advertising.

There was some discussion to refine the description information of the layout section of website.

NEW BUSINESS

Darby made a motion to approve sale of excursion tickets to non-convention-goers Reading, Blue Mountain and Northern long as the guests do not take away seats from convention goers. It was seconded and passed. Lou moved that the webmaster move the convention materials to the "members" area. It was seconded and passed.

Next meeting: June 11, 2024, 7:30 EDT.

Minutes from the BOT Meeting June 11, 2024

Members Present: Jim Whipple, President; Andy 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: 7:54 pm

APPROVAL OF MAY MINUTES

Mike moved that the May minutes be accepted. It was seconded and passed.

TREASURER'S REPORT

The DISPATCH

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and For The members*

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We are in good shape.

Mike will contact Jamie tomorrow to address convention concerns.

Advertising money for MR ad was discussed. There should be no problem covering it.

EXEC VICE-PRESIDENT'S REPORT

Lou is sending out a reminder to the clubs who have not responded yet. Twelve out of twenty-seven clubs have responded.

WESTERN VICE-PRESIDENT'S REPORT

Nominations for the various NASG awards

CENTRAL VICE PRESIDENT'S REPORT

Brian presented the next *Dispatch*. A lot of work has been put into The Dispatch and it is really showing well.

EASTERN VP REPORT

Darby and Ken Zieska presented S at an NMRA forum about minor scales.

PRESIDENT'S REPORT

Jim is contacting MR editor, Eric White about the November issue which will be featuring S scale. Jim has sent out requests to committee chairs for annual reports, due July 1. (except for web & membership). The next New Tracks Modeling webcast with revised NASG ad is June 19, 7 pm EDT. Mike spoke to Karen Bashista about American Models ad debt. Fifty percent of the debt will offset by charging us less for annual cars until the debt is cleared.

COMMITTEE REPORTS:

CODE 100 SWITCH STATUS

Since the current two candidates are not moving as quickly as we are hoping we are thinking of approaching Lionel to produce the code 100 switches.

CONVENTION COMMITTEE

The Convention Cars are now available online. Everything about the convention is now on the website.

Refer to May. 2025 - still up in air, we working on Tennessee.

2026 - Michigan

2027 - hopefully, Pittsburgh or Baltimore

2028 - hopefully, a New England consortium

PROMOTIONS COMMITTEE

We are having difficulty getting ambassadors to go to train shows to promote the NASG. There was discussion about whether or not we provide financial incentive to ambassadors by paying some expenses.

OLD BUSINESS

The Budget: There is a request for the 2024-25 annual budget by the Convention Meeting.

The MR ad can fit into the budget. We are going to try to run an ad campaign in *MR* and in *CTT*. These would be ½ page ads to help keep the price down. Brian will look into this. We are actively looking for new photographs to put in these ads. Please feel free to send in as many photos as you can.

The Website: There was a discussion about streamlining the indexing to the website.

Mike moved that we invite Peter Vanyliet to the next conference meeting in August.

It was seconded and passed.

Promotions: We need to get more up to date with younger people using Facebook and YouTube.

Darby made a motion that we send PDF's of past The Dispatch issues to Jim Kellow of New Tracks. It was seconded and passed.

NEW BUSINESS

Lou moved to extend sale of excursion tickets to non-convention-goers.

It was seconded and passed. Clay asked about the awards and where the trophies are to be had. It was suggested that he contact Peter Gehret the past Western Vice President for that information.

The meeting ended at 10:35 p.m. The next meeting is Thursday July 18 at 8:15 pm at the Convention.

Minutes from the BOT Meeting July 18, 2024

Members Present: Jim Whipple, President; Andy Malette, Secretary; Darby Marriott, Eastern/North Eastern Vice President; Clay Buckage, Western Vice President; Lou Templeton, Executive Vice President. Members Absent: Mike Ferraro, Treasurer;

Brian Jackson, Central/South Eastern Vice President but attended by Zoom call.

CALL TO ORDER: 8:49 pm

APPROVAL OF JUNE MINUTES

Darby moved that the June minutes be accepted. It was seconded and passed.

TREASURER'S REPORT

Financially we are pretty strong, \$74,000+ in savings, \$30,000 in checking.

A budget outline was given at the last meeting. A new budget for 2024 – 2025 is needed.

EXEC VICE-PRESIDENT'S REPORT

Eleven out of twenty-seven clubs have responded. Lou is still working on drumming up interest.

WESTERN VICE-PRESIDENT'S REPORT

The awards have been unanimously voted on. Clay suggested the Perles Award be suggested by the Librarian. The AF cars have declining sales. Perhaps combine the AF Sales with Chris Crnich at the Company Store. Is it possible to have the car committee have an eBay store?

CENTRAL VICE PRESIDENT'S REPORT

We owe Brooks Stover a lot for the work he has done. However, Brooks is no longer supporting these initiatives. Darby and Andy can help out filling gaps. There are other people who can help out as well. Stephan Law is the reporter for *The Dispatch* and will be covering the convention.

EASTERN VP REPORT

Some improvements are needed to help people renew their memberships.

Darby has been providing additional support to Dick Kramer.

PRESIDENT'S REPORT

Jim has contacted MR editor Eric White about November issue which will be featuring S scale. He has a good working relationship with him. The switch initiative is still in the works. No manufacturer has yet given a definite answer. Kato is being considered as being used only on a contract basis.

COMMITTEE REPORTS:

CONVENTION COMMITTEE

Tennessee is still being considered for 2025. We are in the process of looking for a place to have the convention in Tennessee. The place we used last used in 2012 is no longer available.

We need clubs or groups to step up if we are to continue having conventions. The

NASG has made the process less onerous on the hosting group.

OLD BUSINESS

Lou moved that we do the Matheson Dry Ice insulated boxcar for the annual member's car.

It was seconded and passed. The annual member's car will be the Matheson Dry Ice

insulated boxcar. It is silver with black lettering.

The meeting ended at 9:59 pm.

The next meetings are Tuesday August 20 at 8:00 pm and Tuesday September 17, 2024 at 8:00 pm.

President's Message

For those of you who didn't make the annual convention in Harrisburg, here is an outline of my remarks to the membership:

Why does the NASG exist, and what is current management of the organization (the Board of Trustees, which you elect) doing to realize those goals?

- Promote the scale

Representation at public and trade shows - we try to be as visible as possible, at as many shows as possible, all over the country.

Advertising campaigns - to expand that outreach beyond face-to-face contact.

Classic Toy Trains - fall and winter issues. The goal here is to attract new members to NASG from folks already collecting/operating AF.

Model Railroader - a series starting with November issue, which will have FOUR articles on S scale. The intent here is to attract new modelers to S from beginners or converts from other scales.

- Facilitate the enjoyment of the hobby for those already in S scale.

Establish and update standards (same function as NMRA).

Foster communication and knowledge sharing (through The Dispatch and the website).

Ensure that the scale is viable by fostering the development and production of products important or critical to the scale. This has varied through time:

- Brass car project
- American Flyer car project (there is still inventory!)
- Current #6 turnout project for code 100 track
- Current annual car project

- Educate the public about S scale and model railroading (the basis of our tax exemption)

- NASG is sponsoring an S scale segment on New Tracks Modeling
- We are now eligible to seek funding to support school programs to reach young people

A membership organization is only as good as the membership makes it...

- need Ambassadors for more train show exhibits.
- need educators to help design and implement education programs.
- need committee members and a few chairs.
- need Flyer/hirail material for the Dispatch. We got Bill Clark to write a regular column, but more material - especially photographs - is needed.
- will need a new slate of officers - **nominations are solicited by November 15**
- In 2025, you need to elect a new president, treasurer, and all regional VPs**
- train-show promotions are limited by volunteer hours.

- clubs and groups of individuals need to step up and host conventions! NASG has made this process less oneous for local groups.
- advertising promotion is limited by money.

REMEMBER: the NASG is now a 501(c)3 nonprofit; contributions are tax-deductible.

Even if you don't itemize, you can make a direct contribution from an IRA required minimum distribution. Ask your accountant for information.

NASG dues are extremely reasonable compared to the TCA or the NMRA, so voluntary contributions can keep them that way while we carry on all the activities I have described. Remember our logo - we will accomplish a lot more if we are coupled together!

After the structured part of the meeting, discussion was opened to the floor and there were some excellent ideas contributed such as advertising in the AARP newsletter or the Headquarters News of TCA. The discussion on attracting younger modelers prompted some thoughtful input from two members under the age of twenty. From this discussion I had to wonder how many more great ideas could come from the 900 or more members who were NOT at the convention! Put on your thinking caps and send those ideas to your regional vice-president.

