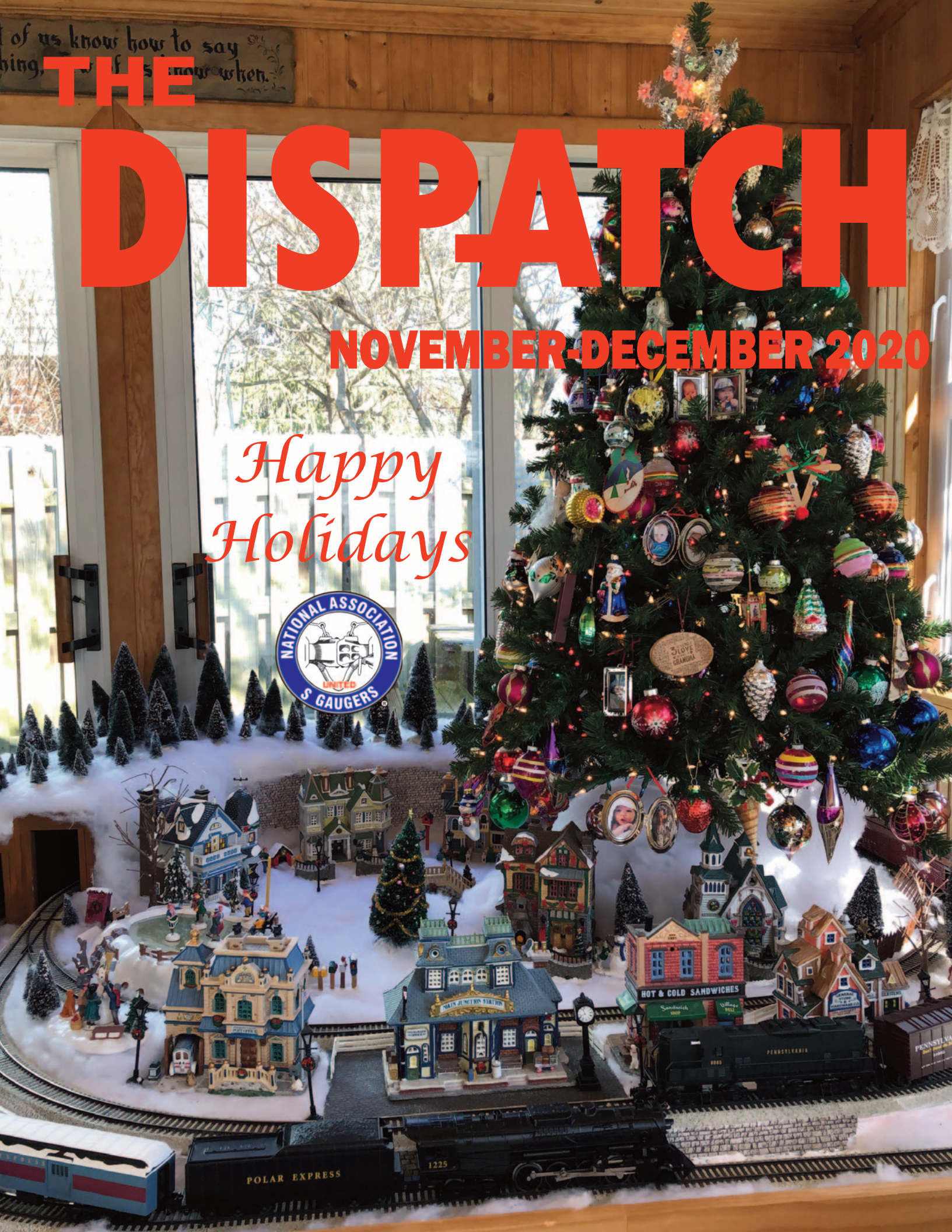


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DISPATCH

NOVEMBER-DECEMBER 2020

*Happy
Holidays*



COVER: Richard Caugherty's Christmas layout for his grandchildren.

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Powell layout still developing



Sam Powell was a master of combine materials and building kits for his Penn Creek Valley Railroad. This is a scene of his company houses for the Diamond Coal Mine located to the left of this area. In order to create a sense of being further away from the viewer, Sam used HO house kits. As was often the case in many mining areas homes were built on land not fit for much of anything hence the houses clinging to the steep hillside.

Powell part two: wiring, DCC

Roger Schneider, Murysville, Pennsylvania
photos by the author

With the basic re-assembly of the layout now complete. Schneider took on the task of shuffling along the floor under each layout section beginning to make all the wiring connections.

Sadly, Sam had never produced a layout wiring diagram (at least that could be found) so John Forrer had to start from scratch. He did an incredible job of labeling all the wires and connections under the layout sections.

Now that all track had

been connected and the bus lines and track feeder wires had been reconnected, it was time to set up the Lenz DCC system that Sam had used. Two of Sam's primary engines for the layout were beautiful Scale-S Western Maryland 2-8-0 Consolidation engines manufactured by the former S-Helper Service and equipped for DCC.

It is unknown when he purchased these, but it appears that he also purchased his Lenz DCC system at the same time from S-Helper Service and eventually converted most of his engines to DCC.

Since the team of Brooks, Caugherty and Schneider are basic S-Gauge hi-railers with

no experience in DCC setup and operation, Schneider had to do a lot of internet research to learn more. After downloading all the Lenz manuals from the internet, he set up a short test track in his basement and began learning the basics of the system.

With just "enough knowledge to be dangerous," on his next trip to Dawson he then set about connecting the Lenz system to the main bus line on the layout. He had isolated about four short sections of the layout to do his initial test run. To his great surprise, the Consolidation performed beautifully moving back and forth, with front and rear headlights glow-

ing, whistle and bells and lots of other great steam engine sounds!

So far, so good. The big test now came when all layout sections had been electrically connected. These results were NOT good. As soon as the system was turned on, all four engineer's throttles displayed an error. Schneider had experienced this on his first test run when an engine wheels had derailed and caused a short, but this was happening with no engines on the track.

Realizing this was a complication way beyond his limited knowledge, Schneider was fortunate enough to be able to call **See Powell on page 4**

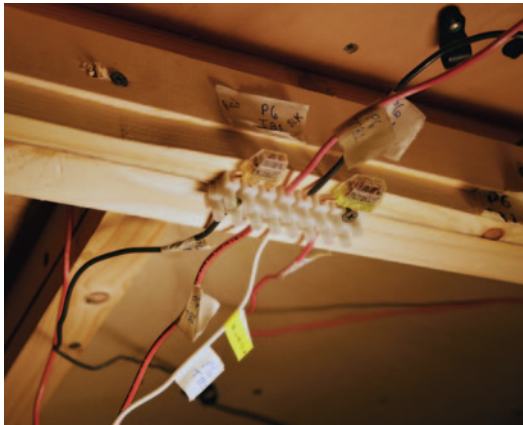
Powell

part two

Continued from page 4

James (Jim) Whipple, one of the Scale-S veteran members of the Pittsburgh S-Gaugers, Fortunately Jim now had a little time available from his work schedule to help troubleshoot the DCC problems. (By the way, Jim is better known to NASG as its current Executive Vice President!)

He and Schneider prepared to spend a full day in Dawson, and they needed it! Diagnosing the problem did not take exceedingly long, but the solution



What a tangled web was woven for Schneider and Whipple to untangle.

was going to be a bit more time-consuming. Upon inspecting sections of the track, Whipple quickly realized that Schneider had erroneously placed numerous rail joiners in areas before or after turnouts where there should have been either an insulated rail joiner or a small gap. After many hours of work creating the necessary rail isolations, the entire layout was now operational.

While Schneider had been working on all the electrical connections, Brooks and Caugherty had been busy locat-

ing all the buildings on the layout based on available photographs of the layout taken by John Forrer and Sam's brother Dave. These photographs were also extremely helpful in locating where all of Sam's foam scenic sections and background panels were to be placed.

A few small problems soon developed. When trying to place the buildings, Brooks found that some buildings showed up in photographs in two or more locations on the layout! Evidently Sam had not completed all the buildings that were needed, so if a photograph were going to be taken, he would just move buildings around to fill the gap. Another missing item that had shown up in photographs but was never found was a tugboat for the coal dump wharf area.

A similar situation occurred with foam background panels that represented thickly wooded areas behind sections of the layout. Once the main structure was assembled, it was clear that there were some obvious open areas. Perhaps the

panels never made the trip to Dawson, or more likely, may just never have been completed. Eventually the team would have to create new panels matching the colors and painting style that Sam had used.

An interesting ongoing mystery was a strange rectangular depression in the pink foam that showed up in all the recent photographs in the area labeled "Pittsburgh Union Station" (Pittsburgh actually never had a Union Station) on the Model Railroader track plan.

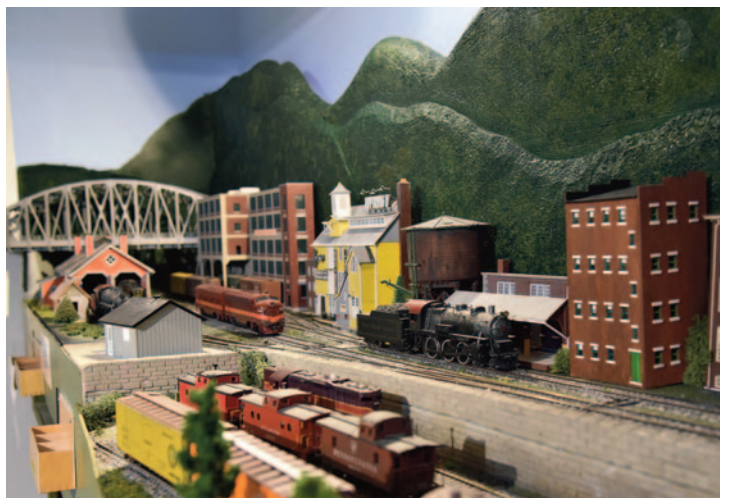


McMichael Yard had not foam background in Sam's basement so so new pieces had to be formed to match the right section.



Brenda Caugherty matching paint colors to coordinate with the originals was pressed into service along with Vicki Schnieder who cataloged all the buildings, locomotives and cars of which there were many.

vided Schneider with a list of all previous issues where Sam's "S Tracks" column had featured information about this layout. Once Schneider found those issues digitally and reviewed all of them, he had a Eureka moment. In the February 2012 issue where Sam's column described his modeling of Pittsburgh, there it



A finished view of McMichael Yard.

Clearly there had been a large model building in that area at one time, but no photos that the team could find showed this area with a terminal building. Even Sam's brother Dave was unable to recall exactly what had been there.

Former NASG Dispatch editor Jeff Madden had pro-

was! A photo on page 15 revealed the secret, which Sam had detailed on an earlier page.

While he would have liked to have modeled the elaborate Pittsburgh P&LE station he saw when he finally got to visit Pittsburgh in July of 2011,

See Powell on page 20



President's Message

Will Holt, NASG President

HAPPY HOLIDAYS

Holiday greetings to all! Be sure to have an S train around your Christmas Tree. It is hoped that as this issue reaches you, you and yours are in good health. I am sure that we are all read for life much more as it was at the beginning of this year.

BETTER TOGETHER

The article by Ed Loizeaux in the September/October issue pointed to the high value of the fellowship and resources that local clubs and the N A S G itself for S model railroaders. No one of us is good with every aspect of the hobby. And certainly none of us have all of the time we need. Some time by simply going to the N A S G membership directory on the web site and looking up a fellow member living in the vicinity, can lead to a new friend. Clubs, with their varied membership interests, have a broad knowledge base. These provide the information and/or assistance we need to enhance our model railroading experience.



New Orders

Richard Caugherty, Editor

Holidays and Trains Are Synonymous

It is that time of year again, where we crowd all the holidays together. As a kid it seemed like it took forever waiting for Christmas to arrive after Thanksgiving. Now we just turn around and it is here with no time to cook and bake, shop and wrap or clean and decorate.

