

THE

DISPATCH

JULY-AUGUST 2020



COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC



NMRA Sn3 TRACK AND WHEEL GAUGE
\$7 members
\$14 non-members



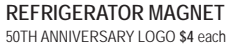
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TO ORDER any of these products, download an order form at www.nasg.org/Store or write your order legibly on a piece of paper. Make checks payable to NASG Company Store and mail to: JEFF MADDEN, 438 BRON DERW CT., WALES, WI 53183

IMPORTANT: Be sure to include your member number, quantity desired and sizes. PRICES include shipping to anywhere in the continental US. All shipping is by US Mail. For shipping outside the US contact the Company Store. Wisconsin residents please include appropriate sales tax and county of residence. If you have questions contact Interim Storekeeper Jeff Madden at 262-968-3729 or e-mail to companystore@nasg.org
TO SHOP ONLINE: Go to <http://www.nasg.org/Store/CompanyStore.php>
Choose the items that you want to purchase and click Add to Cart and follow the instructions.

CLUB CARS FOR SALE

ANY MEMBER CLUB with special edition cars from conventions of fest can advertise them here for no charge. Send a hi-res jpeg photo and information to dispatch@nasg.org



AF BUSWEISER WOODSIDE REEFERS from the 2019 Fall S Fest available from AFSGLA for \$70 each including shipping. Mail check payable to ASSGSLA to Moe Berk, 39 Graeler dr., St. Louis, MO 63146



2019 NASG CONVENTION BOX CAR featured the US Playing Card Co. Bicycle logo. The white bodies/blue roofs display the red logo #1985 & red roof displays the blue logo #2019. Hi-rail & scale available for \$70 plus shipping. Visit www.COSG.Club for info and order form or call COSG 614-766-9033

S FEST 2018 ILLINOIS CENTRAL REEFERS AND GONDOLAS



The CASG offers Reefers & Gondolas for \$57/reefer and \$60/gondola in two different road numbers. shipping \$12.65 for any number of cars. Specify hi-rail or scale. Gondola is only hi-rail. contact Wayne Grassell at 847-744-0363 for availability. Specify car, mail check payable to CASG, to Wayne Grassell, 3115 Country Lane, Willmette, IL 60091

SOHIO TANK CAR These Lionel American Flyer cars sell for \$70 including shipping. Make checks payable to SCSGC, mail to Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718



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2017 CONVENTION CARS AND TRAILERS TOFC \$60 each, TRAILERS \$20 each
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The GOLDEN GATE AF CLUB has a Deep Rock tank 2 car set for \$159.95 + \$15 shipping. Checks payable to GGAFCL, send to Paul Guaraglia, P.O. Box 4054, Foster City, CA 94404-0054

2019 American Flyer Commemorative Car \$69.00

includes domestic shipping. Since 1981 NASG has contracted with Lionel to produce a limited-run car so a caboose represents the end of the line. **NOT PART OF SALE**



NASG CAR DISCOUNT SALE

ALL CARS ON THIS PAGE EXCEPT THE 2019 CABOOSE ARE PRICED AS FOLLOWS
Buy five or more cars — Take 30% off
Buy four cars — Take 25% off
Buy three cars — Take 20% off
Buy two cars — Take 15% off
Buy one car — Take 10% off

2012 Marathon Motors Boxcar \$75.00



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2017 and 2018 American Flyer Commemorative Cars \$69.00 each or two for \$130.00



2015 Convention Car \$68.00 hi-rail only

Kansas City Southern PS2 hopper car by MTH
Numbers 286707 or 286815



2006 General Electric Crane Car \$70.00
2007 General Electric Boom Car \$52.00
BOTH CARS ONLY \$115.00



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TO ORDER THESE CARS

Make payment out to NASG and mail to:

Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208

Please include the following in your correspondence:

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

5. Maryland residents add 6% sales tax to your order.

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

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

The Dispatch Manifest

Volume 44, Number 4
July-August 2020

COVER is the scratchbuilt icing facility on Lamont Heppe's Calabash Terminal Railroad.

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NASG DISPATCH

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MEMBERSHIP YEAR

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

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P. O. Box 268, Middlebury, CT 06762
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ADDRESS CHANGES

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

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

NOTICE TO READERS: All warranties and claims made by advertisers in the DISPATCH are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material for any reason. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility.

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President's Message

Will Holt, NASG President

GETTING BACK TO NORMAL

By the time you read this, it is hoped that the Covid-19 situation is under control, with the stay-at-home orders are rescinded. And that we are finally able to enjoy many things that were not possible since February/March. Not having the opportunity see family and friends is a hardship for all of us.

The loss of many opportunities to fellowship with S model railroaders has been difficult. The cancellation of local club meetings, local train shows, TCA train meets including York, the Spring S Spree, the NASG convention and others more left us without camaraderie. Even hobby shops were closed as non-essential businesses.

Hopefully, the time did not go to waste. Did you, as I did, work on your layout? Work on that locomotive, car or structure project that has been languishing for some time? Read up on railroads and model railroads?

If the stay-at-home restrictions are lifted let us get back to the fellowship of model railroading, especially S. Make sure you get to your local club meeting. Not a member of a local club? Check the NASG

web site for club listings and join a local club. No local club? Use the membership directory to contact other NASG members in your community. Get to know them, perhaps starting a local club. Or put a personal ad in a local paper and find out if there are other S model railroaders in your locale (you may think you are alone, but probably are not).

There will be a couple of opportunities this fall for S gatherings that remain on the calendar. First will be the O Scale/S Scale Midwest Show coming in September. Located at the Wyndham Indianapolis West it will be September 19-20.

The venue is in the immediate area of the Indianapolis airport for those of you who might choose to fly in for the event. It is focused on the scale side of S. Stay tuned; there may be a special NASG event in conjunction with the show.

For all aspects of S, the Fall S Fest will be the first weekend in November. Located in the Four Points Sheridan Hotel in Milwaukee, Wisconsin, the Fest will be November 6-8. The Fest will be celebrating its 45th Anniversary

And some of you may also wish to stay over or return to the Milwaukee area for Train Fest 2020 at the Wisconsin State Fair Park in West Allis the following weekend. There will be several S manufacturers and vendors at this large show along with a couple of S layouts.



New Orders

Richard Caugherty, Editor

Well, you have received the first issue of *The Dispatch* that I edited. Sorry for any errors, but it was not a fun task. This time I have had more time between one issue and the next. Also, I think I have a better grasp of how to use QuarkXpress software. I am not an expert by any means, but I at least can put the magazine to bed without too much trial and error that accompanied the May-June issue.

This month I have made some major changes in hopes of providing more space for articles and having more color pages together. It is difficult to layout pages and not have more color pages in closer proximity. Working with my agent at the printer's we can up with the new color page distribution. Currently, our contract is for 16 color and 16 black and white pages to be printed each issue.

It might be early for you but as the editor I am seeking Christmas articles. Specifically, I want stories and photos about your Christmas when you

received your first S gauge train. What did you receive, and do you still have it? Photos would be fantastic to use with your memories. Do not put off getting your story as the deadline is September 1 for the November-December issue.

This is like making a Christmas wish list. I am also hoping to seem members sending in more stories and photos about their layouts. I will consider all shapes and sizes. Include everything from how you started, your construction and scenery techniques, types of track and switches, a roster of engines, do you run freight or passenger cars or both, what is your favorite thing on the layout, and a brief biography. Longer is better as it can be edited, but too little information leaves the reader wondering.

See the Guidelines printed in the May-June issue or go to the NASG website. Also, deadlines for all issues are printed every month on the Manifest page.

If you have suggestions for *The Dispatch*, please write to us. Letters to the magazine make for a great forum for the S Gauge world. I read everything you send to *The Dispatch* although I may not respond or print every letter received. I do thank you in advance.

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Member Dues

As of April 1, 2016, the yearly member dues are as follows:

\$18⁰⁰ One-time 6-month Trial Membership

\$30⁰⁰ Regular

\$50⁰⁰ Contributing

\$40⁰⁰ Family

\$50⁰⁰ Club, Business, etc.

You can now **renew your membership online**. Go to the web site **www.nasg.org** and click on **Membership**. Click on **renew online**. Enter your name and member number and follow the instructions. Have your credit card ready. You can still renew your membership by sending a check or money order by mail, payable to NASG, to:

Dick Kramer, Membership Secretary,
P. O. Box 268, Middlebury, CT 06762-0268

NEW MEMBERS

NASG New Members March 1, 2020 to April, 2020

Welcome

Mike C. Ashum.....Manhattan, Illinois

Robert Costanz.....Fayetteville, N. Carolina

Wayne Eastlack.....Germantown, Tennessee

Rick L. Evans.....Atascadero, California

Tyler J. Froatz, Jr.....Faribault, Minnesota

John C. Hamilton...Nottingham, Pennsylvania

Michael J. Hegedus.....Palmyra, Virginia

David Johnson.....Evergreen Park, Illinois

Walter H. Jopke.....Eden Prairie, Minnesota

Peter B. King.....Kinkardine, Ontario, Canada

Robert Lindberg.....Grants Pass, Oregon

Peter Loeb.....Nampa, Idaho

Jerry Memmer.....Franklin, Indiana

Bill Nagel.....King Ferry, New York

Daniel E. Nolin.....Reston, Virginia

James Robinson.....Langhorne, Pennsylvania

Kenneth G. Smazik.....Kennesaw, Georgia

Ray Steffens.....Norfolk, Virginia

Timothy F. Vana.....Omaha, Nebraska

Robert Verna.....Clayton, North Carolina

Deceased Members

Frank Emiro.....Kodak, Tennessee

Allen W. Lewis.....Carrollton, Kentucky

Harold Minkwitz.....Dover, Delaware

Bill Oertly.....Roanoke, Virginia

Steve Spence.....Allentown, Pennsylvania

Thomas Boles of Philadelphia, PA,
has made a donation to the NASG.

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NASG on FACEBOOK

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

NASG regional alignment reaffirmed

THE REGIONAL REALIGNMENT OF THE NATIONAL ASSOCIATION OF S GAUGERS

As presented in the last issue, our organization is divided into three regions. They are primarily an administrative tool. But is also in important for serving the membership better.

Each region is represented on the Board of Trustees by a Region Vice-President, each Region Vice-President the primary contact for any member of that region for any issue regarding the association. Are you having a problem with your membership information, with needing some advice on a modeling project you are working on, with anything related to S model railroading? Contact your Region Vice-President; Jay Mellon for the Central Region, Jeff English for the Eastern Region and Pete Gehret for the Western Region.

As of July 1, 2020, the alignment of the regions is changed. This will service to better balance the membership numbers in each region giving you better access to your Region Vice-President.

The Central and Eastern Regions are renamed, but the final letter designation for a region in each membership number will remain either C, E or W. The Central

Region will become the Central/South Eastern Region. The Eastern Region will become the Eastern/North Eastern Region. The title of the Western Region will remain unchanged.

This in accordance with a vote of the Board of Trustees to change the Bylaws. Several NASG members will have the last letter of their membership number change effective July 1, 2020. New membership cards will only be issued at the time of that member's renewal. You will need to use your new membership number, with the appropriate change of that last letter designation for signing into the web site members only section, registering for a convention and other NASG matters the require a membership number. Carefully review the following to be sure you know if your membership number will change. This is effective July 1, 2020.

Yes, if you are in of the locales that are resigned to a region, to use the members only section you will need to register again using your membership number with the new region designation. When you register, the Web Master will respond with a temporary password. You may then sign in using the temporary password and then create the new password that you wish to use.

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

For the Central/South Eastern Region, the states of Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee along with the Canadian Province of Nunivut will move from the Eastern/North Eastern Region. The letter designation for the areas will change for E to C.

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

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

Dispatch Letters and Obituary Policies

The Dispatch Letters to the Editor Policy

- ▷ All letters must be signed (electronically is fine) including membership number, with address and phone number for confirmation purposes.
- ▷ Letters are limited to 250 words.
- ▷ Letters may be edited for length and available space.
- ▷ Letters will be rejected if containing derogatory statements about other individuals.
- ▷ Letters will not be responded to unless for clarity.
- ▷ Not all letters can be printed based on space limitations.

The Dispatch Obituary Policy

- ▷ Any member can have an obituary placed in the magazine.
- ▷ Obituaries should be limited to 250 words or less.
- ▷ A picture of the deceased may be included.
- ▷ Information should include: the deceased's full name and membership number, hometown, age, their interest in modeling, club(s) they belonged to, surviving family members, date of death.
- ▷ Person sending information should include their name, membership number, and contact information in case they need to be reached for any clarification.
- ▷ News obituaries will be written by *The Dispatch*.



Down by the Depot

by Carl Rudolph

Sacramento Valley American FlyerClub

An old Arabian curse goes “May you live in interesting times.” Well, these times with COVID-19 are certainly interesting and we feel the meaning of the curse. There is a considerable reduction in the activities of the clubs for obvious reasons during this time so there is less to report in this issue. But some clubs are still putting out some news, thankfully, so here is what we have heard:

The **South Jersey S-Gaugers’** newsletter sets the tone for a majority of those received – news that meetings soon have been cancelled as well as all local train shows and events. Great articles about American Flyer history, book reviews, and links to online items of interest replaced news about train shows and other club gatherings. There was a report on the last regular meeting at which **Mike McConnell** demonstrated the making of hopper and gondola loads, **Frank Fusco** demonstrated his DCC-equipped 312 K-5 loco, and **Ken Palmer** showed off his new Lionel Flyer work train.

