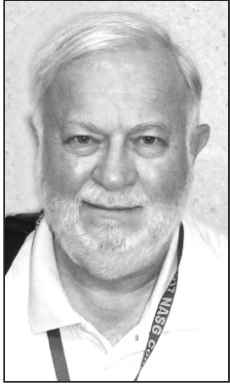


THE DISPATCH

JANUARY-FEBRUARY 2020



PRESIDENT'S MESSAGE



By Will Holt, NASG President In Remembrance

By now most, if not all, of our members have heard of the passing of Ron Sebastian, owner of Des Plaines Hobbies and S Scale America. A full obituary is in this issue.

Ron was a staunch supporter of S and the entire model railroading hobby. Those who had the opportunity to visit the shop, located a short distance from Chicago's O'Hare Airport, saw one of the very best stocked shops in the country.

The products of S Scale America, everything from detail parts to freight cars to a specialty selection of locomotives, added to the appeal of S in model railroading. The opportunity to learn from Ron about railroading and model railroads was special.

The family assured those attending the visitation and the funeral that they are fully committed to continuing the businesses that Ron had. His wife Sue, daughter Kathleen and her husband, Matt Gaudinski (owner of Fox Valley Models) will keep things moving forward.

Our condolences to the family. Thank you to Ron. We will miss you.


NOW WHAT?

As we enter the new year, there are many tasks ahead. We must move S forward. How? Recruit new S model railroaders, organize new local S clubs, recruit new NASG members, expand the activities of the NASG and its committees and expand the benefits of NASG membership.

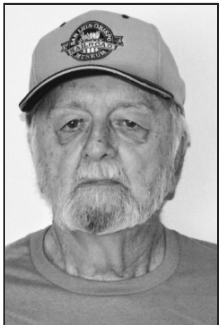
Impossible? Absolutely not! But do not expect others to accomplish any of these goals while you just sit on the sidelines. The more the members of our association who step up and become active, the more we will accomplish. The inverse is if no more members step forward, nothing more will happen.

We are in need of many more committee members. We are in need of some members to take over the chairmanship of some committees. In some cases there is a need for specialized expertise; in others just someone who is willing to learn some new skills, be they simple or more complex.

Will we all make an effort and have the greater the results? Or, we do not make any effort there will be no results, no change. There is no magic wand we can wave. There is only getting to work. Yes it is work, but nothing of value ever comes without work.

If you are ready to roll up your sleeves contact me now at president@nasg.org 

THE CONDUCTOR'S CLIPBOARD





By Bill Pyper, Editor, NASG Dispatch

If things go as planned, this will be the last issue of The Dispatch to be published with me as editor. The NASG has found my replacement, and hopefully he will be able to produce the March-April edition. His name is Richard Caugherty, and he lives in Pennsylvania. He is eminently qualified for the job. When I asked him what his experience was this was his reply: "I hold a degree in English and

taught Journalism, Written Communications, and Theatre Arts in high school for 30 years. I also taught editing and layout with Page Maker. I have edited and designed over 5 different types of newspapers and newsletters. I have also worked for a local printing company that printed multiple types of publications where I did design and layout for clients."

Any future articles can still be sent to dispatch@nasg.org and they will be forwarded to whichever of us is editor. Any personal e-mail for me should be sent to rrbill39@gmail.com.

I have thoroughly enjoyed producing The Dispatch these past 6+ years, but it is time to move on. As you know, I recently moved and my layout is in boxes. I am looking forward to being able to rebuild it. I hope everyone enjoyed the holidays. 


ERRATA: In the article "Teens Enjoying Trains" on page 7 of the November-December 2019 issue of The Dispatch, Noah's age is stated as 13 when he is really 15. 

Our new Ad Man

In the last issue I announced that we now have an Advertising Manager.

NASG member **Norman Bos** has agreed to take on the task. I asked him for a bio, and this is what he sent:

I am 70 years old, but my wife says I act like I'm 7 sometimes. I am a retired Orthopaedic Surgeon and a retired Air Force Reserve Colonel. My wife, Diane, and I live at 6500 feet near Jackson, Wyoming. I started with an American Flyer train at age 3, switched to HO for a long time and became an S "Hi-scaler" about 15 years ago. I am not a rivet counter! I have a layout with 48 inch curves for passenger trains in a 12 by 20 space. I'm in the planning stages for a second layout within the first, for a limited operational layout. I tend to favor midwestern lines: Santa Fe, Missouri Pacific and Kansas City Southern. My favorite part of the hobby is model building; my least is wiring the layout. I look forward to the time when dead-rail is the standard!

If I can talk him into it Norman will also take over the New S Products pages. In any case, I want to emphasize the notice that is on page 5 of this issue. **MANUFACTURERS AND DEALERS**, do you have a new product? Send all information and a hires photo to dispatch@nasg.org for a one-time display in the Dispatch at no cost. S scalers want to see and buy your products! 





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National Association of S Gaugers

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Ed Kirstatter, Richard Lind, Jim Martin,
Steve Monson, Carl Rudolph,
Brooks Stover, Peter Vanvliet

DEADLINES for time sensitive articles and adver-
tising are January 1st for the March issue, March
1st for May, May 1st for the July issue, July 1st for
September, September 1st for the November
issue and November 1st for the January issue.

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THE DISPATCH

Volume 44, Number 1, January-February 2020

MANIFEST

COVER picture is by Steve Monson of the turntable and coaling tower in his
compact yard on his layout. See story and more pictures on page 15.

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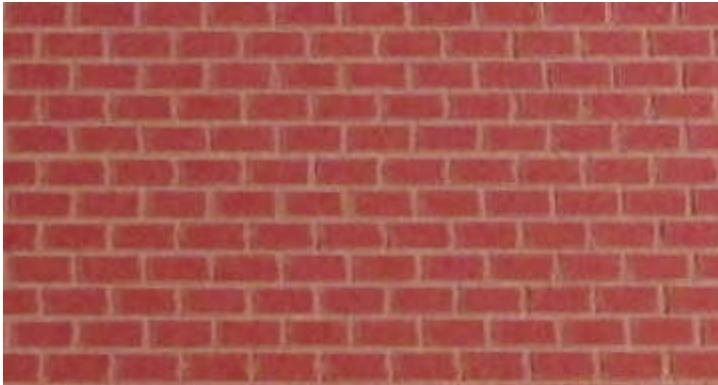
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S PRODUCTS

RS Laser Kits offers two styles of S scale brick paper



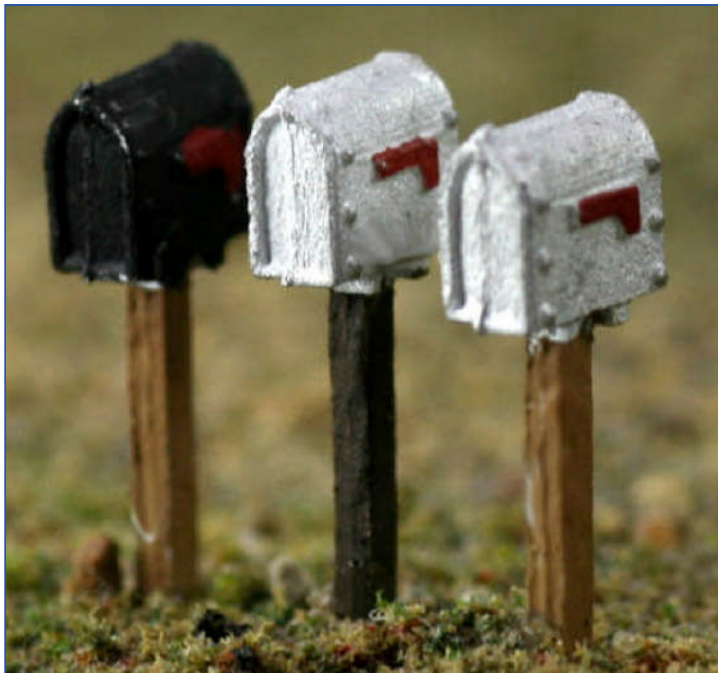
S Scale New Brick



S Scale Aged Brick

These are 4" x 8" sheets of .015" thick cardstock. They are priced at \$13.50 per sheet plus shipping. Go to sales@rslaserkits.com to order. Rich can make these in sheets up to 12" x 16". E-mail for prices and shipping costs or mail to 5145 Gaffin Road, Salem, Oregon 97317. Go to www.rslaserkits.com to see their complete catalog of products. 🚚

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MANUFACTURERS AND DEALERS

HAVE A NEW PRODUCT? INTRODUCE IT HERE

Send all information and a h-res photo (or 2) to
dispatch@nasg.org for a one-time display on these
pages at no cost. S scalers want to see your products!

Jeff Madden recommends checking out these:

Banta Model Works — www.bantamodelworks.com:

Check out the S listing and a structure listed as warehouse.

B.T.S. www.btsrr.com: Two new S items show up. One is a sawtooth fence which is laser cut for \$14.95 for 90 scale feet. Also listed is an old time (1879 era) PRR XA wood box car for \$42.95 less trucks and couplers.

Motrac Models. www.motrakmodelsusa.com: lists a small watertank that scales 37 feet tall, 13 feet wide by 22 feet deep.

Railmaster Exports. John Agnew has painted figures on sale and pewter RTR vehicles. Check out nasg.org for contact info.

Right on Track Models. www.rightontrackmodels.com: Its two newest S laser cut craftsman structures include S-08 branchline station for \$109.95 (includes plastic window inserts) and a wood-style Fairbanks-Morse coaling tower kit for \$127.96. Check out the website for other offerings and watch for pop-up sale offers.

3000 Toys: www.3000toys.com: Lists a new 1/64 '60s-'70s Mack dump truck that comes in red and green and has tilting dump body. It lists for \$54.99. Check the website for the multitude of diecast vehicles in 1/64.

JEB Mfg., LLC. Jack Bray is doing some detail parts in resin via 3D printing. Sample prices are, sewer pipes \$13. Large crates \$13. No web site yet. For more info call 314-624-2399 or write to 2339 Gross Point Lane, Wildwood, MO 63011.

WEB SITE UPDATES

A recent change made to the NASG web site is that the menu options when you press the **News** button have been changed. This was because some of those pages had become too long. The following have been changed:

1. **New S Products** and **Ongoing S Projects** have merged.
2. The above two were then split up into product category pages (see the **S-scale** . . . menu options).
3. **General News** and **Saying our Farewell** have been merged into **Our Community**.
4. The format of the individual pages has been altered slightly:
 - a) instead of many smaller photos, an entry now has larger photos.
 - b) descriptive text flows around the image, where applicable.
 - c) entries are sorted by date and title (as before) and then by descriptive name (this is new).

The objective of this redesign was to make the pages smaller, and to help you more quickly find the new products in which you are interested.

Small manufacturers typically have little or no budget for advertising their available products. Since the NASG is about supporting the entire S-scale community, the webmaster has created a page to help those small manufacturers get the word out about their products. It is always better to have your own web site, but if you have only a handful of products and

don't have the resources to list those on a web site, feel free to contact the NASG webmaster (webmaster@nasg.org) to have your products listed in this new section of the web site. This is a free service that the webmaster is providing, and there may be some restrictions. For those interested in supporting small manufacturers, go to the NASG web site, www.nasg.org and click on the **S Resources** button, and then click on the **Small Manufacturers** menu option.

Peter Vanvliet, Houston, Texas
NASG Webmaster, <http://www.nasg.org/>

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VISIT OUR WEBSITE FOR PRODUCT LINES & INVENTORIES !

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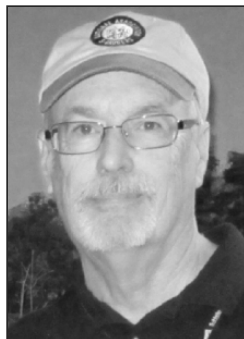


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BE AN S DEALER



By Jeff Madden, Editor Emeritus

Yes, many of us are gray hairs (or no hair). Most of us have lots of locos, rolling stock, buildings (built or unbuilt), and maybe a layout complete with track and scenery. Most of us have many un-built kits and shoeboxes full of parts. And yes, most of these items are S scale, Flyer, hi-rail. Some of us even have other sale items such as railroadi-ana, photos, magazines, books, etc.

So how much of this “stuff” is excess to what you can use on your layout or for display or to read? Will you ever build that building kit, loco kit, freight car kit? How thick is the dust on these boxes? Are your railroadiana signs stored away and not on display? Do you really read those magazines and books stashed away? Are you going to use all those Ace parts in that cigar box? Are these built or unbuilt structures, locos and rolling stock just extra inventory?

If you have a layout, like me, are you far enough along to be able to weed out structure kits, rolling stock and accessories you won't use? Can you weed out some of those magazines and books?

What I'm aiming at here is have you considered selling off excess items, especially if you don't have kids or grandkids to pass things on to — if they are interested. If you have never been a dealer, how about becoming one in order to whittle down your collections and make some money to boot? Of course, if you are a dealer in a trade hall you might be tempted to be a buyer with the profits. The “smart” goal here is to sell more than you buy and cover your travel expenses.

There are many benefits to being a dealer you may not be aware of if you never have been:

1. You get to inventory what you really have and need.
2. You can see unneeded items go to a good home if you are selling at a train meet.
3. You can buy some things you discover at the meets with the profits.
4. You can help pay your expenses for travel and the setup at the meets.

5. Being a dealer at the conventions, Fests, Sprees enables you to afford these events and enjoy the camaraderie of the trading halls.
6. If you go with family members they can help out and enjoy a little get-away.

As far as pricing items goes, take your cues from other S meets that you've visited. If you want to move stuff, price it fairly low. Higher priced things will move slower, but eventually will sell. Really rare items (AF, Brass, etc.) might garner a premium rate but be willing to deal a bit even on these.

Table tips:

1. Expect bargaining on most items, so you should have a bottom line amount in mind.
2. Use bright stickers or string tags with prices, and price prior to the show!
3. Bring plenty of small bills for change — ones, fives, tens.
4. Make up a good sales record sheet with room for description and \$\$ sold on each line. This is especially necessary if you are sharing a table or have estate items. Sometimes you'll need initials on each price tag to keep organized.
5. Stay close to your table or at least be in eyeshot.
6. Sometimes pack a lunch or have snacks and a drink nearby.
7. Don't leave too many large bills in your cashbox. Just leave enough for change and pocket the rest as the day goes on.
8. If you leave for a break or for a clinic or a meeting usually a neighbor dealer will watch your table if you don't have a family member or buddy along. For extended absences such as an evening dinner, bring cover sheets. Cover sheets are good for overnight in case you sleep in or if the breakfast service is slow.
9. Unless you just have a minimal amount of items, plastic stack-em shelves are a good way to extend your sales space (usually tables are 6' or 8' x 30"). Using empty paper boxes or cartons under the table edge is another way of extending space and usually used for less than prime items such as books, magazines and junker items.
10. On the table top and shelves display RTR cars and locos in open boxes with prices prominent. This eliminates opening and closing boxes to see what's inside. For unbuilt kits you can leave boxes closed and stacked up with the product label and price to the front.
11. It's best to cluster like items together — AF, scale, vehicles, structures, rolling stock, parts, literature, etc. Scratch and dent items can be in under-the-table open boxes.
12. Price items with “bargaining” in mind. Most customers will try to dicker on prices so have a “weasel” price limit in mind. If a customer is buying a bunch of “stuff” then give him a little break off the total.
13. Most of all, be friendly, but firm, on prices and bargaining.
14. Paper boxes and plastic tubs are the best storage units to use when packing up at home.
15. Try and bring a small dolly along as you might have to wait for larger carts at the venue.

