



The

*A Publication Of, By and For The Members*

# DISPATCH

September/October 2022



- **In Memoriam: Donald James Heimburger**
- **Upgrading AM's B&O Bay Window Cabooses**
- **Electric Motor Load for Flat or Gondola**
- **Rusty Westermeier's Layout Saved**
- **Layout Trees and Shrubs**
- **NASG Annual Convention: First Look**





The

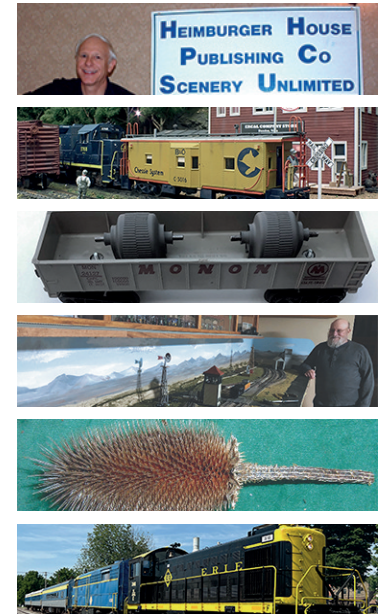
# DISPATCH

September/October 2022

## MANIFEST

### FEATURES

- 17** In Memoriam: Donald James Heimburger  
By **Brian Jackson**
- 19** Upgrading AM's B&O Bay Window Caboose  
By **Brooks Stover**
- 22** Electric Motor Load for Flat or Gondola  
By **Harry Noble**
- 23** Rusty Westermeier's Layout Saved  
By **Fred Schlegel**
- 26** Layout Trees and Shrubs  
By **John F. Quilter**
- 29** NASG Annual Convention: First Look  
By **Dan Dawdy & Jay Mellon**

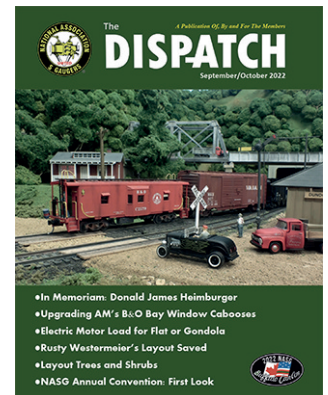


### DEPARTMENTS

- 3** Pop Valve
- 4** From the Yard Office
- 7** Guest Editorial
- 9** New Products
- 10** Down by the Depot
- 12** So Here's What I Do...
- 13** NASG Website
- 28** Calendar of Events
- 28** Classifieds

### The COVER

B&O GP35 3768, Chessie System C-3016 and the crews assigned to them are going about the job of switching the B&O's interchange with the Buffalo Creek & Gauley on Brooks Stover's 12' x 25' layout.



*Main photo by Brooks Stover*

**MEMBERSHIP YEAR** The Membership Year is determined by the date that one enrolls, guaranteeing 6 issues, starting with the next issue. All applications, renewals and membership questions should be directed to: NASG Membership Secretary  
Dick Kramer  
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# POP VALVE



## Very Impressed

I am VERY impressed by the July/August "Dispatch" which arrived today (July 2). It was very good to once again see the inside proceedings of the BOT and Peter Vanvliet's "We're Back!" article. Having Dan Dawdy's skills as editor has made the magazine look quite "professional!"

The execution is first rate, but I also want to applaud all the folks that made it possible. It has been a long time since the NASG has had such an outstanding bunch of guys at the helm, and it shows. I wish I could have had all of them on my team when I was on the BOT! (I know that at the time many could not afford the time or left due to personal issues or felt I was taking the NASG in the wrong direction with the digitizing of the roster, the website and maybe some other considerations.)

Anyhow, a shout out needs to go out to Brooks Stover, Brian Jackson, Jim Whipple and the rest of the BOT for coming together to make all of this happen. I have great expectations for the NASG now that I didn't have before.

Bill Winans

## A Bit Upset

Jim and Dan:

I am upset that the NASG has decided to promote itself in a SCALE magazine that hardly any Hi-Rail people would ever get. I think that you should do a similar promotion in *Classic Toy Trains* because that is a magazine probably has the highest potential of where new members might be reached.

It always seems to me that the leadership of NASG always leans to Scale S in all of its activities and publications. Those of us who into aren't scale are left with little to be a member for.

I am the president of the Lone Star Flyer Club in the Dallas/Ft. Worth area, I wrote for the S Gaugian for over a decade, and I now write for *Classic Toy Trains*. My Column is "S Gauge Now and Then" which was in partnership with Don Heimburger until he passed. The column will continue.

This means I am no stranger to the S Hobby. I am a member of NASG for now, but will decide to continue after I get reassurance that the organization will at least be 50%/50% between Scale and Hi-Rail. This is even knowing that Scale is probably less than 20% of the S Gauge participants.

Bill Clark

President and Membership Chairman  
Lone Star Flyer Train Club  
[www.lonestarflyer.com](http://www.lonestarflyer.com)

## United NASG

As a newly appointed NASG Assistant Editor for American Flyer/Hirail, I'd like to congratulate the Board of Trustees for the recent improvements in our organization and its periodical.

I am a longstanding member of the NASG, and have always enjoyed the diversity of interests made manifest in the Dispatch. From Flyer and Hirail, to Scale and SN2/SN3, we have shown ourselves capable of fellowship and flexibility. These are virtues rarely found in other scales. Our NASG logo says it all in red letters: we are "United".

I have run nothing but S gauge hi-rail since 1959, and still own the humble AF locomotive and cars that started it all. Today, my hi-rail layout honors the traditions that gave birth to S, but I have also incorporated many of the perfections later generated by Scale (structures, people, and vehicles). In a very real sense, my layout is itself the history of our scale.

Stephen Law



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## CREW LIST

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# From the YARD OFFICE

## NASG BOT Meeting, Friday, June 28, 2022

Call to order: Acting President Jim Whipple called the meeting at 8:33 pm EDT.

Members Present: Jim Whipple, Executive Vice President; Andrew Malette, Secretary; Darby Marriott, Eastern/Northeastern Vice President; Brian Jackson, Central/Southeastern Vice President; Peter Gehret, Western Vice President. Michael Ferraro, Treasurer

Treasurer report was not given due to waiting for information to come in to the treasurer from various committees.

### Promotions Committee

RMC ad status – We need to solve the issue of file formats for the photos submitted to the ad. There are two colour protocols, RGB and CMYK. CMYK is the color mode intended for printing with ink, such as business card designs. RGB is the color mode intended for screen displays. Adobe InDesign or PhotoShop allows conversion from RGB to CYMK. There are also free converters online. Sourceforge has one that is downloadable. We will try to figure this out in-house.

- Tri-fold displays; inspect & approve drafts. Code 138 will be removed from the scale standards and the largest rail will be code 125, which will do modern railways. There will be some other revisions, which we will vote on at a later date.
- The Dispatch (committee) current issue ("it's in the mail"); next issue.

Some layout challenges still have to be met.

- An editor for AF/hi-rail is still required. We need to put out a

wanted poster for editor, which will be put into The Dispatch.

### Convention Committee:

- A report from the Buffalo Convention chair said that registration numbers are showing break even so far. The tours and convention cars are selling well.
- Progress on 2023 convention in Harrisburg PA area. The Lehigh Valley Club is helping Jamie Bothwell to put this on. The hotel contract has already been negotiated. The dates are July 26, 2023 to July 30, 2023.
- Andy Malette moved that we have the next convention in Harrisburg PA in 2023.

It was seconded discussed and passed.

- Mike Ferraro made a motion to front the \$3000 for the hotel deposit for the convention.

It was seconded discussed and passed.

### Old Business:

- Contents of storage locker in Illinois need to be reviewed. The locker is now solely rented by the NASG. Some of the stuff will need to be shipped out to various committees.
- The lighting needs to be transported to the Buffalo convention.

### New Business:

- Committee communication
- Peter Vanvliet (webmaster) wants the contents of the BOT meetings to be more transparent and to be forwarded to him on an ongoing basis.
- This was discussed and when the minutes are ready for The Dispatch,

the webmaster will be informed and copied as well.

- Dick Karnes' track work suggestion (promotions or special project?) At present we do not have a track system in S that is scale, code 100. There was discussion about getting the NASG to provide seed money to Peco to get code 100 turnouts made. Although Tomalco does provide code 100 flex track, there are no reliable and readily available RTR turnouts in code 100 in S scale. It is thought that if there were turnouts available, then more people would take a serious look at S. If this is implemented and is successful, a Peco code 100 track system could be the next step.

- Surveys to clubs: Brian moved that we accept a survey to send out to the clubs to make a stronger connection with the clubs and the NASG.

It was seconded and passed.

- Officer replacement – The post of Executive Vice President will be acted upon in Buffalo Annual BOT meeting.

Mike made a motion to keep Jim as president for the remaining term of the presidency. It was seconded and passed.

### Other issues for Buffalo convention:

- Committee reports are pending; one is in. These will have to be reviewed as they come in hopefully before the Annual BOT Meeting.
- Consider pay raise for webmaster. This will be discussed at the Annual BOT meeting.
- There will be some research done to create a Don Heimburger Award.

### Adjournment

Darby moved the meeting be adjourned.



It was seconded then passed.

The meeting ended 10:47 pm EDT.

## **NASG BOT Meeting, Friday, July 21, 2022**

Call to order: Acting President Jim Whipple called the meeting at 9:05 pm EDT.

Members Present: Jim Whipple, Executive Vice President; Andrew Malette, Secretary; Darby Marriott, Eastern/North Eastern Vice President; Brian Jackson, Central/South Eastern Vice President; Peter Gehret, Western Vice President

This meeting was held to clarify the role the NASG has in the financing, organizing and profit sharing with the hosts of conventions. Convention Chair, John Meyers wanted this information set so that he would be able to include it in his upcoming clinic about putting on a convention at this year's annual NASG convention.

### **Convention Committee:**

- 1) After the local club has determined the costs of the hotels, tours and other convention requirements, the NASG will loan the hosting club up to \$5000 interest free to cover the deposits. There will be oversight of the deposit money by the NASG. Transparency of finances is expected from the host.
- 2) The NASG is discussing the idea of the establishment of a centralized registration, utilizing the NASG Website for on-line registrations and on-line payment of fees. Any online monies would be forwarded online to the host. All mail in registrations would still remain in the host's domain.
- 3) An honorarium of \$2,500 will be paid to the hosting club for organizing and hosting a convention. The honorarium will be given after the

convention. All profits are split 50/50 between the NASG and hosting club.

4) Convention Cars may be offered by the hosting club. Any expenses related to the design, setup fees, shipping costs and minimum order deposit, etc., would be the responsibility of the hosting club. The host club is free to use the NASG deposit money as outlined in item 1 for the Convention car. Any profits will be included with the profit sharing as described in item 3.

Jim Whipple called for a motion to accept these items for inclusion in John Meyer's clinic on Convention Hosting.

Andy moved that we accept these items for inclusion in John Meyer's clinic on Convention Hosting.

It was seconded.

It was passed unanimously.

