



The

A Publication Of, By and For The Members

DISPATCH

March/April 2023



- Bill Clark's Modern AF Consist
- The Athabasca Northern Railway
- The Reefers Produced by Crown Models





The DISPATCH

March/April 2023

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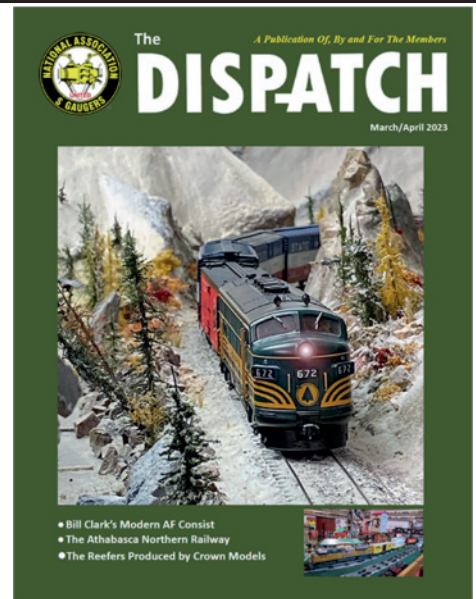
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The COVER

A beautiful scene on the Athabasca Northern Railway.

In this article, 95-years-young Nicholas Deely describes his unique S scale layout set in the far north, an area rarely modeled but near and dear to Nicholas' heart.



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, membership@nasg.org.

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POP VALVE



Open Letter to S Modelers

Editor's Note: The following is an editorial from the November Railroad Model Craftsman by its editor, Otto M. Vondrak. We feel republication is warranted because his comments not only encourage the submission of articles on S to RMC, but also because he makes it clear to model railroaders in more popular scales that RMC considers S equal to O, HO, and N. To the best of our knowledge, this is the first time an editor of a major model railroad publication has ever ventured such comments on S.

Let's just come out and say it: S scale gets a bad rap. Sitting pretty at 1:64, this misunderstood modeling medium occupying a niche between O scale (1:48) and HO (1:87) is often met with confusion and sometimes outright derision. The elephant in the room is S scale's legacy roots in American Flyer toy trains, which is the immediate connection many model railroaders make. And rightfully so: the A.C. Gilbert Company put up stiff competition against leviathan Lionel for their share for their share of the toy train market, reaching their peak in the 1950s. Speaking with enthusiasts of a certain age, they will tell you the American Flyer trains were immediately more desirable at the time, running on a more realistic two-rail system instead of the competitor's toy-like three-rail. And so began S scale's yearning to be taken seriously and more than "just a toy."

The original American Flyer line met its demise in 1967, with assets and tooling acquired by Lionel, but the "victory" was short-lived. Lionel itself declared bankruptcy just two years later, ending the classic toy train era for many.

While toy trains are fun, and there are dedicated legions who continue to keep that flame alive, yet another segment of the hobby turned to S as a viable scale option.

In those early days, if you were looking for a challenge, S was it. A few brave vendors offered rolling stock and structure kits (though a fair number of existing HO and O scale detail castings could be adapted as well). You could argue that "S" stood for "scratchbuilding." Narrow-gauge modelers were also attracted to S, with a number of Sn2 brass imports arriving to help fan the flames. As such, additional manufacturers entered the ring, working with the tight-knit community of 3/16" modelers to bring even more scale products to market, bringing us to the present day.

While today's S scale modeler has access to an increasingly diverse selection of products, it's not nearly the same as those available for O, HO, or N. However, that doesn't seem to stop folks like Brooks Stover from creating amazingly detailed scenes like the ones featured on the latest incarnation of his Buffalo Creek & Gauley. Brooks is not alone, especially when you consider the number of S scale modeling features we have published over the last few years. Maybe you didn't notice them because the modeling was so good, you didn't realize you were looking at S.

You've probably noticed the advertisement we've run on the inside front cover for the last several years from the National Association of S Gaugers. We appreciate their support, and they use the space not only to promote their organization and the proliferation of S scale, but to introduce you to new products as well. Their website at www.nasg.org is a wealth of information for those who are curious about S scale and seeking additional information.

So what got me thinking about all this? In the dark corners of chat rooms and the back alleys of the internet, there's been talk about "bias" in our hobby publications *against* S scale, citing the lack of articles published about The Ideal Scale in recent years as evidence.

Continued on page 6

The DISPATCH

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From the YARD OFFICE

NASG, Information, And The Future

A few thoughts from the NASG's current president, R. James Whipple

* Who does the NASG serve?

This question is eloquently answered by the NASG's logo of the clasped couplers and the word "United" so well depicted in the late Frank Titman's fine artwork. The NASG exists to serve all facets of 1:64 model railroading, both collecting and modeling. It is and should be inclusive within that directive. In the collecting world, AF fans are vastly outnumbered by the Lionel collectors; in the modeling world, the number of S scalers is dwarfed by the numbers of HO and N modelers. But in NASG everyone is living in a 1:64 world and there are some real advantages for us to have an organization that serves just our preferred scale of trains.

It is regrettable that there has been a lot of recent misinformation that somehow *The Dispatch* was no longer serving the AF side of the hobby. Nothing could be further from the truth, and no such decision or action was ever taken. If there is a dearth of articles at times, it is because no articles have been submitted. The editor can't publish articles that aren't submitted! There is a new AF/hirail editor, Dr. Stephen Law, who is shaking the tree trying to get some more AF apples to fall out of it to put into print. Don't complain - contribute! If you have an article, or even just an idea for an article, contact him about how to get it into print and share your stories, ideas or layout description with the membership. How did you ever find the most special piece in your collection?

* Who has a voice in the NASG?

Anyone who wants to can have a voice! I found it very disappointing that there weren't even nominations for all the open offices in the recent call for NASG elections this spring. If you want to participate in guiding NASG direction and setting policy, all you have to do is volunteer. Be a board member, join a

committee, write for *The Dispatch* - just follow your interests and share your talents with the rest of the "S" community.

* What can the NASG do in the near and far future?

Probably the three most visible activities of NASG are sponsoring the annual all-S summer convention, producing an annual car, and publishing *The Dispatch*. The NASG website is - literally - a virtual museum of S models and products, past and present, and you can spend many enjoyable hours browsing it (Thanks, Peter). Serious work is underway to update module standards and stabilize supplies of essential items - like track and turnouts. Very soon we need to turn our attention to the long-term survival of 1:64 model railroading by considering ways to attract young people to the hobby. I suspect that few of you fully understand the implications of recently converting the NASG to 501(c) tax-exempt status. This goes far beyond just encouraging individuals to donate to the organization; it means that we could apply for foundation grants to support educational programs to reach high school shop and technology classes with model railroading applications of the skills taught in those classes, for example.

Please think about all these ideas, and then step up, volunteer, and participate. Don't wait for someone else to do it. The NASG can only be what you make it.

NASG Awards and the Western Vice President

Each year, the NASG membership is asked to submit nominations for the five annual NASG awards. The Western VP records the nominations and the BOT votes on them in May. The results are tabulated and the recipients are announced at the annual convention, usually in August.

The five awards, with criteria are:

1. Bernie Thomas Memorial Award: "Presented in recognition for meritorious service to S scale or the

NASG. The Bernie Thomas Memorial Award (BTMA) is our top honor that can be bestowed." The award is an honorary membership in NASG good for life, plus a plaque, trophy. Restrictions: After 1980, the NASG BOT determined the award could be bestowed upon an individual one time only as the intent of the award was not for the same individual to receive it year after year. Plus, an honorary membership in the NASG can only be received one time. Current NASG Board of Trustees members are not eligible for nomination.

2. NASG Perles Publication Award: "To provide recognition for the efforts of person or persons who best present the S-scale story to outsiders through an article published in a non-S publication, which promotes and publicizes S-scale. Staff writers paid by the publication in which the article appears are not eligible for any part of the award." Award specifics: Cash award of \$100.00 plus plaque/trophy. Up to a maximum of 2 honorable mentions may be presented once a year for articles, which qualify for promoting S scale in a non-S publication, but the article(s) does/do not receive the Perles Publication Award. Recognition is to be a certificate. All restrictions of the Perles Publication Award govern the Honorable Mention. For an article to qualify, it must appear over a one year period, April 1 through March 31.
3. NASG Josh Seltzer S Website Award: "To provide recognition to an individual, company, or group for its promotion of S scale modeling via any form of electronic media"
4. Charlie Sandersfeld Memorial Manufacturer's Award: "To provide recognition to a company for its efforts in supporting and promoting S scale."
5. NASG Trustee's Award: "Recognition of individuals who contribute extraordinary skill, talent, and time to

the NASG.” This is not an annual award. However, conversely, more than one award may be given within any one year.

6. NASG Hall of Fame: This is not an annual award and (like its baseball counterpart) there are no criteria for the award. If a member thinks someone is a candidate for the HOF, submit your reasons and the BOT will consider it.

Nominations, with a brief summary of the reasoning behind the nomination, should be submitted to the Western Vice President or members of the BOT by April 30.

I hope all NASG members will think about their colleagues and submit many excellent suggestions this year!

Thank You, Peter Gehret, M.D., Western Vice President, NASG Contact info: western_vp@nasg.org or pag125@comcast.net

Addendum: My term as Western VP ends in July. I have served two terms and have enjoyed the privilege. However, I will not seek another term. Our BOT is committed to improving and promoting all facets of S and is very cohesive, and I ask the membership to submit candidates for the Western VP position. The region includes the following states, Countries and Territories: the States of Alaska, Arizona, California, Colorado, Hawaii, Idaho, Kansas, Montana, Nebraska, New Mexico Nevada, North Dakota, , Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wyoming; The Provinces of Alberta, British Columbia, Manitoba, Northwest Territories, Saskatchewan and Yukon; Mexico, Central and South America, Continental Asia, Australia, New Zealand, Pacific Rim and Pacific Island Nations.