Try it, you'll enjoy it! 



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NEWS FROM THE NORTH

By Jim Martin, S Scale Workshop

Hi folks. I've got a random collection of items for this issue. **CanAm:** In the past I've referenced my annual CanAm gathering of S scalers and gaugers from western New York and southern Ontario. Each year about mid-October, a couple of dozen of us gather together on a Sunday afternoon in a rural community hall on the north shore of Lake Erie. This past October we were again blessed with Glorious fall weather. Bud Rindfleisch even rode his Harley across the border to join us. For the first time ever the S Scale Workshop set up a full size operating layout. It was a hit with the rest of the attendees, and a great excuse for our far flung members to gather together on the Saturday. I've popped a few pictures into the column. As I have suggested before, what works for me can work for you. Rural halls don't cost a lot to rent and group emails are easy to send. Small, invitation-only affairs like this don't carry the same work load as a public show so why not host one of your own and give it a try?



The S Scale Workshop layout at the 2019 CanAm gathering.

Turnout Control Follow-up: In the July/August issue of The Dispatch I described how I am now controlling my turnouts externally with a nine volt battery. I also showed a prototype arrangement for holding both my smart phone throttle and the battery in a single case. Further use however has shown the coil spring contacts on the throttle case have a tendency to "sproing" off the printed circuit contacts on the layout fascia.

Replacing those springs with solid phosphor bronze contacts would likely work better, but I'm finding it just as easy to hold the battery in the palm of my hand beneath the smart phone. I may explore further refinements but I'm happy for now.




Andy Mallet's excellent Pacific on Simon Parent's layout.

Bondic: Also in that issue, Steve Monson had a very useful article describing the various types of adhesives available to our hobby. Let me add a recent discovery to Steve's list. **Bondic (www.notaglu.com)** is a tube of resin with an applicator tip on one end and a small ultra-violet light on the other. Apply the resin to the surfaces you want to bond and then shine the UV light on the joint for four seconds. That's it, a hardened bond. I don't know where this stuff originated but I'm thinking maybe dentistry. It's not cheap but seems to last quite a while. It sure speeds up tree making.



Hot Wheels is now making a skateboard-like little vehicle that holds a **Go Pro** camera. It would be very easy to remove the wheels and use it as a camera mount on a flatcar. Just sayin'

Finally, the **Canadian Association of Railway Modellers (CARM)** is holding its annual convention in Toronto this coming May 8th to 10th. You don't have to be a CARM member to attend. It's always a good convention and there's lots of other stuff in Toronto such as the roundhouse museum to make the trip worthwhile. www.caorm.org 

Till next time, Cheers, Eh?

A. C. Gilbert's

American Flyer Trains

Bob Iannacone

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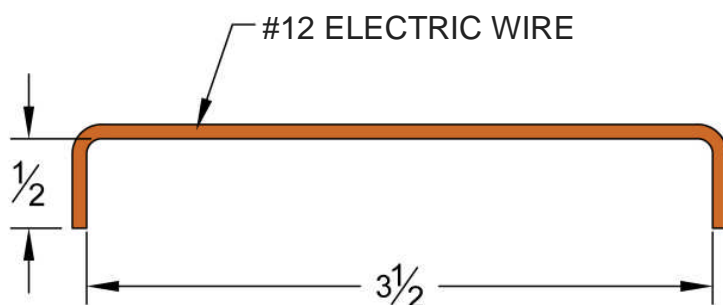
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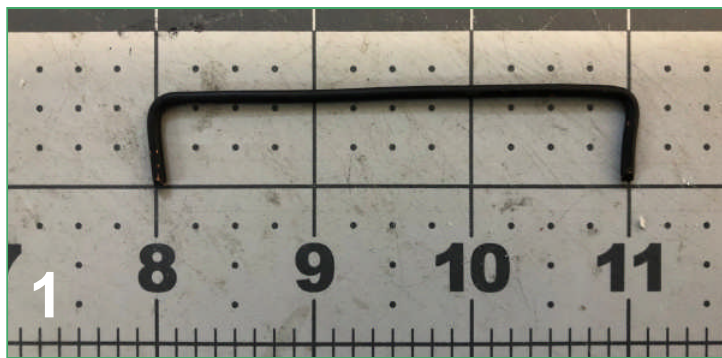
DIESEL LOCOMOTIVE WHEEL CLEANER

By Joe Kimber,
Photos by Michael Thompson

Cleaning the wheels on diesel locomotives has always been a difficult chore. Most of the cleaners available use some sort of wire brush and must be hooked up to a power supply. Even though the cleaners use brass brushes, they still put tiny scratches in the wheel surface. These scratches accumulate even more dirt and oil. Several years ago I saw a simple solution in one of the popular train magazines and I decided to try it. By placing a strip of paper towel tightly across the track, first one set of trucks and then the other can be run on the towel to clean the wheels. Initially I taped the paper towel down. This worked for a while but the towel soon came loose. I decided to use the permanent system described in the magazine. Following is a description of how I built my wheel cleaner.

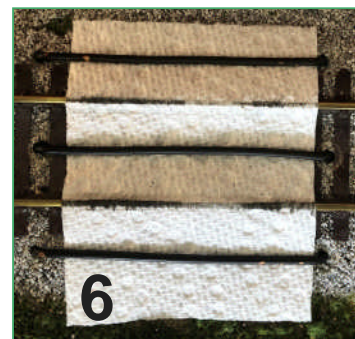
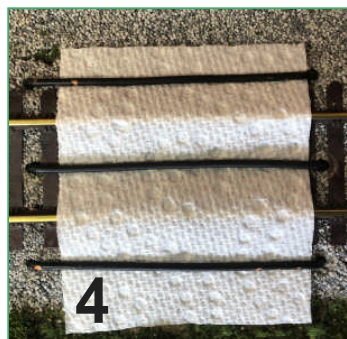
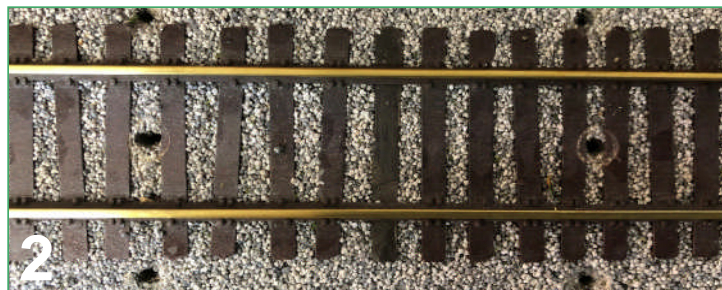


Strip the insulation from a 18" length of #12 electric wire. Cut three equal pieces 5" long. The length you need will depend on your longest wheel base locomotive. Bend the wire slightly more than 90 degrees on each end, keeping both bends in the same plane. See the sketch above and photo 1 below. Bending the wire just over 90 degrees helps to lock the wires in place. Drill two 3/32" holes in the table on the track center line to match the location of the legs on the wire. Do the same on each side of the track as shown in photo 2. These holes can be enlarged if necessary but the wire must fit tightly in the holes. Press the wires into the holes as shown in photo number 3. Cut a piece of paper towel to fit under the wires. Slip the towel under the wires and push the wires down to clamp the towel in place. (See photo 4.)



To clean the wheels, run the front truck of a locomotive onto the towel and hold it in place. (See photo 5). Increase the speed to approximately half throttle and let it run for 30 to 40 seconds while pressing down slightly on the locomotive in the area over the towel (do not stall the locomotive). Slow down the locomotive and let the rear trucks move up onto the towel.

Increase speed as before. Do this several times. You should see the black streaks as in photo 6. Lift the wires and pull the paper towel out slightly and repeat the process. Continue doing this until only faint streaks appear on the towel.



This process can also be used to clean steam locomotive drivers, especially those without friction tires. Clean wheels will improve adhesion. I painted my wires black though in the future I will use "Blackin it" since the wires will be lifted often. Occasionally I leave the towel in place while I run the trains as it helps to clean the car wheels also. 🚂

RON SEBASTIAN

Ronald Sebastian was born on January 20, 1947 and passed away peacefully at home on October 2, 2019. Ron was a great asset to this hobby and made numerous contributions, too many to count, and certainly more than I am aware at this time. He and his wife Sue started Des Plaines Hobbies in 1983. It grew into one of the best stocked hobby shops in the city and country. Beyond running a complete full-line hobby shop with books, scratch building supplies, hundreds of detail parts on hand and smaller specialty items, he also helped shape the hobby in numerous ways. If you looked at early MicroScale decals, you would often find his name listed as a source for material. Many other model railroad manufacturers would consult him and his collection for drawings and diagrams. Several Brass importers would use him for reference material and color chips. Even the real railroads came calling when they needed some help.

He was well versed in all aspects of this hobby from developing decals for his own store, custom paint colors mixed to his specifications and decorating custom runs for his shop as well. This led to other manufacturing ideas and soon he was offering unique resin kits, etched brass models and developing small detail parts in various scales in brass and plastic. Diving deeper into manufacturing, he offered full HO Scale caboose models in either kit (SOO) or ready to run form (UP CA-3 and IC Side Door) under the name Centralia Car Shops. Centralia grew to offer additional HO rolling stock and also included an extensive line of N Scale Passenger Cars and cabooses. Under the O Scale America banner he offered a large variety of brass detail parts and brass passenger car kits. S Scale America is where he developed an extensive line of brass and plastic details parts, aftermarket body and handrail conversion



Photo by Jim Kindraka

kits, an etched brass locomotive model, a very large line of S Scale decals and a continuing line of S Scale rolling stock in kit form and ready-to-run.

To top it all off, he was just a great guy, fun to talk to, always had a story and was genuinely interested in the people that he met. I think he had more fun traveling to train shows — not as much for the product, but to meet and talk to the people there. Ron will certainly be missed, but his impact on this great hobby will live on. 🚂

Matt Gaudynski, Fox Valley Models

LARRY COVEY

On November 1st we lost a great friend, club member, family man, and a very eclectic model railroader. Larry Covey died in his sleep and forever left a large void in everyone's heart.

Larry was a member of the Pioneer Valley Model Railroad Club (nee Pioneer Valley S-Gaugers) for over 10 years and a member of NASG for at least 6 years. He worked in the IT department of Mass Mutual Insurance Company, until retirement.

A quiet person when you first meet him, but the wheels of his imagination were constantly turning. Not only was Larry an avid S-Gauger, but he had an extensive O-Gauge layout, a small HO scale European brass switching operation, N-scale and G-Gauge trains. He once told us that he got into all of the different scales because he would purchase a different scale train set for each one of his family member as a Christmas gift.

His love of trains didn't stop with just model trains, he collected a wide array of memorabilia, which include items such as a New York City subway train destination board for the Brighton Beach section of Brooklyn, and a nice collection of slides of his favorite locomotive the BL-2. Every inch of his basement told a different story of railroading, or his spin on it. He was great for using visual imagery around his various dioramas and vignettes.



Larry had been most active over the past 6 to 8 months constructing his new S-Gauge Providence and Western Railroad. He had spent a year or so doing research on the railroad, and was eager to have our club see his new creation at our November club meeting.

Larry leaves his loving wife Ellie, a daughter, and two sons. Because Larry had some health issues over the past 7 or 8 years, he left his family a bucket list of requests. He requested that there be no funeral services, and that his remains were to be cremated. His wife often said that Larry was a very unique person, and among the bucket list was a request to have his ashes sent into space. He also had one last wish for his friends in the Pioneer Valley Model Railroad Club, and that was that at a date convenient to all parties, he wanted us to visit his memorial to his love of trains, railroading, and life, one last time.

So Larry, "Safe travels my friend, until we meet again somewhere on the other side, keep being true to yourself!" 🚂

Steven Allen, Pioneer Valley Model Railroad Club

NASG 2020 CONVENTION

A GATHERING OF FRIENDS marks the 60th Anniversary of the NASG

The Pines & Prairies S-Scale Workshop (PPSSW) proudly welcomes all NASG members and guests to the 2020 NASG Convention in Bloomington, Minnesota from July 7th-11th at the DoubleTree by Hilton Hotel. This year's national gathering marks the 60th Anniversary (1960-2020) of the NASG, and it's being billed as **A Gathering of Friends** of all S-scale persuasion — Flyer, Hi-Rail, Scale and Narrow Gauge.

The dates were chosen to coordinate with the national NMRA Convention a week later, just down the "Great River Road" in St. Louis, Missouri.

The PPSSW has extended an invitation to all S Scale manufacturers and providers, from tinplate to fine scale, to make this convention a truly representative celebration of our scale.

The **DoubleTree by Hilton** hotel is uniquely located at 7800 Normandie Boulevard, close to the Minneapolis-St. Paul International Airport as well as America's largest indoor shopping extravaganza — the world famous **Mall of America**, with four levels and over 520 retail stores and entertainment, and offers complimentary shuttles rides to/from both locations. The MOA is also a stop on the Twin Cities Light Rail Transport system providing transportation access throughout the metro region.



The DoubleTree is experienced in hosting model railroaders, having recently successfully served as the headquarters of the 2018 National Narrow Gauge Convention. The registration and check-in areas, vendor halls, hospitality suite, contest room and club layout displays are in close proximity. The site offers free parking, complimentary breakfast, a fine restaurant and bar. There are also various fast and casual food options within walking distance.

The **Convention schedule** begins **Tuesday, July 7th**, with self-guided railfan and layout tours throughout the Twin Cities. Several of these are planning to offer operating sessions, so watch for updates on the www.nasg.org website and our **Facebook** page at **Minnesota S Scale**. Family activities throughout the week include the Mall of America. Each floor offers one mile of shops, restaurants and entertainment! We're also looking to offer an additional bus tour to Duluth (site of the 2010 National Convention), with visits to the railroad museum, Canal Park and other points of interest.


On **Wednesday, July 8th**, conventioners travel to the Mall of America where we'll ride the light rail to downtown Minneapolis, then transferring to the heavy rail train to Big Lake, Minnesota. Returning, you'll have the option to ride light rail to St. Paul or returning to the MOA. The light/heavy rail travel and lunch are not included with standard convention registration and are additional costs. Wednesday night features more self-guided layout tours, and an exciting range of Clinic sessions that begins at the hotel.

On **Thursday, July 9th**, the convention-goers explore the Twin Cities by air-conditioned charter bus, with one stop at **Loram Maintenance of Way, Inc.** (www.loram.com), a leading supplier of track maintenance services and equipment. Additional stops are being added, so please stop back to the convention web sites for updates. The bus ride is also an additional, separate cost to basic registration, and reservations are highly suggested. Thursday evening will feature more self-guided layout tours, Clinics, the Icebreaker gathering and the Trading Floor will be open for the first time.