John was also still seeking clarification regarding insurance coverage of a convention. Because a national convention is an "NASG event", it is possible the NASG insurance coverage is applied to everything taking place in/at the convention site, but perhaps NOT off-site events, such as tours. We need to know if this is the case. Also, is the coverage for all attendees covered, or must all attendees be NASG members (see item below)?

A question came from the membership regarding attendees who are not NASG members. These folks are those who just happen to be staying at the hotel during the convention or walk-ins, and express interest visiting layouts or the Dealer Hall. Our current policy is anyone wanting access to any convention function at the hotel must become an NASG member. This was not the case in the past. The 6-month temporary membership could be an option for such folks and pay the fee for that 6-month rate.

Jim Whipple will look into these issues and come back with clarification insurance and non-member dealer hall attendance.

### **Things to note:**

On Saturday July 16, 2022 the RMC Cover ad for October 2022 was approved.

Thursday, August 4 at 8 pm is when the annual BOT meeting will be held.

Pete moved the meeting end. It was seconded. It passed unanimously.

Meeting ended at 10:32 pm.

## **From Dan Navarre of River Raisin Models**

After 35 years of serving the S scale community, it is time to retire. We have enjoyed designing, manufacturing, and importing brass models that represented the best in S. Over the years we had the privilege of working with some of the best brass builders in Korea, with the last 22 years with Boo Rim Precision. SeHo Jang, owner of Boo Rim Precision, became a great partner with us as we were able to build projects that had many, many versions, all slightly different, for our S scale customers.

River Raisin Models imported its first brass freight car in 1987, the Airslide Covered Hopper in two versions. Since then, we imported 21 different Steam Locomotives, 7 Diesel locomotives in 18 versions, 3 complete passenger trains, freight cars, cabooses, and many different brass freight and passenger trucks. River Raisin also had a line of brass detail parts and decals. All the projects were in S scale and some projects included hi-rail versions.

We will be closing River Raisin Models at the end of 2022.

We will continue to sell our inventory throughout the year. Our website will stay active at least through the end of 2022. Keep watching the website for additional models/parts/decals and books that are being made available. Most items listed on the website are one and only items. Once they are gone, they're gone.

It has been a pleasure serving your S scale modeling needs!

## CONTRIBUTING MEMBERS As Of June 30, 2022

Cyrus J. Bacchi  
Al Baker  
Jeff Bakst  
David T. Belusko  
Jon R. Beveridge  
William O. Blome  
Michael Bonczyk  
Jack Braun  
Lee Brown  
Clay Buckage  
Charles O. Buffington  
Eddie Campbell  
Richard G. Caugherty  
John Ciarleglio  
Richard Ciesla  
Michael R. Clancy  
Rich Clark  
Billy J. Click  
George R. Connell  
John P. Connors  
John L. Cookingham  
Herb Cotter  
Claude Demers  
Ronald C. Doba  
Michael Eldridge  
Jim Elson  
Jeffrey D. English  
Farm Factor 3D  
Ken Garber  
Paul Garst  
Peter A. Gehret, MD  
Doug Graupe  
Robert B. Hadlow

Jack Halbleib  
David E. Hansen  
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Davis L. Heine  
F. Lamont Heppe, Jr.  
Lee Herron  
William E. Hudson  
Alex Hiuff  
Dick Huff  
Thomas W. Kennedy, Jr.  
William M. Knox  
Dick Kramer  
Dr. James L. Lee  
Mark Markham  
Dr. Monte E. Martin  
Daniel A. Mastrobuono  
Paul D. Mathias  
Daniel E. McConnachie  
Mark McFrederick  
Roger McNeil  
William L. McQueen  
Donald P. Miholovich  
William Monaghan  
Steve Monson  
Marvin C. Mood  
Gregg Mummert  
Stuart C. Mut, Jr.  
Daniel Nack  
Lindsey R. Neas  
North Penn S Gaugers  
Roger E. Nulton  
John Palmer  
Robert E. Pardington  
John R. Parten  
Thomas D. Patterson  
David Peterson  
Joel B. Piassick  
John R. Prior  
Paul Raham  
Larry W. Robertson  
James Schall  
Douglas A. Schleef  
Larry Schliessmann  
William P. Silcox  
Edwin Z. Skalak  
Terrance Sprankle  
Robert Stelmach  
Colin Stewart  
G. Leigh Swanson  
Louis E. Templeton III  
Bruce A. Vakiener  
Jim Wright

## NASG New Members

May 1, 2022 to June 30, 2022

Jerry D. Battenfield	Fleetwood, Pennsylvania
Tim Dunning	Golden, Colorado
DeWitt A. Feeser	Martinsburg, West Virginia
Ira Gladstone	New Richmond, Quebec, Canada
Matthew Jameson	Downers Grove, Illinois
Robert Jordan	Bristol, Connecticut
Kris Kafka	Norristown, Pennsylvania
Bob Logan	Buffalo, New York
Andrew J. MacVie IV	Clarence, New York
Carson W. Morgan	Fairmont, West Virginia
Bill Peters	Colorado Springs, Colorado
Tim Peters	Pingree Grove, Illinois
Mark J. Seibel	Pittsburgh, Pennsylvania
Thomas L. Tetzlaff	Oshkosh, Wisconsin
Michael J. Thomas	Rochester, New York
Donald L. Van Horn	Flushing, Michigan

### Deceased Members

Mark Baytala	Brownsburg, Indiana
Julie Davis	Hanover, Minnesota
Richard Davison	Tintah, Minnesota
Charles R. Hancock	Fennville, Michigan
Don Heimburger	River Forest, Illinois
Robert J. Minichiello	Manomet, Massachusetts
Richard J. Pavone	River Vale, New Jersey

### Advertisers Index

American Flyer Trains	Pg. 8
American Models	Pg. 32
Auto Controls	Pg. 27
Goldinhands	Pg. 18
Pikesville Models	Pg. 27
Port Line Hobbies	Pg. 15
Pre-Size	Pg. 18
Side Tracks	Pg. 18
Trains and More	Pg. 11
Trains N Things	Pg. 18





## FUTURE “S” TRAIN MEETS?

The S meets are finally starting to get back on track. In the spring of 2021, the Spring S Spree returned to Ohio at the Marion Veteran’s Stadium (at a fairground). I attended, and yes, we did wear masks, but on a positive note, buying and selling was brisk and attendance was good. The reason was likely just cabin fever at having been holed up for a year or so. The previous Spree was in 2019.

The previous Fall S Fest in the Midwest was also in 2019 in the St. Louis area, but finally in 2021, the BSG put their delayed one on in Milwaukee.

The Indy O/S Scale meet was also held in October of 2021.

Out west, the O/S show in California finally came back in May of 2022.

The NASG conventions for 2020 and 2021 were cancelled in those years due to Covid and the Canadian border situation. Finally, the 2022 convention was held in Buffalo.

But this treatise is not about the conventions as such, but rather about the in-between spring and fall meets involving S. For these, my guess is some adjustments will be coming to many of these meets. For one, the O/S scale Indy meet has folded completely mainly due to hotel expenses and low attendance. The 2021 Fall S Fest was postponed a year, but having to use a hotel venue, the club barely broke even due to added expenses and somewhat lower attendance.

There will NOT be a 2022 Fall S Fest, not because of Covid, but for the fact that the State-Line S Gaugers worried about hotel expenses, manpower and attendance ahead of time. The other two clubs, the CASG and the St. Louis club wanted to keep their scheduled dates to allow for planning lead time.

I heard the O/S meet out west, also at a hotel venue, had lower than expected attendance. I’m not sure of their expense situation though.

This leaves the Sprees to discuss. I assume the 2021 (COSG) and the 2022 one (PSG) were successful enough using a fairgrounds setting instead of a more restrictive hotel venue. Even the Miami Valley club (Dayton) decided to go ahead with the 2023 Spree even after almost canceling it.

What I’m leading up to is that recent experiences at all these non-convention meets seems to point in the direction that Sprees have been doing for the last several years. And that folks might be the direction all such meets, and maybe even conventions, might be heading. The only NASG conventions I can recall that I attended were 2000 San Jose (joint with NMRA), Duluth 2010 and Sacramento in 2011 (another joint with the NMRA).

It seems the hotel venues are getting more expensive with space rentals, room pricing, table rentals and banquet costs increasing to the point that smaller organizations are being priced out! Thus, it seems the trend to future meets and maybe future conventions might head in the direction that the Sprees are taking – meaning moving away from hotel venues to other less restrictive ones.

I realize many might not want to give up the convenience of being in the same building as the vendor space and meeting rooms, but if the price is right? Yes, banquets too in a hotel setting are usually great fun for enjoying fellowship, food, drink, award giving, speakers and sometimes a special auction. But, realistically, with attendance at most S events lingering at about 200 or so, we are just getting priced out – convenience just might be the victim?

Here are some ideas that the Spree clubs have been doing that might be food for thought:

1. Take a look at fairgrounds, especially ones a bit outside of major metro areas. The COSG Sprees have been at one in Marion, Ohio; the recent PSG one was in Washington, PA (about 20 miles SW of Pittsburgh). The BSG actually had a successful Fall S Fest at a fairgrounds in Waukesha, WI, back in 2000.

2. Pick a fairgrounds or other non-hotel venue (Dayton uses a Union Hall) where it’s convenient to hotels and restaurants.

3. It’s still nice to be somewhat near some attractions. The recent PSG Spree was close enough to some layouts, and a trolley museum was a short walk away.

4. Usually, you can bargain for special rates at nearby hotels – and speaking of convenience, most have complimentary breakfasts whereas the bigger hotels don’t.

5. Saturday night banquets are nice, but expenses have been getting out of hand. I’ve noticed in recent years that banquet attendance has been waning probably due to increased costs and that many vendors and buyers just head for home.

Instead, maybe follow the lead of recent Sprees and have a catered banquet or a pizza party on Friday evening – note you’ll have a “captive” audience. Then, after vendor time on Saturday, folks can either head home or visit layouts or other attractions. A Friday night banquet for conventions might be a thought as well – again, the “captive” audience.

6. For lunches during vendor hours on Friday and Saturday, it has been food trucks to the rescue. Remember, most smaller hotels have complimentary breakfasts.

Some other thoughts – maybe the combo meets O and S, for example, can become more inclusive in order to increase

attendance? It seemed that the Indy O/S scale meet suffered because of the captive hotel expenses, but also because of the fact that both S scale and O scale (2-rail) are minorities in their scales. Perhaps adding all O and all S and moving to a fairgrounds situation might bring attendance back up. And don't forget the benefits of cross influences – you know – Flyer guys checking out the scale and hi-rail dealers, and the scale folks checking out the AF tables for things they can use.

As to the longer conventions abandoning captive hotels, it's probably worth considering, if necessary, in the future.

And now, of course, we have to deal with high gas prices. It seems we can't win. Hmmm, I'll chime in here with my solution to the airline problems regarding staffing, pricing and scheduling. And that is that the solution might be to expand the Amtrak network and to build more high-speed rail lines beyond the typical corridors. One passenger train can haul a lot more passengers with better fuel efficiency.

