



THE DISPATCH

OCTOBER 2013



2013 NASG CONVENTION MODEL CONTEST WINNERS



The National Association of S Gaugers

The NASG Inc. is a 501(c)7 *Fraternal/Educational* non-profit corporation, which acts as the umbrella organization representing the 1:64 model railroading community (also known as 3/16-inch-to-the-foot, S-gauge, or S-scale). The NASG performs a wide range of activities in support of the S gauge world. It sets standards for S gauge and maintains lines of communication for S modelers everywhere. Through its bi-monthly magazine, **The DISPATCH**, and through this public web site, the organization communicates news about local clubs, new products, events, and projects of interest to S modelers. The NASG also works closely with manufacturers and potential manufacturers to help provide products marketable to its membership.

Note: Donations to the NASG are not tax deductible on U.S. individual income tax returns.

NASG History

The NASG's roots are closely related to the former A.C. Gilbert company, who in 1946 introduced S Gauge American Flyer trains, which were 3/16" scale toy trains. An S gauge newsletter was starting to make its rounds via the U.S. Postal Service around 1957-58. The NASG informal group formed a few years later. The legal entity NASG, Inc., was created in 1976 in New York state, which includes a President, Executive Vice-President, three Regional Vice-Presidents, a Treasurer, and a Secretary.

The NASG is all about people. People with a common interest. In the early days people such as Jesse Bennett, Chester Bolly, Bill Crawford, Will Estes, Gene Fletcher, Leonard Giovannoli, Ambie Hennek, Evert Hoffman, Robert Shafto, William Sutliff, Bernard Thomas, and Claud Wade started and kept the S gauge circuit newsletter going. These men helped form the roots of what is now the NASG. Of course, over the years many more people have contributed much of their time and effort to this volunteer organization.

If you are interested in a full story about how the NASG came about, you can read *The NASG Story: A History* by Bob Jackson at www.nasg.org/About/History.htm.



Annual Awards

The Bernie Thomas Memorial Award

Presented in recognition of meritorious service to S gauge or NASG.

The Charlie Sandersfeld Memorial Manufacturer's Award

To provide recognition to a company for its efforts in supporting and promoting S gauge

The Perles Publication Award

To provide recognition for the efforts of person or persons who best present the S gauge story to outsiders through an article published in a non-S gauge publication, which promotes and publicizes S gauge. Staff writers paid by the publication in which the article appears are not eligible for any part of the award.

What is S Scale or Gauge?

S is a modeling ratio of 1:64, meaning one measurement unit on the model is equal to 64 units in the real world. It is also referred to as 3/16th scale because 3/16th, or 12/64th, represents one foot in the real world. This scale is easy to model, because if you look at a regular ruler that has tick marks down to 1/64 of an inch, each tick mark represents one inch on the model. Twelve such tick marks represents one foot, and one inch on the ruler represents 64 inches (5'-4").

In the range of modeling scales, S is larger than HO, but smaller than O. The ratios are: Z (1:220), N (1:160), HO (1:87), S (1:64), O (1:48), G (1:32, 1:29), Fn3 (1:22.5). S is therefore about 36% larger than HO, two and half times larger than N, and 75% the size of O.

S gauge was initially popularized by American Flyer® in the 1940s. Today American Flyer track uses code 220 rail (rail height is 0.220 inches tall). Scale modeling uses either code 148 or code 125 rail for both scale wheels and wheels with larger flanges (known as *hi-rail*), and smaller rail such as code 100, 83, and 70 for those modelers who enjoy hand-laying their own custom track. S-scale narrow gauge modelers (Sn2, Sn3, Sn42) use code 70 or even code 55 rail to represent very light rail. Sn2 modelers also use HOn3 track. If you do not wish to hand-lay the track for your layout, there are companies, in addition to the two mentioned above, that produce turnouts, crossings, and straight, curved, and flexible track; some pre-made and some made to the customer's orders.

The Josh Seltzer S Website Award

To provide recognition to an individual, company, or group for its promotion of S scale modeling via a web site on the Internet.

The Trustees' Award

Purpose of the Award Recognition of individuals who contribute extraordinary skill, talent, and time to the NASG.

To learn more about these awards, including timing, recognition, determination, restrictions and funding go to www.nasg.org/About and click on the award name. You can also read about the person for whom the award was named and a list of previous winners.



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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:

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DEADLINES for articles and advertising are the first day of February, April, June, August, October, December for issues dated April, June, August, October, December and February respectively.

DISPATCH

MANIFEST

for Volume 37, Number 5, October 2013

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Bill Fraley's layout photographed by Peter Vanvliet.

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NASG Website

<http://www.nasg.org>

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STEAM TOWN II by Jeff Madden

It was back to Steamtown, sans the steam, in Scranton, Pennsylvania, after a 12-year hiatus. For the second year in a row we had a real *railroady* atmosphere. The host hotel was again the Radisson Station (Lackawanna) Hotel within easy walking distance of the *Steamtown National Historic Site*.

As the Convention was held in the northeast, there was a good turnout of around 250 registrants and their guests. Like last year's convention, this year was mostly a one-man show.

This time we can thank *Jamie Bothwell*, our new Secretary, for stepping up and doing the heavy lifting. Others, of course, did step in to help such as *Jim McMorrow* of the BAAFC, who organized the bus tour to the *Pioneer Coal Mine* and other locations.



Jeff Madden at his table.
Photo by Bill Lane

Prior to the convention my wife and I visited friends in Martinsburg, West Virginia our former home. It was because of this little detour I was able to visit a non-scheduled S layout — that of member *Ed Sauers* in Charles Town, West Virginia. Ed has a nice start on a scale standard gauge B&O layout using a plan that I helped him design from afar. The layout is a neat folded dogbone with yard, roundhouse, and mine branch. Ed was one of the primary modelers responsible for promoting the B&O I-1 caboose kit recently released by *Lake Junction Models, LLC* in conjunction with *Supply Car, LLC*. He is currently promoting a BR&P caboose kit and maybe a surprise or two down the road.



Ed Sauer's layout

Photo by Jeff Madden



Bill Fraley's layout

Photo by Peter Vanvliet

LAYOUT TOURS: The convention planner, *Jamie Bothwell*, wisely decided to have self-guided layout tours aimed primarily at folks coming to or leaving the convention. This seemed to work well and saved a lot of tour planning headaches as the closest layout was over an hour away from Scranton. Since S layouts tend to be less concentrated than those of other scales, and we don't have thousands of conventioners, this seemed to work well. I personally managed to visit four of the six open houses: Those of *Dave Heine*, *Bert Mahr*, *Bill Fraley* and *Roy Hoffman*, all on Sunday on the way back to Wisconsin. *Bill Lane* of New Jersey, and *Lee Rainey* of State College, Pennsylvania both received visitors before and after the convention. Self-guided layout tours will also be the format for the 2014 convention in the Milwaukee area.

ICEBREAKER PARTY, Wednesday evening. The meet and greet event was well attended. We all jammed into a narrow second floor hotel area where we were treated to cake, snacks and some discount drinks.

COAL MINE TOUR, Thursday. *Jim McMorrow* and *Monte Heppe* led two busses on a coal mine tour with the primary and first stop being the *Pioneer Coal Mine* in Ashland, Pennsylvania, about an hour from Scranton. I opted to *chase* the busses with my wife as we wanted to go on our own after the Pioneer Coal Mine tour. At the Pioneer Coal Mine the group was treated to a short *steam* engine push-pull ride behind an 0-4-0 Lokie. After that we rotated with the rest of our group to ride into an abandoned anthracite coal mine in carts pushed by an electric mine loco. We saw first hand how hard coal is mined. Anthracite is very clean burning and was popular in the early 20th century as a fuel in home furnaces. The state of Pennsylvania's recent anthracite sales totaled \$150 million. There are rumors of a possible revival for overseas sales.



Bert Mahr's Layout

Photo by Peter Vanvliet

NASG 2013 CONVENTION

The busses continued going by historic coal mine sites such as nearby Centralia where an accidental fire has been burning beneath the town since 1962. The town has virtually been abandoned because of this. My wife and I decided instead to visit the *Yuengling Brewery* for a tour of the nation's oldest brewery in Pottsville. It was a good tour too.



Don and Robin Thompson of the former S Helper Service. Don is selling what won't fit on his sailboat. Photo by Bill Lane

VENDOR HALL: Unlike previous conventions, Friday was all Vendor Hall and clinics with short breaks for lunch and dinner. This worked well as folks weren't drifting off for tours. Centered in the main hall was the large Free-Mo point-to-point scale layout built and brought by the *S Scale Workshop of Canada*. This layout really showed off the scale side of S. Scenery was superb, most structures were scratchbuilt, and most of the locos ran with DCC. Thanks to *Andy Malette, Pete Moffett, Jim Martin, John Johnston and Simon Parent*. The other layout present was the NASG modular one brought by Alan Evans. Young and old enjoyed switching cars on this layout.



Harriet Mark, Sandie Winans and Irena Mark staff the registration table. Photo by Bill Lane

Major vendors included *River Raisin Models, Lehigh Valley Models, S Scale Locomotive & Supply Co., Pikesville Models, Altoona Model Works, and Pine Canyon Scale Models*. See Jay Mellon's report for a more detailed account of the vendors.

