

THE DISPATCH

JANUARY-FEBRUARY 2021

Happy New Year



COVER: The round house on Gary Brown's layout. See article on page 16

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NASG DISPATCH

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Binge building

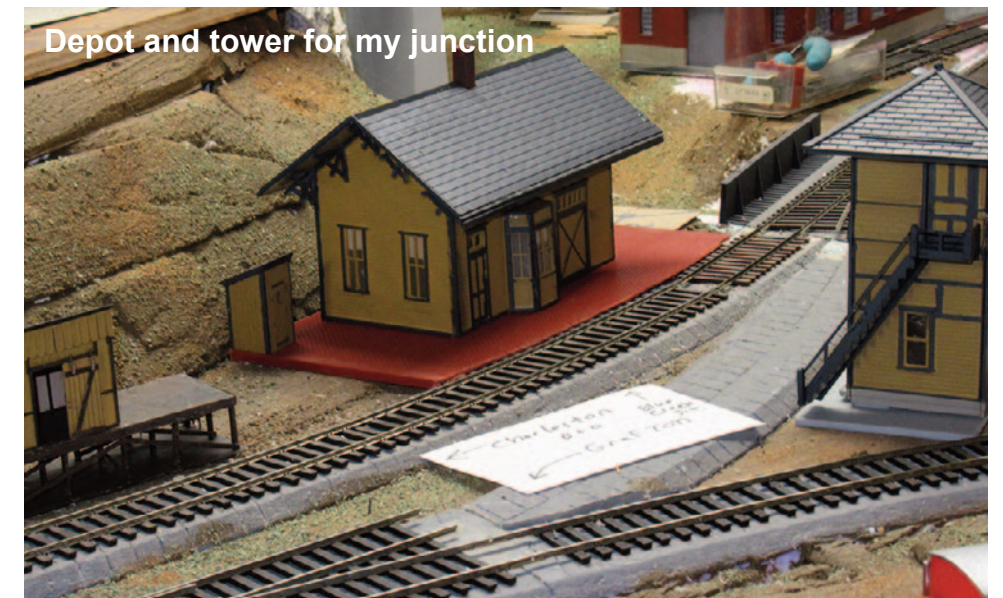
Winter, pandemic gives impetus

Jeff Madden, New Products Editor

The virus surely has gotten many of us to attack the project shelves. Mine started just after the St. Louis Fall S Fest in 2019 as I looked ahead to the long Wisconsin winter. Little did I know that the pandemic would hit in March of 2020 to extend the stay-at-home building time!

Back in November 2019 I determined to start on several structures planned for my layout that included some wood kits and even some Plasticville ones to modify. First, I tackled 3 Plasticville bungalows that I converted to “company houses” by adding a foundation, front porch with overhang and then painting them all white. These bungalows had more realistic roof shingles and siding than the red and white cottages.

For the upscale superintendent’s house, I added a foundation and white paint to the New England house. These all fit into the logging town on the branch where the big



Depot and tower for my junction

plus a freelance coal and logging branch, to determine if I had a space for my various un8built kits.

To this end I built the LVM lumber yard and the combination station. The lumber yard went together well following Frank

doors mostly I used a “canvas” type craft glue. [Ed. Note: See photo on page 4 of the lumber yard.]

A secondary challenge for these structures was finding the right paints to use since the model-rail themed Floquil bottles and spray cans have gone bye-bye.

The lumber yard was an easy paint – just some other maker a dull red spray paint. The roof paint was somebody’s flat black, and I had some Floquil reefer gray paint left for the trim.

Painting the station to the B&O buff and black was more challenging because I had to find a spray can color to match. I came close with Model Master (Testor’s) Africa Mustard. A flat black spray can was used for the roof and trim parts including the cast metal windows and doors. I found it best to spray all the components before assembly.

I needed a depot and tower at a junction spot so!

Most of the LVM kits are still available from K&P Brick (Phil Kehr). Phil took over the S line from Frank Titman.

In late spring and early summer 2020 with the virus in full swing, more structure



Superintendent's house and company houses

sawmill is located.

With the “company town” project completed I thought I would next tackle a wood kit. I surveyed the layout which represents a Baltimore & Ohio line in West Virginia

Titman’s comprehensive drawing and instructions. The station was more complex due to the many windows involved – but I managed. For the most part I used Elmer’s wood glue, but for the metal windows and

See Binge building on page 4

Binge building during winter, pandemic

Continued from page 3

projects were accomplished. This included mostly kitbashing, modifying HO kits and adding signage to various structures already in place.

I re-doored a Cornerstone HO powerhouse for my already in place lumber mill. I built the LVM Brownhoist crane to place on a loading dock. I kitbashed some HO buildings that were languishing in the scrap box. One was a mine type building which I added to the quarry area, and one was turning an unknown HO plastic lumber type building into a two-story wood-working structure that was added to the Patten's Privies loading



A new hoist added

area.

The loading area was purchased from the estate of the late Ernie Horr, and it was named after a friend of his. I replaced the non-descript tank on a Finest Kind oil depot kit with an American Flyer Gulf tank car body, and I added Gulf signage to the plain upright tanks already in place. I also added signage to many of the other buildings in place.



The LVM lumber yard was easy to assemble due to Frank Titman's directions.



Gulf tank body replaces non-descript.



Patten's Privys still doing business

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Member Dues

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

| | |
|--|---|
| \$18 ⁰⁰ One-time 6-month Trial Membership | \$50 ⁰⁰ Contributing |
| \$30 ⁰⁰ Regular | \$50 ⁰⁰ Club, Business, etc. |
| \$40 ⁰⁰ Family | |

You can now **renew your membership online**. Go to the web site **www.nasg.org** and click on **Membership**. Click on **renew online**. Enter your name and member number and follow the instructions. Have your credit card ready. You can still renew your membership by sending a check or money order by mail, payable to NASG, to:
Dick Kramer, Membership Secretary,
P. O. Box 268, Middlebury, CT 06762-0268

NEW MEMBERS

NASG New Members September 1, to October 31, 2020

| | |
|--|--|
| Jerry Cash.....Los Angeles, California | Edward P. Loane.....Sandy Spring, Maryland |
| David J. Decker....Clarence Center, New York | Frances Newlin.....Tolar, Texas |
| Robert H. Dimitri.....Forestdale, MA | David H. Penrose.....Battlement Mesa, CO |
| Ed Elfmann.....Northfield, Illinois | David J. Rusnak.....Olmsted Falls, Ohio |
| Jim Hatzenbeller.....St. Francis, Wisconsin | Francis Schneider.....Clay, New York |
| John Houpp.....Reading, Pennsylvania | Dale A. Snedaker.....Salem, Oregon |
| Dick Hughes.....Las Vegas, Nevada | John D. Stephens.....Chevy Chase, MD |
| Patrick G. Jeffery.....Park City, Utah | Pete Woodward.....Fort White, Florida |

Deceased Members

| |
|---|
| John E. Dalton.....Fremont, California |
| Doug Miller.....Flat Rock, North Carolina |

DISPATCH DEADLINES CHANGED

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

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**.



President's Message

Will Holt, NASG President

A NEW YEAR

Happy New Year to you all!

As this year begins, Covid-19 is still with us. Restrictions on gatherings, partially lifted in some states, allow local clubs to meet. The number of individuals gathering in one place may be limited and/or masks must be worn. So be it!

Once again interaction with fellow S model railroaders can occur. Seek out opportunities to gather with other S railroaders in your area. (Use the N A S G web site membership directory.)

Plus, the year 2021 gives us the opportunity to celebrate. S scale model railroading will be celebrating a couple special anniversaries as this new year proceeds.

A BIG ANNIVERSARY YEAR

In 1946 World War II is over, so the A. C. Gilbert Company could manufacture toys for the first time since 1942. Gilbert's plan for S scale trains running on two-rail, S gauge track proceeded. The American Flyer catalog included the first freight cars made with plastics as well as metals. Steam locomotives now run on S gauge track rather than O gauge, three-rail track. Diesels and more cars would ensue. S

model railroading was off and running

Lionel is planning on a special product line to celebrate this 75th anniversary year of American Flyer S scale model trains. Some items will be commemorative for the 57th. The catalog will be released January 22.

(See the events section of this issue for a special event related to the 75th anniversary.)

ANOTHER BIG ANNIVERSARY YEAR

And 1981 saw American Models offer their first product. The ElectroMotive FP-7A, the longer passenger version of the F-7A equipped with steam heating equipment, was that product. At that time, no one had ever heard of Ron Bashista, much less American Models. American Models burst onto the S scene adding to the future for S, a much better supplied scale. His great running locomotive soon was on S model railroads across the country.

Within a short period of time the FP-7A was joined by streamline, smooth-side 85-foot scale length passenger cars and then a variety of freight cars. Today, American Models has a large open stock variety of some 20 locomotives, 14 freight cars, 14 passenger cars, track and accessories.

Happy 40th Anniversary to Ron. And many more!

WHO WOULD HAVE THOUGHT?

As we begin this new year under continuing difficult circumstances, we have much to celebrate S model railroading in 2021.

that it was touch and go to fill up all the pages. Yes, we can publish less pages. My fear is that might set a president.

So if you have been thinking about writing an article, please do. Include photos as well. On that subject please send photos as separate jpg files, do not include them in your article file. You can indicate where they might go, but its extra work if they are in a Word or PDF document.

Please see the next page for all you need to know about submitting articles and photos.

I am changing the deadline beginning with the May-June issue to give myself more time to edited articles and photos. See page 5 for details.

Letters to the editor

Hello Richard,

I want to thank you so much for including my story and picture in the November/December Dispatch. I must say.....it is quite an honor to say the least. And what a surprise; and I will surely share with family and friends "wooh-kading" lives on, and on!

I also want to congratulate you and compliment you on such a great issue! One of the best.... for sure. Not to mention your cover shot. Spectacular! When was that set-up put together? Loved the family photos on the tree, not to mention all the trees. Once again.....a terrific layout and issue of this year's 2020 Christmas Dispatch!

Congratulations, and thank you again. Sincerely, Rob Ortner

How to be published in *The Dispatch*

The NASG Dispatch wants to publish layout and how-to feature articles from any NASG member. Good quality photographs that accompany the article are necessary for publication.

What we need from you:

1. A text file, MS Word or a pdf, of 1,200-1,500 words, prepared with no special formatting, typefaces: colors, or symbols. Articles may be edited for length. Style considerations that you should keep in mind:

A. Use caps and lower case for all text, including titles and sub-titles.

B. Use only a single space after the period at the end of a sentence.

C. Spellcheck your text file prior to submission.

D. If you refer to an internet web site, be sure to include (and double-check) the full Web address.

2. **If you are writing a layout feature, keep in mind that you will be providing a word-and-picture tour of your layout for your readers.** Tell them how your interest in S gauge developed and how the concept for your layout originated. Tell them about the things that you feel make your layout special.

