



THE **DISPATCH** *DECEMBER 2013*



American Flyer Under the Tree
HOLIDAY MODEL TRAIN TRADITIONS
Santa's Trains at Look Park



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 scale world. It sets standards for S scale 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 started 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. It 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 scale or NASG.

The Charlie Sandersfeld Memorial Manufacturer's Award

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

The Perles Publication Award

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

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

What is S Scale?

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"). The use of "S Gauge" to describe the scale is inaccurate and a holdover from our past. All types of S models, from American Flyer to Proto:64, are nominally S scale.

S scale (1:64) is larger than HO scale (1:87) by 36% and smaller than O scale (1:48) by 25%. You might also enjoy reading the **Wikipedia** entry about S.

S scale standard gauge was initially popularized by American Flyer® (AF) in the 1940s. In the 1950s and '60s there was a lot of activity centered around converting AF to scale models compatible with NMRA track and wheel standards (smaller flanges, scale sized couplers), and several manufacturers, including the NASG, offered products to accomplish that goal. Other modelers opted to maintain compatibility with American Flyer rolling stock. Thus began the dichotomy between "hirail" (AF-compatible) and "scale," which in S connotes not only the 1:64 ratio, but also compatibility with NMRA/NASG track and wheel standards for fine scale modeling. Hirail modelers generally use either code 148 or code 125 track products, whereas scale modelers with models having smaller, near scale flanges usually use smaller rail sizes such as code 100, 83, and 70. S scale narrow gauge modelers (Sn3, Sn2, Sn42) use code 70 or even code 55 rail to represent very light rail. Some Sn2 modelers use HOn3 track. Several companies produce S scale standard and narrow gauge turnouts, crossings, and straight, curved, and flexible track in these smaller rail sizes; some pre-made and some made to the customer's orders. For more information on this topic, read the **S Scale Track Products** article on the S NMRA SIG's web site, for an indepth look at S scale track products. For a complete listing of all manufacturers and retailers that produce and/or carry track, see our **S Resources page**.

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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National Association of S Gaugers

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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:

NASG Membership Secretary
Dick Kramer

Post Office Box 268
Middlebury, CT 06762-0268
e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

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Ted Larson *Module Corner*
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David Dewey *American Flyer Editor*
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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 6, December 2013

COVER

Jeff Madden's Standard Gauge around the Christmas Tree

VISIT THE PRODUCT GALLERY ONLINE

Webmaster Peter Vanvliet's tips on how to use the website . 4

BILL'S BOILER WASH

Words of wisdom from President Bill Winans 6

MEET AN S-GAUGER

Jim Kindraka, NASG Treasurer 7

NEW PRODUCTS

See what new products are out there 8

P-B-L's 60-TON CLASS C SHAYS

Product Review by Dave Heine 9

BRANCH LINES

News and pictures from S clubs 12

MODEL CONTESTS

Judging an NASG Contest, by Monte Heppe 14

AMERICAN FLYER UNDER THE TREE

A Christmas Tradition, by David Dewey 15

HOLIDAY MODEL TRAIN TRADITIONS

OS from S Tower, by Jeff Madden 18

SANTA'S TRAINS AT LOOK PARK

Pioneer Valley S-Gaugers Christmas Project 20

CALENDAR of EVENTS

Ed Kirstatter converts a Flyer gondola to S scale 24

CONVERT A FLYER GONDOLA TO SCALE

Ed Kirstatter converts a Flyer gondola to S scale 24

WHAT SIZE RAIL IS CORRECT?

Dave Heine explores model vs prototype rails 26

SCRAP BUILDING

What color are your sidewalks? 28

NASG Website

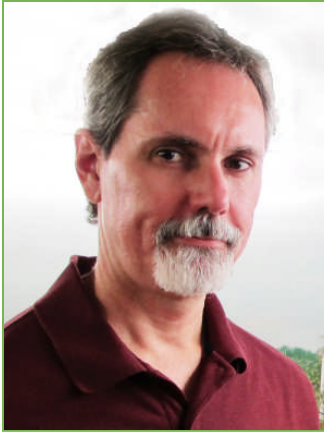
<http://www.nasg.org>

NASG Website Director, Peter Vanvliet: peter@fourthray.com

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VISIT THE PRODUCT GALLERY ONLINE

By Peter Vanvliet
NASG Webmaster



With this issue, I am starting a regular column in the **Dispatch** discussing topics related to the **NASG** web site (<http://www.nasg.org/>).

I hope to make each column entry short and sweet, and limited to the discussion of just one topic.

For this month's topic, I want to focus on the **Product Gallery** section of the web site. The Product Gallery is a section that lists and shows engines, freight cars, passenger cars, cabooses, and MOW equipment that has

been produced for S, both in the distant past and the more recent past. It also includes some Sn3 equipment.

This section of the web site serves several purposes:

1. The non-S modeler can see that we have had a substantial amount of product created over the years.
2. You can verify if something on the secondary market (e.g. eBay) is indeed what it is claimed to be.
3. Someone new to S can see what is still being produced. We have some of those items listed; for example, American Models and Lionel items, or what might be available on the secondary market, or dealers' shelves.
4. Companies entertaining the idea of producing a product could use the information to research whether or not to pursue a project based on whether or not it was ever done before, how long ago it was done, and in what dominant material (brass, plastic, resin).

The **Product Gallery** is an outgrowth of work that *Michael Greene*, *Stan Furmanak*, *Dick Karnes*, *Ed Loizeaux*, and *Bob Werre* started (there may have been others, I don't know). When I took over the web site in December of 2011, I wanted to add one more reason for visiting that section of the web site. Namely, the sheer pleasure of just browsing all of the S products that have been produced.

So how do you go about finding things on the web site? When you go to www.nasg.org, click on the **Product Gallery** button. You can then proceed with your search based on how you want to find something (see figure 1). If you want to see what has been produced for the *Southern Pacific*, for example, click on the **Photos & Text** link under the **By Prototype Railroad Name** section of the page. You will see a page full of small (thumbnail) images of all the prototype railroads for which we have products listed. Scroll down the page until you reach your railroad (they are in alphabetical order). In my example, I scroll down and click on the photo under **Southern Pacific** (see figure 2, inset). The next page you see lists all the various pieces of equipment, again using thumbnail images and in alphabetical order. So, if I am interested in seeing box cars produced for the Southern Pacific, I click on the **Box Cars** photo. The next page lists each of the box cars labeled for the Southern Pacific in our database. On that page the items (if there are more than

one) are sorted by manufacturer, followed by road number (if applicable). Use the small green arrows on the lower right to go back to the previous page(s), if so desired, or use your browser's Back button.

Let's say you are interested in adding some composite hoppers to your fleet. You want to get a mix of road names. Having this information you can contact dealers or individuals who might have the items in their inventory. Back on the main **Product Gallery** page, click on the **Photos and Text** link under **By Car Type**. Scroll down until you find the car type of interest, such as *Hoppers - composite* (all entries are shown with a thumbnail photo, and sorted alphabetically). Click the photo, and you will see all the prototype railroads for which composite hoppers have been made. You can then click on one of the prototype railroad name's photos to learn more information about that particular car. For example, if you click on *Virginian*, you will learn that they were made by *S-Helper Service*. The web site lists the SHS product ID, and how the car was sold. For example, this car was sold in a three-car set and another one was sold a single unit.

You can browse by **Locomotive Type** if you are looking for a particular engine, or by manufacturer if you want to find out what a particular manufacturer has produced over the years. If the product is still being produced or is available, there will be a link to the manufacturer's web site (if available). Also, if an online article or video is available, there will be link under the product (see figure 3).

On the main **Product Gallery** page you will also find **Text Only** links. These are basically table listings of the entries, with no photos; just text. A couple of the sections also have a .zip file that you can **right-click** on to download. These are basically the text-only versions compressed for quick and easy download. You will need some sort of software application to decompress that compressed file.

This **Product Gallery** page is one that receives my regular attention. At the time of this writing I am still integrating all of the S-Helper Service product information into the database. Not all of the data from the previous version of the web site has been integrated either, so that is on my to-do list as well. I would like to see *American Models*, *River Raisin*, and *P-B-L* products all listed in the database, too. We really need more narrow gauge and *American Flyer* items added to the database as well.

I would like to ask you for your help. If you have an engine or a car that is not listed on the web site (or we don't have a photo of it yet), if possible, take a photo of it, or have a friend or family member take a photo of it, and e-mail it to me at webmaster@nasg.org, so that I can add it to the database. If you see any errors in the data on the web site, or if you have additional information, feel free to let me know by e-mail. I want this to be as accurate as we can make it. It will not only help us, but also future generations of S modelers.

This is it for the first installment of this column. I hope you enjoyed it. Feedback is always welcome. (see my e-mail address above).

Web site tidbit: for the past six months (as of this writing) we are averaging 3,025 unique visitors to the site each month!

By Prototype Railroad Name

Photos & Text

Text Only

(best viewed on large screens)

[NASG_S_Rolling_Stock_by_RR.zip](#)

(compressed text file; for downloading)

By Locomotive Type

Photos & Text

Text Only

(best viewed on large screens)

[NASG_S_Locomotives.zip](#)

(compressed text file; for downloading)

By Car Type

Photos & Text

Text Only

(best viewed on large screens)

By Manufacturer

Photos & Text

Text Only

(best viewed on large screens)

Narrow Gauge

Photos & Text

By Product Type

Photos & Text

By Year Produced

Photos & Text

Specialty Cars

Photos & Text



Figure 2

Figure 1



Manufacturer:	Lionel
Category:	2-8-8-2
Road Name:	Norfolk & Western
Model Owner:	Rich Gajnak
Photographer:	Rich Gajnak
Year(s) Produced:	2012
Product Type:	Ready-to-Run
Available:	manufacturer's web site (and possibly dealers that carry their products)
Online Article:	more info
Notes:	These engines only come with hi-rail wheels. However, S Scale Loco & Supply has an arrangement with Lionel to be able to convert the wheels to scale ones, and replace the rear tender coupler to a scale one. This engine is available for the following road names: Virginian, Norfolk & Western (Class Y-3), Pennsylvania, Union Pacific, and Santa Fe.

Figure 3

BILL'S BOILER WASH by Bill Winans

The holiday season is that time of year when we start thinking about doing something with our trains. If you aren't already doing something with your trains, I suggest that it is time to get started! *Time's a wastin'!* As I am sure many of you know, things like climbing over and under benchwork, seeing well enough to finely detail that piece of rolling stock or to fine tune that one piece of track that only acts up when visitors are present, gets harder with each passing year. From a personal standpoint, I find it harder and harder to get motivated to finish those projects started way too long ago. I am going to make a concerted effort to press forward knowing that the longer I put a project off, the less likely it will ever get done, and I do want to get the things done.



This time of the year is also a good time to share your trains with others. Perhaps seeing what you have done will inspire another generation of train enthusiasts, something the hobby needs, regardless of scale.

Due to the timing of the August and October issues, I couldn't say much about our new crew heading up the NASG. We have a couple of new members on the **Board of Trustees**, Dave Heine as Eastern VP and James McAuliffe as Western VP. Our **Regional Vice Presidents** are there to help you with any problem or question you might have about the NASG. If you are going to have some event and need assistance getting NASG promotional materials, they can help. However, contacting Greg Klein, the **Promotions Chairman**, should be your first step.

The VPs are also there to receive input from the members about ways to improve the NASG, so contact them with your brilliant ideas. We also have a new **Membership Chairman**, Dick Kramer, who has been working hard to keep up with the paperwork associated with his job. You can make his job easier by renewing your membership before it expires. If you are a prospective member who has submitted a membership application via the website, please help by making a prompt payment. Also new is our **Dispatch** editor, Bill Pyper. Please help him by burying him in articles for potential use in the Dispatch. If you are working on some project, have a nifty technique, or know about model electronics, track planning and design, scenery, laser model assembly, anything that might improve another modeler's abilities, write up a short article with some appropriate photos and send it to Bill. Guidelines for submitting articles to the Dispatch are on the **NASG Website** under the *Dispatch* tab on the first page or on page 30 of this issue. These articles might never get used, but the experience of doing the article will improve your own modeling, photography and writing skills. If you have experience as a 1:1 railroader, write about that experience to help us give our model railroads a better simulation of railroading from the operational point of view. I think a lot of us would also appreciate stories of your experiences, whatever they might be, since we all live vicariously through our models.

Lastly, I wish everyone the best of the holiday season. Be safe, be happy, and have fun with the trains!

Bill Winans,
President, NASG

FROM THE CONDUCTOR by Bill Pyper

Before you start sending me e-mails pointing out that the picture on the cover is not of an S scale train, let me explain. I chose that picture of Jeff Madden's standard gauge under-the-tree Christmas layout because, of all the fine pictures that I received, that one best illustrated what I wanted to be the theme of this issue.

I am writing this on October 25, 2013. The October issue of the Dispatch has been printed and was mailed on Tuesday, October 1. I am proud to say that between *Central Coast Printing*, of Grover Beach, California and me, we got it done on time. I hope you like it. I already see things that I need to do differently.