Now what did I forget—trains. As kids growing up this time of year meant going to the hardware stores, the Goodyear store, and the department stores to see the latest items available for your train. If we were lucky to get the latest catalog in the fall, we would wear it out wishing for one of everything.

For multiple reasons, I have not gotten around to building a layout in my basement storage area. But one fall sitting thinking about Christmas I designed and build a 5 foot by 7-foot layout specifically for the Christmas season.

One was to bring back memories of trains and

N A S G UPDATES

The N A S G has kept many things moving along in spite of the current impediments. We are completing a major review and revision of the Bylaws as a follow-up to our recent revision to the constitution. The convention manual is nearing a complete revision. The Standards Committee is reviewing standards for S and coordinating with the N M R A Standards Committee. There will be a completely new set of standards and recommended practices for modular, sectional, free-mo and T Track layouts.

CONVENTIONS

Even though we lost our convention this year in the Twin Cities, we are set with the 2021 convention in Buffalo, New York. This Buffalo CanAm event is a first. It will be an international event co-hosted by the Western New York S Scale Association and the S Scale Workshop of Canada. The schedule of tours, clinics and other convention activities promises to provide all of those attending a really great time. Plan on coming to Buffalo now.

It is likely at this point that the Pines and Prairies S Scale Workshop will submit a proposal to host the 2022 convention. Proposals for conventions for 2022 and beyond are being sought.

Christmas from my childhood, and without building a complex layout I was able to do just that.

I have heard many guys say, "I don't have space for a permanent layout in my house or apartment." My suggestion is to carve out some space where you put up a tree and design whatever type of layout will fit.

I have found that not only are my grandchildren interested, but even our adult friends become fascinated. It often brings back memories for them as well.

Surgery Causes Delay

On September 4 I had knee replacement surgery (probably some of you have, too). I had worked on the layout for November-December issue to get ahead. The surgery went well, but I had a bad reaction to a combo of anesthesia, oxycodone and being diabetic. I came home on Saturday after the operation and ended back in the emergency room on Sunday for a three day stay. This was followed by ten days in a rehab facility. My recovery was not as expected and therefore the magazine is coming to you late. All is going well now.

*Happy Safe Holidays and a Happy
New Year to you and your family.*

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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

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\$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:

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NEW MEMBERS

NASG New Members July 1, 2020 to August 31, 2020

Tom J. Crowley.....Atlanta, Georgia

William Morrison.....Red Bluff, California

Norman Curtiss.....Round Rock, Texas

John S. Nosari.....Chatham, Illinois

Paul DeLaney.....Phoenix, Arizona

Tim D. Schoenenberger.....Oakwood, Ohio

Thomas Gascoigne.....Grand Island, New York

Philip R. Taylor.....Palmyra, Virginia

Ronald Leach.....Toms River, New Jersey

Randy Thompson.....Parker, Colorado

Brian McLeod.....Florida, New York

Deceased Memebers

Dr. Jerry Gurkoff.....Corsicana, Texas

Richard Kloes.....Milwaukee, Wisconsin

Jm Stiber.....Kennesaw, Georgia

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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**

Summary Report

Meeting of the Board of Trustees

National Association of S Gaugers,

Incorporated

July 28, 2020 4:04 PM

Please note that due to the cancellation of the 2020 NASG Convention this meeting was held online using Zoom software which was graciously setup by Jim Whipple the Executive Vice President.

The Annual Board of Trustees Meeting came to order Tuesday July 28, 2020 at 4:04 pm. The members present were Will Holt (President), Jim Whipple (Executive Vice President), Andrew Malette (Secretary), Mike Ferraro (Treasurer), Jay Mellon (Central Region Vice President), Jeff English (Eastern Vice President), and Peter Gehret (Western Vice President).

Minutes from 2019 BOT meeting were previously prepared and sent out in emails to the BOT members and were already approved online on April 20, 2020.

William Holt mentioned that the treasurer's report is incomplete due to the fact that not all pertinent information is in the hands of the treasurer yet. After much discussion, the treasurer's report for 2019 and the budget for 2020 was tabled until ready. At that time, it will be presented to the BOT through another Zoom call to be voted on.

Because of the Pandemic, a lot of events have had to be cancelled at which the NASG has traditionally had a presence. This has affected our membership drive and revenue in.

Among the usual topics of discussion were conventions, promotions, company store, the Dispatch, the website, NASG Flyer inventory and membership.

The new handbook for conventions is currently being worked on by Doug Peck. The convention for 2021 is slated to be held in Buffalo, New York, a joint effort between US and Canadian clubs.

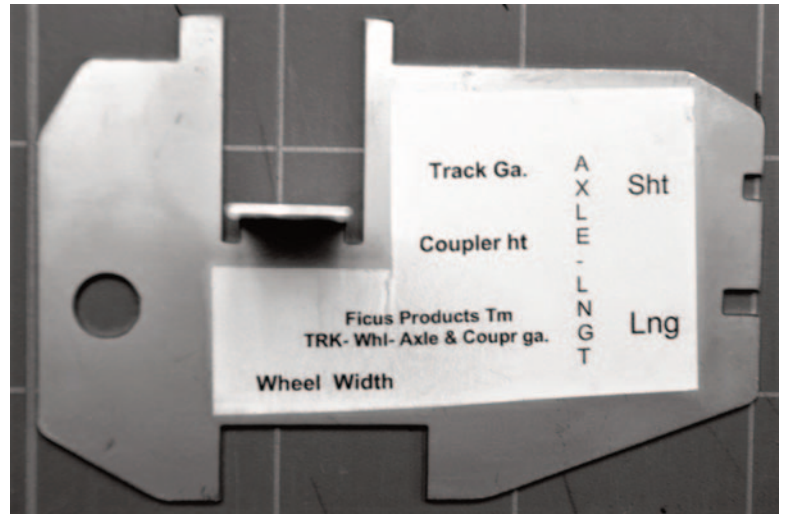
There is an S Scale Hall of Fame on our website and the Regional Vice Presidents have agreed to work on criteria for it and then a committee will be drawn up to implement it.

2021 is election year. Don't forget to vote.

At 6:04 Jeff English moved to adjourn, and Jim Whipple seconded it.

Product review

Handy tool for AF fans



Ray Puls

Jeff Madden put into my hands a product, the Ficus track gauge and asked me to write a review.

This is a handy tool for American Flyer fans.

1. It is an all in one tool that allows you to check track gauge on your American Flyer track, and it works fine for that.

A word of caution here: The instruction sheet states that the gage can be used on all S gauge track, but I found it not to be consistent with the NASG track gage. The NASG gage measures wide no-go .906"- narrow .884", the Ficus measures .868" or .016" under the NASG narrow limit.

2. You next can flip this little tool over and check the gauging of the wheels on your Flyer rolling stock.

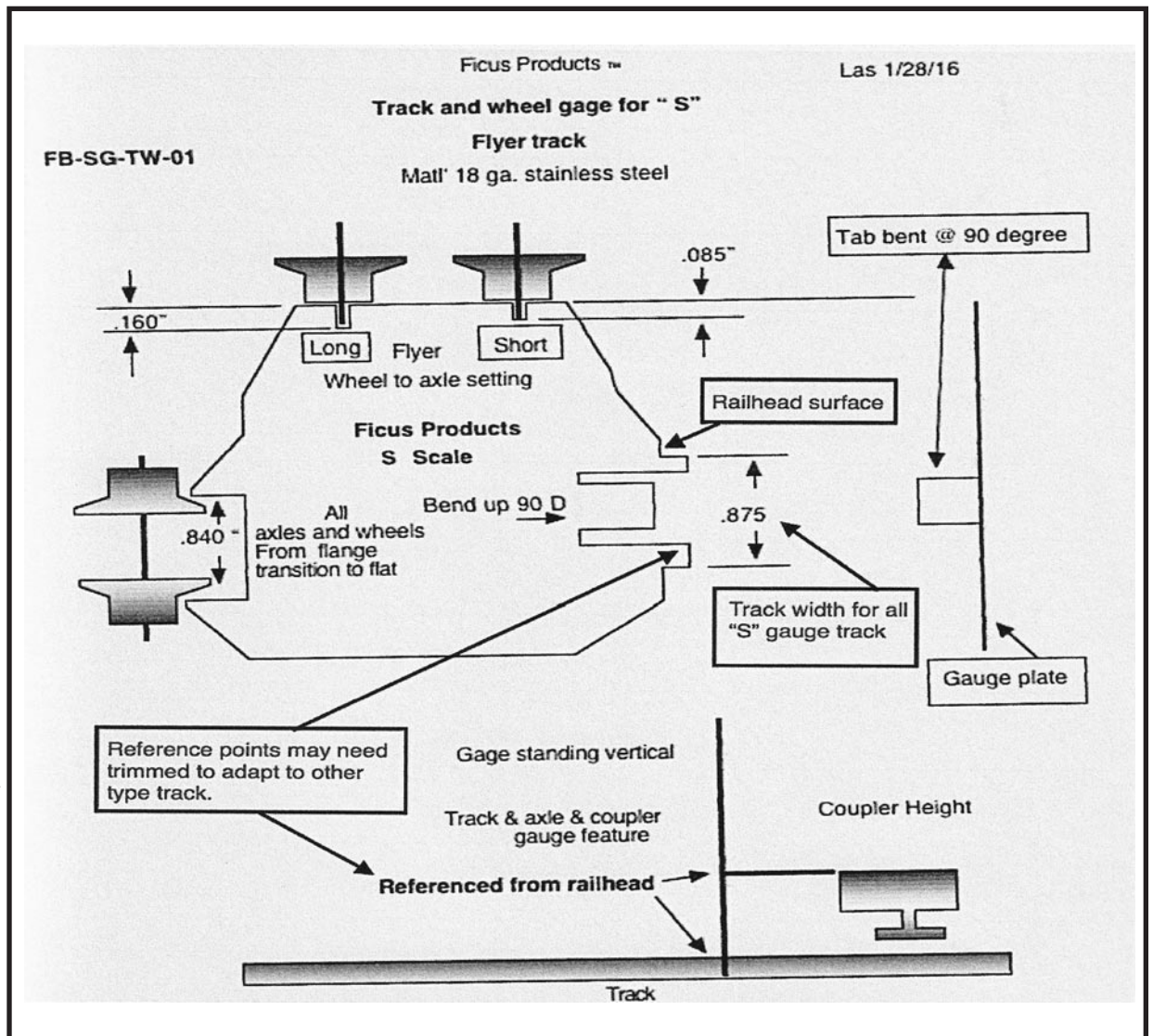
3. As you look at the picture above there are two slots cut into the right side of the gage for checking the axle extension beyond

the wheel, be it shortt or long axle.

4. There is also a tab that is bent 90 degrees on this gage that allows you to check the coupler height on all your cars that are equipped with the S gauge knuckle couplers.

In conclusion I do own one of these

gages and have found it to be a great help in finding trouble spots on my American Flyer layout and getting those corrected and also checking the gauge of the wheels on the AF cars.



Project

Create a load for your S flatcar

Edwin C. Kirstatter, photos by the author

On the NASG conventions in Scranton, Pennsylvania, Rutland Railroad flatcar No. 2777 on display at the Steamtown Railroad Museum (photo) caught my eye. It is loaded with wooden crates (perhaps machinery) that would make an interesting model flatcar load. We don't have any dimensions to work from, but we can estimate them from what we see in this photo taken during a NASG Convention tour.

According to the January 1953 "Official Railway Equipment Register," the Rutland had 39 of these 40-foot 50-ton capacity flatcars numbered 2700-2799, nine feet wide, deck four feet above the rails.

S scale has some 41-foot flatcars that would be suitable to approximate the Rutland car: the REX Engineering kit, the Funaro & Camerlengo PRR Fm kit, and the Smoky Mountain Mode Works Southern Railway kit. Of course, the crates are suitable for other flatcars, such as American Flyer or American Models, but I wanted to represent the car in the Steamtown photo. I used a Rex car, unfortunately the hirail version, so I had to customize the underside in order to install scale trucks and couplers. See the sidebar for what I did to this kit.