Include important technical details such as type of track used; minimum diameter of curves; the types of power and control systems used; brands of locomotives, rolling stock, accessories, and structures. Be sure to caption each picture you send.

3. **Do not be overly concerned with writing style, punctuation, etc., we will take care of that.** Just make it a personal and informal account, in your own words, of everything and anything you want a visitor to know about you and your layout.

4. **A good selection of quality photographs or other graphics.** For layout features, about 10 images are usually selected to appear in the magazine. However, we like to have many more available to choose from. Some wide shots, some mid-range, and some close-up shots of individual features are desirable.

Images must be high resolution. The easiest way to determine this is to set your camera for the least number of photos, or the highest resolution, however that might be designated for the brand of camera. Digital cameras capable of 6+ megapixel images should be adequate.

On-camera flash is not recommended, and the use of a tripod is strongly recommended. We look for photos that are evenly lighted, have sharp focus, and have good depth-of-field. They should have an easily distinguished primary subject.

Do not crop your pictures! We will do that if necessary. If you are not doing the photography yourself, the photographer should receive credit. Sharp focus is important! We can compensate for bad lighting using PhotoShop, but we cannot improve poor focus.

5. **A track diagram is preferred for all layout features.** This diagram can be hand-drawn, our draftsman will create the final product for publication. Overall dimensions of the layout, length and width, should be noted on the diagram. Any major layout features should be labeled, especially if they are referred to in the text.

6. **A photo of the author/builder is also needed.** This can be a photo of the author or builder with anyone else they may care to include (spouse, child, friend, pet, mentor, etc.).

Author biographic information is needed for both layout and how-to features. This can include anything that the author cares to reveal about himself or herself, career, other hobbies or interests, club affiliations, civic activities, education, etc.

How-to articles should have a photo for every step in the process plus pictures of any special tools or jigs used. A picture is worth a thousand words.

7. **The preferred method of submitting the material:** The best way to submit your completed article is by emailing it and pictures (sent as original files and not as printed pictures) or drawings to dispatch@nasg.org. You can also send it via a CD, thumb drive or typewritten manuscript, single spaced with 4" x 6" glossy finished photographs by USPS Priority Mail. We can scan items, but pictures do not always look as good when scanned. **Do not send original copies of your photographs.**

Send everything to: Richard Caugherty, Editor
714 Twin Oak Drive
Pittsburgh, PA 15235

Be sure to retain a backup copy of anything and everything you send to us. We are not responsible for any materials that may be lost. Submitted materials will be returned only upon request. All unsolicited materials (letters, new product information, etc.) are contributed gratis.

IMPORTANT: Please do not submit any photographs or articles that have previously been sent to other publications. This can cause copyright problems.

If you have any questions, do not hesitate to contact me at dispatch@nasg.org

Richard Caugherty, Editor



New Orders

Richard Caugherty, Editor

HAPPY AND SAFE NEW YEAR TO YOU ALL

I hope you are going to have a healthy and prosperous New Year. It is hard to believe it is 2021. I bet most of you can remember thinking that the year 2000 was so far off.

THE FUN OF BEING AN EDITOR

I have always enjoyed editing publications as I love the creative process. I did the same as a set designer and builder in the theatre. Although there is one major difference between them.

In the theatre, you either have the materials you need there, or you are the one who has ordered them. Therefore, you can start right in creating your vision and be able to meet the deadline of having your set on stage in time for the first technical rehearsal.

In publishing, whether a magazine, newspaper or a newsletter, you as editor are totally dependent upon others to supply you with material with which to create the final publication and meet your deadline.

As of this issue I have been able to have enough material to meet those two above criteria. I will state

Interview with Dick Karnes

NASG founding memeber

EDITOR'S NOTE: Dick Karnes, one of the NASG founders, was scheduled to speak at the 2020 NASG convention. With the event canceled due to Covid-19, chairman Steve Doyle recently conducted a virtual "chat" with Dick, condensed here.

As the sole surviving member of about a half dozen S gaugers who founded the NASG sixty years ago, what are your memories of the times?

While at Cornell University, an O scale friend and I drove together to the 1960 NMRA National Convention at the Edge-water Beach Hotel in Chicago.

Well, you know how it goes - my friend and I chatted with lots of exhibitors and, between the two of us, discovered about a half dozen other S scale modelers were there. So, we S people managed to segregate ourselves at the same banquet table.

The group included G. Claude Wade and Doc Johnson (St. Louis), Jim Konas (Chicago), Fred Schuster (Cleveland), one or two others whose names escape me (hey, I'm 81 - give me a break!), and yours truly - at 21, the youngest by far. All of us were scale modelers who used American Flyer, Marx, and Lionel equipment only as starting points for conversion and kit-bashing. This was also at the tail end of the all-too-brief post-WWII period when S tried to assert itself with CD Models, Super Scale, Dayton Models, Northeastern Scale Models, Midgauge Models, and Nixon Model Co. (Nimco). Almost all of us had converted AF steam locos to scale using Nimco conversion kits, but we all be-moaned the lack of any S scale brass detailing parts that Kemtron began marketing in O and HO.

Claude Wade was the most vocal participant in the conversation. He was insistent that he himself could figure out how to create brass detail castings for AF loco boilers and market them. He appealed to the rest of us to trust him, even though he



Dick Karnes

admitted that he had never tried to do any of this stuff himself! He thought we could get a real push behind such an effort by forming a "National Association of S Gaugers" of which we

seven would be the charter members. He said he would figure out how to do lost-wax castings, would send each of us samples, then ask us to contribute patterns to the effort.

Well, Claude did it! He researched the process, made up a pattern for a sprue of small pipe valves, had it cast commercially, and sent each of us a sample. We were hooked! Johnson, Schuster, Konas and I

contributed patterns for the effort and Claude had them cast. Later, Claude procured spin-casting equipment so we could make our own brass details. And that is how we got started.

Who led this fledgling group?

Claude suggested that we designate him the "General Director" of the NASG, and we all concurred. The letters we began exchanging evolved into the NASG Circuit Letters. For the next decade or so, Claude reserved an exhibit table at every NMRA National Convention, at which he showed off his ever-increasing array of S scale detail parts. He developed a black box that he would place on his display table like an open book; inside were mounted samples of his gradually increasing line of castings. Claude pulled in many new NASG members with his displays and persistent sales style, and it certainly helped that it only cost \$3 for a lifetime NASG membership!

Speaking of personal style, I have heard Claude was a bit of a character.

Claude Wade was an insurance salesman



Claude displaying brass detail casting for AF loco boilers.

with a really cornball accent and terrible grammar. He made such a negative impression on us that we did not think we had a chance of succeeding. He was so insistent that we agreed with his ideas just to, well, get him to stop "selling." So, we were really surprised when he got things going simultaneously on several fronts. **So how did things actually "get going?"**

Claude started the castings project, initially intended only to provide details for AF steam locomotives that were either not on the Gilbert castings or were so poorly done they had to be ground off, like generators. But the project soon branched out, to include replacement drive wheels, and then the first non-casting items: Drop-in milled brass frames for AF steam locos. For the first time, it became a simple screwdriver job to change a 4-6-4 into, say, a 4-8-2.

Claude also started the NASG "Circuit Letters." He got commitments from several S gaugers who were interested in specific aspects of the hobby to coordinate these circuits, which generally consisted of eight individuals (including the coordinator) with a common interest: hirail with .172 rail, traction, narrow gauge, and scale with .125 rail. I was in this last one, coordinated by Francis LaPrise. Other members were Gene Fletcher, Tom Coughlan, Win Blake, and Don Reilly.

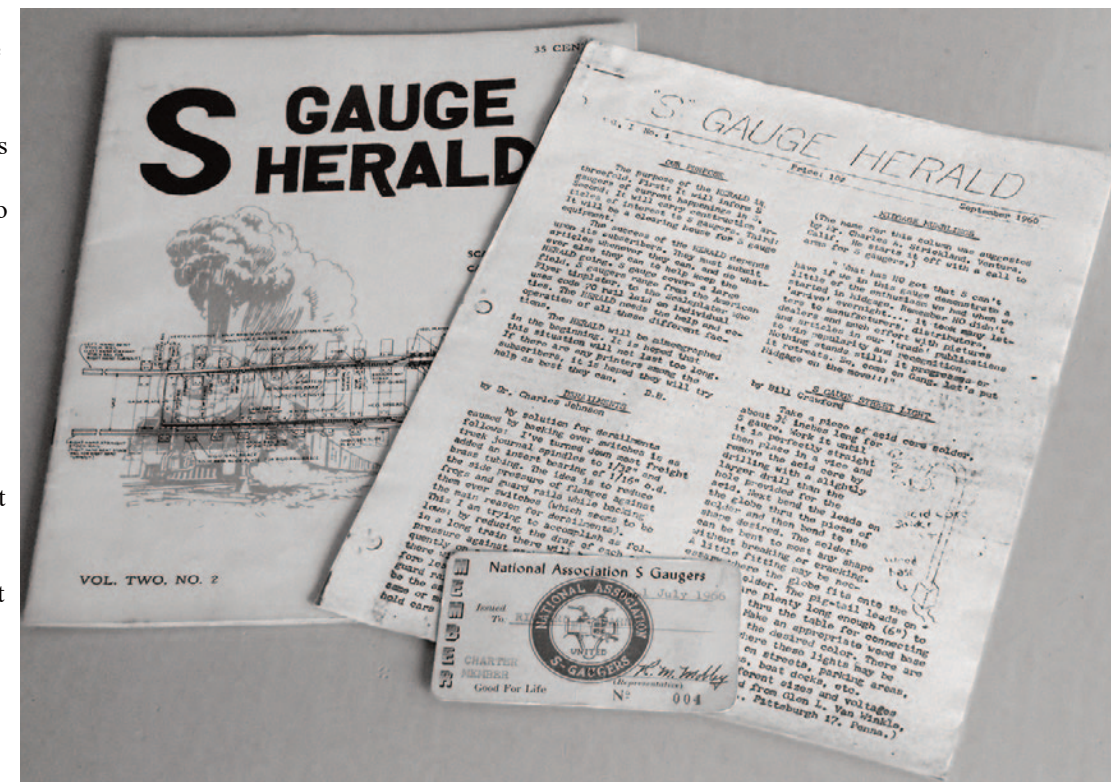
These circuits gradually disappeared over the decades, to the point at which the NASG national organization forgot about them. However, the one I was in morphed into what is now circuit S-10-81, coordinated by Dick Whoff, then Rusty Westermier, and now yours truly.

Was there an active membership roster?

Yes. Each member was given a serial membership number and logged into a journal kept by Claude. I still have membership card No. 4.

Besides the Circuit Letters, how else was S-news shared?

