

THE DISPATCH

January-February 2022

Happy New Year



The Dispatch Manifest

Volume 46, Number 1
January-February 2022

COVER: Pictured is a scene on Dick Karnes' layout as he writes about what do to do with your train stuff after you are gone (see page 10). These three kitbashed MU cars are problematic. They are copies of New York Central MU cars decorated for a non-existent railroad. My heirs would be lucky to get \$15 for the trailer and maybe \$30 for the two powered units.

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NASG DISPATCH

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MEMBERSHIP YEAR

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

NASG Membership Secretary

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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.

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President's Message

Will Holt, NASG President

STICKER SHOCK

Ever notice that if you go car shopping several years after you bought your last new car the prices are all higher; higher than you expected.

Well, get ready. This new year will see price increases on trains and related items. Conversations in recent months with manufacturers using overseas builders revealed this. There are increases for materials and manufacturing. The cost of shipping has increased three-fold. One manufacturer reported that a container that used to cost approximately \$ 11,000 is now costing about \$ 33,000.00 to \$ 34,000.00. (Mind you, that cost covers the shipping for at least a few thousand individual items.)

This sounds worse than it will be. In 2012 American Flyer Gilbert era freight cars by Lionel had a list price of \$ 69.99, dropping in 2013 to \$ 49.99. By 2021 the prices had risen back to \$ 59.99 or \$ 64.99.

From 2012 to 2021, the average annual inflation rate averaged 1.88%; an item that cost \$ 100.00 in 2012 might well cost about \$ 120.00 in 2021. So, by comparison, the prices that our manufacturers have been asking are reasonable, or even steady or below what inflation alone would dictate.

So, be ready for price increases for model railroad products in 2022, those increases are probably overdue. Sticker Shock.

I THINK I CAN, I KNOW I CAN

Remember The Little Engine That Could? Yes, the little steam locomotive that succeeded in moving a train over a mountain just by believing in himself.

The story could apply to S model railroading. However, a large majority of S model railroaders instead have opted to say, "I KNOW I CAN'T." Have you ever said or heard any of these comments? I don't communicate well. I don't know enough about S. I am too old. I am too young. Our club does not have enough members. We did a train show once and did not get any new members. It is someone else's job to promote S. Translation, "I choose not to do anything."

There are many, way too many, who do not to act; way, way too many, that simply do not do anything. We all need to be active ambassadors for S; not just once but repeatedly. Long term, ongoing efforts produce results. Everyone, yes everyone, should get out there and promote S! Think "I KNOW I CAN."

Now that train shows are beginning again on a regular schedule. Get out there and promote our scale. The best results are achieved from personal contact. In person contact will grow S model railroading significantly, grow local club membership, grow N A S G membership and so much more.



New Orders

Richard Caugherty, Editor

Happy 2022 New Year to You

Well, it is another year gone by and a new one starting. I do not know about you, but I have stopped making New Years resolution a long time ago. Turns out they are too hard to keep and now too hard to remember. Just remembering what I did yesterday or even a few hours ago is not surprising.

Yet when it comes to thinking about model railroading my mind seems as clear as the engine's bell. Even if I do not physically do anything with modeling, just thinking about things to do keep you going. Thinking (dreaming, too) and planning is good for the brain when you get to be in your seventies and eighties.

So, if you are like me, there are probably some ideas you can produce dealing with model railroading. Why not write them down and submit them to *The Dispatch*. I enjoy getting emails about your ideas and stories of you experiences. You might enjoy seeing your words,

drawings and photos in print. At least you can brag to friends and relatives that you are a published author.

Although other than writing this editorial piece, I do like the creative aspect of putting the magazine together. That is also why I like model railroading besides a love for trains period. I spent over 40 years designing and building scenery for high school and community theatre. Upon retiring, my creative opportunity was gone until I got into model railroading.

My local club, Pittsburgh S Gaugers, has build two hi-rail layouts and a fellow member and myself have been responsible for doing all the scenery for them. It has been my replacement for not doing theatre any more due to aging. I came to the realization that I could not raise a four by eight foot platform six feet off the stage deck by myself any longer. On the other hand, I can still stand and work on model scenery.

Hope to be reading some new authors in 2022.

Happy New Year!



The Dispatch extends our sympathies to the Ron Bashista Family on his passing in December 2021.

PRODUCTS FOR S GAUGE

Jeff Madden, New Products Editor

NEW ARRIVALS

Tom Barker: Roundhouse: A collection of Articles From S Gaugian Magazine (Repairing and Operating Gilbert American Flyer Trains and Accessories) Paperback \$28.95. Available through Amazon online only. Please look up Tom Barker American Flyer

Innovative Hobby Supply -www.innovativehobbysupply.com - PH: 866-712-4059 - 1610 Jay St. NW, Minneapolis, MN 55448: Listed under Model Trains, S Scale are several paper-based structures including a hotel, farm buildings, Quonset hut, etc. Prices range from \$1 to \$20.



Miniatures from the North: Check the NASG website or contact Andy Malette, our

current secretary on this. Jim Kindraka and Simon Parent have been working to get a resin based box-car produced. It is the NYC Special 486 \$85 plus shipping of

which NYC had many. Demo model seen at the O/S meet in Indianapolis.

OTHER S PRODUCTS

Bowser/Cal-Scale - www.bowser-trains.com: From the internet list comes a search for B&O capitol dome number plates in S. Seems Cal-Scale castings will work as these are the ones that SHS used. Also some might be available from American Models that they used on their B&O Pacifics.

Depot G - P.O. Box 63, Pine, CO 80470 or email: marski@msn.com. A flyer from the Indy O/S meet shows these still available: Colorado Fuel & Iron rail and pipe gondolas. Available in two versions - pipe and rail loads. \$59.95 each plus shipping. These are based on original Gilbert gondolas.

NAFTA Scale Models of Alberta, Canada - www.naftascalemodels.com. The acronym tells it all. They are rumored to have



S scale modern diesel detail parts, trackside structures, decals, etc. Their website indicates tie-ins with Tru-Color and Kadee? Most items appear to be 3-D printed.

Precision Vintage Classics - www.pvc-sn3.com: For the narrow gaugers comes a Laws, CA SP oil tank at \$70 and an SP oil spout at \$35. Also listed are new Sn3 cars - a D&RGW gondola and a WP&Y container care.

Pre-Size - www.pre-size.com - ph 970-527-4586 - email: wolcott@paonia.com - address: P.O. Box 147, Paonia, CO 81428: At the O/S show Steve had a sample of the new SP outside braced, door and a half, box-car. It's a resin kit with decals included. It should be on the website by now.

Portland Locomotive Works - www.portlandlocomotiveworks.com: They list Sn2 P&R RPO baggage car #5 and SR&RL car #7. Gary Kohler is planning on these kits.



Toronto, Hamilton & Buffalo 3 bay hopper, especially produced by American Models for the 2022 NASG Convention to be held in Buffalo, New York is now available to be ordered. Scale models are offered in the prototype car number 1221 while hi-rail cars are offered in either #1221 or the convention year #2022.

Cars are priced at \$68 including shipping to the US or Canada and may be placed with Ron Kemp at rgkemp31@gmail.com. More information can be found on the NASG website.

NEW PRODUCT REIVEW

New Southern Pacific 50 foot automobile car kit by Pre-Size

Robert Hogan, Watinsville, GA

The prototype was built in 1923 by General American Car Company. Southern Pacific ordered 1,500 A-50-6 and 500 A-50-5 automobile cars. These cars were virtually identical except that the A-50-5's had wood doors at the A end. These were Southern Pacific's first 50-foot automobile/box cars following the 40-foot A-50-4's. Another 500 cars were ordered from Pullman in 1924, the Class A-50-7, nearly identical to the original A-50-5's with wood end doors.