I received many e-mails complimenting my work on the **new** Dispatch. My ego and I thank those who sent congratulations. I also received constructive criticism from a few members. Dick Karnes, one of NASG's original members, pointed out several inaccuracies in the **What is S Scale or Gauge?** section on page 2. Our President, Bill Winans, offered to rewrite it for me. The revised version appears on page 2 of this issue.

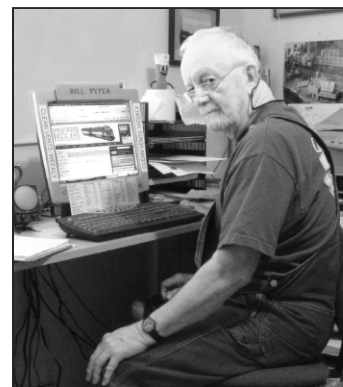
A long-time member commented: "The model contest is the least important aspect of the conventions for me, and I think that the amount of coverage it gets in the convention issue causes a certain degree of angst among less skilled modelers because of the competitive aspect that it conjures."

I replied to him via e-mail saying, "I disagree with you about the coverage of the Model Contest. The members who took the time and trouble to build and enter their models in the contest deserve to have their efforts recognized. If it

causes angst (which I doubt) among the less skilled modelers, they need to get a grip. It's only a hobby. The excellence displayed by the contest winners serve as good examples and will give them a goal to strive for."

News and pictures of the annual NASG Convention dominated the October issue, filling 14 of the 32 pages. In this issue I have dedicated the centerfold and surrounding pages to stories and pictures about model trains and the holidays;

Continued on page 22

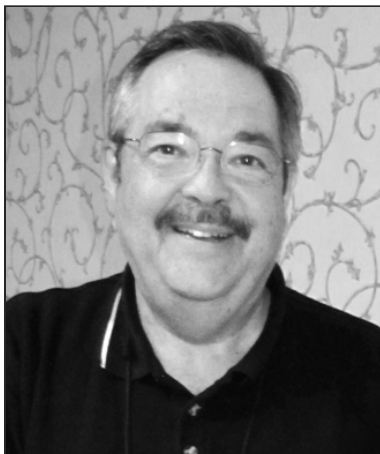


JIM KINDRAKA • NASG Treasurer

I was born in Fort Wayne, Indiana. I grew up there with vague memories of double headed NKP Berks on the flat farmland west of town. After earning a degree in Microbiology at Indiana University, I ended up at a chemical derivatives and bulk pharmaceutical plant in Terre Haute, Indiana. Great railroad town but easily living up to the name given to it by the locals: "terrible hote." I've gone on to spend many years in brewing at Schlitz, Stroh, Smirnoff Ice and Guinness and stints in the food industry mainly in quality control, food safety and product development.

In those intervening years, employment has taken me from Indiana to Wisconsin to Michigan to Illinois and now back again to Wisconsin. I hope to live in Ohio someday and complete the "Midwest Flush."

I followed the classic route into S; finding an *American Flyer* set, which I still have, running around the tree on Christmas morning when I was 6 or 7 years old. I left trains behind when playing with toys was no longer cool in junior high and high school. I rediscovered the hobby by way of Frank Titman's *S Gauge Herald* shortly after getting married. I met Don Thompson at the second ever *S Fest* in 1976 or 77 and he converted me to, or away from the "dark side," depending on your point of view. I've been modeling in S scale actively ever since. In 1983 I worked with Don to import NASG's first brass car project (ACF Covered Hopper)



as a way to implement the **new** NASG *Track and Wheel Standards*. In 1986 Dan Navarre and I formed *River Raisin Models* and I was a partner in that business until 2006. Dan and I are still the best of friends, my many moves just made being a long distance partner too difficult. I have served previously on the *NASG Board of Trustees*, from 1981 to 91 before trying again starting in 2009. Sometimes I feel like I know too much about NASG and its history.

I am married to a classically trained coloratura soprano, but I just call her Penny. She also rings English hand bells semi-professionally and we both sing in a local audition-only chorale, so music is a big part

of our lives as is Red Wings hockey (but that is another story). At one time we owned three piano's, now we are down to one piano and 3½ octaves of hand bells. We have two daughters, both Michigan State University grads, both living in Michigan, where we lived for 18 years. I have to say that I am as much a *railfan* as I am a model railroader. I love being trackside taking in the contemporary railroad scene. My modeling follows the 1950's New York Central and anything that is running on the rails today. My employment has me traveling 50+% of the time, which is something that I'm not thrilled about and hope to only have to endure for 18 to 24 more months.

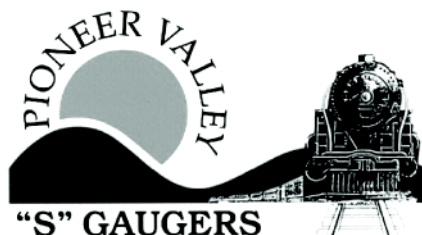
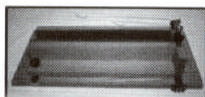
Jim Kindraka, Plymouth, Wisconsin

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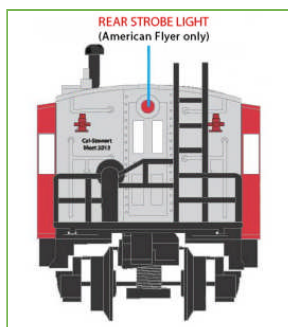
NEW PRODUCTS



2013 Cal-Stewart LIFE SAVERS® Bay Window Caboose

The Toy Train Operating Society (TTOS) Southwestern Division and the Nor-Cal Division of the Train Collectors Association (TCA) is taking orders for their 2013 Cal-Stewart Meet Car. This American Flyer bay window caboose has operating couplers and die-cast trucks. It also has a blinking strobe light over the rear door. The caboose will be decorated in a "five-flavor" LifeSavers® theme. Included is a decal pack which will match the Life Savers Express markings of the caboose so that everyone can choose their own favorite locomotive to pull their string of cars. The price is \$76.95 plus shipping and sales tax in California. You can download an order blank at www.cal-stewart.org

Advance orders must be received by February 28, 2014. The expected delivery date is October 2014.



TOMALCO TRACK is now offering

the **Gapmaster by American Tie & Timber**. The Gapmaster allows you to create perfect electrical gaps in your track while eliminating any possibilities of derailing or misalignments forever.

Simply solder your rails to it and cut electrical gaps in the rail afterward. The tie size exactly matches the ties on **Tomalco Track flextrack**.

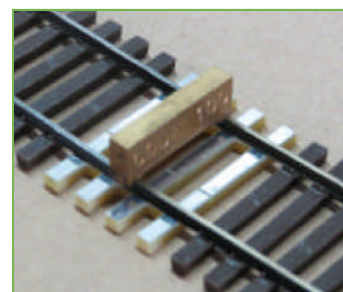
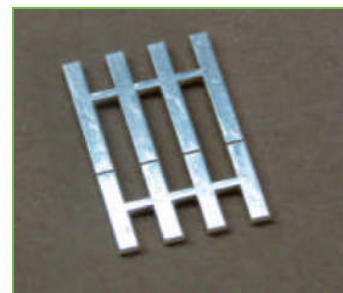
By removing the 2 end ties from a section of flextrack and soldering the rail to the Gapmaster, you can eliminate the less attractive rail joiners and achieve a better electrical connection as well as perfect alignment for flawless operation. Gapmaster is perfect for the ends of track on modules.

List price \$2.50 each

\$2 in quantities of 25 or more.

\$1.75 each for 50 or more.

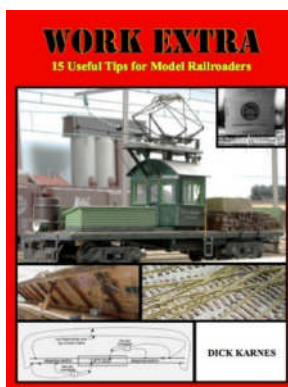
Go to:
www.tomalcotrack.net
for ordering information.



WORK EXTRA

15 Useful Tips for Model Railroaders

Work Extra: 15 Useful Tips for Model Railroaders, by Dick Karnes is now available from *RLN Publishing*. This electronic book is produced as a printer-friendly pdf. It is made up of 38 pages with 37 photographs and 13 illustrations. It sells for \$5.95 and is available at www.1-64ModelingGuide.com



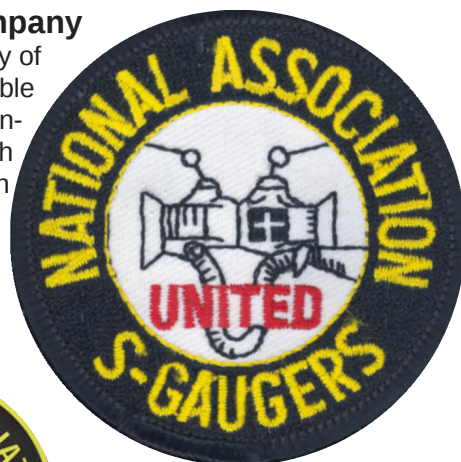
P-B-L CLIMAX COMING

For S-scale geared steam locomotive fans, **P-B-L** has announced that they will be making models of 60-ton Class B (2 truck) and 70-ton Class C (3 truck) in both S and Sn3 gauges. To date, the only Climax available in S-scale was the no-longer-available etched brass kit for a 20-ton Class B from *Backwoods Miniatures*. There are several variations planned. For more information visit their website:

http://www.p-b-l.com/gallery/climax/Climax_Coming.html

COMPANY STORE

The **NASG Company Store** has a variety of merchandise available to members and non-members. The patch at the right comes in 2³/₈" diameter or in 10" diameter. For sale to members only.



The refrigerator magnet at left is for sale to non-members and members alike. See the order blank on page 31 of this issue.

P-B-L's 60-TON CLASS C SHAYS

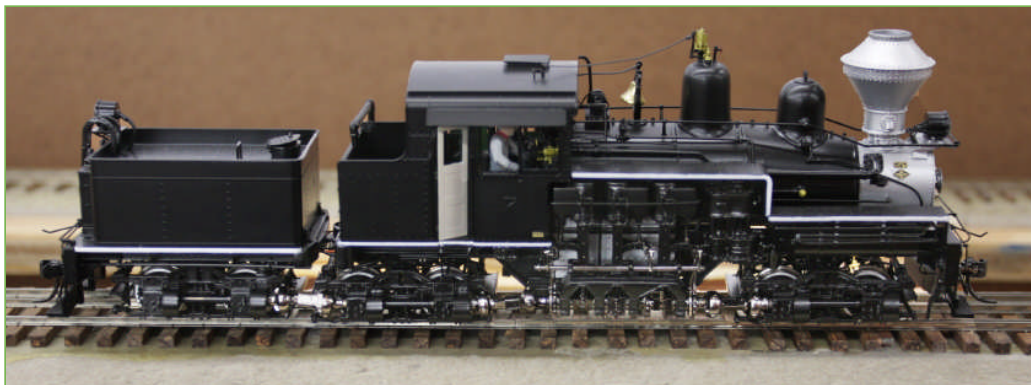
PRODUCT REVIEW

By Dave Heine

Shay patent locomotives were manufactured by the *Lima Locomotive Works* in Lima, Ohio and were the most popular of the geared type steam locomotives. Geared locomotives traded speed for power. They also used trucks and were more flexible than standard rod steam locomotives, which meant they were more suited for sharper curves and irregular track. Shays came in many standard sizes, and were available in models with two, three, and four trucks. All but the smallest models used a vertically-mounted three cylinder engine which drives a shaft along the trucks on the right side of the locomotive. The smallest sizes (Class A) used a two cylinder engine. Because of the weight of the engine and drive train, the boiler is offset to the left rather than being in the center like most locomotives. Each axle is driven by a set of bevel gears from the drive shaft. There are sliding universal joints between the trucks and the engine allowing the prototypes to handle relatively sharp curves. The Class C designation refers to the locomotive having three trucks and 60 tons is its approximate weight in working order. 60 tons makes this a small Class C Shay and is the smallest Class C Shay shown in my 1919 and 1925 catalog reprints.

Although Shays were originally designed for use in the logging and lumber industry, they were also used by other industries such as mining, in construction, and even by Class 1 railroads. Shays were made in standard and various narrow and broad gauges and could be even supplied with special wheels for wooden and pole track. Some were modified to operate on more than one gauge of track.

Early in 2013 P-B-L imported a series of brass 60-ton Class C Shays in S and Sn3 sizes made by *Boo Rim* in Korea. Prior to these, the only Shays available in S standard gauge were a handful that was part of a larger Sn3 import order by P-B-L over twenty years ago. P-B-L's models are an accurate example of a C class Shay based on erecting card number 428-C-5055. Eight locomotives were built to this erecting card. Five of which were standard gauge and three were narrow gauge. The *Eagle Lakes Spruce Mills #2* and *Klickitat Log and Lumber #5* are the examples of the five standard gauge locomotives. The 3-foot gauge prototypes are represented by *Swayne Lumber Company #6*, which later became *West Side Lumber Company #12* and by *New Mexico Lumber Company #7* which became *Oregon Lumber Company #7*. The models based on the narrow gauge prototypes were available with detail variations for each owner. When reservations were being taken, you could order any of



This Sn3 model is based on New Mexico Lumber Co. #7. This model also came with an alternate spark arrestor. This was the last narrow gauge Shay built in 1929.

the six variations in either S or Sn3. The main differences between the S and Sn3 versions are the trucks and the end beams. The trucks are obviously different because of the two gauges and the different end beams were installed to accommodate the different couplers. Standard S versions were supplied with modified Kadee 802 couplers and Sn3 versions have HO Kadee couplers.