Of note was a table staffed by *Carla Heine and Bert Mahr* that was selling most of the remaining rolling stock and locomotives of *Frank Titman*. Frank has moved to a nursing facility and prior to and just after the convention the famous *Spiral Hill* layout was dismantled by family and *Lehigh Valley Club* members. It appears that most of the structures and scenic areas were saved for re-use by area modelers. The *Spiral Hill* was featured just last year in the August Dispatch and previously in *Great Model Railroads 2000*.



Brit meets Canadian. John Prior, on the left, was one of two British conventioners and Jim Martin was one of the many Canadians who attended. Photo by Bill Lane

STEAMTOWN FAN TRIP, Saturday. Even though it was pulled by a diesel (NKP Geep), our trip was the largest one for Steamtown this year. Unfortunately, all the steam engines were under repair. Scheduling the trip just after noon, caused some angst, as dealers had to pack up early to attend the trip. If they didn't, most conventioners were on the trip anyway. The diesel burbled six or seven full passenger cars through the *Nay Aug Tunnel* up to Moscow, Pennsylvania, where a stop was made for lunch and souvenir shopping.



NASG Webmaster Peter Vanoliet and his wife Ria on the Saturday morning train ride from Steamtown to Moscow. Photo by Bill Lane

AUGUST 7 - 10, 2013



Left to Right: Dan Mastrobuono, Brian Jackson, Bill Lane, and Gus Minardi at the Steamtown roundhouse.

DINERS, DIVES and Other Eating Places: Since I'm always reporting on local diners as eating places, I'll mention the few I ate at - *Glider Diner*, twice for breakfast, *Terry's Diner*, just south on US Route 11 for a breakfast. I enjoyed a chili dog at both hot dog places within walking distance of the hotel. For dinners the *Irish Pub* across the street from the hotel and *Cooper's Seafood* place a few blocks away provided good fare. At Cooper's there was even a G-scale train circling the dining area on a shelf. I did manage one official diner on the way home, *Summit Diner* just off the Pennsylvania Turnpike in Somerset.



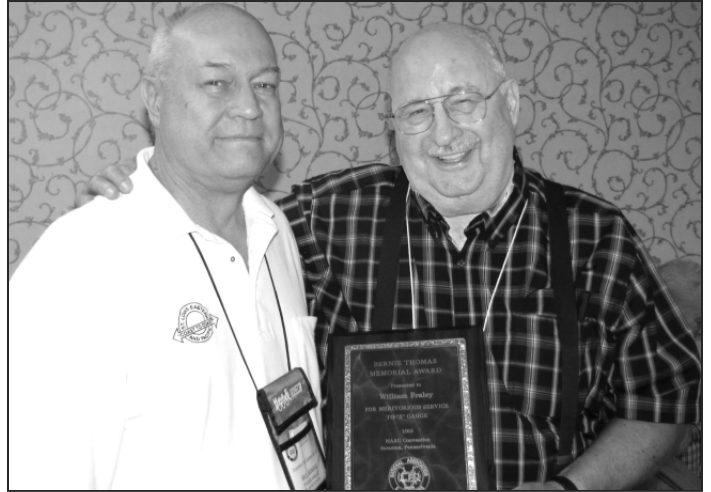
Left to Right: Jamie Bothwell, Gerry Evans, Jim McCauliff, Dave Heine and Bill Winans. Photo by Jeff Madden

GENERAL MEETING, Saturday: As is NASG standard practice, the new officers were installed. They are: Bill Winans, President; Dave Blum, Executive Vice President; Jim McCauliff, Western Vice President; Gerry Evans, Central Vice President; Dave Heine, Eastern Vice President; Jim Kindraka, Treasurer; and Jamie Bothwell, Secretary.

For the first time, the newly installed Board of Trustees decided to announce and present the non-contest awards at the General Meeting to encourage greater attendance. The room was full, and to that end

Recognition of Service Awards were given to: Alan Evans, Roy Meissner, Sam McCoy, Michael Greene, Monte Heppe, Vic Cherven, Jr., Will Holt and Greg Klein. **Special Recognition** certificate awards were given to: Dave Blum, Jamie Bothwell, Jim Kindraka, Peter Vanvliet and myself, Jeff Madden.

THE NASG AWARDS



Bill Winans presents the Bernie Thomas Memorial Award to Bill Fraley, on the right Photo by Jeff Madden

The Bernie Thomas Memorial Award for outstanding service to S was presented to *Bill Fraley*.



Jim Kindraka on the left, presents the Trustees Award to Alan Evans. Photo by Jeff Madden

The Trustees Award for exceptional service to NASG went to *Alan Evans*. Alan has been continuously working behind the scenes to keep the various pieces of NASG together — membership, promotions, and anything else that can use a hand. It is well deserved.

Scranton, Pennsylvania

THE NASG AWARDS, continued

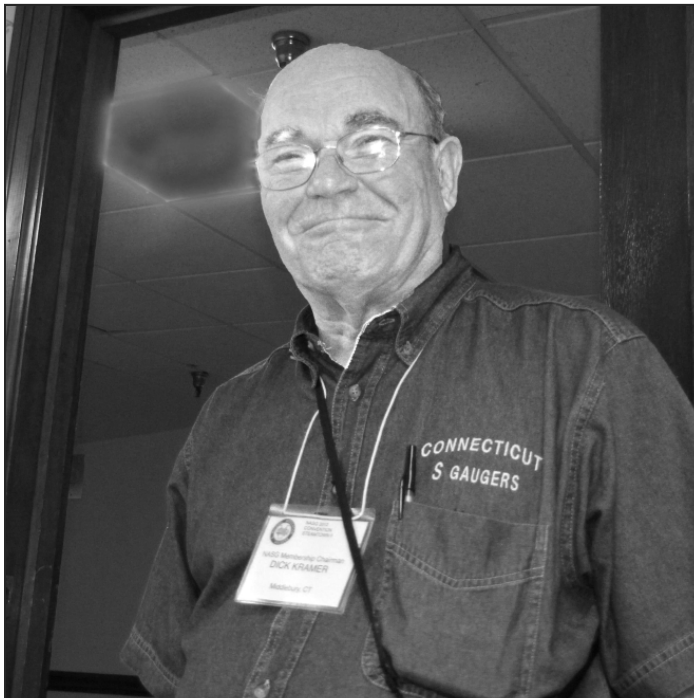
The Perles Award for articles in non-S publications for 2012: Honorable Mentions to *Pete Smith* and to *Dick Karnes* for articles in *Railroad Model Craftsman*. The \$100 prize award went to *Gaylord Gill* for his article *Creating an Award Winning S Scale Display Layout* in the NMRA Magazine.

The Sandersfeld Award for manufacturer of the year was given to *Lionel LLC* for the SD70ACe and for their continuing efforts with the American Flyer line.

OTHER GENERAL MEETING NOTES

During the meeting *John Foley* brought to light that he initiated the **Josh Seltzer Award** (not awarded this year or last) as an NASG award. *The Cuyahoga Valley S Gauge Association* had presented it for several years after Josh passed away. John will head up an effort to reinstitute this award as an NASG award.

It was announced that in 2014 there will be a new 24-page, **1/64th Promotional Supplement** inserted in an issue of *Railroad Model Craftsman*. *Greg Klein* and *Will Holt* are spearheading this project. The Board of Trustees also introduced the new *Membership Chair*, *Dick Kramer*, and they officially announced the new *Dispatch Editor*, *Bill Pyper*, with *Jeff Madden* now listed as *Editor Emeritus*. At *Roy Meisner's* suggestion, *The Clearing House* was officially re-named the **Company Store**. It was felt that this will better reflect its actual purpose. There were some constitutional changes regarding elections and ballots that you can read about in the official minutes.



Dick Kramer is the new NASG Membership Chair.
Photo by Jeff Madden

The new chairman of the **NASG American Flyer Car Project** is *Dave Blum*. Thanks to *Doug Peck* for many, many years of great service to this project.

Bill Winans is going to lead the attempt at an NASG project to try and get *American Models* to add a true baggage car to the heavyweight passenger car line. The car will be a New York Central prototype, but will have that all-around look.



The Banquet was enjoyed by, Left to right: Bill Fraley, Mary Fraley, Fred Rouse, Dolores Rouse, Carla Heine, Dave Heine and Bert Mahr.
Photo by Bill Winans.

BANQUET: The buffet meal was very good. *Bill Fraley* led a nice invocation. The *Model Contest* winners were announced here with *Pieter Roos* taking *Best of Show* for a *KCS* boxcar. See pages 15 - 19 for details.

FUTURE CONVENTIONS: Oconomowoc, Wisconsin (Milwaukee area) for 2014 and Kansas City, Missouri for 2015. Beyond that we have rumors of conventions in Michigan, mid-Atlantic and New England.

Next Year's Convention: *Roy Meisner* narrated a Power Point presentation about next year's convention which will be in Oconomowoc, Wisconsin from July 23rd through 26th, 2014. Note that *Steve Lunde*, the 2014 convention chair, was going to do this, but he had a mild heart attack on the way to this year's convention and had to turn back. He is recovering nicely.

Pluses: Good Railroad venue. Good vendor hall- all day Friday sales. Nice variety of vendors. Good local dining. Cool weather. *Jamie's* efforts. Coal Mine Tour. Good number of contest entries. S Scale Workshop layout. Access to Steamtown and Electric City Trolley Museum.