These cars saw service all over the United States with nearly 1,500 surviving into the early 1950's. Many were modified for wood chip service and M of W work serving into the early 1960's.

The new Pre-Size kit features a very high-quality single piece industrial resin body casting (sides/ends/roof) with another high-quality resin floor piece. Other detail castings include the fish-belly bottom side pieces, small details, K brake system, laser cut wood roof walks and brass wire. Decals are included and are of high quality, representing the lettering delivered in 1923. The correct as-delivered truck is the Bettendorf T-section truck once



in brass by River Raisin and available in white metal from Keith Wiseman. Over the years many cars were rebuilt using standard Bettendorf trucks, which can be modeled with American Models trucks.

The detail on this kit is outstanding. It is an easy kit to build, but one that requires some time to build because one needs to drill and apply the many individual hand grabs that make this car such a fine model. Instructions, photos and drawings from Mainline Modeler magazine are available online should you wish to preview this model kit.

The only problem I encountered was with the individual door stop and bottom door guide pieces. These are done with 3D printing in acrylic and are very brittle. Once applied I had many simply "pop off" of the model, breaking at the mounting pin. I would suggest attaching these parts with either Walthers Goo or a canopy cement, as they are more flexible than ACC/CA+. Steve is working to rectify this minor problem.

This kit is one of the finest I have seen in S scale and goes even beyond Steve's other kit offerings. Somehow Steve has even managed to cast the full "Z" into the car side bracing creating a very realistic model when built. While not a kit for beginners, it is not difficult to build requiring only basic skills and an investment of time. Steve Wolcott's Pre-Size Models has introduced a new resin kit for the ever-popular Southern Pacific 50 foot 1 1/2 door single-sheathed automobile car.

Instructions, photos and drawings from Mainline Modeler magazine are available online should you wish to add extra detailing or check for part locations.

Southern Pacific
Class A-50-6 Auto/Box Car

50 foot 11/2 door single -sheathed Kit #593



Hints

by Dick Karnes

Couplers

I have been asked lots of questions about couplers, most recently about San Juan Shops' "Evolution" couplers. Evolutions are intended for On3, but fit perfectly in Kadee No. 802/808 coupler



Left to right: San Juan "Evolution," Kadee 808, Kadee HO with S gladhand. Kadee 802 box and lid above, fits San Juan as well.

boxes, and are easily installed in older coupler pockets like Ace, Super Scale, and Nimco.

In a nutshell, if one's primary requirement is a prototype-appearing coupler, Evolutions should be avoided. They are too large and do not look nor operate exactly like real couplers. But if one's primary requirement is ease of operation, Evolutions have a place.

I am primarily interested in operation, so this is what I know/do:

First, HO Kadees, S/On3 Kadees, and Evolution couplers all couple with each other by pushing the cars together, so interoperability is not an issue.

For short cars and locomotives, I use HO or S/On3 Kadees – HO because I have a ton of the ancient "converted" versions with a longer gladhand, S/On3 because many manufacturers tool their coupler mounts for these.

Long cars (e.g., passenger cars) with Kadee HO and even the S/On3 Kadees will decouple vertically on vertical curve transitions. So, for long cars, and for locomotives with long distances between truck kingpins and coupler faces, I use Evolutions. This is because the Evolution's larger vertical knuckle dimension prevents vertical displacement decoupling of long cars (e.g., 80-foot passenger cars) on vertical curve transitions.

Evolutions are also easier to install than Kadees because the Evolution

spring whiskers are molded into the coupler shank – no separate springs to shoot all over the workbench.

Evolutions are a precise fit into Kadee S/On3 boxes, which I purchase directly from Kadee – no

need to buy couplers to get the boxes. There is another thing – You will not have any slack action with Evolutions when slowing down or speeding up. To some this is a blessing. For others, slack action would be missed.

But there is one caveat – The Evolution's gladhand has insufficient iron content to permit delayed-action uncoupling. The gladhand will open the knuckle atop a magnetic ramp, but the magnetic pull is insufficient to move the coupler laterally to allow parting, then reversing to push the car down the track and leave it there. Two evolutions will simply recouple with a push of the magnet. (But they will accommodate to delayed action when mated with a Kadee.)

This does not bother me. I use the Kadee delayed-action feature in my freight yard and industrial trackage, but for passenger cars I just uncouple the road locomotive at magnets. My passenger terminal switcher, equipped with Kadees, can handle passenger consists with delayed action uncoupling because the switcher's couplers are pulled sufficiently laterally at magnets to disengage.



Coupled cars: Kadee 802 on left-hand car, Evolution on right.

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O & S Scale Midwest Show loses sponsor

The Model Railroad Resource announced that it could no longer continue to sponsor The Indianapolis O & S Scale Midwest Show and that came down to the financial aspect of putting on a show of the caliber that participants came to expect.

Amy and Dan Dawdy, publishers of the online magazines, stated in a press release, "Please do not ask us to see if we can find another place in which to hold the show. Been there, done that!"

Prior to booking the show in 2017, and again in 2018, we looked at numerous options and spent countless hours making phone calls and doing research. We looked at options not only in Indianapolis, but other venues in the Midwest as well. The Wyndham Indianapolis Hotel provided us with the best layout and space for the O & S Scale Midwest Show, and we were able to grow the show over the four years that *The*

Model Railroad Resource sponsored the show (2017, 2018, 2019 and 2021).

Other options researched included churches, colleges, fairgrounds, hotels and event centers. Once all costs

involved with facilities that met our needs were researched, we were unable to find a venue that could give us the space and dates needed at a reasonable cost."



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 Jon Knox, Spree Chair
 Email: info@PSGtrains.org
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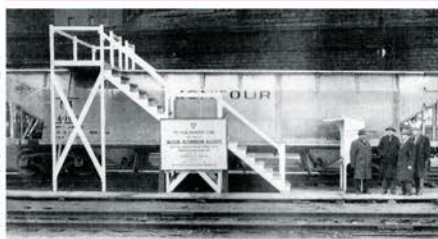


Photo courtesy of Gene P. Schaeffer

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Build a layout

You decide on either a eastern logging or western mining railroad

Joseph Kimber, Illustration by the author

The prototype Lewisburg & Buffalo Valley Railroad was a narrow gauge (42") 90-mile long logging railroad in central Pennsylvania. Most of the track consisted of switchback branches up the various river and stream valleys in several counties surrounding Lewisburg, Pennsylvania.

The railroad hauled logs out of the woods to a sawmill and standard gauge interchange in Lewisburg. The logs were used for mine props in the various coal mines in eastern Pennsylvania, though the larger pine and hemlock logs went to the sawmill where they were processed for construction lumber.

The L&BV RR was unique among Pennsylvania logging railroads as they used two 4 wheel "Bobber" cabooses and a passenger car on their railroad.

Our version of the L&BV RR is a standard gauge (4' 8-1/2") layout consisting of a modified over/under figure eight. The layout uses Hi-Rail track and turnouts as designed. Curves are 27" and 24" radius.

The layout base is built from 3/4" plywood. Custom length straights and turns are required in some areas though no "special" radius curves are required.

The main line developed track length is slightly over 62 feet long. There are four dead end sidings and one passing siding around the left side mountain. There is also an interchange track going off the back of layout.

