A Publication Of, By and For The Members

The DISPATCH

November/December 2025





S Gauge Pike Passes from the Past
NASG Model Contest Winners
A Most Unusual Combine
Skeleton Log Cars Part 1
The Lonely Pullman Car

The DISPATCH
November/December 2025

MANIFEST

FEATURES

10 2025 Convention Model Contest Results
Photos by Michael McConnell

16 The Lonely Pullman Car
By Larry A. Shughart

18 A Most Unusual Combine
By Brooks Stover

21 Skeleton Log Cars Part 1
By Steve Monson

26 S Gauge Pike Passes from the Past
By Larry Shughart





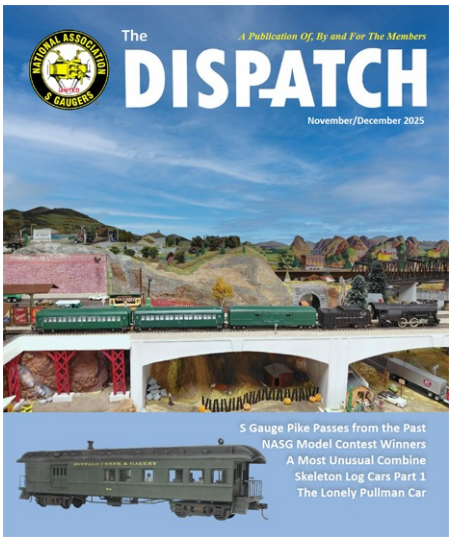


DEPARTMENTS

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

The COVER

The "Lonely Pullman Car" running on Larry A. Shughart's layout.



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.

POP VALVE



Remembering Joe Scales

Joe Scales passed away in August; he was 87. Some may remember Joe from before he moved to O Scale from S. Joe was from Ridgeway, Virginia; actually some of his land formed the state boundary between Virginia and North Carolina. The property adjoined land owned by the Miller Brewing Company's Eden, North Carolina, brewery. He spoke in a wonderful, soft Virginia accent but he was not soft spoken! If you met him, you likely wouldn't forget him soon; there was never any question when Joe was in the room!

He was a Big Steam fan, and his favorite railroads were the Southern, N&W and Virginian. Joe moved to O scale about 25 years ago because there wasn't enough in S scale to satisfy him for the railroads he modeled. He was also a live steam guy as long as I knew him. I've attached a photo and the obituary link:
https://obits.fairfuneralhome.com/joseph-scalesiii

The live steam photo shows Joe's Southern RR prototype live steamer. He called the locomotive his "Big Mike."

Joe was quite a character. Even in the larger world of O Scale, there was no doubt when Joe was in the room! I caught up with him several times in Chicago at Mike Hill's O Scale "March Meet" where he was a fixture: repairing, selling and talking shop. He was as jovial, talkative and inquisitive as ever. Even though he left S scale because, for him, there wasn't enough available, I never heard him utter a negative comment about 1:64 model railroading. He was instrumental in some of the drive design features when Dan and I built the River Raisin C&O 2-6-6-2's, especially, as I recall, the mechanism to re-center the long boiler after the locomotive went around a curve.

One of those guys who was well liked by all who met him and will be missed…

Jim Kindraka
Grand Rapids, MI

Bob Board – All Aboard Railroad

Bob Board – All Aboard Railroad (Barts Pneumatics) in Lancaster, PA died last Wednesday (Sept 10).

I'm sure many if not most readers of *The Dispatch* have seen or at least know about the huge layout and American Flyer collection. For years, Bob opened the layout in December to the public

.

The retail inventory has been taken over by the folks at the Choo Choo Barn in Strasburg. Executors are working through other dispositions. Sad that we lost another American Flyer champion.

David Stone

Advertiser News

Trainz purchases Trainsetsonly.com

Trainz has purchased the inventory and electronic property of Trainsetsonly.com from Paul and Lisa Christel. Based in New Lenox, IL, Trainsetsonly.com was an ecommerce model train store offering a wide variety of model railroading merchandise. This inventory has been shipped to Trainz's 73,000 sq.ft. warehouse in Flowery Branch, GA, and will be available on Trainz.com in the upcoming weeks.

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

ASSISTANT EDITORS

Scale: Phil Scandura
pascandura@suddenlink.net

AF/Hi-Rail: Terry O'Kelly
okellys@msn.com

Advertising Manager
Merlyn Jarman
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.

From the YARD OFFICE

Presidential Pep Talk

Hello everyone, and welcome to a new modeling season. I was glad to see many of you at our August convention in Connecticut and look forward to a good crowd in Michigan in 2026. The conventions are, in a very real way, a family reunion of our fellow "S" folks; and it's a pleasure to both make new friends and visit with others whom we've known for years or decades.

This is an exciting time to be in S, as we have the collected production of S scale's entire history added to what's being currently offered that's new. I'm therefore disappointed and a bit surprised by some of the "gloom and doom" that gets passed around on chat groups and even in print, especially when such writers have not paid attention to what is actually happening. Peter Vanvliet does a fantastic job at keeping up with product announcements, so keep your eye on the "News" section of nasg.org. New kits keep coming out, and 3D printing has been exploding with new "S" products. Support the firms that produce these products, so that more come our way!

For those of you in clubs, there is nothing like a continuous presence at regional train shows to slowly but surely attract new members. My local club, the Pittsburgh S?Gaugers, has been aggressively doing this for a decade and a half and now has over 40 members, despite the passing of some of our oldest members. And a presence at multi-scale shows is important exposure to people who don't know that S scale is a viable option. Entire new audiences can be reached at die-cast and farm equipment gatherings, and NASG has been doing exhibits at these.

Here's a call to action for further exposure: I have received many positive remarks about the promotional ads NASG took out last year in *Classic Toy Trains* and *Model Railroader*. These are not cheap ads. The NASG budget can't handle this kind of advertising with the current dues structure; but now that we are a 501(C)3 tax-exempt, nonprofit organization, you can contribute voluntarily to support this ad program. Putting my money where my mouth is, I just contributed $2000 to support the *Classic Toy Trains* ads this winter; and I challenge the membership who are in a position to do so to meet or exceed my challenge so we can continue the *MR* ads as well, which reach a huge readership. You can help!

Happy modeling!
R. James Whipple, NASG President

Wanted: Membership Chairman

Dick Kramer, who has handled membership for the past 12 years, is planning to retire and we are now looking for a member to handle membership. Must be able to spend four hours per week processing memberships and related information with the exception of the early summer months when more hours may be required.

A laptop computer with Windows operating system is supplied. A good working knowledge of MS Word and MS Excel is required. Knowledge of MS Access is a plus but not required. You will work closely with our Webmaster and Treasurer. All operating expenses will be reimbursed. Current membership chair, Dick Kramer, will aid in the transition. Interested? Contact Dick Kramer at 203-527-3601 or nasgmem@comcast.net

Kitbashing Cabooses for Fun

In an effort to reduce the inventory of the 2019 NASG Commemorative Caboose Cars, we are offering a special deal. If a person purchases five (5) Cabooses between now and January 31, 2026 he or she will be qualified for a 30% discount on that order PLUS FREE Shipping. That makes the cost less than $39.00 per car, which is the initial cost of the car.

I thought it may be fun to see what our talented kitbashing railroaders can do to create some great bay window cabooses. At the 2026 Convention, there will be a special Caboose category for the Bay Window Kitbashed Cabooses. There will be opportunity for both a scale version and also a hi-rail version of the kitbashed cabooses. This special category will be judged by the membership for their favorite and also by the Contest Committee for quality of workmanship. Recognition will be made for the winner of both classes.
There is a special advertisement on the last page of this issue of *The Dispatch* that shows the cabooses and the ways each member may purchase the set of Commemorative Cabooses at a significantly reduced price.

So join in the fun and order yours today.

Chris Crnich, Company Store

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

CHANGES

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

DEADLINES

For time sensitive articles and advertising are:
December 1st for the January/February issue
February 1st for the March/April issue,
April 1st for the May/June issue,
June 1st for the July/August issue,
August 1st for the September/October issue,
October 1st for the November/December issue.

NEW PRODUCTS

By Jeff Madden

Matchbox Vehicles: There seems to be some basic vehicles (most close to 1/64) available from Matchbox that only cost a little over one dollar. Many are vintage (see pix) and the wheels aren't too bad looking. Checking the bases, they all seemed to be made in Thailand.
Available at many discount stores.

Portland Locomotive Works: They show an SR&RL Sn2 1903 Jackson and Sharp combine #14 kit that they are taking pre-orders for.
www.portlandlocomotiveworks.com

PTF Designs: They have a line of foamboard, full-color building flats in S. Mostly these seem to be brick factories and stores. Prices range from$16 to $45. There are even some Victorian style houses including a HALLOWEEN haunted house. These run about $16 each.
https://pghtrainfanatic.com/

Swaims Scale Customs: An outfit out of Arkansas that lists 3D printed (unpainted) farm livestock groupings for around $7 to $9 each set.
eBay

Other 3D-printed figures and accessories are also found on eBay such as Frisco Factory, Modelu, CB's Designs and Gozada. Most of these are cast resin and unpainted. They include details, structures and figures.

At the NASG convention my tables were sandwiched by two S track manufacturers – Empire and Micro Engineering. Alan Loizeaux had samples of the Empire line of turnouts in S. Micro Engineering was selling the former Tomalco line code 100 flex track. They are working on S turnouts for the future.

S Scale Track Works maintains a stock of switch components for the scratch builder. These include frogs, complete kits points, guard rails and more.
https://sscaletrackworks.com

Member Harry Noble has begun home production of S-scale skeleton log cars. Local NASG members believe there is a market for them.

Main beam is wood, 32 scale ft. long, with L-shaped outrigger arms to contain your logs.
He offers a 3pk kit ($14) and a 2pk assembled ($10) . Both less wheels. Tested with A.F. link & knuckle, Marx scale and Lionel archbar trucks. Shipping is $6(cash or check). Stock is 50 cars.
Contact: Harry Noble, NASG 22RO111E 1124 Old Springfield Pike, Xenia, Ohio 45385.



Down at the Depot

By Carl Rudolph

Today, as your scribe puts together this last column, it is a cool autumn day with a little rain in the forecast. It appears that the big hurricane Humberto is going to pull Imelda away from the East Coast, which is really good news although there will still be lots of rain dropped on the southern states. But train season is upon us and that means news to be reported! Here 'tis:

The **Connecticut S Gaugers** sent in the following news via correspondent Robert Jordan: "The CT S Gaugers were honored to co-host, along with our sister **Bristol S Gaugers**, the National Convention in Connecticut this year. Two of our members, Bob Davis (a contributor to *The Dispatch* magazine in his own right), hosted a personal tour of his fabulous home layout; and past President **Larry Halley**, a conductor at the Shoreline Trolley Museum in his own right, accompanied the tour to that museum and entertained tour members with historical anecdotes of that bygone era.

Now, Back to the Future, upcoming events include the ever popular 'Repair Clinic' where two or our premiere 'Mr. Fix-Its' will repair at no charge any fixable piece of equipment members bring. That is in addition to the too many calories but delicious breakfast spread prepared by the 'Mrs.'

We will set up our layout at the long standing and recently re-established train show at a local high school as part of the school band fundraising effort. The show fell victim to the Covid pandemic and was dormant recently; but now it is back and very welcome to our model railroading community as it is, in the humble opinion of this correspondent, the best show in CT.

And to the holidays we go with our club's annual Christmas meeting at the aforementioned **Bob Davis's** house for our end of the year meeting, great lunch, and some personal train running on his layout. A good way for us to close out 2025 and say hello to 26."

