

THE **DISPATCH**

September-October 2021



COVER: Number 42, a 33 year old former Santa Fe NW-2 paused for a moment outside the yard office so Jay "Egghead Red" Rojas could retrieve the latest switch list while Joe Coen was railfanning the Texas Southern Lines Arlen Yard.

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NASG DISPATCH

Official Publication of the National Association of S Gaugers
The DISPATCH - ISSN 10457178 is published bi-monthly by

NASG, Inc.

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The NASG is a 501(c)7 Fraternal/Educational non-profit corporation

CREW LIST

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SUBSCRIPTION RATE

1-year, \$30⁰⁰ includes membership in the NASG. Subscriptions payable in US funds. Postage paid at Pismo Beach, CA. DISPATCH is printed in the USA and mailed in the issue month.

MEMBERSHIP YEAR

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

NASG Membership Secretary

Dick Kramer
P. O. Box 268, Middlebury, CT 06762
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CHANGES

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

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

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

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President's Message

Will Holt, NASG President

DID YOU?

"I told two friends, and they told two friends, and they told two friends . . ."

That phrase, borrowed from a television advertising campaign, was the theme of my second column of as your president. It has been referenced in other columns as well. The point was that if you, as a member of the S scale community, along every other member of the NASG each talked to two individuals annually about S scale, our numbers would grow extensively.

Did you? From the apparent growth of S model railroading since that time, you did not. If each of 1,700 members had done so just once in each of the last four years, and been successful in getting one new S enthusiast just once over these four years, there would be another 1,700 S model railroaders. If each of you had been successful just once each year, there would be another 6,800 additional model railroaders in S.

My educated guess is that only a very few of our members did anything in the past four years to promote S to anyone.



New Orders

Richard Caugherty, Editor

THE DISPATCH IS NOW IN FULL COLOR AND WE HAVE A NEW PRINTING COMPANY

As of this issue we are now printing the magazine with Johnson Press of America. They are a company in Pontiac, Illinois who also print numerous train related magazines.

The change in printers was necessary to bring the cost of printing to an affordable price in today's market.

THANKS TO ALL THE CONTRIBUTORS

Many thanks go out to all who have sent me articles recently. Greatly appreciated! In fact, I could not get them all in this issue, so look for them next time. Please do not stop sending in articles and pictures. If you are not sure that your material would be acceptable, please contact me so we can discuss what you might need to do to expand your idea.

Hope you enjoy the railfanning article in this issue as it is quite different from the usual stories we run. It is to

That is a shame! If you want to see S model railroading grow you must try to promote S. There are no ifs, ands or buts about it. All of us need to step forward; do not rely on others to do what you should do!

THE SECOND TIME AROUND

As I begin a second term as your president, I look back over the last four years. Much has been accomplished. Our Constitution is revised, updated and brought into the 21st Century. By the time you read this our Bylaws will have been similarly revised and updated. We have improved the business management of our organization. Among those improvements is a new printing company for *The Dispatch*. That switch, which has taken place with this issue is saving our association well over \$ 25,000.00 in printing costs annually, other committees and activities have been improved and are moving forward. Our application to the Internal Revenue Service to convert our tax status as a 501c(3) education organization has been approved. That means that, from this point on, contributions to the NASG in cash or in-kind are tax deductible.

Once again, though, it will take many, many of us to accomplish the growth of S and the NASG. Can you be counted on to step forward?

an intriguing way for presenting a look at a small railroad in Texas. Creativity like this helps to make the magazine more interesting. Hope it inspires other to take a chance writing for us.

For those looking for guidance, I have republished submission guidelines in this issue on page 25. They are on the NASG website, too.

ANSWERING YOUR EMAILS

I received several emails that you were distressed at not being answered in a prompt response time. Emails are a great way to communicate, until you have to set up a separate email account for the dispatch@nasg.org My gmail account was being buried by emails to *The Dispatch*. Even though retired, I still must take care of my own personal business. I apologize if I do not always respond timely to your emails.



ERRATUM

To correct a technical error in printing, Brooks Stover's piece *Modeling a not so handsome and rather unusual caboose* in the May-June issue it appears again on pages 23 and 24. Our apologies to Brooks.

PRODUCTS FOR S GAUGE

Jeff Madden, New Products Editor

NEW ARRIVALS

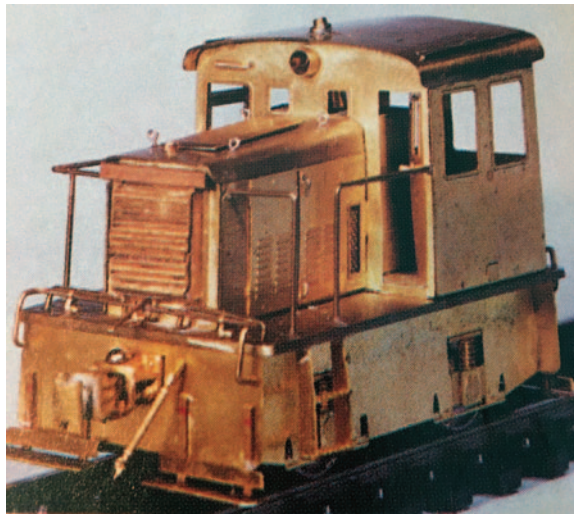
Adirondack Car and Foundry: www.adirondackcarfoundry.square.site or check NASG website or Facebook or google it. They are planning on a GE 23-ton diesel kit with DCC and sound. Cast brass and brass etchings. Roughly \$349 U.S. Also, an SN42 GMD NF210 diesel. Chris Cardinal – Canada.

American Models: www.american-models.com – They list two new paint schemes for the heavyweight passenger cars. One set is in blue and white lettered for the Frisco. The other is Pullman green lettered for the Reading.

Hallmark – Hallmark Stores: The new 1/64 firetruck ornament is a 1966 Ford pumper in red.



Trick Trains n Things: www.trick-trainsnthings.com--Just drill and screw to the wall. Strong aluminum with gray powder coat. No slots, no rails fit any size.



rails so any size can be displayed. Perfect for S gauge and O gauge. 48" long, sold in pairs. Price \$38.00/pair + 12.95 S&H.

Portland Locomotives Works:



www.portlandlocomotiveworks.com - announces the following passenger car kits. All kits are O-scale. S-scale coming soon. B&SR RPO/Baggage 10/31, F&M 1/SR&RL combine 11 (early version), W&Q 3 / WW&F Coach 2 or 3 / B&SR Coach 18. They also list

Sn2 small laser structures and Sn2 passenger cars coming. Probably laser wood kits.

OTHER S PRODUCTS

American Models – www.americanmodels.com: If you need window glazing and inserts for older FP7s and GP9s, you can order from AM. They might have same items for other diesels?

Catzpaw Innov. LLC – www.catzpaw.com: Now has resin toll booths for \$24.99 that includes

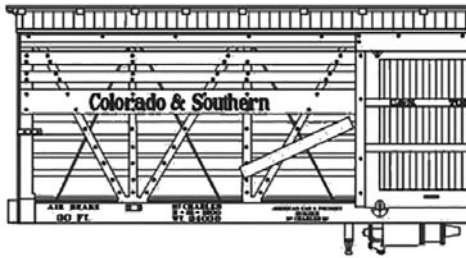
gates and 3 figures. Also listed in S is a doghouse for \$4.99 and a porta-potty for \$12.99.

Clover House: www.cloverhouse.com – Check this site out for current S scale decal availability.

Crusader Rail: www.crusaderrail.com – They have a variety of S products listed including Aspen and Artista figures, Mount Blue S narrow gauge items and structures, KMP laser structure kits, etc. A KMP sawmill kit lists for \$65.25 and a Mt. Blue 1850 farmhouse lists for \$54.60.

Leadville Designs: [4 NASG DISPATCH, SEPTEMBER-OCTOBER 2021](http://www.lead-</p></div><div data-bbox=)

Leadville Designs: www.leadville.com – List new laser



1/64 Sn3 stock car kit for the Colorado and Southern - \$64.95.

Maisto: www.maisto.com- Check out their online catalog for basic car, hauler, trailers, transports and police motorcycles. Also found in local discount stores or diecast website.

Mijo Exclusives – www.americandiorama.com: The American Diorama series is made up of metal painted 1/64 figures in carded sets that include 3 or 4 figures plus an accessory meant to match up with 1/64 diecast vehicles. Some include bikini girl car wash, mechanics, winter dress up, etc. Prices vary from \$10 to \$14. These may also show up in the discount stores. Thanks Arnold Senak for the info.

North Yard Model Railway Parts – Contact: sales@northyard.co.nz: As of July, 2021 they list brass wire, wheels, wheel sets, gear boxes, loco mechanisms, etc.

Mini Prints: www.miniprints.com – They show a bunch of 3-D printed detail items such as figures, small boats, canoes, rail bikes, bicycles, etc. They run about \$10 and up.

Portland Locomotives Works: www.portlandlocomotiveworks.com – They list Sn2 small laser structures and Sn2 passenger cars coming. Probably laser wood kits.

Pre-Size: www.pre-size.com – They now have dressed stone abutments in a 6-3/8” x 5 and 3/8” high size. A left and right pair is \$19.50.

Scale Track Works: www.scale-trackworks.com – will make codes 83 #s 6, 8, and 10 frogs plus switch points and guardrails in S depending on order volume. They will be cast in nickel silver.

Sandy Point Models – www.sandy-pointmodels.com: Just listed, the kit uses laser cut and 3D printed parts. Modeled after a still standing shed in Santa Clara, CA. Also, in S they list an SP interlocking tower for \$59.



Smoky Mountain Models – www.smokymountainmodels.com: Lots of new freight car detail parts listed now. Hopper heap shields – 1 pair \$4, 5 pair \$18. Brake platforms - Two cars worth for \$8 (modern or older). Apex roofwalk and platforms (2 cars worth) \$10. Doors and tack boards P.S. modern \$12. Ends and tack boards \$12. AAR and Blomberg one-piece diesel side-frames: Type A \$55 per kit; type B \$65 per kit. B&O ladders (side and end) – 1 cars worth for \$18.

Soo Parts – www.sooparts.com: Craig Wright forwarded this info. They are making resin vintage SOO Line and two are listed as S. One is a tool shed/handcar house for \$24, and one is a scale house for \$24.

For the latest in diecast vehicle offerings continue to check 3000 Toys and Diecast Direct.



Tom Hurd



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Down by the Depot

by Carl Rudolph
Sacramento Valley American flyer Club



Summer is going strong, maybe too strong in some places, and the country is sort of getting back to normal. That includes s gauge clubs that are starting to have regular meetings and train shows have already started surfacing again. This is all good news so let us get to it:

The **Pioneer Valley Model Railroad Club** had another Zoom meeting at which the subject of returning to in-person meetings came up. The decision was made to canvass the membership and see what the majority wanted to do. This is probably a decision that is being made across the country about now, and by the time you read this regular meetings may be the norm. Meanwhile **George Reneris** presented several new things in the virtual meeting – one was an American Flyer gondola that had a load consisting of a jug band with hidden speaker and mp3 player playing the Beverly Hillbillies theme music (see photos nearby). Highly creative and we want one! Other cool things include a pontoon airplane with operating propeller,

an operating coal mine and load operation, with operating wheeled equipment, and an auto shop scene of “Good Mechanic/Bad Mechanic” in which the pickup’s hood opens and the engine is repaired and running smoothly, or the hood opens, and the engine overheats and smokes! Looks like the same mechanic though in either case so maybe it depends on the day he is having? Cool stuff in any case! **Steve Murphy** showed all the parts he must make the conversion from GP9 to GP18 that he is working on, and **Gene Maag** showed a completed Lindberg model of a B-17 that he plans on including in a scene about a B-17 that crashed in the Holyoke mountains during WWII.

The **South Jersey S-Gaugers** are still meeting virtually since the Stratford Senior Center is still closed. **Michael McConnell** presented two new special-run flat cars with Bakers Chocolate containers that Portlines Hobbies recently created, **Ron Schon** showed a mini-blower that effectively removed dust from the layout (more details,



please! – yours truly needs one), **Hank Worrell** presented his new Flyerchief Pere Marquette Berkshire loco, and **Hal Farlow** displayed his new white Gulf tank car that Lionel made in its first year of production Flyer. **Ed Claypoole’s** history article told the story of Gilbert’s Boys’ Club videos from 1950.