## Announcing the 2022 NASG Annual Member Car



We are happy to announce that our 2022 annual car for NASG members only will be a 40' steel boxcar in a Canadian National scheme with a green maple leaf logo and a yellow wheat sheath emblem. The prototypes were 1980 rebuilds of 1955 era cars.

We have again contracted American Models to provide these high-quality models. The boxcars will be available for \$62 inclusive of shipping and in either scale or high rail/AF compatible versions. They will also be available in 2-car sets for \$118 and 4-car sets for \$224, including shipping. The sets will have unique, prototypical road numbers on each car.

To order, please go to the NASG Store at [www.nasg.org/store](http://www.nasg.org/store) and then to the Annual Car page.

**A. C. Gilbert's**

*American Flyer Trains*

**Bob Iannacone**

**615-614-3564**

cell: 615-429-8292

[biannaco@bellsouth.net](mailto:biannaco@bellsouth.net)

[www.americanflyertrains4u.com](http://www.americanflyertrains4u.com)

Pop Valve is a forum for dialog between NASG members. You may Email comments to: [dispatch@nasg.org](mailto:dispatch@nasg.org) or send to: Dan Dawdy 407 East Chippewa St., Dwight, IL 60420

### MEMBERSHIP YEAR

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**NASG Membership Secretary**

Dick Kramer

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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 1<sup>st</sup> for the January/February issue, February 1<sup>st</sup> for the March/April issue, April 1<sup>st</sup> for the May/June issue, June 1<sup>st</sup> for the July/August issue, October 1<sup>st</sup> for the September/October issue and October 1<sup>st</sup> for the November/December issue.

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## American Diorama:

[www.americandiorama.com](http://www.americandiorama.com)

Has Mijo 1/64 dioramas and metal figures such as beach girls, firefighters, lowriders and secret service people. Sets are from 3 to six figures and prices range from \$10 to \$15 a set. Dioramas include a garage and racetrack, these do not include vehicles or figures.



## American Models:

[www.americanmodels.com](http://www.americanmodels.com)

They have upgraded their website.

## Banta Modelworks:

[www.bantamodelworks.com](http://www.bantamodelworks.com)

They have an Allison Depot laser wood kit, a small simple depot. Footprint: 3 and 3/4" x 8 and 1/4". \$96.



## Cartesian Junction:

*E-Bay*

Laser wood kits : mostly houses. Prices vary from \$15 to \$60.

## Miniprints:

[www.miniprints.com](http://www.miniprints.com)

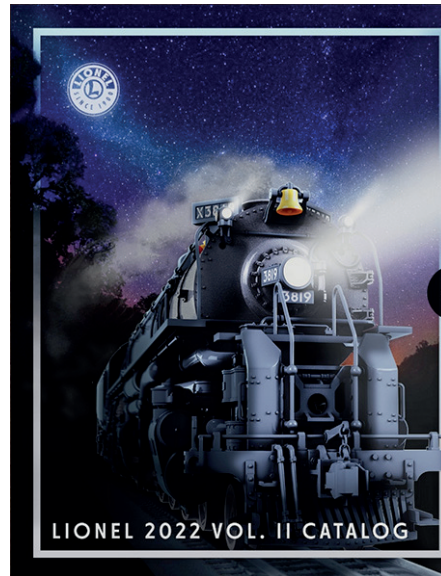
Has 3-D printed items such as a park bench for \$5, a Big Wheel trike for \$5, two pack mules for \$7.80, etc.

## Lionel:

[www.lionel.com](http://www.lionel.com)

The Volume II 2022 catalog is available to view now. New are covered autoracks

and flat cars. Diesel locomotives with 4 new paint schemes each include the Baldwin switcher and the PAs.



## Model Truckin':

[www.modeltruckin.com](http://www.modeltruckin.com)

Has decals for trucks, mostly TTs. You can order in 1/64 scale. Most are \$10 a set plus shipping. Some detail sheets (logos, etc.) are \$8 a sheet.

## New Creations:

[www.newcreationsvictorian.com](http://www.newcreationsvictorian.com)

Check out the sight as they are moving into providing their inventory in S.

## Portland Locomotive Works:

[www.portlandlocomotiveworks.com](http://www.portlandlocomotiveworks.com)

Coming are Sn2 passenger trucks in green o black. These will be RTR or kit with prices TBD.

## Portlines Hobbies:

[www.portlines.com](http://www.portlines.com)

The latest news from Doug lists new reproductions of AF steam trailing trucks : the K5 and the Hudson.

## Round 2:

[www.round2corp.com](http://www.round2corp.com)

They list an AMT plastic PT 109 boat kit.



## Scale Trains:

[www.scaletrains.com](http://www.scaletrains.com)

They finally list some progress for the ex-MTH (SHS) line. They have test shots of the steel boxcar and a 2-bay hopper.

## Trout Creek Engineering:

[www.troutcreekeng.com](http://www.troutcreekeng.com)

They are reviving the BK S and Sn3 turnouts in codes 100, 125 and 148. The prices assembled range from \$33 to \$40. Kits and parts are available too. I believe the assembled turnouts are without all ties. Their site also lists revivals of Classic Miniatures structures : wood craftsman kits. Also, they list D&RGW Sn3 freight car kits.

## 3000 Toys:

[www.3000toys.com](http://www.3000toys.com)

They show some new 3-D printed detail items in 1/64 such as an operating door (\$6.99), 4-pack of safety barriers for (\$5.99) and a 12-pack of barrels for (\$6.99).

**Hallmark:** is offering a 1947 Chevrolet fire engine that is at or near 1/64th scale and is just the right size to use with a Plasticville fire house. It is part of this year's line of Keepsake Christmas ornaments, and features operating headlights and flashing light. It sells for \$27.99

It is the middle of summer as this column is being written which normally is a slow period for model railroading due to all the outdoor activities. But it is so hot in most parts of the land that maybe everybody is staying inside with the AC! Regardless there is plenty of news this time so let's get to it:

The **South Jersey S-Gaugers** finally had a meeting at their old stomping grounds, the Stratford Senior Center, for the first time in two years! They were quite happy with being "at home" again. Prior to that, though, they met at **Hal Farlow's** home where **Jim Oliver** displayed his conversion of an American Flyer Polar Express baggage car into an operating mail pick-up car using a Gilbert mechanism. He also discussed his plans to do the same surgery to a 960 streamline combine car. Then, next month at the Senior Center, Hank Worrell held a clinic on AF smoke unit repairs. Several members went on a field trip to visit an AF layout and train set display at the Lower Alloway Creek Museum; and afterwards, stopped by **Joe Kimber's** home to visit and enjoy Joe's layout. As they said, a great afternoon playing with trains!

The **Baltimore Area American Flyer Club** met at **David Whitworth's** home, at which it appears that the entire house is train related in one way or another. From dioramas to RR memorabilia to a four-level layout encompassing four gauges of trains – whew! And new member **Dr. Stephen Law** (Dispatch Assistant Editor) who moved from Oklahoma has started a new layout in his new Virginia home. Looks like it will be nice! And by the time you read this, the club will have displayed the modular layout at the Railroad Days event at the Pennsylvania Railroad Museum in Strasburg. Sounds like a wonderful time!

The **North Florida Division of the Atlantic Coast S Gaugers** met recently at co-founder **Lloyd Lippert's** home, as well as at **Ron Fisher's** place, and the

regular meeting, which appears to be always in **Larry Shughart's** Barn, was all about J.J. Hill's (the Empire Builder) railroads before the Burlington Northern merger. So the Barn layout was full of North Coast Limiteds scampering about which must have been beautiful to see.

The **North Penn S Gaugers** are meeting again in the usual place (the community clubhouse), and have a full slate of train shows in which they will participate with the club layout. An interesting note on the layout – the original setup was DCC on the two inner loops and the yards with AC operation on the outer loop, but since they have more AC operators than DCC, they have decided to switch the operations! They are planning a club open house for early December.

The **Pittsburgh S Gaugers** are to be congratulated for hosting a very successful Spring S Spree, the first one they have hosted. The show commemorative car sold well and attendance was good. The club included a Pittsburgh community tradition called a Cookie Table (shown in the last Dispatch issue) which turned out to be very popular (how could it not be?) and the pizza party was held outside which everyone enjoyed immensely. It sounds like the club is filing the knowledge gained from this experience to use the next time they host!

The **Cuyahoga Valley S Gauge Association** (Cleveland area) note that both the tinsplate and hi-rail layouts are getting a bit shop-worn and need some refurbishing. While the layouts are protected in the trailers, they are still subjected to heat, cold, and humidity which can wreak havoc on cardboard structures, rust track and corrode electrical connections. So some major maintenance and revamping are being planned prior to the showing of the tinsplate layout at the Cleveland Public Library. The club had a good representation in Pittsburgh for the Spree, and attendees were quite

complimentary on the job that the PSG did.

The **Miami Valley S Gaugers** (Dayton area) newsletter was full of a glowing report on the Pittsburgh Spree. They called the Cookie Table a "literal wall of cookies", and had nothing but good things to say about the meet and the venue, which had a trolley running directly outside the fairgrounds buildings. Later, the club met at **Bob Guckian's** home where they reveled in his massive basement AF layout that is beautifully realized. News flash: The club has decided to go ahead and host the 2023 Spring S Spree! Great news!

The **Central Ohio S Gaugers** (Columbus area) chimed in with kudos for the Pittsburgh Spree saying the Cookie Table was worth the drive all by itself! The show was great for them too, like everybody else, and their layout was well received. **John Myers** greatly increased the amusement quotient on the layout by animating a figure of a little girl riding a department-store horse ride. The horse and rider rise and fall as those rides were meant to do – but the horse and little girl rise high enough that the club worries about nose bleeds! Your scribe would like to see that!

The **Central Ohio S Gaugers – Northern Division** (Toledo area) met at **Randy Bosscher's** home and further discussed what to do for the "Ladies outing". The most popular suggestion was a ride on the Indiana Northeastern Railroad (in Fort Wayne), but the respondents all wanted different dates and different rides! So it appears the event is on hold for now. **John Frankforther** got some suggestions for scenery on his layout from Randy B. which motivated John to get busy again! That is what club friends are for!

The **Southeastern Michigan S Gaugers** met at **Dave Campbell's** home at which **Ron King** displayed modified American Models heavyweight baggage and RPO cars with added details and weathering.



Even the trucks were repositioned. **Mark Charles** presented a boxcar he had lettered for the Buffalo Creek Railroad, and **Bob Bubeck** showed his new B&O P-5 Pacific loco. All were looking forward to the NASG convention.

The **Badgerland S Gaugers** have apparently completed their move into the Gandy Dancers clubhouse. An open house was held in May and several of the BSG members came and talked club matters and trains, enjoying being together for the first time in a long time. The plan is to install the club modular layout in the clubhouse as a permanent home for the members' enjoyment rather than traveling to shows. Newsletter Editor **Jeff Madden** also was very complimentary with regard to the Pittsburgh Spree. The opinions have been unanimous!