Peter Gehret

NASG BOT Meeting - Sunday, October 23, 2022

Call to order: President Jim Whipple called the meeting to order at 8:38 pm EDT.

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

Members absent: Mike Ferraro, Treasurer

The minutes of Annual BOT Meeting at the NASG Convention in August were passed online.

No treasurer's report was available.

The Dispatch:

Brian spoke about the possibility of picking up some of the advertisers and regular authors that were in *The S Gaugian* and bringing them into *The Dispatch*. He felt that it would be good to also bring in the Flyer coverage that *The S Gaugian* had. This would help to make *The Dispatch* more appealing to the Flyer members of the NASG who have been voicing concern that the NASG is too scale oriented.

Old business:

We are in need of an advertising manager and are following up on a person of interest.

We discussed revisiting the relationship with Lionel with regards to selling trainsets during shows at the NASG booth.

We also discussed the need for a new Executive Vice President with the emphasis on having someone with Flyer interests.

Pete moved that we table the Flyer set selling agreement until we have enough information.

It was seconded and was passed.

New business:

Brian discussed the success of the trifold pamphlets distributed at the National Narrow Gauge Convention based on the report of Roger Nulton. These were used to promote S and Sn3.

Brian moved we reimburse Roger Nulton and the NG Convention Organizers for the printing of the trifold pamphlet. It was seconded and passed.

We discussed how many pamphlets we should print. We decided on 1500 which was close to the print budget passed earlier in the year.

Andy moved that we give James McAuliffe permission to attend the National Farm Toy and TrainFest Shows for NASG promotional purposes.

It was seconded and passed.

Brian moved that we accept James McAuliffe's proposal to purchase equipment from AM and Des Plaines for promotional purposes in the neighbourhood of \$500.

Darby added we set up an inventory list to keep track of things.

It was seconded and passed.

Brian suggested that we have covered hoppers, boxcars, a caboose and an RS11.

We are going to invite James McAuliffe, the Promotions Committee Chairman and Merlyn Jarman, a career advertising executive, to our next meeting on November 16 to discuss their ideas on promotion.

Darby moved to adjourn.

It was seconded and passed.

The meeting ended at 10:38 pm.

POP VALVE

Continued from page 3

In fact, I've been accused personally of "favoring" HO scale above all else when it comes to the material selected for publication in *RMC*. Everyone's entitled to an opinion, but this one just leaves me speechless.

Flip back to any of our issues over the last few years, and you'll find the work of many talented S scale modelers. If you count more articles in other scales, there's two simple reasons for that: 1) No one is sending in S scale articles, and 2) as previously discussed, there are fewer S scale modelers in general, so it stands to reason there will be proportionately fewer articles submitted for consideration.

The only metric we are biased on is the quality of anyone's modeling. If you've been on the fence about submitting your work, consider this to be your engraved invitation. Let's clear the air and welcome S scale modelers with open arms, and stop worrying about "bias" and just enjoy great modeling no matter where it comes from.

"—November 2020 Railroad Model Craftsman "Editor's Notebook" by Otto M. Vondrak. ©2022 White River Productions, used with permission."

MEMBERSHIP YEAR

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NASG Membership Secretary

Dick Kramer

P.O.Box 268, Middlebury, CT 06762

e-mail: membership@nasg.org

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 1st for the

January/February issue, February 1st for the March/April issue, April 1st for the May/June issue, June 1st for the July/August issue.

October 1st for the September/October issue and October 1st for the November/December issue.



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SUPPORT YOUR NASG

Help out one of our
Committees!

I have recently made some changes to the “Resources” section of the NASG web site (<https://www.nasg.org/Resources/index.php>), and I will go over these in this column.

When I first started participating at local train shows with the Houston S Gaugers shortly after switching from N-scale to S, whenever I talked with a member of the audience who appeared to have some interest in S, I often found him saying that “nothing is available in S”. I’m sure you’ve heard that as well. When I later took on the role of the NASG web site’s webmaster, I decided to refute that myth, and make a complete, accurate, and up-to-date listing of all the manufacturers, retailers, and individuals selling S-related items. We now have well over 500 such entities listed in the NASG web site’s “Resources” section.

When you arrive at the main “Resources” section of the web site, there are a lot of sub-headers on the page. This section is meant to provide you all of the research materials you might need to be able to find something specific in S. The crown jewel of that page is the “All Known Companies” under “The Full Listing”. This is where each of those 500+ companies are listed, all in one page, so that you can do text searches within that page (see my Jan/Feb 2023 Dispatch column about how to do searches).

The changes I have recently made to that section of the web site are more evolutionary than revolutionary. Visually I hope that the information available about a particular company is now easier to read, and clearer. Not only that, I have also added a large number of extra bits of data that I am collecting and showing on the pages.

Under each of the company entries, you will find a “last reviewed” date immediately under their name. This indicates the last time I visited their web site, or otherwise verified their information, as well as updated their product listings within the rest of the NASG web site. Some entries don’t have this date yet, and those are overdue for a review, although their data is highly likely to still be accurate. Web site links, however, are validated weekly.

For some companies, below the date, you may find one or more special notices in orange boxes. These draw attention to the fact that the company is active in some of our NASG efforts; for example, they run an ad in this magazine.

Below that are two columns, one called “Contact” and one called “Products”. The Contact one indicates what type of company it is, and then it lists all known information about how you might go about contacting them. The Products column provides a very brief listing of the types of products and/or services the company offers its customers.

Below those two columns there may be a section called “Notes”. This is shown only if we have any additional thoughts, comments, or any other information that you might find helpful.

Below the “Notes” there may be another section called “History”. This captures all known historical information about the company, such as when it was started, when it bought or sold its product lines, etc. As of this writing, this is still an active project that will likely take some time to complete.

And finally, below all of these, there may be one or more photos of the company. As of this writing, two example listings that contain a lot of these features are American Models (full details) and S-n-S Trains (photos).

On my future to-do list is the task to add one or more links to that company’s product reports in the “Product Gallery” section of the web site, if it is a manufacturer.

If you go back to the main “Resources” page, under the sub-header “The Full Listing”, there is also a link called “Quick Web Sites Listing”. If you know that you want to go to a web site of a particular company, that page provides you with just a bare-bones list of links. On that page, click the company’s name and it will take you to their web site. That link is also available on the full-detail listings, but this may be quicker if that is all that you want to do.

What else can you find in the “Resources” section of the web site? The “Current NASG Dispatch Advertisers” is a quick listing of the companies that currently advertise in the Dispatch. The third subheader, called “Categorized Listings,” shows the same information as the main company listing does, but the companies are separated by their main product line or services categories. If a company offers multiple product categories, then they will be listed in each of those respective categories. If you know that you are looking for a particular product type, then that may help you get there faster.

The next sub-header, “Reference Material,” offers listings of books, catalogs, and magazines that cover S. For magazines, be sure to also visit the NASG Mobley Library page by clicking on the main “NASG” button, then click on “The Mobley Library” under the “Membership Benefits” sub-header.

Back on the “Resources” page, the “Organizations” sub-header currently lists the NMRA S-scale SIG web site and the UK organization that covers S. As a special note: the NMRA S-scale SIG is no longer operational. The key members of that group simply could not continue to devote the time it takes to maintain all of that (articles, product reviews, web site, and discussion forum) and they were unable to find new volunteers to take over. The forum was closed down over a year ago. I have been in discussion with the key members, which includes their webmaster, Chris Borgmeyer, and we have all agreed that the content found on that web site will be migrated over and integrated into the NASG web site. This is not a trivial process, but it is my plan to have that completed sometime in 2023.

Finally, the “Resources” main page has a complete and up-to-date listing of all of the known forums, discussion mailing lists (e.g. Groups.io), and Facebook groups that cover S. These are great for asking fellow modelers if they have something hiding in their closet that you might like to buy from them.

2023 Spring S Spree

"It's S Gauge Heaven"

Presented by

American Models

"The Finest In S Gauge Trains"

Americanmodels.com

March 31st—April 1st, 2023

Dayton, Ohio

Sponsored By:
Trick Trains n' Things
tricktrainsnthings.com
937-470-8831

Sponsored By:
Pikesville Models
410-653-2440
pikesville.models.com



2023 Spree Car - 40' Steel-sided Box Car by American Models

2023 S Spree Hosted by the Miami Valley S Gaugers

Registration and Car Information: <http://www.trainweb.org/mvsg/spree2023/spree23.html>

Contact Spree Registrar, Tom Hartrum 937.236.4388



NASG COMPANY STORE

NEW ITEM!

16 oz. NASG Tumblers

Rim-tempered, heat treated, lead-free Acopa glass
5 3/4" tall, 3 1/4" diameter top with stable heavy base

1 Tumbler: \$26 6 Tumblers: \$106

Prices include shipping.

Order Yours On-Line!

www.nasg.org/Store/CompanyStore.php

OR send check made out to NASG to
CHRIS CRNICH, 3234 W. 2600 North, Arco,
ID, 83213. Include NASG membership
number. Please allow 2 weeks for
delivery. Questions? Email Chris at
cscrnich13@gmail.com.



Get 6 for the price of 4!



NASG introduces PROMOTIONAL PRINT MATERIAL

NEW!