The layout is constructed of 3/4" AC plywood, spliced together as shown on the

cutting plan, five sheets are required. Framing and legs are added as required.

After all table construction is complete, lay out the track plan on the table. The track risers can be cut out of the plywood or Woodland Scenics 3% grade foam risers can be used for the elevated track sections. The foam risers are only 2 1/2" wide and some S gauge roadbed is wider. Foam strips, 1/2" thick, can be glued to the sides of the risers to widen them if necessary. These strips can then be trimmed to the riser slope.

If you want to build a logging or mining railroad, either standard gauge or narrow gauge, you can eliminate the roadbed. The foam strips to widen the risers are then not necessary. Follow the Woodland Scenics directions to complete the track sub roadbed.

The area around and under the elevated track can be filled with foam or newspaper and covered with plaster cloth. Bus and feeder wires can be added at this point. Use minimum #14-gauge wire for the bus. The scenery can be constructed as a logging railroad in the east or northwest, mining in the southwest or a main line railroad. There are volumes of detailed information on any type of layout you desire.

If you decide to model a logging railroad, there are several industries associated with logging in addition to a sawmill. The owners of the timber tracts tried to squeeze every dollar out of the trees. Most of the timber operations included a chemical wood factory using the small hardwood, and a kindling mill to use the sawmill scrap. Some had clothespin factories, wagon hub factories and stave mills. The

hemlock bark was shipped to the nearest tannery.

The layout also can be a small mining railroad, bringing ore to the smelter. This layout could be like the Verde Valley Railroad in central Arizona. The Verde Valley brought ore down from Jerome to the smelter in Clarkdale. The railroad would haul all material necessary for a mining operation and a mining town. The scenery would be typical southwest.

As a standard gauge railroad, the L&BV RR could be a short line connecting with a class 1 railroad. There were many of these small railroads in the early part of the twentieth century. Presently, there is a resurgence of these short lines on the routes abandoned by the larger railroads.

Whichever direction you decide upon, I believe you will enjoy the construction and operation of the L&BV RR.



The trail provides a community amenity absent until now. Photo courtesy of BVRT

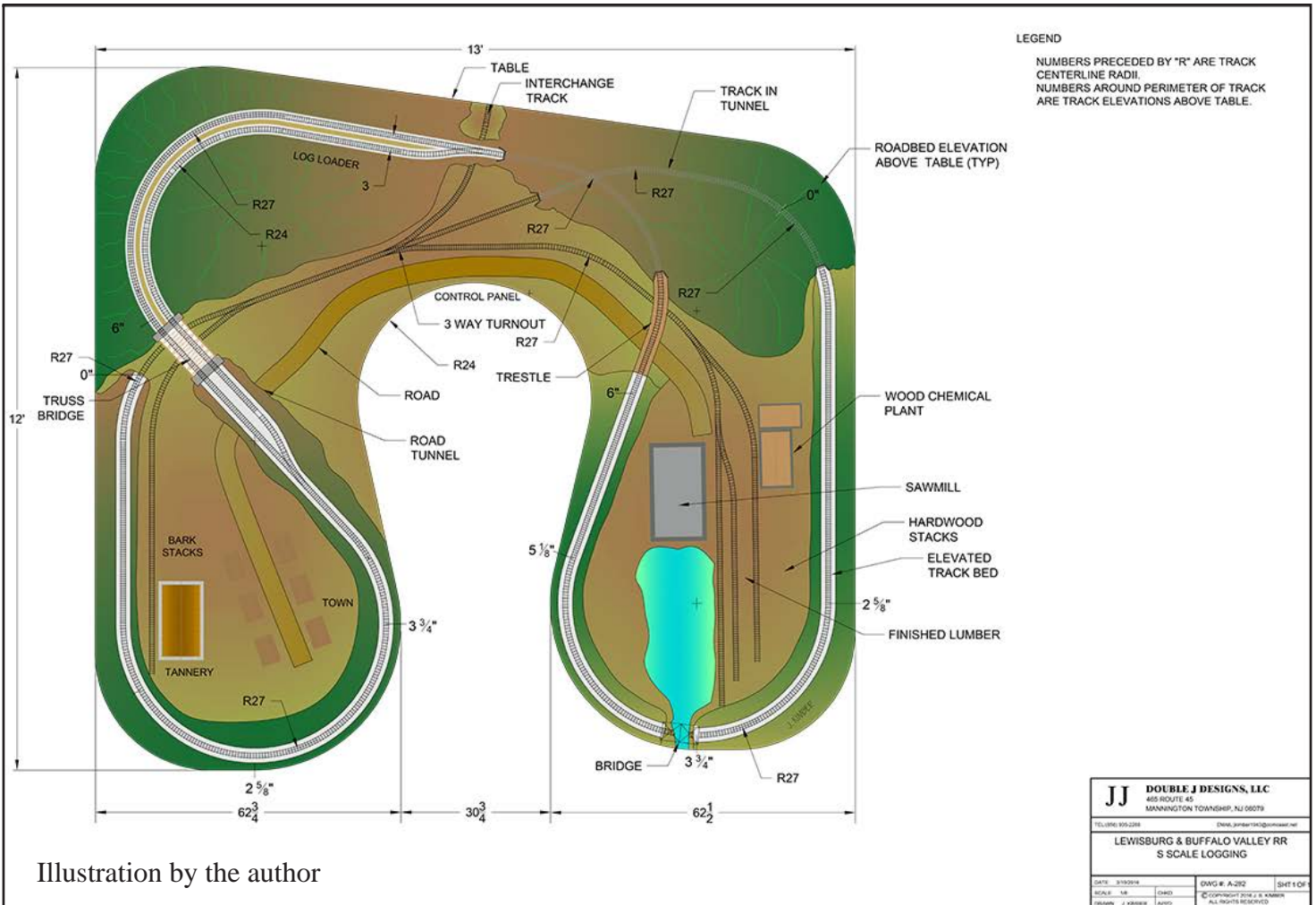


Illustration by the author

Lewisburg & Buffalo Valley RR now Buffalo Valley Rail Trail

The Buffalo Valley Rail Trail is the result of invest-

ment by the Union County Trail Authority, Pennsylvania Department of Conservation and Natural Resources and the Federal Highway Department.

The 9.1 mile trail revolutionizes non-motorized transportation and broadens the recreational options immensely in Union County.

As the first developed off-road trail in the area, the trail provides an amenity en-

tirely absent until now and becomes a crucial component of the transportation network.

Whereas before only the bold could venture on foot or by bike beyond the core residential streets of the central municipalities, there is now a protected, well-designed infrastructure spine available to serve all ages and abilities, whether for recreation or transportation.

Paralleling Rte 45, the primary east-west vehicular spine in Union County, the trail has provided the community with another option.

For further information visit: <http://www.visitcentralpa.org/things-to-do/outdoor-recreation/buffalo-valley-rail-trail>

Information courtesy of BVRT on Facebook

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WHAT ARE WE GONNA DO WITH ALL THIS !#@*?! TRAIN STUFF???

Dick Karnes, (With apologies to Don and Robin Thompson)

We all die. We usually do not know how, and we certainly do not know when. And, given that most model railroaders are male, and males have a shorter life expectancy than females, don't you think you owe your survivors a good estate disposition plan

while you are still sane and rational? Unless we have no living survivors, our loved ones will be picking up the pieces we will have left behind: paying off bills, selling residences, holding garage sales, distributing assets. The last thing our survivors should have to deal with is what to do with all that darned train stuff.