The **Pines & Prairies S Scale Workshop** (Twin Cities area) have met more than once recently at **Shane Lambert's** as work continues on his layout. The expansion appears to be quite extensive, and there is plenty to be done. Pizza is offered as an enticement so that, and the pleasant work, surely attracted plenty of the crew! And setup work continues at **David Jasper's** MRIM (Midwest Railway Institute and Museum).

The Dallas-area **Lone Star Flyer S Gaugers** correspondent **Larry Yurcho** sent the following: "As the Lone Star Flyers Club in the DFW Metroplex moves into the Summer and planning for the October Train Show in Plano, we are continuing to upgrade our layout with the new downtown moving sidewalks and trolley lines and the '50's-'60's buildings. The new monorail station really looks great. The club is highly indebted to **Scott Gore** and his crew for this wonderful addition. The new three stall train bays and roundhouse are also nearing completion. Hopefully, all of these new features will be ready by October. The roundhouse and bays are fitting in nicely with their surroundings. Two of our members attended the big York Pennsylvania train show recently, **Scott Young** and **Steve Curry**. They sought

out to find their secret treasures on their lists. This was the fewest number of members to attend the show in recent years. Travel issues were mostly to blame. The club is always seeking new members and would welcome inquiries. If you have an interest in joining our club, please contact our president, Bill Clark at [billstrains@aol.com](mailto:billstrains@aol.com)." Thanks Larry!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** met again at **Bill Riechmann's** home but no report on the activities there. The club also has a standing Zoom meeting every month at which members discuss club business and always have a show-and-tell. The club also participated in a joint meeting with the **SVAFC** (see below).

The **Southern California S Gaugers Club** didn't get coverage last issue because no news had been received, but correspondent **Jeff Kruger** has made up for that in spades with five months' worth of meeting minutes! The club is making plans for S Fest West next year in May and the club layout, in various sizes, has been set up at several recent shows in the region. They are very appreciative of the donation of a new trailer for this activity!

The **Sacramento Valley American Flyer Club** held a joint meeting with the **GG AFC** at **Don Rosa's** home. Don is a member of both clubs, and as always, was a wonderful host with stalwart helpmate **Sue Rosa**. The Rosas provided hamburgers and three kinds of salads and dessert. Of course we all spent considerable time in the train room which houses a world-class AF collection and a beautiful, and beautifully operating, layout. In the meeting, which was remarkably well attended considering the distances involved and the extreme gas prices, we discussed the possibilities of having more joint activities. All present were in favor of pursuing this endeavor.

That's the news this time. We always like to include a photo or two with the column but many of the clubs don't have a newsletter with photos that we can ask to run with the column. Whether your

club has a newsletter or not, we would appreciate photos of club activities or layouts. Layout photos can be of personal or club pikes. Everybody likes looking at S Gauge! With that, we hope you keep trackin'!

*Editors note:* Last month I made a mistake and somehow changed Carl's name to Stephen. I have no idea how, but it made it through all the proofing. I sent an Email to Carl and he was very nice about it. I just wanted to clear that up.



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# So Here's What I Do...

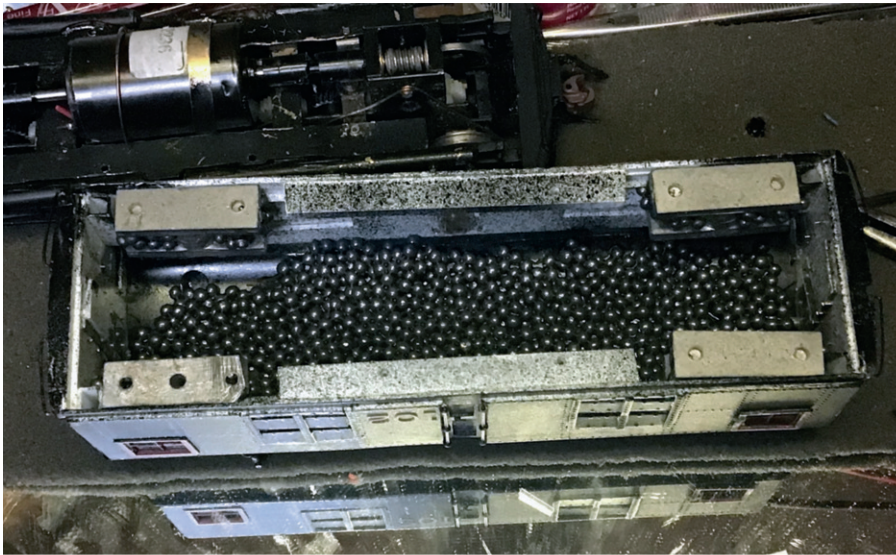
By Dick Karnes

## Loco and Car Weighting

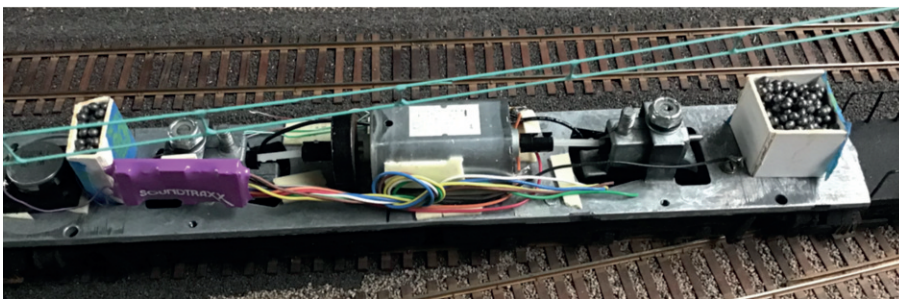
My favorite material for weighting is a mixture of lead shot and five-minute epoxy. I used to get my No. 4 lead shot at a sporting goods store, but I had to resort to Amazon.com for my last container. And I have to tell you – this is only my second container; the first one lasted me several decades!

I prefer to deposit my lead/epoxy mixture directly into empty cavities in my locomotive superstructures. This is particularly useful for steam locomotives, whose out-of-the-box weight tends to be concentrated over the rear drivers because that's where the motor is. You should balance this by adding weight to the inside of the smokebox. It's easy to arrange the shot mixture to any shape you want; the little

lead beads stay put if you don't mess with them, but you still have a couple minutes before the epoxy sets up to move them around so as not to interfere with things like motors and DCC decoders. Alternatively, you can create a cardstock mold, pour the shot mixture into the mold, let it set up, peel off the cardstock, and attach the cured weight using double-backed adhesive foam tape where you want it, for example, the floor in a diesel or rail car.



*This tiny CNR passenger electric boxcab needs a lot of weight in its styrene body because there's no extra space on the floor. The lead/epoxy mixture pretty much covers the underside of the roof to a depth of about a quarter of an inch. There's room for another quarter inch if necessary. Eagle eyes will spot additional weights in the four corners, each fabricated from two white-metal bolsters with shot/epoxy filling the space between them.*



*I used the cardboard box method to create the large weight at the right and the smaller one at the left, next to the speaker. (More weight will be added inside the roof of my New Haven EP-3 carbody.) I was too lazy to remove the cardboard before installation.*

Here's a little Karnes philosophy about car weighting. I have never been a fan of freight car weighting. I want to pull more cars that weigh less rather than fewer cars that weigh more. So I add none! But many of you will retort that your heavy caboose stringlines and topples your freight cars on curves. However, if your cars have a sufficiently low center of gravity (CG), they will stay upright, on the track, on curves, even in front of a brass caboose. I get my CGs as low as possible. That's why I have NO plastic trucks and wheel sets on any of my freight cars. I have routinely replaced all the plastic trucks with metal trucks with metal wheel sets. The CG is no longer at the car's mid-height, but rather at or below floor level. Oh, and make sure your cabooses have their axle journals lubricated with powdered graphite to minimize drag friction.

I don't go out of my way to do this with passenger cars. For one thing, model passenger trains are seldom longer than eight or ten cars, whereas model freight trains can have 30 or more. Added underbody and interior details add weight also. So far I have had no stringlining problems with any of my mixture of 60 or so plastic and brass passenger cars.



In this issue, I would like to describe the changes that I am making to the “Product Gallery” section of the NASG web site (<https://www.nasg.org/>). If all goes according to plan, the update of the web site should be timed with the publication of this Dispatch issue.

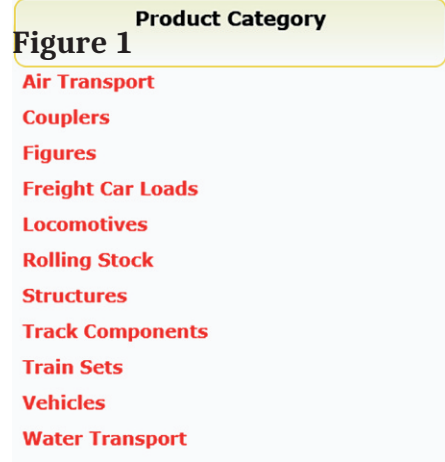
The changes aren't radical or dramatic, but rather incremental in nature; an effort to continuously improve what we already have. I had originally intended to make this change as part of the web site's redesign of 2020, but postponed it once I realized how much work this would be. Then, in 2021, I created a new software application as part of my company's product line, which turned out to be better suited for this new format of the Product Gallery than the application that I am currently using (also one of my company's products). The current software application makes it harder to list many photos and/or many links with each product, whereas the new application is much better suited for that. Basically, it will make my life a bit easier.

The Product Gallery currently contains well over 13,000 items. Migrating that many items is not a trivial task, especially when said data has to be updated from time to time during the migration. So, the changes on the NASG web site are going to be gradual, probably taking many months for the migration to be completed. I have to manage my time on the NASG web site, and there are parts of the site that require near-daily updates and those have a higher priority than the more static pages of the site. The Product Gallery falls under the latter.

## The Product Gallery Changes

Let me first state that the changes to the NASG web site's “Product Gallery” are mostly cosmetic, in that all of the current content of the Product Gallery is still there. But, let's get specific about

what has or is being changed. When you go to the main page of the Product Gallery (go to the web site and click on “Product Gallery”), you will see the same category listing as before (see figure 1)



All products that have not yet been migrated to the new format are still accessible via this section. Under this section you will find a temporary note (see figure 2).

This explains what is going on, and is intended for those whom have not read this article, or to serve as a reminder. Basically, it is telling you that a particular model's listing is either viewable via the older listing above, or via the newer listing below, but never in both.

### Figure 2 Temporary Migration Note

We are in the process of reformatting the pages of the Product Gallery. Basically, sub-dividing the various types of models, to make it easier for you to find the ones in which you are interested, without having to wade through the ones you are not.

While we are at it, we are also adding more data fields to entries to capture more data, and we are expanding the number of photos we can have for each entry (effectively, there is no limit now), as well as expanding the number of external video and web site links we can have with each entry. Where available, the size of the photos has also been increased (when you click on the thumbnail photos).

In the meantime, if what you are looking for hasn't been migrated to a section listed below, it remains available in one of the sections above (there is no duplication; so entries are either below or above). This migration process will likely take several months, as reviewing and migrating 13,000 items is not trivial.