The **South Jersey S Gaugers** got the layout out of hibernation and set it up at the Military Technology Museum for the September train show. At a recent meeting, **Michael McConnell** gave a presentation on DCC using the NCE Power Cab system, while **Jim Oliver** showed the third iteration of his 3D-printed Riverline Transit light rail set that is really good, having complete interiors with passengers and lots of detail. The club also reviewed the proposed photographs to be included in next year's club calendar.

The **Baltimore Area American Flyer Club** set up the club layout at their usual location, in front of the 1:1 scale GG1, at the Pennsylvania Railroad Museum show in Strasburg. They clearly had a very good time, as usual, and even babysat a couple of children while Dad watched a presentation. When Dad came back the kids didn't want to leave the layout to see the rest of the show! As President **Sharon Russell** said, this is exactly what exhibiting at a show is all about – entertaining people, especially children, so they experience the wonders of toy and model trains. The club is looking forward to the next Great Scale show and already have reservations for their holiday dinner!

In the Jacksonville area, the **North Florida Division of the Atlantic Coast S Gaugers** met at **Larry Shughart's** barn (as usual). In his reminder email, Larry said a little bit about the club, which I quote here: "I have been reading about how so many clubs are falling by the wayside. We are doing great!! Last month, we had one of our highest attendances with 15 people. We have members from teenagers through their 80's and every decade in between. Our club is flexible and provides space for people to enjoy the hobby however they like. You can run trains, fix trains, collect trains, look at pictures of trains, study the history of trains, and appreciate all things trains. Yes we are focused on S gauge, but many of us have other scales as well; and some of us have no S gauge, but still love to help set up and operate our portable modular layout." A pithy statement, there, which we all can pay attention to. The club is looking forward to the Lake Nona TCA show in November. Also, as an aside from yours truly, Larry is the principal behind the Colonial Crafts Pullman private varnish. Do an Internet search on Colonial Crafts to see what he offers!

The **North Penn S Gaugers** sent in this report from Secretary **James Eichner**, which I quote: "The North Penn S Gaugers recently completed renovating our clubhouse facility. This included relocation of existing shelving, addition of two (2) complete work stations for scenery and mechanical maintenance of equipment. Also, the existing overhead lighting lamp tubes were replaced with new LED lamp tubes. A new refreshment station featuring a coffee machine, microwave, refrigerator and water cooler were added for member use. Shelving is now available for members to store their engines and rolling stock packaging. This allows those members to keep their trains in the yards if they wish to do so. The yards were recently upgraded as well to allow more trackage for storing rolling stock and locomotives. In addition, a new switching layout was completed that utilizes original American Flyer track, switches, uncouplers and accessories. A log loader, sawmill, barrel loader and rotating aircraft beacon tower are featured. A Flyer #18B transformer supplies the power for operating. The layout is 30" wide x 22' in length and is separate from our main layout, which allows members to operate whichever they choose. We are actively looking for new members in our area who wish to join our club. For more information about our club, please check us out on the internet @ www.facebook.com/NPSGaugers/ & www.npsgauge.org

Thanks for the news, Jim!

The Pittsburgh S Gaugers had both the hi-rail and modular switching layouts at the summer Greenberg show and both operated well. Attendance was good but few S gauge vendors present—not a surprise given the season. Several members went to the NASG convention; and their report showed that the event was quite good, especially the layouts at the various open

houses. And, of course, more and more details are being finalized for the 2026 Spring S Spree.

The **Cuyahoga Valley S Gauge Association** (Cleveland area) had plenty of trips to Berea (OH) since the TCA had a show there and three weeks later the NMRA had a show there! The club took the tinplate layout to the TCA show and both layouts to the NMRA show. And planning is already underway for next January's Snow Dogs show. As mentioned previously, the club is discussing downsizing to only one layout and to reduce the number of modules for which the club is responsible (just enough to make a basic layout) while individual members would be responsible for additional modules. That sounds pretty smart.

The **Miami Valley S Gaugers** (Dayton area) had their end-of-summer picnic at **Dave and Lana Gerber's** home in Cridersville, Ohio, and then went over to the Allen County Historical Society to participate in their celebration of their 100-year-old Shay locomotive. A few weeks later they had the layout at the Cincinnati Train and Trade Show in West Chester, Ohio. This month's featured member was Alan Smith, who is both skilled and inventive, making things to add to your pike. Your scribe bought a fun little four-wheeled section gang work cart full of track tools that attaches behind a 740A AF handcar from him. **Ray Garbee's** wonderful layout was featured also.

The **Central Ohio S Gaugers** had a wonderful time at the September picnic to open their new club year. Chef **John Myers** (who doubles as club president) grilled the hot dogs and hamburgers at the wonderful Marion (OH) Train Station. Norfolk Southern and CSX have double diamonds there, with 100 trains a day passing immediately outside the station, so it is a train watcher's paradise! Next up was a TTOS show in Plain City (OH) with member **Dave Narance** and others putting up an AF All-Aboard panel layout.

The **Central Ohio S Gaugers-Northern Division** (Toledo area) met at **John Frankforther's** home in Maumee (OH) for the first meeting of the club year. No report as yet as to the doings, but this active club will be busy!

The Southeastern Michigan S Gaugers met at **Bill Bartlam's** home where they discussed both the 2025 NASG convention just finished and the 2026 version that they will host. The club made a presentation for next year's convention at this year's event, which went quite well. The club also discussed their open houses that were part of the recent NMRA convention in Novi. We were astounded to see that one home had 75 visitors and one of the others had 104! How great is that!

The **Badgerland S Gaugers** are in the final planning stages of hosting this year's Fall S Fest, which by the time you read this, will either be happening immediately or already over. Their commemorative car for the Fest is proving to be very popular with the first run sold out already and a limited second run in the works. We are sure the Fest will be a great success!

The **Pines and Prairies S Scale Workshop** folks used to banter back and forth by email but not so much since the pandemic. But to honor them and their wonderful senses of humor, we are including this email exchange between **Ted Larson** and **Ben Trousdale** from 2019 that your scribe has saved because it is so much fun:
Ted: I have a handsaw missing a screw holding the handle to the saw. Did not find a replacement at hardware store, so I ordered one from Amazon. I received a package of 10...! Anybody need one?
Ben: Ted is asking PPSSW members if they want any loose screws! Like we need any more?
Ted: You NAILED it !!!
This epitomizes, for yours truly, what clubs are all about. Fun and friendship. Thanks guys.

The **Kansas City S Gaugers** have been moving their portable layouts into the clubhouse where they can more efficiently work on them. The big modular layout was next to be moved in. Upcoming events include the Heart of America Model Train Swap Meet and the Mid-America Train Show. Plans are to have one of the portable layouts at the Christmas Train Show at KCI (the airport). Meanwhile the permanent S gauge layout at Kansas City Union Station is running well, and the club is getting ready to make the annual installation of the holiday portion of the layout.

In the San Francisco Bay area, the **Golden Gate American Flyer Club** met at **Al DiMatteo's** in San Mateo for lunch and trains. The club also held an online auction for a 1951 AF train set in the box, which was won by **Paul Guaraglia**. The club also set up the layout for "Train Day" at the Los Altos History Museum.

That's all the news we have on file for this issue. Your scribe has enjoyed getting news from all over the country about S gauge activities and people – especially the people. I feel like I have lots of like-minded friends that I've never met because of this great hobby of ours. I've also enjoyed putting this column together. Thanks to all the many contributors that have sent in their club news over the years! And thanks to *The Dispatch* editors who have put up with me! I wish all of you good health and happiness. If you have news for the column starting with the next issue, send an email to **Michael McConnell** at DownAtTheDepot@gmail.com.
Keep trackin'!



Restoration Station

By Bill Clark

Legacy Smoke Unit Problem

This Restoration Station column will be about repairing a smoke unit in the AF Legacy engines made by Lionel. In the operation of the Legacy engines I started to have trouble with the smoke units in my U33C and my Texas Special PA. This article will deal with what I found out as I explored the problem and found a solution.

Neither of the smoke units in these two diesel locomotives was giving out much of a sign of life. Both engines were well over a year old and out of warranty so I decided I would take them apart and see if there was anything I could do to find out the problem.

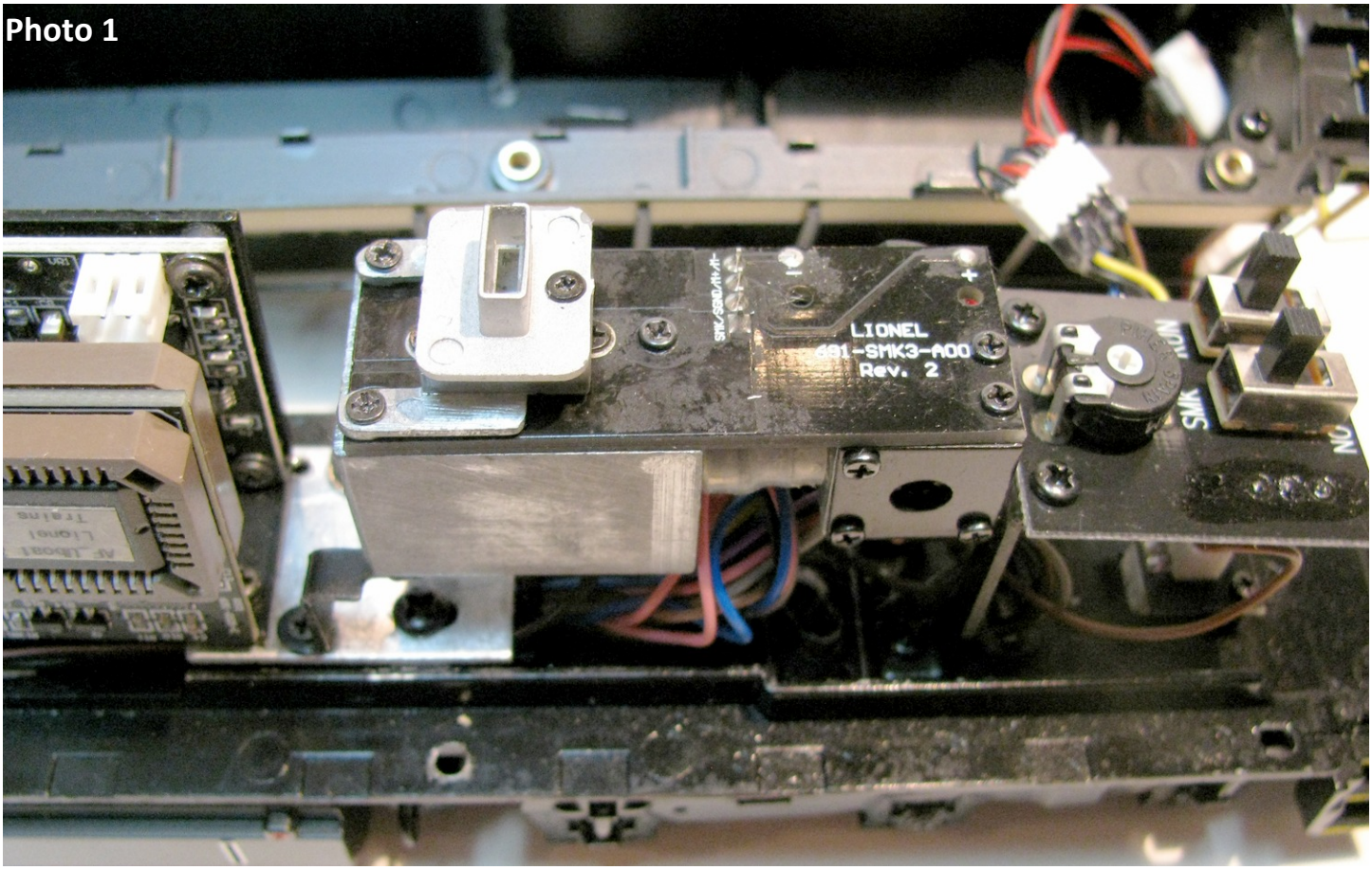
To start with I called Lionel and talked with a repair technician. In that conversation he suggested that the problem could be that the smoke unit's batting could be charred at the heating coil in the smoke unit.

