



THE NASG

DISPATCH

APRIL-MAY 2014



**VISIT TOMALCO TRACK
TALES FROM THE RAILS
TRACK WORK ON THE LEHIGH & WESTERN
SHELTER VALLEY & TRENT RIVER RAILWAY**

BILL'S BOILER WASH

I hope everyone has weathered the winter in good condition and has gotten some good modeling done while stuck indoors.

The NASG has been busy behind the scenes. We have gotten better organized at the **Company Store** with a new page on the website showing photos of all the items for sale. We are working on updating the convention handbook and adding some By-Laws covering conventions. We have also reinitiated a program in which the **Regional Vice Presidents** will be contacting members who have not renewed their memberships to find out why and maybe get them back on track with the NASG. If you haven't noticed, the inside cover co-op ad page in **Railroad Model Craftsman** has also been improved. The website is always getting better, too . . . The **Dispatch** itself is also improving, and all of you can help by contributing material for editor Bill Pyper to have in his files. The more he has on hand, the more diverse and interesting the magazine can be.



On another topic, one thing that has caused some consternation among some of us in the organization is the incorrect use of the word **gauge** in our name. The use of **gauge** to describe size goes back to the days when track gauge was the defining characteristic of our models. The superstructures could be any scale or done to no scale at all (take a look at 1930s tinplate), the only thing that mattered was that the rolling stock fit the track. While modern model railroading has changed this with a closer adherence to scale relationships, we are **NOT** going to change our name for several reasons.

However, many still think we are the part of the model railroad hobby that only plays with American Flyer toy trains, while in fact we cover everything from American Flyer through proto 64 fine scale modeling. From the beginning, all of our trains, whether American Flyer, Hi-rail, or Scale/Finescale, have all been nominally done to $\frac{3}{16}$ of a real inch equals one model foot or **S SCALE**, regardless of flange, rail or coupler size, or manufacturer. That actually makes us more consistent than some of our counterparts in other scales. Still, we need to be more precise with our use of terminology. While we're not going to change our name, I would like to see **S scale** used where it is appropriate, and **gauge** when it concerns the spacing of rails. We have already started to replace gauge with scale in our documents and on the website where it does not infringe upon the historic side of things. We are leaving gauge in use when American Flyer is the subject, because that is the traditional way of speaking about those trains, and there is only one gauge to talk about. Otherwise, we will use the correct terms in future written articles and documents.

Lastly, I want to start using another term for scale models that use near true scale running gear and superstructures with matching track: **Scale S**. If we use **American Flyer S** and **Hi-rail S** in our descriptions of the other variations of the scale, then all the terms will show the consistent scale relationship between the model and the prototype. The use of **Scale S** also eliminates the confusion caused by using **S scale** for both the generic description of the size and for high fidelity modeling.

Anyhow, this is my attempt to unify our house and present an understandable set of terms to **outsiders** who might be considering a change of scale. I welcome any other points of view, which can also be printed in this column.

NOW IS THE TIME FOR AWARDS NOMINATIONS

This year I am extending the nominations for the Bernie Thomas Memorial Award, the Charlie Sandersfeld Manufacturers Award and the Josh Seltzer Website Award to the general membership.

Please send your nominations to Western Vice President, James McAuliffe, before May 15th at western_vp@nasg.org or 6213 Seville Court, Long Beach, CA 90803. As always, the Board of Trustees will vote and select the winners from the submitted nominees. For information about the awards, go to the NASG website, www.nasg.org and look at the bottom of the **ABOUT** page. Clicking on any individual award will bring up all the information about that award.

Bill Winans

2013 NASG AF Commorative Car is SOLD OUT

By the time you read this, all the **2013 NASG American Flyer Commorative cars** should have been mailed to members. The delivery delay was the result of the lack of exterior packaging by Lionel. The car is a total sell-out, so please do not send additional orders for the **PP&L coal hopper**. We will have to return your check. Finally, I thank everyone for your support of this project over the past 25 years, and I hope you will continue that support as **Dave Blum** takes over responsibility for continuing this NASG tradition. — **Doug Peck**

NASG PROMOTIONS COMMITTEE

The **NASG Promotions Committee** is updating all the **S Gauge Clubs** point of contact (POC) information from the NASG Database. We will use the information in the upcoming **Railroad Modeler Craftsman** (RMC) magazine supplement to provide POC information to the public. Our aim is to aid the public in finding an S Club in their area. If you have a club web page can we include that? Will you tell about your club layout? How large is it? Portable? Is it Hi-Rail, Scale or a mix? Please confirm via email that you grant permission for NASG to use this information in the RMC Supplement.

Joe Glenn at jglenn@hughes.net or 540-439-4986

NASG Promotions Committee

S Gauge Club POC Information Update Project

In Memory of Vic Cherven, Sr.

Mr. John Howard has made a generous monetary donation to NASG which is greatly appreciated by the staff and members. John and Vic were classmates in the Music School at the University of Michigan and graduated in 1940. They remained close friends for more than 70 years.



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MEMBERSHIP YEAR

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

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ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

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Sam Powell *Contributor*
Ed Kirstatter *Contributor*
Jim Martin *Contributor*

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 38, Number 2, April-May 2014

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Greenbriar Models GP-30 stops for refueling and sand in the yard on Larry Morton's Reading Railroad layout.

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<http://www.nasg.org>

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KVD INDUSTRIAL LADDERS KIT

A PRODUCT REVIEW by Peter Vanvliet

Mike Fyten, owner of (the now dormant) **Kaw Valley Designs**, has been quiet for a while. Then, one day, he posts a message on the Yahoo! Groups S-scale mailing list, showing a progress photo of some of the work he had been doing on his own layout, the **Kaw Valley Railroad**. In the photo I saw this neat industrial ladder. I sent Mike an e-mail and asked about the ladder. He indicated that it is actually a kit that he was thinking about producing, and, would I be interested in testing one for him? Why, Of course!

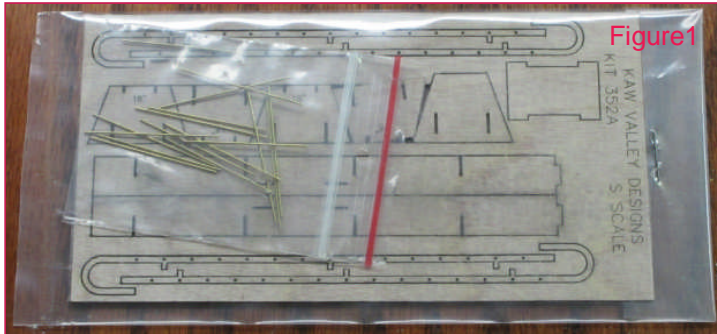


Figure 1

Three days later the package arrived in the mail (figure 1). The kit consists of a single piece of $\frac{1}{64}$ " thick plywood (yes, that is one scale inch thick!), laser-cut for both the assembly jig and the ladder itself. The kit comes with enough parts to make two industrial ladders. It also includes the brass wire which form the ladder's steps. The kit that I reviewed was kit #352A, which makes a 20-foot long ladder. Mike also announced that he has a 24-foot ladder available, which is kit #352B. Note that the measurement is up to, but not including the J bend in the ladder, which adds another two and half feet.

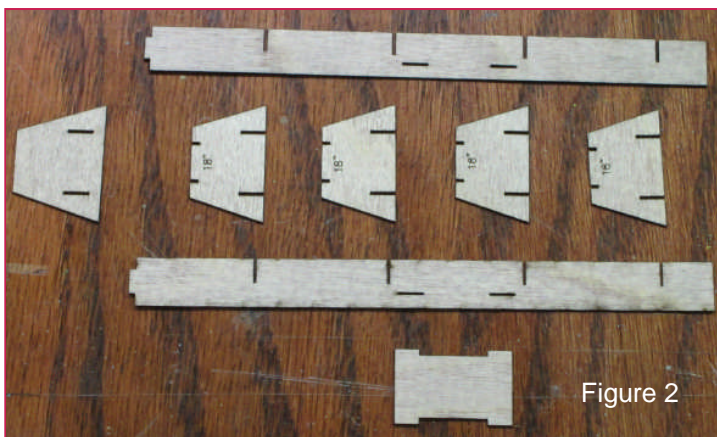


Figure 2

The first step is to remove the parts from the sheet to build the assembly jig (figure 2). The instruction sheet that comes with the kit clearly indicates where the parts are attached to the sheet. A sharp hobby knife is needed to cut the parts loose from the sheet. You start the construction of the assembly jig by gluing the two long pieces and a center stabilizing piece. Once those are attached, you can slide into place the four intermediate separators. An end piece is then attached to the ends of the long sides. This makes a solid jig. I used white glue and a toothpick to apply the glue where needed. Make sure that the whole jig is true and square as you attach each piece. This makes for a straight ladder later on. (figure 3)

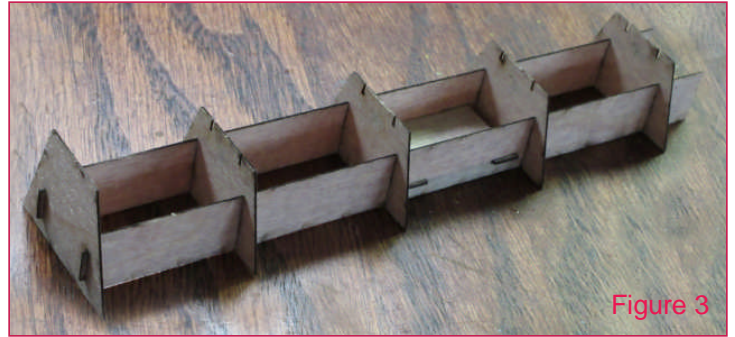


Figure 3

Regardless of how many kits you have, only one assembly jig is needed. The jig is absolutely necessary to get a good-looking ladder. Building the ladder itself starts by cutting loose and placing the two ladder sides into the jig. The top, J part of the ladder sides need to be pushed flush to the end cap of the assembly jig (figure 4). This ensures that the two sides are perfectly lined up, and, if you build the jig carefully, you will have a straight ladder.

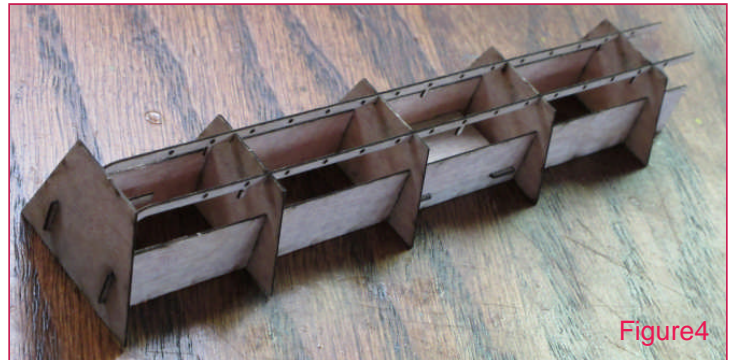


Figure 4

To complete the construction of the ladder, all you need to do is install the brass wire. There are holes pre-cut into the ladder's sides. These are sized perfectly for the brass wire included in the kit. Mike mentioned that I may need to drill out the holes. I only had to do that for a couple of holes (I used a #76 drill bit for that). I found that it was best to first place a flat metal weight on top of the ladder's sides in the jig (figure 5). The jig is quite light, and it doesn't stand a chance when you try to *thread* the brass wire into the holes. The ladder's sides can pop out of the jig quite easily, especially on the first couple of steps. With the metal weight positioned so that I could see the hole nearest the top separator piece, I used a pair of small curved needle-nose pliers to push the wire into the first hole and then walk it through to the matching hole on the other side.

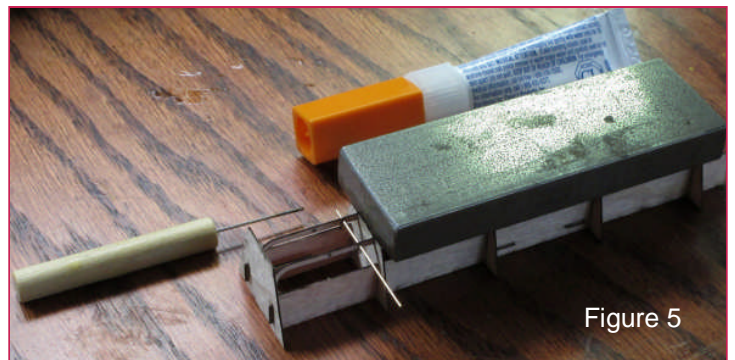


Figure 5

If you insert the brass wire in the holes nearest the plywood separators first, the ladder's sides are less likely to pop out. Once you have done those, you can go back and insert the wire into the remaining holes. Be sure to watch the J tops of the ladder's sides to be sure that they remain pushed against the jig's end piece, otherwise you will wind up with a slightly curved ladder. I pushed the brass wires in such that the majority of it stuck out of one side of the ladder. As I inserted each wire, I used a small Superglue applicator to apply a tiny bead of glue to the inside joint. Most of the glue gets absorbed by the wood, so you should not wind up with a large blob near the end of the wires. (figure 6)

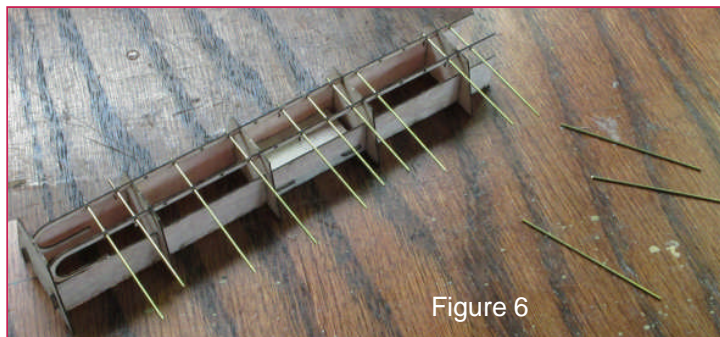


Figure 6

When the ladder was completed, I carefully removed it from the jig. It took a bit of wiggling to do that. In his updated instructions, Mike recommends cutting the brass wire while the ladder is in the jig. I trimmed the wire after I removed the ladder from the jig. Either way will work. After the first ladder, I cut the wires so that I had enough wire left over to do the second ladder. I used a pair of rail nippers to trim the wire as close to the sides as possible. I followed that up with a small jewelers file and filed the wire down to where it was almost flush with the plywood sides. This requires great care, because the ladder is quite fragile. The file can snag on the brass wire from time to time, and it can rip it out of your hand. I tried not to hold on to the ladder too tight, so that it had some give when that happened. I was able to file both ladders down with no mishaps. This is where leaving the ladder in the jig may prevent it from getting damaged. (figure 7)