The **Baltimore Area American Flyer Club** had planned on a Spring work session to do some repairs on the layout. Now that is on hold and everything else has been cancelled too. Club members are exhorted to send in pictures of what they are doing with their train projects at home – and then to host a meeting in the future so everybody can see the results of the projects for themselves.

The **Cuyahoga S Gauge Association** (Cleveland area), like other clubs, reported normal activities in February with a successful outing to the show in Mt. Hope but then in March everything changed. Like other clubs, the deadline for dues submission has been extended due to the situation.

The **Miami Valley S Gaugers** announced that they will not be hosting the 2021 Spring S Spree since the Central Ohio Club has rescheduled the 2020 Spree (cancelled, of course) for the Spring of 2021. So, Miami Valley will host in 2022. Meanwhile the newsletter had some nice photos of **Alan Smith’s**

latest products – metal steps for AF hoppers that have had the original plastic steps broken off, and a neat wedge snow-plow based on an AF box car or reefer. Member **Keith Wagner** has finished his layout (after only four years construction!) and sent in some great photos of scenes thereupon. Lastly, this was the first club to mention the possibility of a virtual meeting using Zoom or similar software.

The **Central Ohio S Gaugers – Northern Division** also cancelled all meetings for now and discussed using Skype or Zoom for virtual meetings. It was noted that the free version of Skype does not allow multiple attendees and that Zoom works better in a meeting situation.

The Milwaukee – area **Badgerland S Gaugers** had a good meeting at the home of **Ray Puls** with great refreshments and lots of members brought trains to run on Ray’s layout. Of course, this was all before the coronavirus crisis and no report since the start of that.

The **Chicagoland Association of S Gaugers** are pretty much on hold just like everybody else. They still have plans to work on the club’s layout trailer as soon as it makes sense to gather a group of people to accomplish the list of tasks. Meetings are being rescheduled and local events either rescheduled or outright cancelled, just as in other locales.

Up in the Minneapolis-St. Paul area, the **Pines and Prairies S Scale Workshop** are busy on their various home layouts as usual. They did have a meeting at **Terry Didion’s** home to watch his AF run and accessories operate. Since most of the members are scalers, some of this toy train action is unfamiliar to them, but they still enjoy watching the trains.

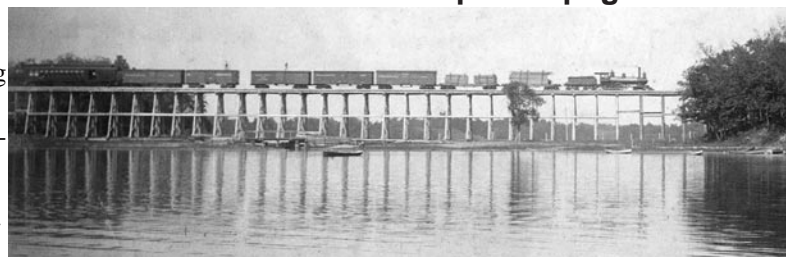
Meanwhile, **Steve Monson** is taking this stay-at-home opportunity to create the last piece of



his model of the Taylor Falls branch line. This piece is an extensive wooden trestle with many, many bents that must be constructed and then laying of individual stringers and ties. Lots of patience required but the reward is great! See the nearby photos of Steve’s work and the actual bridge he is modeling.

The Dallas-area **Lone Star Flyers S Gaugers** club is back with a new correspondent, **Larry Yurcho**, and we are glad to have them back! Here’s a quote of what Larry had to say: “The Lone Star Flyers S Gaugers meet every month on the second Saturday, or did, until this recent Covid 19 outbreak. We cover club business and run trains. We also have an optional meeting each month, usually the 4th Saturday to just run trains, work on the layout and enjoy each other’s company. We are currently working on completely redoing our downtown area to add a moving sidewalk and trolley car track that will run the entire downtown area. We are also in process of adding a roundhouse and turntable. The turntable was donated and one of our most skilled members, **Dave Leidel**, did a great job building the roundhouse from a kit. In recent weeks, since we have not been able to meet in person, some of our members that have layouts at home have shared pictures and descriptions of their layouts. Once we can, we intend to have meetings at their homes to view the layouts and run trains. Our next show is currently scheduled for The Plano Center in October and the two-day show in January of 2021 at the same venue. We are hopeful this virus won’t interfere with either of these.” We are with you on that!

See Depot on page 27



3-D printing: Removing printed

Dave Donaldson, Oxnard California, photos by the author

REMOVING PARTS

The printer has successfully printed your part. After hours of anticipation, it is now time to claim your prize. When the printing of the 3D part(s) is complete, the Build Plate will raise to its highest position to allow the excess resin to drip off the part, into the Vat below.

The 3D part will be suspended from the Build Plate. Disconnect the Build Plate from the printer. Place the long side of the Build Plate on a solid surface. Choose a tool to separate the 3D part from the Build Plate. The plastic spatula that comes with the printer is fine for use in the Vat, because its leading edge is rounded. However, for removing parts from the Build Plate, it is too blunt.

An effective tool requires a sharp edge, preferably made of metal to withstand the abuse. An old steak knife works well. Grind-down the tip to reduce risk of injury.

The sharp edge is perfect for sliding along the Build Plate and getting under the corner of the part. Gently pry one corner up, and eventually the part will come free of the Build Plate.

The Build Plate may get scratched in the process, which is fine. (A scratch is fine, but a gouge is not.) If you run your (gloved) finger over the Build Plate, and can feel a lump of metal, use some fine grit sandpaper WITH A VERY FLAT SANDING BLOCK to remove the lump.

Otherwise that lump will punch an impression into the FEP when the first layer is being formed, risking damage to the FEP. That said, take great care when sanding the surface of the Build Plate. It needs to remain dead-flat.

SUPPORTS

At this point the Supports are “soft”, in their uncured state. This is the time to remove them from the part, since there is less chance of damage to the part. (If they are cured first, the Supports can become brittle, and shatter when being removed.)

I use a Xuron sprue cutter, which makes very clean cuts, has a comfortable handle, and will cut through any Support.

It is now dedicated to this purpose, since it will get covered in resin. It is cleaned in the IPA bath after each use, but I tend to only handle it with gloves now.

Do wear eye protection! One of the Supports could still shatter, or flick resin at you. A full-face shield is a good option.

IPA

Excess resin will be clinging to the printed part and needs to be removed. (Otherwise it will harden and become permanently fused.) Several different “solvents” that can be used. The most universally accepted is IPA (Isopropyl Alcohol). 91% (or higher) is recommended.

I like to use IPA as an initial wash of the parts. It is clear, so it is easy to distinguish between IPA and the resin. It evaporates and does not leave a residue or film.

The IPA can be used to clean several parts. When it is no longer effective, pour it into a plastic jug and take it to a hazardous waste facility. It contains traces of resin, so do NOT pour it down the drain or onto the ground.

The smell gives me PTSD of when the nurse rubs my arm with a cotton swab prior to receiving a shot. (I HATE to get a shot.) But I just keep cleaning the part, ... while looking over my shoulder for someone with a hypodermic needle pointed my direction.

PICKLE CONTAINER

Trying to clean a part in a cup or jar is possible but requires the IPA to be poured back into a container each time. It is more convenient to have a container dedicated to the IPA that can be sealed. Moreover, if there is a basket that can be raised and lowered to agitate the parts, and then retrieve the part, that would be ideal.

Enter the Pickle Container.
https://smile.amazon.com/Tupperware-Square-Container-Lavender-rple/dp/B00XDS1OVU/ref=sr_1_12?



largest possible part will fit.

A small toothbrush is helpful to remove resin from large areas of the part. Of course, this toothbrush is now dedicated for that purpose, and should NOT find its way back into the bathroom. Any tools contaminated with resin go into the Pickle Container for cleaning, after the parts are done. Modify tools (if they are too long) so they fit in the Pickle Container, to make clean-up easier. It is possible to merely seal the container, and then shake it with the parts inside. However, this assumes the parts are durable and won't be damaged. That is not an option for me. I prefer to move the basket up and down to gently keep the IPA swirling around the parts, minimizing the chance the parts will be colliding with each other, or the sides of the container. This will remove most of the excess resin, but there will still be some clinging to the parts.

ULTRASONIC CLEANER

parts must be accomplished carefully

I have wanted an excuse to purchase one of these, and this is the perfect time. They come in all sorts of sizes and price ranges. The ones that are used for eye-glasses are smaller than I liked but would probably work. They are measured in the number of liters they hold. Most have timers, some have heaters as well. I wasn't sure if adding heat to the cleaning process would help or warp the part. But I knew there were other things (such as a greasy metal component) that I could clean where heat would be helpful, so I got one with that option.

https://smile.amazon.com/gp/product/B07QFPRK6P/ref=ppx_yo_dt_b_asin_title_o02_s00?ie=UTF8&psc=1

(So far, I have not used the heat for cleaning 3D parts.) A stainless-steel tub and lid are good features to have. If there is a removable basket, that is a plus. The basket can be removed if the part(s) would be damaged by vibrating against the basket. A prime example of an area that requires the Ultrasonic Cleaner is the row of openings in the ribs of the NSC well car. They are the size of the eye of a needle. Capillary action will keep resin clinging to these small openings. Unless the resin is removed, the openings will

not be clear and appear plugged. Less obvious area of concern is the corner where the ribs and wall meet. This inside-corner gives plenty of surface area for the resin to cling. Crisp details require ALL the resin to be removed.

MEAN GREEN

Initially I thought IPA was a requirement, but on the Anycubic site they mentioned that an alternative was water and dish soap. This implies that if the solution dissolves the excess resin, just about anything goes. One Youtuber did a comparison of 3 household cleaners against IPA. His conclusion was the "Mean Green" cleaner did a better job of cleaning the parts than IPA. The attraction was not only would be parts be cleaner, but it was far cheaper than IPA. https://smile.amazon.com/MEAN-GREEN-CLEANER-DEGREASER-STRENGTH/dp/B01E2JFTUK/ref=sr_1_3?crid=24B9OS-SCDRK02&keywords=mean+green+cleaner&qid=1580366598&s=industrial&prefix=mean+green%2Cindustrial%2C198&sr=1-3

My 3D parts get an initial bath in IPA, then about 15 minutes in the Ultrasonic Cleaner with Mean Green. If the parts still need more cleaning, reset the timer and come back later to check on it. The noise it makes is like a big mosquito, which is rather obnoxious. It stays in the garage, to protect my sanity. However, it is quite enough to keep the neighbors oblivious, even for late night sessions. The parts get a final rinse in warm water to remove any residual Mean Green. The green color makes it difficult to distinguish between excess resin and the Mean Green. After the final rinse in warm water, closely examine the small

details for any traces of resin. Just rubbing the part with your (gloved) finger can help detect if a film of resin remains. However, the Mean Green will create its own film, so it will take some practice to detect resin. If in doubt, run it another 15 minutes in the Ultrasonic Cleaner. I'm still experimenting to see if the Mean



Green cleans the parts better than IPA. All things being equal, I like that any residual IPA merely evaporates, and does not need a bath of warm water. However, if Mean Green has detergent action that is better at dissolving the resin, then that is the ticket. The gallon of Mean Green will last a while. Time will tell if I get another gallon after it is gone, or not.

I use a set of two sealable containers that are large enough to hold the tray or plate assembly when they need to be cleaned. A shallow container is easier for me to scrub all the surfaces of the parts than a deep, narrow one. It is also large enough for all contaminated tools to be washed in. Each part is given two rinses - an initial rinse to remove the bulk of the resin, and a second to do a final rinse. I fill both containers about half full. The first rinse will get quite dirty with dissolved resin over time. The second will last much longer. When the first is too dirty I dispose of it and replace it with the second rinse. I then refill the second rinse container with new IPA. This way I get twice the life out of each quantity of IPA.

See 3-D printing on page 10
3-D printing continued from page 9



3-D printing

continued from page 9

+also immediately rinse the part under running water to wash away any tiny bits of debris that may have settled into nooks and crannies of the printed part.



LET THERE BE LIGHT

To cure the resin, it is exposed to a source of UV light with a wavelength of 405nm. Sunlight can be used, since it con-

tains that wavelength. However, some contend sunlight has additional wavelengths of light that can break-down the resin, leading to reduced long-term durability. Perhaps if the part were exposed for 30 minutes, or hours on end? Who knows...? Of course, to rely on the sun as a light source it must be shining, and it also requires good weather.

LED

To have an on-demand light source, and control over the light spectrum, there are UV LEDs available that generate 405nm light. They come in various Wattages, higher Watts = faster curing = higher price.

https://smile.amazon.com/gp/product/B07VT2YD88/ref=ppx_yo_dt_basin_title_o00_s00?ie=UTF8&psc=1

Be aware that staring into this light source is like staring into the sun. At a minimum, wear dark sunglasses. It is best to have the light completely enclosed, so there is no chance of exposure. Even getting a side glance (for an extended period) can hurt your peripheral vision.

Line a cardboard box with aluminum foil, shiny side facing you to maximize reflection. Place the UV LED light source in the box. Close the box, turn on the light to cure the part.