The **Baltimore Area American Flyer Club** have had their first Zoom meeting and it was a success with people attending that are not normally seen at meetings due to distance (as other clubs have noted). Several of the club members attended the Great Scale Show in Hunt Valley, the first train show in a long time, and they enjoyed seeing familiar, but masked, faces of friends and “like-minded” people. They report the show was small, with few vendors, but they were happy to be there anyway and hope for bigger things to come.

We heard from the **Pittsburgh S Gaugers** for the first time in a long while. They have been, and still are as of this writing, holding Zoom meetings like almost every other club. They had the club layout at this year’s Spring S Spree which was the first layout outing in a good while. The club will be hosting the 2022 S Spree, so plans are already well underway. Meanwhile, in recent meetings, **Luther Stephens** talked about a B&O I-1 caboose kit to which he is adding ladders and that appears to be difficult without a forming jig. **Ted Milliken** showed a hand car house and a new MTH WM F-7 locomotive; **Lou Templeton** is working on his coal mining town with company store and a small church; **Bruce Siarkowski** showed an AM/SHS Alco RS-3 in Reading livery that is quite rare, having been made by American Models but sold only by SHS; and Jim Whipple also showed an MTH WM F-7. He also talked about a heavy-duty flat car built by **Dave Felmley** with a lot of underbody detail. **Eric Hopkins** presented an AM mill gondola to which he added a pipe load and **Gary Carmichael** started a discussion about Schnabel cars. Lastly, **Chris Eddy** presented an LED lighting board for AF New Haven passenger cars. Another busy, active club!

The **Cuyahoga S Gauge Association** (Cleveland area) held to their promise and had an in-person meeting although it was outside and all Covid protocols were followed. President **Jim Futules** reported on the Spring S Spree and the Presidents’ meeting that was held during the show. It appears that the club will host the 2024

Spring S Spree and they are already discussing finding proper venues for that. Each of the two recent newsletters has an article on AF history – the first about the four variations of the 24516-lumber load flat car and the second about the evolution of AF two rail track. These articles are seen from time to time and are always instructive and appreciated although unsigned (but probably from **Chuck Fonda**). The club is planning for layout work since train shows are in the offing!

The **Miami Valley S Gaugers** (Dayton area) also had their first in-person meeting since February 2020! It was outside at Carillon Park in Dayton. Correspondent **Ray Garbee** says they were joined by special guests Brood X cicadas! Here is another club looking at the layout and its travel trailer to make sure they are ready for imminent train shows. The newsletters had an incredibly positive report on the Spree, which of course was hosted by the next club!

The **Central Ohio S Gaugers** (Columbus area) put on the 2021 Spring S Spree and yours truly can attest that it was very well done and, in our opinion, a big success. The venue had lots of room to socially distance; the club layouts looked wonderful and ran well; there was plenty to see and buy; and complimentary snacks and soft drinks were always available, followed up by a pizza party as part of the registration fee. But mostly the fun centered around the people, who were all fun to be around and most hospitable. It was clear we all were enjoying being with other people. In the newsletters we find that the club has purchased a new trailer and this summer's picnic will be at the Marion Union Station, a favorite place to go and train watch!

The **Central Ohio S Gaugers – Northern Division** (Toledo area) met at **Roger Jensen's** home in Martin (OH), but no report sent in yet. Quite a few of these members are members of the home club in Columbus and were busy helping with the Spree.

The **Southeast Michigan S Gaugers** are still holding Zoom meetings. In a virtual Show & Tell, **Kip Kriigel** showed photos of his trip to the Spencer, NC roundhouse which is the winter home for the N&W 611 locomotive, while **John Racey** displayed his work on the project from the Build Along clinics that **Randy Bosscher** and **Gaylord Gill** were conducting on the “New Tracks Modeling” Zoom

program. Lastly, **Ken Garber** sent in a bunch of photos of a day railfanning in Windsor, Ontario, where he saw an amazing array of different liveries on the locomotives as well as a military train with CP police trailing from the road!

The **Badgerland S Gaugers** are preparing to hold the Fall S Fest that was supposed to occur last year but postponed until this year. **Ron Schlicht**, chairman of the Fest, has sent out a flyer reminder about the great meet; if you did not see it and want the information, go to the club website <http://www.trainweb.org/bsg> for all details. In the newsletter, **Jeff Madden** penned a glowing report on the Spring S Spree and Ron wrote an article on a new module he built with a somewhat sleazy used car lot that allowed him to display a bunch of his prized 1950s autos!

The **Pines & Prairies S Scale Workshop** guys are getting back in action after a pandemic hiatus. Since this club mostly goes to each other's houses on a weekly basis to work on home layouts, there was not much activity as a club – so now they are swinging back into action. They have been Zooming, of course, but recently they were invited to tour the future home of **David Jasper's** Midwest Railway Institute and Museum (MRIM) in Hopkins, MN. After that they were making sawdust at **Shane Lambert's** cutting pieces for **Shane's** and **Chris Poppe's** layouts. Good to see the bunch in action again!

The **Kansas City S Gaugers** have set up the club's 5 x 8 layout at the Wyandotte County Museum. The museum staff are thrilled to have the layout operating and it should be in place for most of the summer. **Bill Hutton** goes once a week to do maintenance and the next club meeting was to be held at the museum. **Warren Zeller** has taken on the responsibility of maintaining the S portion of the layout in the Kansas City Union Station.

The **Dallas-area Lone Star Flyers S Gaugers** correspondent **Larry Yurcho** sent the following: “The Lone Star Flyer Club has enjoyed several recent in-person meetings with no face masks as most of our members have been fully vaccinated. We have been having a silent auction for two collections donated to the Club as well as working diligently on two new portions of our 45-foot layout to be taken to the October Train Show. The “Downtown” Committee consisting of **Scott Gore** (Chief engineer), **Bryant Hindman**, **Joe Bogert** and **Larry Yurcho** are reaching near com-

pletion for the 3 moving sidewalks, beautiful new Gondola Station, and many new buildings. The style is post-war deco. The new “section” will be installed into the existing layout to replace the current downtown area. The other new portion, just adjacent to the new downtown area, is a 4-bay roundhouse and turntable. It has already been wired into the overall power system for the layout and is expected to be a great attraction at the shows as it is on the side of the layout. The committee responsible for its completion consists of **Bill Clark**, **Ron Seibler**, **George Miner**, **Steve Curry**, **Don Searles** and the assembler of the roundhouse, **Dave Leibel**.”

The **Rocky Mountain Hi-Railers** (Boise area) were looking forward to the first in-person meeting in a long time where they intended to meet outside in a park and discuss a lengthy agenda regarding repairs and updates to Lookout Junction IV. The newsletter included a very beautifully written article by **Gary Mercer** about the use of LEDs for passenger car lighting and other applications. Looks like the club may be in Idaho Falls in the fall with the layout!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** is making final preparations for Flyer Fest West 2021 which they are hosting. The club's website Golden Gate American Flyer Club (ggafc.org) has all the details already. So far, the club is still using Zoom to meet virtually but that will probably end soon.

The **Southern California S Gaugers Club** were still holding virtual meetings, but they were to break that mold by having an outdoor meeting at the Orange County Model Engineers (Live Steamers) which is on or near the county fairgrounds. Also, the TCA National Convention in Burbank is a go, and the club will have its layout there. The club is looking for a trailer to carry modules, something many clubs have been through, perhaps more than once!

The pandemic fog is lifting, and we can see a brighter future. All the clubs seem to have a sense of reawakening and hope. The optimism and anticipation evident in the newsletters and emails is certainly uplifting.

Keep trackin'!

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



Twist on a fallen

Jeff Madden, Wales, WI

Yes, the title is a “play on words” describing the famous modeler John Allen’s name for his freelance model railroad. Remember, it all started with a small HO layout (3’8” x 7’) that later was incorporated into his larger layouts.

It occurred to me that the small original layout might work well in S for a stand-alone 6’ x 10’ (or smaller) layout that could be a starter for later expansion. John’s small starter layout was publicized in the model magazines and track plan books many times – still available “101 Track Plans” by Kalmbach comes to mind.

This layout was super-sceniced to the Nth degree and included a large, curved trestle, a lake, intricate tunnel portals and many super-detailed

scratch-built structures. The plan basically was twice around with a short dead-end branch to a mine. Obviously, the operating scheme was to have a small branch line train run up and back to the mine connecting to the loops. The famous Varney ads in Model Railroader back in the 1950s usually showed the 0-4-0 Dock-side pulling some short ore cars.

The rectangular portion of the layout for S mimics the original G&D HO plan by having a twice-around

loop with a cutoff branch that heads up to the mine. Of course, this can be a stand-

alone layout in S with a minimum radius of 24”. The radii used varies from 24” to 27”, which are some basic snap-curve sizes available from the hi-rail manufacturers – Scale Trains (former SHS), AM and Lionel AF.

Standard turnouts from these folks should work, but a custom turnout or two might be necessary. Hi-railers could also use Fox Valley flex track and

turnouts.

Scalers could use Tomalco products or, if they are a true John Allen Fan, hand-lay everything.

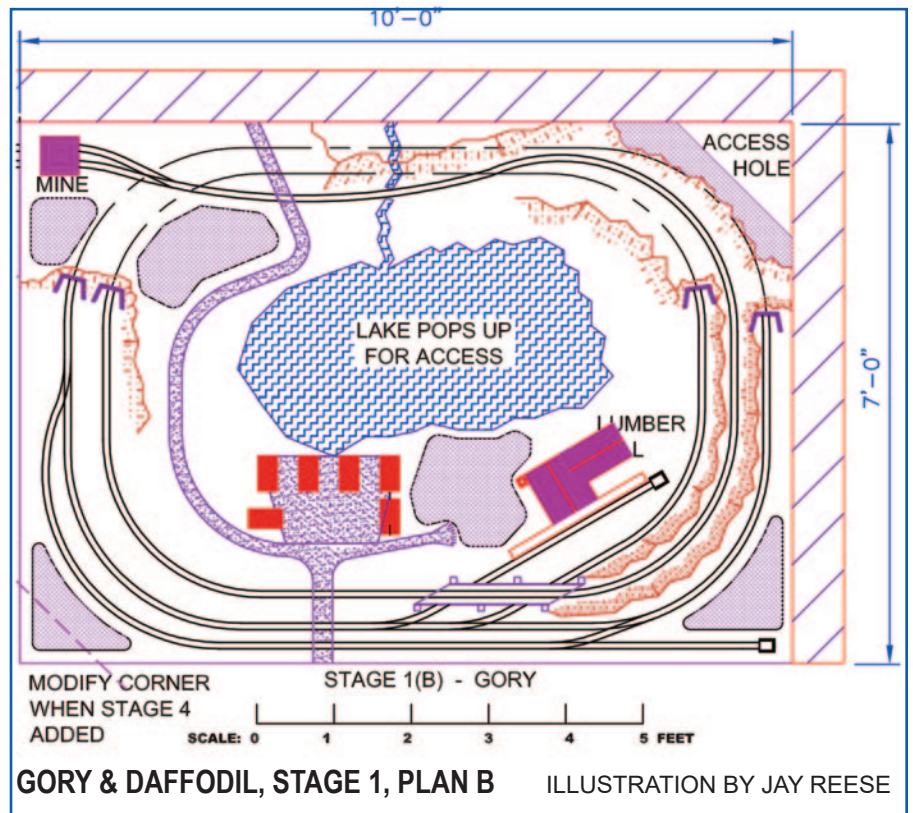
The larger version (7’ x 10’), the separate plan, also has more liberal radii, but does include a continuous level loop. Access for the larger size would be a little harder. Of course, the 6’ x 10’ plan can be shrunk by using tighter curves.

THE ADD-ON STAGES

By looking at the add-on stages for expanding the Gory & Daffodil beyond the starter rectangle, the layout can be easily expanded.