The NASG is pleased to announce a set of promotional handouts to help clubs and individual NASG members explain and promote S modeling to potential newcomers. The different approaches to modeling in 1:64 scale can be confusing, especially for newcomers to S. These new print materials carefully target information to the interests of the individual in a series of six separate, fully illustrated, full color 8 1/2"x14" tri-fold handouts.

The first tri-fold, titled "An Introduction to S MODEL RAILROADING" is an introduction to 1:64 modeling. It defines the three common approaches of Scale, Hi-Rail and American Flyer in terms of track, wheel profiles and levels of realism. For additional detail, there are also individual tri-fold handouts for Scale, Hi-Rail and American Flyer, which discuss each approach to S in more detail, including primary manufacturers and retailers. A fifth tri-fold covers Narrow Gauge modeling in 1:64, and a sixth tri-fold is a guide to the NASG's excellent website.

OBTAINING COPIES OF THE TRI-FOLDS

To obtain copies of the tri-folds, contact your regional VP or the Promotions Committee.

- Darby Marriott: eastern_vp@nasg.org
- Brian Jackson: central_vp@nasg.org
- Peter Gehret: western_vp@nasg.org
- James McAuliffe: promotions@nasg.org

You can view each tri-fold in detail on the NASG website. From the Welcome page, click on the **NASG** button, then click on **Tri-folds** under the **NASG Promotions** heading.

The WORLD OF S MODEL RAILROADING

CLASSIC MODEL TRAINS

Modeling Like THIS....

Trains from multiple eras and prototypers running together with animated accessories and idealized structures and scenery.

...and Like THIS

Highly detailed scale model trains depicting specific railroads and eras operating prototypically in realistic accurate scenery.

ULTIMATE SCALE REALISM

And everything in between!

Select the TRACK/WHEEL System with the desired level of REALISM

1 AF

American Flyer

Code 127 rail

Turnout with integral flangeways

Singapore Code 172

AF Wheels

Hi-Rail wheels

2 Hi-Rail

American Models and Fox Valley Models

Code 138 rail, realistic ties

Turnout with integral flangeways

Level Code 138 Model railroads

Both wheel profiles will operate on both AF and Hi-Rail track.

3 Scale

Tomiko Code 70, 85, 100 Track and Turnouts

S Scale Track Works Code 70, 85, 100 Turnout components

Code 110 S Scale wheels

Code 125 and smaller rail. Turnouts with scale flangeways

NATIONAL ASSOCIATION OF S GAUGERS Promoting 3/16" Model Railroading

www.NASG.org Sept 2022

This graphic in 'Introduction to S MODEL RAILROADING' defines AF, Hi-Rail and Scale modeling in terms of rail size and wheel profiles.

So Here's What I Do

By Dick Karnes

Uncoupling

Almost nobody still uses dummy couplers. We use a brand/style that permits automatic coupling together with some means of uncoupling that doesn't require hand on the cars. Those of us who like to fully detail car ends prefer Sargent couplers or Kadee-style couplers with their gladhands clipped off. Picks are used for the clipped-off Kadees; the Sargents require a Y-shaped wand with magnets on the ends. Both approaches require that all your track is within arm's reach.

But I'm not that fussy about my car ends, and besides – I have catenary everywhere. Uncoupling picks can be very intimidating for guest operators who don't want to damage the catenary. (Hint: Properly constructed catenary is quite robust – pick it and it sings like a guitar string.)

I do have picks at every switching location for those who prefer them. But I personally prefer the magnets; I leave my coupler gladhands in place.

I tend to use between-the-rails permanent magnets only where they can be buried in road or pedestrian crossings (Fig. 1), or in places above eye level.

Otherwise I use Kadee below-the-ties permanent magnets, which are of course invisible once the track is ballasted. I generally place my magnets at fouling points (just past turnout frogs), making full use of Kadee's delayed-action feature so,



Figure 1
This detailed pedestrian crossing might not reveal its pair of uncoupling ramps until your host points them out.

after uncoupling, I can push cars anywhere down the track without them recoupling.

Of course, using hidden magnets requires some way to identify their locations. For easily visible locations, I glue a few tie plates to the ballast slope adjacent to the center of each ramp (Fig. 2).



Figure 2
Little piles of tie plates identify the centers of hidden uncoupling magnets.

For trackage above eye level, I place garbage cans or barrels adjacent to the magnet center where they can be seen without a stepladder (Fig. 3).



Figure 3
This barrel above eye level identifies a magnet on a coal and oil depot spur.

If you need to place an uncoupling magnet on a curve, be sure to offset it to the outside of the curve (Fig. 4) to account for the coupler gladhands being offset from the track centerline.



Figure 4
I still have visible magnets in the curved float yard, as this portion of the layout was salvaged from the previous layout 30 years ago. All its magnets are HO, offset to the outer rail so the couplers are centered over the magnet, assuring reliable operation. S magnets cannot be used because they are too wide to offset. (Under-the-tie magnets on curves should also be offset.)

Be sure to test with cars of a suitable length: 40- or 50-foot freight cars, or 75- or 80-foot passenger cars, depending on what is supposed to be switched at which location.

News from the North

By Jim Martin

When you have busy friends it's always easy to find news in the Great White North. Here is a cross country grab bag of what my pals are working on.

William Flatt: Remember William's excellent Niagara St Catharines and Toronto layout in the Jan 2015 Dispatch? It wasn't too long after that was published, that William saw the need to downsize and permanently dismantled it.

from the UK. These low-cost structures are delivered directly to one's inbox to be printed and assembled. I have used them and can vouch for them. They are worth a future article as many in S scale still have not discovered the possibilities of paper. Also, an article about William's current layout is in the works so watch for that.

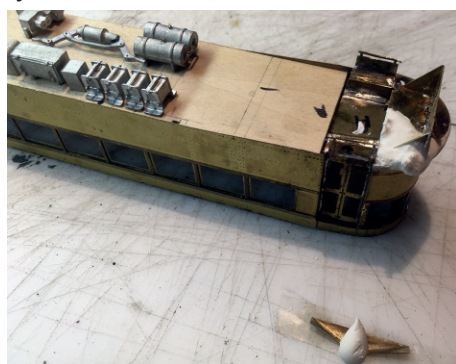
And before we leave William, here is a little trick he wants to share for holding

Rowan, Ontario in the mid-1950s. Trevor is still exploring what to model in his new, larger, and nicer layout space. But like William he is giving serious thought to his own version of the Niagara St. Catharines & Toronto Railway - a CNR subsidiary that ran under wire in Ontario's Niagara Peninsula. A few years ago, Trevor acquired some brass photoetches from William. He's finished them with NWSL Stanton power trucks, ESU LokSound decoders, and a range of details from various sources. Trevor finished this trio of NS&T home-built motors - numbers 8, 15, and 19 - and looks forward to using them to switch customers on a future layout. You can see more NS&T, and other things, on his website at <http://themodelrailway.show>.

Simon Parent: The prolific Simon counts among the latest of his many projects this mechanism for a run of CN 0-6-0 switchers that he is building. River Raisin drivers, valve gear and gear tower, a laser cut brass frame, and prints and castings of Simon's own creation are all part of the construction. Simon says most of the superstructure will be 3D printed.



This realistic car barn on William Flatt's new layout is an inexpensive paper kit. The trolleys are of William's own construction.



Working while plastered. William uses blobs of plaster to hold tricky parts together for soldering.

However, it didn't take too long for Wrecker's Remorse to hit. So, William is back at it. This time he is building a smaller version of the NS&T using much of the trolley wire materials and rolling stock from the earlier layout. While building this version, William has discovered the realism and versatility of today's highly detailed paper structures. His car barn is a Scalescenes (scalescenes.com) structure

irregularly shaped fussy bits together during soldering. He embeds the bits into a blob of wet plaster and when it dries, makes a quick solder connection, and then breaks the plaster away.

Trevor Marshall, more NS&T: A move in the fall of 2020 forced Trevor to dismantle his S scale layout, based on the Canadian National Railways line to Port



The prototype chassis for Simon Parent's run of CNR O-18 0-6-0s runs every bit as well as it looks.



William Flatt's designs; Trevor Marshall's handiwork. Trevor's trio of NS&T freight motors recently painted and ready to roll.



David Clubine's bevy of beauties posed on the S Scale Workshop's Judge Farm module which was built by Trevor Marshall.

Videos Simon has shared of the prototype mechanism show it to be an extremely smooth runner. We can't wait.

David Clubine: David's interests are shifting into the diesel era with this trio of American Models and S Helper Service units. All have LocSound V5 decoders and keep alive circuitry. David painted all three. A large variety of detail castings, from BTS and Shapeways among others, elevate them above the stock models. David has called on several of his talented friends for other custom details. For example, the CP Rail Geep was lettered with custom decals developed by Simon Parent.

Andy Malette: Removing his manufacturer's hat has given Andy much more time to build his home layout, which is based on CN's Owen Sound operations, and it's coming along very nicely. His latest push is trees and as the photo shows he's doing a nice job of it.



Tree-mendous work by Andy Malette.

You can follow Andy's work at <https://cnrparkhead.home.blog/>

In other news, Yelton Models in Niagara Falls, Ontario (yeltonmodels.com) joins the growing number of small new companies taking advantage of 3D printing to offer unique and useful products to modelers. Their product line spans numerous scales, and many S scale items are already in their online catalogue. But owner Dan Notley appears willing to adjust any of his other products to 3:16th scale if requested to do so. For example, their HO Toronto, Hamilton and Buffalo van kit is now available in S thanks to an inquiry by yours truly.

