

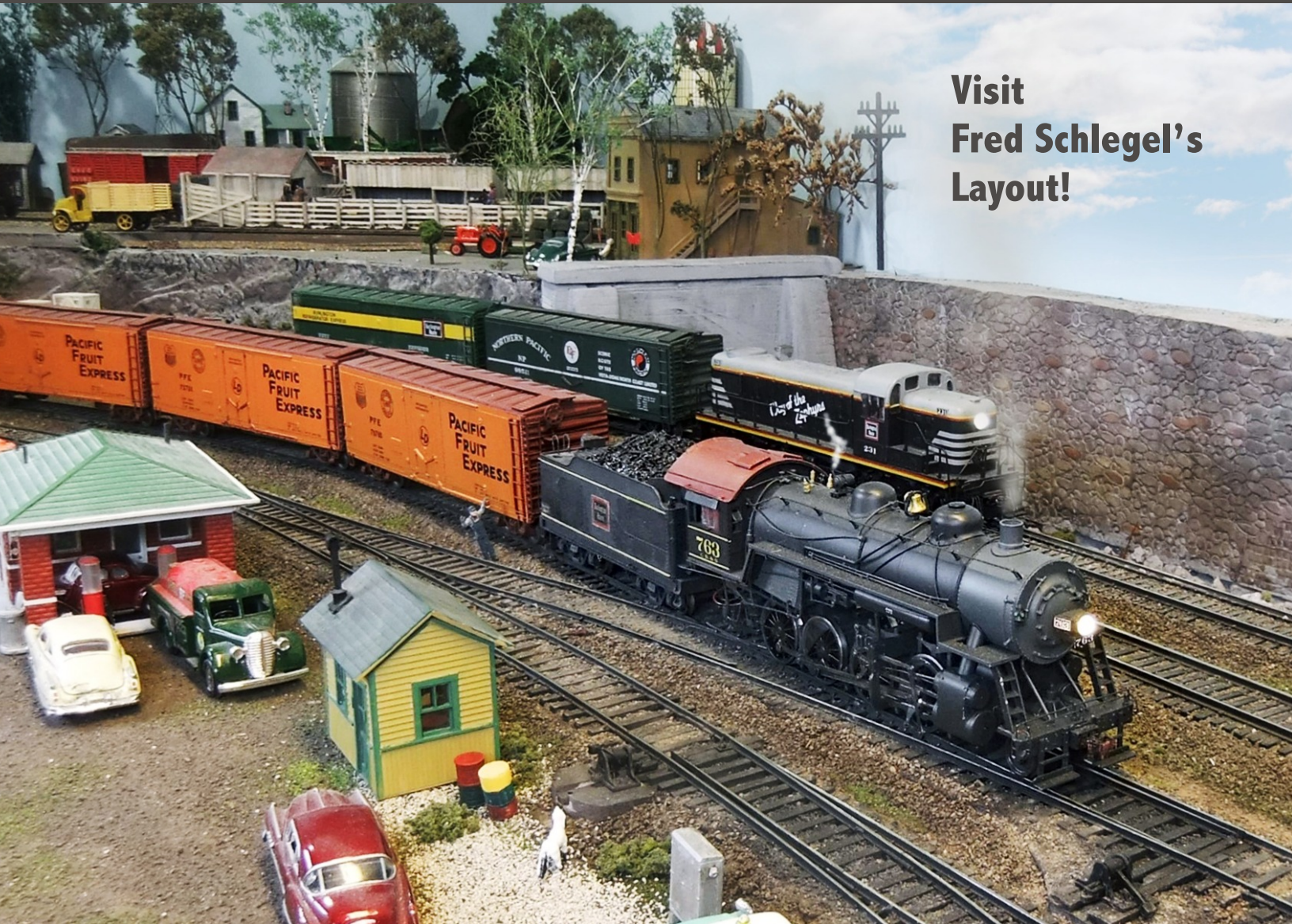


The

*A Publication Of, By and For The Members*

# DISPATCH

July/August 2025



**Visit  
Fred Schlegel's  
Layout!**



CHRISTMAS  
IN  
**July**



**Welcome to the Milford Valley Railroad  
American Flyer Trains Christmas  
The American Flyer Baldwin  
Diners, Drive-ins and Others**



# The DISPATCH

July/August 2025

## MANIFEST

### FEATURES

- 13** American Flyer Trains are part of my Christmas  
By **Michael McConnell**
- 16** Welcome to the Milford Valley Railroad  
By **Chelsey Kirk**
- 20** The Little Hammer That Could  
By **Phil Scandura**
- 23** The American Flyer Baldwin  
By **Bill Clark**
- 24** The Abbey Road Experience  
By **David A. Avedesian**
- 26** Diners, Drive-ins and Others  
By **Jeffrey Madden**

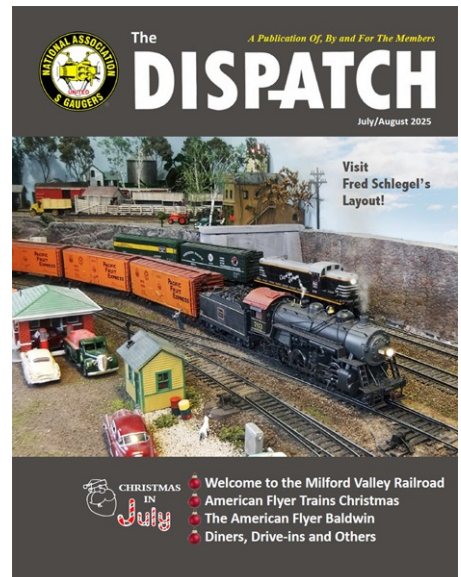


## DEPARTMENTS

- 3** From the Yard Office
- 5** Pop Valve
- 7** New Products
- 8** Down at the Depot
- 10** Restoration Station
- 29** Out Along The Line
- 30** Classifieds
- 31** Calendar of Events

## The COVER

*Fred Schlegel's favorite aspects of S gauge railroading are "accurately recreating scenes from life" and just simply running the trains. Here SHS 2-8-0 CB&Q 763 is heading east out of Lincoln with a Pacific Fruit Express load of apples while AM CB&G RS3 handles a local freight.*



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

**NOTICE TO READERS:** All warranties and claims made by advertisers in *The DISPATCH* are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material for any reason. The selection and/or use of the products or services, and the application or results obtained from these advertisers, is the sole responsibility of the purchaser.

## 2025 NASG Convention



The Connecticut S Gaugers, in partnership with the Bristol S Gaugers and the NASG Convention Committee, are pleased to invite all S-Gauge enthusiasts to come to New England for the 2025 National Convention in Norwich, Connecticut, from Wednesday, August 6th through Saturday, August 9th. The host hotel is the Holiday Inn in Norwich, near the CT coast, both Foxwoods and Mohegan Sun casinos, and adjacent to I-395. The hotel is less than an hour from the T.F. Green Int'l Airport in Warwick, RI, (shuttles are available) and about an hour from Bradley Int'l Airport in Windsor Locks, CT. On the website, look for details of how to get to the Holiday Inn if you are travelling by car, by train, or by air.

Breakfast is available at the hotel, but it does not serve lunch or dinner. There are many nearby places to eat, and a list will be provided when you check in. There is a bar/lounge area that opens mid-afternoon daily.

As always, the convention will feature the annual Model Contest for Junior through Master Craftsman divisions and with separate categories for various types of models. There will also be an assortment of clinics from American Flyer to S-scale Modeling to Trackwork....”to infinity and beyond!” And, of course, there will be the highly anticipated Vendor Hall with all



*Shoreline Trolley Museum*

sorts of goodies related to S-gauge railroading available.

Additional fare activities include two bus tours. The first, on Wednesday, is to nearby Mystic Seaport where you will begin with a 1-hour guided tour, followed by free time to explore further on your own, including the opportunity to see the Charles W. Morgan—the only remaining original whaling ship—as well as the steamboat

Sabino, built in Boothbay, Maine, in 1908. Coal-powered, it operated in several Maine locations for many years before moving to Newburyport, MA, in 1971 to operate on the Merrimack River. Its final move was to Mystic Seaport in 1974, where it now operates, converted to diesel power. After a box lunch, you will have some time to explore downtown Mystic, CT, before returning to the hotel.



*Essex Steam Train*

# From the YARD OFFICE

The Thursday Rail Tour will visit the nearby Essex Steam Train for a morning tour and train ride alongside the picturesque Connecticut River. After a box lunch, we will arrive at the Shoreline Trolley Museum in East Haven, CT, site of the oldest continuously operated suburban trolley line in the United States, and home of nearly 100 vintage vehicles. After having plenty of time to explore and to ride the trolleys, we will return to the hotel.

We anticipate at least one on-your-own home layout visit on Friday evening, but we hope to have more. Details and directions will be available at the convention.

The convention Vendor Hall of almost 7000 square feet will accommodate as many as 75 to 100 vendor tables, as well as the Connecticut S-Gauger's portable highrail layout. Adjoining it will be the Model Contest room and clinic room (and the bar!).

Finally, there will be the traditional annual NASG business meeting, the Saturday evening banquet, and the not-to-be-missed, not-so-silent, but-highly-entertaining Auction with our long-time "professional" auctioneer, Jamie Bothwell, to conclude the week.

Visit [nasgconvention.com](http://nasgconvention.com) for further information, including hotel reservations, convention registration, vendor registration, Model Contest information and entry forms, clinics, and the annual convention car.

So plan on a terrific New England vacation this August. Come early and/or stay late to explore and visit a plethora of historic and beautiful locations within easy driving distance of Norwich.

We hope to see you all in Connecticut this August!

**Attention:** After many years of reporting all the news and events at S clubs across North America, Carl Rudolph is taking a well-earned retirement from writing "**Down at the Depot.**" If you are interested in taking over his important column, please contact Dan Dawdy at: [nasg@modelrailroadresource.com](mailto:nasg@modelrailroadresource.com). Carl has an up-to-date list of club contacts who forward news to him, so whoever continues the column would not be starting from scratch.

## MEMBERSHIP YEAR

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

### NASG Membership Secretary

Dick Kramer

12 Dogwood Court, Middlebury, CT 06762

e-mail: [membership@nasg.org](mailto:membership@nasg.org)

### CHANGES

Must be reported to Dick Kramer at the addresses above and received 30 days prior to publication of *The Dispatch*. No replacement issues sent after that.

### DEADLINES

For time-sensitive articles and advertising are:

December 15th for the January/February issue

February 15th for the March/April issue,

April 15th for the May/June issue,

June 15th for the July/August issue,

August 15th for the September/October issue,

October 15th for the November/December issue.



Welcome to the NASG Facebook Group. This Group is being designed with the goal of making S Scalpers aware of the NASG and the benefits

it offers its members.

Simply go to Facebook and search for NASG.

# The DISPATCH

*A Publication Of, By  
and For The members*

Official publication of the National Association of S Gaugers  
**The Dispatch – ISSN10457178 is published bi-monthly by NASG, INC**

**The NASG is a 501(c) 3 Educational non-profit corporation**

## CREW LIST

### EDITOR

**Dan Dawdy**

[dispatch@nasg.org](mailto:dispatch@nasg.org)

### ASSISTANT EDITORS

**Scale: Phil Scandura**

[pascandura@suddenlink.net](mailto:pascandura@suddenlink.net)

**AF/Hi-Rail: Terry O'Kelly**

[okellys@msn.com](mailto:okellys@msn.com)

**Advertising Manager**

**Merlyn Jarman**

[mjarman1@comcast.net](mailto:mjarman1@comcast.net)

### CONTRIBUTORS

**Bill Clark**

**Dick Karnes**

**Jeff Madden**

**Jim Martin**

**Carl Rudolph**

**Peter Vanvliet**

### Subscription Rate

1-year \$30.00 includes membership in the NASG. Payable in US funds. Postage paid at Pontiac, IL. Dispatch is printed in the USA and mailed in the issue month.

**Copyright 2025 NASG, Inc**

All rights are reserved. Reproduction in whole or part is prohibited without permission of NASG, Inc.

# POP VALVE



## Alan Evans



I am writing about the passing of Alan Evans, a quiet but strong supporter of NASG. Al was president of the NASG in the '90s. He loved the organization and the scale. He was president of his Central Ohio S Scalpers. I last talked to him at the 2022 Buffalo National Convention. What a pleasant person to talk to. Of all the S gaugers I ever met, he was the most friendly and the most positive. He never drew a lot of attention to himself, but for sure was a real promoter of our organization. Alan should always be remembered as one of our finest members.

Bill Geracci

## Advertiser News

Trainz has recently acquired all of the Lionel TMCC1, modular LEGACY, conventional reverse and sound printed circuit boards from Lionel that vanished from their inventory almost six years ago. These parts include Odyssey 1 motor drivers, Legacy motor drivers, R2LC's, R4LC's, Railsounds 2, 2.5, 3.0, 4.0, 4E, 5.0, 5.5 and 6.0.