SIT AND SPIN

Placing the part on a turntable is a good idea. It allows the part to have

even exposure. A popular turntable feature is solar power, which will run off the UV generated by the LEDs, making it wireless.

https://smile.amazon.com/gp/product/B072XJ55DG/ref=ppx_yo_dt_basin_title_o01_s00?ie=UTF8&psc=1

Most have the option of installing batteries. The turntable platform is clear, so the underside of the part gets somewhat exposed, but I like to flip the part to fully expose the bottom-side as well.

The length of time to expose the part will vary. Translucent parts require less time than opaque parts. Thin walls take less time than thick walls. Check the part periodically. The part should feel more solid, and not bend as easily. The surface is harder, less tacky. Start with 5 minutes on one side, then 5 more on the flip side. Leaving a part in the UV chamber for hours will only help if the part is very thick, such as a bust of Einstein. Too much time can be an issue, depending on the resin, and who you consult on the subject. The possibility of “over exposure” implies cured parts should be stored away from UV light sources or painted as soon as possible. I have not seen any scientific studies on how long is too long, so I just go by the part’s appearance. If it feels soft or slightly tacky, it takes another ride on the turntable.

GLUE

When joining sections into a larger assembly, resin can be used as the glue to bond the parts together. After being exposed to the UV LED, the resin will harden, creating a strong joint.

The FEP is a consumable. It will



eventually need to be replaced, and mine was due. (There are plenty of YouTube videos covering the process of replacing the FEP, so I won’t repeat it here.) Now that I had a new FEP installed, how tight should it be? If the FEP is too loose, the new resin layer may not fully separate from the FEP when the Build Plate rises. Game Over. Some mention a neat trick to help determine the proper tension. Use a tuning App to find when the sound it generates is in the 300Hz range. The FEP is stretched over the bottom of the Vat, just like the skin on a drum. Not surprisingly the same process to tune a drumhead can be used to tune the FEP.

Rest the Vat on one side, with a phone facing the empty Vat. Use a pen (with the cap on) or another object that is long and has a rounded end, like a drumstick. (NOT the kind from Col. Sanders!) Remember the FEP is VERY easy to scratch, so choose wisely. Strike the FEP somewhere in the middle. It will make a sound, like a drum. The sound has a specific Hz value. I want it to be North of 300Hz. Now I just need to find an App to identify it. There are a bunch of Apps available, many of them free. A guitar App would probably work, but most concentrated on whether the sound was an “A” or “C” note, vs. the Hz. equivalent. I don’t own or play a musical instrument, so I was way out of my element with those Apps. I avoided any specifically for musical instruments.

The first (free) one I tried analyzes the entire sound spectrum. (I must admit I was attracted to the cool display of dancing bars.) Theoretically, the “peak hold” function would record the sound of the FEP, but I couldn’t get it to work. When starting the App for the very first time (before I ever struck

See 3-D printing on page 12

Calendar of Events

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

SOME OF THE EVENTS LISTED HAVE BEEN CANCELLED BECAUSE OF THE COVID-19. BE SURE TO CHECK IF EVENT IS STILL ON.

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

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

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

August 8, 2020 □ Crockett, California
Carquinez Model Railroad Society Open House at 645 Loring Avenue. Please visit our 3-level 36" x 60" model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains to Sparks, Nevada. Open 10 am to 4 pm. Admission \$5, children under 16 free with adult. Visit us on-line at www.cmrstrainclub.org

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

August 30, 2020 □ Painesville, Ohio
4th Annual Railroad Memorabilia Show is designed to show off private collections of railroad-related items. These could be railroad signals, dinner ware used in dining cars, railroad lanterns, railroad paper work, conductor hats, engineer hats, etc. Some items will be for display only by private collectors and some will be available for purchase. By displaying railroad artifacts, we can show the history of Railroading and its great influence on our history and the importance that the Painesville Depot once had. This event will show the history of the Painesville depot from 1851 to the present and how the railroads influenced the City of Painesville and our nation. This will also give us a chance to show the progress that has been made restoring the Depot. See the Collinwood Engine 999 replica of the famous New York Central locomotive that in May of 1893 set the land speed record of 112.5 mph. Admission: \$5 adult, \$3 child (3 to 12 year old) \$12 Family (max 2 adults, 3 children) If you have items that you wish to display or sell, visit our web site www.painesvillerrailroadmuseum.org

September 2 through 5, 2020 □ St. Louis, Missouri
40th NATIONAL NARROW GAUGE CONVENTION at the Embassy Suites by Hilton St. Louis, 2 Convention Center Plaza, St. Charles, Missouri. This annual 4-day event features manufacturer exhibits, model contests, operating modules, live steam, home layout visits and clinics in a 35,000 sqft. convention center. Registration \$125. Contact Bob Lenz, Registrar, at 907 Parkfield Terrace, Manchester, MO 63021 or email: 40thnngc@gmail.com Go to www.40nngc.com for information and updates.

September 5 and 6, 2020 □ Austin, Texas
AUSTIN AREA TRAIN SHOW at the Williamson County Expo Center, 5350 Bill Pickett Trail, Taylor, Texas. Saturday, 10 am to 5 pm. Sunday, 10 am to 3 pm. Admission \$7 for both days. Children under 12 free with adult. Vendors, layouts, home tours, concessions, free parking. For more information visit www.austintrainshow.org

September 18 through 20, 2020 □ St. Louis, Missouri
WABASH RAILROAD HISTORICAL SOCIETY Annual Meeting in O'Fallon, Missouri. Non-members are Welcome. Bus tour of St. Louis including ride on ex-Wabash line via Metrolink. Bus tour of National Museum of Transportation and ride the Wabash, Frisco and Pacific 1' gauge Railroad. Layout tours, banquet, model contest, show and sale tables available. Formal talks on Wabash subjects. Base charge of \$40 per person plus additional fees for bus trips. Contact Larry VanHouten at 314-225-6206 or wabash700@gmail.com

September 26, 2020 □ Painesville, Ohio
OKTOBERFEST AT THE PAINESVILLE DEPOT at The Painesville Railroad Museum, 475 Railroad St. from noon to 10 pm. Enjoy Oktoberfest with authentic German brats and kraut, German potato salad and beer. Hamburgers, hot dogs, pop and water will be available. Enjoy Domestic or German cold beer. Listen and dance to the music of the Ron Likovic and Friends Polka Band from 7 to 10 pm and the Miracle Band in the afternoon. Admission: \$5 adult, \$3 child (3 to 12 years old) \$12 Family (max 2 adults, 3 children) Watch trains at the historic Painesville Depot. Spend the day visiting the depot and see artifacts of the glory days of railroading. The depot opened in 1893 for the Lake Shore & Michigan Southern Railroad. NYC was formed in 1914 and consolidated LS&M. The station closed in 1971 when passenger service stopped. www.painesvillerrailroadmuseum.org

October 15 through 18, 2020 □ Charlotte, North Carolina
MER CONVENTION Carolina South Division NMRA, Crowne Plaza, Charlotte Executive Park.

October 17 and 18, 2020 □ Crockett, California
Carquinez Model Railroad Society Open House at 645 Loring Avenue. Visit our 3-level 36" x 60" model of the Southern Pacific/Union Pacific railroad as it traverses California from Oakland climbing through the dramatic scenery of the Sierra Nevada mountains to Sparks, Nevada. Open 10 am to 4 pm. Admission \$5, children under 16 free with adult. Visit us on-line at www.cmrstrainclub.org

See Calendar on page 12

Ahead in 2021

NASG convention comes to Buffalo

The 2021 NASG CanAm Convention will be held in Buffalo NY, August 3-7 at the Buffalo Marriott Niagara in nearby Amherst.

The city of Buffalo has undergone a stunning revival in re-

cent years with its downtown Art Deco architecture, its lake-side setting, and its extensive rail facilities.

Mark it on your calendar as a "must-attend" and watch for further details in future issues of the Dispatch.

3-D printing

continued from page 10

Jus after striking the FEP, the reading didn't change much, or went crazy. Clearly, I was making rookie error, or some function was disabled/enabled that prevented it to work the way I wanted. After about 30 minutes of fiddling and thumping the FEP, I gave up on that one.

Rather than looking at the entire sound spectrum, I needed an App that looked at a narrower range. I

reluctantly revisited the tons of Apps for tuning musical instruments. Most are for guitars, which have a higher Hz range than wanted. But then I saw Apps for drums, which are in the 30Hz to 400Hz range. I couldn't find anything free that looked "simple". At this point I

was willing to pay for an App if it did what I wanted. I discovered DrumTune-rEZ. It basically displays the Hz of the sound it hears in HUGE digits. PERFECT!! For \$3? Done! First time it read 304Hz, so I was close already. I gave the ring of screws a ¼ turn more. Struck the FEP. 317Hz. That should do it. I will check it periodically just to see how often it needs adjustment.

Down by the Depot

continued from page 7

In Boise, Idaho, the **Rocky Mountain Hi-Railers** were able to complete their third event in the Boise Public Library system at the Bown branch and once again they were the entire show, just as they were at the previous show at the Cole & Ustick branch. These events have already resulted in two new members and several additional enquiries. The club was making plans to celebrate their 25th anniversary this year but now, as elsewhere, plans are on hold. But club members are putting out lists of things to think about once life returns to some sort of normalcy.

In the San Francisco Bay area, the **Golden Gate American Flyer Club** has

held a Zoom virtual meeting with success. They had twelve members participating in the meeting, some of whom do not come to regular meetings because of distance. So, in some respects these virtual meetings can have better results than regular meetings. So far, they are still planning on hosting this year's Flyer Fest West on November 15.

In the LA area, the **Southern California S Gaugers** are in the same boat as everybody else with no meetings and no events. At the last meeting held, they announced that the Orange County Model Engineers, who are the Live Steamer group with trackage at the OC Fairgrounds, have invited the club for a special day of operation which is to occur in June with a picnic. Yours truly sure hopes that the day will be allowed to progress as planned.

Lastly, our own club, the **Sacramento Valley American Flyer Club** has had no meetings or events – just a few emails back and forth. Like all the other clubs, we miss the camaraderie and entertaining banter that occurs in normal meetings.

Writing this column today has really brought home to your scribe the vastness and magnitude of the change in our lives due to the coronavirus. But we will make it through although life may never be quite the same again. You can keep these interesting times to yourself – I do not want them! Meanwhile all of us have no excuse to not get some work done on the layout! Keep trackin'!

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

Calendar of Events

Continue from page 11

October 3 and 4, 2020 — Timonium, Maryland THE BALTIMORE AMERICAN FLYER CLUB will display and run their modular layout at the **GREASE SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland Fairgrounds. www.egsmts.com/index.htm

November 12 and 13, 2020 — Crockett, California CARQUINEZ MODEL RAILROAD SOCIETY OPEN HOUSE at 645 Loring Avenue. Please visit our 3-level 36' x 60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland through the picturesque East Bay before climbing through the dramatic scenery of the Sierra

Nevada mountains to Sparks, Nevada. Open 10 am to 4 pm. Admission \$5, children under 16 free with adult. Visit us on-line at www.cmrstrainclub.org

November 21 and 22, 2020 — Whitby, Ontario, Canada PINE RIDGE RAILROADERS MODEL TRAIN SHOW at Father Leo J. Austin School, 1020 Dryden Blvd. Adults \$7, Children under 14, \$3, kids under 5 Free! pineridgerailroaders.ca
November 22, 2020 — East Lansing, Michigan LANSING MODEL RAILROAD CLUB SHOW & SALE at Michigan State University Pavilion 10 am to 4 pm. Admission \$6, under 12 free. Michigan's largest train show. Layouts, demos and 500+ tables. Free parking. Flyer, table forms and map at www.lmrc.org

In need of a depot

Try Hallmark Cards Oceanside Depot

Steve Monson
Brooklyn Park, Minnesota

This depot was sold through Hallmark card shops in 1999. It is made of tin and is fully assembled. Just as plastic models have improved dramatically over the years, so have tin models. If you want a nice-looking depot for S scale without a lot of work this model is ideal. On eBay they sell for \$35—\$50.

The roof and platform measure 5 1/2" x 10 1/2". No scale is given but except for the side bathroom and baggage doors that are too small, everything is ideal for an S scale medium sized depot.

In S scale the building without the roof overhang is 19' x 44'. The front door is a very acceptable 7 feet high. The corners and roof pieces all fit together well, and the windows are cut precisely.

The sides however are plain flat and so are not 3D clapboard like they would be if made of basswood. But they are painted so well that it is hard to notice.

If your depot is going to sit in a place where only the front will show you may be happy to use it as is. But the end baggage doors are only five feet high and the bathroom door is even shorter.

Adding a larger sliding freight door will look good and cover the bathroom door at the same time. A quite easy fix that does not require cutting a larger hole in the metal.

The green and red printing is realistic just as it comes. The lettering for signs and the timetable is sharp and clear. It comes with dark green shingles which were sometimes used way back when, or they could be covered with paper or wood shingles painted gray-black if desired.

For an old depot, the large single pane windows would be better if they were made of several small panes. I purchased a page of plastic window glazing on eBay. I simply cut out small sections and taped to the inside of each window. I was able to make-do with the page as it came, but they do custom sizes, also.