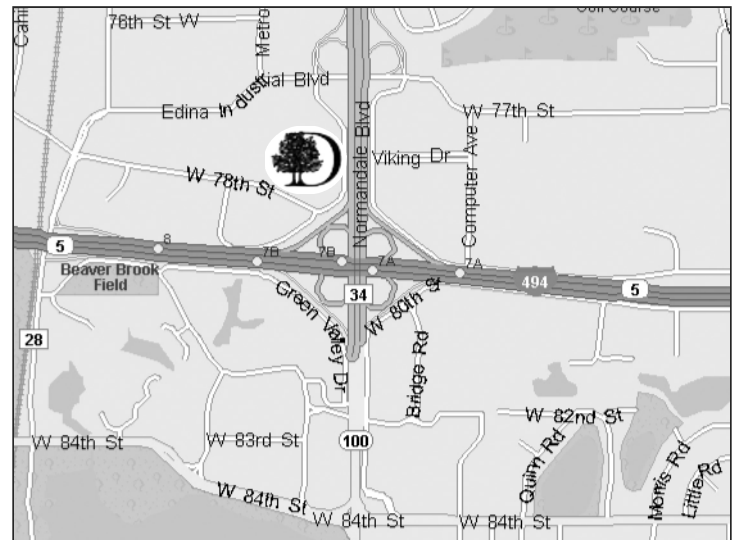
The convention kicks into high gear on **Friday, July 10th**, with a full day of activities on the Trading floor and clinics. The annual **NASG membership meeting** will be held at 1:00 pm, after which the Trading floor will re-open until 9:00 pm and clinics will resume.

Saturday, July 11th, the Trading floor will reopen from 9:00 am to 2:00 pm. The Contest, model and layout display rooms will be open until Happy House begins at 5:30, followed by the **Annual Banquet** at 6:30 pm.

Sunday the 12th is Getaway Day. However, there will be additional self-guided layout tours and operations sessions available if you missed your chance earlier in the week.

The PPSSW cordially invites you to the Twin Cities this July to celebrate our 60th NASG Anniversary during our special "A Gathering of Friends," sharing memories with old friends - and making new ones! 

A registration form is included in this issue.



B&O WOOD CHIP HOPPERS

By Brooks Stover, MMR, Photos by the author

For most of the life of the Elk River Coal & Lumber Company's sawmill at Swandale, West Virginia, the wood chips generated were simply burned in the boilers that powered the mill. But by the early 1960s, a market had been created for woodchips for use in manufactured wood products. Consequently, the company stopped burning this product previously considered waste and started selling it. Photos of the Buffalo Creek & Gauley, the railroad I model, show woodchips that were shipped from the mill in cars that included 3-bay B&O chip hoppers. As my new BC&G layout is set in the 1963-65 period, I needed a few of these hoppers for my operations.

Distinguishing Characteristics

A primary resource for information was "B&O Color Guide to Freight and Passenger Equipment" by Craig T. Bossler. The book contains two excellent photos of B&O class W-11a hoppers which were created in 1962 by adding 31" of height to a 3-bay outside ribbed hopper. Ed Sauer provided a copy of the classification drawing for the W-11a cars which provided additional information, including the build numbers 829,000 through 829,289. Photos confirm this class of B&O cars had appeared at Swandale.

Distinctive features include 10 vertical ribs on both the main body and the extension, and the two central vertical structural elements on the ends of the main body carried into the height extension as well. There were triangular reinforcements on the 4th ribs from the ends on the sides of the extension, and the brake wheel was raised. These cars rode on Bettendorf trucks with two coil springs. Scott Seder provided a photograph that shows two transverse internal braces and that the inside of the hoppers were painted oxide red. I wanted to include all these distinguishing features on my models.

Building the W-11a Models

There aren't any 3-bay hoppers available in S with the correct number of ribs so I used American Flyer 3-bay offset hopper bodies for these conversions. Consequently, my hoppers don't have perfectly flat sides. This was a compromise that I was willing to make in order to get 'reasonable approximation' models with minimum effort and minimum cost, a philosophy that guides all my projects.

The two AF hoppers I started with hauled coal on my prior layout and so I had previously installed ACE bolsters, fitted S Helper Service trucks, installed Kadee couplers and added appropriate brake cylinder detail under the B end slope sheet. To begin the W-11a conversions, I removed the rivet detail on the sides of the shells where the ribs would go and carefully removed the molded-in portions of the ribs that are exposed along the outside of the AF body using a chisel blade as seen in Figure 1 above. I also removed the brake wheel and the L-shaped reinforcing plates on the top of each corner of the AF body to create a smooth surface for the extension to rest on. Finally, I removed all the molded-on ladders and grabs using a chisel blade, files and sandpaper. (Note: An American Models 3-bay hopper would make a better starting point for this conversion as the AM car has brake detail and wire grabs.)



Two B&O Class W-11a wood chip hoppers are being picked up by the B&O at the Buffalo Creek & Gauley's interchange at Dundon, West Virginia. I built the chip hoppers to match the prototypes by modifying American Flyer 3-bay hoppers as described in this article.

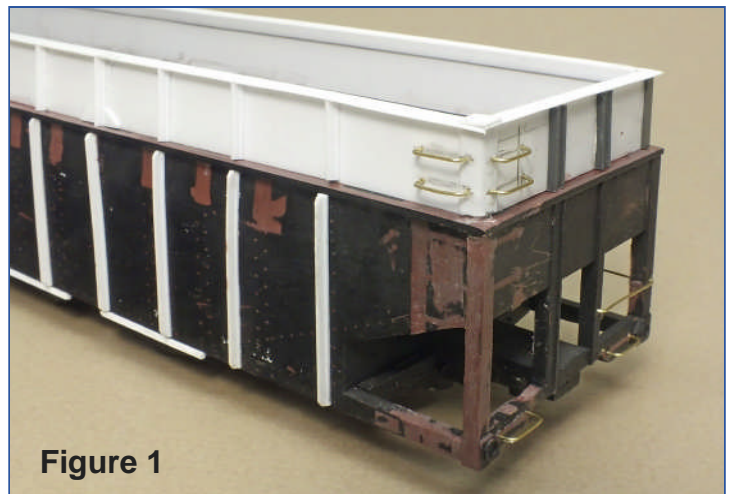
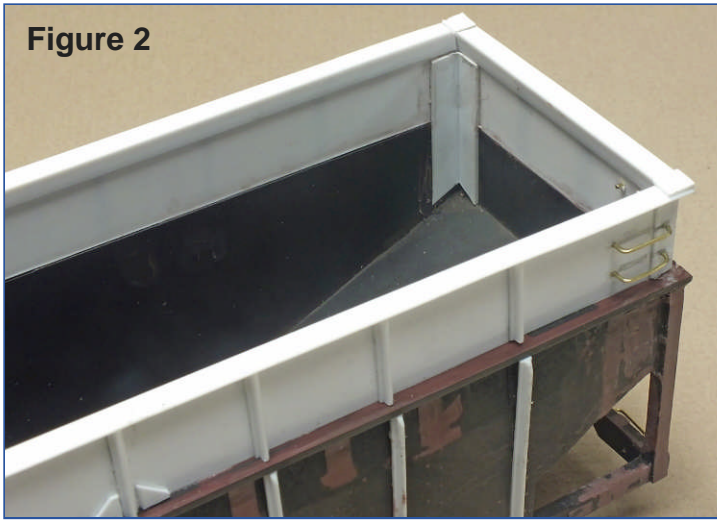


Figure 1

1/4" styrene angle was used to make uprights in each corner to support the extension. The flange on the top is 1/8" styrene angle with mitered corners. A small piece of .020" styrene represents the reinforcements on the tops of the corners.

To represent the ribs I used 1/16" styrene T section (Plas-truct #90562) bonded to the body shell with liquid styrene cement. To support the extensions, uprights of 3/16" styrene angle (Evergreen #296) were cemented in the four interior corners of the hopper. (See Figure 2 on the next page). The walls of the 31" high extension were fabricated from .020" sheet styrene and were glued to both the corner uprights and the top of the body shell. Lengths of 3/32" styrene angle reinforce the outside of the corners of the extension. The lip around the top of the extension was made from 1/8" styrene angle (Evergreen #294) with the corners carefully mitered. A small square of .020" styrene was glued on the top of each corner to represent the reinforcing plate just visible in the prototype photos. The 10 ribs along the extension are the same 1/16" T as used on the main body. The two vertical elements on the ends of the extension are 3/32" channel (scrap box). Finally, the two internal cross braces were made from 3/16" styrene channel.

Figure 2



All the molded grabs and supporting structure were removed from the AF shell. The extension walls are .020" styrene and the ribs on both the main hopper and the extension are 1/16" styrene "T."

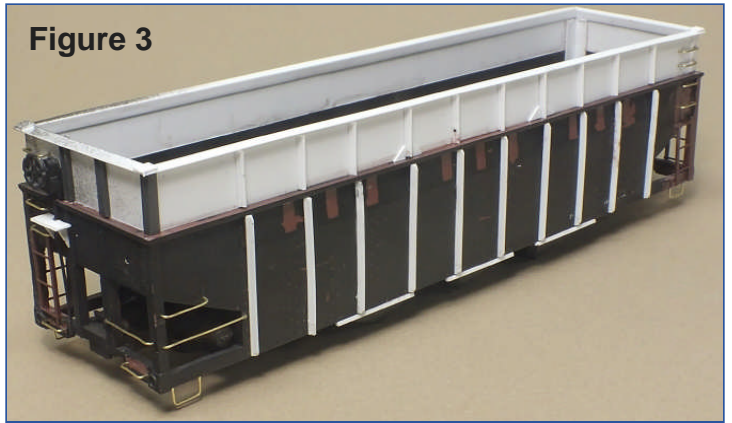
The brake wheel assembly is from PRS. The ladders on the main body are shortened PRS parts while the individual grabs were formed .020" wire as are the long grabs on the corners opposite the ladders.

Paint and Decals

I painted the cars with Model Masters flat black. After a coat of clear gloss I applied custom decals made from my artwork by Precision Design (www.pdc.ca). Prototype photos showed that there was considerable variation in how the car data and other lettering appeared and I included some variation in my two cars. The interiors of the cars were painted correct oxide red.

I highly recommend PDC as their service was excellent and their decals are among the best I've used. While many decal suppliers require art from professional software, PDC can make high quality decals from artwork created on Powerpoint. Light weathering was applied using pastels after the decals were overcoated with Dullcote. Loads are fine, sifted sawdust glued to appropriate bases.

Figure 3



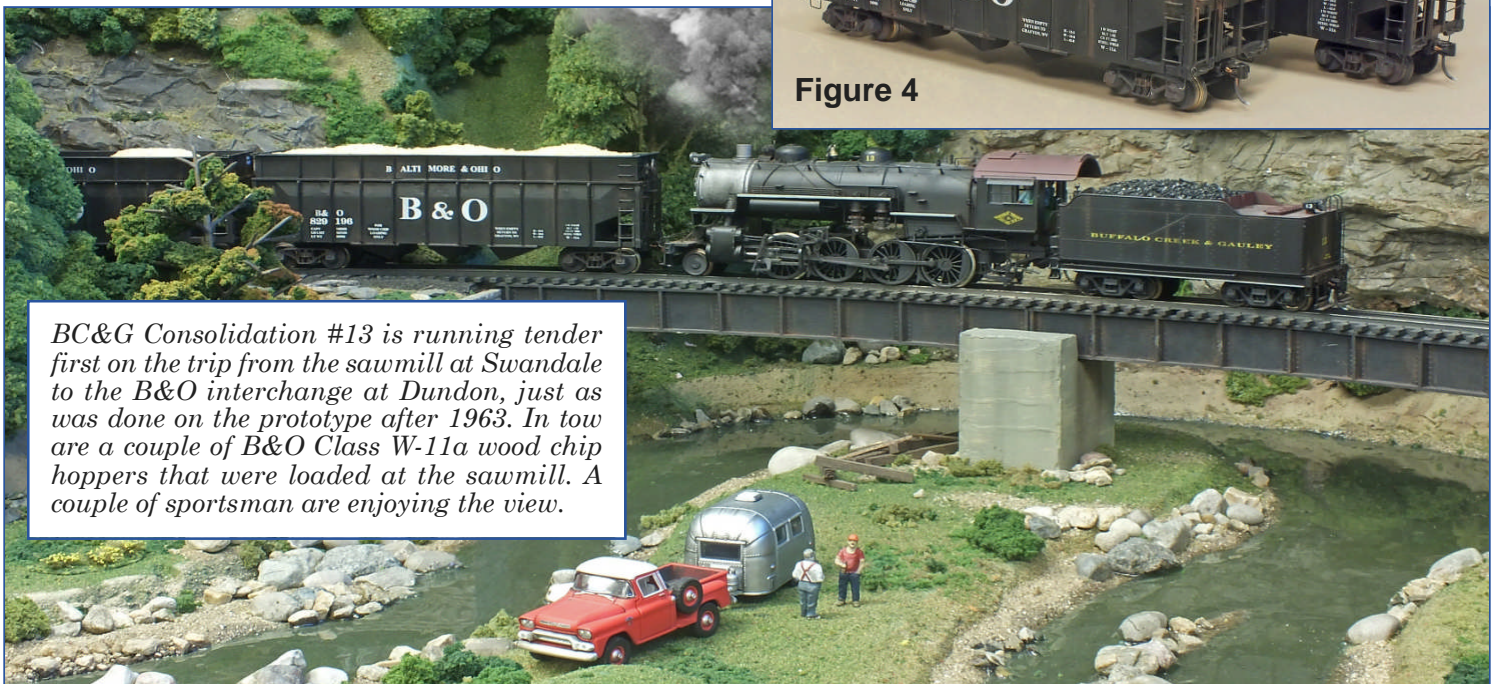
Portions of ladders from PRS along with grabs fabricated from .020" brass wire were used to recreate the look of prototype W-11a car. Small triangles of .020" styrene were used to represent the reinforcements on the 4th rib from each end of the extension. The brake wheel is from PRS and the brake platform was made from .020" styrene.

Conclusion

While these models of W-11a hoppers have a few compromises, they have the proper 'too tall' and 'rebuilt' feel of the prototypes. They 'look right.' To all but the most discerning B&O modeler they will be satisfactory representations of the cars that hauled wood chips out of Swandale in the early 1960s, and that's exactly what I set out to build. I find it satisfying to recycle 50+ year old Flyer bodies into unique pieces of rolling stock like the W-11a cars. The guys at AC Gilbert that made these 'toys' must be looking down and smiling.

In Figure 4, below, The finished models capture the look of the prototype with the extension being obviously added later. The letter schemes were varied (per prototype photos) as was the level of weathering to provided differentiation between the two cars. The loads are fine sifted sawdust.

Figure 4



BC&G Consolidation #13 is running tender first on the trip from the sawmill at Swandale to the B&O interchange at Dundon, just as was done on the prototype after 1963. In tow are a couple of B&O Class W-11a wood chip hoppers that were loaded at the sawmill. A couple of sportsman are enjoying the view.

