



October 1992

Volume XV, Number 5

DISPATCH



*A former C&NW E-unit in new
Regional Transportation Authority garb prepares
to depart Northwestern Station; Chicago 1982.*

Photo by Mike Palmiter

DASH 8-40-B

Sounds nice doesn't it? S Scale America wants to produce it for you. Do you want it?

We will offer this model undecorated and in the following paint schemes: Conrail, Santa Fe, Southern Pacific, Cotton Belt, NY S&W, and LMX. It will be offered both in scale and hi-rail versions.

For us to do this model we need your help. We need firm orders with deposits.

We propose to sell this unit at \$150.00 each for the scale version and \$170.00 each for the hi-rail version. If our price should go higher when the model is actually on the store shelves, we will guarantee these prices to those who place early orders with deposits.

If you are interested in one or more units, please use the order blank below. Please enclose a \$50.00 deposit for each unit ordered. All deposits will be kept in an escrow bank account. If we do not receive enough orders with deposits, all deposits will be refunded with whatever interest is in the account at the time of the refund.

Larry Jackman
S Scale America; P.O. Box 671; Kenmore, WA 98028

ORDER BLANK

S Scale America
P.O. Box 671
Kenmore, WA 98028

Date _____

Please reserve _____ unit (s) for me. Enclosed find \$ _____ deposit. (\$50.00 per unit) I understand that if the project is not started by January 1, 1993 all deposits will be refunded plus any interest that is in the escrow account at the time of refund.

Name _____
Address _____
City _____ State _____ Zip _____

Desired paint scheme

Undec _____ CR _____ SF _____ SP _____
SLSW _____ NY S&W _____ LMX _____

CALL FOR NOMINATIONS NASG BOARD OF TRUSTEES (BOT) ELECTIONS

Notice is hereby given that nominations are now being accepted for the NASG's Spring 1993 election of the following BOT's officers:

President	4 year term
Treasurer	4 year term
Eastern Region Vice President	2 year term
Central Region Vice President	2 year term
Western Region Vice President	2 year term

Each term will commence at the 1993 NASG General Business Meeting.

As stipulated in the NASG Constituion and By-Laws, nominations must reach the NASG secretary four months prior to the election which is to be mailed out by April 15, 1993; therefore, **I must receive all nominations by December 15, 1992.** Nominations must be made in writing and should be accompanied by a summary of the candidate's qualifications not to exceed two hundred (200) words. An individual may nominate himself/herself or be nominated by someone else with the nominee's consent.

Since NASG is a non-profit volunteer organization, no monetary compensation is given for service on the BOT; however, we need people who want to make a difference in the direction of S gauge model railroading. I encourage anyone interested in serving the NASG to run for office. Current president, Mike Ferraro will not be seeking re-election so the organization needs another strong leader.

Please submit nominations or questions to:

Mark McFrederick
NASG Secretary/Elections Committee
Chairman
61930 Fairview Road
Barnesville, Ohio 43713

NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S-scale-related materials contributed by the membership. Send all such materials to the editor:

Mike Palmiter
Route 1, Box 205
Williams, IN 47470

NASG membership runs from July through June, including all **DISPATCH** issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

The Membership Secretary
NASG, Inc.
c/o John W. Metzger
Rt. 4 Box 326F
Troy, MO 63379

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COVER

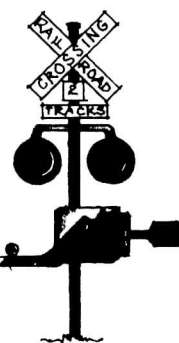
This scene inaugurates a new department for the **DISPATCH** titled **Prototype View**. The subject for this entry is **Trainsheds**.

Photo by Mike Palmiter. Credit should be given to Bob Jackson for his work on the new cover design of locomotive portraits.

ORDER BOARD

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STAFF

Mike Palmiter	Editor
Kent Singer	Contributing Editor
Bob Werre	Staff Photographer
Charles Taylor	Advertising Manager
Bob Jackson	Editor Emeritus
Pete Mihelich	Publisher

THE DEADLINES for articles are the 1st of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

ADVERTISING RATES: Full page \$200; half page \$100; each halftone furnished by the **DISPATCH** from advertiser's B&W prints \$25 additional; unscreened negatives \$40 each. Inquire regarding color rates. For additional information, contact the NASG **DISPATCH**, c/o Goellner Printing, 301 South Main, St. Charles, MO 63301.

President's Message

This year's annual convention was another great event. The hosting club, Cuyahoga Valley S Gaugers and their chairman, Michael Graham, really put on a fine convention. Many thanks go to them for a job well done. The trade show and the flea market had many vendors from scale models to American Flyer collectibles. The activities at the convention and the banquet were great. So what am I getting at, besides thanking the host club, is to make a pitch for more of our members to attend our annual convention. It truly is a great time to meet fellow S Gaugers and have a good time.

This leads me into talking about next year's convention. In 1993, we plan to have a joint convention with the NMRA and the N track group. The convention site is in Valley Forge, PA. Like our convention a few years ago in Pittsburgh with the NMRA, we plan a large module set up at the Trade Show. In addition to this we plan to have at the main convention hotel a Hospitality room and a joining room with a Hi-rail train set-up. This operating layout will provide for a Hi-rail members and the Flyer contingency to also enjoy the convention. Finally, we will have a one day flea market on Saturday separate from the trade show for the S Gaugers only.

I truly would like to see a big turnout for this event. It may be our last joint convention with the NMRA for a few years due to the fact the NMRA will be in areas across the country where we do not usually have a convention. Also many of our local clubs have requested hosting national conventions in the future and for these reasons I don't see us joining with the NMRA for many years.

So for your convenience, we have enclosed a registration form. Please register early and book the hotel room soon. The NMRA conventions draw large crowd and if you want to be in the convention hotel where all the activities take place it is wise to make your plans now. As soon as you register, they will send you the hotel reservation form. Also when you register, it is important that they indicate you are a member of NASG and use your membership number. So gentlemen, I hope to see you next year at Valley Forge.

"S"incerely,



Michael R. Ferraro
President

From The Editor

It is a personal honor for me to assume the *Dispatch* editorship from Bob Jackson. Bob has done a terrific job with our publication and I will do my best to continue bringing you an interesting magazine.

In addition to all the help Bob has given me with the transition was his mention of editorial philosophy. Until then I hadn't thought about it, yet, editorial philosophy is the center around which magazine material is presented. I asked myself, what makes a model railroad magazine worthwhile? Well, that depends on an individual's particular preferences. This is even more compounded by the additional segments of highrail and scale groups in the S fraternity.

As for editorial philosophy, mine will be to produce a magazine that is visually appealing to all segments of our membership as well as informative of the goings-on in S gauge. I will try to put forth the type of magazine that I as a *Dispatch* reader would like to see, and hope that you like it too.

Magazine content will ultimately be dictated by available material so input from the readership is always welcome. It will no doubt take a few issues for me to get on track with the *Dispatch* so let me know what you think.

In this issue we present the annual NASG Convention Report. This year it was held in Cleveland and a good time was had by all. In addition to the convention report is an article about using HO building components for S gauge structures. I also introduce a new feature titled PROTOTYPE VIEW which spotlights selected features of 1:1 railroading that would make interesting modeling in 1:64 scale. I plan to make this a regular column and whenever possible will include suggestions and examples of how the "view" might be applied in model form.

-Mike Palmiter

MEET AN S GAUGER

Is giving an infant a wooden pull-train indoctrination? If it is, Brian Jackson was indoctrinated to be a model railroader at a very early age. He did not know that he was an S Gauger, however, until the age of three when he received his first American Flyer train set. It was a refurbished Atlantic with the expected red 806 caboose. Like many another budding model railroader, he was quite content with his AF trains for many years. The only problems he had were the fights with his brother, Timm, over who would run what on the layout his father built for the boys.

Quite innocently, Brian was being indoctrinated in another way. His family spent many hours "watching trains" and in later years Brian became himself the most knowledgeable and avid "watcher" in the family. This expertise was directly contributed to by the fact that Brian has always been an avid reader. For many years he read a hundred or more books each year, and on many subjects. His favorite reading tended to be poetry and history, including railroad history.

Brian's favorite railroad is the New York Central which follows quite naturally from the years that he spent in Syracuse, NY where his family haunted the DeWitt yards. However, he also had a strong interest in the Pennsy. When in his teens, he switched scales to HO and developed a rather detailed HO layout featuring Pennsy motive power in his bedroom. The layout was by far the most prominent thing in his room and barely left it functional for sleeping.

His interest in the Pennsy led to an adventure that makes veteran rail fans of all stripes green with envy. For a time, Brian attended NYU in Manhattan, and frequently traveled to New Jersey to visit his girl friend. Once, in 1984, when he was Jersey bound, he noticed that GG-1 4847, freshly painted in Tuscan Red, was on the head of the train. He approached the engineer and asked if he might ride with him through the Hudson tubes. The engineer demanded, "Who are you, boy?" Brian explained that he was just a student, but that he knew all about "these babies", patting the side of 4847 as he spoke. That was just the right thing to do and the engineer invited him to join him in the cab. Not only did he get to ride through the tubes but all the way to Perth Amboy, the last station. At one point the engineer called over to Brian and pointed out that they were doing 90 MPH. The incident occurred just two months before New Jersey Transit retired the GG-1s. Talk about experiences of a lifetime!

With maturity, wisdom returned. He realized that HO simply did not permit appreciation of the wonderful detail on steam locomotives, which are his principal interest. Thus, despite the difficulties in creating a



Brian Jackson

complete railroad in S scale steam, he returned to the fold. His love of New York Central reasserted itself and he set about single-mindedly accumulating the motive power and rolling stock necessary to evoke the feel of the Mohawk division of the NYC, circa 1940. For those cars and locos which are not likely to become commercially available, Brian has programmed himself to acquire the necessary skills to build them.

Brian's interest in history and culture led him to study these subjects in college and graduate school. He came to the decision some four years ago that there was little employment future in his favorite fields of study and that he should be looking for some means of making a livelihood. After some casting about, he decided to try to convert his knowledge of model railroading and model building into a means of earning an income. This decision led to the establishment of a full service hobby shop, known as the Whistle Post Hobby Shop. The name comes from the fact that he has an authentic example of a B&O whistle post which came from the Springfield, Illinois area where his hobby shop is located. At this writing, the Whistle Post is about to have its third anniversary celebratory sale.

This new generation S gauger has not yet turned 30 and has most of his dreams still intact. Of course they include the ultimate S scale layout of the Mohawk division in a completely unhampered basement. It is curious that his interest in antiquity has its parallel in his model railroading preference. He regards anything after 1941 as modern and does not include it in his plans. Brian has a knack for building prize winning models and the rest of us S gaugers can look forward to the day he achieves his dream layout. It is sure to be a prize winner. RWJ

BRANCHLINE HAPPENINGS

On May 9, 1992 the Connecticut S Gaugers held their monthly meeting at the home of Carl Contadini, who lives in Terryville, Conn. Carl as our host took us on a tour of the Terryville railroad tunnel which is still in use by conrail. The tunnel is 3,850 feet long, 32 feet wide, and 26 feet high. Construction was started on February 21, 1907, originally this was a two track tunnel which was changed to a single track down the middle.

Later Carl showed us his new under construction flyer layout which is computer operated with a program Carl wrote himself.

We had a birthday cake for member Stan Stockrocki who hit the big 40 on May 7, 1992.

Also on hand was Gregg Spence from Allentown, PA who now owns Del-Air pneumatic turnout control system. He gave us a demo and explained that the components have been greatly improved. Gregg also owns SCRATCH building products in 3/16ths brick, cinder block and random stone. Also planned are building kits.

What a great meeting, THANKS CARL.

- John Foley

The statewide Oregon S Scalpers' club continues a busy schedule of six 1992 public shows this fall, taking its 22- by 28-foot portable layout to a train show and swap meet in Salem on October 17-18. Still to come is participation at the December 19-20 Great American Train Show in the Seattle area, and two shows in March, 1993, at Portland and Eugene. Portland area members Bob Boring, Richard Eggerton and Norm Strain are looking for a buyer for the fourth corner of the basic oval layout, while downstate members Doug Howard, Gil Hulin and John Verser have plans for a "southern division" extension that will expand the layout, but is not necessary for the basic loop's operation. Bob Boring, the club's chief carpenter, completed a wye module to join the two divisions.

The club learned in July that its bid for the 1994 NASG convention had been accepted. Because of the infrequency that the NASG meets in the West, S gaugers from California to Canada will be represented on the convention committee, with separate chairmen for scale and American Flyer activities. Publicity and registration for the convention to be held at Vancouver, WA, will begin at next year's Valley Forge convention.

-Gil Hulin



Group photo at tunnel, left to right. Pete Prizzi, Bob Richie, Bill Krause, John Foley, Greg O'Connell, Jack Bartman, John Robertson, Carl Contadini, Joe Voerman, Bill Furman, George Leidger and young Mr. Leidger.

THE CLEVELAND FLYER

THE NASG 1992 NATIONAL CONVENTION

Bob Jackson

The Cleveland Flyer was the name the Cuyahoga Valley S Gauger gave to the 1992 National Convention of the National Association of S Gaugers. The name evokes a number of railroad images, but none more reflective of the convention than that of a first class, high speed passenger train. Let me just begin by congratulating the CVSGA for sponsoring a most enjoyable convention.

Some suspect that our national conventions are showing a tendency to get longer. Perhaps that explained why the Early Bird activities were so heavily subscribed. Originally planned as a Wednesday evening get-together for the very early arrivals at Josh and Barb Seltzer's home, the event was stretched into an early tour of layouts in order to accommodate an unexpectedly large number of early birds. Thus, not only was Seltzer's layout featured in the tour but also the AF layout of Ralph Sigman, and the Ray Doehringer's dual HO and O scale layout with a New York Central theme.

The CVSGAers developed a clever scheme of leap-frogging the buses used for the tour. The idea was that only about a third of the visitors would be at any one place at any one time. Worked pretty well, too, except that our bus driver got confused at the last and we nearly stranded a group at Seltzer's. No problem, we just turned around and went back to get 'em. We got back to the hotel about 10 PM bringing to a close a day that had begun, for your 'steamed author, at 5 AM as he started the 550 mile journey to Cleveland. A good beginning for a great convention.