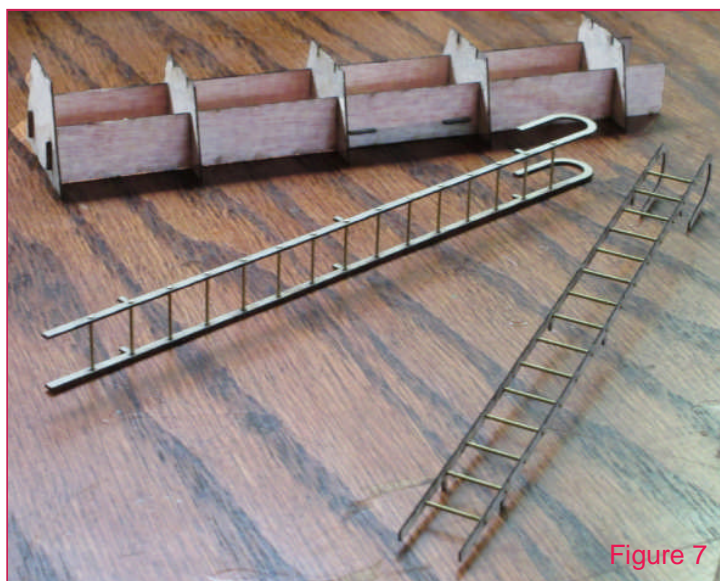
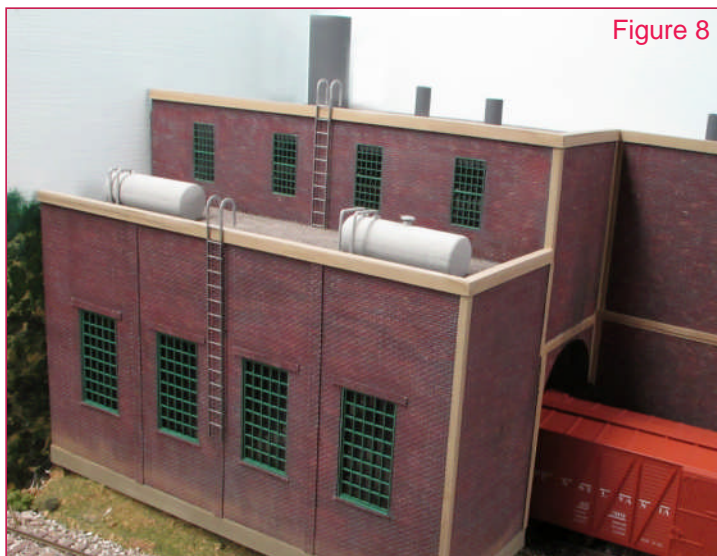


Figure 7

To finish the ladders, I spray-painted them with **Krylon** gray primer, and then hand-painted them with **Poly-Scale Stainless Steel** paint. I was finishing scratch-building a factory at the time that I got this kit, so it was perfect timing.

Figure 8



These types of industrial ladders are used on buildings to allow maintenance crews access to the roof. They usually have some sort of security mechanism to prevent unauthorized people from gaining access. Sometimes, the bottom of the ladder is at such a height from the ground that you need a separate ladder to reach it. (figure 8) My particular building has two roof levels. I used one ladder to gain access to the lower roof, and then the second ladder in the kit to gain access to the upper roof. The upper ladder was too long, and the lower ladder was too short for my building. So, I carefully cut the unneeded length from the upper ladder, filed and trimmed down the remaining piece, and then glued it to the bottom of the lower ladder. It worked out perfectly. I am very happy with the result. (figure 9)

Figure 9



I highly recommend this kit. I spent a relaxing Sunday afternoon building them, but that included taking time to photograph the entire process. If you have built kits before, you will find that this is a fairly simple kit to build. Just be careful with it, because it is delicate. The above-mentioned structure also uses the **Kaw Valley Designs kit #301** (stairs with landing). I found the industrial ladder kit easier to assemble than kit #301. Mike sells the 20-foot industrial ladder kit #352A for \$9.95, and the 24-foot industrial ladder kit #352B for \$10.95. They are in stock and ready for sale now. Although Mike's Kaw Valley Designs web site is gone, he still has all of his previous stair case kits available. Simply e-mail mike@kvrr-usa.com to make arrangements.

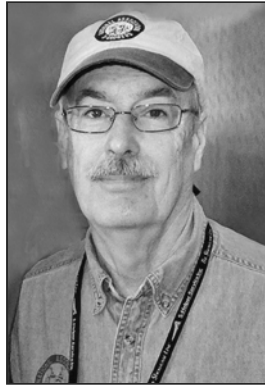
OS FROM S TOWER

IDEA FOR A CLUB TRAVELING LAYOUT (NOT REALLY APRIL FOOLS)

By Jeff Madden

Do you know what might be an effective tool for promoting S Scale? How about a modest-sized modular display layout featuring only newer **Lionel American Flyer** rolling stock and accessories?

This layout would utilize S Fas-Track, newer American Flyer rolling stock and accessories made by Lionel in the last 10 years or so. A large banner would be hung saying **American Flyer by Lionel TODAY!**



Yes, I know, it would almost be like free advertising for Lionel, but if such a specific product layout were set up like I mentioned, the club might be able to cajole Lionel into providing some equipment free or at least at reduced prices.

You're thinking, "why might this be a good idea for a club?" Well, if a club already has a strong affinity for American Flyer, this would be an ideal format to get Lionel's S gauge line out in front of the public. Such a layout would allow train show spectators to realize that American Flyer is still alive. It would allow them to see first hand that an iconic brand name is still out there with new products and new technologies. It would allow folks to see that American Flyer is still available for those wishing to add to their traditional equipment. It would also prove that much of the newer American Flyer equipment such as the new diesels and newer steam engines are scale-like and will work well on hi-rail layouts.

I think an idea such as this could boost S gauge overall and help clarify the often heard question such as, "You mean you can still buy American Flyer?" An S club has a much better

chance of showing off American Flyer than the corporate giant themselves who must rely on a few public shows, the internet and catalogs. Even when Lionel attends a show with displays, the American Flyer line always gets short shrift!

A specific layout would have the newest Lionel American Flyer rolling stock, track and accessories put right in front of the public, especially at smaller show venues.

I suppose a club sponsored American Flyer layout could cheat a bit with other product items not available from Lionel itself such as Plasticville buildings, vehicles, figures, etc., in order to make the layout look complete. Promotional catalogs and information on where to order at hobby shops, internet, etc., could be handed out.

If a small number of clubs tried this out, they could let the NASG know if the idea is successful. Remember, the goal here is to generate enthusiasm for a known product, and not just showcase the entire gamut of available S. Once the public is hooked on seeing the American Flyer layout in person then the club can expand the knowledge to the other S products available. If the club has a second hi-rail layout that features products from other manufacturers, they can say, "See, you can also get....." Maybe down the road a similar layout idea could be done using MTH S products exclusively, but as yet they are not up to full production.

Folks, this is just another way to promote S and indirectly the NASG. The idea here is if you can't get 'em in the front door, get 'em in the back door. The front door would be to showcase all of the S products, but sometimes we know all too well the public ends up being more confused than before. By showing off a familiar brand name like American Flyer – well, that's the back door.

Jeff

ON THE CONDUCTOR'S CLIPBOARD



I AM EMBARRASSED! After all my bragging about accuracy when setting up the Dispatch, it was pointed out to me by the author that I had done a bad job on the *Geauga Motors Used Car Lot* article. Usually, once I set up an article, I send a pdf copy to the author for verification. I failed to do so with this article. You'll see several question marks in strange places. Those ?s are supposed to be 1/2" fractions. That was caused by a computer misfire that I did not catch. Sorry folks. My bad.

I got more compliments than complaints about the typestyle that I used in the February-March issue. The typestyle that I chose for this issue is **ZEPHYR**, so called because it was used on the *California Zephyr* passenger cars and others. It was also used on some Rock Island and Burlington locomotives. The color scheme and layout that I chose is one that I saw on a picture of a Rock Island locomotive. If anyone has a particular style they would like to see in Dispatch, let me know.

CLUBS I read every club newsletter that is sent to me. Thank you for sending them. It is obvious that there are many very active organizations out there. If you haven't already heard; Dave Pool is no longer editing the club news, so please don't send them to him. **I NEED YOUR HELP!** One of the reasons that I read every newsletter is so that I can post your club's participation in upcoming public events in our **Calendar of Events**. That includes train shows, swap meets, community festivals, open houses, etc. The problem is that often, by the time that I get your newsletter it is too late to put the news in the Dispatch. **PLEASE**, as soon as you know that your club is going to participate in any event, e-mail me at dispatch@nasg.org with all the details. I know that many of the clubs, especially those in the eastern United States, are not that far from each other, and could attend each other's shows more often.

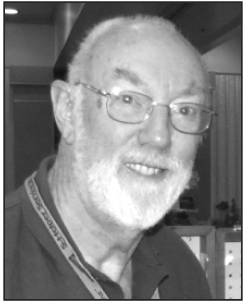
This Williams O-gauge BL-2 from my collection is what inspired the layout of this issue of the Dispatch. I hope that you like it.

Bill Pyper



VISIT TOMALCO TRACK

Tomalco Track, of Hendersonville, North Carolina, is a manufacturer of S scale track and track accessories. Their website, www.TomalcoTrack.net lists 117 different items for the S scale modeler. Owner **Larry Morton** tells about himself and his company in his own words.

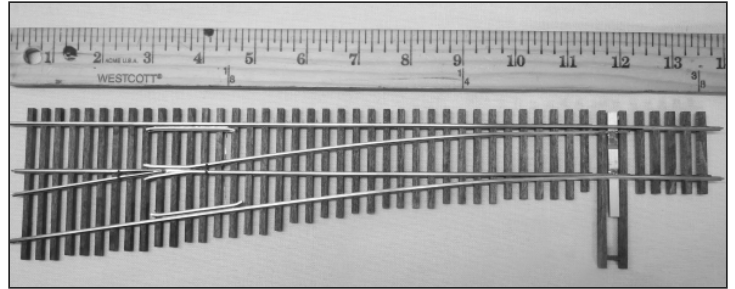


I'm **Larry Morton**, the owner and producer of **Tomalco Track**. I live with my wife Lyn in the Appalachian Mountains outside Hendersonville, North Carolina where we moved from upstate New York in 2006. Like many of you, I have been a model railroader most of my life. After my retirement in 2000, I knew that I wanted to build a layout that featured operations but I hadn't decided on a scale. Having previously modeled

in HO and N, I knew that I wanted something larger but I had no experience with S scale or O gauge. In 2001, while attending a train show in Poughkeepsie, New York, I met S-scalers **Bill Mark Jr**, **Bill Mark III**, and **Stan Stockrocki**, all gathered around Stan's modular switching layout. I was surprised to see what was possible in S. After asking a lot of questions, I left the show convinced that S scale was a viable way for me to go.

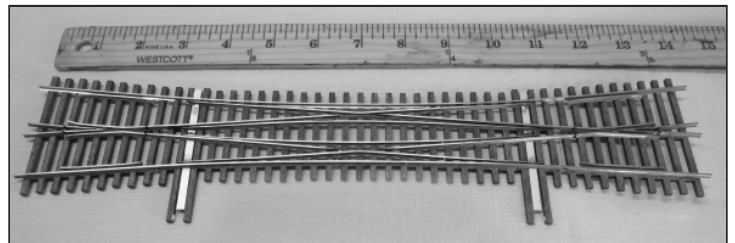
The S-scalers recommended a company called **Tomalco** for my track. I did not want to hand lay track and would need a wide variety of turnouts. At that time, **Bill Banta** owned Tomalco so I called and placed a large order for track and turnouts. About a year and a half later I needed additional track, but when I called Bill he informed me he didn't have enough in stock and was looking to sell the Tomalco line so he could concentrate on his laser cut structures. I told him that I might be interested in buying the business and hopefully I could develop it into something that would financially support the building of my layout. He told me that another fellow had made a verbal commitment to buy it. A month later, still needing track, I called Bill again and discovered that he had sold the company to **Bob McCarthy** of Columbia, South Carolina. I called Bob to order the track and in the process of placing the order I learned Bob might be willing to sell the track portion of the business. Four months later we struck a deal. I named my new company **Tomalco Track** since the Tomalco name was well known in the S scale community. Bob kept the rest of the business which consisted of detail parts for locos and rolling stock, car kits and a line of S narrow gauge products.

After attending the 2004 NASG convention and talking with many potential customers, I formulated a plan to offer any track-related products that S scale standard gauge modelers might want. At that time all the track available was made using code 100 rail and I had a number of requests for code 83 rail and some for code 70. When I got home from the convention, I called my flextrack manufacturer, **Micro Engineering**, and asked if it was possible to produce code 83 and 70 flextrack using my existing die. It was, so with no additional investment, I tripled my product line. I began taking orders and constructing S scale turnouts and crossovers for customers across North America and in Europe. Customers may chose either weathered or unweathered rail for their track and turnouts. My efforts were rewarded when **Tomalco Track** won the **Manufacturer of the Year** award at the **2006 NASG convention**.



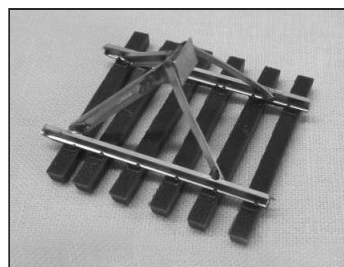
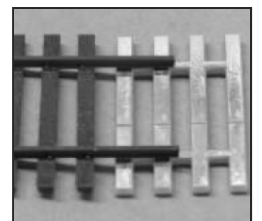
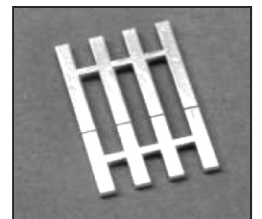
Above: *Tomalco Track #6 turnout.*

All of our track products are built using **Micro Engineering** rail. This includes our **flextrack** which is produced by Micro Engineering exclusively for us using dies that we own, turnouts and crossings which we build, and bumping posts which are built by **Tomar Industries** using sections of our flextrack. The ties for the turnouts are laser cut, stained basswood produced by a local model railroader who purchased a laser cutter for his own use. Our tie plates are cast resin produced by us using a mold built for us by **Jim King** at **Smoky Mountain Modelworks** and our track gauges, designed by **Bert Cutler**, are made by a machine shop in Cincinnati.

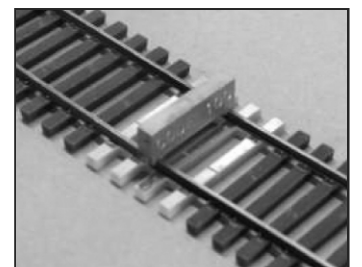


Above: *Tomalco Track double slip turnout.*

Right: **Tomalco Track** also offers the **Gapmaster** by **American Tie & Timber**. Gapmaster allows you to create perfect electrical gaps in your track while eliminating any possibilities of derailling or misalignments. 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 the two 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. Gapmaster is perfect for the ends of track on modules.