I know about the disposition of several model railroad estates – some went well,

some not. The worst followed the sudden death of Bernie Thomas in 1965 at age 50. Bernie, a life-long bachelor, was the second General Director of the NASG, succeeding founder G. Claud Wade. Bernie had also authored many “expert S Gauge Herald” articles on converting S scale toy trains to full scale models.

Bernie's two sisters, not having the foggiest idea of what to do with all his locomotives and rolling stock, dumped it all in boxes and gave it to a local orphanage for the kids to use as push toys.

One of the best disposition events I have personally attended was the sale of Arden Goehring's equipment, sponsored by the Bay Area S Scalers and located in Arden's own private layout outbuilding near Sacramento, California.

The one person who knows best how to describe and value your estate's railroad equipment is you, period. One of the worst things you can do to your survivors in the absence of a plan is leave them with what you think of as tens of thousands of dollars' worth of “really fine” S stuff without giving them a clue as to what to do with it. They have far more important things to do, like, for instance, waiting on interminable hold with the Social Security Administration. But those tasks are essential; your trains, by contrast, are just a big nuisance.



This CNR F-7 A/B pair are remotored Overland Models brass imports custom painted and lettered by Dan Kirlin and converted to DCC. These should bring a pretty good sum, somewhere around \$1000 for the pair. A really good place to attempt to sell them would be the 2022 NASG National Convention in Buffalo NY, jointly hosted by a Canadian/USA team. But if I am still alive by then, they won't be there! The interlocking tower, built from a laser-cut kit, might bring around \$40.



These three kitbashed MU cars are more problematic, as they are totally freelanced. The trailer car in the center was built from a brass kit for an Indiana Railroad interurban; the power cars are kitbashed from American Flyer car bodies and North Yard power trucks. My heirs would be lucky to get \$30 each.

So, face your reality. Plan for what happens – to your savings, your house, and – yes – your trains. Start doing it when you are a freshly minted adult and hone your plan over time. Keep an inventory of your model railroad equipment that includes a description, condition, and value of each item.

My wife Ilze had said to me more than once (!) over the years that she would have no idea what to do with my stuff should I be run over by a bus tomorrow. She had an excellent point. So about 20 years ago, with the blessing of the NASG BOT, I volunteered to develop a modeler's "estate disposition plan." With copious input, corrections, and feedback from Ilze, I did just that, and the NASG approved it. If I am not mistaken, the estate disposition plan package is included in the materials sent to every new NASG member.

You can access the plan on the NASG website. It consists of the following:

- An eight-page booklet entitled "Estate Disposition Support Program for Survivors of Deceased NASG Members." This booklet presents several alternative venues and methods for equipment disposal that can both net a reasonable return for survivors and protect them from scammers. It also

offers NASG assistance to relieve survivors of dealing with completely unfamiliar details. The primary NASG contact, cited in the booklet, is the NASG's Eastern Vice President. Although the actual holder of this office varies over time, the email address of the current Eastern Vice President is always available at www.NASG.org.

- An "Estate 'Survival Kit'" designed for the model railroader to personally use to plan for his/her equipment disposition. It consists of an inventory valuation format (particularly useful for PC-based spreadsheet applications like Microsoft EXCEL), guidelines for evaluation of each specific item, and a sample set of guidelines for a model railroad club to use in selling off such equipment.

Also included is a form to be completed by the modeler and filed along with his/her will, and a form intended to be filed with the modeler's will. This form contains the NASG Eastern VP's contact information, the hobbyist's personal data including NASG mem-

bership number, physical location(s) of equipment and valuation data, and a list of items predesignated for disposition to individuals.

Once you have set all this up, it is a simple matter to keep it up to date. Access your inventory file every time you sell an item, acquire a new item, or make significant progress on an in-work project – especially its completion. Review your valuations now and then to keep them current. Let your significant other know that you are doing all this, which should provide significant relief for her/him.

And last of all – Wouldn't you be happier, as you pass from this world to the next, knowing that your equipment will enrich the enjoyment of other model railroaders instead of becoming, well, push toys for tots?

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Trucks not only for a layout, can also lead to collecting

Jeff Madden

No, this is not about trucks for railroad cars. It is about 1/64 highway trucks that are a scenic must for S gauge layouts. This treatise is about past and present vintage highway trucks that range from tractor trailers, box trucks, utility trucks and delivery trucks. I am mostly dealing with pre-1960 era vehicles, and I am excluding pickup trucks because these are already rampant in the marketplace.

Like most of us in S scale, I backed into collecting 1/64 highway trucks to detail my train layout. This all started in 1993 when I switched from HO to S. Coincidentally about that time, Hartoy (American Highway Legends) had just entered the market with their various 1/64 vintage trucks that covered the eras from the 1930s to the 1960s – perfect for my 1958 era S layout.

This made me more comfortable switching to S as I recalled my early days in HO when vintage trucks and cars were scarce. Only Ulrich made nice cast metal trucks in HO. Now of course, HO is saturated

with vintage trucks.

And, like many of us, collecting the AHL trucks and later other types, became a side hobby. Naturally, I have more than I need, but they do display nicely in my old HO showcases I have hung around the rec room area of my basement.

At the swap meets I also discovered the older, less detailed, Winross cast metal trucks. So, besides picking up new and used AHL trucks, I started in on the older Winross ones that included the White 3000, White COE (cab over trucks) and Autocar Tractors. Yes, AHL trucks are much more detailed with window glass, interiors, and other added details, but to me the Winross ones are good enough.

I am not averse to sprucing them up a bit by at least painting in grills and headlights. As to the trailers, Winross had a nice 30-foot box trailer, a log bogey, a tanker and a flatbed. Their longer box trailers with the slide inserts are less realistic, but passable.

Unfortunately, Winross is out of business, and the AHL line bought by Tonkin whose production of those trucks is

limited only to special orders. Probably Winross and AHL exited the mass market due to a lack of sponsorship by trucking companies and big corporations.

I would hope Tonkin might consider production that might interest S modelers and 1/64 truck collectors. Other options that might prove popular would include lettering for railroads, oil companies, vintage or trucking companies that differ from original offerings.

Currently M-2 and Greenlight have been providing vintage straight trucks: tow trucks, pickups, stake trucks, to name a few. Unfortunately, the M-2 trailers do not match up too well with the '50s tractors (Ford, GM and Dodge) because the trailers are either too long or don't match the era. The box trailer is too long (43 feet). The tractors only have 6 wheels which makes them look even more awkward. I did shorten one M-2 box trailer to 34 feet by cutting out the side door section. For vintage box trailers the lengths should range from 20 feet to 35 feet. With the M-2s the auto carrier is a reasonable length, and it can pass for the 1950s era. The other trailers can be converted to flatbeds



without too much trouble.

Now there is another old-timer toy line that works for S, that's the Ralstoy diecast line produced back in the 1940s and '50s. They produced a cab-over Ford F-6 tractor with 6 different Freuhoff trailers. These included a low boy, grain, box, flatbed, tank and log bogey.

Like Winross, the Ralstoy trucks lack details, and the wheels are closer to Tootsietoy. But, again, they can be passable on layouts with a little paint detailing. Even recently, Ralstoy produced tractor trailers (low-

boy and grain trailers) for two St. Louis clubs.

Aurora produced a couple of nicely detailed plastic tractor trailers in 1/64 back in the '50s. Included were a Ford F tractor with a low-boy trailer that had an excavator load, a White COE with refrigerated box trailer and a tanker trailer (Milk or Gasoline). These are highly sought after by S folks. Hoquat did produce a resin clone version of the COE tractor and the refrigerated box trailer.