The second round of layout tours called the Medina Tours, commenced on Thursday at 6:30 PM and included Kyle Snyder's AF layout, Jack Sudimak's scale layout featuring PRR equipment, Al Clapp's scale version of the Nickel Plate and Bob Yahnke's double main-lined replica of the Norfolk and Western. Like the first tour, the Medina Layout tour returned at around 10:30 PM, just in time for a late dinner and a night-cap.

The contest models were displayed in the Huron Room which was manned by a friendly Bill Geracci. The early entries on Friday afternoon were few but those of us who are long-time model critiquers allowed as how there will be rush of entries later, probably tomorrow morning, "There always is." Didn't turn out that way, though. The number of entries remained disappointingly small with one of the lowest totals in memory. However, some first rate models were entered, as usual. Some new names appeared too, which is some encouragement. Several models were for display only and not entered in the contest. One of these was remarkably well detailed Railway Express Agency building by Vic Roseman. Another was a fascinating, giant replica of an AF link coupler. It was about three feet high and, perhaps, seven or eight feet long. It was built by John Armstrong and caused a lot of favorable comment.

The CVSGA put on what seemed to me to be one of the better programs of clinic in recent times. I was unable to attend all of them, but the subject matter was about as broad gauged (no pun intended) as we are likely ever to see at a national NASG convention. They were very capably presented, as well. For the Flyer fans Lee McCarty told of how to identify fake AF cars and demonstrated how fake collectibles can be created with common household chemicals; Tom Nimelli demonstrated repair of AF engines. For the rail buffs among us, Don Woods presented a slide show of the Cuyahoga Valley Line, which complemented the Cuyahoga Valley Line tour taken on Friday. Ed Cass also presented a talk on the Ohio River and Western, the last narrow gauge railroad in Ohio. It died in 1932, but at one time covered almost a third of Ohio. For all of us who build model railroads, Dean Frytag gave a demonstration of using styrene and plastruct for scratch building; John Frazier showed us how to make buildings in a hurry by using photocopies of prints; Nat Howard filled us in on how to bring it all together with landscaping.

The Cuyahoga Valley Line railfan tour ranks among the best I have taken. Three passenger cars with an Alco RS-3 on the point constituted the train. Actually, I should not refer to the loco as being on point because it was so only going out. It pushed the train on the return trip. The Cuyahoga Valley Line runs alongside the Cuyahoga river, through the very lush and interesting scenery of the Cuyahoga Valley National Recreational Area. The trip was marred only by the nearly incessant rain and that was certainly tolerable. Power outages were very common in the region since it had been the site of fierce storms including tornadoes only hours before the convention began.

The tour featured the usual run-by for the photographers among us. The run-by site was chosen to include the very scenic bridge across Highway 82. The Alco was really cooking as the engineer accelerated from a hidden position behind a curve creating a very dramatic scene. The drama for the return run was furnished by a tree which had fallen across the track. The rear of the train is equipped with a mechanism to dump the air should an emergency arise. We were given a demonstration on how rapidly such a train can come to a halt when the air is dumped by the conductor.

Evidently trees across the track are a frequent occurrence on the CVRR, as the crew jumped off the train with a chain saw in hand and rapidly did away with the tree.

For me, Saturday was a day spent visiting old friends, waiting for the banquet and cruising the main convention hall where all the wares for sale had been put out. The CVSGA also had its modular railroad in this room and it was a pleasure to see the models that conventioners had brought to run. The award winning

model of the Rex Locomotive Works was the center piece of the railroad. Jettie Padgett had a pilot model of a New York Central Niagara running smoothly around the layout. It was a truly impressive model. He is taking reservations as of now. I was also most highly impressed by the Gunderson intermodal models of S Scale America. Don Thompson had built a set of them and they really looked neat with the 48' containers that Larry Jackman had brought to the convention. The 48' containers are now available, other sizes will be available soon.

As Saturday wore on, the conventioners returned from the various tours, or shopping or sight-seeing and began to prepare themselves for the banquet which was followed by the awards ceremony. As usual, the contest winners were announced (see accompanying report by Kent Singer) and the major contest awards were presented to recipients. In addition to the contest awards were the special awards given by various clubs. The Charlie Stackpoole award was given by the Central New York S Gauger to Tom Nimelli. The A.C. Gilbert award was presented to Don Heimburger this year by the Bristoliners. The John Sudimak award, given by the Cuyahoga Valley S Gaugers, was awarded to Randy Sappo. Finally, the awards given by the NASG: This year's recipient of the Bernie Thomas Memorial award was Russ Mobley, former General Director of the NASG and the personification of Amity Star Models. Russ was unable to attend the convention. In an unusual event, the 1977 BTMA was re-issued to a most deserving couple, Josh and Barbara Seltzer. The 1977 BTMA was given in Josh's name only, but Josh has long maintained that Barbara was as responsible for the activities that were recognized by the 1977 award as he was. Thus, in recognition of that fact, the 1977 Bernie Thomas Memorial Award was re-issued in both of their names. The Charles Sandersfeld Memorial Manufacturer of the Year award went to another couple, Don Thompson and Mike Ferraro, for the work of S Helper Service. The Tony Perles Memorial Publishing Award went to Mike Palmiter, the new editor of *The Dispatch*, for his article "Modeling New York City in S Scale", which appeared in *The Model Railroad Annual - Great Model Railroads 1992*. Mike was unable to attend the convention this year.

No NASG banquet evening would be complete without the traditional auction. Charlie Brown performed the honors as auctioneer and, as we have come to expect, put on a great performance. It was a fine show, Charlie, you continue to cause us to expect the best.

The traditional Sunday morning NASG activities were concluded with the General Business Meeting which will be reported on later by our Secretary Mark McFrederick. The conventioners then dispersed to their own ends, many visiting the layouts which held open house Sunday afternoon. It is traditional for the CVSGA to have an all-scales flea market beginning Sunday morning at 10 AM following the close of formal activities of the NASG convention. This year was no exception and vendors of all manners of model railroad as well as prototype railroad "stuff" displayed their wares. Twice around the convention hall convinced your author he had better head West while he still had enough of his bank account left to get home with.



The engineer had the old Alco RS-3 working hard and blowing the characteristic Alco Smoke for the run-by.



John Seltzer at the controls of his basement empire.



Bill Geracci presents Rusty Westermeier with the "Best in Class" award for his kit-bashed Rex 2-6-2T locomotive.



Randy Sappo receives the "Best in Show" award from Bill Geracci.



Randy Sappo proudly receives the John Sudimak award from John's son, Jack.



Don Heimburger receives the A.C. Gilbert award from Doug Peck.



Mike Ferraro and Don Thompson accept the NASG Manufacturer of the Year award.



Tom Nimelli with his Charlie Stackpoole award.



A smiling Josh and Barbara Seltzer accept the coveted Bernie Thomas Memorial award.

NASG MODEL CONTEST

NATIONAL CONVENTION, CLEVELAND, OHIO, JULY, 1992

BEST IN SHOW

Randy Sappo - "J" Tower

MASTER CRAFTSMAN

Freight & MoW

1st Alvin R. Clapp - W&LE Caboose

Structures

1st Randy Sappo - "J" Tower

2nd Randy Sappo - PDM Water Tower

3rd Randy Sappo - 2 Car Garage

CRAFTSMAN

BEST IN CLASS Rusty Westermeier - 2-6-2T #53

Kit & Converted

Steam Locomotives

1st Rusty Westermeier - 2-6-2T #53

2nd Bill Hanslik, Jr. - AC&Y 2-8-0 #321

3rd Bill Lane, Jr. - PRR K-4

Diesel & Electric Locomotives

1st Bill Hanslik, Jr. - AC&Y RS-1 #102

2nd Bill Fraley - "Monongahela" (PRR) Tug

Freight & MoW

1st Bill Fraley - B&M Snowplow

AMATEUR

Best In Class Tom Nimelli - LEF&C 60' Hopper

Thanks are in order to William Geracci who not only did all the preparation for the contest, but also spent pretty near the entire convention in the contest room checking in models and keeping the room open so that the models could be viewed. We especially thank Tom Boldt, Stan Stokrocki and Bob Yahnke for undertaking the difficult task of judging the 20 models in the contest.

Although there have been conventions where the turnout was less, the count of 20 model entries in the contest was fairly small. There would have been at least one more, but its entry was discouraged as the model was worked upon by several people in a collaborative effort. Although there is a precedent for this, and indeed this year's winning module was built by a father/son team, a decision hasn't been made as to under what circumstances, if at all, collaborative efforts ought to be permitted. Until such time as a

Scratchbuilt

Freight & MoW

1st Tom Nimelli - LEF&C 60' Hopper

2nd Tom Nimelli - Lexan Air Slide Hopper

Structures

1st Stephen Fixx - House

Kit & Converted

Freight & MoW

1st Tom Nimelli - DuPont Air Slide Hopper

2nd Tom Nimelli - Chemplex Air Slide Hopper

Highrail

Passenger Cars

1st Tom Nimelli - Circus Advertising Car

Freight & MoW

1st Mark Stevens - Wabash Tool & Office Car

2nd Tom Nimelli - Circus Flat w/Tiger Cage

3rd Tom Nimelli - Circus Flat w/Wagons

Photos

Color

1st William Hanslik, Jr. - AC&Y Passing Trains

2nd Tom Nimelli - City Siding

MODULES

1st William Hanslik Sr. & Jr. - Rex Locomotive Works

decision is made, this will be decided on a case by case basis. Meanwhile, comments from the NASG membership on this subject will be most welcome.

Comments will also be welcome from those who normally build models as to why they may not have built a model lately, or if they did, why they chose not to enter these models in the contest. In an effort to stimulate model building, the NASG is looking into ways to encourage its members to build models. Under consideration is a plan that would provide something to each club from which three members build a model during the current year and (the individuals) enter those models in the contest. Any Suggestions and comments?

**Compiled and reported by Kent L. Singer,
NASG Contest Committee Chairman.**

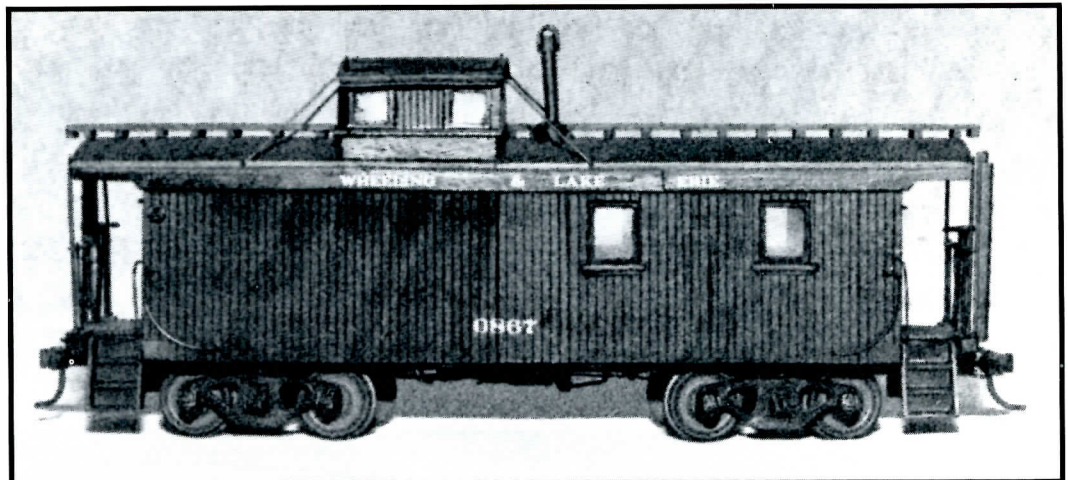
CONTEST PHOTOS

The following pictures were photographed by Bob Werre and Bob Jackson for use in the *Dispatch*. Bob Jackson's captions accompany each view.

Randy Sappo continues his tradition of building spectacular structures. Here is his "Best In Show" 'J' Tower. →



Al Clapp's Wheeling & Lake Erie Caboose won 1st Place in the Freight and MoW event of the master craftsman class. →