The light gray platform makes an acceptable concrete walk around the out



Photo 1: The Hallmark Depot as it came from the store. The overall dimensions including the front doors are fine for S scale. Printing and colors are excellent with sharp clear lettering on the Timetable. For old time depots it would be better if the windows were made from many individual small panes.

side. It could be covered with 1/32" thick 1/8" scribed sheeting to represent wood planks, but the doors would no longer be able to open. It would be possible but not easy to trim them shorter. But most of us do not care if the doors open or not.

With all the windows the interior is fully visible. It has no interior details, but it does have a nice looking "wood" floor. From a normal viewing angle, the floor is mainly what is seen.

A divider wall could be added separating the waiting room from the baggage/freight room on the left. A few waiting room benches and some barrels, crates and chests in the freight room

would add to the scene.

A photo of the prototype is included with the model. It was in Oceanside, California, on the California Southern (later Sante Fe) railroad.

Standard roof braces that run from the outer edge of the eaves down to the walls are shown on the prototype photo but are not included. These would be relatively easy to fashion out of basswood.

My railroad needs three depots. I have built two out of wood and was planning my third. But this ready to run depot is nice enough that I probably will never build the third.

See Hallmark Depot on page 14



Photo 2: The upgraded depot on the authors railroad. Plastic window glazing has been added. The "concrete" platform could easily be covered with 1/32" thick 1/8" scribed sheeting to model an older depot.

Hallmark depot *continued from page 13*



Photo 3: The side freight door is only five feet tall, and the bathroom door is even shorter. But this can be easily fixed. I chose to get rid of the outside bathroom access and make new freight doors.



Photo 4: The metal strip that reads "Baggage" has been snipped off with a cutter. A wood strip has been added for a rail and a new taller freight door cut from 1/32" thick 3/32" scribed sheeting. The much too small bathroom door is hidden behind it.



Photo 6: The label on the underside says that 29,500 of these depots were made. That should keep a steady supply of these on eBay for a long time.

Photo 5: The floor is nicely printed. A wall between the freight room and waiting room could be added



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or Contact Roy Meissner (262) 538-4325, rmeissner@wi.rr.com



American Flyer self-liquidating display layout



**Richard Trotter,
Saguache, Colorado**
Photos by the author

Recently, I have taken up the challenge of liquidating an enormous American Flyer train collection that belonged to my Uncle, Ray Mohrlang. Ray died in 2018 and several of his close friends and I have been helping my Aunt move the trains out of her basement.

A basement which my Uncle lovingly called “The Hall of Science West”, was

The American Flyer Trains display set up for a train show. Splitting it in two allows more people to access the display and accessories.

complete with port hole windows like the one in New York. Our typical approach to selling the trains has been to contact collectors and friends of Ray’s or simply placing the items on eBay or taking them to train shows.

This year, to help sell some of the collection, I decided to recreate an old concept developed by the A.C. Gilbert company and make what they would call a self-liquidating

display layout. Having been inspired by Dale Smith’s website, I decided to make my own and try my luck this past March at the Rocky Mountain Train Show in Denver, Colorado.

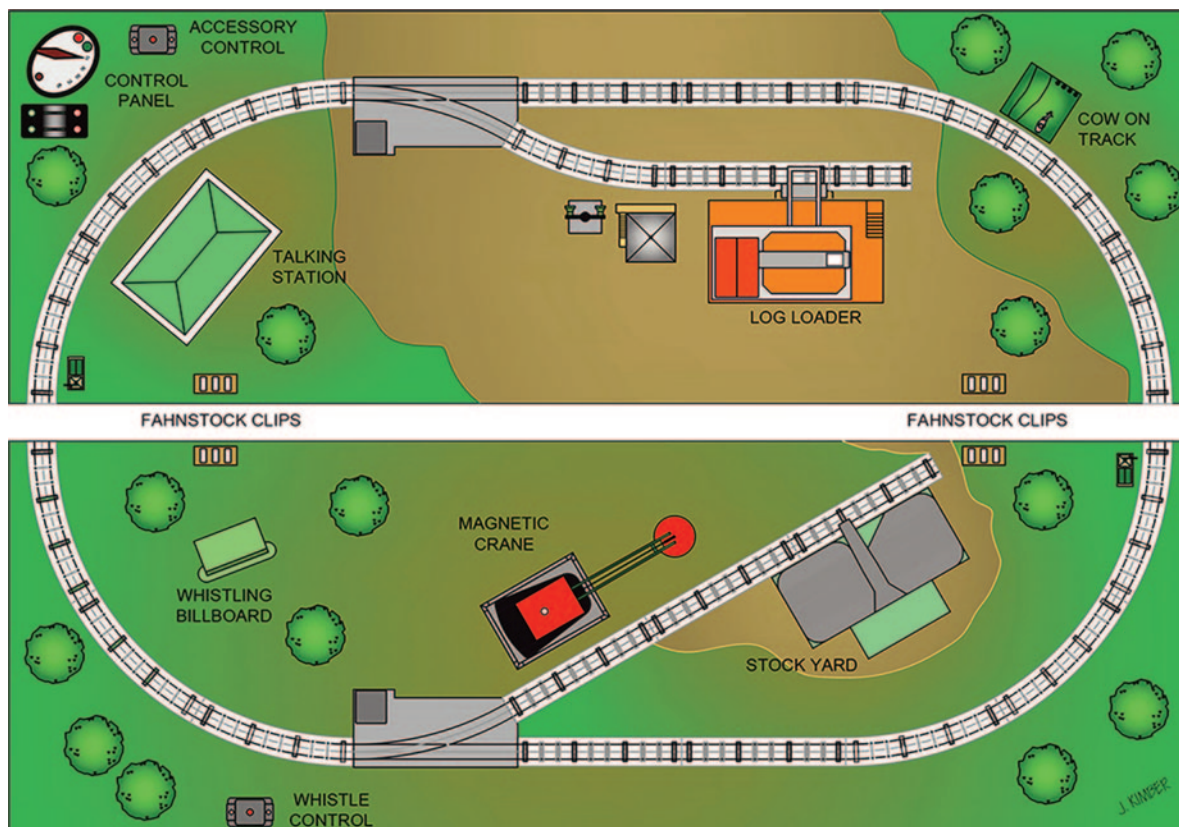
My goal was to make a display that not only sold trains, but also displayed them and demonstrated operating accessories. It had to fit in the trunk of my 2012 Chevy Impala!

The design I came up with is a modular 4’ x 6’ layout that breaks down in to two 2’ x 6’ sections and has two center mounted display shelves. The two layout boards and the two shelves stack nicely and slide into the trunk of my car with the back seat laid down. The display is designed to bolt together to make a fully functional oval layout or kept in two sections to fit on a typical train show table.

In Denver, I opted for the two individual sections, both powered. I connected the two sections with a long wire harness so only one transformer was needed to power both sides. I was able to demonstrate several of the accessories and allow the public operate them as well.

I wired the two modules with a pair of fahnstock clips hooked to the wiring bus underneath the layout modules. This provided power to

See Return to trains on page 30



Layout plan with building and accessories identified.

Illustration by Joseph Kimber

Let's build a bridge

Simple 200 foot Pratt Through Truss design

**Randy Griggs,
Louisville, Kentucky**
Photos by the author

I needed a single-track bridge to span about 36 inches on my S-Gauge high-rail layout. So, after looking on-line at numerous model bridge sources, as well as prototype photos of real bridges, I decided I needed a 200' long, through-truss bridge, which in 1/64 scale equals 37-1/2" long, which would work.

I found an article in a popular model railroading magazine for a 175' long arch through-truss bridge which had seven 25' long segments. It had three 25' diagonally-braced segments at each end

with an X-braced segment in the middle. For my bridge I just added a second X-braced segment in the middle, resulting in an eight segment 200' through-truss bridge.

The only problem was that there were not many dimensional details given. I had to improvise the width, height, and structural member dimensions. The plans indicated that the entrance & exit clearances would clear a modern double-stack train.

After checking the good-ole WEB, I came up with a number. The plans, also, did not include any details of the horizontal structural members across the top of the bridge which meant I had to come up with something that was believable.

I learned that the bridge I made was a "Curved Cord Pratt Truss" design. (If all the segments were the same height then it would have just been a "Pratt Truss" design.)

To construct a bridge like the one I completed could be made, simply, and cheaply, with a 5/8" or thicker piece of plywood or particle board as the floor deck, then

merely use a high quality foam board for the side and top superstructures, and the internal 'K' braces. It would not have all the super details of a \$700-\$800 super-detailed model, but it might very well look good enough for your layout application.

I made my model's sides from fiber board. The top and internal 'K' braces were foam board from Hobby Lobby. The base (floor) was from



A need for a single track bridge to span a ternet search proved unsatisfactory.

5/8" particle board (as is the top surfaces of my layout).

If I were to do another one, I would make the entire upper structure out of foam board. Since the bridge's strength comes mainly from its floor, the foam board is a



K braces made from foam board

better choice since it is easier to work with. It is relatively easy to cut with a sharp X-Acto knife (MUCH

EASIER than the fiber board I used, that required a saber-saw.).

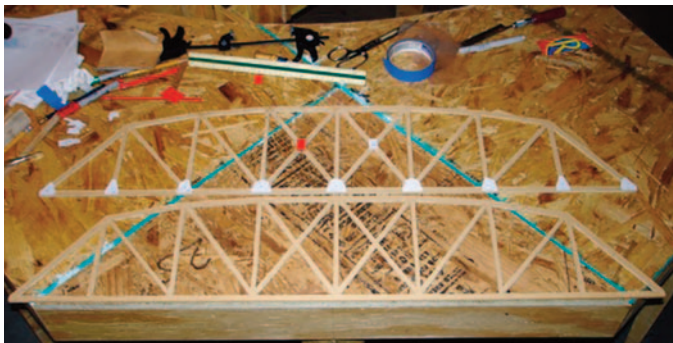
I used Elmer's Wood Glue



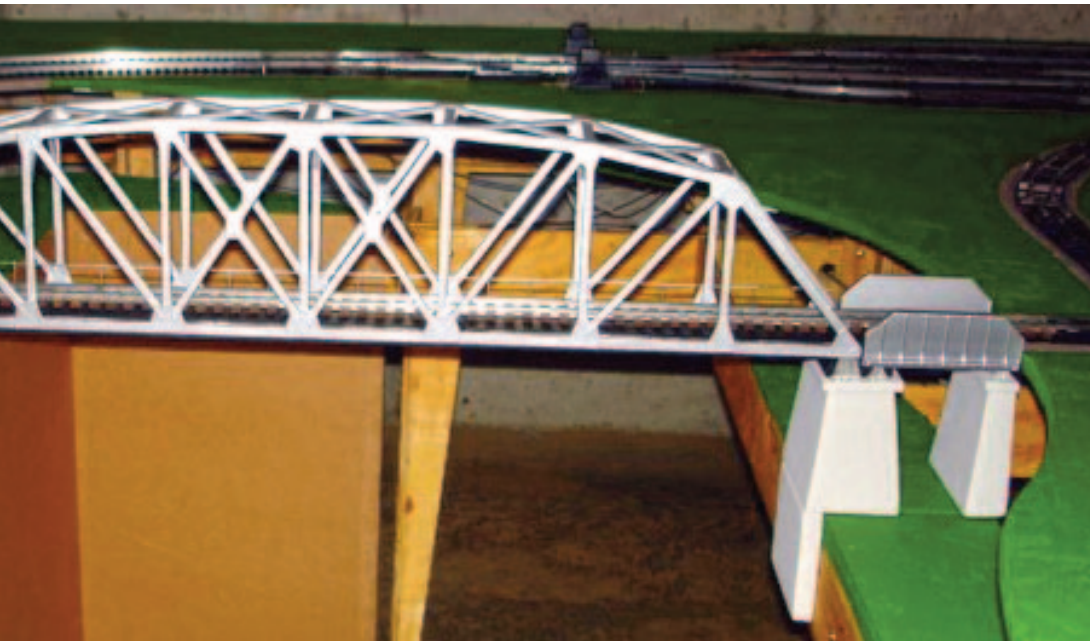
K-traces glued in place

to glue everything together. The fiber board needed to be sealed or primed, I guess, as it would continue to roughen-up after each coat of aluminum spray paint I

applied. I would have to sand it after each coat. Finally, after about 3 or 4 coats of paint I just gave up and declared "it good enough for



Gusset plate mock-ups applied to top side truss



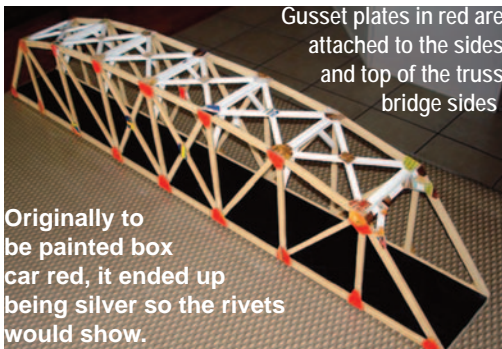
36 inches on my layout brought me to the conclusion to build what I needed after a thorough In-

government work"! And, it looks okay from the 3-4' viewing distance on my layout.

I think the key to making this type model bridge realistic looking is to include gusset plates where the structural members are joined. I also added rivet decals from a 6" x 9" sheet of Micro-Mark 'O' Rivet Decals.

A single sheet provided more than enough rivets needed for my bridge (although there were two sheets included in my order). Although there were no 'plans' available for the rivet placement, since I am a civil engineer (by education and interest), I merely placed them in what seemed to be a reasonable pattern and number. For the gusset plates I used cereal box cardboard. It is cheap, has a glossy side to apply the rivet decals on, and is the right thickness.

