

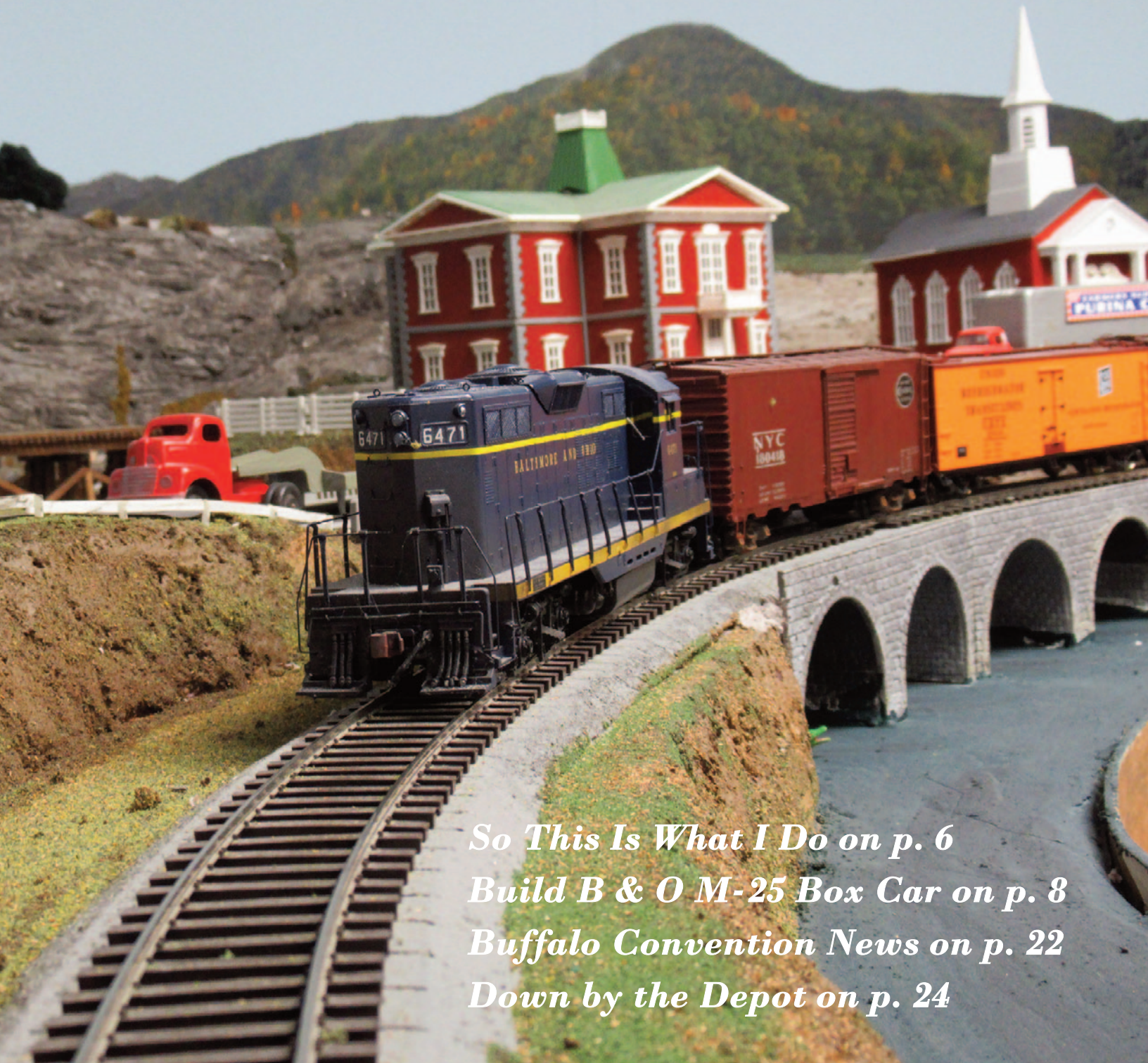


THE DISPATCH

Promoting 1:64 Railroad Modeling

March-April 2022

Visit the Elk & Gauley on page 12



So This Is What I Do on p. 6
Build B & O M-25 Box Car on p. 8
Buffalo Convention News on p. 22
Down by the Depot on p. 24

COVER: Baltimore & Ohio GP9 #6471 heads up a freight as it crosses the arch viaduct on Jeff Madden's Elk and Gauley Railroad. The locomotive is an American Models GP9 painted by Tom Bolt. Jeff Madden's continuing saga of his layout appears on page 12.

The Manifest.....	2	Convention and Visit Ron Kemps NYC Belt	
President's Message.....	3	Line by Jim Martin.....	16
Editor's New Orders.....	3	Building and Detailing Vintage House Car Kits	
Products for S Gauge by Jeff Madden.....	4	hints by Edwin C. Kirstatter	20
NASG Owes Gratitude to Ron Bashista		Electrical Unions May Strike by Tom Hartrum....	22
by Will Holt.....	5	Down by the Depot by Carl Rudolph.....	24
So This Is What I Do by Dick Karnes.....	6	What's Conformity by Dick Karnes.....	26
Building B & O M-25 Box Car by Brooks		Nominations for Awards Sought by Board.....	27
Stover.....	8	Members Information	28
Chinese Model Railroading Factory Closes....	11	Calendar of Events.....	29
A Visit to the Elk & Gauley by Jeff Madden....	12	Classified Ads.....	29

NASG DISPATCH

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Richard Caugherty, Editor
714 Twin Oak Drive, Pittsburgh, PA 15235
e-mail: dispatch@nasg.org

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Richard Caugherty *Editor*
Jock Ellis, Shane Lambert
and Stephen Law. *Associate Editors*
Jeff Madden *New Products Editor*
+Personnel Needed *Advertising Manager*
Jay Reese. *Draftsman/Contributor*
Joe Coen. *Cartoonist*

Contributors

Dave Donaldson, Steve Doyle, Will Holt,
Joe Kimber, Ed Kirstatter, Jim Martin,
Steve Monson, Carl Rudolph, Ken Zieska

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NASG Membership Secretary

Dick Kramer
P. O. Box 268, Middlebury, CT 06762
e-mail: nasgmem@comcast.net

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

WHERE ARE THINGS GOING?

There have been some sets backs in the recovery from the COVID-19 pandemic. There are, however, only a few setbacks for model railroading.

There will be some cost increases associated with our hobby; shipping delays for new products and/or production runs. Will any of this bring our hobby activities to an end? Never.

Do you have unbuilt kits sitting on the shelf? Personally, I have many and am taking time to complete at least some of them. Any planned updates or changes to the layout? Again, personally I am doing an extensive rebuild to my layout. Materials for those projects are on the shelf already or readily available. Just start on those kits or layout projects.

Many clubs have had in-person meetings for some time now. If your club has a layout, be it portable or permanent, use the time for operating or work sessions. You can get together with other club members for a regular breakfast or lunch.

You can invite another S model railroader, or more than one, near you for layout operation, or just a cup of coffee and conversation.

And I am sure that many of you have other ideas on how to participate and enjoy our hobby until things really get back to normal.

I THINK I CAN, I KNOW I CAN (Part 2)

Let us think about the excuses mentioned in the last issue about "I can't."

"I don't communicate well. I don't know enough about S." When you make yourself available to answer the questions about S another model railroader may have, you will be surprised by the amount of information you possess. Just listen to someone's questions about S and provide direct answers. (There is nothing wrong with not knowing the answer. Just get some contact information and tell them you will get the answer and relay it to them.)

"I am too old. I am too young." A few of us, and only a few, do have a handicap that makes difficult to get out to promote S. But many of us should not have a problem sitting at a table at a train show with some S literature (remember the NASG Literature program) and samples of S trains. Share information with attendees at the show. Young or old, you can promote S as a very viable scale within model railroading

"It is someone else's job to promote S." If S is to continue to have growth (yes, there is some growth in S), ALL of us have a job to do! Do not pass the buck.

Think about it. If in the next twelve months, each NASG member converts one individual to S, that comes out to almost 1,700 new S model railroaders. And if families join the S community, the number could be at least double that.



New Orders

Richard Caugherty, Editor

DELIVERY DELAYS DUE TO COVID

Sorry to hear some members (including myself) were so late in receiving their January-February 2022 issue. At this point we can only put the blame on COVID affecting the personnel at every USPS across the country.

My extra copies were mailed in a Priority Mailer which should get to the recipient in three business days. They were mailed on January 6 and arrived here in Pittsburgh on January 13.

I emailed with my contact at Johnson Press about this situation. They have been told that third class mail which is how our magazine is mailed, is taking up to two weeks to reach customers.

There you have it. So, this means that I must readjust

my schedule with the printer and send it to them at least two weeks earlier than would be the normal course. I hope that this may help to get *The Dispatch* to you in a timely manner.

MARCH-APRIL ISSUE

I hope that you are enjoying this issue as it is close to my expectations of what I would like it to be. The flag at the top of the cover should remain the same each issue. I have been working on consistency throughout since I started two years ago.

Another aspect of the magazine's design is finding just the right placement for the standard information that appears in every issue. It took numerous trial and error issues to make what I feel is the appropriate arrangement.

Lastly, is color. Since it is now a full-color publication it has been fun trying out using color not only with photographs, but also with backgrounds and lettering.

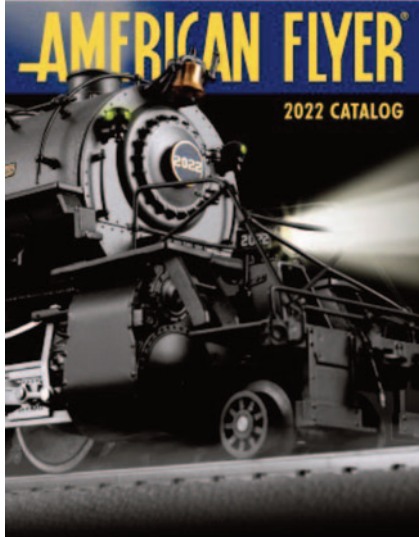
Thanks to all for your suggestions

PRODUCTS FOR S GAUGE

Jeff Madden, New Products Editor

NEW ARRIVALS

Lionel 2022 American Flyer Catalog: www.lionelstore.com/online-catalog 800-628-6202 The AF catalog is online only. An-



nounced are the return of the 2-8-8-2 steam locomotive, new paint schemes for the PA

diesel, passenger cars and the 2022 Christmas car.

Sierra West Scale Models: www.sierra-westscalemodels.com 972-618-5563. A steady producer of military, HO and O resin



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3-D items, Sierra now lists some S scale details such as a 6 pack of trash cans for \$14.00, 8 soda pop cartons for \$22.00 and a



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soda machine with 3 coke cartons for \$32.50. There are many more including propane tanks, barrels, etc. **Photos used by permission**

Todd Architectural Models: 973-507-4072. They are at 54 Mountainview Rd., Chatham, NH 07928. – toddmodel@mac.com.