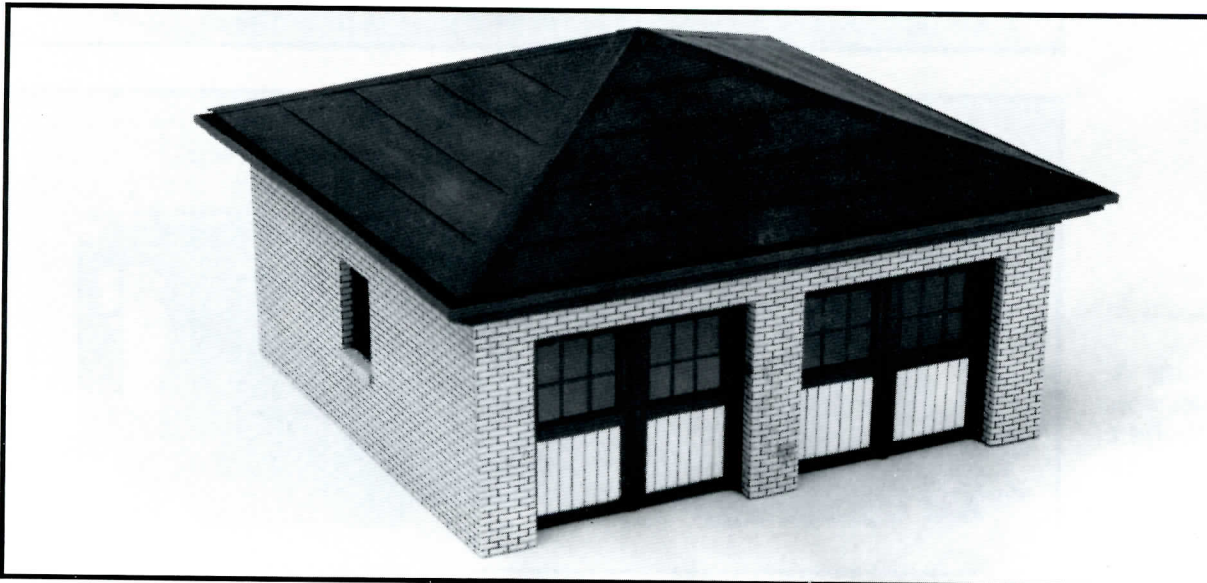


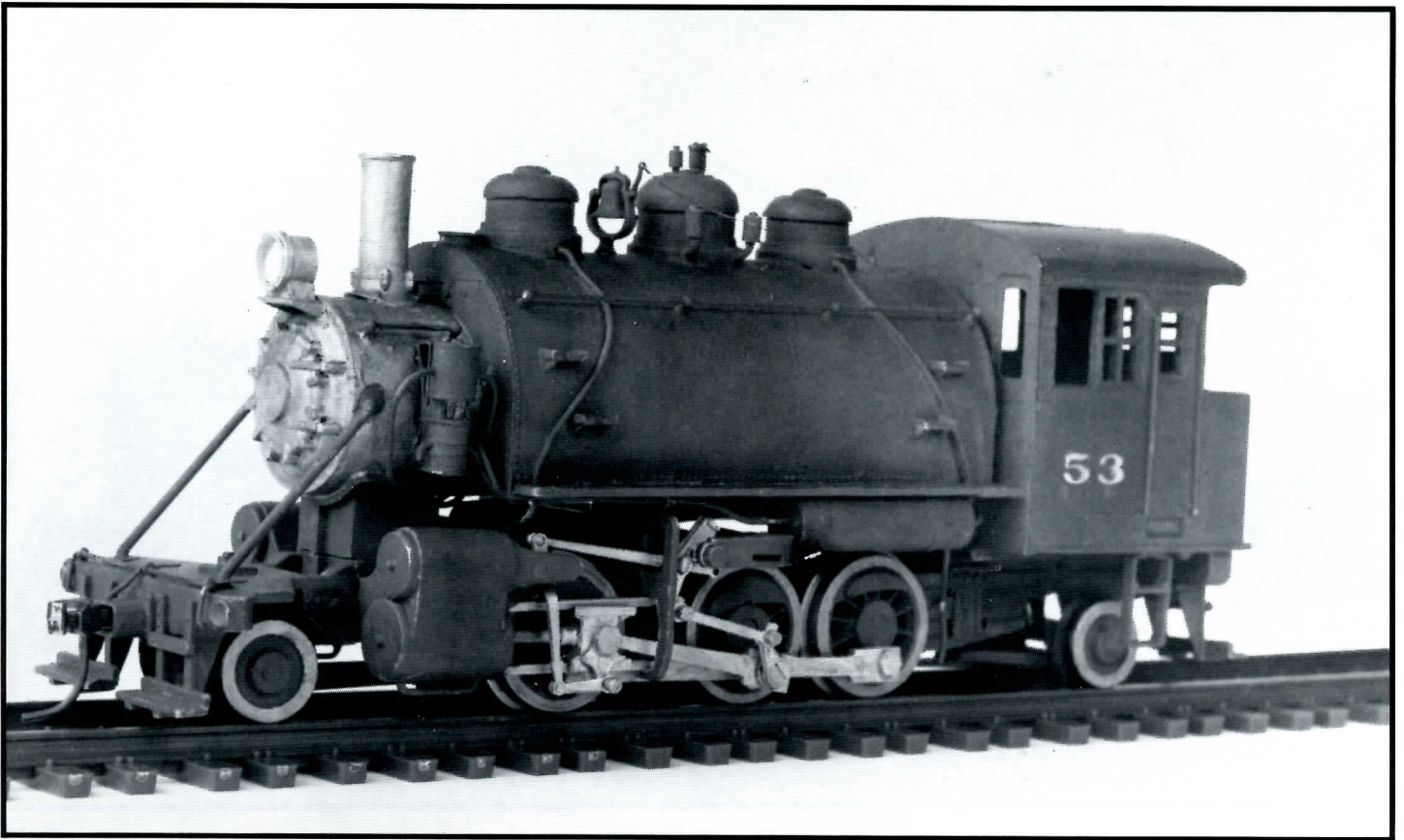


Randy Sappo's PDM Water Tower took 2nd place in the Structures event of the master craftsman class.

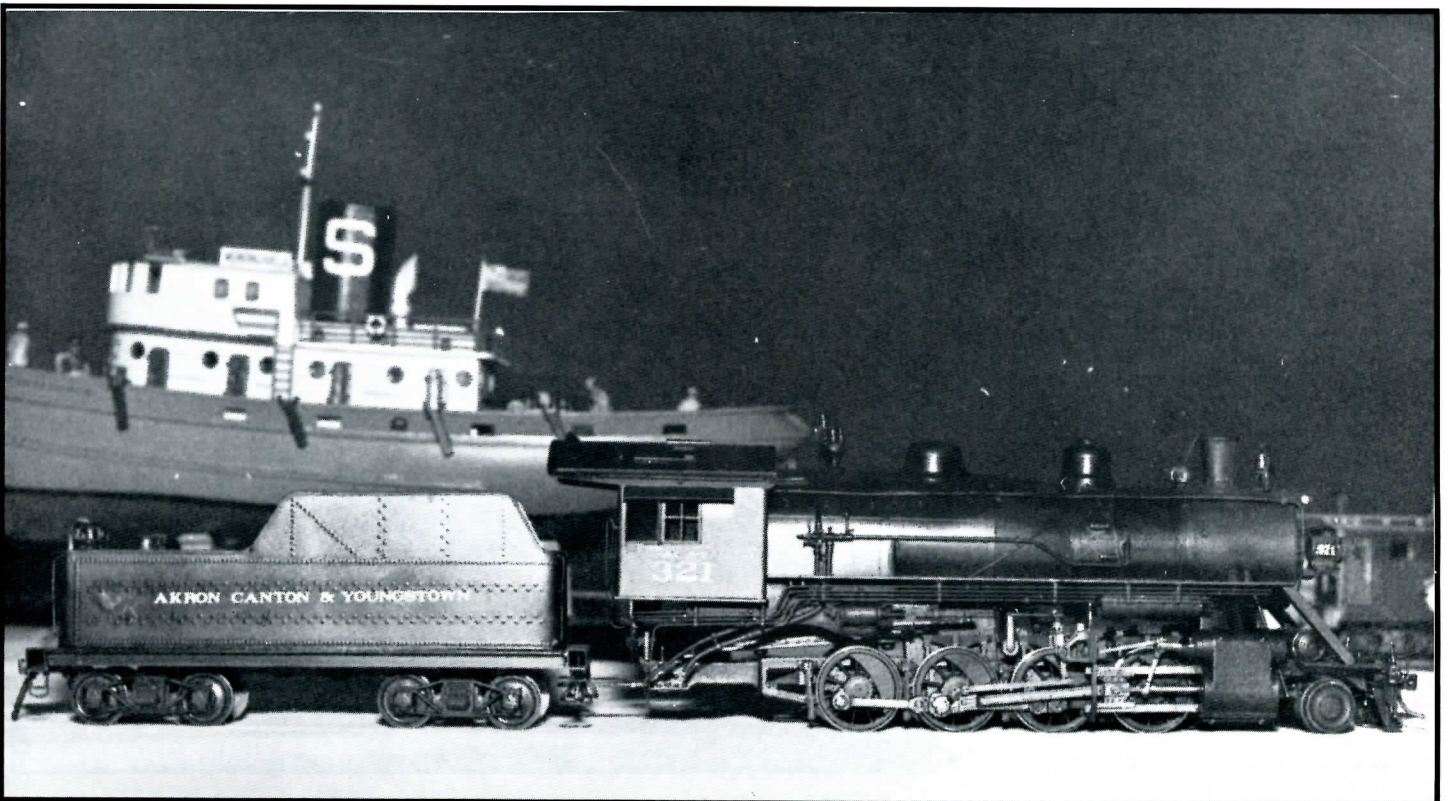


Randy scored again with a 3rd place in Structures in the master craftsman class with this neat little 2-car garage. ↓

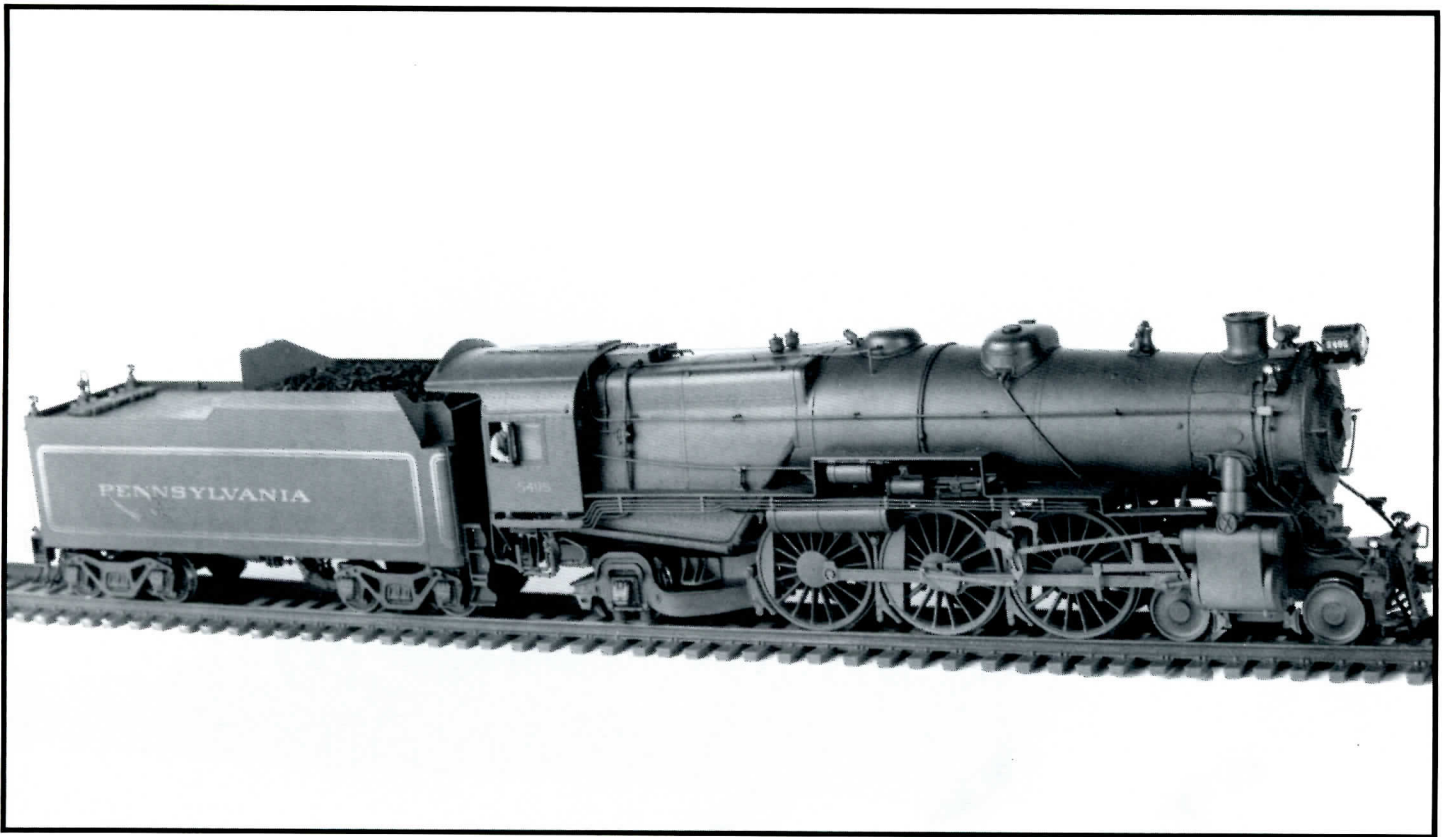




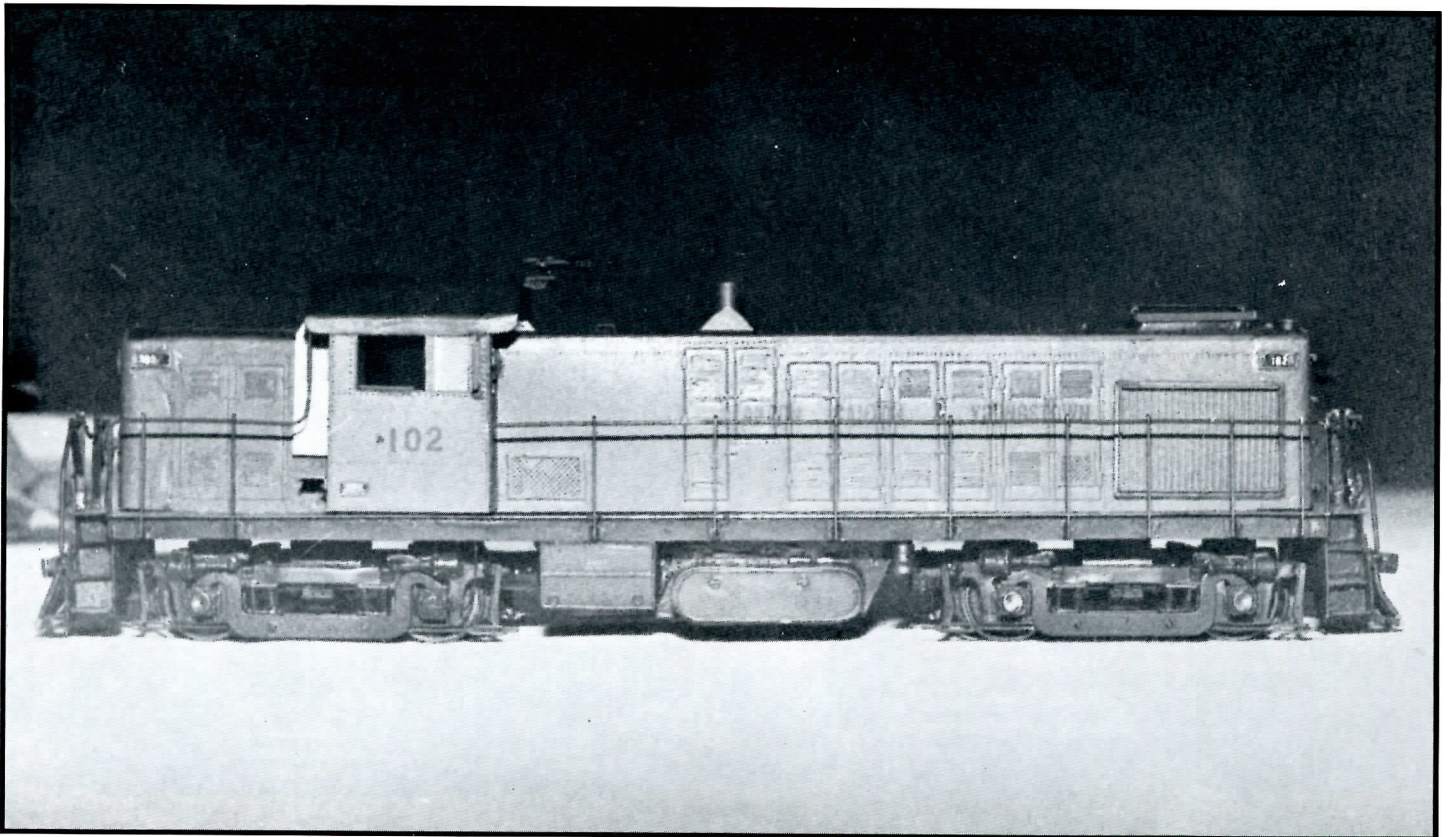
Rusty Westermeier captured "Best In Class" with this fascinating 2-6-2T Kitbashed from at least two Rex locomotives plus additional detail. The loco was entered in the Kit and Converted event of the craftsman class.