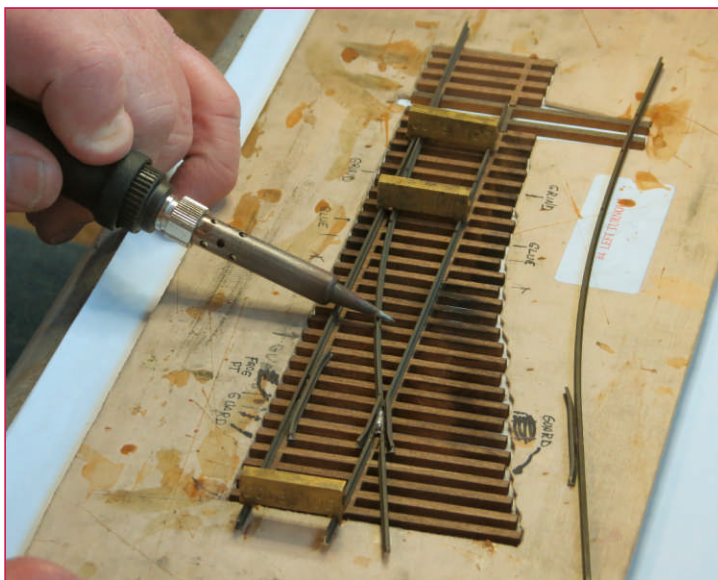
Above: *Tomalco Bumping Post.*



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VISIT TOMALCO TRACK

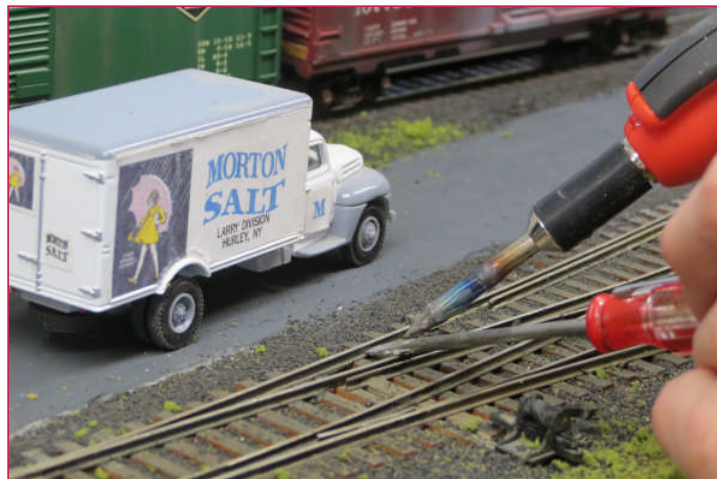
I soon discovered that even though the turnouts were in gauge when I shipped them, some were out of gauge when my customers installed them. I could not justify purchasing dies to make turnouts built the same way flextrack is made, so I had to find another solution. The answer was to build a turnout that could be adjusted if necessary. I found **Pliobond** glue was the answer. Once a turnout is installed on the layout and a few trains have run through it, if it is determined that some adjustment is necessary, the application of heat from a soldering iron will momentarily soften the glue enough to move the rail. Hold the rail in place for 5 seconds while removing the heat and the rail will remain in its new position. It is highly recommended that the installer spike the rail in place once satisfied that the turnout is functioning properly. Spiking just before the points, about 10 ties up from the tip of the points, around the frog, and about every 10 ties along each stock rail is sufficient. Just the other day I was running a new locomotive on my layout and it consistently derailed on one of my turnouts. After checking the wheel gauge, I looked at the turnout and decided that a small adjustment was needed. I pulled out two spikes, heated the rail with a soldering iron, moved it out slightly and then respiked it. Perfect. It took all of five minutes.



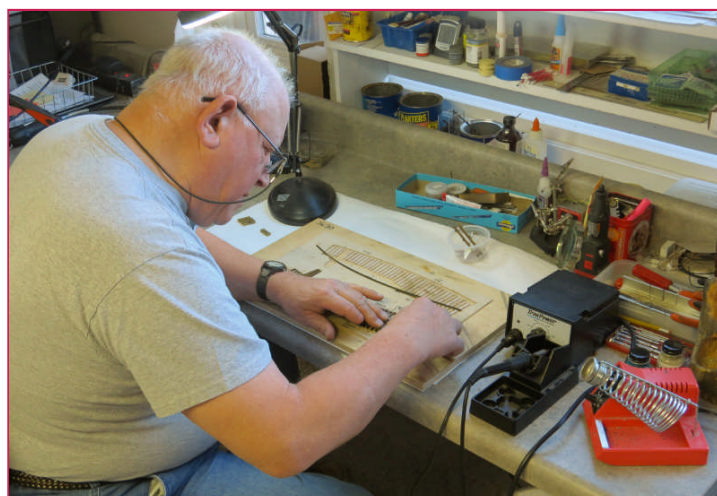
A Tomalco Track turnout under construction.

Since purchasing Tomalco, I have looked for better ways to build turnouts. Recently, at my local HO club, I was discussing this with some buddies and one of them said that he might be interested in helping me. His name is **Ed Heeg** and I regard him as a master craftsman and modeler. His other hobby is building high end doll house furniture. Ed, who is particularly talented at constructing jigs and fixtures, joined Tomalco and is now building turnouts for me. Prior to Ed coming onboard, I was having some of the more complicated turnouts, such as double slips and three ways, built by an outside source. The quality was inconsistent and I spent hours correcting them. Now, we build all our own turnouts and crossings.

For the first 10 years that have I owned Tomalco Track, the volume of sales was consistent. In 2013 there was an increase in sales as well as an increase in new customers, which I find to be very encouraging.



Above and below: Adjusting a tight spot on a three-way turnout by heating the rail and pushing it into the proper gauge. Removing the heat while holding the rail in its new position for 5 seconds, then adding a spike will permanently correct the problem.



Ed Heeg meticulously assembles a Tomalco Track turnout.

Owning the company has enabled me to build a 28' x 28' S scale layout in the basement of our home. The trackwork and basic scenery is finished and the layout is fully operational although many of the structures are yet to be completed.

VISIT TOMALCO TRACK



Ed and Larry inspect one of their turnouts.



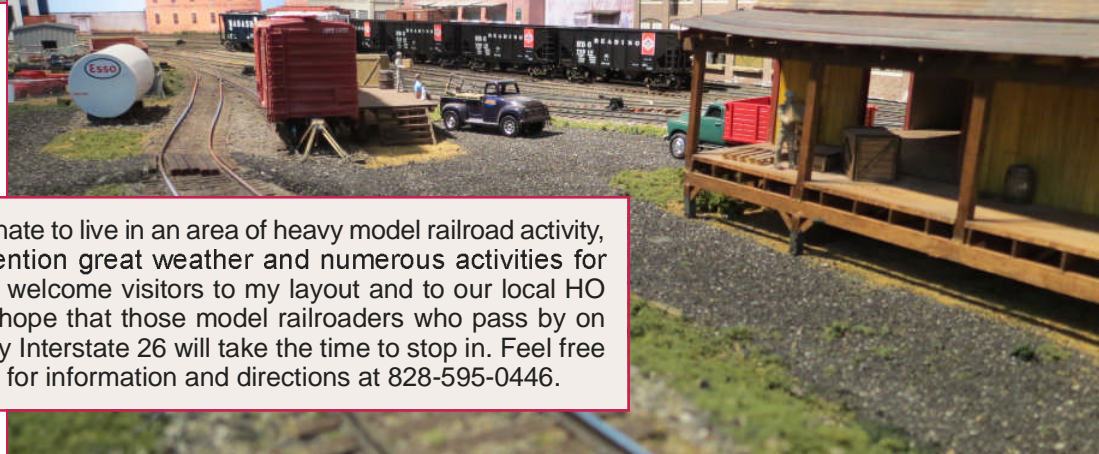
I model the Reading Railroad, in the early 1960s. The 320-foot-long mainline runs from Philadelphia, through Reading to Williamsport, Pennsylvania. Eighteen diesel locomotives and 210 freight and passenger cars serve the more than 20 customers and stations along the route. There are five coal mines on the layout including three on a 100-foot-long branchline. With coal playing such an important roll, fifty percent of the rolling stock is coal hoppers. The layout is a loop to loop design with staging tracks at each end, a 50-car-yard in Reading, and four industrial areas requiring heavy switching activity. There are 141 hand-built Tomalco Track turnouts powered by a combination of ground throws and Del Air and EZ Air switch machines and five crossings. Regular monthly operating sessions started in January 2014.



In my retirement, I am completely engulfed in the hobby. I am a layout owner, president of the 80 member **Apple Valley Model Railroad Club** in Hendersonville, and owner of **Tomalco Track**.



I am fortunate to live in an area of heavy model railroad activity, not to mention great weather and numerous activities for retirees. I welcome visitors to my layout and to our local HO club and hope that those model railroaders who pass by on the nearby Interstate 26 will take the time to stop in. Feel free to call me for information and directions at 828-595-0446.



This is a new column, which will be printed from time to time, featuring stories from real railroaders. Any members who are active or retired rails are invited to contribute to this endeavor. Send your stories and pictures to dispatch@nasg.org

Guidelines for how to submit your stories and pictures can be found on page 31 of this dispatch.

The following story was contributed by retired railroader Robert Nicholson, of Fort Madison, Iowa. Enjoy — Ed.

WILLIE'S NEW BOOTS

By Robert Nicholson



Many Santa Fe railroaders in the past sometimes brought personality quirks and attitudes to the job that gave evidence that they may not always be cut from the same piece of cloth as the rest of mankind. Working with those people made working on the Santa Fe interesting, indeed. At the very least it was seldom boring when they were around.

A case in point was Willie, a yard engineer who, while competent around a locomotive, could not find within himself the ability to acquiesce to anybody about anything. No matter what the topic, Willie was, at least to himself, the last word and authority on it. For instance, his definition of the 1957 Russian satellite Sputnik was classic. Most people saw only a pinpoint of light moving across the night sky, but not Willie; he described it as, "Plain as day, about the size of a quarter, and you could see the antenna going 'round and around!" as it passed over GM Yard. One of Willie's best, though, was his unflinching, tried and true method of breaking in a new pair of work boots. In reality, though, it was not as unflinching or tried and true as he wanted others believe, nor could he in complete honesty lay exclusive claim to it.

It all started one cold winter night when Willie was called off the Chillicothe engineer's extra board to be the engineer on the night yard engine at Streator. Now, as to individuals "cut from a different cloth," Streator for certain had its share — but I digress. Harold, a Streatorite and a big guy whose huge bib overalls made him look as substantial as a roundhouse wall which, combined with his loud, powerful voice could make his presence imposing, if not downright intimidating at times, especially if he was excoriating Republicans, was the fireman. He was also known for using his attributes to breach the weaknesses in other peoples' psychological armor. Needless to say, Willie's armor was one of his favorite targets.

Earlier that day, Willie had bought a new pair of boots, and wore them to work. Since someone of his self-described intellect simply could not have made a mistake and bought them too small, there had to be some other reason they were hurting his feet. He complained about them several times

during the first part of the shift. Finally, Harold, with his big, booming voice, hollered across the cab, "The problem is, Willie, you haven't broke 'em in proper!"

Now, nothing could get Willie wound up faster than the idea that someone might know something he didn't, so he opined that there must have been something he -uh- "overlooked". Harold aimed right for the breach in his armor. "Did you try saddle soap and water?" he asked, in a sincere, sympathetic, but loud, of course, tone of voice. Willie wouldn't admit he'd never heard of that. The *coupe' de grace* came when Harold said, "Sure, you told me to do that with a pair of boots I had a few years ago. Best pair of boots I ever wore! I'll never wear a new pair of boots out of the house again without breaking them in with saddle soap and water first."

They took turns running the engine, following the bobbing lanterns of the switch crew, all the time discussing the superior qualities of saddle soap and water for breaking in new boots. By lunchtime, Harold had Willie convinced that, yes, it really had been his idea and that to deny that it would work would be tantamount to denying that rain came from a cloud. Willie concluded that all his boots needed was "his" good 'ol tried and true saddle soap and water treatment, but he didn't have any saddle soap. Harold, helpful as ever, said Elmer, the switch foreman, also raised horses and just might have some in his locker.

When the crew went inside the yard office for lunch, Willie asked Elmer if he had any saddle soap in his locker so he could break in his new boots. Elmer looked at Harold, Harold looked at Elmer, and Elmer headed for his locker, pronto, and returned with the saddle soap. The other switchmen and a couple of roundhouse workers watched. They had been down the road away with Willie, too. Willie took off the boots, then hesitated, ostensibly "because he hadn't used the method lately and was a little — um, uh — 'hazy' on the details."

Harold immediately volunteered to help and grabbed a boot and headed for the washroom. Willie's memory block vanished and he grabbed the other boot and followed. They filled the boots with water, dumped it out, and began lathering the insides with the saddle soap. After that, Harold put about an inch of water in each one as Willie looked on and said, "Here! Put 'em back on and wear 'em like this for the rest of the night, like ya told me to do, and by morning they should give you no more trouble!"

Willie put them on with the complete confidence of someone who had done this many times before and went back out into the yard office and walked back and forth, squishing water oozing from the seams with every step. The other employees stared at the self-proclaimed Smartest Man in the World, speechless in their superhuman efforts to stifle the obvious visible evidence of their reaction. Willie ascertained their visible reticence and took the floor and explained to these pathetic souls just why soap and water was so well known for breaking in boots since he had introduced it to the world, and predicted that by the time the shift was over, his boots would fit perfect. When the lunch break was over and it was time to go back outside into the winter night, the temperature was hovering on the low side of -4 degrees below zero Fahrenheit. Willie started to take the boots off to dump the water out, but Harold bellowed, "Don't do that, Willie — you know they won't take a proper set and you'll ruin 'em."

Continued on Page 11

SPECIAL TRACK WORK ON THE LEHIGH & WESTERN

By Dave Heine
NASG Eastern Vice President



Over the years I have been fortunate to visit various layouts around the country. One thing I have noticed is that some people get more usable track in an area by being willing to go beyond using the standard turnouts. One example is curved yard leads that allow for placing a yard where normal turnouts would result in tracks that would be too short to be useful. Curved turnouts can lengthen a passing siding in a town on a layout, including my own Lehigh & Western.

When designing my current layout, I drew the track lines where I wanted the track to go and did not worry about any special track work. I knew I would need some things such as curved turnouts, dual gauge track and several crossings, but I initially did not realize what I was getting into.

On my last large layout, I used **Flextrack** wherever possible, but I still had to learn how to hand lay some parts like crossings, stub switches and dual gauge track. Because I knew that I needed several unusual turnouts plus various crossings, hand laying my track was the best option. It turns out I enjoy laying track and find spiking rail rather relaxing. I did look into the **Fast Track turnout jigs**, but realized that I would need so many options that I would go broke buying jigs. I do use their **#6** and **#8 PointForm filing tool**, for filing points and some frogs, but I build my track in place.

There have been many articles on the hand laying of track in the model railroad magazines over the years and eventually each person settles on their own variation. NASG member **Dick Karnes** has published several track work articles in the S scale and general model railroad press and I generally follow most of his methods. My biggest deviation is that I do not cut away the base of the stock rails where the points connect with them on point turnouts. Instead I undercut the back of the point rails so that they will rest on top of the rail base, like a prototype turnout. It is more work making the points this way, but that's my method.