Minuses: Diesel fan trip at Steamtown?? Slow service at Hotel restaurant. Lack of official printed program. Pre-convention communications slow and late, but understandable. Future conventions need to recruit an active committee for each one.

STEAMTOWN, LAYOUTS, PEOPLE



Photo by Bill Winans

The Illinois Central 2-8-0 #790 is on display at **Steamtown National Historic Park**, Scranton, Pennsylvania. The roundhouse behind it is all new construction, holding two levels of visual displays. Only one stall of the original roundhouse was saved and was incorporated into the new structure. If you saw the condition of the building when the National Park Service acquired it, you would understand that even this is a miracle. The coaling ramp is now the walkway from the adjacent shopping center to the station. — *Bill Winans*



A beautiful day at Steamtown is enjoyed by Dave Jasper, Elaine Powell, Sam Powell, Janet Madden and Chris Poppe.
Photo by Jeff Madden

Below Left: Allan Evans operates the NASG Switching Layout under the supervision of 9-year old *RJ Roach*, one of the younger visitors.

Below: A mannequin at the **Pioneer Coal Mine** is dressed and begrimed as an old time coal miner to illustrate how they would sit while loading a cart. Because of dust in the air and very poor lighting, they could only feel how full a cart was with their feet. The opening over the miner's shoulder was where the coal came down from the vein which ran parallel to the roof. — *Bill Winans*



Photo by Peter Vanvliet



Photo by Jeff Madden

and a COAL MINE TOUR



This 0-4-0 Saddle Tank narrow gauge steam locomotive, built by the Vulcan Works in 1927, hauled visitors on a tour of the Pioneer Coal Mine. Photo by Peter Vanvliet

Simon Parent of the **S SCALE WORKSHOP'S TRAVELING MODULAR LAYOUT**, brought their layout all the way from Canada. It was the only layout displayed at the convention and provided great entertainment for all.

Photo by Jeff Madden



Photo by Bill Lane



9-year old RJ Roach was among the younger attendees. He spent a couple of hours helping the Canadians run their layout and he did a better job than most of the grown-ups. Good to see a fresh young face among the grey hairs. — Jim Martin

Photo by Pieter Roos



Photo by Bill Lane

VENDORS and EXHIBITORS by Jay Mellon

Altoona Model Works — Bob Spaulding had a model of the 3-stall roundhouse based on a UP prototype. He can custom modify the kit to the modeler's specifications. Several other structure kits are available, as well.

DesPlaines Hobbies — Ron Sebastian was there with his new X-29 box car kit. This kit was major news for the convention. I forgot to ask about the status of the SD-45 project.

East-West Rail Service — A new manufacturer for me. They had a neat Soo Line stock car kit for sale, and a C&O car kit almost ready. There is also a PFE icing platform kit with LED lighting in development. .

Great Decals — Bill Mosteller had S decals for mostly Eastern roads.

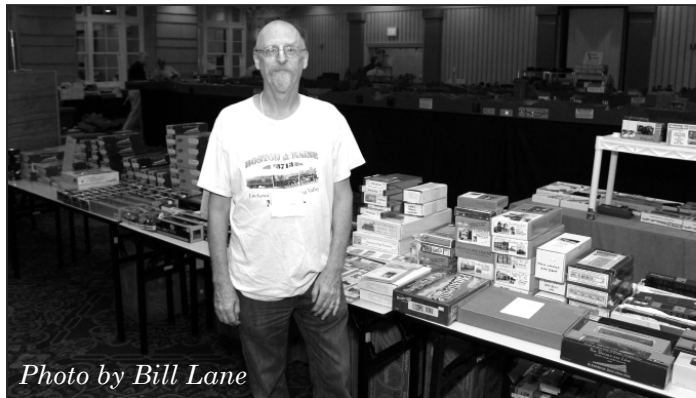


Photo by Bill Lane

Hoquat Hobbies — Jeff Wilson (above) had a good selection of S equipment. I picked up some M-2 trucks (vehicles) and a Clever Bros. kit.

Huff 'N Puff — They had a bunch of wood reefer kits and a good selection of different style rail trucks.



Photo by Bill Lane

Lehigh Valley Models — (above) Phil Kerr was there with a large selection of his structure kits. It's been a while since I have seen him at an NASG event.

M.L.W. Services — Andy Malette had the other big hit of the convention with his 8-hatch CN reefer kit. It quickly sold out. It looks like his *free time* will be filled producing kits for new orders.

NASG Clearing House — Roy Meissner was there hawking the NASG collection of gauges, hats, and shirts. He also had a neat girder bridge for sale. In the future, the NASG Clearing House will be known as the **Company Store**.

Pikesville Models — In addition to a large selection of American Flyer equipment, Dave Blum had the coil cover kit available. He also produced the convention tank car model.



Photos by Bill Lane

Pine Canyon Models — (above) Deanne and Michael Greene have returned some older models to their inventory and they have released new fire station and freight terminal kits.

River Raisin Models — SP 0-6-0 and 2-6-0 projects, as well as the C&O Heavy Pacific project, are in GO status. Dan and Annette Navarre (right) still have a few examples of previously produced SP motive power for sale. When they are gone, they will not be produced again.



S Scale Locomotive & Supply — Fred and Delores Rouse had a bunch of scale brass parts. Check their website for availability.

Photo by Bill Lane

and Jay's view of the Convention

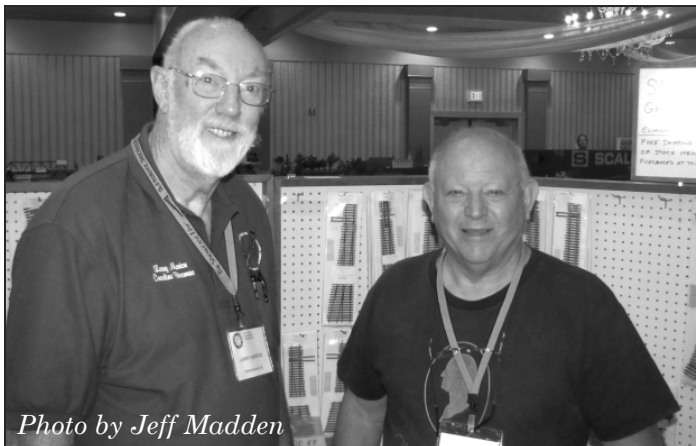


Photo by Jeff Madden

Tomalco — Larry Morton, above left, and Ed Heeg were there to help you with your scale track needs.

The Railroad Crossing — Brought his line of S scale building structures.

American Models, Lionel and MTH did not have representatives at the convention. Although S Helper Service is long gone, it was nice to see *Don, Robin and Mike*. There were a number of folks selling off models from estates, including those of *Bob Jackson* and *Frank Titman*. I picked up a couple of Frank's models. They will occupy an honorary spot in my model roster. There were also copious quantities of *American Flyer* equipment for sale from *Dave Blum* and other vendors.



Convention host **Jamie Bothwell** sitting at the **Altoona Model Works** table. Photo by Bill Lane

Welcome Reception — A laid back affair allowing folks a chance to catch up with old friends and meet new ones.

Convention Layouts — I was able to visit *Bert Mahr's* and *Dave Heine's* layouts on the trip from Philadelphia to Scranton. Bert's layout is a double layer type with numerous industries for switching cars. It appears to me to be a good candidate for a feature magazine article. Dave's layout, while still in the *plywood central* stage, features 5 different gauges in his track system.

Dave has also adopted some famous scenes from the recently dismantled layout of *Frank Titman* (sad). He had more narrow gauge motive power than I have ever seen in one place. Not to be missed, was the phenomenal layout of the **S Scale Workshop** from Canada, that was set up in the convention vendor room. Simply superb modeling. *Jim Martin* did a splendid job of taking us on a tour of the layout. Hearty thanks goes out to *Jim, Andy Malette, Simon Parent* and the other club members who shared their modeling work with us. I noted a true scale *Pleistocene beaver* on Andy's module . . . a bit of time travel, eh? The *NASG Switching Layout* was also available at the convention site for those who wanted to hone their switching skills.

Tours — Those who read the coal tour description on the NASG web site were wise to bring along a sweater or jacket. It was seriously chilly in that anthracite coal mine. That looked like one job I was glad to have never experienced . . . an extremely dangerous occupation. We also toured several coal towns up close and personal . . . saw multiple examples of row houses . . . sort of a Northeast version of the New Orleans *shotgun double*. Our train ride from Scranton to Moscow, Pennsylvania was pulled by a former Nickel Plate GP-9. A relaxing time was enjoyed by the riders. I also managed to take in a quick tour of the Steamtown museum.



Photo by Peter Vanvliet

Clinics — I was able to catch several clinics at this convention. **Lee Rainey** took us through the history of his modeling adventures, including the *miracle of the exploding wine rack*, leading to his efforts to model the *East Broad Top* railroad. **Jamie Bothwell** described his techniques for producing scale turnouts with the *Fast Tracks* jigs. **Pieter Roos** et al hosted a get-together of folks in the Yahoo S list users group, *Sscale/Strains*. It was nice to connect some faces with names from list posts. **Jeff English** gave us

a good overview of rolling stock to be seen at the **Steamtown** museum. **Peter Vanvliet** provided us a thorough introduction to the S-CAB system of layout control (battery-powered loco option). I believe I will stick to DCC for the present.