In addition to AC regulators, we have acquired conventional reverse units for AC and DC motors, as well as conventional sound units for steam, diesel and electric locomotives. Please visit the Parts category of Trainz.com to see all these components that have been missing from the marketplace for the last six years! Available quantities vary based on rarity. Bring those shelf queens back to life!

Trainz will soon be offering a 25% discount on all non-wholesale Lionel MPC and Modern Era parts and 25% off non-PCB MTH parts to graduates of its Trainz

Academy programs--Repairing Modern Era Lionel Trains with Mike Reagan and Repairing MTH Trains with Don Lockwood. More details to come in the near future.

## NASG Leadership Team

### OFFICERS

#### PRESIDENT

**R. James Whipple**  
president@nasg.org  
412-487-3364

#### EXEC. VICE PRESIDENT

**Lou Templeton**  
724-356-7835  
exec\_vp@nasg.org

#### TREASURER

**Michael Ferraro, CPA**  
treasurer@nasg.org  
732-778-4625

#### SECRETARY

**Andrew Malette**  
secretary@nasg.org  
416-626-8395

#### EASTERN/NORTHEASTERN VP

**Darby Marriott**  
eastern\_vp@nasg.org  
469-815-5324

#### CENTRAL/SOUTHEASTERN VP

**Brian Jackson**  
central\_vp@nasg.org  
217-787-6620

#### WESTERN REGION VP

**Clay Buckage**  
western\_vp@nasg.org  
610-248-0890

### COMMITTEE CHAIRS

#### AF COMMEMORATIVE CAR

**Clay Buckage**  
afcarprogram@nasg.org  
610-248-0890

#### ANNUAL MEMBER CAR

**Norman Bos**  
annualcarprogram@nasg.org

#### COMPANY STORE

**Chris Crnich**  
companystore@nasg.org  
801-866-8951

#### CONTEST COMMITTEE

**Charlie Leonard**  
contest@nasg.org  
609-877-7887

#### CONVENTIONS

**John Ciarleglio, III**  
convention@nasg.org  
781-697-6639

#### The Dispatch

**Dan Dawdy**  
dispatch@nasg.org  
815-263-2849

#### ELECTIONS

**Jamie Bothwell**  
election@nasg.org  
610-868-7180

#### LIBRARY

**Dale Minard**  
librarian@nasg.org  
760-822-4050

#### MEMBERSHIP

**Dick Kramer**  
membership@nasg.org  
203-527-3601

#### MEMBERSHIP OUTREACH

**Robert Whipple**  
RobJWhipple@gmail.com  
201-691-4759

#### NASG FACEBOOK PAGE

**Christopher Burger**  
chrisandmhelburger@yahoo.com  
513-764-1986

#### PROMOTIONS

**James McAuliffe**  
promotions@nasg.org  
319-393-3358

#### SERVICE

Open

#### STANDARDS

**Gaylord Gill**  
engineering@nasg.org

#### NASG WEB SITE

**Peter Vanvliet**  
webmaster@nasg.org

# 2025 FALL S FEST

FRIDAY-SUNDAY OCT.31-NOV 2,2025



50 Yrs.

**Waukesha County Expo Center**  
**1000 Northview Rd.**  
**Waukesha, WI 53188**



50 Yrs.

**Sunday Layout Tours**  
**Annual Banquet & Auction**  
**Model Railroad Clinics**  
**Wildwood Lodge - Pewaukee**  
**FSF Special Rate**  
**Includes Breakfast Buffet \$109**  
**Adjacent to the FSF Banquet Facility**



**AMERICAN MODELS**  
**3 - CAR NUMBERS 3 - PAINT SCHEMES**  
**AVAILABLE IN HI-RAIL OR SCALE**

## \* Special Note:

**For additional information visit our website:**  
**www.trainweb.org/bsg or NASG.org**  
**or Contact Ron Schlicht (414) 477-7866**  
**Email: rons48tblue@gmail.com**

**This year Wisconsin's largest train show, TRAINFEST is being held in downtown Milwaukee at the Baird Center 400 W. Wisconsin Ave 53203 Saturday November 1st and Sunday November 2nd Hours are 9: AM to 5:00 PM both days**

## PORT LINES HOBBIES



*"Specialists in S-Gauge Railroading"*  
 E-mail: doug@portlines.com  
 www.portlines.com

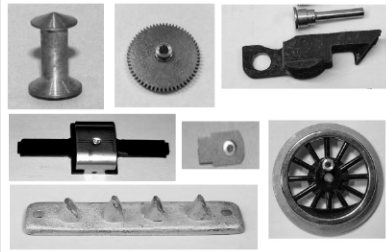
6 Storeybrooke Drive; Newburyport, MA 01950 (978)-888-0782

VISIT OUR WEBSITE FOR PRODUCT CATEGORIES & INVENTORIES !

### MONTHLY "FLASH-SALES"

Watch our website or FaceBook page each month for our 10-day selection of special sale items, as we work on inventory liquidation during 2024-2025.

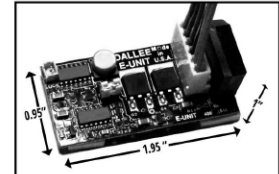
### MANY PREWAR FLYER PARTS!



**ONE OF OUR SPECIALTIES: CAN-MOTOR CONVERSIONS FOR AMERICAN FLYER STEAM ENGINES. AVAILABLE DC or AC, with or without MODERN ELECTRONIC REVERSE UNITS !**



**EASY INSTALLATION. FULL INSTRUCTIONS.** Also have alternative motors for 0-8-0, Franklin, & Casey Jones engines. **BALDWIN diesel kits also available !**



**HUNDREDS OF QUALITY AMERICAN FLYER PARTS AVAILABLE !**

VISA, MASTERCARD, DISCOVER, & AMEX ACCEPTED.

# NEW PRODUCTS

By Jeff Madden

B.T.S. has some new oil storage facilities. The grouping of tanks and pumphouse includes laser-cut parts plus plastic piping and metal parts. Pump house footprint is 9' x 16' and the tanks 13' x 33'.



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

Mike Fyten has released his ACF hoppers with triangle gap. This was published earlier, but here are some road names to consider: mostly black with white lettering are – GE Lamps Erie, GM&O, C&O, Clinchfield, KO&G, Soo Line, Santa Fe, Wabash, IC, NKP, Pere Marquette. Other colors: Missouri Portland Cement, LS&BC, NS, West End Chemicals, Kosmos, Monsanto, Libbey Owens, Halliburton, Erie, MKT. Much of the info comes from the Dec. 1991 "Rail Model Journal."

Lionel LLC #1 2025 catalog shows only a Christmas boxcar with opening doors as a new Flyer item. The rest presumably are left over stock such as the Polar Express set and the Southern PAs. The description of these and other rolling stock says "still available." No S track or other accessories is hinted at. The future of Lionel AF?????

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



Pre-Size: Steve has taken over the S scale passenger car interior parts of another outfit that includes the inventory.

Mostly these include resin cast seats.

[www.pre-size.com](http://www.pre-size.com)

Portland Locomotive Works now has Sn2 Sandy River & Rangleley Lakes #14 combine car (Jackson Sharp) that is a laser-cut wood car with 3D printed roof. Price TBA.



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

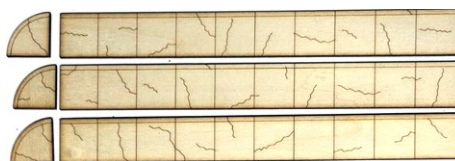
Railmaster – See NASG website – RS-2 and RS-3 diesel includes mechanism and metal castings - \$399. Email: [John@railmaser.co.nz](mailto:John@railmaser.co.nz).

Ride Trains has Sn3 open platform coach that includes body, underframe, truck frames and interior. It's the Jackson and Sharp 38'5" one for \$60.

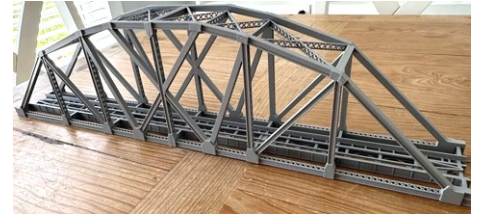


[www.ridetrains.net](http://www.ridetrains.net)

Robotmaster123, an E-Bay seller, shows lots of laser-cut wood sidewalks at \$14.90 per 400 scale feet. They also show a brick general store structure for \$34.



STALWART3D OF TEXAS, an E-Bay seller, has a 31" thru truss bridge, single track, which is 3D printed for \$78.30.



TVCMan, an E-Bay seller, has many lineside signs in S. These are graphic printed in color. \$10 a set.

Wild West Models has a new S scale MS8 Differential Chain Hoist for \$26.



[wildwestmodels.com](http://wildwestmodels.com)

Trainz have acquired Lionel PCBs. See Pop Valve in this issue.

3DP Train has listed a 3D printed AM diesel cab interiors for the GP9/GP10 for \$12 each and the GP35 for \$13. Other diesel details are also shown such as horns and chop nose fronts.

[www.3dptrain.com](http://www.3dptrain.com)

3000Toys – [www.3000toys.com](http://www.3000toys.com): Always something new here in diecast vehicles.

# Down at the Depot

By Carl Rudolph

This issue, the column is being written a few days after Memorial Day, so the summer has started. Flowers (mostly of the weed variety in my yard) are blooming, and trees are putting on new clothes. A lovely time of year to think about S gauge trains and the people who like them, so here's some news about those and them!

**The Connecticut S Gaugers** sent in this message via correspondent **Bob Jordan**: "The pressure is on, as the existential question of the day in CT is 'Will our new and improved layout modules be ready for the convention?' The conventioners will be the deciders, so maybe we should have a survey of them to rate us! Not sure how our president would react, however, so I will leave that between the conventioners and myself. Club activities [are] picking up this summer and fall as we held the ever popular repair clinic at past President **Larry Halley's** house in June. Any member can bring an item for repair for free. This will be followed by club meeting at Herb Cotter's house in July. In addition to the August convention, upcoming shows will be in September and November. Our new modules will get a good test at these three setups." Thanks for the news, Bob; but your scribe hopes the question is not truly existential—I hope the club's existence doesn't depend on such trivialities!

**The South Jersey S Gaugers** enjoyed a 90-minute excursion on the Woodstown Central railroad, and most of the excursionists went on to have dinner at the Woodstown Diner. There were enough of them to take over a coach on the train! But the best part of the newsletter involved **Joe Sullivan's** layout. Joe has had an accident that has prevented him from going downstairs to the layout for quite awhile.

But the grandkids wanted to play with trains, so Joe invited the club to a "clean-up" party. Food was offered; so of course club members came, cleaned up and worked on the layout, and had a great time!

**The Baltimore Area American Flyer Club** had the layout at another Great Scale Model Train Show in Timonium. The club reports they signed up a family of new members, which is always good news. June's meeting at the home of **John Zurad** is an important one with voting on proposed amendments to the club bylaws. The club is clearly looking forward to the show in Strasburg since they always have a good time there.

In the Jacksonville area, the **North Florida Division of the Atlantic Coast S Gaugers** met at **Ron Fisher's** home to ogle his 0 gauge layout and collection. The following meeting was held at **Fred Gorbell's** home where his S gauge "New England Village" layout has been supplanted with a pre-war tinsplate layout in anticipation of the TCA national convention held in Jacksonville in June. His layout, along with those of **Larry Shugart, Ron Fisher, and Lloyd Lippert**, is featured on that convention's layout tours.

**The Pittsburgh S Gaugers** continue to plan the 2026 S Spring Spree that they will host. This club (like the others involved in the Spree) puts in a lot of work to present the best Spree possible, and we are happy to recognize that. At a recent meeting, show-and-tell items included a helium tank car kit (**John Henning**) and single dome tank cars with connections to Pittsburgh such as AF Koppers and Pikesville PPG (**Dave Cannon**); **Lou Templeton** showed the NASG Mathieson Dry Ice boxcar from

American Models; and **Jim Whipple** showed several items of S interest.

**The Cuyahoga Valley S Gauge Association** (Cleveland area) have discussed the recent Snow Dogs show that they put on every January and have decided to continue with it next year even though the hall has become quite expensive. We think all clubs that put on shows experience the same problem, and we hope they get enough attendance to at least break even. Meanwhile, a couple of members have rewired the tinsplate layout with new electrical connectors to improve reliability. As a side benefit they've been able to include DC wiring for the several DC locomotives owned by club members. A big effort, but it paid off!

**The Miami Valley S Gaugers** (Dayton area) report that the NMRA Division 7 flea market had quite a bit of S related items for sale at multiple vendors, and people were lined up at some of the S tables to buy things! Meanwhile, a recent meeting was held at **John Clifford's** home where they enjoyed his massive S gauge collection and highly detailed layout. **Lou Freese** was the profiled member; he is from the Cincinnati area.

**The Central Ohio S Gaugers**, as of this writing, have just wrapped up this year's Spring S Spree that they hosted. It's too early for a report yet, so that will have to wait for the next issue; but with all their hard work it must have been great! A recent meeting has been at **Dana Davis's** home in Ostrander where the layout is still in boxes, but you can bowl on a ½ scale bowling alley! Next up was a meeting a few days after the Spree at the home of **Pat Nightengale**.