The major change is the section below this. It separates out all the different categories of products so that you can more quickly go to or find the one you are interested in (see figure 3 on the next



page). If you are looking for information about S-scale Shay locomotives, in the older category listing you had to do some digging before you'd get the area of interest. In the newer format, you can immediately go to the product category of interest to you.

Figure 3. (Next page) Since a Shay is a “Geared Locomotive”, you would click on that category. As shown in this screen capture, there are two types of thumbnail photos; one that shows an example of a representative model, and one that states “Coming Soon (see above)”. The ones that show a representative model photo are the category of products that I have already migrated over. The ones that state “Coming Soon (see above)” indicate that that category of products has not yet been migrated over, and you should look



at the category listing at the top of the page (i.e. the older format).

When you click on one of the thumbnail photos that shows a representative model, you will see a page that lists all

the reports that are available for that product category (see figure 4). This is mostly similar to the old format, although I have created a couple of new reports, as well as given more heads-up details about how the report's data is

sorted. This screen capture shows the first seven reports out of the 13 that are available for Geared Steam Locomotives.

As with the older format, all of the reports within the same category contain the same products; the reports are there so that you can more quickly find a particular model, or compare similar models (e.g. all the ones that are decorated for a particular railroad).

Figure 4. When you click on a report's name, you will see a page listing the report's content. From there on, the reports are quite similar to the older format. What you will find is that the final pages of a report (the ones where you can see all of the details about a specific model) that there may be several extra details that have been added as compared to the older format. These may include:

- a dedicated field for the name of the factory that produced the model (for brass items).
- the manufacturer's model ID is listed as before, but there is now a dedicated field for additional IDs that they may have been released (e.g. additional IDs for specific road numbers).
- where available for steam engines, information about the tender is listed.
- where available, information about how the model is powered (AC, DC, DCC, etc.) is listed.
- where available, information about what coupler type(s) it comes with.
- where available, how much the model weighs.
- where available, how many units of the model were produced.
- unlimited number of video files of the model in action stored on the NASG web site itself.
- unlimited number of YouTube video links of the model in action.

### Figure 4 Geared Steam Locomotives

Below are all of the reports that we offer for viewing all of the known S-scale gear-driven steam locomotive models. Most reports show all of the entries we have, but a couple of reports don't due to their filters (indicated).

Contact person: **Webmaster**

1. **By Model Manufacturer**  
Entries are sorted by manufacturer, then by road name, and then by road number.
2. **By Model Manufacturer ID**  
Entries are sorted by manufacturer, then by the product ID, and then by road name and road number. *This report is limited to entries that have a known manufacturer ID set.*
3. **By Road Name**  
Entries are sorted by road name, then by model configuration type, and then by road number.
4. **By Model Configuration Type**  
Entries are sorted by model configuration type, then by road name, and then by road number.
5. **By Gauge**  
Entries are sorted by wheel gauge, then by road name, and then by road number.
6. **By Year Prototype Introduced**  
Entries are sorted by year, then by model configuration type, and then by road name and road number. *This report is limited to those for which the prototype-introduction year is known.*
7. **By Year Model Introduced**  
Entries are sorted by model year, then by the manufacturer, and then by road name and road number. *This report is limited to those for which the model-introduction year is known.*

- a dedicated line indicating the magazine article where the model was reviewed.
- an unlimited number of magazine references where the model was the main focus of the article.
- an unlimited number of links to other web sites that contain information and/or photos of the model

Most of this information, if it was available before, was captured in the generic “Notes” field of the model's details, but that made it hard to find that information quickly, and led to an inconsistent format of the “Notes” field.

As always, go to the web site and play around with the new format of the Product Gallery. The migration will take a while to complete, and feedback is welcome. Contact me at [webmaster@nasg.org](mailto:webmaster@nasg.org).

## In-closing Tidbit

In my original run of the NASG web site columns in the Dispatch, I tried to put a little nugget of info at the end of my column (if I could come up with something). Here's my return to that effort.

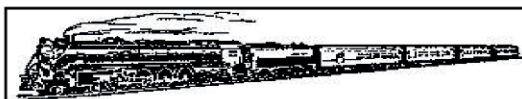
Would you like to have some great S-scale modeling photos showing up on your computer's (or Internet-connected TV's) screen as a “screen saver”? Maybe have it running in the background during an operating session at your layout, or during an open house. As you know, the NASG web site's home page has a rotation of 9 photos going continuously until you click on the page. Most web browsers support being run in “full-screen mode”. What that means is that they remove all of the user interface infrastructure normally needed to interact with the application, and only show the content of the current page.

You can put those two “features” together to create a simple 9-photo slide-show animation.

To do this, go to the main page of the NASG's web site. While the home page's photo rotation is running, press the F11 function key of your keyboard (small keyboards may require that you press an “Fn” key first). This works for Mozilla's Firefox, Google's Chrome, Microsoft Edge, and the Opera web browsers. The MacOS Safari browser requires the use of the Command+Control+F key combination (unfortunately, parts of the Safari browser remain visible).

Important: press the F11 key again, to get out of “full-screen” mode and return back to the normal view. Other keys, such as “Esc” won't work. Other office-types of software applications may also support F11 to go into and out of “full-screen” mode, so try them out.

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# SEE YOUR MODELING IN RAILROAD MODEL CRAFTSMAN!

## *"Look What's Being Done In S Today!"*

### NASG Is Promoting S Scale Modeling In *Railroad Model Craftsman*

Beginning with the May 2022 issue, the NASG began a new promotional ad campaign in RAILROAD MODEL CRAFTSMAN, one of the premier model railroading magazines.

Each month's ad on the inside front cover will feature a photo of exemplary S scale modeling...**YOUR modeling...**and direct readers to the NASG website for complete information about 1:64 scale modeling.

**RIGHT:** This ad featuring the modeling of Bob Hogan appeared in the AUGUST 2022 RMC

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*Look what's being done in S today!*

Modeling and Photo by Bob Hogan

Both SP and WP power meet at the joint Truckee diesel facilities on the Sierra Northern Railroad.

See photos of S layouts at: [nasg.org/Layouts](http://nasg.org/Layouts)  
 Complete list of S Manufacturers: [nasg.org/Resources](http://nasg.org/Resources)  
 Illustrated all-time list of 1000s of S products: [nasg.org/Gallery](http://nasg.org/Gallery)

For Info Write: Promotion Chairman, 6707 Cottage Hill Ln, Cedar Rapids, IA 52411

***In order for this campaign to be a success we need YOUR help by providing photos of YOUR scale modeling for upcoming ads. What could be more exciting than having a photo of your modeling on the inside cover of Railroad Model Craftsman?***

### What We're Looking For

Images should feature a scale train or trains and include other rolling stock, vehicles and figures, all in an interesting setting with plenty of color and texture. We will also consider photos of individual scale models and photos of modules or dioramas are also acceptable. The theme of the campaign is ***"Look What's Being Done In S Today!"***.

Images must be crisply focused and well-lit. We can provide assistance adjusting lighting to some extent but there's little that can be done to correct out-of-focus images. Images that are slightly wider than they are tall (about 3 x 5 proportion) will work the best and files should be 2MB or larger in size.

### How To Participate

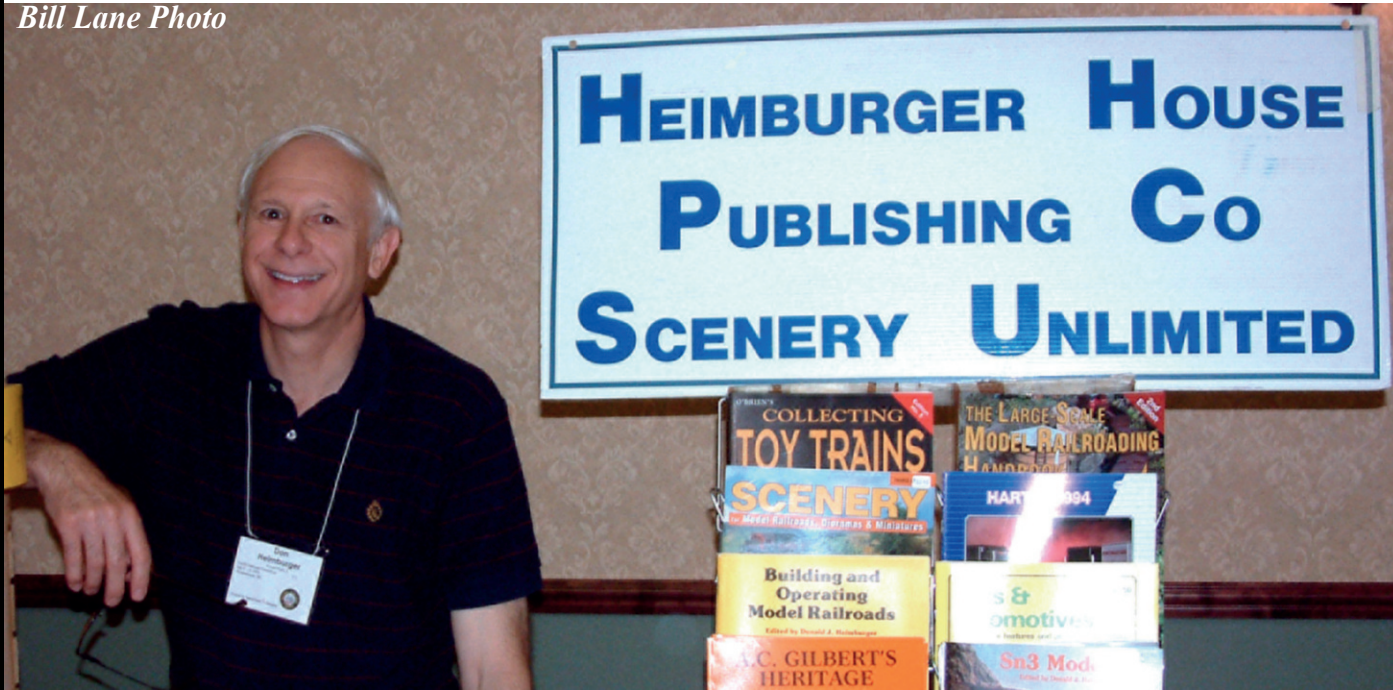
To contribute photos, simply email them to Brooks Stover at [bcstover@comcast.net](mailto:bcstover@comcast.net). He will be glad to answer any questions you might have.

***We hope you'll participate in this exciting new S scale promotional program by sharing photos of your S scale modeling for inclusion in an upcoming Railroad Model Craftsman!***

# Donald James Heimburger: April 24, 1947 – June 10, 2022

By Brian Jackson

Bill Lane Photo



In Memoriam

Donald James Heimburger was 14 in 1961. As a young man, he would linger, he once told me, in the depot at Tolono, Illinois, waiting for the Chicago newspapers to be unloaded from the Illinois Central's baggage-express car. Don had a paper route in town. Lying 135.8 miles south of Chicago on IC's double-track mainline, the depot was a joint IC/Wabash agency--the Wabash crossed the IC on an east-west axis--built in IC's utilitarian style. Eastbound or westbound, the Wabash Cannonball would make its stop, the last passenger train in the United States to employ open-platform, heavyweight observation cars. In 1961, it was possible to stand outside the depot by the four diamonds of double track and watch IC's great parade of E-unit-powered passenger trains roar through--The City of New Orleans, The Panama Limited, The City of Miami--and think that the

glory of the Railway Age would never end. It was here, at this unostentatious depot, that Don's love of railroading and journalism came together. They would remain his driving passions for the rest of his life.