I decided to see if my U33C could be suffering the problem so I decided to disassemble the locomotive and examine its smoke unit. This is not a difficult process with this locomotive. All that is needed is to carefully remove the engine's shell. This is accomplished by unscrewing the Phillips head screws from the underside of the chassis. The engine shell is connected to the chassis by a number of electrical wires, so carefully lift the shell from the chassis and place it beside the chassis. Once this is done you can easily see the smoke unit with its fan motor and smoke chamber. I have inserted a photo of this locomotive with its shell off so you can see what it looks like. **(Photo 1)**

There are small Phillips head screws on top of the smoke chamber that hold the top of the chamber in place. These need to be removed very carefully because of their size. The stack on top of the smoke chamber also has screws, but it is not necessary to take off the stack to access the smoke chamber. I used a computer screw driver as it fit the small screws best. Once these are out you can lift off the top to see the smoke unit heating coil with the smoke batting underneath. Please note that there is a gasket for the cover, and you need to be careful not to tear in.

With the top off I used a small screw driver to separate the batting from the heating coil. Sure enough, the batting was charred. I decided that I would bring out the batting and remove the charred section from the batting. This was easily accomplished.

Photo 1



A photo of the charred batting is here so you can see what it looks like. **(Photo 2)**


Photo 2

Once I had eliminated the charred piece I carefully put the batting back in the smoke unit, leaving space in front of where the air flows from the fan so it could blow the smoke through the smoke chamber and out the stack. This done, I put the top on the smoke chamber with its gasket and added smoke fluid.

Now, before I put the engine shell back on the chassis, I tested to see if I had succeeded with my repair. The result of the testing was mixed until I got it right. Several times I had to take the top off the unit and adjust the batting. At last I had it smoking OK, and I put back on the engine shell and once again I was satisfied the smoke production of my U33C.

Not too long after my success with the U33C, I decided to look to see if my Texas Special had the same problem. After disassembling the engine to get to the smoke unit, it was easy to say it had the same problem. I repaired it with good results.

Assuming that this problem may happen for me in the future, I ordered the batting. The Lionel part number for the batting is 691SMKP008 and can be ordered from their website.

I decided to make my experience with this project a Restoration Station article knowing that other people were probably suffering with the same problem. To do some homework before I wrote the article I called Lionel to talk with a technician about what I found. He confirmed that a charred batting is a common repair problem for all Lionel products when operators fail to keep their smoke units filled with smoke fluid. His explanation was that once the batting is charred it, destroys the capillary action to bring the smoke fluid to the heating coil.

I have completed this repair process on my Legacy steam engines as well. These include my Challenger and Y3. While I have never done so, I would assume that FlyerChief engines might be repaired with this process if their smoke production is suffering.

In closing, I hope that this Restoration Station has been helpful if you decide to try to repair your own Flyonel smoke units when those engines lose their warranty and their smoke production leaves you wanting more. Please remember to contact me with your questions or suggestions at billstrains@aol.com.

PORT LINES HOBBIES



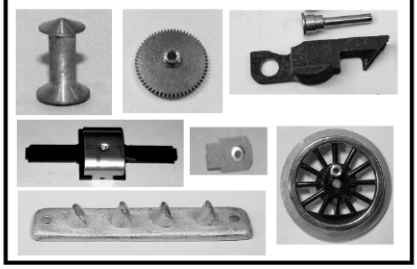
"Specialists in S-Gauge Railroading"
E-mail: doug@portlines.com
www.portlines.com

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.

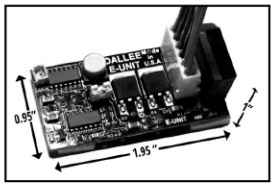
MANY PREWAR FLYER PARTS!



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.

2025 "The Shoreline Special" Convention

Model Contest Results

Photos by Michael McConnell



First Place Amateur - Freight and MOW: John S. Turek - Hot-metal Car and Best In Show

The Contest room has items that modelers have officially submitted for judging as per the NASG's Contest Rules, and models displayed just for show. Attendees were able to view the models when the doors were open to admire fellow modelers' work and get inspired. Judges confer as to who won in which category, with the awards presented during Saturday evening's event.

For all the convention pictures, please go to: https://www.nasg.org/Convention/2025/



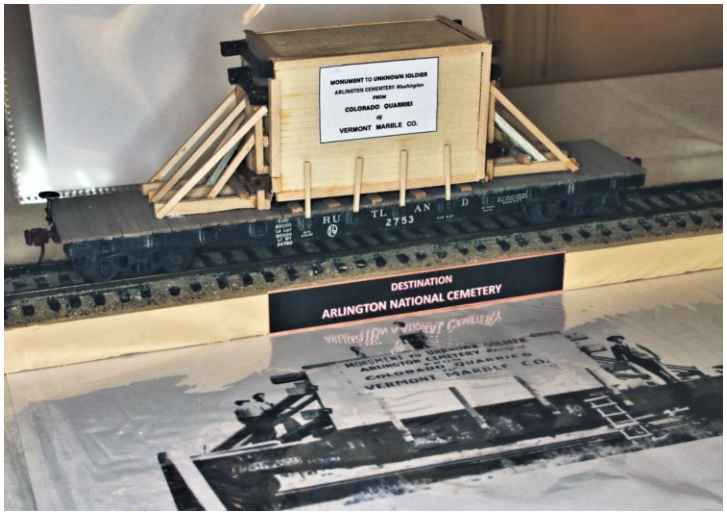
First Place Master Craftsman - Diorama: Steve Allen - Geauga County Maple Sugaring



Second Place Master Craftsman - Diorama: Steve Allen - Haz Brothers Construction



Second Place Master Craftsman - Freight and MOW: James Soberman - B&LE Boxcar



Third Place Master Craftsman - Freight and MOW: Steve Allen - Marble Block on Rutland Flatcar



Second Place Master Craftsman - Diesel & Electric: James Soberman - Freelanced Doodlebug



Second Place Master Craftsman - Structures: Buff Buffington - Jacq Interlocking Tower



Third Place Master Craftsman - Structures: Steve Allen - Halle Brothers Company





ABOVE: Second Place Amateur - Structures: Art Weller - Union Fuel

LEFT: Second Place Amateur - Freight and MOW: David Soberman - M.o.W. kitchen car



First Place Amateur - Diorama: Charlie Franklin - Aaron Blake Sawmill



First Place Amateur - Structures: Chris Poppe - Luverne Savings and Loan

First Place Amateur - Diesel and Electric: William Monaghan - GE 23-ton boxcab switcher





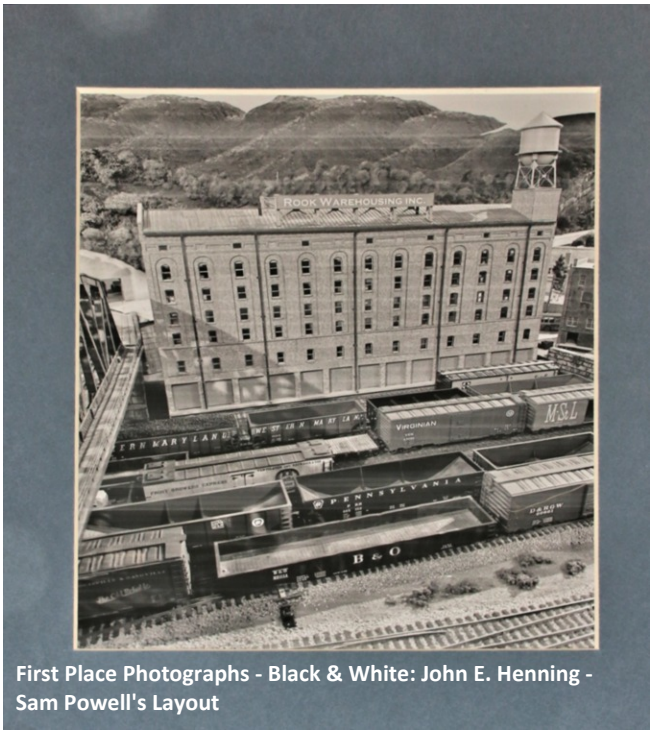
First Place Youth - Fergus Monaghan - Chevy Hi-rail truck



First Place - A.F. Imagineering - Joshua Cohn - Welded rail car



First Place Photographs - Color: John E. Henning - Loon Lake Navigation



First Place Photographs - Black & White: John E. Henning - Sam Powell's Layout

Bill Parr's Hobby Supplies

1) Extensive selection of reproduction & original S-Gauge Parts, Replacement Decals, Stickers, Dry Transfers, Silhouettes, Smoke, Paint, Bulbs, Track (American Flyer, American Models, Fastrack, Gargraves, MTH, SHS) Road Bed, Boxes, Wire, Catalogs, Repair Manuals, Instruction Guides etc.
(No lists available for above items – inquire for items wanted) Lists available for AF Sets & S Helper

A) Gargrave's 37" Flex Track: 12 $10ea, 13-24 $9ea, 25-36 $$8.50ea, 37-49 $8ea, 50 or more $7.60ea
B) Repainted Like New Gray Roadbed: Straight $5ea, **Curve** $4.50ea **(Quantity discounts available)**
C) Lionel AF 10"Straight Fastrack:$6.50ea,13-24 $6ea, 25-35 $5.50ea, 36-49 5.25ea, 50 or more $5ea
D) New Repro AF diecast 4-wheel KC Freight Car Trucks $12 pair **(Quantity discounts available)**
E) Original S-Helper/MTH Freight Car Couplers $8 pair **(Quantity discounts available)**

2) Reproduction Lionel AF & MTH S-Gauge Accessories (Limited):
A) 594 Track Gang -$110 **B) 752 Seaboard Coal Loader** -$95 **C) 755 Talking** Station -$100
D) 774 Flood Light Tower- $55 **E) K775 Loading Platform/Car**-$129 **F) 23789 Log Loader** - $125
G) 789 Baggage Smasher -$65 **H) 23780 Gabe the Lamplighter** - $100 **I) 23785 Coal Loader** - $79

3) American Models Products:
Extensive in stock inventory of the American Models Line including boxed sets, steam & diesel engines, freight & passenger cars, transformers, sound controllers, track, switches etc.
A) 4-8-4 Northerns AC /Sound: Santa Fe-$495, **WM** -$450 **B) 462 Pacific: CBQ AC/Sound-** $450
Clearance Specials (In stock Items - Inquire): A) GG1's AC Hi-Rail w/sound –$375, **DC-**$310
B) 5 Car H/W Passenger Sets-$325 **C) Diesels/Switchers/Locos\Cars (Inquire)** -10%-20% Off

4) S-Helper Products: Huge supply of Reefers, Box & Stock Cars, PS2'S, Various Style Flat Cars, Hoppers, Cabooses, Car Sets, Engines, Track etc. (Call or Email for list of available items, prices)
Special: All Cars: 1-3 15% off single car price, 4-6 20% off, 7-11 25% Off, 12 or more 30% off