Around the same time, the *S Gauge Herald* was started by David Bulkin. Dave's father was the custodian of a Jewish temple in Manhattan, NY., and as a matter of fact, the Bulkin family of four lived in



First S Gauge Herald, September 1960, mimeographed version and the December 1961 edition published by Wallace Collins with David Bulkin, editor and Dick Karnes first membership card from when they were first issued in 1966.

an apartment in the temple's basement. Dave got a copy of the NASG membership list from Claude Wade and solicited subscriptions. The *Herald* was kicked off with the September 1960 issue, written and typed by Dave on stencil paper and printed on the temple's mimeograph machine. A couple of months later Dave, through the *Herald*, organized a meet of S gaugers in the temple basement. Remarkably, there were around 35 of us present, including Wallace E. J. "Wally" Collins, who became one of the most revered NASG veterans.

And what resulted from this meeting?
Because of our geographical location, the attendees decided that we would call ourselves the Northeastern S Gauge Association (NESGA). The Manhattan meeting was our first convention, *de facto* as it was. We went on to have yearly summertime conventions in various metropolitan areas in the northeastern United States, like Boston, Philadelphia, Albany, and Hershey. **But, back to the Herald. Did you have any involvement with the publication?**

Yeah, Dave asked me to do a regular column called "S-Kinks" that dealt with simple hints to help hobbyists cope with little issues - like inserting truck springs correctly, or modifying Stewart coupler pockets to accept Kadee HO couplers. So,

I did that for 18 years!
How did Wally Collins come to be the Herald publisher?

Well, when the temple organizers became aware that their equipment and supplies were being used to produce a publication unrelated to temple business, they put a stop to the *Herald*. That is when Wally Collins stepped in. He rescued the *S Gauge Herald*, offering his personal secretary's services to type up the masters and using his company's printing facilities to print and mail the *Herald*. **Single-handedly?**

Well, yes. Wally was Chief Counsel for American operations of the Dutch Phillips Corporation, a multinational conglomerate. So, he could pretty much do what he wanted to do!

See interview on page 10



Frank Titman

Interview with Dick Karnes

Continued from page 9

And how did Frank Titman come to be the Herald editor?

Dave Bulkin announced in mid-1962 that he would soon have to leave the Herald because of his vocational and scholastic responsibilities, so he appealed to Wally and the NESGA in general for a replacement to take over editorial responsibility. Wally lobbied Frank Titman to take over the job, which he did for the next 16 years.

Frank invited key people in this effort to a meeting in his Allentown, PA home one day during the 1962-63 winter. I drove my VW bus down from Ithaca, NY (a 5-hour jaunt) and it began snowing heavily halfway there. By the time I got there, there were 10 inches of snow in Allentown.



Front: Iorence Titman and "Judy Karnes." 2nd row: Jane Whitworth, Diane and Dick Karnes, Elwood Whitworth, John Bortz. 3rd row: Bob Bortz, Jeff Titman, Ken Mozerski and Jim Bortz.

Frank was there, of course, as well as John and Harold Bortz. But Wally the Publisher was absent – he backed out when he heard of the blizzard. So, instead of devoting the session to the Herald, we instead decided to form the Lehigh Valley S Gaugers Club! **Lehigh Valley S Gaugers? Any connection to Lehigh Valley Models?**

Yes, one and the same, initially. In addition to these meeting attendees, Elwood

Whitworth joined us; he was a Bortz brother-in-law. Later, we were joined by Bob Crist and Delwyn "Jack" Amerine.

Members of this group developed Lehigh Valley Models, Delaware Valley Kits, and Port Able Lines (later Cascade Hobby Products).

To avoid being associated with a commercial enterprise of a similar name, the Lehigh Valley S Gaugers changed their name to Delaware Valley S Gaugers.

So here we are in 2020 – six decades later! What, in your opinion, have been the NASG's seminal moments?

Certainly, changing from a one-time membership fee to yearly dues was significant. This gave the Association desperately needed working funds.

How about those members who had "life memberships?"

Well, many of the original life members were unhappy and dropped out rather than ponying up yearly dollars. **What other key events stand out?**

Many things. First was incorporation. There were a variety of reasons for this: Need for reliable, repeatable operational mechanics, liability protection and insurance, and recognition as a non-profit. Wally Collins, as an attorney licensed in the state of New York, got this accomplished for us. The insurance aspect was especially important because, in 1972, the NASG held its first national convention, thus replacing the *de facto* NESGA "national" conventions.

Then there was the standards conflict with the NMRA, resulting in an unnecessary, decades-long mutual animosity. Instead of working together, the NASG proceeded on its own to change the track and wheel standards to more closely match the prototype's wheel flange thickness and track gauge - a difference of only .008 real inches, really easy to see, right? This occurred in the early 1970s, but the NASG did not have the muscle to enforce this

change until Overland began adhering to the new standard with its early 1980s brass import locomotives. This situation also left nearly everyone with a working layout with the task of relaying track, converting wheelsets, and regauging drive wheels. **'Sounds like a huge pain. Was it for you?'**

No. I discovered that new-standard equipment ran fine on old-standard track except for picking frog points in turnouts. Because I built all

my own turnouts anyway – not because I had to, but because that was my favorite part of the hobby – I discovered that all I had to do was chamfer my frog points to avoid the picking. I can run the latest locomotive imports from River Raisin along with that Ambroid watermelon car I built when I was 13.

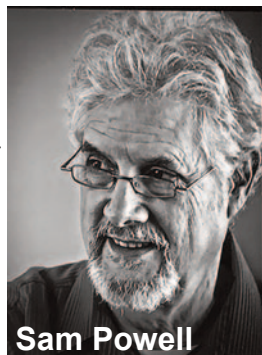
Anything else?

The *NASG Dispatch*. Ernie Horr was the author of the *NASG Newsletter*, an informal now-and-then publication that was formally changed into the bimonthly *NASG Dispatch* around 1980. Elaine and Sam Powell were the first editors of the *Dispatch*. I became editor in 1985 and turned the editorship over to Bob Jackson in 1988.

So here we are 60 years later. Along with its successes, what big challenges remain, in your opinion?

Two come to mind. In the entire history of the NASG, we have had only three real promotional successes. The first was the Claud Wade era, which we have covered. The second was when enough pressure was put on the marketplace to encourage Overland Models, Sunset Models, and Models to import S scale standard gauge steam locomotives. Overland, the first, unveiled their S scale SP GS-4 Northern in 1980. The third was when Don Thompson decided to offer a custom-produced Lionel/AF CNJ plug-door "commemorative" boxcar in conjunction with the 1988 NASG Convention, but you had to be an NASG member to get them. The tinplaters and hirailers joined the NASG in droves just to get these cars. This AF car offering continued each

See Interview on page 21



Sam Powell

Dick Karnes S scale history

Dick Karnes

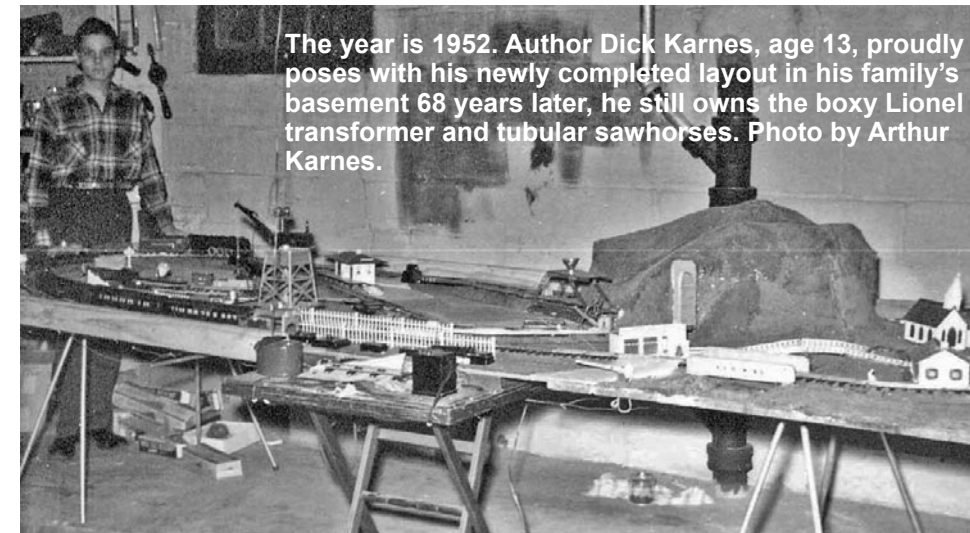
I got an American Flyer NYC #322 Hudson freight set for my tenth birthday, and I loved it! When we moved into a house with a basement (three years later), I built my first 4x12 "permanent" layout, an oval with an arch in the middle that provided access to a small yard. I did not like the look of the AF track, so I replaced some of it with Bob Peare code 172 brass flextrack. And I "disguised" some of my AF turnouts with cardboard ties and a thin layer of ballast glued onto the plastic bases.

I became quite motivated to "improve" the look of my modeling (which began my inevitable march toward the scale side), so I tried my hand at building a crossover from brass rail. It worked OK pushing and pulling cars through it, but I could not use it with power on the rails because it created a reverse loop that shorted out when the crossover was thrown.

I wanted a second loco, an AF 0-8-0, but my dad would not buy one for me because he did not believe you could run two locos independently. So I built four dpdt switches out of portions of a fold-up ruler and some nuts and bolts, divided my layout into four blocks, got out a really old Lionel transformer, and set up my own homemade cab-control system. I borrowed a friend's loco, demonstrated the system to my father, and the next week I had my own switcher!

I built my first kit, an Ambroid ACL watermelon car, at age 13. This introduced me to "hirail" wheelsets, sprung trucks, and dummy knuckle couplers. I bought a pair of Devore operating S scale knuckle couplers and installed one Devore coupler on each of two other freight cars so I could run my Ambroid car. (I still operate this car on my NYW&B, having long since replaced the wheelsets and installed Kadees.)

At around age 15, I helped my dad finish the basement, including a dedicated room for a new layout. It was 20 feet long, two unconnected levels, with a 2x12 section visible and hidden loops in each of two 4x4 enclosures. I used Tru-Scale milled wood roadbed with .172 brass rail, built my own turnouts (Bob Cushman's *Model Railroader* articles showed me how) including spring switches for hidden loop entry/exit, and erected catenary over my upper level



The year is 1952. Author Dick Karnes, age 13, proudly poses with his newly completed layout in his family's basement 68 years later, he still owns the boxy Lionel transformer and tubular sawhorses. Photo by Arthur Karnes.

for my new AF New Haven electric, which I had converted to overhead operation. (Nobody told me that catenary was difficult to build until well after I had completed it.)

By the time I was ready to go off to college, I had converted a lot of AF rolling stock to scale trucks with hirail wheelsets because they looked so much better than the AF trucks. During my 7-year college career, I became a charter member of the Delaware Valley S Gaugers (and of the NASG), essentially following fellow club member Frank Titman's metamorphosis from hirail to scale. I knew I would never again permanently reside in my folks' home, thus would be constructing a new model railroad anyway.