In closing: Calgary modeler **Bob Hadlow** passed away in November. Bob will be missed. He, his layout, and his friends were profiled in the January and March 2018 issues of *The Dispatch*. Those articles are worth another read if only to remind ourselves of the value of friendship. I had planned to visit Bob during a spring visit to the Canadian west, but sadly that can no longer happen.

S CLUB CARS for SALE

Any club wishing to advertise cars here send hi-res photo and info to bcstover@comcast.net

Prices Reduced!



2017 Convention TOFC and Trailers
Baltimore American Flyer Club
 TOFC \$35, Trailers \$15. B&O #2017 (scale), B&O #9523 (scale & hi-rail), WM #1889 & #2411 (scale & hi-rail). Shipping \$11 for 1st item, \$4 ea. add'l item. C/o Kyle Russel, 4146 U Way, Harve de Grace, MD 21078 www.baltimoreamericanflyerclub.org

Burlington Reefers

State Line S Gaugers
 \$65 including S/H. Checks to SLSG to Tom Behles, 15804 O'Brien Rd, Harvard, IL 60033.



2018 S FEST IC Reefers

Yellow \$57, Orange (not shown) \$75, S/H \$7.95. Scale and Hi-Rail. Checks to Chicagoland Assoc. of S Gaugers to Leigh Maginniss (847-401-8672), 314 Drury Lane, Arlington Hts, IL 60004



2016 S Fest SPRECHER Reefer & 2021 S Fest MLW Hoppers with Coal Loads
 Badgerland S Gaugers

\$55 plus \$11 Shipping 1st car, \$4 ea add'l. Call 414-477-7866 or email rons48tblue@gmail.com for scale/hi-rail and car number details.



NEW PRODUCTS

By Jeff Madden

AMT has a 2-car mini garage in 1/64 with a footprint of 4 inches by 6 inches for \$15.99, which AMT dubs a Precision Plastic Model Kit Display.



www.fairfieldcollectibles.com

Hidden River Models lists a Cornell, Wisconsin C&NW depot laser kit with a footprint of 4-1/2" x 15".



www.hrmlasermodels.com

Innovative Models has brass Sergent type couplers. See the nasg.org website for explanation and John Degnan's special order deal.



Hobby Tools lists an S scale ruler for \$7.98. It is 13" long and made of .060" styrene. It is white with black letters.



www.hobbytools.com

Lake Jct. Models: Coming soon is the B&O wood I-5 caboose kit. It's laser cut plus some resin type parts to replace the

brass etchings. There will be 3 versions at \$74.95 each.



www.lakejunctionmodels.com

Lionel AF: The 2023 catalog is now viewable online. Unfortunately, there isn't too much new in the Flyer line. The new issue lists 4 Baldwin switcher paint schemes, some new boxcar schemes, and a Polar Express flat with trailers. In the O section a Budweiser brewery building looks like it would work for S.

www.lionel.com

Merritt: See the NASG website for details on an Sn3 kit of a ET&WNC (Tweetsie) parlor car kit. It's a laser-cut wood kit with 3-D printed parts.



www.merritt3d.com

Mine Mount Models: As the company name hints they show lots of mine related details.

www.minemountmodels.com

PBL: The Sn3 2-6-6-2 and 2-6-6-2T logging articulated locomotives should be coming out soon. There is a possibility for a standard gauge Clover Valley #4 if enough interest. It's a 2-6-6-2T with rounded tanks.

www.p-b-l.com

Steel Mill Modelers Supply: Check this site out for numerous steel mill accessories

that are 3-D printed, including some flat car loads. Prices range for \$6 to \$60.

www.steelmillmodelerssupply.com

Westedge 3D: This Australian site shows many, fully-colored figures.

www.westedge3d.com.au

Motrak Models has a laser structure kit called the Biggeier Tool Co., Which sells for \$280. It has a footprint of 16'8" x 10'3". It is ready to go and comes painted and with LED lighting.



www.motrakmodelsusa.com

Scale Trains has announced 6 roadnames for the ex-SHS 2-bay fishbelly hoppers with the peaked ends. They will be transition era roadnames: WM, RDG, N&W, C&O, LV and ACL The C&O and N&W will come with 4 different numbers.



The others will only have two different numbers. They will come boxed with AF-compatible couplers and have both hi-rail and scale wheelsets included.

www.scaletrains.com

Down at the Depot

By Carl Rudolph

Writing the column for this particular issue every year is one of my favorite times because I get to read about all the joyous holiday happenings in S gauge-land. And this year it has been truly joyous as we mostly have put the ogre of the pandemic behind us. So, to share the news with you:

The Pioneer Valley Model Railroad Club (Western Massachusetts) had a very successful event at Look Park with Santa's Trains. Total attendance over the 10 days was well over 15,000 as compared to 2019's 14 day event with fewer than 10,000. Obviously everyone was anxious to get out and do something fun – and this event must be a lot of fun (and hard work for the club). The club also had layouts at the South Hadley (MA) Senior Center and at the Wisteriahurst Museum in Holyoke (also MA) so this is a busy, active club. Lastly, the club was expecting to aid the Bristol club with setting up their layout at the Amherst show, which is occurring as this is being written.

The South Jersey S Gaugers sent a wonderful newsletter with lots of great articles. One new feature (presented by **Ed Claypoole**) in the newsletter is printing a historic railroad photo and commenting on its details. This issue's photo is the famous O. Winston Link "Hotshot Eastbound" with a night scene of a C&O steamer passing a drive-in movie with lots of 1950s cars in attendance. The movie screen depicts an F-86 Sabre Jet (added in the darkroom by Link) to emphasize the comparison of transport eras. The club enjoyed their tour of the SMS Lines Railroad back shops. As of this newsletter, the club was still planning the holiday event so no report on that yet. Lastly, there was a note that Zoom video links would no longer be included as part of the meeting. Now that's progress!

The Baltimore Area American Flyer Club had a great outdoor meeting at Broom's Blooms (apparently a plant nursery) at which the local Lion's Club was bringing back a holiday train garden. The club made a donation to further the work of re-creation. Next up was the Westminster train show at which the club layout was in operation. This show went very well but a few days later over half the active membership came down with Covid (so

we're not quite done with it...). As a result the layout at the following show at Timonium (MD) had to be canceled. The holiday dinner was also canceled because the restaurant had no record of the reservation which had clearly been made by the club! What a year end! But then they had a wonderful time at Marley Station with the seven layouts presented by Russ and Paul Love for the benefit of a local food bank. The main layout is really something to behold and the club seems to be recovering just fine.

The North Florida Division of the Atlantic Coast S Gaugers had their annual Christmas meeting at **Larry Shugart's** layout empire which had four trains running. All the Christmas commemorative cars from 1990 on were in those four trains. The layout features an animated ski slope and lift chairs. The layout is quite a sight – take a look at it: <https://www.youtube.com/watch?v=a4SyDNMBIGk>. I know that is difficult to copy – send me an email if you want the link the easy way.

The Pittsburgh S Gaugers were present at the Greenberg (took the scale layout) and Locomotion Weekend (took the hirail layout) shows in January. They were also at the Greenberg show in November at which the attendance, by both vendors and shoppers, was deemed to be on the light side. It is hoped this will improve as time goes by. We will see if they report on improvements at the January shows. **John Shannon** is creating a small brochure or flyer to hand out at shows to provide information on sources for S gauge equipment since it is relatively hard to find. Excellent idea!

The Cuyahoga Valley S Gauge Association (Cleveland area) state that the Snow Dogs Show, which they host every January, was well attended by the buying public but the vendor count was down. That's hard for your scribe to understand; hope that turns around. The club is in the rotation to hold the 2024 Spring S Spree and it appears they've found a good venue. More later as it becomes confirmed.

The Central Ohio S Gaugers (Columbus area) met recently at the home of **Harvey Grawe** in Powell (OH). Grawe has a layout

of mostly postwar AF, and it sounds like the club has not seen it before so we await a report on it! The club had the layout at the Great Train Show in Columbus in January and will have it at the Spree in Dayton.

The Central Ohio S Gaugers – Northern Division (Toledo area) had the annual wonderful themed holiday dinner at **Tony and Audrey Palumbo's** home. This year, in your mind's eye, it left the station on a prewar Pennsylvania Railroad "Broadway Limited," which left NYC and went through Crestline and Lima, Ohio, near the club's bailiwick, as it traveled to Chicago. There was a PRR video and discussion of the railroad, then lunch. The Palumbos chose an entree from an early Broadway Limited menu – a massive baked potato, PRR salad dressing and PRR ice cream. After lunch the club retired to the train room where two club members (**John Donnersbach** and **Monty Kaufman**) provided the streamlined K4 locomotive and the consist. What fun!

The Southeastern Michigan S Gaugers have agreed to take the layout to Dayton for the Spree. One of the discussions reported in the newsletter centered on the possibility of having occasional club meetings at the John Dingell Transit Centre in Dearborn. This is the Amtrak station and your scribe thinks that is a very appropriate location! Also, an interesting item in one of the newsletters was the use of a very small dental brush with an attached flashlight for uncoupling rolling stock. The brush, shown by **Bob Stelmach**, is conical in shape and not much bigger than a sharpened pencil. It was obtained from Bob's dentist and is said to work really well!

The Chicagoland Association of S Gaugers had the layout at the new version of Train Fest which went well for the club. They report that attendance was down from the last show in 2019 but surely some of that is due to the hiatus. The club layout, though, at 20 x 40 feet garnered lots of attention and the club members were kept busy answering questions. The same thing happened later at the Great Train Show in Grayslake. There was no Fall S Fest in 2022, as most of you probably know, but Chicagoland is actively working on the Fest for 2023 so stay tuned!