Jim Whipple
NASG President

2025 is an election year for the NASG!

The offices up for election this cycle are President, Treasurer, and the three Regional Vice Presidents. Here's your chance to help out the organization and support the scale. Nominations are due to the Election Committee by November 15th. (elections@nasg.org) You can nominate yourself, and your intent to run is all that is needed by November 15th. If you throw your hat in the ring, we can work on a bio for later publication.

Send your nominations to:
Jamie Bothwell, Elections Chair
1422 West North Street, Bethlehem, PA 18018



ANNOUNCING!

2024 ANNUAL MEMBER CAR



**Prototype photo of the 2024 NASG annual car.
Mathieson Chemical Company of Saltville Virginia.
It will be aluminum in color with black letters and brown ends.
We will offer it with two road numbers(8842 and 8855) and will
be available in both scale and hi-rail.**

Order by mail or on line!

SCALE or
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Includes US Shipping!**

Available for NASG Members Only

Send check to:
NASG Annual Car
c/o Norman Bos
128 Fir Place #7397
Star Valley Ranch, WY 83127

OR go to www.nasg.org
Click on [Store](#)
then to **Annual Member Cars**

The NASG Advertises in *Classic Toy Trains* and *Model Railroader*

The NASG Board of Trustees announces a new program of advertising in *Classic Toy Trains* and *Model Railroader* aimed at revealing the World of S to train collectors, operators, and modelers alike. The new campaign will reach an enormous number of readers: *Classic Toy Trains* has 22,000 readers and *Model Railroader* has a circulation of 72,000. Moreover, the advertising campaign will coincide with a special issue of *Model Railroader* in November featuring three articles on S, a unique and important promotional opportunity. In fact, the new advertising campaign, when combined with the current campaign in *Railroad Model Craftsman* will reach an additional 18,000 readers, for a grand total of 112,000 readers! This is absolutely unprecedented in the history of the NASG and represents the organization's full-court press to promote S in all its forms as vigorously as possible. The first advertisements for CTT and MR are presented below.

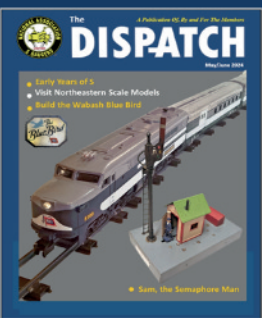
EXPLORE THE WORLD OF 
American Flyer and S Hi-rail with the
NATIONAL ASSOCIATION OF S GAUGERS



Photo by Austin Birkey



NASG membership includes 6 issues per year of the only ALL S magazine, the full color DISPATCH!



The Most Complete Resource for Modeling in AF and S Hi-Rail
Products - Layouts - News - Events - Articles - More!

EXPLORE THE WORLD OF 
1:64 Scale Model Railroading with the
NATIONAL ASSOCIATION OF S GAUGERS



S scale is just 36% greater in linear dimension than HO but has a volume 250% larger.



The Most Complete Resource for Modeling in S Scale
Products - Layouts - News - Events - Articles - More!

Down at the Depot

By Carl Rudolph

It has been a hot summer so far just about everywhere. So hot, in fact, that most of us are probably staying inside, which provides more opportunity to play with trains! Others are dealing with floods, high and destructive winds, and some here in the West with wildfires. So it is good to have trains to work with for time away from the rigors of daily life! Here's the news:

The Connecticut S Gaugers sent in this report via correspondent **Bob Jordan**: "As the dog days of summer descend on us, the CTS Gaugers are planning several events in the near and the not-so-near future. We do like to consider ourselves forward thinking even when our trains run in reverse. In June was the ever popular repair clinic held at our President's (**Larry Halley**) house. Also, some of our members attended the NASG convention in Harrisburg PA in mid-July. Now back to the future--We will have a regular club meeting at VP **Paul Krause's** house in October followed by our club layout set up at the now-annual Connecticut train show in November that is organized and produced by club member **Lud Spinelli**. Another piece of good news is that another train show is starting up in the fall as well [at which] we intend to show our layout. It is to be hoped this will become an annual event: making two local shows. Model railroading is alive and well in Connecticut!!" Sounds good to us!

The South Jersey S-Gaugers at a recent meeting had a great clinic put on by **Hank Worrel**, regarding variations of American Flyer Northern Pacific reefers; that was followed by **Stu Gillard** presenting a show of his trip into Colorado. Several members of the club traveled to the National Toy Train Museum in Strasburg, PA, to do their annual maintenance and refurbishment of the S-gauge displays there--see the nearby photo. **Ed Claypoole**, in his long-running History Corner for the newsletter, wrote about several of the celebrities that are model railroaders. Sure, you probably know about Frank Sinatra and Neil Young, but how about Rod Stewart, Elton John, Tom Snyder, and Michael Jordan among others? The club calendar project is proceeding,



Ken Palmer (L) and Tom Herron (R) replace ballast on the NTM S-Gauge layout. Photo by Hank Worrell

and the club is preparing to celebrate their 35th anniversary in September with a big do and a special newsletter! Congratulations to them!

In the Jacksonville area, the **North Florida Division of the Atlantic Coast S Gaugers** met at **Larry Shughart's** barn again where the feature on the layout was the AF 1947 set of green heavyweight passenger cars with the long trucks. Larry also showed off his new block system on the layout that allows six trains to occupy the main line at one time! Getting pretty fancy, huh?

The Pittsburgh S-Gaugers took the club layout to the Greenberg show, so prior to that they met at the Greensburg garage to operate the layout and get it ready. Of course, that gave opportunities to "run what you brung" and generally have a good time. The next meeting (in August) was to be at **Lou Templeton's** home for a picnic and train running on his large layout. And the club is already in initial planning stages for hosting the 2026 Spring S Spree!

The Cuyahoga Valley S Gauge Association (Cleveland area) had their tinsplate layout at Lake Farmpark in Kirtland where two observations were made: one, there were more "youngsters" seen in one hour than in the last several years' worth of train shows combined; and two, the tinsplate layout could be a lot more interactive for those youngsters. As a result, the club is proposing to add an extension with operating rolling stock and accessories for the youngsters to operate under supervision. Other clubs have done this with good results. Meanwhile, the club is preparing for the next Snow Dogs show with venue already scheduled!

The Miami Valley S Gaugers (Dayton area) displayed their layout at Railfest in Carillon Park and were located right under the center of the atrium, so all was well lit! The layout looks really good, and Alan Smith brought a kit-bashed, AF-style six-dome wine tanker that looks really cool! I guess it took six 625/925 tank cars to make it!

The Central Ohio S Gaugers had a couple of major (3.5 days each) work sessions on the layout for maintenance and revisions prior to setting up at the A.C. Gilbert Heritage Society convention, which was held in Wooster, Ohio. The club is already well along in planning for hosting the 2025 Spring S Spree. And all, we are sure, are looking forward to the September club picnic at **Lowell Henthorn's** home in Howard!

The Southeastern Michigan S Gaugers say they had work to do on the layout prior to taking it to Harrisburg (PA) for the NASG convention. They scheduled two one-day work sessions for track repairs and scenery improvements. They are already hard at work planning the 2026 NASG convention! Future plans also include the North Central NMRA show in October and next year's NASG convention for showings of the layout.

The Badgerland S Gaugers (Milwaukee area) turned a disappointment into a pleasant positive! The disappointment was not being able to set up the tabletop layout; making lemonade out of lemons, they figured out that a good portion of the structures could be incorporated on the modular layout in the interior dead space, allowing display of two different types of modeling. They also incorporated Jeff Young's modules on the other end of the modular layout's interior space, which makes the layout look really big without taking more floor space. And we are happy to report that plans for the 2025 Fall S Fest are proceeding smoothly!

The Chicagoland Association of S Gaugers had a great turnout of about 20 members at the East Troy Railroad Museum to ride the trolleys to the Elegant Farmer Depot where they bought lunch and ate at picnic tables--then after the return trip they went to J. Lauber's Ice Cream Parlor and you know what happened there! A delightful outing! In late July, they were to have a club picnic at **Chuck Hempfling's** home with hot dogs and, if you desired, fishing in the lake! Hope to see a report on that soon.

Up in the Twin Cities area, the **Pines and Prairies S Scale Workshop** are busy as usual. **Ken Zieska** sent an email saying in part "I (...) would welcome folks to stop by. I have a messy yard that needs a good switch crew, two trains waiting to get in the yard and trains to make up. There are other things or just comfortable chairs and friendly conversation." How enticing is that? It worked because several folks came over and Ken noted afterward that they "left the layout in pretty good shape, nothing that can't be fixed." In other news, **Dick Karnes** has donated his entire layout and rolling stock to Dave Jasper's MRIM (Midwest Railroad Institute and Museum) and Dick visited for a week to help set up and train the new owners.