5) MTH Products: Special– All Box Cars, Reefers & PS2's $45, 2/$80, 3/$112, 4 or more $36 each

6) Large selection of AC Gilbert & Lionel AF Sets, Engines, Cars, Accessories etc. (inquire)
Featured Items AF: Locos: A) 313 EXC $225 **B) 316 EXC** $245 **C) K325 EXC** $195 **D)342AC EXC+O/W** $225
E) 21004 EX+OB'S $395 **F) 21005 EX+** $500 **G) 21099 EX** $300 **H) 21155 EXC+** $225 **I) 21139 EXC** - $895
Boxed Sets(complete)(Condition grades shown are for set contents–some set boxes are of lesser grade):
A) 4611 (47) EX+ $450 **B) 4914A EX+** $550 **C) 5311T EX+** $295 **D) 5205W EXC+** $850 **E) 5334T (54) EXC** $695
F) 5364W (54) EXC+ $850 **G) 5580H EXC/EXC+** $750 **H)5680RH EXC+** $1600 **I)20558 LN/Mint** $1500, **EXC+**$1250
Accessory: A)792 Terminal LN OB $195 **B)795 Union Sta/Terminal LN OB** $275 **C)799 Union Sta. EX+OB** $145
Lionel AF Mint Sets: SP $450, **ERIE ABA + 4** $425, **BM** $295, **CO** $450, **48008 NH+4 49605/48943 cars** $375,
48130 Santa Fe AA+ 48944 4Pk $475, **49600 UP** $395, **49602 NP** $600, **49604 WP** $400, **49606 Sil/Flash** $425
49611 NYC $525, **49612 BO Mikado w/48965 2PK** $795, **49613 SOU Work Set** $275,**49624 Defender/Set** $450
Diesels: GP7: 8350 BM $195, **GP9: 48014 NP** $160, **48017 NKP AA** $225, **49033, RI** $275, **48023 Santa FE** $325
Steam: A) 484: 48047 UP $295, **48054 UP** $395 **B) Mikado: 48036 NYC** $365, **48041 UP** $425 **48042 SOU** $395
C) Challengers: 48082 UP $750, **48084 UP** $750, **48085 DRGW** $700 **D) Y3'S: 48180 NW** $950, **48178 ATSF** $895

Numerous other Accessories, Cars, Locos(steam & diesel) & Sets available - (no list-please inquire)
Send all orders for above listed items or requests for availability of other items not listed to:

Bill Parr's Hobby Supplies 205 Golf Club Drive Langhorne, Pa. 19047
Phone: 215-757-1034 Email: BPARRTRAINS@VERIZON.NET

PA. residents add 6% sale tax
Shipping will be calculated after order and you will be notified of actual cost for payment.

The Lonely Pullman Car

By Larry A. Shughart



The entry-level, low-priced "Black Diamond" set as cataloged in 1953, posed on the author's layout

The 1953 American Flyer catalog was the first time Gilbert introduced "Knuckle Couplers" to the marketplace. Collectors call 1953 the "Transition year" in that the catalog featured both link-coupler equipped train sets and rolling stock as well as knuckle-coupler equipped train sets and rolling stock. Offering both coupler options made sense in that people who had already purchased American Flyer trains in years past would want their new equipment to be compatible with their older trains. And, Gilbert had left-over inventory to sell. From a marketing perspective, Gilbert was able to compete with Lionel's operating knuckle coupler while offering a premium product at a higher price.

The 1953 catalog opens by presenting seven, lower-priced, link-coupler, entry-level sets. The catalog then features 15 higher-priced, knuckle-coupler sets. There were three different style passenger car designs offered in 1953: Bradley arch roof cars, Pullman heavyweight cars, and Budd streamliner cars.

In this transition year, Gilbert modified the mold design for the Pullman heavyweight cars from previous years. In earlier years, the link-coupler Pullman heavyweight cars had vestibule doors made of stamped metal. The doors were mounted on springs so children could open and close the doors for added play value. These opening doors were an expensive production feature, requiring metal parts to be stamped, folded, and painted. The doors, springs, and hinge pins were first assembled on a sheet metal frame, and then this sub-assembly inserted into each end of the Bakelite car body before the chassis was screwed onto the car body. The 1953 Pullman heavyweight car doors were integrated in the car body mold, eliminating 14 metal parts from each car and dramatically reducing the labor time required to manufacture each car.

As a result of this design change, the Mountaineer link coupler-passenger set contains a 652 red heavyweight Pullman car that utilizes the new "knuckle coupler" mold with fixed doors, yet is equipped with link couplers and sheet metal trucks. This is the only set and the

only year that the 652 with molded doors was available, making this particular combination a relatively scarce variation for collectors.

Several years ago, I was walking through the York TCA train show and glanced down at a table and saw a GREEN 652 heavyweight Pullman car with molded doors. I knew that the red version was a scarce variation, but until that time, I was not aware that a green variation even existed. I snapped it up at a good price commensurate with other common 652 link-coupler Pullman cars. The car was painted the same coach green shade as the 952 heavyweight cars in the knuckle-coupler Meteor set, but the 652 was incompatible with that set due to the different style couplers.

I learned that in addition to the 652 red Pullman car found in the Mountaineer set, Gilbert also listed both the red and green 652 cars for separate sale, in the back of the 1953 catalog. The separate sale listing is very small and does not have a picture, so it is very easy to miss!

Apparently not very many people bought the 1953 green 652 Pullman car, as it is a very difficult piece to find. What were the Gilbert marketing people thinking when they decided to manufacture and catalog a painted, coach green 652? Who was their target customer for this item? I have labeled it the "Lonely Pullman" as I conclude that Gilbert erroneously made a separate sale item that had no natural affinity with their other products.

I consider the following options for who might have wanted to purchase this painted green 652 Pullman as a separate sale item, and in each case, provide rationale why it was not a good fit:

Customers who had previously purchased a 1947 American Flyer heavyweight Pullman set: 1947 was the first year that Gilbert offered the S gauge heavyweight Pullman cars. And, in 1947, the cars were painted "coach green," the same color as the 1953 separate sale 642, and the 942 knuckle coupler cars found in the Meteor set. The 1947 cars had an issue with the green paint easily flaking off of the car because Gilbert did not properly clean the mold release powder from the Bakelite car bodies prior to painting. Perhaps customers with a 1947 set would want to buy new 652 cars to replace their original ones where the paint had come off; but then their set would have a combine and observation car in poor condition with a new, freshly painted car in the middle of their train. Or, a 1947 customer could have purchased an extra car to create a longer 5-car train. If a customers were still playing with their now six-year-old train set in 1953, there were many other items in the catalog they would have likely purchased ahead of a Pullman car that was very similar to what they already owned.

Customers who had previously purchased a 1948-1952 American Flyer heavyweight Pullman set: The unpainted, dark green heavyweight cars produced in these five years did not match the color of the painted 1953 Pullman car. The heavyweight cars were cataloged in sets for 1948 and 1949, but were only available as separate sale items 1950-1952. I do not think Gilbert intended people to run trains with two different colors of cars.

Customers who had a link-coupler freight set and wanted a passenger train for their existing locomotive: Some folks want both a set of freight cars and a set of passenger cars for their one locomotive to switch between. Potentially a customer could have spent $16.45 and bought a separate sale 651 baggage car and two 652 Pullman cars to make up a three-car passenger train. But, for just $7.05 more, that same customer could have bought the complete Silver Bullet passenger set complete with locomotive, track, and transformer.

Customers who were purchasing a Black Diamond set, wanting to make their train longer by adding a Pullman car: The three Bradley style cars in the entry-level Black Diamond set are painted the same coach green as the Lonely Pullman, and the knuckle-coupler heavyweight cars in the Meteor set. Adding the $6.25 separate sale Pullman car to the $25.95 price of the Black Diamond set would create a color matching four-car passenger set for a total cost of $32.20. However, for just $3.80 more, the customer could buy the four-car Mountaineer set with a Pacific locomotive instead of an Atlantic, 2 more pieces of track, and a 75-watt transformer instead of a 45-watt transformer. Customers buying the Black Diamond set would be very cost conscious; either they could not afford the additional $6.25 or they would have realized the compelling economics of buying the premium 4-car Mountaineer set instead of the entry-level 3-car Black Diamond set plus the Lonely Pullman.

My analysis concludes that in 1953, Gilbert made a poor business decision to catalog and manufacture a green 642 Pullman car. The few that were made were probably sold to mothers or grandmothers who did not understand these separate sale cars were incompatible with their children's other trains. Any leftover stock was likely discounted. Perhaps some cars had their link couplers replaced with knuckles to operate with the newer, knuckle coupler equipped train sets. Pay attention at your next train show; maybe you can give a good home to a Lonely Pullman.



A Most Unusual Combine

Modeling the BC&G's Dining Car X-6

By Brooks Stover



Brooks built this combine years ago but just recently updated it with new vestibules, railings and a more accurate representation of the interior of this unusual shortline dining car. The model is built from two AF heavyweight observation car body shells and uses AM passenger trucks.

You couldn't make this stuff up! One of the things about modeling an obscure, underfunded shortline like the Buffalo Creek and Gauley is that they had quirky equipment that you could never think up on your own. I've had fun modeling some of these interesting pieces over the years I've been following the BC&G. A case in point is the car that eventually became BC&G Dining Car X-6. In this article I share a little of the history of this fascinating car, how I built a model of it, and how the model evolved over time.

The Prototype

For most of its existence, the BC&G did not use conventional cabooses. All its trains were mixed trains and a coach or combine of some kind was used as a caboose. One of those cars was a 60-foot steel-sheathed unit built by Harlon & Hollingsworth, a division of Bethlehem Steel, in the 1880's for the Philadelphia and Reading RR. It was a handsome car with open vestibules on both ends. I've been unable to determine when the car came to the BC&G, but presumably it was initially used in its original configuration as a combine with both passenger accommodations and a baggage compartment. It may have originally been numbered 15 as a "caboose" of that number appears on some mid-40s BC&G paperwork.

However, at some undetermined time the BC&G shops converted the car in a most unusual way. The seats were removed from the passenger section and a long table with benches was installed longitudinally in the space. It was literally an indoor picnic table. In an even more unusual move, a complete kitchen was installed in the baggage section. And, just like that, the BC&G had a dining car. They re-numbered it Dining Car X-6. The "X" preface was used on all MOW cars on the BC&G.

The X-6 was used both to feed MOW crews and to feed railfans on the several railfan trips the BC&G hosted in its later years. The car appears in photos of all the fan trips. When the BC&G closed in the late 1960s the car was sold to the



The X-6 dining car is seen sitting in the BC&G's yard at Dundon in 1961 in this photograph by Doug Wingfield. This is one of the few color photos Brooks has of this car. The X-6 wound up abandoned at Cass Scenic Railway.



The BC&G used the combine as a dining car for both MOW crews, as here, and for fan trips by installing a long table and benches in the passenger section. Notice the kerosene lanterns overhead. Richard Manning photo.



What looks to be a fully equipped kitchen was installed in the baggage compartment of the X-6. The second roof chimney served the big stove visible in this photo by David Marquis.