Finally, **Sam Powell**, above, did a superb job of explaining his use of insulation foam board for scenery effects on his layout.

More Convention pictures on the next page.

STEAMTOWN SIGHTS



On the left:
Convention goers debark
from the Steamtown sight-
seeing train. For this trip it
was pulled by Nickel Plate
Road EMD GP-9 #514.
Built in March, 1958, this
sturdy old diesel was used
on this day because all of
the steam locomotives
were down for repair.
Photo by Jeff Madden

Right: Philadelphia Suburban
transit Company trolley car at
Steamtown passenger platform.



Below: Built in 1941, this Alco
4-8-8-4 steam locomotive
"Big Boy" is 85 feet long and
weighs 540,000 pounds.



Photo by Jeff Madden



Gus Minardi and the Big Hook at Steamtown

Photo by Bill Lane

LAYOUT TOURS

Jeff Madden, Bill Winans, Bill Lane and Peter Vanvliet combined contributed over 700 pictures for this issue. Unfortunately, we couldn't use them all. Maybe I'll sneak some into later issues.

Most of the photos of the contest models were provided by the entrants.

Right: East Broad Top narrow gauge roundhouse on Roy Hoffman's Penn Western layout.

Photo by Jeff Madden



Left: Scene on Bert Mahr's S Standard Gauge 2-level Conrail Layout

Photos by Jeff Madden

Below: Roy Hoffman checks out his Penn Western layout.



Dispatch your layout.

Starting with the December, 2013 issue, I want to print an article, with color pictures, about a member's layout or collection in each and every issue of the Dispatch. **Show us what you've got!** Go to page 30 of this issue and read the Guidelines then send me your stuff. — Ed.

MY TRAIN OF THOUGHT by Bill Winans

This is the first of what, I hope, will be an every issue column. It might not always be authored by me, as I will certainly allow others to share their thoughts, if they are appropriate to this space. I will be asking the BOT members to also contribute to this column.



First, I have to say this organization is here to support everyone who has S sized trains. I didn't say scale, or hi-rail, or American Flyer, or put a limit on track gauge. Everyone who uses 3/16 of one real inch equals one foot on his or her model train fits.

Thank you everyone who took the time, effort and the stamp to vote in the last election! Approximately one fifth of you did this — the rest have no grounds for complaint. All of us who were elected AND all the people who do the real work of the **NASG** will do our best to keep the reasons for complaining to a minimum. We have a really fine staff to handle things: **Peter Vanvliet** does the website, **Dick Kramer** on membership, **Greg Klein** is doing promotions, **Michael Greene** will do the library, **Walt Jopke** will manage the conventions, **Monte Heppe** will run the contests, and the people behind them, particularly **Alan Evans**. There will be some changes as time goes by, but whoever comes along will only improve on what we already have. **Jeff Madden** has done a good job for a LONG time as editor. We are working our way to his *semi-retirement* to Editor Emeritus so he can enjoy his real retirement.

Our biggest and first priority is to get the **Dispatch** on schedule. This will be accompanied by improved production values. This was the number one item cited in all the surveys we got back from the membership. We anticipate no need to increase dues from this, though many said they would be willing to pay higher dues to get a better Dispatch. **Bill Pyper** has been chosen to be the new editor of Dispatch, this being his first issue. Along these lines, a better Dispatch implies more and better articles will have to be submitted by the membership — we can't expect a single person (editor) to supply all the content. Much like my first editorial, coauthored with **Jim Kindraka** in the February, 2013 Dispatch, this is a plea for everyone to step up and take part in your organization. If you have some point of view, a layout, a technique, a special project, a memory from the early days of the NASG, or even prototype information, you-name-it to share, put it into photos and print and submit it. If you have the ability to make professional looking layout drawings, the NASG can use your talent! Please contact the editor, Bill Pyper at dispatch@nasg.org.

Your regional VPs are there to assist you should you have some problem related to the NASG. They are also there to help promote the NASG, so if you have some local event, please let them know so that they can: **1.** Get it on the website schedule; **2.** Coordinate any promotional materials you might want or need; and **3.** Maybe attend! If you have some ideas you think the NASG can use, ways to improve the organization or its products, please send them to me or your regional VP.

Have fun!
Bill Winans, President

FROM THE CONDUCTOR by Bill Pyper

The editor of a periodical, whether it be a magazine or a newsletter or anything else that fits the description, is very much like the *Conductor* on a train. It is up to him (or her) to make sure that all the articles (cars) are positioned in the proper place, that the table of contents (manifest) lists what makes up the publication (train). The editor is also responsible for seeing that the work (train) arrive at its destination (readers) on time, every time.

I have taken on the responsibility of editor of Dispatch, not because of my knowledge of model railroading, but because of my experience in editing, writing, graphic design and printing. I have only been a serious model railroader since 1998. I had toy trains when I was a kid (Marx), but never developed a serious interest in them.

My goal is to present an interesting, visually pleasing magazine that present members, prospective members and advertisers will enjoy. As for graphic design, I use the KISS (Keep It Simple, Stupid) principle. The visual emphasis will be on the photographs of layouts,

models and people. I use a clean, simple typeface to not detract from the pictures and for ease of reading. For the editorial content, I use the same principle, say as much as you can, using as few words as possible. I have been the editor of the *Coast Mail*, the quarterly



Continued on page 22

NASG MODEL CONTESTS *by Monte Heppe*

This article is the first in a series from your **Model Contest Committee** intended to give you a better understanding of how a model contest works and suggestions on how you can better present a model for judging.

Models are judged on five criteria; construction, detail, conformity, finish and scratch material.

CONSTRUCTION refers to how well the model is put together, the quality of craftsmanship. For example; do the joints have gaps, are there visible glue spots, are wood surfaces fuzzy, are handrails crooked or are windows smeared with glue. These and other errors will lower the point totals. Points will not be deducted for minor shipping damage. The entrant should notify the judges of any shipping damage. A note on the entry form will suffice.

DETAILS are just that. The more appropriate details such as doorknobs, guy wires, turnbuckles, uncoupling levers, etc., the more points will be awarded.

CONFORMITY:

A. Scale entry: Conformity measures how accurately the model reproduces the prototype. We recently increased the points awarded to emphasize the considerable amount of research needed to ensure the faithfulness of the model to the prototype. For freelance models, the question judges must ask is, *"If the prototype did exist, would it look like the model?"* Points will not be deducted for a model that has hi-rail flanges as long as the model has not been modified to accommodate the flanges.

B. American Flyer Imagineering entry: Conformity means that the model should look like something that might have been produced by the *A. C. Gilbert Company*. The company typically reused existing parts in new models to the greatest extent possible to reduce tooling costs. Similar use of American Flyer parts, new or reproductions will be rewarded. The model can represent either a production item or a final preproduction model, but not a crude mockup. Use of *Erector Set* parts is acceptable if they are appropriate to the model. A minor modification of a Gilbert product is not eligible in this category.

FINISH is especially important. A sloppy paint job or crooked lettering can spoil the look of a model. Missed spots where spray paint does not reach, paint runs, colors bleeding into one another, weathering applied in unexpected areas, noticeable decal film brush marks, etc. all can subtract from the point total.

SCRATCH MATERIALS refers to items a modeler fabricates as opposed to commercial parts. We recently decreased the points total for this item. This reflects a similar change by NMRA. The rationale being that due to the extensive availability of prototypically accurate

parts, a prudent modeler would use them where appropriate. Fabricating a part that is unique to the prototype of the model is what is rewarded here.

Modelers can make judging easier and more accurate by providing additional information beyond that on the entry form. Notes on how you constructed the model will help in the construction criteria. Prototype information, such as, drawing, photos, and notes on unique details can help in all categories. However, the model should conform to the information provided.

For free-lanced models, an explanation of how you came up with the design to make it a plausible model of a possible prototype will help the judges understand the model.

The contest room is open to all attendees and the convention contest committee monitors it at all times and advises them not to touch the models. Some modelers request that no one, including the judges, touch their model. Judges will honor such requests, but it should be understood that judges cannot consider portions of the model they cannot see.

Our next article will give insight into how the judging is conducted.

Editor's note: The Contest Committee is made up of Monte Heppe, Chair, Jim Whipple and Glenn Miller. We thank them for their hard work on this project.

The winners of the 2013 NASG Model Contest can be seen on the next three pages. Enjoy.



Greeley's Place Contest

This year there was an extra model contest dreamed up by Jamie Bothwell. Entrants must buy a **Greeley's Place** kit from **BTS**. Build it and bring it to the Convention. The winner is decided by popular vote. There are cash prizes. Pictured above is this years winning entry by Peter Vanvliet. Jamie hopes to make this an on-going tradition.

Best of Master Craftsman



Willy Monaghan — U & D flatcar

1st Place Steam Locomotive



Bill Lane — PRR K4 #5495

1st Place Diesel and Electric Locomotives



Richard Karnes — NYW&B Class B1 Electric

Best in



Pieter Roos — Kansas City Southern 15596, which also won Best of Craftsman Class and 1st Place

Craftsman 2nd Place Scratch Built Freight and MOW Equipment



Cy Bacchi — B&M 4 window caboose

SCRANTON, PA • MODEL CONTEST WINNERS

Show



ern Lines rebuilt USRA boxcar
Kit and Converted Freight and MOW Equipment.