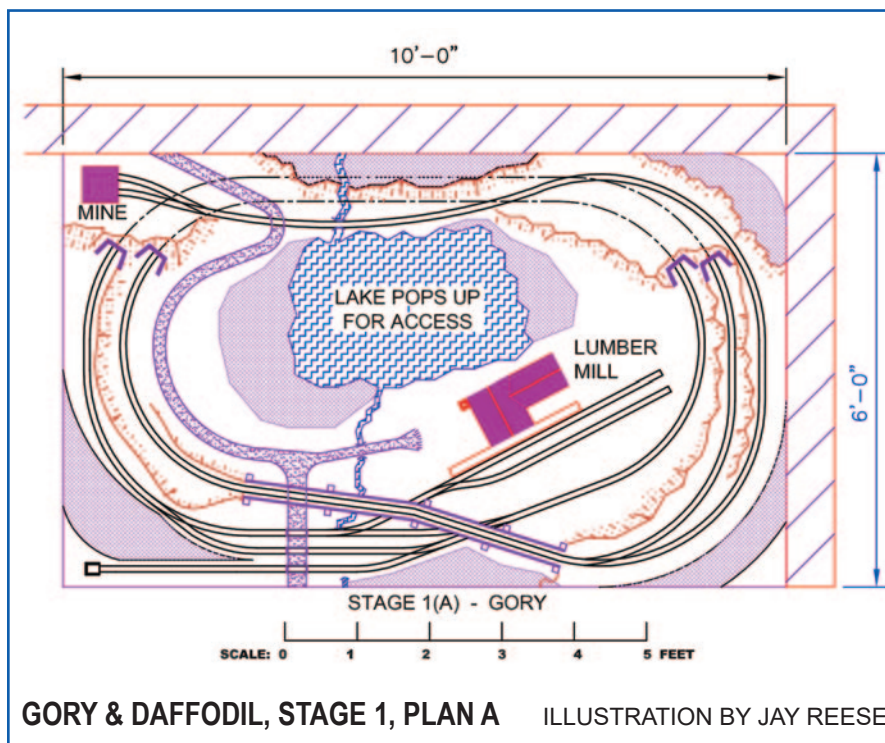
Stage 2 is a 2’ x 8’ shelf connecting the mine branch. The mine would then be moved as shown. The new town of Allen would also have a run-around track and separate industry siding to facilitate switching.

Stage 3 would be a short 2’ x



GORY & DAFFODIL, STAGE 1, PLAN B

ILLUSTRATION BY JAY REESE



GORY & DAFFODIL, STAGE 1, PLAN A

ILLUSTRATION BY JAY REESE

flag you can build

4' shelf that would include more industry sidings and an engine house.

Stage 4 would be an additional small rectangle for the town of Daffodil that would include another passing siding, a turning wye, a separate loop, and log loading sidings. The operational ideas now include freight trains hauling logs from Daffodil to the Lumber mill at Gory and mine cars to and from Gory.

Since S needs more space than HO, access pop-ups might be needed as shown at the Gory portion and at Daffodil.

As shown, there are plenty of

S locos that will manage 24" radius curves. AM and Scale Trains switchers will work simply fine.

For steamers, the old SHS 2-8-0, RR 0-6-0, Putt (REX) Docksider and some others should work well also. Just imagine a Putt Docksider pulling some of those ex-SHS ore cars on this layout mimicking the original John Allen scenes.

Hi-Rail Track Available

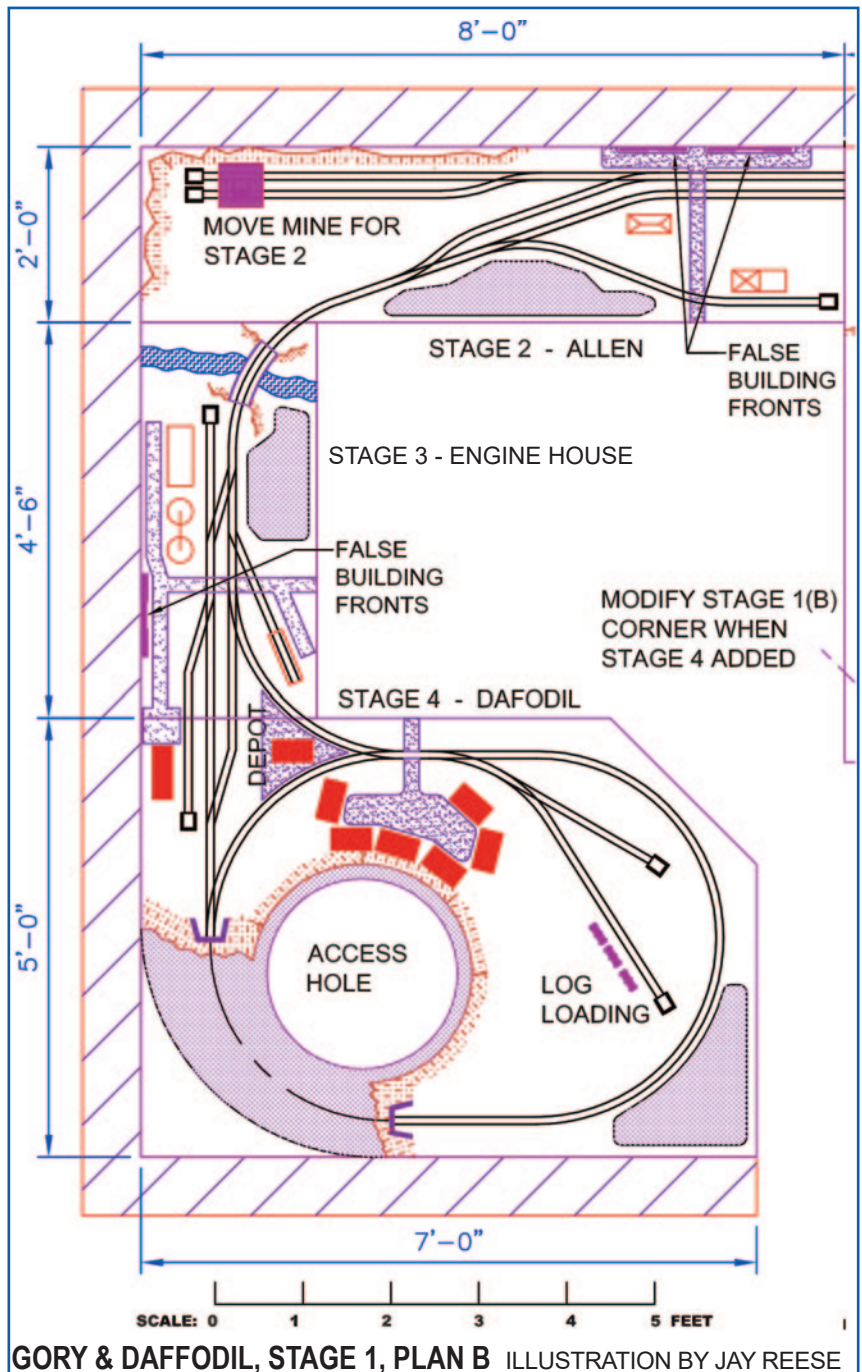
Scale Trains (former SHS) – Turnouts plus 20, 25 and 30-inch radii snap-track.

American Models – turnouts plus 21, 24 and 27-inch radii snap-track

FastTrack – turnouts plus 20 and 27-inch radii snap-track

Fox Valley – turnouts and flex track

Scale Track and turnouts: Tomalco (flex track)



WANTED ADVERTISING MANAGER

THE DISPATCH seeks volunteer to co-ordinate and solicit ads for your magazine.

Must have basic computer skills and time to devote to the project.

Please email your interest to Richard Caugherty at the following email address. dispatch@nasg.org

2021 FALL S FEST

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A Convention car for Christmas?

by Jim Martin, Port Colborne, ON, Canada

Although we are having to wait another year for our annual NASG convention, organizers of the 2022 Buffalo gathering are putting their extra time to good use, accelerating the availability of their CanAm convention car. Convention Co-chair Ron Kemp writes:

While the pandemic has unavoidably postponed the Can Am Buffalo convention until August 2, 2022, we thought that a Christmas offering for the convention car would interest our membership and help whet the appetite for more to come next year!

The Toronto Hamilton and Buffalo rail-



way was jointly owned by the Canadian Pacific and the New York Central. Although the railroad did not enter Toronto, it had trackage rights and carried passengers and freight to its namesake cities and beyond.

Stay tuned for more news and things to come in upcoming issues!

Thanks Ron and be sure to check the NASG website (nasg.org) for information as it is updated.

Canadian S Gaugers keep busy

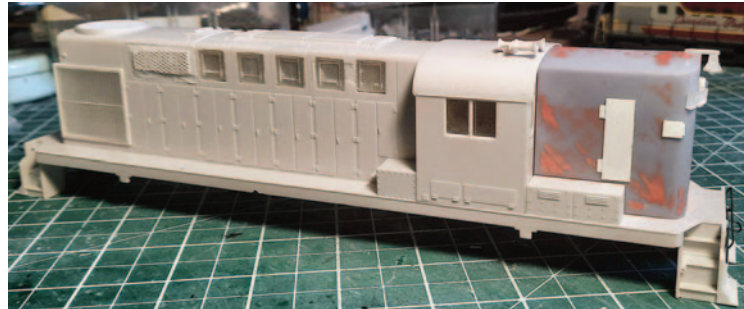
Without train shows, railfanning, or ops sessions to engage us for much of this year, Canadian S-scalers have been keeping busy on the core of the hobby building things. I did an ask-around and here is what I learned.

Daniel McConnachie has finished constructing the six turnouts he will need for his cameo layout portraying Madoc, Ontario. Cameos are popular in the UK as a highly polished and theatrical way of showing off smaller layouts.

Daniel is using the book *Cameo Layouts* by Ian Rice as his planning guideline. Clean workmanship all around there Daniel.

Brian Nicholson is one of several S

Scale Workshop members coming over to the possibilities of 3D printing. Pictured here is an American Models RS-11 which Brian is converting to a CPR RS-18. Brian has drawn up and printed his own conver-



sion parts. He also has a second diesel project on the go, an AM RS-3 which he is converting to a CPR Montreal Locomotive Works version which also requires its own specialized 3D printed parts.

Alex Binkley's project is a tale of two roofs. Rummaging around in his parts box he found two plastic roofs which he believes are HO scale in origin. More rummaging produced some 3:16 scale milled wood siding and an assortment of doors, windows and other gubbins. Who does not love a freebie model from the parts box? I like the smaller upper windows, an architectural style not often copied on layout models. This little structure is still a work in progress. Alex was inspired by Gaylord Gill and Randy Bosscher's My Build project challenge on Jim Kellow's New Tracks webinar series.

Brian Walsh is pushing ahead to get his



main line completed and to that end he needs several large bridges. This one is a knockout. He calls it his Monster Bay Bridge because it is a monster. It is about five feet long and made from Plastruct girders. Brian did not like the bridge in black but found that changing the color to camouflage green did a lot to reduce its visual bulk. This and his other bridges, constructed with some unique structural techniques, are worth an article on their own.

Trevor Marshall, who tore down his



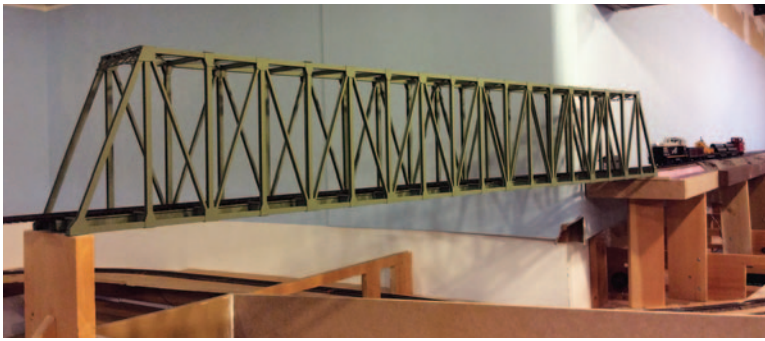
widely known Port Rowan layout to move from Toronto to Western Canada, is contemplating what his next layout will be. He is considering a few options including a portrayal of the Niagara St. Catharines and Toronto electric railway that had extensive trackage in his hometown of St. Catharines, Ontario. While he ponders, Trevor is pressing ahead with a gang assembly of several NS&T freight motors.