In the Dallas/Ft. Worth area, the **Lone Star Flyer Club** sent in this news via **Bill Clark**: "When your club has a clubhouse with a layout room and a clubroom there is always maintenance for both. This year our 'Outstanding Member of the Year' contributed to both and was selected for that reason. **John Leto** first painted the concrete floor in the layout room, then he spent lots

of time cleaning the carpet in the clubroom. This took many hours of work, and he did it alone. For the layout, he installed a system of modern circuit breakers to protect newer engines with sensitive boards. Summer brings on the heat in Texas, and member Steve Curry managed the process to get the old air conditioner to run again. Steve is our AC expert. September is a big month for us because we move our 40'x12' layout to the Plano, Texas Convention Center for the 3 day area train show. We all take trains to run and display American Flyer to the crowd. Thousands attend this event." Thanks Bill!

The Southern California S Gaugers Club (Los Angeles area) are already in planning stages for the next S Fest West, which they will host in 2025. They will have the club modular layout at the NMRA convention in Long Beach in August, so they are making the layout look its best for the expected large crowds. Unfortunately, the NMRA convention date conflicts with the GGAFC's Flyer Fest West, which will prevent some club members from going north for the latter event. We guess that too much of a good thing is better than not enough!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** had a great July barbeque picnic at **Al DiMatteo's** home in San Matteo. The club is about to hold Flyer Fest West 2024 as this is written, so it will be long over by the time you receive this issue. Will have a report next issue.

That's all the news we have this time around. Stay safe and keep trackin'!



Steve Wolcott & Linda Lindsey
Paonia, Colorado
970-527-4586

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NEW PRODUCTS

By Jeff Madden

American Models: A C&NW yellow and green paint scheme is announced for their RS3 - \$249.95

www.americanmodels.com

Greenlight: On-line dealers or discount stores: Some oldies listed including a 1946 Ford 4D, 1946 Ford convertible, 1949 Mercury convertible, 1949 Mercury (Gulf Racing) 2D HT, 1950 Dodge Power Wagon, and 1967 Ford Police ca – all in 1/64. Hmm, the '46 Ford 4D will be good for taxis and police cars. Now they just need a '46 2D sedan and coupe as I actually had real ones long ago.

Inter-Action Hobbies: For those Appalachian Mountain scenes you can now get a moonshiners shed with still details from this outfit. It's made of laser cut wood and 3-D printed details. \$45.95. Kinsman – See NASG website for e-mail info: There is a new owner of Kinsman tooling, inventory and parts. Phone: 508-886-4848.



www.interactionhobbies.com

MotrakModels: Has a B&M North Hampton, New Hampshire, depot kit – laser cut. The footprint in 6 and 1/2 inches x 12 inches plus a platform at 2 and 3/4 inches by 10 and 1/2 inches. \$200.



www.motrakmodelsusa.com

Doug Peck from **Port Line Hobbies** says, "The time has come, the Walrus said...." It is my current intention to close Port Lines Hobbies on December

31, 2025, at which point I will be almost 81. Between now and then, I will be working on liquidation of all my NON-PARTS inventory through regular website "Flash Sales", as well as auction consignments. The AF PARTS portion of my business is not included. I hope to offer that portion of the business for sale intact to someone capable of continuing the Parts business past 2025.

Watch my website and FaceBook page for relevant announcements of periodic sales (which have already begun).

It has been a pleasure serving the S-gauge community for close to 40 years, and Cecile and I have met and made many friends during that time. I thank all of you for your support. But---as the Walrus said: "The time has come.....".

Pre-Size: Has a new car made of PVC piping and resin castings is being offered by Pre-Size. It's a Halliburton flat car with containers for carrying dry chemicals. No T or C. \$129.00.



www.pre-size.com

3000 Toys: Shows some new tractor (cab only) semis that include 1950s thru 1980s at \$43.98 each. The NASG website shows the models offered.

www.3000toys.com

Golden Gate American Flyer Club: A word to the wise. Since the introduction of the new iconic American Flyer Golden Gate Bridge cars we have received an unprecedented amount of orders. Over one third of the cars were spoken for even before we received them from North Carolina. This is the first time that a

colorful box was made by Lionel to house an American Flyer item offered by an S gauge club. By the time you read this most of the cars will be gone. I therefore urge anyone that wants a set of these cars to order quickly. The after market price for any available will most likely surge.



www.ggafc.org



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The topic of this column came about as I decided to run one of my Flyonel Mikados that I had not used for quite a while. This Mikado is from the set that came with B&O passenger cars. I was disappointed because it wouldn't smoke, so I had to see what options I had to get it to work again. Since I had never repaired one of these engines that has a Firma Seuthe smoke unit, I had to do some research looking for answers.

Background

I decided to do some background on this series of locomotives made for the American Flyer line by Lionel before I wrote about their smoke unit. Since Lionel started making Flyer in 1979, they produced many types of the diesel engines that Gilbert made. Their first attempt at a steam engine was introduced into the market in 2003 with the 6-49612 B&O Light Mikado passenger set. The line finished in 2011 with the Southern Limited passenger set. What followed 2003 was a number of additional Mikados and Pacifics. They all shared the same casting for the locomotive shell using basically the same chassis with different wheel arrangements such as 2-8-2 Mikados and 4-6-2 Pacifics. Lionel issued the last of these in 2011 with the Southern Crescent Limited passenger set. However, several years ago Lionel reissued the Pacific with TMCC and their normal type of smoke unit.

These locomotives came in some flashy passenger sets and also as separate locomotives. In all, Lionel produced 13 of these engines total in both configurations and in different liveries. Their detail is very prototypical and the different paint schemes used on these locomotives by the prototype railroads is outstanding.

Both types of engines were made with the TMCC operating system that let you use the new hand operating controller. They could also be used the traditional way with a transformer. When I got my B&O set, I knew nothing about TMCC and so I used a transformer and missed out on its real capabilities.

Research

When I knew the smoke unit was finished and not repairable, I started looking for options. I went to the Lionel website to the parts department and sifted through the search options. While they still had the part to hold the smoke unit in place on the shell, the cupboard was bare on smoke units for the engine.

Next, I called a friend of mine who is a registered/trained Lionel repair guy, Le Kepley. That is when I really started to learn about this Seuthe smoke unit. Le told me that this smoke unit is a German-made product, and it is the type used by German train makers like Marklin and LGB for their products. He said that he would try to see if he could get something on it from Lionel, but it was a dead end. His last pearl of wisdom was that the smoke fluid for these units was particular to them and using other fluids would lead to a short life. In other words, my using several different kinds of fluids through the years was probably why mine quit.

I received a reference to contact Carl Tuveson and went to his website, then communicated with him through email, and then finally over the phone. Carl was like striking gold on this subject. His website is <http://www.tuveson.com/> and there is lots of information there. His write ups about the Mikado and Pacific are in the Hints, Tips, and Ideas section. I suggest readers who have these engines explore it.

Carl has been able to upgrade the smoke unit in these engines to a fan-driven type, plus he shows you how to use a new model Seuthe to replace the one Lionel installed. In my case, I was able to buy two of the Lionel units that came from engines in which he had upgraded the smoke unit for customers.

In our telephone discussion, I asked him some questions about the Seuthe smoke unit. Here are some of the questions and answers:

1. Can you explain how this unit produces smoke?

"It has a tube reservoir with a vertical brass and glass tube in the center that has a nichrome element in it. The Smoke fluid is wicked up into it and is boiled off, exiting at the top of the small element tube."

2. What do you think causes them to fail?

"Using the wrong smoke fluid and running them dry. They clog up with carbon."

3. These units don't have any markings about model number or anything else. Does Seuthe still produce it?

"No, they were custom made for Lionel to fit the Mikado and Pacific locos. They are no longer available from Lionel. A Firma Seuthe #5 is a good replacement, but it has to have the case shortened."

4. You show an upgrade to the new Seuthe unit on your website. What does that unit do to improve operation?

"It is the closest I found to the original. But the case has to be modified to fit."