Now there's also LLedo, an English diecast company,

which produces 1/64 straight trucks that fit the delivery and utility categories. These are short straight box trucks, oil trucks or tow trucks that are limited to the 1930s era.

Don't let us forget ERTL – their vintage TT included a Mack B of 1960 vintage (easily fits the late '50s too). The tractor came with a couple of different trailers including one with a load of tractors. They can be seen as swap meets and train shows. ERTL also did a nice 1950s Chevy stake truck.

Oh yes, keep an eye out for the annual Hallmark fire trucks that are issued as a Christmas ornament. This year's is a 1966 Ford pumper. These are plastic. Code 3 (out of business) produced several 1/64 fire trucks which mostly fit the 1950s era. Corgi also did vintage diecast ones a while back.

Old favorite Matchbox had King Size TTs and delivery trucks that could fit in with S. These include the GMC tractor with a double hopper trailer set and a Dodge tractor with a horse trailer. The King Size cement truck does have that vintage look. You will have to scrounge for these though.

Hmm, looking over my die-



Trucks not only for a layout, but lead to collecting

Continued from page 13

and a Dodge tractor with a horse trailer. The King Size cement truck does have that vintage look. You will have to scrounge for these though.

Hmm, looking over my diecast Dinky Toy collection I discovered several trucks that also fit the size parameters of 1/64. These were produced in the late 1940s and early 1950s in England and France and imported into the U.S. For example, a 1950s straight Studebaker oil tank truck is about right-on for S.

Also, English style trucks, being smaller than U.S. is the right size for S even though actually being in a larger scale 1/48 or 1/50. Take a gander especially at those trucks with the vertical grills, protruding headlights and fenders. These seem to work best.

Those of us who collect 1/64 vintage trucks for our layouts or just to have them get extremely jealous of all the recent HO offerings. Our Badgerland S Gauger, Roy Meissner, here in Wisconsin is doing some nice resin casting and producing limited runs of 1/64 trucks



including a Divco Milk Truck, REA straight truck and even some short trailers that fit the vintage eras

For current diecast availability try 3000 Toys and Diecast Direct for both vintage and modern trucks in 1/64. You will

have to Google to find out-of-production items or attend the various train and vehicle swap meets.





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- 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

NASG committee seeking clubs to host future conventions

If you have ever attended a NASG National Convention, you know how fun and educational this experience can be. Many S-gaugers from all over the country, and even overseas, attend this multi-day event. Escorted tours, fabulous meals, incredible vendor hall, stunning operating layouts, great auctions, and fascinating educational clinics are all part of a wonderful long weekend.

NASG is excited to be heading for Buffalo, New York, for the 2022 Convention next summer, August 2nd - 6th 2022. Our friends at the Western New York S Scale Association and the, primarily Canadian-based S Scale Workshop, will be our hosts. The 2019 Convention held in Cincinnati, OH was hosted by the WNYSSA and COSG groups. Each convention is different, and the entertaining atmosphere is based on the region in which the convention is held. Tours, local cuisine, and even the main hotel, set a wonderful tone of the city where the convention is planned.

The NASG National Convention Committee is seeking clubs to host a future convention. It would be great to revisit some of the excellent sites from past conventions. We are also seeking exciting new areas in the United States with

railroad features that provide a fun experience for the attendees. Wouldn't you want to share your club's enjoyment of the hobby with other fellow S-Gaugers and show off your part of the world?

Yes, there is work involved planning and executing a convention, but the NASG National Convention Committee has developed a new Convention Handbook that provides a roadmap of how to host a convention. The Convention Handbook can be found as a download within the NASG website, under "Future Conventions."

Please consider hosting, or co-hosting, a convention. This valuable event cannot take place without dedicated, passionate folks at the local level. Contact the NASG National Committee to express your interest. The committee can be reached through their Chair, John F. Myers, at email: Convention@NASG.org. We very much look forward to hearing from you!

John F. Myers
Chair, NASG National Convention Committee

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Our Lady of the Wayside church in Portola Valley, California.



Resurrection of an old mission style church for a new layout

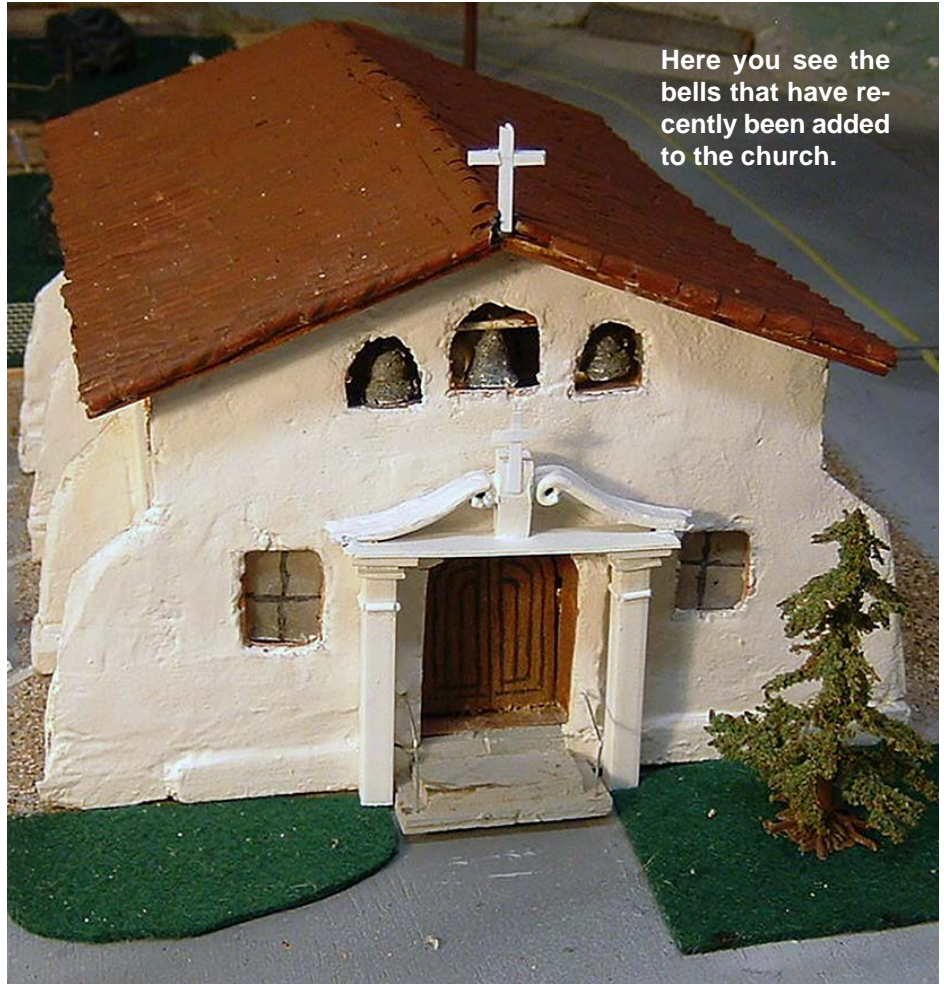
Paper straws, painted sand paper stand in for roof tiles, carpet

John F. Quilter, Eugene, OR,
photos by the author.

Long, long ago when I was a young teenager, I had an extensive American Flyer layout in the attic of the family home. I have only recently resurrected it and a new layout created using at least the equipment and rolling stock of the original, but the layout and scenery of the first one is long gone.

Back in the day, I tended to scratch build as much as I could being on a limited budget of a teenager who had to ride a bicycle 7 miles to the nearest train shop for factory made accessories.