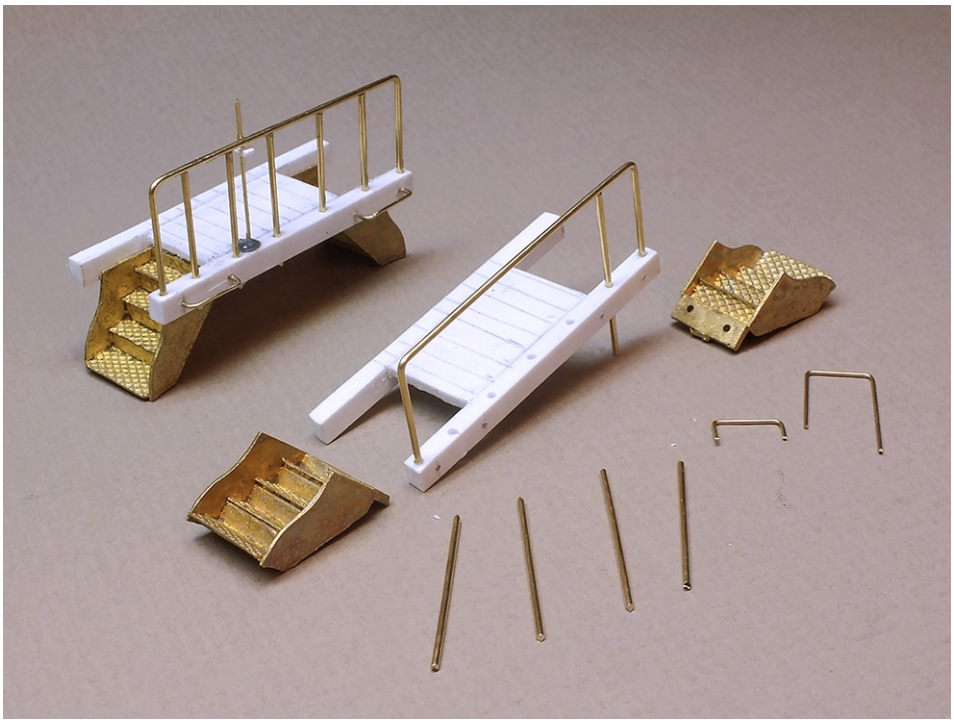
Cass Scenic Railroad where it was parked on a siding and, unfortunately, deteriorated into oblivion.

Evolution of the Model

Combine X-6 was one of the very first pieces of BC&G equipment that I attempted to represent on my earliest BC&G layout. Sometime around 1990 I painted an AF observation car green, installed seats and a few figures in the interior and lettered it for the BC&G. Later, as I sought more accurate BC&G models, it became apparent that a better representation of the car could be created by splicing together parts of two American Flyer heavyweight observation car shells, thereby getting the double vestibules. I filled in a few of the windows and scratchbuilt the sliding baggage doors. In yet another revision, the AF trucks were replaced with American Models 2-axle trucks and I removed the cast-on underbody details and built truss rods out of brass wire. For reasons I don't remember now, I left the seats and occupants in the passenger portion of the car. The car has been in service on my layouts in that configuration since at least 2001…twenty two years!



When Brooks originally built the car, he retained the original AF vestibules and steps but modified the original AF stamped railings by removing the side panels.



The new vestibules were each constructed with a small piece of .040" styrene, scribed to resemble planking, and two lengths of .100 x .125" styrene. The end railings were made from pieces of .032" brass wire and the grabs on the end beam are .020" wire. The vertical bars were inserted from below and tiny drops of ACC bond the vertical bars to the cross bar. The excess was simply trimmed off the bottom. No solder was used. The nice brass steps are from BTS. A representation of the brake "wheel" was added after the vestibules were installed.

Updating the Model

I recently decided to refresh my model of X-6 one more time to improve its appearance further and also to finally model the car's unique interior the way it was in 1964, the year represented by my current layout. This latest revision was inspired by someone bringing to my attention that BTS (www.btsrr.com) makes a nice set of cast brass passenger car corner steps. These are beautiful parts with fine detail including diamond tread on the steps. After considering a couple of options, including just replacing the AF steps but leaving the rest of the vestibules in place, I decided to scratchbuild new end vestibules altogether including forming wire railings to replace the AF stampings.

For the interior, I built a representation of the long table and benches from styrene. Inspired by the prototype photos, I seated a few railroad workers at the table with assorted coffee cups, paperwork and equipment scattered about. On the end wall I installed the telephone visible in photos and placed a pot-bellied stove under one of the smoke jacks. I made the table lighter color than the floors and walls so it would stand out and carefully placed the figures



A highly simplified representation of the "picnic table" and few workers seated at the benches are adequate to give the impression of a detailed interior. The new vestibules were bonded where the AF vestibules were cut off.



The new end railings capture the fragile look of the prototype and the BC&G MOW crews are happy they don't have to go hungry now when out on the line. A full kitchen and picnic table are no farther away than dining car X-6.

in front of the windows. I did not super detail these interior elements because it was clear from test fitting that just enough light gets into the car, to see there's something inside but not nearly enough to see details. The result is that you can just tell there are a few guys sitting at a long table and your imagination fills in the details.

I started into this project thinking I had some of the green paint I'd used on the combine; but when it came time to paint the new vestibules, I found that what I had was not a match. I wound up mixing a blend of olive and blue Vallejo acrylics to match the original paint. The match isn't perfect but with a little weathering, no one will be the wiser. I also took the opportunity with the car apart to lower the body on the trucks a bit. So after more than 30 years, my X-6 finally has a correct representation of the interior of the BC&G's unique dining car.

Kerosene Lamp

In the mid-1990s I had the privilege of corresponding with Richard Manning who had been the General Superintendent of the BC&G in its final years. He made available to me some of the BC&G memorabilia he had. One of the items was a kerosene lamp from X-6! The lamp is now proudly displayed in my layout room along with a photo of the car. It's fun to show visitors the lamp and my model of the car it came from.

Conclusion

I'm sure the guys who designed and built the original Gilbert AF heavyweight observation cars would be tickled to know that parts from two of their "toy train cars" are still in service, though heavily



One of the prized possessions in Brooks's collection of BC&G memorabilia is this kerosene lamp came from X-6. He got it from Richard Manning, BC&G's General Superintendent during the railroad's final years. The lamp is displayed on the wall in Brooks' layout room along with a photo of the dining car.

modified, and helping to keep the memory of an obscure West Virginia short line alive. And the evolution of my model of X-6 over the years is a testimonial to the idea that we should not hesitate to go back to previous modeling efforts and improve them when the opportunity presents itself. Remember the old adage: "A model railroad is never done."

Depot G Hobbies
Your Source for Scale/Hirail S
5,000+ Items Available
Buy/Sell/Collection Disposition
Authorized American Models Dealer
DepotGHobbies@Outlook.com 303.345.5031

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

Part 1 Skeleton Log Cars

Text and photos by Steve Monson



Shown here is Steve Monson's logs cars and logging caboose. In Part 1, Steve describes how to build each log car. Part 2 describes how to build the caboose.

Lumber camps and logging trains have always held a real charm for me. Often the tracks were just temporary, running into a section of the woods for a season or two. Short trains meant that they didn't need to do much grading. Sharp curves and switchbacks were standard. Interesting locomotives could be seen from the smallest switchers to the Shay, Heisler, and Climax geared engines of all sizes.

Log cars also came in many types and sizes. Cars with stakes on the sides, cars made from two disconnected trucks, and skeleton cars as in this article.

This is a relatively easy project. Once you have acquired all of the materials, it will only take a couple of evenings of work to build six good-looking 28' log cars. Building all six at one time will make the project go fast. The caboose will be covered in Part 2, but its material list is included here so that you can have the materials ready.

I built my train more than 50 years ago, but I built another log car and caboose in 2025 using materials that are currently available. If you have been modeling for a long time, you may have a spare parts box with items that will be useful here. Things like caboose steps, smokejack, and trucks. The materials list (**Photo 5**) includes everything that you will need using items currently available.

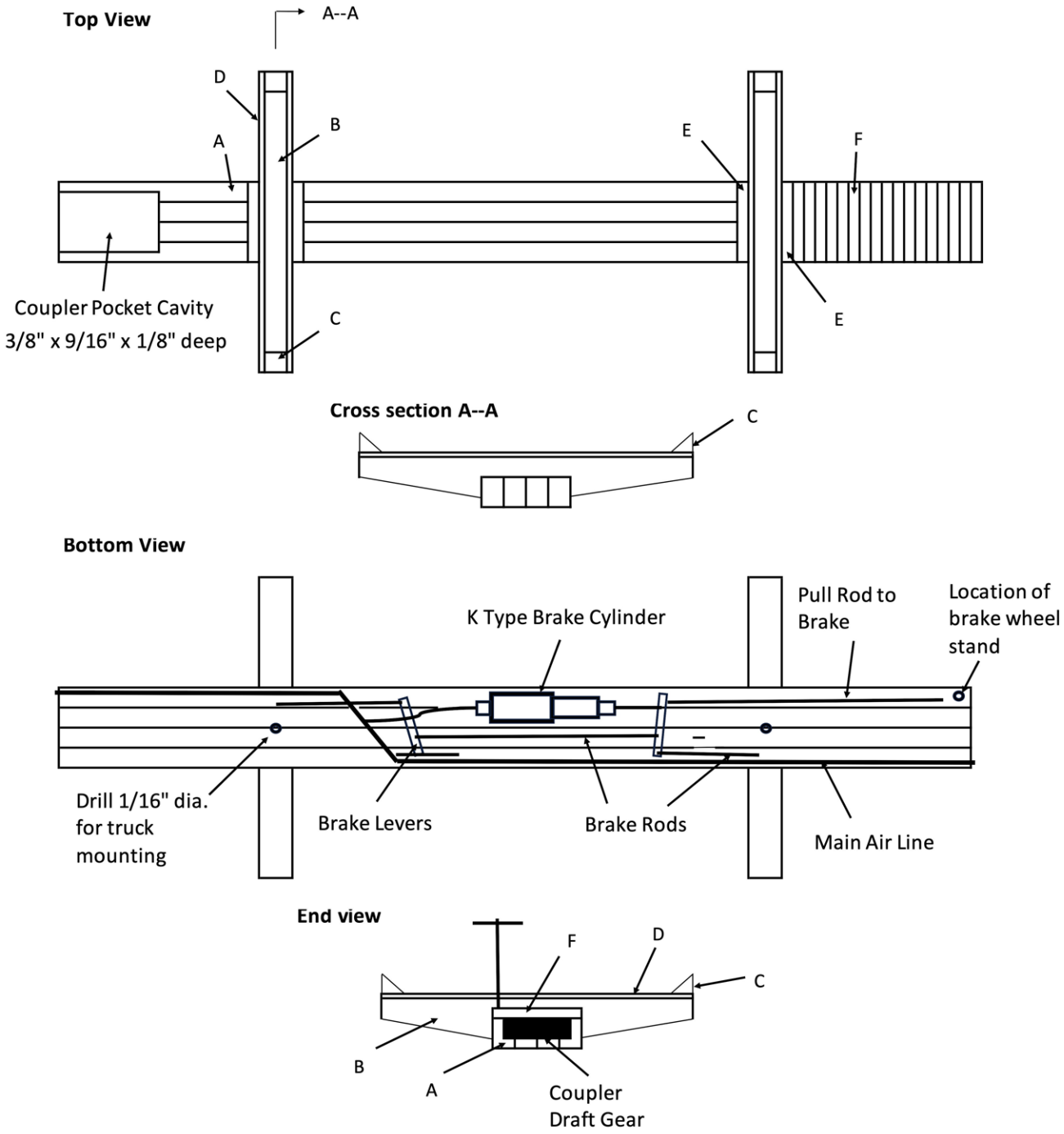


Photo 2: Note: The total length of the log cars is 5 1/4". This is printed "Full Size" so with my laptop and printer the drawing comes out actual size when printed at 89%.

Couplers

There are a few options for couplers. Probably the newer Kadee 802 S scale couplers are the first choice for most modelers. The dimensions given are for these. They fit inside the log car's stringers nicely.