Amateur Class

1st Place Diorama



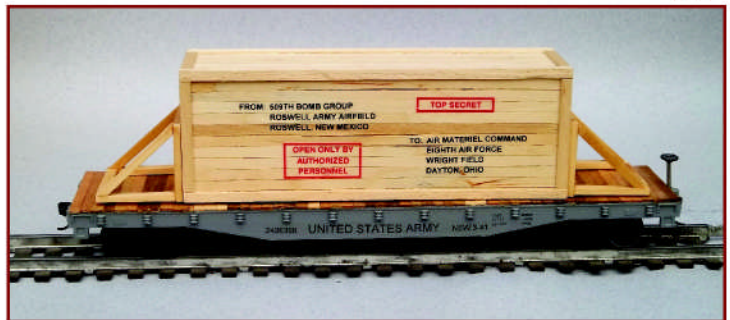
Doug Miller — Greeley's Place

Best of Amateur Class



Richard D. Lind — Stombaugh Tunnel

Amateur Class 1st Place Fantasy



Roger Delthony — Roswell Flatcar

1st Place Diorama



Michael Warman — Greeley's Place

EXTRA BOARD

S-GAUGERS IN OTHER PUBLICATIONS:

Roger Nulton's Monon layout was featured in the August, 2013 issue of *Railroad Model Craftsman*.

The September, 2013 issue of *Model Railroader* has a great article by **Bob Were** about **Brian Jackson** and the late **Bob Jackson's** Central California Railroad. The story covers five pages and has an excellent track layout diagram.

The *NMRA Magazine* for September, 2013 dedicates five pages to "Passenger Train Operations on the NYW&B," the S scale layout of **Dick Karnes**. Dick's Class B-1 Electric Locomotive won First Place in the *Master Craftsman Class, Diesel & Electric Locomotives*, at the 2013 NASG Model Contest.

LAYOUT AVAILABLE

Without specifically stating so, it appears that the *Northwest S Scalpers* club has dissolved. Since the club has never met more than once a year, if even that, over the past 15 years, there will be little outward evidence of change. The main change, announced at their last meeting, attended by eight people, on August 24, 2013, is that *Bob Boring* can no longer store the club's 10' x 20' portable layout. This scale layout is offered (free) to anyone willing to take it. Bob has offered to transport it up to 200 miles for anyone interested. Bob can be contacted at borore@comcast.net

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading

Essence - the NMRA "S" SIG
newsletter, 1985-1988

Mainline Modeler 1980-1997

Model Railroader 1937-1961

NASG Dispatch • S Gauge Herald

S Gaugin • S/Sn3 Modeling Guide

Sn3 Modeler

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We'll find it and

send you a print or lend you the magazine

Russell M. Mobley Memorial Library

Michael Greene

167 Westford Street, Dunstable, MA 01827

library@nasg.org

National Association of S Gaugers Profit & Loss

July 2012 through June 2013

INCOME

Miscellaneous Income	\$ 25.00
Membership Dues	43,317.00
Dispatch Ad Revenue	3,905.00

Fundraising Project Income

2012 Flyer Car Sales	12,670.00
2011 Flyer Car Sales	976.00
2010 Flyer Car Sales	1,125.00
Unknown Flyer Car Sales	215.00
2009 Flyer Car Sales	<u>1,060.10</u>

Total Fund Raising Project Income \$16,045.10

Cooperative Ad Programs

RMC 9880.00

Total Cooperative Ad Programs 9880.00

Convention Income 14,562.71

Clearing House Sales . 1,239.92

Sales Tax Collected

MA Sales Tax 43.14

Total Sales Tax Collected 43.14

Overpayments Received 1,942.50

TOTAL INCOME \$90,960.37

EXPENSES

Bad Checks Received 25.00

Bank Fees 41.48

Clearing House Expense

Postage and Shipping 101.26

Cost of Inventory 667.98

Printing 17.90

Show Attendance 375.00

Total Clearing House Expense 1,162.14

Convention Expense

2015 Convention 500.00

2012 Convention 19,500.00

Total Convention Expense 20,000.00

Dispatch Expense

Computer Expense 80.00

Editor's Expense 1,500.00

Publishing and Mailing 33,940.57

Total Dispatch Expense 35,520.57

Fund Raising Project Expense

2013 Flyer Car Expense 260.00

2012 Flyer Car Expense 16,589.27

2011 Flyer Car Expense 139.83

Brick Building Expense 9.19

Total Fund Raising Project Expense 16,998.29

Insurance 5,927.50

Office Expense

NASG Awards Expense 756.55

NASG Website Expense 83.44

Treasurer

Postage and Shipping 128.05

Supplies 108.87

Total Treasurer 236.92

Membership Chairperson

Postage and Shipping 1,307.95

Printing 1,361.55

Total Membership Chair 2,669.50

Total Office Expense. 3,746.41

Overpayments Returned 34.98

Professional Fees . 1,475.00

Promotion Expense

Printing 192.86

Show Attendance 1,525.65

Postage and Shipping 582.09

Cooperative Ad Programs

RMC 9,971.00

Total Cooperative Ad Programs 9,971.00

Total Promotion Expense 12,271.60

Taxes and Franchise Fees 314.70

Total Expenses 97,517.04

NET INCOME **\$-6,556.67**

EXTRA BOARD and S NEWS

Update on St. Louis Christmas Layout

It was reported on the June, 2013 EXTRA BOARD that AFSGSLA of St. Louis, Missouri, had lost the department store home of their S-gauge Christmas layout after 25 years at the same location.

Here is an update from Moe Berg:

The American Flyer S Gaugers of the St. Louis Area (AFSGSLA) model train club installed and maintained a large Christmas train layout in a display window of a downtown St. Louis department store beginning in 1988 and lasting until 2012. The store, known in 1988 as *Famous Barr*, was the flagship store for the *May Department Store System* until the *May System* was sold to Macy's in 2006. It had been apparent to the membership of the AFSGSLA, even before the sale of *Famous Barr* to Macy's, that the viability of the downtown location was problematic as the store had shrunk from eight floors down to three. There was hope that Macy's might try to revitalize the St. Louis store because we were asked about installing the Christmas layout in a different window for the 2013 season. However, the layout would not fit, nor could it be retrofitted for the proposed window. At Macy's request, a committee of AFSGSLA members designed a new layout and developed a budget for a new 2013 layout for the proposed display window. Approval of the new layout never came as Macy's announced on 21 May 2013 that the downtown store would close. Thus AFSGSLA's annual Christmas gift to the community and a 25 year tradition was ended. One week later an article appeared in the *St. Louis Post-Dispatch* questioning what might happen to the Christmas layout. Members of the *Senior Advisers* group of AFSGSLA, which acts much like our executive committee, had already begun contemplating what to do with the layout, its structures, and its trains inasmuch as the Club owned the layout. Nevertheless, we were overwhelmed by the number of inquiries and expressions of interest hoping to take possession of the layout or provide a home for it after the newspaper article was published.

The Senior Advisers decided that a number of those organizations which had expressed interest would be sent a request for proposals, asking for responses specifying what each organization would do with the layout, how it would put to use, what security arrangements would be employed, and how and where it would be stored and maintained. There were a number of qualified responders, making the decision regarding what to do with the layout very difficult. Ultimately, the decision was made to transfer the layout to the nationally acclaimed St. Louis Museum of Transportation on Barrett Station Road, west of downtown St. Louis.

The layout was removed from the *Railway Exchange Building* where it had been stored during the off-season for the last several years where Macy's and before that the *Famous Barr* store had existed since early in the twentieth century. Macy's provided a truck and moving crew to move the layout to the Museum on July 30, 2013. The Museum now plans to refurbish the layout and display it this year at Christmas time.

November is National Model Railroad Month

The National Model Railroad Association is launching what they hope will become a yearly tradition.

In conjunction with Athearn Trains, Woodland Scenics and Walthers, NMRA is unveiling *Build A Memory* at select national building and home centers. These seminars are designed to show the public how easy it is to build a model railroad layout for themselves.

With a target date of November 16th, this year's pilot program will be a Saturday *How To* class, with Regions and selected Divisions being asked to participate.

Here's how it will work: people interested in building a model railroad will come to the home center and watch local Division modelers, working from a plan, build a small, basic layout. This construction will be augmented by a previously built module, giving viewers an idea of what the completed layout will look like.

Those in attendance will be given a fully illustrated instruction booklet with all materials listed and lumber cutting specifications. Representatives of local hobby shops will be there to answer any model railroad equipment questions, and local Division members can field any questions about the hobby and joining the NMRA.

The proposed areas for this year's trial are Atlanta (SER), Los Angeles (PSR), New York City (NER), Milwaukee/Chicago (MWR), Seattle-Tacoma (PNR), and Kansas City (MCoR).

If you are interested in participating, please contact Page Martin at marketing@hq.nmra.org.