See Products on page 7

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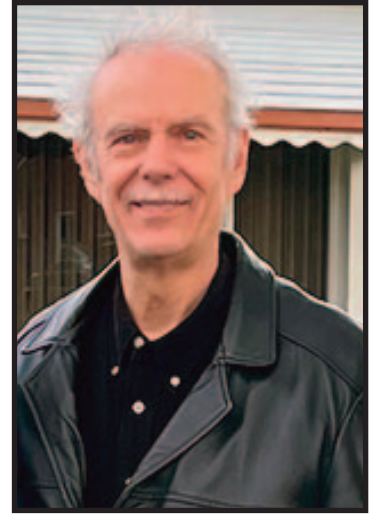
The NASG owes great debt of gratitude to Ron Bashista, who passed away in early December 2021

Will Holt, NASG President

This past December S scale model railroading lost another of its manufacturing leaders. Ron Bashista, the founder and owner of American Models, passed away December 4 from complications of COVID-19. His company has served the needs of S, 1:64 modelers since 1981, more than 40 years. At Ron's request, there was not a wake or service

Ron, a long-time model railroader, had discovered S while looking for an alternative to the poor operating reliability of smaller scales. He watched his young son, Zach, struggle with HO trains. He wanted to enjoy model railroading and wished the same for his son. He discovered S scale and thought it such a great scale that he committed extensive personal resources to start a manufacturing business. He found that some of his friends were tool makers. They helped with the initial tooling for more projects and along the way taught Ron how to create tooling on his own.

The public history of American Models began at the 1981 NASG national convention. Then unknown to the S community, Ron showed up with an S scale ready-to-run model of the Electro-Motive FP-7 diesel road locomotive. There was the promise of streamlined passenger cars to follow shortly. The locomotive operated very well, and the passenger cars did follow. And so did many other products. His efforts led to American Models producing some nineteen diesel and steam locomotives. The number of passenger cars available grew to include four 85-foot streamlined cars, five 74-foot Budd streamlined cars, five Amtrak Superliner cars, five 72-foot heavyweight cars and three 85-foot heavyweight cars. The freight car line up came to include, at one time or another, a total of sixteen different



cars. There have also been starter train sets. When considering the multiple road names and road numbers that have been offered, the variety of locomotives and rolling stock numbers in the hundreds.

He further expanded the line with code 148 sectional track, flex track and track accessories. These track products are a staple of S model railroading to this day.

American Models has occupied three locations over the years including its present location in Whitmore Lake, Michigan. It has a staff of about a half-dozen employees. In a recent conversation with Joe Calamia, Ron's right-hand man now assuming the role of general manager, he indicated that the company would continue with the production of S model railroading products, just without Ron. In fact, the company staff was back at work only three days after Ron's passing. They will continue Ron's legacy into the near future.

Before I retired from my own business, there were times I had the opportunity to be in Eastern Michigan for a client visit. If possible either on the way east or the way back, I would take the time to visit Ron. We would spend a couple of hours in the American Models coffee room talking about S and his plans or just things in general. Those are good memories.

Ron was willing to assist other S manufacturers with their plans. He originally provided the manufacturing capability of S Helper Service. Later would Ron, Don Thompson and Michael Ferraro would exchange information for the good of all S.

The NASG owes a great debt of gratitude to Ron. His all-S scale product line has been at the center of S manufacturing for all these many years. The condolences of all the members of the NASG are extended to his wife, Karen, his son Zach and the employees of American Models. Their loss is also our loss.



So this is what I do... by Dick Karnes

Adhesives

For gluing styrene or ABS to styrene or ABS, first make sure the parts fit together nicely surface-to-surface. Use liquid plastic cement, applied with a fine-tip artist's brush to the edge of the joint. Capillary action will draw the glue into the entire joint. Hold the parts together with fingers or little clamps (alligator clips work well) until the joint is set, around 15 seconds.

Avoid thick glues! These leave blobs that are difficult to clean up, and they also take much longer to set up.

If a piece of styrene or ABS connects to styrene or ABS at one end and resin at the other end, use styrene cement at the styrene-to-styrene end and ACC (superglue) at the styrene-to-resin end.

For gluing wood, paper, or cardstock to themselves or each other, Aleene's Original Tacky Glue works well. It sets up in less than 30 seconds yet is reposition-

able within the first two minutes. You can construct a wood kit (e.g., structure, old car kit) without stopping to let the glue dry before continuing to the next step.

Do not paint anything until the entire assembly is completed. Paint inhibits adhesion when attempting to glue/cement. If adhesion occurs, it is to the paint layer rather than the actual structure. Paint can peel off with less stress that it takes to break the underlying part. And if there is any intermittent stress on the joint, it will fail.

For joining dissimilar materials (resin, styrene/ABS, metal, wood) you must use

ACC. But again, if the parts fit nicely surface-to-surface, use the thin stuff, not the thick.

The thick stuff should be used only if one of two conditions are present:

1. It is impossible to get a flush fit.
2. The components to be joined are large (like a car side) and you need time to get proper alignment before the glue begins to set.

The photo below shows the adhesives I use.





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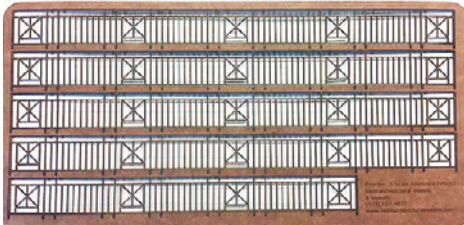
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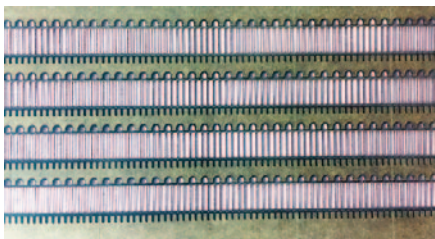
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PRODUCTS FOR S GAUGE Continued from page 4

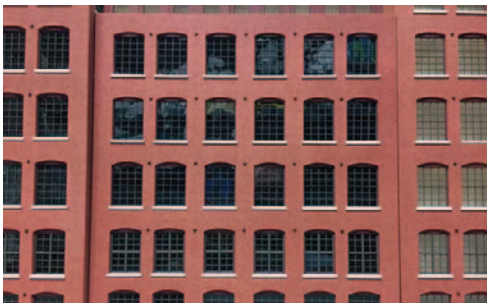
They have some International Fencing available in S. The Intertrack Fence is 3.5 scale feet high and you get 34.5 inches for \$7.99.



There is also the Hairpin Intertrack Fence at 3.75 scale feet high and you get 27.5 inches for \$7.99.



They also catalog the McElwain Shoe Factory warehouse based on a Nashua, NH



building. It looks like a variety of heights are available – 3-1/2, 4-1/2, 5-1/2 and 6-1/2 inches to create various stories. These appear to be flats about one inch wide. Pricing is \$100 for the 4 and one-half story version. These are laser cut acrylic plastic.

OTHER S PRODUCTS

3000Toys: www.3000toys.com:
Again, always new diecast vehicles showing up.



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Building a B&O M-25 box car using traditional ‘old school’ methods

Brooks Stover, MMR, photos by author unless noted

One thing I really enjoy about modeling in S scale is modifying inexpensive American Flyer body shells to create models acceptable for use on my Buffalo Creek & Gauley short line railroad. While not as detailed as the excellent models available from American Models, Smoky Mountain Model Works or S Scale America, among others, AF box car shells can be quite acceptable with a few added details when mixed into consists of more detailed models. And they are great fun to do! In this article I describe the evolution of one such “old school” conversion I recently completed (PHOTO 1).

Some years ago, I built a generic B&O boxcar from a sliding-door AF body shell. Using a chisel blade, I removed the side ladders and installed ladders from Pacific Rail Shops. I also made new, ‘open’ corner steps. After painting the car Floquil Tuscan Red I created a generic B&O lettering scheme from scrap box decals. I mounted the shell on an ACE underbody fitted with ACE hi-rail trucks and my standard Kadee 802 couplers. While no contest winner, the car was in service on my layout for close to 10 years.

B&O CLASS M-25

I recently learned that in the early 1960s the B&O acquired 134 boxcars from the C&O, which became B&O Class M-25

(PHOTO 2). The standard AF boxcar is an awfully close match to the M-25, being straight across the bottom and with simple door rails, pitched roof, square corners and dreadnaught ends. I liked the paint scheme in the photo as it is the less common scheme with the large B&O on the right side of the door, so I decided to modify my earlier generic model to represent a class M-25 car.

REBUILDING THE MODEL

I did not strip the paint off the model to make the modifications into an M-25, but made the changes carefully, so I only needed to touch up the paint. I was able to remove the old decals as they fortunately

had not bonded to the paint all that well.

The first major step of the upgrade was to replace the AF’s “clunky” door and rail. I was working on an S Scale America PRR X-29 (B&O M-26) boxcar kit at the time, and realized the doors on the SSA kit were the same size as the AF doors. Fortunately, DesPlaines Hobbies sells both CRECO and panel doors as well as Youngstown doors from their X-29 kit separately. To make my M-25 stand out I chose to use CRECO doors and ordered a pair from DesPlaines.

The AF door slides were easily removed by prying out the rivets. A small amount of filing was required to remove the bosses where the rivets had fit. Four new door



PHOTO 2 – The American Flyer box car shell closely approximates this B&O Class M-25 car. Notice the smooth sides, peaked roof and dreadnaught end panels. This example has a vertical brake wheel, but many were converted to horizontal wheels as these lasted into the early 1970s. Photo by Charles Mahan, Jr, from the author’s collection.