The models were available with both DC control and DCC with sound. You could order them painted without lettering, factory painted for the six different railroads, and custom weathered as *foreground* models. There was also an option where you could have them custom lettered for your own railroad. My *Moyer Lumber Company* needed some three truck Shays so I purchased two in Sn3 and one in S.



The opposite side of my Sn3 model shows a gray hose on the side for sucking water out of streams, etc. The tan part is a filter to keep fish and large debris out of the water tank. This one is a wood or coal burner instead of an oil burner like the other two models.

I bought them painted but unlettered, intending to letter them with some custom decals that I had made. When bought as unlettered, P-B-L did not have the number plate installed on the front of the smokebox. A number plate, with the number of the prototype on which the model was based, was included in the box. Also included in the box are extra details that can be added including toolboxes, axes, buckets, cans, etc. In the case of the New Mexico Lumber Company #7 model, I also received a second spark arrestor for the stack, similar to the one on the Oregon Lumber Company #7 model.

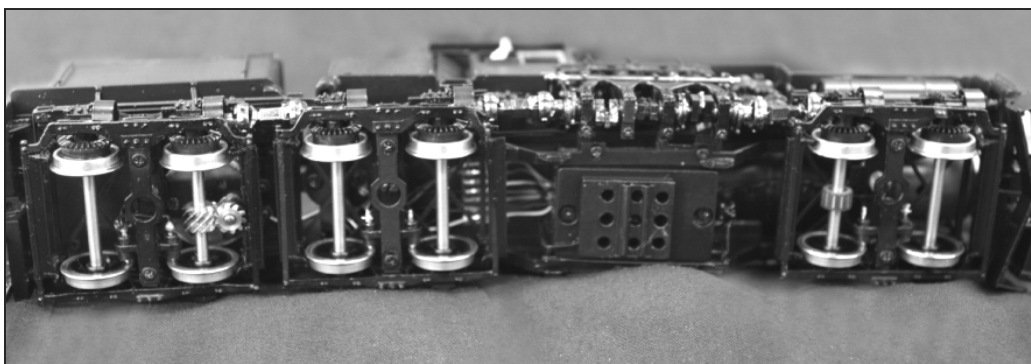
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This is my standard gauge S scale model based on Klickitat Log & Lumber Company #5 with a train. That's an SHS double sheathed boxcar behind it for size comparison.

The models come with an engineer and fireman in the cab and the doors are hinged so that you can have them open or closed or in between. They also included some extra screws in case you lose some.

To keep the universal shafts from coming apart when you take it out of the box, the model is mounted on a plastic base. A small instruction pamphlet is included that shows you where to grip the model when you take it off the base so the sliding universal joints do not come apart. This happened to me several times, but I'm getting better at putting the drive shaft back together as time goes on.



This is the underside of my S Shay based on Klickitat Log & Lumber Company #5. The motor can be seen on the front axel of the third truck. The twelve segment cam is visible on the front truck, which is not used on DCC.

These models are powered similarly to previous P-B-L Shays, with a vertically mounted *Faulhaber MicroMo* with an integral gearbox that drives the front axle of the tender truck. This axle, in turn, powers the outside drive shaft and all the other axles are driven by bevel gears from this drive shaft. The engine crankshaft is part of this drive train and it moves the rods from the three pistons. All twelve wheels are used for electrical power pickup. The motor is very efficient and will draw less current than some light bulbs. Using the ammeter on my DCC system, the motor current draw, without a train, was about 0.04 amperes (40 milliamps). I did some quick tests on one of the models and I could operate it at less than 0.4 scale miles per hour, which means it takes over a minute to go six inches. The top speed was about 21 scale miles per hour. For reference, the track voltage on my DCC system is 14.6 volts. The sharpest curve I have to run these models on is a 32" radius, but they should operate on curves down to a mid 20's radius. The operating limit may be caused by the sliding universals of the drive shaft coming apart on a sharp curve to the left. The steepest grade on my layout so far is a short section of about 3.5%, on which the Shays had no problem pulling a short train. The last time I rode on the *Cass Scenic Railroad* in West Virginia on a Shay

powered train, I timed the speed on a trip to Bald Knob against the mileposts and we were doing a steady five miles per hour. I try to operate close to that speed.

I checked the wheels of my standard gauge Shay against the NASG track/wheel gauge and one of the wheelsets was a little tight. I haven't done anything about it, and so far it has run on my track without derailments or other problems.

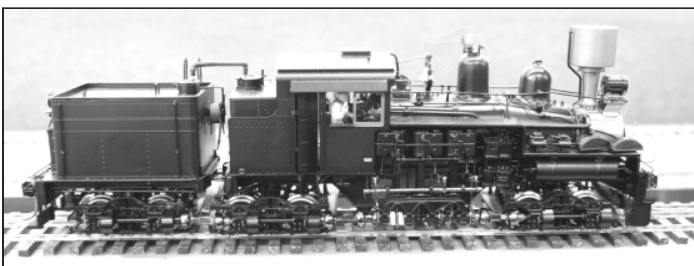
The DCC ready models came with an *ESU Loksound V4.0* decoder. This is a change from previous P-B-L DCC ready models which used *Soundtraxx Tsunami* decoders. P-B-L did this because they wanted to use some of the actual Shay sounds that they recorded. Sound can be subjective, but I prefer the sound of the Loksound decoder compared to the 55 Ton, Class B Shays with Tsunami decoders in them. The chuff on these the new models has a definite six beat cadence like a three cylinder engine should, and that is what I remember from listening to the Shays at the Cass Scenic Railroad. The whistle sounds just like what I remember from Cass. The problem is when I'm running the one of the Shays and hear the whistle, I think of visiting Cass again!

While not used on the DCC models, there is a cam with 12 segments on the one axle. The cam is needed for PFM/P-B-L type sound systems that work with DC power. Actually with a three-cylinder Shay there should be six chuffs per each rotation of the drive shaft. On a 60-Ton Class C Shay, per my catalog information, the standard gear ratio was 1 to 2.53, with 1 to 2.21 being an option. There were other gear ratios used on Shays. What

this means is that there should actually be more than twelve chuffs per axle rotation, but twelve seems to be an adequate compromise for a sound cam on a model.

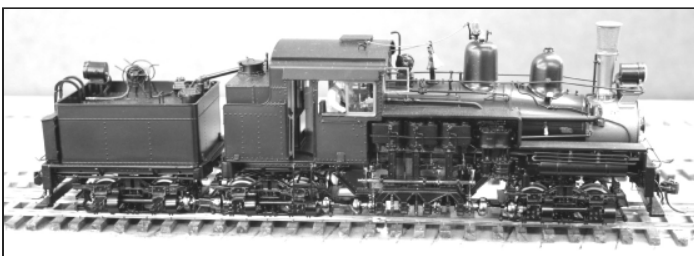
I had one problem with my model based on Swayne Lumber Company #6. During my open house on the Wednesday before the Scranton convention, the sound was getting more and more distorted and eventually stopped. Prior to the day of the problem, I had only test run it for a few minutes at a time with no problems, but this time it was running continuously for several hours. I switched it out with my model of New Mexico Lumber Company #7 for the rest of the day and the following Sunday with no problems. I didn't have any problem with the standard gauge model based on Klickitat Log and Lumber Company #5 either. After the convention, I called P-B-L and talked with Jimmy Booth about the problem. He had detected the same problem on a locomotive that he had been running on his layout, but only after extended continuous running. Evidently the original speakers in the DCC models, which were supplied by ESU, were a problem and would get hot and start melting after being in operation forty-five minutes to an hour and eventually burn out. About fifteen of the models were shipped by P-B-L before the problem was discovered.

Continued on the next page



This is my Sn3 Shay based on Swayne Lumber Co. #6. Eventually these will be lettered for my Moyer Lumber Co. Notice that the details are different on each model.

Jimmy replaced the speakers in all the models that they had not yet shipped, but mine was one of the early ones that had slipped through. I had the choice of either shipping the Shay back to P-B-L to have the speaker changed or changing it myself. Jimmy explained what was needed to change the speaker, which is located under the firebox. The work sounded relatively easy, so I elected to change it myself. He sent me a replacement speaker which was the same size, but obviously different. I changed the speaker and it probably took less time than it would have to pack it up and send it back. The Swayne Shay was one of the very first ones that they sent out, and I had received it before the other two in my order, which have not had the problem. Now the sound is fine, and the problem hasn't reappeared. I noticed when the sound didn't work because of the blown speaker, the Shay ran very quietly.



This Sn3 Shay is based on Swayne Lumber Company #6. Later this locomotive became Westside Lumber Company #12. I like the firehose reel on top of the tender.

All in all, I am very happy with my new Shay models and P-B-L's service with the speaker problem. P-B-L sold out of these models, so if you want one, you will have to pursue the used market.

Dave Heine is the NASG Eastern Vice President. He can be contacted at eastern_vp@nasg.org



Since this is the Christmas Season we thought that it was appropriate to show Eastern Vice President Dave Heine in his earliest S-gauge days.

HOW I DID IT

By Bill Fraley

Editor's Note: This article is based on an e-mail sent to Bill Fraley by Bud Rindfleisch after the publication of the October 2013 Dispatch.

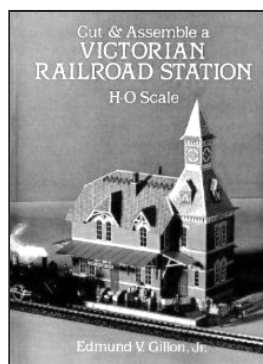
"Yes! The cover shot of your layout looks great. I've always wondered where you got that station, the one that is modeled after Point of Rocks, Maryland? Scratch built?"

Bud Rindfleisch



Okay, Bud, this is where I got my Victorian Station. It was in an HO scale *Cut & Assemble a Victorian Station* booklet by Edmund V. Gillon, Jr. (8½ x 11 paperback)

I got the idea to do these cut-outs from an article written by Al Kalbfleish in the July, 1984 *Model Railroader*.



I cut out the HO prints and blew them up 31% to S scale. (for 7 ft door frames / approximately.) Then I glued my copies onto cardboard, most likely matte board, then glued it all together, adding other details to make it look more realistic and prototypical.

I just ordered three of these cut-and-assemble books from Amazon and there are plenty more out there for those of you who are interested. When you look at the October Dispatch front cover, you will see at least three other buildings that came out of various cut out books. You can also go to Dover Books for others, but Edmund Gillon has done some pretty nice buildings for those of us who want to build and detail them. I get a lot of favorable comments on the Point of Rocks Station (Central City).

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BRANCH LINES • News from S Clubs

NORTHERN OHIO S SCALERS

September 28, 2013, the **Northern Ohio S Scalpers** held their *7th Annual Inter-State Get Together*. This was the first major event to be held at the late *Jack Sudimak's* house in Medina, Ohio, since the 5th Get Together in 2011. Due to his failing health and ultimate death and major construction in the basement, the layout was closed for about 2 years. 2012 was held at an alternate location. The NASG and N.O.S.S. switching layouts provided all the train activities.

Jack's wife Sharron felt it was again time to host the Get Together. At the last minute we changed the venue back to where it had originated. There was a low turnout, but, because it was back at Jack's, I sensed a high level of enthusiasm. New friendships were made, others renewed, e-mails and phone numbers were exchanged and our N.O.S.S. Newsletter will be read by more people.

The event is based on conversations from prior S Sprees where S scalpers indicated that they had no opportunity to run their scale equipment. Jack said they should come to one of our meetings. Finally in 2007 we made the decision to specifically host a meeting for out of town scalpers and dedicate the day to them. We invited them to bring current projects to show, completed projects, lube up those locomotives and run them on the layout with their own cars or to use Jack's personal equipment. We also visited *Al Clapp* and *Bob Yahnke's* S Scale layouts. Over the years we added a couple of clinics instead of going to other layouts. Many of *Ed Kirkstatter's* models seen in this magazine have been on display, plus a number not yet published.

This year our guests ran a record number of different locomotives and cars. DC and DCC power options were available. We had American Models locomotives and cars, S-H-S and an Omi-con brass engine. We also ran some of Jack's locomotives and cars.

Two clinics were conducted, the first was presented by *Ed Kirkstatter* who demonstrated how to make coal loads for different sized hopper cars. While having done both wood and foam frames he concentrated on foam based loads. He donated two completed loads as door prizes.



The second clinic was put on by *Mike Lytle*, above, a renowned author/researcher and frequent contributor to the *B&O Historical Society* magazine. He outlined the three versions of the new S Scale America X-29 Boxcar kit and cleared up some of the confusion on the different door options. Next as part of the clinic he went into great detail on how to model a B&O M26B Boxcar which is the closest



Bud Rindfelisch's S-Helper Service SW9

version to the X-29 kit. I had concluded with some photo examples of other cars, but where additional roofs and ends may have to be substituted especially if you are doing a C&O car. The SAL REA version will need additional side louvers.