Andy Malette is moving along nicely with his new layout based on CN operations in southwestern Ontario. One of the locations he is modeling is Park Head, a junction which had a repurposed passenger car for its station. Andy has used two Bachmann shorty On30 coaches spliced together, with styrene window inserts that were laser cut for him by Jamie Bothwell. When completed, the structures will be painted CN Mineral Brown. You can follow Andy's layout progress including this project on his blog.

<https://cnrparkhead.home.blog/>

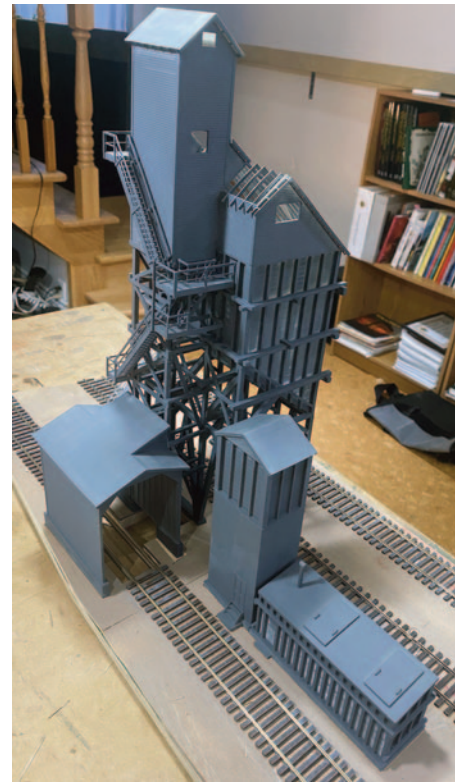
Andy also recently completed a spread sheet on the Canadian variations of Fowler boxcars as represented by the Ridgehill

Brian Walsh's bridge is pictured right, with Andy Malette's repurposing of a passenger car for a station in the middle and below that is Trevor Marshall's freight motors.



skills as he moves into the professional model building field.

Till next time...Cheers, Eh?



Hobbies kit.

Simon Parent in Montreal continues to push the boundaries of 3D printing. You will recall his CNR 2-8-0 a few issues back. Well, here is a model of the Central Vermont's St Albans coaling tower. All that you see here is assembled from 3D prints. Aside from benefiting his own home layout, these projects are helping Simon to further hone his considerable



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Railfanning the Texas Southern Lines Arlen Yard

Joe Coen, Houston, TX, photos by the author

Set in the early 80's, The Texas Southern Industrial District is a portion of a regional railroad running from the Texas Gulf Coast inland to points north and west. Starting life as a short line, the TXS has grown throughout the years with the acquisition of several cast-off Southern Pacific, Santa Fe and Missouri Pacific secondary lines and branches. Arlen Yard, the focus of the layout, serves

as a small, out of the way interchange yard with the MKT and the rest of the TXS system.

Come along for a brief look at the first shift assigned to Arlen Yard.

Recently, the Katy assigned one of its F-units to its transfer run to Arlen Yard. I wanted to photograph the unit before the Katy scraps it. Of course, the Rail Fan Addendum to Murphy's Law meant that the Katy transfer



came and went before I did. Oh well, maybe next time.

Luckily, the TXS switcher, an old NW-2 was working the yard. A flood control levee running parallel to the yard provided a great elevated location for photography.

The TXS Arlen Yard office was a basic trailer and the storage shed really was a trailer. The Company, as railroad veteran of 32 years and yardmaster Bob "Bigintall" Ben-



jamin called the TXS, brought in the trailers after the original office and shed burned to the ground a few years ago.

Biggintall didn't lament the loss of the classic wooden depot as the air-conditioning rarely worked and the union still received the proceeds from the newer Coke machine outside.

He wanted to make sure I included the Camaro he was restoring in a picture of the office.

Number 42, a 33 year old former Santa Fe NW-2, still sporting a modified version of the zebra-stripes it wore with its former owner, paused for a moment outside the yard office so Jay "Egghead Red" Rojas could retrieve the latest switch list.

Egghead Red, an avid science fiction reader had nicknamed #42 "the Answer", and it had caught on. Many in the Company thought the nickname referred to the unit's legendary reliability, which was partly true, but not the whole story.

The actual nickname Egghead bestowed on 42 was "the Answer to the Ultimate Question to Life, the Universe and Everything," which most shortened to "the Answer."

The story went that one day Biggintall joked, "Egghead, if Number 42 is the answer, I don't wanna know the question."

Without missing a beat, Egghead responded, "You know the earth and everything on it is just a massive simulation designed to come up with the Ultimate Question."

Now, Biggintall, rarely letting anyone get in the last word, said, "So the Ultimate Question is what is 6 times 7. That's dumb."

"Or 6 times 9," said Egghead.

"But that's 54," said Biggintall.

"Exactly," said Egghead as he left the office.

"Told you I didn't want know the question," said Biggintall, getting in the last word as usual right after the door closed.

Just another day working on the railroad.

The only work the first trick crew had today was switching the Arlen Yard team track and assembling two blocks of cars; one block for the outbound TXS transfer north to Nuevo Yard and the other block for the industrial switch job composed of cars left from yesterday's TXS transfer and this morning's Katy transfer. Although it sounded like a lot of work, it **See Railfanning on page 14**



Railfanning the TXS Arlen Yard

Continued from page 13

wasn't. These days, the industrial switch job usually only ran with a half dozen to a dozen cars. The second shift would use "the Answer" to work the industries south of Arlen Yard and return with any loads or empties. The third shift would then assemble the Katy transfer from any cars on hand and if running on time, any cars the second shift brought in. In this telephoto shot, Engineer Stan "the Man" Matusek waited for Egghead to align the turnouts to the team track.

Of course, the KCS boxcar loaded with outbound scrap paper that needed to get tacked onto the TXS transfer block was behind the USLX boxcar that was only partially loaded. It took the crew a few minutes to extract the KCS car and spot it at the end of the outbound TXS transfer cut of cars.



Stan the Man eased the KCS box to the end of the TXS transfer block for coupling but there was only one problem; no air hose! The air hose on the end car, an old Rock Island hopper the TXS bought used a few years ago from the Rock's bankruptcy sale, was gone, totally missing. Weird. Either it fell off after the car was set out, never existed which made Egghead Red wonder how the car got this far, or someone took it. Egghead radioed the yard office to send over the

maintenance crew for a quick installation of a new hose. Walter "Wally" Moore responded that he'd be over in a minute.

Wally's minute turned out to be thirty minutes, then an hour, and then two. He had to drive over to Nuevo Yard for an air hose. Not a problem for the switch crew, they just continued assembling the TXS industrial job. Number 42 doubled a few cars onto the cut, one of which was still lettered for the Texas and Pacific!



When Wally finally showed up with the new hose, Egghead Red met up with him.

“Maybe the Rock trustee was so desperate for cash, they charged extra for air hoses, Wally quipped over the radio.

“And the Company, so cheap, they didn’t pay,” Egghead shot back.

“What would anyone want with an air hose, anyway? Pretty much good for only one thing, and that’s hosing air,” said Wally.

“Some questions are just better left unanswered,” offered Egghead .



This was the far end of the two blocks of cars the TXS first shift was assembling. Dark green TXS boxcar 2754 on the closest track was the last car of the TXS transfer block. The last car on the TXS industrial job was the yellow covered hopper

Number 42 tied up waiting for the second shift. With the two blocks as-

sembled, Stan the Man and Egghead Red tied up next to the Arlen Yard office. They left “the Answer” burbling and coupled to the industrial switch job for the second shift. That empty T&P boxcar was destined for the Arlen Rice Mill where it will be loaded with bagged rice. The second shift would spot the rest of the cars including the yellow covered hopper in the previous photo at various industries along the former Southern Pacific main south of the yard now under TXS ownership. Someday I’ll photograph the industrial switch job, too. Meanwhile, time to buy a Coke, contribute a little to the local brotherhood and contemplate the ultimate question...



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His layout is a 3D re

Stephen Terni

How do you approach the design and construction of a new layout? Many modelers set their sights on modeling an actual railroad scene that they are familiar with or had experienced in their youth to revisit a favorite past era. For these modelers realism is the priority.

Others start with a track plan that they have researched or designed themselves. The layout is defined by the size of the available space. Or one sees something in a magazine or on a friend's layout which is inspiring. In any case there is no "right" way to go about it. You do what is meaningful and works for you.

As for myself my layout evolved as a scrapbook for memories of my life experience. My dad built a train table for me in the 1950's so that I (we) could run my three childhood American Flyer sets.

These sets were packed up and saved as I pursued my education and career. Building my dream layout was put on hold as my work required me to live in five U.S. cities and four foreign countries over 42 years.

Only once was I in one place (Santiago, Chile) long enough to unpack my trains and construct a small layout. I was assisted by a local experienced model train aficionado. One important benefit from this is that with his help I learned many of the technical skills needed to be able construct the model railroad I envisioned once I retired.

Along the way I thought about the scenes I wanted to include on the table, creating the images in my mind's eye. In this way my design grew to a collection of scenes for which I had strong memories or emotional ties. I started collecting items for each scene as I found them which resulted in an eclectic set of figures, vehicles, scenery and accessories in the final product.

After much reflection and Imagineering (borrowing Disney's concept) the look and content of the major scenes were conceived and planned. The actual development of the current 18'x25' layout proceeded scene



Here are views of both ends of the New England village similar to the one Steve

by scene with the track plan done somewhat ad hoc to tie it all together.

There are twelve major scenes and several minor ones: a New England village, where I was raised; grand-mom's store, where my dad grew up; a beach by a railroad trestle, mirroring a site on the Connecticut coast where we spent summer vacations; a winter scene with an ice skating pond, also a childhood experience; oil wells and a coal mine, like the projects I worked on in my career; a dairy farm similar to the one across the street from our house and a circus and carnival, always a delightful experience when it came to town.

The photos that accompany this article show my two favorite scenes: the New England village and grandmother's store. I wanted to give the village prominence, so it was built on an elevated plateau in the front of the main table. It was constructed with 1/2-inch plywood covered with 1/2-inch homasote, the same method as the rest of

the layout. As the village had to be accessed by rail its height was set at 6 inches to match the trestles.

The slopes around the plateau are foam rubber rock wall and brick walls from Scenery Express. As trains would run underneath via tunnels, two brick walls are doors which flip up on hinges to be able to retrieve the inevitable stalled engine.

I covered the surface with a grass mat, then cut out the roadbed to sink the Pike-master track for the Putt-Putt S gauge trolley which circles around the houses whose



Attending a Bake Sale or Vintage Car show awaits churchgoers.

minisence of his life



where Steve lived.

styles are typical of the region. There is also a spur with a shed where the Tommy train set awaits it turn on the track.

Nine of the houses, the trolley station and package store were made from Branchline, Mount Blue and Bar Mills kits. Two houses and the church are Plasticville repainted to blend in with the others. I staged this scene in the fall as this was my favorite time of the year. The trees were handmade, the roads

are painted 3M Safety-Walk tape, and all structures are equipped with interior lights.

There are many activities in the village: folks are waiting on the trolley, departing the church or out strolling about, attending the bake sale at St. Patricks' church or the vintage car show. On the far side is a Mini-craft news and snack stand and the train station identifying this as Thompsonville, my hometown.

Close by on the lower level is the Terni store (a 2-hour family drive to Millerton, NY.) This is an excellent scratch-built replica that a fellow modeler constructed for me, done from a single photo of the actus



Train passengers can buy a snack or magazine while waiting for their trains.

store. The extent and accuracy of the detail is impressive.

While the building dates from 1868, my grandparents purchased it in 1919 and opened a fruit, vegetable and sundries business, later adding ice cream, candy, magazines and sporting goods among other items. The family lived on the upper levels. Imagine growing up in a candy store as my dad did!