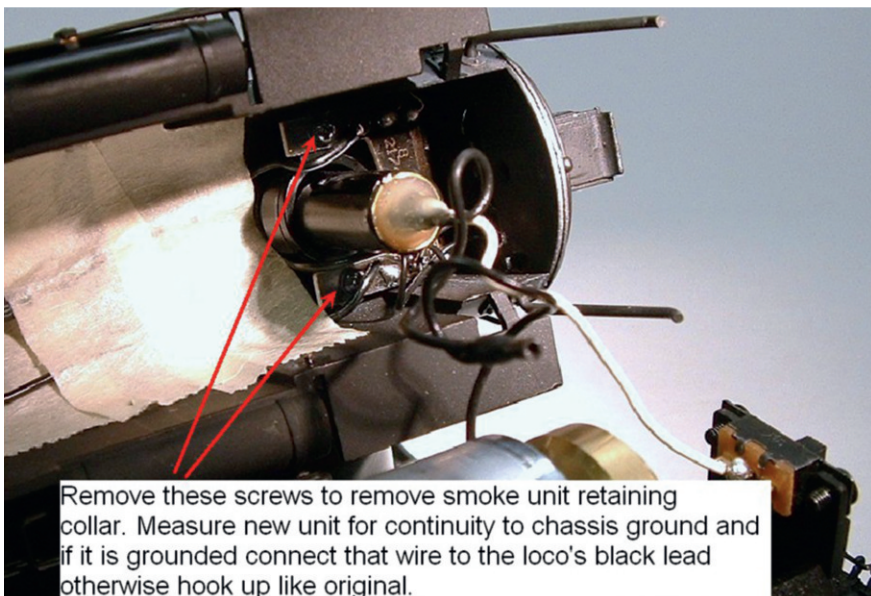
Using the correct Firma fluid is the secret to longer life and better output." (His link to the installation of a Firma Seuthe #5 http://www.tuveson.com/converting-seuth/modifying_seuthe.htm)

5. Are they AC or DC units, as I see Seuthe produces both?

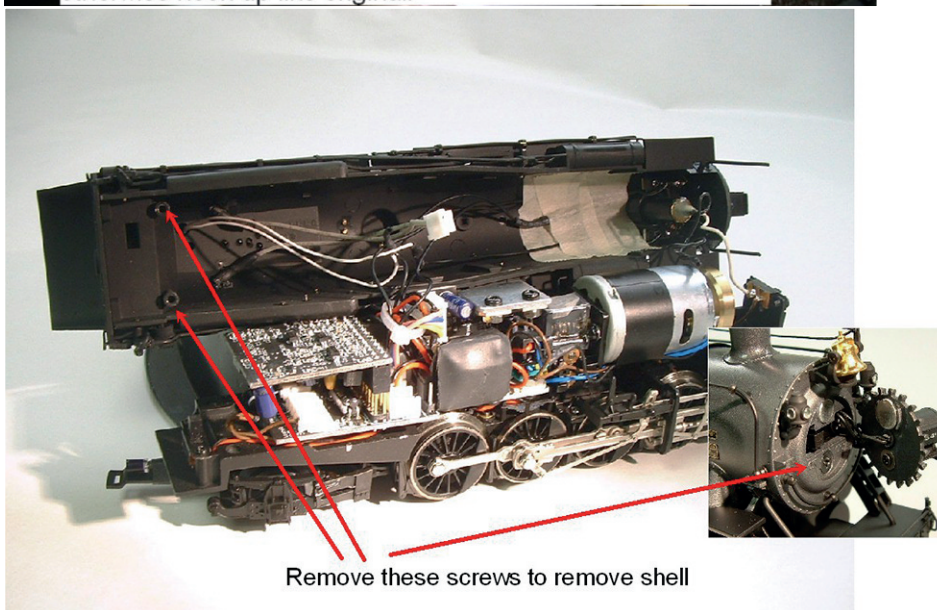
"Lionel used a regulated chopped 4 volts AC to drive the Seuthe units in the Mikado and Pacific. They will operate on either AC or DC if the proper voltages are used."

Instillation and results

I enjoyed my phone discussion with Carl, and when I got the used smoke unit from him, it was easy to install. Taking these locomotives apart is a lot simpler than most Gilbert steam engines. There are just several screws to remove.



Remove these screws to remove smoke unit retaining collar. Measure new unit for continuity to chassis ground and if it is grounded connect that wire to the loco's black lead otherwise hook up like original.



Remove these screws to remove shell

I asked Carl if I could use two of his photos for this article that shows how to get into the locomotive and how to take the smoke unit out of the shell. He gave his permission. Here they are.

When the used smoke unit he sent me was installed, it worked better than any of the other engines I have with this smoke unit. Of course, now I was using the correct smoke fluid. I am glad I had Carl send me a spare used Seuthe smoke unit just in case I had a second one fail. I call it, "insurance in my parts bin."

Summary

It's always fun to find a solution to a new problem you face with your trains. In this case, I want to thank Carl and Le. I hope that if you have one of these Mikado or Pacific engines with a poor operating or inoperative smoke unit that you now have a way to get it going strong. If your engines are still smoking well, I recommend that you find a supplier of the right smoke fluid before you use them again.

It is always good to know what I write about helps readers, and normally I get several people contacting me for assistance. As always send your ideas, suggestions, and questions to me at billstrains@aol.com.



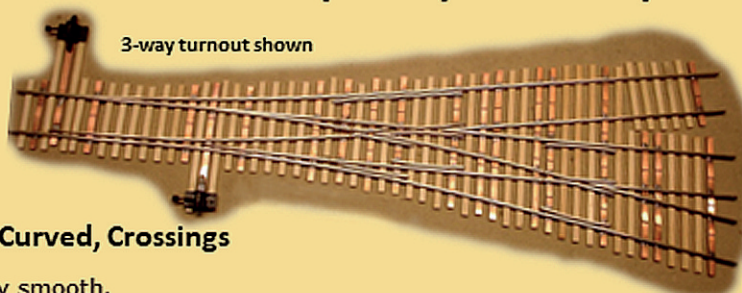
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NASG Convention Report

Two Perspectives

By Jeff Madden and Bruce Carter

A first for the NASG was holding the annual summer convention in the same location and hotel as the previous year. Sponsored by the Lehigh Valley S Gaugers (Jamie Bothwell and Dave Heine leading) the location became the only option, but being in central PA, there were plenty of different tour options available. Registration was listed at 188. For all the details, check out the NASG website (nasg.org) under conventions. Next year's convention is tentatively set somewhere on the east coast, but the exact location has not been finalized.

The 2023 convention had tours in Gettysburg and the East Broad Top. This year's convention included two tours on Tuesday, July 16. One was a bus tour of the nearby Amish area, which was a non-rail tour. My wife took that one and enjoyed it. The other was a self-drive tour to the small Stewartstown Railroad just south of Harrisburg. Our train consisted of an open car and caboose pulled by a 1943 Plymouth switcher. It was supposed to go 7.4 miles out and back, but a storm caused a tree to fall on the tracks and shortened the ride. A couple of run-bys compensated for the shorter trip.

The next day, July 17, was the premier trip on the Reading and Northern in a pair of vintage RDCs. The all-day trip started and went round trip to Jim Thorpe, PA. The scenery in the hilly Pennsylvania Anthracite region was interesting and included a tunnel, stops at the Port Clinton steam facility, Tamaqua for a boxed lunch, and the turn-around point at Jim Thorpe. The crew provided us with three run-bys. Yes, the steam engines, had they been available, would have been nice, but vintage RDCs were pretty neat too.

The next two days involved the vendor area, the contest, clinics, the NASG membership meeting, the Saturday night banquet, and the auction hosted by Jamie Bothwell. There was even a musical accordion serenade by youngster Fergus Monaghan during the Happy Hour. Vendors included American Models, Great Decals, Empire Trackworks, Jim Marski (Depot G Hobbies), Pre-Size, Dennis Hultay, Jeff Madden, Ben Trousdale, Tennessee Valley Custom Models, Port Lines, Jack Kirby (Flyer dealer), Rumbling Rails Engineering, Beaver Models, CB Train Junction, Jim Kindraka, Hoquat Hobbies, Roy Meissner, Ken Zieska, the NASG tables and maybe some others I forgot. New products seen included a 3D printed model of a helium car by Beaver Models, a tank car by Simon Parent, some modern covered hopper cars (3D Central) by Ben Trousdale, and the new Haliburton container car by Pre-Size.

Layouts included modules brought by the Pittsburgh S Gaugers and some by Willy Monaghan and Larry Janeski from New Orleans. The SEMSG club brought their large modular layout, which featured great scenery and realistic looking scale and hi-rail trains. The American Flyer layout was a two-level, 5' x 7' one provided by Mike Byle.

The convention cars produced by American Models were Reading boxcars--one green and one red--both with paint schemes from the 1950s with 7' panel doors and DF markings. The green version is still available, but the red version is sold out--pending a re-run by AM.

There were plenty of clinics available to wander off to. I only made two: a dead-

rail clinic by Darby Marriott and a clinic on modeling short lines by NASG President, Jim Whipple.