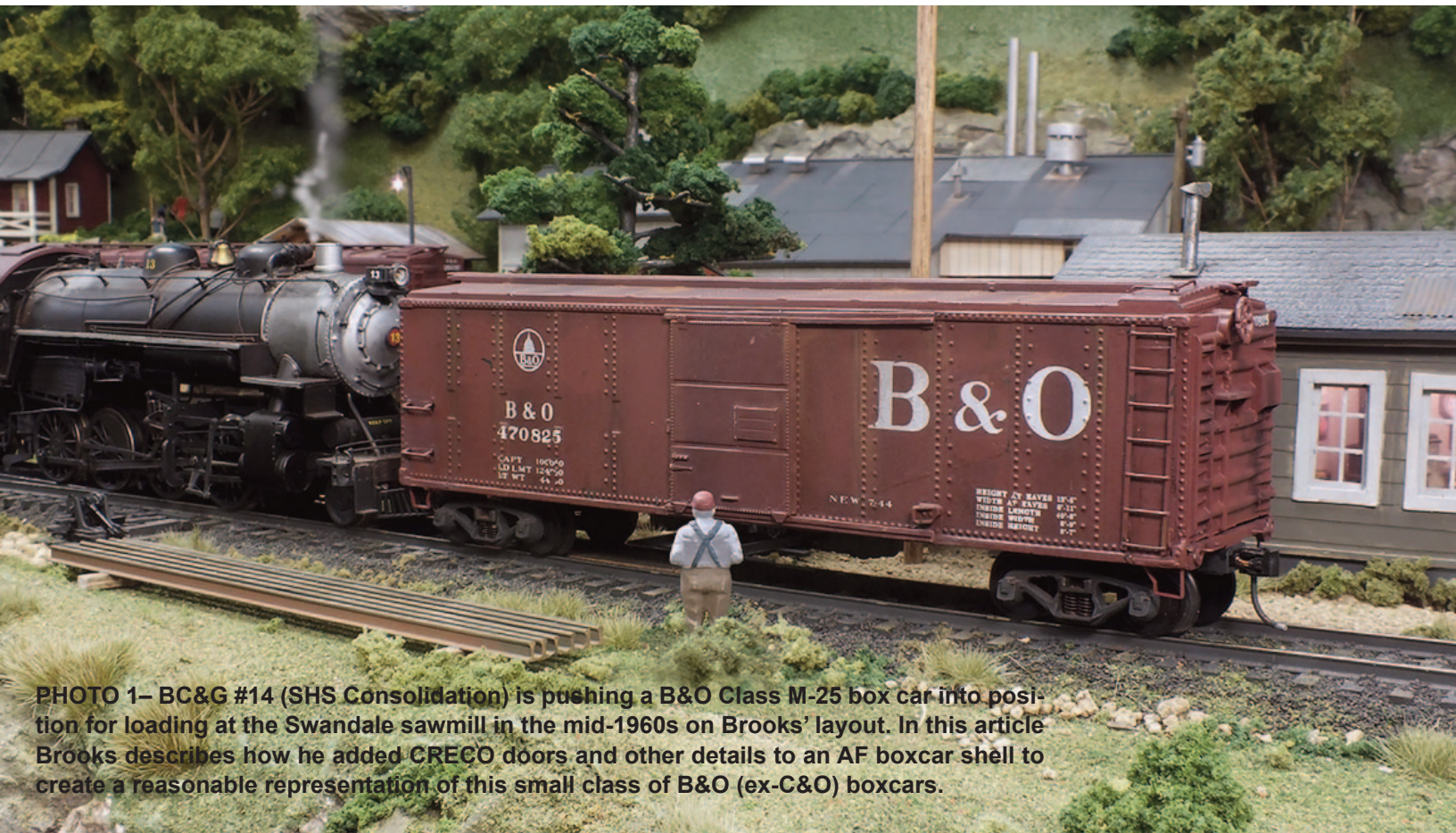


PHOTO 1– BC&G #14 (SHS Consolidation) is pushing a B&O Class M-25 box car into position for loading at the Swandale sawmill in the mid-1960s on Brooks’ layout. In this article Brooks describes how he added CRECO doors and other details to an AF boxcar shell to create a reasonable representation of this small class of B&O (ex-C&O) boxcars.

tracks were made from a strip each of .020 x .080” and .020 x .040” styrene. The DesPlaines doors fit perfectly over these new tracks (PHOTO 3).

To complete the conversion, I used a chisel blade to remove the molded grabs on the left end of each side and replaced them with Pacific Rail Shop grabs. I also re-

placed my earlier crude corner steps with PRS parts. I shaved off the grabs on the lateral roof walks and fabricated replacements from .020” brass wire. Finally, I added .020” brass grabs along the bottom of both ends of the car and used slices of 1/8” styrene to represent poling pockets (PHOTOS 4 and 5).

CONCLUSION

I would say the rebuilt model (PHOTO 6), while still not a contest winner, is a nice improvement over my original effort. The rivets are (still) oversized and the band of missing rivets to the left of the door is distracting. The road number on the car is not correct for an M-25, but I did not want to change any more decals than necessary and almost no one will know but me. There is

PHOTO 3 – The DesPlaines Hobbies CRECO door sets the M-25 model apart from boxcars with the far more common Youngstown door. Brooks made new door tracks from styrene strip. The DesPlaines door exactly matches the opening in the AF body shell. After this photo was taken, a .030” x .030” strip of styrene was added along both sides of the door to visually reduce the thickness.



only minimal underbody detail. Overall, however, my rendition of an M-25 looks and performs competitively with much fancier and pricier models on my layout. It is very satisfying to have been able to breathe new life into an AF body shell that was manufactured as a toy a half century ago

and that uses ACE floor and ACE trucks that have such significance in the evolution of S modeling! The BC&G crew is proud to switch rolling stock with such a colorful history and it is nice to be able to say, "I built it."

For more information about my layout

and modeling visit www.buffalocreekandgauley.com or the S Scale LAYOUTS page on www.NASG.org.

A copy of this article is on the NASG site in the HOW TO/KITBASHING section.



PHOTO 4 - Brooks added grabs made from .020" brass rod to the roof walk and on either side of the coupler. The poling pockets are slivers of 1/8" styrene tubing. The side ladder from PRS had been installed during the first iteration of the build.

PHOTO 5 - Two grabs from PRS replaced the cast-on grabs which were carefully shaved off the car sides using a chisel blade. The PRS corner steps are just visible in this view.





PHOTO 6 - While it was built with mostly “old school S techniques”, the B&O M-25 with CRECO doors makes a unique model. The PRS and scratch-built details make a nice near-scale representation of a period-correct car for Brooks’ 1964-era layout. The car was weathered with dark grey pastel chalk. Behind the M-25 is one of S Scale America’s beautiful X-29 kits built as a B&O M-26, a car terribly similar to the M-25 but without dreadnaught ends.

CHINESE MODEL RAILROADING MANUFACTURING FACTORY CLOSED

The Chinese government closed thousands of factories recently. Among them was Affatech Technologies. The closures are a part of an anti-air pollution effort.

Some reports attribute additional factors to the closure of Affatech including the health of the principal.

While several model railroading manufacturers are affected, the effects on S, 1:64 model railroading will be minimal. Fox Valley Models is affected for several products for

HO and N scales. However, their S gauge track line in production in another factory and they do not anticipate delays in future production runs including the next run of track due in October/November.

Des Plaines Hobbies S scale America line has a couple of their projects at Affatech but most of theirs are at other factories, so they anticipate only some delays in deliveries.

At a meeting between representatives of Affatech and U. S. model railroading manufac-

turers at the National Train Show in August, the U. S. importers were assured that their completed projects would be

shipped, and own tooling would be returned.

No timetable was made available for these matters.



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Elk & Gauley



Jeff Madden, photos by the author

Finally, after the building binge (published in January-February 2020 Dispatch) I have an update on my model railroad that includes some roads, rocks, trees, ground cover and backdrops.

finally gets some scenery





The local Doodlebug makes a stop to pick up passengers. In the background-Jeff has added new rock formations as part of his latest scenery efforts.

Ground Cover: Lots of pink foam was covered with deep brown latex paint and while still wet sprinkled with mostly Woodland Scenics ground foam. Earth tone brown was mixed with the green and some black around the engine terminal, coal mine and coaling tower.

Rocks: Next, I dug out bags of Sculptamold to which dry colors were added to give a grayish tint. Believe or not, the goopy mix sticks to the ground foam, even on vertical surfaces. I used a small trowel to notch strata and carve in some rocks. I also worked in several plaster rock carvings I saved from my old West Virginia HO layout, circa 1980s. Some pre-cast foam rock formations were also blended into areas around tunnel portals using Sculptamold.

Roads and Highways: I used a combination of Hobby Lobby "Play Tape," Leisure Time Highways and Busch brands which are all about 3 and 1/2 inches wide. I purposely chose the white dashed center stripe ones as yellow did not appear until after the 1970s or so and my road is circa 1958. These various brands have

lanes about 9 S scale feet wide and are about 3 and one half inches wide overall. Any outside white line stripes were trimmed off except in some areas near grade crossings, etc. Again, outside striping was rare in rural areas in the 1950s. All received a dusting of gray primer spray prior to gluing or sticking to the foam surfaces.

A flat gray latex paint was brushed di-

rectly on some foam areas to represent concrete or asphalt paving in such non-highway surfaces such as parking lots and gas station aprons. On some areas like this I sprinkled exceptionally fine gray ballast on the wet paint to simulate gravel roads.

Backdrops: I used 9 HO Appalachian Mountain scenes photo backdrops purchased from Scenic Express under the Realistic Backdrop banner. There are four different ones that link up, but I only used three tree-only ones apart from one that had a town in the background. They are about 36 inches long and 13 inches high including some sky, but I trimmed off the sky part as I already had my hardboard backdrop painted a sky blue. For clouds I sprayed a primer gray lightly in a circular motion moving left to right and then did the same over spraying Rustoleum flat 2X white over the gray. I filled in some areas between backdrops with my own painting using a mix of acrylic paints. The photo backdrops were all located in the around-the-wall layout area. In the separate furnace room area, I painted the hills myself with acrylic paints.

Hillside Trees: I also started on some tree hillsides by stretching out some black poly-fiber, spraying this with hairspray and



Obviously from the photos submitted there is a special place for the gas and oil business on the railroad as well as the local highway as represented by the Sinclair tanker, gas station and the Mobil Oil truck passing both. Note his use of various ground covers.



B & O #6471 heads a freight passed the local Gulf Oil and Gas Distribution center on the Elk and Gauley which helps provide a fair amount of business to the railroads. Jeff has incorporated the

liberally sprinkling ground foam on. This mesh was placed on screen areas on attached to toothpicks stuck in steep areas. Foreground trees and thicker shrubs will come later.

Waterways: My Elk River and tributaries were covered with drywall plaster and then just painted with a mix of blue-green

acrylics. A gloss coat will come later. Ditto for my log pond in the lumber mill location.

Readers might want to note that the areas of Camden and Elk River Junction are only 30 inches deep. The photo backdrops really helped to create a feeling of greater distance. Note the “brick” streets

after grandkids. So far, my son Terry has a gas station, my daughter Jeannette has a diner, a cousin has a body shop. I plan to recognize other family members later.