My visits there are unforgettable. Grandmom made a banana split for me every visit. From the store it was a short walk to the train station where we would wait and watch for the New York Central to come through, hoping to see a steamer. The store remained in the family and served the community for over 100 years.

So now when I look at my lay

out, I see much more than model trains. Every scene has a story and provides a 3-D scrapbook of highlights from my life experience.



The model of grandmom's Terni Store on the layout.



Grandmom Terni's original store.

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Narrow gauge

Build the Poe Valley Railroad

Joseph Kimber, Mannington, NJ

The Poe Valley Railroad is a small narrow gauge model railroad only eight feet long by four feet wide. As designed, it is a Sn3 logging railroad using geared locomotives such as the Shay, Climax

or Heisler.

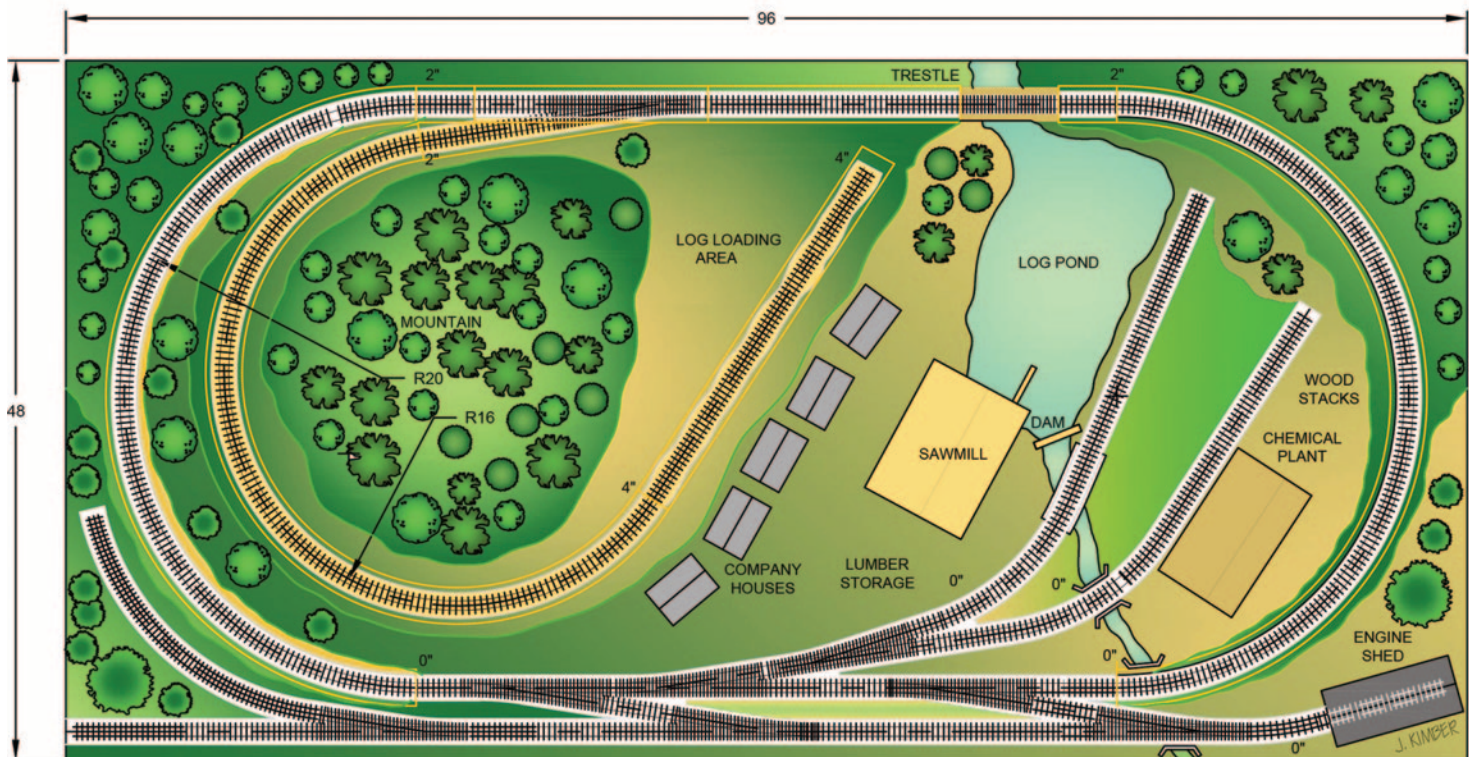
The grades are too steep for rod locomotives as were most of the logging railroads. The track rises from tabletop level to a maximum elevation of 4". At the 4" elevation there is a level section of track for placing empty log cars for loading.

There is a loop for con-

tinuous running and additional sidings for storing freight cars or locomotives. The layout has two wood-based industries, a sawmill, and a wood chemical plant or "acid factory". In the east, the sawmill would have cut primarily hemlock and pine logs and the chemical factory would have used

the small hardwood. This requires both log cars and chemical wood cars.

In addition, the railroad would bring in supplies in box cars and the chemical plant shipped alcohol in tank cars and charcoal and acetate of lime in box cars. Finished lumber was shipped out in box cars also.



Drawing by Joseph Kimber

POE VALLEY RAILROAD
Sn3

This small layout has quite a few operating possibilities and includes an interchange track on the left front.

A simple construction can begin with a standard sheet of 3/4" thick AC plywood, reinforced with one-by-four lumber and banded around the edges. Four two-by-two legs with diagonal braces support the table.

The sub-roadbed is Woodland Scenics Sub-Terrain incline/decline sets. This system is easy to use, and the width is more than enough for Sn3 track. Follow the Woodland Scenics instructions to install the risers and prepare them for track laying.

As designed, the layout uses flex track. No roadbed is necessary unless you plan on hand laying your track. Then cork or homasote roadbed can be used. (Very little ballast was used on the logging railroads.)

At the turnout in the back where the track is two inches above the table, you may want to use plywood for sub roadbed to allow for the installation of a remote turnout actuator. This may require a cutout in the table to accommodate the actuator.

Install the track with power connections no more than six running feet apart and on both sides of all turnouts. After 65

years of building layouts my belief is "you cannot have too many power connections."

Another is "solder all track connections". It is very frustrating to spend hours building a model railroad and find later you have dead sections of track. Test all the track before installing scenery.

There are three buildings. The sawmill, the chemical factory and the engine shed. The buildings can be kit built or scratch built to suit your skill level. You may wish to add some company houses near the sawmill as shown on the drawing.

The locomotive, freight cars and skeleton log cars can be purchased from several suppliers assembled or as kits. I suggest the log cars be metal frames as resin cars are usually too light to track well. However, resin cars can be used if they are fully loaded with heavy logs.

The layout will require lots of trees, mostly hemlock or pine for an eastern layout.

Additional information on eastern logging rail



Poe Valley now a rails to trails in Centre County, Pennsylvania

The trail follows the roadbed of the Poe Valley Railroad along Penns Creek in Centre County. This was the first logging train road in the valley. The rails were constructed of wood, the cars were moved by horse and gravity until a vertical-boiler locomotive was purchased.

Over-logging and a sawmill fire in 1899 brought the demise of the once prosperous village of Poe Mills (pop. 300+). Finally, in 1904, the Commonwealth of Pennsylvania purchased most of the surrounding land.

This rail-to-trail is part of the Mid State Trail. Although the majority of the Mid State Trail is rugged and meant for hiking, this is the only part of the Mid State Trail that can be accessed by bicycle.

roads can be found in the series *Logging Railroad Era of Lumbering in Pennsylvania* by Benjamin F. G. Kline, Thomas T. Taber, III and Walter C. Casler. These books are out of print, but copies can be found on the internet.

If you plan to build this layout, I can supply a PDF file with detail dimensions. You may email jkimber1943@comcast.net for your copy.

**DEADLINES
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WOOD IS GOOD

Building a Lehigh Valley Models Phosphate Hopper Car

By Bill Pyper, Lacey, Washington

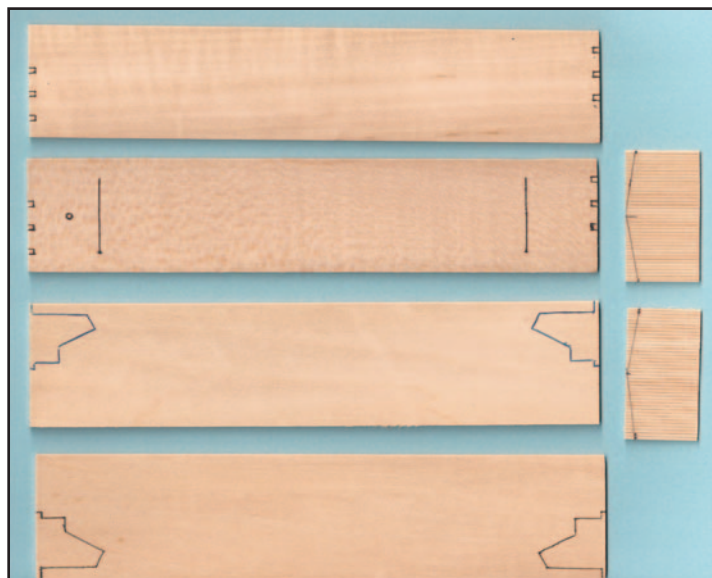
Growing up in the late 1940s and early 1950s I was told by the older guys that “plastic is cheap. Plastic is junk. A real craftsman builds his models with wood, paper and metal.” Back in those days I was mostly building model airplanes; rubber band powered “stick models” by Guillows and scale solid wood models by Strombecker. I even built a couple of rail cars from old beer cans for my Marx O-Gauge tinplate railroad. When plastic models became popular in the late 1950s I turned up my nose at them.

So it was not without a little trepidation that I decided to attempt building a Lehigh Valley Models S scale freight car. I chose their Atlantic Coast Line Railroad phosphate hopper car. I have scratch-built a few simple freight cars in the past, but this is my first attempt at a kit. Before I go any farther I should point out that my layout (under construction) is what I call semi-scale/hi-rail. I build the cars as true to scale as possible without counting rivets, but I use hi-rail wheel sets because they don't derail as easily as scale. I use Kadee #745 O-scale couplers because I consider the AF compatible S hi-rail couplers too big and out of scale and the S scale couplers too small and puny. All of the Kadee O couplers will link with both of the other types if needed.

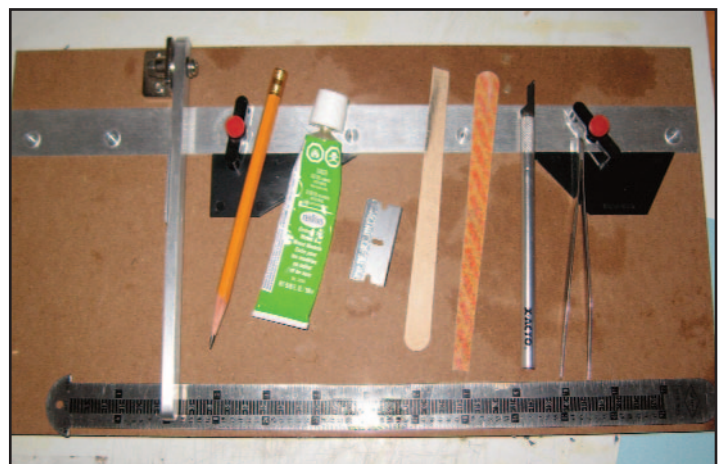
The first thing that I did, as is suggested in the instructions, was check to see if all the pieces were there. A couple of very small pieces of pre-cut wood were missing, but I was able to create them from basswood scraps that I had on hand.

The step-by-step instructions that come with the kit are pretty good. It is a good idea to read them all before starting this project. I found a few things that worked better if performed in different order than suggested in the instructions.

Several of the parts are pre-marked to have additional cutting performed by the builder before beginning assembly. I use the Xacto #16 blade because the shorter cutting surface makes it sturdier than the popular #1. I used a small chisel to cut the notches required.



The kit contains a lot of pre-cut wood parts and many small metal parts. Check that they are all there before you start building.



The tools that I used for this project are: Xacto knife with #16 blade, single edge razor blade, tweezers, emery boards, #2 pencil, Testor's Cyanoacrylate wood glue and a Micromark Chop-it cutting board.