The S Scale SIG (S Scale Special Interest Group) announces the latest edition of **The S Scale Journal**. *Chris Rooney* has put together a great review of *Alkem Scale Models'* C&O cabin kit. This review includes a nice overview of the prototype, tips to help you build the model and suggestions for possible kitbashes for use on other roads. The SIG would like to thank Chris for his time and effort putting this review together. You can read the review, complete with color photographs, at <http://www.sscale.org>

MORE CONTEST WINNERS

Master Craftsman Class 2nd Place - Diesel and Electric Locomotive



Bill Lane — PRSL RDC1

Master Craftsman Class 2nd Place Freight Equipment



Willy Monaghan — U&D Drop Bottom Gondola

Master Craftsman Class 3rd Place Freight Equipment



Willy Monaghan — U&D 4-wheel Caboose

Craftsman Class 2nd Place - Kit and Converted Freight and MOW Equipment



Pieter Roos — CNJ Class NEa Wood Caboose

Craftsman Class 2nd Place - Kit and Converted Freight and MOW Equipment



Pieter Roos
Milwaukee Road single sheathed boxcar

Craftsman Class 3rd Place - Kit and Converted Freight and MOW Equipment



Richard Berridge
Pennsylvania Railroad Work Train

AND LAST BUT NOT LEAST

Craftsman Class 1st Place - Structures



Bill Mixon — Abandoned Farmhouse

Master Craftsman Class 1st Place - Dioramas



Dave Jasper aka Syllas Kayle — Greeley's Place

Craftsman Class 2nd Place - Structures



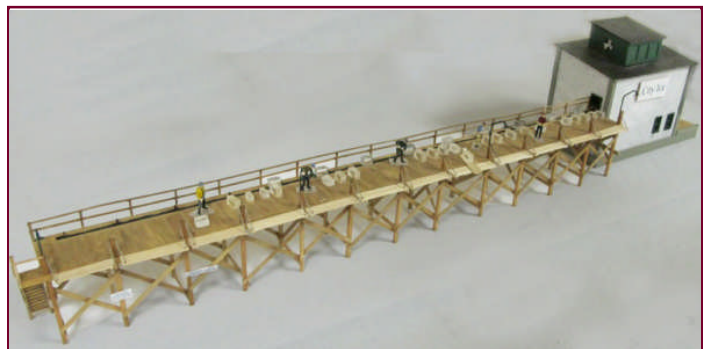
Bill Mixon — Clayton Movie Theater

Amateur Class 1st Place - Hi-Rail



Roger Delthony — Borden's Milk Tank Car

Amateur Class 2nd Place - Structures



Roger Delthony — Icing Station

**Congratulations to all the winners
and thanks**
to the Contest Committee
Monte Heppe, Jim Whipple and
Glenn Miller for a great show.



quarterly newsletter of the San Luis Obispo (California) Railroad Museum since 1998. When I started on that adventure, I had to write the whole 4-page newsletter myself. Since then it has progressed to the point that now all I do is edit it. It is now an 8-page publication, written entirely by members and guest authors.

Under my editorial direction, the primary function of the **Dispatch** will be to provide its readers with as much information about S-Gauge model railroading as possible. In order to achieve this goal I will need the help of all the members. You all have knowledge of this hobby that you can share with each other.

I will be contributing at least one article per issue. The first one, titled **Scrap Building**, is on page 29 of this issue. Some of the future subjects will be: *Are Your Vehicles to Scale?* How to determine the accuracy of the scale of the motor vehicles on your layout. *What Color are Sidewalks? Make Your Own Billboards.*

I hope that all of you will contribute articles for our magazine. Don't worry if you are not a writer, it is my job as editor to correct spelling, grammar and to check facts. On page 30 of this issue there are detailed guidelines for how to submit articles to the Dispatch. Please, send me your stories and together we will make the **Dispatch** a great magazine.

I'm sure that you noticed that some of the regular columns were missing from this issue. That is mainly because there were so many good pictures taken at the Convention that I wanted to include as many of them as possible in this issue. The other reason is that as the new editor, I have not yet established a working relationship with all of the contributing editors and other writers.

The Board of Trustees has entrusted me with the task of publishing the **Dispatch** on time. That means that it will be mailed on the first business day of the month printed on the cover. To that end, all **deadlines must be met**. It takes me about four weeks to edit the stories, typeset the text, *PhotoShop* the pictures and layout the magazine. In the future I hope to be able to shorten the lead times. After I submit it to the printers, they need about four weeks to make the plates, print and bind the pages and mail it to the membership. The same company is doing both the printing and mailing which will be more efficient. — *Bill Pyper*

WANTED

Color photographs of S-gauge model railroads in Christmas scenes to use in the December 2013 issue of the Dispatch. They don't have to be digital. If you have old slides, prints or negatives, send them to me ASAP at the address on page 30. I can color correct and restore old pictures. I'll even make you an 8x10 print for your trouble.

This column will be dedicated to list model railroad events, with emphasis given to given to S-gauge or S-scale related occasions.

If you know of a coming event related to model railroading, please e-mail the information to us at **dispatch@nasg.org** as soon as possible to allow us to print them in a timely manner.

November 1 - 3, 2013 — Janesville, Wisconsin
38th Annual Fall S Fest. Held at the Holiday Inn Express, 1300 Wellington Place, Janesville, WI. Hotel is easily accessible off I-90. 30 minutes from Madison, 30 minutes from Rockford, 1 hour from Milwaukee. Contact Tom, behlest@yahoo.com or check website www.state-linesgaugers.org

November 8 - 9, 2013 — Tucson, Arizona
Gadsden Pacific Toy Train Operating Museum Toy Train Show. Contact Dave Hoverstock, 520-909-0722 or go to www.gpdToyTrainMuseum.com

November 10, 2013 — Dalton, Ohio
Greater Wayne County Train and Toy Show Details at www.cjtrains.com

November 16, 2013 — Orlando, Florida
TCA Train Show. Contact Arnie Travitsky at 407-260-8599.

December 7, 2013 — Rickreal, Oregon
Willamette Valley Model Railroad Club annual train show and Swapmeet at the Polk County Fairgrounds, Hwy 99W. Contact Judy Macinnes at macinnesj@msn.com

February 27- March 1, 2014, — Irving, Texas
29th Annual Sn3 Symposium. For more information go to www.Sn3-2014.com

May 1 - 3, 2014 — Marion, Ohio
Spring S Spree. Four operating layouts, Clinics both days, Over 135 Dealer Tables, Daily Door Prizes. More information at www.COSG.org

May 16 - 18, 2014 — San Mateo, California
Flyer Fest West 14. The Golden Gate American Flyer Club is planning a three day event that will be packed with activities. It is our hope that S Gaugers from all over America will plan this as a vacation for the whole family in The San Francisco Bay Area. We are still formulating our plans but so far I can tell that a huge hall is nailed down for table sales and final negotiations are underway for a spectacular convention car. Visit our website, ggafc.org for updates.

DICK KRAMER • Membership Chair

Recently *Dick Kramer* took on the job of Membership Chair, relieving *Claude Demers*, who had performed that job admirably for many years. Here is Dick's story, in his own words:

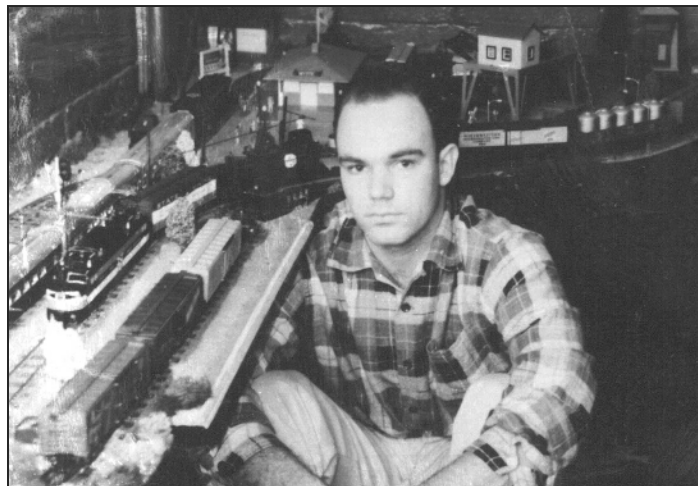
As for some personal background, I am 73 years old, married for 48 years to Helen. We have 3 daughters and 6 grandchildren. We have lived in Middlebury, Connecticut, for 6 years and for the prior 67 years on Long Island, New York. I was in banking for 36 years and retired as an Assistant Vice President and Branch Manager with The Bank of New York.

In addition to being Membership Secretary of the NASG, I currently act as Treasurer and newsletter editor for the *Connecticut S Gaugers*. I have a 6' x 16' high rail layout that someday will be finished!

I am also active in my church as an event advertising manager, parishioner donation recorder and Reader at weekly mass.

Saying NO when volunteers are needed is not one of my strong points!

My entry into S-gauge railroading started around 1947 when my father built a dogbone shaped layout about 23 feet long in our basement. I remember that he used *American Flyer* curved track, but he custom made his straight track using metal strips 2-3 feet long inserted into wooden ties. That layout evolved into two levels with many AF bells and whistles.



Here I am in the 1950s with my American Flyer layout.

Unfortunately for my railroad hobby, interest in women entered my life in my teens. I'm sure you can fill in the story for the next 40-50 years. Around the year 2000 I searched the internet for American Flyer and discovered that S-gauge was not dead. After moving to Connecticut in 2007, I built my current layout and slowly, at first, replaced my Flyer items with *S Helper*, *American Models* and *S Scale America*. I still have my American Flyer engines and rolling stock on display, as they represent a connection with my youth.



Here I am with my layout today. All my old American Flyer trains are on display racks on the wall. Notice less hair and now horizontally challenged.