The first model railroad in the basement of my house, purchased in 1971, was a 6x12 display layout built by the eight-member Greater Seattle S Gaugers for the 1972 NMRA National Convention in Seattle. It was completely scale and even included a short stretch of narrow gauge with a dual-gauge yard track. Shortly after this, I built the first two of three permanent layouts in my basement. These were an O scale 2-rail layout a foot above the floor for my five-year-old son, with an S scale twice-around-the-walls layout at the five-foot level.

A complete remodel of the basement resulted in the third

layout – my second and present NYW&B, in two thirds of the old layout room plus an adjoining ping-pong room. The remaining third of the old layout room became a guest room.

So, what is my point? My point is that I see all of us – AF people, hirailers, and scale, as an agglomeration of good friends enjoying their hobby in whatever stage they are, whether permanent or evolving. And thanks to the hirailers who remain the majority of S people, we scalers continue to have access to a variety of rolling stock (designed for both hirail and scale) that was unimaginable in the dark days of S (1960s-'70s). The NASG has been, and remains, an important component of my S enjoyment.

See New
Submission
Deadlines on
page 5

A. C. Gilbert's

American Flyer Trains

Bob Iannacone

615-614-3564

cell: 615-429-8292

biannaco@bellsouth.net

www.americanflyertrains4u.com



Down by the Depot

by Carl Rudolph

Sacramento Valley American Flyer Club

The pandemic is still topic number one, with the economic upheaval it has caused right behind at number two. As this is written, coronavirus cases are on the rise again in most of the USA and the end will only come if we get an effective vaccine... and enough people take it. So, club activity remains mostly virtual with Zoom being a most welcome addition to our lives and a few outdoor train meets that have gone well. Here is what has come into the column desk:

The **Pioneer Valley Model Railroad Club** has held a couple more virtual meetings. One benefit of these Zoom meetings is that members who have moved far away, like **John Robertson** who moved from Connecticut to Arizona, get to participate in meetings just like the locals. John is apparently moving back to New England so eventually will get to participate in person! Correspondent **Steve Allen** has attempted a couple of clinics during the virtual meetings and they are a bit difficult to pull off. One, regarding the proper installation of dry transfers and water-slide decals, was also written up in incredibly good detail in the newsletter.

The **South Jersey S-Gaugers** have been unable to meet at their usual location (the Stratford Senior Center) due to the Covid restrictions and until recently had not attempted a Zoom meeting. Finally, the officers of the club decided they had to have an officers' meeting to conduct some business so met at **John Bigley's** home to conduct same. With no end in sight to the limits on gatherings, the club held its first Zoom meeting in September which apparently was a success. The club hopes the Senior Center will be able to open on a conditional basis soon.

The **North Penn S Gaugers** have been meeting outside in a pavilion at a local church. But progress is being made at the usual neighborhood Clubhouse location which now allows limited indoor use if all conditions and restrictions are met. The club pamphlet is nearly ready for distribution (a good idea for all clubs, says I). The club has also been discussing train show participation in the future and the consensus so far is to keep being involved in some

local shows but fewer of the shows at some distance – and maybe using smaller layout modules for easier handling. After reviewing the Clubhouse rules and conditions, the next meeting is scheduled to be held there!

The **Cuyahoga S Gauge Association** (Cleveland area) finally held a meeting at the Firehouse Grill and Pub in Tallmadge, an outdoor facility with a nice breeze providing good air exchange. Masks were worn and all protocols observed. The club decided to cancel next January's Snow Dogs show for obvious reasons. Club elections which have been on hold since last spring are now in progress with a slate nominated and elected in one fell swoop!

The **Miami Valley S Gaugers** (Dayton area) are not meeting in person, either, but the Zoom meetings are regular and well attended. Members continue to be busy at home with various projects, such as **Ray Garbee** working on his home layout and **Alan Smith** (Ficus Products) creating more boxcar paint schemes, tanks and tank cars, and LED lighting for cabooses. These guys are to be applauded for using time constructively! Ray mentioned that he went to the Greenville train show which provided good wide aisles and room for social distancing, and most attendees were masked, but attendance was light, which is to be expected in this time of hesitancy to be among other people. Sad, isn't it?

The **Central Ohio S Gaugers – Northern Division** have held two small meetings as of this writing. First was at the home of **Mike McPherson**, where six members gathered wearing masks, washing hands upon entering the house, and staying six feet apart. The meeting went well, and they had a nice couple of hours talking trains. They followed this up next month (October) with another meeting at **Phil Spicer's** home. No report on that meeting yet but I am sure it was well enjoyed.

For the first time in quite a while, we heard from the **Badgerland S Gaugers** club in the Milwaukee area. Jeff Madden sent an email saying that the 2020 Fall S Fest cars were ready for pickup or mailing so if you bought one you should get in contact with Roy Meissner. Otherwise it sounds like the club is doing the same as

the rest of us – hunkering down and working on projects at home.

The **Kansas City S Gaugers**, the Paul Stevens Chapter, sent in some news as follows from **Bill Hutton**: "Work has started on the Holiday Display at Union Station. Last week **Roy Inman**, **Bob Agne**, **Gary Camp** and I spent 3-4 hours with the setting up of the benchwork for the Toy Train Layout at Union Station. Every year it gets bigger and more expansive. This year is no exception. Our S Gauge portion of the layout will again be 3 levels of S Gauge Trains running on the lower portion of the display on the west side of the North Waiting Room. It is anticipated that we will schedule another workday in the next couple of weeks to get our portion of the layout up and running. While there are some locomotives and rolling stock that belong to the Station, our Club will continue to provide suitable steam and diesel locomotives to run on the 3 different loops. The Club has paid for repairs and maintains an inventory of rolling stock and engines to run on the Holiday Display and the permanent display at Union Station." Bill goes on to say that a meeting was planned for late October at a deli near his office, and after lunch they would retire to his office where Roy Inman and **Mike Korando** were planning on having some items for sale. All Covid protocols were to be observed, of course.

The Dallas-area **Lone Star Flyers S Gaugers** club sent in the following: "The Dallas/Ft. Worth Lone Star Flyers, who run mostly A. C. Gilbert American Flyer S scale trains, have been having a couple of Zoom meetings a month during the pandemic. These have been enjoyable and from nine to twelve members have consistently attended. The meeting on October 24th featured a video of the unloading and setting up of an American Locomotive Company (ALCO) engine and tender in the city of Allen, just north of Dallas. One of our club members, **Ron Siebler**, was a part of the setup crew. Took about six hours to unload off four transport trucks from Morton Washington where it had been restored by the Morton Locomotive & Machine Company. It is Engine #20 (a 2-8-0) built in 1910 for the Lake Superior and Ishpeming Railroad. Allen purchased it from the Rio (Grande-ed.) Scenic Railroad in Alamosa, Colorado. In addition to the cost of purchase (amount not available), the City **Please see Depot on page 28**

Product Review:

Pre-Size Model Specialties beet gondola

Bill Pyper, Lacey, Washington

From 1975 through 2007 I lived in San Luis Obispo, California, which for most of the twentieth century was a railroad town. From 1978 to 1984 I ran a print shop that was less than one block from the Southern Pacific Coast Line. During that time unit trains of Sugar Beet Gondolas from the Salinas Valley and other agricultural areas in central and northern California ran past my print shop to the Union Sugar Company processing plant in Betteravia, near Santa Maria, in northern Santa Barbara County. The plant shut down in 1993. This type of car is also used to move wood chips to paper mills in Oregon and Washington and other parts of the country. The San Luis Obispo Railroad Museum recently acquired an SP Beet Gondola for its collection. (below right)

This model represents two SP classes, G-50-20 and G-50-23. Built in 1948 and 1949, respectively. They were built to haul sugar beets and wood chips. The wood sides were to save weight and simplify side repairs. They wound up hauling many different loads including lumber, pipe, gravel and timbers. The G-50-20 class consisted of 1500 cars, originally numbered 56330—57829, and renumbered 380000—381498 in 1956. The G-50-23 class had 1000 cars, originally numbered 150000—150999, and renumbered 381499—382498 in 1956. The familiar sugar beet extensions and wood chip extensions were added in 1957, coinciding with the renumbering and with the end of steam railroading. These extensions for these cars are offered as a separate kit along with Beet Loads, also a separate kit. Many of these cars lasted in service for decades. Information from: *Southern Pacific Freight Cars, Vol. 1*, by Anthony W. Thompson.

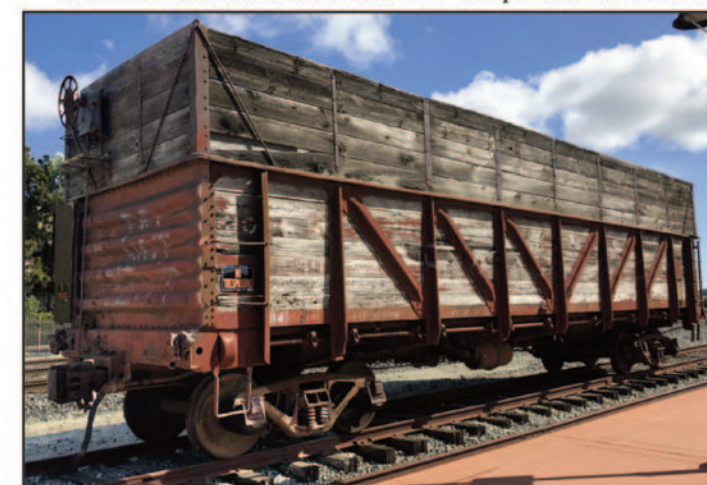
This kit was the brainchild of the late Lee Johnson, but it never got finished. Steve Wolcott of Pre-Size Model Specialties picked up the pieces and made the modifications needed to cast a one-piece body, added details and put together all the parts to make a complete kit.

See Pre-Size on page 14



Above photo © Robert Morris Photography, Dunsmuir, California

Below: Beet Gondola at the San Luis Obispo Railroad Museum



Pre-Size beet gondola

Continued from page 13

The high grade resin castings exhibit exceptionally fine detail, especially on the underside. They include a one-piece body, the inner floor and the underframe, as well as many detail parts. A sheet of lead weight is included to be hidden in the floor of the car if wanted. This weight will give you a total car weight of almost six ounces if you use plastic trucks. If you want less weight, trim the length of the lead. It can be cut in-half to put the weight over the trucks for better balance. I used "carpet tape" to hold the lead and the gondola floor in place. Also included is wire for the train line, brake rods and brake lines. An AB brake set, ladders, grab irons, stirrup steps, etc. are also included. You can order the kit with SP or UP decals, or without.

Cleaning up the one-piece body was easy. There was quite a bit of flashing on the under-frame which I found mildly annoying. But it was easy enough to clean off with a sharp X-acto knife (I prefer #16) and an emery board or sandpaper. It was worth the effort to maintain the better-than-average fine detail.

One of the best things about this kit is the instructions. They are well written and clearly illustrated with 21 excellent color pictures. You can download them from www.pre-size.com and go to S-scale, freight cars and see for yourself.