I used Northeastern wood components to build my crates. (You could of course use styrene, but then you would have to color the finished product to look like wood anyway.) Because we have no firm



Rutland #2777 at Scranton, Pennsylvania with load that inspired the project.

dimensions for these crates, we can only guess the sizes. But we know the length of this car and the height of hopper car (11 feet) coupled to it; this crate is a bit taller than that. We can count the stake pockets in photo and on the model to get some idea of lengths. We can also count the number of boards from bottom to top. I guessed the tall crate is 14 feet long, 12 feet high above the deck, but not to exceed 8 feet wide and the railroads' maximum vertical clearance. The low crate at other end may only be 3 feet tall and 20 feet long, maybe narrower (say 4 feet) than the taller one.

From these estimates, the large crate's sides appear to be comprised of 6-inch boards with 2" x 8" corner caps and diagonal bracing. So we can build them from 3/32" scribed wood, 1/16" thick, to represent the flat surfaces, plus caps and braces of 1/32" x 1/8" stripwood. The corner caps will hide any assembly imperfections of the boxes. And don't forget the crate's top, which needs to be tight to protect the

contents from the weather. (The top is of course a guess because there is no photograph of it.)

The long low crate has no outer bracing. I added scribing across the individual side boards to make the crate appear to be constructed of a series of shorter boards with overlapping joints.

I used Elmer's Carpenter's Wood Glue to cement the crates together, although there are other suitable glues such as Aleene's Original Tacky Glue. Cementing interior corner bracing will make the large crate square and stronger; the long low crate has an interior lateral brace to prevent the sides from bowing in or out.

The completed crates won't need any paint except for a coat of Scalecoat I S53 Clear Sanding Sealer to keep the wood looking new.

These two crates were secured to the prototype flatcar's deck with hardwood 4" x 4" x 18" chock blocks nailed to the car's
See Project on page 10



Model wood crates built and ready for a flatcar. The author made the crates somewhat taller than in original picture.

Dave Blum
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Project: Create a load for your S flatcar

Continued from page 9

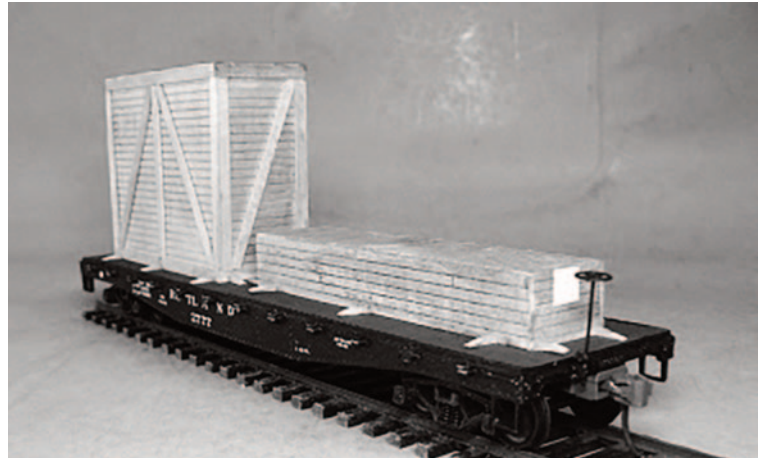
these from 9/32" lengths of 1/16" square stripwood, sanded to a flat taper. Glue these to the crate bottoms as shown in the photos, then reinforce these joints with super glue (CA). (Sometimes there may be stakes in the stake pockets to prevent side movement with blocking between the stakes and crates instead of the chock blocks.) This is the way things were crated until the 1950s when plywood began to be used with vinyl weather protection sheeting and steel banding.

I fastened my model crates to the flatcar with Walthers "Goo." However, you can use wood screws from below if you don't want a permanent load. You'll need to glue wood cross-pieces under the crates for the screws to go into. Make sure there is a six-inch minimum clearance at the "B" (hand brake) end of the car when attaching the loads!

The resulting load, six ounces or so, is light enough so as not to raise the car's

center of gravity appreciably, important for good tracking.

This loaded flatcar should be a nice addition to your pike's operations: a load to go somewhere! You can put yard clerk's destination cards on tack boards to tell the switching crews where this goes. And add placards on the crates with special instructions. Maybe it's bringing new machinery to the Biggs Boiler Works in East Akron, Ohio on the B&O's Valley Line.



Be sure to provide ample learence for the hand brake wheel at the "B" end of the car.

References:

Official Railway Equipment Register, January 1953, p. 102 (NMRA reprint)
AAR Rules Governing the Loading of Commodities On Open Top Cars, 1946.
AAR Code of Rules Governing the Condition of, and Repairs to, Freight & Passenger Cars



Left three-quarter view of the complete model with loads in place.



The right three-quarter view of the complete model with its completed loads.

SIDEBAR

Find scale version of REX car, avoid some steps

I used a hirail version of the REX flatcar for the crate load. First I filed the sill stirrup steps to a finer contour. Cement any that break off back on with super glue (CA). Then remove any casting flash from the body. If you find any malformed stake pockets, file them flat and super-glue on plastic replacements (e.g., Grandt Line/San Juan). Clean out the stake pocket holes if you are actually going to use stakes. I didn't bother to replace the eight cast-on grab irons.

The AF-compatible circular truck mounting pads and center sill bar could not be milled off with a Dremel tool due to the metal's hardness, so I used an Ace No. 02006 AF gondola scale-conversion accessory set to mount Ace No.200201 Bettendorf sprung trucks using No. 4-40 flat-head machine screws and bolster springs. I re-gauged the Ace plastic wheels to the current NASG Standards, then mounted Kadee #No. 808 couplers the included short screws.

I drilled holes in the floor to mount the crates above. Then I soldered a brass hand brake wheel to a .025" staff and force-fitted it into a hole I drilled for it at the 'B' end of the car. Make it stand about three feet above the deck. If you have a Grandt Line ratchet-and-pawl molding, attach it to the deck as you force the staff in place.

Clean your model with alcohol, then paint with Scalecoat II S2010 Black. The deck should be painted grimy black. Tichy Train Group has decal set No. 10143S for use on flatcars for many different roads including the Rutland. Then spray Testors Dullcote over the decals to seal them.

Of course, if you can get your hands on a scale version of the REX car, a lot of these steps can be avoided.

NASG 2020 ANNUAL AWARDS*

Bernie Thomas Memorial Award: Ken Zieska

Charlie Sandersfeld Memorial Manufacturer's Award:

Sandy Point Models (SP Interlocking Tower)

Perles Publications Award: Trevor Marshall

(for his article *Canadian National Brass RS-18 Rebuild*)

Trustees' Award: Roy Meissner and Dick Karnes

Josh Seltzer Award: no nominees

**Hopefully, next year the award winners will be announced at the NASG banquet.*

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Down by the Depot

by Carl Rudolph

Sacramento Valley American Flyer Club

Not much has changed from when the last column was written – coronavirus is still abroad across the land and, while there is some economic activity resuming, social gatherings like train club meetings are still on the back burner if not actually banned. But S gauge progress continues at homes from Portland, Maine to Portland, Oregon. Clubs are still holding virtual meetings and making a go of it. Here is the news we have received:

The **Pioneer Valley Model Railroad Club** held another virtual meeting which lasted two hours and had more attendees than the first one. The meeting included show-and-tell items, photos of railroad-related trips taken recently, and discussions of layout work. One item shown by **John Robertson** was a helium tank car that he had constructed. On a recent walk he came across a bunch of spent CO₂ cartridges which he took home, cleaned up and painted and built a pretty good facsimile of a tube tank car for helium – a flat car outfitted with high pressure compressed gas cylinders (large ones) for helium gas transport. These cars were used in the 1940s-1960s.

The **South Jersey S-Gaugers** met at a temporary location in Merchantville which is the normal home of the Cherry Valley O Scale club. Just prior to the meeting there was a heavy rainstorm which flooded the meeting area but not the room where the O scale layout resides – so the club wound up being shown the layout and holding a few clinics.

The **Baltimore Area American Flyer Club** have had no meetings yet, but two members sent in news of layout progress. **Doug Riley** decided to build an American Flyer layout in the spare bedroom of his apartment, and it is progressing nicely, being supervised by the family cat, of course. And **Jim McMorro** is adding mountains and a roundhouse to his layout. Jim's supervisor? An owl!

The **North Penn S Gaugers** have been able to meet at outdoor locations in recent months. This works well until it gets too cold! The possibility of a semi-permanent location for the layout is still alive and in

planning – now called the Hennings Train Club facility. Sure, hope this comes to pass – it would be great for the club. Your scribe thinks correspondent **Norm Leping** said it succinctly for all of us when he wrote “Everyone is itching to go to a train show, but weary of the Covid-19.”

The **Cuyahoga S Gauge Association** (Cleveland area), as of the latest newsletter, still have not held a meeting since the beginning of the COVID -19 pandemic although there has been plenty of discussion about maybe having outdoor meetings, virtual meetings, or conference calls. As they mentioned, at some point a club must have a meeting to elect officers and prepare for next year's train shows. Surely sometime early next year we can start returning to something resembling normalcy! Lastly, although we do not normally include news of the deaths of club members, it is with great sadness that we acknowledge the passing of **Lee McCarty**. Lee was a friend who invited my wife and me to stay overnight at his home as we were traveling by car from California to Ohio for a college reunion. Turns out Lee and my wife both graduated from Hiram College which is relatively close to Lee's home. Lee had been a pillar of the S gauge community, not just in the Cleveland area but also nationally. He had a collection of American Flyer that had to be seen to be believed but the layout in the basement was S scale, not AF. We exchanged club cars and thoroughly enjoyed his and Cindy's hospitality. God speed, Lee.

The **Miami Valley S Gaugers** (Dayton area) still are meeting only in the virtual world. But the newsletters have had several interesting things to relate: One, **Ray Garbee** wrote a great article about how landscapes around railroads change as time progresses, and as a result, some strange relationships between the railroad and nearby structures or roads occur; two, **Alan Smith, Tom Hartrum, and Ray** all had instructive and entertaining articles about projects at home with illustrative photos. These guys are active between the virtual meetings, as we all should be to keep our sanity.

The **Central Ohio S Gaugers – Northern Division** still are not meeting, either, but at least they put out a tentative schedule for future meetings. The first one is in November at **Monty Kaufman's** home in Sandusky – we will see if it actually comes to pass. We wish the club (and all our clubs) well.

The **Kansas City S Gaugers**, the Paul Stevens Chapter, have communicated to this column for the first time! By way of introduction, correspondent Bill Hutton sent the following: “We have a regular group of American Flyer Collectors and Operators here in KC that meet as the Kansas City S Gaugers, the Paul Stevens Chapter. We meet at least bi-monthly at my office. We run trains at the MidAmerica Train Show three times a year in March, August and the last Sunday in November. Our club operates a portable 5 x8 layout. In addition, we are responsible for the S Gauge portion of a permanent model train display at Union Station in Kansas City, Missouri. There are 3 loops of operating S gauge trains on the multi-scale layout. At Christmas time we set up 3 additional loops of S Gauge Trains as part of the Union Station Holiday Display. We have an active group of 10 or so longtime hobbyists and collectors. We try to make a good showing at the S Fests here in the Midwest. We also have a Kansas City S Gaugers Facebook page.” The emails go on to say that the club is still having limited meetings of just a few of them. We heartily welcome the news from this club!