DOWN AT THE DEPOT

By Carl Rudolph,
Sacramento Valley American Flyer Club

It was an honor to be asked by Bill Pyper to continue the club reporting that we had been editing in the **Clubcar** column of the late lamented **S Gaugian** magazine. Many of the club correspondents have been very kind and supportive of continuing this column here in the Dispatch which is much appreciated. The new title **Down at the Depot** might evoke memories of the time when the train depot was the center of activity in town (especially in small towns like mine) and all of the news and gossip was obtained there - and we hope this column emulates the news part of that. Your faithful scribe hopes this column receives even more correspondence than before — and the nice thing about being online is that more photos can be presented. Right on! Here's the news for this go-around:

The Pioneer Valley Model Railroad Club met at Dave Plourde's home where correspondent Steven Allen continued his series of clinics on scenery creation. Since he is very good at this, we're sure that this series is very informative and instructive. This year Santa's Trains at Look Park included a new animated Santa's sleigh and a Rudolph reindeer with a blinking red nose. Your scribe comes by his red nose in an honorable fashion, by the way.

It was good to hear from the **Connecticut S Gaugers** again. They met at Herb Cotter's home where all enjoyed Herb's layout with great scenery and grandson Greyson's trolley system, which is part of the layout. Member Craig O'Connell, son of a worker at the A.C. Gilbert company in New Haven who died tragically at work, was the subject of a long article in the local newspaper with nice photos of his American Flyer layout, which is a tribute to his father. A later meeting featured a repair clinic put on by Jim Shea and Larry Hally at the latter's home.

The South Jersey S-Gaugers have celebrated their 30th anniversary in high style. Michael McConnell created a special Anniversary Waybill (the club newsletter) that had many photos and a timeline for the entire life of the club. Very well done. The anniversary meeting included a very nice dinner and auction of some one-of-a-kind items such as a caboose desk light and homemade elderberry wine with an AF label! The club is to be congratulated for achieving this milestone and continuing to be a healthy and vibrant part of the S gauge scene. Oh yes, in addition, the annual railfan excursion was to ride the Stourbridge Line (DL&S) railroad. They happened to meet up with the owner of the railroad (!) and he graciously invited them into his private Pullman at the rear of the train where they rode the trip. This is a car that FDR used and it is fully restored to that time period. Wow.

The Baltimore Area American Flyer Club had a very interesting item in their newsletter. Quoting correspondent Sharon Russell, "While at Strasburg, I talked to members of other clubs and noticed the Strasburg club (HO) had a wealth of young people. When I asked how they did it, the reply was a finger point. All these young people had either a cell phone or a tablet in their hands and were running the trains remotely." The club is now discussing whether or not to make part of the layout operable in this manner to help bring in new blood. Something for a lot of us to think about. Otherwise, the club continues to be very busy participating in lots of shows.



L-R: Tom Boles, Jim Eichner, and Tom Armstrong at the World's Greatest Hobby Show in Oaks, PA. Photo by Roger Gerhart.

The North Penn S Gaugers have already participated in five or six shows with the layout and there are another five or so to come early in 2020. This club is very active with their layout and are to be commended for their advertisement of model railroading in general and S gauge in particular! And your scribe finally gets to include a photo of some of the guys and the club layout (see photo above).

The Cuyahoga Valley S Gauge Association in the Cleveland area, met at the home of Mike Udolph who has a complex layout that ran perfectly when the club attended. Upcoming shows (including their own Snow Dogs show in January) and repairs to the tinsplate and hirail layouts were discussed and plans made. The Christmas gathering was at the home of Lee and Cindy McCarty, a potluck dinner which had to be great.

The Miami Valley S Gaugers in the Dayton area, had very successful showings at the Lakota and Dayton Train Shows. Several Christmastime shows were on the schedule as this is written — one is at the Historical Museum in Lebanon, Ohio, which is a lovely town with some of the most photogenic railroad structures ever seen by your scribe. Recent meetings have been at the homes of Richard Boehm and Mike Mitter where all this activity has been planned.

The Central Ohio S Gaugers - Northern Division met at Gary Chudzinski's home and later at Monty and Suzie Kaufman's home (twice). At the latter there was a "Make and Take" clinic at the first meeting and the second was a short meeting prior to carpooling to the Sandusky Model Railroad Club to view the operation of their layout.

The Southeastern Michigan S Gaugers have met at the homes of Earl Carlsen, Bob and Shirley Stelmach, Ken Snyder, and Gregg Wujcik. At the Stelmachs', attendance was very good since Bob's layout is quite famous and Shirley's eats are equally so! Other meetings are well attended too since there are lots of items to discuss with regard to upcoming shows as well as progress on each others' home layouts and models. Another busy club.

The Stateline S Gaugers, near the Wisconsin/Illinois border, have had meetings hosted by Tom and Margaret Behles and Roger and Vera Flood. Discussions are already underway regarding the 2021 Fall S Fest which they would host. The club's Christmas party was held at Lino's restaurant in Rockford (IL).

More club news on page 18

Compact Yard Design for a Branch Line Railroad

This yard has proven the test of time serving the author's needs for 50 years.

By Steve Monson, Brooklyn Park, Minnesota

Prototype yards are large and often sprawl for miles. Even though our model trains are usually short by comparison, our yards to handle them need to have a certain amount of size to make them useful. We might be able to scale back our farms and factories by a factor of 10, or our mountains by a factor of a 100; but our yards need to handle the trains.

But even with our limited space we do not need to give up on the idea of having a nice full functioning classification yard. The yard described here has served me for 50 years. So well in fact that when I ripped everything out four years ago to start a new layout, this is the one piece that I kept intact.

If your dreams are to have hot shot passenger trains high balling it down a double track mainline through the center of your yard then this article is not what you are looking for. But for a small branch line this yard design has much to offer. Lots of operation in a compact area using less than 20 square feet.

Desired features

Yard (switching) lead to avoid interfering with mainline traffic.

Run-around track (sometimes called thoroughfare) allows switchers and road locos free roaming from yard lead to engine facilities.

Classification tracks to hold as many cars as possible in specified space (#4 turnouts)

Turnouts of passing tracks and make-up/break-up track must have more gradual turnouts (#5-#6). Run-around track laid out so that even largest locomotives can navigate to roundhouse.

Roundhouse for a place to put a few locos and for good looks

Turntable for turning and for interesting operation.

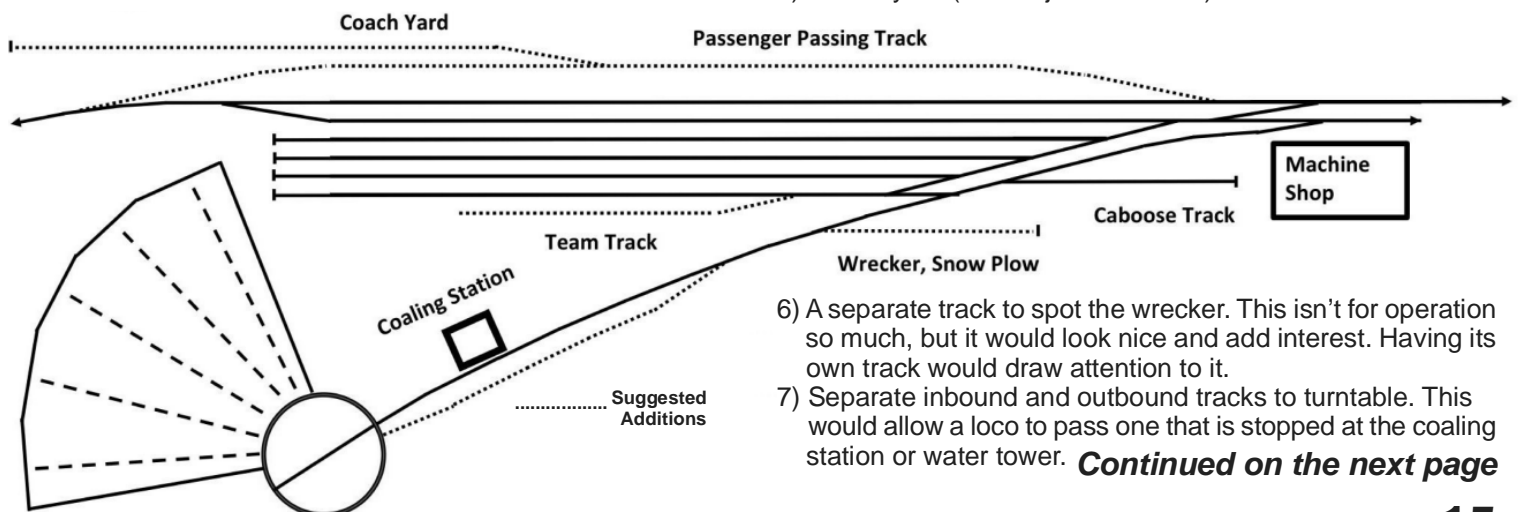
Caboose handling.

Coaling facilities.

Keeping It Compact

My yard consists of just 6 main tracks, plus the run around to the turntable and the caboose track.

Track Schematic with Additions



The six tracks measured from outside to outside of ties requires only 15" of width. Center to center the straight tracks are 2.5" apart, close to the 13-14 feet spacing of some prototype yards. Laying them this close makes the yard look longer.

Don't worry that there is not enough space in between for your fingers for re-railing cars. There are plenty of other places to put cars on the track, and derailments are nearly non-existent on straight yard tracks, anyway.

Tip: Building the yard on a 1/4% down grade will help the backing-in of long freights.

If you are running a train of just 40-foot freight cars then #4 turnouts will be fine for the classification tracks. Using #5 or #6 turnouts has no advantages and it will just reduce the length of the yard tracks. Four classification tracks made with #6's will hold 6 less cars than if made with #4s.

But the turnouts for the passing track and break-up/make-up track should be gradual enough for the largest loco you want to run on your mainline and into the roundhouse. Note that even though I have #5 turnouts for the passing track and yard lead the run around track is still able to run parallel to the yard ladder built with #4 turnouts. I think this looks nice.

There is no reason that the yard cannot be curved. A smooth gentle curve might look better to you. I like the looks of the roundhouse on the far end from the yard lead entrance, but there is nothing to prohibit wrapping it around back on itself.

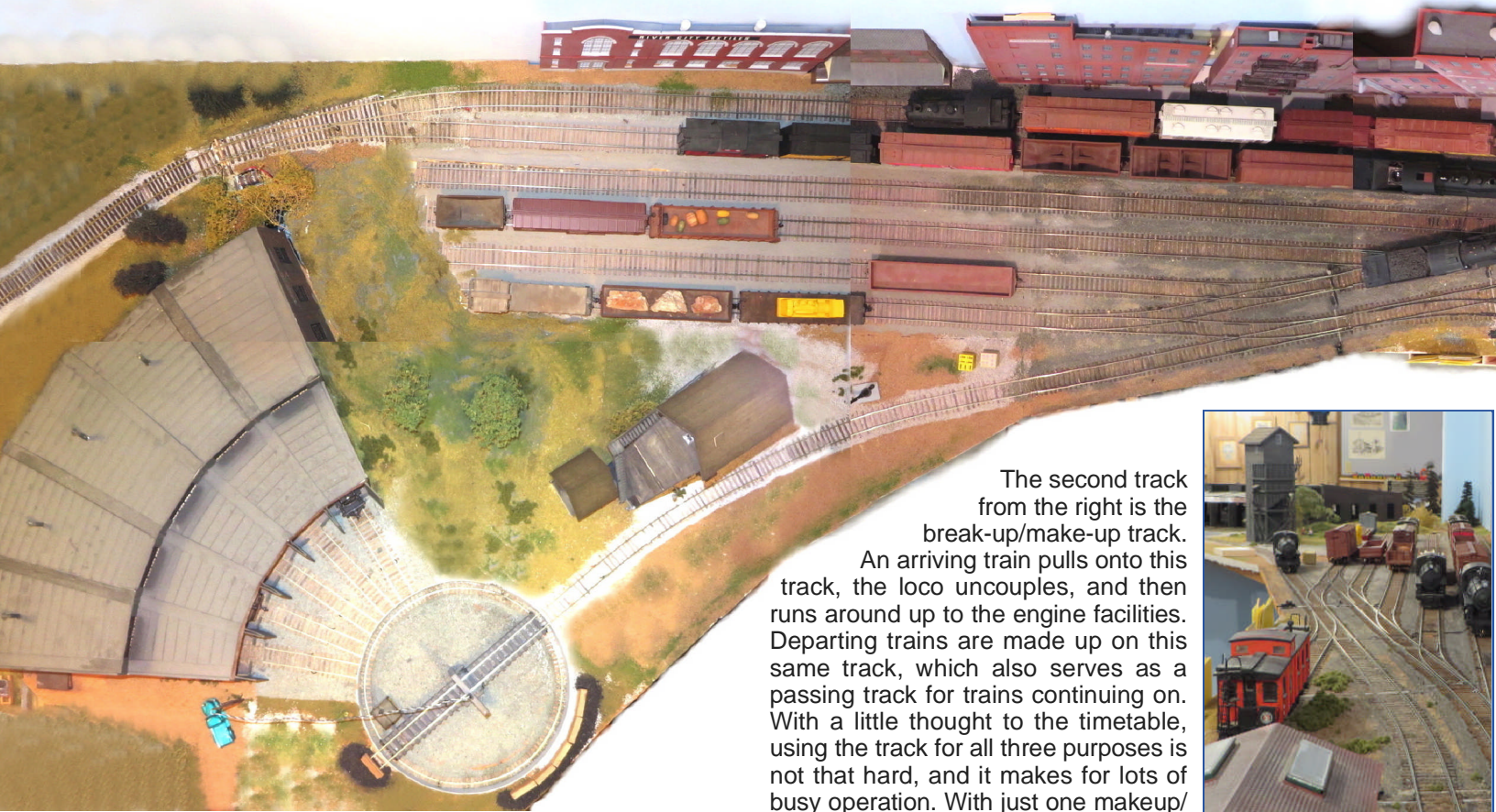
Don't feel that your yard lead needs to be as long as your break-up track. Making the switcher handle the incoming trains in sections makes for more operation.

My yard area is complete and I won't be adding to it, but if you have some extra space and are able to expand your yard, here are some additions for you to consider.

- 1) Extra passing track for a passenger train.
 - 2) Separate make-up/break-up tracks and/or additional passing track for freight. These would be double ended.
 - 3) Extra/longer classification tracks. Of course, longer is better. My fourth classification track only holds 4 cars.
 - 4) Team track (or the shortest classification track will make a fine team track if you have a little extra space for loading).
 - 5) Coach yard (even if just one track)
- Continued below**

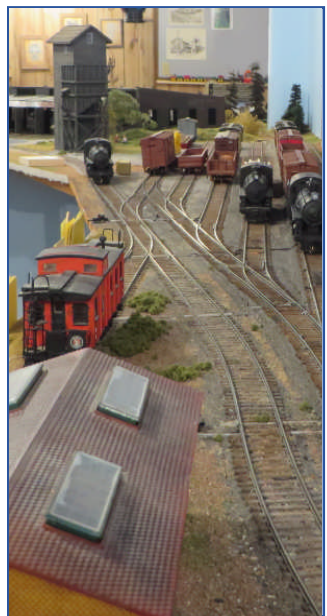
- 6) A separate track to spot the wrecker. This isn't for operation so much, but it would look nice and add interest. Having its own track would draw attention to it.
 - 7) Separate inbound and outbound tracks to turntable. This would allow a loco to pass one that is stopped at the coaling station or water tower.
- Continued on the next page**

COMPACT YARD DESIGN FOR



The second track from the right is the break-up/make-up track.