If you have never built a resin kit before you should know that you have to wash all the resin parts to get rid of the mold release. If this is not done, neither glue nor paint will adhere. It's easy to do using warm water with dish detergent or a cleaner such as Simple Green or a citrus cleaner. You must scrub the parts all over with a toothbrush or you can use a sonic cleaner.

There is a wealth of details to put on the body. See the picture at the top. For example; There are 2 right-hand and 2 left-hand drop door ratchets. These go on the car ends. See the picture on the right.

As is the case with many model train kits, wood, plastic, or resin, the wire provided to be used for grab irons looks to be little more than staples. I don't know if that is accurate scale or not, but I think that they are too small. As I have done with other kits, I substituted wire from small paper clips that I bent to size and shape. There are small starter holes to help you locate them.

There are a lot of small detail parts to be added to the underside. This is not difficult, but it does take time and patience. Installing the AB brake set can be the most time consuming part of the build, depending on how much detail you want to include. Unless you have better than average eyesight, I strongly recommend that you use good lighting, a head-set type of magnifier and tweezers.

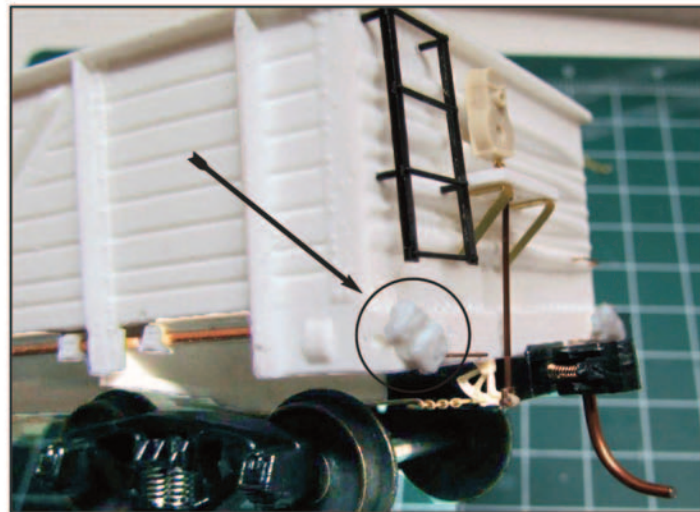
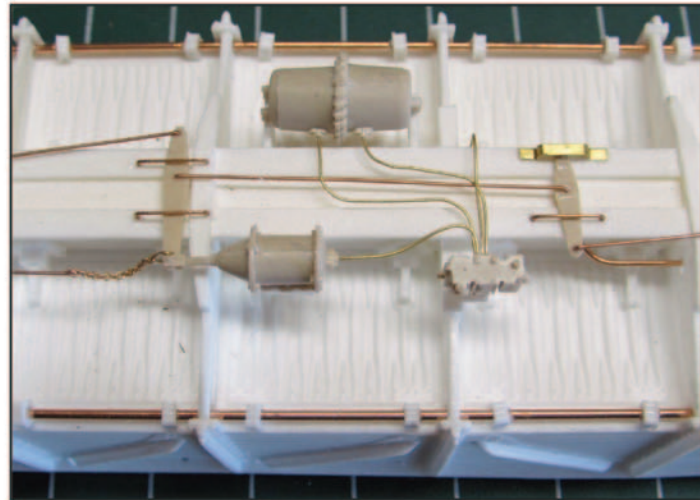
I used American Models Bettendorf trucks. The car is set up to accept Kadee 802 couplers without modification. If you use those trucks the couplers will need no shimming.

I have finished building my model, but I haven't painted it yet, so the pictures that you see here are from the instruction sheets. I want my model to resemble the weathered wood like you see on the pro-totype pictures and I haven't quite decided how I want to do that.

I highly recommend this model for anyone who wants an accurate scale model from that time period.



Small details come in sheets and have to be carefully cut apart. These must be cleaned like the larger parts.



Fellow modelers salute Gary Brown remembered with publication of his article

Ken Zieska

The members of the Pines and Prairies S Scale Workshop lost a good friend recently in Gary Brown. He was a joy to know, a friend to everyone and you could not help but be infected with his good nature when you were in the room with him. One of the things that always delighted everyone in the group was to see what new project Gary had taken on and to enjoy the models he built.

As a young boy, I recall the excitement I felt when I received my first American Flyer train. It was a small loop with a few cars and a small engine, yet it transported me and my imagination far afield. Gary's collection contained most of the locomotives, cars and accessories young children yearned for back then. Gary, however, let his imagination and talents soar beyond the A.C. Gilbert factory as this story and pictures show.

On a family pontoon boat ride, Gary Brown watched a Wisconsin and Southern locomotive pull a short train along the riverbanks near LaCrosse, Wisconsin. Gary was impressed with the sharp paint scheme and thought he would enjoy having an en-

gine like that on his model railroad. He took some photos for inspiration!

In the following weeks, Gary investigated the Wisconsin and Southern, found their lettering artwork on their website, he downloaded it and went to work. Starting with an unpainted shell, Gary masked and painted the unit. While he was at it, he painted a caboose to match. Gary created decals on his computer which he printed on an ink jet printer then applied to his models. Not one to let the grass grow under his feet, just several weeks after this August of 2020 family trip, Gary had a new Wisconsin Southern locomotive and caboose for his model railroad.

Gary's railroad and collections are incredibly unique in the world of S Gauge. A common goal of most AF collectors is to keep the spirit and memory of the golden years of A.C. Gilbert American Flyer alive. Some create the train sets from their childhood dreams, some the train sets of their youth. For some, it is the goal of having every set featured in the catalogs we all spent hours staring at, imagining our joy when we could add that special set or accessory to our own model train empire.

Still others want to collect and display an example of each of the many pieces A.C. Gilbert produced to create a perfect display of A.C. Gilbert's magnificent legacy.

Gary Brown's path is a bit different; his extensive collection celebrates both American Flyer vintage and contemporary products. However, Gary also wanted to create "American Flyer" items that he feels would be produced today had the creative spirit of A.C. Gilbert endured. Yes, Gary's collection is filled with examples of what Gilbert produced, it is also filled with skillfully engineered and decorated examples of models he imagines Gilbert would have produced in our current era.

Enough of history. Gary wrote the following article (page 16) to support his presentation for the NASG 2020 Convention that had to be cancelled. By the way, Gary viewed that Wisconsin Southern train in August of 2020 and had the engine and caboose on his rails by September. That is the spirit and energy A.C. would have appreciated.

More photos follow on pages 19 and 20 of Gary's modeling abilities.



What would A.C. Gilbert's crew be making today?

Gary E. Brown, Brooklyn Center, MN

As a collector and operator of many American Flyer trains, I would often ask myself "what would A.C. Gilbert's crew be making today?". While Lionel has done a nice job of producing more trains like A.C. Gilbert, like the incredibly beautiful grain cars, waffle cars and new refrigerator cars they have not upgraded their more standard cars.

This past winter I started several projects that I believe Lionel should do and I believe A.C. Gilbert would have done. My first attempt was 33 years ago when I cut up four gondolas and made two long flat cars (a NP and a Burlington) that I made for my Dad, Myrl (Buster Brown). I cut off the top of the gondolas and then cut the two so they would be the right length for two semi-tractor trailers I purchased. I then glued plastic sheeting to the top that resembled wood planking. The picture below shows the different size of flat car compared to the original AF size.



Also, this past winter I decided to try using gondolas again by increasing the length to represent gondolas of today. I must confess that my original attempt was

too long and did not negotiate AF switches. Once I got the correct length, I decided it worked well to carry telephone poles (chop sticks).



My next project involved taking two beat-up Illinois Central boxcars to make a double-door Western Maryland Plug Door Damage Free Boxcar. The biggest challenge with the joints is to get them as smooth as possible so I use my Rotozip saw and make the cut about 1/16" longer and finish the "cut" with a file so that I can

get as smooth and straight an edge as possible.

I selected shells with plastic cast doors rather than movable doors, thus not having to deal with the metal door guides.

A modern high-capacity tank car was considerably more difficult due to the curvilinear aspects as well as the issue of the



platform the tank sat on. I decided to cut the platform, so it held the bottom of each tank end and then connected those two ends with small brass piping on each side of the tank. This has made a sturdy body; it has been holding together very well and re-

Please see Gary Brown on page 18

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading
Essence - the NMRA "S" SIG newsletter, 1985-1988
Mainline Modeler 1980 - 1997
Model Railroader 1937 - 1961
NASG Dispatch • S Gauge Herald
S Gaugian • S/Sn3 Modeling Guide
Sn3 Modeler

Need an Article?
Need an article search?
We'll find it and send you a print or lend you the magazine

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NASG, Inc.
PO Box 2011, Leesville, SC 29010
library@nasg.org



Spring S Spree

April 29 - May 1, 2021

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www.SSpree.Info
or call (614) 766-9033



Presented by Central Ohio S Gaugers

Gary Brown re-imagines for A. C. Gilbert

Continued from page 17

flects the actual 63."5." long oil tankers of today.

The picture below shows the finished product alongside a Gilbert tanker (big difference!).

The last project shows how two typical AF 2-bay hoppers when cut right at the opposite ends, can be reassembled to represent a 4-bay hopper. The top was purchased from Ebay, but required cutting two tops to make one for the 4-bay hopper. The tops were originally designed and made for



3-bay hoppers.

During these pandemic times, these are fun and rewarding projects.

Two old 2-bay hoppers end up being a modern 4-bay hopper.⁷



Dispatch Submission Deadlines have changed for 2021. Please see page 5 for new dates.



Gary Brown's modeling photos

"Clean up in Aisle 4"

Gary's wit and a bit of his background experience created this scene.

Please see Gary Brown on page 20



The Morrell Steel Reefer and the SOHIO Tank Car

were never before offered in S scale Hi-Rail. These classic designs were originally offered by A. C. Gilbert/American Flyer only in HO. Our club has arranged for American Models (Morrell Reefer) and Lionel (SOHIO Tank Car) to produce them exclusively for S scale modelers. And they can be yours for \$70.00 each, including shipping within the continental U.S.

(Note: The Morrell Reefer is available in two different car numbers, 9843 or 9955. Please specify.)

Contact: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718

Make checks payable to: SCSGC

Southern California S Gaugers' Club – www.socalsgaugers.org

Gary Brown's modeling photos Continued from page 19

What value would a hobby be if you cannot share it with your special friend? One of Gary's special projects for Charlie.



Gary created a Hiawatha for his AF collection

Skillful and artistic modeling



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>



Dick Karnes interview

Continued from page 10

year thereafter, thus forever changing the complexion of the NASG from "scale-dominated to a real mixture of toy, hirail and scale modelers. The word "united" in the NASG, I feel, thus morphed from unity in the pursuit of better/more scale-modelers and -products to unity in enjoying S, period.