The Kansas City S Gaugers sent in this report from **Bill Hutton** (slightly edited for brevity): “While we did not set up at the Mid America Train Show on November 20th, several of us had trains for sale, and it was a pretty good train meet. Great response to the Holiday Train Display at Union Station this year. We had three loops of S Gauge Trains running as part of the display. Everything ran great due to the efforts of **Bob Agne** and **Roy Inman**. The permanent portion of the train display in the Union Station Power and Light Gallery continues to feature 5 loops of S gauge trains. **Warren Zeller** has been instrumental in keeping our portion of this permanent display running smoothly.” The next meeting is expected to be a planning session to determine which shows to participate in and possible field trips to take to nearby clubs and museums. Another active bunch!

The Lone Star Flyers Club (Dallas area) reported as follows (also edited for brevity): “The North Texas Council of Railroad Clubs had its most successful and exciting show in many years on the weekend of January 21 and 22, 2023! The attendance was well over 4,000 adults and many, many children of course. The Lone Star Flyers had terrific action at our layout. We featured hourly missile launches and frequent staged train wrecks. The members who have the American Flyer rocket launcher cars brought theirs for the action. This action was the brainchild of **Doc Copenhaver**. We had about 10 cars shooting off the missiles in quick succession to cheering kids and adults! The train wrecks on a long straightway on the layout were mostly staged by **Scott Gore** and **Ron Siebler** using some of our club runners.

“The crowds were excited to see all of the new improvements to our layout since last year’s show with the moving sidewalks, trolley lines, turntable and roundhouse. The new monorail station was spectacular to see. **Scott Gore** was the primary designer and builder of this addition. Although it has been on our layout for several shows now, the big high mountain with three train tracks running through it is still quite an attraction. People marvel at its size and craftsmanship.

“Our club also operates the Great Train Race just adjacent to our layout where kids of all ages can race the small docker size

engines with all out speed and no worries about wrecks! **Larry Yurcho’s** two grandsons, Trent and Ethan helped greatly with this attraction.”

In the San Francisco Bay area, the **Golden Gate American Flyer Club** once again donated toys to the Adobe Children’s Services as they have done at holiday time for many years. The club toy drive occurred with the holiday party and meal. The next meeting is at **Bill Riechmann’s** home in Walnut Creek.

The Southern California S Gaugers Club



Miami Valley layout with Dave Fredrick, Joe Green, Rich Boehm, Alan Smith and John Roemhild in view. Photo by Ray Garbee.

were distinctly surprised at the response they received at the Tulare (CA) train show. As we mentioned in the last issue, this turned out to be a very successful meet for everybody. There was far more general public in attendance than we normally see here in the West and the club received a good honorarium for the layout. Meanwhile work proceeds apace on details of S Fest West this coming September. All should watch for upcoming ads in this and other publications.

The Miami Valley S Gaugers (Dayton area) have a member, **John Clifford**, who reported as a vendor at the Springfield train show that it was extremely busy, virtually a sellout, and lots of buying was occurring and almost no empty tables. Contrast that with the Snow Dogs report above! Just shows you never can tell what will happen. The club held its annual holiday party in late January at a restaurant in Miamisburg – no report on it as yet. And by the time you read this, it will nearly be

time for the Spring S Spree, which Miami Valley is hosting. See the photo below for a view of the club layout and some of the members.

In our (not so) humble opinion, the clubs are doing well. We hope that public attendance at shows improves at those locations that have been a bit down and the others doing well keep what they have! In any event, keep trackin’!

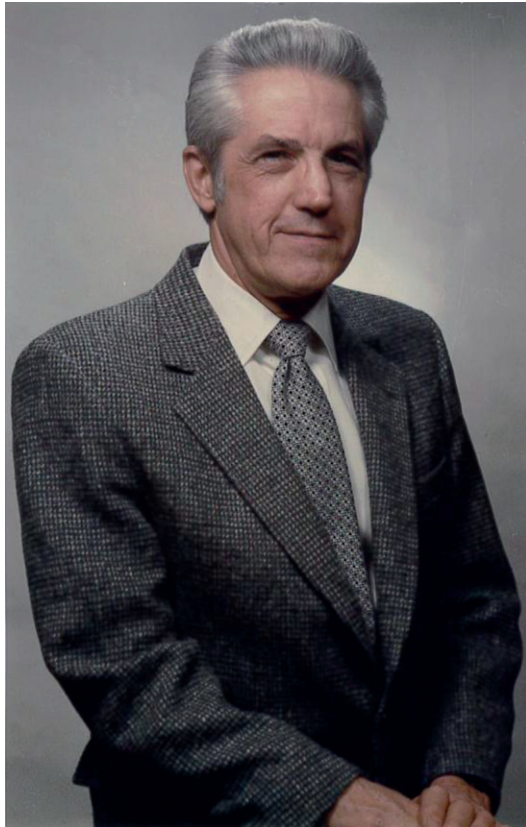
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Siegfried “Sig” Fleischmann: 1926 – 2022

By The Members of the SMGS



Siegfried “Sig” Fleischmann All of the photos were provided by the family.

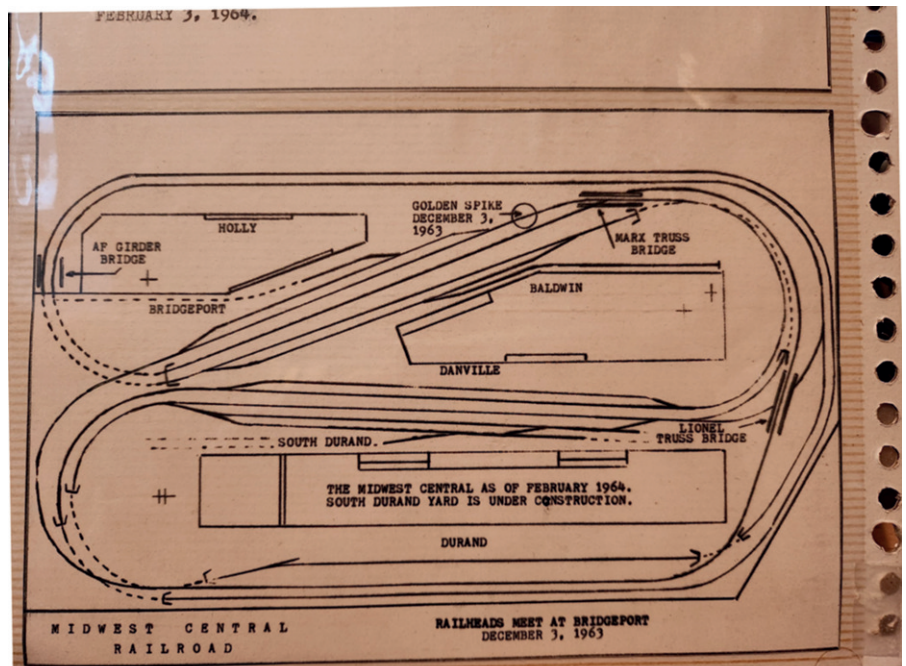
The Southeastern Michigan S Gaugers lost one of its founding members when Sig Fleischmann passed in December of 2022, just a couple weeks shy of his 96th birthday.

Sig had always been fascinated by trains. As a Depression-era child he learned there wasn't enough in the family budget for higher-end models, but Sig did own some Marx trains. Sig's early 8' x 10' layout, in contrast to the more common sheets of plywood, featured open-grid benchwork. In 1947, after a tour in the US Navy, he sold his Marx and began acquiring American Flyer equipment because he appreciated the greater realism.

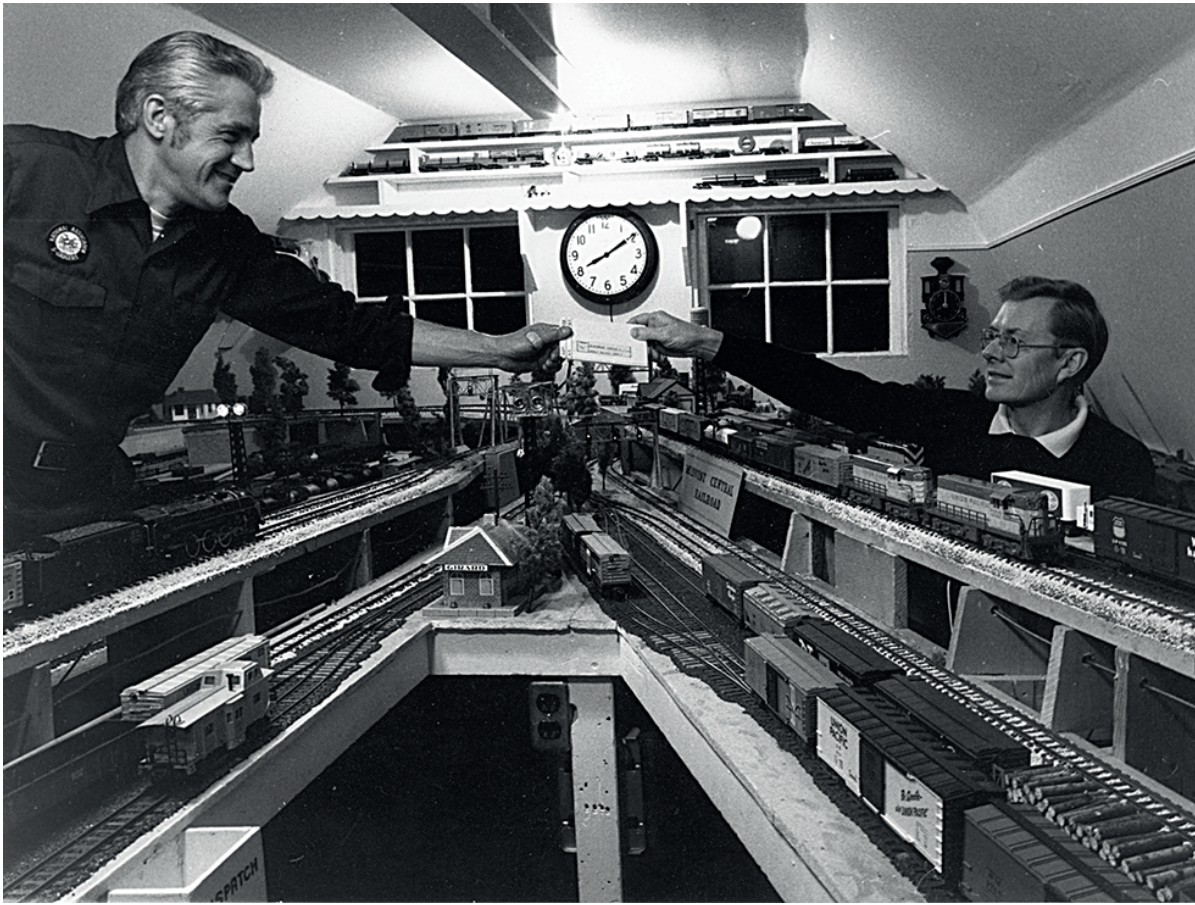
His forte was electrical circuitry, but what made Sig unique was his early adherence to prototypical operations. While other hobbyists were content to run their trains at high speeds around an oval of track, Sig wanted to operate his trains at scale speeds and to move them with a purpose.