I won't go over the contest winners as those can be found on the NASG website or in a future *Dispatch*. There was a nice display, though, in the contest room of custom-built steam locomotives built or bashed by the late Frank Titman. The Best of Show (Frank Titman Award) went to Bill Geraci for his NYC Shark Nose diesels.

The other NASG awards included the Sandersfeld Manufacturers Award (Scale Trains), the Perles-Heimbürger publication award (Bill Clark for a *Classic Toy Trains* article), the Josh Seltzer Electronic Media Award (Dan Dawdy for his online *S Scale Resource Magazine*), and the Bernie Thomas Award (Carl Rudolph for his long-standing authorship of *Down by the Depot* in *The Dispatch* and a similar column in the *S Gaugian*). Tidbit comments from the NASG membership meetings included suggestions about promoting S via charity events, schools, and libraries. One member suggested trying to promote S model railroading to 1/64 diecast collectors via Facebook. Another member chimed in about doing an S layout for Boy Scout events for earning merit badges.

The traditional auction after the banquet was emceed by Jamie Bothwell and included many interesting scale and Flyer items that weren't left over from the vendor hall.

Future conventions are tentatively set for the east coast, the upper Midwest, and down south.

- Jeff Madden

And now Impressions of a First Timer:

When I rolled into the Harrisburg Amtrak station, the heavens had opened up and water was streaming across the passenger car windows where I could not see a thing.



GG-1 picture at Harrisburg Station. The GG-1 was covered due to work on the roof above.

The station shed did its job as I climbed the stairs into the waiting room and then off to the front doors to catch an Uber ride to the Sheraton.

That rain shower was not a harbinger of things to come because the entire three-day stay I had was far from gloomy. I did not know what was in store, as I had not come to the NASG convention before. I did know I would be able to see the best of S gauge products without wading through all sorts of scales that I had no interest in. That, in itself, was uplifting.

Unfortunately, I didn't get to that uplifting experience immediately because I was confronted with another one: The RDC ride scheduled on the Reading & Northern Railroad Company. I was an overflow passenger as the bus was, happily, sold out. I say happily as I got to ride with Dave Heine, his wife, and Jace Kahn.

The hour-long ride felt much shorter. Pulling into the R&N lot was impressive: A ten-wheeler greeted us, set next to an ancient water tower. The buildings on the property were crisply painted and the platform was spotless and safe. Surprisingly, there was not one, but two RDCs. I grabbed a seat on the one with the snack bar, a seat where I could look out the front door window. It was a wise choice.

Now, many times one catches a tourist train ride, and it is an "up-and-back" affair. Not this trip. Scheduled stops included the

engine shop with a 65' turntable. Throw in a wheel shop, and my "education enthusiasm" meter registered a ten. Then came a photo run-by! Not the last one either. The blasting horn was capped by the Doppler effect too. Nice.

I was also thrilled with entering the cab of 2102, a true monster of the rails. I know how to start it up, too. First, just turn the red valve . . .

Onward we pulled into a station where we were treated to ho-ho-hogies for lunch. I say it that way because they were huge and delicious. I knew immediately what I was having for dinner--the second half.

Onward to the eclectic town of Jim Thorpe with its fabulous station. After getting a modest half a quart of Ice Cream in a cup, I walked up the hill by all the shops and hotels. It was a perfect lay-over. Did I mention we had another run-by photo op? Who was the guy up front in the red shirt?

Returning back over the sixty miles we had traveled earlier, we stopped for a . . . you guessed it . . . another photo op. Nice.

I started the next day with breakfast, hearing about a member's train trip down from Vermont. He too weathered the storms riding in comfort on Amtrak. Both of us made the right choice, and we avoided the flooded roads.

We couldn't rush 9:00 a.m. as we weren't dealers, but the doors to the tables covered with goodies finally parted. I wasn't disappointed as I had both scale and tinplate all over the place.

It was great seeing Doug Peck and grabbing a few items I needed. The parts guys in our hobby are a key to keeping our equipment from being sidelined and off our mainlines. Gotta' keep them rolling and producing revenue.

I missed a 0-8-0 that caught my eye. It had a fair price, and I walked down to the end of the aisle to 'think about it.' Wrong! It was being bagged up by the time I got back. Less than two minutes. I learned a lesson that is important to all S Gaugers. If you see what you want, don't hesitate. Strike right away. Not having enough motive power during peak demand periods

could be a problem. Worse, you might not have the correct car to drop off to a shipper on your line.

One thing you should be aware of if you have not come to a convention is this: you will not be dining alone. There are plenty of folks that reach out to the newbies and make them comfortable.

Saturday morning I went downstairs to see the contest models, and I hung around for the judging. Now if you haven't listened in on the scoring conversations, you might do so. Not that you should rush off and enter next year, but you will learn so much as to what goes into a top model. Just the short time listening gave me some insights as how I might improve my equipment and scenery. Will I enter the contest next year? Maybe. There is a category for "first-timers." Hmmm. Upon reflection, if it is your first time, bring a favorite model.

Did you notice something about the product selection that is new and important? More and more of our new products are 3-D printed. I predict this will be very important to our scale. We don't have huge numbers of hobbyists in our scale, so a manufacturer who can provide a small number of specialty items to a small number of enthusiasts might make it in that niche. Even better, if the ones who want a specialty engine, as an example, might fund the laser programming of, say, a locomotive shell. This harkens back to the days when American Models or SHS would have pre-orders to cover product development and manufacturing. Think about it, and maybe talk it up with members of your club.

When it was getting to the time I had to leave to catch the train home, I felt I had spent my days at the convention wisely. I learned quite a bit, bought a bunch of items I needed, and made new friends.

When I returned home and reported to my scheduling department (whom I married fifty-one years ago), I knew the next convention would be on my calendar.

Thank you, everyone. Successful events like this don't just happen, they take work.

Bruce Carter

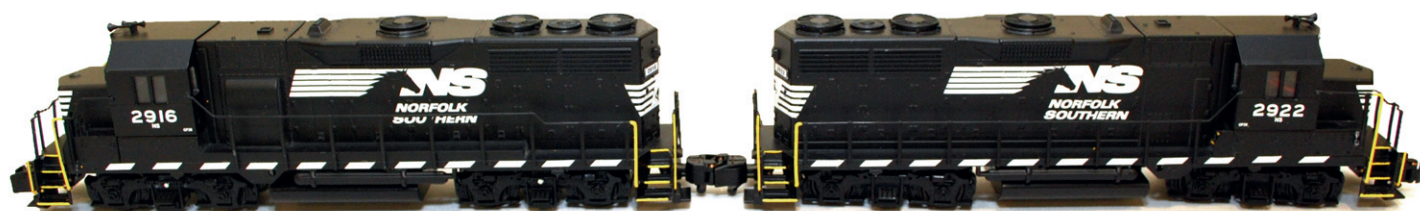
2024 "Susquehannock" Convention

Model Contest Results

Photos by Hank Worrell



2nd Place Master Craftsman - Diesel & Electric, Kit & Converted: Ron King - New York Central A-B-A - PA Units #s 4212, 4302 & 4211



1st Place - Craftsman, Diesel & Electric Locos: Ed Cubick - Norfolk Southern Dual Unit



1st Place – Master Craftsman, Diesel & Electric, Scratch Built: Bill Geracci – New York Central RF-16 #1205



1st Place – Craftsman, Freight & MOW Equipment, Scratch Built: James Soberman – Virginia Western wood flat car



1st Place – Master Craftsman, Passenger Car, Kit & Converted: Ron King – 2 New York Central Passenger Cars #s 476 & 400