Dick also uses the **Lincoln Log** method of building crossing and I have used this method on the crossings that I have built. Dick was not the only person I have met that uses this method. It is an easy way to build things like curved crossings. He also said that you could build a crossing through a turnout, which I wound up doing. You may think this is just a way for a model railroader to cram more track in an area, but I have a book with pictures of a prototype dual gauge stub switch with a dual gauge track crossing through it, including a rail crossing through the middle of a frog. I have also seen prototype photographs of triple gauge turnouts, and lapped point turnouts that have four and five routes.

My layout is supposed to be more of a backwoods narrow gauge railroad serving the mining industry in addition to the various woods industries. Even the standard gauge connection is supposed to be a branch line of **Frank Titman's Spiral Hill**, which makes it the branch of a short line. The time period is when **World War 1** was still referred to as **The Great War**. Because of this, I do not model tieplates, since they generally were not used on substandard railroads, like cheaply built

gauge roads and logging railroads. I do however, spike every rail to every tie. I have been using the **Proto87 Stores** large etched spikes and prefer them to the other spikes I have used. They are small, but they look a lot larger when viewed through an **Optivisor**. Rails sizes currently laid are Codes 83, 70, and 55 with Code 70 being the most common. Code 83 is used only on the S mainline, all of which is S/Sn3 dual gauge.

Due to my layout's topography, I have several turnouts that need to be controlled from more than one position. The high tech part of me took over and I am controlling the turnouts using **DCC accessory decoders**. I was planning to use servos to power all my turnouts, but found I had a stockpile of new **Tortoise switch machines** so I am using them on some of the point turnouts. Stub turnouts are using servos because the positions can be programmed in the servo controller without requiring stops. It is also the easiest way to control a three-way stub turnout and I presently have two of them, with more to be built. I have been using the **Tan Valley Frog Juicers** to power frogs in crossings and in gauge separation turnouts which have no moving parts.

The pictures on the next two pages show some examples of the **special track** that I have constructed to date. Some of this is the result of having a multi-gauge model railroad. After building some of this more unusual track, building a regular standard turnout is just something to do.

See the pictures on pages 12 and 13

Willie's New Boots *continued from page 10*

So out they went, water filled boots and all. As they walked through the snow, Willie's feet began to get cold. He climbed onto the engine and hopped right into the engineer's seat and put his feet under the roaring cab heater, but Harold bellowed again, "Willie, you got to keep walking around or those boots will never take a proper set!"

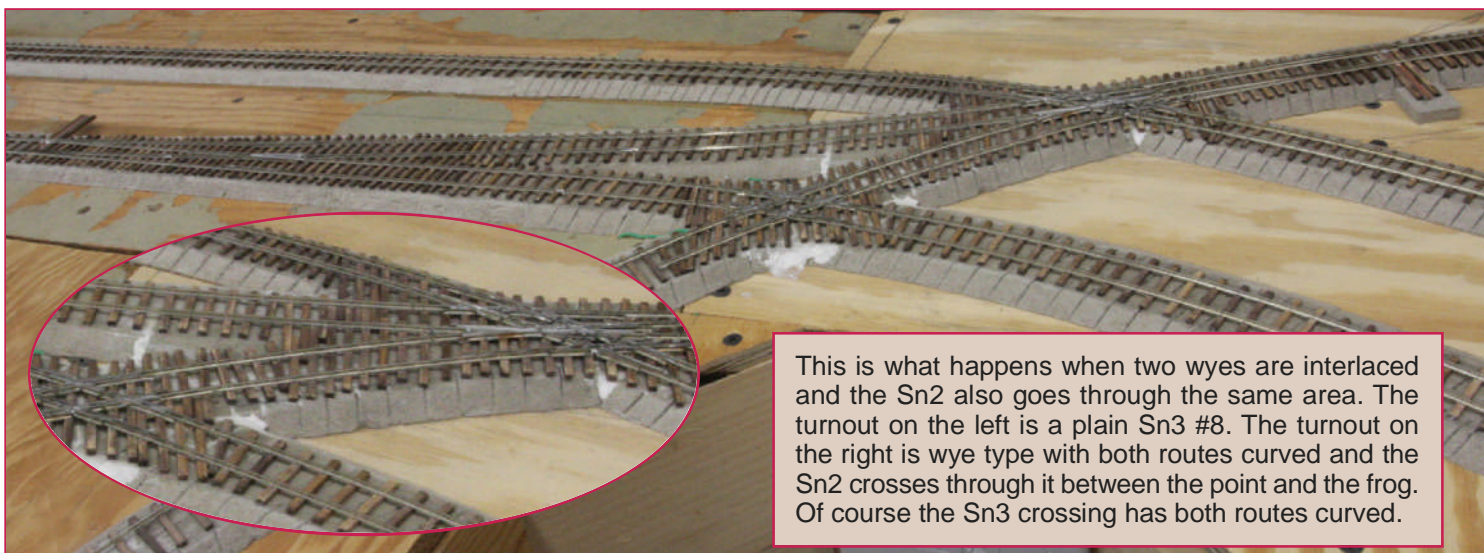
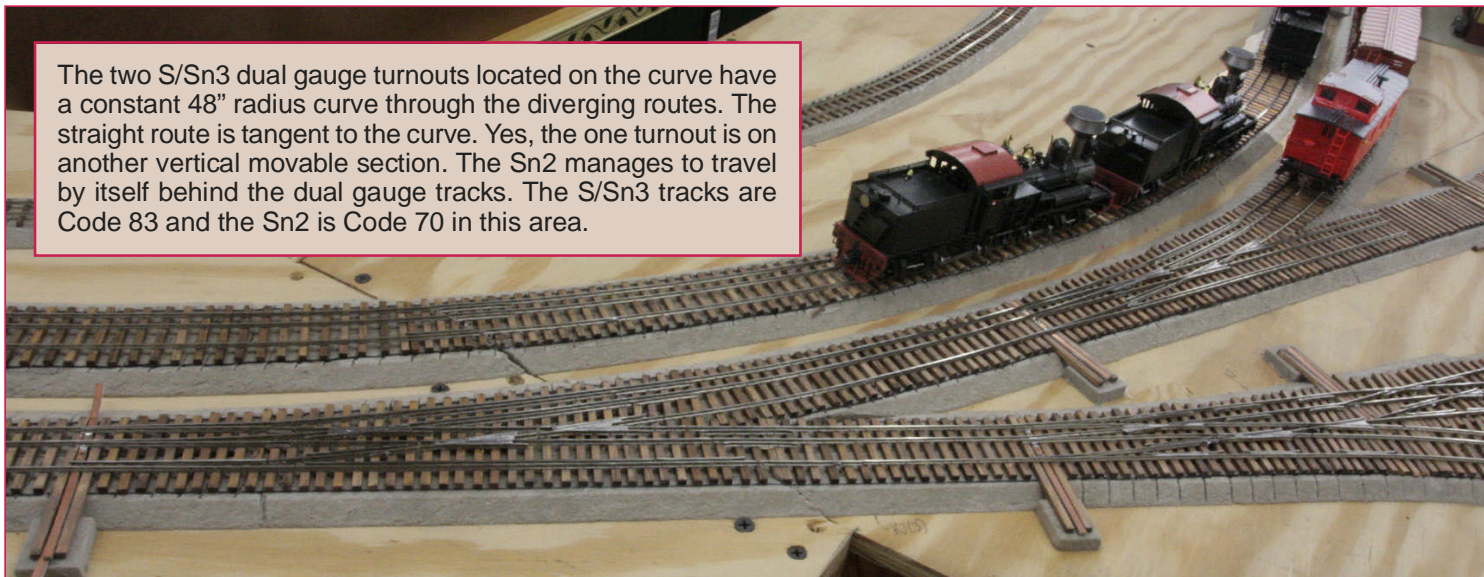
Willie got up and walked around the cab while Harold ran the engine. His feet only got colder, but whenever he tried to sit down and put his feet under the cab heater on the fireman's side, Harold would shout at him to keep walking, or the boots wouldn't "set proper." He paced the cab faster and faster, his feet getting colder and colder, and the more he tried to sit and get his feet under the heater, the more Harold would shout at him to keep moving, or they "wouldn't take a set!" "My feet are freezing!" Willie moaned. "Keep movin'!" Harold would holler back, "If not, they'll take a bad set!"

Finally, Willie was jumping up and down in desperation, but his feet could take no more. He sat down on the fireman's side and put his feet on top of the heater – at which time the water in the boots promptly ran out and soaked his pant legs. He jumped up and began pacing some more as Harold kept egging him on to "Keep moving, or the boots won't set!"

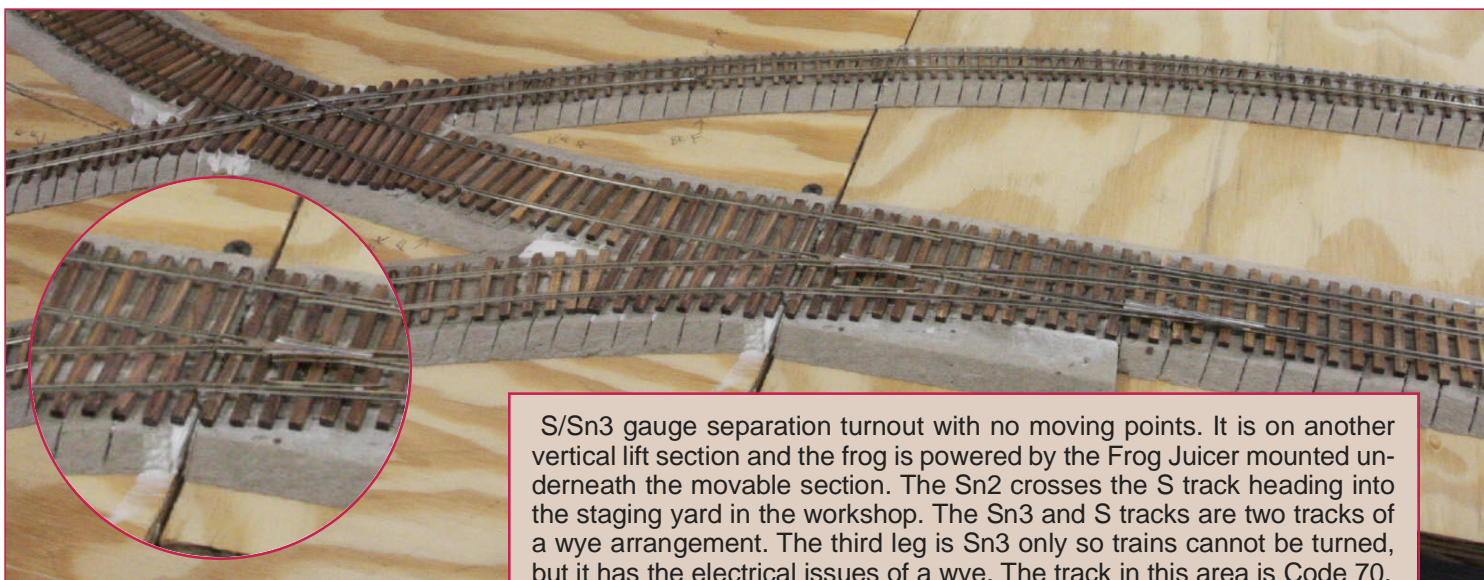
The night had turned into a clear, crisp and cold -6 degree dawn when the crew finished their shift. Willie climbed judiciously off the engine and hobbled over to his automobile and headed for home. He never wore the boots to work again, but if anybody asked why, he never wavered. They fit so well that he was saving them to wear "for good," now. "Best pair of boots I ever owned!" is the way he put it – and why wouldn't they be. After all, wasn't the finest method of breaking in boots known to man his idea?

SPECIAL TRACK WORK ON THE LEHIGH & WESTERN

The two S/Sn3 dual gauge turnouts located on the curve have a constant 48" radius curve through the diverging routes. The straight route is tangent to the curve. Yes, the one turnout is on another vertical movable section. The Sn2 manages to travel by itself behind the dual gauge tracks. The S/Sn3 tracks are Code 83 and the Sn2 is Code 70 in this area.

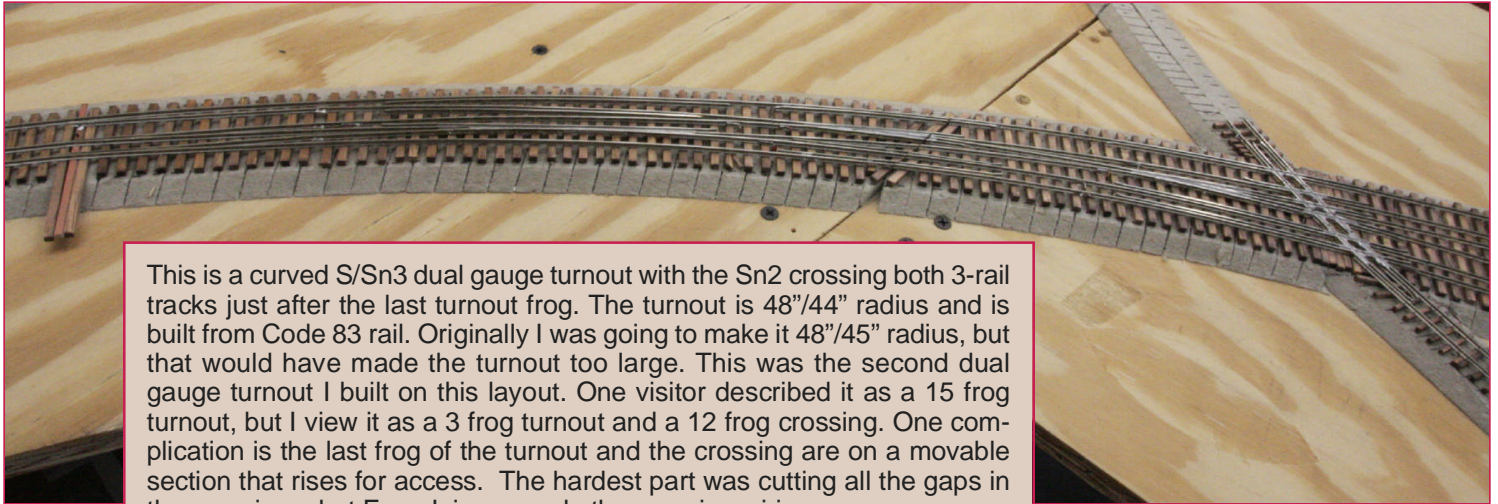


This is what happens when two wyes are interlaced and the Sn2 also goes through the same area. The turnout on the left is a plain Sn3 #8. The turnout on the right is wye type with both routes curved and the Sn2 crosses through it between the point and the frog. Of course the Sn3 crossing has both routes curved.