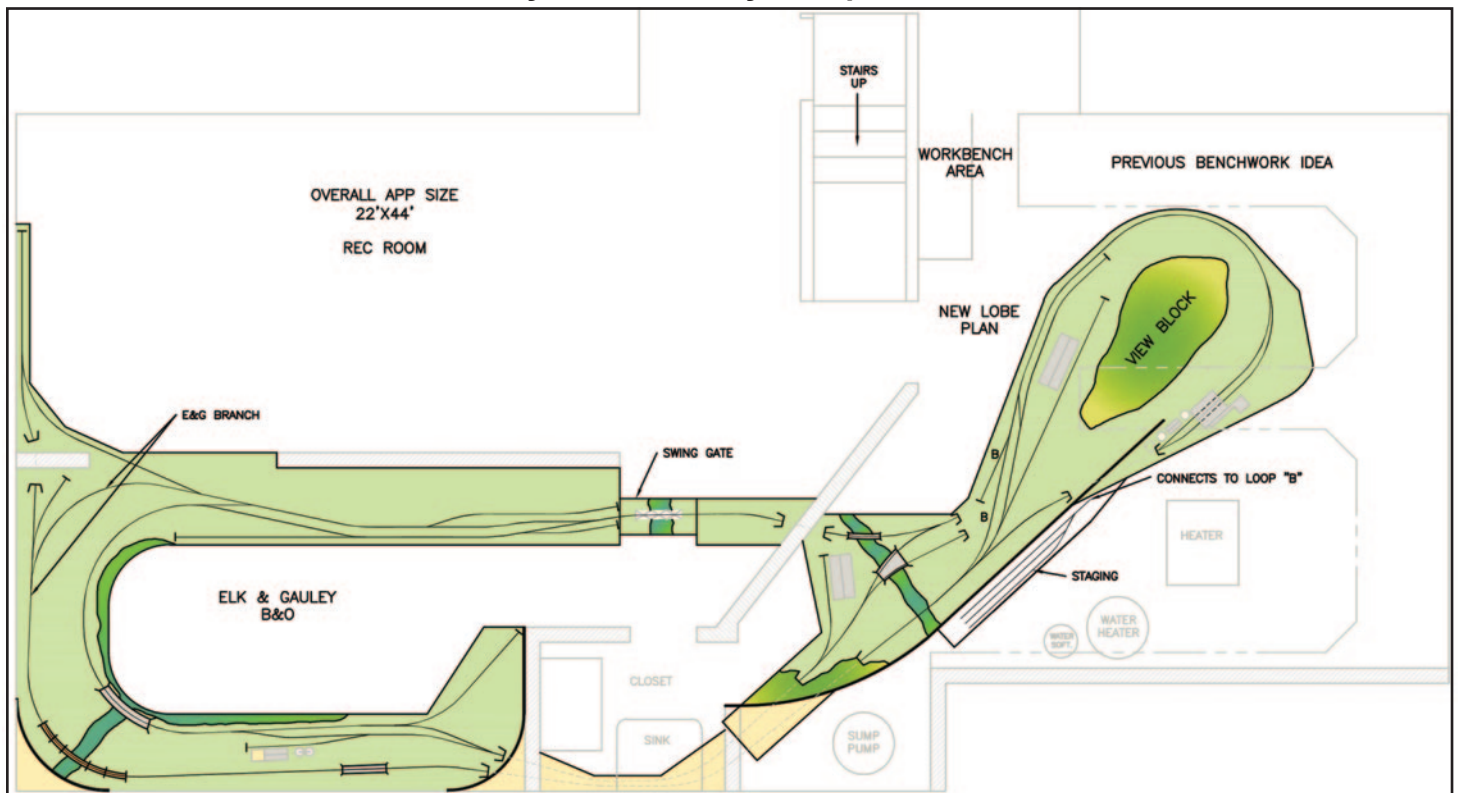
Oh no, now I must make a decision wiring upgrades – DCC, dead-rail? Currently control is just straight DC.

along the main streets in Elk River Junction – very typical of small towns in the eastern part of the U.S. during the 1930s-1950s era.

Next up will be foreground trees, vegetation, more details and more signage on buildings.

Some signage already reflects a few family members such as Connor’s general store, Morgan’s Hobbyshop and Camden’s Lumber Yard. These structures were named

This illustration of the Elk & Gauley was drawn by Joseph Kimber



BUFFALO

Visit Ron Kemp's N

Jim Martin,
Port Colborne, ON, Canada

The pages continue to fall from the calendar, bringing us ever closer to the 2022 NASG convention in Buffalo. It is now less than a half year off. While Darby Marriott and his crew continue to polish the apple, other modelers in disparate parts of the country have also been doing their bit to promote S scale.

Late last year an informal roundtable of S scale modelers, all with published articles to their credit, put their heads together in a concerted effort to properly explain the allure of 1:64 modeling-in-scale to would-be converts from other scales. Three articles came out of that effort, all targeted to scale-only/ non-tinplate magazines.

Already out are promotional articles by Dick Karnes in the *NMRA Magazine*, and a lengthy piece by Brooks Stover for Kalmbach Publishing's 2022 edition of *Model Railroad Planning*. Remarkably, that article was requested by MRRP's Tony Koester, so we do have magazine editors out there beyond our sphere who think our scale is a worthy one.

Still to come is a promised article this spring in *Railroad Model Craftsman*, placed with a mind to promoting the Buffalo convention.

There is a common misperception that it is hard to get an article published in a major magazine. That simply is not true. Editors are always needing good material and they will pick the low hanging fruit, i.e., a well-prepared article—so head to your keyboards all of you S scalers, there is work to be finished.

Back to the Buffalo convention. Check out the ads in this magazine and make plans to be in the Queen City this August 2nd-6th. And be sure to order a convention car. Mine has arrived and it is a beaut.

Meanwhile convention coordinator Ron Kemp is still managing to find time to work on his New York Central Belt Line in S scale. It's coming along nicely, and it will be worth a visit come August.

In Ron's own words:

"I learned a lot from the Pines and Prairies group in my 12 years in Minnesota. I built a very modest layout there due to the configuration of the house we lived in. I would like to think it was pretty much successfully executed due to much of what I learned from them and the help they gave me.

My wife and I moved back to Western New York into a new home more suited to a model railroad. Having grown up in Buffalo and favoring the local roads, I settled on creating my rendition of the Belt Line which basically circled what is today



the inner city of Buffalo. The NYC mainline comprised a part of it and the belt line provided a pathway through to Fort Erie, Ontario at Black Rock and into Suspension Bridge (Niagara Falls) via the Falls Branch.

Built in the late 1800, it provided passenger service to Buffalo residents with 12 daily trains eastbound, and 13 trains westbound with 19 stops placed approximately one mile apart. Industry sprung up around the line with such notable companies as Ford, Pierce-Arrow, Thomas Flyer, Houdaille, Blaw-Knox, Otis Elevator, National Biscuit, Larkin Soap, and innumerable companies that contrib-

uted to the local and national economy. The railroad served to get people to work, and raw materials to, and product from these companies. Many of these facilities are still standing although most have been repurposed. Sadly, only one passenger station remains today as a private residence.

Google Maps currently provides satellite photos depicting these buildings and the right of way. Sanborn maps provide a snapshot back in time to see what once existed but what was lost to progress. Researching has proved to be a fun part of this project.

I began the railroad about

Convention

New York Central Belt



Above left is the original railroad map of the New York Central Belt Line around Buffalo.

Above is a glimpse of some of the industries Ron has included on his layout.

Below is a photo of his use of land forms that vary in height to give separation to scenes Ron has created on the layout.

three years ago and have completed about a third of the benchwork including track and wiring. It is constructed of 1x4, 1x6 pine, ½ inch plywood, homosote and cork roadbed on the main.

Final size will be approximately 12 by 48 feet. I've had no issues with expansion or contraction on in the current 42-foot length. There is no change in the 50-inch elevation of the mainline: some spurs are a couple of inches lower.

Landforms vary in height to give some visual separation. Cardboard strips with plaster gauze, and pink foam are utilized for the scenic elements.



The painted backdrop is 1/8 inch by 2 feet Masonite.

Planning is pretty much in my head and plans have been changed, modified, scrapped, and added any number of times. The biggest challenge has proved to be what features I want to represent, either from a “real estate” standpoint, or a skill standpoint. For both reasons I simply cannot model Buffalo’s famous Central Terminal.

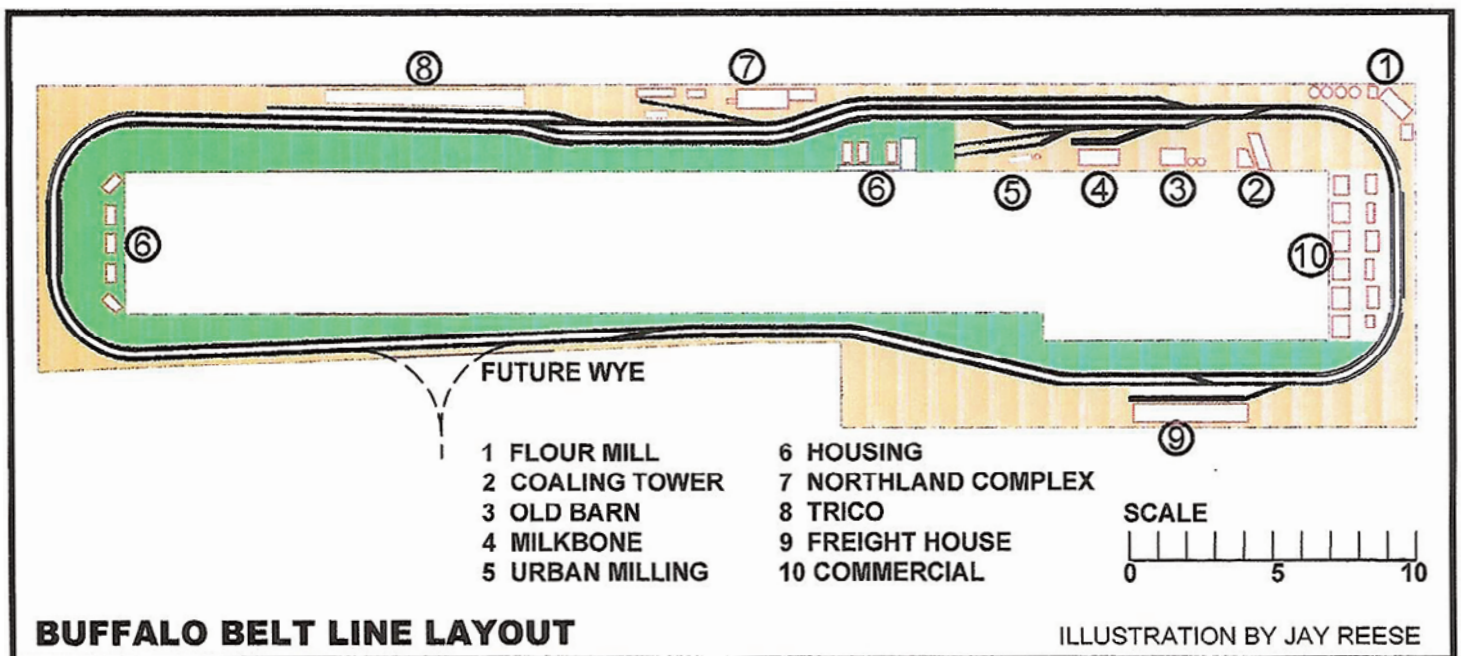
Ultimately, what I hope to accomplish is to construct something that has the general smell and flavor of Buffalo even if it does not taste the same. My home is open to visitors.”