Isn't that a good thing? Well, maybe, mbe not. The flavor of the NASG has also always been that of a fellowship united in pursuing product objectives. However, now, with the influx multiple but inconsistent wheel, coupler and rail size preferences, we have become excessively confusing to non-S people, making promotional efforts problematic.

How so?

Today we are faced with membership attrition—we are aging and going to the Big Roundhouse in the sky. To resolve our shrinking numbers, the NASG has been busy producing well-executed promotional materials that are everything to everyone. That is, these materials carefully describe all the various aspects of S from tinplate to hirail to full scale. These materials welcome any and all to try S for their families and themselves. While these materials are very appealing to NASG members, they fail to recognize the reality of the mindsets of individual potential converts to S.

In what way?

We've all tried to do it—explaining the differences between scale and hi-rail and tinplate really becomes a concerted one-on-one effort—if a non-S person even has the stamina to stick around and listen before opting for another scale.

Could you elaborate?

Let's look at the situation objectively. What are the mindsets of general non-S hobbyists who might be potential converts to S?

Well, there are the O/S tinplaters/hi-railers, who are generally happy where they are. The S component of these could certainly be attracted to the NASG if there were promotional materials directed specifically toward them that do not force them to wade through "scale-type stuff."

Then there are the N, HO, and O scale modelers who, for various reasons ranging from having to move to either larger or smaller quarters, or developing vision problems, might wish to explore upsizing or downsizing to S. They are not interested in knowing how the NASG is all things to all people. The fact that our promotional materials "mix up" both scale and hirail is an absolute turnoff to them, even reinforcing the old but enduring notion among many that "S is just AF."

In my not-so-humble opinion, we need to adopt a two-pronged promotional approach that recognizes and capitalizes on the distinct differences between the typical hirailer and the typical "other-scale" scale modeler.

For the hirailer, we need ads in *Classic*

Toy Trains that feature AF-compatible couplers - excluding Kadee look-alikes - and brochures that highlight beautiful AF compatible locos, rolling stock and trackage products.

We cannot afford to confuse potential converts from HO, N, and O two-rail with knowledge they do not need. They are used to being able to buy rolling stock from Vendor A, trackage products from Vendor B, and locomotives from Vendor C, and being able to intermix them without any incompatibility concerns. NASG ads in magazines like *Railroad Model Craftsman* should highlight scale equipment that does NOT show AF-compatible couplers and does NOT mention AC control options. Brochures for potential converts from other scales should not contain any information about non-scale products, instead emphasizing that, as long as they stick with NMRA standard products, everything they purchase will be inter-operable.

I cannot emphasize strongly enough: Tailor your promotional material to your specific target audiences. Scale (and only scale) in scale-oriented publications, hirail - and only hirail - in hirail and toy-oriented publications.

It is certainly a lot to consider. Final thought?

We are "United" within: Fellowship and products/production encouragement. But we need to be targeted beyond just ourselves to the wider world of railroad modelers.

Thank you, Dick.



Claud Wade started selling parts for cost and later went commercial with his company S Scale Locomotive & Supply. Above is a NYC J-3A Hudson #5425 constructed from a AF superstructures and SSL&S chassis and detail parts, while below is a NYC L-2b Mohawk #2905 with the same construction as the Hudson, except the tender is a modified SSL&S kit for a NKP Berkshire.



Two different car loads

Building crate loads for gondolas

Edwin C. Kirstatter

When I first saw a picture of a B&O Yard in Cincinnati, Ohio taken in 1945, I saw a gondola car on a near track loaded with four stacked wood crates of Automobile parts or machinery that looks a lot like a New York Central G-51 class gondola car or some other three lettered road and more crates in the next gondola behind a boxcar.

I thought that would make a nice load for another gondola I was now working on, a conversion from a Lionel O-27 model, that will make into about a 50 foot S car, just the right size for this load. I will make these model crates of wood from Northeastern Scale Lumber Co.; its sheet stock comes in 3 1/2 inch widths which should be more than what we need. Cutting this wood with a knife and saw then finishing with sandpaper. I'll have to guess at its dimensions but not exceeding railroad clearances of 15' above the rails and make it look something like this load in the photograph and to fit in my car model I am building.

Scribed wood of 3/32" and of 1/16" thickness will be used for Horizontal or



Vertical 6" boarded sides, ends and tops reinforcing the joints inside with square wood glued in. Covering the corners with strips of 1/32"x 3/32" and for the vertical and diagonal cross braces. The bottoms will be left open and only sitting on skids of 3/32" square wood. Cementing it all together with a wood glue that dries clear.

These crates can be cemented into the car or just set in there loosely to be taken out to have an empty car at times or for another type of load.

I brushed all of the assembled wood crates with one coat of Scalecoat I S53 clear Sanding Sealer to preserve its new



Finished crates before assembling them for load into gondola



Crates on skids ready for loading.

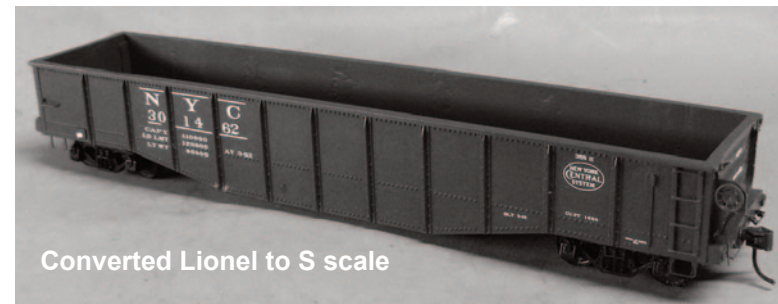
look then a light wash of crime as it would only be in transit for a few days or a week.

These crated loads could be tied down to the car with metal banding using Pin-stripping tape for models or Chart tape. These will make a lite load with no machinery in them. They could be stacked on flatcars also.

The Lionel model used here to put the crated loads into was the longer of their two plastic Fishbelly sided O-27 gondolas with drop ends now converted to S scale appearance and operation and close in our scale to give us about a 50' car. Just the body was used, (from a CB&Q green car) to make an S scale looking car!

The lettering on these Lionel models can be removed with Scalecoat II Wash

to create for your layout



Converted Lionel to S scale

Away. It will take some soaking and scrubbing! Then fine sanding of those areas.

These bodies are a little wide for an S scale car at nearly 11 feet, which may be corrected by one Band-saw cut down the middle from end to end then cemented back together with Super Glue after some sanding for a good fit to make it now a 10' 3" wide car. Just as wide as an AF gondola.

All cast-on grab irons, brake wheels and chains, retainer valves with pipes were re-

moved and any under body details to make it ready for a scale looking body for it to be built into. These parts were replaced with S scale detailing

parts; grab irons, ladders, AB brakes and Kadee couplers on a .050" pad to fill this space to trucks.


A special bracket had to be made from .025" plastic sheet to mount the new Ajax brake wheel and its gear housing or a Lever Handle Ratcheting hand brake upon it with a piece of chain dropping down at the "B" end on its left corner. Fixed ends, instead of these drop type, could be Kit-bashed into this model from the AF gondolas they are the same width. If you have some spare Drop ends you could put one or both

in the down position inside after cutting those others out for another load extending over two or more cars.

Now we can build up a detailed under body with Truck Bolsters, Center Sill, Cross bearers at each side post location and the end corner braces from Evergreen Scale Models #262 .080" Channels. Shape the truck bolsters from 1/4" wood or plastic. The Center sill is Northeastern's. Make the cross bearers from code 100 rail to add some weight to this lite weight plastic car cemented on with GOO. Then the AB Schedule air brakes from Grandt Line or others with all piping, levers, its rods and chains.

Boxed end sills were now needed and added using Evergreen #188 Strip Styrene .125" x .188" by 1 3/4" long with short pieces of Evergreen #224 1/8" Tubing cemented on for Poling pockets drilled out #41 for that concave look they have, then grab irons placed on these. Cut out the space for the coupler pocket to fit into.

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Create car loads

Continued from page 23

Other grab irons are needed on the sides or adders instead.

Coupler Cut levers, Sill steps and Tack boards will be added last to complete our model's detailing and a wood floor inside of 6" planks to cover any work done there. Use 1/32" thick wood scribed 3/32" for this.

One more finial detail could be the pressure release Rod from side to side under the brake valve with handles showing on the fish belly outsides turned down for the brakemen to use to bleed the air off while switching cars. Make this from .006" brass wire.

You will now have a 5-ounce car without the load. The Crate loads only add one ounce, but more weight could be placed inside them if needed.

Putty up any imperfections in narrowing or other damage to your car to finish it. Put Super Glue on this to make it hard and stronger, then paint it with Scalecoat II paints and the deck with Grimy black then cement it in with GOO. Letter it with a Tichy Train Group decal set. Then a dulling coat by Testors.

The choice of trucks to use, 50 ton or 70-ton type? Will be determined by the decals you used. Not many roller bearings in use back in 1945. The NYC G-51 class was a 50' car of a 70-ton capacity and 1423 cubic feet built in 1930 with fish-belly sides and drop ends.

We got as close as we could by Kit-bashing this gondola using what information, materials and parts we had



Completed gondola with crate loads.

available. It has the general appearance of this car and its load.

References:

A photo of a B&O's Ciny yard in 1945 No. 1. AAR, Rules Governing, Loading of Commodities on Open Top Cars, Revised 1944, Fig 209 A.

AAR Code of Rules Governing the Condition of, and Repairs to Freight and Passenger Cars for the Interchange of Traffic. Revised 1954.

United States Safety Appliances for all Classes of Cars and Locomotives. Issued by AAR 1950.

Official Railway Equipment Registers. NMRA

reprints of January 1943 & 1953 issues.

The Official Guide of the Railways of the United States, Canada, Mexico and Cuba. February 1956.

New York Central System book of Dimensions and Classification of Freight Car Equipment, Reprint from George R. Crockle and Associates. Revised 1944.

B&O Color Guide to Freight and Passenger Equipment by Bossler, MSB 1996 pages 30 to 39.

O'Brien's Collecting Toy Trains, Identification and Value Guide by Doyle, 6th Edition, 2006 Krause publications.

Looking for an unusual Well flatcar load to build

Edwin C. Kirstatter

The B&O Well flatcar model I recently received needs a load to help it track better. It is only made of plastics and wood with a little lead added in the center sill, couplers, trucks and dual AB schedule brakes with brass hand wheels to only make a 4 ounce car.

This car is 4' 9" above the rails and

the Well has a 25' 2" length, 7' 8" width and a 3' depth inside. Its capacity was 67.5 tons but now 70 tons with newer cast steel trucks replacing the Arch bars as built.

Only five cars were built for the B&O of this P-13 class in 1911-12 by the Cambria Steel Company.