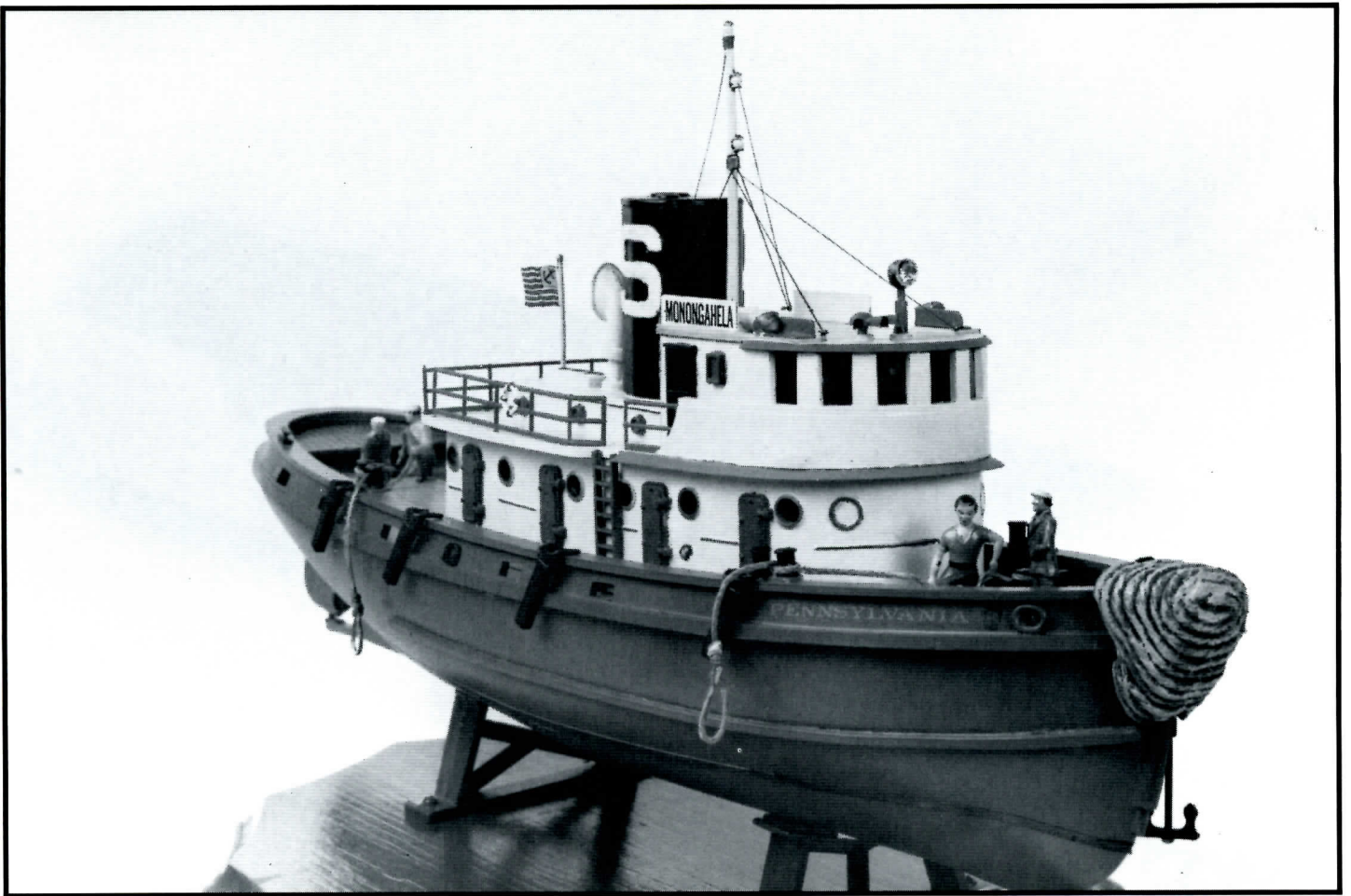
Bill Hanslik, Jr. garnered 2nd place in Kit and Converted craftsman class steam locomotives with this Ace 2-8-0.



Bill Lane, Jr. continued his winning ways with yet another Pennsy loco. His PRR K4 took 3rd place in Kit and Converted craftsman class steam locomotives.



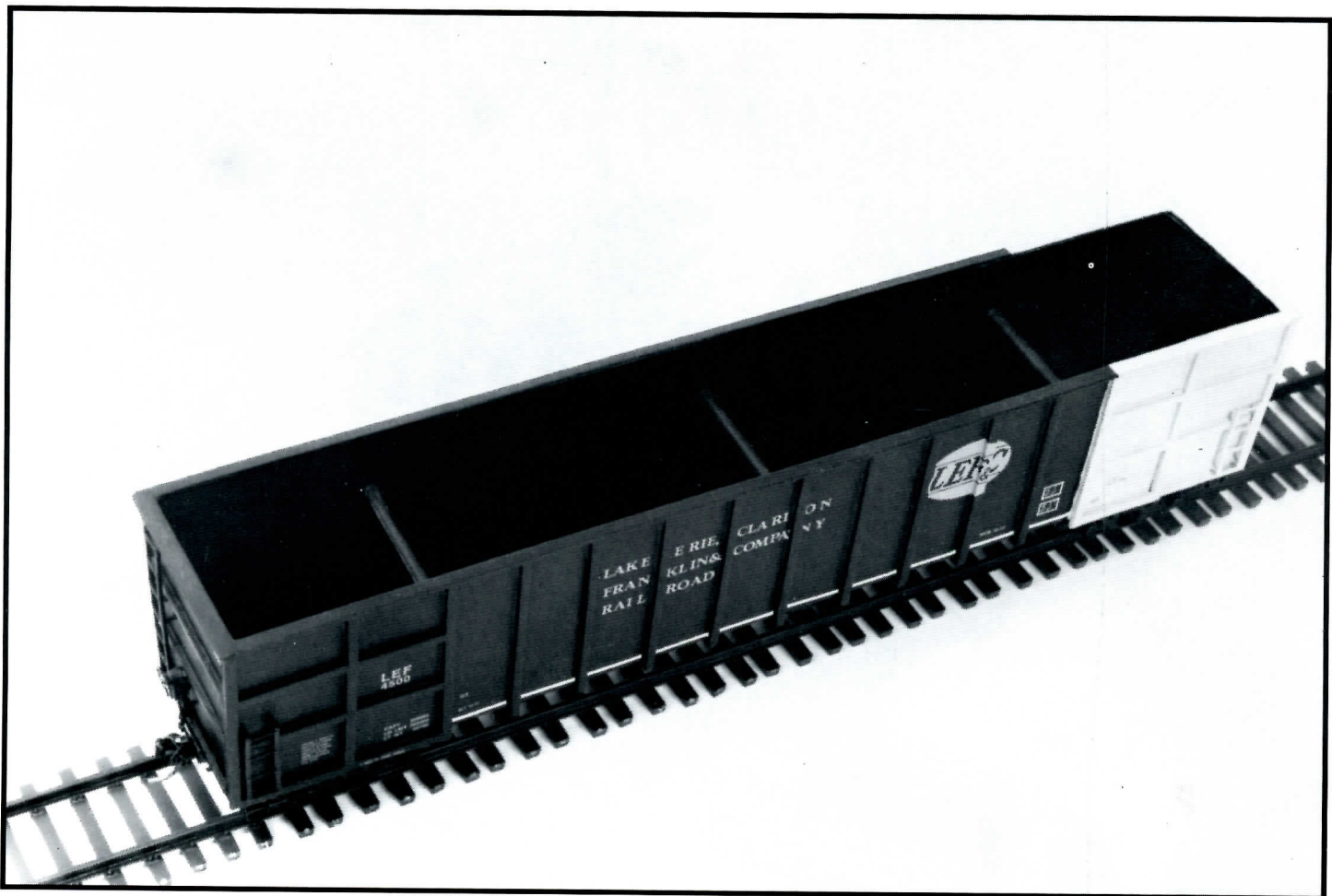
Bill Hanslik, Jr. was quite a force at the contest capturing 1st place in Kit and Converted craftsman class diesel and electric locos with his Ace RS-1.



Bill Fraley's colorful PRR tug, The Monongahela, took 2nd place in Craftsman Diesel and Electric Locomotives.



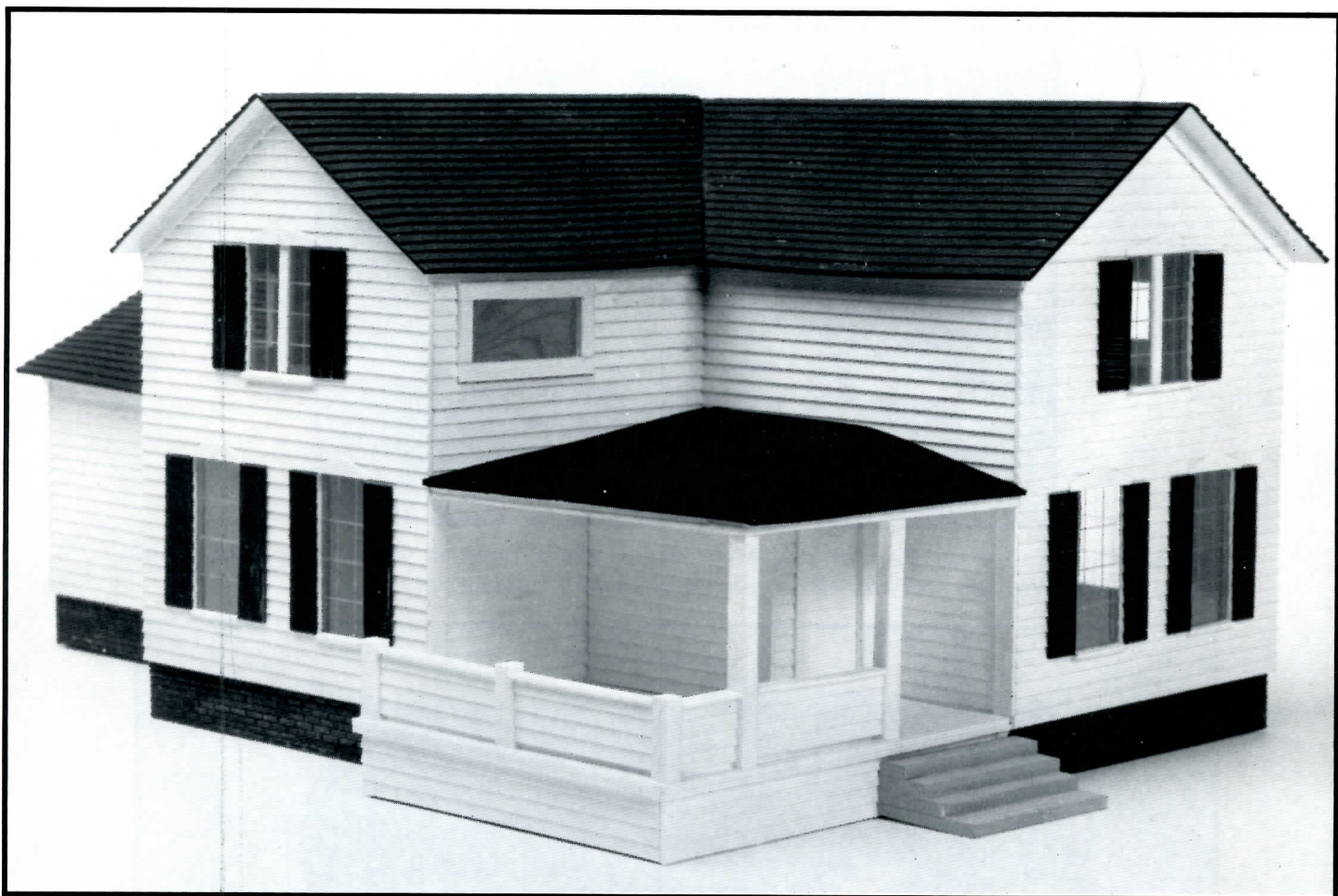
Bill Fraley scored a second time capturing 1st place in Freight and MoW in the craftsman class with this well executed B&M Snow Plow.