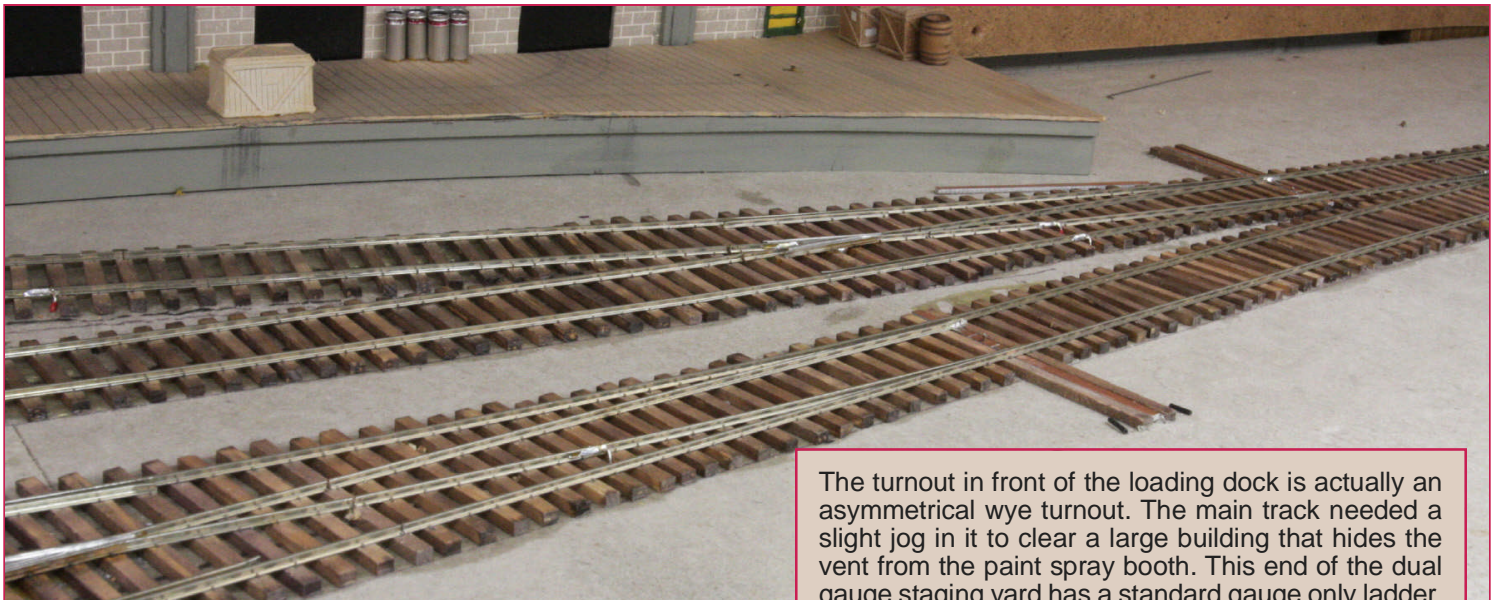


S/Sn3 gauge separation turnout with no moving points. It is on another vertical lift section and the frog is powered by the Frog Juicer mounted underneath the movable section. The Sn2 crosses the S track heading into the staging yard in the workshop. The Sn3 and S tracks are two tracks of a wye arrangement. The third leg is Sn3 only so trains cannot be turned, but it has the electrical issues of a wye. The track in this area is Code 70.

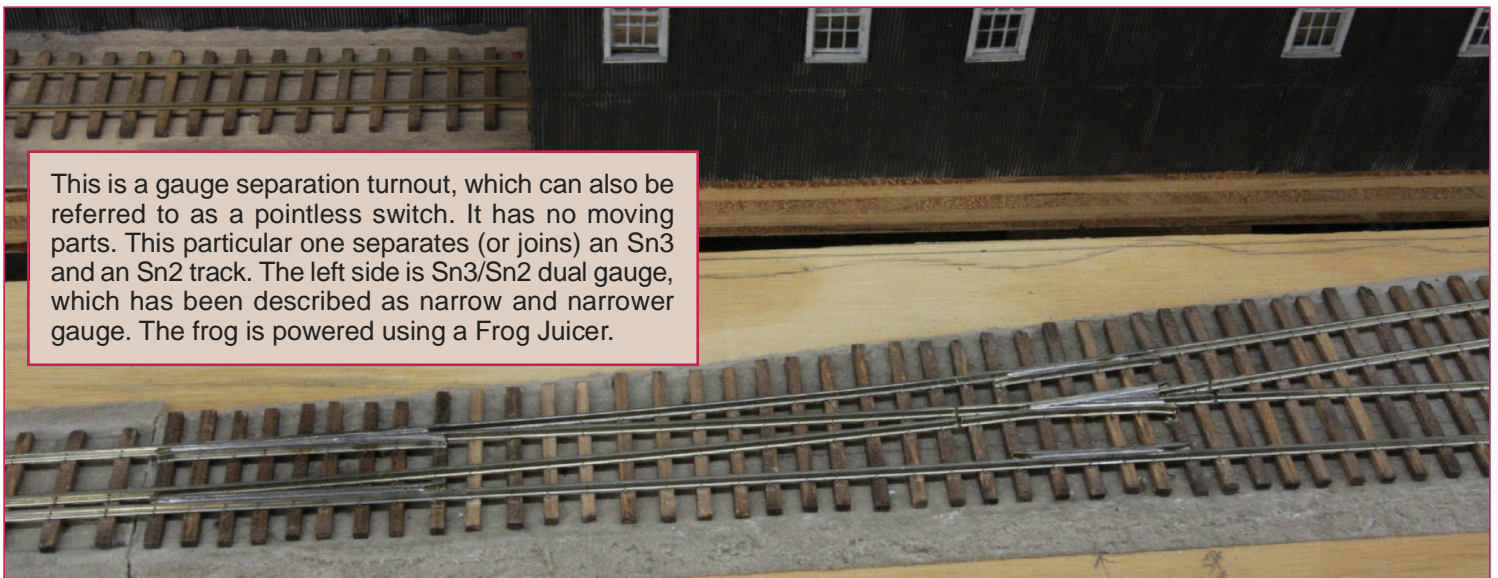
SPECIAL TRACK WORK ON THE LEHIGH & WESTERN



This is a curved S/Sn3 dual gauge turnout with the Sn2 crossing both 3-rail tracks just after the last turnout frog. The turnout is 48"/44" radius and is built from Code 83 rail. Originally I was going to make it 48"/45" radius, but that would have made the turnout too large. This was the second dual gauge turnout I built on this layout. One visitor described it as a 15 frog turnout, but I view it as a 3 frog turnout and a 12 frog crossing. One complication is the last frog of the turnout and the crossing are on a movable section that rises for access. The hardest part was cutting all the gaps in the crossings, but Frog Juicers made the crossing wiring easy.



The turnout in front of the loading dock is actually an asymmetrical wye turnout. The main track needed a slight jog in it to clear a large building that hides the vent from the paint spray booth. This end of the dual gauge staging yard has a standard gauge only ladder.



This is a gauge separation turnout, which can also be referred to as a pointless switch. It has no moving parts. This particular one separates (or joins) an Sn3 and an Sn2 track. The left side is Sn3/Sn2 dual gauge, which has been described as narrow and narrower gauge. The frog is powered using a Frog Juicer.

CALENDAR OF EVENTS

This column is dedicated to the listing of 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 dispatch@nasg.org as soon as possible so that we are able to print it in a timely manner.

April 13, 2014 — Rochester, New York
Galaxy Ent. Show Eagles Club, 1200 Buffalo Road
ROCHESTER AREA S GAUGERS will show their layout.

April 26-27 — Green Bay, Wisconsin
Title Town Train Show Shopko Hall, Brown County Veterans' Memorial Complex, 1901 South Oneida Street. Saturday 9am to 5pm. Sunday 10am to 4pm. www.ttsgbllc.com
BADGERLAND S GAUGERS will show their table-top layout.

April 30 - May 4, 2014 — San Luis Obispo, California
Pacific Coast Region NMRA Convention
Information at www.pcrnmra.org/conv2014

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

May 15 - 18, 2014 — Schaumburg, Illinois
Railfun 2014, NMRA Midwest Regional Spring Convention
More than 30 layout and 2 prototype tours. 12 operating sessions, 19 clinics, photo and model contests. See website, www.foxvalleydivision.org/railfun2014/welcome.html

May 16-18, 2014 — San Mateo, California Flyer Fest West 14.
The **GOLDEN GATE AMERICAN FLYER CLUB** is hosting a three day event that will be packed with activities at the San Mateo Elks Lodge, 223 West 20th Avenue (20 minutes south of San Francisco). 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. Visit our website, www.ggafc.org for updates.

June 7, 2014 — Manassas, Virginia
20th Annual Heritage Railroad Festival Prince William Street, Old Town Manassas. www.visitmanassas.org
WASHINGTON & OLD DOMINION S GAUGERS will show and run their 32' x 26' layout. The festival is a family celebration of rich railroad history, featuring train memorabilia, specialty vendors, live performances and several local train clubs. Manassas is a few miles south west of Washington, DC and the site of a famous Civil War battle.

June 18 - 21, 2014 — Tacoma, Washington
NMRA Pacific Northwest Regional Convention La Quinta Inn, 1425 East 27th Street. www.pnr2014.com

June 21-22, 2014 — Dayton, Ohio
Carillon Park Rail Festival put on by Dayton History and the Carillon Park Rail & Steam Society. www.railfestival.com
MIAMA VALLEY S GAUGERS layout will be displayed. Visit the club website: www.trainweb.org/mvsg

July 23-26, 2014 — Oconomowoc, Wisconsin
NASG ANNUAL CONVENTION (Milwaukee area) Lots of S home layouts, prototype tours, local attractions galore. Contact Steve Lunde 262-574-1085. e-mail: ace5348@att.net www.nasg.org click on **NASG Convention**

October 11 and 12, 2014 — Kirkwood, Missouri
Mississippi Valley N Scalers Kirkwood Community Center, 111 South Geyer Road. **American Flyer S Gaugers of the St. Louis Area** will have their layout at this show.

November 23, 2014 — Cheshire, Connecticut
Cheshire High School Fall 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 12 free.

Dave Blum
PIKESVILLE MODELS
3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440

ALL THE FLYER YOU DESIRE!
E-mail: americanflyertrains@gmail.com

CLASSIFIED ADS

BEGINNING WITH THIS ISSUE, any active member can place a non-commercial classified ad in the Dispatch for no charge. Ads are limited to 10 lines +/- E-mail your ad copy to dispatch@nasg.org or mail to Bill Pyper, PO Box 885, Salem, OR 97308-0885. Be sure to include your member number. Ads may be renewed for 3 consecutive issues.

REBUILT BOXCARS: Want more SHS rebuilt steel boxcars at reasonable prices? I offer four options. (1) A factory-painted National Railways of Mexico car with a custom Mexican figure sitting in the open door at \$40 (2) Two NdeM boxcars (different numbers, but only one figure) for \$75. (3) A box of six NdeM boxcars (duplicate numbers) for \$200. (4) A full case of 12 cars for \$375. Add \$5 shipping whether you buy 1, 2, 6 or 12 cars. Buyers of 6 and 12 car lots will likely be repainting some or all of their fleets. Gil Hulin, 1133 Olive St., Apt. 619, Eugene, OR 97401-3504. ghulin@earthlink.net

AMERICAN FLYER FOR SALE Gray rubber ROADBED with track. 15 pieces straight (2 with about 1/2" shaved off end); 16 pieces curved. \$70. **720A SWITCHES** Pair; with controller. \$28. **OR take all for \$90.** Shipping: actual USPS Priority Mail postage from 83709. Insurance extra if desired. Check or M.O. accepted from NASG members. Photos available. Contact John Eichmann, coordinator, Rocky Mountain Hi-Railers. john@rockymountainhitrailers.com

2014 NASG CONVENTION – THE HEARTLAND S-PRESS

The **Badgerland S Gaugers** and the **State-Line S Gaugers** invite you to the **2014 NASG Annual Convention** to be held in Oconomowoc, Wisconsin from Wednesday, **July 23rd** through Sunday, **July 27th**.

In addition to the standard NASG contests, **Jamie Bothwell** is once again holding the **Greeley's Place Contest**. This year's contest involves the **Des Plaines Hobbies X 29 box car** which was introduced at last year's convention. Jamie will also hold a clinic on the X 29. He requests that you bring your completed X 29 box car and enter it in this contest. Each entry will receive \$5.00. Bring a photo of the prototype and a short 20 word description of any modifications you made to the car. Popular vote wins prizes.

CLINICS

As of now we are planning two women's clinics for Friday. We have a **Stamp it Up** clinic and are working on a second, possibly a **scarf making clinic**. Stay tuned.

Clinics scheduled at this time:

Don Heimburger: High Balling with S Through the Years — Perspective.

Gil Hulin: Modeling Mexican Railroads in S Scale.

John Heck: Repair and Maintaining Flyer.

Marty Lydecker: A.C. Gilbert Auto-Rama.

Jim Larson: Kit Bashing Flyer Freight Cars.

Other presenters with yet to be determined topics:

Ken Zieska, Steve Doyle, Dave Jasper

We will have the **S Scale Yahoo List** get together on Wednesday after the **Welcoming Reception**. The Welcoming Reception will feature a speaker that will give us an overview of the **Oconomowoc Lake Country** area, with a short history and tips on what to see and do.

OTHER ACTIVITIES

Wednesday, July 23rd, all day tour of **Circus World Museum** in Baraboo, Wisconsin. The tentative schedule is to leave the hotel at 8 am and arrive back at 4 pm. Information about this museum can be found at www.circusworldmuseum.com

Thursday, July 24th, an all-day tour fo the **Illinois Railway Museum** in Union, Illinois. The tentative schedule is to leave the hotel at 8 am and arrive back at 4 pm. www.irm.org

We will have an **S Scale Yahoo List** get together on Wednesday after the **Welcoming Reception**. The Welcoming Reception will feature a speaker that will give us an overview of the **Oconomowoc Lake Country** area. With a short history and tips on what to see and do.

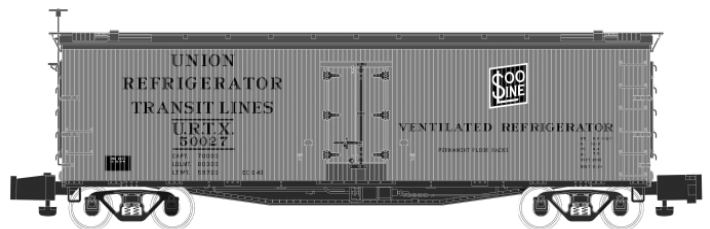
LAYOUT TOURS

There will be at least eight local members' layouts available for self-guided tours. Maps will be provided. Pictures of some of the layouts are on the following pages.

REGISTRATION

The 2014 NASG Convention registration form can be downloaded in pdf format from the web site, www.nasg.org and click on **NASG Convention**. Early registration ends April 30, 2014. Prices go up \$10 after that date.

CONVENTION CAR



A **SOO Line Wood Sided Reefer** manufactured by **MTH** will be the Convention Car for 2014. The cars are available in two numbers 2014 or 50027. You do not have to attend the convention to purchase a car. Go to the web site www.nasg.org click on NASG Convention and scroll to the bottom of the page to download an order form with all the details.