## 2025 NASG Awards Deadline

**REMINDER: Deadline for nominations of 2025 awards is June 30**  
Send all nominations to Clay Buckage, EMAIL: [western\\_vp@NASG.org](mailto:western_vp@NASG.org)

Pat added a second floor to his home just for his layout, which is partially completed so club members will really get to see something new as they debrief the Spree!

**The Central Ohio S Gaugers** Northern Division met at **Jim Zara's** home in April and in May met at **Randy Bosscher's** home where they compared notes about the Spree (finished a few days before the meeting), looked at each other's new acquisitions, and enjoyed Randy's latest handiwork on his layout. It should be noted that several members are also members of COSG and were active in putting on the Spree.

**The Southeastern Michigan S Gaugers** met at **Earl Carlsen's** home at which the club discussed progress on planning for the 2026 NASG convention. **Tom Hawley** displayed some models of intermodal containers and a 53' semi-trailer that was printed on heavy paper. An AM 40' trailer was cut in two and placed inside the paper trailer to provide the kingpin and bogie as well as support for the paper. Looks really good! The next meeting was held at American Models where **Bob Stelmach** showed his scale Hudson locomotive made from an AF boiler, two Marx tenders on an AM chassis, and many detail parts. The photo shows an exquisite model. **John Racey** showed his kit-bashed B&O combine that looks like a doodlebug and is also great to behold. One comment: last issue I mentioned that **Jerry Poniatowski's** Genesis locomotive shell appeared to be 3D printed—but I've been informed it was formed by hand, possibly from sheet styrene.

**The Kansas City S Gaugers** are really moving along. New members **Frank and Aidan Aguilar** have injected lots of energy, and it shows. The club has gotten its modular layout out of the trailer in which it has been stored for over a decade, and it is being set up in the new headquarters (now called the Clubhouse), in the vacant second floor above Sol's Jewelry. Their two small layouts are also at the Clubhouse so a lot going on there. The club is still in charge of the S display at Union Station, and they are exploring the possible installation of a display or small layout at the Missouri Model Railroad Museum in Independence. Wonderful to hear about all this action!

**The Chicagoland Association of S Gaugers** held a meeting at **Gary Wronkiewicz's** home where they thoroughly enjoyed his hi-rail layout that, as the newsletter states, is "fantastic" as shown in the photos nearby. The club layout was taken from the Mad City show almost directly to the La Grange show that was quite a success with good attendance, and member "Mick" gave away two Gilbert AF sets to future CASG members!



*Gary Wronkiewicz's layout enjoyed by Chicagoland members. Bill Cantrall Photo.*



**The Arizona S Gaugers** sent this news from **Phil Scandura** and **Bill Winans**: "The monthly Arizona S Scale group got together at **Bill Winans's** Prescott Valley home on Wednesday, May 14th. Present were **Russ and Kathy Lassuy, Phil Scandura, Ned Harris, Joe and Laura Herrick, Jack DeBolt, Steve Hatch**, and, of course, Bill and Sandie. The gals visited while the guys saw what progress Bill had made on his railroad and ran some trains. A few pesky gremlins showed up with some unknown electrical issues on the east main, naturally where they will be lots of fun to find and fix—NOT. Lunch was at the house with fried chicken with all the fixin's, and everyone got to eat their fill.

After lunch, some of those who were heading south back home stopped at **Steve Hatch's** place in Dewey to see what he had been doing. Unfortunately, the gremlins also visited him as his DCC system failed to work. No problem; we still had a good time visiting. At this point, it looks like this was the last meet of the season until fall; but you never know..." Sounds like a good time at both places! Thanks Phil and Bill!

In the San Francisco Bay area, the **Golden Gate American Flyer Club** had the layout set up at the Hiller Aviation Museum in San Carlos for the Trains and Planes show. This was an interesting location! Next was a meeting at **Bill Riechmann's** at which a bunch of donated AF was available for sale to members. Added to that donation was another donation from the collection of the late Don Miller that consisted of dozens, apparently, of AF remote switches. **Don Matthies** ran the "round-robin", event which must have been memorable!

**The Southern California S Gaugers Club** (Los Angeles area) had a meeting and work day at the home of **Charles Gasper** to get the new yard modules electrically operational. Turns out there were track alignment problems between modules, so revising the track took most of the time available. They've been invited to participate in the Los Angeles Union Station Train Day in September with their layout. Of course they plan to have dinner across the street at the famous Philippe's where the French Dip sandwich is said to have originated!

That's all we have this time around. Time to go out and pull up some of the hundreds of oak trees that are sprouting. Keep trackin'!



For this month's Restoration Station column I decided to feature a Gilbert accessory that was reproduced by Lionel a number of years ago. The #752 or #752A Seaboard coal loader was always on my wish list when I was young, but I never got one until I was a collector because my parents thought they were too expensive. With the Lionel reissue the cost of the originals has gone down quite a bit. I think this is especially true of those that need some repair or have pieces missing. I have seen lots of this type of Seaboard at meets, often under a seller's table in their bone yard.

In case readers want to give an old Seaboard new life, I thought I would provide some needed information in this issue's column. I will be using information from several sources for this column. I will use information from the K-Line Complete Service Manual and Thomas Seccia's book *Parts and Service for American Flyer Trains*.

First, I want to move to the wiring of the buttons. Next, I want to show how to wire the motor to the clam shell bucket and for the #752A, the solenoid of its coal hopper. Finally, I will provide information on restringing the clam shell bucket.

It seems to me that one of the least understood categories in Flyer is how the electrical end of these accessories works. One of the reasons is that printed sources offer very little that explains wiring. The #752 loader obviously has two wires going into the button and four going out; but if you don't have the button, you may be confused when rewiring. The #752A in the other drawing also has the two in and four out, but now has three buttons; and, incidentally, it really has five going out, in spite of the drawing. Though the wire is the usual four-part rainbow, which one goes where?

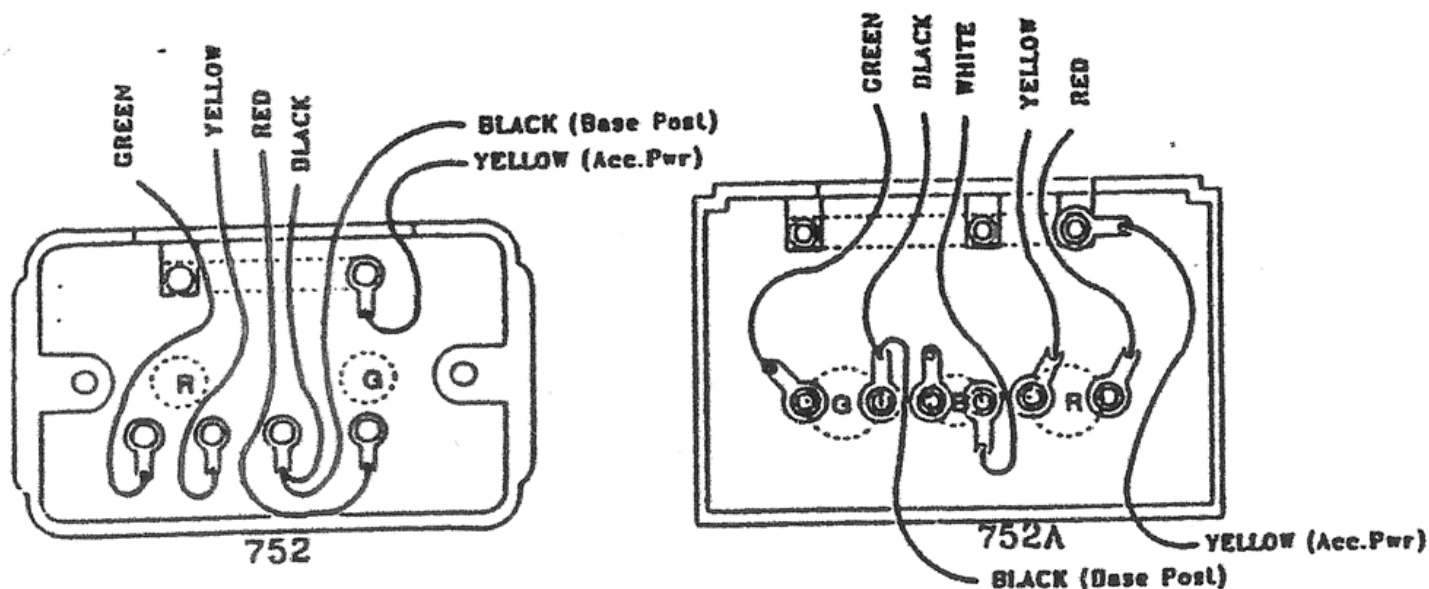
In the wiring diagram the two wires going to the transformer from the button are labeled. The diagram tells you which transformer post they go to. Getting the button wired for power is the first step.

Next in line is the wiring of the buttons themselves including how the buttons are wired and used. The buttons are green and red, so it would be surprising if that is not how the wires hook up. In the ones I have seen, they go green to green and red to red. That leaves yellow, which controls the bucket. The instructions say that pushing the red button part way down closes the bucket, so the red button runs two switches, one part way and both when fully depressed. So the yellow wire goes to the red button but not the same contact as the red wire. If they're mixed up, just reverse them.

In order to rehabilitate a Seaboard coal loader, you need to know something about its motor and then the wiring of the clam shell bucket and coal hopper's solenoid to the motor, for the #752A. Let's start first with the motor.

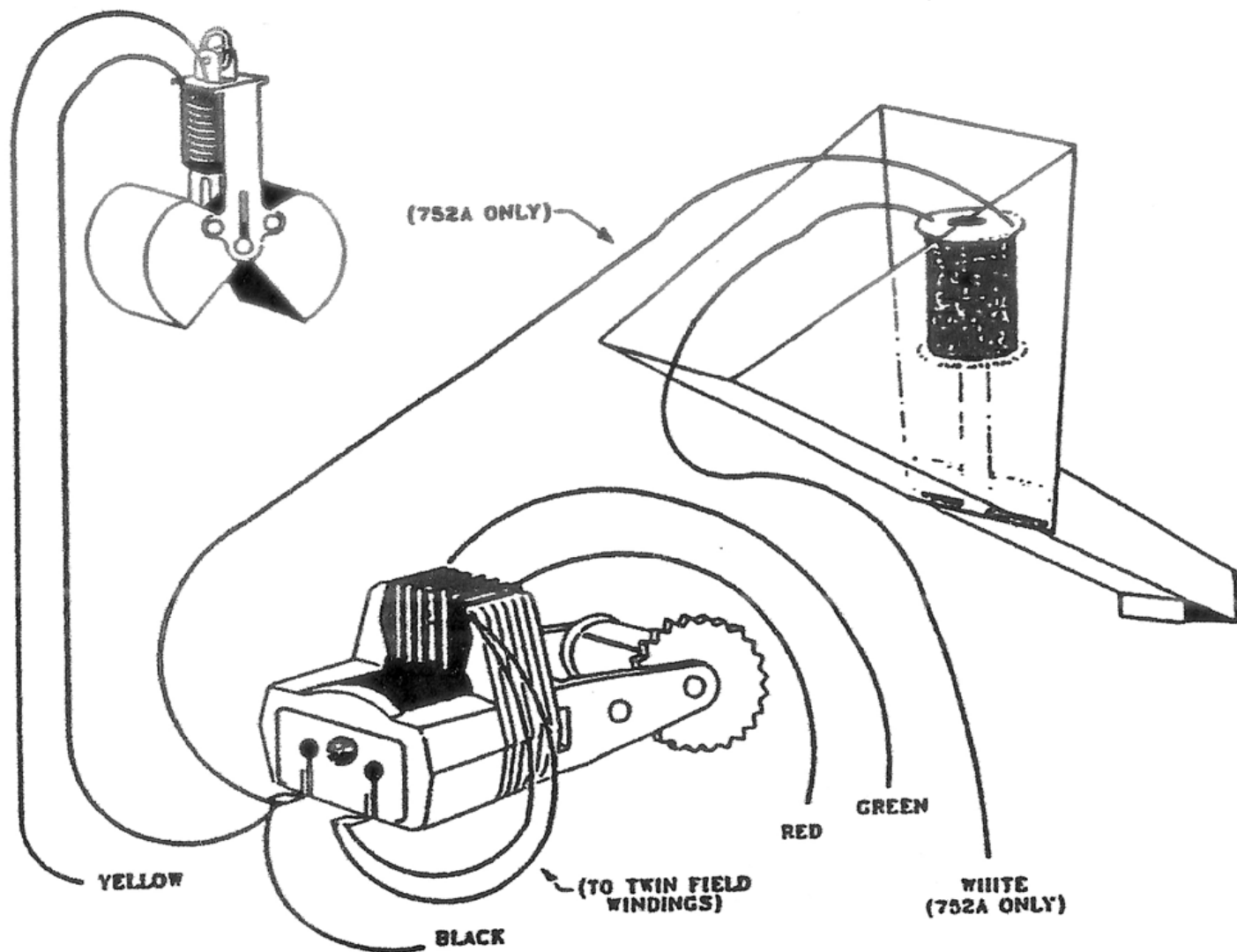
The coal loader's motor uses the same type of double-wound field that we have seen in the #583 Electromagnetic Crane. The brushes are connected only one way; but the fields give lines of flux in opposite directions, which reverses the motor so the bucket can go up and down.