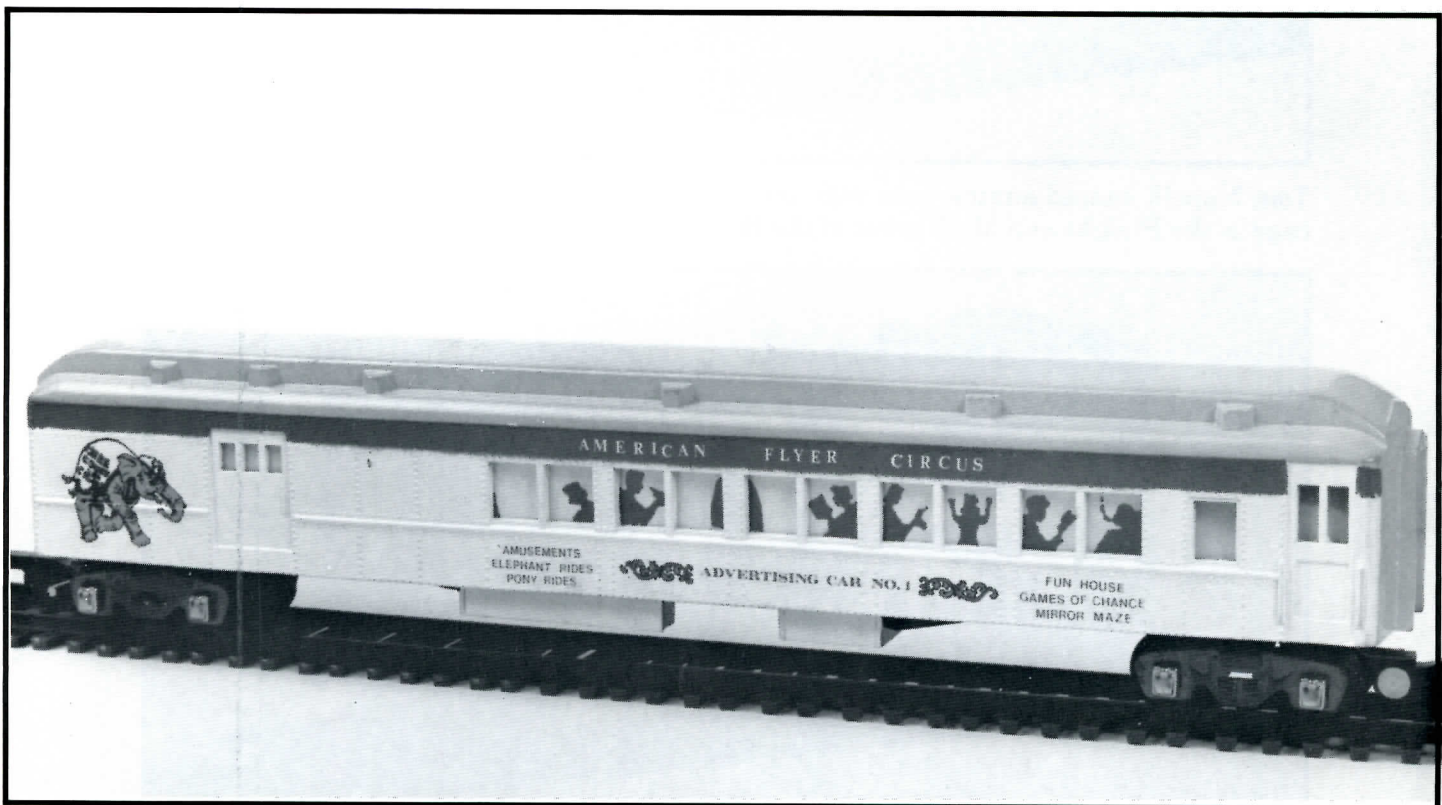
This Lake Erie, Clarion, Franklin and Company 60 ft. Gondola brought Tom Nimelli a “Best In Class” in the amateur class. It was entered in the Freight and MoW event.



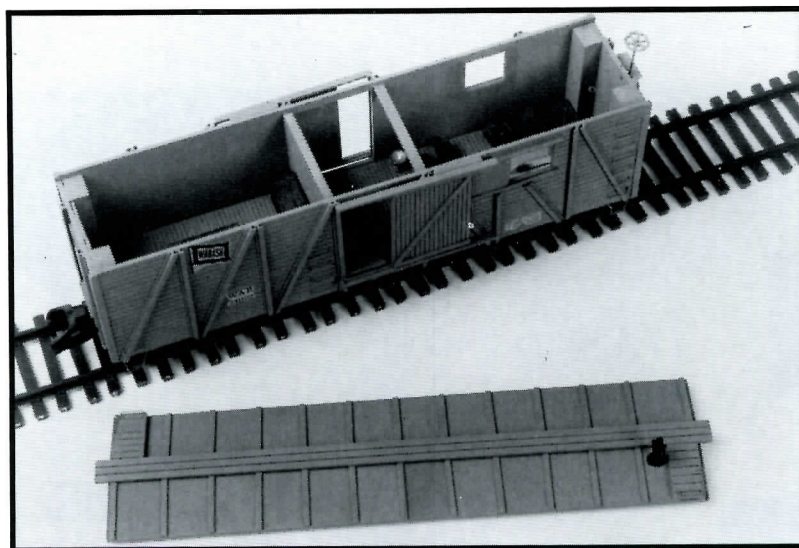
Tom Also captured second in the same event with this bright blue Lexan Air Slide Hopper Car.



Stephen Fixx was awarded 1st place in Structures in the amateur class for his entry of this neatly done clapboard house.



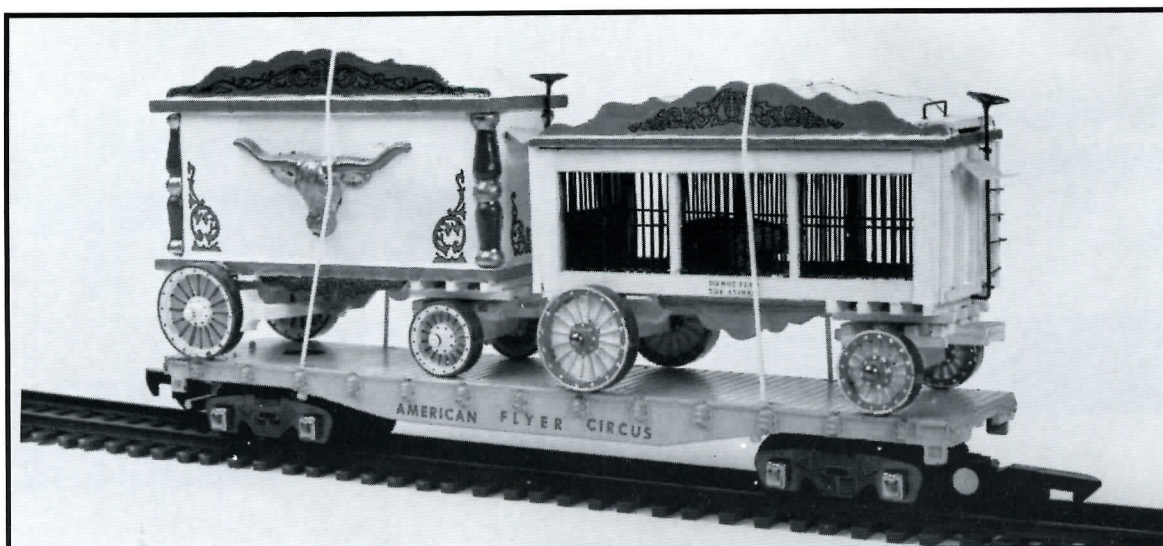
Tom Nimelli garnered another 1st place, this time in the High Rail class for his pretty passenger car serving duty as a Circus Advertising Car.



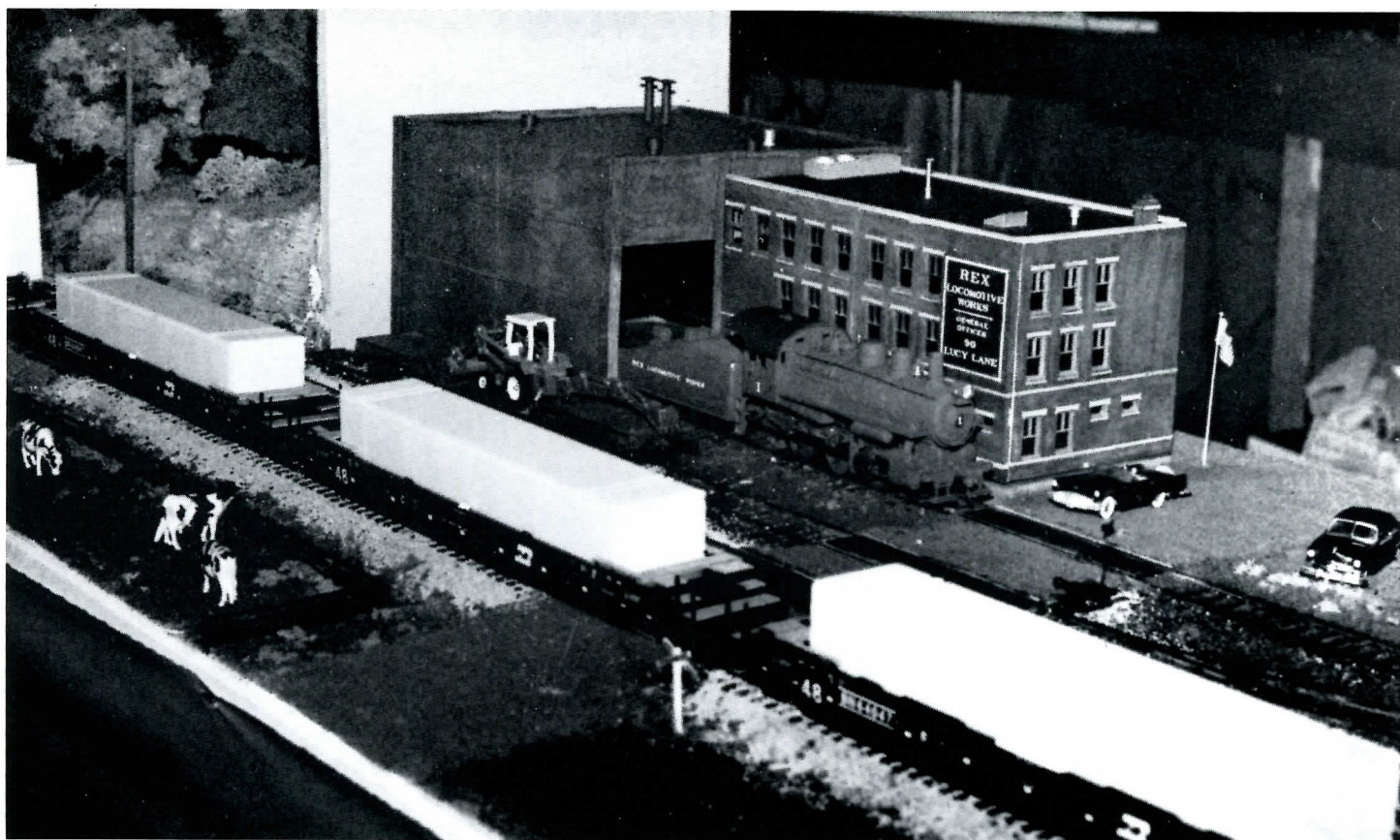
In the High Rail class Freight and MoW event, Mark Stevens went home with a 1st place for this Wabash tool and office car complete with interior detailing.



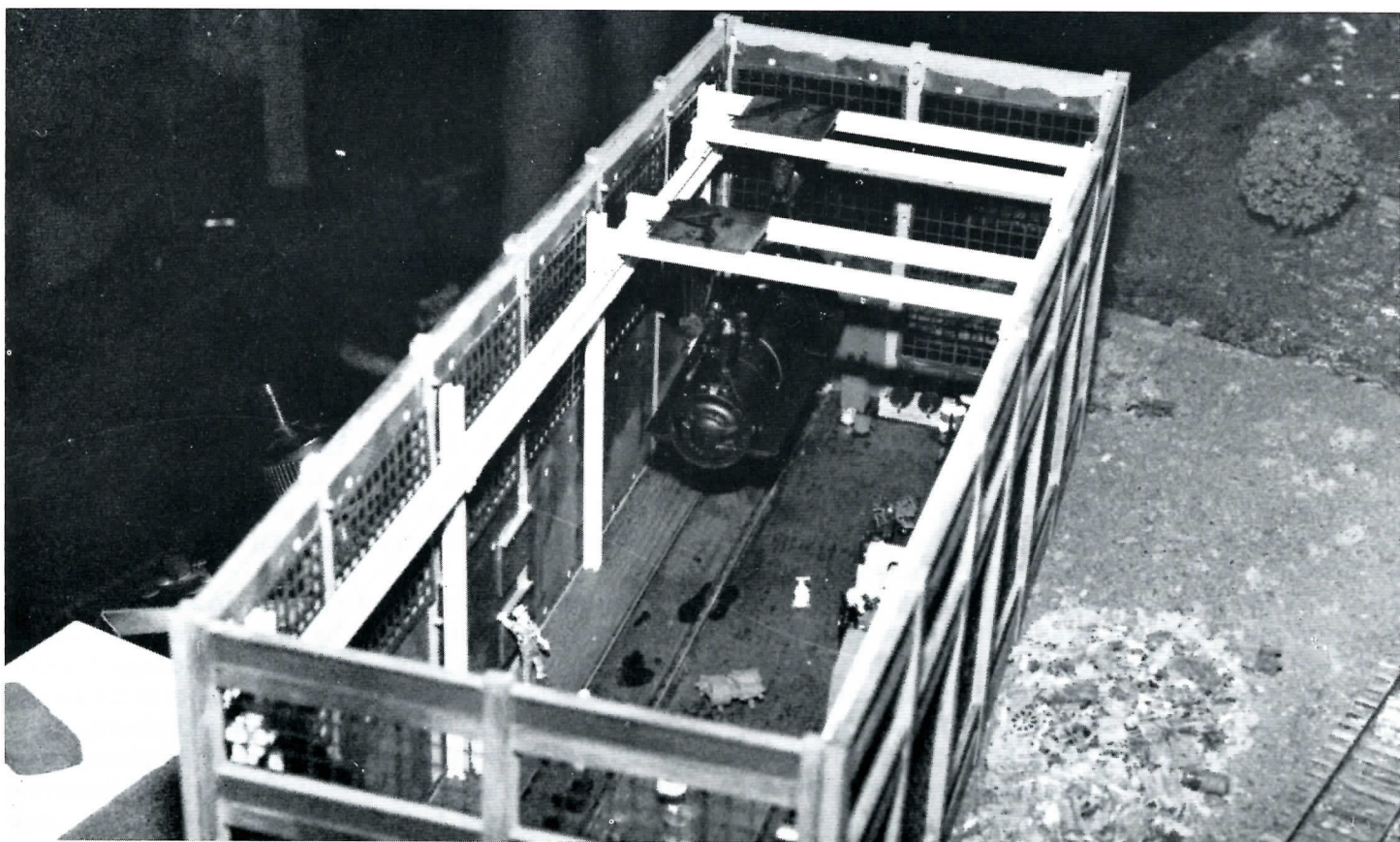
Tom Nimelli snared another win with his 2nd place entry of a Circus flat car with tiger cage in the Freight and MoW event of the High Rail class.