We concluded with the remaining 3 door prizes and ended with a pot luck picnic out on the back deck with a main dish by Mike and Sandy Warman and many other delicious contributions. Last minute sales were concluded in the garage as we had 6 sales tables set up. We ran trains until the last man left. Stuffed from the picnic, new treasures purchased, new modeling projects that would start once returning home and personal equipment with additional run time on them. A record day of enthusiasm.

Reported by John Henning

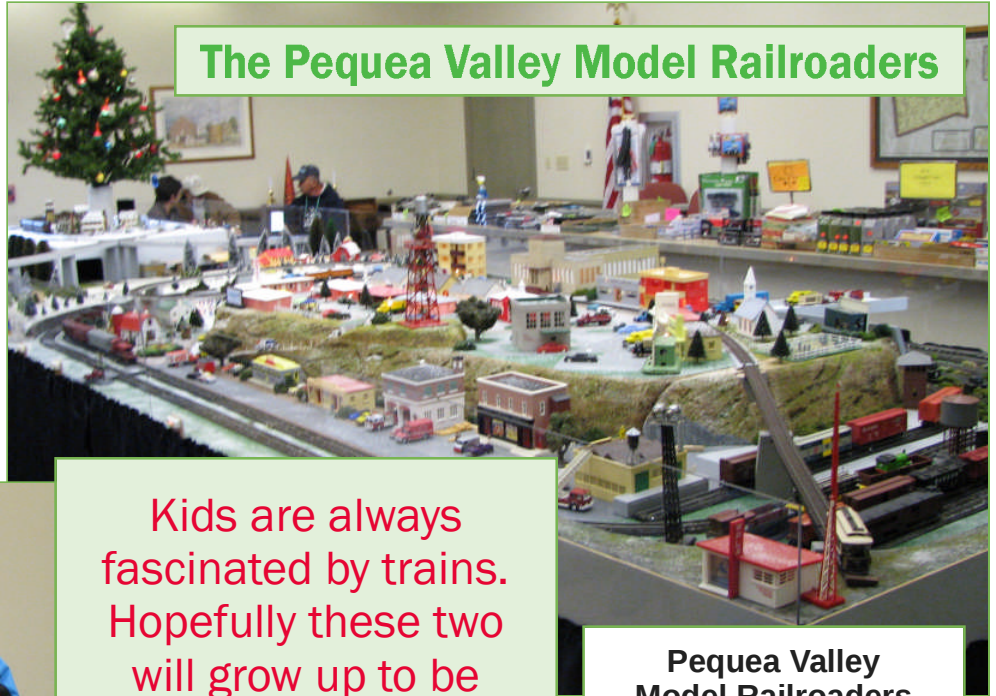


River Raisin Models Sharks, B&O on the middle level scratchbuilt bridge and PRR on the lower level.

BRANCH LINES • News from S Clubs

The Pequea Valley Model Railroaders were founded over 10 years ago to exhibit toy trains for public enjoyment. First in *Gap, Pennsylvania* for several years and now in *Paradise, Pennsylvania* for the last 3 years. From the beginning the premier layout has been an 8' x 18' S Gauge American Flyer setup. The track, switches and rubber roadbed are all original A.C. Gilbert and the trains are American Flyer, American Models and S Helper Service.

The Pequea Valley Model Railroaders



Kids are always fascinated by trains. Hopefully these two will grow up to be S-gaugers.



Pequea Valley Model Railroaders Christmas Layout
will be open to the public
Saturdays and Sundays
Saturday, November 30th
thru Sunday, January 19th
1 pm to 4 pm
and 1 pm to 5 pm on
Thursday, December 26th
2013

The Layout is located at the Paradise Township Municipal Building, 2 Township Dr., Paradise, Pennsylvania.
(use rear entrance)

Adult donation \$2.
Children 12 and under FREE.
The layouts are handicap accessible.

There will be at least 11 trains running on 3 layouts during the shows.



BRANCH LINES

MODEL CONTESTS

NEWS FROM S CLUBS, Edited by David Pool

The Bristol S Gaugers (BSG) held their September meeting hosted by Club President *Tom Robichaud* in Fitchburg, Massachusetts. The host has a fine operating S sceniced layout that has been featured in several different magazine articles. The club has the use of a trailer to transport and store their layout modules. The club built rolling carts to hold the layout sections which can be rolled into the trailer. The club meeting was held at the home of *Deb and Stan Ames*. Members were invited to participate in an operating session of the *Some Justifiable Recreation and Procrastination RR* where Stan is active as an operating member. The club set up their code 0.148 modular layout at the huge train show held at the Big E fairgrounds, West Springfield, Massachusetts on January, 26 and 27. Chet and Janet Brown hosted the club members for their March club meeting in Beverly, Massachusetts. Club members set up and operated their modular layout at the *March Greenberg Train Show* in Wilmington, Massachusetts. Club members mourned the passing away of *Bill Frazier*, a twenty-year member of the club.

The Connecticut S Gaugers (CSG) held their September 28, 2013 meeting at the home of *Stan Stockrocki*, in Poughkeepsie, New York. Club member *Dick Kramer* ably edits and distributes the club newsletter via mail and e-mail, and Dick recently took over the Treasurer's job to replace your column editor. Dick is also the Membership Chair for the NASG. Dick was host to the club for their regular meeting on May 18, 2013, in Middlebury, Connecticut. Club member *Bob Comstock* is in charge of planning activities for the club related to the members interest in S gauge trains and trains in general. Club members brought their layout to a train show on April 7, 2013 at Sheehan High School in Wallingford, Connecticut. The club's annual meeting was held on June 1, 2013 at the **Connecticut Trolley Museum**, in East Windsor, Connecticut and club members attended the **New York City Grand Central Terminal Parade of Trains** on May 11, 2013. *Dick Carlson* hosted the club meeting in Old Lyme, Connecticut on October 12, 2013. *Jim Shea* has constructed several rolling carts on which the club modules can be stored and placed in the trailer that the club uses. *Dennis Caruso* explained at a recent club meeting the work of those members that have been changing and re-building the club display modules. The club recently welcomed four new members: *Rich Badom*, of Meriden, *Scott Libengooden*, from Cheshire, *Ron Passander*, of North Haven, and *Norman Titcomb*, from Killingworth, Connecticut.

The Washington and Old Dominion (W&OD) Division of the Atlantic Coast S Gaugers encompasses the surrounding states and counties in the **Washington, D.C.** area. A group of members set up their modular layout at local train shows approximately six times per year. These members recently set up and displayed a layout at the Upper Marlboro, Maryland and Chantilly, Virginia Greenberg train shows, as well as the Boy Scout Troop 964 Train Show in Dale City, Virginia. The club members planned a joint display with the BAAFC club at the Brunswick, Maryland Railroad Days Festival and a show at the Walter Reed National Military Medical Center, Bethesda, Maryland. *Dave Horn* and *Joe Glenn* have been hosting the members for upgrade and repair of their display layout.

Judging an NASG Contest

By Monte Heppe

In the last issue we took a look at the judging criteria for NASG model contests. In this issue we will go over my observations after judging at several contests.

As models are checked in they are arranged on tables, sometimes in the order entered or by categories. I like the in order entered as it eliminates a spread out look.

The room is closed to the public when judging begins. The judges take an overall view of the models to get a feel for general quality of models. The amateur class is generally judged first, the craftsman and finally the master craftsman. Models in each class are identified, typically by placing color-coded sticky notes on the table in front of each model. This eliminates the need to physically group the classes. We do our best to minimize the touching of models. If a modeler indicates that no one including the judges is to touch a model, his instruction is honored.

Three people teams do the judging. Occasionally several teams are used, but each team judges a different class. The three judges together view and discuss each model. This ensures that no judge misses some aspect of the model. The judges carefully examine information provided by the modeler. This information frequently demonstrates that the model is faithful to the prototype when there may be some doubt. For example one heavily weathered model appeared to have been overdone. A picture of the prototype showed that the weathering was appropriate. In the case of a free-lanced model, modeler provided information can help the judges understand the decisions made to make the model plausible. Each judge assigns points for each of the judging criteria, construction, detail, conformity, finish and scratch. If there is a significant variance in the scores, the judges will confer to find out why each judge decided on the points awarded. Judges may decide to change the points awarded.

If more than one judging team is involved; the teams will review each other's work.

Models with the highest scores will be in contention for best in show. Judges review the scores of each model to ensure that the best of the best are in consideration for this award. Judges then compare the highest scoring models until they reach a consensus on the model that will be awarded best in show.

Much time is involved in Judging. A recent contest with about 25 models required about 6 hours to complete. This averaged out to about 15 minutes per model.

Judges are selected from experienced modelers. New judges are paired with those who have judging experience. We need more individuals who would be willing to act as judges. We will help those interested learn what is involved in judging a contest.

Any questions concerning the model contest may be addressed to me at: contest@nasg.org



American Flyer Under the Tree

A Christmas Tradition! By David Dewey



Toy Trains and Christmas have gone together from the beginning of toy trains, so it seemed fitting to write about it for the December issue of the Dispatch.

First, a little background which explains why toy trains and why *American Flyer*. I grew up in the small mountain railroad town of Dunsmuir, California. To give you an idea of how *railroad-y* it was, originally it was named *Pusher* as it is where the helper engines were added to make the climb out of the Sacramento River canyon. It probably wasn't called *Helper* because there already was a town called Helper on the DRG&W in Utah. It became Dunsmuir when Alexander Dunsmuir, on a trip through the area, offered the community a fountain if the town were named after him. The fountain still stands. With this background, it wasn't unusual for the area kids to have trains, and a lot had *American Flyer* because they were "more realistic" than "the other ones."

Some of the photos on this page and the next are of my layouts over the years, many are of my friend Mike's layouts. Mike was years ahead of me in school, but we have been friends for decades. His father convinced my father to buy American Flyer when he was considering getting a train set for my brothers, because they were the more realistic toy trains. In local lingo, we were "townies" as our parents were not employees of the Southern Pacific Railroad, or "Rails."



Dewey's, 1978

An under-the-tree layout can be as simple as a loop of track, or as complicated as what you can see in the photos. The more complicated the layout, the more time needed to plan it and put it up. My earliest memory is of my brother's 307 going around in a circle under the tree on Christmas morning. Maybe this is why I still play with trains. For you scale folks reading this, YES! I PLAY with trains and I admit it! When building a layout on a carpeted floor, put down a sheet of plywood to provide a stable base for the track, and to protect the carpet from train droppings. I recommend a siding to keep the train on when it's not being run, to avoid tree droppings or footprints. On the layouts at my parents' home, this solution was a siding behind the furniture and TV stand. In my own home, I had a tunnel to park the train in.

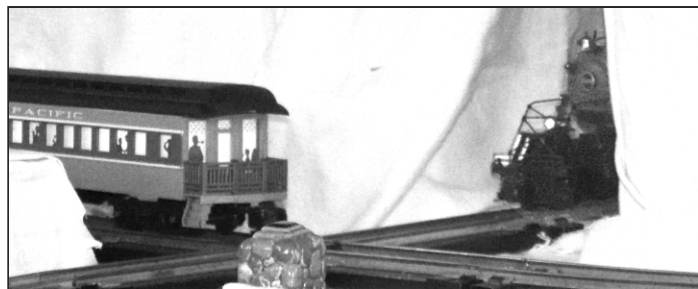
Both Mike and I use a universally available scenery base, old sheets and pillowcases. It is after all, a winter scene. The sheet hides the wires nicely.

My own layout was built on a 4' x 7' piece of plywood. A layout does not have to be large to see lots of action. I could run two trains at once, or one train on a modified figure 8, load barrels and deliver mailbags. The tree sat in the middle on a stand that hid the billboard whistle, and made room for the tunnel. This layout started out being just a modified figure 8; a circle that looped over itself and evolved into two loops with a single crossover, letting me run two trains at once.



American Flyer steam locomotive emerging from parking tunnel.

Mike's layout has also changed in the last year. He moved into a new house, a great craftsman with a lot more layout space. Each year's Mike's layout is different, but usually has two routes that "run themselves" and one route with reverse loops at each end that require paying attention. All are arranged so that the trains may be easily put in their sidings. Since he is a teacher, his layouts are visited by his students who learn to run the trains and operate the accessories, hopefully with no accidents. I can tell you from experience, it isn't easy! Of course, it's all about the kids having fun.



Near hit but miss as the observation car just clears the diamond as the Mallet emerges from the cut on Mike's layout.

While Mike was moving into his new house, his layout was displayed in the *Dunsmuir Chamber of Commerce* office for the Christmas season. In some pictures there is a cardboard background of trees and mountains. This was painted by his mother in the 1950s, and was used at his family's house for their Christmas layout. Track planning is critical with a layout this complicated. While I used the *American Flyer Track Planner*, Mike followed his father's method of using a compass on $\frac{1}{4}$ " ruled paper. Sometimes Mike's layouts feature a "near hit, but miss" section, as you can see the observation's passengers just miss being hit by the Mallet as it emerges from a cut.