If the motor doesn't work, proceed as for a steam engine, except that two different fields are used. If it goes only one way, one field isn't working; and you should look for broken wires somewhere along the route. Don't rewind the field unless you are absolutely convinced of its necessity.



To go along with that here are drawings of both buttons with the colors of the wires noted for both the #752 and #752A coal loader.

# WIRING DIAGRAM FOR 752 & 752A SEABOARD COALER



To understand the nature of this double-wound motor it is important to have a wiring diagram of how the components of the accessory are connected. It is inserted above. Notice that the wires are also labeled as to color. This allows you to understand this drawing's relationship to the one for the buttons.

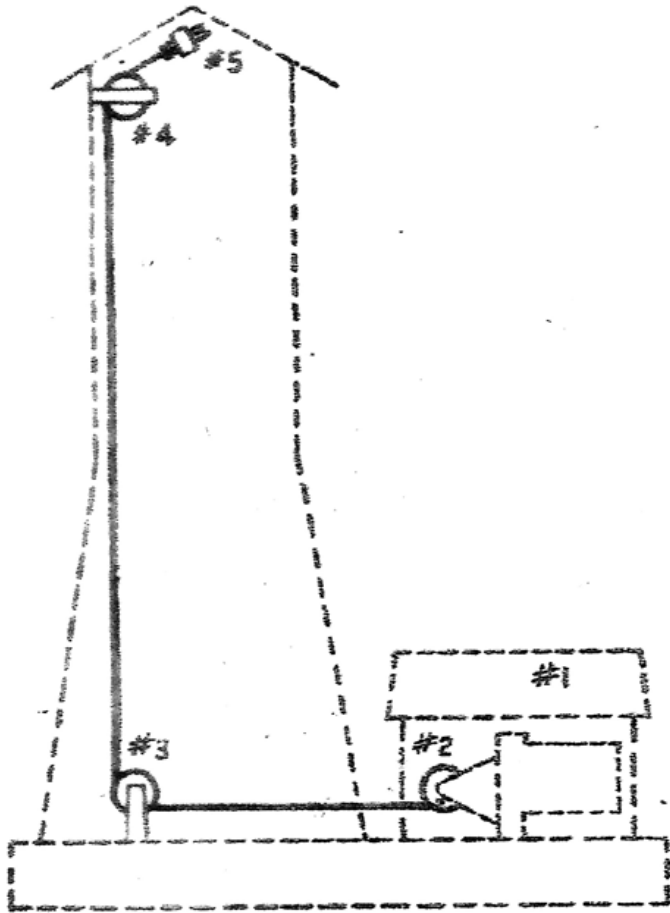
Finally, we are at the last step in rebuilding the Seaboard. The coal loader will probably need to be restrung for best operation. To make this easy I am inserting the information provided in the K-Line manual and its drawing.

K-Line writes:

First, procure a piece of good flexible cord or light-weight fish line, 5 Ft. long (Do not use a stiff or waxed cord.) Tie a knot in one end.

**Fig. 1 (next page)** Remove the house (#1) over the motor by straightening the 4 nibs that protrude through the slots in the base, then lift house off the base.

Thread the unknotted end of the string through the hole in the side of the brass spool. (#2) from the outside to the inside. Next, lead the string through the bracket and underneath the pulley (#3) mounted on the base.



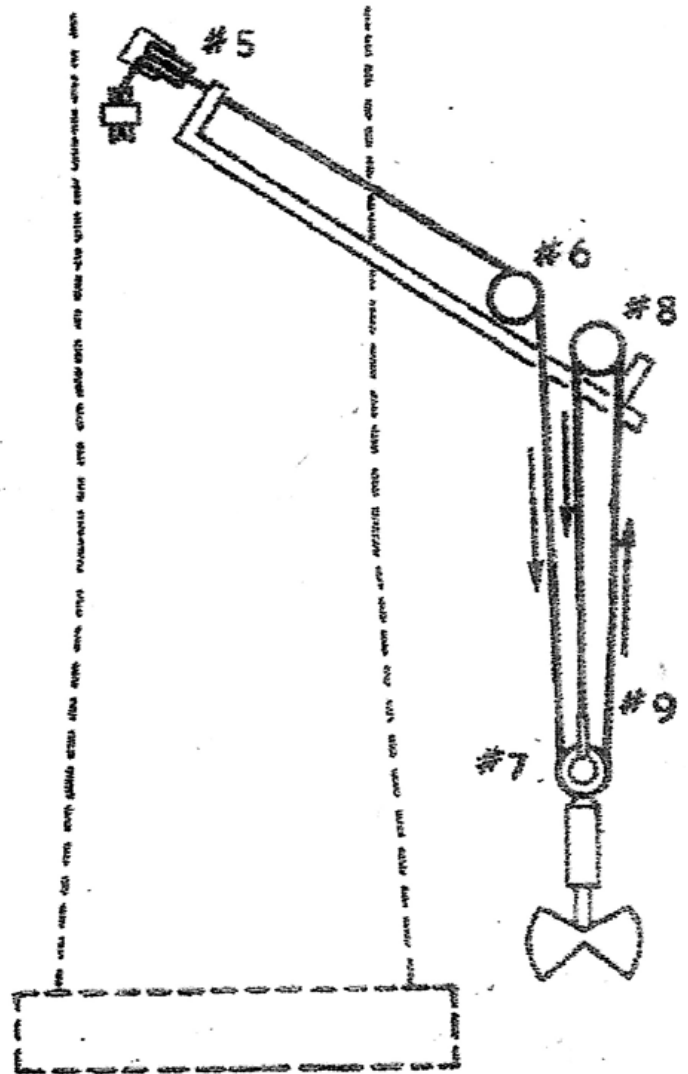
**FIG. 1**

Then, thread the string up the side of the tower and through the bracket over back of the pulley (#4) mounted on the side of the tower.

Next, **Fig. 2**, run the string around the pulley (#5) mounted on the bracket that is welded to the track, then down over the first pulley (#6) on the truck and through the pulley (#7) on the bucket from the back to the front, and up and around the second pulley (#8) on the truck from the front to the back, then down and to the handle (#9) on the bucket. Tie the string on the bucket handle so when the string is taugt, the bucket hangs all the way down, but do not leave any more string on than is actually needed.

One additional piece of information may be of help too. In the past, I saw many Seaboards for sale that were missing its most important single piece, the clam shell bucket. The good news is that parts suppliers now have those available because they were produced for the reissue of the coal loaders. In my research to write this column I found the asking price was around \$45.

I hope bundling this information all in one location will be helpful in bringing a long dormant Seaboard to life. Please send your questions, comments, and ideas to [billstrains@aol.com](mailto:billstrains@aol.com).



**FIG. 2**

## **ADDRESS CHANGE**

The address for our Membership Secretary has changed as the Post Office box will be closed shortly.

Please send all mail to:

**Dick Kramer**  
**NASG Membership Secretary**  
**12 Dogwood Court**  
**Middlebury, CT 06762**

# American Flyer Trains Are Part of My Christmas

By Michael McConnell



*Yep, that's me at a very early age with a very early platform, which I don't remember that well. This early layout had two loops of track and a cross over which is where the #787 log loader was stationed. The 18" of chicken wire fence wasn't just to keep the engine on the platform. From family stories, I apparently had a habit of grabbing flashy, noisy, smoking objects running on 2-rail track!*

I do not remember a Christmas without model trains. I was born in the early part of December in 1955, and that Christmas my parents were given an old standard gauge train set by my uncle. My dad built a small platform under the tree to put it up, but something was wrong with the engine and they couldn't make it work. So the day before Christmas, my mom told my dad to run up to the hardware store to get a train set for under the tree (after all, they had the platform all set up). Dad came home from the local hardware store with a "Sunshine Special" American Flyer freight set, and we had a loop of American Flyer Trains under the tree for my first Christmas. I

had trains running for every Christmas after that until I entered middle school.

Mom tells the story that I had come to her one year asking, "Can I get a train too? Daddy won't let me play with that one" (apparently, the trains weren't just for us kids...) That Christmas, we added a #283 and another loop of track so that I, too, could be an engineer.

The trains were always a magical part of Christmas. Dad had added a "family room" to the back of the house; and I remember the door to the room would be closed off to my sister and me after Thanksgiving, when paper covered the glass panes in the door. We weren't

allowed in, and curiosity was almost a killer. Then on Christmas Day, we would awaken and to our wonderment and astonishment, discovered what Santa brought us on Christmas Day. It was truly magical!

Of course my sister and I did eventually become a bit suspicious when the family room became off-limits during the holiday season; and we heard all kinds of banging and drilling, and something that sounded an awful lot like the chuff-chuff of my beloved #283 running, coming from behind the family room door... I remember one time my dad opening the door to come out and almost stepping in the middle of me... most likely because I was lying flat on the floor trying to look through the crack under the door. My sister and I learned it was safer to hover around the door and when it opened, grab a quick peek through the crack between the hinges that opened up... at least until Mom figured out that trick and added another strip of paper over the hinges.

It was a long, long time after that I revealed to Mom one day that she never seemed to catch on that I was always eager to take out the trash around the days that the family room was off limits. I had learned that if I stood up on the top of the metal trash can on my tip-toes, I could just see over the window sill into the forbidden world behind that closed family room door. I marveled at the bare platform that seemed to take on more detail every day. It didn't really spoil the magic of Christmas Day, but I learned that the layout wasn't set up by Santa in one night.

When we moved from that house to the next town into a newly built house, it was the end of the layout being put up since we had plenty of other things to keep us busy. It wasn't until after I graduated from high school when the



**In 1963, our layout became "L" shaped, which added a whole new route for the 283 to run on. The steam engine is running out of the new mountain, while the 375 delivers freight to the town in the middle. The layout now includes a barrel loader, cow-on-track, lumber and coal unloading cars, and 2 more switches.**

layout was put up again. Unfortunately, my dad never had interest in putting up the layout any more, so I never had the experience of a "father and son" project in building the layout. But that didn't slow down the interest, and figuring out the wiring and track plan added a lot of enjoyment and brought back good memories.

Once thing I do regret now. When we designed the layout, we found that high-



**Taken in 2008, the layout is still just an expansion of the original "L" shaped platform - it is now "U" shaped with the addition of a switch yard and industrial sections to go along with the city and farm sections. We still use the old sparkly mountain paper, we just use more of it! The mountain now has a town on it with an N-gauge train that looks really far away.**

speed trains tend to tip over on the curves. So we cut up the original boxes the train cars came in to make cardboard "riser" strips that we used to hyper-elevate the track on the curves. That did cut down on the derailling. Now I wish I could glue those boxes back together again. I still have the collection of Flyer-box pieces to elevate the track; I just can't make myself throw them away. At least I can still say that I have all the original train boxes...

Our layout has always been a "temporary" holiday layout: it was (and still is) unpacked every year before the holidays, and the layout is set up—which takes a little longer each year (because I keep adding things). The layout is taken down and packed away, usually by the end of January. The layout is built from 1 x 12 planks, sawhorses, and some custom tables. Everything is covered with old bed sheets so the green-dyed sawdust used for grass doesn't sift through the cracks (we did dye the sheets gray a few years ago—which helps with the simulation of macadam for streets). Part of the maintenance of the layout is redefining the streets and sidewalks every few days, since the vibration of the trains causes the grass to start growing where it shouldn't. A small paintbrush does a fine job as a lawn mower...

Mom was the artsy person in the family, so a lot of the layout features detailed scenery. Lots of people, cars, trees, and tiny details are meticulously placed on the layout every year. There is plenty of Plasticville and custom home-grown buildings to help make the layout a good working town. A few more accessories have been added, as well as a passenger terminal and freight yard. All the things I used to wish for when looking through the Gilbert catalogs have also been added over the years. The layout is getting crowded!

Once the layout was up, I usually got home from work, grabbed a cup of coffee, and headed down to the basement to fire up the engines. I'd sit back to unwind and just reminisce while watching the trains run. It's been one of my greatest pleasures. Now that I'm retired, I can drop into the basement anytime of the day, still with a cup of coffee, and enjoy a relaxing moment with my memories.

To this day, the smell of American Flyer smoke always brings back remembrance of Christmases past. I can just imagine that the smoke that "circles Santa's head like a wreath" smelled of Flyer smoke.

Boy, oh boy oh boy...