Not satisfied with his other wins, Tom Nimelli also took a 3rd place in the Freight and MoW High Rail class with the Circus flat car with wagons.

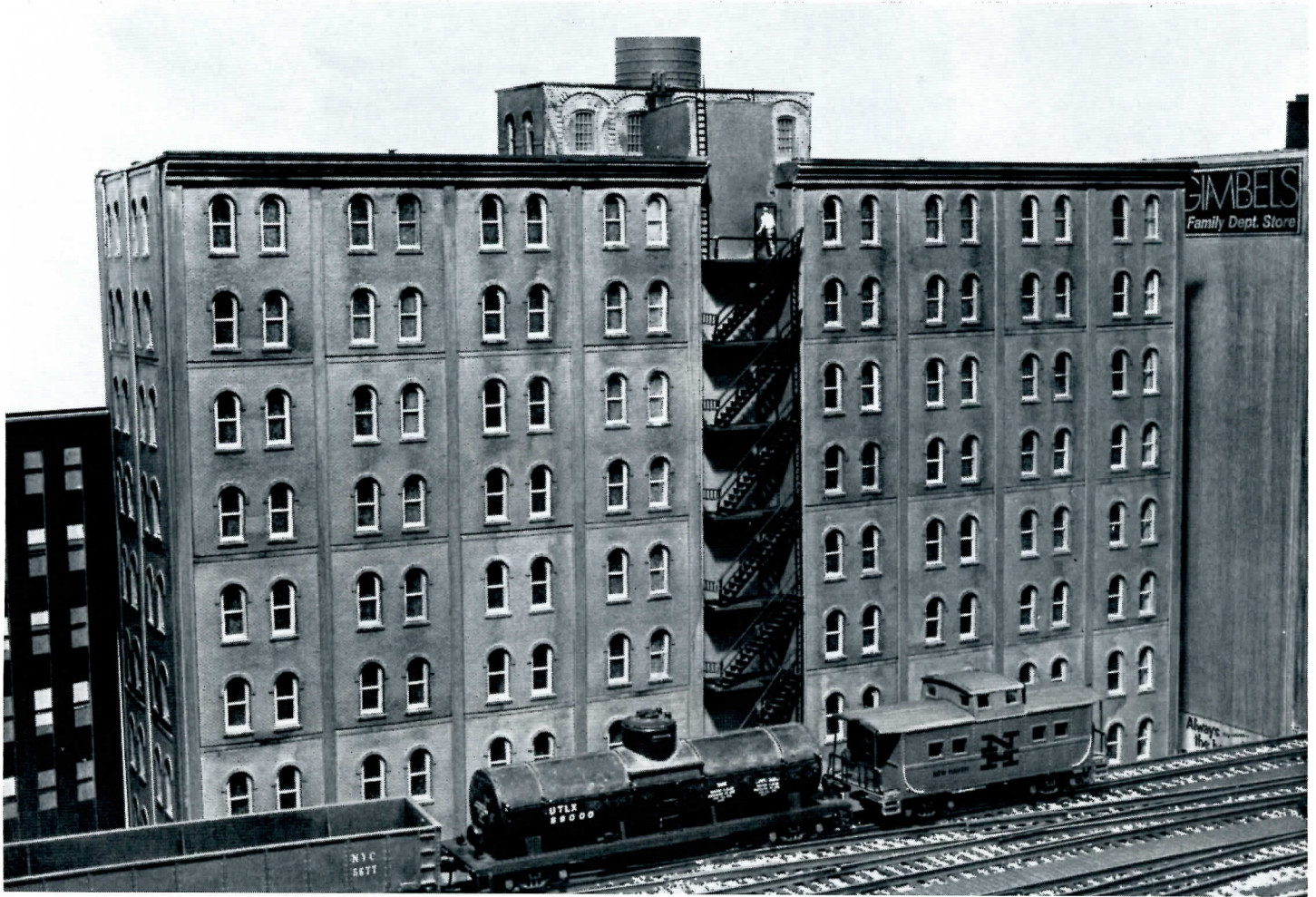


The father and son team of Bill Hanslik, Sr. and Jr., took a first in the module event with their module of the Rex locomotive works. (TOP) The Office and Warehouse. (BOTTOM) The Erecting Shop with lots of interior detail.



BUILDINGS

By Mike Palmiter



A freight transfer trundles past New York City tenement buildings on your author's layout. The highrise was assembled from HO scale DPM kit parts and detailed as described in this article.

One of my favorite things about model railroading is constructing and arranging buildings. When I switched to S scale a few years ago one of my chief concerns was whether I would be able to find commercially made building components that are close to 1:64 scale. I could scratch build some structures as I had done with previous layouts, but with S scale's larger proportions it was important to have the finer detail of commercially made kits.

Fortunately for the S community many of the Design Preservation Models (DPM) and City Classic kits marketed for HO are proportioned large enough for use in S scale. The scale of any building is determined by the spacing of floors and the height of doorways. Floors on real buildings measure from ten to fifteen feet apart depending on the style of architecture. The larger DPM buildings' floor height range from 8 feet to 9-1/2 feet in S scale which is close enough to correct proportions to satisfy most modelers. Some of the doorways on the DPM and City Classic kits also scale

well for S; the ones that are too short can easily be made higher with a little careful whittling. Some of the DPM kits are proportioned smaller than this (true HO scale) so they are not suitable for S layout except for use in background settings as forced perspective.

DPM and City Classic kits are by no means the only HO products sized right for S use. Among the many others are the Miners Union Hall, Bank, and Townhouses from the Victoria Falls series. Also perfect for S scale are the 1245 N. Water Street corner building and the Kibri Factory kit.

All model railroad buildings are interesting but I especially like big ones having numerous floors. Because of my affinity for large buildings I have kitbashed and stacked DPM components in a variety of ways to fit my urban setting. To make multi-floor walls of DPM window sections I glue the pieces onto appropriately sized sections of Plexiglas. This serves as a solid panel to hold everything together and

provides glazing for all the windows. These large panels can then be joined to other panels made the same way to form all sides of a building. In the case of my highrise tenement building I substituted DPM's short brick strips for longer strips of similarly colored matboard to give a more unified structural appearance.

Establishing a large building model in this manner is fairly easy but they still need detailing. Older style buildings such as these have architectural characteristics not found on more modern structures like roof edge cornices and outside fire escapes.

I made my model cornices from sections of triangular shaped wood molding purchased at a hardware store. The roof was formed from a piece of black matboard to simulate tar; I then added other rooftop details such as chimneys and water tanks.

I don't know of any commercially made fire escapes suitable for S sized buildings. Central Valley however does market sets of steps and railings that can be assembled into a reasonably accurate S fire escape. The stairs and railings of the Central Valley set are long enough to reach between the floors so all I needed was to fashion the landings. Fire escapes in the real world are made with an open grating for the steps and landings. I simplified my landings by using pieces of black matboard which sped-up construction and is not really noticable on the model. Purists could probably simulate open gratings with the use of screen mesh but I didn't want to get bogged down with tiny details that would slow the overall progress of layout construction.

The fire escape for my tenement building was fit into the set-back so it was easy to anchor in place. Fire escapes that do not have such set-backs would need extra supports.

To improve the models appearance I gave it an overspray of Floquil's Instant Weathering. This helped but I wanted it to look more dingy and drab which is characteristic of old brick buildings. About the time I was working on this model I had occasion to see George Sellios' HO model work. He had created exactly the type of weathered look I wanted by using a wash of India ink in alcohol. I brushed this stain on the building and it instantly achieved the effect I was looking for.

In addition to the India ink stain technique, Sellios had applied colorful vintage advertising to many of his buildings. I have always liked the looks of ad-art on layouts so I used Sellios' method for the blank walls of my own buildings. I am presently back-dating my layout from 1965 to the mid-1950s and as such wanted to use ads from that time period. In order to get suitable ads of that era I bought several old issues of LIFE and POST magazines at a flea market.





The bottle-capped Coca Cola elf was a familiar face in the 1950s. This ad was applied to the blank wall of a City Classics kit assembly.

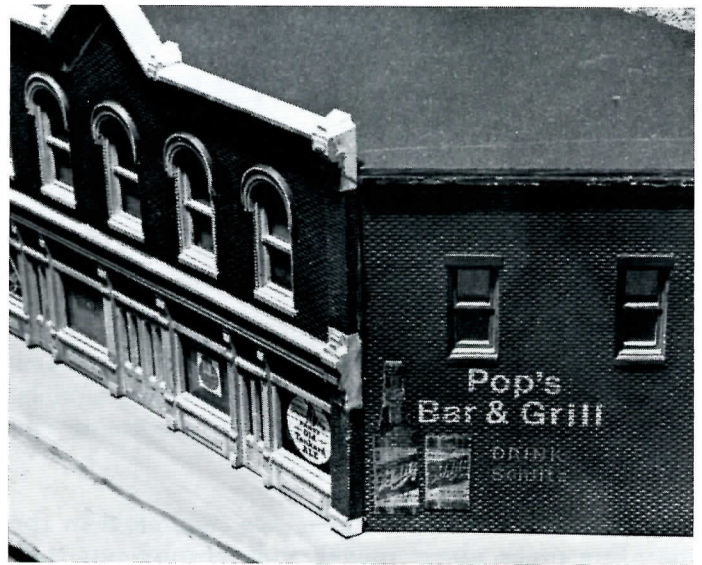


A New Haven "Jet" heads its train thru a group of buildings decorated with ad-art on the Hudson & Harlem Division.

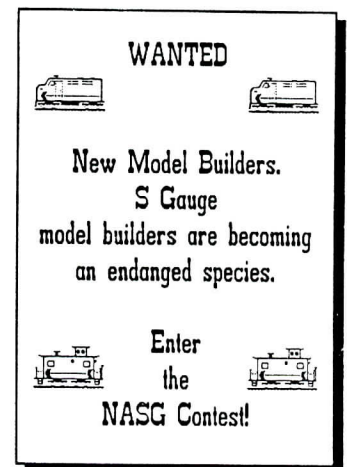
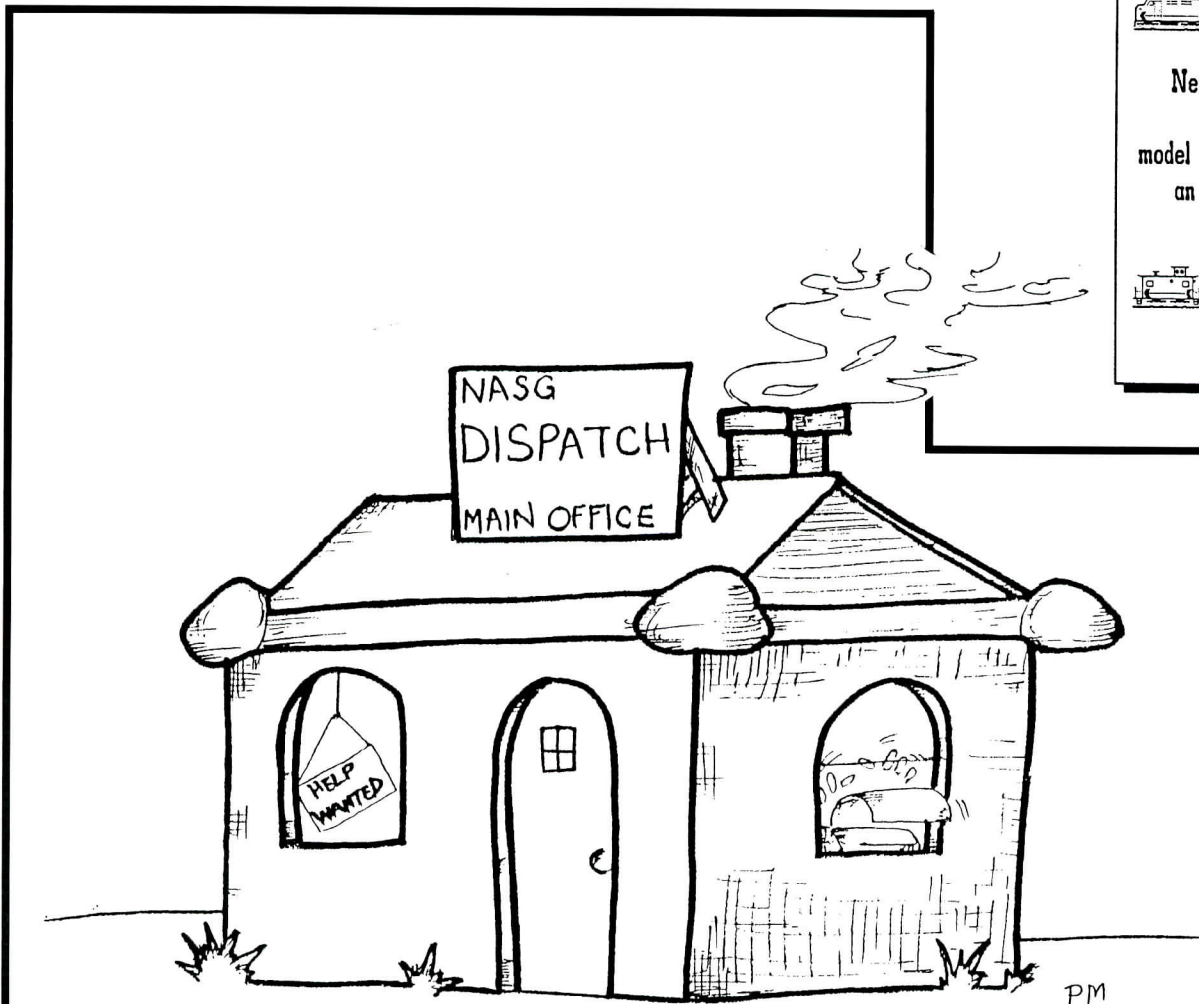
These old copies are loaded with all sorts of colorful ads perfect for this type of project.

I looked thru these old magazines (which dated from the late 1940s and early 1950s) and clipped all the ads of familiar products, especially ones with characteristic logos of the mid-century period. I measured the available space size of each building's blank wall then fit suitably proportioned ad clippings. The thin paper that these ads were printed on made them form well to the brick detail when white glue was applied. If pushed tightly against the wall its mortar pattern will show thru; this can be enhanced by pushing it tighter with a fingernail. This gives the effect that the ad is painted onto the brick which was so common in bygone days rather than applied billboard style to the side of the building. When the glue was dry I lightly sanded with with vertical strokes to simulate weathering. The India ink wash was also added to tone down the ad color.