The next step, after the gusset plate glue dried, was to spray the gusset areas with primer paint, then a gloss overcoat prior to applying the rivet decals.



I wanted to paint my bridge, originally, a rustoleum (box car red) color, but found the Addedon decal rivets did not show up - at all. So, I painted it silver which allowed them to show up. One could build one WITHOUT rivets and paint it a dark color and those rivet 'details wouldn't matter - or show. In fact, unless a bridge of this type was going to be closer than, say, three feet from the observer, the rivets wouldn't even be needed, as most of the visual impact comes from the gusset plates

themselves, not the rivets.

I made the short, through-girder, approach bridges from laser printer, plastic, 'paper guides' I'd been saving for 30+ years! Back then they just seemed to look like something I could possibly use in the future for something! ;-) After cutting to length and cutting diagonals at each top end, I then added an upper girder flange using PVC plastic attached with MEK as the glue.

I made a pedestrian walkway along one side, complete with handrail. The walkway was a relatively wide piece of plastic binding tape that simulates a diamond-tread pattern. I sprayed it aluminum, first, then brushed some thinned acrylic black on and immediately wiped off the excess black paint to reveal the aluminum diamond-tread. The overall effect was good. I attached it to the bridge deck with

"GOO" rubber cement. The handrail was steel piano wire with some small cotter pins as the uprights. From 3-4' the pedestrian walkway looks rather good.

I finally installed the bridge support piers made from styrofoam cut with my son's hot-wire foam cutter. Included are some photos of these details. I decided to make some ~3-D support shoes with cereal box cardboard & paper. They are just 'half' of a real support shoe, and the upper, horizontal plates were left off since the viewing angle would hardly, if ever, show them anyway.

I used paper 2-D prints as the basis, then made the horizontal base plates from 2 layers of cereal box cardboard, and the vertical stiffeners from 1 layer of cardboard. They were easy to make using Elmer's white glue, then painting them aluminum after the glue dried. In any case, I think they look reasonable and are better than NOTHING.

The my bridge shape can easily be modified to appear as another type of Pratt through-truss bridge by changing the two middle X-braced spans with two diagonally braced spans. I have **See Bridge project on page 26**



Painted end and top gusset plates with rivet details.

Return to model trains satisfies a long time interest

Marvin Harger, Urbandale, Iowa, photos by the author

My older brother Bruce received his first American Flyer train Christmas of 1958. Santa left my first train the Christmas 1959 at 9 years old and the engine was a 21085 with many freight cars. I still have that set and it is in great condition.

The next winter Bruce and I would earn money going door to door trying to get snow shoveling jobs in the neighborhood. With money earned we would walk to the toy store about 15 blocks away and buy more train items. As kids our layout was always on 4 x 8 sheet of plywood.

I played with the trains for many years and as an early teen I bought my brothers train as he went off to the mili-



Marvin has put everything in its place as seen through this overview photo of his American Flyer layout. Although not complete, he plans on working on scenery, streets, and tunnel portals/hillside once he is finished with wiring.

tary. Several years later the trains got boxed up and kind of forgotten about.

In the early 1990s I unpacked the small train sets. I gave my older brother back his original set and we both started buying any American Flyer we could find.

In 1995 we built an addition on the house and the lower level was to be the train room. I built an 11' x 18' train table with a "J" shaped walkway through it. At that time, I did not like doing anything with it but laying track, setting up a few Plasticville buildings and running

the trains. I advertised and bought several A.F. collections in the area.

I was heavily buying anything including Lionel A. F. cars and passenger sets and engines. Around 2001 I boxed everything up and took the table down and used the lumber for other projects.

Several years ago, I again started



thinking about setting up the train. I started buying trains locally and on eBay not realizing I did not remember how much I had boxed up or what I had.

After finishing several years of major home remodeling, it was time to start setting up the trains. The first thing I did was to build display cases in the wood shop.

Then I started working on a possible layout to decide how to build the table. The computer program I had was too complicated for me and too time consuming it seemed. I found on eBay an A.F. pike planner that does not get any simpler for doing a track layout. This worked perfectly for me.

It is just a simple piece of plastic with that you trace along the edge for straight, or curved track, and switches. It is to scale and within a short time I had traced what I thought would work for my



Marvin's layout abounds with accessories and Plasticville.

smaller layout. Even though I used Gargraves 42" diameter versus A.F. 38" it gave me an approximate drawing for a layout.

For framing I used 14' 2x4s about 3' apart with 2x4s crossings screwed every 2' for basically 2' x 3' grid all bolted or screwed together. The height of tabletop is 43" allowing head room underneath for a 6' 3" guy.

All framework and plywood were painted in the shop before assembly. I used 5/8" sanded plywood for the top. Noise was a previous issue for me, so I opted to try 1/4" cork covering the entire plywood top held down with 2" double side carpet tape on perimeters. I bought a 4' x 50' roll of cork for about \$120.

This time around I want to do a more realistic layout with scenery, buildings, cars, lights and anything else related to modeling. I had a basic idea of what I was interested in with the space I had and approximately where a few big items and most action accessories would be placed. I needed to layout the track and then decide where to put Plasticville as I could not possibly do this on planning sketches.

I knew I wanted an elevated train but with Gargraves I could not use my A.F. trestles. So in my wood shop I built "T" shaped trestles (like interstate bridge supports) with 1/8" dados for the track to set down into and did a 2 degree angle cut on the top of the trestle (only on incline or

decline trestle). I spaced the track 1.5" between the ties.

I built the tunnel on the far end so inside the tunnel could be easily accessible with removable panels.

I built a ramp (next to the wall) so the train can go over the top of the tunnel. I did not have the space for the ramp to achieve a 6" rise so I had to build a 2" high platform at the base. On the descending side I needed enough height for



An old belt strap holds the lift gate open so you can enter.

See Return to trains on page 27

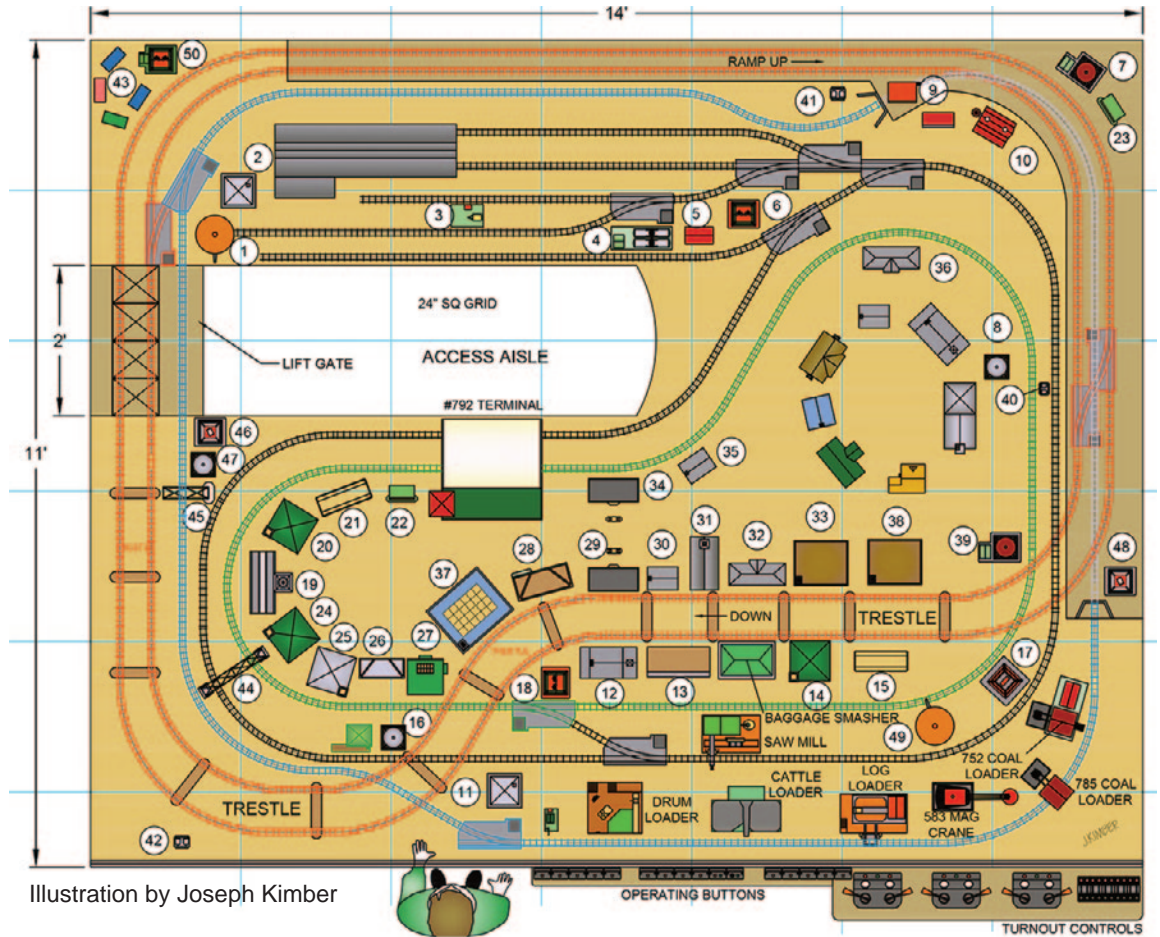


Illustration by Joseph Kimber

1-WATER TOWER-596	19-CITY HALL	37- HOSPITAL
2-SIGNAL TOWER-593	20-POLICE	38-APT BUILDING
3-LIONEL AF TRACK GANG	21-DINER	39-WATER TOWER-772A
4-OIL DEPOT	22-BILLBOARD WHISTLE	40-FLOOD LIGHT-MARX
5-TOOL SHED	23-BILLBOARD HORN	41-FLOOD LIGHT-MARX
6-FLOOD LIGHT TOWER	24-POLICE	42-FLOOD LIGHT-MARX
7-WATER TOWER-772	25-FIRE DEPT	43-TRAILER PARK
8-WATER TOWER	26-MARVIN DRUG	44-DOUBLE SIGNAL BRIDGE
9-TV STATION	27-BANK	45-SINGLE SIGNAL BRIDGE
10-FARM SET	28-GROCERY STORE	46-AIRCRAFT BEACON
11-SIGNAL TOWER	29-GAS STATION	47-WATER TOWER
12-POLICE	30-HOUSE	48-AIRCRAFT BEACON
13-MOTEL	31-CHURCH	49-OPERATING WATER TOWER
14-POLICE	32-SCHOOL	50-GABE THE LAMPLIGHTER
15-DINER	33-APT HOUSE	
16-WATER TOWER	34-GAS STATION	
17-OIL DERRICK	35-HOUSE UNDER CONSTR	
18-FLOODLIGHT TOWER	36-SCHOOL	

Scratchbuild icing facility for a short line

Lamont Heppe, Calabash, North Carolina, Photos by the author

My Calabash Terminal Railroad was designed for switching operations. I am always looking for things to add car movements.

The CTRR has two customers that ship single carloads of seafood. Reefers are delivered from the connecting railroad pre-cooled and iced. As the cars may sit a day or two before they are loaded, they may need topping off.

I designed a small facility to accomplish this with ice to be provided by the local icehouse. This is free-lanced structure. I made mine to fit the available space, the structure's footprint is only 5" by 1 5/8".

Here is a guide as to how you might make one to fit your situation rather than a detailed construction article. It consists of two small platforms connected by a conveyor belt to lift the ice blocks.

The lower platform is at truck bed height and the upper platform is at height needed to load a reefer bunker.

The platforms are supported on dowels with cross beams to support the platforms and cross bracing for the tall platform. The wood parts were stained



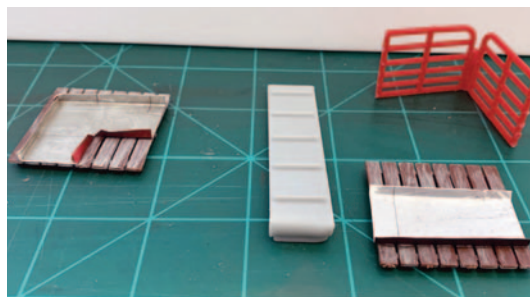
with a black paint alcohol mix.

I used some plastic O scale pallets from my junk box for the platforms, but they could easily be made from strip wood. I dry brushed the pallets with grey paint for weathering.

The base is sheet plastic painted a concrete color. The metal slides for the ice blocks were fashioned from the foil capsule from a wine bottle, any heavy foil will work.



The ice truck backs up to the ice loading dock and the guys start push blocks onto the conveyor belt taking them up to the top where they are loaded into the wating car.



side was made from plastic sheet and shapes. The railing on the upper platform is from my junk box and the ice blocks are from Lionel.

This facility provides three additional car moves after the reefer is loaded including the one to reposition the car to load the second bunker.

The conveyor belt is from a Walthers detail kit. I rounded the top end by gently heating it with a heat gun and then formed it around a dowel. The conveyer

Not totally practical but adds operational interest. Also, this project was satisfying as it used materials on hand left over from other projects.



Sometimes found objects and items from your junk box can turn into something quite interesting and necessary to your layout. Remember to think outside the box the next time you are looking for a project.