On Sundays, we attended Our Lady of the Wayside church built circa 1914 in the town of Portola Valley California. It was a style replica of the mission churches all up and down the California coast.



Here you see the bells that have recently been added to the church.

So, needing a church for the layout I built, from scratch a replica of that church.

I made it of balsa wood, with, I think, sheetrock joint plaster for inner and outer walls and flying buttresses, supported by the balsa wood.

I created the lift off roof also of balsa and replicated all the roof rafters and beams which were all visible to me during church services.

I painstakingly created the roof from paper drinking straws cut in three eighths inch lengths then cut in half and glued down to represent the red tile roof which was exactly as the prototype church had and was typical of mission churches.

To create interior details, I made each pew of balsa, stained a deep brown, added white globe type lamps on the walls, an altar, two statues on each side and even an organ loft and stairway to it. Carpet became maroon painted sandpaper glued down.

Since I wanted this to be as realistic as possible, I even made all the floor joists on the underside.

This church had three bells visible from the front in small alcoves which I got to ring before the Mass. To create these, I



John even replicated the interior of the church with pews, altar, and statuary in his quest to create as much realism as possible.

Paper straws, painted sand paper stand in for roof tiles, carpet

cast, in melted solder, these bells using a similar shaped flashlight bulb as a pattern. Do not think those type bulbs even exist these days.

I finished my project around 1963.

Fast forward to the COVID era and I finally decided to create a new layout using as much of what I had carefully packed away decades and decades ago when my father said the original layout had to go as the mice were eating the paper Mache mountains I had made!

So, I retrieved this church, from its storage chest, cleaned it up as best I could, repaired a few things and found a place on the new layout for it.

I improved the decoration above the front door with styrene plastic and some curled up solder wire and gave it much more three-dimensional definition and added a white cross over the roof. Finally, gave it a new coat of white paint, flat white primer.



But overall, my diligent work from 1963 looks surprisingly good.

ABOVE RIGHT: Here is look at the underside of the roof with its intricate rafter detail.

BELOW LEFT: John even installed floor joice to make sure he created a realistic appearing model.

TOP OF PAGE 19: John's church now has a prominent place on his new layout.



S scale articles featured in Classic Toy Trains magazine

Classic Toy Trains (reverts to six issues per year) January/February issue features several articles about S gauge.

A review by Roger Carp of the American Models Trainmaster on page 22.

Bill Clark interviews Lionel on the process of picking American Flyer products on page 24.

There is a one page article on an American Flyer freight set from Gimbel's Department Stores on page 39.

Roger Carp writes about Michael Mitter's S layout featuring winter snow on page 52.

Finally, there is a non-S article by Jeff Madden on a standard gauge Christmas Train on page 40.



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**REACH
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Several members busy with layouts or developing new product lines for S scale

Jim Martin

Happy New Year everyone and here is hoping we can all start to resume more of our more normal activities.

Last year of course shut down several model railroad gatherings, and top of that list was the **Buffalo CanAm NASG convention**.

Darby Marriott and his show organizers are doubling down to make sure the one-year delay allows them to further polish what will be a stellar event this coming August. We hope many of you have already taken advantage of the early convention car release. See the NASG website

With the convention in mind, clinic chair **Andy Malette** would like to hear from you. Andy is searching for more clinics, so dust off some of your favorites or dream up some new ones and contact him at acfm3304@gmail.com.

As this is being written, properly vaccinated Canadians will soon be able to drive across the border to visit with their American friends. Up till now it was a maddening situation along the border between friends who were close enough for Morse code with shaving mirrors, but unable to meet face to face. Personally, I have missed visiting my friends in the western New York area, but we nevertheless stayed in touch. One of those, **Gregg Mummert**, recently emailed me with some of his scenery construction and I would like to share it with you. Gregg is using rubber rocks along his cliff faces. Like plaster castings they have sharp detail, but with numerous advantages, particularly along the front of a layout where brittle casings could be prone to damage. These can take a hit and bounce back with no harm to them or you, and no

white plaster chips. Here's Gregg:

I recently saw a posting in the Layout/Scenery section of OGR Forum

wood in place to help support the formation through the cut. Photos 3 and 4 show the rubber rock formation installed on one



about "Rubber Rocks" (<http://www.cripplebush.net/>). I have a couple of areas of my layout that I thought this product might be useful and less mess than usual methods. They have several types, shapes, and sizes of rock formations that can be easily cut to fit as needed for rock walls, outcroppings, etc. I started with one of the spots that has tight clearance and used their thinnest formation, "Sheer Cliff 5". Photo 1 shows the cut sections glued in place. Paintable latex caulk or construction adhesive is recommended by Cripplebush. Photo 2 shows where I used one of the larger formations, "Shale 18", for a section that is a rock cut. The rubber rocks are curable, so I glued several strips of





side of the cut.

I still need to finish adding scenery to fill the gaps, etc., but this gives you an idea about the installation in this application and results of using this product. Gregg.

Great tip Gregg and I hope to see you again soon

Simon Parent has now formally set up shop, both literally and figuratively, as a professional model builder. Through his company **Miniatures from The North**, he will be offering his services to others as well as developing his own line of products.

He has recently collaborated with **Jim Kindraka** to produce a resin kit for the New York Central "Spec 486" boxcar, a



USA design that was produced in the thousands and will by now have found a ready home on S scale layouts.

Jim did the research and sponsored the kit. Simon then did up CAD drawings, 3D printed the master for the resin castings, and has produced the kit under his company name.

Meanwhile, Jim has been working on an additional line of decals for NYC subsidiary roads and other lines as well

And exciting news from Simon himself. He is now offering a line of scale 33-inch replacement wheel sets as well as 50-ton Bettendorf trucks of his own manufacture.

The wheelsets are stainless steel turned to the NASG/NMRA RP25 110 profile and will fit into many of the common truck brands.

Contact Simon for ordering information on any of these products.

miniatures.from.the.north@gmail.com

Till next time, Cheers Eh?



NMRA seeks more S articles for magazine

Those of you who are also members of the National Model Railroad Association noticed a feature article on S in the December issue of the organization's magazine an article on S and an advertisement from the NASG to promote S scale.

The association is looking to have a much better representation of S model railroading in their member magazine. They have asked us to encourage the submission of articles featuring S modeling for their publication. We encourage our members to begin submitting material to their editor, Cinthia Priest. Use the e-mail address of sreditor@pairedrail.com or mail submissions to:

Ms. Cinthia Priest
National Model Railroad Association
P. O. Box 1328
Soddy Daisy, Tennessee 37384-1328

We do want our members for submit articles to the NMRA and help get S more exposure.

Will Holt, NASG President

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Down by the Depot

by Carl Rudolph



ders! Very realistic looking. Lastly, a big accident occurred on the layout at the Lakota (NMRA) train show. Here's the press release regarding the FRA investigation: *A major accident occurred on the Maimi Valley S Gauger's railroad when a track maintenance train collided with a local freight train hauling timber. The collision happened on the tracks next to the regional trucking warehouse. One local truck driver found himself caught up in the wreck with his truck sustaining minor damage. Rail cars were strewn across all three mainline*

Thankfully, the pandemic seems to be easing off (at least for now) as this column is being written. The vaccinations help significantly in reducing the number of cases and the severity of those breakthrough cases. So, across the land, there is a hesitant return to something like normality but there is still protocol to follow. As a result, most clubs are either still having virtual meetings or hybrid with some virtual and some in-person. Here is the news this time around:

The **Pioneer Valley Model Railroad Club** in Western Massachusetts had a small in-person meeting at the home of **Jim Wall** where the attendees looked at the beginnings of a layout and surely gave some advice on options! Jim has been a regular volunteer with Santa's Trains at Look Park which, to the best of the club's knowledge, will not run again this year due to the pandemic. Meanwhile Steve Allen has used the pandemic time to build twenty building kits, so his layout is getting very urban.