Try making a building as I've described and see how it fits in with your layout.



Pop's Bar & Grill illustrates how ad-art looks on small buildings. The lettering was applied from dry transfer alphabets.



ARTWORK BY: PAUL McKEE

YOUR MODELS ON FILM

IT'S SIMPLER THAN YOU THINK

By Mike Palmiter

With over 1200 NASG members I was surprised that so few send good photos of their layout or models for use in the *Dispatch*.

In preparing for the editorship I had occasion to talk with some S gaugers about featuring their work. The problem wasn't that they had no interesting models, or that they didn't want others to see them, the problem was photography!

Over the years I have seen pieces published in the mainline press about model photography but they always sounded too complicated for the average modeler. Actually there is a simple way to take good model photos as I can personally attest. The only important hardware needed is a suitable 35mm camera and a tripod to hold it. I use a ten year old Olympus OM10 for all my photo work but any brand will do if it has an f-stop ring that can be set at the highest number, usually f16 or f22. This is important for getting the best depth of field focus. It is also important to have a camera with an automatically metered shutter speed so that you don't have to bother with correct exposure time -- the camera will time itself for whatever light is available.

The other piece of necessary equipment is a tripod to set the desired scene and hold the camera still while each frame is being exposed. A cheap tripod is fine for this, I've seen suitable ones priced around \$20. It is also useful to get a shutter button extension cable so as not to wiggle the camera when you click the button.

I recommend 100 speed print film. It is less expensive than higher numbered light-sensitive film (200 or 400 speeds) and produces a better quality photo.

For *Dispatch* purposes I usually use black & white print film because I can develop it myself, and B&W is the predominant visual published in the *Dispatch*.

Most commercial film labs are geared to process only color. Fortunately, color prints will publish well in the *Dispatch*. If lit properly these are just about as good as B&W prints. For color magazine pictures, slides (transparencies) are better than color prints since they reproduce a sharper image. Before taking slide views check with me first to see if color space is available. Publishing color slides in B&W requires an extra process and we would like to avoid that if possible.

In order to give your model scene good lighting contrast I recommend using a bright bulb in a hand

held reflector unit. The kind I use is a clamp-on type purchased at a variety store. With B&W film this lighting method works out quite well, however with color daylight film the incandescent household light bulb will give a yellow tone to everything. The colors of course will look bad and the yellow hue will cause a gray fog if published in B&W.

A simple way to avoid this is by using tungsten film which is color balanced for indoor lights and will produce a good photo. Tungsten film is not sold everywhere so you will probably have to get it from a photography store.

Although a flash attachment will give correct color I do not recommend it for model photography. The flash will cast bad shadows and may glare off of window glazing and shiny surfaces. The hand held light I mentioned can be positioned until the scene looks right and then your other hand can click the camera shutter button.

So here is the simple rundown for taking pictures of your models:

- Load a roll of 100 speed print film into your 35mm camera.
- Be sure the film speed setting on the camera is the same as the film you are using.
- Set the f-stop ring at the highest number, usually f 16.
- Attach the camera to the tripod and frame the scene.
- Focus on the center of the layout or model subject. Be careful to avoid background clutter which can spoil the effect.
- Screw the shutter release cable into the camera.
- Take your picture.

I don't claim to be an expert in photography but I have had great success with the simple and inexpensive method described here. I suggest taking at least two pictures of each subject with the light moved to a slightly different position between each. From a roll of 24 frames you should get a nice set of photos to record your model progress and another set to share with all of us.

S LORE

Back in my HO days I had installed a few under table turnout control rods. These were simply long pieces of stiff wire running from Eshleman linkage to the edge of the benchwork. The operator could then push or pull the wire to throw the switch points. There were some problems with this however. One was that the longer pieces of wire tended to bend when pushed, and often the benchwork's 2-by-4 supports were in the way of a straight connection. In spite of these problems I liked the basic idea of controlling turnouts mechanically rather than with electric switch machines --- it was cheaper, easier to install, and there were no potential electrical problems to deal with.

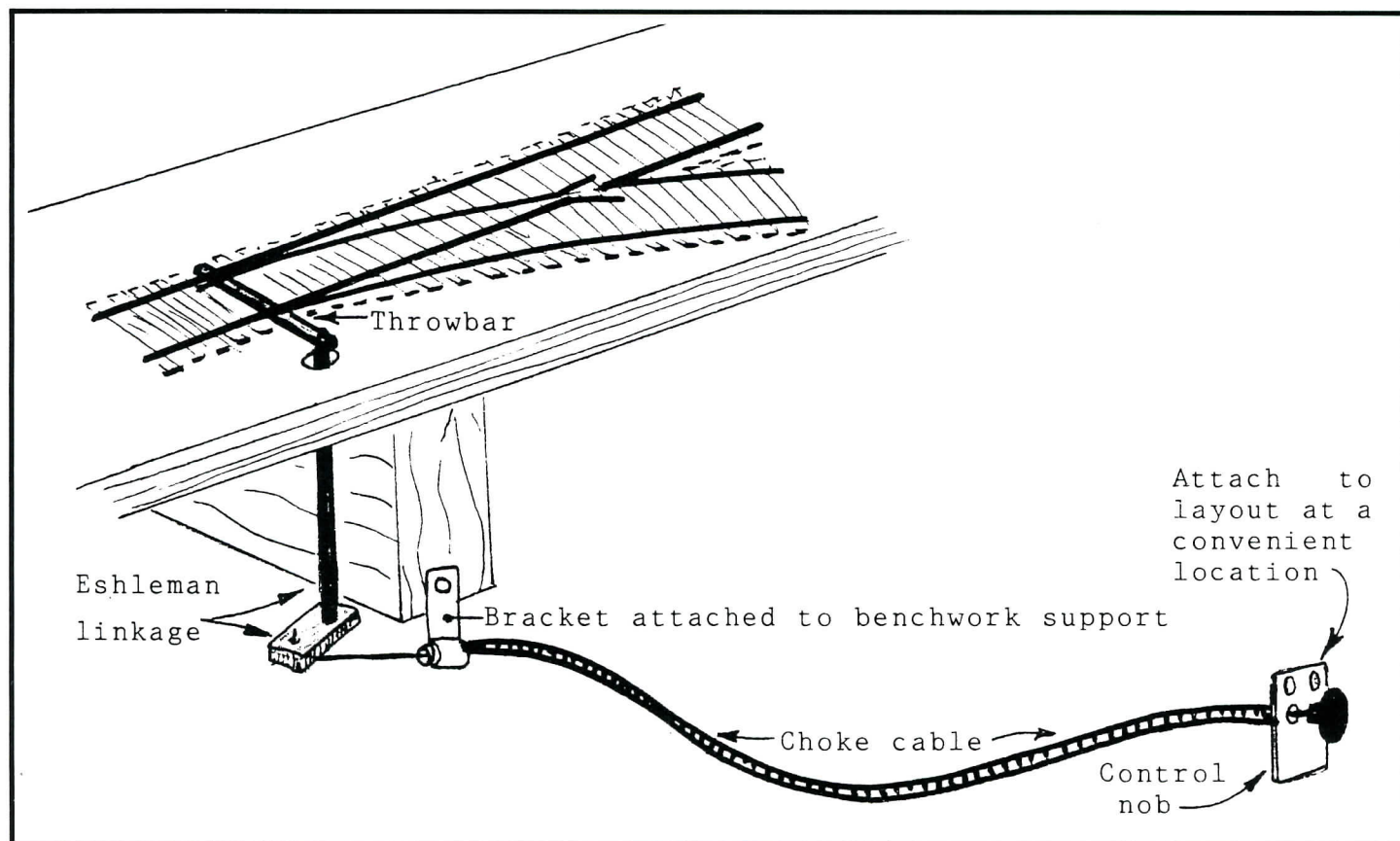
When I built my present S gauge layout I experimented with choke cables to control the turnouts rather than a stiff wire. Automotive choke cables come in lengths up to nine feet which reached to all my turnouts from the central control area. The advantages of choke cables over wire rods were the length they could reach and their ability to bend around support frames.

I use all American Models code .148 prefab turnouts but this control method should work well with just

about any type of turnout. As illustrated in the accompanying diagram, hook-up is quite simple and requires only minimal adjustment to get it set exactly right. I use Eshleman linkage because they are inexpensive and make hook-up very easy. A skillful modeler could probably use a home made linkage device that would work just as well.

There is enough resistance from the linkage and cable to hold the turnout points firmly in place once it is thrown into position. To switch the turnout the operator needs only push or pull the nob until it stops which sets the new route. Next to each cable nob I have put the words IN--MAINLINE to remind me which position is for the mainline and which is for the turn position. Eventually I want to add indicator lights at the turnouts to show direction of route.

Choke cables for turnout control may not be suitable for every layout but they do provide a practical alternative to electrical switch machines. MP



PROTOTYPE VIEW

Model railroaders often try to recreate settings that have a special meaning to them. Maybe a certain junction or crossing of boyhood days, or some other railscene that has made a lasting impression.

I have always liked the mood created by trains parked in a trainshed. The dark enclosure seems to make the locomotives appear even bigger than they are. The acrid yet agreeable odor of diesel fumes everywhere adds to the effect by giving the scene a hazy dreamlike quality.

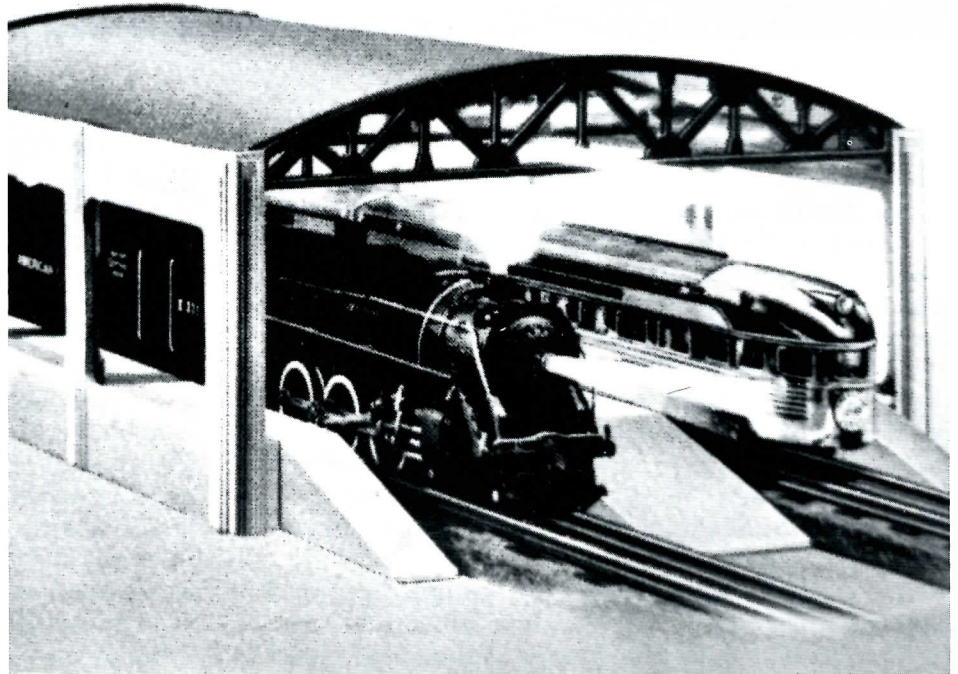
A large trainshed is one scenic detail that is rarely if ever applied to model layouts. American Flyer's vaulted two-track trainshed was an appealing accessory but hardly up to prototype proportions.

However, a large scratchbuilt trainshed on a layout can be an interesting structure as well as provide extra operational possibilities for stub-ended tracks. A trainshed can also store trains between runs in a prototypical manner plus create some unusual photographic possibilities.

The layouts I built prior to S scale all had a trainshed of one type or another. My present S layout is patterned after the approach to New York's Grand Central Terminal. Because of the immense size of this prototype it is not possible to build a model that would be anywhere near accurate in the limited space of my trainroom. I have however begun building a subway thoroughfare that is reminiscent of a trainshed. As mentioned before, this is a great way for staging trains during an operating session.

Have any *Dispatch* readers ever built a trainshed? Do you like the idea? If so tell us about yours; if not try building one and see how you like it.