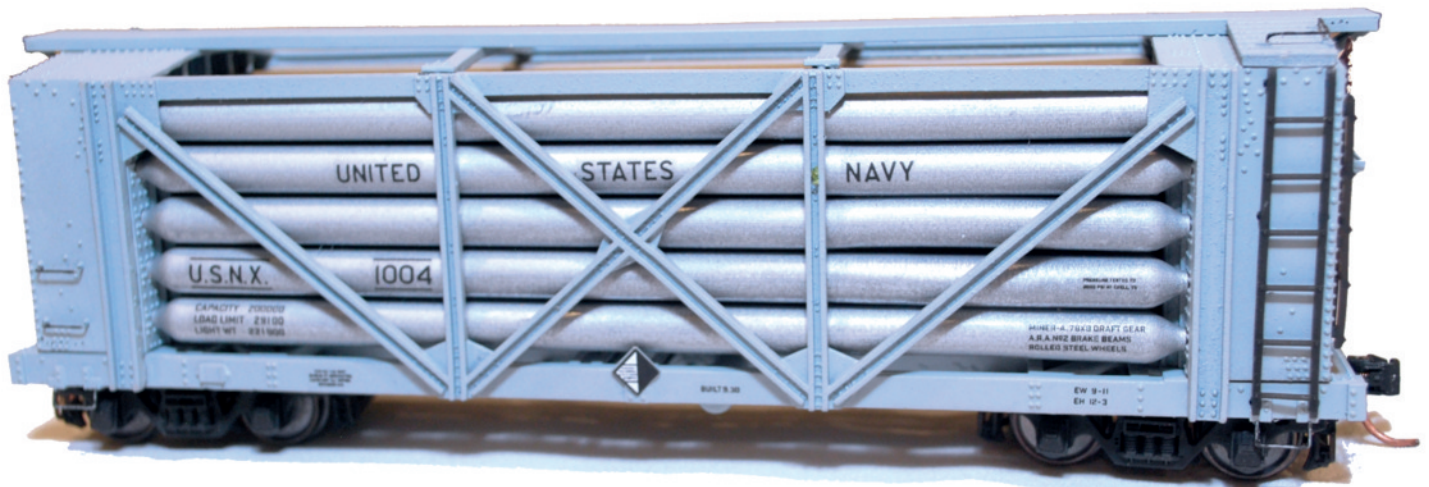
1st Place - Amateur, Kit & Converted Structures: Joe McGee – Union Fuel Company



1st Place – Craftsman, Diorama – Scratch Built: Ed Cubick – American Flyer Oil Supply Depot – Reimagined



1st Place – Master Craftsman, Structures – Scratch Built: Charles "Buff" Buffington - Doozy Light and Lamp Company



2nd Place – Craftsman, Kit & Converted Freight Car: Norman Bos – United States Navy Helium Car

3d Place – Craftsman, Kit & Converted Freight Car: Hugh Sinn – Northampton & Bath Box Car for Cement Bags



My Life-Long Love of American Flyer Trains

By Terry Didion / Photos by the author



The wait has ended for the passengers on the platform at Pikesville Junction as the Silver Streak passenger train has arrived, on schedule as usual. A freight train is passing in the opposite direction on the double track mainline while in the distance a GN GP9 and a Burlington GP9 are moving the freight.

I am 79 years old and a lifelong collector and operator of American Flyer trains. The first set I got was for the Christmas of 1954 when I got the Comet freight set from Santa.

That was followed up over the next few years with more cars, accessories, and a few used sets. My interest in trains slowed a bit with college and the military but even during this time I stopped at hobby shops and purchased an occasional item.

When my son was born, I set up a train in his bedroom, and he was fascinated by it. In the process, I got back into collecting. Unlike many others in our great hobby, I never got rid of anything I acquired. I always carefully wrapped

pieces in my collection for storage, and I still have my original set from Santa! I originally built a small 8' x 8' layout, but when we moved into a larger home, I had a 15' x 30' room in the basement that became the home of the new layout. The train table is 11' x 22'. I used a 1949 Lionel showroom layout as the basic plan.

My son wanted a third level on the layout, so we added that. I use original Gilbert American Flyer track and roadbed but the curves on the main level are all the wide radius curves and roadbed that came out in the early 90's.

About 90% of the locomotives and rolling stock I have are Gilbert

American Flyer items and the remainder is newer Lionel American Flyer items.

My philosophy is simple: if I think an item will look good on the layout, I add it! I can run 5 trains on 3 levels when I have an open house, or when my son and daughter visit with our grandchildren.



Top: The NH Clipper is ready to leave Guilford station heading north. Beyond the passenger train the yard full of freight waiting to be distributed around the country.

Right: After a late-night problem with the crane, the morning crew is working as fast as possible to complete repairs so the adjacent yard can be cleared.



American Flyer Trains and Baseball

Combining Two of the Author's Favorite Things

By Mike Marmer / photos by the author



I had model trains as a kid, but they were mostly HO. My father bought an AF set in 1958 when I was 3, and I remember the night it first ran with the headlight blazing and smoke coming out of the stack as the train rolled through the dark. I put my trains into storage when I entered college in 1973, and they remained stored for many years. However, I got back into model trains in 1991 during our family's annual trip to Maine. On that trip, we found a train shop with a lot of used American Flyer and I was hooked again.

Goals Defined

My goals were to collect all the American Flyer items in the entire catalog for 1958 in excellent-plus to mint condition. I accomplished that goal in April 2019 with the acquisition of a 1958 Missouri Pacific passenger boxed set. I also collected sets in other years in the knuckle coupler age. I have made arrangements to donate my collection to the TCA when the time comes.

(Above) A handsome A-B-A set of C&O diesels arrive at the station on Mike's well-done hi-rail layout. His extensive collection of American Flyer, featuring all the sets from 1958, can be seen on the wall behind. The locomotives are from S Helper Service. (Below) This overview of the 13' X 9' layout shows how Mike integrated Plasticville structures, kit and kit-bashed structures and AF accessories.



Permanent Layout

With my collection complete, I wanted to build a permanent layout. My original plan was that the layout would use American Flyer track, and I would run only original Gilbert trains. However, I soon discovered the wonderful trains made by S Helper Service. I also found the excellent code 172 track and turnouts made by Classic Trains. Ultimately, I recognized that ballast greatly improves the appearance of the track. So, with the track selected, I turned to construction.

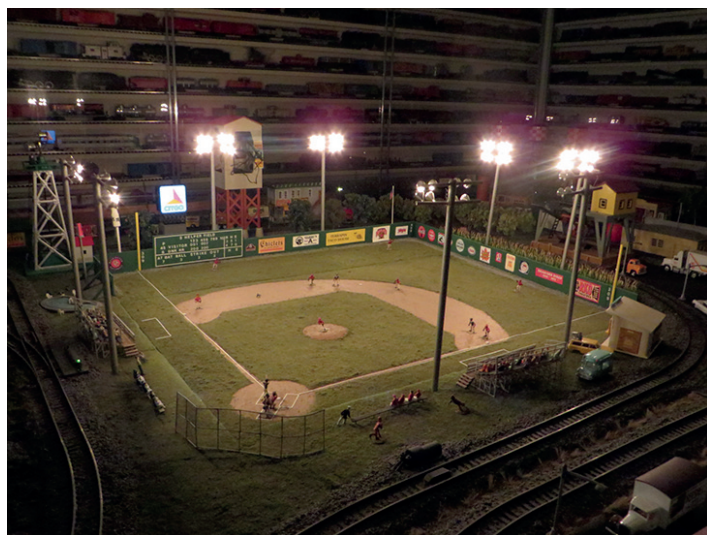
As a first-timer at layout building, I had little idea what I was doing. I had a track plan for a space measuring 13' by 9' but little else. Each step, from building the table to doing the wiring to completing scenery, was a learning experience. The table is basically two girder tables I built with precut wood, a Phillips screw driver, and a drill. The middle of the table is just boards connecting to the two tables. Ideas for the layout, such as which structures would be used, came to me as I went along. Before this, I had never built a kit. The first kit I built was a water tank.



The most popular place in town on game days is the Branford Diner. The parking lot is full to overflowing as it often is. This nicely detailed scene is typical of what Mike has done across his layout.

An S Helper service Consolidation pulls a string of freight cars past a nicely detailed kit-based ESSO gas station, which Mike bought. Business at the station is booming.





A highlight of Mike's layout is S Helper Service baseball field. An exact scale reproduction of an actual ball diamond, this scene sits on a removeable lift-out panel. The reflectors on the working flood lights are actually SHS smoke fluid funnels provided by Don Thompson. Games can be played day or night!

Despite some parts missing and not soaking the four pieces of wood for the tank, it came out very well.

In the end, my layout utilizes a combination of kits and Plasticville. With some paint, even Plasticville structures can be made to blend in nicely. For example, I painted the Plasticville railroad station with plastic inside where the windows are. There are people waiting for the train and even a dog, and two lights illuminate the waiting area. The nicely painted Plasticville barn was given to me that way. I painted the Plasticville windmill with different colors for the blade wheel.

There are accessories on the layout too. I bought the oil drum loader in 1993. The

exterior was in bad shape, so I painted the base with concrete paint. I found the proper AF green paint for the roof and the drum ramp. I used brick paper for the walls and painted the windows and doors.

The layout is powered with a Lenz Digital Command Control system. I have several DCC equipped engines with the sounds, and I even have five AF action cars controlled with DCC decoders. The cars work anywhere on the layout!