Not many photographs have turned up of these rare cars. There is in Craig Bossler's book by MSB's, B&O Color Guide to

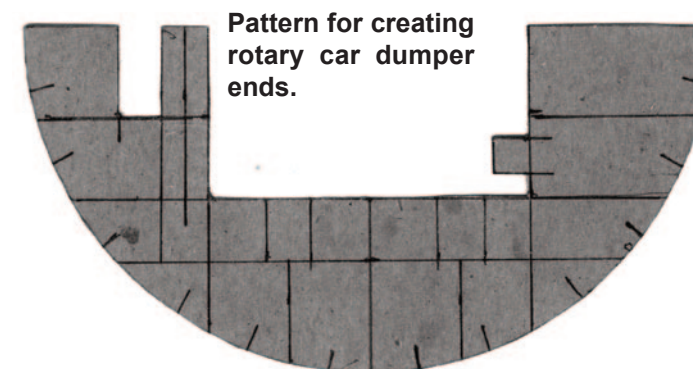


Freight and Passenger Equipment one on page 32, B&O 9904 the last car built of this series with a large and tall load of parts in it of welded steel that might be used to make into a Rotary car dumper when fitted together at its destination. This was found May 3, 1969 in Baltimore, Maryland a car of the AAR classification FW.

A model load like this in S scale could be made from plastic sheet material cemented together with Super Glue or plastic cements to represent this all welded load of two steel parts. These parts seem to be halves, mirror images, and will fit together.

We have very few dimensions to work from, but important ones, only the length, depth and width of the well and the railroads maximum clearance height above the rails of 15 feet.

To start this we will lay out on paper or cardboard these dimensions and then draw to look like that of what we see in the photograph to make a template of 15' Radius

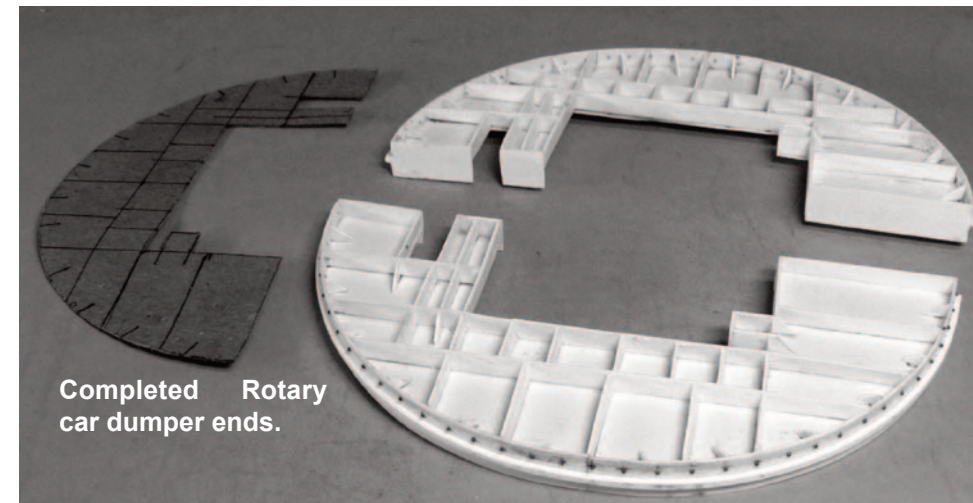


Pattern for creating rotary car dumper ends.

in scale to mark then cut out from .030" Styrene plastic sheet these parts then add more .030" brackets and braces of 3/16" to their sides. Around its periphery we will add a rim of 3/8" wide of .030" with a ridge on it of Evergreen Scale Models #153 .060"x .060" Square strips on its middle and to that Tichy Train Group #8020 Rivet heads of .035" as is shown in the picture

Light Gray Automotive Primer.

When these parts are made and fit properly in the car's well we need wood cribbing around and under its bottom, use 3/16" and 1/4" Square Bass-



Completed Rotary car dumper ends.

spaced 1/4" apart. Drilling #77 holes to fit these into then cemented and trimmed.

From the photograph there appears to be a Builders Plate attached. The spacers across the openings are Plastruct H-6 3/16" "H" beams. Modelers putty will be used to fill imperfections. It is very hard to make opposite but equal sized parts!

Spray paint all of these modeled welded parts with a Machinery Gray color. I used Rust-Oleum 2081

wood for these.

A String level and squares were used while cementing on wood cribbing at base to make it square and top level before placing in well of the car. Then metal or plastic rod braces to hold it down to the flat car stake pockets or holes drilled for them and prevent its movement in transit.

Evergreen #210 .030" Rods can be used for these or straight Music wire bent to fit. The plates across the top ends to fasten cross braces to are .010" brass. Others lower are wood Timbers.

See Unusual Load on page 26

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:

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You can visit the museum and excursion railway at:
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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, 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.

2021 TRAIN SHOW UPDATES

There will be no **World's Greatest Hobby on Tour** shows in 2021. Promoters say WGH shows will return in 2022.

In the case of **Trainfest**, one of the largest all-scale model railroad shows in the nation, plans are being made for an in-person show in 2021.

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

January 2, 2021 — Englewood, Florida

Englewood Toy Train & Collectibles Show & Sale at the Elks Lodge, 401 North Indiana Ave. Enjoy our train show featuring new and used trains in all scales, toys, die-cast collectibles, and more. Admission: \$5 Adults, under 12 free. Contact Joe Schramm at (727) 244-1341, or visit regalrailways.com

January 3, 2021 — 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. Contact: Carmelo Sancetta. PO Box 1286M. Bay Shore, NY 11706. 631-666-6855

January 16, 2021 — Brooksville, Florida

Toy Train & Collectibles Show and Sale at Hernando County Fairgrounds, 6436 Broad St. Enjoy our train show featuring new and used trains in all scales, toys, die-cast collect-

ibles, and more. Admission: \$5. Contact Joe Schramm at (727) 244-1341 or visit regalrailways.com

February 13, 2021— Kissimmee, Florida
Toy Train & Collectibles Show and Sale at Columbia Club of Osceola County, 2000 Neptune Road. Vendors will be selling model trains, hobbies collectibles, and die cast cars and antiques much more. Admission: \$5 per person. Contact Joe Schramm at (727) 244-1341, or visit regalrailways.com

February 21, 2021 — 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 March 21, 2021, Contact: Carmelo Sancetta. PO Box 1286M. Bay Shore, NY 11706. 631-666-6855

March 20, 2021 — Mt. Hope, Ohio

Mt. Hope Train & Toy Show at the Mt. Hope Event Center, 8076 State Route 241. Trains of all gauges,. Farm and vintage toys plus die-cast models. NASCAR items. Adults \$5, kids 12 and under free. www.cjtrains.com

March 21, 2021 — 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. Contact: Carmelo Sancetta. P.O. Box 1286M. Bay Shore, NY 11706. 631-666-6855

CLASSIFIED ADS

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: 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: Moving to another state. Dismantling AF layout and selling most of collection of S gauge trains, track, switches, scenery, houses, etc. Send email to fmarrotta@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: 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.

FOR SALE: American Models Pennsy GG1, Brunswick green, five pin stripes, DC, scale wheels and Kaydee couplers, excellent condition, \$175. Three American Models Santa Fe Budd coaches, chrome plated, scale wheels and Kaydee couplers, excellent condition, \$75 each or all three for \$210. email james.sweeney3@comcast.net

WANTED

WANTED: American Models Alco FA-1 diesel single A, double A-A, AC Hi-rail, any roadname. AF by Gilbert #466 Comet Alco PA-1diesel 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: SHS billboard refrigerator car, "WHITE HOUSE MILK CO, MANITOWOC, WISCONSIN". Contact Tom at tpatterson31@wi.rr.com.

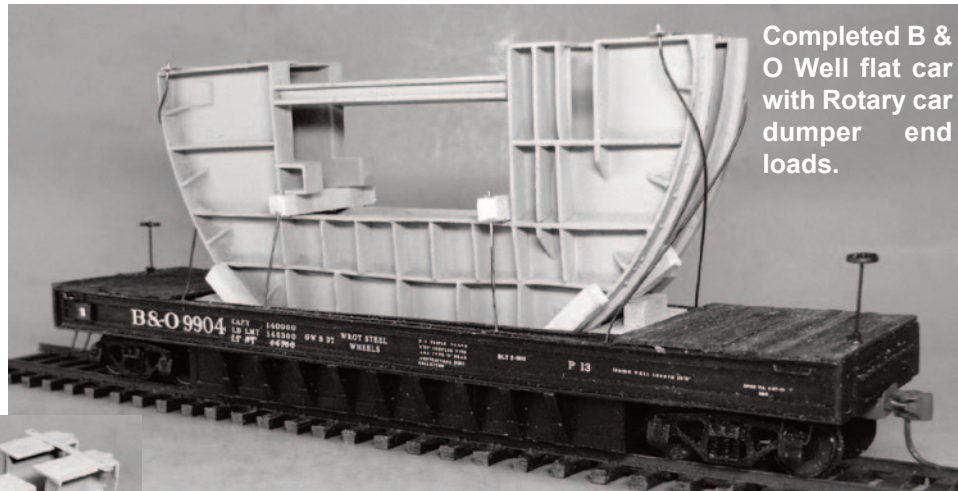
WANTED: 1964-1972 'S' Gaugian magazines. Contact by e-mail: ho.dave1@gmail.com

WANTED: Sergent Engineering S Scale Type E coupler kits (Part # EC64K). Lastest investment cast couplers only, Do not need earlier white metal kits. Frank H. Peacock, fpeacock3006@gmail.com

Unusual car load

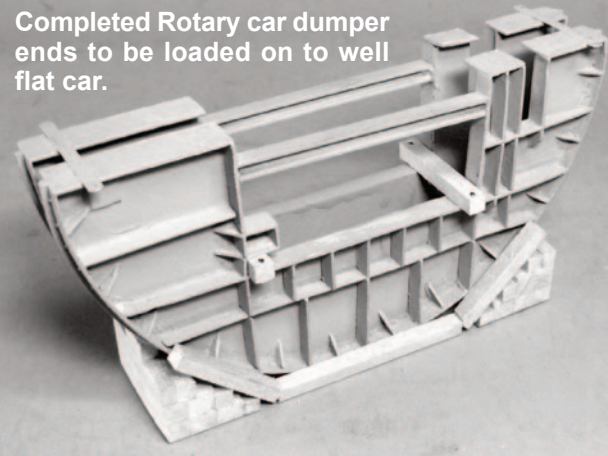
Continued from page 25

This will still be a lite weight car of 6 ounces, but an unusual one on your Pike to check all of your clearances. Other joining parts may follow along in gondolas.



Completed B & O Well flat car with Rotary car dumper end loads.

Completed Rotary car dumper ends to be loaded on to well flat car.



This load could also be used in the River Raisin Models C&O/NYC Well car with adequate cribbing and tie downs. It is a much larger car of 65'.

References:

B&O Color Guide to Freight and Passenger Equipment by Bossler, MSB Inc. 1996 page 32.

Photo by Ellsworth J. Ott in Howard W. Ameling Collection.

B&O Mechanical Department Diagram drawing T-45016 Revision D 1942, P-13 1/8" Scale, AAR Rules Governing Loading of Commodities on Open Top Cars, issued 1945.