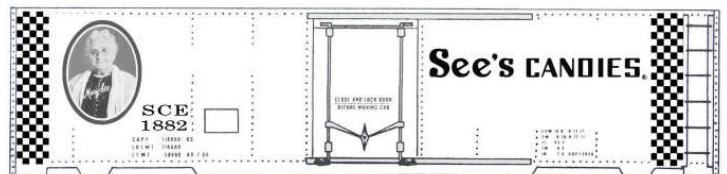
Steve Lunde, Convention Chair, ace5348@att.net or 262-574-1086
Roy Meissner, Registrar, rmeissner@wi.rr.com or 262-538-4325

Flyer Fest West 2014

The Golden Gate American Flyer Club

will host **Flyer Fest West 2014** on May 16, 17 and 18, 2014.

This is the largest gathering of **S** gaugers in the western United States. There will be a big buy, sell and swap meet. Several clinics are planned, including a re-wiring of American Flyer smoke units and a clinic on the repairing of American Flyer reverse units. **Times and details are subject to change**. Visit our website www.ggafc.org for updates.



The picture above is an artist rendering of the See's Candy reefer convention car. It is made by American Models and is very limited in quantity so it is advisable to order as soon as possible. A **Registration Form** is included in this issue of the Dispatch which includes details for ordering. Anyone planning to attend the Friday, May 16th BART/Cable Car trip and especially the lunch, should RSVP with Activity Chairman Paul Guaraglia at packytrain@yahoo.com or call 510-677-4062.

GOLDINHANDS
www.goldinhands.com

American Flyer - Lionel

- Train Repairs

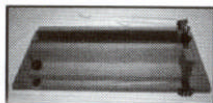
- A/F Chassis Re-bushing

TMCC and D.C. CONVERSIONS

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Fax: 847-884-9285
Member NASG #05R0025C



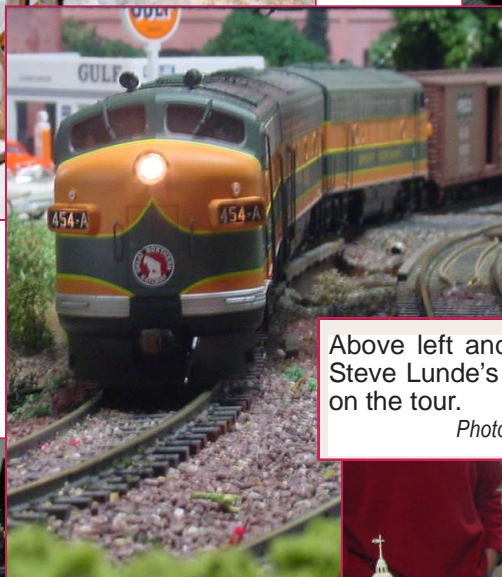
2014 NASG NATIONAL CONVENTION



Above: Craig Wright's Sn3 layout in Madison, Wisconsin.

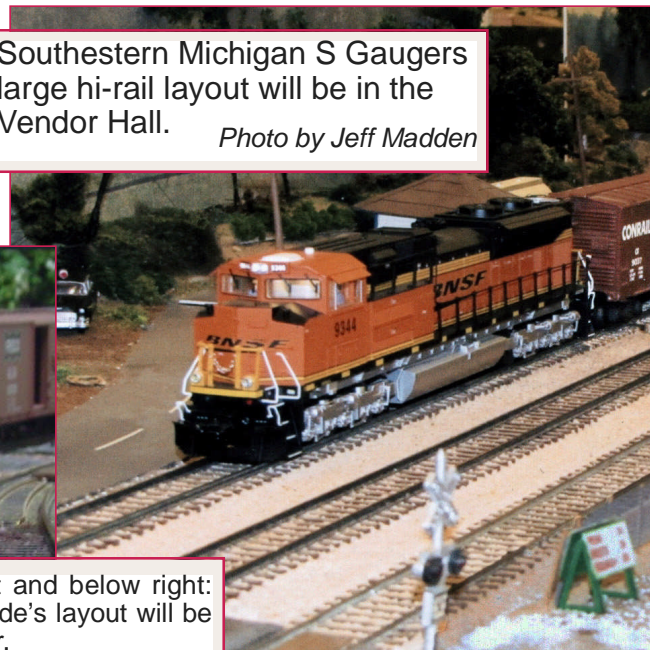
All photos by Jeff Madden unless otherwise noted

Below: Ron Schlicht's American Flyer layout.

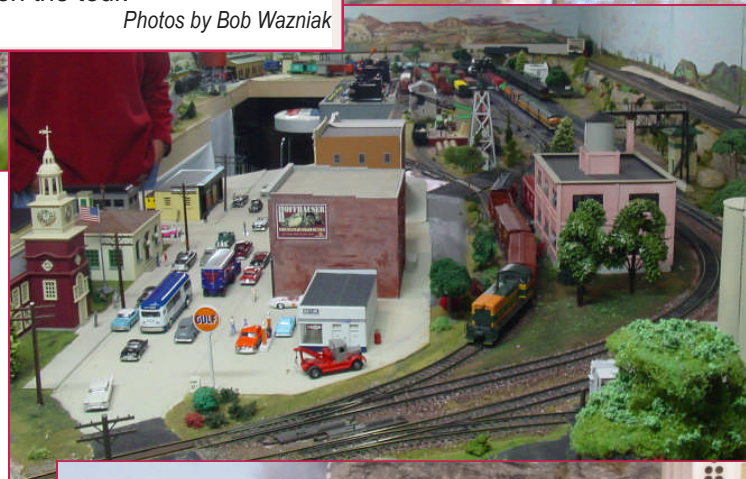


Above left and below right: Steve Lunde's layout will be on the tour.

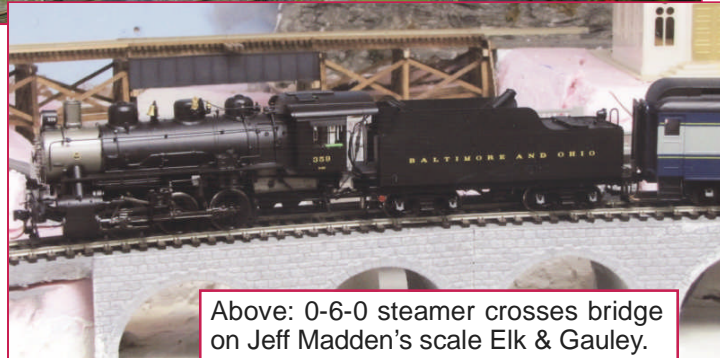
Photos by Bob Wazniak



Southeastern Michigan S Gaugers large hi-rail layout will be in the Vendor Hall. *Photo by Jeff Madden*



Brad Nelson's Hi-Rail Layout

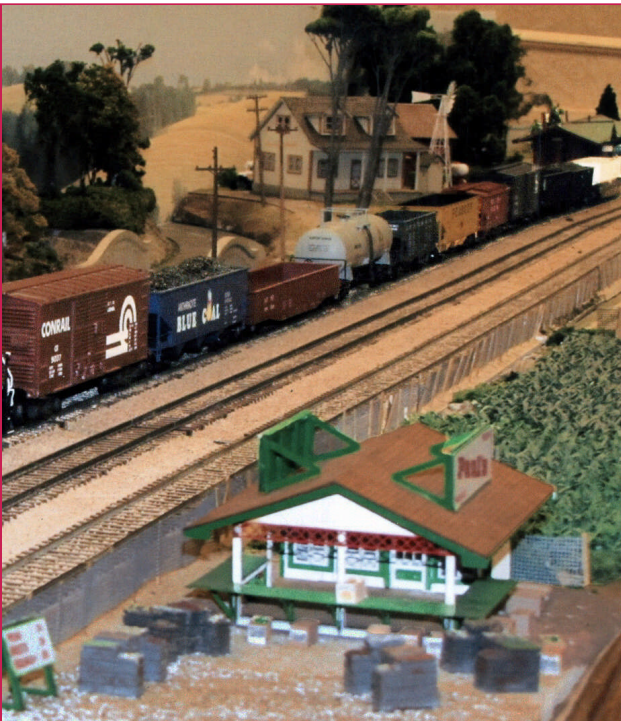


Above: 0-6-0 steamer crosses bridge on Jeff Madden's scale Elk & Gauley.

Below: Gary Children's scale S layout.



SELF-GUIDED HOME LAYOUT TOURS



Right:
Alco RS-3
crosses
canyon on
Dick Kloes
Root River &
Southern



Below right: Steam locomotive crosses bridge on Steve Lunde's layout.
Photo by Bob Wazniak



Above and Below: Gary Children's Scale S layout.



Above: Another scene on Ron Schlicht's American Flyer Layout.

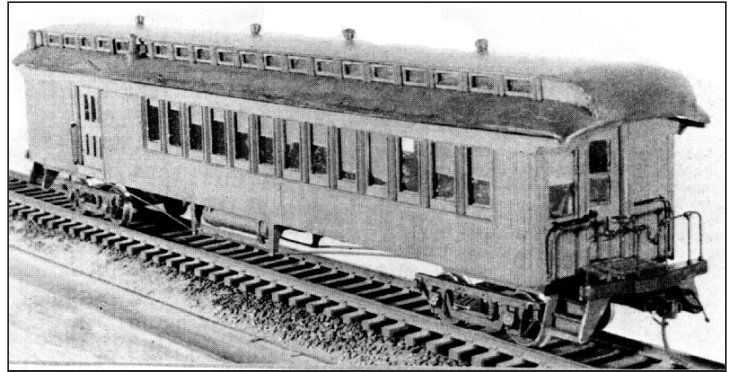
NEW PRODUCTS

NE PROTOTYPES of Rutland, Massachusetts is offering reproduction metal alloy cast parts for **Kinsman Passenger Car Kits**. Bill Morris has produced these because "sometimes these parts get broken or lost or someone may want to scratch build or kit bash something using them."

Kinsman Scale Models was in business many years ago . . . mostly in the 1960s. They made some great kits that included a 2-bay coal hopper, 50 ft. reefer kit, 40 ft. reefer kit, passenger car kits and a few others. They used all Northeast Scale Lumber parts and Nimco/Stewart (Now Ye Olde Huff 'n Puff) castings like the end sills/steps. They made beautiful cars that were a lot of work to build. The Reefers were virtually identical to the 50 ft. and 40 ft. versions that Don Heimberger used to produce under the 'S'cenery name. Their passenger car kits came as open vestibule or closed vestibule. The closed vestibule kits did not include the end sill castings, only the open vestibule kits did. You can convert a closed vestibule kit to an open vestibule kit with these parts. The truss rod queenposts could be used to scratch build a passenger car, as well as the steps and the brake cylinder.



A vintage ad for Kinsman models from the Spring 1972 S Gauge Herald.



Kinsman open vestibule car.

These types of cars were common on the New Haven, Boston & Maine, and a few other railroads in the early part of the 20th century. There are a few examples left today including at least one at Steamtown USA. There is some history of the Kinsman cars on the NASG website.

New from Mike Rose Hobbies

Lehigh Valley, DL&W, Erie, CNJ, O&W and many other railroads, concrete phone booth in S scale.

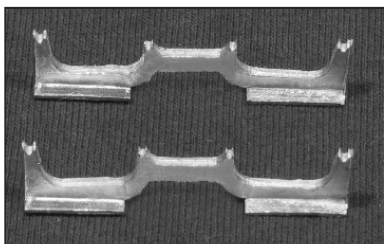
They believe this to be the most accurate version of this item ever offered. It's based on very careful measurements made of a Lehigh Valley Railroad booth produced by the C. F. Massey Company and still standing next to an abandoned branch-line near Bernice, Pennsylvania. Jim Lincoln did the CAD drawings from Mike Rose's measurements, and they are offering them as 3D printed models, unpainted in white. All are offered with no door, since it would be too thin to print. You can make your own door from styrene or wood, or leave it open for an abandoned look. It is available with or without a smoke stack.

The photos below are actual size.



Brake cylinders, \$1.95 ea.

Left: Set of 2 vestibule end sill/end platform \$5.95



Below Left: Truss rod queenposts Set of 2 \$4.95

Right: Passenger car steps \$1 each.



COMPLETE SET of 2 end sill/platforms, 2 queenposts, 4 steps and 1 brake cylinder **\$15.95** plus \$3.85 postage.

The above items can be purchased from **NE PROTOTYPES**, c/o Bill Morris, Post Office Box 442, Rutland, MA 01543-0442. Telephone 508-886-4848 or e-mail billmorris52@hotmail.com USPS Money Orders, personal checks or Pay Pal accepted.

NE Prototypes also has several **Kaslo Kits** available. See advertisement on page 22.



Above: S-Scale Model 64-NSJ6 \$18.50 each or 5 for \$70

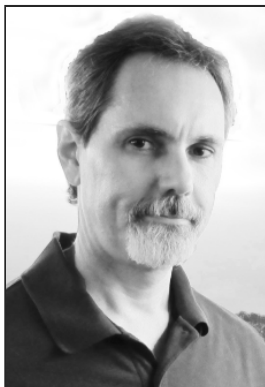


Right: S-Scale Model 64-SJ6 \$19.95 each or 5 for \$78

Available from **Mike Rose Hobbies**, Dartmouth, MA 02747 508-996-9728 or mikerosehobbies@gmail.com www.mrhobby.com/store.php

THE NASG WEBSITE AND YOUR CLUB

By Peter Vanvliet, NASG Webmaster



The NASG is all about people. Being able to participate in a local club with other people who share a common interest in S-scale modeling is very enriching. You learn from each others' efforts and lessons learned. On the NASG's web site, we have a page dedicated to all the S-scale clubs known to exist, both within the United States, and those in Canada and in the U.K. When you visit the nasg.org web site, simply click on the **CLUBS** button to find out about various clubs and their activities.

Updating Your Information

If your club is not listed, or if its information is outdated, be sure and send me an e-mail at webmaster@nasg.org and I'll be glad to update any information.

Find a Local Club

The various clubs are listed by state, and in alphabetical order within the state. Where available, you will find the contact person, and the various ways with which you can get in touch with the club. This is helpful if you are planning on visiting a particular area and you want to see some S-scale in action.

If there is no club in your area, consider starting one. All it takes is a couple of people interested in S, and you're in business! Be sure to let me know, so that I can announce it on the NASG web site. If your club is in need of new members, I can announce that as well.

Club Banner Program

On the NASG web site's **CLUBS** page, you will also find information about the **NASG Club Banner Program**. This is a special effort headed by our **Promotions Chair, Greg Klein**. The NASG will provide your S-scale club with a free 2-foot by 4-foot banner, which you can display on or near your layout whenever your club participates in local shows. For a small fee, you can also have your club's logo and website address listed on the banner. Several examples of banners are shown on the website page.

Your S-scale Events

If your club's regular meetings are open to visitors, or if your club displays its layout at a local show, be sure to let me know. The NASG web site's **EVENTS** page lists all the upcoming events where S-related activities are present. Of particular interest are those events that are attended by the general public or people who are already interested in model railroading. This may be a great way for a local S modeler to find your club, or for someone who is curious about S-scale to learn more.

Club News

If your club's newsletter is available online, please let me know. We are trying to start a section on the **CLUBS** page where visitors can be directly linked to your club newsletter. We don't want to copy your newsletter, but just provide a link to it. That way other S-scale modelers can find out what your club is doing. Sometimes seeing what one club is doing can provide inspiration for another club. Also, many newsletters provide tips and tricks, which can be of great help to other modelers.