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www.americanflyertrains4u.com

Volunteering for the position of Membership Chair represents a challenge to me due to the size of our membership. But it is a challenge I know I will enjoy due to the level of detail, time and complexity that the position requires. My initial goal has been to learn the nuances of the computer system, which for the first month has gone well with the help and patience of Claude Demers. As my experience continues and my knowledge of MS Access develops, I should be able to offer constructive ideas on improving or *tweaking* the system. I look forward to working with the officers and committee chairs.

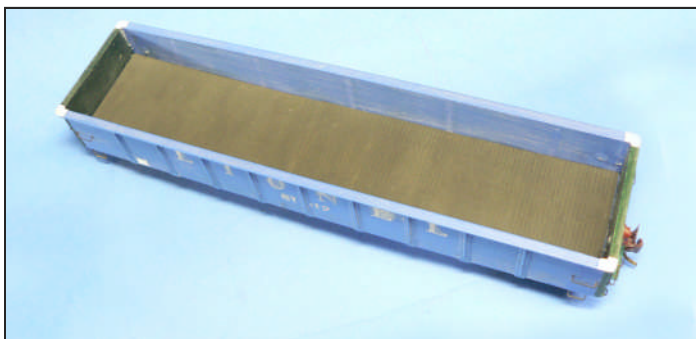
LIONEL GONDOLA CONVERSION

Converting a Lionel Short Gondola to S Scale Appearance and Operation by Edwin C. Kirstatter

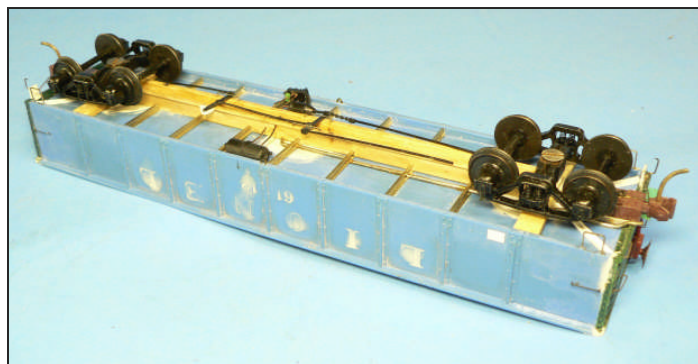
In S scale the only available gondolas of the USRA composite type are by S Scale America, the American Models' 52 foot all steel car and the F&C NYC resin car kit and from years ago a few wood kits plus the American Flyer version that needs a lot of work to be converted to a scale car. Do we need another short gondola similar to the AF model? How is this Lionel car different from the AF gondola? The length and height are very much the same but this Lionel #6112 0-27 model has one less side panel and it has fish belly sides and drop ends which I will do away with in my conversion. This is a model of a steel type that measures 41 feet inside length in S scale.



After removing the Lionel trucks and couplers, I next removed the lettering by using *Walthers* decal setting solution *Solvaset*. It worked very well, but I found that they had stamped these numbers and letters with a hot die that left impressions in the plastic. I will have to later fill those with modeler's putty. The first major surgery that I did on this was to remove the *fishbelly* side sills to take away its toy like look. I didn't think a short gondola like this should have drop type ends, so I will replace them with fixed ends removed from a scrap AF car or scratch build them or kit bash *Dreadnaught* ends from a plastic boxcar kit. This will become a 42 foot inside length car. I think I can find a close prototype for it with



ten side panels although it will not be an exact model. The next things to remove were all cast-on grab irons and the two simulated hand brakes from the sides. Do this by scraping, filing and sanding. To make this car fit the AF gondola ends we have to narrow it by making one band saw cut right down the middle, the whole



length, then sand it to fit the new ends. While the sides are separated, remove the interior side braces and the truck mounting pads from floor to be filled later with plastic. This will now be a *Mill* type gondola. Some Lionel gondolas had a fully cast under frame. Luckily this one did not, so I do not have to remove it to make my new detailed underbody.

After the sides were cemented back together with *Superglue*, which I will use for almost all fastening, I milled out the drop ends and finished them by filing and cemented on the replacement Flyer ends. I then filled the holes in the floor with .080" thick plastic, nearly the same as the car floor so that I can build up a super detailed under frame with complete brakes. Before doing this I sanded down the top cords of sides and bottom to lower the sides to give it more of a scale look. Now this is a medium-side mill gondola with only 5 feet high sides. Make corner caps from .010" plastic sheet to cover the joints at the sides and ends. Make them 3/16" squares, cement in place and trim. Rivets can be added later.

Before going on to other details you should build a detailed underbody. I started by using *Northeastern* bolsters to mount the trucks on. Any good S model trucks will do, mounted with a #4 x 3/8" flathead wood screw. I used *S Helper Service* PRR 2D-F8 50-ton trucks as I felt that that would be the capacity of this car. A piece of *Northeastern* milled center sill is now fitted between these and treating this wood with sanding



sealer before adding cross bearers located at each side stake. I sometimes make these from scrap code #100 brass rail to add a little weight. Add as many brake details as you wish. I used parts from SHS car parts Sprues. This made it easy to do. Next the Kadee couplers are mounted on a pad of .060" plastic between the bolsters and inside ends of body. Check the height with an NASG gauge and add a washer to the bolster if needed. The four corner braces were now added, made from *Evergreen Scale Models* #262 .080" channel, fitting from intersection of bolster and coupler pad and corners of the body. A train airline should now be added using #16 solid copper wire pieces between the bolsters and the cross bearers crossing over at the center of car cemented on with contact glue to the floor alongside the center sill.

Now for the finishing touches. Drill all holes #80 for *Tichy* or *Northeastern* grab irons. You will need twelve of them if you don't use ladders left over from other S kits. Two on end sills, and 4 for the sides; one at each end and two more, higher up on ends in line with side hand holds. Fixed-end low-side gondolas did not use ladders. I used the ladders on the *Flyer* ends but added real grab irons after removing the cast on ones. On these cars the hand holds are to be located 24" to 30" above the center of the couplers. These are AAR Rules. Mount an Ajax Hand brake wheel and gear housing on the B end replacing the *Flyer* drop handle type. Add a Retainer valve and pipe beside it if you have one. Use .006" wire for this pipe. You can add Poling pockets to the ends made from 3/32" plastic tubing. You need to add tack boards to the sides near where the car number will be stenciled. These are made from .015" plastic measuring 6"x 10" scale. Drill holes up into bottom of the sides to take the four sill steps. You can make these from common paper staples reformed to 12" wide then press them in. One last detail you could add on the sides is the brake bleeder handle. It was connected to the brake valve. This was used to bleed off the air from the brake system to do switching. Drill holes in the sides where that would be then string a .006" wire through these holes from side to side, bending ends down outside and cementing to the valves one end.

For those of you wanting to add cut levers, they can be made from .016" brass wire and fitted from under a coupler pocket screw out to the left corners of ends where a plate was added to mount a *Detail Associates* #2206 eye bolt as a pivot. You also could add roping staples to the sides near the bolsters on both sides. Some cars only had one placed at middle of the sides and that is the way that I made mine. Make these from .025" brass wire bent around one end of round nose pliers. Drill holes in the sides of the car and press these in. Glue may not be needed here.

To get this ready to paint and decal you will have to use modelers' putty to fill the numbers and lettering that was pressed into the plastic sides from the hot lettering stamp. Sand these smooth and wash the model before



painting to remove all grease and oil from all of your handling. I removed the trucks and couplers before doing this. I made up a wood deck to fit inside after the paint had dried. It is made of *Northeastern* 1/32" x 3/32" scribed wood. Several pieces had to be spliced to get the correct length. I hand painted it with grimy black. Give this model a primer coat of paint and then you can use *Archer Surface Details* decals to add rivets along the bottom and any lost rivets and add them to ends of the grab irons and tops of corner caps for more detail there. These rivets could be added on the inside of the sides for more detail. Finish painting your model and decaling it for your favorite road then place the wood floor in with contact cement like *Pliobond*. I found some



decals by *DM Custom Decals* for a *Grand Trunk Western* 50-foot gondola that I could adapt to this shorter car with a lot of cutting and fitting. Looking in an NMRA reprint of a *1953 Official Railway Equipment Register* for the GTW listing I found a series of cars that fit my model's description; "Gondola, Steel, Fixed ends, Wood floor," and my model is close to its dimensions.

Continued on next page

LIONEL GONDOLA *continued*

Once your new model is finished, go look for a load to fill this AAR class GB car built for the mill trade. This completed model only weighed 4 ounces as compared to NMRA Recommended Practice of 6 ounces for this size car. I found some gears and Flywheels leftover from a *Chooch Enterprises* #7282 120-ton Steam Boiler set that I put in on top of 6" x 10" wood timbers that only brought my model up to 5 ounces. Some sheet lead sheet could be concealed under the wood flooring to make it heavier. It is a fairly good looking S scale model now.

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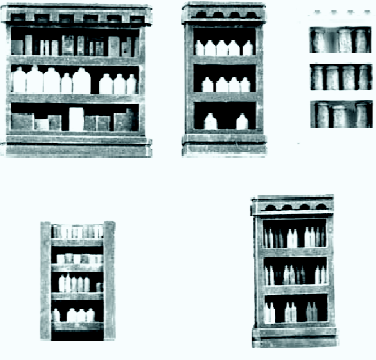
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NEW PRODUCTS

ROYAL TRAIN EQUIPMENT of Venice, Florida exhibited their latest S-scale painted figures and coal loads at the 2013 NASG Convention in Scranton, PA.