After all the pre-cutting has been done, begin assembly of the model by gluing the pre-cut uprights in place. Be sure that the upper and lower end notches are lined up.



The roof assembly is four parts; a sub-roof, a center support and two halves that make the outer roof. In order accurately locate the center support it is a good idea to measure out and draw two lines on the sub roof before gluing the center support in place.



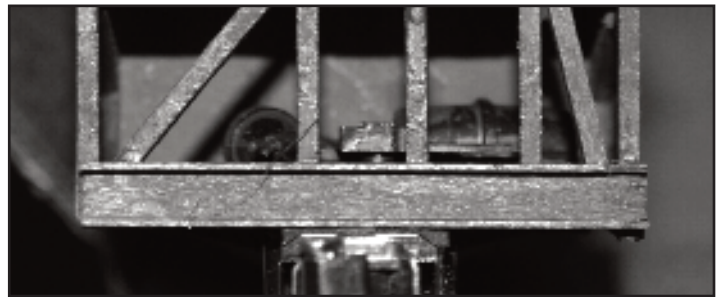
Before attaching the upper roof sections, use a pencil and straight edge to mark the positions where the roof braces will be placed. See details in drawing on the right.



Draw locator lines for the channel strips on the sides and cut the openings in the ends of the side panels as marked. Then glue the sides to the car body. Channel cut basswood is supplied for the channel strips on the side of the car. These are very brittle and break easily. I recommend substituting Evergreen #264 polystyrene channel.



At this time I highly recommend painting the inner areas at the ends of the car and installing the brake cylinder before the end bracing is glued in place. It is very difficult to accomplish this once the end braces have been installed as I learned the hard way.

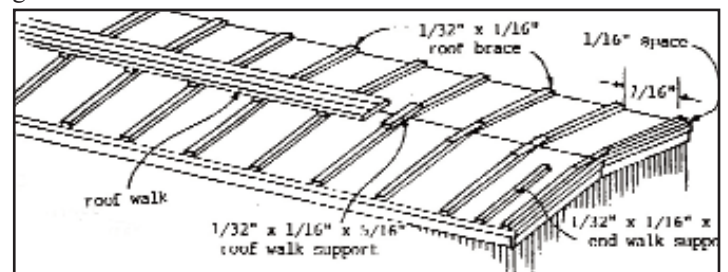


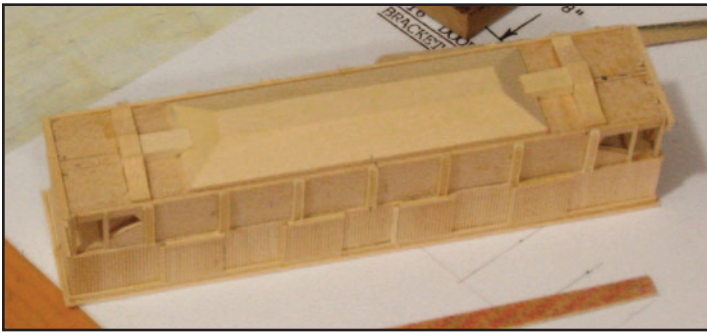
Using the Chop-it tool I cut the pieces of 1/16" square basswood for the end braces. The next step was to glue them in place.

I repeat: It is best to paint the inner areas at the ends of the car and installing the brake cylinder before the end bracing is glued in place.

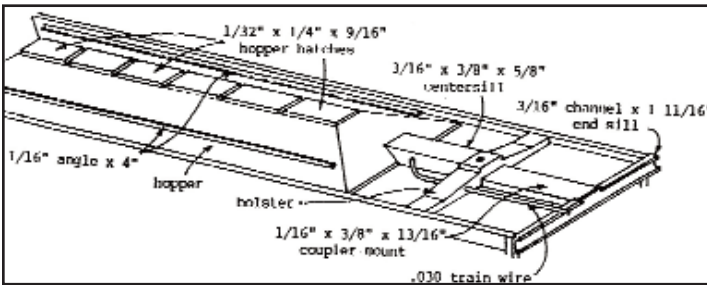


Using the Chop-it tool I cut pieces of 1/16" x 1/32" basswood for roof braces, and glued them in place, using the pencil lines for guides.

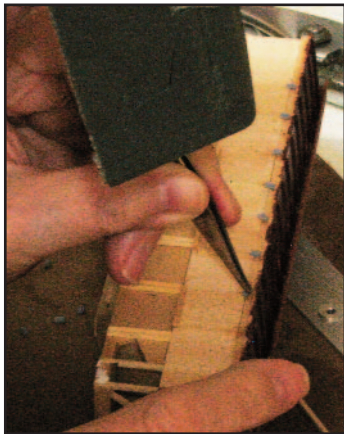
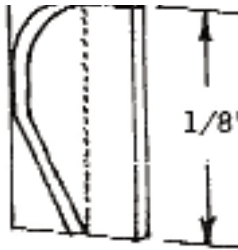




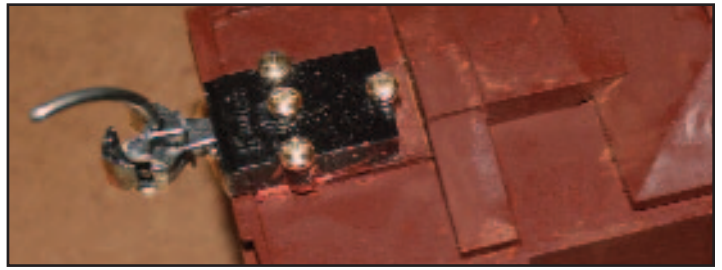
Once all the parts are glued to the sides you can attach the hopper, hopper hatches, center sill, truck bolster, and coupler mount.



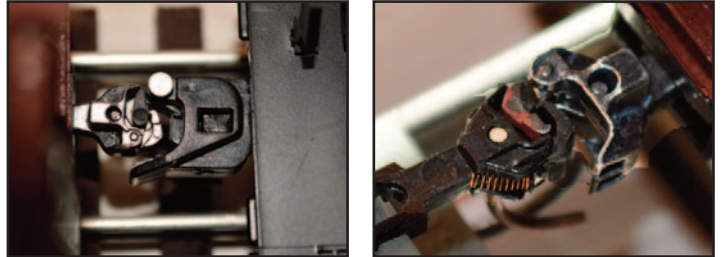
The instructions call for cutting 16 door brackets shown on the right from the 1/8" T-shaped basswood supplied. I took one look at that illustration and thought, "No, I can't do that." Fortunately my son-in-law has a 3D printer, so he made them for me.



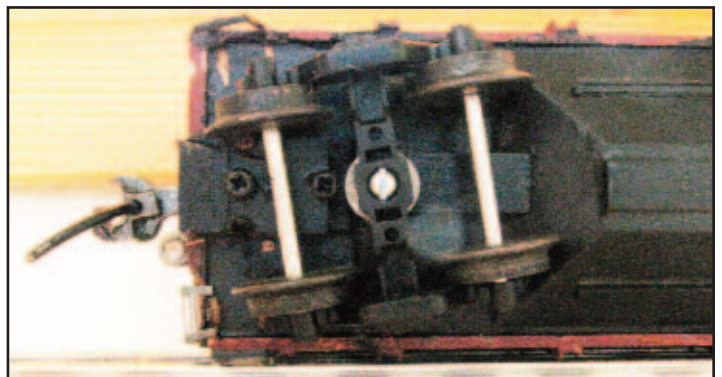
The 3D printed door brackets are so small that I had to use tweezers to place them.



The #745 Kadee O-scale coupler fits right on the coupler mount and is the right height to mate with either the AF compatible H-rail coupler or the Kadee S-scale coupler.



In order for the couplers to be at the right height to match up with the other types a 1-mm thick flat washer has to be used as a shim when attaching the trucks to the bolster.



Although I made a lot of mistakes during the building of this model, I thoroughly enjoyed it and I plan to build more wood models in the future. This kit is available from Lehigh Valley Models. Their web site is www.kpbrick.com. S scale wood kits are also available from www.labellemodels.com. They are offering what had previously been sold under the *Ye Olde Huff-n-Puff* name. I welcome any questions, comments or criticism at rrbill39@gmail.com



Modeling a not so handsome and rather unusual caboose

Reprinted from May-June issue due to a technical error causing loss of part of the article. Editor

Brooks Stover, MMR
photos by the author unless noted.

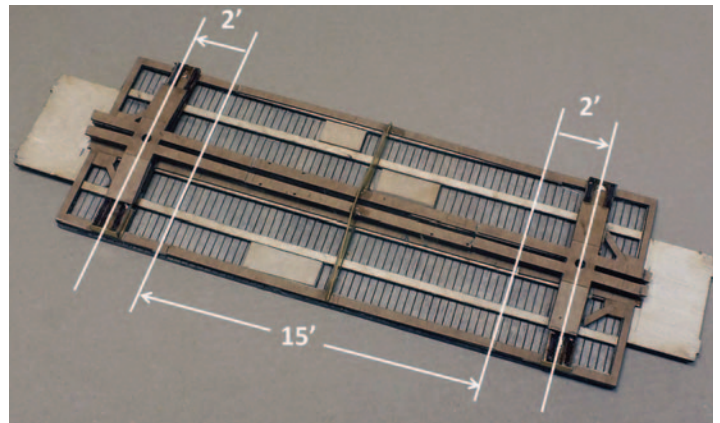
My primary modeling interest is the Buffalo Creek & Gauley (BC&G), a coal-hauling short line in West Virginia. My current 12' x 25' layout depicts the BC&G as it was in 1963-65 when it ran just 9 miles from an interchange with the B&O at Dundon to a sawmill at Swandale. (For more about my layout visit www.buffalocreekandgauley.com). But I have included a hidden staging track beyond Swandale which represents the 9 miles of track that in the 1970s was reopened when the Majestic Mining Co. began hauling coal from a load out facility at Bone Town Gap.

Majestic Mining had a small Whitcomb diesel and leased several larger diesels from the B&O to pull their trains. They also had two ca-

booses. One was a handsome yellow ex-Pere Marquette unit and the other a not-so-handsome ex-B&O I-5d. This article describes how I modeled this second, and rather unusual, caboose (FIG 1).

The Prototype

In the 1920s the B&O built 400 class I-5 cabooses. These were wooden units with center cupolas and the trucks were on 15' centers. Over the years, many were modified in various ways. The most significant changes involved improvements to make the cars more stable when used in heavy duty pusher service in the mountains of West Virginia and Pennsylvania. On some cabooses, truck centers were increased by four feet to 19'. Cars with the longer wheelbases were re-classed as I-5c. With some conversions, the wheelbase increase was accompanied by adding scrap steel and cement in the floors to increase the weight of the cars by a whopping 22,000 pounds for stability when being pushed on. These bal-



2. It was easy to modify the kit's center sill pieces to move the truck bolsters 2' outward toward the ends of the car to create the prototype's 19' truck center distance.

lasted cars were classed as I-5d. In the end, the I-5d class was determined to make the best pusher caboose and many of the original I-5c cars were later modified to I-5d specs. The caboose numbered C-1922 was a I-5d that was purchased by Majestic Mining sometime in the early 1970s and remained in service until the line closed for good in 1980.

The Model

To build my representation of C-1922, I started with the excellent I-1 model produced by Lake Junction Models, LLC. I had already built one of the kits to represent BC&G's C-1, acquired from the B&O in 1958, and knew it to be a quality kit. The first big modification was to add 4' to the truck spacing. This was accomplished by sectioning the center beam and rearranging the parts to move the bolsters 2' closer to the ends of the car (FIG. 2). This was not too difficult to do.

Since C-1922 did not have a

cupola by the time it came to the BC&G, the second major change was to fabricate a new roof of .020" styrene. The I-5 classes had steel end walls, the first B&O cabooses to use steel in the bodies. To represent these walls, I used a veneer of .020" styrene over the kit's wooden end walls. To simplify the build, I chose not to reduce the size of the end windows. Archer Fine Transfers excellent rivet decals were applied to the styrene. The lower portion of wood siding on each side was replaced with strips of styrene to represent the repairs done to the prototype. Similarly, scrap wood from the kit was used to represent what were apparently metal patches (FIG. 3).