**TRAINS & MORE, LLC**  
**P.O. BOX 1751**  
**MANCHESTER, CT 06045-1751**  
[www.trainsmore.com](http://www.trainsmore.com)

**Selling American Flyer Trains & Parts since 1992**  
**Major Credit Cards Accepted**

**[trainsmore@aol.com](mailto:trainsmore@aol.com) 860-432-2124**

# TRIPLE 'S' SUPPLIES

## New Reproduction Parts

Stock #	Description	Price
AC 0202	PA8672 Boiler Whistle	\$4.50 ea
AC0239	PA8959 Pilot for Northern	\$15.75 ea
AC0240	XA8961 Pilot Truck "O" Ga.	\$17.50 ea
AC0274	P-9251 Pilot Truck Screw HO	\$2.95 ea
AC0333	PA9444 Boiler Front 565-300	\$9.95 ea
AC0337	PA9446 Pilot 565-300-302	\$12.50 ea
AC0350	PA9469 Pilot w/Bar £/342	\$15.50 ea
AC0357	PA9502 Pilot for K5	\$15.75 ea
AC0358	PA9504 Boiler Front K5	\$9.95 ea
AC0359	PA9504B Boiler Front K5	\$9.95 ea
AC0398	PA9735 Tool Box Red	\$9.50 ea
AC0480	P-10025 Boiler Front HO 0-6-0	\$4.50 ea
AC0477	XA10020 Trailing Truck K5	\$15.00 ea
AC0578	XA10469 Link Coupler -Brass	\$2.95 ea
AC0640	PA10721 Turntable Bushing-755	\$5.00 ea
AC1044	PA14A171 Pick Up Shoe-Baldwin	\$4.50 ea

## Brushes-Fingers-Springs

Stock #	Description	Price
AC0205	XA8733 Off Set Finger-Pre War	\$2.50 ea
AC0377	PA9566 Brush Spring f/PA9603	2/\$2.50
AC0378	PA9603 Slotted Brush	2/\$1.50
AC0387	PA9603A Shoulder Brush	4/\$2.50
AC0649	PA10757 Brush Springs	4/\$1.00
AC0256	P-10185 Brush for SIT	2/\$2.50
AC0702	P-11000L/R Springs	2/\$2.50
AC0809	PA11684 Brush — Alco GP7 HO	2/\$3.95
AC0950	PA13A128 Brush 5 Digit Orig.	2/\$4.50
AC0810	XA11684 Brush Assembly	2/\$12.50
AC1064	PA14A414 Baldwin Brush	2/\$3.95

## RIVETS & SCREWS

Stock #	Description	Price
AC0001	S-0 Screw — Metal Tenders	6/\$1.00
AC0003	S-1 Screw — Various App	6/\$1.00
AC0074	S230B Screw — Various App	6/\$1.50
AC0096	S319 Screw — Alco Atlantic	6/\$1.50
AC0172	PA4367 Rivet — Atlantic	4/\$1.00
AC0178	PA4938 Short Drawbar Screw	2/\$1.50
AC0180	PA4939 Long Drawbar Screw	2/\$1.50
AC0183	PA5447 Eccentric Crank Screw	4/\$2.50
AC0197	PA7421 Side Rod Screw	4/\$2.50
AC0283	PA9288 Shoulder Screw	2/\$1.50
AC0315	PA9381 Rivet Stamped Frame	4/\$2.50
AC0424	PA9988 Rivet Thick Chassis	4/\$2.50
AC0542	PA10235A Rivet Tender	4/\$3.50
AC0620	PA10598 Valve Linkage Screw	2/\$1.50
AC0639	PA10707 Pilot Truck Rivet	2/\$1.50

## REPAIR KITS

KT-0313 Drawbar Repair Kit Includes PA1312-PA10751 & PA 1067	\$2.50
KT-0314 Tender Repair Kit Includes PA10235A, PA8715B, PA1405, PA10209	\$5.95
KT-0315 Hudson Tender PA10241, PA10209, PA10235A, PA8715B, PA1405	\$6.95
KT-0320 Tune Up Kit 2 PA9603A, 2-PA10754, 2-PA10757	\$4.95
KT-0321 Pilot Truck Hardware PA8887, PA10707, W6	\$2.50
KT-0322 Pilot Truck Hardware PA8887, PA4939, W6	\$2.50

## Books

BA-0001 "S" Gauge Reference by Bob Hannon	\$24.95
BA-0002 Gilbert American Flyer Parts & Train Numbers — 100 pages by Thomas J. Seccia	\$19.95
BA-0003 Operating & Repairing American Flyer Trains HO-O-S Hardcover — 331 Pages by Thomas J. Seccia	\$29.95

**Phone Parts Orders to 484-251-1646**

**email seccia@aol.com**

**ebay store ssstrains Triple-S-Supplies**

**Mail Orders to: Triple "S" Supplies  
Tom Seccia  
123 W. Washington Ave  
Clifton Heights, PA 19018**

**Major Credit Cards Accepted  
PA Residents include 6% Sales Tax  
All small parts packaged with part numbers  
for easy identification**

**Shipping starts at \$9.95**

# Welcome to the Milford Valley Railroad

Story by Chelsey Kirk    Photos by Fred Schlegel



*American Models CB&Q RS3 231 spots reefers at the Chelsey freight house ice facility while a hot shot with a string of Pacific Fruit Express reefers speeds by.*

In 1971, Fred Schlegel was thinking about trains. Specifically, he dreamed of building an S gauge layout using American Flyer trains he had played with as a child. Unfortunately, he soon discovered that American Flyer had gone out of business, making the future of S gauge trains uncertain. At the time, hobby shops and department stores were full of the new and smaller HO gauge; and so Fred reluctantly began to dabble in the new scale. "It just wasn't the same," Fred recalled. "S gauge was still my first love." Despite his frustration, this temporary venture into HO scale helped Fred refine skills of modeling and creating scenery and confirmed his passion. He soon switched back to S gauge and applied his honed skills to begin creating the Milford Valley Railroad in Milford, NE.

## Mix of Old and New

The original Milford Valley Railroad included scenes that looked like they emerged from the days of A.C. Gilbert and others that were more current. There were elements of old and new, high-rail and scale. Fred even utilized space creatively by putting holes in walls to connect a tunnel through the furnace room. Friend and fellow model-railroader Eric Reinmiller painted Bob Ross-inspired horizons and forest

scenes to add depth. The layout included an array of various engines and train cars. AF locomotives rubbed shoulders with modern S scale power made by American Models, S-Helper Service, Sunset, River Raisin, Overland Models, Dayton, Rex and others. Rolling stock included a mix of converted Flyer, Marx and Lionel cars along with current products by American Models, S-Helper Service, Pacific Rails, Scenery Unlimited, River Raisin, and several scratch-built cars.

The smooth and well-ballasted track work consisted of 1,000 feet of Bob Peere code 172 brass rail with fiber ties and included 40 switches. The high-profile track allowed running both high-rail and scale equipment. Though code 172 track is larger than scale, it creates an impressive look and feel to the railroad. The quality of Fred's track work is evident in the smooth-running operation of the trains. He attributes the smooth operation of his trains to a low-dust environment and clean track. This is accomplished by having finished, dry-walled and painted ceilings and walls with good overhead lighting.

While Milford Valley RR #2 is built with the same bi-level design and code 172 track as the first layout, only two trains are able to run at a time. There is one loop of track on the lower level and one on the upper level connected by an up and



*SHS SW1 CB&Q 9270 is picking up loaded hoppers from Hudson Coal Co. Fred built the coal mine from Plexiglas sheets and glued on wooden coffee stir sticks and commercial windows after painting and weathering.*



*The windows of the little yard shack in Lincoln are surely rattling from the rumble as three handsome CB&Q GP9's roll through with a westbound freight.*

In 2012, Fred and his wife Cathy sold their home in Milford. As Fred dismantled his old layout, he began selling most of his American Flyer engines and stock. His plan was to shift fully to S scale, keeping only a couple of his childhood AF trains. In Lincoln, NE, the couple moved into a town house boasting a 15' x 16' basement room with great potential for a train layout. It wasn't quite as expansive as his former 20' x 30' space, but he was excited to make something new.

## FINE OPERATION

Fred likes to operate long trains and had designed his original bi-level layout with four sprawling main lines that permitted continuous running of four trains at once. Bench work was primarily table top construction with a height of 50", enabling easy access and viewing.



*AM CB&Q "Redbirds" GP9 237 & GP35 991 are ready to depart Lincoln with a westbound freight while SHS CB&Q 9270 SW1 switcher spots open hoppers at Hudson Coal Mine above.*

down ramp and 200 feet of track. The train lengths are also shorter, but still run on DC current using a hand-held walk-around Crest 10 Channel Train Engineer Controller. This makes it possible for the person running the train to have freedom to follow the train around the layout, throwing switches and having some prototypical train operation.

## Modeling and Scenery

Like many modelers, Fred set his layout in the 1950's--when American railroads were making the transition from steam to diesel engines. Fred runs both types of locomotives. Many of the urban buildings and structures on the layout reflect prototypes seen along the rails in Lincoln and Omaha during that period; and Fred adds a personal touch by naming businesses after friends, family, and local businesses. Motive power is decorated primarily in CB&Q and UP markings and colors. One modeling technique that Fred uses truly captures the urban feel of the 1950's. He cuts old advertisements out of magazines or prints ads from the internet onto heavy tissue paper, sands the back of the paper with fine sandpaper, adds glue and applies it to a building structure. These marketing clips from the past colorfully portray the hand-painted advertisements typical of concrete walls and brick buildings.



*Most of the structures in this overall view of the Omaha area of the layout are modified HO plastic kits. The rumble of 3 AM UP GP9's and a GP35 echoes through the industrial yard district of Omaha.*



*Nobody's trains look better than UP's! Case in point is this UP fast freight with an impressive lash-up including 3 AM UP GP9's and a GP35 heading west bound out of Omaha.*



*Buildings in the Lincoln Haymarket rail yards area are assorted HO kits with modified doors and foundations. Fred rode with his grandfather to pick up produce from J. Granger Produce Co in this International Schlegel's Grocery truck when he was a kid. Husker Bottling Co, Schwarz Paper, Amani Station, and Gooch's Mills complete the scene.*

Intricate utility poles replete with wires help create city scenes and add depth and detail. Heading west out of Omaha and Lincoln on the layout, trains enter a rugged mountain region constructed of hard-shell scenery using carved foam and molding plaster. Tall trees, mountains and meadows surround the layout.

## FIRST LOCOMOTIVE

Fred constructed his first Milford Valley Railroad over a span of 25 years and has been working on his second layout for the past 13 years. However, he considers the real beginning over 70 years ago, when he received his first train set for Christmas--a SantaFe PA, AB freight set with an operating milk car. The following Christmas, his collection gained a K-5 passenger set with an operating mail car. Those vintage AF starter sets hold a lot of memories for Fred and can still be seen riding the rails whenever he heads them out of the yard for a sentimental journey around the pike. The memories of 70 years of S scale railroading live on. With the fine mix of Gilbert nostalgia and scale realism, the Milford Valley is a fun railroad that brings the magic of S gauge railroading into the 21st century.



## TRAINZ

- New & Collectible Model Trains in Every Scale
- Over 30,000 Train Parts
- Exploded View Diagrams & Online Train Repair Classes
- We Buy Collections!



## DWARVIN

LIGHTING WITHOUT WIRING<sup>®</sup>

BY TRAINZ

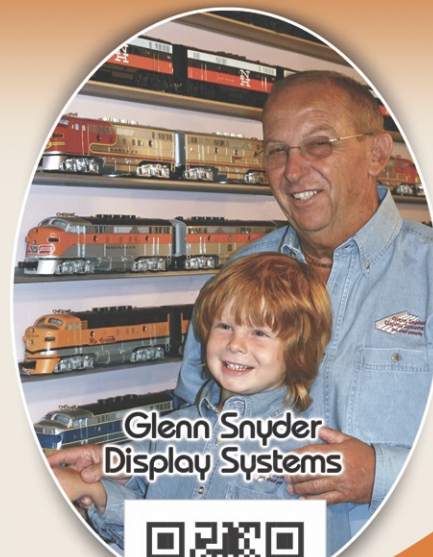


Fiber optic lighting system for cost-effective, easy to install illumination for multiple scales.



## Railrax

BY TRAINZ



Glenn Snyder  
Display Systems



www.Trainz.com ☆ 4195 Industry Way, Flowery Branch, GA 30542 ☆ (866) 285-5840

# The Little Hammer That Could

By Phil Scandura



*Photo courtesy of Barbara Sherman Photography*

I was born into a Catholic family. More specifically, an Italian Catholic family. In fact, a Sicilian, Italian Catholic family. As such, a common item found around the house is the Holy Card. Given out at funerals, it is a small card with a religious photo on the front and prayers on the back. It includes an inscription of the dear departed's name, date of birth, and date of death. It is a way of remembering the departed, helping them to live on as part of your family.