At fourteen, Don began publishing his own magazine, *The S Gaugian*, which started out as a simple, mimeographed broadsheet designed to connect him with his friends, who all had American Flyer layouts, by reporting on their activities. In 1961, A.C. Gilbert died, and the company's future that bore his name became very uncertain. Indeed, the whole era of electric trains being on every boy's Christmas wish list was coming to an end. It is important to remember that what would become the NASG was in 1961 nothing more than a handful of S scale modelers who kept in touch with circuit letters. So it's hard to imagine that Don could see a future in continuing to expand and

publish *The S Gaugian*; nevertheless, in the ensuing years he continued to publish it, steadily building a community united by its interest in 3/16ths model railroading. Somehow, Don saw that our common bond was stronger than our divisions into American Flyer, hi-rail, and scale.

It's worth remembering that in 1961 there were few practical ways to connect a small community that was inherently disconnected by time and space. The only practical way was by the printed word. Although we barely give it a thought in this day and age of social media, it is well to consider that what a magazine does is build a community. *The S Gaugian* did this by providing a forum for individuals who shared mutual interests, allowing them to disseminate specialized knowledge, to exchange opinions, and to inspire others to acquire new skills. A magazine such as *The S Gaugian* also



does the more mundane tasks of community, announcing events, new products, and sometimes, the passing of its members. A magazine's most important task, however, is to encourage participation in the community itself. Over the course of the 57 years that Don published *The S Gaugian*, his magazine accomplished all of those things and steadily built the community of S.

Beyond his continuous publication of *The S Gaugian* (which he managed to do throughout his high school and college years), Don worked for the Illinois Central Railroad in its public relations department for a number of years (the job was a natural union of his love of railroading and journalism, but the future of the railroad industry looked increasingly bleak), then went on to found Heimburger House Publishing, which published more than 50 railroad books, and distributed the books of 75 publishing companies. Along the way, he established Sn3 Modeler, a groundbreaking magazine that featured narrow gauge modeling at its highest levels, which helped elevate Sn3 into becoming the premier narrow gauge scale. Don authored 14 books and

created Scenery Unlimited, the closest thing S scale has ever had to a Walther's catalog, a one-stop source for everything available in S scale.

All of this would be a difficult balancing act for any editor and publisher, but Don proved uniquely adept at it--almost certainly this was because he was active in all areas of 3/16ths model railroading. To anyone who engaged him in conversation, it quickly became apparent that he was deeply knowledgeable about the history of American Flyer and retained a keen interest in its modern day reincarnation by Lionel. As his Denver and Western layout demonstrates, Don was an accomplished scale modeler. Mention a visit to Durango, and one would learn he had an encyclopedic knowledge of narrow-gauge railroading. Don was a tireless advocate for S, not just in the pages of *The S Gaugian*, but in the pages of magazines such as *Model Railroader*, *Railroad Model Craftsman*, and *Mainline Modeler*, writing opinion pieces for them extolling the virtues of S and conducting long-running advertisement campaigns for Heimburger House/Scenery Unlimited

that urged HO modelers to "Escape to S scale"! For decades, Don was the only one to fly the flag of S scale in these publications.

The best memory I can summon of Don is hearing him relate his excitement at watching the Illinois Central's E-units have their throttles cut before reaching the diamonds at Tolono. The engineers were required to do this, he explained to me, to prevent any possible flashover of the traction motors. Don described how the Panama Limited and the City of New Orleans would approach at over 100 m.p.h. Suddenly the roar of the engines would cease as the locomotives slammed across the diamonds. Then the engines would explode to life again as the hoghead skinned the throttles back to Run Eight. Don was in his seventies when he told me this story; clearly, his excitement over railroading never left him. I am quite certain he carried it into everything he did. 3/16ths model railroading in all its divisions--American Flyer, hi-rail, and scale--is in a vastly better place than it was in 1961. We can thank Don Heimburger for playing a tremendous role in getting us here.



Tom Hurd

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# Upgrading AM's B&O Bay Window Caboosees

## Capturing the look of the prototype

By Brooks Stover

Photos by the author unless noted

Detailing Two B&O Caboosees



*B&O GP35 3768, Chessie System C-3016 and the crews assigned to them are going about the job of switching the B&O's interchange with the Buffalo Creek & Gauley on Brooks Stover's 12' x 25' layout. In this article Brooks describes how he added details to an American Models bay window caboose to create this eye-catching model. Similar modifications made to another AM car produced an earlier B&O caboose.*

The American Models company (americanmodels.com), currently the largest producer of 1:64 model trains, has made an immeasurable contribution to S modeling in its 38 year history. It was with deep sadness that we learned of founder Ron Bashista's passing at the end of 2021. He was a visionary and pioneer who built a successful company producing S scale trains, a feat that many thought couldn't be done. While not heavily

detailed, every AM product has 'good bones'. That is to say, each piece of rolling stock is properly proportioned, well-built and generally easily disassembled making it easy to repaint and detail. When enhanced with a few strategically selected details, AM models can become very respectable models.

In this article, I describe how I detailed two AM bay window cabooses to

represent B&O cars from two eras. I needed these cars to bring up the rear of the B&O trains that come from staging and switch the interchange tracks at Dundon on my Buffalo Creek & Gauley (BC&G) railroad. As I simulate operation from both the mid-sixties and the mid-seventies, I had the opportunity to build cars in two different paint schemes.



## Prototypes



From this photo Brooks found on the Internet, he identified a number of details which he added to the AM model to make a generic B&O bay window caboose. The green end door, the grabs above the windows on the ends and the corner posts are among them.

I decided at the outset that I didn't want to invest too much time in these models. I didn't want to go the full route to duplicate specific prototype classes of B&O cabooses. What I wanted to do was build models that 'looked right'. I realize that in today's 'rivet counting' culture, this may be blasphemy, but it's a modeling style that works for me. As we all do these days, I searched the Internet for pictures of both B&O and Chessie-era cabooses and looked for details on the various cars that I could add to the AM models that would give them the right character. I drew heavily on two photos I found doing simple Internet searches for my models.



This is an advertising photo for an HO model built by Tangent. From it, Brooks got the information on the paint striping and the tubular corner posts. Photo from the Internet.

## The Models

I have had the red B&O C2579 in service on my layouts for many years. I painted and decaled it long ago, but the only details I had added were the corner curved handrails and the marker lights. I purchased the Chessie car used on eBay,

but the car is available new from American Models. Most of the enhancements were the same or similar on the two cars. I will describe what I added in terms of details, but because the details are quite straight forward, I have not included photos of every step. The body of the AM cars is easily removed from the underbody by releasing two tabs, one at each end.

**Curved Corner Grab Irons** – There are depressions molded into the AM cars for the curved corner grabs on both sides. I drilled these out to accept grabs I formed from .032" wire. I selected this diameter because it matches AM's molded end rails.

**Right Angle Grab Irons** – Like the curved grabs, there are molded in depressions for the four right angle grabs on the ends of the body. These were drilled out and grabs were formed from .032" brass wire.

**Smaller Grabs** – Photos of both the B&O and Chessie cars showed straight grabs above the windows on both ends of the body and on the end beam on either side of the coupler. I made all these grabs from .020" brass wire.



Brooks makes U-shaped grabs by bending brass wire over a piece of styrene the desired width of the grab. He holds the wire firmly against the styrene with needle nose pliers while bending it with his finger. The same styrene strip is then used to mark the spacing of the holes into which the trimmed grab will fit.

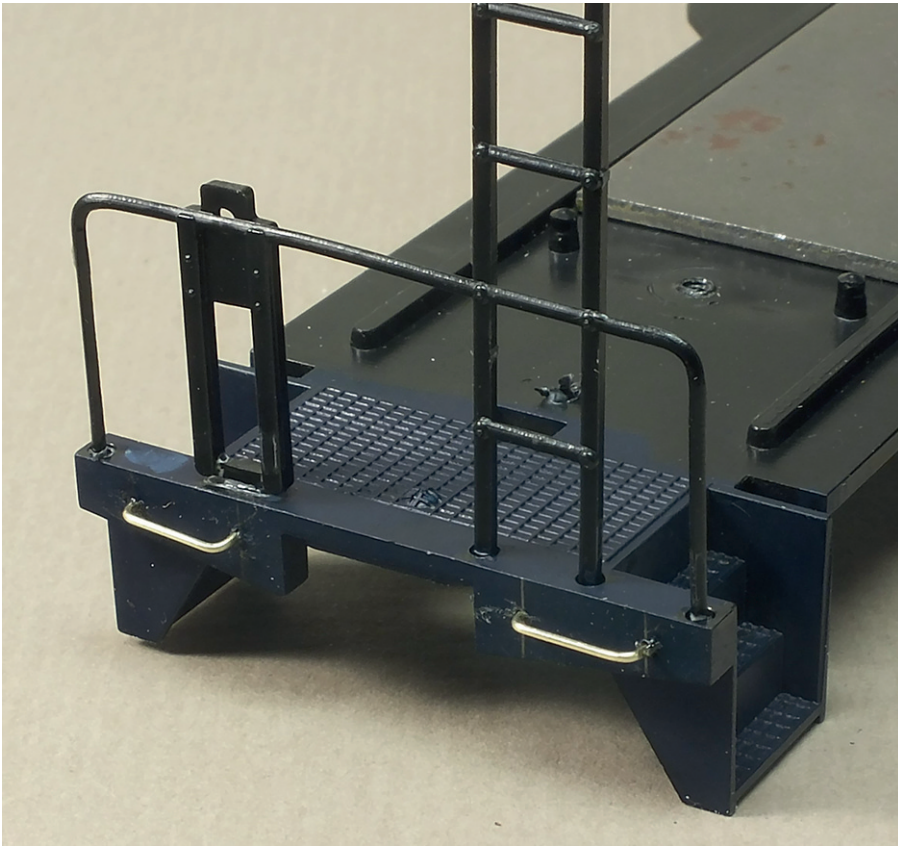
**Roof Grabs** – The roof grabs were formed from .032" wire. I freelanced slightly different shapes for the two cars just to provide some visual differentiation.

**Underbody Details** – From the photos of both prototypes it was clear that there were boxes of some kind mounted under the floor and the air cylinder was visible in the center. Again, because I was not modeling any specific car, I freelanced underfloor boxes from styrene for both cars.



Styrene was used to fill in the offset spaces along the lower side sill to provide a place to put the lower vermilion stripe. The grabs above the windows are .020" wire, while all the others are .032" wire. One of the two tabs that hold the body to the chassis is clearly visible below the door which has been painted blue.