AAR Code of Rules Governing the condition of, and repairs to, freight and passenger cars. 1955.

United States Safety Appliances, for all classes of cars and locomotives, AAR edition 1950.

Prototype photograph of B&O # 9904 class P-13 Well flatcar in 1927 with no load.

Down by the Depot

Continued from page 12

approved \$261,000 for its restoration and moving to the Museum in Allen. Its sister engine (#19) is in a museum in nearby Frisco. A video of the unloading is available at: ["vimeo.com/siebler/locomotive."](https://vimeo.com/siebler/locomotive) "The Club is also close to completing the new downtown area of its 60' by 12' layout. It features three moving sidewalks with figures moving along the streets and in and out of the new buildings. The buildings feature a post war art deco look. The moving sidewalks were engineered by Scott Gore with painting help from Larry

Yurcho. "The North Texas Council of Model Railroad Clubs is diligently moving forward to host the 34th Annual North Texas Train Show the weekend of January 16 and 17, 2021. While virus cases are still higher than hoped, it is still optimistic of having the Show. The City of Arlington has hosted major league baseball playoffs, including the World Series with about 20% capacity and the AT&T Stadium next door continues to have reduced seating for Dallas Cowboy games. The Council is planning to enforce mandated protocols and safety measures at the Show."

In the San Francisco Bay area, the Golden Gate American Flyer Club has announced the cancellation of this year's Flyer Fest West which was to be held in November. While this is a disappointment for all us West Coast AF fans, it is the wisest choice to make in the opinion of yours truly.

They plan on holding it next year when circumstances should be more favorable. Meanwhile they continue to hold Zoom meetings like most other clubs.

The Southern California S Gaugers Club finally held their first Zoom meeting in October. As other clubs have discovered, there is a benefit to virtual meetings in that members currently residing in Nevada and Iowa were able to attend as easily as everyone else. It was decided that future meetings would continue in the Zoom format, including the December one which is usually the holiday party meeting. A lot of that going around these days.

Once again, several clubs are missing in action due to inactivity. We hope this changes when the world is put back on its feet. Meanwhile, as we said last issue - we have a wonderful hobby that can entertain and engross us in a most healthful way! For instance, enjoy this wonderful video hosted by the inimitable Ward Kimball - https://www.youtube.com/watch?feature=player_embedded&v=jD18aOoaXcU&list=F_LzyotJcQ4NzEyWt5ft34_cQ (If that link is too much to copy from the printed page, send me an email for the link)

Keep trackin'!

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

News from the North

NASG convention slated for Buffalo

Jim Martin

Buffalo NASG Convention: Make a New Year's resolution to head to this year's 2021 NASG Convention in Buffalo, NY on August 3rd to 7th. Event coordinators headed up by Darby Marriott are working full steam ahead to put on the best convention yet in a city that is ideally suited to hosting the festivities.

Buffalo is rich in rail history and infrastructure, and awash and marine, cultural and dining attractions. It has become a destination city, crowned in Art Deco architecture. This year's event will be worthy of a longer vacation with the convention as its centerpiece.



The historic Buffalo Central Terminal highlights the many Art Deco treasures in the Queen City. Photo courtesy of Buffalo Central Terminal Restoration Corporation.

The most up-to-date details can be found on the convention website so be sure to visit it often. NASG Webmaster Peter Vanvliet will be keeping it constantly updated.

The Western New York S Scale Association is doing the heavy lifting for this event but because this is happening literally in Canada's back yard, members of the S Scale Workshop (including yours truly) are also lending a hand here and there.

With all this ongoing work we cannot ignore the elephant in the room, Covid 19. It torpedoed last year's convention and remains a looming presence for this year's organizers. With that in mind, I thought it was worth asking Darby some of the questions potential attendees might be asking themselves:

JM: Darby a good planner these days must consider both best- and worst-case



The Amherst Marriott (photo by Marriott) Buffalo Marriott Hotel, site of the 2021 NASG convention will be the convention center for NASG 2021.

scenarios. Best case of course would be "good old days", but what if it is the other?

DM: It is the reality we must face, so despite all the work we pour in to plan a great event, we have incorporated contingencies to insure financial solvency and overall plan of attack.

JM: Do you have a go or no-go date? What sort of risk assessment do you have to consider?

DM: Come May 1st, we must have a good understanding of the landscape and what the outlook for August is. Guidelines within the State of New York at that time also must be conducive to putting on the event. From there, we will make a thorough assessment of how we will proceed.

JM: How does this complicate your planning with hotels and other event venues?

DM: We have a particularly good partner in the Buffalo Marriott Niagara. They are of course incredibly grateful for the opportunity to host us and will work

within their abilities to accommodate any required changes. Each tour venue will be continually assessed for their ability to uphold the necessary restrictions to provide a safe but also enjoyable experience. Any cross-border activity will be dictated by the allowances of the Canadian government at the time, so we will be monitoring and messaging that accordingly.

JM: Are you working

through scenarios and potential deadlines for refunds?

DM: Yes, we will have a refund policy stipulated up front once we do open for registration. We want people to feel comfortable to show their intent and support of the convention, but ultimately have the flexibility to decide what is right for them at the time.

JM: If it turns out that despite all your good work this cannot go ahead, have you provisions to postpone a year?

DM: We will be flexible to postpone and allow Minnesota a chance to continue their efforts from 2020 or take another go at it whenever given an opportunity. The core of the planning is very much re-usable, so if anything, Buffalo will offer even more in the future!

The takeaway from Darby's answers: Planning is well in hand for the 2021 NASG Convention, so register with confidence. Watch future issues of the Dispatch for convention news as it unfolds.

In other news, Trevor Marshall has moved from Toronto to western Canada to See News from North on page 30



Port Rowan Orchard's (photo by Trevor Marshall) bucolic scenery done well was a hallmark of Trevor's S scale layout.



Dave Blum
PIKESVILLE MODELS
 3315 Timberfield Lane
 Pikesville, MD 21208-4425
 410-653-2440

BY


ALL THE FLYER YOU DESIRE!
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PRODUCTS FOR S GAUGE

Jeff Madden, New Products Editor

Diecast Models: – One member recommended this website to check on 1/64 diecast vehicles. www.diecastmodelswholesale.com



Lake Junction Models: – They have 3 B&O N-1 woodside caboose kits in S for



\$69/98 each. One has a narrow platform, one has a wider platform and one is a transfer caboose with no cupola. They also list a Missouri Pacific AC&F type cupola caboose. Original type is \$52.98 and Radio equipped is \$54.98. Also on the site is a B&O I-10 (ex-BR&P) caboose. www.lakejunctionmodels.com

News from the North

Continued from page 29

be closer to family. Sadly, this means his stunning Port Rowan layout (Feb/Mar 2015 S Resource magazine) is no more. Trevor started its teardown in late summer in preparation for his move west. To avoid the appearance of unseemly haste he was in the new house about four full days before pulling out his tape measure and heading for the basement. The new layout space is 50-foot long, so Trevor is a happy boy. Trevor's favourite layout is always the next one, so he will not be going for an expanded Port Rowan. Instead he is exploring a couple of other Canadian themes. Happily, Port Rowan lives on in its many published photographs. Visit by entering *Port Rowan in 1:64* or by going to the Lay-

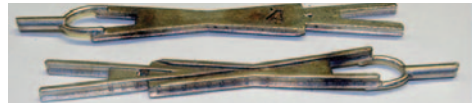
Port Lines Hobby Supply: – They do carry vehicles offered by Diecast Direct. www.portlines.com

Pre-Size: – This “beets” me! New from them is a beet rack to add to the top of their composite gondolas – wood or steel – at \$17.50 apiece. They also have a sugar beet load to fit for \$16.50 each. www.pre-size.com (See product review on page 13 of this issue)

Right On Track Models: – Carries a line of S scale www.right-on-track-models.com



S Scale Track Works: – lists a new NASG #4 code 100 track frog cast to match nickel silver rail. The casting also includes guardrails. www.sscaletrackworks.com



Smoky Mountain Model Works: – Jim King always has something new. His latest



SS21 Main Street (photo by SceniKing) is one of their S scale backdrops.

outs section at nasg.org.

We will catch up with Trevor in a future Dispatch.

SceniKing is back. Those who follow the hobby press likely know this by now, but we are happy to report that after a 4-year hiatus the Canadian producers of the popular SceniKing line of photographic backdrops are back up and running.

Check the *Products for S Gauge* elsewhere in this issue. Founders Les and Janet Mavor have an extensive inventory of backdrop images that are a hobby staple.

Operations were halted four years ago

though is “last chance” on GE 44 ton and 70 ton unpowered diesel kits. www.smokeymountainmodelworks.com



3000 Toys: – Always has an extensive list of recent 1/64 diecast vehicles. www.3000toys.com



Auto-Lift Release 19 - Two 3-Piece High-Detail SETS in Factory-Sealed, NON-RE-TURNABLE Case

for medical reasons, but Les has turned the lights back on and the presses are running.

Check out the SceniKing product line at sceniking.com, and you will find a variety of useful backdrop themes. In addition to a wide range of HO backdrops that work equally well for S.

Les is also offering a trio of specifically-S-scale backdrops with foreground images in 1:64 scale. Les tells me he has a soft spot for S scale. His first trains were American Flyer.

Till next time, Cheers, eh?
Jim

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 ACSG. \$100 SH included or \$80 @ a train show. Check to Larry Shughart, 5216 Lourcey 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

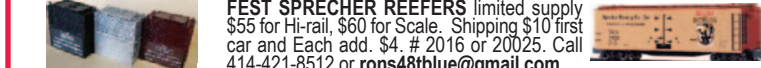
BURLINGTON REEFERS State TRACK & line S-Gaugers have reefers for \$65 including shipping. To order make checks payable to SLSG, mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033

2017 CONVENTION CARS AND TRAILORS 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 #1889 & #241 in 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 GGAF, 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 rons48blue@gmail.com



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**



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



A CNW flatcar loaded with produce. **2016 American Flyer Commemorative Car \$69.00**

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



2015 Convention Car \$68.00



2006 General Electric Crane Car \$70.00



2007 General Electric Boom Car \$52.00

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.

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

CLASSIC ERA

MODERN ERA

FOR SALE TO NASG MEMBERS ONLY



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

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

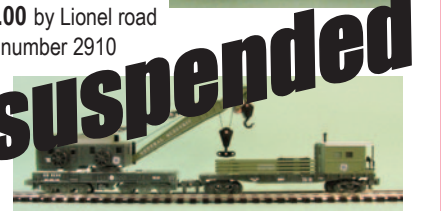
NASG CAP \$19
Tan & blue denim with color logo

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: **Shane Lambert, 2091 Vining Drive, Unit D, Woodbury, MN 55125**
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 Storekeeper Shane Lambert 651-689-3206 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.

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.

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

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



Toledo Peoria & Western
3 bay coal Hopper.



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.
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