An arriving train pulls onto this track, the loco uncouples, and then runs around up to the engine facilities. Departing trains are made up on this same track, which also serves as a passing track for trains continuing on. With a little thought to the timetable, using the track for all three purposes is not that hard, and it makes for lots of busy operation. With just one makeup/passing track the mainline is blocked for short times, mainly just while trains receive motive power and cabooses. Train schedules can be made with this in mind and it is not a big problem.



Cover Photo

Everyone loves a roundhouse and turntable. It offers a lot of action, a place to turn the locos and to store a few locos out of sight. But it need not be large, mine has just 5 stalls. A roundhouse was more for maintenance and repair. Railroads did not have the luxury of keeping all of their locos under a roof. Having a water tower and coaling station along the track to the roundhouse adds interest and adds to the operation.



The open track on the right is the runaround track (also called a thoroughfare track). The runaround track allows direct access to the engine facilities for switchers and road locomotives, even when the ladder is occupied. It has sharp #4 turnouts along it, but since it only uses the straight section of the turnouts, even large road engines can use it to get to the turntable.

A BRANCH LINE RAILROAD



Looking under the bridge into the yard below, the right foreground track is the mainline and the left foreground track is the yard lead with the runaround track heading up to the coaling station ahead.



This is a **small Sub-Division yard** with just four classification tracks. On my layout, the two longest are for North and South through trains. The other two handle the local freight cars for two small towns each along my branch line. This yard holds 22 forty-foot cars. If #5 turnouts were used it would hold only 18. My entire railroad has places for setting out 24 cars at industries. I am not in full operation yet, but I expect to operate with about 32 cars on the layout, not counting a branch line passenger train and an ore train that comes through on the mainline only.

Even though this yard is small, handling the break-up and make-up of trains is a big job for the operator. To ease up the congestion many trains will continue on through, stopping only to let another train pass if necessary.

Over the years, I have made up a great many trains in this yard. It is one of the fun parts of model railroading. 🚂

DOWN AT THE DEPOT - *Continued*

The Chicagoland Association of S Gaugers had a program at a recent meeting in which members were asked to bring their five best photos/videos of the 4014 Big Boy when it was on display in the Chicago area. Yours truly is sure that there were lots of photos and videos to enjoy! In a meeting at Dale Sutor's home it was determined that the main objective this year is to get their new (to them) trailer ready by the time of Train Fest (Milwaukee area).

The American Flyers S Gaugers of the St. Louis Area hosted the Fall S Fest for this year. Although no report has been received as of this writing, it is certain that they put on a fine show as always. Meanwhile the former Famous Barr/Macy's layout which now resides at the National Museum of Transport has been tuned up for its annual Christmastime presentation and there are several shows at which the club will have a presence during and after the holidays. No rest for this club!

The Pines and Prairies S Scale Workshop in the Twin Cities, met at Terry Didion's home for a good dose of American Flyer. Quoting Steve Monson: "Big turnout last night for Terry Didion's American Flyer celebration. Lots of trains, sounds, bright lights, fun!" Your scribe can't add anything to that! They have also met at Ben Trousdale's and Ken Zieska's and plans for next year's NASG convention proceed apace!

The Rocky Mountain Hi-Railers in Boise, Idaho, took a short rest after returning from the National Train Show in Sandy, Utah, and then got to work on making a few tweaks to the layout before making the traditional trek to Idaho Falls for the annual Railshow there. Then they were set up at the Main Library in Boise before Christmas with the two branch libraries to follow in January. In addition, Bill Seader hosted the club at his home for a "play trains" meeting where everyone was blown away with his huge multilevel layout.

The Golden Gate American Flyer Club in the San Francisco Bay area, is making plans for **Flyer Fest West 2020** which they will host. In addition, the club has initiated their own private group on groups.io for the purpose of better communication. We will watch this with interest. There was a recent meeting at the home of Alan Teruya but no report on it has been received yet.

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Lastly, our own club, the **Sacramento Valley American Flyer Club**, met at the home of Jan and Carole Brewer for a great lunch, Show and Tell, and viewing Jan's AF collection. It was a very nice afternoon. Next up is the Holiday Party in January!

Once again, thanks to all of the club correspondents who so faithfully send in newsletters and meeting minutes. There is always a lot more in their news than we have room to publish but maybe you can get some of the flavor of the clubs. I hope all of you had a wonderful Holiday Season and a great New Year! We all have a lot to be thankful for. Keep trackin'! 🚂

Editor's Note: When I first became Editor of The Dispatch I chose which articles to publish based on a survey taken in 2013. The results of that survey indicated that news from the individual S clubs was next to last on the list of things that members wanted to see. Since I was working with a limited amount of space, I left that out. Since the S Gaugian has ceased publication, some members have expressed a desire to have club news in The Dispatch. Carl Rudolph, who edited the *Club Car* column for S Gaugian, has graciously agreed to do the same for The Dispatch. Out of deference to the wishes of Don Heimburger, we have changed the name to *Down at the Depot*. Because space is still at a premium it may sometimes appear in the Online pages. That will be at the discretion of the new editor. 🚂

Bill Pyper, Editor, NASG Dispatch

Russell M. Mobley Memorial Library Magazine Resources

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KITBASHING A GM&O DOODLEBUG

By Tony Garza, Miami Valley S Gaugers
Photos by the author

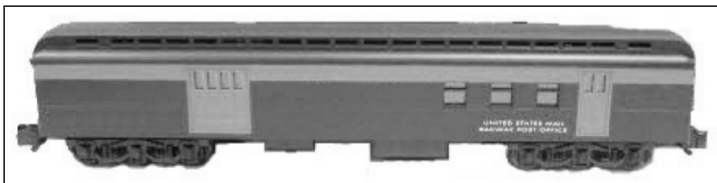
Sometimes you just never know when a personal project will be a hit. At the 2019 Carillon RailFest in Dayton, I displayed an S gauge motor car that I'd had in my collection for a number of years. To say it turned heads was an understatement. I spent the rest of the day fielding questions from various club members about what it was and how it came to be. Our newsletter editor, Ray Garbee, wanted pictures for the club newsletter and details on how I built it in part as he wondered if it was something that he and other members of the club could also pull off.

I agreed to write down some notes on how I did it. Ray suggested that if I was going to do that, why not push it to the next level and put together a more formal 'how to' article for the benefit of the modelers in the club. If I was going to invest that much effort, why not do a little more and send it to the NASG Dispatch, as Bill Pyper is always on the lookout for good content to feed the magazine. In the face of all this persuasion and support, I thought 'let's give it a shot!.'

A few years back, I was looking at the book **The Gulf, Mobile and Ohio Color Pictorial** (Richard R Wallin. *Four Ways West Publications*, 1996. ISBN: 1885614136) when I came across pictures of GM&O motor cars. The GM&O has always been one of my favorite railroads.

Seeing these pictures inspired me to try modeling one of these motor cars in S gauge. I knew that Scenery Unlimited had a wonderful brass model available, but that was way outside my budget! If you ask my friends in the Miami Valley S Gaugers they will tell you I am notoriously frugal, and quite a kit-basher! This was going to require some thought.

Now, I consider myself a competent S gauge model railroader. I can fix and repair most any American Flyer train and I've converted and repainted a number of items over the years. I was confident I could create a model that would be 'close enough' for my S gauge needs when it comes to modeling.



RPO car similar to the one used to make this model.

So where to start? The logical answer was to look in my salvage box. This 'elephant graveyard' had assorted odds and ends that we often think of as the 'junk box.' Taking a look, I found an old S-Helper Service RPO (Railroad Post Office) car. The car had no trucks and a bad paint job. It was not an exact match, but the overall dimensions gave the look and feel that I wanted. The front end was going to need a lot of work, but I could see this as a Doodlebug in the making.

Having a car body was a good start, but it had to travel the tracks. That meant finding powered trucks and a motor. One option would have been to use NWSL powered trucks, but this project was on a tight budget! Returning to the elephant graveyard, I found the carcass of a Flyer #355 Baldwin switcher.

The shell was in bad shape, but the chassis and trucks were functional and looked like they would work. The nice thing about using the Baldwin diesel trucks is that the motor is a part of the truck assembly which meant that I would not have to install a central motor with drive shafts leading to the trucks.

The first step was to remove the chassis and undercarriage from the RPO car body leaving the shell. This would then be mated with the new chassis from the Baldwin. The undercarriage went back into the scrap box awaiting a future project.

Now I faced a challenge. The length of the RPO car body and the length of the Baldwin chassis are not even remotely close. I was going to have to lengthen that Baldwin chassis. This was done by cutting it in half near the middle. To lengthen it, I spliced in a piece of wood. Each end of the powered Baldwin chassis was attached to the wood using screws then the chassis was lengthened to match the length of the RPO body. With the chassis constructed, I used some additional wiring to power the front truck and power the internal light bulb that came with the Baldwin to illuminate the cabin



A small piece of wood was used to lengthen chassis.

Examining the body, the rear of the RPO car remained mostly intact, but the front end needed a lot of customizing to pass as a motor car. In the parts box, I found some double-door freight doors and sheet plastic. The sheet plastic and freight doors would work for the front-end sides of the car after I cut openings for windows and engine compartment doors.

Now I faced a conundrum. The front end of the car did not have a door as you'd see on the end of a typical passenger car. Instead there was a floor to ceiling louver that allowed cool air into the engine compartment. I tried several ideas, but nothing seemed to work. Frustrated, I was at a loss how to proceed when I found the answer, literally right in front of me — the staircase from a Plasticville switch tower. When held vertically, it gave a reasonable image of a louvered grille. I added a piece of wire down the center of the louver and added open windows on each side of the louver to make the illusion complete!

Looking at the photos of the car, one of the defining features of a motor car was the unique front roof section that reflected the motor equipment and the actual bells and whistles like the bell, horn and headlight.

Continued on the next page

KITBASHING A GM&O DOODLEBUG



Front of motor car showing louvers and cow catcher.

I salvaged the top engine housing off a cheap battery powered diesel I'd picked up at a discount store. I lucked out here as the assembly fit right on top of the roof without needing any cutting. I cut off the front of the roof section on the car's body and replaced it with this engine housing. A scale modeler may have a fit about this process, but it conveyed the look I wanted.

With the roof modified, I added an HO scale bell, an oversized headlight scrounged from a Casey Jones steam engine body and an old air horn from the parts box. Originally, the horn was from an old Marx F-3, but I wanted something a little less bulky. To break up the flat roof line I added an engine top vent from the remains of a Flyer GP-7.

Another distinctive feature of a doodlebug is the front end cow catcher. Back to the parts box! I found a cow catcher from an old American Flyer 4-4-2 Atlantic model that looked good enough. I added an old Flyer coupler to the front. Not totally functional as it had no swing, but in a pinch, it could push a car down the track.

One thing bugged me — The headlight did not light up. Even with the original light bulb in the car, the geometry of the headlight meant that not a lot of light would come out. If only I could find a cheap light bulb to fit the space. Wait a minute, what about those Easter eggs? No, not the kind you find in a movie. These were plastic Easter eggs with small battery powered LED that could be used as decorations. I'd picked up a couple of packages at Wal-Mart for a dollar each in the post-Easter clearance sale. Six lights with batteries for a dollar each is a hard bargain to pass up!



Ditching the plastic egg shell, the actual light and electronics were very small. So small that I could easily position it at the base of the headlight so that most of the light would shine brightly out of the headlight lens. With that done, the basic construction was complete.

Next up was detailing the car. Marker lights were a must, so I salvaged four lanterns from an old Flyer caboose. A pair of Lionel O-27 caboose stacks were mounted on the roof. For the passenger windows, I inserted some Flyer passenger silhouettes that were cut to fit.



Engine housing on roof, horns, marker lights, striping and decals are all visible in this view of the front end.

Moving on to painting, I applied an overall dark maroon paint with red side stripes. The red stripes were outlined using thin yellow striping.

I was ready to decal the car, but was disappointed to find that I'd used the last of my GM&O decals on an earlier project. I could go search and order more decals, but did I mention that this project was on a budget? Necessity being the mother of invention, I turned to what I had on hand, which were some pre-war American Flyer Lines decals.

With the addition of the decals, the project was done. From a low investment of around \$40, a willingness to use what was on hand and a lot of time and effort, I now have a unique S gauge railcar. The car is a great fit with the club's modular layout and draws a lot of attention at train shows. While this was a hi-rail project done on a frugal budget, you could try to expand the project with something on a similar theme. The doodlebugs on the GM&O often ran in two car trains, adding the dedicated passenger car to the powered unit would make visually striking train for a smaller layout.

In addition, this would make a great scale project for the fine scale modeler. You could substitute Staunton trucks for the Baldwin trucks and add an DCC decoder or even electronics and sound from the Electric Railroad Company. The exterior of the car allows for a wealth of customization to be done by the scale modeler.



The passenger inserts are printed on white paper and secured with masking tape. The combination does a nice job of diffusing the light from the on-board illumination.

Below: Finished model motor car by Tony Garza.



Above: Top view of the front end powered truck and the American Flyer AC reversing unit.

Below: The finished car sitting at the station on the Miami Valley S Gaugers layout.



On Christmas morning in 1950, a little three-year-old boy came out of his bedroom to find circling his family Christmas tree a Gilbert 48T Royal Blue freight set. It was the most beautiful present Santa could have ever brought a young boy. Seventy-plus years later, **Tony Garza** still own's that Royal Blue set. Tony's been a member of the **Miami Valley S Gaugers** almost since the beginning of the club and Gilbert trains will be with him forever.

SCALE LOOKING WHEELS FOR YOUR RIP TRACK

Make Scale Looking Wheels for your RIP Track By Edwin C. Kirstatter, Northern Ohio S Scalers

If you replaced the Pacific Rail Shops plastic car wheels with better operating metal wheels by SHS or NWSL you can rework those wheels to look like the prototype scale wheels to put on your pike at the RIP (repair in place) track, to use as scenery or as flatcar or gondola loads. It won't take much effort as they already have tapered axles and small flanges.


As they come they have pointed axle ends, which is good for low friction running in the models trucks but they don't look like real journal bearing car wheels. We can change that! We can do that by adding plastic tubing on these to represent the journals. Use #223 Evergreen Scale Models 3/32" styrene tubing cut at 5/32" lengths then drilling into one end with a #53 drill and again with a #52 drill to fit it over those pointed axle ends and cement it on there with Super glue. Next make the ends of the journals from .030" thick plastic sheet punched out with an ordinary 1/8" paper punch and cemented onto the ends. Then drill #76 into the center of the ends to represent the wheel turning lathes centers. This will now represent a 6" x 11" journal used on a 70 ton car.