The Dallas-area **Lone Star Flyers S Gaugers** club sent in the following:

“The Lone Star Flyers (Dallas-Fort Worth) have been using some novel (at least to us old timers) ways to keep in contact with our thirty or so members during this time where we are prevented to meet under the virus rage. On Saturday, August 15th, our club president, **Bill Clark**, set up a club meeting using the Zoom app. We had about ten members who were able to download and use the app to attend the meeting. One of the more interesting things about the meeting was some of the members were able to show portions of their layouts and trains running! Others had interesting signs from their favorite railroads, including explosive warning signs when passenger trains shared tracks with trains transporting explosives. We

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Best Christmas ever when you are eight years old



Picture above is my train layout for Christmas when I was about ten years old. It kept expanding and there was no longer space in the living room under the tree, so it moved to the cellar. That year my Dad helped me set up a 4 x 8 sheet of plywood with a 4 x 4 section to form an L shaped layout. I was left to design and finish the track work and scenery. Back then there wasn't too much to choose from nor any hobby shops near me. Green grass was infused with sawdust and also used for the road. I had accumulated lichen and some store bought trees on a visit to a hardware store. The Mountain paper came from one of our local grocery stores that seemed to sell a little of everything.

Parents gave more than I could have known

Richard Caugherty

It was approaching Christmas when I was 8 years old and my parents made my dream come true. I had been wanting a train for several years. I used to visit any store that would have a display and drooled over them. They said I could pick out any train that I wanted from our local hardware store, but that would be it for gifts because trains were expensive. That was fine with me, anything was worth given up for a train.

On Saturday, my Dad took me to select my train about 3 weeks before Christmas. The hardware store had two dis-

plays, one for Lionel and the other for American Flyer. It was not too hard to choose between the two manufacturers. I clearly remember saying to my Dad, "Trains only run on two rails."

I perused all the AF on display, and I was taken by the Silver Flash passenger set. My Dad being older and wiser said, "The passenger cars are nice, but you get more with the freight set." That was it!

Being eight I had no concept of the cost and since I was told to pick any set I wanted. The Silver Flash cost \$62 in 1954 which would be about \$700 in today's money. My Dad worked in the local steel mill as

did most dads and my Mom was a stay at home mom. I have no idea how they could afford to do this. My parents were always thrifty (waiting for the next Depression). My appreciation for them has only grown over the years becoming an adult.

The first Christmas my Dad bought a sheet plywood and we squeezed it into a corner of our living room. He had painted it dark green. He and I set up the oval of track and wired up the transformer. Unpacking the cars was my job while he wrapped the A and B units. The real tree got to sit in the center of it all with a small plastic church under its boughs.

I am not sure who was having the more fun since my father never had a train as a kid.

Now remember my parents said that the train was my only Christmas present. Well, Christmas morning there were presents for me under the tree. Most were for the train several Plasticville buildings and other assorted items. From then on, I would add to my collection of buildings and more cars by asking for things from AF catalogs.

The train expanded and eventually moved to the cellar that served as a shop, extra bathroom, summer kitchen and

See Best on page 30

Imagination is all it takes

Larry Yurcho, Dallas, Texas
photos by the author

My first interest in trains developed when my mother used to put me on the train from the big city of Shreveport, Louisiana to the little town of 713 people in southwest Arkansas, Horatio. My grandpa lived there and was where I was born in his farmhouse (replica shown in the photos). I recall the mail pouch being snatched off the pole! He would pick me up in his farm wagon drawn by two mules and we would ride 10 miles to his farm on a dusty road.

When I was about eleven, a family friend fulfilled my Christmas wish for a model train! It was a Gilbert American Flyer starter set with an engine, 3 or 4 cars and a red caboose. It included the now classic Gulf oil car. I saved my lawn mowing money and bought a Gilbert Borden's Milk Car (shown in the photos) that when the button was pushed ejected a 50-gallon drum of milk. I had it reconditioned several years ago, and it still works fine after some 60 years amazing. As I grew up, I put the train in a box and rarely opened it.

When my first grandson was born in 1994, he soon developed an interest in Thomas The Tank Engine. His father told him one day that "Granddad has a real train". So, we got it out of the box and the journey renewed in the next generation!



This view of Larry's layout is of all levels of the East Loop which you can compare to the layout diagram.

I had no idea in 2000 that trains were still available in the models. So, as I traveled with my career as a CPA, I would check out toy stores in towns I visited and bought AF track and accessories. There was also a large toy store near our house in Dallas and I spent way too much time (and money) there.

As a compromise with my wife, we agreed to put the train on a layout in our playroom for the grandkids to get it off the

floor. So, Thanksgiving morning of 2000, my son and I set up the first section of the layout consisting of two 4' by 8' hardwood panels each supported by 6 4" square fence posts 4' high. It had only two tracks with several AF switches remotely controlled. I am not a very skilled electrician, but my son-in-law is, and he helped me a lot in getting everything to run. His son was born in 2000, so now I had two grandsons to enjoy the trains. With his help and skill, we



The round house, engines and turn table all light up for nighttime duty while a worker loads barrels.

to create a fun-filled layout

added a five-foot section to one end of the layout and installed a 24" Bowser turntable and roundhouse with 10 bays in 2004 (shown in photos). Another friend wired it all up. On the opposite side of the layout, I was able to negotiate another 8' section for more room and added a lake which I had to name after my wife!

I made the layout to run the trains with

no particular theme in mind, except to have as many tracks as I could so the third grandson (2001) and two granddaughters (2003 and 2004) could each have their own track on which to run trains.

I could not negotiate any more floor space, so I went vertical. I added two more track levels to the new 8' section, one 5 inches above the layout and another 10"

above the layout and two more tracks on the opposite side to accommodate a Hunterline Wooden Bridge (shown in photos) and some AF bridges. I now had a six-track kingdom!

All the upper tracks use Gargraves track and the lower ones AF 10" track. The Gar

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Imagination all you need to interest grandchildren

Continued from page 15

graves' diameters range between 36" and 42". If you are familiar with Gargraves track, you know the curves come all in one unit, so it is easy to lay. The straight track comes in 39" sections. I bolted the track to the roadbed rather than nailing or screwing it in. Smooth. Almost all my track has cork roadbed underneath for less noise..

Hopefully, the photos will fill in your understanding of the layout, but here are some features to look for. I have listed them in sentence form to save space, so please pardon the long sentences..

The layout features a large marble rock quarry at one end where all three levels of track pass. The quarry was scratch built using mesh wire for the support and plastic "cloth" for the surface. There are tracks and trucks coming and going on the edges one



The North Loop of the layout gives a view of the quarry, other industries and a main railroad station. You can also see the various levels of track he has created for each grandchild.

can see. Next to it is King Kong and his blonde friend fighting the airplanes which rotate. Then, after the lake, the downtown area starts which has a large terminal with traffic and trains and neon signs. The streetcar runs back and forth through the area. It has whistles and bells and sparking lights. It runs for 72". Behind the terminal is the AF coal loader that my granddaugh-

ters' love because it makes so much noise. Then comes Godzilla reeking havoc on the electrical grid along with all the lighted emergency vehicles and first responders. Across the streetcar track is a burning switch tower with animated occupant running from a fire. Just past Godzilla is a Richmond Controls 22" radio tower that changes from flashing red to white depending on the time of day it senses. The far corner is anchored by the National Power & Light building. This is an O scale structure, but I needed something in the corner that was large enough to cause the eyes to change focus.

As you turn the corner, you will see the oil field portion of the layout featuring several oil derricks, one with a former client's name on the side. There is a gantry crane that loads steel using its magnet and dumps scrap metal into sided freight cars. Next is the Western section featuring the Hunterline trestle bridge in the background, the Dallas (Colorado) Hotel modeled after the actual hotel from the 1800's, a jail, mercantile store, and blacksmith shop. At one time, I had actual running water in the creek!

The farmhouse modeled after my grandfather's is next in the foreground, along with barns and cattle. The cornfield has a bull trying to cross the cattle gap. Hopefully, you mid-westerners will know



A scene from the Wild West inhabits Larry's layout just like Godzilla does.

what that is. There is a man hunting in the field and a big moose. On to the right is the maintenance shop area with repairs in process. In between these two features is a scratch-built auto transport carrier with the Austin and Central Texas markings. I copied this car from a magazine article and had the decals specially made from a picture I took near Austin. The Bowser turntable and 10 bay roundhouse feature bay lights and roof made of curved gutter guards covered with plastic cloth. The walls of the bays are HO scale stones. In the foreground is a barrel loader from the 1950's with the little red forklift. On the upper level track, on a siding right above the turntable, is a petroleum cracking tower carried on three flatcars. This was obtained from Iron Rail Models and is one-of-a-kind. It was purchased from the manufacturer at a NASG convention in Chattanooga. He only made this one from a picture he took along a highway where the tower was being carried..

I have used various power supplies over the migration to the current layout which feature Lionel, Rail King and MRC transformers. The streetcar is powered by a Digitrax DCC.

The engines currently shown on the tracks include a BNSF, Frisco Meteor (4501), an AF 283 that really throws out the smoke and a Franklin Frontier engine



National Power and Light lights up the meeting of both loops of tracks as a train circles back toward the North Loop.

(#20550). My original engine is in one of the center bays with a 1 circled in white (not as it came-I added so I could recall which one it was).

There are more than 100 figures, 20 operating accessories and eight flashing neon signs. Total track footage is about 270 and the layout encompasses 96 square feet. My collection includes an AF Silver Flash passenger set, a Blue Comet

set, about 30 locomotives and over 40 cars of rolling stock.

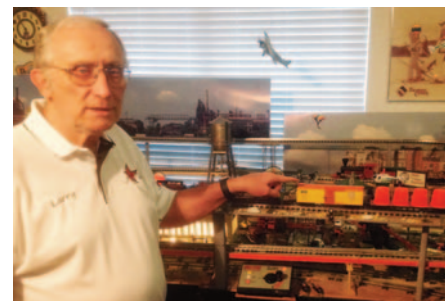
I am a member of the Lone Star Flyers Club that maintains a 60-foot layout with five tracks that we take to local train shows and use for our club members to run. We have about 30 members, only a few of whom have their own layouts, so the club layout is their source of enjoyment running trains..

The layout has provided innumerable hours of fun to build and operate, especially time spent with my grandchildren, who are really the inspiration for building it! At Christmas time, we also host an Open House for the neighborhood to enjoy the trains. Hope you have enjoyed the tour!

If you have any questions, you may email me at larry@cpa8447.com.



This view is of the meeting of the North (left) and East (right) Loops of the layout. See if you can pick out all the levels of track.



Larry started as a kid with American Flyer, packed it away, then got bitten by the bug and the need to show off his trains to his grandchildren and get them interested.

Unique structures

Time spent on kits proves to give layout some neat scenes

Jim Martin, photos by the author

There is not a lot of news to talk about from North of the Border during these strange days, so I will share a bit of my home layout with you. I like to scratch build structures, either from first-hand inspiration, photographs, or from plans in magazines. I do enjoy the ease of kits. Sometimes it is nice to have the cutting and planning done for you. However, the few kits I have built have tended to be of the small, ubiquitous variety, and not spectacular flights of architectural fancy. Here are some unique scratch-built structures from my layout.

Port Dover, Ontario lighthouse: There must be hundreds of examples of this style of lighthouse from the Great Lakes to the seashore,



but to my knowledge there are no kits for this structure in any-scale. I measured the base of the real lighthouse at 12 feet square, and using some distance photos, approximated the measurements for everything else. The walls are from Evergreen scribed styrene. Windows are HO scale Grandt Line items with modified muntin's. The light housing on top was constructed of thin Plexiglas framed with styrene angle. The railing is brass wire. This has a functioning light which would catch the public's attention at train shows, but now that Port Dover no longer travels, it remains turned off. It just looks weird to have the light bouncing off the home layout backdrop which is just inches away. I kind of overdid the bird droppings. There must be Pterodactyls overhead.

The Arbor: This styrene structure is patterned after the real restaurant that served beach visitors for nearly a ce-



down a few years ago, but the new building mimics the old. What caught my eye were the interesting front windows and the large, colorful signs surrounding the roofline. A color postcard of the restaurant signage was proportioned, and photo shopped for me by my friend Pete Moffett. Sometime in the future I would like to find some sharper images to sample. The continuous row of side windows is also a neat feature.

modeler's license and moved it to the side of the roof facing layout visitors. The green shingles are an Evan Designs, *Model Builders* printout, sliced and layered for effect. Both buildings are slightly condensed in length for a better fit along the waterfront.