*Brooks used the end railings and ladders that came with the AM models, but upgraded the brake wheel and added grabs on the end beams formed from .020" wire.*

**End Platform Details** – On both prototypes, the panel at the end of the roof ran straight across. I did it that way on the Chessie car, but on the B&O unit I just added some thickness to roof. In both cases, the modifications were done

in styrene. Further, the prototype photos showed both cars had what I'll call corner posts. On the B&O they appeared to be square tubing, so on the model I used .040" X .040" styrene. On the Chessie car the posts were clearly



*The finished B&O bay window cabooses captures the character of the 'target' car, yet was far easier to build than modeling every detail exactly to match a specific car. Only the most knowledgeable B&O fan will know the difference.*

tubular, so on that model I used .032" brass wire.

**Painting** – As indicated, the B&O car had been painted with Floquil Caboose Red years ago. The prototype Chessie cars had a vermilion strip along the roof and both a vermilion and blue strips along the bottom sill the length of the car. I did not want to repaint the whole car, nor did I have decals, so I created a simplified but representative scheme. By filling the offsets along the sill, I was able to paint a vermilion strip along the length of the lower side except where the bay window was. The edge of the roof was also painted vermilion. I painted the end platforms, stairs, under body boxes, air cylinder and trucks dark blue. The end rails and all the grabs were painted vermilion. While not exactly correct, the overall impact is correct...the car appears yellow with blue and vermilion trim.

**Windows/Doors** – On the B&O car I painted the end doors green. On the Chessie car they are blue. I added glazing to all the windows using clear acetate. The window shades are tan card stock. On the B&O car I added window awnings made of styrene.

**Marker Lights** – On the B&O car I added kerosene-style marker lamps from my scrap box. The Chessie car, being of a later period, had small cubicle electric light fixtures. I made these from square styrene stock and represented the lenses with small red dots done with a Magic Marker.

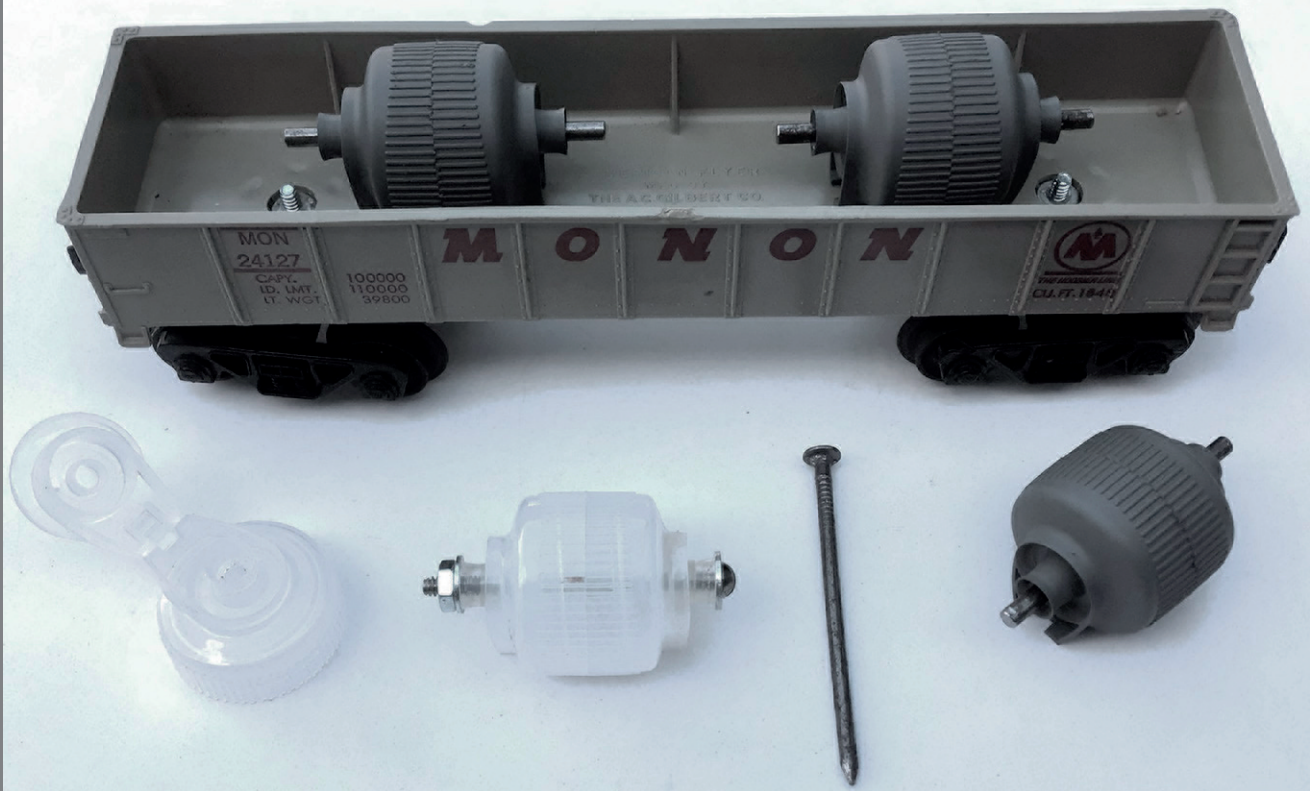
## Conclusion

As I said at the outset, because of their solid overall design, American Models rolling stock are great candidates for mild upgrading with the addition of a few details. I think these two cabooses make the case. While they may not win any contests for prototypical accuracy, they fill the bill for my purposes. They have the right feel for the eras I represent, and for me, they "look the part". For more photos of my layout, visit my website [www.buffalocreekandgauley.com](http://www.buffalocreekandgauley.com).



# Electric Motor Load for Flat or Gondola

By Harry Noble



*It could be used with any scale possibly, but I've mocked up G, O, S and HO: finding S-scale looks best., as you can see with my American Flyer gondola holding two of the model motors.*

This neat idea came via Phil Gliebe's notes in the February NMRA Div3 MCA newsletter the "Call Board". It was presented as an HO-scale load. However, I believe it is better proportioned to S-scale rolling stock, as seen in the attached photo of my A/F. #24127 gondola loaded with two such motors.

For each motor you will need 2 liquid dish soap bottle caps and 1 nail (metal rod) 1/8" dia. x 2.12" long.

Some E6000 adhesive (Walmart), Gray paint (rattle can), hand tools, sandpaper, a 6-32x2" screw (with nut

& 2 flat washers) and a 2-inch long coarse threaded deck screw.

Cut lids from caps. Sand cap faces lightly. Dab a little adhesive on cap faces and assemble back to back. Run 6-32 screw thru holes to aid in alignment, and snug up nut to hold while glue sets. When set, place motor feet down on sandpaper and sand lightly to assure flatness. Remove 6-32 screw and thread deck screw barely thru holes. Clamp vice grips on screw head to hold motor while painting. While paint dries, cut nail (rod) to required length.

File cuts smooth. Remove dry motor from deck screw and slide nail "shaft" thru holes. Put a dab of adhesive (a toothpick helps) near each end of shaft where it enters motor frame. Center shaft in motor and let glue set. Done! I made four in one afternoon.

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# Rusty Westermeier's Layout Saved

By Fred Schlegel



*Eric standing at west end of layout. The elevator is one Rusty built. Eric is great artist and painted the back drop scene.*

Rusty Westermeier was well known on the Groups.io S-scale mailing list. He passed away on December 17, 2021.

I have been good friends with Rusty for over 40 years, meeting him first at a NMRA meet on a layout tour. He was stationed at SAC air force base Omaha at the time.

I walked into his basement and, being an AF guy, saw an S Scale Layout with code 100 handlaid rail, scratch and mostly kitbashed REX engines and scratch built cars for the first time. I was awed by the detail of his buildings and great scenery. I was hooked on Scale and we became good friends.

We traveled to many train shows and NASG conventions together over the years. The last 5 to 6 years were best, as 6 guys would meet at Rusty's full basement S scale layout 2 to 3 times a month on Friday nights. Although Rusty had a great DCC system, with help from Bob Riegge, we started dabbling in Dead Rail battery power, and ended up running most of our trains that way for the last few years as it eliminated shorts and a lot of downtime in operation.

We would bring our own engines or use Rusty's for the first hour, then each of us kind of adopted a section of the layout to detail while Rusty kept at his first love, building structures and bridges. Then we would go upstairs

and watch a train video and enjoy wife Floy's famous chocolate chip cookies and refreshments.

I consider Rusty one of S scale's top scratch builders and layout planners as his layout turned out to be. He wrote S Scale articles for the *S Gaugian* and reviewed many kits over the years. He was a great guy to know, and very giving of his time and expertise. I feel I am a much better modeler because of his skills he passed on to me.

We got together at Bob Roegge's last week and it felt good to be together with the gang, but we all miss Rusty and Floy and his friendship. His legacy lives on in the buildings and modules that many of us now have on our





**Above: This is Richardson on the Faubush and Miller Railroad of Rusty's layout.**

**Below: 2'x12' Richardson ready to be transported to Eric's home. We cut it in half and hauled it in back of my pickup.**



layouts. I will dedicate the town of Westermier on my layout when I get the town with his buildings built. We were able to save 5 sections of Rusty's layout during tear down.

Mostly 2x12' sections of towns with a lot of switching. The town of Richardson was a 2' x16' section on Rusty's layout with 10 to 12 industries to service by rail.

We cut a manageable 2' x 12' section out of the middle of the module with all the switches on it. Eric has set this up in his basement as a switching module. He has since tunneled through the wall into the next room and made a 30" dogbone loop to run trains out and back for more operation.

He will eventually do the same on the other end of the layout to expand operations. Eric is a great artist and did all the painting of the Colorado scene he has created. He created a cattle pen and range scene on one end, added a tower, a small station, a water tower and an oil rig in middle. The oil storage facility and the elevator which Rusty built is on other end.

It is a point to point switching layout, and Eric said he wants to tunnel through wall and add a reverse loop in next room to give a little more running. Eric is an American Flyer guy but came with me to Rusty's for a few operating sessions and got the scale bug. We will see where this leads.

Anyway, it is nice to go over to Eric's and run trains on one of Rusty's Faubush & Miller towns and to see Rusty's legacy live on.

Thanks Rusty for the legacy your modeling left us.

For more photos, please go the the NASG Website:  
[https://www.nasg.org/Layouts/S/indexWestermeierRustyNFaubush\\_and\\_Miller.php](https://www.nasg.org/Layouts/S/indexWestermeierRustyNFaubush_and_Miller.php)





*Mid layout - oil rig, water tower, small station and switch tower.*

*Richardson at Eric's home depicting western Colorado a scene, at the west end of the module.*





# Layout Trees and Shrubs

By John F. Quilter



*Mountain with multiple teazle trees.*

When I started with building an American Flyer layout back when I was a young teenager in the early 60s, I had, like most teenagers, limited finances. We lived in a rural area of the San Francisco Peninsula and I was often outdoors cycling or hiking the hills and always looking for something I could repurpose for my growing railroad, and I noted these weeds growing in some areas. I have later learned they are known as French Teazle the Latin term *Dipsacus Fullonum*. Probably commonly thought of as an invasive thistle, but they are not technically a thistle. In the summer months these green items turn brown and can shed voluminous seeds which can cause an entire field to be taken over by them. They are common in much of the USA, and the plant can grow to six feet tall with many of these “flowers” at the top. My eye as a boy said these could make great trees for a model railroad.