WANTED

Associate Editor: You must be able to help current editor proofread and edit articles for *The Dispatch* as we receive quite a lot. Background in English or journalism a help. Possibility of becoming *The Dispatch* editor if you would be interested in the position later down the track.

Illustrator/CAD Draftsman: *The Dispatch* is seeking an individual to create computer drawings of members layouts and other items for articles that appear in the magazine. Applicant must be available to begin producing drawings after November 1, 2020.

Please email a resume or questions to Richard Caugherty
at dispatch@nasg.org by September 1, 2020

Detailing American Models triple

Edwin Kirstatter,
photos by the author

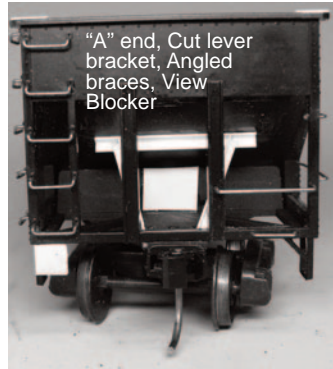
To these geniuently nicer triple hoppers we can add a few missing details to them to make a better model. Some people would call this Super Detailing.

First replace the AM Bet-tendorf sprung trucks with 70-ton solid bearing type trucks from SHS. Because these are 70-ton capacity triple hoppers. I started with an AM 3350 Undecorated kit of these AAR 3 Bay Hoppers with Offset sides of a black plastic. They were RTR models. But needed to be finished with more details then paint and decals applied. A painted and lettered model will have to be masked to paint the new details added. Kadee 802 couplers, the black ones, to go with a black car, were put on with two of their short self-treading screws, the holes were already there for them. Putting .060" plastic plugs inside the centering springs to cut down on the slack action in the trains. Check the coupler's height with a NASG gauge, it



A photograph of a B & O triple hopper car #624056 with coal load taken on May 25, 2020.

their missing supports made from Ever-green green Scale Models #292 .080" Polystyrene Angles. One long one across under the sheets near middle and two angling down to the ends of the center sill at both ends from the above ones. ACC

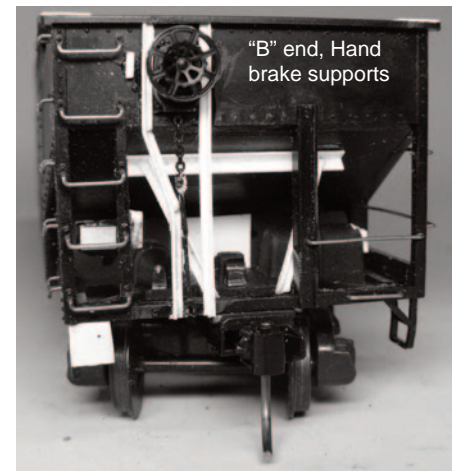


"A" end, Cut lever bracket, Angled braces, View Blocker

will be used for most cementing.

Then at the "B" end of these cars put on the missing supports for the

wheel with its small pipe going down to the AB valve's center hole for it.



"B" end, Hand brake supports

power hand brakes from Plastruct 90501 small angles of 3/64" with the chain and staff going down between these to a bell crank in front of the brake cylinder. The missing Brakeman's step will need to be added with its braces below the wheel. I had on hand a plastic part of this as a steel grated type of step to use with EGSM #102 .010" x .040" Strips for braces under it all glued in place. Add a

These models have a heavy Die cast metal center sill with truck bolsters and the AB brake parts cast as part of it. You may want to grind these AB parts all off to replace with a more detailed set? It is not all that visible under there! But adding all the levers, pipes and rods for a complete brake system detailing it even back to the trucks. Sometime when you have this under frame off of the body put a view blocker at that opening of the



Truck, Tack board, Angle support, View blocker

should be OK?

Next add under the hopper slope

slope sheet support there at middle at both ends to block seeing the mounting screw towers behind this with a .005" black plastic sheet. For a partial

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"B" end, Reservoir Lugs, Tack board, etc.

Retainer valve, a 3D printed part, beside the

replication of what you would see under that end, drill out the simulated brake cylinder and reservoirs for the piston rod

hopper not exceedingly difficult

and air pipes going to the brake valve and bend .020" Rods from EGSM #218 for these pipes cemented in place. You will only put on the two reservoir pipes that can be readily seen. Saw under the end of the valve's end for the release rod to go there. Make a long lever from brass or plastic from EGSM #104 .010"x .080" cut 3/4" long to put under that end cemented onto the brake cylinder rod and an angle at top for mounting to under the slope sheet. Make the two short levers for underneath Center sill from the same material 5/8" long. To the outside end of that reservoir, the Auxiliary end, it has two mounting Lugs for its bolts. The other end, the Emergency end, only has one Lug for mounting. Put on two short pieces of EGSM #142 Strips .040" x .040" for this missing detail. A Train Air Line should be added under the cars right



Air pipes, Piston rod, etc.

side of EGSM #210 .030" Rod cemented on with Super Glue. Northeastern 860 Eye pins (4) could be used for its hangers. And two short pieces of this rod beside the couplers pockets also to finish this pipe to the end sills.

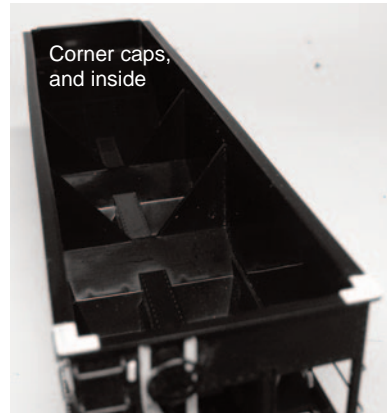
Then while we are working at this end of the car, put a Brake Arrangement plate on the left side of the slope sheet's vertical support above the bolsters of 8" x12" from a .020" plastic sheet. It is easy to reach here!

The grab irons are nicely done on the ends and sides of .020" Shiny brass wire. The corner sill steps are cast with the plastic body and are particularly good with its angled braces. The under-frame corner braces are there! Cast as part of the under frame. You do not have to add channels for them on these models. The inside details are OK with rivets at both inside and outside and on the hopper door hinges. The side braces are there also inside on the hopper tops.

On the outsides, I found missing were the Tack boards on either side near left ends. Make these from .015" plastic sheet 6" x 8" scale cemented on. The hopper body's top corner caps are missing also. For this use .005" plastic sheet 3/16" square cement on then trimmed. Add rivets to them if you want from Tichy #8017 of .020". More detail parts to add would be the Roping Staples at ends of the bolsters, or nearby on the sill extensions at its sides or underneath it. Sometimes only at middle of a car. The Nor-

folk & Western used round openings near there or at ends of some cars to use for roping. Looking at pictures of your car to see if you need them. Not all cars had them. Bend these U-shaped pieces of .025" wire from

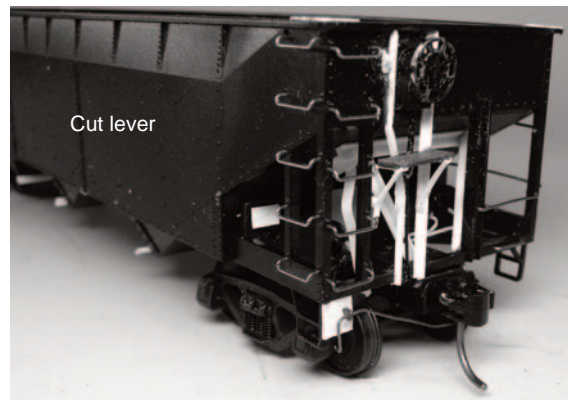
Tichy Train Group, Phosphor Bronze #1104, pressed into holes drilled for them and cemented. These were used to move coal cars with a Winch at mines or other places.



Corner caps, and inside

Many had gravity feed of cars to the Tipples and away.

If you are going to put on Cut levers, add a mounting bracket of .005" at bottom left end corners to mount them upon. Make these levers from .016" brass wire annealed for easy bending to shape, then



Cut lever

mounted with Detail Associates #2206 Lift rings cemented on the bracket and other end to go to one of the coupler's pocket mounting screws with a loop bent with

Chain Nose pliers for this simulated modern bottom operated Rotary type of cut lever.

Fasten the under frame now to the body with Walthers GOO. Now put on things that are missing from this part of model, the three Hopper Door Ties, across from one to the other. Make these from Angles, Channels or Zee's cemented on with Super Glue. I used Plaststruct 110702 1/16" Zee's cut 1-5/8" long. Then door locks of many types if you can find them? We can now put on cross bearers to this under frame from the center sill out to the sides of 4 pieces of

EGSM #145 Strips .040" x .100" See Detailing hopper on page 24

Dave Blum
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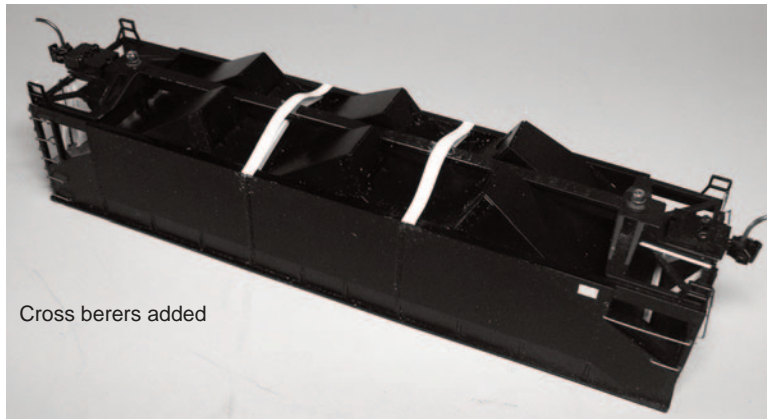
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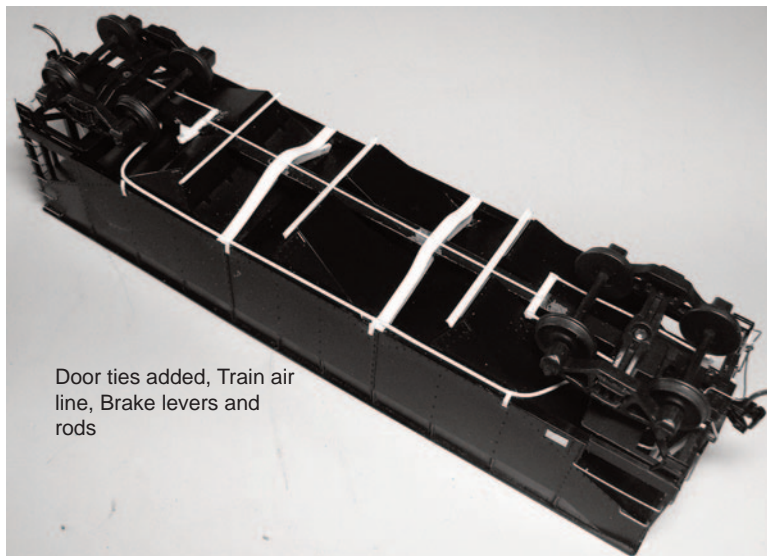
Detailing hopper

Continued from page 23

fitted there equally between the hoppers and cemented. Cap these with .005" 1/8" wide plastic strips with rivet impressions made in them with a Ponce marking wheel. Add air brake hoses at car ends if you have them. BTS makes them. Set them at 30 degrees from vertical toward center of car.



Cross berers added



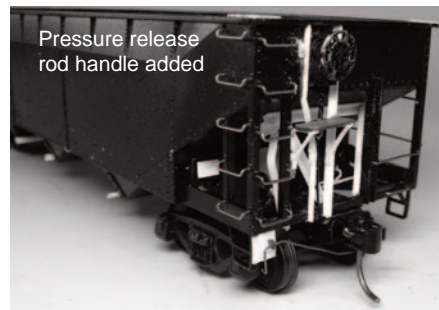
Door ties added, Train air line, Brake levers and rods

Treat those shiny metal grab irons and cut levers with a chemical Blackener before painting. Then also do the coupler's uncoupling pins to make them less visible. Do the truck springs and axles too if not already black? The center sill is already blackened. Now finally to put on a seldom modeled part, the Pressure release rod, that goes from side to side across the car under the Brake valve to release the air in the system to do switch-

bent down at the sides and cemented. The real one was only a 1/2" rod. This was the hardest part to get in place.

Remove the trucks and couplers while painting, then wash your model. Now the finished car will be painted with Scalecoat II, 2010 Black, this will give you the glossy surface for decaling upon as recommended by the decal makers. Wait several days

for the paint to dry! Then I lettered it for a B&O W-7b Class Triple hopper car with decals from Diamond State #111 which will do several different B&O classes of hopper cars with parts from other decal sets by Ed-



Pressure release rod handle added

ward Sauers. I have a nice picture of a W-7B car to use as pattern to detail and decal this car. The finished model will weigh exactly 6 ounces. A Coal load may be carved from Balsa wood to fit in this car painted black and then sprinkled with coal of many grades. Now for the final touch cement a bit of paper on the Tack board to represent the Destination card the yard clerks tacked on there. Then spray your model with Testors Dullcote to kill the shine.

It was not an exceedingly difficult project to add a few extra detail parts to these fine American Models Triple Hoppers. The same things and more can be done on their Twin and Quad hopper models. See a past Dispatch article for some of these.