Thanks for the tour, Ron. As for the “taste” of Buffalo, we will take chicken wings.

Above right is a view of part of Ron’s layout yard stocked with lots of freight.

Right shows both New York Central passenger cars waiting to be picked up while an Erie Lackawanna engine gets ready to pull its next assignment.

Below is an illustration of Ron’s Buffalo Belt Line.



2022 NASG National Convention

August 2nd-6th, 2022

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Tour Niagara Falls



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Author Kirstatter shares some hints that may help modelers complete their stash of old resin kits. He built this USRA double-sheathed boxcar from a long out-of-production “S”cenery Unlimited kit.

Building and detailing a vintage house car kit

Hints from Edwin C. Kirstatter

Many of us, particularly old-timers, have a stash of unbuilt resin kits perhaps a quarter to a half century old (or older!). We got these tips for updating and finishing a “S”cenery Unlimited USRA resin boxcar kit, but many of these tips apply to any kit, e.g., resin kits from @#%\$! Train Stuff, and Furnaro & Camerlengo.

PREPARATION

Before you do any assembly, clean the kit’s resin components. Generally, a scrubbing with a soft toothbrush in warm (not hot!) water laced with a fair amount of liquid dishwasher detergent will do the job. Some vendors recommend chemicals such as lacquer thinner, but exposure to such solvents for any significant length of time can result in real damage to some resins.

ADHESIVES

Use some sort of cyanoacrylate cement (aka super glue, CA, or ACC) to join resin to resin or resin to metal. For components that fit together snugly, thin CA is the way to go. For parts that do not fit snugly, use a

thicker CA cement like Zap-a-Gap, which allows some repositioning before setting up—useful for joining long parts that need to be carefully positioned after adhesive is applied.

CAR BODY ASSEMBLY

As you proceed to assemble the basic box that comprises the typical house car, you may find that some of the components (sides, floor, roof) have warped over the decades they have been sitting in your stash. You can still use these components if you rig up rigid spacers inside the carbody, held together with rubber bands while assembling/gluing. It is highly likely that a simple piece of styrene tubing between the sides of the carbody will take care of side warpage while the rubber bands will relieve any roof warpage.

TRUCKS

Some of these kits include trucks pre-dating the change in NASG wheel standards, so be sure to check the wheelsets with your NASG wheel gauge. If your wheelsets are too tight (as they would be if they are Northeastern or Culp trucks, for example), you have the option of replacing

the wheelsets with NorthWest Short Line wheelsets, or you can simply spread the wheels apart to match the gage. If you do this, you may have to file the backsides of the sideframes to prevent the wheels from contacting the side frames as they roll.

COUPLER CONSIDERATIONS

Most of these kits were designed before the Kadee 802/808 couplers became the de facto standard for S. Therefore, some modification of center sills or bolsters or both may be in order. You will probably have to remove some portion of the ends of the center sill to accommodate the Kadee coupler boxes.

Alternatively, you could use one of the alternate Kadee-compatible couplers such as the San Juan “Evolution” coupler. These have whiskers instead of coil springs and can generally be plopped in place in any of the older coupler boxes that may be included in your kit.

Be sure to check coupler height once the trucks are attached. You can adjust coupler height downward with thin washers between the coupler and the coupler box, and you can adjust the height upward by placing a washer between the truck and the car body bolster.

BRAKE SYSTEM

Many of these kits contain “K brake” components. The K brake system combines the air reservoir, cylinder, and triple valve in a single fitting, whereas the AB system separates these three functions in three in-

dividual components. In 1953 K brakes were outlawed for interchange service in the US and Canada, although the AB system had been installed on most cars before 1953.

Irrespective of the brake components included in your kit, decide which system you would like on your car. A contemporary source for an S scale K brake system is Eastern Road Models K brake system from Shapeways. AB systems are available



In this "B" end view of a kit-built "S"cenery Unlimited resin boxcar one can see several of the features mentioned in the text. Note the thin vertical rod on the right side of the ladder. This is the air line to the pressure relief valve, located above and to the left of the brakeman's platform. If you do not have this part (hard to find except perhaps on Shapeways), you can simulate it simply by bending the top 1/8" of the rod.

from Grandt Line (plastic) and BTS (brass). All three of these vendor offerings include components for the "B" end of the car – brake wheel, ratchet/pawl, etc.

Most modelers are satisfied to install the primary brake hardware (K appliance or three AB appliances) and train air line running for the entire length of the underframe because rodding, levers, and secondary piping are generally invisible when your car is on the track. But if you wish, a complete brake system with pipes, levers and rods can be installed. Make air brake levers from .010" sheet. Piping and rigging can be made from .020" wire with a bit of chain where needed. The train air line, if not included in the kit, can be made from .030" steel or brass rod

"B" END DETAILS

The "B" end is the end that contains the brake wheel and its associated parts. It is always the end to which the brake cylinder piston points. Depending on the kit, not all the relevant components may be present. The brake system components are in the sets mentioned

**Is Your
DUES
Due This
Month ?**

above. However, the brakeman's platform is not included in these sets, and may not be included in the kit. You can easily construct a brakeman's platform with a 5/32" x 5/16" of .010" styrene sheet for the platform itself. Platform supports can be made from .010" x .040" styrene strip. You will also need to provide metal rod for the brake staff. Tichy No. 1104 .025" phosphor bronze wire works very well for the brake staff.

MISCELLANEOUS DETAILS

The 020" wire and wire grab irons supplied for ladders and grab irons are kind
See Building on page 25



Here is the "A" end of the same car before painting. The kit did not include right-hand end ladder stanchions, so the builder created them with .020" x .040" styrene strip. Also clear is the coupler cut lever, secured at its left end in an eye pin next to the poling pocket. The cut lever appears to be, per prototype, attached to the bottom of the coupler, even though it is not. Its right-hand end is bent back beneath the coupler and glued to the bottom of the coupler box.

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

Dave Blum
PIKESVILLE MODELS
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Electrical union may strike over unsafe working conditions with yardlights

Here's how to make some changes to Lionel accessories for S layout

Tom Hartrum, photos by the author

Over the years I acquired two Lionel accessories for my S gauge layout, the 6-12759 single floodlight tower and the 6-24103 double floodlight tower,

shown in Figure 1. Although their size seemed OK, they always looked a little too “toy-like” for my taste.

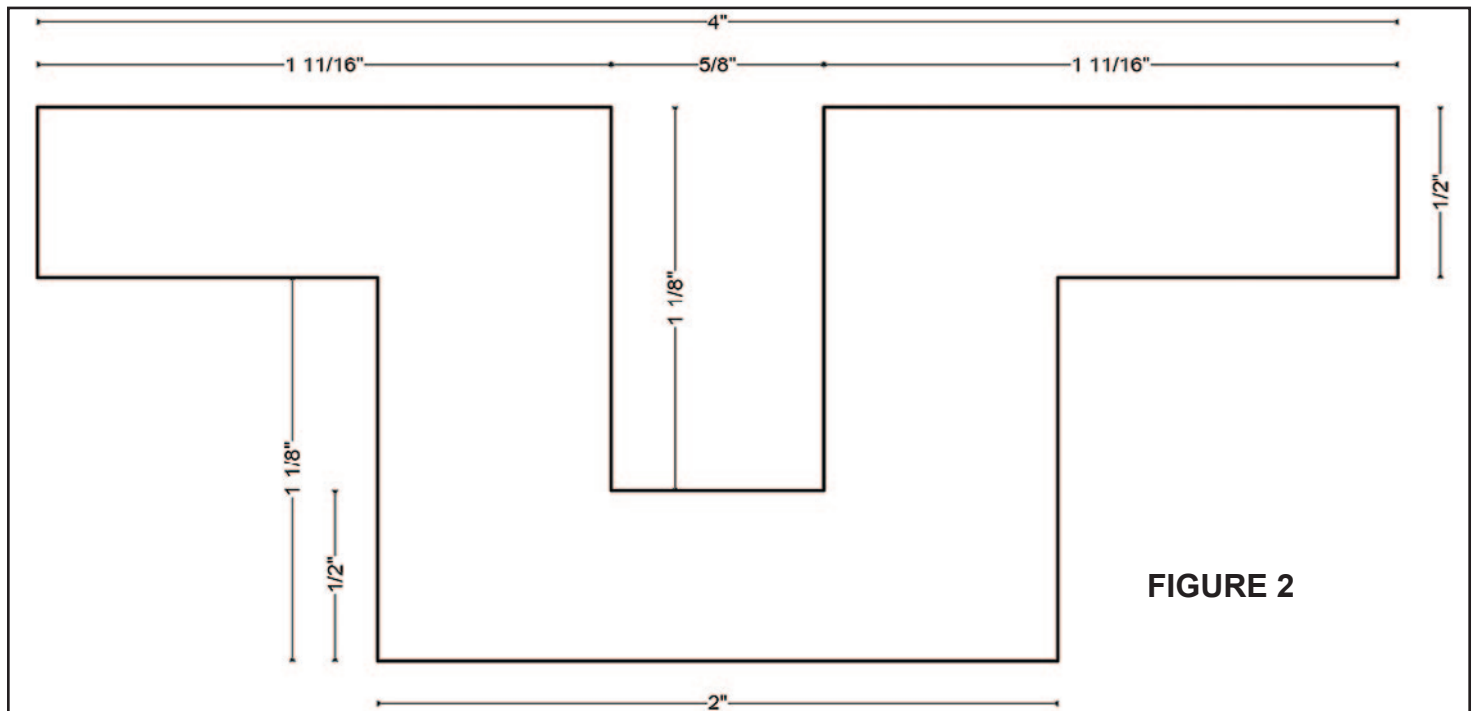
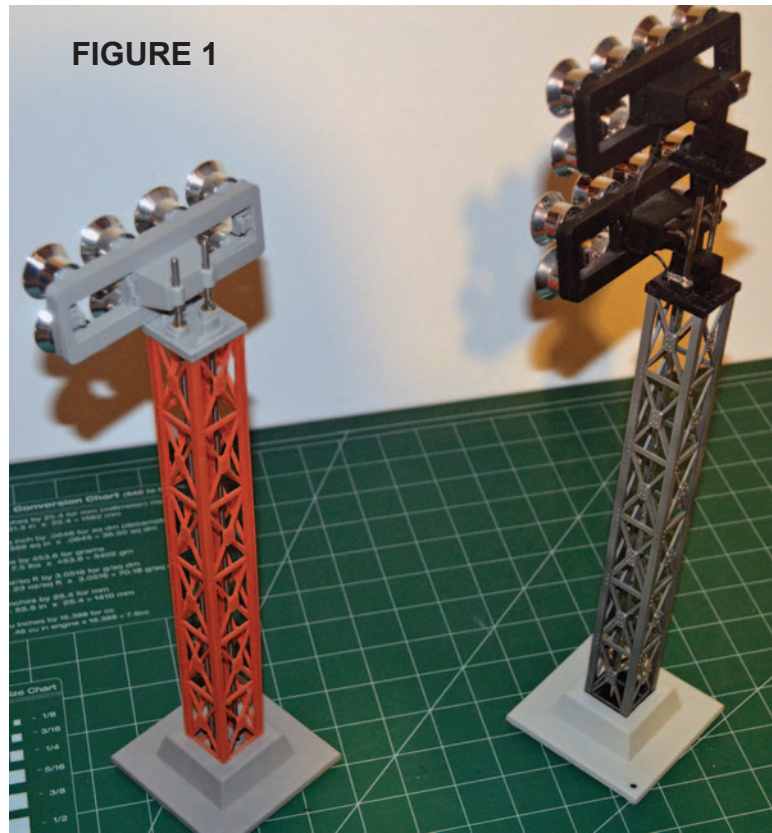
Recently my 1:64 electrical union workers have been threatening a strike due to the unsafe conditions of climbing up the girders to service the

lamps. To address these problems, I decided to add some enhancements to the towers.