And best of all ,they can be harvested for free which was a bonus compared



*Two unpainted teazles and one doubled up for extra height.*

to the hobby shop ready made trees or lichen bought to make up trees.

More recently, I have gathered some of these dried brown ones from rural roadsides around Eugene, Oregon and used them to create a forest or row of trees on my newly constructed layout. The process is to cut off the bottom protruding leaves, shake out all the seeds (dispose of them properly, you do not want these making their way to your garden), trim off the upper protruding fibers, spray them with an appropriate rattle can green paint, flat or matt colors are best and by using different shades of green on the same tree a variation of color can be achieved. The stems are rather hollow so a round toothpick can be inserted which can be fitted to a drilled hole in the layout platform or mountain. Paint the stem a brown color to replicate a tree trunk. Harvest larger ones, which can be just over 3 inches long, making them about a scale 16 feet tall. By cutting off the top portion of one and the bottom portion of another, they can be stacked again using a toothpick to join them. Back in about 1978 when I packed away my original layout, I saved some of these I had used on the layout in the 60s, and find that they have survived quite well and were reusable although I have added many more recently.





*Unknown species of pine cone painted and dusted with saw dust for texture.*

And, living in Oregon, there are a huge variety of pinecones from various species of evergreen trees. I have found they too can have a use on a model railroad. I gather these various types, paint then with an aerosol paint can in



*Metal scrub pad painted and used as a shrub.*



*Package of suitable scrub pads.*

varying shades of green. Sprinkling them with sawdust when the paint is wet, and later recoating them, gives them additional texture. Drill a small hole in the bottom stem, insert a wire and a small section of a twig or dowel for a trunk and mount then on the layout.

And one further nonorganic item I use is copper or stainless steel scrub pads which, when painted green, can be used as shrubs and bushes. Cheap and easy to find at stores.



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# Calendar of Events

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## 54th Annual Cincinnati Div. 7, NMRA Fall Train Show October 8-9, 2022

54th Annual Cincinnati Model Train Show at Lakota West High School 8940 Union Center Blvd. West Chester, OH. 45069. All scales, operating layouts & displays. Hourly door prizes, FREE locomotive test station. New & used model trains, books, collectibles. Admission-\$8.00. Children 12 and

under and Scouts in uniform free with paying adult(s). No animals allowed except service dogs. Wheelchair accessible. Free parking, food and refreshments available. More info 1-513-662-RAIL or visit [www.cincy-div.7.org](http://www.cincy-div.7.org)

## Alto Model Train Assoc. Show November 6 th

At the Blair County Convention Center, Altoona, PA. 16635 from 9 AM to 2 PM. Admission \$5.00. Children under 12 free. Contact Dick Charlesworth 814-695-2201 (H) or 814-931-8811 Free Parking

## East Greenville Train Show November 19, 2022

Will be held at the East Greenville Fire Co., 4<sup>th</sup> & Washington Streets, East Greenville, PA 18041. Time: 9 AM to 3 PM. Hosted by North Penn S-Gaugers. All gauges. Four operating layouts and approximately 80 sales tables. Admission: \$3 per person, \$5 for a family, under 12 free w/ adult. Free parking. Refreshments. See website ([www.npsgauge.org](http://www.npsgauge.org)) for more information.

## Classifieds

All acting members of NASG may place a non-commercial classified ad in *The Dispatch* at no charge. Ads must be limited to 750 characters. Email your ad copy to [dispatch@nasg.org](mailto:dispatch@nasg.org). You may also mail your ad to Daniel Dawdy, 407 East Chippewa St, Dwight, IL 60420. Please be sure to include your membership number. Ads will run for three consecutive issues unless we hear otherwise.

**FOR SALE:** American Flyer post-war catalogs: 1964 X264-6, Consumer catalog, P-9, \$22; 1965 X165-12 REV, Revised Dealer catalog, P-9, \$14; 1966 M6788, All Aboard Instructions, P-9, \$9; American Flyer by Lionel 49808 Animated Track Gang Set (594); C-8 Like New, no box, \$84; Free shipping. Email: [jshirey1@comcast.net](mailto:jshirey1@comcast.net)  
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# NASG Annual Convention: First Look

By Dan Dawdy and Jay Mellon

Photos by Dan Dawdy



A true cross-border event, the "Buffalo CanAm" was hosted by both the Western New York S Scale Association and the (primarily Canadian-based) S Scale Workshop this past August 2nd through 6<sup>th</sup>.

Due to time and space limitations, we'll have a full report in the next issue of *The Dispatch* but I can give you a taste of what went on now.

My wife Amy and I arrived on Monday to make ready for the Niagara Falls and the Niagara Frontier Chapter of the National Railway Historical Society on Tuesday morning. The falls was breath taking to say the least. We did the Maid of the Mist tour which basically took you right up to the falls. We both liked the fact that we had hours to do our own thing.



*Yes, The Maid of the Mist got a little wet as we went up close and personal to the falls.*

The next stop for us was the Niagara Frontier Chapter of the National Railway Historical Society. Housed in the historic Erie Railroad Freight Depot in North Tonawanda, New York, the museum contains various railroad artifacts which celebrate the rich heritage of railroading in the Niagara Frontier Region.



Historic Erie Railroad Freight Depot.

Wednesday, we were off for a ride on the New York & Lake Erie train, pulled, in CanAm fashion, by ex-VIA nce CN MLW FPA2 Number 6758 and ex ERIE S1 Number 308.



We traveled up a 2.5%+ grade, through a historic tunnel, and were enchanted by the gentle sway of the cars as we headed to South Dayton and back. Things of note were that parts of two movies, "Trains, Planes and Automobiles" and "The Natural" were filmed here.

Lunch was at Hamburg Brewing Company which also featured a fantastic G scale indoor layout for viewing in the brewing area.



**(L to R) Mark Charles, Jeff Jundt, Gregg Wujcik, Gaylord Gill (all from the Southeastern Michigan S Gaugers) and Ron Kemp from the Buffalo CanAm Convention Committee enjoying lunch at the "Rails and Ales" tour during the convention.**



Our last stop after a great lunch at, was Hamburg depot, home to Artcraft Toy Trains hobby shop and one big hulking Pennsylvania Decapod IIsa Number 4483. We did our own thing on Thursday and set up that night in the convention room.

OK, let's get a look at the convention with Jay Mellon and come back next issue for a full report and all the contest winners and awards.

#### 2022 NASG Vendor Hall Report

As has become my habit, I have prepared a report on the happenings in the vendor hall at the 2022 NASG convention (Buffalo Can Am). I have no business associations with any of the vendors described in this report. Apologies to anyone I may have overlooked.

Des Plaines Hobbies. There was a large selection of S Scale America rolling stock models (rtr) available. Scale well-container cars were available. Hi-rail versions are sold out. They also had a large selection of S decals and structure detail parts (windows; doors) available. They are working on re-producing some rolling stock models that are sold out. Matt Gaudynski relayed that they hope to have the Fox Valley #5 turnouts (hi-rail) re-stocked by late 2022 or early 2023. Scale Trains (owner of former SHS tooling) plans to release the entire selection of models formerly produced. Matt confirmed that the S Scale America line of models will remain with Des Plaines Hobbies and will not be transferred to Scale Trains.

J. L. Innovative Design. This is a new company for the S family. They produce some S scale detail parts. They had barrels, mail boxes and derail parts available. Chris Costello relayed that they intend to produce all of their HO

scale items in S scale as well. (www.jlinnovative.com).

Jeff Madden. He had his usual large selection of 1/64th scale cars and vehicle trucks for sale.

Michigan Models. Tom Hawley had a large selection of Smoky Mountain Model Works (craftsman kits) available. He also had some items from his personal collection, as well as Southwind Models brass flat cars available.

Milepost 169. Tom Lennon relayed that he has the Omnicon Shark diesel model for sale (\$155). The kit includes the chassis, shell and detail parts. The modeler needs to modify the American Models drive train (with motor) to fit the shell. He also had some items from his personal inventory for sale.

N.E. Prototypes. Bill Morris had a large selection of S decals available. He has also produced a new kit utilizing the original Gilbert AF boxcar as inspiration. He has collaborated with Pre-Size Models (Steve Wolcott) to produce body shells. The kit includes an Ace floor to add weight to the model and a package of detail parts. The kit does not include trucks, couplers or decals.

Port Lines Hobbies. Doug Peck had a large selection of excess inventory he was selling off. He also had some new Motrak structure kits (Adamsville depot; Alton fire station; supply shed).

Pikesville Models. Dave Blum had his usual large selection of American Flyer, American Models and S-Helper Service models available. He also had a large selection of classic Gilbert AF locomotive models (steam) there.

Pre-Size Model Specialties. Steve Wolcott and Linda Lindsey had examples of most of their resin rolling stock kits on display. More recent kits include the center-beam flat car (BC, BN, UP, Milw, TTX) and the SP A-50-6 auto boxcar. Their inventory also includes tunnel portals and beet loads (for the composite gondola kit).



Railroad Crossing. Richard Krieg had a selection of his S scale structure models on display. New models include a lumber shed and yard tower. He can custom build a model for structures wanted by the customer that are not currently available.

River Raisin Models. Dan Navarre recently announced his retirement. He had detail parts from previous model projects on display, as well as brass models for sale. He anticipates shutting down his website by the end of 2022. If you have any needs from his inventory, I would suggest you pursue them ASAP. He will be sorely missed.

Royal Train Equipment. He had a large selection of detail parts available. These items really add interest to your model displays.

The S Scale Resource. Dan and Amy Dawdy were there to promote their

online S scale magazine. Dan has also recently assumed the editorship of the NASG Dispatch magazine (hard copy). He needs material to put in both magazines.

Tomalco Track. Larry Morton had his scale track display there. He produces code 70, 83 and 100 flex track, as well as #4, #5, #6, #8 (RH, LH) turnouts; special track applications. There were also hi-rail and scale re-railer products available.

Jeff Wilson (Hoquat Hobbies). Jeff was selling off excess inventory from his personal collection that included a large selection of SHS rolling stock models.

Multiple individuals were selling items from their personal collections. The S Scale Workshop and the Southeast Michigan S Gaugers had their display layouts set up in the vendor room. These layouts provide entertainment for

convention attendees and show off some excellent S scale modeling. The Western New York S Scale Association layout provided an opportunity to see vintage American Flyer models in action. There was lots of AF product available for that modeling community.

Matt Gaudynski had some pre-production 'shots' from SHS tooling on display at the Des Plaines Hobbies table (Scale Trains). Darby Marriott (Convention Chair) gets a "gold star" for his convention venue selection. Hotel staff were very friendly and helpful. I saw one young man exiting the vendor hall with an original Gilbert microscope set. This may be his introduction to a scientific research career. So, you should avail yourself to the world's only all-S hobby shop that is only open for 1 ½ days a year. It remains a precious modeling asset. NASG has announced the 2023 convention will take place in Harrisburg, PA next July.



Outside the convention hotel Friday night after the first real rain of the week.



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