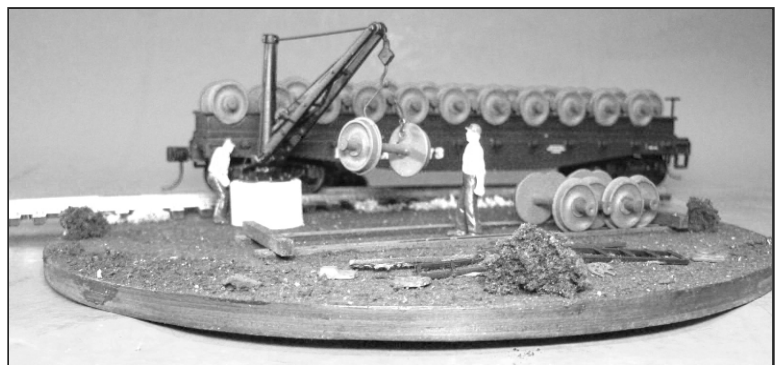
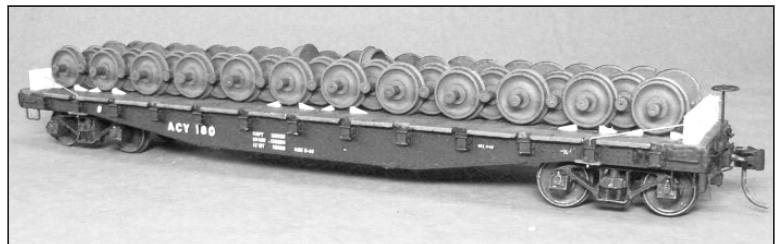
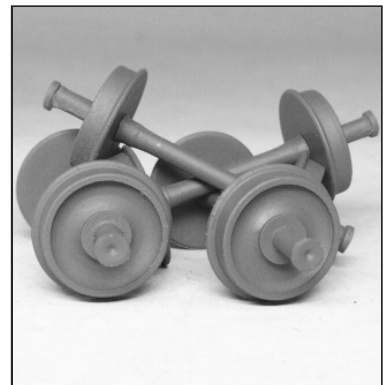
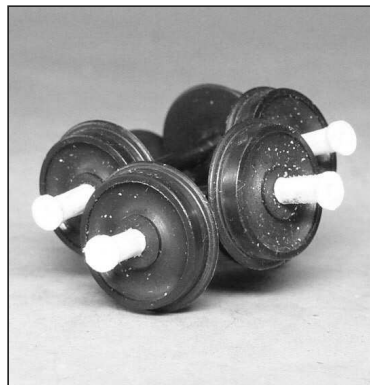
Or use a hole punch toolset from Harbor Freight Tools. These come in 7 sizes from 3/32" to 9/32", handy tools to have. It leaves indentations in the plastic punch out that looks like the lathe centers.

Cement these on and paint the wheels to look like rusty wheels but paint the journals a brown color to represent Cosmolene, a metal protectorate used on finished metals to keep them from rusting. These journals were used for many years to bear against a brass bearing above lubricated by oil soaked waste below.

This 8½" diorama depicts the loading or unloading of wheels at a RIP track. The Pillar Crane is a kit from Finestkind Models TSM 273 that came with no instructions, so it is slightly modified now and with figures by Ertl that are taking the scale looking wheels off of the REX flatcar modified to carry just wheels to be stored here on the ground. Many railroads had cars modified just for this service. This Diecast metal scale flatcar had Plastruct 5/16" Styrene Channels added for wheel cradles to be cut into them. It holds 22 of those now scale looking car wheels.

The modifications to the Pillar crane are; Replaced vertical tension rods with wire, added hand crank at rear to rotate it, this is a hand operated crane with also a crank for the winch, I replaced the cast plaster masonry base with a concrete type pedestal one made from 1/2" of a 7/8" diameter wood broom handle. The Cable added from hoisting drum to the lifting hook is black cotton covered polyester thread. Monofilament fish line may be used instead. A spreader bar with hooks was made to hoist the wheels with axles made from .019" brass wire.

The Lehigh Valley Models LVM20 Brownhoist Pillar Crane is a possible alternative but it is a heavier type of crane. Model-Tech Studios also has a Pillar crane. Or you could use a Tichy Jib crane here. 

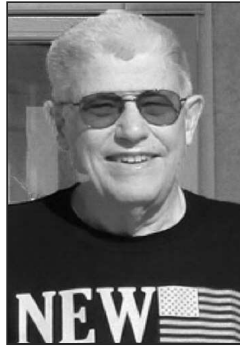


HRM COAL HANDLING FACILITY

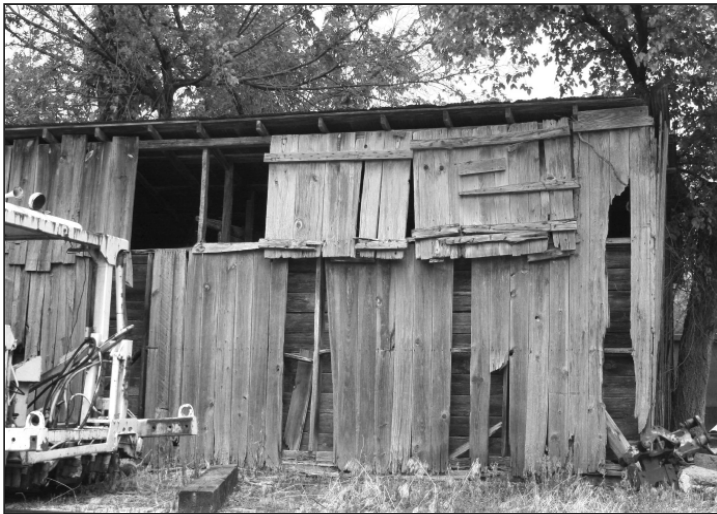
Building the HRM Laser Models HRM-512 Coal Handling Facility

By Richard Lind,
Rio Rancho, New Mexico

At the end of the steam era most households were still heating with coal. Every town had a coal merchant, or two or three. In northern climes, these merchants needed to protect their coal from rain, snow and ice. The most economical way to do that, at least initially, was with a shed. Hidden River Laser Models is offering a coal shed in S scale: their HRM-512 Coal Handling Facility.



Coal sheds were once a common sight, at least in small to medium sized communities. Each room of the shed held a different type or size of coal. One bin probably would be for anthracite and the others held different sizes of bituminous coal, often in different grades from different suppliers. Since there were no unloading facilities at these sheds, the coal was received in gondolas, which were shoveled out by hand. This could take a few days for one laborer. When orders for coal came in, it had to be hand shoveled again into a coal elevator to fill a truck, or into burlap gunny sacks that held about 100 pounds each. The trucks carried a chute, so hand shoveling was minimized when the coal was delivered.



Remains of a typical coal shed from the time period.

The HRM kit comes in a 4.5 mil clear plastic bag. The kit is made up of three sheets of 0.094 inch thick basswood and five sheets that are 0.047 inch thick. It includes black paper cut in strips for roll roofing and hinges that are also cut from black paper. The shed has plank walls and when you hold them up to the light, you see daylight between them all. The underside of the roof sheets are scribed to represent roof boards and they are also scribed to show the location of each rafter and partition frame. None of the sheets are self-adhesive and there are no corner tabs, nor should there be. Parts are identified on the carrier sheet and door braces and hinges are spaced for you so you can glue them on as a unit. There are two pages of instructions, one of which has an isometric exploded view of the kit's construction.

Building the Kit

This kit was an easy build, but I'm still learning how to apply glue in the arid Southwest. It seems that if I spread glue out, as I used to back East, I'll get a dry joint and things will fall apart later from handling. Applying glue in little blobs works best here, so it's still wet when the pieces are joined, regardless of what kind of glue I'm using.

The first thing I did was to stain everything in the carrier sheets. HRM calls for an oak stain. The local True Value had light oak, but I wanted something darker, so I bought Minwax Early American stain. I let it dry for a couple days. When stained, the wood grain looks entirely out of scale: 1:1. But this effect is broken up and disappears as you assemble the kit.

When cutting out the parts for assembly, hold the carrier sheet up to the light so you can see where you have to cut. HRM keeps the places to cut to a minimum, usually on the ends of long parts and the middle of small parts.

The roof comes in two sections, which have to be glued together edge to edge. While it was drying, I put the assembled roof into a makeshift glueing press made from kitchen stuff. First I put down a layer of wax paper on the counter top, then the glued roof, and added another sheet of wax paper on top. Nancy had a marble slab for kneading dough, and I put that on top of everything, upside down, since it had rubber feet.

The boards on the end and partition walls are pretty fragile. I broke three of the five in half by picking them up from the top and bottom edges. This was not a bad thing, because it allowed me to glue them onto the frames half at a time. So, I intentionally broke the other two. After you glue the boards onto a frame, flip the frame over and look for any glue that may have squeezed out. You can clean it off by scraping with a hobby knife with a chisel blade. Don't be too aggressive here. If you scrape a bit of the stain off, you can fix that later with re-touching or a bit of weathering.

Since carpenter's glue skins over so fast in the Southwest, most of my wood-on-wood joints were glued with gap-filling ACC, which I could control better in application using a toothpick or directly from the bottle. But ACC is most unforgiving. You can't make any small adjustments when you lay one piece on the other. If you try, you'll break something.

HRM instructions suggest adding the roofing last. I decided to apply the roofing before assembly, so I could work on a flat surface. The roofing paper went on quickly and then I put the roof into my "press" overnight. This made the roofing lay very flat and made the lapped seams stand out. This also bowed the roof slightly because I didn't do the same thing on the other side of the roof. So, adding the roofing last is wise. It is doubly wise, because I got my roof turned around during assembly. Trim the roofing so it overhangs by about the thickness of the roof stock all around and then fold the edges of the roofing over the roof edges.

Also, before assembly, I weathered the partitions on both sides and on the insides of the end walls with black pan pastel that I got from Dick Blick, a mail order art supply house. I applied the pan pastel to the plank side with a makeup

Continued on the next page

HRM COAL HANDLING FACILITY



Wooden walls stained with coal dust.

sponge and to the frame side with a paper stump. Once I explored one of these sheds in Baldwin City, Kansas. The wood that had been in contact with coal was very black and the pressure of the piled coal had distressed the wood. The wood above was also blackened with coal dust. I used a fan brush to drag loose pan pastel material from the lower walls to the upper walls and used the same brush to darken the wood some more.

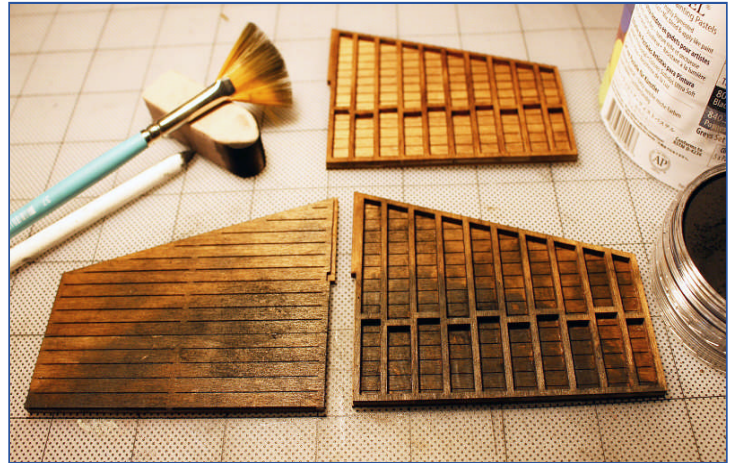
The kit is assembled upside down and I used a square to make sure the partitions were at a right angle to the roof. The rafters extend beyond the partitions and ends on the track side, so make sure the ends of the rafters align with the the partitions and ends of the shed on the side away from the track (the lower edge of the roof). To help line up these parts, I used a steel rule with cork on the bottom and a weight on top and worked to that.

When I glued the front wall assembly to the partitions and ends, everything was still upside down and I weighted the roof assembly to flatten it out. Five Irwin quick-Grip 4-inch clamps that I got from the hardware store helped. When I belatedly glued the front trim piece to the front wall assembly and rafter ends, I only needed to use four clamps. With the front and the top trim boards glued in place front and back, the roof was no longer bowed.

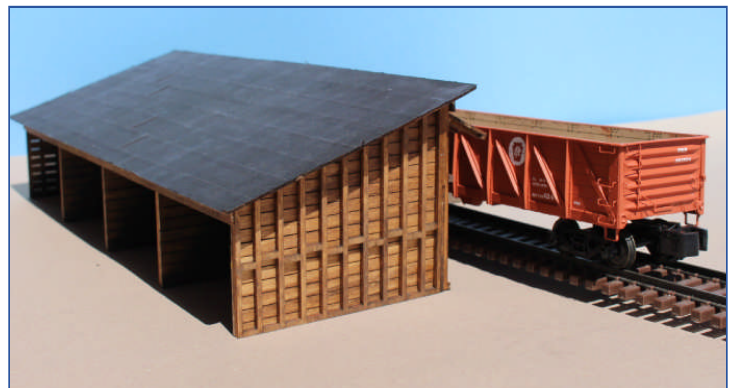
I added the braces to the backs of the doors and trimmed the spacers away from the braces. Then I sanded the braces flush with the edges of the doors where needed. To get my hinges positioned right, it was easier to attach just one strap of a hinge to the door and then glue the remaining hinge straps on one at a time so they would be aligned. When dry, the paper spacer is trimmed away from the hinge butts.

The hinge butts kept the doors from falling into the bins while they were glued to the top trim piece. Here, I could apply glue to all five hinge butts at once when gluing the doors in place. When the shed was finished, the door sills were close to the tops of my gondolas and the openings to the bins at the rear of the structure were a scale eight feet high.

Finally, I numbered the bins, using Model Graphics from Woodland Scenics dry transfers to aid the coal yard operator, and so the switching crew would know where to spot a condola load of coal.



Side walls before assembly. Before and after staining.



Finished model, rear of building.



Finished model, front view.

Now I have a common lineside industry and a destination for my forty-foot gons — and if anybody notices the roof seams are lapped the wrong way, I'll add another layer of roofing paper. So far, they haven't. 🚂

THE 2019 INDIANAPOLIS SHOW

NASG at the Indianapolis O & S Scale Midwest Show Reported by Will Holt

For the third straight year, the **National Association of S Gaugers** participated in the **Indianapolis O & S Scale Midwest Show**. The show was held September 28-29, 2019 at the Weston Indianapolis Hotel. The show, for the third straight year as well, was sponsored by Model Railroad Resource, the publisher of **S Scale Resource**, an e-mag devoted exclusively to S They also publish O Scale Resource.