Baseball Field

Besides DCC power, one of the most unique features of the layout is in the center. I realized that I needed a pop-out section to reach the interior parts of the

layout but didn't know for sure how to scenic that section. My wife, Linda, gave me the idea for a baseball field. We both love baseball and she keeps score at the games we go to. I did research on the dimensions for a baseball field including how wide the lines on the field are, the shape of the pitcher's mound, the size of the bases, and even how tall the light poles at a ball park are. Everything is in scale except the outfield. That would go off of the table! The baseball park is called S Helper Service Field and Don Thompson provided a pack of 100 AF smoke fluid funnels which I used for the flood light reflectors. They work perfectly and allow for night games.

Collecting AF trains and building the layout has been a long, but satisfying journey, complicated somewhat by medical conditions I've dealt with. But my wife is very much into the trains, and I've made many good friends along the way. It is a fun hobby, and I would encourage anyone thinking of building a layout to jump right in. If I did it, I'm sure you can, too!

Mike's layout features carefully detailed structures, and his scenes are brought to life with figures, animals and vehicles.



The American Flyer Freedom Train & the Real Deal

By Bill Clark

Spirit of 1776



Flyer PA set on my layout.

Have you ever looked at a new train catalog and passed by the opportunity to explore the purchase of a set and then years later decided to buy the set and its add on cars? Well, I did in 2008 when Lionel cataloged the Freedom Train. I just didn't know anything about the real Freedom Train and thought it was an odd set to produce in its red, white, and blue colors. Lionel was producing lots of more interesting American Flyer items to purchase from my perspective at the time. It was a year of many special offerings, including the Legacy Big Boy.

Then in 2021 a friend of mine from my train club purchased the Flyer Freedom

Train and alerted me to the fact that the real Freedom Train was something very special. That led me to the internet to find out about this special train. The Freedom Train happened twice, the first time in 1947 to 1949, and the second from 1975 to 1976. The Flyer version was of the first train, but both have been modeled by Lionel and other manufactures in many gauges.

For this article, since it is about the Flyer train, I want to tell you a little about the first real Freedom Train. The idea for the train came from Tom Clark, the US Attorney General in 1946. After the victory of WWII, he felt that Americans were taking the principles of our liberty for granted and something



should be done to make them aware of how special these principles were. President Truman supported the idea, especially since it would be funded by donations and not at government expense. As plans developed, Thomas Brophy, of an advertising firm,



Prototype Freedom Freedom Train

described it as a “Campaign to Sell America to Americans.” The American Heritage Foundation was created in 1947 to oversee the train, its contents, policies, and route across the country. One of the members of the Board of Trustees for the foundation was John Foster Dulles, who became Secretary of State. All of the trustees were important leaders of the time.

The items to be exhibited on the train were very special and most have never again left their home in museums since. They included the Declaration of Independence, an original copy of the Constitution, the Emancipation Proclamation, an original copy of the Gettysburg Address, the Iwo Jima flag, the surrender documents of the Japanese and Germans at the end of WWII, the British Magna Carta, and six historical flags. There were 127 documents in all.

The train itself was very special. First, the locomotive was produced by ALCO in August 1947 just to serve this train. It was a PA-1 numbered 1776 and named “Spirit of 1776.” The locomotive and all seven of the cars were painted white with red and blue feature stripes down the sides. The passenger cars were all donated for the train by the Santa Fe and Pennsylvania railroads plus the Pullman Company. These were a baggage car used as the train’s power/tool car. Three cars were reconfigured to be display cars, and three cars from Pullman would serve as

accommodation cars for the train’s staff during the journey. All of the cars were returned to their owners after 1947 and went back into service. After the train’s journey ended, the PA-1 locomotive was sent back to ALCO, who refreshed the locomotive and sold it as new to the Gulf, Mobile, and Ohio Railroad. Only one of the original cars, the Glen Fee, still exists and is displayed at the Galveston Island Railroad Museum.

The train traveled across the country from September of 1947 to January of 1949. Its trip was 37,160 miles long on fifty-two railroads and it stopped at 326 communities. Three-and-a-half million Americans got to view the exhibit with some waiting six hours to get onboard.

The train had a specialized staff to keep it running for all those miles. ALCO and the Pennsylvania Railroad provided a mechanical and operating staff of seven

people. The Pullman Company furnished a Conductor and three Pullman Porters to serve the Marines, who provided security, and other staff who ran the exhibition.

One of the most interesting facts about the train’s history was its run through the south. Segregation was still in practice there in the late 1940s. Even though it was the Freedom Train, many southern cities and towns tried to have the races separately view the exhibits. The Truman administration announced in September of 1947 that a policy of desegregation would be used for the train. The racial issues were very forcefully expressed in cities like Memphis, Montgomery, and Birmingham. The train did not stop in those cities. From what I have read, it did not stop in places where blacks and whites couldn’t be on board at the same time. According to one source, after Birmingham insisted on segregating visitors, no other city attempted to do so. All people had to do was get into line and await their turn to board.

This short article includes only a small amount of the information about the 1947-49 Freedom Train, so those with an interest to learn more can check out at https://en.wikipedia.org/wiki/Freedom_Train or a special site at <https://www.freedomtrain.org/>.

After doing my research to find out why the Flyer train was special, even after thirteen years I decided that I wanted one. They do not come up for sale much so Lionel must not have made a great number of the American Flyer basic set, 2 car pack, and extra display car. Luckily I was able to buy all of them at Trainz, but not all at the same time. It took about a month of watching their website to get them. I was fortunate that the set, which includes the



Prototype Freedom Train PA



Pennsylvania RR #9480 car used for display of items

engine and four cars, was new and unopened. The extra cars were not new, but in Like New condition.

The set was made in 2008 with a Lionel number of 49662 and lists for \$548 in the latest Greenburg's Guide. The 2-pack

from 2008 is numbered 49922 and lists for \$150 while the single display car 49929 produced in 2009 lists for \$73.



Pullman Central Plains #2871 observation car

Lionel did a great job in replicating the actual train with the Flyer version. The engine is very attractive as seen in the photo. It contains the type of truck that has three geared power axels per truck unlike earlier versions, which had only two. The cars are the Lionel heavyweights that were first tooled in 2006 in a Union Pacific livery.

The engine has both GE and ALCO symbols on the nose with a large golden eagle on each side. The next car is the baggage car supplied by Santa Fe that was used as a power/tool car. It has a large round Great Seal of the US on one side and the seal of the American Heritage seal on the other. The next three cars were from the Pennsylvania Railroad and were reconfigured to be the exhibit cars. Two had the large eagles and the one in between had the large words Freedom Train on the sides. The next three cars were furnished by Pullman with the last one being an observation car. The first Pullman car has the large eagles, the second the wording Freedom Train, and the observation has the Great Seal of the US on its sides with a small American Heritage Foundation seal on the observation platform. President Truman gave an address about the train on that platform.

There are a number of things that Lionel did special for this train. First, the tooling to produce the exhibit cars was special and not used since for any other set. The tooling completely blanked out the windows of Santa Fe coaches. At first, I thought there was a piece of plastic to cover them, but on inspection it was part of the shell. Next, the symbols and wording



American Freedom Train on my layout

on the cars and engine are separately applied to them and not painted on. This had to be time consuming and expensive.

One thing I discovered in my research was that Lionel reversed the images on the two Pullman coaches from the actual train. I thought maybe my train was just a mistake, but my friend checked his cars and they were reversed on his also.

I have included a number of photos here of the Flyer train.

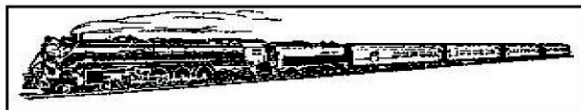
When I had all the components of the train, I unboxed everything to see if it would run. Well, it would just creep, which might be expected for an engine 13 years old that had never been run. To get it going, first I decided to lubricate the ALCO in the appropriate places. Next, I decided to look

at the traction tires. What I found was that they were brittle and hard and almost crumpled as I examined them. Once they were removed, I put on new ones from my parts box. The engine came with extra tires, but I figured since they were also 13 years old, fresh ones were better.

The cars were the next things to work on. First, I lubricated all of the axles. Second, on the recommendation of my friend, I cleaned all of the wheels with a rotary wire wheel tool on a Dremel tool and then used a solvent to clean them. I couldn't believe how much dirt came off the 84 wheels of the cars.

With this accomplished I put the train back on the main line and gave the engine power. This maintenance made all the difference as now my Freedom Train was running as it should. I really enjoy my Freedom Train and hope you have enjoyed hearing about it plus the story of the real train.