Perhaps you have some old MKD-5 HO Kadee couplers converted to S that you will never use for your regular freight cars; this would be a good place to put them to use. That is what I did, and they are shown here in the photos of my original cars. Since log cars aren't the kind that you do a lot of switching with, you are not likely to do much making and breaking up trains. Consequently, you could even use dummy couplers without any problem.



Photo 3: Side View

Glue

For all wood-to-wood joints, I use regular Elmer's white glue. It dries fast enough so I generally can keep working. Use the original, not the fancier premier types that take longer to dry and may need clamping. I have many models that were built more than 50 years ago and are still as strong as ever. See the article "My Favorite Glues" in the July/August 2019 issue of *The Dispatch*.

For plastic-to-wood or metal-to-wood joints, use super glue if you don't need much strength or epoxy for a stronger bond.

Assembly

The body is made from 4 stringers 1/8" x 3/16" x 5 ¼" long (noted as A in **Photo 1**). Cut the ends to make the coupler cavities (3/8" x 9/16" x 1/8" deep) before gluing the four pieces together. Use Elmer's for the stringers but don't glue the couplers in yet.

Cross beams (B) are 3/16" wide x 1/4" high x 1 3/4" long strips cut out as shown to fit over the stringers. Cut 4 triangle stops for the ends (C). Iron plates to prolong the life of the beams are cut from 1/32" x 1/32" strips (D). And finally, short 1/16" angle pieces (E) run along both sides of the cross beams.

Drill holes for the nut/bolt/washer details. I used the larger bolts for the main body and the smaller ones around the coupler pockets. These add a nice detail to the cars. If you have the perfect size drill they will press in and you will not need to glue them.

Underbody

Basic brake rigging with K brake cylinder is shown on the underbody (**Photo 4**). Use .032" wire for the main air line and .025" for the rest of the piping. I used 1/32" x 1/16" strips for the brake levers. Actually, underbody details show more on skeleton log cars than on regular house cars; so if you are inclined, this is a good project to go all out. I accept the fact that compared to the fine detail some modelers do with their brake rigging, mine is very minimal.

The couplers can now be glued in with super glue. Be careful to keep glue away from moving parts. Cut a piece of sheathing 1/2" x 1 1/16" (F) and glue in place above each coupler.

Using .032" wire, mount the brake wheel so that it is 5/8" above the car. A #66 drill is ideal here.

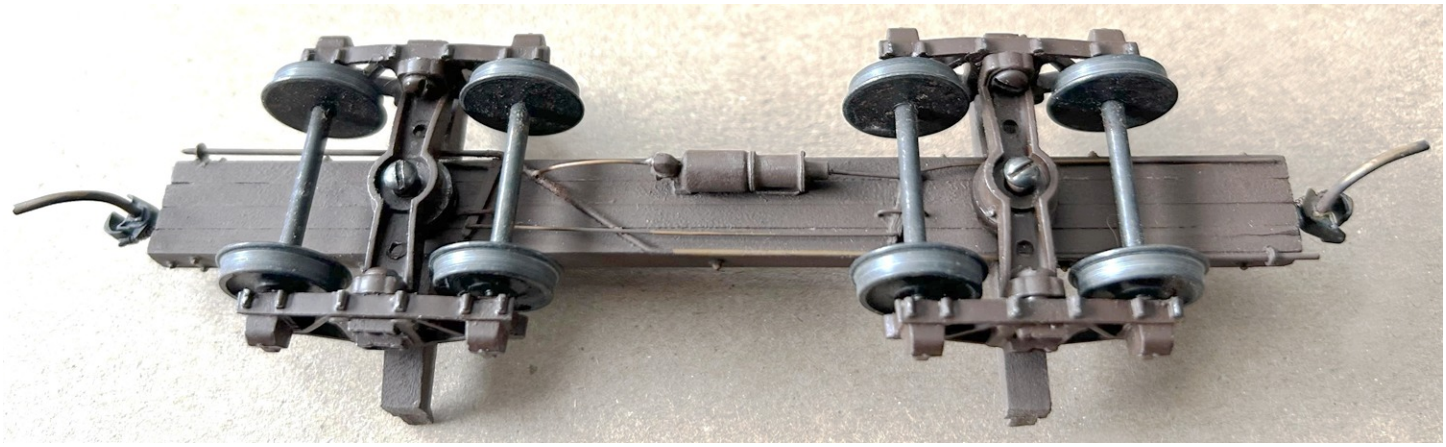


Photo 4: Bottom View

Trucks

These cars would typically have arch bar trucks. Search for "Wiseman Model Services" or "Triangle Scale Models." For my train I used vintage arch bar trucks made by Ace many years ago.

I have seen prototype photos of log cars with the more common Bettendorf version; so if you are satisfied with them, they would be easier to find and less expensive. I used #2 x 1/2" screws to mount the trucks. Drill a #56 (approx.) pilot hole to avoid splitting the wood. Add a washer if necessary to bring the center of the coupler up to the standard 17/32" above the rails.

Paint

I painted my cars brown. A touch of rust color paint on the nut-bolt-washer details looks nice and makes them a little more visible. Also, the iron bars and angles on the bolsters look good rusty.

Logs

The large logs on the leftmost car in **Photo 6** were cut from a vine I found growing on the farm where I grew up. It makes a nice train of giant redwoods of the Pacific Northwest. The smaller logs on the other two cars represent the logging that was done in the upper

Log Train Materials List

Log Cars	Caboose		
4		1/32" x 1/32"x 24" basswood	Northeastern Scale Models
1	1	1/32" x 1/16" x 24" basswood	Northeastern Scale Models
	1	1/32" x 3/32" x 24" basswood	Northeastern Scale Models
	1	1/32" x 1/8" x 24" basswood	Northeastern Scale Models
	1	1/16" x 1/16" x 24" basswood	Northeastern Scale Models
	1	1/16" x 1/8" x 24" basswood	Northeastern Scale Models
	1	1/16" x 3/8" x 24" basswood	Northeastern Scale Models
8		1/8" x 3/16" x 24" basswood	Northeastern Scale Models
	1	1/8" x 1/4" x 24" basswood	Northeastern Scale Models
	1	1/8" x 1/2" x 24" basswood	Northeastern Scale Models
2		1/4" x 3/8" x 24" basswood	Northeastern Scale Models
1		1/16" x 24" angle basswood	Northeastern Scale Models
	1	1/32" thick sheeting basswood	Northeastern Scale Models
1		1/16" scribe, 1/16" thick x 24" sheeting	Northeastern Scale Models
6	1	Brake Cylinder & Brake Wheels #4064	San Juan Details
	1 set	Ladders #4020	San Juan Details
1 set		Nut bolt washer detail 1/32" #98	San Juan Details
2 sets		Nut bolt washer detail 1/16" #23	San Juan Details
6 ft	2ft	.032" wire	Amazon/Hobby Shops/Hobby Lobby
6 ft	1ft	.025" wire	Amazon/Hobby Shops/Hobby Lobby
6 ft optional		Chain 16 links/inch #85273	Micro Mark
6 pr		Arch Bar Trucks (or Bettendorf)	see text
6 pr	1pr	Kadee 820 S scale couplers	numerous places
	1	4 Wheel Passenger Truck #842	American Models
		Clear Acetate for windows .010"	Amazon or hobby shops
		Insignia red/Caboose Red	numerous places
		Grimy Flat Black	numerous places

www.northeasternscalelumber.com
www.sanjuandetails.com
www.micromark.com
www.wisemanmodelservices.com

Photo 5: Materials List

Midwest. Otherwise, if you can't find what you want locally, there are commercial suppliers online.

Did the loggers put chains around their load of logs? That all depended on how far they were going, track grades, and the size of the logs. Generally, small logs piled high needed chains. Large logs did not.

Next Time

In Part 2 we will build the logging caboose. When non-modelers see our trains, they often use the word "cute" to describe them, much to our annoyance when we have spent many hours making them realistic. But in the case of this caboose, it really is cute!



Logs



S Gauge Pike Passes from the Past

By Larry Shughart



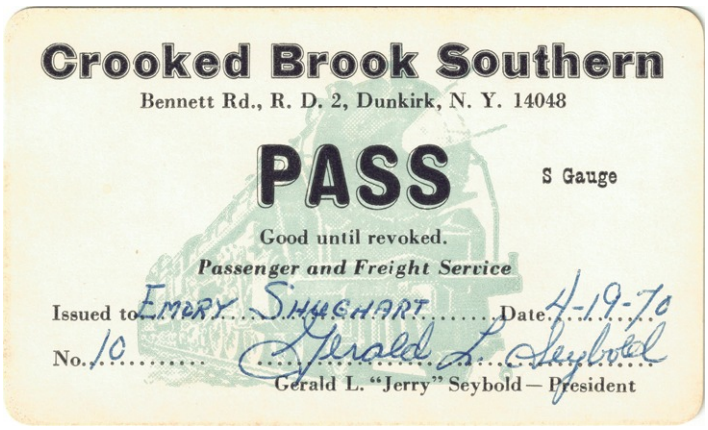
During the 1960's, my father Emory Shughart participated in the S Gauge Circuit Letters. Before the Internet, circuit letters were used to connect a small group of fellow S Gaugers so they could share ideas, ask questions from more experienced modelers and collectors, and to learn fun facts about each other's personal lives.

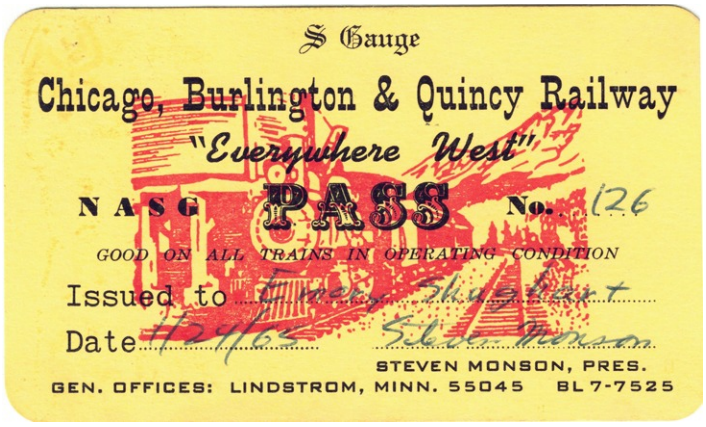
A "circuit" would be comprised of around six to eight members. A large manilla envelope would be mailed via the U.S. Post Office from one member to the next, in turn, until the envelope made its rounds or a full circuit. The envelope would show up at our house every few months, and it was an exciting day. After dinner, the family would gather in the living room and Dad would open the envelope. Each person on the circuit would have included a short note, perhaps some photos or slides, maybe a news clipping, sometimes a blueprint or drawing, and on rare occasions a small gift like some decals or patches. Dad would carefully open each note and read it aloud. We would set up the slide projector and mom would make popcorn and we would ooh and ahh at the pictures. After we were done, Dad would carefully remove the items he had inserted into the envelope on its previous visit to our house, and he would put in a new note to his "circuit buddies" and include whatever current things he wanted to share: perhaps 35mm slides of a family trip to East Broad Top, or photos of his newly acquired Orange Shell tank car, or an advertisement for an HO signal that he found that "works perfectly for S scale."