Club Photos

With this column I would like to announce a new idea I have to add some sparkle to the Clubs page. I would like to show one photo of your club's layout (modular, portable, or permanent) next to your club's entry on that page. Please e-mail a recent digital photo of your club layout to webmaster@nasg.org. Photos will receive proper credit.

My Personal Story

I have previously written in The Dispatch about my switching of modeling scales from N- to S-scale in 2008. The **Houston S Gaugers** club was very instrumental in this. I had seen the club's layout at the local shows. Being a scale modeler and hand-laying my own track in N-scale, I was fascinated by the club's layout, because it, too, had hand-laid track. I was talking with one of the club's members about this (I later learned that it was NASG member Steve King), and it really made a lasting impression. Years later, when it was time to switch scales, I remembered that, and it was the main catalyst for me switching to S-scale. So, your club and your portable/modular layout can have a tremendous impact on someone's life!

Website tidbit: There are 80 S-scale clubs listed on the web site's Clubs page, with Pennsylvania having 10 clubs, California having 9, Illinois having 6, and Ohio having 5.

EXTRA BOARD

S IN NON-S PUBLICATIONS

There are two S scale appropriate articles in the **January, 2014 Railroad Model Craftsman**. Featured on page 49 is **Moving melons by rail**, by David Steer. It is a story about our infamous S scale Ambroid watermelon car kits of the 1950's. It's a good history of the use of these special cars with lots of photos (including the prototype ACL watermelon cars) and a how to build it in HO article. I learned a lot and think I will return my model back to the layout (from display) since they were operated into the late 1950's.

The second story, on page 90, is about **Reading's P-7sa Atlantics** and a history of the tinsplate models of same. This is important to S as the P-7sa was the prototype for **American Flyer's 4-4-2 Atlantic** produced in both metal and later plastic. Most of us who began with a Flyer train set probably owned one of these oddball Reading Atlantics at one time.

Both articles are good reading. — Bob Hogan

On page 66 of the **February 2014** issue of **Classic Toy Trains** Senior Editor Roger Carp has written "The final step to achieving realism for **American Flyer**." This two-page story details the history of the development of the knuckle coupler for American Flyer trains and how it backed up American Flyer's claim to be more to scale. I enjoyed it — Bill Pypier

The **March 2014** issue of **Classic Toy Trains** has a nice picture of an small classic **American Flyer** layout on page 13. On page 17 there is a short article about **MTH S gauge** test samples that were shown at **Trainfest 2013**.

MAKING AN S SCALE MOW CRANE

By Edwin C. Kirstatter



The **Lionel 6560 Bucyrus-Erie Class 250 Railroad Crane** that I found in a pile of junk looked like just junk until I looked at a **Life-Like Trains HO scale Browning 2136 Derrick**, and thought that I might be able to make something similar out of the junk. Using dimensions from the HO model, I made sketches and a work plan to kit-bash this into an S scale Maintenance of Way crane. Using some of the Lionel parts and with a lot of cutting, fitting and some scratch building, I was able to accomplish what I set out to do. Now finished, it closely resembles a 45-Ton Steam Powered self-propelled crane built by the **Industrial Brownhoist Corp.** of Bay City, Michigan in 1929 for the B&O as their X-196. I have a diagram of this crane that I used to get the major dimensions.



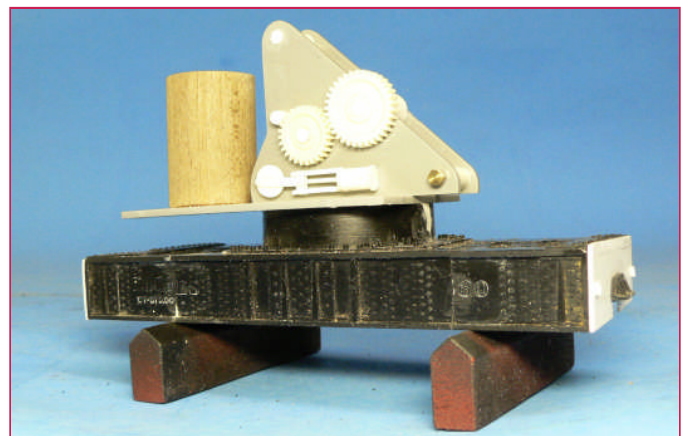
Above is an example of the junk crane that Ed used for this project. Below is a Life-Like 2136 Derrick.



I disassembled the junker and put aside the Wreck Train boom because I was going to need a lattice type that is 50' long on my completed model. I shortened the cab to 15 feet and narrowed it by one band saw cut right down the middle. Windows were cut out of the scrapped pieces to be relocated into the shortened body with small windows added at backsides of cab on either side of the vertical boiler. I removed the stack, grab irons on the roof and those from the doors. They were replaced with wire ones later. A new taller and smaller stack was added along with a whistle and a pop-valve. I didn't like having two ladders up the back of the cab so I removed one and all of the rungs on the other drilling holes for replacement wire ladder rungs. Openings were cut in the roof to allow the new hoisting machinery to clear and pass the cables out from the winches to the boom and hook. The roof was shortened at this time. The two cab halves were filed for a good fit making it only 10 scale feet wide. A new plastic floor was needed as the metal Lionel floor with hoisting wheels and attached boom, was very rusty and had to be scrapped. A new one was cut from Plastruct .064" sheet to fit under the new shortened cab and fastened with four flathead #4 x 3/8" screws to towers cast inside the cab. Two will have to be relocated into this shorter body.

Details added to the cab were; handrails at either side of the doors and a long one at the back, about 5 feet above the chassis deck, a Grabiron on the roof above the remaining ladder and on the two roof hatches. These railings are made from .014" iron wire and inserted in holes made with a #78 drill. The doors handles were made from .016" brass wire. These doors slide sideways as there is not room for them to swing in because of the boiler. The replacement 3' tall smoke stack is made of #227 7/32" plastic tubing from **Evergreen Scale Models**. A safety valve, whistle and a generator were all turned from brass. A counterweight for the boom was added under the cab below the boiler. It was made from strips of Evergreen #188 .125" x .188" plastic cemented at the side and around the back. Inside I added a piece of 7/8" wood dowel to represent the 60" diameter vertical boiler with an oval fire door and pressure gauge and a coal box and water storage tank beside it to add some weight to this mostly plastic model. I found it best to put the boiler on last at final assembly to allow access to the winches to wrap the cables around them. An Operators control stand was made with 5 levers and a reverse bar and put in the right front of the cab.

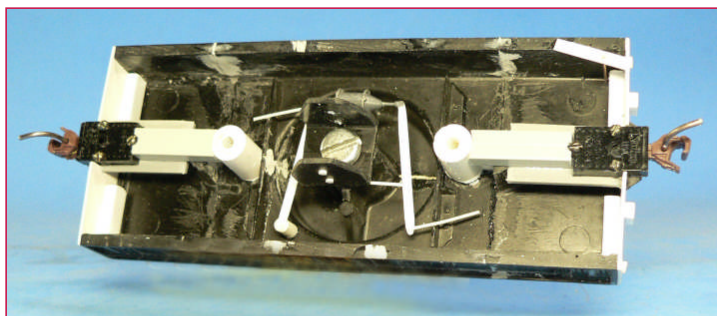
I shortened the chassis to about 25' by making cuts across it then putting the two ends back together with the center piece. The simulated outriggers were cut off and the bottom smoothed. Then it was cut with a band saw down the middle to narrow it to 10' wide and cemented back together. The truck mounting bolsters were added to give eleven foot centers on which to mount the **Midgate Archbar trucks**. They have 33" wheels and 5' 6" axle centers that are needed



for this model. These old wheels will need to be regauged to NASG standards, or replaced with better NWSL wheels. They are not hard to gauge. Just unscrew a wheel and put a spacer washer between wheel and axle. **Kadee** couplers were mounted to the plastic pads and checked for correct height. Cut levers of the top operating type, grabirons and sill steps were installed to complete the detailing. A hand brake wheel was put at one corner of the deck, behind the cab with an air brake cylinder underneath with levers and rods. There must be a steam powered air compressor inside of cab out of sight. The cab with hoist and boom was attached to the chassis with a one inch long #10-32 screw up from below into the cab floor above so that it can swivel if you want it to.

The hoisting machinery can be built from plastic sheet and tubing with left over gears, it doesn't have to work and will not be very visible. This had two cylinders 9" in diameter with a 12" stroke which I did model. I painted it black along with the cab floor. The boom was built from plastic angles, sheet stock and rods. A small pulley wheel was placed at the far end for the hoisting hook. This can be made from a few stacked plastic washers. The hook was made of a heavy metal to give it some weight. After mounting the boom to the hoisting machinery with #2-56 hex screws, string two cables; one to raise the boom and other for the hook. This can be heavy black sewing thread or monofilament fishing line.

Before painting the model, I removed all the white lettering with **Walthers Solvaset**. It works well, but many applications were needed with lots of scrubbing with a stiff brush. This lettering was hot stamped and it had to be filled with putty. I spray painted the model with **Dupli-Color FP102** primer, a red high build formula. Some rivets were added with **Archer Surface Details**. I painted the cab and boom yellow and the chassis, handrails and trucks black with rusty wheels. I hand painted the interior a light Lime green. For further detailing I used left-over HO decals. After putting glazing behind all the windows the model crane was finished.



Underside of the chassis, showing the plastic mounting posts, brake cylinder and levers, and the Kadee couplers



Cranes like these were used on the railroads to clean ditches or at the steam locomotive ash pits to clean them out and load hoppers or air dump cars with fill for somewhere along the lines. Sometimes they were used with a magnet for loading scrap metal. These were known as locomotive cranes because they were geared to one axle of each truck and could move themselves and a few cars.

I just use mine as a new crane in transit with the boom trailing and resting on an idler flatcar, with a wood crate of spare parts to go along with it. It would have to be moved at a restricted speed. I used an American Flyer flatcar converted to scale for this and lettered it **Reading** with **John Hall** decals.

References:

- Baltimore and Ohio Railroad, Mechanical Department Equipment Diagram (T-54304 B).
- Baltimore & Ohio Railroad, Summary of Equipment January 1, 1950.
- AAR Rules Governing Loading of Commodities on Open Top Cars, revised 1944, fig. 158.
- United State Safety Appliances issued by Association of American Railroads 16th Edition (1950).
- O'Brian's Collecting Toy Trains, Identification and Value Guide, by Doyle 6th Edition, Krause Pub. 2006.
- The Official Railway Equipment Register (ORER), Jan. 1953, NMRA reproduction.

MEET AN S GAUGER — MICHAEL GREENE

NASG Librarian Michael Greene was born in 1958 and grew up in South Carolina. Here's his story in his own words.

My early exposure and enjoyment of model trains was with a Lionel set and add-ons that my Mom and Dad gave me when I was a year old (I think that it was for Dad's fun as well!)

The trains were put aside during my teenage years as I was heavily involved in the Boy Scouts and other activities. I graduated from



St. Andrews Presbyterian College, in Laurinburg, North Carolina in 1979 with a BS and double major in chemistry and mathematics and computer science. I originally intended to go to medical school, but ended up working in the computer industry. I joined Digital Equipment Corporation (DEC), in Maynard, Massachusetts as a Software Engineer right out of college. I worked there for 17 years in a variety of software engineering, product management, product marketing, industry marketing and training positions. After stints at Webmate, Bay Networks, and Nortel, I now work for Avaya, a communications firm that produces enterprise and small to medium business communication solutions.

I am married to Deane Louise Greene, who works for an Arizona firm in the exhibits and event management industry. We have one son who is a sophomore at the Rochester Institute of Technology (RIT) in Rochester, New York.

I got involved with model trains again in 1992, migrating to N scale. It fit the limited space in the house I owned at the time. Despite one of my good friends encouraging me to model in S, I modeled in N scale until 1998 when I decided to leave N scale for S scale. I joined the **Bristol S Gaugers** just prior to the 1998 NASG National Convention in Worcester, MA.

In addition to being a member of the Bristol S Gaugers and the NASG, I'm also a Life Member of the NMRA and a past member of NTRAK.

In 1992 I joined the **NMRA's** just forming **Digital Command Control (DeC) Working Group**, and played an active role in the NMRA's DCC Standards and RP activities through 2000, including chairing the DCC Working Group for a couple of years. From 2002 through 2007, I was the NMRA Conformance and Inspection Chair within the NMRA's Engineering Department, where the C&I team was responsible for inspecting model products against NMRA Standards and RPs.

During my time in the NASG I've served as NASG Secretary (2003-2011) and a time as NASG webmaster. Currently I serve as the Russell M. Mobley Librarian.

In 2008, in a twist of fate, my wife and I acquired the assets of **Pine Canyon Scale Models** after the previous owners decided to close the business. I was drawn to the high quality models, and wanted some more of them for my (now our) layout and wanted to see them continue to be available in the market. Pine Canyon offered us an opportunity to pursue a small business in an area outside of the corporate world. For now PCSM remains a part time business where we mostly squeeze in the work between our day jobs, which pay the bills.

These days we have a 20' x 38' layout under construction. The bench work is all in, some track laid, and much more to go. My modeling interests are Northern New England railroads, principally the BAR and MEC, while my wife is planning an area based on southwest themes from her growing up in Arizona. I'm also interested in modeling Maine Two Footers in Sn2. But as often happens, its slow progress on the layout given everything else going on these days.

I'm drawn to the *scale* side of the hobby, since I have none of the sentimental attachment to American Flyer of days gone by. I really don't care much about the constant debate between the different constituencies. For me it's all about quality of modeling and the friendships in hobby, not the size of the flange, and regardless of scale. IMHO two of the great things about S are the high quality modelers we have as inspirations in our scale, and the small size of the S community which enables modelers to know larger percentage of our fellow S modelers. Bigger is not always better.

In amongst everything else going on, Deane Louise and I always find some time for layout visits and rail trips as we travel around both in the US and internationally. We enjoy both tourist railroads and special excursions. Be sure to visit the **Conway Scenic Railroad** in northern **New Hampshire**, the **Saratoga Springs and North Creek Railroad** in upstate **New York** where you can see one of the last operating BL2 locomotives, soon to be two. You always meet the most interesting people when riding the train.

Michael Greene

KASLO CAR KITS

NYC 1900 Caboose kit
\$87.95 postpaid

PS-1 Boxcar Kit
\$77.95 postpaid

KINSMAN COACH
reproduction castings

Exact copies of the original castings used by Kinsman in their coach kits

See story on page 18



COMING SOON

36 and 40 foot reefer kits featuring Northeastern Lumber roof stock, catwalks and end platforms or ice hatches with or without scale trucks and Kadee couplers.