Unnamed and unfinished: I constructed these two styrene facades about 15 years ago from plans for the Union Grove Tile Works in the December 1961 *Model Railroader*. I was



Matthews Boat Livery: A color photo of the real structure with a CN Mogul in front of it tipped me into modeling Port Dover. The last time I visited, these two building were about all that remained of the 1950s waterfront. They were abandoned, in extremely poor repair, and not long for this world. These models are also constructed from styrene. Commercial widows were custom modified for the snack bar section. A graphic artist friend recreated the colorful rooftop sign from the photo that inspired me. The sign faced inland on

never going to build the whole complex, but I liked the look of these two building fronts, especially the one with the diagonal front siding and the tall sliding doors. Until very recently they sat around unpainted because my plans had changed, and I did not know what to do with them. I finally cemented the two together and hit them with a coat of rattle can grey primer. I liked the industrial look of the grey, so left it that way. The Windows and doors were brush painted with acrylic craft paint. The upper sliding door is from an old

AHM HO kit. The windows are Grandt Line. The tall sliders are scratch built from Evergreen styrene and Slater's Plasticard rivet strips. This structure awaits some finishing details, but given a name and a purpose, it will be part of the industrial row behind my Simcoe



Flagstop Shelter: Plans for this little Canadian Pacific prototype came in a package from the 1983 NMRA convention in Winnipeg. It is entirely of styrene scraps. I scribed the siding just like in pre-Evergreen days. The roof shingles are masking tape. The train order signal is the only commercial part. Scratch built structures do not have to be grand to lend individuality to a layout.



Norfolk Coop: This truncated building is based on an actual structure of the same name that once stood in Simcoe, Ontario. It hides where the staging track exits through a mirror. The side you are seeing is not normally visible to viewers. Norfolk Coop is co

board, braced with stripwood, and covered with paper siding from my Evan Designs program. The shingles, also from the same software, are cut into strips and overlapped. I used Brooks Stover's method of securing them with double-sided contact tape. The windows and doors are Grandt Line.

Clubine Mill is pretty much all paper, foam core walls, mat board roofs and printed paper siding. Only the office annex is

wood. The mill is named after my late and sorely missed S-scaler friend Oliver Clubine. I wanted a big, rambling mill structure as a corner focal point. The plans for the Hinkle Mill in the January 1982 *Railroad Model Craftsmen* kept beckoning me.

Then I saw the HO Danby Mill (based on the Hinkle plans) on a friend's layout. I was hooked. That kit by American Model Builders is exquisite: and priced accordingly. For my S scale version, I went the other way, seeing how little I could build it for. Right now, I am



usually applied. The picture here shows the mill complex very nearly complete and awaiting permanent trackwork and proper scenic integration. Once that is done, I would like to describe this project in greater detail.



into it this project for about 5 dollars! That is the cost of the foam core, computer-printed building papers and wood from the scrap box. Everything else on the Clubine Mill came from my parts stash. As we all know, if one hangs on to stuff long enough to forget what it cost, it's effectively free, right? No? OK then, figure another 30 to 50 bucks for the windows, doors chimneys and other details. The white office building is a Building and Structure Company *Dills Market* kit given to me by Pete Moffett. Effectively use, paper coverings are highly effective looking, especially when wood siding, shingles and insulbrick are cut into strips and individ-

In conclusion, modelers may lament that a kit is not available for what they want, or if it was made, it is now out of production. Quite often that kit is for a simple structure, and the time spent waiting and wailing could be put to better use by simply scratching one's own. I do not get too hung up on duplicating prototype measurements. There may be no plans available and the structure may no longer exist. If it looks right, it is right. Buildings are just boxes. Even something that looks as complex as Clubine Mill is just a collection of boxes with different rooflines and have a go at crsd wall coverings, so why not have a go at creating your own?

Powell part two

Continued from page 4

he decided that would have to be a future project. Instead he settled for using an excellent Walther's HO Union Station model that accurately represented the large Burlington station in Omaha, Nebraska. This model is perfectly scaled to work on an S Gauge layout. John Carter Brooks got to work searching on eBay and was able to purchase a completely assembled station, which fit perfectly in the open space on the layout.

Now that the layout was basically complete and operational, the work team decided

In June of 2017, TCA held its national convention in Pittsburgh and Schneider (who is also a TCA and NASG member) was able to organize a layout tour from downtown Pittsburgh for a large group of convention attendees. Later that summer, Schneider was also able to arrange personal tours of Sam's layout for NASG members who were returning home through Pittsburgh after attending the NASG convention in Maryland in August. The year ended with the museum and layout being open for the annual Historical Society holiday dinners and house



Members of Sam Powell's family met with members of Pittsburgh S gaugers to see his layout put back together. From left to right: Davey Stone, Scott Stone, Jim Whipple, Annie Powell Stone, Richard Caugherty, Jane Powell, Dave Powell and Roger Schneider.

to host a meeting of the Pittsburgh S-Gaugers on October 15, 2016 to show off the new layout. Between that time and the planned Dawson holiday tours, additional finishing work was done to complete more details on the layout.

Working into 2017, the layout was further enhanced in preparation for 3 major public events. In mid-May the layout was included in "Fayette County Train Day", an annual multi-layout tour in the Fayette County area where Dawson is located.

tours.

In more recent years work has continued at a much more relaxed pace to keep the layout operating well and to continue doing track work and maintaining engines and rolling stock. The Historical Society has opened the layout to the public on select weekends and the Pittsburgh S-Gaugers have scheduled a meeting in Dawson each year in October.

An exciting recent development has come about that would surely make Sam extremely happy if he were here



The recreation of Sam's Pittsburgh Union Station, although Pittsburgh did have four railroad stations back before railroads started combining their resources.

to enjoy it. Several Pittsburgh S-Gaugers members also belong to the Keystone Division of the NMRA.

Jim Whipple, who is one of those members, hosted a special meeting in Dawson to see Sam's layout in July 2019. At that meeting and at the previous Fayette County Train Day, a 22-year-old Community College student named Charlie Hallman attended and became highly interested in the layout and especially in the prospect of organizing operating sessions. He had already been doing this with many area HO layouts owned by NMRA members.

These sessions began monthly in January 2020. Char-

lie has also been helping Jim Whipple do some trackwork, especially in the Rook Yard area.

Sam Powell had clearly held some basic operating sessions, since a small number of Micro-Mark "car cards" had made their way to Dawson and there were also many Micro-Mark wooden "bill boxes" located around the layout at major freight transfer points. Schneider happened to come upon Sam's "S-Tracks" column in the June 2012 issue of the "Dispatch" that was entitled "The First Operating Session on the New Penn Creek Valley." This provided a lot of

See Powell on page 21



This is a shot of the coal dump harbor that still needs to have the coal loading shuts completed. Photo by Jim Whipple

Powell part two

Continued from page 20

valuable information about Sam's plans.

Future projects by PSG members include building and adding additional buildings to the layout in areas where Sam had not gotten around to filling in open spaces. A proficient modeler from the PSG, Gary Carmichael, has already built two beautiful buildings that have been added to the layout so far.

A final section that Sam had never completed was the coal dump area. When the layout ar-

rived in Dawson, that section only had a temporary length of track with three plastic hoppers that would most likely have been intended to be located above barges in the inlet. PSG member Paul Kovacik has recently modeled a highly detailed gantry crane that will eventually be in this area spanning a couple of siding tracks. Rich Caugherty and John Carter Brooks have plans to eventually complete this area and they also plan to do additional work on background panels around the layout.

Finally, at some point the layout should be re-wired to create multiple DCC zones to prevent derailment shorts that

shut down the entire layout - and it would be very desirable to purchase and install a wireless DCC system with the very latest technology. But all in good time.

And so, the work continues four years after Sam Powell's masterpiece was hastily un-

loaded from a tractor trailer into its new home at the rear of an old, abandoned apartment building in Dawson, PA.

As is seemingly the case with EVERY model

railroad, the layout work is never ever completely done. However, in this case, the work MAY finally be complete once Schneider gets around to building the tugboat kit, he recently bought that looks just like the one Sam had!



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Wanted Cartoonist

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to draw model
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Please send a sample of
your work to
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A LITTLE HELP, PLEASE



CLIFFSIDE RAILROAD'S No. 110, a 2-6-2 Prairie

The North Carolina Railway Museum, operator of the New Hope Valley Railway, is in the process of raising funds to restore steam locomotive No. 110. Be part of this exciting project by sending a tax-deductible donation to:

NORTH CAROLINA RAILWAY MUSEUM
Post Office Box 40
New Hill, NC 27562

You can visit the museum
and excursion railway at:
[Triangle Train.com](http://TriangleTrain.com)

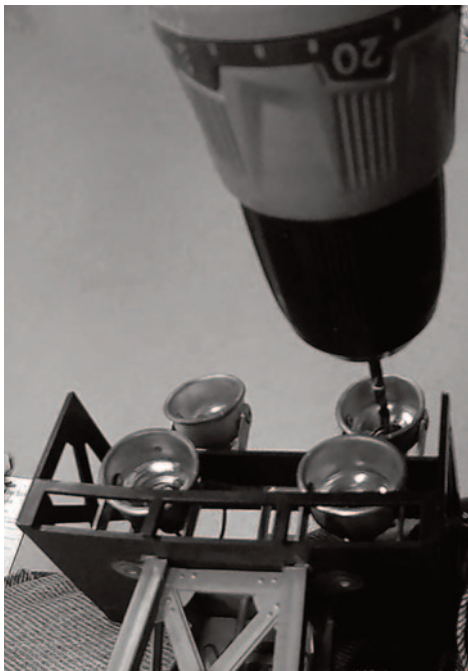
The museum is an all-volunteer, non profit [501 (c) (3)] corporation

Change MARX light tower to LED lights

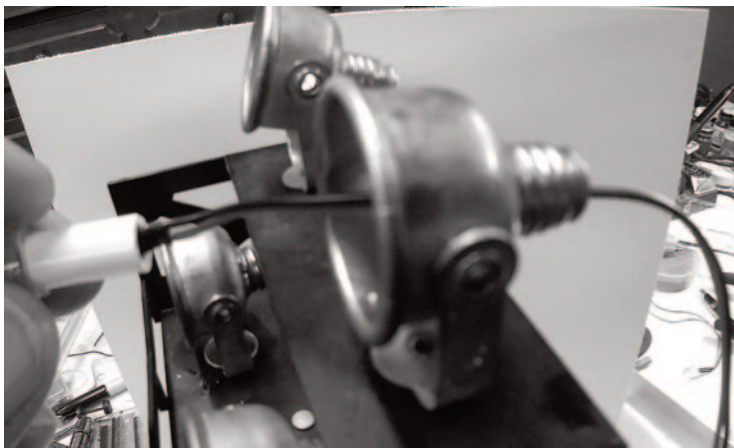
Ray Puls, photos by the author

MARX 4 light towers can be converted to use LED for illumination. This will reduce the amp draw on your power source with the additional advantage of likely never have to change bulbs again.

The first part of this project is to remove the incandescent light bulbs if present. With the bulbs removed you can now place



the tower in a horizontal position and drill out the center of the sockets using a drill bit just large enough to remove the center



contact, this will leave enough of the fiber insulator to protect the wire on the LEDs.

With the fixture now modified it is time to move on to the next step, for this you will need some 5/16" plastic tube, I used Plastruct brand obtained from a local hobby shop. You will need to cut four pieces of the tube 5/8" long, these will be cemented to the back of each of the four LEDs.

At this time each of the light sockets should be tinned in preparation for soldering one of the wires attached to the LEDs to the socket.

It is now time to stand the tower up and insert the four assembled LEDs into their respective sockets. I used warm white 10mm prewired LED bulb clear light emitting diode DC 9 to 12 v bulbs.