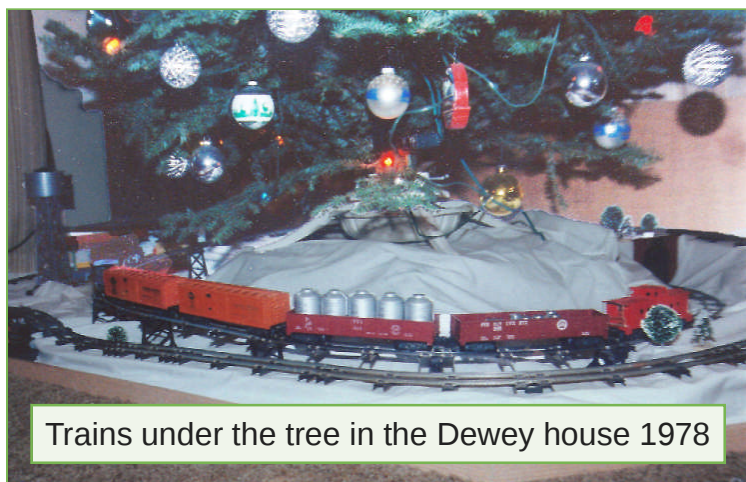
One great feature on Mike's layout last year was running water. He used a desktop fountain to create a waterfall and pond in one corner of the layout. With the many Christmas Village decorations available, you can turn your layout into a winter wonderland.

Have fun & Merry Christmas!

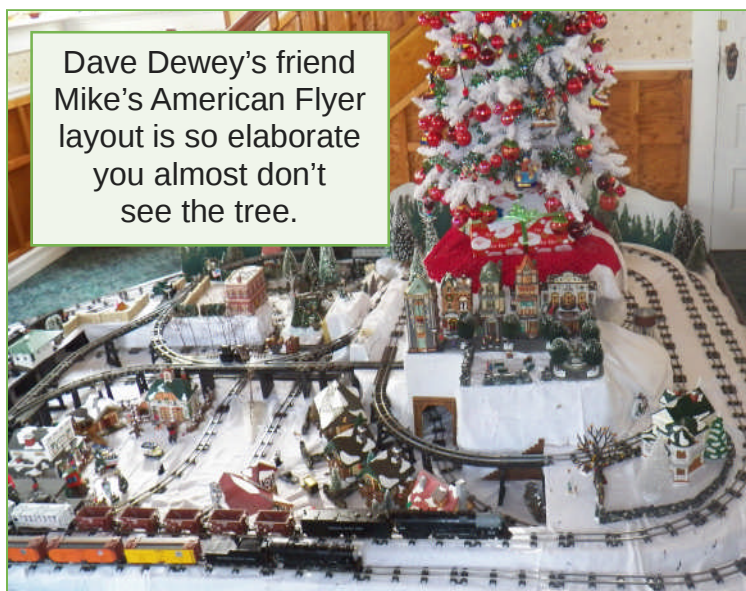
AMERICAN FLYER UNDER THE TREE



Holiday Layout in the
Dunsmuir, California
Chamber of Commerce



Trains under the tree in the Dewey house 1978



Dave Dewey's friend
Mike's American Flyer
layout is so elaborate
you almost don't
see the tree.



HOLIDAY MODEL TRAIN TRADITIONS

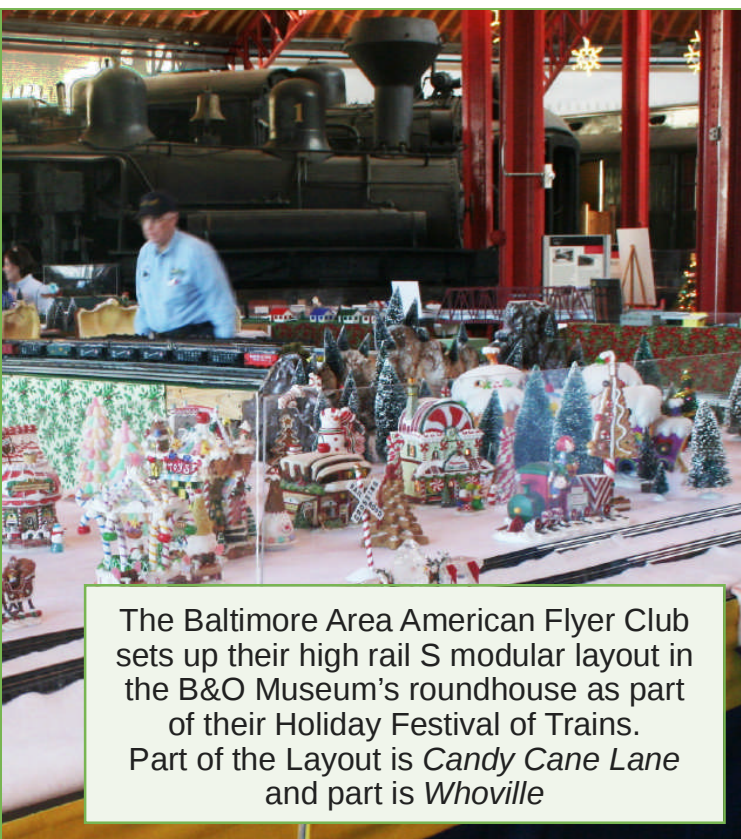
The late Ken Zieska, Sr., helps a young boy run the S-scale Christmas Train display at the Minnesota Transportation Museum Holiday Display.

The layout was built for the Museum by his son, NASG member Ken Zieska, Jr.



Bill Lane's Christmas Tree has an American Flyer oval underneath.

A very young Bill Lane (inset) is enjoying Christmas 1967



The Baltimore Area American Flyer Club sets up their high rail S modular layout in the B&O Museum's roundhouse as part of their Holiday Festival of Trains. Part of the Layout is *Candy Cane Lane* and part is *Whoville*



While not having a Christmas layout as such, the S-scale Workshop of Canada decorate their train for the season. Notice the reindeer sticking its head out of the hopper.



I guess you could say that Bill Winan's Christmas display is a Garden Railroad.

HOLIDAY MODEL TRAIN TRADITIONS

OS from S Tower by Jeff Madden

By all means, keep or develop model train traditions for the holiday season, usually associated with Christmas in the Americas, Europe and Australia.

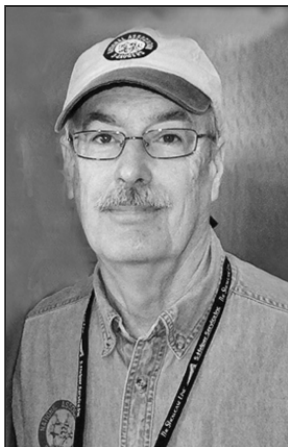
These traditions should be above and beyond typical year-round modeling and layout building. If you already have established holiday model or toy train traditions, keep it up! If you don't, why not develop one or more? Why? Well, for one thing, it helps you focus on the fun side of the hobby. For another, it might help by getting the family more involved, you know, wives, kids, grandkids who otherwise might just assume your hobby is just something to keep dad busy in the basement.

It seems to me to be a good idea to see something running, as many year-round layouts sit unused and unfinished. A holiday display, typically a train around the Christmas tree, might allow you to delve into a different side of the hobby. If you have a scale layout, maybe this is your chance to indulge a forgotten goal of having a traditional *American Flyer* tinsplate setup, or even a setup in another scale.

Let me tell you about my own traditions, and how they evolved over the years. Like many of us, our parents, grandparents and relatives sowed the seeds for this tradition. Let's thank the Germans for initiating the idea of trains around the Christmas Tree.

My parents bought me a Lionel 0-27 basic steam freight set with a loop of track about 1949. It was found around a Christmas tree in the flat that my parents rented in Detroit. The following year when celebrating the holidays in Jeanette, Pennsylvania, where all relatives lived, my Great Uncle presented me with an *American Flyer Circus Train* including some other accessories such as a bridge, beacon tower, talking station and cattle loader. In the same town in Pennsylvania, my Uncle on my mother's side, set up an elaborate *Lionel 3-rail* set on a platform in the large dining room under the Christmas Tree for his son at my Grandmother's house. I saw this almost yearly as most holidays during the 1950s were spent in Pennsylvania. I remember this layout had some Santa Fe Fs, a steamer, a diesel switcher, a built in pond with real water and lots of operating accessories. Unfortunately, in later years my cousin didn't keep up this tradition. My own 0-27 Lionel set and the circus train were foolishly sold off during my college years.

My own Christmas train traditions began when I started my own family in West Virginia. In 1971, when I moved to Martinsburg, West Virginia with my new wife, Janet, I was an HO scale modeler. I joined two clubs in the area that had both HO and O scale. In 1973, along came son and the urge to revive that toy train tradition hit a nerve. By the time my son was three, I figured it was time for a toy train that would be less fragile than my-own HO stuff.



Around 1975 or 1976 a visitor to our model club in West Virginia dragged in some used Lionel train items in a box for sale. I jumped on it and got a transformer, 2-4-2 loco, some cars and some 0-27 track for \$3.00. I went home and installed the track on a 4' x 7' piece of plywood, painted it dark green, striped in some roads, and I even put firing strips around the edges to raise it a couple of inches off the floor to hide any wiring. Soon some Plasticville buildings obtained at swap meets dotted the layout along with some of my vintage 1/48 Dinky Toys. I left room in the center of the platform for a Christmas tree. As it was only 7' long, I could store the platform on end with track in place in the 8' high basement during the rest of the year. This low-level platform could be placed easily under a Christmas tree, played with on the floor or even put up on carpenter's horses. If on the floor, no side guards are needed.

When my cousin decided to sell of his extensive O gauge Lionel items, I picked up some 0-22 track, some accessories and a bigger steam loco :from him for helping him sell the collection at a swap meet. I also decided to set up the layout starting around Thanksgiving in the finished basement so my son could play with it longer. This was also partly because we retrieved my father-in-laws' Standard Gauge Lionel #8 set and had it restored. This became the "upstairs" around-the-tree train.

In our present home in Wisconsin, I continued the tradition of putting the Standard Gauge train loop around the Christmas tree with some added ceramic buildings. One year I substituted an American Flyer train, but it needed a platform for reliability, while the standard gauge didn't. My wife enjoys the sentimental attachment to her father's train. I picked up a standard gauge caboose and gondola so that a passenger train or a freight train can entertain our two grandbaby boys.

That's my story. What's yours? If you don't have a holiday train tradition, here are some ideas for a home setup:

1. Do like I did and put up a different size train, other than 3/16th or S, under the tree. Standard Gauge American Flyer is a thought for you purists. I know some of you also have Lionel 3-rail around, and standard gauge or G-scale size trains are available from MTH, Lionel, Bachmann.
2. Put a traditional American Flyer layout around the tree.

Train holiday traditions don't have to be limited to the home. Traditions can be club sponsored shows and displays featuring S. The St. Louis club had set up an S window display in the Famous Barr Department Store, more recently Macy's, during the holiday season, every year since 1988. Unfortunately, Macy's recently closed, but the club found a new home at the *St. Louis Museum of Transportation*. Whether you're an individual or a club, explore display possibilities in department stores, malls, train shows, etc.

Individual clubs can sponsor holiday club events such as pot-luck get-togethers, etc., as a social get together.

If you haven't already, set yourself up an around-the-tree layout of some sort, establish a holiday party for fellow S gaugers, take a display S layout to local shows, department stores or malls.

Have a nice "train" holiday season!
Jeff

EXTRA BOARD and S NEWS

Mr. OH, Chong Sok founded O. C. S. MICRO CASTING in South Korea the late 1960s.

Jettie Padgett of South Wind Models says that "Mr. Oh is probably more responsible for getting our models made than most people realize. I thought you might like to see this fitting tribute to our old friend who really took care of all of us model railroaders in so many ways."

Mr. Oh was recently presented the *Peoples Gold Ribbon Medal* for his outstanding care of refugees from North Korea.

He is now 80 years old and still going strong. A refugee from North Korea during the Korean War, Mr. Oh has done a great deal for both Koreas. The presentation was held at the annual sports meet for people from North Korea. There were about 30,000 in attendance.



By-Laws Change

At the request of Treasurer Jim Kindraka and Membership Chair Dick Kramer, the Board of Trustees has unanimously approved a change to the NASG By-Laws. Advance payment of dues is now limited to 4 years. This is to keep the bookkeeping complexities associated with advance payments to a reasonable level. Extra year's payments have to be set aside and paid out as each year passes.