The **South Jersey S-Gaugers** are still meeting virtually, but as usual the newsletter is full of interesting articles. Once again, **Ed Claypoole** wrote a good history article on Union Pacific Big Boy locomotives and **Joe Kimber** wrote about the West Jersey Shortline that was (is) nearby Military the basis for his switching layout. The club has had its layout for an extended period at the Museum in a great arrangement that benefits everybody. The Museum has given space to the club to work on their layout trailer; in return the club has erected the layout in the Museum and operates it frequently for visitors. The club also gets to make repairs to the layout while set up there. The Museum has benefited from increased visitor traffic (and donations) while the club gets some work done! What a great deal!

The **Baltimore Area American Flyer Club** had a great in-person meeting at **Jim McMorrow's** home. Correspondent **Sharon Russell** reported "members came and enjoyed pizza, alcohol-free drinks, a lively puppy and a beautiful view." The club had the layout at the Great Scale Show which

was well attended. Their trailer has been reworked a bit with nice new shelving installed by **Myron Chase** and **George Connell**.

The **Cuyahoga S Gauge Association** (Cleveland area) had the layout at the Great Berea Train Show which was well attended by both the public and the club with plenty of members to operate the layout. Next the layout went to the show in My Hope which is a good way out from the club's local area but a pretty nice show. The club recently held a meeting at the Lake Shore Live Steamers site in Kirtland. Cannot find a much better venue than that!

The **Miami Valley S Gaugers** set up the layout at the Great Train Show in Dayton for the first layout outing in a long time. A good turnout was enjoyed and later, in September, the club had its annual picnic at **Larry Beam's** home, also in Dayton. **Walt Schnee** did a cool thing – he added a smoking AF Hudson tender to an AF Hudson locomotive with smoke in the boiler so there are two smoke units, with the tender unit hose going to the steam chest area to cause some steam leaks around the cylin-



Closeup of locomotive derailment. Walt Schnee photo.

tracks, shutting down operations until the tracks could be cleared. The results of the inquiry are due next month." The investigation and inquiry are jokes, of course. It was noted that this is a good reminder that operators always need to pay attention.

The **Central Ohio S Gaugers** (Columbus area) held their annual picnic at the Marion Train Depot (in Marion) which is both a train museum and a wonderful place to watch trains. The Depot is situated in the middle of tracks on three sides of the building with double diamonds right next to the depot. So, they had a wonderful picnic! The big news otherwise is that their new trailer was delivered from Georgia to the

Columbus area and the transfer of contents from old trailer to new has begun. Congratulations on a new trailer!

The **Central Ohio S Gaugers – Northern Division** (Toledo area) had their annual spouses outing by going to the Erie Metro Live Steamers in East Sandusky to ride some miniature trains after meeting at **Monty Kaufman's** home for some business. After the train rides the club



Miami Valley members observing wreck. Ray Garbee photo.

went out to dinner. Sounds like a great afternoon!

The **Southeast Michigan S Gaugers** had a hybrid meeting (in person and Zoom) at which **Roger Jensen** brought a 3D printed tank car he is building. The prototype is said to be the largest tank car ever used, having double trucks on each end with a 50,000-gallon capacity and was 97 feet long. The 3D printing has been done in four sections and is a most interesting looking tank car. **Ron King** has modified the truck pivot point of some S-Helper passenger cars to enable tracking over tight radius curve and added interior features. The club took the layout to the O&S Midwest Train Show in Indianapolis where it was the largest one at the event and many favorable comments were received. They report that the show was well attended, and a considerable amount of S gauge merchandise was available.

The **Pines & Prairies S Scale Workshop** (Twin Cities area) have two main items of news. First, **Shane Lambert** has his highly realistic layout ready for operation and has invited the club members to come to the "Frozen Tundra" to come operate. To give you a sense of the layout, it requires a minimum of three operators. It can handle five operators. Operators draw for jobs (Road crew, Yardmaster, Warehouse turn, etc.) and have specific operations to perform. Wow. Second, **David Jasper** is close to moving into his new digs at the MRIM (Midwest Railway Institute and Museum) which will have a large layout. Exciting stuff!

The **Kansas City S Gaugers** have finished their stint with the layout at the Wyandotte County Museum. The display and operation were supported by several members and was an immense success with lots of appreciation. They had the only layout at the Mid America Train Show in August. **Warren Zeller** has been maintaining the S gauge portion of the Kansas City Union Station layout and keeps several loops in operation, all much appreciated. Lastly, **Mike Korando** (The Spree) has created a reproduction of the AF Planters Peanuts box car which he was to bring to the next meeting. No photos yet!

The **Dallas-area Lone Star Flyer S Gaugers** correspondent **Larry Yurcho** sent the following: "The Lone Star Flyer Club

participated in a big way at the Fall Dallas Area Train Show held in the Plano Event Center (PEC). For the first time, our 45 x 60-foot layout was in the main room of the PEC! We were near the main entrance to the PEC which was limited to one entrance for safety reasons. The show drew nearly 1,500 adults and over 400 children. The show was set up for the new and exciting Great Train Racetrack to be adjacent to our layout. We had particularly good traffic considering the public is still cautious about the virus and exposure. While cases remained high, all were excited to be able to come to the show. The train race attracted racers from all ages, and it was very pleasing and exciting for us to see the reactions of the children as their train raced rapidly around the two-level figure 8 tracks completely under their control. Some derailments happened, but the kids were undeterred. Most of the components of the track and all the trains were provided by our club.

"We were not able to get the new turntable completed in time for the show, but the roundhouse and tracks approaching it were very visible. It should be completed in time for our largest show that is scheduled for January 15 and 16, 2022. The new downtown area is still in process, and we plan for it to be ready by then as well.

"Our club has been meeting twice a month for several months now as most all of our members have been fully vaccinated. Several attended the large York Pa. show in October. No reports yet as to any "jewels" purchased." All good news from Texas!

We heard again from the **Gadsden-Pacific Toy Train Museum** in Tucson, Arizona. Correspondent **Lee Olson** made this report: "The Gadsden-Pacific Toy Train Museum (Tucson) has reopened to the public after nearly a year and a half of being closed. Open houses are now scheduled for every Sunday afternoon from One to Four PM. All the inside layouts have seen changes and the S Gauge is no exception. The city area has been completely revamped with newly painted and decorated Plasticville structures and now includes a trolley to serve the citizens of the area lovingly called Geriatric Village. Plus, there are two new operating accessories: an operating sawmill and a magnetic crane to load lumber or scrap metal into awaiting gon-

dola cars, respectively. And there are freight trains that haul a new selection of cars.

"None of this would be possible without a small group of museum members applying their respective talents to make the S layout operational. One member is **Tom Heffernan**, also a NASG member, who can machine virtually any part better than what Gilbert manufactured. Armed with a CNC machine and blanks of metal stock, he has single handedly remanufactured parts to keep the layout's four Erector set carnival rides operating continuously for 4 hours. When our vintage no. 740 hand car could not pull its 3 hopper cars without excessive wheel slip, Tom remade the chassis into a 4-wheel drive, and it still fits inside the body shell! These days he is remaking the tower structure for the parachute drop. We are fortunate to be able to call him one of our S gaugers." Geriatric Village! Most of us have a home there!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** is in the final throes of planning this year's Flyer Fest West as this is written. Unfortunately, by the time you can read this column the show will be in the history books and your scribe is sure that it will have been the remarkable success it always has been. Correspondent **Dale Smith** anticipates that a few of the commemorative Anchor Beer cars will still be available – check their website ggafc.org for more information.