References:

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- Baltimore & Ohio Railroad Summaries of Equipment.
- B&O Mechanical Department Official Diagram T-74117 Class W-7, 70-Ton Steel Hopper Car.
- Coal Cars, The First Three Hundred Years by Martin Robert Kraig III. 2007. See page 327.
- United States Safety Appliances for all class of Cars and Locomotives, AAR 16th edition, 1950.
- 3D Printed 3/16" Scale freight car parts.
- NASG Dispatch, December 2009, pages 15-17. "Twin Quads?"
- Photograph of B&O #624056 W-7B triple hopper car. May 25, 2020. ECK.



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American Models B&O Triple Hopper completed



The photo on the top left is the finished "A" End, right side, Photo on the top right is the "B" End, left side. The photo on the bottom right is the finished hopper carrying its coal load.



TEST YOUR KNOWLEDGE OF RAILROAD TERMS

Test yourself and define each of the terms below. Answers appear at the bottom, no cheating!

1. ALLEY
2. BABY LIFTER
3. CLOWN WAGON
4. DIAMOND CRACKER
5. EAGLE-EYE
6. GRABBER
7. HEARSE
8. JACK
9. NUMBER DUMMY
10. PIG PEN

ANSWERS BELOW

1. clear track, 2. passenger brakeman, 3. caboose, 4. fireman, 5. locomotive engineer, 6. conductor, 7. caboose, 8. locomotive, 9. yard clerk, 10. locomotive roundhouse

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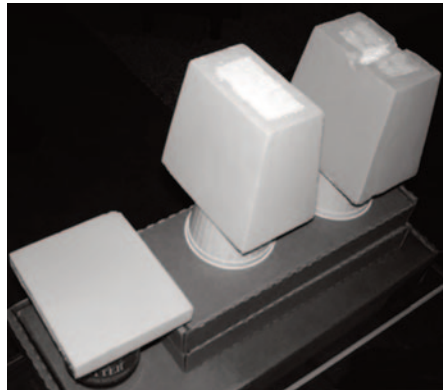
Bridge project Continued from page 17

included drawings that show the side superstructure details, including gussets plates, and dimensions, as well as a cross-section at the centerline of the bridge. Also shown is a typical internal 'K' brace. Although I have not provided drawings for the top superstructure members or gusset plates, I feel these details can be obtained from photos included.

I had electrical track supply wiring that needed to cross under the bridge, so I attached it under the centerline of the bridge floor. And, where it had to pass across the bridge abutments, I had to make a small notch in the Styrofoam to clear it. It cannot be seen from the nor-

mal viewing position, so this worked out okay.

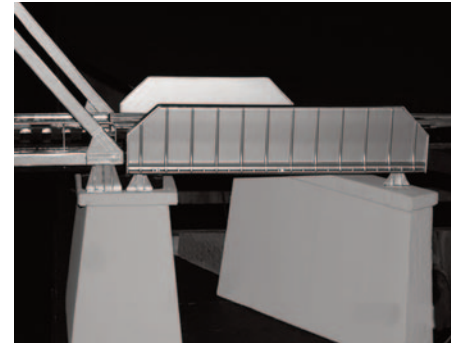
What I wanted, and ended up making,



Styrofoam abutments being prepared.

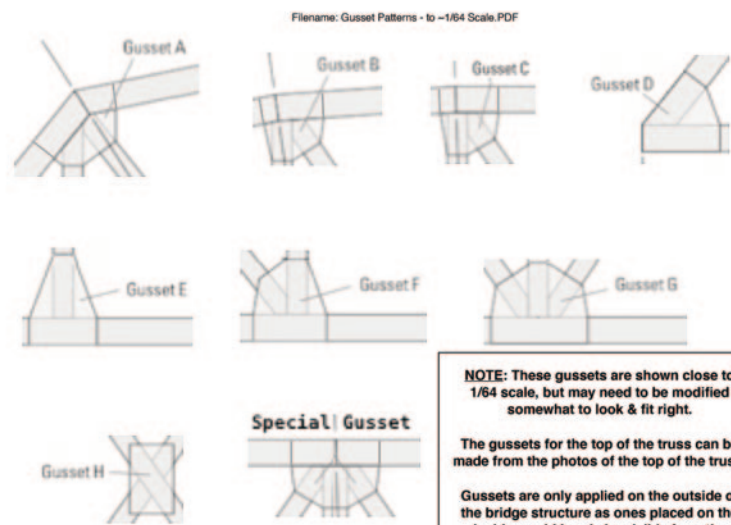
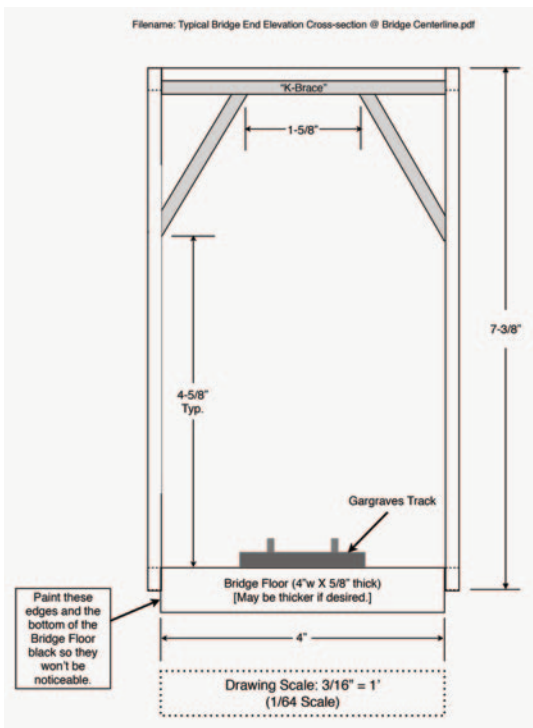
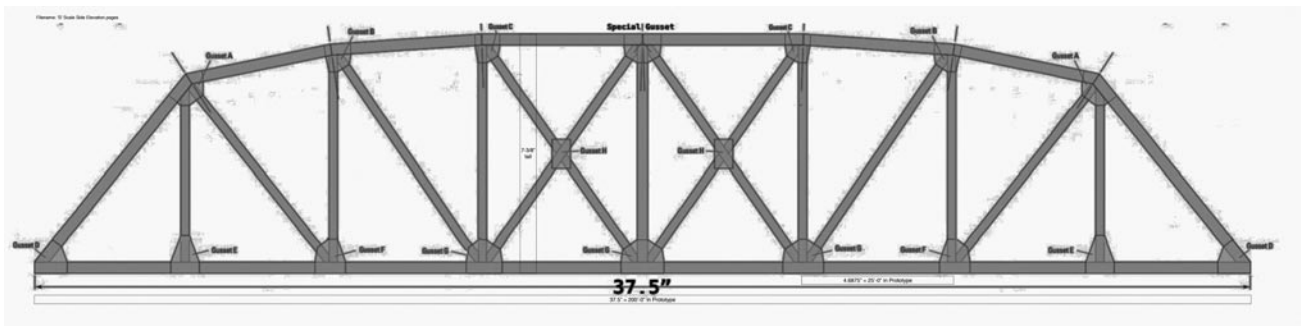
was a bridge that looked realistic and appropriate for the place it was needed.

You can easily make one of these bridges for your layout, also, at minimal cost and time.



West end abutments shown in place.

Technical drawings for truss bridge project



NOTE: These gussets are shown close to 1/64 scale, but may need to be modified somewhat to look & fit right.

The gussets for the top of the truss can be made from the photos of the top of the truss.

Gussets are only applied on the outside of the bridge structure as ones placed on the inside would barely be visible from the outside, and therefore (in my opinion) aren't needed.

Return to trains

Continued from page 19

trains to pass below the trestle and the 2" platform worked well here also. For ramps and trestles, I used 5/16" height increase/decrease per 10" of run.

My walkway access bridge is hinged, and I used an old wide belt to hold the bridge in the desired open position. I used 1/4"x 3"x4' sections of removable perimeter side walls to keep any derail-ing car from ending up on the floor.

I like the look of Gargraves track but there are issues with it also. It is easier to use Gilbert track in some areas where you need to clip on something like an uncoupler or track trip versus modifying it to work on Gargraves track. Since the track is 37" long there are fewer joints than A. F. and fewer electrical continuity issues.

I bought a creeper (\$45) and modified it easily so it became a mobile chair for under the table wiring and it works great! I could not do the work without it.

I like most Gilbert American Flyer, especially locomotives. The layout has 5 separate loops all interconnected. I have more boxes of engines and cars with no room to display.

I have purchased a lot of Lionel American Flyer but in my opinion, they have many poor-quality issues, especially knuckle couplers not working, breaking or not opening far enough. I did buy a Legacy engine and it is amazing but again the 990-command controller must be sent in for repair right out of the box.

My brother years ago did a modification on the switch controllers with a resistor or diode that cuts the power to only the bulbs which helps keep them from melting the plastic. I like the Lionel signal towers as they seem to fit well and look realistic. I soldered the wires from them into the sides of the switch controller bulb sockets, so the bridge lights match the switch controller lights.

I have lots of street lights to add and discovered a steel 5/8" nut tied to the

wiring under table holds it well and if it gets bumped during cleaning it leans over and pops back up also saving a broken light and saving screw holes.

I am currently working on wiring and I did not think it would take so long. This fall or winter I will work on tunnel portals, realistic cliff / hill side, streets, and scenery.

After high school I went to vocational school and learned HVAC and got a job at a large hospital doing that type of work. Later I got a job at a factory working in the power plant which closed 25 years later. Then I became a building engineer with Wells Fargo doing HVAC, managing fire systems, emergency power and etc. Retiring in 2015, I went on several mission trips to Haiti and Nicaragua. In 2016 we started a humanitarian well repair operation in Haiti. I have a well-equipped standalone wood shop where I build furniture and cabinets etc. My beautiful wife and I have lived in our house in Des Moines, Iowa area for over 40 years. God has really blessed us.

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

FOR SALE: All new in original boxes: S Helper #00256 Track Set (2) \$70 ea., #00992 Panel Side hopper NYC Black set A \$95, #00080 NYNH PS-2 2-bay hopper \$50, #02123 Carling Black Label #3 CBL797 \$100, #02124 Carling Black Label #4 CBL 812 \$100, AM #BD8200C B&O Budd Chrome coach "New Dome" \$90, #BD8200C B&O Budd Chrome coach "New Dawn" \$90, #3219 NH 2-Bay Rib Sided Hopper (2) \$40 ea. All prices plus shipping. Call Rudy Williams at 203-815-8765 EST or e-mail rwtrains@comcast.net

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

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

Kaydee couplers, \$90 each, or all three for \$250. Email james.sweeney3@comcast.net

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

FOR SALE: American Models GP35 B&O Blue engine, HI-Rail DC \$110.00 includes shipping, call John Gafney 614-296-8691 or email John@Lights4Models.com Credit card accepted

FOR SALE: onversion piece for #48271 Hover Dam Power Company Flatcar. A flat metal Brass Hour Glass Shape, size 1 1/4" w x 2" l x 3/8" h. Marked TCA 09 on bottom. Sold only at the T.C.A. Convention in 2009. Price is \$20.00 plus \$3.50 for shipping. Contact John Royal at 508-285-7896 or E-Mail royaltrainequip@hotmail.com

FOR SALE: New AF Lionel U33c Diesel #5702 Milwaukee Rd. Birthday 6-13-12 Legacy sound and control \$350.00, New AF Lionel Erie Berkshire #3360 Birthday 10/15 Flyerchief control \$250.00, Like New AF Lionel Northern 4-8-4 Frisco Meteor #4501 Birthday 9-10-16 Flyerchief control \$450.00. I will pay postage and shipping on these three. Also have All ON30 Bachman Spectrum for sale. Call-Roger 507-676-0665

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door, garage door & chimney. 4 Bridge Sections, 3 Billboards, 4 Picket Fence Section + Gate, 2 Log Rail Fence Section, * Railroad Crossing Signs, 10 Street Lights, 6 Telephones Poles, Evergreen Trees 9- Tall, 10 Median, 11 Small. Price is \$50.00 for everything, plus \$15.00 for Shipping. Contact John Royal at 508-285-7896 or E-Mail royaltrainequip@hotmail.com

FOR SALE: S-gauge Gilbert American Flyer, Flyonel, American Models, and S Helper items, as shown in Classic Toy Trains May'13, and S Gaugian Sept./Oct. magazines. AC engines, accessories, engines, sets and vehicles are in C7+ (TCA) and above condition, and are priced to sell. An up-to-date sale list is available, sent by either email attached, or by regular mail. Rod Price rodprice@frontier.com or 309 338-1829

WANTED: I would like to purchase an American Models 80-foot Heavyweight Great Northern 10-1-2 Buccaneer Sleeping Car. If you have one that you are willing to sell, please contact Keith Erhart at 815-979-0094 or kerhart@frontier.co.

WANTED: American flyer steam-sounds Erie boxcar 6-48871. Will pay premium. Call Rick Rooney a t740-649-1095 or e-mail rrooney@horizonview.net

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

WANTED: SHS part #01209. Andrews tender truck for 2-8-0 loco. I really only need one wheel set (the 3 piece axle and wheels) E-mail: bulkind@bellsouth.net, 218-780-4691

WANTED: Plasticville #45978 O & S gauge steam locomotive water tank; new in kit form or used near mint condition. Contact Dick Calland by email dickcalland@yahoo.com or cell 262-470-7462 (no texts).