The NASG set up a back wall display with a table for literature. There were several vendors with S products in each of the two large ballrooms used for the trading areas. Among them were the 2020 NASG Convention, All Aboard Trains, Allegheny Scale Models, Des Plaines Hobbies, Fox Valley Models, Get Real Productions, Grandpa's Trains, Tom Lennon, Michigan Models, Miller Engineering and Design, Motrak Models, Pikesville Models and S Scale Resource Magazine. Several individual S model railroaders were present with tables for trading including John Albee, Chris Elliot, Glenn Guerra, Jim Kindraka, Scott Lister, Sam McCoy, Walter Trancygier, Rusty Westermeier, and Ken Zieska. The S scale vendor list rivaled that of the O scale vendors.

Unlike other shows, clinics were not held as special sessions. Instead, clinics we held on the show floor at times throughout the weekend. Among them was Ken Zieksa's clinic on static grass.

The Southeast Michigan S Gaugers and the Hoosier S Gaugers had layouts at the show. Charles Malinowski brought his burgeoning S scale free-mo switching layout.

The show will be held again in 2020. If you have the chance to attend, it would be well worth the time and the travel, especially if your interests include S scale. ~~100%~~

The Hoosier S Gaugers displayed and ran their layout.



Above: The NASG Information Booth at Indianapolis.

Below: Ken Zieska can always be counted on to present a good clinic at S scale events.



CALENDAR of EVENTS

This page is for the listing of model railroad events, with emphasis given to S-gauge or S-scale. If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to dispatch@nasg.org as soon as possible so that we are able to print it in a timely manner.

January 4, 2020 — Parma, Ohio

SNOW DOGS TRAIN SHOW proudly presented by the **Cuyahoga Valley S Gauge Association** at the UAW Hall, 5615 Chevrolet Blvd. 10 am to 3 pm. Now that the Holidays are over, its time to add to your train layout. Buy, sell, trade. New and used trains! Operating layouts. 150 Dealer Tables. All Gauge show. Adults \$6, under 12 Free. FREE parking. Good Food at reasonable prices. See www.cvsga.com

January 4 and 5, 2020 — Columbus, Ohio

The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the Ohio Expo Center, 717 E 17th Ave. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator at willowassoc@comcast.net

January 11 and 12, 2020 — Boise, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** at the **GREAT TRAIN SHOW** in the Expo Idaho building at the Western Idaho Fairgrounds.

January 25, 2020 — LaCrosse, Wisconsin

29th ANNUAL GREAT TRI-STATE RAIL SALE at LaCrosse Center, 2nd and Pearl Streets, 9 am to 3 pm. All scales. Admission \$5, under 12 free.

January 26, 2020 — Monticello, Iowa

ANNUAL TRAIN SHOW AND SWAP MEET by the Monticello Model Railroad Club at the Berndes Center, Jones County Fairgrounds, 766 North Mapel Street, 9 am to 3:30 pm.

February 1 and 2, 2020 — Boise, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** at the Library at 7557 West Ustick Rd.

February 2 and 3, 2020 — Timonium, Maryland

THE BALTIMORE AREA AMERICAN FLYER CLUB will display and run their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds. www.gsmts.com/index.htm

February 8 and 9, 2020 — Chantilly, Virginia (DC area)

The **WASHINGTON & OLD DOMINION S GAUGERS** will display and run their layout at the **WORLD'S GREATEST HOBBY SHOW ON TOUR** show at the Dulles Expo Center, 43200 Chantilly Shopping Center.

February 8 and 9, 2020 — Chantilly, Virginia (DC area)

The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the Dulles Expo Center, 4320 Chantilly Shopping Center. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, at willowassoc@comcast.net

February 15 and 16, 2020 — Hampton, Virginia

The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the Hampton Roads Convention Center, 1610 Coliseum Drive. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

February 15 and 16, 2020 — Madison, Wisconsin

MAD CITY TRAIN SHOW at the Alliant Energy Center, Exposition Hall, 1919 Alliant Energy Center Way. Hours are 9 am to 5 pm Saturday and 9 am to 4 pm on Sunday. 300+ vendor tables. S-Gauge Wisconsin will be running its youth participation layout. For more info go to www.nmra-scwd.org

February 29 and March 1, 2020 — Boise, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display their **LOOKOUT JUNCTION** at the Library at Brown Crossing.

February 29 and March 1, 2020 — Saint Paul, Minnesota

The **NASG INFORMATION BOOTH** will be set up at the **WORLD'S GREATEST HOBBY ON TOUR** show at the River-Centre, 175 West Kellogg Blvd. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, email address willowassoc@comcast.net

February 29, 2020 — Muncie, Indiana

The **MIAMI VALLEY S GAUGERS** will be running their layout at the **MUNCIE AND WESTERN TRAIN SHOW** at the Delaware County Fairgrounds. For more information go to www.mwmrrc.org/home.html

March 7 and 8, 2020 — Manassas, Virginia

The **WASHINGTON & OLD DOMINION S GAUGERS** will support the Boy Scout Troop 964 Merit Badge Annual Train Event at Saunders Middle School, 13557 Spriggs Road,

April 4 and 5, 2020 — Lindsay, Ontario, Canada

The **S SCALE WORKSHOP** will be exhibiting at the **46th ANNUAL LINDSAY & DISTRICT MODEL RAILROADERS' TRAIN SHOW** at the Lindsay Armory, 210 Kent Street West, Lindsay, Ontario, Canada.

April 30 through May 2 — Marion, Ohio

2020 SPRING S SPREE presented by the Central Ohio S Gaugers at the Marion County Fairgrounds, Veterans' Memorial Coliseum, 220 East Fairground Street. See ad on page 27 or go to www.SSpree.info for details.

April 30 through May 3, 2020 — Concord, California

CLEAR TO THE COAST PCR NMRA & WRM joint convention at the Crown Plaza Hotel, 45 John Glenn Drive. There will be clinics, contests, layout tours, operating sessions, prototype tours and a Convention Shirt. For more information go to <http://www.pcrnmra.org/conv2020/>

May 2 and 3, 2020 — Timonium, Maryland

THE BALTIMORE AREA AMERICAN FLYER CLUB will display and run their modular layout at the **GREAT SCALE MODEL TRAIN AND RAILROAD COLLECTORS SHOW** at the Maryland State Fairgrounds. www.gsmts.com/index.htm

May 8 through 10, 2020 — Toronto, Canada

CARM TORONTO CONVENTION organised by the Toronto Chapter of The Canadian Association of Railway Modelers. Includes layout tours, clinics, social events and more. For more information check the web site at www.caorm.org

MORE EVENTS

May 16, 2020 — Homewood, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS

will display and run Will Holt's small layout from 9 am to 3 pm at the **HOMWOOD RAIL FEST** at the Homewood/Flossmore Park District Auditorium, 2010 Chestnut Road.

June 15, 2020 — Bremerton, Washington

ALL SCALE MODEL RAILROAD SWAP MEET

presented by the Bremerton Northern Model Railroad Club at Kitsap Mall, North End, next to Kohls, 10315 Silverdale NW, Silverdale, Washington.

July 7 through 11, 2020 — Bloomington, Minnesota

NASG 2020 CONVENTION, A GATHERING OF FRIENDS,

presented by the Pines and Prairies S Scale Workshop at the Double Tree by Hilton Hotel. The hotel is conveniently located close to Minneapolis-St. Paul International Airport as well as the world famous Mall of America. There are more details on other pages in this issue of The Dispatch.

July 7 through 11, 2020 — Dayton, Ohio

The **MIAMI VALLEY S GAUGERS** will operate their layout at **LOTS FIRST IN FLIGHT** at the Dayton Convention Center. For more info e-mail lotstrainshow@gmail.com


July 17 and 19, 2020 — Saint Louis, Missouri

The **NASG INFORMATION BOOTH** will be set up at the **NATIONAL TRAIN SHOW** at the America's Center Convention Complex, 701 Convention Plaza. If you are interested in helping with the booth, please contact Will Holt, NASG National Shows Coordinator, at willowassoc@comcast.net

EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

The December 2019 issue of **CLASSIC TOY TRAINS** features an article by **Roger Carp** titled **A railroad filled with Spirit**, which describes an outstanding L-shaped 12½ x 15 foot layout using the latest command control technology which can make a toy train rise above its peers. Built and photographed with nine photographs by NASG member **Craig O'Connell** the layout reminds him of his late father who worked at the A.C. Gilbert Company, where he introduced Craig to American Flyer trains.

Also in the December **CTT** is a picture of **Steve Terini's** winter themed S gauge layout on page 13. 



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2020

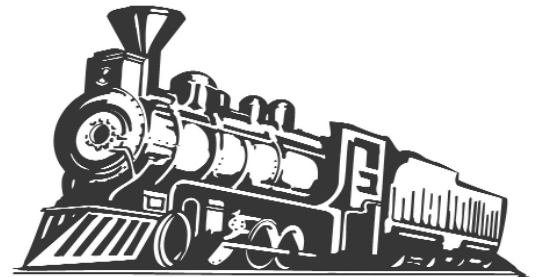
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CLUB CARS

ANY MEMBER CLUB that has special edition cars left over from conventions or fests can advertise them at no charge in The Dispatch. Send a hi-res jpeg photograph and information to dispatch@nasg.org

2019 NASG Convention Box Cars featured the US Playing Card Company's Bicycle Logo. The cars are white bodies with blue roofs displaying the red logo #1985. The red roof displays the blue logo #2019. Hi-rail and scale are available for \$70 plus shipping. Visit www.COSG.Club for information and order form or contact COSG at (614) 766-9033.



S Fest 2018 Illinois Central Reefers and Gondolas



The CASG has IC Reefers and Gondolas for \$57 a reefer and \$60 per gondola in two different road numbers. Shipping is \$12.65 for any number of cars. Specify Hi-Rail or scale for the reefer. Gondola is only hi-rail. Contact Wayne Grassel at 847-744-0363 for availability before ordering! Specify cars desired, mail checks payable to CASG, to Wayne Grassel at 3115 Country Lane, Willmette, IL 60091.

SOHIO TANK CAR IN S GAUGE

SOHIO stands for Standard Oil of Ohio. These Lionel 6-41026 cars sell for \$70 each which includes shipping and handling.

To order make a check payable to SCSGC and mail to: Jeff Kruger, 1865 Nottingham Lane, San Dimas, CA 91773-3718



BURLINGTON REEFERS Stateline S-Gaugers has a number of Fall S-Fest show cars for sale for \$65 including shipping. To order make checks payable to SLSC and mail to Tom Behles, 15804 O'Brien Rd., Harvard, IL 60033

2017 CONVENTION CARS AND TRAILERS



TOFC \$60 each
Trailers \$20 each

Shipping: \$11 first item
\$4 each additional item

The Baltimore Area American Flyer Club

has TOFC and trailers from the 2017 NASG Convention. B&O #2017 in scale. B&O #9523 in hi-rail and scale. WM #1889 in hi-rail and scale. WM #2411 hi-rail and scale. Extra McCormick trailers available. <http://baltimoreamericanflyerclub.org/wp-content/uploads/2017-CarForm5R-1.pdf> Order from BAAFC, c/o Kyle Russell, 4146 U Way, Havre de Grace, MD 21078.



The **Golden Gate American Flyer Club** has a two car Deep Rock tank car set. The two car set is available for \$159.95 plus \$15 shipping. Checks payable to GGAFC should be sent to Paul Guaraglia, P.O. Box 4054, Foster City, CA. 94404-0054.

NASG COMMEMORATIVE & CONVENTION CARS

Each year since 1981 the NASG has contracted with Lionel American Flyer to produce a limited-run car or locomotive for the American Flyer collector or operator. This project is being replaced by an NASG car project that may utilize any S gauge manufacturer. As this project is ending it is appropriate that this caboose represents the end of the line.



2019 American Flyer Commemorative Car

The price is **\$69⁰⁰** which includes domestic shipping. You must be an active NASG member to buy this car.

DISCOUNT SALE

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2017 and 2018 American Flyer Commemorative Cars We located photographs of Gulf tank cars with two different color schemes and decided to use them as the basis for the 2017 and 2018 commemorative cars. The price is **\$69 each or \$130 for two**. You must be an active NASG member to buy one of these cars..



The **2016 AF Commemorative Car** is a CNW Flatcar loaded with pallets. The road number 3516 is for the 35th edition and the year 2016. The **price is \$79**. Extra pallets can be had at 4 for \$10, decorated or undecorated.



2015 Convention Car Kansas City Southern PS2 Hopper car by MTH. Road numbers 286707 or 286815. Hi-Rail only for \$68

2015 AF Commemorative Car BNSF waffle side boxcar, by Lionel, road number 3415 for the 34th edition and the year 2015. Price \$69



2010 Jenney Gasoline Triple dome Tank Car by Lionel. Road number 2910. **\$75**



2012 Marathon Motors Box car. Road number 3112. **\$75**

2006 General Electric MOW Crane Car by Lionel. Price \$70*

2007 General Electric MOW Boom Car by Lionel. Price \$52*

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Please include the following in your correspondence:

1. Your NASG ID number from your membership card.
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3. Which car or cars that you want and how many of each.
4. Your telephone number or e-mail address in case there are any questions about your order.
5. Maryland residents add 6% sales tax to your order.

All prices include shipping to addresses in the United States. Canadian orders please add \$10. To ship outside the continental US or for any other question contact Dave Blum at pikesvillemodels@yahoo.com

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

CLASSIFIED ADS

ANY ACTIVE MEMBER of NASG can place a non-commercial classified ad in the Dispatch for no charge. Ads must be limited to 10 lines+-. E-mail your ad copy to dispatch@nasg.org or mail to Bill Pyper, Editor, 4406 21st Court SE, Olympia, WA 98503. Please be sure to include your **member number**. Ads will run for three consecutive issues unless told to stop.

FOR SALE: The following items are in their original boxes and have not seen the light of day. S-Helper Service Western Maryland Consolidation WMD #1 2-8-0 DCC cd 110, 2 Showcase Line cars: Nickle Plate Road and Union Refrigerator Transit reefer for Curve Premium Beer of Altoona, PA, 1 American Models Western Maryland wood caboose, MTH Norfolk & Western 40' rebuilt steel box car, 5 road vehicles, 1 John Deere tractor trailer with tractors, 1 Tootsie Toy Mack car carrier with three Tootsie cars 1935 era (not in a box) and 1 BTS Handcar Shed. The draw bar is detached from under the cab and needs to be corrected. Would like to sell as a complete package: \$945 which includes shipping in continental USA. Ted Milliken 724-781-0839 or mmtm1940@outlook.com

FOR SALE: American Models Alco PA-1 ABA three unit set, painted and lettered Santa Fe red war bonnet scheme, bright chrome on sides, prototypical silver paint below, on roof and pilot; DC, scale wheels, Kaydee couplers, \$400. Also undecorated American Models Alco PA-1 ABA three unit set, DC, scale wheels, \$350, or both Alco PA-1 sets for \$700. Three American Models Budd coaches, bright chromeplated lettered for Santa Fe, scale wheels and Kaydee couplers, \$90 each, or all three for \$250. Email james.sweeney3@comcast.net

WANTED: American flyer steam-sounds Erie boxcar 6-48871. Will pay premium. Call Rick Rooney at 740-649-1095 or e-mail rrooney@horizonview.net

WANTED: American Models SD60 Locomotives Conrail, CSX, BN (Green), Norfolk Southern. I prefer AC Highrail. Putt Trains Industrial Switcher. Burro Crane. Call or text Jim Wright at 218-780-4691 or email aflyer69@gmail.com

FOR SALE: My first Xmas K5 #561 with tender, two #495 coaches, Pullman Sleeper, Pulman Sleeper Observation, Tuscan, not lighted. All in good condition \$500 plus shipping. S-Helper track, switches, uncouplers, accessory track. American Models, S-Helper, American Flyer, Lionel Flyer, engines (24 diesel, 8 steam) freight, passenger, Some above are sets. 1981 B&O freight, 1982 Erie and Southern Pacific passengers. Also some convention cars. Everything very good to excellent, NO JUNK. Ray Preiter 386-225-3921 evenings EST.