Trim the red wire of the LEDs on the lower level and the black wire of the LEDs on the upper level. Leave just enough wire so the LED/tube assembly can be pulled out when soldering the trimmed wire to the socket without melting the tube.

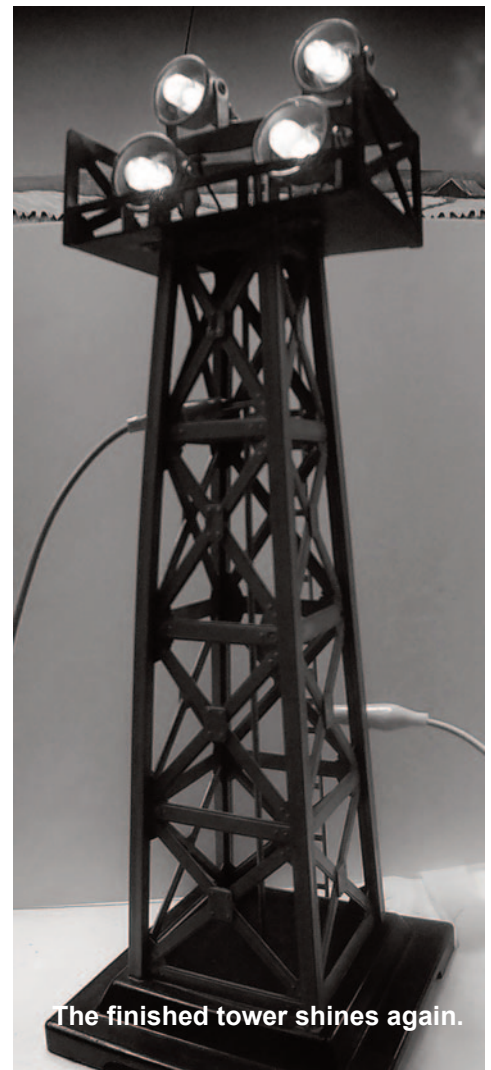
These wires can now be soldered to the sockets, with this done now with a hot glue gun insert one or two pumps of hot glue into each socket and push each light assembly tightly into the socket and proceed to the next till all four are seated securely.

The next step is to feed the black wire from the LEDs on the lower level through the hollow rivets securing the sockets on the upper level of the tower.

Cut the red wire on the upper level LEDs to approximately extend one inch beyond the socket and strip some of the insulation from the wire. Now you can trim the black wires from the lower level LEDs leaving enough so the wires can be soldered to the red wires on the upper LEDs. Strip some
See Lights on page 23



A great looking MARX light tower that might find a place on your layout and can be converted to LED lighting.



The finished tower shines again.

First AF trains came in 1950

Lee Olson, photo submitted by author.

My introduction to AF trains came at Christmas in the early 1950s. No one in the family remembers the year but I was either 5 or 6 years old. I received a 4904T set with spear couplers. My Dad worked during the holidays at one of Milwaukee's department stores and in the toy department! So, I am positive that he got a great deal like he was always known to do.

Since plywood was not readily available in those days, the bench work was 1" X 10" pine boards fastened together and painted green with a road bisecting the layout. The layout was designed to lie on the

floor. The oval of track was mounted on foam rubber which looked suspiciously like carpet padding. On the far side of the loop, the track was elevated an inch to create an embankment. A few buildings populated the layout which were made from Masonite (one of my Dad's favorite building materials), glued together and painted by my Mom. She painted on doors and windows and added a sign to each structure. American Flyer accessories, in addition to those included with the set, were the Revolving Aircraft Beacon and Automatic Highway Flasher. Also added were a Plasticville water tank, telephone poles, street signs



Christmas Day with my layout while my sister, Linda, feigns my interest in her new dolly

and town folk.

Several years later we moved from our rental house to a new home but there was no place for the layout. It was relegated to the attic which was bitterly cold during the Wisconsin winters and impossibly hot in the summer, so it only got use in the late fall and early springtime. I tried making my own flat car and adding a Lionel switch into the track with little success. Then the 282's e-unit quit working. Finally, in my

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S RELATED ARTICLES IN OTHER PUBLICATIONS

The impact of the *KOREAN WAR ON AMERICAN FLYER* is a two-page story in the September 2020 issue of CLASSIC TOY TRAINS. It tells how the shortages of materials affected the manufacture of a few S gauge cars by the A. C. Gilbert Company. Written and Photographed by Ted Hamler.

Just out is the annual *Great Model Railroads 2021* by Kalmbach. It includes a nice feature on Jerry Holmes's S Scale C&O layout. There are also some nice comments about S by the editor Steven Otte.

Lights

Continued from page 22

insulation from the end of the black wires and put a piece of shrink tube on each, connect the wires and solder and shrink the tube over the solder joint on these wires.

The MARX four light tower uses the ladder and the center rod of the tower to carry the electricity so all you need to do now is connect the clips on the bottom of the tower to your 12-volt DC power source, job completed.

Here is the completed tower with the LEDs installed and powered up with jumper wire connected to the ladder and center pin, when on the layout, of course it will be wired from the clips on the bottom of the platform.

This project can be done in one afternoon.

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How can an accident in your man cave garage increase knowledge?

Jerry Rivet, The Villages, Florida

It all starts in my GMC, Gentleman's Man Cave garage.

My wife and I had moved from Tyngsboro Mass, to The Villages in Florida. It is considered a fifty-five [55] plus retirement community, with may I a population of over one hundred twenty thousand residents. Tyngsboro is a town, north of Boston on the New Hampshire border. When I moved there, in the 1970 population was listed at 400. Population today?

I was in the process of emptying some of the moving boxes and my lame excuse is that I had better things to do.

"Oh, well".

As I begin to open the boxes, I arrived at a box marked odds and ends. I was extremely interested in it, what did it contain.

Well to my surprise a not Hi-rail, but a converted to scale A. C. Gilbert box car. It must have been one that I converted from Hi-rail to scale

many years ago, eons' ago or should I say who knows when. I had completely forgotten about it, that is for sure.

Enough declared.

So, since I had my stroke, the brain has slowed a might. I said to myself, who, or where else but go to the ton of magazines that I have shipped down from Tyngsboro. They are all "S" gauge magazines and Train Books, especially, *The Dispatch*, some old *Heralds*, *Flyer Collectors Club* and *Shortline Gazettes*.

My wife enters the GMC garage and notifies me that lunch is ready. So, as not to arouse any "commotion" I decide to put the freight car on the rear facing seat of my garaged golf cart. I proceed to enter the kitchen. and eat my wife's prepared lunch for me. So far, so good. While eating lunch, I get a request from her, not to forget and pick up the daily mail at the postal station. There is no street or house mailboxes in The Villages, only mail stations.

Then it happens. I engage the golf cart in reverse, back

out of the garage. and drive right over the A.C. Gilbert, or Flyer box car. Crushed it to pieces. I did not realize that I had destroyed the car, trucks and all, nothing to save.

The person I needed to contact is an awfully close and dear friend of ours, none other than Doug Peck.

He and I, from the 1970's, were up until I moved to the Sunshine State, active members of The Bristol S Gauge model railroad club. It boasts Flyer, Hi Rail and scale, you name it, even some narrow gauge. The club has it all, in their membership. In the future I will submit an article on club accomplishments in S gauge.

Now for the good stuff. Doug has furnished me with a lot of information about trucks pins, but no, they are called truck rivets and there is more than one size offered, although they all come in one diameter. At least the three most important ones do come in different lengths. The following information will contain part numbers, and which type of car they go on.

The three most popular, but do remember that there are others that you must contact your supplier for his - or her -

help to obtain the correct rivet or rivets', to install the appropriate truck or trucks on the car, be it freight or passenger. Be patient and careful while hunting.

The shortest ones are only for American Flyer box cars, and cabooses with a sheet metal floor, usually black, and the handrail is attached on each end. Numbered PA9381

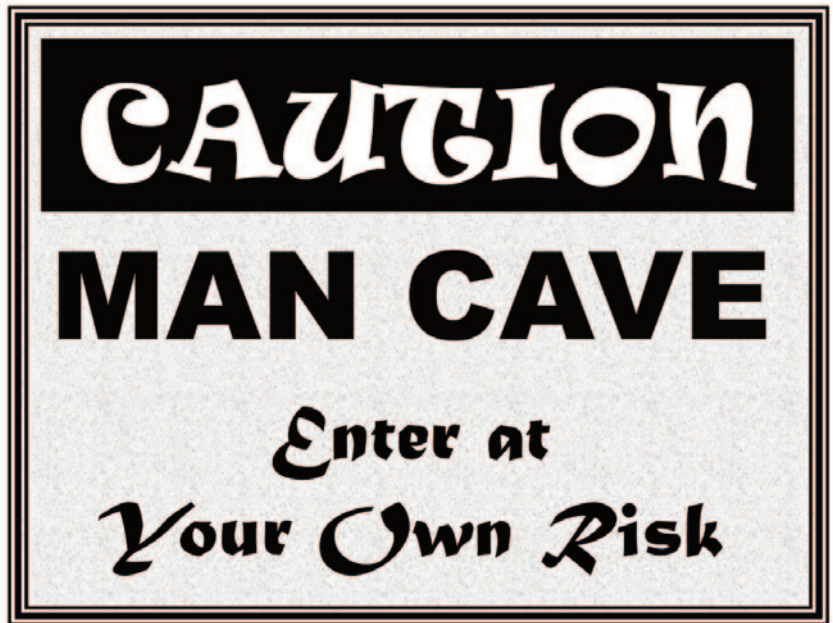
The mid-size, or medium length are for all tenders, cabooses, and box cars with plastic floors, or a cast floor and also for lighted/electrified action cars. Numbered PA10235

The longest are used for flat cars, and depressed-center flat cars. Numbered PA9988

Other hopper and gondola cars use three or four types of truck rivets. These depend on the year of manufacture.

My strongest suggestion in seeking parts, for that all-important repair, is to gather as much information as possible.

Until next time, Health and Happiness to all. Yours in "S",



Down by the Depot

Continued from page 12

also got to see “inside” some of our members “train caves”!

“A couple of our members had recently purchased some of the 2019 American Flyer catalog freight cars that have very realistic railroad “sounds”. One of our members was able to show the rest of the club how it sounded and looked on the track, extremely exciting! These cars have a volume control so one can regulate the level of sound, but it is very real-sounding and adds a lot to a layout.

“The North Texas Council of Railroad Clubs is diligently striving to have its marquee show in mid-January 2021, after hav-

ing to cancel the one in October due to concerns over the virus and the risk of limited attendance. As of this time, all systems are “GO” for that show as the number of positive cases is declining”.

Thanks to **Larry Yurcho** for the correspondence!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** recently held a virtual meeting with an interesting program. Secretary (and correspondent to this column) **Dale Smith** invited a friend of his, Daryl Olszeski from Michigan, who has been an assistant in building Dale’s americanflyerdisplays.org and gilbertho.org websites. “Daryl recently obtained an original Gilbert Display Layout which he is in the process of restoring. The layout is a bit of a variation from

the standard layout on which it is based but is an original Gilbert product. He will give us a tour of his layout and talk about some of the issues involved in restoration, including how he is planning to make the asbestos containing parts of the layout safe to use,” relates Dale. That was surely a remarkably interesting meeting to those who are fans of AF and Gilbert.

Several clubs which are normally exceptionally reliable in sending in newsletters or emails are missing this time around. While that is understandable due to the lack of activity, we hope that all are still healthy and safe from the pandemic. The news we have received shows that we need to remain as active as possible to keep our heads on straight. We have a wonderful hobby that can entertain and engross us

Letters to The Dispatch

Former *Trains* magazine editor dies

Editor:

J. David Ingles a former *Trains* editor and 47-year Kalmbach staffer, has died.

Dave was a friend and railfan buddy for 32 years since I moved to Wisconsin from West Virginia. We attended the same high school in Dearborn, Michigan, but we did not know each other then.