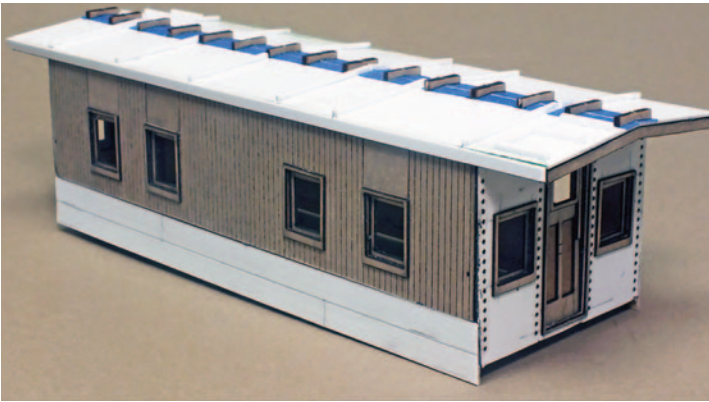
The narrowed corner steps, needed to clear the relocated trucks, were fabricated from .020" styrene. Photos showed that this caboose was fitted with a platform mounted air brake release valve and warning whistle at both ends, typi-

See Modeling on page 24



1. This ex-B&O I-5d caboose, originally numbered C-1922, arrived on the Buffalo Creek & Gauley around 1971 and remained in service for almost 10 years. The interesting roof-mounted lights are just visible on the far end in this photo by Bob Slavy.

Modeling an unusual caboose continued from page 23



3. A new roof was fabricated from .020" styrene since the caboose had no cupola. The lower body repairs were represented with styrene, scribed with a razor saw to provide some grain texture. An overlay of .020" styrene represents the steel end panels. Archer Fine Transfers rivet decals were used. To simplify things, Brooks chose not to change the size of the end windows.



4. The model was brush painted with Vallejo Flat Red over grey primer. The handrails were fabricated from .020" wire painted Model Masters yellow. The red brake release valve and whistle on the end railing were scratch built as were the unique lights on the roof. American Models caboose trucks and Kadee 802 couplers complete the model.

ing whistle at both ends, typical appliances on pusher cabooses in the steam era.

These were modeled as well. The final distinctive detail I included were the three small flood lights mounted on the roof at one end. These were made from scrap box parts.

The entire body of the model was sprayed with Rustoleum grey primer and then brush painted with Vallejo Flat Red. The primer was allowed to show through to represent weathering. The undercarriage was painted with Vallejo Grey-Black. The steps, end platforms and roof walks were stained to represent unpainted wood as they appear in the photos. The caboose trucks are from American Models and Kadee 802 couplers were fitted. Weathering was done with pastels (FIGS 4 and 5).

This is not a handsome car by any stretch, but the model captures the character of an interesting car that operated on my prototype in the final years of operation. It was relatively easy to make the modifications needed to convert the I-1 into a believable representation of an I-5d and it's fun to have it on my layout (FIG 6).



5. The differences between the I-1 "wide platform" (background) and I-5d "narrow platform" (foreground) are apparent in this photo. Notice that on the model, like the prototype, it was necessary to narrow the corner steps to accommodate the relocated trucks. On the I-5d the fasteners along the roof eave are Archer Fine Transfers rivet decals applied over the red paint.



6. The heavily repaired, unnumbered and unlettered I-5d, now in its final years of service, brings up the rear of a BC&G coal train rumbling through Swandale on Brooks Stover's layout in the 1970s. The caboose was built by modifying a Lake Junction Models I-1 kit to represent this rather unusual looking caboose.

Submitting Materials for Publication

The NASG Dispatch wants to publish layout articles 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:

A text file, MS Word or a pdf, of 1,200-1,500 words, prepared with no special formatting, typefaces, colors, or symbols. That text length particularly applies to layout features; some how-to features may be shorter or on occasion, longer. Some basic style considerations that you should keep in mind:

1. Use caps and lower case for all text, including titles and sub-titles.
2. Use only a single space after the period at the end of a sentence.
3. Spell check your text file prior to submission.
4. If you refer to an internet web site, be sure to include (and double-check) the full Web address.

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 radius of curves; the types of power and control systems used; brands of locomotives, rolling stock, accessories, and structures.

Don't be overly concerned with writing style, punctuation, etc., we'll take care of that. That is what editors do. 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.

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 you are using. 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. Please include a short description of each photo.

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.

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.

Captions for all the photos are needed. They can be written after the final images have been selected for publication. A thumbnail sheet of the selected images will be sent to the author so captions can be provided.

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.

SUBMITTING THE MATERIAL:

The preferred way to submit your completed article is to e-mail your articles and photos, several emails if need be, to **dispatch@nasg.org**.

If you do not have access to email then send your materials via CD or thumb drive, sent by USPS Priority Mail. That puts everything in one place, and also provides a backup. If the track diagram is drawn on paper, place it in the same envelope, along with a printed copy of the text file.

If you do not have the use of a computer, you may submit your story as a typewritten manuscript, single sided. Photographs should be glossy finish, a minimum size of 4" x 6".

SEND EVERYTHING TO:

Richard Caugherty, Editor
714 Twin Oak Drive
Pittsburgh, PA 15235

Be sure to retain a backup copy of everything you send to us. We are not responsible for any materials that may be lost. Submitted materials will be returned to the author if requested.

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, don't hesitate to contact me at **dispatch@nasg.org**
Richard Caugherty, Editor

NASG Mobley Library acquires new librarian

Dale Minard, Librarian

I'm Dale Minard, a member of the San Diego S-Gaugers. I've been a member of the NASG since 2011 and I'm now doing double duty as the Librarian for both the San Diego S-Gaugers and the Mobley Library.

I'm twice retired (once from the U.S. Navy and a second time from life as a civilian); I spend my time working with trains and playing with my dog Devon, as well as doing house and yard work (no grass to mow but about 40 palm trees to keep trimmed).

I favor both the Minneapolis & St. Louis and Chicago & North-western railroads as my father and his father worked on them. Dad was a Carman and his dad was an Engineer.

I've spent the last five years building the S-Gauger's library to the point where we have over 5,000 digital and paper magazines along with a magazine article database listing over 50,000 model train articles...I bring these resources with me to the Mobley Library.

It is my goal to provide NASG members with articles from the collection of digital S and narrow-gauge modeling magazines listed below (and perhaps a few others as well; let me know what you're looking for and I'll try my best to help you out):

Current Magazines

Dispatch ('79-'21)

S Scale Resource (eMagazine) ('14-'21)

Narrow Gauge & Short Line Gazette ('75-'21)

Out of Publication Magazines

S Gauge Herald ('86-'88)

S Gauge Herald ('60-'78)

S Gaugian ('65-'19)

Sn3 Modeler ('84-'18)

Slim Gauge News ('70-'74)

1:64 Modeling Guide ('05-'12)

S/Sn3 Modeling Guide ('93-'04)

S/Sn3 Buyers Guide ('93-'94)

3/16 "S"cale Railroading ('89-'92)

Want a copy of the magazine article database? The 2020 Version is available for download on the NASG Website Mobley Library Page. The database is in both MS Excel format (there is also a brief tutorial on how to perform a search on an Excel spreadsheet) and as a PDF.

You can contact me at Librarian@nasg.org; I look forward to

T-Module layout visits two shows in June

James McAuliffe, Promotions Chair

We had the NASG T-Module layout at the Summer Farm Toy Show in Dyersville, IA on June 5&6 then just last weekend, June 26&27 it was at the Galesburg Railroad Days Train Show in Galesburg, Il.

Farm Toy Show: I do not have the attendance figures, but it was busy on Sat so maybe 1,000 or so attended. Sunday was slow with a maybe 200 or so. We handed out 2 membership applications and more than 20 individuals and families picked up info about 1/64 S scale modeling.

There were more than 50 vendors in attendance selling mostly Farm toys, but I have never seen so many 1/64 cars and trucks in one place.

One-sixty-four farm

equipment was everywhere so this is great for loads, and industrial and farm scenes.

Missing were scenery vendors/dealers but there were a couple of vendors displaying their 3D printed, 1/64 scale farm buildings and equipment. There was a smattering of ETRL

Galesburg Railroad Days Train Show: The show was busy on Saturday with 1100 paid admissions. It was held at the Knox College Fieldhouse in Galesburg, Il and although not air conditioned, the humidity was tolerable. Sunday attendance was one-half of Saturday's.

We handed out 2 membership forms to a former member and a family. Over 20 families and individuals picked up S scale modeling literature.

There were 80 tables sold to

dealers/vendors but truly fewS models; a few older Lionel/AF

engines & rolling stock but no new 1/64 scale products.



Gerald Stebbins and James McAuliffe man the NASG booth.

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Web Master, Peter VanVliet
E-Mail: webmaster@nasg.org

Member Dues

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

\$18⁰⁰ One-time 6-month Trial Membership

\$30⁰⁰ Regular

\$40⁰⁰ Family

\$50⁰⁰ Contributing

\$50⁰⁰ Club, Business, etc.

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

NEW MEMBERS

NASG New Members May 1, 2021 to June 30, 2021

Robert M. Bonnett.....Towson, Maryland
Carl A. Johnson.....Mansfield, Texas
Robert Kitchen.....Brick, New Jersey

Deceased Memebers

Tom Burns.....Westville, New Jersey
Donald M. Fick.....Palm Coast, Florida
Steve Gavin....Yarmouth Port, Massachusetts
Thomas R. Hess.....Northville, Michigan
Gregg H. Melzer.....Strongsville, Ohio
Rollain Mercier.....Somersworth, New Hampshire
Dan Ponzol.....Durham, Pennsylvania

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**

Calendar of Events

This page is for the listing of model railroad events, with emphasis given to S-gauge or S-scale. If you know of an upcoming event related to S scale model railroading or model railroading in general, please e-mail information to dispatch@nasg.org 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

A new corporation, called **GREAT AMERICAN TRAIN SHOWS, INC.**, is the parent company of these train shows: Greenberg's Train & Toy Show, Great Midwest Train Show, Great Train Shows and World's Greatest Hobby on Tour Shows. The Train Show web site www.TrainShow.com will remain the website for all shows.

September 8 through 11, 2021 — Irvine, California ORANGE BLOSSOM SPECIAL — Pacific Southwest Region NMRA 2021 Convention at The Hilton Irvine/Orange County Airport Hotel. More info at www.PSRConvention.org

September 11, 2021 — Kelso, Washington Longview, Kelso & Rainier Model Railroad Club **FALL SWAP MEET & TRAIN SHOW** at Three Rivers Mall, 351 Three Rivers Drive. See web site lkrtrains.yolasite.com for full details Wheelchair accessible, Free parking. Admission: Adult \$5, under 12 free with paid adult.

September 11, 2021 — Wakefield, Massachusetts. North Shore Model Railroad Club **FLEA MARKET** at Lakeside Inn, 595 North Ave. Wheelchair accessible, Free parking. Admission: FREE. Contact NSMRC at (781) 245-4742, or visit www.nsmrc.org

September 12, 2021 — Verona, Wisconsin South Central Wisconsin Division NMRA Meet at Verona Senior Center, 108 Paoli Street. Wheelchair accessible, Free parking, Admission: Free. Contact Kathy Clancy at (608) 831-5357 or visit www.nmrascwd.org

September 19, 2021 — Taunton, Massachusetts **OLD COLONY MODEL TRAIN SHOW** at the Taunton Holiday Inn, 700 Myles Standish Boulevard. All gauge show. Wheelchair accessible, Free parking. Admission: Adults \$5, under 12 and Scouts in uniform free when accompanied by a paid adult. Oldcolonyrailroadclub.com

September 25, 2021 — Painesville, Ohio The Painesville Railroad Museum Fundraiser at the Painesville (NYC) Depot, 475 Railroad St., 3 pm to 8 pm. Tickets \$20 each pre-sale or \$25 at the door, includes all you can eat buffet dinner and soft drink. Painesvillerrailroadmuseum@gmail.com

September 26, 2021 — Lindenhurst, New York Northern Spur **Model Train, Diecast Vehicles & Toy Meet.** Firemen's Memorial Park, 555 Heiling Blvd. 8:30 am to 1 pm. \$5 adults, under 16 free w/adult. Handicap accessible.