The figures shown above are, clockwise from top left: Man with arm up, Man Carrying Milk Can, Man for Handtruck, Luggage Set (Hat Box, Doctor's Bag, Suitcase), Handtruck, Porter with 2 Suitcases, Man holding Stop Sign, and Man holding Sledge Hammer. All the human figures are priced at \$5.00 each, or \$2.50 each unpainted. The Luggage set and Handtruck both sell for \$2.00 each.



The coal load shown above comes in two sizes: #JR5 for American Flyer two-bay Hoppers at \$10.00 each and #JR6 for American Flyer three-bay Hopper cars at \$13.00 each. Any of this merchandise can be purchased from Royal Train Equipment, 1142 Covey Circle, Venice, FL 34293. Include \$5.00 for shipping. To see more of Royal Train Equipment's products visit their website at www.royaltrainequipment.com

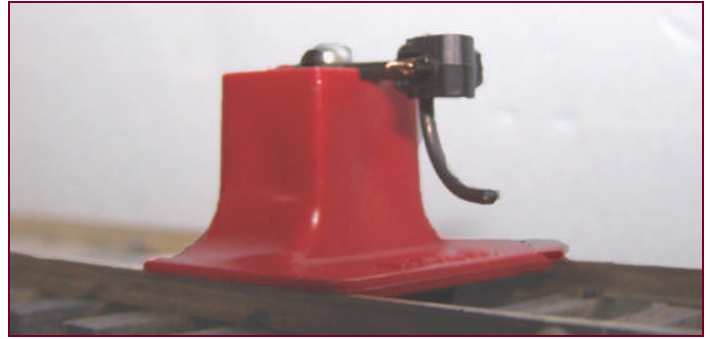
DIECAST DIRECT of Frankfort, Kentucky has some new 1/64 scale cars, trucks, farm equipment and construction vehicles in their inventory.

I recently purchased this 1950 Chevrolet delivery van for \$4.49. It was made by Castline, Inc. They also sell Ertl and other brands.



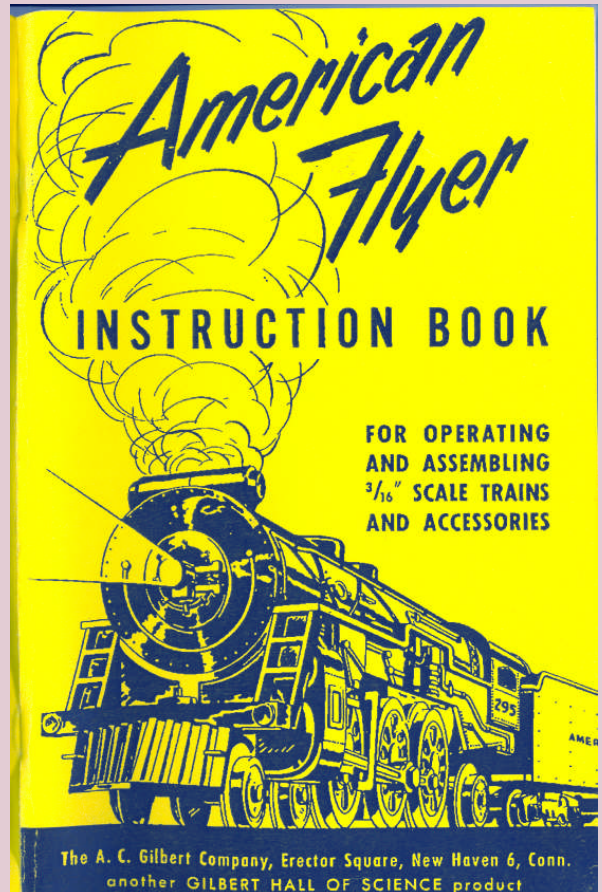
— Bill Pyper

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The **NASG COMPANY STORE**, previously called the Clearing House, has added an *NASG #5 Kadee Coupler Height Gauge* to it's list of products. This gauge measures the coupler with the car on the track to attain the proper 17/32" height (.53125"). The price is \$4.00 each or 2 for \$7.00. To order, you can use the order blank of page 31 of this dispatch.

Not a new product, but a valuable one, available at the *NASG Company Store* is this 64-page reprint of a 1952 *American Flyer Instruction Book*, published by the *Gilbert Hall of Science*. It is a handy guide for anyone running older American Flyer equipment. The price is \$5.00 per copy.



SCRAP BUILDING by Bill Pyper

For me, model railroading is completely a visual experience. I don't get any pleasure hearing sound effects or trying to understand the complexities of electronic gadgetry.

Now that I have laid all the track for my *Mendacity Canyon Railroad*, most of my hobby time is spent building structures and scenery. I prefer working with wood metal, and paper, but I'll use styrene when I have to. When I was a young boy learning how to build model airplanes and trains, plastic was considered *cheap*, so I never got in the habit of using it.

Most of the structures on my layout and some of my rolling stock are scratch built. Many of the smaller details are what I call *scrap built*. I take odds and ends that I find in my workshop, or just lying around the house and turn them into bits and pieces of the railroad landscape.

Recently, while emptying a can of cinnamon, I noticed that the end of the can had a definite industrial look to it. After some contemplation, I decided that it looked like the end of a furnace, incinerator or boiler. Rummaging around my workshop, I came up with a couple of electric wire hold-downs that could be used as legs and a drip irrigation elbow that would function as a smoke stack. (picture 1) I attached the legs to one side of the can using the screws that came with them and a small piece of wood inside the can. After drilling a 3/16" hole in the wide side of the can, I inserted the elbow and secured it with Liquid Nails adhesive. (picture 2)

Next came a sprayed on coat of flat black Rust-o-leum and I have an industrial size incinerator. I placed it in an industrial area of my layout, added a worker shoveling trash into the opening, and it's done. (pictures 3 and 4)

If you want a smaller incinerator, you can make one with almost no effort at all. Just take the spigot from a two-gallon water container, spray it with flat black paint and place in an appropriate location on your layout. Add figure and pile of debris to enhance the illusion. See the pictures below.



Manuscript preparation guidelines for Dispatch Authors

The NASG Dispatch wants to publish layout articles and how-to feature articles from any NASG member. Good quality photographs that accompany the article are necessary for publication.

What we need from you:

A text file (MS Word or similar, of 1,200-1,500 words, prepared with no special formatting, typefaces; colors, or symbols. That text length particularly applies to layout features; some how-to features may be shorter or even, on occasion, longer. Some basic style considerations that you should keep in mind:

1. Use caps and lower case for all text, including titles and sub-titles.
2. Use only a single space after the period at the end of a sentence.
3. Spell check your text file prior to submission.
4. If you refer to online Websites in your article, be sure to include (and double-check) the full Web address.

If you are writing a layout feature, keep in mind that you will be providing a word-and-picture tour of your layout for your readers. Tell them how your interest in S gauge developed and how the concept for your layout originated. Tell them about the things that you feel make your layout special. Include important technical details such as type of track used; minimum diameter of curves; the types of power and control systems used; brands of locomotives, rolling stock, accessories, and structures.

Don't be overly concerned with writing style, punctuation, etc., we'll take care of that. That is what editors do. Just make it a personal and informal account, in your own words, of everything and anything you want a visitor to know about you and your layout.

A good selection of quality photographs or other graphics. For layout features, about 10 or so images are usually selected to appear in the magazine. However, we like to have many more available to choose from. Some wide shots, some mid-range, and some close-up shots of individual features are desirable. Images must be high resolution. The easiest way to determine this is to set your camera for the least number of photos, or the highest resolution, however that might be designated for the brand of camera you are using. Digital cameras capable of 6+ megapixel images should be adequate. **On-camera flash should not be used**, and the use of a tripod is strongly recommended. We look for photos that are evenly lighted, have sharp focus, and have good depth-of-field. They should have an easily distinguished primary subject. Do not crop your pictures. We will do that if necessary. If you are not doing the photography yourself, the photographer should receive credit.

A track diagram is preferred for all layout features. This diagram can be hand-drawn. Overall dimensions of the layout, length and width, should be noted on the diagram. Any major layout features should be labeled, especially if they are referred to in the text.

A photo of the author/builder is also needed. This can be a photo of the author or builder with anyone else he/she may care to include (spouse, child, friend, pet, mentor, etc.)

Author biographic information is needed for both layout and how-to features. For layout features we would like a couple of paragraphs. This can include anything that the author cares to reveal about himself or herself — career, other hobbies or interests, club affiliations, civic activities, education, etc. For how-to articles, one paragraph of information is usually adequate.

Captions for all the photos will be needed, but they can be written after the final images have been selected for publication. A thumbnail sheet of the selected images will be sent to the author so they can provide caption information.

Submitting the material:

The best way to submit your completed article is on a CD, sent by USPS Priority Mail. That puts everything in one place, and also provides a backup. If the track diagram is drawn on paper, place it in the same envelope, along with a printed copy of the text file.

If you do not have the use of a computer, you may submit your story as a typewritten manuscript, single sided. Photographs should be glossy finish, a minimum size of 4" x 6".

Send everything to:

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Be sure to retain a backup copy of anything and everything you send to us. We are not responsible for any materials that may be lost, and submitted materials are not normally returned to the author.

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