This is the change:

Article XI — Membership

6. Advance payment of any class of dues is limited to a maximum of four (4) years, including the current year. Membership dues paid in advance will not be refundable. (approved October 11, 2013)

Signing up new members

If you sign up a new member in person at a show, at a club meeting or any other way, **PLEASE**, mail that application and any money/checks directly to Dick Kramer. Dick and Jim have an efficient process for handling membership money and insuring that new members get into the database. Dick Kramer, PO Box 268, Middlebury, CT 06762-0268

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BRANCH LINES • News from S clubs

Pioneer Valley S-Gaugers Christmas Project: Santa's Trains at Look Park



The Pioneer Valley S-Gaugers is a multi-dimensional group of model railroaders from Western Massachusetts and Northern Connecticut, founded in 2002 by *Dave Plourde*. Over the past 11+ years we were active among ourselves with various model railroading projects. The biggest event for us was going to the annual Amherst Railway Society's two-day train show in late January. In the fall of 2009, club member *George Reneris* came up with the idea of displaying our trains at a holiday event at **Look Park** in Northampton, Massachusetts. At that time the event was known as the *Winter Wonderland*. He explained that it was a two-week event held evenings from 4:00 pm to 8:00 pm and on Christmas Eve from Noon to 4:00 pm. We would have to provide all our own equipment and have a club member there every evening to make sure things operated smoothly. We discussed it and agreed to take on the task. As there was little time for planning, a core of club members set up two loops, approximately 5'x8', of *S Helper S-Trax* on 3 rectangular portable tables supplied by the park. We occupied about 50 square feet in a corner of the *Garden House* on the park grounds. This layout was also uncharted territory for the park's people, so neither of us knew what to expect. Upon completion of the event, the people from Look Memorial Park were extremely happy with the turnout and the acceptance of this new found feature for their yearly holiday event. During this time approximately 3,200 people visited the Garden House, and many of them came on multiple evenings. The park considered this a success. There was little outside fanfare except for a small photo spread in the local newspaper on Christmas Eve.

Shortly after the New Year we met with the park officials hoping that they would invite us back. Much to our surprise they came back with a proposal to build a permanent layout to be displayed during Christmas, and that the event would be known as **Santa's Trains at Look Park**. Park board member *Dr. Sharianne Walker* had been to the Dallas area over the holidays and saw an O-Scale layout at the North Park Mall and thought it would be a great idea to come up with a similar set up for Look Park.



David Sullivan and Mike Zak prepare one of the side layouts.

We are a small group of model railroaders, who had never attempted anything like this. We stated that we needed to discuss this with the club membership and we would get back to them after our monthly meeting. George explained the project to the group and it was unanimously agreed upon that we would take it on. Member Dave Plourde agreed to design the bench work, which would be constructed by the parks maintenance staff, while members would work on things such as a budget, electrical wiring, designing the scenery, which was to be whimsical in nature.





Some of the sponsored cars were painted by Gary LaCroix.

Dave presented the park with a detailed set of drawings for a layout consisting of six 6'x2½' tables set up in a rectangular pattern, forming a 17'x6' layout with one oval loop and one partial dog bone created from S Helper S-Trax. Work began slowly on the project, but things got moving faster in early August when we presented the park with our budget which exceeded \$10,000.00. We were extremely nervous when we presented this to the parks leadership, especially since we were working with a non-profit entity. Park Director, Ray Ellerbrook, told us that he would take care of this with the board of directors. We thought that meant it would be nixed. We didn't know of the persuasive power of Ray, and in a short time we were given the green light to start ordering materials. That year we received tremendous support from the S Scale community, from *S Helper Service*, *Port Lines Hobbies*, *Bristol S-Gaugers* and others. We also received strong support from our local hobby shop, *Pioneer Valley Hobbies* in West Springfield. From September until about a week before the annual event kicked off club members worked in overdrive to complete the project. The park had eight of the tables based on Dave Plourde's design made to take up either side of the main floor of the Garden House as a static holiday display. They ultimately ended up with two operating On30 trolleys.



Our layout was set up as the center piece for the event which included a custom decorated *American Models* Northern and five heavyweight passenger cars which were painted in the Polar Express motif and the kids' favorite scavenger hunt. When the time came to reintroduce the event as **Santa's Trains at Look Park**, things couldn't have run smoother and we saw a tremendous jump in attendance for the event with about 7600 people passing through the doors. The Garden House had been transformed into a beautifully decorated Christmas wonderland for everyone. With all the expenses we faced for this start up the park came within less than \$50.00 of breaking even for the event.

Things continued to grow in the next year when the park decided that they would like to replace the trolley set up with two more single loops (dog bone) of S-Scale trains over the next two years. This year we ran into a major stumbling block when ordering undecorated cars, which the park had been using for sponsorships to raise money to support the event. That problem was the decision by *Sanda Kan* to cease the production of S-Scale equipment. We were very fortunate that the people at *American Models* were able to come to the rescue and provided us with a large number of pieces of rolling stock that they painted in the specific colors we requested. Since 2010, member Gary Lacroix has had the task of hand painting almost all of the sponsorship cars and two undecorated steam locomotives by *S Helper Service* and *American Models*. At the end of this year's event, attendance had almost topped the 10,000 mark.



By the start of the 2012 event, we had a total of four loops of holiday decorated S-Scale trains operating on three separate tables, along with a scaled down section of On30 trolley. Things were continuing to expand with more people volunteering their time, added decorations in the Garden House, and for a second season, a motorized train taking visitors on a trip around the park. Attendance for 2012 was almost 12,000 people, and this was done with fewer days.

With the coming season looming upon us, we hope to continue increasing attendance, and expanding special events and programs. However, it will be somewhat somber with the death in late September of former park director Ray Ellerbrook, who had retired on January 1, 2013.



If you are in the area, we'd love to have you stop in for a visit. It has been a fantastic experience for the club, but only part of what we do as a club during the entire year. We'd love to have you take a look at the club on our Facebook page for member layouts, clinics, and special projects.

Steven Allen



This column is dedicated to listing model railroad events, with emphasis given to S-gauge or S-scale.

If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to us at dispatch@nasg.org as soon as possible to allow us to print it in a timely manner.

November 30, 2013 thru January 19, 2014 Paradise, Pennsylvania

Pequea Valley Model Railroaders Christmas Layouts will be open to the public on **Saturdays and Sundays** from 1 pm to 4 pm and on Thursday, **December 26** from 1 to 5 pm. The layouts are in the Paradise Township Municipal Building, 2 Township Drive. (use rear entrance)

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

December 11 – 24, 2013 – Northampton, MA

Santa's Trains at Look Park, 300 Main Street (Rte. 9), Florence section of Northampton, MA. *The Pioneer Valley S-Gaugers* will be operating 3 separate S Gauge layouts along with the people from Look Park. Admission is free (donations welcome) and the hours of operation are 12/11 – 12/23, 4:00PM to 8:00PM and 12/24, 10:00AM to 2:00PM. Contact Steven Allen with any questions at allens1017@comcast.net.

February 6 - 8, 2014 — Santa Clara, California

2014 O Scale West and S West 9. The largest S scale show west of the Mississippi! There will be S standard and narrow gauge modular layouts, dealers, clinics, videos and a contest. Additional information and registration forms are available at <http://www.oscalewest.com>

February 27- March 1, 2014, — Irving, Texas

29th Annual Sn3 Symposium. For more information go to www.Sn3-2014.com

March 1-2, 2014 — Palatine, Illinois

36th Annual High Wheeler Train Show. 9 am to 5 pm Harper College Sports Center, Bldg. M, Algonquin and Roselle Roads. www.highwheeltrainshow.com

March 2, 2014 — Cheshire, Connecticut

Cheshire High School Spring Train Show. 10 am to 3 pm 525 South Main Street, Cheshire, CT (on Route 10) This is the first place that the Connecticut S-gaugers displayed a layout. Adults \$6, Children under 10 free.

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 under way for a spectacular convention car. Visit our website, ggafc.org for updates.

trains around the Christmas Tree, etc. Lots of good pictures have been provided by members and clubs. I'm sorry that I couldn't include them all. I may have to ask the Board of Trustees to pay for more pages in the near future.

In the last issue I asked for members to submit stories and pictures of their layouts. Several people replied that "they would like to, but their layout isn't finished." A layout does not have to be finished to make a good magazine article. Photograph the sections that are completed, write about the finished parts and what is planned for the rest. Include a track plan showing what is finished and what is under construction. When you do finish it (if ever) or make significant progress, we can publish an update. I know of very few layouts that are "finished," including mine.

Layouts and Murphy's Law. I had a nice story and many good pictures of a member's layout all ready to be featured in this issue of Dispatch. Unfortunately, unbeknownst to me, he had also submitted it to another publication. It was very disheartening to receive that publication in the mail and see his layout printed there. Because of that, there is no layout story in this issue of Dispatch. **PLEASE**, if you send an article or photograph for publication in Dispatch DO NOT send it to anyone else! I need a layout article for the February issue. Deadline is December 15th. Anybody?

In *Model Railroader* magazine they have a section called **Trackside Photos**, featuring single pictures from modelers' layouts. In *Classic Toy Trains* they call it **Photo Album** and *O-Gauge Railroading* calls it **Reader's Rails**. I want to do the same thing in the Dispatch. Bill Winans suggested that we call it **S-cenes**. So if you don't want to write about your whole layout, send me a couple of single shots, and show everyone what you've got. I would like to make the center spread of the February issue a collage of member photos.

I have been struggling with what to do with **Club News** reporting. The results of the survey that was sent out earlier in the year showed that club news was the area that was least interesting to the members. In an attempt to make the club news more interesting to more members I am doing this: Instead of listing every routine meeting that every club holds, I am going to feature the significant activities that clubs participate in such as the Christmas layouts that are shown in this issue.

David Pool, who edited the **Branch Lines** column in the Dispatch for the past 18 years has resigned. He disagrees with my approach to the subject of club news. Resigning was his idea, I did not ask him to. Thanks to him for his many years of hard work for NASG and the Dispatch.

Clubs, please send your newsletters to me, by e-mail to dispatch@nasg.org or by US Mail to Bill Pyper, PO Box 885, Salem, OR 97308.

If your club participates in any model train shows, displays your layout publically, has an open house, puts on a swapmeet, please let me know about it and send lots of photos. Don't worry if you think that your photos are too dark or too light. I am very experienced with Photo Shop,® and I can usually make any photograph printable. The only thing that I can't remedy is bad focus. Send the pictures in as large a file as you can, preferably at 300 dpi. I look forward to showing your club to the membership.

END OF THE LINE

John Bortz

John Bortz, 94, a well known Pennsylvania S-gauge model railroader, died September 14, 2013.

John Bortz recollections

I first met John Bortz in the winter of 1961 when I was at Cornell University in Ithaca, NY. The occasion was a meeting at Frank Titman's house in Allentown, PA, at which we were to form the **Delaware Valley S Gaugers** club. Those present were John and his brother Harold, Elwood Whitworth (the Bortz brothers' brother-in-law), host Frank Titman, and myself. Wally Collins was supposed to attend too, but he stayed at home in New Jersey because of the considerable snowfall that morning.

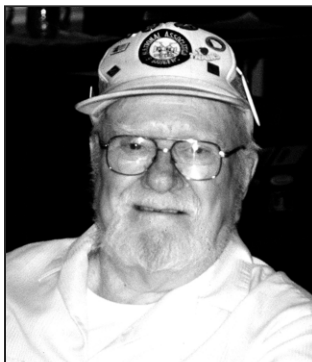
The DVSG continued to meet monthly, usually at Frank's house on South Franklin Street, the home of his original *Delaware & Western* hi-rail layout. Once the group ventured as far north as Ithaca. John was getting itchy to begin his home layout, which he had designed to fit in his basement. The only problem was that the basement did not yet exist!

To remedy this problem, John hosted the DVSG members and spouses at his Huntingdon Valley, PA home over a three-day weekend. Our task was to convert the crawl space under his house to a full-depth basement. Each day we dug, loaded wheelbarrows, wheeled the barrows up a plank ramp to the yard, and dumped the dirt. And we finished! We dug the aisles full depth, but left the layout areas three feet higher. Each evening we refreshed ourselves by jumping into the freshwater pond at the rear of John's lot. John's wife Thelma, helped by our wives, kept us well fueled.

John paved the aisle floors and enclosed the layout areas with cinder block sides and concrete tops to form the layout *benchwork*. His *Pennepack Valley & Western Railroad* took shape fairly rapidly, becoming one of the premier S scale layouts of its time, appearing now and then in the NASG Dispatch. John was a prolific expert model builder, having won many model contest ribbons.

John gradually became a model railroad manufacturer and vendor. He started with a club project to create a kit for S scale ore cars. The kit consisted of instructions, stripwood, card stock, metal hardware, and a pre-formed, pre-soldered steel ore hopper. Essentially all the hard work on the project was done by John and Frank. The kits were market successfully under the trade name **Delaware Valley Kits**. To avoid confusion, the name of our club was changed to the **Lehigh Valley S Gaugers**.

During this time, with the consent of *Kadee Metal Products Co.*, John began converted and repackaged Kadee HO couplers to S by replacing the uncoupling trip pin (gladhand) with longer pins consistent with the NMRA S scale standard. These became the de facto standard couplers for S scale modelers. John kept up the coupler business until Kadee came out with their own S scale couplers.



John attended all the Northeastern S Gauger conventions in the 1960s and '70s, most of the NASG conventions thereafter, and NMRA conventions that weren't too far south or west. It was always a good idea to shadow John and Thelma in the mornings at these events because of their uncanny knack of finding breakfast restaurants that combined the best in economy and quality.

After I moved west in 1964, I continued to see John and Thelma at conventions. I also revisited them and the PV&W twice in the 1980s, once with *Don Thompson* to photograph the PV&W for a feature article in the December, 1987 Dispatch, and another time on the way to the 1988 NASG convention in New Brunswick, NJ. In his later years, John gradually changed his railroading interests to larger-scale live steam and actual prototype railroading. There are others better able to document these more recent activities.

By Dick Karnes with contributions from Bill Fraley, Bill Lane, Lee Johnson and Jeff Madden.