The obvious need was for a ladder, but a ladder to where? A platform was needed. I needed a total of three platforms, but I will only describe one in detail.

After taking into considera-

tion the safety of my little workers, I laid out the top platform of the double tower as shown in Figure 2 and cut it out of 0.020 thick styrene V-groove with 0.100 spacing. I framed the outer and inner edges on the bottom both to strengthen it and to hold it in place on the tower.



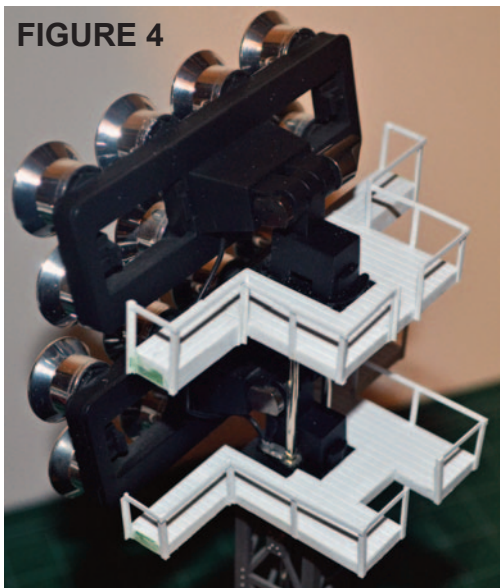
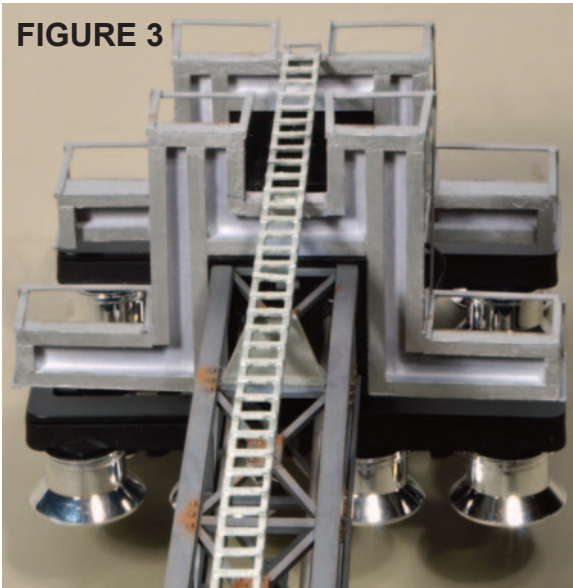


FIGURE 3

FIGURE 4

FIGURE 5

I used 0.125 square styrene strips as can be seen in the finished bottom view in Figure 3. I added a safety railing all around as shown in Figure 4.

For this I used 0.06 styrene angle for the corner uprights and 0.02 x 0.06 strips for the horizontal bars.

I sprayed the entire platform with gray primer, then brush

painted the frame and railings with Testors Flat Steel 1. The V-groove deck was brown craft paint, first a wash, and then a dry brushing. I glued the platform to the tower with ACC super glue.

Now that I had a place to attach it, I turned to the ladder. Many years ago, Evergreen

made an S-gauge ladder kit (no longer available) and I bought a few "for future use."

However, it is simple to scratch build one.

The two uprights are basically 0.04 x 0.06 styrene strips. In the kit they are lightly notched every 7/32 of an inch. The steps are cut from 0.03 x 0.04 strips supplied in the kit. Even with the kit I needed to build a simple basswood jig to hold the uprights in parallel while gluing the steps.

If this seems too complex, there are some S-gauge ladder kits available, including Twin Whistle, CatzPaw, Rail Scale Models, and Shapeways.

After gluing the ladder to the edge of the platform I realized it was a bit flimsy and needed some bracing. I cut three trapezoidal braces from 0.04 styrene.

The base was cut to fit against the over girder, which was 3/4 inch, the parallel side was cut to fit the ladder width of 5/16 inch, and the height was set to the distance between the girder and the ladder at 9/16 inch. These were painted silver and equally spaced along the ladder. They can be seen in Figure 6 showing both completed towers. Figure 7 shows the double tower on my layout.

This was a simple and straightforward project and made a significant improvement in the look of the floodlight towers. Often the addition of a few details can improve the appearance of a structure.

If you are not an experienced builder, this type of simple improvement project is a good place to start honing your skills.

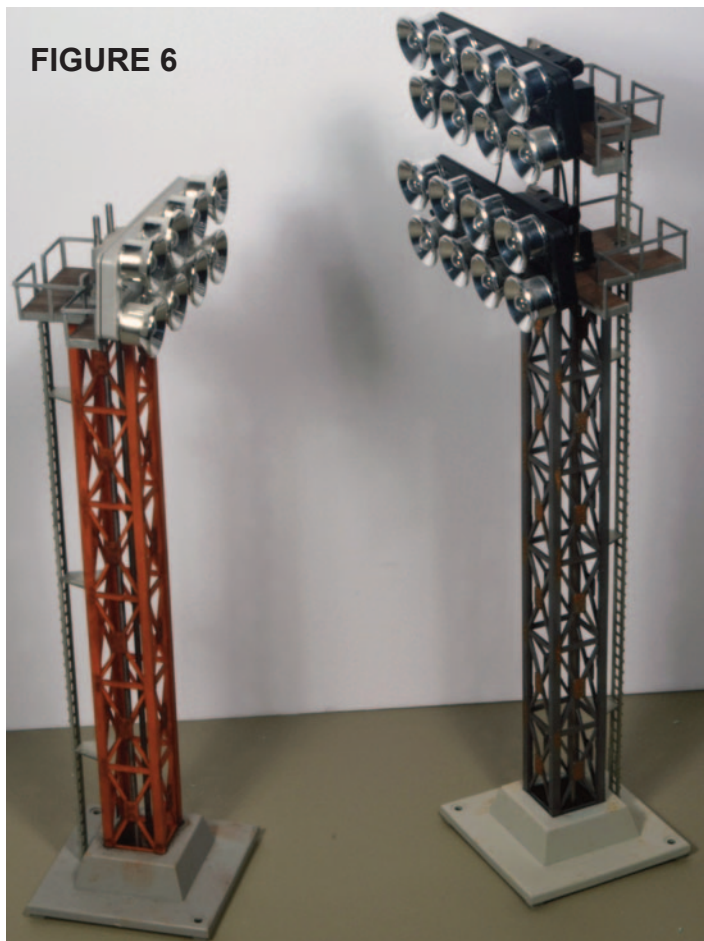


FIGURE 6



FIGURE 7

Down by the Depot

by Carl Rudolph



We all start thinking that we are finally ahead of the pandemic curve and then a new variant shows up that causes another surge of cases. Getting tiresome, isn't it? But thankfully we have trains and club friends to help reestablish some sanity in our lives. So, here is the news we have for now:

The **Bristol S-Gaugers** sent a note this time. **Doug Peck** wrote "The Bristol S-Gaugers, after finally 'reuniting' in September 2021, showcased their portable layout at the November 2021, Greenberg Train Show in Wilmington, MA. After two years of storage, the layout required only minimal tweaking and repair to be ready for show operation. An excellent turnout of members [who] were anxious to socialize, operate, and talk S-gauge to the interested crowds for two days! Then in December, the club held its annual Holiday Party at the home of **John and Pat Fucile**, with plenty of food and the traditional "Red Sox Swap" of surprise gifts. The January meeting was held at Paul Riley's home, where, among other things, plans were finalized for layout participation at the huge Amherst Railway Society Show in West Springfield, MA. Club members are glad to be "highballing" once again!" Right on, Doug!

The **South Jersey S-Gaugers** are now meeting in person as well as virtually. In the newsletter, **Ed Claypoole** wrote about Winslow Junction, a locally famous railroad crossing near the Pine Barrens and **Joe Kimber** had a fine article about building a track cleaning car out of a boxcar. As mentioned previously, the club has had its layout for an extended period at the Museum of Military Transportation where they were able to make some major repairs while also operating the layout for museum visitors. A photo of club members showing the layout to students at a local all-girls school is on the right. Symbiosis indeed!

The **Baltimore Area American Flyer Club** met at **Joe Foltz's** home where they enjoyed his fine layout. The club layout was in operation at the Westminster and Greenberg shows. Following those shows, the club had their holiday luncheon at the Mission BBQ in Ellicott City.

The **Cuyahoga Valley S Gauge Associ-**

ation (Cleveland area) have announced that they are proceeding with their annual Snow Dogs show in January which of course will be over by the time you can read this. With the pandemic's ups and downs, no one can plan very far ahead so notice we receive is short indeed – and by the time an event rolls around, the rules may well change again, thus upsetting even the short-range plans. But the holiday dinner was hosted by Jim and Maryann Sima at their home and about 20 members had a wonderful time and feast!

The **Miami Valley S Gaugers** are set to have a holiday dinner at Enterainment (yes, that is spelled correctly) Junction in January which included admission to the train display and a behind-the-scenes tour. Before that, though, there was another train wreck at the Dayton Train Show and the guilty parties had to clean up the mess! Lastly, the club is already planning for the 2023 Spring Spree which they will be hosting!

The **Central Ohio S Gaugers** (Columbus area) displayed the layout at the Marion Train Show and again at the Great Train Show in Columbus. Recent meetings have been of the hybrid variety (Zoom and in person) including one at **Monty and Susie Kaufman's** home in Sandusky. A layout repair session and meeting are scheduled for early January and **Art Lofton** is on the hook to host an AF steamer repair clinic in

February.