Behind his modest home in a Detroit suburb, Sig built himself a one-car detached garage with an extra-height attic space. He designed a point-to-point layout that would fit the attic and still provide operators the ability to move their trains prototypically from each location to the next. Sig recruited a few of his friends to help with layout construction, and by late 1963 they had completed the benchwork and installed the mainline. All the trackwork was handlaid with code 172 steel rail.

Sig named his railroad the Midwest Central. He maintained a log of their progress, and an interesting entry was about a setback the guys experienced over the summer of 1964.



Trackplan of Sig's Midwest Central Railroad in 1963



Sig Fleischmann (left) and an unnamed friend operate the Midwest Central.

The attic wasn't air-conditioned, and heat expansion caused (which had been spiked during the winter months) to buckle. The expanding rail pieces rose about an inch, tearing the spiked ties right off the roadbed. The problem area was repaired and work continued, and by fall of 1965 the entire railroad was operational.

Electrically, Sig's railroad had three divisions, each with its own tower, and rotary switches on control panels allowed any block to be assigned to one of the three DC power packs. Reversing loops permitted further operational flexibility; the polarity inside the loop was flipped with the hands-on technique of simultaneously throwing two DPDT electrical switches.

Sig developed his own car-card system, so that each freight car had a waybill, and all cars in the consist were accounted for (a rarity at that time). For every train, he insisted the crew must use the installed phone system to ring up the dispatcher and request clearance to depart their station, and

would be to the operator who forgot to do that.

In 1978 Sig and a few other Detroit-area hobbyists formed the SMSG club with the goal of promoting S as a viable scale in the world of model railroading. As the Midwest Central matured, and the SMSG membership grew, Sig was a regular host for the club's monthly meetings. At one meeting in 1982, Sig introduced a now-famous guest: Ron Bashista had shown up with samples of the new S scale FP7 locomotive he was developing. Some SMSG'ers immediately placed orders with Ron's start-up company, American Models.

In the early 1980's, Sig supported the idea of modules as a way for all club members to run their equipment, even if they didn't have home layouts. He contributed to the development of the original S-MOD standards for modules in S scale and helped construct SMSG's club-owned modules. Along with other SMSG members, Sig participated in some of the first modular meets with other S clubs. These included

the 1984 NMRA convention in Kansas City, MO, the 1986 NASG national hosted by SMSG in Novi, MI (which we called the "Michigan Interchange"), and the huge 1990 NASG/NMRA modular set-up at Pittsburgh.

Sig Fleischmann will be remembered as one of SMSG's most consistent contributors, and over the years he served at each of the officer positions – secretary, treasurer, and president. He also generously donated his time and expertise in helping others construct their home layouts. But Sig was truly in his element when SMSG operated its club layout at public shows. He was a wonderful ambassador for model railroading in general, and in particular, Sig wanted visitors to understand that S is the ideal scale.

For more photos of Sig and his Midwest Central layout, see the NASG website: www.nasg.org/Layouts/S/indexFleischmannSigNThe_Midwest_Central.php

The ATHABASCA NORTHERN RAILWAY

An Alaskan Railroad by an Alaskan Modeler

By Nicholas Deely Photos by the author



The only thing that is constant in life is change. This is the premise upon which so many of my actions in life, including model railroading, have been based.

As the years go by, our interests change, our physical limitations become apparent and our goals in life are altered. These changes are a necessary process of evolution and survival—otherwise entropy sets in.

Non-acceptance of this reality of change leads to stagnation and boredom. Creativity is stifled and our interest with respect to our model railroading comes to an end. Sadly, one not only loses a purpose in life, but also the opportunity

An Athabasca Northern Railway mixed freight behind a CP ALCO FA has just exited the snow shed at Moose's Tooth, Alaska. The locomotive and string of State of Maine boxcars are from American Models. In this article, 95-years-young Nicholas Deely describes his unique S scale layout set in the far north, an area rarely modeled but near and dear to Nicholas' heart.

for the comradeship of colleagues, both of which are important markers for increasing your longevity. So when one asks you when your model railway will be finished, the answer is NEVER!

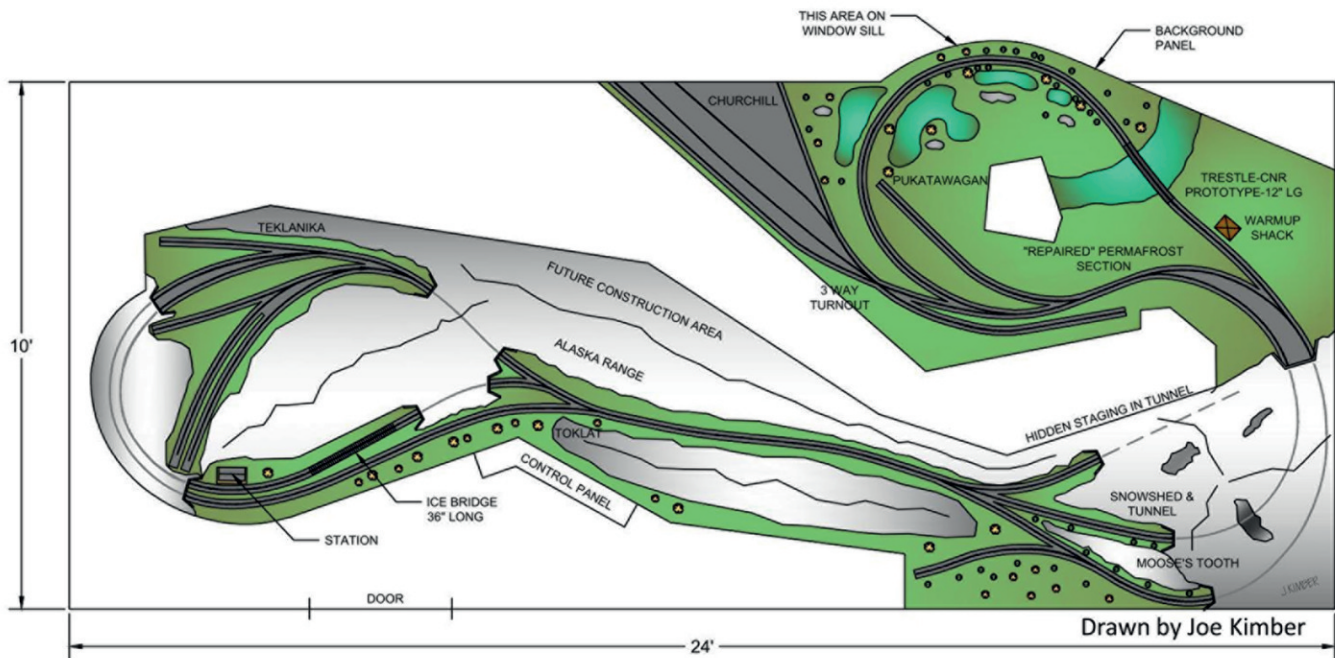
Northern Interests

Being an Alaskan of New England stock, my interests naturally are those of these respective regions, but most heavily on Alaskan and Canadian Arctic environmental and operational

prototype. While I can explain the origins of these northern interests, the origin of my interest in trains is unknown to me. However, the sight of a train rumbling through the panoramic beauty of nature's pristine wilderness leaves me with unparalleled emotion.

The experience, however, that finely determined that I was a rail fan and ultimately an ardent S-scale modeler was a visit many years ago to Northeastern Scale Models located, at

ATHABASCA NORTHERN RAILWAY



the time, in Andover, Massachusetts. Jim Doyle, owner and master craftsman introduced me to S-scale and his finished display models, which he was manufacturing as kits. The rest is history. To me, S-scale is in direct proportion to the human hand--- a vital necessity for the maximum dexterity needed for the manipulative movements required for model building. The ease of direct and accurate measurement, right down to a scale one inch, has no parallel in model building.