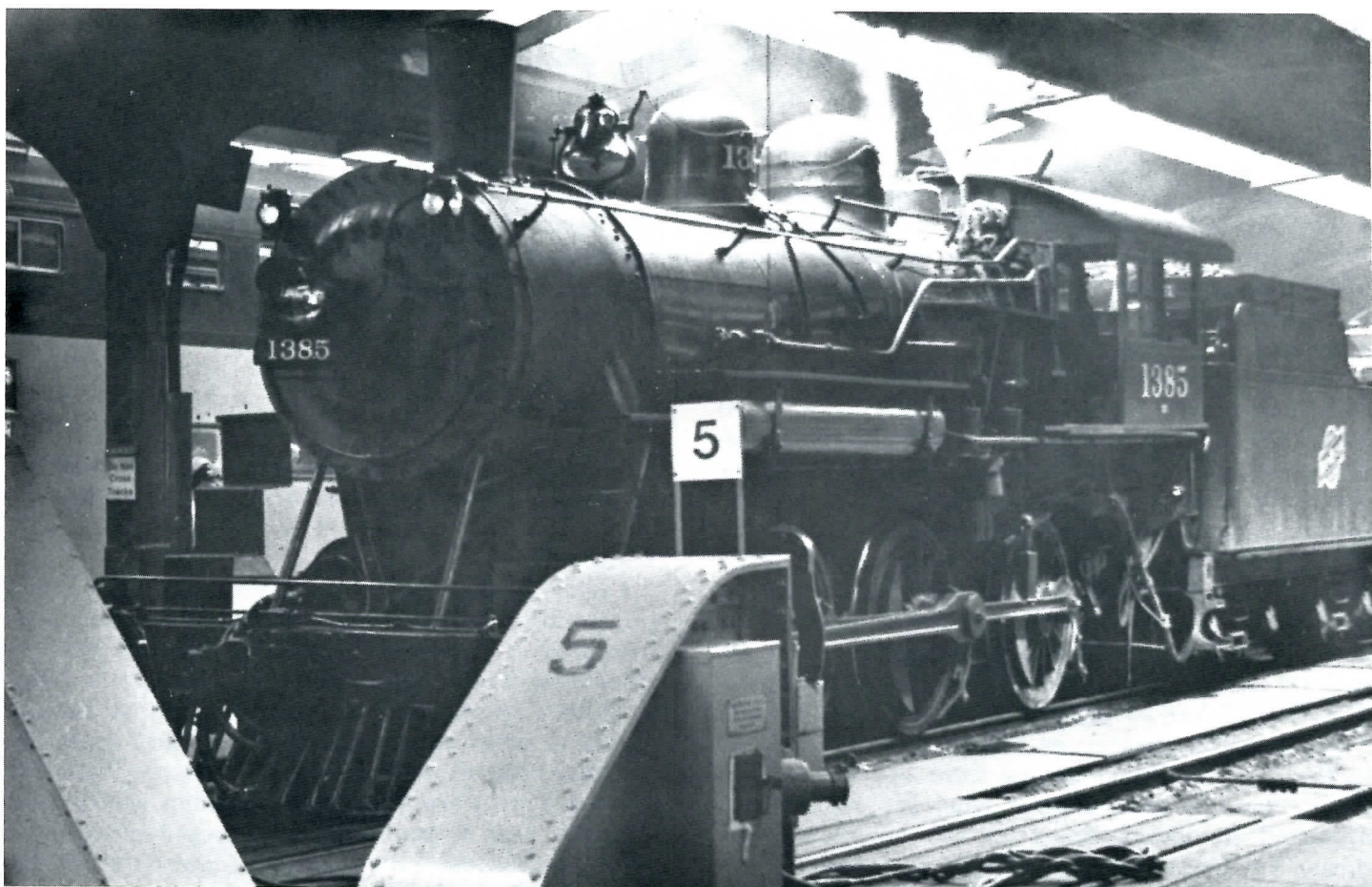
-Mike Palmiter



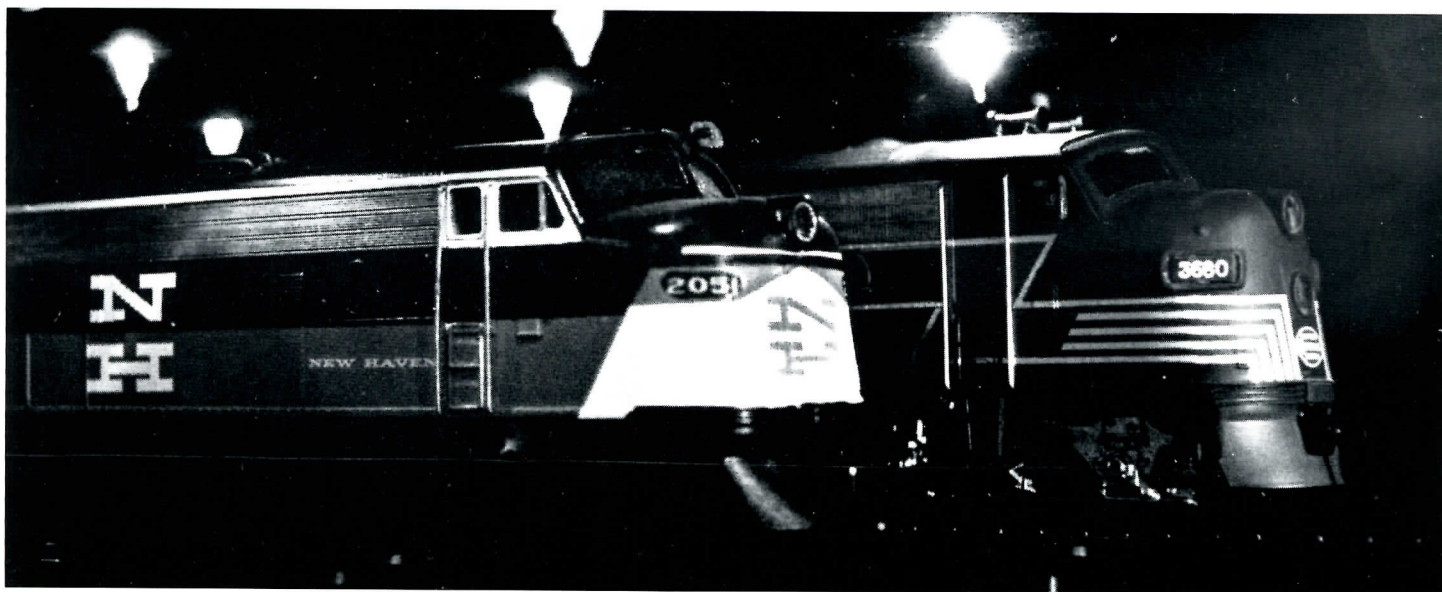
As pictured in the 1956 American Flyer Catalog, page 42.



Battle worn E-8 rests at Chicago's LaSalle Street Station in August 1964. The faded Central emblem and lightning stripes would soon be replaced with simplified white band and new System logo.



Iron horse #1385 waits at Chicago's Northwestern Station during a 1982 excursion. The dark locomotive inside the gloomy trainshed creates an unusual photographic study.



Your author has tried to get the mood of a trainshed with his layout's subterranean thoroughfare.



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 Rochester, New York

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— MAIL TRACK —

Mike -

I'm writing in response to the call for a network of S modelers to assist you with the *Dispatch*...I would like to help when I can. I entered S back in 1972 when there was not even a locomotive being offered in easy-to-use form (REX was temporarily off the market). I did manage to find a Rex 0-6-0 and converted it to a 2-6-0.

During the late 1970s and early 1980s I built a fleet of S scale diesels from Locomotive Workshop brass kits. They debuted at the 1982 NASG Convention in Cleveland, Ohio but were quickly overshadowed by the new offerings of imported brass, which, incidentally, I played a large part in getting underway through discussions with Bruce Giles and Charlie Santoro of ALCO MODELS at the NMRA convention in Orlando, FL. The result was the first imported brass S scale standard gauge locomotive, the now-historic ALCO RS-3. I also engineered the infamous SHINOHARA #6 switch that everybody loves to hate.

Due to my circumstances, I have not been as visible in the S fraternity as at one time, but I'm still as crazy about S as I always was. My by-line has appeared numerous times (in the model railroad press). The last in MR no one must have seen. It was "A Railroad You Can Model" (KEOKUK JUNCTION, July 1990 MR) with an S scale track plan. I have heard plenty about the lack of S material in MR, etc., but never any mention of that article.

Currently, my S scale SHABONA RR is finally beginning to take shape, and I have something from which to take photos and write articles about. Some have been submitted to major publications. Hope I can be of some use to you. I think you have every model railroaders dream job!

Sincerely,
Bob Nicholson
Ft. Madison, IA

Dear Mike,

In the "Post Its" Bob suggested we give you our support and connect with you so this is what the letter is about. Being one of the Old Timers I don't know if you have heard of me or not so I will fill you in briefly. Seriously got into S about 1961 although I had AF running in 1952. Really got serious when became acquainted with Jess Bennett who lives about 55 miles from me. We spent many S moments together.

At one time we had an S gauge group of about 30 in and around Spokane and I edited a monthly newsletter for about 22 years. Finally got tired of getting no help, no one would take over and since then our group is almost non existent. A few of us get together individually but not on a regular basis.

I have a fair sized layout about, 200 ft. of track...I laid code 172 rail because I wanted an improvement

over AF and at that time Bob Peare put out 172 rail on fiber tie strip.... My railroad is now pretty well sceniced, just minor details to add when I am not too lazy.... I built a freight shed for our portable layout we used at a NMRA regional convention in Spokane last summer. Plan to write up article on construction for you.

Ernie Horr
Spokane, WA

(I certainly have heard of you and will be looking forward to your future input---MP)

Dear Mike,

I really appreciated your very constructive article on modifying American Models turnouts that appeared in *Dispatch*. This was the first article I have seen in print that even hinted of a serious defect in these turnouts. (Other publications) have been so afraid to point out (things like this) that folks like me have been unable to find out how other S gaugers have dealt with problems. Your solution works great and is so easy to apply. I depend on publications for solutions because I am virtually alone in Nashville as an S scaler.

Sincerely,
Earl Henry
Nashville, TN

Dear Mr. Palmiter,

First of all, best of luck as the new *Dispatch* editor. I enjoyed your article about American Models .148 turnouts. I was just about to buy four when a very nice gentleman...showed me a possible problem with these units. When a car with scale wheels goes thru the straight side, as it is crossing the distance to the frog, the car dips to the right. The distance here was set for non scale wheels....

Sincerely,
Michael A. Scivoletti
Franklin, NJ

(As I mentioned in the S LORE piece, these turnouts were built to accommodate tinplate wheel flanges so scale wheels will be at a disadvantage. Because of the wide frog gap, scale wheels do dip a little going thru but with the guard rail modification they at least do not derail. All in all I think the AM turnouts are a good product.--MP)

Dear Mike,

I concur with the comments made by Bob Jackson concerning the frequency that the *Dispatch* is published. Publishing the *Dispatch* six times per year places an unnecessary strain on the NASG treasury, S Gauge authors, and provides for early burnout of the editor. Maintaining this aggressive schedule requires that an editor sacrifice his modeling hobby and devote his hobby time to the production of the magazine. He is forced to work with a limited amount of material and often this results in a nice looking magazine with thin content. The needs of the NASG can easily be met with the publication of a fine quality publication, published on a quarterly basis. I encourage the NASG BOT to consider this at their earliest opportunity.

Ken Zieska
Plymouth, MN

(I have discussed this with both Bob and NASG President, Mike Ferraro. Personally I believe that the Dispatch should be kept bi-monthly which the membership has come to expect. As I begin my editorship I am confident that I will be able to maintain an interesting magazine of 32 pages. Doing this should still be able to stay within the budget; the Membership Directory that we now receive as a separate publication is planned to be incorporated into next year's August issue which will be some savings. Having the membership listings as part of that issue of the Dispatch will also relieve pressure for finding article material. If adequate and suitable material does become a problem then cutting back the Dispatch to a quarterly basis may be the only solution.--MP)

Fellow S-gaugers,

It is with great sadness that I report on the death of Cy Behrens from Parkinson's Disease. Cy was a longtime member of the Lehigh Valley S-gaugers and its parent club the Delaware Valley S-gaugers. Many of you may have met Cy at one of the national conventions as he attended many of them. He was at Syracuse last summer with his wife Leona. Cy's son Jay is also an active S-gauger. We of the Lehigh Valley S-gaugers will all miss Cy along with many people in the Jim Thorpe area where Cy lived.

Jamie Bothwell
Corresponding Secretary LVSG

POST ITS

FOR SALE

Overland Models brass Alco FA/FB diesels factory-painted Great Northern. Both units powered. Gil Hulin, 3895 Colony Oaks Drive, Eugene, OR 97405. Phone (503) 344-6858.

WANTED

Will buy spliced Flyer NH coaches to scale length. Have some uncut Flyer NH coach shells for possible trade. Mike Palmiter, Box 205, Williams, IN 47470.

NOTICE

The Portland, Oregon, metropolitan area was approved as the 1994 NASG convention site by the Association's Board of Trustees meeting at Cleveland on July 17. The convention, with the Oregon S Scalpers as host club, will actually be held across the Columbia River from Portland, in Vancouver, WA. Dates are Sunday, August 21, to Wednesday, August 24, 1994. The unusual Sunday to Wednesday scheduling not only takes advantage of lower hotel rates than charged for the peak Thursday to Sunday period, but will allow S gaugers to arrive one or two days early to attend the Model Railroad Industry Association's August 19-21 train show, or arrive up to five or six days early to attend the August 15-20 National Model Railroad Association convention. The NASG convention will be completely independent of the NMRA gathering, but the back-to-back scheduling will allow those interested modelers, manufacturers and dealers to partake of both events while making only one trip to the Pacific Northwest. The host club will promote the 1994 convention as a family vacation opportunity, encouraging Amtrak travel and providing sightseeing tours to the Pacific Ocean and Cascade Mountains to entertain spouses and children. For S gaugers, a full slate of prototype, scale and tinsplate tours, layouts and clinics is planned, and a Burlington Northern main line is adjacent to the headquarters hotel, the Red Lion Inn at the Quay. Convention publicity and registration will begin at the 1993 Valley Forge convention. 1994 Convention Chairman is Gil Hulin, 3895 Colony Oaks Drive, Eugene, Oregon 97405.

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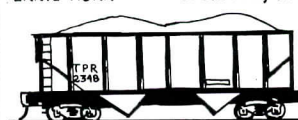
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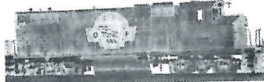


THE TINPLATE ROAD

Route of the ALLEGHENY LIMITED

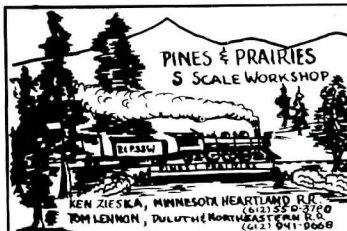
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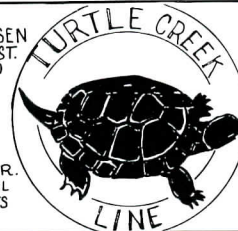
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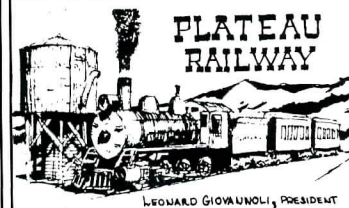
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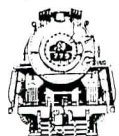
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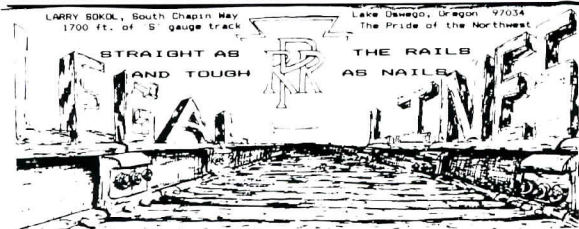
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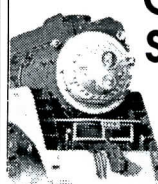
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