The **Central Ohio S Gaugers** – Northern Division (Toledo area) met at the home of Phil Spicer recently. The meeting announcement stated, "Bring your 'SHOW & TELL,' questions, answers, pictures and bodies" and we think the last item is the most important! **John Frankforther** sent out pictures of his latest 3D printing project which includes some very realistic looking dwarf signals to which he has added LEDs. Really cool. Finally, the club had the traditional holiday event at Tony Palumbo's home at which they imagine being on a famous passenger train having dinner in the diner. This year they were on the Erie railroad, riding the "Lake Cities" which ran from Jersey City to Buffalo, Cleveland, and Chicago. The entrée served is one shown on a 1954 Erie menu. The whole event is larger than just the dinner with an appropriate historical video about the host railroad followed by some S gauge train running after dinner. Your scribe just cannot imagine more fun than this.

The **Badgerland S Gaugers** (Milwaukee) reported that the Fall S Fest, which they hosted, was a success after meeting many challenges including a reboot from 2020. **Ron Schlicht**, the chair for the event, is to be commended for working through the headaches of getting the show going again and doing a great job. All the regular activities were included, and attendance was good even though many people chose not to travel in these times. Congratulations to the club!

The **Pines & Prairies S Scale Workshop** (Twin Cities area) are always so serious in all their communications. When the



Ken Palmer operates South Jersey S Gaugers' Flyer accessories for the visiting students of a local all-girls school. Photo credit: Hank Worrell

Omicron variant of Covid first started showing up, **Ken Zieska** purposely misspelled it as Omnicon which, of course, made some very fine Consolidation type locomotive models in S scale. Therefore, Ken was volunteering to take your Omnicon infested locomotives off your hands to help you isolate them from the rest of the trains on your layout. Then he closes with "Gracious, yes, but what are friends for?" Of course, it just escalated from there with **Tom Lennon** willing to allow his ICU (Infected Consolidation Unit) roadbed to be used to store locomotives in his house in perpetuity at no charge. All good tongue-in-cheek stuff! For real news, they have met at **Chris Poppe's** and **Shane Lambert's** homes for layout building (Chris) and operation (Shane) and **David Jasper** had the bunch at his new home.

The **Kansas City S Gaugers** reported with a synopsis of their activities in 2021 and the list shows that they have been successful and active through a difficult year. Having the layout at a museum and at the Mid America Train Show, as well as taking care of the S gauge portion of the layout at KC Union Station were two big projects. Several of the club went to the Fall S Fest in Milwaukee and brought home some goodies from there. The club does a lot of meet-and-greet at the various outings to promote S gauge. Meetings have been mostly in **Bill Hutton's** office in Kansas City, Kansas. They say they are a small club but they act large!

The **Dallas-area Lone Star Flyer S Gaugers** correspondent Larry Yurcho sent the following: "The DFW area Lone Star Flyers are working to prepare for the January Winter Train Show to be held on Janu-

ary 15 and 16 in the Plano Event Center. Weather and the virus permitting, we are anticipating a large attendance. We fill the large Event Center with layouts, vendors, and train rides. The show will also feature the Great Train Race allowing kids and adults of all ages to race trains on two level figure 8 tracks! There was a good participation for the race track at the Fall show in October and we are anticipating even more fun and excitement as the kids get to control the speed of their train!

"Our Club will have its 45-foot layout featuring its multi-track excitement in the Main Hall for this show as it was in October. It is adjacent to the racetrack and will draw more visibility in the larger hall. We have not finished the new downtown area featuring 50's and 60's art deco buildings and moving sidewalks. It will be really exciting with the people going in and out of the buildings at scale speeds. The new turntable and round house will hopefully be ready to debut then too! It features four bays with switching tracks. Very well done!

"Our club is seeking new members to S and would be delighted to talk with any Dispatch readers about membership. We have our rented club house in a retail space in Hurst, Texas, near Ft. Worth. The club has received several donated collections in recent months and members have bid in silent auctions on the items. All proceeds go to our general fund for layout improvements.

"We wish everyone a very prosperous and healthy 2022!" Hear, hear, say we!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** should be congratulated on a great Flyer

Fest West show that they hosted in the Fall in San Mateo. The event was a success with lots of interesting AF and S Helper items for sale. Your scribe can attest that it was wonderful to see and talk to old friends again and talk trains!

The commemorative Anchor Beer box-cars are beautiful. The banquet was the best convention/event food ever known and all participants agreed to that. The display theme at the banquet was all IDI/American Hi-Rail items from the hands of Tom Hodgson and **Mark Boyd** provided an excellent banquet presentation which was about the many large commercial German model train layouts. Kudos to the GGAFCl!

The **Southern California S Gaugers Club** has held one Zoom meeting and one in-person meeting which was held at Jeff Kruger's home. The club has recently had the layout at the Victorville Great Train Show and at a show in Simi Valley which was held in the old Southern Pacific depot which is now a museum. Nothing like having a show with Amtrak and UP trains going by outside the windows! The club has finally bought a new trailer for transporting the layout to allay a pressing need. Future outings include the Great Train Show in Costa Mesa and at the Bakersfield Train Show.

The Omicron variant is causing a large surge in the pandemic as this is being written. But more and more people are getting vaccinated and boosted so there is hope! Keep trackin'!

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

Building, detailing a vintage house car kit

Continued from page 21

of bulky for S scale. Tichy Train Group offers .0125" phosphor bronze wire (Part No. 1106) and matching grab irons (Part Nos. 3501 & 3502) that are closer to S scale.

Some resin kits have no dimples indicating where to drill for grab iron installation, so you may have to measure from the scale drawings, then mark and center punch their locations on the carbody. For kits in which you may have to fabricate ladders on the car sides and ends, you have two choices: uprights made from .010" x .040" styrene

strip and Tichy grabs, or complete ladder assemblies from Grandt Line. If you need to supply your own stirrup steps below the ladders, staples are an excellent choice, re-bent to 3/16" wide. Press them into No. 76 holes.

Additional details such as coupler cut levers and brake retainer valve can also be installed. Consult scale drawings of your car to determine the configuration of the cut levers and form them from .016" brass wire. Drill your end sill for an eye pin (e.g., MicroMark Part No. 60405; use drill size 66) in the proper location to hold the cut lever and force the pin into place. Thread

the cut lever into the eye pin and secure its end beneath the coupler pocket with a small drop of Zap-a-Gap.

A brake retainer valve could possibly be included in your brake gear set, depending on the vendor you select. Run a .010" wire from the bottom of the "B" end, next to the train line, to a position between the brakeman's platform and the end ladder. End it where the brakeman can reach it with his left hand without crouching. If you have a retainer valve, mount it at the top end of the wire. If you do not have a valve, simulate it by bending the top 1/8" of the wire almost 180 degrees back on itself.

WHAT'S CONFORMITY?

or, How to improve your contest score without changing anything on your model

Dick Karnes

As a onetime NASG Contest Chair, I have had the opportunity to observe and supervise model-contest judging at NASG National Conventions. My experience is that the judges have almost always been mercilessly fair. They interpreted the judging rules precisely, and they still managed to enjoy their task.

Nonetheless, perhaps the most common complaint from model-contest entrants is "I followed prototype photographs and plans to the letter, yet I still got marked down for conformity. The detailing and paint job are

identical to the prototype – Why did I get only two 'conformity' points out of a possible ten?"

The NASG contest rules describe "conformity" as follows:

"Conformity measures how accurately the model reproduces the prototype. Examples: Is the angle of the roof correct? Is the lettering (size and content) correct? Are the proportions correct? Do the details match up? Is the paint color correct? For a freelance model, the judges will have to draw on their own knowledge and experience to choose how many of the 10 points are deserved. They should be asking such ques-

your local library, pay 10 cents a copy, and attach these copies to your entry. Just think – 20 or 30 cents is the difference between only two and as many as nine or ten points in your contest score. What is the difference? Plenty. Many contest winners are distinguished from the losers by margins as small as one point.

If your model is freelanced, the conformity test is "Is it prototypically plausible?" Again, photos of examples of prototype styling, detailing, basic design features that influenced your model really help.

Examples from the NASG 2004 National Convention in Chicago: A beautiful CNR steam loco got marked down because its tires were striped white, whereas the one furnished photo was of a loco so dirty that the tire striping did not show. The judges' conclusion was that the prototype's tires were not striped, so points were deducted for non-conformity.

Another entry, a nicely finished NP road switcher, lost points because the judges had no idea the extent to which the painting and finishing matched a prototype. No corroborating photos were furnished.

A related tip: Always furnish lists of both scratch built and commercially manufactured parts. Many judges are not S gaugers, and so are unaware either that a lot of detailing parts are, or are not, available in S scale. To help them determine which parts you scratchbuilt vs. which ones you purchased, furnish two lists: scratch-built parts and commercial parts. If you modified any commercial parts, furnish a list of these too. It is not fair to the other entrants if the judges think your commercial parts are scratch built, and it is not fair to you if they think your scratchbuilt parts were commercially manufactured!

If your model is based on photos, take those photos down to

COMPANY STORE

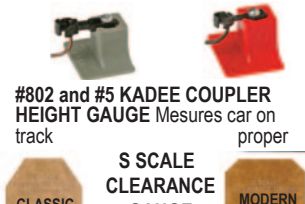
FOR SALE TO THE GENERAL PUBLIC



NMRA S3 TRACK AND WHEEL GAUGE \$7 members



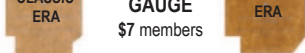
NASG S-3, S-4 TRACK & WHEEL GAUGE \$7 and 2 for \$12



#802 and #5 KADEE COUPLER HEIGHT GAUGE Measures car on track proper



REFRIGERATOR MAGNET 50TH ANNIVERSARY LOGO \$4 each



S SCALE CLEARANCE GAUGE \$7 members

FOR SALE TO NASG MEMBERS ONLY



LAPEL PIN 3/4 diameter



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



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



EMBROIDERED PATCH \$4 2 3/8" diameter



NASG T-SHIRT \$15 2X \$18 ash gray with blue 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: Chris Crnich, 3243 W. 2600 North, Arco, ID 83213

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 SChris Crnich 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 Board of Trustees seeks nominations for NASG annual awards

The Board of Trustees is soliciting nominations from the membership for any of the awards presented by the association (in the past, nominations were accepted but not solicited).

Each nomination must include the name of the nominee for the award and include a brief presentation (no more than 50 words) of why the board should consider presenting the award to that nominee, along with the name of the member in good standing making the nomination.

Except for the Bernie Thomas award, any member may nominate himself or his company for consideration. Nominations for the Trustee's Award are not accepted.

The nomination period is from March 1 of the current year until April 15 of the current year. Nominations should be sent to the president either via e-mail or in writing via post.

The Bernie Thomas award is pre-

sented each year to an individual whose range of activities have been of meritorious service to S, 1:64 model railroading and/or have been of meritorious service to the National Association of S Gaugers.

The nominee's activities should be of significant benefit to S over a period of years and over a wide range of geographic areas. It is conferred upon only one individual each year and is the highest honor the association may bestow. It carries with it enrollment as an honorary life member of the NASG. This is the only award that the association must make annually.