When I visit my mother, there are Holy Cards everywhere. Literally. They can be found in drawers, stuck on mirrors, as bookmarks, hanging on the refrigerator under a magnet, in her purse, on the bathroom counter, the kitchen counter... Everywhere. My mother is nearly 90 and over the years she's collected dozens of them, nay, hundreds. And they do serve their intended purpose of helping us remember. That happened to me earlier this week. I came across my grandfather's Holy Card. Sebastiano Mainenti, my mother's father, born 1887, died April 16, 1970. The anniversary of his death is this week. He died 55 years ago, he was 83, I was 9, and we were playing together when he died. The memories flooded back to me. One, in particular, of a small hammer that he gave me.

"What does any of this have to do with model trains?" you're thinking. Trust me, it's about more than model trains; in fact,

it's about inspiration. My grandpa didn't work for the railroad. He wasn't into building models or playing with trains, but he was all about working with his hands. He built things. He planted things. He fixed things. When he gave me that hammer, he passed on that spirit of working with his hands.

Over the years, that hammer has contributed to odd jobs around the house, in every house that I have lived. It's helped hang picture frames. It's helped fixing toys. And it's helped to build all sorts of things. Pinewood Derby cars. Plastic model kits. Model rockets. And most importantly, model train layouts. Hundreds of scale miles of track have been laid using that hammer and track nails. Hundreds of door and window openings have been cut using that hammer and modeling chisels. When a standard claw hammer is too big or too heavy for the job, my grandpa's hammer comes to the rescue and along with it, his spirit of working with his hands.

We lament the future of S Scale and our hobby. We worry that kids today aren't playing with trains. We worry that we're all getting old and wonder who will play with our trains after we're gone. We complain that more needs to be done by model train manufacturers to promote the hobby, to produce more products. Well, I'm here to tell you that it's not about ready-to-run track; it's not about having more choices of

prototype locomotives and rolling stock, it's not about high-quality trainsets. It's not about any of these material things. It's about inspiration. It's about spirit. It's about excitement. It's about YOU sharing your feelings with others. Not telling them how great model trains are but showing them how you feel playing with those trains.

My grandpa didn't give me that hammer one day and say, "Go build something." Instead, he showed me day after day what that hammer could do and the joy it brought him doing it. He inspired me. And he still inspires me every time I use his hammer. You too can be that inspiration to others...



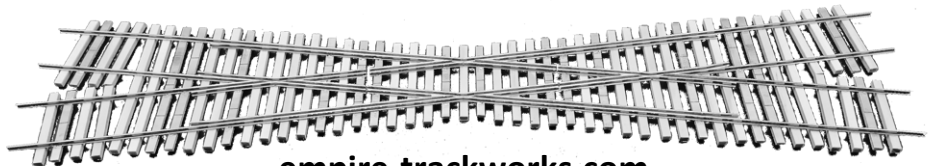
# Empire Trackworks

## Switch Over to the RIGHT Track!

Offering a full line of S Scale & Sn3 turnouts and specialty track components!

- S Scale & Hi-Rail, Sn3, On3, On30, HOn3
- Reliable DCC / DC friendly, fixture built
- Turnout & wye: #4, #5, #6, #7 and #8
- Rail sizes: Code 55, 70, 83, 100, 125, 138, 148
- Conventional, Stub, 3-Way, Point Derail
- Optional wooden ties & other selections
- Custom hand built trackwork on request: Curved, Crossings

Visit our website for info, photos, pricing, customer comments and details on how to order.



[empire-trackworks.com](http://empire-trackworks.com)

## NASG Annual Member Car



American Models 40 foot boxcar one using seven panel Superior doors and the other to use Commonwealth doors.

Superior door cars would be Monon 1. The cars in this production run started with road number 1 and ascended as cars were accepted. Monon 1 is a legend in Monon Railroad history.

Commonwealth door cars would be Monon 907. This car is a standard Monon boxcar without the history of Monon. We are tentatively planning a production run of 100 cars, 50 of each number. The production run would be for 15 scale and 35 hi-rail cars for each car number. Collectors want two car numbers with each annual car, and with this method, they can have two different door styles in addition to two different road numbers. The cars will be painted prototypical oxide red with white lettering.

Tentative pricing is \$65 apiece including shipping.

Orders can be taken through the NASG website or by mailing a check to:

Chris Crnich

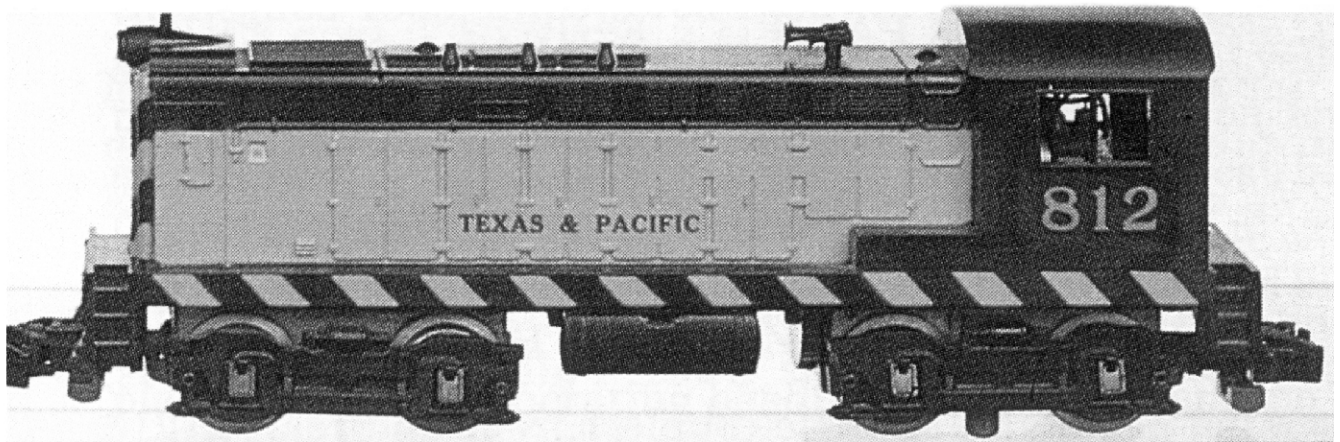
3243 West 2600 North  
Arco, Idaho 832137

While details are being finalized, secure your car today!

# The American Flyer Baldwin

By Bill Clark

Chicago & NorthWestern 660 hp DS 4-4-660 Baldwin built in 1949.



Prototype and Flyer model

The story of the American Flyer Baldwin switcher goes back to just before 1956. American Flyer had produced the Alco PA and the GP7 starting in 1950, but these were higher-priced products in their line of locomotives. Their main competitor, Lionel, was putting out a diesel NW-2 switcher that was a low-priced diesel, so Gilbert had to do something to match.

Their solution was to build a whole new product with a different motor going into a simple one-piece shell. They decided to essentially copy the Baldwin S-8 diesel. Its cab length had to be 25% longer to accommodate the new motor and the trucks oversized to fit the wheels and drive apparatus. While it was not a perfect representation, it was an attractive toy diesel.

The motor Gilbert developed was not the quality of the motors of their existing line in 1956. Its ability to pull was marginal

compared to existing motors and tended to run warm when it pulled more than several cars. The early engines had the 4-step reversing unit, which was replaced with 2-step unit early in its production. It could also be referred to as noisy. Its main flaw was that the body was held on to the chassis with single screw at the back of the cab, and the plastic almost always cracked at the screw.

When it was introduced in the 1956 catalog, it headed a cheap three-car set and was the lowest-priced engine that Flyer made. Even the plastic Atlantic cost more. It was called "The ideal starter" set in the catalog and was only \$22.50. The engine alone was \$15.

The number of the engine was #355 and was painted attractively in the Chicago and Northwestern livery. The next year the C&NW Baldwin carried the number #21801 as Gilbert

switched to the 5-digit numbering system with the engine being constructed the same way.

In 1958 the C&NW set continued, but a new double Baldwin engine set was added. The very attractive and desirable Seaboard set had one powered and one unpowered engines. The Seaboard are numbered #21918 and #21918-1. They remain highly sought after today.

1959 brought a new Baldwin with it showing the colors of the Texas & Pacific. The engine was labeled #812, but its complete number is #21812. This engine was run in sets for two years and was closed out in 1960. The train sets were completely different each year.

There were Baldwins that were uncatalogued during the Gilbert era of Flyer. There was a two-engine version of the C&NW engines numbered #21801 and 21801-1. These were used in uncatalogued sets. The last C&NW engine was the #21808 and was a very basic unit without a reverse unit. To change directions you had to use the switch under the engine. It also didn't have a headlight, which all the earlier C&NW engines had.

One of the most sought after Gilbert Baldwins is the uncatalogued #21813 red Minneapolis & St. Paul. This was an engine without a reverse unit and headlight that was made in 1958. It came in a number of uncatalogued sets, and one of these sets pulled three red striped uncatalogued streamlined passenger cars that didn't have lights. Collecting this engine and its passenger cars is highly prized by Gilbert people.



When Lionel started producing American Flyer locomotives in 1981, the Baldwin was not in their line-up of engines to sell. It wasn't until 2003 that Lionel reinvented the Flyer Baldwin. The appearance of the engine was essentially the same, but inside there was an improvement because the can motor and electronic E-Unit made all of the difference in performance. In addition the shell was held to the chassis with four screws instead of the single screw at the back of the cab. The appearance was the same except for wire handrails at the sides of the locomotive that dip toward the front. There are headlights at both ends of the locomotive, and they only light in the direction the engine is going.

A listing of the Lionel Flyer Baldwins in the beginning years is 2003; Seaboard and Santa Fe; 2004: New York Central and Southern; 2007: C&NW; 2008: WM, PRR, and General Electric; 2012: M&SL; and 2014 Spirit: of 76, UP, and Canadian Pacific.

Lionel placed the FlyerChief operating system in the second series of their Flyer Baldwins starting in 2018. This version of the Baldwin was a game changer. The operating system is essentially an advanced version of LionChief. It provided the Baldwin with diesel sound, horn, bell, and crew talk. The switcher comes with electro couplers at both ends.

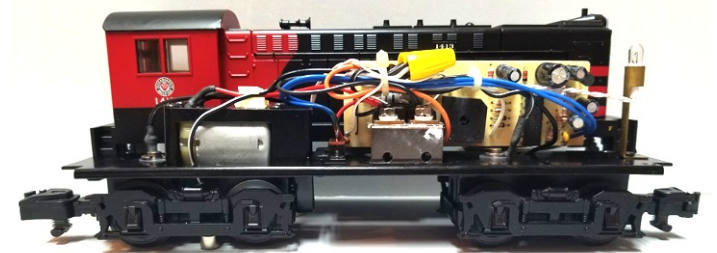
However, the biggest change was that the engine has motors above both trucks in addition to the engine being weighted. The result is that these Baldwins can easily pull about the same at number of cars as any modern Lionel Flyer engine easily.

The FlyerChief Baldwins starting from 2018 are C&NW PRR, Patapsco, MKT, SMS, B&O, and the Lehigh Valley. Those being released in 2023 are Chesapeake Western, Santa Fe, Pennsylvania, and Baldwin.

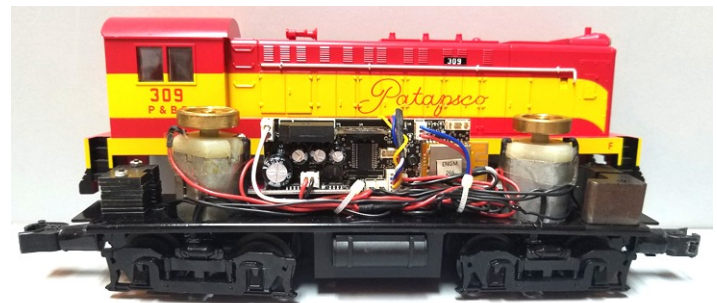
Here are three photos of the Gilbert, early Lionel Flyer, and the new FlyerChief versions for comparison.



**Yellow & Green Gilbert**



**Red & Black Early Lionel**



**Yellow & Red Flyerchief**

While the Baldwin has always been a lower-priced American Flyer product from 1956 till now, it has stayed in the lineup, keeping Flyer operators and collectors happy.

# The Abbey Road Experience

Boston & Maryland Railroad - an American Flyer Hi-Rail Layout  
By David A. Avedesian, BMRR Superintendent

Come Together



Sometimes a project comes to mind, and it is quickly completed and on the layout in no time. The Abbey Road Experience is one such project.

I was looking over my “kingdom”, Boston & Maryland Railroad, when a quick thought came to mind for a scenery upgrade between the local corner store and the Sumner Tunnel entrance.

I went online and found a 1/64th scale walking person and the same for an off-white VW bug.

## Construction:



*This area was chosen for the crosswalk placement.*

To make the sidewalk crossing, I selected a thick/stiff clear plastic sheet. I used ½” tape on the underside of the clear plastic sheet to mask the areas to be painted and left clear. This was a simple process using a rattle can of white spray paint.



After viewing a number of images online of the Abbey Road album cover, I decided that the paint colors for the Beatles’ suits leading with John are white, black, blue and gray.