John Bortz and the late Howie Waelder in the cab of the Union Pacific Challenger in Cheyenne, Wyoming in 1997.



Polk's Will Close Its Doors December 31st

Taken from Polk's press release dated October 1, 2013.

Since 1935 we have provided service and innovation to the Hobby industry. In this latest downturn we cut back staff to the minimum required to survive.

We've managed to stay in business, but the continued depression for the consumer has caused us to fall into debt that is unsustainable. We have put several million dollars into product development in recent years, but the need for customers to cut back on non-essentials has caused this investment to be lacking returns.

Continued on page 27

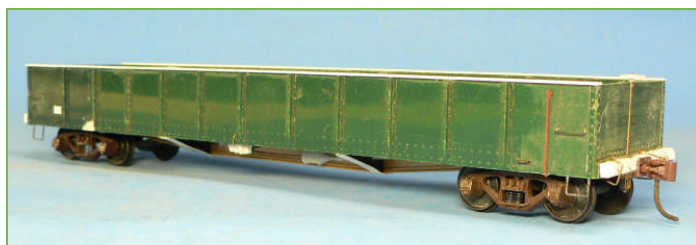
Converting a Flyer Gondola to Scale

Converting an American Flyer Gondola to a USRA WWI type by Edwin C. Kirstatter

When the United States declared war on Germany in 1917, near the end of WWI, American railroads were taken over by the United States Railroad Administration (USRA). They developed standardized plans for locomotives and freight cars, many of which were built for the railroads.

Two types of gondolas were built. One was a 41-foot, composite, drop bottom, 50-ton type that is available in S scale from *S Scale America*. The other was an all steel, flat bottom, 70-ton car that measured 46 feet inside. Many railroads got allocations of these at that time, but the only ones actually delivered were: PRR, 2,500 cars, class G25; The Philadelphia & Reading, 500 cars, class GHh; Pittsburgh, McKeesport & Youghiogheny, 500 cars, and the B & O received 500 class O-27 cars for a total of 4,500 cars. Many clones of these were made after the war. Some of these cars had wooden floors.

I think we need these in S-scale, but I don't expect any manufacturer to do it any time soon. Here is how to kit-bash an *American Flyer* model into a reasonably good looking scale version.



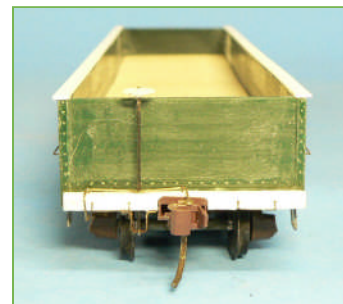
The American Flyer plastic gondola is good fodder for this conversion, but you will need two bodies to bash into one car to get the length of a USRA steel gondola. In addition to creating the length, you will have to lower the sides and make the ends look like they could be dropped as this was a feature of these USRA gondolas. The cars had a 70-ton capacity, so plan to use the correct trucks. When newly delivered they came with *Andrews* trucks and in later years they were up graded with the all cast steel trucks. I used the *S-Helper* 70-Ton solid bearing trucks for my car.

Looking at the Flyer bodies, you will find that one of the side panels at the middle is wider than others by about 3/32", so you will have to be careful to make your cuts to remove this one. Even doing this, you will not be able to make it a 100% accurate car, only one that bears a reasonable resemblance to the real ones.

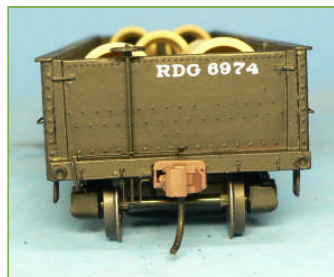
If you can be happy with a model that is about a foot too short and has one too few side panels, read on and I will tell you how I built my model.

I used two damaged cars, which in my case, was not the best choice, as I could not eliminate the extra wide middle panel because of damage elsewhere. If the sill steps are broken off, it doesn't matter because you are going to replace them with scale-looking steps later. I removed the end from one car, shortened that end's panel to be the same as other side panels and removed the tack board on it. Then cut off an end with one panel (including the first side stake) from another donor car. It doesn't matter if it is the brake end or not as you will remove all of that detail later.

True up these parts to fit then cement them together. I prefer ACC but contact glue can be used. The next thing to do is to lower the sides and ends so that they are a scale 4' 6" high. At this time, remove the inside braces. When this is done, remove all cast-on grab irons, ladders, and tack boards. Then remove the corrugations on the ends and smooth the surface by milling, scrapping and sanding. The eventual goal is to represent the drop ends of that era. I added *Evergreen Scale Models* #114 .015" x .080" styrene strips to the ends at the corner posts to better represent the drop ends and used *Evergreen* #100 .010" x .020" styrene strips to represent the latches. I added a *Brake Retainer Valve* and pipe to the left side on the last panel at the B end. You can see it as the red line in the first picture.

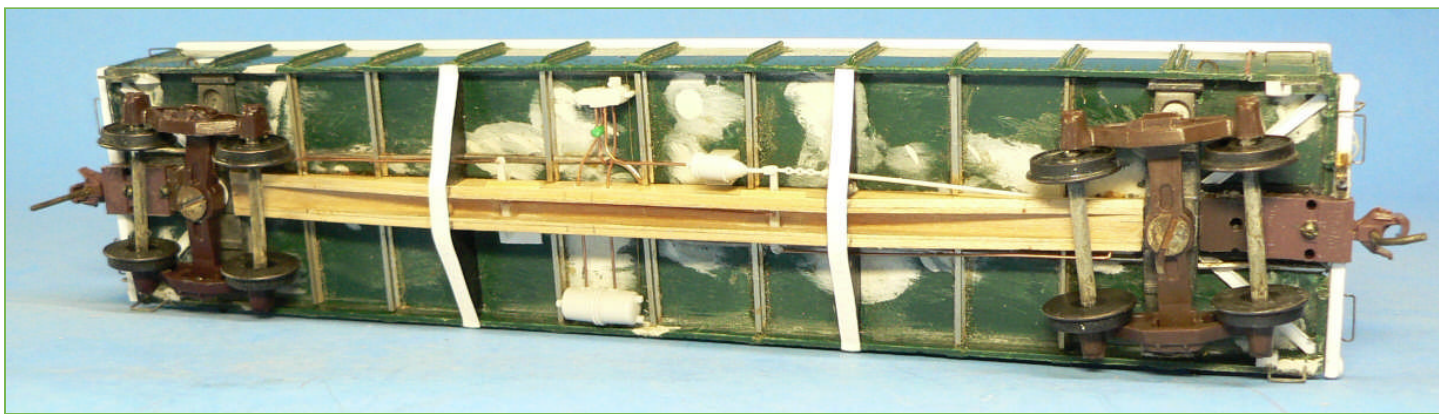


Next, I created boxed end sills by adding *Evergreen Scale Models* 166 .080" x .100" Styrene plastic strips to the lower edge of the now flat ends. To the new boxed end sill, I added poling pockets, top operated cut levers and two grab irons. There will be a vertical staffed, hand brake wheel on the brake end. No other grab irons will be on the ends as they are now drop ends, but there will be four more hand holds on the sides at the ends mounted 30" above the couplers center.



On to the underbody: First I removed the Flyer under frame and truck mounting pads using a Dremel tool, and smoothed the whole floor, filling holes and gouges with putty. I used cast metal truck bolsters to add some weight to this otherwise all plastic model. I mounted the bolster center in line with the first side-stake and drilled it for the truck mounting screws. I used #4 x 3/8" flathead wood screws. Next I mounted the couplers on an .040" plastic block a little wider than the coupler pocket to fit between bolsters and the inner car ends and cemented in place. Next I cut out the extended end sill to accommodate the coupler pocket and placed it on the center of the pad, drilling #58 holes for the Kadee self-threading short screws. I also put a view block between back of the pockets and bolsters and corner braces made from *Evergreen Scale Models* 262.080" channels.

These USRA cars had a steel *fishbelly* belly center sill. You can make one from Northeastern's deep channeled wood stock or plastic and sized it to fit between the truck bolsters. Once it has been fit, mark it for cross bearers at each side stake. This sill will start to taper down toward the bolster starting at fourth side stake in from each end. The cross bearers at these points will be full cross bearers, with riveted caps on their tops, that taper down to the sides and are made from .040" thick plastic sheet. Others can be made from Code 100, 83 Rail or even 70 rail to add some needed



weight. If you are going to put on the complete brakes with levers and rods, you have to plan ahead and make the cuts in the center sill and cross bearers for the levers and rods to pass through. Add 3/64" (.046875) angles on sides of this fishbelly along bottoms and also at the slots for the levers to rest on. Before cementing in place, treat the wood with *Scalecoat I*, clear S53 sanding sealer. Put all cross bearers in place with contact cement and the train airline pipe between them made from pieces of #16 gauge solid copper wire. Add all of your brake piping, levers and rods for the brake system. Make the two main cross bearers riveted caps from .010" sheet plastic into which you can roll rivet impressions with a *ponce wheel*. Add the air brake systems bleeder rod, made from .006" wire, across from side to side under the air brake valve. It bends down at the outside edges of this car. Put a hand brake wheel on a .025" shaft in the end sill at the bend with a stirrup below made from brass.

To make poling pockets use short pieces of 3/32" plastic tubing, cemented to the outer ends of the end sills, filed thin and drilled out to look like the real thing. Uncoupling levers were of the top operating type back then. Form them from .016" brass wire and mount them with two *Detail Associate* #2206 formed wire eye bolt lift rings at top of end sills. To the tops of our cut down sides, I glued Evergreen #126 .020"x .125" plastic strips to make the top cords. Add the tack boards to the sides near where the car number will be stenciled. If you want to put a wood floor in your model, you will have to remove the round corners from the sides and ends to get a wood floor to lay flat inside. Make it from North-eastern 1/32" thick wood scribed at 3/32" intervals to simulate planks. Glue several pieces together to get the length you need. Make the four sill steps from reformed common paper staples to measure 12" wide and forced up into holes drilled for them in bottom of the sides.



Paint the wood floor with Grimy black and set aside. Apply a coat of primer to the body. Add *Archer Surface Details* #88071 cast resin rivets on clear decal film at the grab irons ends, the drop ends or any other place with missing rivets. For a contest quality model add rivets to the inner sides in line with those on the posts outside and under the overhang of the top cord. Rivets for the

ends were patterned after a Walther's HO model of a like car as I had no prototype photograph for reference.

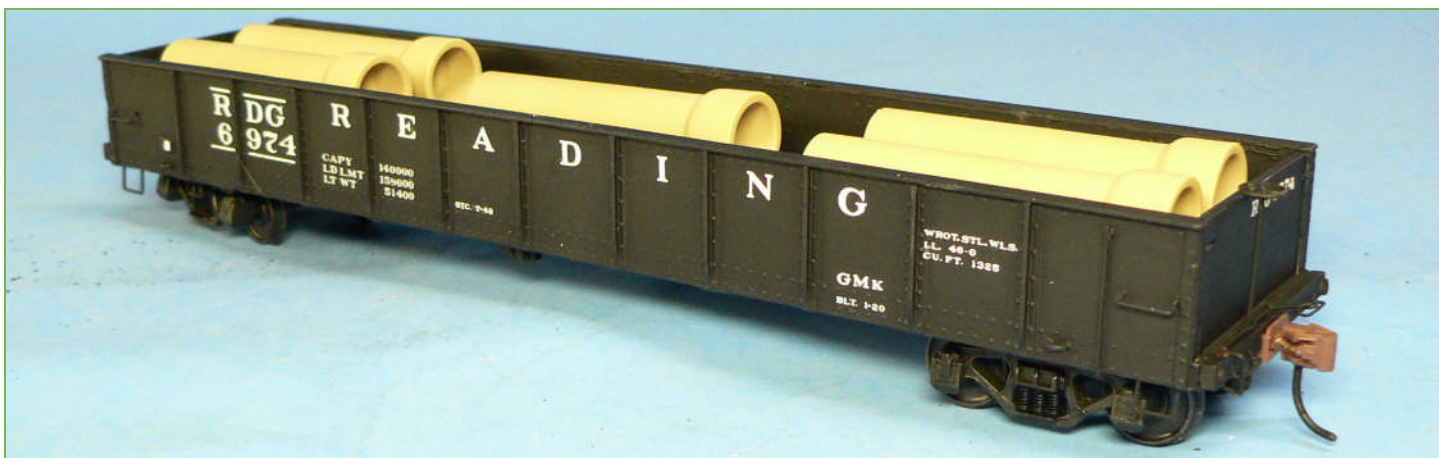
Finish painting your model with the desired color and use decals for a railroad of your choice. I used a *John Hall* set #103 to make a Reading GMK class built in 1920. Put the wood floor in now using *Pliobond* as adhesive.

Find a load for your new car. I found a *Life-Like Trains SceneMaster* HO scale set of six concrete pipes that fit nicely and good for S scale. They would be about 24" pipe in S scale.