When I moved to Wisconsin in 1988, I actually worked for him for a few years in the advertising area of *Trains Magazine*. Our daughters became good friends then and were dragged along on a few railfan trips.

He will be missed by all railfans for his knowledge and writings and by personal friends such as my wife and me.

Jeff Madden

Longtime NASG member dies unexpectedly

Editor:

I did not know who to inform about an NASG member dying so I am sending this to the only 2 email addresses I could find in the Dispatch.

This morning Doug Miller, a long time NASG member and manufacturer, died suddenly at his home in Hendersonville, NC.

I spoke with his wife who informed me Doug complained of tightness in his chest a couple days ago and she took him to the hospital where they did an EKG and did not see

a problem. They made an appointment for him to get an MRI in couple days but this morning his wife, Susie, got up and found him dead in another room.

That is all I know currently. If I get any more pertinent details, who should I send them too?

Larry Morton

Known train dealer dies after long illness

Editor:

Those of you who have regularly attended the Greenberg shows know that there has been a dealer there with “high-end” American Flyer trains.

Gary Clark consistently had one of largest table collections and had almost anything that you would want, although not necessarily at the price you would want. Most of the time, his partner, Laura Zase was there.

The pair consistently attended S shows from Chicago into New England and were “on the road” a lot. They have been absent from the last few Greenberg shows because of Gary’s health.

He died on August 2 while suffering from Parkinson’s Disease and a brain tumor. I had some opportunities to buy a handful of things from them over the years; they almost always talked to me at the shows and I appreciated what they did by filling a need in the “S” world of providing AF to collectors.

Jonathan Knox

President, Pittsburgh S Gaugers

S. California S Gaugers honorary member left the rails

Editor:

Following a few years of progressive illness and then several days of intense care, Bruce Gripkey passed away early Tuesday morning, September 01, 2020.

Bruce was renowned for his knowledge of Flyer in S and even more so in Gilbert HO. Our club once asked a web-master of Gilbert HO for a recommendation for what to have made in S and we were told to ask Bruce. His knowledge was a matter of fact for those on the West Coast and East Coast and many Gilbert / Flyer folks in between.

His wife, Linda, is arranging a small ceremony as Bruce wanted. At some time soon, she will scatter his ashes on the UP (SP) track. As trains pass the site, his ashes will be scattered further and further along the line. It was Bruce’s favorite place, an infamous loop in Southern California. He would sit and watch the UP freights take the grand loop headed one way or the other.

Please remember Bruce (and Linda) in your thoughts and prayers. He was a gift to all who knew him and so many more that didn’t.

Fred Ruby

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.

DUE TO THE COVID-19 PANDEMIC PLEASE BE AWARE THAT EVENTS LISTED HERE MAY BE CANCELLED OR RESCHEDULED. CHECK THE INDIVIDUAL WEB SITES FOR INFORMATION.

November 1, 2020 — Lindenhurst, New York Northern Spur Model Train, Diecast Vehicles & Toy Meet. Firemen's Memorial Park, 555 Heiling Blvd. (north off Hartford St.) 8:30 am to 1 pm. \$5.00 adults, under 16 free w/adult. Handicap accessible. Also held on January 3, 2021, February 21, 2021 and March 21, 2021, Contact: **Carmelo Sancetta. PO Box 1286M. Bay Shore, NY 11706. 631-666-6855**

November 6 through 8, 2020 — Dyersville, Iowa NATIONAL TOY FARM SHOW AND AUCTION at Beckman High School, 1325 Ninth Street SE. NASG will have a booth at this show as well as a T-Track display layout.

November 6 through 8, 2020 — Milwaukee, Wisconsin FALL S FEST presented by the Badgerland S Gaugers has been POSTPONED. The Badgerland S Gaugers have rescheduled the 45th Annual Fall S Fest for November 5th thru 7th 2021. The event will take place at the same location the Four Points Sheraton Airport Hotel. Please Contact Roy Meissner for show car options Phone: (262) 538-4325 or E-mail rmeissner@wi.rr.com

2020-2021 TRAIN SHOW UPDATES

Milwaukee's Trainfest have cancelled the November 2020 show. There will be no World's Greatest Hobby on shows in 2021. Promoters say WGH shows will return in 2022.

In the case of Trainfest. Promoters say that there could be a virtual show this year, and plans are being made for an inperson show in 2021.

Train Show Inc. is planning to have both Greenberg Train Shows and Great Train Shows resume in 2021, conditions permitting.

November 7 and 8, 2020 — Dayton, Ohio DAYTON TRAIN SHOW NMRA Division 3 show held at the Montgomery County Fairgrounds, 645 Infirmary Road. www.daytontrainshow.com

November 7, 2020 — Mount Hope, Ohio CJ TRAINS FALL TRAIN and TOY SHOW at the Mt. Hope Event Center, 8076 St. Rt. 241. Saturday 10 am to 4 pm. Admission \$5, under 12 FREE. GPS info: 8076 St. Rt. 241, Millersburg, OH 44654) Web site www.cjtrains.com or contact cathijon@sssnet.com

November 7, 2020 — Parma, Ohio The CLEVELAND 2-RAIL O-SCALE MEET at UAW Hall, 5615 Chevrolet Blvd. Buy, sell, and train O Scale train items, enjoy layout tours, Friday night dinner with free presentation. See web site for details. Presented by Cleveland Train Shows, Inc. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$6 per person. Contact **Sam Shumaker (440) 248-3055, or www.cleveland-train-shows.com**

November 7, 2020 — Ocala, Florida LIONS TRI-ANNUAL TRAIN SHOW at the First Christian Church, 1908 E. Fort King St., 9 am to 2 pm. Adults \$5, children 12 and under free with adult.

November 8, 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.

November 9 and 10, 2020 — Raleigh, North Carolina NEUSE RIVER VALLEY MODEL RR CLUB SHOW presented by the Carolinas Division of the Atlantic Coast S Gaugers, 1615 Old Louisburg Rd. Web site www.nrvclub.net

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

November 15, 2020 — San Mateo, California FLYER FEST WEST at par

3 at the Lodge at Poplar Creek, 1700 Coyote Point Drive. 10:30 am to 3 pm. Sponsored by the Golden Gate American Flyer Club. Admission \$6, under 18 free. Free parking. Door prizes. www.ggafc.org

November 20 -22, and 27-29, 2020 — Walnut Creek, CA HOLIDAY SHOW presented by the Walnut Creek Model Railroad Society in Larkey Park, 2751 Buena Vista Avenue, Friday: 8 pm to 10 pm, Saturday and Sunday: 11 am to 6 pm. The Walnut Creek Model Railroad Society operates the Diablo Valley Lines model railroad Fares: \$3 Adults, \$2 Seniors and Children (6-12) Children under 6: FREE

November 21, 2020 — Danville, Indiana DANVILLE TRAIN SHOW at the Hendricks County Fair Grounds, 1900 E. Main St. 10 am to 3 pm. Presented by the Central Indiana Division of the NMRA. Admission \$3 adults, \$5 family. All Scales Operating Layouts, Vendors, Clinics, Food. See the CID web site: <http://cidnmra.org>

November 21 and 22, 2020 — Whitby, Ontario, Canada Pine Ridge Railroaders MODEL TRAIN SHOW at Father Leo J. Austin School, 10 20 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

November 27 through 29, 2020 — Virginia Beach, Virginia PLANES, TRAINS AND SANTA at the Military Aviation Museum, 1341 Princess Anne Road. Presented by the Tidewater Division of the Atlantic Coast S Gaugers. Santa Claus will fly in each day at 10 am with a meet-and-greet for children of all ages. <http://nmra-mer-tidewater.org/>

November 28, 2020 — Pinellas Park, Florida TOY TRAIN & COLLECTIBLES SHOW and Sale at Lopez Hall, 7177 58th Street North. Vendors selling new and used model trains in all scales, plus collectibles, diecast cars, and more. Operating model railroad display. Refreshments available, Wheelchair accessible, Free parking. Admission: \$5 Per Person. Visit www.regalrailways.com

December 2 through 31, 2020 — Baltimore, Maryland B&O's MAGICAL HOLIDAY EXPRESS at the B&O Railroad Museum, 901 West Pratt Street. Washington & Old Dominion Division of the Atlantic Coast S Gaugers will run their trains on December 4 through 6. The Baltimore Area American Flyer Club will run their trains December 12 and 13. For up-to-date information go to info@borail.org

December 5, 2020 — Rickreall, Oregon WVMRC Annual Railroad Show and Swap Meet at the Polk County Fairgrounds, 520 South Pacific Hwy. West (Hwy 22 and Hwy 99W 10 miles west of Salem). 9:30 a.m. to 2:30 p.m. Over 100 tables, all scales of trains. Admission: Adults \$5, children 12 and under free. A large variety of model trains and railroad items to purchase. Free Parking and handicapped accessible. Info: **Judy MacInnes, 503-581-6071, macinnej@msn.com www.wvmrm.webs.com**

December 5, 2020 — Union Grove, Wisconsin TRI-COUNTY MODEL RAILROAD CLUB OPEN HOUSE Saturday 9 am to 3 pm., 1010 Vine Street. Admission is free, children must be accompanied by an adult. Refreshments are available. This layout is handicapped accessible. www.tri-countymodelrailroadclub.com New members are always welcome.

December 12, 2020 — Dover, Florida TOY TRAIN & COLLECTIBLES CHRISTMAS SHOW and Sale at Hillsborough County Fairgrounds, 215 Sydney Washer Rd. 9 am to 2 pm. Vendors selling new and used model

Calendar of Events continued

trains in all scales, diecast cars, and more. Operating model railroad display. Refreshments, Wheelchair accessible, Free parking. Admission: \$5 Per Person. Contact **Joe Schramm** at (727) 244-1341, or visit www.regalrailways.com

December 13, 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.

April 3, 2021 — Elsie, Oregon 16th Annual Pacific Model Loggers' Congress at Camp 18 Restaurant and Museum, U.S. Highway 26, Elsie. See the web site pacificmodelloggerscongress.com for details. For general information, phone Lon Wall (971) 265-1060, or Jeff Johnston (541) 9141152. E-mail us with questions or for more info. Admission: \$15.00 per person at the door. There is no pre-registration.

April 22 through 24, 2021 — Fresno, California at the Wyndham Garden, Fresno Yosemite Airport, 5090 East Clinton Way. The members of the Daylight Division are proud to present the **Sugar Pine Centennial 2021 Pacific Coast Region Convention** from Thursday, April 22 through Saturday, April 24, 2021.

June 10 through 13, 2021 — Greenville, South Carolina SWAMP RABBIT EXPRESS — 2021 SER NMRA Convention Palmetto Division, at the Hilton, Orchard Park Drive, www.swamprabbit.org

July 12 through 18, 2021 — Santa Clara, California RAILS BY THE BAY 2021, NMRA National Convention at the Santa Clara Marriott Hotel, 2700 Mission College Boulevard (at Great America Parkway), Santa Clara, California.

September 8 through 11, 2021 — Irvine, California ORANGE BLOSSOM SPECIAL 2021, NMRA Pacific Southwest Region 2021 Convention, Hosted by Cajon Division, Hilton Hotel/Orange County Airport, 18800 MacArthur Blvd.

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ANY ACTIVE MEMBER of NASG can place a **non-commercial** classified ad in the Dispatch for no charge. Ads must be limited to 10 lines+-. E-mail your ad copy to dispatch@nasg.org or mail to Richard Caugherty, Editor, 714 Twin Oak Drive, Pittsburgh, PA 15235. Please be sure to include your member number. Ads will run for three consecutive issues unless told to stop.