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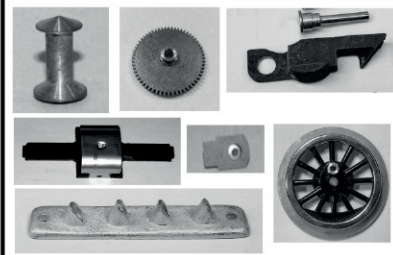
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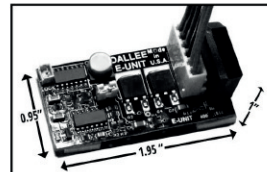
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Out Along The Line

photos by



NASG members



Austin Birkey

Smoking up a storm, double-headed AF Hudsons are greeted by waves from waiting passengers in a scene created on Austin's layout. Austin took the photo and added the smoke and steam effects. Brooks Stover added the fireman's waving arm and the green signal light.

Bob Bubeck

A 1952 American Flyer 365 PA/PB pair pulls a No. 5108 De Luxe Passenger Set around a sweeping curve and through the grade crossing. The action was photographed on Bob's stunning AF layout by Dan Machesky.



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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: I am retiring from the hobby at age 83. A 50-year accumulation of S scale equipment is available. Items include engines, freight cars, passenger cars, structures, scenery details, DCC system, wireless DC system, etc. Lots of NYC steam. There is no prepared list and no pre-established prices. Tell me exactly what you seriously want, and I will send photos with description if I have it. While unorthodox, this procedure has already worked well for quite a few folks. No one has complained about the price of anything since you get to specify what you want to pay. If we agree, the item is yours. Email communication works best for me.

Ed Loizeaux Loizeaux@SBCGlobal.net (2)

FOR SALE: Overland Models imported brass diesel with custom NYC authentic half-stripe paint scheme is now a buying opportunity. Engine comes with River Raisin Models improved drive, decoder (silent) installed, crew, couplers and a working diaphragm. Test run only. Effectively brand new. Ask questions or request more photos, but eventually please make your best reasonable offer for my consideration. If it makes me smile, the loco is yours. If not, I get to keep it. Fair enough? With this arrangement, nobody has ever complained about my prices. Think about that. Email communication works best for me. Ed Loizeaux Loizeaux@SBCGlobal.net (1)

FOR SALE: Classic Toy Trains magazine collection, April 1990 to present, P-10, free to NASG member, must pick-up or pay shipping; Racing Champions 1/64 (S scale) 6 die-cast cars ('56 Thunderbird, '69 Cougar, '62 Pontiac, '66 Chevy Nova, '86 Buick, '70 Chevelle), C-10, OB, \$18 + shipping. Email: jshirey1@comcast.net; 916 429-2764, 9:00 am – 5:00 pm PST. (1)

FOR SALE: Lionel AF Hist. Am RR # 5 Complete NYC Set: GP9 4-8552, Cars: 4-9005 piggy-back with trailers, 4-9106 3-dome tanker, , 4-9209 cov. hopper, 4-9304 gon. with all canisters, 4-9713 box, 4-9404 caboose. All Ex with original packing, run 1-2 times. \$ 225. Engine tested okay Dec 2023. Four Ex 1979 Lionel AF cars: 4-9100 Gulf tanker, 2 4-9200 Chessie hopper (1 is NIB), 4-9700 Santa Fe Box with door nibs, \$95 for all 4. Plus shipping. Email: p3garm@hotmail.com, Or call 201-452-1953 and leave message. (3)

WANTED: AF/L 48155 DRG PA AA NIB. AF/L 48147 SF PA AA NIB. Rich Colby 530-265-6527 (3)

WANTED: River Raisin 2-8-4 Boston & Albany engine, painted with a green boiler in the box, in good condition. 'S' scale w/scale wheels. Richard Haley bigsticks68@gmail.com (2)

FOR SALE: AF 6-5520: #372 Union Pacific Engine, #924 Cement Car, #911 Pipe Car, #930 Action Caboose, #915 Unloading car \$185.00
Lionel Steam with 602w Tender, 6456 Red Hopper, 6465 tank, 6527 caboose, 6462 gondola, and 3472 milk operating car \$150.00
Lionel 6-52321 TCA Southern Pacific Trainmaster Locomotive and 6-52326 caboose \$325.00
Bob Hartzell Cell 610-570-7121 1960 Linden Lane Whitehall Pa 18052 (2)

WANTED: Des Plaines Hobbies 2010 S Fest Elgin Joliet and Eastern box cars. DPH product no. 2503.1 (EJ&E car no. 609020) and DPH product no. 2503.4 (EJ&E car no. 61398). Email: tpatterson31@wi.rr.com (1)

WANTED: Either running or non-running chasis with wheelsets for a Santa Fe #360 A-unit.
Jim Bender 672 Beechwood Ave, Bridgeport, CT 06605 cell 203-913-8187 (1)



In Memoriam

Philip S. Howe	Grayslake, IL
James H. Larson	Roscoe, IL
Bruce Lazarus	Woodland Hills, CA
Gary D. McCullah	Faemington, AR
Russell L. Sanford	Ridgecrest, CA
John Vanacore	North Haven, CT
David G. Whitworth	Edgewater, MD

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

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Calendar of Events

56th Annual Div 7 NMRA Fall Train Show

October 12-13, 2024

Lakota West High School, 8940 Union Centre Blvd.
West Chester, OH 45069.

11 am to 5 pm both days. Many scales & sizes of operating layouts, plus hundreds of sales tables of new & used model trains, books, collectibles. \$10 cash-only admission. Kids 12 and under + scouts in uniform free w. paying adult. No animals allowed except service dogs. Wheelchair accessible. Food and refreshments available. Free parking. Door prizes. On the web at www.cincy-div.7.org

The Barry King Memorial Train Show

Oct. 14-16, 2024 9 am - 5 pm

Reliance Fire Hall, 1341 W. Market St., York PA

Open to the public, free admission. All gauges of trains and vintage toys. 8 ft. tables for all 3 days are \$60 ea. For info contact Todd or Bev Metcalf 860-432-2124 or email trainsmore@aol.com. The "Flyernut Meeting" will be held at 7 pm Thursday, Oct. 17, 2024 in the Orange Hall Meeting Room of the York Fairgrounds.

Alto Model Train Museum Association

Sunday, November 3, 2024 9:00 AM to 2:00 PM

Blair County Convention Center, One Convention Center Drive Altoona, PA 16602

Admission \$5.00 Children under 12 free Lionel Train Set door prize giveaway Largest show from Pittsburgh to Harrisburg For information, tables or direction contact: Steven Barr 1422 - 20th. Avenue Altoona, Pennsylvania Phone: (814)312-6178 140 +/- tables Scales toy trains and parts Food Available Clean Restrooms Well-lit Display Area Over 800 parking spaces

Breslau Train Show

Sunday, September 29, 2024. by WOD-NMRA. 2 minutes east of Kitchener, Ontario. Manufacturers; vendors; four "free" seminars; operating layouts; large LEGO display. \$300+ in Door Prizes. Preview video: https://youtu.be/sSC-TA_feMM. Ample free parking. Breslau Community Centre, 100 Andover Drive, Breslau, ON. 10 a.m. to 3 p.m. Admission: Children under 12 Free; General - \$6.00; NMRA members - \$4.00.
TrainShow@wod-nmra.ca

The Great New York State Model Train Fair

Saturday, Nov. 2: 10AM-5PM

Sunday, Nov. 3: 10AM-4PM

All Adults (16 & over): \$15

All Children (15 & under): Free

Tickets sold at door. Free parking.

New York State Fairgrounds, 581 State Fair Blvd., Syracuse, NY 13209

www.modeltrainfair.com

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

Hendricks County Fairgrounds

1900 E Main St

Danville, IN 46122

The Indiana S Scalpers 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



New Members

May 1, 2024 to June 30, 2024

Ray Adkisson	Cherry Hill, NJ
James M. Alessio	Midlothian, VA
Andrew J. Angyal	Gibsonville, NC
Greg Baker	Saint Cloud, FL
Alec Bonawit	Vermilion, OH
Bob Brown	Amarillo, TX
Bruce W. Button	Concord, MA
James G. Collette	Nokomis, FL
Jack W. Debolt	Tucson, AZ
Craig Ellick	San Rafael, CA
Lawrence Friedlander	Rivervale, NJ
Marc Hazur	Harrisburg, PA
Richard L. Hedges	Lawrence, KS
Anthony Hope	Windsor, ON, Canada
Herbert M. Keedy	McDonald, TN
Leo Liias	Peabody, MA
Alan Loizeaux	Flat Rock, NC
Neely's Train Shop	Altoona, PA
Ronald Orlando	Cleveland Heights, OH
Bill Russini	Bradenton, FL
Robin Vanacore	North Haven, CT
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Harry Zeek	Palm Bay, FL



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