Ponce Wheel



Continued on page 27



What Size Rail is Correct? by Dave Heine

After the 2013 NASG Convention in Scranton, it was time to get back to work on my layout, which meant it was time for me to get back to laying track. Originally I was planning to lay my narrow gauge mainline in Code 70 rail and the sidings and logging branches in Code 55. Then I started thinking, "is this correct?" My mainline is basically finished, so I am starting on a logging branch and some sidings. The big question in my mind was whether the smaller Code 55 rail was prototypically correct for running the locomotives I already own, especially some of my larger *Shays* on the logging branch. About twenty-five years ago I visited a now late On3 logging modeler and I remember some of his sage advice. Among the things that he said he should have done differently on his layout was he should have used Code 83 rail, because the Code 70 rail that he used was too small. Most of his motive power was based on prototypes from the *West-side Lumber Company* in California, which is similar in size to most of the geared steam locomotive power I own. As it turns out, Code 70 in O scale is close to Code 55 in S scale. So I needed to do some research.



code would be in S scale. **Table 2** shows the common model rail sizes appropriate for scale models and approximately the *weight* that the model rail would correspond to in S scale on a rail height basis.

In my personal library is a book the **NMRA** published on *Porter Steam Locomotives*, which includes a reprint of the Porter 13th Edition Catalog. In the catalog section is a chart **To Find the Weight of Rail Needed for Any Locomotive** which lists greatest weight per axle versus rail weight for weights from twelve to one hundred pounds. An excerpt of this information is included in **Table 3**.

Table 2
Rail Weights for Common
Scale Model Rail Size
based on Rail Height

Rail Code	Approximate S Scale Wt.
125	155
100	110
83	85
70	65
55	40
40	25

Table 3
Rail Weight vs
Axel Loading
(Excerpt from Porter Catalog)

Rail Weight	Maximum Axel Loading
25	11,400
40	22,000
65	40,000
85	57,000
100	72,000

Table 1

Prototype Rail Sizes vs S Scale Code Size based on Rail Height

Standard	Weight	Height (inches)	S Scale Code
PRR	155	8.00	125
AREA	140	7.312	114
AREA	132	7.125	111
AREA	115	6.625	104
AREA	100	6.000	94
AREA	90	5.625	88
ASCE	85	5.188	81
ASCE	80	5.000	78
ASCE	75	4.812	75
ASCE	70	4.625	72
ASCE	65	4.438	69
ASCE	60	4.250	66
ASCE	55	4.062	63
ASCE	50	3.875	61
ASCE	45	3.688	58
ASCE	40	3.500	55
ASCE	35	3.312	52
ASCE	30	3.125	49
ASCE	25	2.750	43

Prototype rail has been manufactured in many different sizes and even with cross section variations. Prototype rail size is referred to by weight in pounds per lineal yard. Model rail is referred to by Code, which is the height of the rail in thousands of an inch; thus a Code 125 rail is 0.125" tall or 8 S scale inches. Most modelers use the height of the rail when comparing scale rail to prototype rail and don't try to account for any differences in cross section. **Table 1** shows some prototype rail sizes and what the corresponding rail

I also own a reprint of the *Shay Geared Locomotive Catalogue Number S-4* that was originally published by the *Lima Locomotive Works*, the builder of *Shay* geared steam locomotives. It includes a *Table of Operating Limitations – Standard Construction*, which includes operating limits for various catalog sizes of *Shay* locomotives. Included in that table is the *Lightest Advised Rail*. I included some of this information in **Table 4**.

What is the minimum rail size that a particular locomotive requires? The *Shays* are simple because I can look up what I have against the table. The rod locomotives need some more calculations because you need to know the highest axle loadings, which for a steam locomotive, should be the drivers. I made up **Table 5**, which includes some narrow gauge steam locomotives and their weight on drivers. I assumed that the weight was divided equally between the drivers and used the information from the Porter catalog reprint to come up with a minimum rail size.

I don't know if this is what the real railroads used, but at least it is a reasonable approximation. I included some *Sandy River* and *Rangeley Lakes* locomotives as a check for my Sn2 track.

All this information means that I will be laying more Code 70 rail than I thought and less Code 55 rail. If I want to run my Class B 55 ton and Class C 60 ton *Shays* on a logging branch I should use Code 70. Also, my 2-8-2's require the Code 70 rail. That doesn't mean I will not use Code 55 in some locations. It just means that there will be a restriction on locomotives that can be used on Code 55 track. The prototype railroads also had restrictions due to rail size and bridge loadings so there is nothing wrong with this approach. My Sn2 can get by with Code 55 rail everywhere, although some of the mainline is already laid with Code 70.

Continued on the next page

WHAT SIZE RAIL IS CORRECT? *CONTINUED*

All of this is fine with me since I'm more comfortable working with Code 70 rail. In case you were wondering, a .015" difference in rail height is just under than one S scale inch, and yes, I can notice the difference because the other dimensions are also smaller.

Table 4
Lima Shay Minimum Rail Weight (1925 Shay Catalog)

Engine Size (tons)	Number of Trucks	Lightest Rail Advised
10	2	12
13	2	12
18	2	16
20	2	20
24	2	12
28	2	25
32	2	25
36	2	30
42	2	35
50	2	45
60	2	55
80	2	60
90	2	80
60	3	45
70	3	45
80	3	60
90	3	60
100	3	65
125	3	70

Table 5
Some Narrow Gauge Locomotive Minimum Rail Sizes

Locomotive	Wheel Arrangement	Weight on Drivers (pounds)	Minimum Rail Weight
D&RGW C-16	2-8-0	59,335	30
D&RGW C-18	2-8-0	69,000	35
D&RGW C-19	2-8-0	69,000	35
D&RGW C-21	2-8-0	85,650	40
D&RGW C-25	2-8-0	107,400	50
D&RGW K-27	2-8-2	108,300	50
D&RGW K-28	2-8-2	113,500	55
D&RGW K-36	2-8-2	143,850	60
D&RGW K-37	2-8-2	148,280	60
EBT #11	2-6-0	66,180	45
EBT #12	2-8-2	88,000	40
EBT #14	2-8-2	122,700	55
EBT #15	2-8-2	125,700	55
EBT #16	2-8-2	134,000	60
EBT #17	2-8-2	133,500	60
EBT #18	2-8-2	134,600	60
SR&RL #9	2-4-4T	30,150	35
SP&RL #22	0-4-4T	40,000	40

Polk's Will Close Its Doors *Continued from page 23*

It has been a pleasure to help our customers enjoy their hobby and we have no regrets for doing so. Our business grew every year until 2008. We know that smaller scales have remained viable. Because of the higher cost of large scale trains and the space required to run them, they have not maintained their share of the market.

For 80 years the Polk family has made a fair living in the Hobby industry. I can't help but remember the scores of co-workers that have helped to make this organization as special as it is. Thanks to them all.

Our humble thanks to our loyal customers. Our apologies for not being able to keep this almost 80-year-old business going. It is a heartbreaker for us all.

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CONVERT A GONDOLA *CONTINUED*

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SCRAP BUILDING by Bill Pyper

WHAT COLOR ARE YOUR SIDEWALKS?

Not long ago I was looking at my favorite railfan web-site, **Train Orders** (www.trainorders.com) when I came across this message in the *Model Railroading* section.

“Does anyone have a good paint formula for sidewalks and streets? The Woodland Concrete just doesn’t look right to me. Thanks, Mark”

The first reply to this query was:

“There are so many gray military paints available, just go to your local hobby shop and pick one that looks right to you. Looking at the pigment that’s settled at the bottom (that is pick the bottle up and flip it over to look at the bottom of the jar) is a pretty good way to judge the paint color. Add black or white to fine tune the color. signed, Arved”

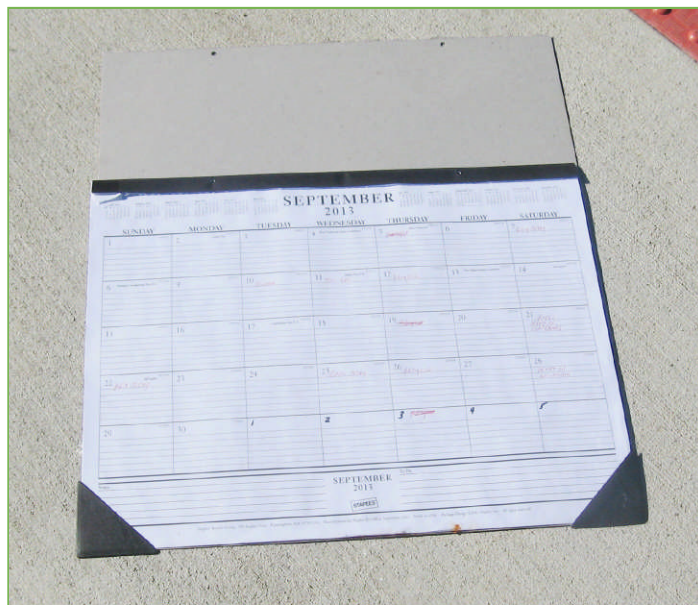
Other responders suggested taking a picture of the sidewalk and taking it to a paint store and have them do a mix and match.

All of this back and forth got me thinking about my own layout. I consider my layout to be “semi-scale.” That is to say that I make it as realistic as possible while still enjoying myself. I am not a rivet counter.

So I took a look at my sidewalks, all of which were gray painted Masonite or Hydrocal, and realized that they didn’t look like sidewalks, they looked like gray painted Masonite or Hydrocal. So I decided to take a field trip to find out just exactly what color sidewalks are. I walked out my front door all the way to the street, and took a look around.

I am embarrassed to admit that the answer has been right under my nose for the last 60 years! I am a printer. I Have been a printer since my days as an apprentice in 1954 while still in high school. (minus 6 years spent in the Air Force) **CHIPBOARD**. Chipboard is what we printers call the gray cardstock that goes on the back of scratch pads, sales books, etc. It should not to be confused with OSB construction board, which is some times referred to as chipboard. Paper manufacturers sometimes call it Knife Saver Board.

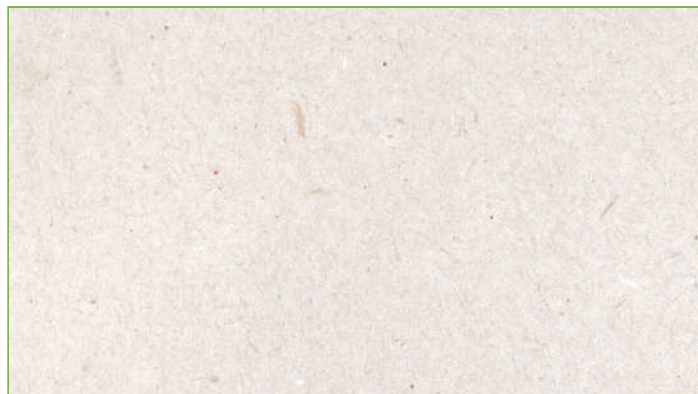
To further my knowledge, I extended my field trip to a walk around the block. This caused me to discover something that I am sure I had known all along, but never thought about; all sidewalks are not the same color! Here in the Pacific Northwest many of the older sidewalks are very dark. They appear to be infused with mildew. If you look closely at a sidewalk you will see that many of them are full of little pebbles. The older ones seem to have more pebbles than the newer ones. If you look closely at a piece of chipboard you will see that it also is full of little spots, and its surface is rough, closely resembling a concrete sidewalk.



The backing board from my desk calendar almost perfectly matched the new sidewalk near my neighborhood school.



The inside of this Eggo Waffle box comes pretty close to the color of the sidewalk in front of my house.



If you look closely at this example that was scanned directly from a piece of chipboard, you can see the spots and specks.

SCRAP BUILDING *continued*

A good source of chipboard is food packaging. Dry cereal boxes and the like are all made of *boxboard*, which is a variety of chipboard, coated on one side to make it printable. Different boxes will have different color insides. Standard chipboard and boxboard can be anywhere from about .010" to .015" thick. I use white glue to adhere it to masonite for my sidewalks.

If you can't find enough chipboard laying around your house or office to craft your sidewalks, concrete streets and parking lots on your layout, you can buy it in 8½" x 11" sheets from a copy shop or a small to medium print shop. I tried to buy it from Office Depot and Staples, but neither had any.

Sometimes when small quantities of large sheets of paper are delivered to commercial printers, it is enclosed with chipboard that is .050" thick. This can be used for making sidewalks and streets without any backing. This material is usually comes in sheets 23" x 35" or 25" x 38". Copy shops and Quick Printers don't usually have this, but many medium size printers often do and they will probably sell it to you for a nominal price or even give it to you. Recycled chipboard, when you can find it, has the most spots in it and is usually lighter in color.

Another advantage in using chipboard, beside the fact that it is virtually free, is the ease with which it can be decorated. If your sidewalk needs a red curb, all you need to do is get a straight-edge and a red Sharpie marker and draw it on. The segments of the sidewalk can easily be illustrated with a straight-edge and a ball-point pen. If you have a concrete parking lot, you can use a yellow Sharpie to line the parking spaces.



The inside of food packages come in a variety of colors.



I used chipboard from a legal pad for the concrete decking on this scratch built bulk oil distributor.



I used chipboard from the print shop where I work to make the floor of this scratchbuilt gas station.



I splattered light colored chipboard using a toothbrush and diluted latex paint for the dirty look on this slab.

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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 to 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 sending it in.
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.** 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".

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