FOR SALE: River Raisin by Boo Rim Southern Pacific S scale 2-8-0 MK5 Harriman Mikado DC with 120-5C-6 tender. Paid \$2000, asking \$975. Call Al Boisse at 386-473-6565 or e-mail judith.boisse@mygait.com

FOR SALE: Omnicon Brass locomotive 2-8-0 MoPac. Professionally lettered, painted and tuned by River Raisin. Original box, never run. Pictures davidverwys@hotmail.com

FOR SALE: Mint in the box NASG cars. 48436 NYMX reefer, 48475 Boraxo hopper, 48480 Susquehanna box car and 48481 REA reefer. All for \$200. Price includes shipping. Joe Wozniak, cell 239-564-0343 or email: poppoint2@aol.com

WANTED: I would like to purchase an American Models 80-foot Heavyweight Great Northern 10-1-2 Buccaneer Sleeping Car. If you have one that you are willing to sell, please contact Keith Erhart at 815-979-0094 or kerhart@frontier.com

FOR SALE: All new in original boxes: S Helper #00256 Track Set (2) \$70 ea., #00992 Panel Side hopper NYC Black set A \$95, #00080 NYNHH PS-2 2-bay hopper \$50, #02123 Carling Black Label #3 CBL797 \$100, #02124 Carling Black Label #4 CBL 812 \$100, AM #BD8200C B&O Budd Chrome coach "New Dome" \$90, #BD8200C B&O Budd Chrome coach "New Dawn" \$90, #3219 NH 2-Bay Rib Sided Hopper (2) \$40 ea. All prices plus shipping. Call Rudy Williams at 203-815-8765 EST or e-mail rwtrains@comcast.net

FOR SALE: All run once, with all original packaging: Loading Platform 49824 \$100; MOW depressed ctr. flat with floodlight 49022 \$60; NYC flat with cable reel \$40; SF crane 48723 \$60; SF boom car 48723 \$35. For more info/photos/other items call Bob Garman at 202-836-4190. E-mail p3garm@hotmail.com

FOR SALE: 3-rail O-gauge. Lionel, MTH, Williams, Weaver locomotives and rolling stock. Transformers, structures and accessories. E-mail rrbill39@gmail.com for a pdf or hard copy.

NASG INFORMATION BOOTH SCHEDULE OF 2020 SHOWS

for the **World's Greatest Hobby Shows on Tour** are:

January 4 and 5, Columbus, Ohio

February 8 and 9, Chantilly, Virginia
Washington, DC area

February 15 and 16, Hampton, Virginia

February 29 and March 1, St. Paul, Minnesota

The NASG is looking for portable layouts in each of the host communities to be operating at the show. There is an honorarium for any S layouts at the show, based upon the size of the layout. There is a need for NASG members who are not participating with any layout group displaying at the show, to assist with staffing the NASG booth.

The **National Association of S Gaugers** will contract with the show for a 10-foot by 20-foot booth to display a variety of S model railroading products and provide the attendees the opportunity to learn about S. Most of these shows will have an audience in the range of 20,000 to 30,000 attended. More than half of the visitors at these have attended a train show before. There are usually anywhere from 10 to 20 S manufacturers, including Lionel and MTH, and dealers exhibiting at each show.

If you or your club have a layout that could be displayed at the show, or you are interested in helping staff the NASG booth, please contact **Will Holt**, National Shows Coordinator, Promotions Committee at willowassoc@comcast.net or 630-881-9025 as soon as possible.

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

\$18⁰⁰ One-time 6-month Trial Membership

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You can now **renew your membership online**. Go to the web site **www.nasg.org** and click on **Membership**. Click on **renew online**. Enter your name and member number and follow the instructions. Have your credit card ready.

You can still renew your membership by sending a check or money order by mail, payable to NASG, to:

Dick Kramer, Membership Secretary,
P.O. Box 268, Middlebury, CT 06762-0268

NEW MEMBERS

From September 1, 2019 to October 31, 2019 the following people have joined the NASG. Welcome.


Brook Adams Moreno Valley, California
Kenneth Baker Millersburg, Ohio
Boyd Campbell Richmond, Virginia
Bud Close Taft, California
Larry Crist Crete, Nebraska
Wayne M. Davison Gig Harbor, Washington
Rocco DiRico East Elmhurst, New York
Roger Dushek Owatonna, Minnesota
Robert J. Finkler Lombard, Illinois
Charles Franklin Manchester, Massachusetts
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Philip C. Gosselin Manchester, New Hampshire
Walter P. Harris Bixby, Oklahoma
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George D. Johnson Huntley, Illinois
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Robert Magdic Fredericktown, Pennsylvania
Paul C. Nelson Waverly, Iowa
Howard Pape Cambridge, New York
Ted Pettko Belle Vernon, Pennsylvania
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William Thomas III Ridley Park, Pennsylvania



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Click on the **NASG** button. Click on the **Members only** menu option. Click on the **Log in** button and enter your **NASG member number** and **password**. Click on **Recent Dispatch Issues**. Use the **drop down menu** to find this issue. Note the password shown on the drop down menu. Click on **Retrieve**, then **Click here to download or view** the requested Dispatch. Enter Password. When magazine appears, scroll to page 33. 



NASG on FACEBOOK

Chris Burger manages the NASG presence on Facebook. The link will take you to the NASG discussion group. You must have a Facebook account to be able view and participate. Go to **www.nasg.org** and click on **American Flyer** then click on **External Links** and then **Facebook** and then **NASG Facebook Discussion Group**

USRA Pacific with Vanderbilt Tender.

Shipping this Spring

Our new Pacific features a new USRA rounded roof cab also featuring headlight, smoke and choo choo sound as standard equipment on all models. AC HR models can be ordered with whistle and bell sounds. Die cast frame and boiler, tender with die cast frame and most of body die cast. DC models starting at \$499.95.

Orders are being taken for any road name that we have art work for and will include printing on tender and cab. Road names specially ordered require a \$50 non refundable deposit. We prefer a check in the mail but will accept credit or debit card pre-orders.



American Models 11770 Green Oak Ind. Dr., Whitmore Lake, MI 48189
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www.americanmodels.com e mail: **americanmodels@sbcglobal.net**

READERS WRITE

To dispatch@nasg.org

11/2/2019 8:04 AM

Thursday, November 14, 2019 at 8:51 AM

Hi Bill,

I was very taken with Steven Allen's article in the Nov-Dec 2019 issue as I have had the honour of being asked by the British Region of the NMRA to write some notes about S-scale for our Regional Magazine, Roundhouse, part of this concerns the various types of track available!!! This will be Part 17 of a series our BOD have organised called "Back 2 Basics" (B2B), hopefully in our Nov-Dec issue. I try to promote S-scale whenever I can, mostly by writing articles for Roundhouse.

I enjoy getting The Dispatch even with the Hi-Rail content. Sorry to hear that "The S Gaugian" is ending though it is difficult to get this side of the "pond!" Still with The Dispatch going strong, perhaps the one magazine will mean more articles will be available.

Best wishes,
Des Browne,
Hollywood, County Down,
Northern Ireland



To: dispatch@nasg.org

Mon, Nov 25, 2019 at 10:19 AM

Bill...

It was with sadness that I read your notice on retiring as NASG Dispatch editor. Your six years at the helm have provided us with the finest quality Dispatch issues ever. I personally want to thank you for your efforts, as it will be tough for anyone to fill your shoes as editor. At 80, I can understand your desire to relax a bit more. None of us can do what we did at 60 or 65, although I hate to admit that to anyone.

Again, many, many thanks for your hard work and dedication to the NASG and the Dispatch. It has truly been appreciated and will be missed.

Best regards,
Bob Hogan



12/7/2019

Hope the move isn't too stressful. I know they are not fun. I have been intending to send you a note of thanks anyway. You have done an exemplary job as Dispatch editor and I have enjoyed every copy. It's a volunteer job but you carried it off as though you were being paid an executive salary! You certainly have set the "bar" for the next editor. We have been blessed with the likes of you and Peter Vanvliet who has also done a fantastic job.

Hope all settles down for you sooner rather than later.

Happy Holidays!
Regards,
Wayne Schneyer
NASG



Good day to all,

I will not be renewing my membership in the National Association of S Gaugers.

I returned to the NASG after several years of travel that kept me from this fine hobby and have remained a member for these years since. The reason for my decision rests with my dissatisfaction with the direction the organization has taken in recent years; I was hoping it would change but feel it has only worsened.

At age 10 yrs I received an AF set for Christmas 1956; in February 1957 I invested 35(?) cents in a copy of Model Railroader Magazine and from then on determined to approach the scale look I viewed in the several hobby magazines available. Somewhere I discovered a little known publication called the "S Gauge Herald" (SGH) in the early 1960s. This fine magazine was nurtured and guided (like the NASG) by a hand full of stalwart folks who, as a group effort of volunteers strived to bring "S" into the arena of SCALE model railroading!

Through "The Herald" I discovered Rex (or S&P Distributors), Kinsman Models, and several others. Kinsman was just down the road from where my folks and I lived in Eliot, ME, Kinsman (Bob Blois) was in Melrose, MA. Soon I was buying every back issue of SGH I could lay my hands on (and I still have 'em). As a high school student, I offered a couple of articles over time and with each submission expecting the article to be stove fodder but they were published by some very generous folks! Through the Herald and Bob, Frank Titman, Wally Collins, and many others I saw S gauge very differently in a very positive way. I even hold the original mimeograph master for SGH, Vol1, #1, an unsolicited gift from Frank if memory serves me correctly. I place an extremely high value on this piece of S scale history!

This was my path into and continuing through S SCALE. Before I cease "blovations" may I suggest all members involved in producing The Dispatch and perhaps a few volunteers reread a few randomly chosen issues of the S Gauge Herald in the library. Not to gather the information that is so obviously out of date but to examine it for the imagination, spirit, energy AND useful information (at that time) that could and DID cause S SCALE to expand and grow out and away from near extinction. The current DISPATCH issue, Nov/Dec '19 offers some good articles: Barge Operation, Buck's Creek Station, Steve Monson, always good reading discusses his history with a Rex Dockside. (I had two, now only one due to 25 FAT fingers and a concrete floor.) If future issues contained articles of that balance and quality I think the NASG and S SCALE will expand as it did back then in the '60s & '70s.

In my opinion, Bill Pyper in his position as Dispatch Editor has performed a difficult task very well. I'm sure he will be missed.

I wish you and the entire NASG membership well.

Barry Atwood



2019 FALL S FEST

By Jeff Madden, Editor Emeritus

The **2019 Fall S Fest** was hosted for the 7th time by the St. Louis club, better known as the AFSGSLA. It was held at the Double Tree Hotel in Westport Missouri (St. Louis) on November 2 and 3. Chairman Moe Berk reported that there were roughly 325 total attendees and 110 stayed for the banquet. Moe stated that these were good numbers but down some over previous years. The S Fest car was a red and white Budweiser beer car by Lionel (AF) that was selling well.

The vendor hall was full with about 75% Flyer, but there was something for everybody. **Don Heimbürger** had his Scenery Unlimited tables there, and he says he shall continue going to shows until inventory is gone. His last issue of the **S Gaugian** was a popular buy at his table.

Des Plaines Hobbies was also there and had many tables full of bargains, even though all missed seeing the recently deceased Ron Sebastian. The family members present received many condolences.

The St. Louis club had their hi-rail layout up and running in the hotel lobby. Clinics were well attended. The model contest only had a few entries, but **Mike Swederska** took first places in the steam and diesel locomotive category with his scratch-built MOPAC 2-8-2 and GP-35. State-Line member **Jim Larson** took a first in structures for his Red Gold packing plant diorama. **Vince Love** won a first for his AF imaginary "Wandering Trains." **Dave Brown** took top honors in rolling stock for a snowplow. Best overall was Mike's 2-8-2.



Tom Lennon of the **Pines and Prairies** club (Minnesota) had a display set up to promote the upcoming 2020 NASG convention. Tom also had a kit-bashed "Kemtron" (never made) 2-8-0 that he cobbled together with Nimco drivers, Kemtron parts and some others.

Train Races and Incline Challenge: In the train races - first stock steam, **Don Goeke**; first modified steam, **Zach Witkauskis**; first stock diesel, **Tom Schnur**; first modified diesel, **Malynda Goeke**. For the incline challenge it was Tom Schnur with a first for stock diesel; Don Goeke first for modified diesel; Zach Witkauskis first with stock steam; Malynda Goeke first for modified diesel.

The ladies had a tour on Saturday to the nearby St. Charles historic district to browse in the many shops there while the men could stay back and sneak in some extra buying time.

The banquet Saturday evening was very good. The speaker was **Coby Ellison**, curator of the **National Museum of Transport** in St. Louis, who showed a short video followed by a spoken overview of the museum. A lively auction followed.

Sunday was getaway day, but many managed to work in some layout tours which included a free pass to the Transport Museum. I visited two layouts, plus I managed to take in the "open house" at the much improved and expanded Transport Museum which included a completely new visitor center, expanded car museum and a park type train ride. Of note here is that the former **S Gauge display layout** from the **Famous Barr Department Store** was up and running in the new visitor center. This, of course, was thanks to the cooperation of the **AFSGSLA** club and the museum staff.

The next **Fall S Fest** will be in **Milwaukee, Wisconsin**, on November 6 through 8, 2020 at the Marriott Hotel conveniently located near the airport and Amtrak Airport Station and just off of I-94. See you there. 🚂



2019 FALL S FEST

Train race and incline challenge winners

Incline challenge winners:

Diesel Engine-stock: First Place-Tom Schnur

Diesel Engine-modified: First Place-Don Goeke

Steam engine-modified: First Place-Zach Witkauskis

Second Place-Malynnda Goeke

Train Race Winners

Steam engine-stock: First Place-Don Goeke

Second Place-Malynnda Goeke

Third Place-Zach Witkauskis

Fourth Place-Jim Mirous

Steam engine-modified: First Place-Zach Witkauskis

Second Place-Don Goeke

Diesel engine-Stock: First Place-Tom Schnur

Second place-Jim Mirous

Diesel engine-modified: First Place-Malynnda Goeke

Second Place-Don Goeke



Don Heimburger and the last S Gaugian.