October 2 and 3, 2021 — Cartersville, Georgia The **PIEDMONT DIVISION NMRA MODEL TRAIN SHOW** at the Clarence Brown Convention Center, 5450 GA Highway 20. Saturday 10 am to 5 pm; Sunday 10 am to 4 pm. Tickets: \$9 per adult, under 10 years free! FREE PARKING. www.piedmont-div.org

October 8 through 10, 2021 — Indianapolis, Indiana **O & S SCALE MIDWEST SHOW** Enjoy the O and S Scale Midwest Show. This is a 2-rail O scale and S scale show. Details at www.oscalemidwest.com/ Email: info@oscalemidwest.com

October 9, 2021 — Oceanside, California **PSR SAN DIEGO DIVISION SWAP MEET** Heritage Park, 230 Peyri Drive. 8 am to Noon. Website: <http://www.ncmrs.org> Sellers RSVP swapinfo@ncmrs.org

October 9, 2021 — Wyoming, Michigan (Grand Rapids) **GREATER GRAND RAPIDS FALL TRAIN SHOW** presented by The Grand River Valley Railroad Club. **HSB Inc., 5625 Burlingame Ave SW.** 10 am to 3 pm. Free parking. Adults \$5, Children 12 and under free. Contact Ken Skopp: 616-667-9680, kwskopp@gmail.com or visit our web site <http://grvrrc.org>

October 10, 2021 — Spokane, Washington **SPOKANE TRAIN SHOW** Sponsored by the River City Modelers at the Spokane County Fair & Expo Center, 404 N. Havana St. 9:30 am to 3:30 pm. Adults \$6, 12 & under FREE. Free parking! Table Rental Or General Info: Shirley Sample, P.O. Box 3065, Spokane, WA 99220; call 509-991-2317 or EMAIL: shirley@busnws.com

October 16, 2021 — Plant City, Florida In conjunction with the NMRA Sunshine Region Convention are hosting a **MODEL TRAIN SHOW AND SALE** 9 am to 3 pm at the John Trinkle Center Plant City Campus of the Hillsborough Community College. 1206 N. Park Road. Adults \$7. Website: www.sunshineregion.org for additional details.

October 17, 2021 — Cambridge, Ohio **3RD NMRA BUCKEYE DIVISION TRAIN SHOW** 10 am to 4 pm at the Pritchard Laughlin Center, 7033 Glenn Hwy, Free parking, wheelchair accessible, easy access from I-70 or I-77 in historic Cambridge. See <https://div6-mcr-nmra.org/trainshow.html>

October 21 through 24, 2021 — Hunt Valley, Maryland **MOUNT CLARE JUNCTION MODEL RAILROAD CONVENTION** hosted by the Chesapeake Division NMRA. Visit www.mtclarejct.com for more details.

October 31, 2021 — Hampton, Iowa **9th ANNUAL MODEL TRAIN SHOW AND SALE** by the North Central Iowa Model Railroad Club, 9 am to 3 pm at the Franklin County Convention Center, Highway 3 West. Admission \$5, children 10 and under free. email eastside_trains@gmail.com for Information or call 641-456-1998.

October 21 through 24, 2021 — Hunt Valley, Maryland **MOUNT CLARE JUNCTION MODEL RAILROAD CONVENTION** hosted by the Chesapeake Division NMRA. Visit www.mtclarejct.com for more details.

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November 5 through 7, 2021 — Milwaukee, Wisconsin **FALL S FEST** sponsored by the Badgerland S Gaugers will be held at the Four Points by Sheridan Hotel, 5311 S. Howell. Details at www.trainweb.org/bsg/org/events/sfest.htm

November 6 and 7, 2021 — Syracuse, New York 46th Great New York State **MODEL TRAIN FAIR** at the State Fairgrounds. 10 am to 5 Saturday, 10 am to 4 pm Sunday. Admission (16+): \$10; Children : Free. Information: Phil Edwards at 315-451-6551 or www.modeltrainfair.com

Contributing Memberships as of July 22, 2021

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 Clay Buckage
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 Terrence Sprinkle
 Robert Stelmach
 Colin Stewart
 G. Leigh Swanson
 Louis E. Templeton III
 The Model Railroad Resource LLC
 Jim Wright

CALENDAR OF EVENTS continued

November 13, 2021 — Louisville, Kentucky TRAIN SHOW & SALE by Division 8, NMRA Mid Central Region at the Holy Family Parish Safin Center, 3938 Poplar Level Road. 10 am to 3 pm. Adults \$6, Children 12 and under FREE. FREE Parking. Web site: <http://www.div8-mernmra.org>/Dealer Tables: Mark Hedge (812) 288-8037 (Voice) or div8trainshow@gmail.com

November 13, 2021 — St. Cloud, Minnesota GRANITE CITY TRAIN SHOW at the River's Edge Convention Center, 10 Fourth Ave. South. 9 am to 3 pm. B Wheel-chair accessible. Admission: \$6. Kids 10 and under free Visit www.GraniteCityTrainShow.com

November 14, 2021 — East Lansing, Michigan LANSING MODEL RAILROAD CLUB SHOW and Sale at Michigan State University Pavilion, 4301 Farm Lane. Refreshments available, Wheel-chair accessible, Free parking. Admission: \$6 Per Person, under 12 free. Contact Ron St. Laurent at (517) 256-3588, or visit www.lmrc.org

AutoControls.org DCC & Analog
 Youtube How-to Videos & Drawings, for Automatic Train Control

- Pnt-to-Pnt: 1, 2, or 3 trains point-to-point on the same track
- Loop: 2 or 3 trains on the same loop



Above Pikemaster DCC loop, has no blocks, uses single detector

Pushbuttons allow public to start trains
 James Ingram, vms 570-322-7597

Pic from 2017 NASG Timonium Display



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: Large collection of 3-rail O-gauge locomotives, rolling stock, track and accessories. Lionel, MTH, Williams, Weaver, Marx and others. E-mail rrbill39@gmail.com for a pdf with pictures and prices or send an SAE to **Bill Pyper, 4406 21st Court SE, Lacey, WA 98503 for hard copy.**

FOR SALE: AF #15 Directonic Rectifier \$20, AF NTTM Work Train: #6-48240, #6-48230, #6-48234, #6-48247, #6-48226, #6-48223. Total all \$199, plus shipping. Your address needed to calculate shipping. Robert E. Hartzell, Phone **610-799-2470**

FOR SALE: DSL Shop Building Kits, #S101 Halsted Hobbies \$40.00, #S102 Pershing Bakery/Signs \$40.00, #S102 Pershing Bakery / No Signs \$35.00, #S103 Davis Drugs \$50.00, #S105 AI's Body Shop \$35.00, #S107 Dine Store \$65.00, #S203 One Car Garage \$15.00, Buy one or all. Postage will be actual cost to your Zip Code. Contract **John Royal at 508-285-7896 or E-Mail: roy-altrainequip@hotmail.com**

FOR SALE: Grandson moving from O to S gauge. Like-new Lionel 6-32936 Pennsy flyer

4-4-2 steam loco with smoke, traction tires, 7 like-new freight cars (included 2 cabooses) circle of track, new CW-80 80 watt transformer, also tunnel, oil tower, church, and # 356 Lionel Freight Station in original box. all for \$265 and postage, or can pick up. Don Heimburger, don@heimburgerhouse.com or **708-771-2468**

FOR SALE: CSX Cabooses 20.00 (bay window), NIB Xmas Box Cars 30.00, NIB (easy to repaint) Cylindrical Grain Hopper 50.00, 1950s-60s Motive Power 50.00 All include shipping. **Call Roger 507-676-0665**

FOR SALE: Overstock of American Flyer and S scale cars, locos, structures, misc. No lists, can make appointment to visit and see items. Don Heimburger, 708-771-2468, don@heimburgerhouse.com

FOR SALE: Reducing my collection/accumulation at age 75. Included scale, AF and Bachmann On30. Priced to sell. Email: gmheugene@gmail.com for an updated list. Mostly freight cars, but the first engine offered is American Models GP-35 decorated for National Railways of Mexico.

WANTED

WANTED: S Scale river Raisin Orange Burro Crane, Putt Trains 4 Wheel Diesel Switcher #55 Blue & #56 Yellow, Putt trains #41 Yellow Shaker Heights Trolley car. Putt Trains #23 North Shore Line Trolley car. SH s #01736 NW-2 B-B (Chinese Red) Diesel Switcher. **James Wright 218-780-4691**

WANTED: Lionel AF 6-47998 Santa Fe Alco PA A-A NIB (2017 AF Catalog), Lionel AF 6-48136 Santa Fe Alco PA B Unit NIB (Classic Trains Catalog v2 2004), American Models or SHE S-Helper Engines in C&NW in DC Hi-Rail or Scale **312 772-5018 Leave message and your email address.**

WANTED: Pigmets Electric Remote control switches. Contact **Bill Pyper by e-mail: rrbill39@gmail.com**

WANTED: American Models SD60 Locomotives Iron Rail Models, "Beer Can" Style Tank Cars, Orange Burro Crane, Rusti Downs Tank Cars, Terry Putt Industrial Switchers, SHS 01736 CB&Q Diesel Switcher SHS 00537 5 Car Set, Jim Wright **218-780-4691 or aflyer69@gmail.com**

Announcing the 2021 NASG Annual Member Car

We are happy to announce that our 2021 annual car for NASG members only will be a PS-2CD 4427 3-bay Covered Hopper in a GE Railcar Services /TLDX scheme called "Gold Kist – Atlanta, Georgia."



We have again contracted American Models to provide another high-quality model. This will be in the original gold-colored sides and black ends. It will be available for \$68 inclusive of shipping in two road numbers and in either scale or high rail/AF compatible versions.

We are expecting delivery in July.

To order: go to the NASG Store at www.nasg.org/store and go to the Annual Member Car page.

2020 Annual Member Car

We are down to a small remaining inventory of the 2020 MNS 50' boxcar. **To order: go to the NASG Store at www.nasg.org/store and go to the Annual Car page.**



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 Lourcy Road, Jacksonville, FL 32257



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

S FEST 2018 ILLINOIS CENTRAL REEFERS AND GONDOLAS CASG offers yellow and orange reefers for \$57 yellow & \$75 orange (only 32 produced) each in 2 different Specify hi-rail or scale. Contact Leigh Maginniss 847-401-8672 for availability. To order specify cars desired, mail check payable to CASG, to Leigh Maginniss, 314 S. Drury Lane, Arlington Heights, IL 60004

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

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

2017 CONVENTION CARS AND TRAILERS TOFC \$60 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 & #2411 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

Golden Gate American Flyer Club has a Deep Rock tank 2 car set for \$159.95 + \$15 shipping. Checks payable to GGAFCC, send to Paul Guaraglia, P.O. Box 4054, Foster City, CA 94404-

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

COMPANY STORE

FOR SALE TO THE GENERAL PUBLIC

FOR SALE TO NASG MEMBERS ONLY

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.

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



2016 American Flyer Commemorative Car \$79.00

A CNW flatcar loaded with pallets. Extra pallets 4 for \$10.00.

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 hi-rail only

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

2015 AF Commemorative Car \$69.00 Lionel BNSF waffle sided boxcar



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

TO ORDER THESE CARS

Make payment out to NASG and mail to:
 Clay Buckage, American Flyer Commemorative Car Project,
 685 Barlett Court, Brentwood, CA 94513-6205
 925-679-4887

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.

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 Clay Buckage at clay@da-vestnt.com

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

New items 2020

www.americanmodels.com



Milwaukee Road GP9



Milwaukee Road S12



Lehigh Valley S12



Lehigh Valley RS3



Burlington Northern Santa Fe.. GP-35



CSX GP-35



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.
All engines come with smoke and choo choo sound.
We will print any road name on tender and cab. DC versions \$499.95.

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