Once I was able to determine the license plate number, I played with my printer in Word or Excel. I settled on using my Brother’s label maker to print my license plate.

## The Liberties of Modeling:

If you look closely at the painted figures, I did not spend any time worrying about getting the hair, shoes, belt, beard, suit right. Because you know what the cover should look like, as soon as you view the model, your eye fixes all that is not right; and you never knew it. Have a little fun viewing the cover photo and the model.

## Ideas for Improvement:

If you are not satisfied with the figures, you can spend time adding breads, no shoes for Paul and no suit for George.

The license plate for the VW Bug is a bit too big. With a little more effort, the plate can be made smaller. I thought it would be better to be able to "see" the plate numbers.

If you want to spend more time on the surrounding scenery, one could model both sides of the street, put the VW Bug up on the curb, add more vehicles and add the album cover to the brick side of your building as a testament to your modeling skills. It is also, somewhat a mirror image in a mirror image.

This was a fun, simple project that will get a notice each time someone comes over to play trains; and after all, that is what the hobby is all about.

If you have any questions or improvement comments, please feel free to contact me as listed below.

The Boston & Maryland Railroad has been profiled in the past on YouTube and the *S-Gaugian*. The BMRR is a freelance American Flyer/American Models/S-Helper hi-rail layout using AF track and switches. The BMRR draws upon David's roots as a New Englander and over 35 years living in Maryland. He is an active member of the Baltimore American Flyer Club. For more articles written by the author, please visit the BAFC website and click on "Articles" for more modeling ideas. <https://baltimoreamericanflyerclub.org/>, [david.avedesian@newportassociates.net](mailto:david.avedesian@newportassociates.net), 301 938 1811 cell

**PRE-SIZE**  
**MODEL SPECIALTIES**

**S**  
**SCALE**

Steve Wolcott & Linda Lindsey  
Paonia, Colorado  
970-527-4586

Freight  
car kits, detail  
parts for freight and  
passenger cars, tunnel portals,  
bridge piers, culverts and more.

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

**Depot G Hobbies**

**Your Source for Scale/Hirail S**

**5,000+ Items Available**

**Buy/Sell/Collection Disposition**

**Authorized American Models Dealer**

**[DepotGHobbies@Outlook.com](mailto:DepotGHobbies@Outlook.com) 303.345.5031**

# NASG COMPANY STORE

## AT THE NATIONAL NASG CONVENTION IN CONNECTICUT



Here are just some of the items that will be available at the NASG Company Store at the "The Shoreline Special" 2025 Annual Convention.

- They will all be on Convention 'Special' pricing, discounted, but no shipping.
- They will be for sale on a cash only basis.
- Prices for the T-shirt will be \$20 ea, Hats will be \$12 each, Gauges are \$8.00 each, Rulers, and other items will be priced similarly.
- Supplies will be limited to what is on the sales tables. Please support the NASG Company Store at the National NASG Convention in Connecticut!

# Diners, Drive-ins and Others

By Jeffrey Madden

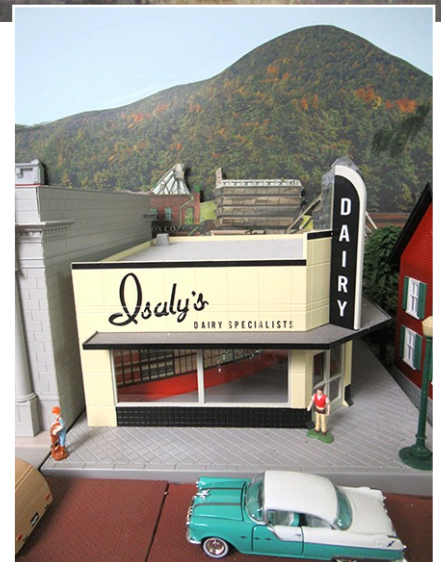
Eateries on an S Scale Layout



*Why not use the Flyer Branford Diner on a scale layout? That was just what I did for Jeannette's Diner (my daughter). I just masked off the sides and ends and spray painted the roof an aluminum color and the sidewalk area a concrete gray. With the signage changed it's almost hard to recognize.*

Were you ever out chasing or watching trains and craved a joint to grab a quick meal? Of course, you were. So, obviously, a model railroad needs some of these types of establishments dotting the landscape. And if you model the 1950s era you wouldn't find McDonald's, Burger Kings, etc. in many areas. You would find many family-owned eating places. The trick in those days as to picking a joint with good food was to see if the local cops ate there, and if there were newspaper stands out front.

Since I am a diner fan, I couldn't resist having some on my rural West Virginia S Scale model railroad even though most of the fabricated diners resided in the northeast. Besides these 1950s-era, train car-appearing fabricated diners, other small-town eating establishments could include a dairy store, a drive-in joint and a small-town café. All described here are meant to represent 1950s-era eating establishments.



*Isaly's Dairy store*



*Janet's Diner (naturally named after my wife) is a Twin Whistle kit with the removeable roof cut out of a wooden round roof passenger car piece. The steps on the end came from the scrap bin.*



*Elizabeth's Café is a Pine Canyon corner store with some added interior. This is in the Elk River Junction town and named after a granddaughter.*

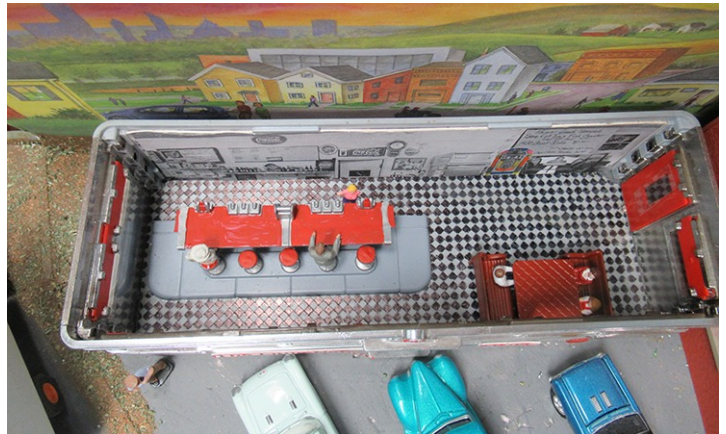


*Angle view of Elk River Jct. with Elizabeth's Cafe in the beginning of the business block.*



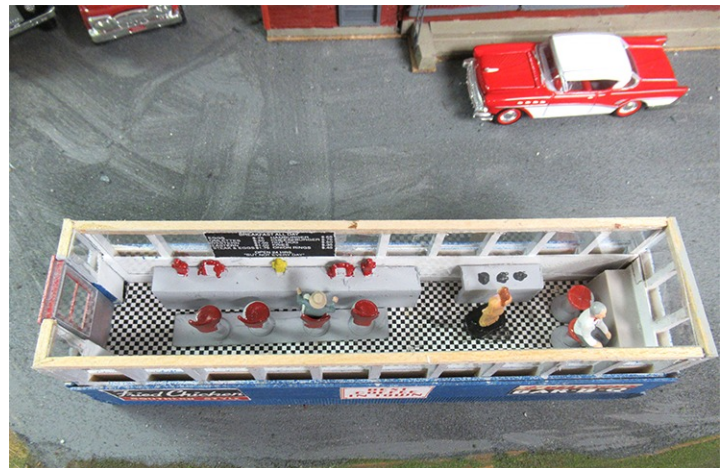
*Of course, there is the ubiquitous Plasticville Diner that is easily modified by painting, lettering and doing an interior. The removeable roof has added vents as well. This is the rarer chrome-sided one with repainted roof and new door.*

*The A&W drive-in is a Twin Whistle kit built as is.*

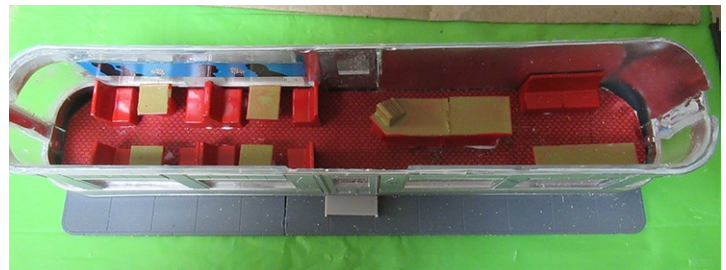


Interior of the Plasticville diner mainly utilizing the counter from the Frosty Bar.

The Plasticville Frosty Bar was re-done with new counter and stools, shortened roof, and a re-paint. The original counter and stools went off to another project, so the counter is from scraps and the stools are push-pins. For now, I won't be using this on my layout as spaces are filled up.

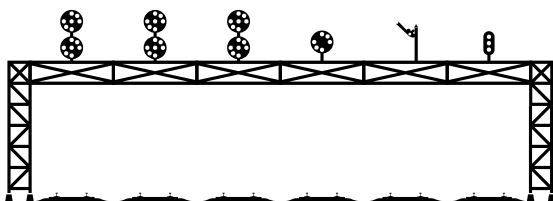


Interior of the Twin Whistle diner kit. Most parts from the scrap bin.



Interior view of The Pig Diner – tables and booths from Pullman seats and scraps.

This is a "shrunk" version of the Lionel Big L Diner. I modified the B in Big to read Pig! The L in the center of the sign was covered over by a clock face sticker, thus the diner's name now reads The Pig Diner. The straight side pieces were eliminated to make it only about 10 S scale feet wide. Thus, the ends end up sort of rounded when the longer sides are spliced together. This makes the whole structure just about the size of an S trolley. A new floor was cut out of flat styrene, and the roof is a "bash" from an HO coaling tower section with vents added. For the interior I used some plastic S coach seats plus scraps to make the tables. Leftover chrome sections from the "O" diner kit were used to narrow the windows. The sidewalk was constructed from HO sidewalk sections.





## Your Ad Could Be Here!

Help support the NASG by advertising in *The Dispatch*.

Contact Merlyn Jarman  
[mjarman1@comcast.net](mailto:mjarman1@comcast.net)

# Out Along The Line

photos by



NASG members



*Workmen chew the fat by a MOW shed on the Fourville Branch Line on Dave Campbell's hi-rail layout, regrettably now dismantled. Ready to take repair equipment out to the main line is an S-Helper SW-9. Photo by Dave Campbell.*

*Fruit, meat and vegetables from the West Coast are delivered to Great Lakes Cold Storage for distribution in northern Ohio on Monty Kaufman's hi-rail layout. Refrigerator cars need new ice on the way to Baltimore. The Youngstown Penguin Polar Ice company is ready to serve them. Photo by Monty Kaufman.*



**We Want To See YOUR AF, hi-rail or scale photos here!**  
**Send photos and captions to Bob Bubeck at: [rbubeck327@aol.com](mailto:rbubeck327@aol.com)**

# Classifieds

All NASG members may place non-commercial ads here at no charge. Ads are limited to 750 characters. Email ads to [dispatch@nasg.org](mailto:dispatch@nasg.org) or mail to Dan Dawdy, 407 East Chippeawa St., Dwight, IL 60420. Include membership number. Ads will run three consecutive months unless

**WANTED:** Scenery Unlimited/S-Helper Service Circus flat cars. Numbers 01723,24,26,27 and Yellow crawler, billboard,etc. Trades will be considered. Shawn Solderitch, **Email:** [ssolderitch@earthlink.net](mailto:ssolderitch@earthlink.net) - please include CIRCUS CARS in the subject line. Call leave msg or text 484-821-6112 (1)

**FOR SALE:** Santa Fe train set, #360/364 loco., polished aluminum passenger cars #660, 661, 662, 663, recently professionally serviced, C-6, C-7 condition, all new passenger inserts \$175 + shipping **Contact Nick Domiano at :** [ndom@epix.net](mailto:ndom@epix.net) for photos. (3)

**FOR SALE:** American Flyer Christmas box car collection. Complete 35 car collection ( 1990 through 2024 ) including 1998 and 1999 cars. All in original boxes, some never opened. All in like new condition or NIB. \$1,800.00 plus shipping. Also rare CHESSIE SYSTEM SD9 (6-48058) diesel from set break up. Test run only. NIB original box, with foam and instruction booklet. Operates perfectly in all parameters. \$185.00 plus shipping. Also have another CHESSIE SYSTEM SD9 (6-48058 ) without box, like new, foam cradle only. Works like new. Test run only. \$169.00 **Contact Dick, at 609-548-9589 or [rfchoke4612@gmail.com](mailto:rfchoke4612@gmail.com)** (3)

**FREE:** Are you looking for S scale clerestory roof stock? It has been many years since Northeastern Scale Models made it in S scale. I have a small quantity and will give some to anyone who has a project that needs it. No charge. Tell me what you are making and how many pieces you need. **Steve Monson** **Email:**[stevenmonson10@gmail.com](mailto:stevenmonson10@gmail.com) (1)

**WANTED:** A copy of the instruction sheet for Rio Grande Models Ltd. of kit #3317-D4 for Tractor, D4. Plus, the exploded diagrams of construction. **Email:** [williamloyd2023@outlook.com](mailto:williamloyd2023@outlook.com) (1)

**FOR SALE:** American Flyer new old stock Corvette model kits (complete and sealed with directions, decals, etc.) Red only \$90 each **Contact Ludwig Spinelli [ispinelli49@aol.com](mailto:ispinelli49@aol.com)** (1)

**FOR SALE: Prices reduced** on S-Helper Service Great Northern SW-9 diesel switcher (#00428) and Santa Fe SW-9 diesel switcher (#00120). Both AC/DC hi-rail with Talgo-mounted American Flyer couplers, DCC compatible with code 110 RP-25 wheel sets included, NMRA DCC socket with DC shorting plug, plus much, much more! Mint in box. ~~\$175~~ \$150 each plus shipping. Also FOR SALE: Two (2) Z-Stuff for Trains DZ-2500 Switch Machines & Remote Controllers and one (1) DZ-2001A Data Line Driver for TMCC Command Base.