The **Southern California S Gaugers Club** has held two hybrid meetings recently, one at the home of **Don Dobbs** and the other at **Tom Houston's** home, both with several in-person attendees and several Zoom participants. The club has many shows lined up at which the layout will be set up (in various configurations). One of the main items of discussions continues to be the acquisition of an adequate trailer for the layout.

As this column is written, Covid case loads are dropping across the country as more people get vaccinated. This is all good and means soon we can get back to enjoying one another comfortably again. Keep trackin'!

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

Ron Bashista passes away unexpectedly on December 4, 2021

It is with deep sadness that we must let you know that Ron passed away on Saturday, December 4, 2021.

American Models was one of Ron's biggest passions, and we are thankful to all of our customers over the years.

Ron loved our Lord Jesus and although we grieve, we have comfort in knowing we will see Ron again!

We (his family) intend to keep American Models going, and would ask for some patience while we handle his passing and move our focus



back to providing you with great service and quality pieces.

Thank you,

Karen Bashista and family

Hey reader, Have you been meaning to send in an article and pictures of your layout, but still have not done it yet. Well, what are you waiting for as *The Dispatch* has been inviting you to do so for more years than we can remember.

Email: dispatch@nasg.org

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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

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Member Dues

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

\$18⁰⁰ One-time 6-month Trial Membership

\$30⁰⁰ Regular

\$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

September, 2021 to October 31, 2021

Joseph Baio.....Millerton, New York	Mark A. Laszlo.....Saint Johns, Florida
Matthew J. Crisci.....Peachtree City, Georgia	John M. Madigan.....Oakwood Hills, Illinois
John Currie.....Reno, Nevada	Richard R. Ridgeway.....Hayward, California
David E. Evans.....Port Washington, Wisconsin	Richard S. Runsky.....Randolph, New Jersey
Rashied Jibri.....Pasadena, California	Ronald G. Schlicht.....Greenfield, Wisconsin
Richard F. Knapp.....Danbury, Connecticut	Robert Shingle.....Indianapolis, Indiana
Joel Lebovitz.....Wheeling, Illinois	

Deceased Memebers

Ron Bashista.....Whitmore Lake, Michigan	John Wackerman.....Alpharetta, Georgia
H. Rick Jones, Jr.....White Settlement, Texas	

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.

January 2, February 6, & March 6, 2022—GREAT MIDWEST TRAIN SHOW at the DuPage County Fairgrounds in Wheaton, IL

April 28-30—TCA Eastern Division Train Show. York County Fairgrounds. York, PA. For more information: <https://www.easterntca.com/>

May 13-14 Spring S Spree. Hosted by Pittsburgh S Gaugers. Washington PA County Fairgrounds. 2151 North Main Street, Washington, PA 15301 <https://www.SSpree.info> or 724-287-6829

May 20 through 22, 2022 — Indianapolis, Indiana INDY JUNCTION 2022 TRAIN SHOW at the Indianapolis Marriott East, 7202 East 21st Street. Friday 5-9 pm, Saturday 10 am to 6 pm, Sunday 10 am to 3 pm. \$8 per person GOOD FOR ALL 3 DAYS! Children 13 and under FREE with paid adult Ticket. SFREE parking and Much More! website: <https://www.indyjunction2022.org>

September 1 through 4, 2022 — Tacoma, Washington 42nd NATIONAL NARROW GAUGE CONVENTION at the Murano Hotel, 1320 Broadway, just 22 miles south of the Seattle/Tacoma International Airport. Go to www.seatlenngc.com



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: Downsizing, selling much of collection of S gauge trains. Send email to norm.curtiss@att.net for my Four Sale List.

FOR SALE: Pre-war American Flyer Hudson engine, tender, 5 cars. Fair to poor condition. Pictures available. Make offer. Contact: Roger Sebenik rsebenik@comcast.net.

FOR SALE: Af #49614 PRR passenger set includes 2 Alco PA-1s & four cars, add-on dining car and full length domw car, C-10/P-10, free shipping, \$500. AF #355 C&NW Baldwin diesel, E, \$65, #21801 C&NW Baldwin diesel, E, \$75, #21085 C&NW 4-6-2 steam, E, \$80. Call between 9AM & 9:30 PM EST 412-756-7789

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: 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.

FOR SALE: Closing down S gauge layout w/large inventory of trains, accessories, struc-

tures. Individual pieces & sets including: engines, cars, building, lights, cars, trucks, people, animals, track & track accessories. Some accessories suitable for O or S gauge. Priced to sell. See website: **EDS TRAINS.SHOP**, email: cooperrelc@aol.com. Call: 703-307-4424

WANTED

WANTED: S Gaugian magazine July/August 1977 and/or September/October 1977. Call between 9AM & 9:30PM EST 412-759-7789

WANTED: Classic Trains/American S Gauge switches and track. Fritz Raab fraab@gmrr.biz, 515-275-2141

WANTED: Cclassic Trains/American S Gauge switches and track. Fritz Raab fraab@gmrr.biz, 515-275-2141

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 ACSI. \$100 SH included or \$80 @ a train show. Check to Larry Shughart, 5216 Lourcey Road, Jacksonville. FL 32257



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



S FEST 2018 ILLINOIS CENTRAL REEFERS CASG offers yellow and orange reefers for \$57 yellow & orange (only 32 produced) each in 2 different road #. Shipping \$7.95 per car. 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-Line S-Gaugers have reefers for \$65 including shipping. To order make checks payable to SLSCG, mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033



2017 CONVENTION CARS AND TRAILORS TOFC \$45 each, TRAILERS \$20 each



Shipping: \$11 1st item, \$4 each additional item. **BALTIMORE AREA AF CLUB** has TOFC & trailers B&O #2017 in scale, B&O #9523 in hi-rail & scale, WM #1889 & #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 GGAFC, 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



**NMRA Sn3
TRACK AND
WHEEL
GAUGE**
\$7 members



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



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



**S SCALE
CLEARANCE
GAUGE**

\$7 members
\$9 non-members

REFRIGERATOR MAGNET
50TH ANNIVERSARY LOGO \$4 each



**CLASSIC
ERA**



**MODERN
ERA**

FOR SALE TO NASG MEMBERS ONLY



LAPEL PIN
3/4 diameter
\$5

NASG CAP

\$19
Tan & blue
denim with
color logo



**EMBROIDERED
PATCH**
\$4
2 3/8" diameter

**NASG
T-SHIRT**
\$15

2X \$18
ash gray with
blue logo



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

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.

The 2021 NASG Annual Member Car

We are happy that our 2021 annual car for NASG members only is 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 is available for \$68 inclusive of shipping in two road numbers and in either scale or high rail/AF compatible versions.



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

NASG CARS DISCOUNT SALE

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

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.



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



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



2015 Convention Car \$68.00 hi-rail only

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



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



2006 General Electric Crane Car \$70.00

2007 General Electric Boom Car \$52.00

BOTH CARS ONLY \$115.00



2016 American Flyer Commemorative Car \$79.00

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

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@davestnt.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.

American Models
11770 Green Oak Indust. Dr
Whitmore Lake, MI 48189
Phone: 734-449-1100