The mountains of Alaska and the Arctic “barren lands” of Manitoba represent to me the ultimate of pristine wilderness beauty, only slightly touched by man, as a prototype for my model endeavors. A caveat to these great plans, however, is the realization that a model railway layout is just a caricature of the real thing. Therefore, I designed this operation so that one can see only small areas of the scenic display and operations and not a panoramic view as so often presented on model layouts. This was done by placing the mountains in a jagged formation with a circuitous main line at the base. Except for the sidings and yards, there is no tangent track. Also, all structures and bridges are of the small variety—large structures tend to dominate the scene. The other side of the mountains represent an entirely different landscape. About 6 feet



“Morning darkness” is pierced by the beams of light from an oncoming freight, as the season approaches the winter solstice. Railroading is a challenge all year around in the far north and Nicholas has captured the pristine beauty of this barren land on his unique layout.

of it becomes New England with its lobster shacks and pumpkin patches. You’re now on the tracks of the Abenaki Northern Railway, named after the indigenous native

American’s living in northern New England and Quebec!



The Northern Lights over the “Barrens” of northern Manitoba provide a riot of ever moving color. The grain train is on its way to the shipping docks at Churchill, Manitoba. The herd of caribou, in the foreground, is quite common in the arctic. The background northern lights is an enlarged version of a photograph.

Train movements are a mirror of what one sees in Alaska, the Canadian Arctic and New England. These movements consist of solid grain trains, mixed freights heavy with construction equipment, pipes, and multiple



Moose, especially in the winter, want to share the railroad right-of-way with trains, often with disastrous results. To prevent disaster, a speeder precedes all trains. Given that the moose in this part of the world are very large, Nicholas uses O scale moose. Visible trackwork is handlaid code 100 rail on wooden ties.

boxed cargo on flat cars. Local freight consists of carloads of fish and/or flat cars loaded with miners out to seek their fortune.



A mixed local freight train with tonnage destined for Utgiaqvik, Alaska does battle with the mountains. The lead locomotive is an American Models product, custom lettered and painted for the Hudson Bay Railway. The background mountains are prototypical of the Alaska Range at M.P. 336 of the Alaska Railroad.

Layout Design

All of this did not come about without much correctional pain. I defied physics and my common sense. Initially I made the curves too sharp; I thought all my cars would be 40 footers or less, and in a moment of insanity, I put a #4 switch in the main line. Lastly, I never gave it a thought that someday I would be getting older—that working and moving about the layout would become an act of futility and pain. If nothing else, design your layout so that everything is stand-up accessible for today and for your future!

Most of the rolling stock has either been built from scratch, or generously modified from kits or finished products. CDS dry transfers were used for all the lettering and relettering procedures. To accomplish some of my projects, I had to fall back on my knowledge of engineering drawing which I learned in high school. In many cases I was able to draw up desired plans just by having one dimension and a photograph of the subject matter in question. I am sure that there must be some slight discrepancy from the prototypical measurements, but it works for me!

Alaska Living

Living in Alaska brings on its challenges—and with these challenges comes creativity, and with this a sense of personal pride.

My primary hobby store was/is the post office. This has its limits because some of those bits and pieces one so often needs can cost a “fortune” in postage. This problem was solved by raiding my wife’s sewing room. It is amazing what one can find there. But that is a story in itself. McDonalds has come to my rescue too. The straws in their milk shakes are just the right size for some of the pipes destined for Alaska. It takes a while to get enough straws, but it sure is appetizing to meet your quota.

A Final Thought

A final thought, and perhaps one of the most important in this presentation, bears much to be considered. Our daily lives, for one reason or the other, become periodically stressed, and if prolonged can bring on severe medical problems. For some unexplainable reason, S-scale modeling, and an image of a train rambling the pristine beauty of the wilderness, have been my medicine to myself.



The railroad is in a constant battle with the elements on the Athabasca Northern. Snow drifts at Anaktuvuk Pass have brought out an open winged snow plow, the railroad's primary weapon in the fight. The snow plow was built from a Northeastern Scale Models kit and is based on a Boston and Maine Railroad prototype.

From the modeling standpoint, the very nature of S-scale requires many innovative measures. It is that "creation" that brings on unparalleled emotional rewards. Medicine has long recognized that any kind of creativity requires extensive mental gymnastics.

It is these biological responses of gushing hormones and other chemicals that are known to be responsible for increasing one's longevity and mental acuity.

And so, as I toddle off into antiquity at 95 years of age, I still look forward to working on my layout, creating new ideas, and making long range plans.



It's autumn for sure, but winter weather is a little ways off and there's still some fishing to be done. An Abenaki Northern Railway freight behind a leased Maine Central locomotive rolls past a lobster shack along the coast of Maine.



The constant threat of avalanche and rock slides requires that speeders inspect the track regularly. Nicholas created this critter by modifying a battery powered S scale HUMMER by Maisto. He says it runs "like a beast, but at least it runs". Like the whole of Nicholas' layout, the speeder is full of character.



Nicholas was born and raised in New England, and he's been a S scale enthusiast since his youth. At age 17 he joined the U.S. Navy and served on a ship in the South Pacific during WWII.

(Continued on page 22)

(Contented from page 21)

He finished medical training at the Montreal Children's Hospital at McGill University in Montreal, Canada in 1960 and became a pediatrics physician, certified in both US and Canada.

A turning point in Nicholas' life came when he was posted in Moose Factory, Ontario with Canada's department of Indian Health and Northern Affairs. Here he fell in love with the Arctic. Nicholas has fond memories of his excursions into the bush with native indigenous friends, fortified with bannock (bread) and hot tea to keep warm.

After Moose Factory, Nicholas and his wife Bernice took a call to serve in Fairbanks, AK. Nicholas recalls it was a place that every day brought a new adventure. His Alaska odyssey involved serving patients in remote villages requiring travel in bush

planes and dog sleds and negotiating life-threatening weather. In one incident, Nicholas' live was saved by an Inuit friend who found him lost in a storm on a snow mobile. Dr. Deely once performed life-saving surgery on an infant in a rural area north of the Artic Circle.

Now retired from the practice of medicine and at the age of 95, Nicholas maintains a keen interest in the advances of medicine and his S-scale railway hobby.

We thank Nicholas for his service to the country in the Navy and to the citizens of Canada and Alaska as a pediatrician, and for sharing his love of S scale model railroading with DISPATCH readers. Nicholas Deely is the only member of the NASG that resides in Alaska, the state he calls home, and it is very likely that he is the oldest member of the NASG.

Photo by Jerry Murphy



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The Interesting Variety of Reefers Produced by Crown Models Products

By Tom Detmer



Limited production Moxie car from 2001.

The group of S gauge refrigerator cars made by Crown Models Products (CMP) in the 1990's and early 2000's is a wonderful, but not well known, collection of S gauge freight cars. While CMP is no longer in existence, its S gauge production is still quite popular with S gauge enthusiasts because many of the cars have bright, attention-grabbing colors, and also have lesser-known road names. CMP cars have developed a loyal following among collectors, and modelers who like to convert the cars to scale operation, thereby adding variety to a layout's rolling stock road names.

O scale enthusiasts may be familiar with CMP because of its production of affordable rolling stock in O. CMP made both 40' wood-side, steel-end and steel-roof rebuilt refrigerator cars, and 40' steel-side boxcars in O gauge. The goal was to make affordable quality cars with new road names for model railroaders. The business of CMP was developed by Don Stubbs of North East Trains in Peabody MA. In the late 1990's, both Don Stubbs and CMP's subsequent owner, Mike McCormack, were encouraged to produce S gauge refrigerator cars. CMP did not want to handle the sales of its production of S

gauge cars, so sales of its S gauge refrigerator cars were handled by Doug Peck of Port Lines Hobbies in Newburyport MA.



The CMP refrigerator cars are nice-looking, colorful S gauge cars. The general production cars were sold to the

S gauge market with three car numbers for each of twelve different road names. There were also seven separately numbered Milwaukee Road reefers produced as convention cars for the fall 2000 S Fest in Milwaukee. In addition, the New England Train Collectors Association (NETCA) arranged for



limited runs of Berkshire Brewing and Moxie reefers.

CMP refrigerator cars were produced as injection molded plastic shells, which were then pad stamped with images and lettering. The cars were made as hi-rail cars, with American Flyer compatible trucks and couplers from S Helper Service. However, the cars could easily be converted to scale by adding scale trucks, wheels, and couplers. For example, S Helper or ACE trucks, and Kadee couplers were frequently used to make scale versions of these cars.



The general production cars were distributed exclusively by Port Lines Hobbies and came in twelve road names with three numbers for each car. The general production cars were as follows:

- Swift Refrigerator Line
- Central Vermont Milk Service
- Western Pacific Ice Service
- Union Refrigerator Transit Bananas
- Pacific Fruit Express
- West India Fruit & Steamship Company
- A&P Refrigerator Milk Car Service
- Stroh's Beer
- H.P. Hood & Sons Milk
- Post Road Pale Ale
- Clicquot Club Beverages
- Schlitz Brewery

In addition, there were seven different numbers of the Chicago, Milwaukee, St. Paul & Pacific UTRX reefers made as

convention cars for the 25th Anniversary S Fest in 2000. Seven different numbers were made for general sale at the convention (one of which was a “members only” car for the Badgerland S Gaugers), and five individual silver-painted cars with a black roof and ends that were made for a special auction at the convention. The reefers are all identified on one end of the car as 25th Anniversary S Fest cars, and on other end are the initials of the sponsoring clubs. The general sale car numbers are 25252 through 25257, and the members only car is 25251.