Mint in packaging. ~~\$95~~ \$75 plus shipping. Also available: New DZ-1008A SPDT Relay Module for use with DZ-1000 Switch Machine. ~~\$15~~ \$10 plus shipping. Contact Dennis at [desmeage43@gmail.com](mailto:desmeage43@gmail.com). (3)



## New Members

March 1, 2025 to April 30, 2025

Brandon J. Acker	Saint Charles, MN
Gary G. Baloun	Addison, IL
Richard Joe Bellicchi	Longmeadow, MA
Dana Berube	Richmond, RI
Dave Cherepy	Jupiter, FL
Jeff Corey	Odenville, AL
Gary Garber	Lynn, MA
David R. Henley, Jr.	Savannah, TX
Robert Jittler	South Bend, IN
Phillip Johnson	Des Moines, WA
William D. Johnson III	Palmyra, PA
Benjamin Keim	High Springs, FL
William H. Loyd	Taunton, Somerset, UK
James T. Marron	Henderson, NY
Micro Engineering Company	Macon, MO
Frank C. Moscarell	Ulster, PA
Douglas Pregman	Newtown, CT
Jeffrey L. Rigling	Arnold, MD
Duke York	Willimantic, CT



## In Memoriam

Robert "Frankie" Merson	Clements, MD
Donald Millar	Arco, NJ
Kelvin White	Oxford, UK

The NASG extends sincere condolences to the family and friends of these members.

# Calendar of Events

## 2025 NASG Convention S-scale's Premier Event!

August 6 to August 9, 2025  
10 Laura Boulevard, Norwich, Connecticut 06360  
The Connecticut S Gaugers, in conjunction with the Bristol S Gaugers and the NASG Convention Committee, are pleased to announce the 2025 National Convention to be held in Norwich, Connecticut.  
[nasg.org/Convention/index.php](http://nasg.org/Convention/index.php)

## 57th Annual Div 7 NMRA Fall Train Show

CINCINNATI, OHIO October 11-12, 2025 - at Lakota West High School, 8940 Union Centre Blvd. West Chester, OH 45069. 10 am to 4 pm both days. Many scales & sizes of operating layouts, plus hundreds of sales tables of new & used model trains, books, collectibles. \$10 cash-only admission. Kids 12 and under plus scouts in uniform free with paying adult. No animals allowed except service dogs. Wheelchair accessible. Food and refreshments available. Free parking. Door prizes. See [www.cincy-div.7.org](http://www.cincy-div.7.org)

## Fall S Fest

The 48th fall S Fest will be held on Oct. 31, Nov. 1 and Nov. 2, 2025 at the Waukesha County Expo Center, 1500 Northview Rd., Waukesha, WI 53188. This event also marks the 50th Anniversary of the Badgerland S Gaugers who are the sponsors. The show will be in the "Forum Buildings" on the grounds. There is plenty of room for tables and layouts. The Fest includes lunch food vendors and clinics. Following the Fest on Saturday there will be a banquet and auction held at the nearby Machine Shed Restaurant. A nearby hotel, the Wildwood Lodge, has a special \$109 rate that includes a breakfast buffet. For additional information visit: [www.trainweb.org/bsg](http://www.trainweb.org/bsg) or [www.nasg.org](http://www.nasg.org). Contact Ron Schlicht at 414-477-7866 or email: [rons48tblue@gmail.com](mailto:rons48tblue@gmail.com)

## Advertisers Index

2025 Fall Fest	Pg.	6
Colonial Pullman Company	Pg.	32
Depot G Hobbies	Pg.	25
Empire Trackworks	Pg.	21
NASG Annual Member Car	Pg.	21
NASG Company Store	Pg.	25
Port Line Hobbies	Pg.	6
Pre-Size	Pg.	25
Trains and More	Pg.	14
Trainz.com	Pg.	19
Tripple 'S' Supplies	Pg.	15

# FLASH BACK

**AMERICAN FLYER**  
Engineered by the makers of **ERECTOR**

GEE! THIS IS THE BEST CHRISTMAS EVER - NOW WE CAN HAVE FUN TOGETHER!

AMERICAN FLYER IS EVERY INCH LIKE A REAL RAILROAD - RIGHT DOWN TO REAL 2-RAIL TRACK.

**FUN** not only at Christmas time, but for the years ahead, with your AMERICAN FLYER model railroad! Picture yourself at your AMERICAN FLYER control panel. Before you are the busy yards and main line tracks. As you manipulate the controls the amazing Operating Stackyard goes into action. Cattle mill about the corral, troop up a ramp and into an AMERICAN FLYER stock car! Then, from the Talking Station, come railroad yard sounds and a conductor's voice announcing train schedules! And along the straightaway streaks your AMERICAN FLYER limited, smoke streaming from the stack and whistle blowing. Here's fun for you—and everybody!

And when you do get your electric trails you'll want to make sure it's AMERICAN FLYER. For AMERICAN FLYER and only AMERICAN FLYER gives you all of these features:

**Smoke and Choo-Choo.** The last word in realistic smoke puffs from the stack while you hear the steady choo-choo, all timed to the driving wheel action!

**Two-Rail Track.** Another AMERICAN FLYER exclusive! Just like a real railroad right-of-way. Authentic "T" rail for wheel-tugging traction.

**Builds Scale.** Each AMERICAN FLYER locomotive and car a replica in miniature of the real thing! Made to perfect 3/16"-of-an-inch scale. Looks right and is right!

**Air Chime Whistle.** Just like the real-life Nathan Air Chime Whistle, rail-roading's newest feature! Clear, sharp tones right from the locomotive.

**Worm Drive Motor.** Smooth, dependable power—and lots of it—for mountain grades or flat tracks.

AMERICAN FLYER train set illustrated above is No. 5104 WT "Hudson" Freight, with smoke, choo-choo, and Air Chime Whistle. Full description on pages 12-13 of AMERICAN FLYER catalog (see coupon below). Track layout shown requires a 5 ft. x 8 ft. area and takes 12 straight track, 16 curved, 4 half straight and 1 pair of switches. Accessories described in pages 26-34 of catalog. (See offer).

The AMERICAN FLYER No. 5110 "Union Pacific" Freight is only one of over a dozen different outfits you'll see in the new AMERICAN FLYER catalog. Prices for complete sets start at \$29.95. Locomotive puffs smoke and sounds off with real choo-choo. Set includes four cars and quantity of track.

The sensational AMERICAN FLYER "Santa Fe" Diesel steamliner! Read all about it on pages 14-15 of catalog. Locomotive has TWO motors!

Don't miss this wonderful offer. Only 10¢ brings you prepaid big 48-page AMERICAN FLYER catalog in full color. Combined with exciting news about new AMERICAN FLYER trains and accessories PLUS Erector sets and other Gilbert toys.

SEND 10¢ FOR CATALOG TODAY!

Name: \_\_\_\_\_ Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

This offer good only in U.S.A. City: \_\_\_\_\_ State: \_\_\_\_\_

Now - the Inventor of **ERECTOR** Brings You Thrilling New Realism in Electric Trains

**AMERICAN FLYER**

HELLO BOYS AND DADS! Some 12 years ago I decided that American boys and girls were entitled to more realistic models. I set a goal to build electric trains that were high in fun, yet the world's greatest and most popular model toys.

Today these sensational American Flyer trains are on sale "throughout the world."

See how thrilling new realism you can get for your money—*Original*!

SEE HOW MANY "JUST-LIKE-REAL" FEATURES YOU GET FOR YOUR MONEY—*Original*!

LOOK TWICE THIS YEAR—*Original*!

48 BIG PAGES OF NEW TOYS IN COLOR

FREE! GIANT TRAIN BOOK

# Ride to / from the TCA Jacksonville Convention in HISTORIC PULLMAN LUXURY

The "Colonial Crafts" was built in 1949 for the Pennsylvania Railroad for use on the Broadway Limited, Liberty Limited, and Spirit of St. Louis. Our car is 90% original with historic furniture and fixtures, and updated to provide 21st century conveniences such as ergonomic mattresses, Wi-Fi, hot shower, and modern air conditioning.

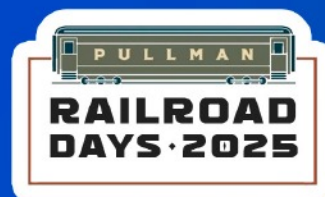
We are running two trips so you can arrive to the convention when it is convenient for you.

## Choose Your Pullman Experience Below

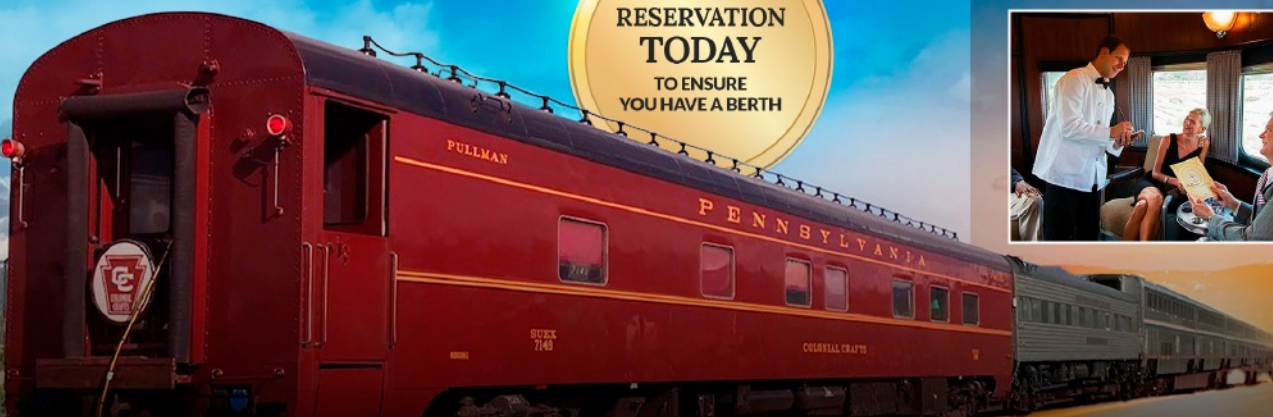
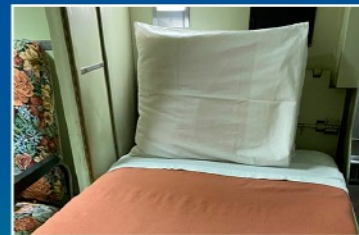
<b>East Coast Champion</b> June 21-22	<b>The Miamian</b> June 23-24
Depart New York City 3:15pm	Depart Miami 8:10am
Arrive Savannah 6:34am for TCA "Day in Savannah Tour" and then take TCA bus to Jacksonville	Arrive Jacksonville 4:51pm
Arrive Jacksonville 9:24am	Arrive New York City 11:18am
Arrive Miami 6:59pm	<b>Havana Special</b> June 29-30
<b>The Florida Special</b> June 25-26	Depart Miami 8:10am
Depart New York City 3:15pm	Arrive Jacksonville 4:51pm
Arrive Jacksonville 9:24am	Arrive New York City 11:18am
Arrive Miami 6:59pm	

There are only **3 double bedrooms** and **1 triple Drawing room** priced at **\$1795 per person** available on each trip.

**BOOK YOUR  
RESERVATION  
TODAY  
TO ENSURE  
YOU HAVE A BERTH**



Board or disembark  
at any regular  
**Amtrak station**  
stop between New York City  
and Miami



### All Ticket prices include :

- ☑ Breakfast, Lunch, Dinner on the Pullman as your schedule warrants
- ☑ Snacks and beverages
- ☑ Transportation between Jacksonville Amtrak Station and the TCA Convention Hyatt Hotel
- ☑ Private room and private bathroom with sink and toilet for each room, a shower at one end of the car
- ☑ Professional on-board staff including a Pullman Porter and a certified Chef

For flexibility, you can buy Amtrak tickets in one direction and ride our Luxury Pullman in the other

Call our Director of Operations for more information and to reserve your ticket, or email any questions to:

☎ 717-690-9981 ✉ [Info@ColonialPullman.com](mailto:Info@ColonialPullman.com)

Larry Shughart | TCA# 96-43934