FOR SALE

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

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: GP 20 Diesel Illinois Cnetral Gulf #8001, Birthday 1987, \$150.00 New AF Lionel Erie Berkshire #3360 Birthday 10/15 Flyer Chief control \$250.00, GP7 Diesel Union Pacific #125 Birthday 2018, Flyer Chief Control \$225 I will pay postage and shipping on these three. Also have All ON30 Bachman Spectrum for sale. Call Roger 507-676-0665

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 avail-

able, sent by either email attached, or by regular mail. Rod Price rodprice@frontier.com or 309 338-1829

FOR SALE: Moving to another state. Dismantling AF layout and selling most of collection of S gauge trains, track, switches, scenery, houses, etc. Send email to fmarotta@frontiernet.net for my for-sale-list.

FOR SALE: S Gauge Herald 1961 to 1988 collection, 106 in all. Not sure if missing items were missed or never issued. Email brownkc@bellsouth.net and I will email list of magazines. All issues for sale in one batch—no exceptions.

FOR SALE: American Models undecorated Alco PA-1 American ABA three unit set, DC, scale wheels, \$250. American models Pennsy GG1, Brunswick green, pin stripes, DC, scale wheels and kaydee couplers, \$250. Three American Models Budd coaches, bright chrome plated, lettered for Santa Fe, scale wheels and Kaydee couplers, \$85 each or all three for \$240. Email james.sweeney3@comcast.net.

FOR SALE: Conversion item for the #48271 Hover Dam Power Company Flatcar. It is a flat Metal Brass Hour Glass shape piece { size 1 1/4" W x 2" L x 3/8" H }. Marked T. C. A. 09 on the bottom. Sold only at the T. C. A. convention in 2009. Price is \$20.00 plus \$3.50 for shipping. Contact John Royal at royaltrainequip@hotmail.com or call 508-285-7896.

FOR SALE: AF by Lionel #49614 PRR (included two passenger set passenger cars) PA 1's one full length dome car plus four add-on cars C-10/P-10 \$550 free

shipping. Email: wonderwomantarzan@gmail.com or call between 9AM & 9 PM EST 412-759-7789.

WANTED

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: 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: American Models Alco FA-1 diesel single A, double A-A, AC Hi-rail, any roadname. AF by Gilbert #466 Comet Alco PA-1 diesel C-7, #718 or 918 mail car body shell only C-6 or C-7. Email: wonderwomantarzan@gmail.com or call between 9AM & 9PM EST 412-759-7789

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).

WANTED: SHS billboard refrigerator car, "WHITE HOUSE MILK CO, MANITOWOC, WISCONSIN". Contact Tom at tpatterson31@wi.rr.com.

WANTED: 1964-1972 'S' Gaugian magazines. Contact by e-mail: ho.dave1@gmail.com

Wanted Advertising Manager

The Dispatch is seeking someone to be in charge of advertising for the magazine. The volunteer position requires you to solicit ads and keep track of in what issues ads are to run. A background in advertising and/or marketing would be helpful, but not necessary.

Please send you qualifications to Richard Caugherty, editor at this email address: dispatch@nasg.org

My first train, who was it for, me or my Dad?

Rob Ortner, Sausalito, California

I was 6 years old, living on Belvedere Street in San Francisco, and my very first train, the American Flyer Circus Train, was given to me on Christmas Day, 1950.

Flat cars with lions and elephants circling around a circus tent and the "World's Greatest Show" yellow pullman car, are memories and visuals I shall never forget.

My father always wanted a toy train set. And during the Depression my Grandmother handed to my Dad, into his outstretched hands, with her thumbs up and forefingers like an engine, "Richie, Richie....here is your train, and it goes.....'woohka-ding, woohka-ding'!!"

The train I was given that Christmas Day in 1950, was the train my Dad never received and always dreamed of having.

And now in 2020, that American Flyer Circus Train, still works, still running, 70 years old, and will be part of a new Christmas set-up including that yellow pullman car.

Singing "woohka-ding".... "woohka-ding" and Merry Christmas to all.



ANNUAL NASG CAR OFFERING

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

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

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

To order go to:

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



PRODUCTS FOR S GAUGE

Jeff Madden, New Products Editor

Opp3000 TOYS –Lots of new stuff. Check the web for Acme, Ertl, Spec Cast, M-2, Jada, Maisto, Greenlight, etc., for new 1/64 items. Check out the plastic gas stations and other service buildings in 1/64. The gas stations come RTR but could use a removeable roof over the bay area.

AUTO MOTION –Note that from a previous Dispatch the website was wrong. It is got MOTION in the middle, not mation.

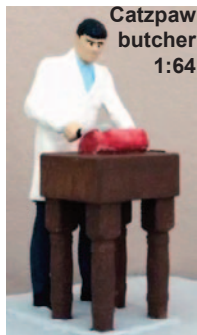
BANTA –Banta has several reissues of Sn3 and S buildings. Check them out. www.bantamodelworks.com

Roubies Corner Saloon
from Banta Models



B.T.S.- Check out reissues of the Slatyfork Sawmill and the Coon Gap sawmill plus other S offerings.

CATZPAW –Has several 3-D printed S figures including a new dancing cheerleader.



HALLMARK – Check out the stores for the new firetruck ornament. It is an F-800 Ford pumper.

MODEL TECH STUDIOS –Check out new detail parts including open slatted crates. They come in O and HO but should be useable in S.

Various chains are also offered in S – 12” for \$7.99. They also have a soda fountain girl plus other figures in S.

PBL –It is good to check their website for updates.

Ertl farm set
from
3000Toys



RAILWAY MODELS –They list lots of HO and N detail items, but many are useable for S including plastic molded sidings and plastic raised letters. For example, they break down the raised letter and numbers by sets including S. They come in black or white. Of course, you can easily spray them different colors. A set of numbers come in a size about 15” in S for about \$7.50. Serf style station lettering (listed as O) should work for S (7mm) high. These list at \$13.50. Lettering is on page 1 of their catalog.

TRU-COLOR PAINTS –Coming are 4-and-a-half-ounce aerosol spray cans for under \$10. They are the ones making railroad paints but previously only available in bottles.

WILD WEST MODELS: - Now has some cast vertical industrial boilers in S. Plus, they have other kits and detail parts to check out. www.wildwestmodels.com



Cabin from Wild West Models.

GREENBERG'S – New AF Price Guide for 2021 is available from Port Lines Hobbies. www.greenbergshows.com

MOTRAK MODELS –They have several new wood laser type structures available in S. One new one is a wood-frame fire station for \$75. They also have loads and detail parts in S. Check their site www.motrak-modelsusa.com or our own NASG website for details.

Motrak Models transfer depot in S scale



TONKIN REPLICAS –Check them out for 1/64 die-cast trucks. They are not offering any new AHL trucks, but they list a couple of oldies for \$24 – An Atlas Van Lines TT with the newer Ford COE and an Eckerd TT with a Ford F7 tractor.

Best Christmas ever when you are eight

Continued from page 13

storage from canned goods. By that time, I had a paper route and saved my money to buy a Union Pacific switcher. That allowed for various configurations of track on the layout.

Unfortunately, along came junior high and that changed us all. A whole new world of interests appeared on the horizon the least of which was trains. They were packed away in my parents' house. There they stayed until I got my first apartment and my parents decided I should store my own possessions. The trains were among those boxes.

Having a duplex with a basement rekindled my interest, but it was short lived as I met my future wife and back into the box went the trains. It would be a good many years before the bug bit again. I do not have a home layout, but I have a genuinely nice layout for Christmas. My grandchildren love for grandpa to run his trains. They get too run the Flyer Chief Polar Express.

CLUB CARS FOR SALE

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

North Florida Div. of Atlantic Coast S Gaugers is offering Lionel AF boxcar in Florida's colors to support North Florida A.C.S.G. \$100 SH included or \$80 @ a train show. Check to Larry Shughart, 5216 Lourcy Road, Jacksonville, FL 32257



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 Grassel at 847-744-0363 for availability. Specify car, mail check payable to CASG, to Wayne Grassel, 3115 Country Lane, Willmette, IL 60091

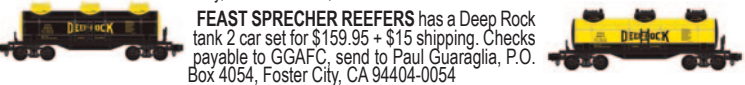
SOHIO TANK CAR These Lionel American Flyer cars sell for \$70 including shipping. Make checks payable to SCSGC, mail to Jeff Kruger, 1865 Notting-ham Lane, San Dimas, CA 91773-3718

BURLINGTON REEFERS StateTRACK & line S-Gaugers have reefers for \$65 including shipping. To order make checks payable to SLSG, mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033



2017 CONVENTION CARS AND TRAILERS TOFC \$45 each, TRAILERS \$20 each
Shipping: \$11 1st item, \$4 each additional item. **BALTIMORE AREA AF CLUB** has TOFC & trailers B&O #2017 in scale, B&O #9523 in hi-rail & scale, WM #18898 & #2411n scale & hi-rail. Extra trailers available. <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> Order from BAAFC, c/o Kyle Russell, 4146 U Way, Harve de Grace, MD 21078

FEAST SPRECHER REEFERS has a Deep Rock tank 2 car set for \$159.95 + \$15 shipping. Checks payable to GGAFAC, send to Paul Guaraglia, P.O. Box 4054, Foster City, CA 94404-0054



2012 S FEST SOO LINE CONDOLAS in limited supply with loads @ \$40 ea. + shipping \$10 first car, each add. \$4. Loads avail. in 3 colors Hi-rail, or Scale. #2012 or 67491 **2016 S FEST SPRECHER REEFERS** limited supply \$55 for Hi-rail, \$60 for Scale. Shipping \$10 first car and Each add. \$4. # 2016 or 20025. Call 414-421-8512 or rons48tblue@gmail.com



COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC



NMRA Sn3 TRACK AND WHEEL GAUGE
\$7 members

NASG S-3, S-4 TRACK & WHEEL GAUGE \$7 and 2 for \$12

#802 and #5 KADEE COUPLER HEIGHT GAUGE Measures car on track proper 17/32" height. \$6 each

S SCALE CLEARANCE GAUGE
\$7 members
\$9 non-members

REFRIGERATOR MAGNET
50TH ANNIVERSARY LOGO \$4 each

FOR SALE TO NASG MEMBERS ONLY



NASG T-SHIRT
\$15
2X \$18
ash gray with blue logo

LAPEL PIN
3/4 diameter
\$5

NASG CAP
\$19
Tan & blue denim with color logo

NASG GOLF SHIRT
\$29
2X \$33 dark blue w/pocket yellow logo

EMBROIDERED PATCH
\$4
2 3/8" diameter

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 Store-keeper 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.

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

Please check the NASG website for the most up to date information on car availability since some may sell out by the time The Dispatch is printed.



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



2016 American Flyer Commemorative Car \$70.00

A CNW flatcar loaded with produce trailers for \$69.00



2015 Convention Car \$68.00

Kansas City Southern 1950s era
Burlington 1950s era
Chicago & North Western 1950s era
Great Northern 1950s era
Illinois Central 1950s era
Missouri Pacific 1950s era
Rock Island 1950s era
Union Pacific 1950s era
Wabash 1950s era

Car \$69.00 Lionel BNSF waffle sided boxcar



2010 Jenney Gasoline Triple Dome Tank Car \$75.00 by Lionel road number 2910



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

Sales of cars temporarily suspended

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 pikesville-models@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.

New items 2020

www.americanmodels.com



Milwaukee Road GP9



Milwaukee Road S12



Lehigh Valley S12



Lehigh Valley RS3



Burlington Northern Santa Fe.. GP-35



CSX GP-35

Available in 3 numbers



Toledo Peoria & Western
3 bay coal Hopper.

Available in 3 numbers



Toledo Peoria & Western
40' AAR Box car



USRA Pacific 4-6-2 die cast locomotive with die cast Vanderbilt tender.

Coming Soon: Our new Pacific with new USRA cab.
Order now for scale, DC HR or AC HR engines with or without sound.
All engines come with smoke and choo choo sound.
We will print any road name on tender and cab. DC versions \$499.95.

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