MOVING, WILLING TO DONATE: AF track, road-bed, 8 #720 RC switches w/controllers (need lamps), 5 #706 uncouplers w/buttons, AF Line passenger cars 660-663, Diesel #360-364, 302 AC, 342 AC, Royal Blue #350. All locos need to be serviced. #751 Log Loader and #779 Oil Drum Loader, PICK UP ONLY: Glen Ridge, NJ 07028 Contact Marc Wegleski @ mrwegleski@yahoo.com Subject: AF Trains

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News from the North

Jim Martin

Simon Parent's 36-ft Fowler stock car is just about complete and it is a beauty. Simon is making a batch of kits for his own use but is willing to cast extras depending on demand. If you are interested, contact Simon via the NASG members listing.



David Clubine of Ridgehill Scale Models is producing a decal set for CN's early "Wet Noodle" scheme with the diagonal side stripes. Each decal set is sufficient for four diesel locomotives. Again, these are mostly for his personal use but if you would like a set send David an email. davidwclubine@gmail.com

Andy Malette continues development work on his CNR Hudson and combination car that we described in the last issue.

Roll-away Paint Booth: The first airbrush I ever used was 50 years ago. It was one of those cheap little plastic, single action Badgers that connects onto a Propel can. My first ever attempt at using it was to paint a brass loco; with Floquil, without ventilation, beside the furnace. The paint job turned out surprisingly good, there was no explosion, and my

lungs are still happy. The jury is still out on my brain cells. This all proves the young are brave only because they are too stupid to know what they do not know.

These days I spray with better equipment and better ventilation.

When we moved to a smaller home there was no room for the large spray booth that I had been using. The house had a finished basement. There were no unfinished rooms we modelers so cherish for our dirty work. I would have to get creative.

I had placed my relocated layout in such a fashion that I had an 18-inch wide storage space between it and the wall. There was also a downstairs bathroom with a conveniently located window. I saw a solution.

Some fortunate acquisitions coincided with my move. A friend had a proper sheet metal table-top spray booth that he wanted to sell. Another friend, a retired illustrator, gifted me a high-end compressor and two decent airbrushes. In addition to my Badger 150, I now also have a Pasche and a Thayer and Chandler. These acquisitions, and the available space, would inform the design of my roll-away spray boot.

There were a few critical measurements to consider. First it had to be skinny enough to fit in that space behind the layout. Second, the booth's legs had to be spaced wide enough to straddle the "bathroom furniture."

I constructed four L-girder legs of 1 by 2 clear pine and fitted castors. The fronts are 58 inches tall, the rears, because of the rearward slope of the spray cabinet, are shorter at 53 inches.

The corners of the spray booth were nestled in the inside corners of the L girders and fastened with appropriate length screws. The overall depth ended up being 17 inches and the width 24. Perfect. Two shelves stiffen the structure. The top one holds paints, respirator, rubber gloves and

airbrush tools. The bottom shelf is home to the air compressor Shop towels and the power distribution for the fan, lights and compressor. The Booth's exhaust fan feeds a 3-inch flexible duct fixed to a plywood baffle that is placed in the slider window once the booth is rolled into place over the "furniture".



This roll-away booth has worked extremely well from the start, but small improvements continue to suggest themselves through use. One of the simplest has been fitting a short tow rope



down low on the legs so the booth can be safely rolled across the soft carpeting without the danger of tipping over. My wife Cheryl has stitched a black fabric cover for the booth for when it is not in use. I also plan to fit a manifold to the air regulator so that I

can run a couple of airbrushes during the same work session. I can store the booth behind the layout as intended, or a nearby closet, or even the bathroom. And do not tell my wife, but the vanity drawers now hold a lot of additional painting stuff. Another bonus, until I'm caught.

Till next time, Cheers, eh?

PRODUCTS FOR S GAUGE

Jeff Madden, New Products Editor

Pre-Size Model Specialties: SP G-50-22 steel 42' gondola resin kit (mostly). It's a 50-ton type used by SP, UP, NP, IC and D&RGW. It's available as a kit with these decals plus an undecorated version. No trucks or couplers. List \$90 each.

www.pre-size.com

Sceniking: They are back in business and offer backdrops in both O and S sizes. www.sceniking.com

Smoky Mountain Model Works: Check them out for many resin freight car parts such as 40' underframes for 3 types of box cars: PS 40' \$12 1939 Duryea (B&O M-53) \$15, USRA 1915-1955 fishbelly (B&O M15k) \$15. They list lots other freight car parts, too. www.smokymountainmodelworks.com

Itlas Scale Models: They list lots factory details in O and S. I believe resin cast.

www.itlasscalemodels.com

Billboard Exchange: - They have many classic billboards, some Lionel based, others not that are downloadable on cardboard or paper.

AutomationFX: www.automationfx.com This is from a review found in the Cowcatcher (free model RR magazine).

See Products on page 29

New product review

Pre-Size kit does not disappoint



Bob Hogan, photo by the author

Pre-Size Specialties and Steve Wolcott have introduced a new S scale GS gondola kit. The prototype is a 42' Southern Pacific G-50-22 drop-bottom gondola produced by Bethlehem Steel in 1948 and 1949.

Southern Pacific had 1,650 of these gondolas and nearly identical cars were ordered by UP, NP, IC and DRGW.

SP built another 500 of these cars in 1958 as kits to be assembled in the Sacramento Shops, classified as G-50-28. These are 52-ton cars but were generally classified as 50 ton by the various owning railroads.

They featured improved Dreadnaught ends and ASF A-3 trucks. These 42' cars lasted in service well into the 1970's.

This kit builds exactly like the previous

SP composite gondula kit from Pre-Size. In fact, it uses the same underbody and inside floor castings (which are prototypically correct) as in the composite gondola.

The kit consists of a one-piece resin body casting, a resin underbody casting, and a resin inside floor casting.

Included in the kit are additional small resin detail pieces, a lead weight, Grandt Line AB brake parts and ladders, brass stirrup steps, pre-formed grab irons and various sizes of wire for the brake rigging and door openers.

The kit can be ordered with excellent new Tichy decals made especially for each of the five owning roads, or without decals.

The gray resin castings are all the same excellent quality we have come to expect

from Pre-Size. The underframe casting, because it is so detailed, requires some cleaning of flash, but the main body casting and floor casting require truly little clean up.

This is an easy kit to build and should take only a few evenings of work. It goes together exactly like the previous SP composite gondula kit. Instructions and kit details are available on the Pre-Size website.

I added AM trucks, KD808 couplers, DPH air hoses and Grandt Line stirrup steps and cut levers to complete the car. The kit makes into a very impressive model of a car that could be found most anywhere on US mainline railroads.

Products for S Gauge

continued from page 29

Vehicle cars and trucks (including 1/64) use battery and sensor technology to fol-

low an iron wire embedded in hardboard road sections that can be purchased in pre-designed templates or built to suit. The wire tracking vehicle system comes in various scales including 1/64. Vehicles such as M-2s are fitted with specially designed

chassis that house the technology to make them move. Batteries can be recharged with an adaptor much like cellphones are charged. Pricing is coming but it is estimated the system would be about \$75 plus \$3 per track sections.

AF display

continued from page 15

trains and accessories.

As a bonus, I had the fun of being able to run trains and accessories to pass the slow times at the show.

The layout board was constructed with 3/8" plywood and 1/2" brown pressed sound board over a simple 1" x 3" frame. The pressed board is like Celotex. It will cut with a knife, but I found it makes a smoother cut using a power saw.

The shelves were constructed with 1"x6" and 1" x 4" pine with a Masonite back board.

The American Flyer sign over the display is Masonite and made with a mask and cut-outs using a font called Art-Brush. The two modules and shelves can be secured together with 5/16 nuts, bolts, and washers.

The ground cover is old

school sawdust sifted onto a coating of white glue. I didn't want the typical "billiard table green" look on my display layout so after doing some research on the American Flyer Displays website, I found a prototype layout that had a multi-colored surface with accessories displayed on it.

Using simple acrylic craft paints, I painted the solid colors first and then began stippling different colors on the surface. After I finished painting, I sprayed the entire surface with scenic cement made of one-part white glue, three parts water, and a drop of dish soap. I let the glue dry overnight and it created a genuinely nice hard surface that allows me to stack the two sections and shelves on top of each other without any surface damage.

"Hey, that looks just like an original American Flyer display layout," is my favorite comment from attendees at the show.

Unbelievably, I was the only American Flyer booth at the Rocky Mountain Train Show who was showing the public how these old trains operated. i

I had read through some old American Flyer dealer literature and it recommended putting a button out and a sign that let the public operate a billboard whistle. This was meant to keep grabby hands-off other pieces of more expensive equipment on the layout and give folks some fun in playing with the trains. I tried it and this was a great hit with just about everyone that came into the booth.

I had an electromagnetic crane, an operating stock yard, a cow on track, a log loader, and a talking station in addition to the whistle. It was fun watching people jump when they hit the button to operate the log loader and the solenoid kicked the log into the boom with a loud electric "gerkkk" sound.

More fun was had by the two young boys who had accompanied their father to "help" him sell trains in the booth next door. They would come over and use the electromagnetic crane, which they nicknamed "The Claw."

Personally, my favorite was demonstrating the talking station and then showing people that it was a little record player inside the building. After demonstrating the stock yard one time I had a sale.

Overall, I think the display was a success as it allowed me to reach my two goals. t

It was a was a great experience building this old school style layout and I think my Uncle Ray would be proud.

Once the Covid 19 pandemic has settled down, I am looking forward to returning to a train show or two.

Richard Trotter has collected trains since he was one year old when his Uncle Ray Mohrlang gave him his first American Flyer set to go around the Christmas Tree.

ERRATA

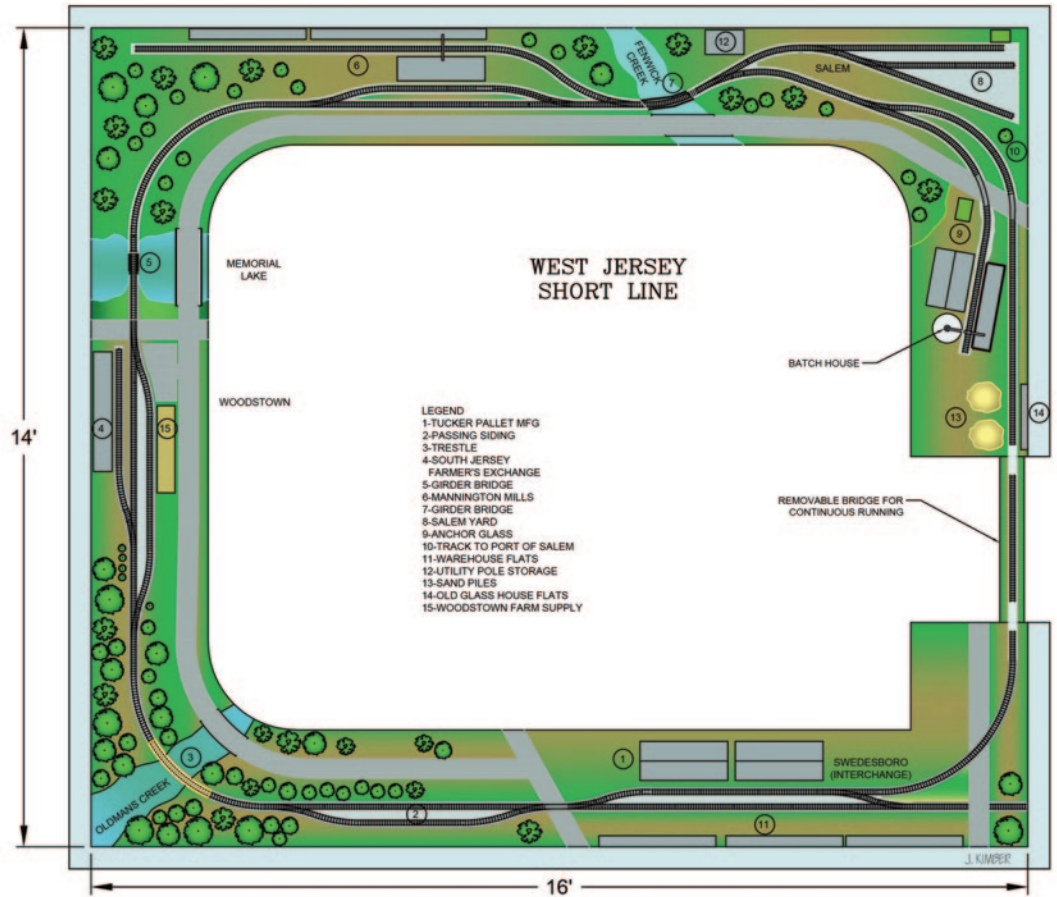
Sorry about some of the errors in my first issue as editor. I hope this issue will make up for the second "March-April" one.

Special apologies to Steve Monson who wrote *Farming Tips for S Scale* for spelling his name with an *l*. Hopefully he will continue writing articles.

Apologies to anyone else who I may have slighted in some way.

West Jersey Short Line

In the May-June issue the incorrect graphic was used in Joe Kimber's article on page 4. This is the correct layout drawing for the short line. It is an around the room design. Our apologies to Mr. Kimber and any inconvenience to our readership.



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