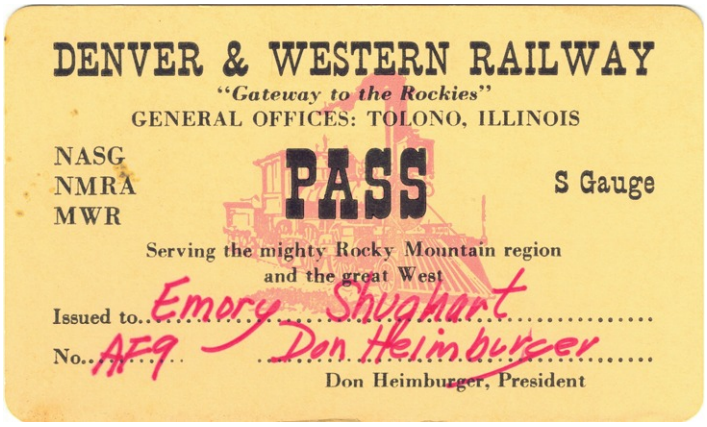
One of the items that folks often included were custom printed "Passes" for their own model railroad, or in the parlance of the day, their "Pike." Most had created fictitious names for their Pike and developed a logo or herald. Sometimes these were variations of actual prototype railroads, and sometimes just a "freelance" concept born out of imagination and creativity. These passes served as calling cards, as collector items, and were an invitation for any pass-holder to come visit the owner, if they happened to be traveling nearby.

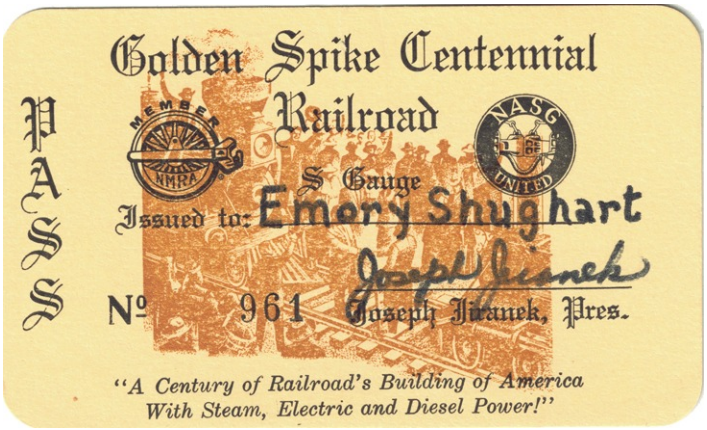
In true fashion, Dad kept all of these passes neatly filed away so I can share them with you now, over 50 years later. The header and following shows the fronts of the passes I found in Dad's collection. You may recognize some of these names from old *S Gauge Herald* articles. Some of them are noted personalities like the late Don Heimburger, owner of *Scenery Unlimited* and the *S Gaugian* magazine. Creating these passes in the 1960's would have been a very expensive undertaking. There were no "Kinkos" copy centers or home printers connected to your personal computer. A person would have to contract with a local printing company to custom print a small batch of these passes. Dad's own Pike was the "Springville Western" (named after the street we lived on).

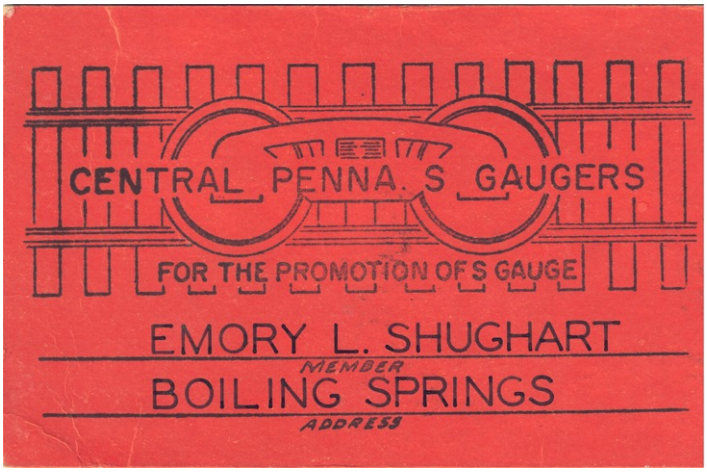


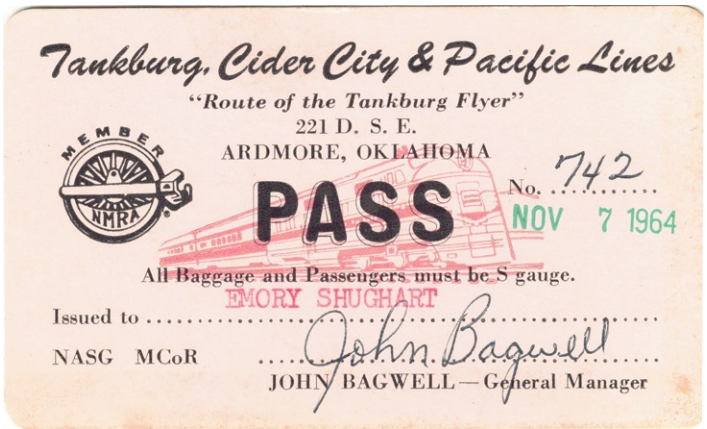








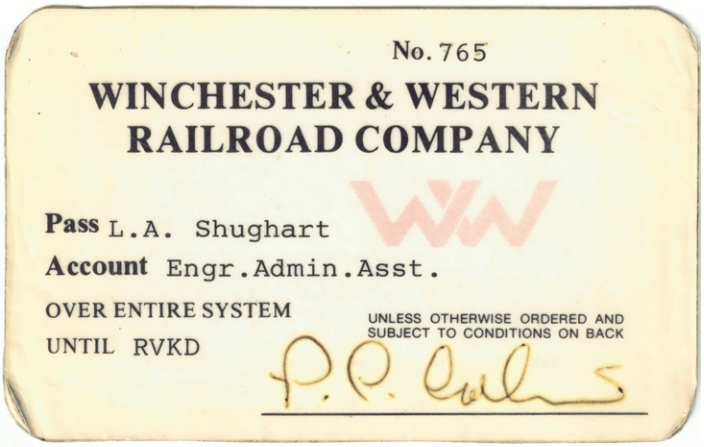




We were a working-class family and did not have the funds to create a customized pass. However, the Central Pennsylvania S Gaugers, Dad's local train club, pooled their funds and created a generic pass card that each member could fill in with his or her own information, shown in the bottom right of this collection.

Prototype railroads also issue passes. These are quite rare and also collectable. I am most proud of my two passes shown on the next page. My first professional railroad job was on the Winchester and Western, where I earned a system pass, good "until revoked." And during my tenure as General Director of Locomotives at CSX, I held a head-end pass that authorized me to ride any CSX train "Locomotives and Cabooses" on the system. Traditionally, railroad employees are identified by their first two initials and last name,

"L A Shughart." This convention goes back to the days of telegraph. Each telegraph transmission had to be addressed uniquely, so employees up and down the line knew which messages pertained to them. Two initials with last name proved to be the fewest number of characters to type while at the same time distinguishing individual employees.


No. 765

WINCHESTER & WESTERN RAILROAD COMPANY

Pass L.A. Shughart

Account Engr.Admin.Asst.

OVER ENTIRE SYSTEM

UNTIL RVKD

UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

P.P. Culvs


CSX TRANSPORTATION

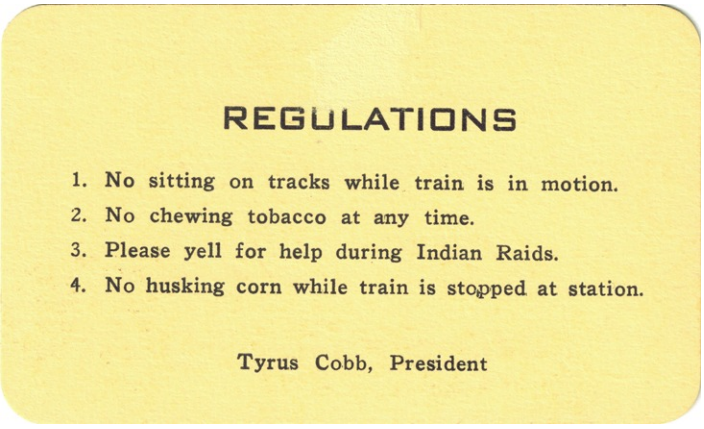
TRANSPORTATION DEPARTMENT

This authorizes L.A. SHughart (NAME & TITLE)

to ride on LOCOMOTIVES AND CABOOSES in the performance of assigned duties on the System

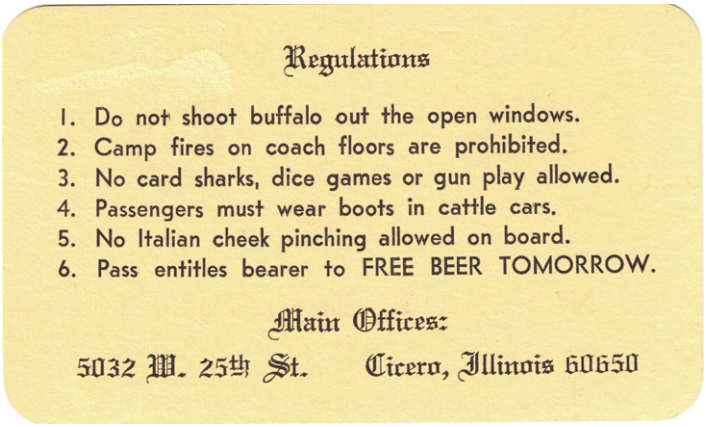
SENIOR VICE PRESIDENT - TRANSPORTATION

The last four images show the reverse side of three of the Pike Passes along with the reverse side of my WW Pass. The guys clearly had fun making up various rules and regulations for their scale empires!


REGULATIONS

1. No sitting on tracks while train is in motion.
2. No chewing tobacco at any time.
3. Please yell for help during Indian Raids.
4. No husking corn while train is stopped at station.

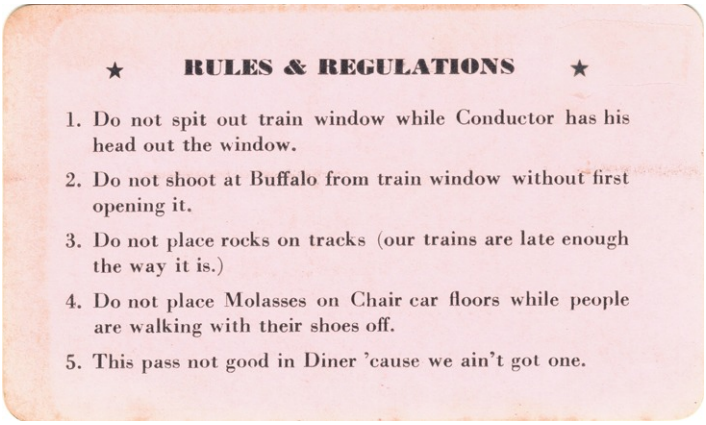
Tyrus Cobb, President


Regulations

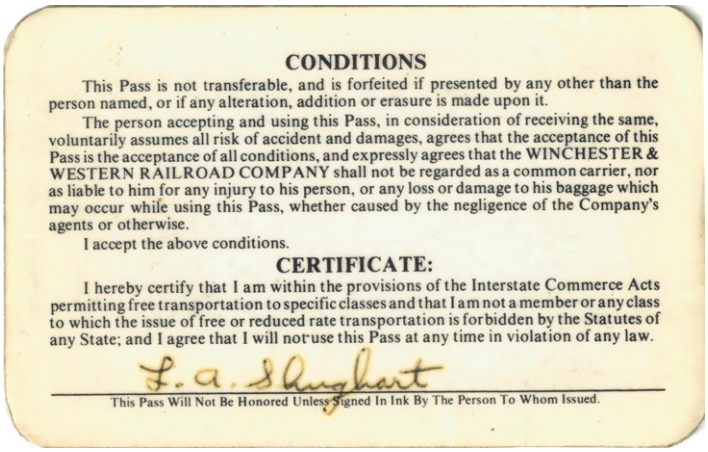
1. Do not shoot buffalo out the open windows.
2. Camp fires on coach floors are prohibited.
3. No card sharks, dice games or gun play allowed.
4. Passengers must wear boots in cattle cars.
5. No Italian cheek pinching allowed on board.
6. Pass entitles bearer to FREE BEER TOMORROW.