The Charles Sandersfeld Memorial Manufacturer's Award is presented to the company releasing the most significant new product for S during the association's fiscal year, July 1 through June 30, or for a yet unrecognized manufacturer whose ongoing contributions to S have been significant.

It is awarded to the product and the company, not to an individual. It need not be presented annually.

The Perles Publication Award is presented to an author for an article that promotes and displays S model railroading in a publication that is for the broad model railroading community, not exclusively S.

The article must appear in a publication between April 1 of one year and March 31 of the following year (this provides for time for the article to be distributed to the Board of Trustees for consideration).

Especially important is that the article provide strong references to S model railroading. It need not be presented annually.

The Josh Seltzer Web Site Award is presented to one private individual or S organization for a new web site that promotes S model railroading. No web site may receive the award more than once. It need not be presented annually.



I don't care what you say Alice, advertising in The Dispatch is a real value.

DISPATCH ADVERTISING RATES

AD RATES: BLACK & WHITE

Per Insertion:	1time	3 times	6 times
Inside Cover	\$260	\$235	\$210
Full Page	210	195	175
Half Page	110	105	100
Quarter Page	65	60	55
Eighth Page	35	30	25

AD RATES: COLOR

Per Insertion:	1time	3 times	6 times
Full Page	\$380	\$365	\$345
Half Page	280	275	270
Quarter Page	265	255	240
Eighth Page	205	200	195

Ads can be submitted electronically as pdf, jpeg or eps files. NO gif files as they are not suitable for printing on paper. Jpeg files should be 300 dpi or better. Email to dispatch@nasg.org. Ads can be submitted camera ready for a \$5 scanning charge. Mail to Richard Caugherty, Editor NASG Dispatch, 714 Twin Oak Drive, Pittsburgh PA, 15235

**REACH
OVER 1700
S GAUGE
READERS**

NASG OFFICERS

PRESIDENT: Will Holt
2186 Cabrillo Lane,
Hoffman Estates, IL 60192-4633
e-mail: president@nasg.org 630-881-9025

EXECUTIVE VICE PRESIDENT: James Whipple
1719 Middle Road, Glenshaw, PA 15116-3127
e-mail: exec_vp@nasg.org 412-487-3364

SECRETARY: Andrew Malette
8 Treeline Court, Etobicoke, ON M9C 1K8, Canada
e-mail: secretary@nasg.org 416-626-8395

TREASURER: Michael Ferraro, CPA
278 Route 34, Matawan, NJ 07747
e-mail: treasurer@nasg.org 908-566-4159

CENTRAL/SOUTH EASTERN REGION VICE PRESIDENT:
Brian Jackson
2925 Glenmere Court, Springfield, IL 62704-6476
email:central_vp@nasg.org 217-787-6620

EASTERN/NORTH EASTERN VICE PRESIDENT:
Darby Marriott
2326 Williston Heights, Marilla, New York 14102-9735
e-mail: eastern_vp@nasg.org 469-815-5324

WESTERN REGION VICE PRESIDENT: Peter Gehret, MD
59 Glenalla Place, Castle Rock, CO 80108
e-mail: western_vp@nasg.org
303-660-1991 Cell 303-916-8355

COMMITTEE CHAIRS

AMERICAN FLYER COMMEMORATIVE CAR PROGRAM

Chairman, Clay Buckage
Telephone: 610-248-0890

E-Mail: afcarprogram@nasg.org

ANNUAL MEMBER CAR PROGRAM

Chair, Chuck Kemper

Telephone: 832-283-2876

E-Mail: annualcarprogram@nasg.org

COMPANY STORE

Store Keeper, Chris Crnich

E-Mail: companystore@nasg.org

CONTEST (Standing)

Chairman, Charlie Leonard

Telephone: 609-877-7887

E-Mail: contest@nasg.org

CONVENTION (Standing)

Chairman, John Myers

Telephone: 614-766-9033

E-Mail: convention@nasg.org

THE DISPATCH

Editor, Richard Caugerty

Telephone: 412-609-1772

E-Mail: dispatch@nasg.org

ELECTIONS (Standing)

Chairman, Jamie Bothwell

Telephone: 610-868-7180

E-Mail: election@nasg.org

LIBRARY

Librarian, Dale Minard

Telephone: 760-822-4050

E-Mail: librarian@nasg.org

MEMBERSHIP

Secretary: Dick Kramer

Post Office Box 268 Middlebury, CT 06720-0268

Telephone: 203-527-3601

E-Mail: nasgmem@nasg.org

MEMBERSHIP OUTREACH

Chairman, Kenneth Zieska

Telephone: 763-232-3455

E-Mail: adhoc@nasg.org

Co-Chairman, Robert Whipple

N A S G GROUP FACEBOOK PAGE

Administrator: Christopher Burger

Telephone: 513-501-7917

E-Mail: chrisandmhelburger@yahoo.com

Co-Administrator: David Heine

PROMOTIONS (Standing)

Chairman: James McAuliffe

Telephone: 319-393-3358

E-Mail: promotions@nasg.org

SERVICE (Standing)

Chairman: Open

STANDARDS (Standing)

Chairman: Gaylord Gill

E-Mail: gcgill@comcast.net

WEB SITE

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

\$50⁰⁰ Contributing

\$40⁰⁰ Family

\$50⁰⁰ Club, Business, etc.

You can now **renew your membership online**. Go to the web site **www.nasg.org**, click on **NASG** button, then click on **Join** or **Renew**, and then click on the **Renew Online** button. 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

November 1, 2021 to December 31, 2021

Joseph Bernard Backert.....Louisville, Kentucky
Rick L. Evans.....Atascadero, California
Dave Ewing.....Eden, North Carolina
Hart Fisher, Jr.....Apollo Beach, Florida
Joseph A. James.....Dunnellon, Florida
Lyle S. Korynta.....Dilworth, Minnesota
Michael Lensen.....Bothell, Washington
John A. H. Marshall.....Kolora, Victoria, Australia
Richard Meyer.....West Jordan, Utah

Edward F. Otto.....Eyota, Minnesota
Scott H. Palmer.....Wayne, Pennsylvania
Jim Raiders.....Suamico, Wisconsin
John D. Robart.....Bridgewater, Nova Scotia, Canada
Kevin Ross.....Summerfield, North Carolina
Steve Vlk.....Arlington Heights, Illinois
Jim Webb.....Sandwich, Massachusetts
Donald S. Wilde.....Mesa, Arizona

Deceased Memebers

Robert L. Sherwood.....Hillsdale, Wyoming

Rusty E. Westermeier.....Glenwood, Iowa

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.**

2022 TRAIN SHOW DATES AS RECEIVED

March 6 The Great Midwest Train Show at the DuPage County Fairgrounds, Wheaton, IL from 9 AM to 3 PM. Tables \$40. Admission \$7 kids under 11 free, Free Parking Phone: 630-290-1962 <https://www.greatmidwesttrainshow.com>

March 27 Bagerland S Gaugers Model Train Swap Meet at the Americana Legion Post 537, 9159 W. Beloit Rd. Milwaukee, WI 8 AM to Noon, Admission \$3 kids under 12 free with adult. Contact: benisill

April 3-The Great Midwest Train Show at the DuPage County Fairgrounds, Wheaton, IL from 9 AM to 3 PM. Tables \$40. Admission \$7 kids under 11 free, Free Parking Phone: 630-290-1962 <https://www.greatmidwesttrainshow.com>

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 is an all S Gauge Model Train event.. Hosted by Pittsburgh S Gaugers.Washington PA County Fairgrounds. 2151 North Main Street, Washington, PA 15301 <https://www.SSpree.Info> or 724-287-6829 email: [info @ PSGtrains.org](mailto:info@PSGtrains.org)

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>

May 26-28 O-S Scale, Narrow Gauge West at Hyatt Regency, Santa Clara 5101 Great American Parkway, Snta Clara CA. Email:

info@oscaleweat.com or see their website: <https://www.oscalewest.com>

August 2-6 2022 Buffalo CanAm NASG Convention at the Buffalo Mariott Niagara in nearby Amhearst.. For information go to www.nasgconvention.com



CLASSIFIED ADS

FOR SALE

FOR SALE: Overland Models DC OMI 1720 Up F-E-F 4-8-4 Custom Painted 8444 Gray Pass. Scheme \$900. Sunset Models: UP Big Boy S 4-8-8-4 Painted #4010 DC \$850. Up Challenger S 4-6-6-4 DC Painted #3977 \$750. AM—Alco Pa1 A-B-A Set Up 996A-998B-994A DC Scale 395.00, Rex 0-6-0 Switcher Assembled Scale, Painted, Lettered U.P. #4741 DC \$100. American Models Lightweight Union Pacific Passenger Cars 7 Cars-One Each: 1201 Baggage Comb, 1202 Coach, 1203 Sleeper, (3 Cars) 1204 Vista Dome, 1205 Observation. From Set BDBS 03, 7 Cars @ \$30 Each = \$210. Total + Shipping. ACE AF Box Car Kit Gray No Paint with Cast Floor And ACE HR Trucks \$10 + Shipping. Shine Mini Power 1/64th Refer Van GMC 4218 Silver Van/Blue Cab 2 Trucks @ \$ 8.00 Each = \$16. Email: FredsChlegel7@gmail.com

or Call-402-499-7945 Have Pictures.

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: Closing down S gauge layout w/large inventory of trains, accessories, structures. 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: Classic Trains/American S Gauge switches and track. Fritz Raab fraab@gmrr.biz, 515-275-2141

WANTED: Members' articles & photos of your layout. Send via email to dispatch@nasg.org. Don't delay, do it today. Let others enjoy your work.

CLUB CARS FOR SALE

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

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



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



S FEST 2018 ILLINOIS CENTRAL REEFERS 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 SLSG, mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033



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



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



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



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.

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



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.

FOR SHIPPING within the United States or Canada please add \$10 for one car or \$20 for two or more cars. For shipping outside of North America please contact: **Clay Buckage at clay@daestnt.com**

TO SHOP ONLINE: Go to www.nasg.org and click on the **Store** button, next click on either the **A. F. Comemorative Cars** or **Convention Cars** button, select the car(s) you wish to purchase, enter the number of cars desired, and click on the **Add to Cart** button, and then follow the instructions.

New items 2020

www.americanmodels.com



Milwaukee Road GP9



Milwaukee Road S12



Lehigh Valley S12



Lehigh Valley RS3



Burlington Northern Santa Fe.. GP-35



CSX GP-35

Available in 3 numbers



Toledo Peoria & Western
3 bay coal Hopper.

Available in 3 numbers



Toledo Peoria & Western
40' AAR Box car



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

Coming Soon: Our new Pacific with new USRA cab.
Order now for scale, DC HR or AC HR engines with or without sound.
All engines come with smoke and choo choo sound.
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