Crown Models CMStP&P refrigerator cars including the rare silver car with a black end on the silver car (with a brown end on the others).

There were two limited production cars made for the years 2000 and 2001 by the New England Train Collectors Association. Berkshire Brewing car was made in 2000 and the Moxie car, was made in 2001. There was one number for each of these two cars, and they were not distributed or sold by Port Lines Hobbies.



Crown Models the Moxie and Berkshire Brewing cars.

CMP also made undecorated refrigerator car shells that were available to modelers. After CMP closed, the Crown Models O-scale molds were sold to Weaver-Hayter, Inc., but not the S-scale molds, which were retained by the injection company that produced and ran the molds for CMP.

Buffalo Creek Graphics (which had purchased the CMP name, and their painting and pad-printing equipment) later made arrangements with the injection company to run blank S-scale shells for them, which BCG then decorated for the Delaware & Hudson in 1997 and the Buffalo & South Western Despatch / Erie lines in 2000, each with two numbers. The D&H car had numbers 35292 and 35296, while the B&S cars had numbers 122520 and 122593. Only 32 pairs of each car were produced, so they are quite uncommon. It is not known what happened to the S-scale molds since that time, and they may no longer exist. People interested in CMP cars should also look for the Buffalo Creek Graphics cars on-line and at train shows.



Ron Kemp photos.

Even though Crown Model Products is no longer around, S gauge train enthusiasts continue to enjoy their colorful reefers. So, keep an eye open for those CMP cars, and you just might find you need a couple for your layout or collection!

A list of the Crown Models cars follows:

General Production – three numbers were made for each car

1. SR-9003 Stroh's Beer (nos. 123, 136, 142)
2. SR-9505 Cliquot Club Flavor Aged Ginger Ale (nos. 121108, 121125, 121130)
3. SR-8004 A&P Refrigerator Milk Car Service (nos. 737, 740, 742)
4. SR-4000 Western Pacific Ice Service (nos. 7067, 7059, 7064)
5. SR-4700 Union Refrigerator Transit Bananas (nos. 9830, 9840, 9850)
6. SR-3009 Central Vermont Milk Service (nos. 529, 537, 542)

7. SR-9050 Post Road Pale Ale (nos. 20, 25, 30)
8. SR-8002 H.P. Hood & Sons Milk (nos. 822, 824, 825)
9. SR-1040 Swift Refrigerator Line (nos. 1031, 1035, 1040)
10. SR-9006 Schlitz Beer (nos. 3778, 3765, 3771)
11. SR-7002 West India Fruit & Steamship Service (nos. 333, 399, 499)
12. SR-5000 Pacific Fruit Express (nos. 60002, 60009, 60603)

Special Production – only one number was made for each car.

1. SR-2000 Berkshire Brewing (no. 2000)
2. SR-2001 Moxie (no. 12538)

S Fest Cars

1. SR-25251 to 25257 Chicago, Milwaukee, St. Paul & Pacific Union Refrigerator Transit Lines – a total of seven numbered cars were made (nos. 25251 through 25257) in 2000 for the 25th

anniversary of S Fest sponsored by the Badgerland S Gaugers. Car number 25251 was a "members only" car and cars 25252 through 25257 were available for general sale. There were seven different numbered cars with a total of 525 cars made plus five limited-edition, silver cars with black ends and roofs made for auction by Badgerland S Gaugers at the 2000 S Fest convention.

Undecorated Cars

1. SR-7000 Undecorated refrigerator car shell – CMP sold some undecorated car bodies that were custom decorated by third parties including Buffalo Creek Graphics (BCG)
2. Custom BCG Delaware & Hudson car (nos. 35292, 35296)
3. Custom BCG Buffalo and South-Western Despatch (Erie) car (nos. 122520, 122593)

Sources:

The author thanks the following individuals for their time and assistance in providing the information for this article:

- | | |
|------------|-------------|
| Doug Peck | Jeff Madden |
| Don Goeke | Mac McGrath |
| Jim Marski | John Slater |

Additional information used in this article came from the following sources:

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Modeling and photo by Craig Wright

Building a More Modern Consist for Today's Flyer Locomotives

By Bill Clark



Lionel has made us a selection of modern diesel locomotives in ever increasing road names. The SD70ace and the ES44ac are great products, and when we drive around the country, we see these engines on the rails all the time. However, what you don't see these locomotives pulling is rail cars from the 1950's and 60's, followed by a caboose! The challenge is that you have to find more modern cars to be pulled by these locomotives on your layout.

Lionel keeps producing Gilbert cars, and labeling them mostly with the names of railroads that have not existed for many, many years. The only car that would fit in a current consist would be the cylindrical hopper. However, of the 31 hoppers I could find, only 5 are the railroads that run today. When I interviewed representatives from Lionel in the past, I asked them about building more modern rolling stock. I was told

that they had no current plans to produce modern freight cars in S, although they continue to do so in their O Gauge line. They felt that most S gaugers are satisfied with what they are producing and, since most of us use engines from the 1940's through the 70's, they are not willing to invest capital in making modern style cars.

On the many sites I follow online, there has been a lot of talk about more modern freight cars, especially among S gauge folks. I really didn't think much about it, but as time went on, I looked at my Flyonel SD70s and Es44s pulling those Gilbert 40 foot boxcars, refrigerators, cattle cars, and other cars from the past, plus an anachronistic caboose. This made me scratch my head: wasn't there a way to make this better? That is when I went to look for a more up-to-date group of freight cars for my modern

diesel locomotives. I believe I have had some success.

First, I looked at my collection of Gilbert Flyer cars that might fit into this scheme, and found just a few. I was looking for Flyer cars that were longer than their fellow earlier cars in their type. The depressed center flat cars certainly fit that bill. There are a number them, with the reel cars being the most common. The only issue I had was these are not labeled with modern railroad names (or they feature a "fallen flag" from long ago). There were two hopper cars that can be used: the #24216 UP and the #24230 Peabody three bay hoppers. These cars aren't perfect, but I always like to see Gilbert cars in a consist.

Next, I looked at Flyonel. I found that the cylindrical hopper worked, but I would use only those that were painted for a road still in business.



An American Models 50 foot rib-side boxcar above an AF 40 foot boxcar shows the size difference between contemporary and steam-era equipment.

The waffle-sided boxcar is more modern and its stature is closer to that of more modern cars, so I picked up a CSX because it is an active road today. Another selection from Lionel was a #48511 TTUX Intermodal 2 car set that that was produced in 1996. At the time, I thought the trailers looked awfully big, as well as the cars they sit on. I found the trailers were just short of 50 foot in scale. Today's trailers are 48 to 53 feet long, so they are appropriate.

Another option, of course, is American Models, and I went to see what I could find. Actually, AM has many options. The tank cars were more modern in style than Gilbert cars, and there were plenty that had product names and modern railroads that would give me a good selection.



I also looked at the 50 foot boxcars. These are a shorter than a lot of today's boxcars, but much better than the 40 foot boxcars of the Gilbert era. I chose a Pillsbury 3 bay covered hopper because I liked its size and mass. Another purchase from AM was a covered gondola, and there are several with current railroad markings. AM does have a



three-unit Conrail spine car with trailers, but it is no longer in production, but I found a dealer that had one, so I purchased it. These have 40 foot trailers on them, which, alas, are smaller than most trailers used today. This set also comes with an Illinois Central Railroad trailer, but you can buy additional trailers that are not from dead railroads.

The last thing I thought my modern consist needed was nautical shipping containers on a suitable flat car. On this I turned to Des Plains Hobbies in Illinois. I called them and they did have a product I could purchase. They recommended a TTX Husky Stack and two containers to ride on it. One is a 48 foot container to go in the well of the car, and the other is a 60 container to ride on top of the shorter container. The containers do have trademarks from currently active companies.



When I ordered it I was told that these Husky Stack cars were designed for scale operation, so I had to take off enough of the corners on the bottom container for my hi-rail operation. They did send me both their hi-rail trucks and compatible coupler with the car. After receiving the car, it was obvious it would take some work to actually use it. The car as delivered (with containers on board) would have to be modified to work on my Gilbert track curves. However, it probably would operate on wide radius curved K-Line track. I had to remove lots of plastic on the underside of the ends of the car so the wheels could swing enough to clear the track on curves. I also had to alter where the coupler swings on a curve, as it was derailing the cars attached to it! Even with my modifications I had to put a Flyonel cylindrical hopper in front of and behind the Husky Stack to prevent the couplers from releasing. I use Gilbert trucks on these cylindrical hoppers as they came with scale trucks.

Now, that I had the cars I wanted for my modern diesel engines, I had one more task: since I was never going to have a caboose for this consist, I had to build a FRED (or "flashing rear end device") for the very last car. I made one for my train (but that is another story for a future potential article). I wish I could show you a bigger picture of the entire consist for this modern train, but it is now has a total of 24 cars and is over 20 feet long. My UP SD70ace with an unpowered mate pulls all this with ease on my layout. The accompanying photos show a few Gilbert cars next to the modern AM versions of the same type of car; you can see how different they are.

I hope you may be inspired by my journey to produce a modern freight train, especially if you own a modern engine. I enjoyed the quest very much, and will be running my train on the club layout. I guess I want the guys of the "Lone Star Flyer" club to be just a little bit jealous!

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In Memoriam

Daniel Emick Scranton, PA
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The NASG extends sincere condolences to the family and friends of these members.



New Members

November 1, 2022 to December 31, 2022

John Barcik	Ellijay, GA
Mike Barcik	Decatur, GA
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