Main Offices:

5032 W. 25th St. Cicero, Illinois 60650


★ RULES & REGULATIONS ★

1. Do not spit out train window while Conductor has his head out the window.
2. Do not shoot at Buffalo from train window without first opening it.
3. Do not place rocks on tracks (our trains are late enough the way it is.)
4. Do not place Molasses on Chair car floors while people are walking with their shoes off.
5. This pass not good in Diner 'cause we ain't got one.


CONDITIONS

This Pass is not transferable, and is forfeited if presented by any other than the person named, or if any alteration, addition or erasure is made upon it.

The person accepting and using this Pass, in consideration of receiving the same, voluntarily assumes all risk of accident and damages, agrees that the acceptance of this Pass is the acceptance of all conditions, and expressly agrees that the WINCHESTER & WESTERN RAILROAD COMPANY shall not be regarded as a common carrier, nor as liable to him for any injury to his person, or any loss or damage to his baggage which may occur while using this Pass, whether caused by the negligence of the Company's agents or otherwise.

I accept the above conditions.

CERTIFICATE:

I hereby certify that I am within the provisions of the Interstate Commerce Acts permitting free transportation to specific classes and that I am not a member or any class to which the issue of free or reduced rate transportation is forbidden by the Statutes of any State; and I agree that I will not use this Pass at any time in violation of any law.

L.a. Shughart

This Pass Will Not Be Honored Unless Signed In Ink By The Person To Whom Issued.

In a future article, I will summarize some of Dad's old circuit letters that I also found in his files. I am sure you will enjoy this window into the S Gauge fraternity before the Internet!

Out Along The Line

photos by NASG members



A slightly modified SHS Consolidation is switching the sawmill at Swandale on Brooks Stover's hi-rail layout. The photo was taken by Brooks with a tripod-mounted iPhone Xs Max using the phone's 52mm lens with f/2.4 aperture.



A tall ship visits Jim Martin's Port Dover. The Lucia A. Simpson is tied up at Port Dover for the night before heading down Lake Erie to Cleveland. This nifty photo taken by Jim does, however, mix scales and eras. The vessel is 1/8 scale and the real Lucia A. Simpson, one of the last working schooners on the Great Lakes, was destroyed by fire in the mid-thirties. Jim models the early fifties.

We Want To See YOUR AF, hi-rail or scale photos here!
Send photos and captions to Bob Bubeck at: 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 or mail to Dan Dawdy, 407 East Chippeawa St., Dwight, IL 60420. Include membership number. Ads will run three consecutive months unless

FREE: *Classic Toy Trains* magazine collection, April 1990 to present, P-10, free to NASG, TCA, or NMRA member, local pick-up or pay shipping. **Email: jshirey1@comcast.net; 916 429-2764, 9:00 am – 6:00 pm, PST**.

FOR SALE: Unless otherwise noted, all the Lionel/American Flyer diesel locomotives are equipped with Scale wheel sets and Kadee 802 or 808 couplers. All items range from test-run only to about 25 hours of run-time. General condition is from near-mint to like-new. Some hi-rail wheel sets are available for $30.00. Shipping will be quoted based upon USPS postal zones from 28546. Lionel/American Flyer 6-42505 EMD SD70ACe B N S F #9344 (Factory installed scale wheel sets, shipping carton missing all end flaps), $475.00 – Lionel/American Flyer 6-42580 GE ES-44AC B N S F #6436, $475.00 – Lionel/American Flyer 6-48158 GE U33C B N 5734, $375.00 – Lionel/American Flyer 192171 EMD SD-70ACe C N #8100, $475.00 – Lionel/American Flyer 921072 EMD SD-70ACe C N #8102, $475.00 – Lionel/American Flyer 1921194 GE U36C A T & S F #8703 (AF couplers, hi-rail wheel sets), $395.00 – Lionel/American Flyer 2021701 GE ES-44AC GE Demonstrator #2005, $475.00 – S Helper Service 00931 EMD F7A(#9660)-B Set with Extra F7B (F7A with Tsunami DCC Sound Decoder and DCC motion only decoders in F7B units, Kadee couplers, Scale wheels, other Hi- Rail parts included), $720.00 – S Helper Service/Showcase Line 01583 2-8-0 B & O #3 #2718 (LocoMatic with sound, Kadee couplers, hi-rail wheels), $500.00 – Lionel/American Flyer 6- 47952 N Y C 4-8-4 Northern #6015 (FlyerChief Control with Sound) and N Y C caboose $495.00. For questions and additional information, **e-mail willowassoc@comcast.net**. (1)

WANTED: S Helper cars; unlettered 70- ton ore car # 00723 & D & H flat car #00337 and MTH KCS covered hopper car (NASG car?).
Sanrich@ rcn.com -can text @ 570-534-3461 (1)

FOR SALE: American Flyer, S Gauge, hi rail trains & accessories. Over 100 items, used/like new, A.C. Gilbert, American models, Lionel, S Helper Service.Most items in original boxes. Items sold individually or together. Price based upon Greenberg's 2023 Pocket Guide, less 25%. American models - 14 items, Lionel Christmas trains - 7 items, Gilbert - 14 items, AF by Lionel - 22 items, S Helper Service - 35 items. Forward email request to **kwarren15@verizon.ne**t to receive detailed description and price list. **Seller is John Wilke, Branchburg NJ, 908-369-3159 (H); 908-552-9154 (cell), call or text**. (1)

FOR SALE: I'm in the process of downsizing a large S Scale layout. I have S Scale and SN3 with some AF to sell. 1/64 Vehicles – Semis- Many ERTL Trucks of the World, Matchbox size cars and small trucks Structures – Several Lehigh Valley Models built up. Including the 3 part mine. Track Code 100 Shinohara switches (6 and 8), Shinohara used flex track, Tomalco used flex track SN3 East Broad Top, BTS 2-8-2 Number 12 ("Millie"),Railmaster M-1 Doodlebug,BTS Saltillo Depot Built up,Tomalco code 70 switches and flex track Locomotives and Rolling Stock, S- Helper Service cars complete with high rail wheel sets. American Models scale cars,Others include Downs, Des Plains Hobbies, BTS, etc. PHM RDC car. Lots of books and magazines. American Flyer is on a separate list. I'm ready to hear any reasonable offers, A list is available. Email me at **hoffmanroy@embarqmail.com** (2)

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 - please include CIRCUS CARS in the subject line. Call leave msg or text 484-821-6112** (3)

FOR SALE: Tomalco Track Turnouts S-Scale in original packaging. 2 each Right & Left #6 Code 100 and 1 three-way turnout. All for $200+ shipping.
AND WANTED: 2 American Model Fairbanks Morse locomotives undecorated. Scale DC
Contact Bill Taylor 910/262-3097 or lttlkelly@gmail.com (2)

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** (3)

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** (3)

FOR SALE: American Flyer new old stock Corvette model kits (complete and sealed with directions, decals, etc.) Red only $90 each
Contact Ludwig Spinelli lspinelli49@aol.com (3)

WANTED: SHS wood-sided reefers SHS #00690 Carling Black Label (CBL 804); SHS #02123 Carling Black Label (CBL 799); and #02124 Carling Black Label (CBL 812). New or Like New in Original Box; scale wheel sets installed or with scale wheel sets in box.
ALSO WANTED: SHS/MTH 70-ton roller bearing freight car trucks and SHS/MTH/Scale Trains 50-ton friction bearing freight car trucks (Bettendorf and Andrews side frames); scale wheel sets only. **E-mail: tpatterson31@wi.rr.com** (2)

Calendar of Events

FOR SALE: AF TTOS cars 48490, 48498, 48203, 48209, 48225 & 48227. All 6 $199.
TCA cars (15) 1990 to 2001. All for $499. NASG cars (24) 1981 to 2003. All for $725.
AF by Lionel MP set 49601 still sealed NIB $425. Add for shipping based on carrier & distance.
Email: **FINELINEWP@AOL.COM, Joe Wozniak** (2)

New Members

July 1, 2025 to August 31st, 2025

Robert J. Babcock	Marion, IA
John C. Brooks	Pittsburgh, PA
Cavaliere, Daniel	Sterling, CT
Cavaliere, Gene	Chepachet, RI
Rick Cory	Dublin, CA
Thomas W. Dooley	Bloomington, IL
Gabriel's Auctioneers/Appraisers	Norwood, MA
George N. Geiges	Eagle River, AK
Dr James V. Lowe	St Louis, MO
Toby Lowry	Center Barnstead, NH
Max M. Magliaro	Oregon City, OR
Harvey W. Merz	Bowman, ND
Anthony L. Nargi	North Haven, CT
Michael J.Opalewski	Lake City, FL
Brian B. Vogel	Wheat Ridge, CO

In Memoriam

Edward M. Loizeaux	Los Alrol, CA

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

Advertisers Index

Bill Parr's Hobby Supplies	**Pg.**	**15**
Depot G Hobbies	**Pg.**	**20**
NASG Company Storer	**Pg.**	**32**
Port Line Hobbies	**Pg.**	**9**
Pre-Size	**Pg.**	**20**
Trains and More	**Pg.**	**17**
Trainz.com	**Pg.**	**5**

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 or www.nasg.org. Contact Ron Schlicht at 414-477-7866 or email: rons48tblue@gmail.com

2026 Sn3 Symposium

April 22nd, 23rd, 24th, & 25th, Denve, Colorado

On behalf of the entire Organizing committee for the 2026 Sn3 Symposium we'd like to welcome you to Denver, Colorado April 22th-25th, 2026! Welcome back to Denver. It's been a couple of years since the Symposium was held in Denver, and we invite you to see all the highlights of the area.
https://sn3symposium.com/

2026 Spring S Spree

May 29 - 30, 2026 Pittsburgh S-Gaugers model train club will be your hosts for the 2026 Spring S Spree. This is an annual gathering of S gauge model hobbyists and fans enjoying the operation of hi-rail S, scale-S, and American Flyer Model Trains.
https://sspree.info/

2026 NASG Convention

The 2026 NASG Convention is scheduled to be held in Dearborn, Michigan from August 5 through August 9, 2026. The event will be hosted by the Southeastern Michigan S Gaugers club.

The 2026 NASG Convention web site will be available as soon as we have finalized some key details.

Contact person: Jeff Jundt at cobramach1@hotmail.com (2026 Convention main contact).



ATTENTION...

Your advertisement could be here! Contact Merlyn Jarman at mjarman1@comcast.net for information

HOLIDAY GREETINGS
AND 30% SAVINGS FROM THE
NASG COMPANY STORE



Purchase five American Flyer Commemorative Cabooses
and get 30% off
plus *free shipping through January 2026,*
or purchase any five Commemorative Cars
and get 30% off







2006	GE Crane Car	$70.00 ea
2015	BNSF Boxcar	$69.00 ea
2016	CNW Flatcar with load	$79.00 ea
2016	Plibrico undecorated loads	$10.00 ea

Order On-Line or contact Chris Crnich at companystore@nasg.org for availably