NE PROTOTYPES

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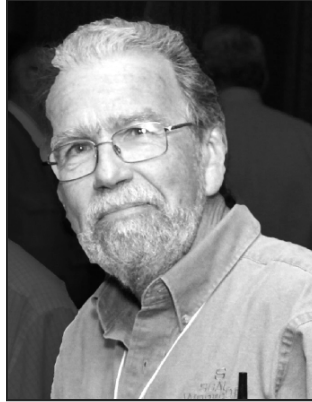
sidetracks_1@msn.com

www.sidetracks.net

By Jim Martin

Canadian S scale news:

Brit Bits: There is still time to plan for this. Modellers in S scale within a reasonable driving distance of Toronto should be aware of the **Great British Train Show (www.theplatelayers.org)** this coming May 3-4. Why? Beside broadening your modelling horizons and seeing some very fine modelling, British train vendors will be there. There are an awful lot of reasonably priced 00 scale detail bits that work well for our scale on this side of the pond...things like building sheets, architectural details, lamp posts, fencing, crates, barrels, yard cranes and even vintage British autos which are simply not available in 1:64. The autos are 1:76 scale, but still useful as perspective models toward the back of the layout. I intend to write further about this resource in a future column.



S is for Sci-fi: Ottawa S-scaler **Alex Binkley** has released his first science fiction novel, **Humanity's Saving Grace**. Andy Malette and I are both sci-fi buffs and were among the first to get our own copies. It's a good read with a unique plot. Check it out at www.loosecannonpress.com

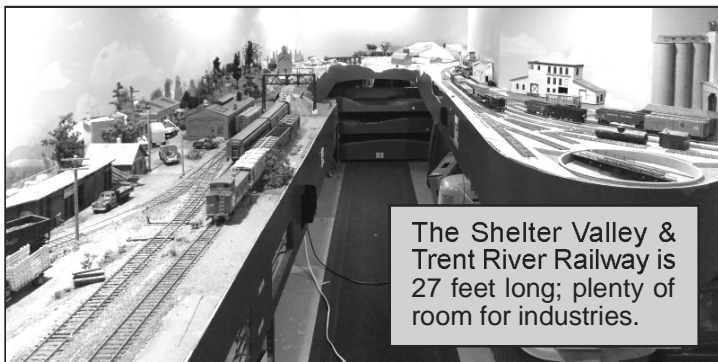
John Johnston and his Shelter Valley and Trent River Railway

By Jim Martin

Illustration by Joe Kimber, Photos by John Johnston

John Johnston's path to S scale will be a familiar read for most of you. Ontario born and raised, he was first introduced to model trains via a cousin's American Flyer set. After many happy hours next door, he got his own Lionel set for Christmas. John eventually graduated to HO, but with the arrival of the empty nest syndrome came the opportunity to change scales.

As John built his new home in the town of Grafton, Ontario, he was careful to include layout space in the tall basement. During the wiring and dry walling, he decided to move up to S scale. So the Shelter Valley and Trent River Railway was born.



The Shelter Valley & Trent River Railway is 27 feet long; plenty of room for industries.

The short line's musical name is not a total figment of John's imagination. Following the useful adage of "go with what you know," John chose a local setting to replicate the railroad scenes that he had happily railfanned most of his life. His layout is set in the late 1950s and early 1960s.

Let's take a ride.

Grafton Harbour (Canadian spelling) has a small yard with a turntable and engine shed. It is home to the 0-6-0 used to switch the elevator and freight sheds, along with assembling the local, and handling the traffic left at the interchange.

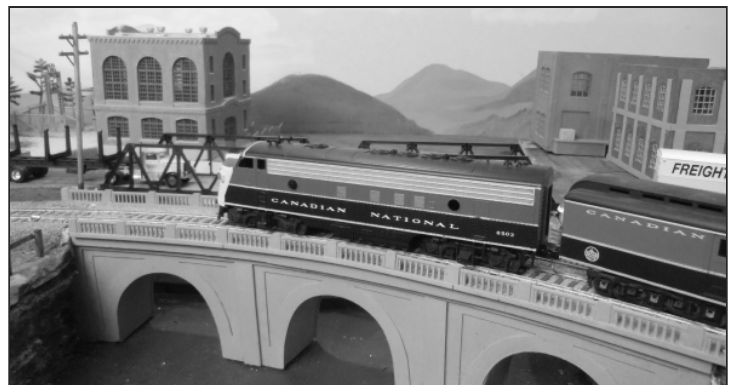


The local mixed train has been switched and is ready to leave the yard. As the train works its way out of the yard it crosses the interchange with the Canadian National. Following the valley north, it winds its way through open farm land, crossing the stream of its name sake on the high curved trestle. Our first stop is the mill at Warkworth, #7 on the map, dropping off a load of bagged feed and picking up a hopper of grain from the team track.

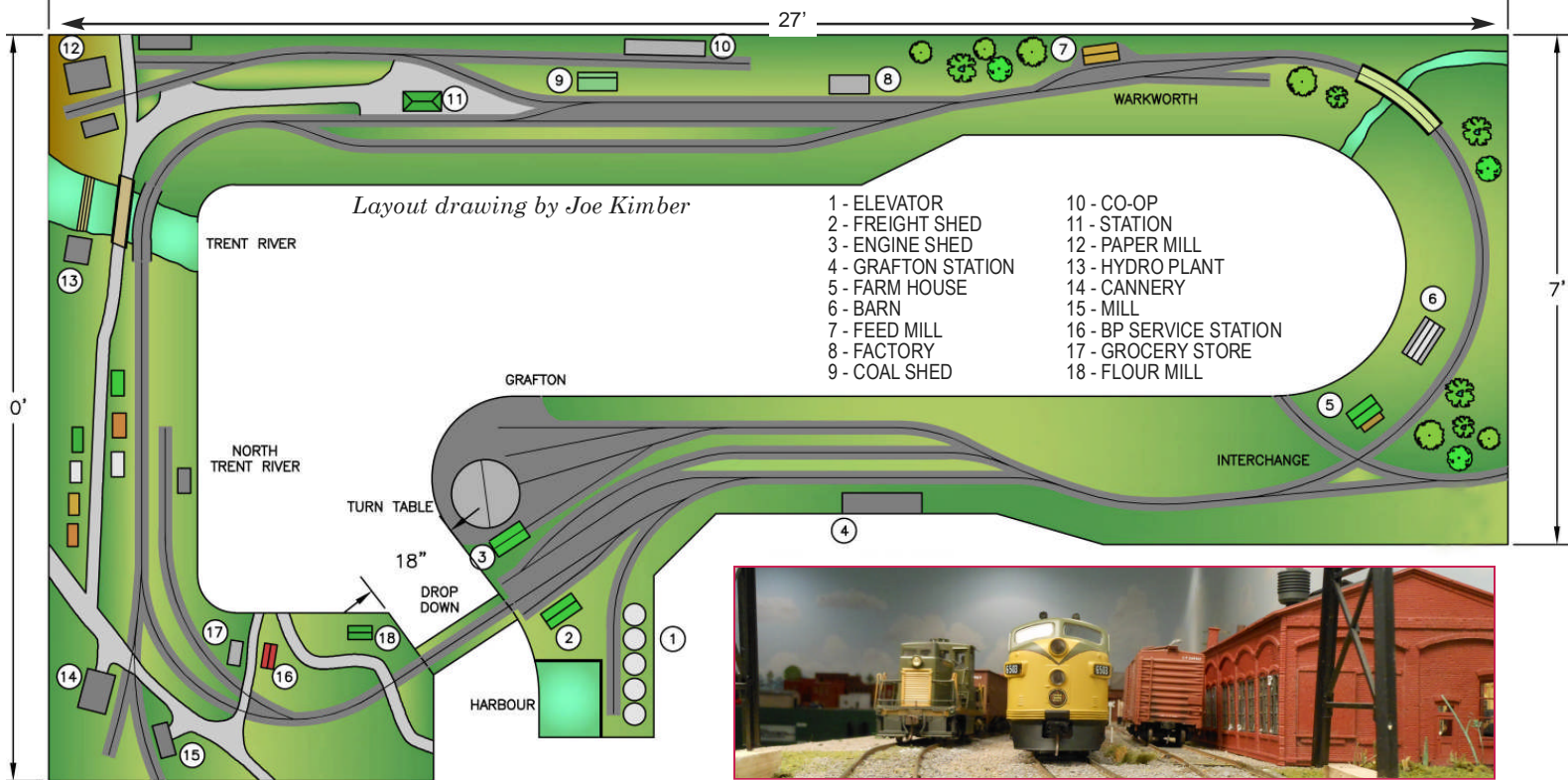
Continuing along, we come to Trent River where we service a number of industries. At the south end of town, there is the Trent Valley Pulp and Paper, #12, the local Coop, #10, and a small yard adjacent to the Trent River station. The inspiration for Trent River comes from two actual communities, Hastings and Campbellford that were served by the Canadian National Railways. John's research and railfanning experience have ensured a logical arrangement of tracks and buildings.

Trent River South provided John with a running start on the rest of his layout. It was built in the 1990s by friend **David Mehew** whose **Ontario Midland Railroad** was profiled in the August/September, 1998 issue of **S/Sn3 Modeling Guide**. On David's layout this section was the community of Lonsdale. When David switched scales and broke up the layout, John acquired this piece of the OMR and incorporated it into his plans for the SVTRR.

A curved cement bridge over the Trent River provides a great view of the dam and power plant, #13.



SHELTER VALLEY & TRENT RIVER RAILWAY



Above: The Canadian National 44-tonner proceeds to switch the feed mill, cannery and team track at Trent River North. From there, we continue on through a sweeping curve that leads to the layout's entrance aisle. Here, a drop-down gate permits either point-to-point operation or continuous running. John's grandson Decker is an avid fan of continuous running.

As the photos attest, the track and scenery are well along, but there is still plenty to do. John has wisely chosen not to build too big, allowing himself a 10 by 27 foot space for the visible part of the layout. This allows him to switch the layout by himself, or he can include two or three friends for an operating session.

The bench work and scenery techniques are time proven. Virtually all the buildings are scratch built or heavily modified. Code 100 rail, fed with DCC, is all hand-laid on the finished section, although flex track has been incorporated in more recent construction.

Locomotives and rolling stock are from the well-known manufacturers such as **American Models**, and the late and lamented **S Helper** line. These are supplemented with his own skillfully scratched and converted pieces. Among his fleet of motive power are a **SHS Consolidation** and a **River Raisin 0-6-0**. John does favour the diesels with an SHS SW9 and an NW2; a pair of **Smokey Mountain 70-tonners**; a pair of River Raisin 44-tonners and an **Overland S2**.

A number of fellow S scalers are within a few hours' drive from John. On the local scene, he belongs to an informal round-robin group, the **Cobourg Model Railroaders**.

S scale is much richer for John's considerable talents, and who knows, perhaps by example he'll bring in a few more converts from the north shore of Lake Ontario.



SHELTER VALLEY & TRENT RIVER RAILWAY



Above: A Canadian National Railways F Unit leads a passenger local in classic green, black and yellow livery as it rattles across the trestle on the northern outskirts of Trent River.



Above: Signal bridge straddles the tracks near the factory building #8.



Above: A northbound way freight approaches the concrete arch bridge on its way to Trent River North. The paper mill is in the background.

Meet John Johnston



John was raised on the family farm in Grafton, Ontario, Canada. The farm backed up to the Canadian National and Canadian Pacific main lines from Toronto to Montreal, thus he has fond memories of watching trains while he was growing up. Added to this are the many stories from his father who took milk down to the platform in Grafton to be placed on the daily train to Toronto. John met his wife Esther while attending university. After completing their studies they moved back to Grafton where they raised two children. John still gets jibes from his children for all the train excursions he took them on while they were growing up.

Today, being semi-retired from his occupation as an insurance broker, he is introducing his two year old grandson to trains, full size and scale.

Below: Still under construction, the Grafton turntable and yard will be an excellent example of model railroading.



ARE YOUR VEHICLES TO SCALE?

By Bill Pyper

Have you ever bought a model motor vehicle for your layout at a swapmeet or online and when you got it home discovered that it just didn't look right along side your trains? I have. Having been an O-gauge modeler for many years I had to settle for 1:43 scale cars and 1:50 scale trucks and construction equipment as that was what was available.

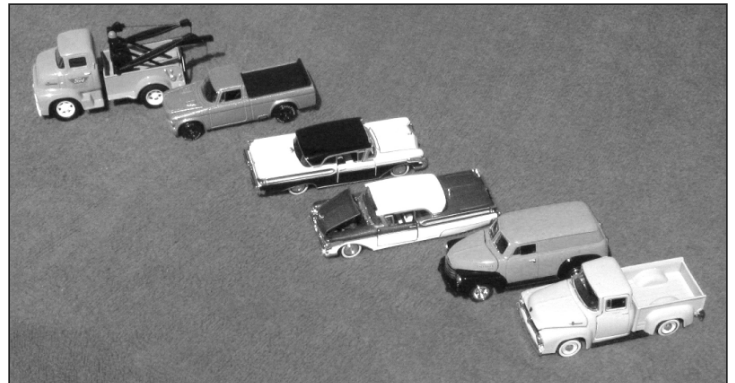


Above: My 1949 Ford F-1 pickup truck, G-gauge, O-gauge (1:43) scale, and S-scale.

The easiest way to measure the scale accuracy of a toy or model motor vehicle is to measure its **wheelbase**. The wheelbase of a vehicle equals the distance between its front and rear wheels measured from the center of the axels. The space between the wheels on an axel, measured from the center of the wheels, is called the **track**. The track is called the **tread width** in some references (See the illustration on the right). I used my 1949 Ford F-1 pickup truck as an example because I have the shop manual and could easily look up the dimensions. No one has the shop manual for every vehicle in their collection. **Motor's Auto Repair Manuals** and **Chilton's Auto Repair Manuals** are good sources of this information. The easiest place that I have found to research these dimensions is **Google**. I have found several different vehicles online and in most cases found the information that I was seeking on the first try.



Now that I am getting into S-scale, I have been acquiring 1:64 scale cars and trucks. I bought the group on the right from **Diecast Direct** at sale prices. All but one of them are of good quality and have good details. At first glance, two of them appear to be too small when compared to the others.



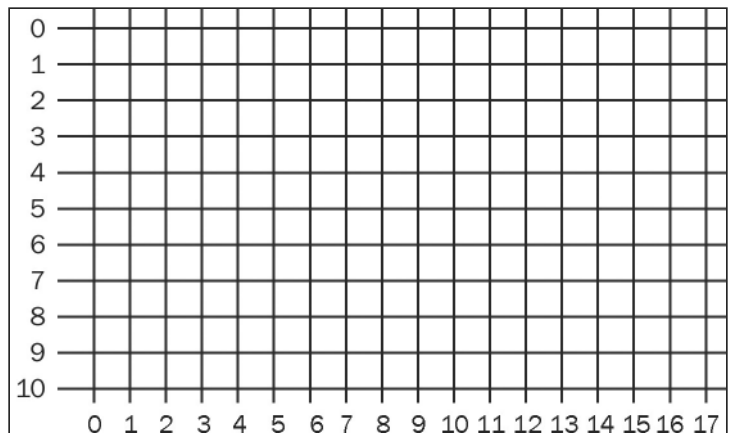
Measuring each vehicle individually and computing its dimensions soon became tedious. To alleviate this odious task I designed the grid in the pictures below.



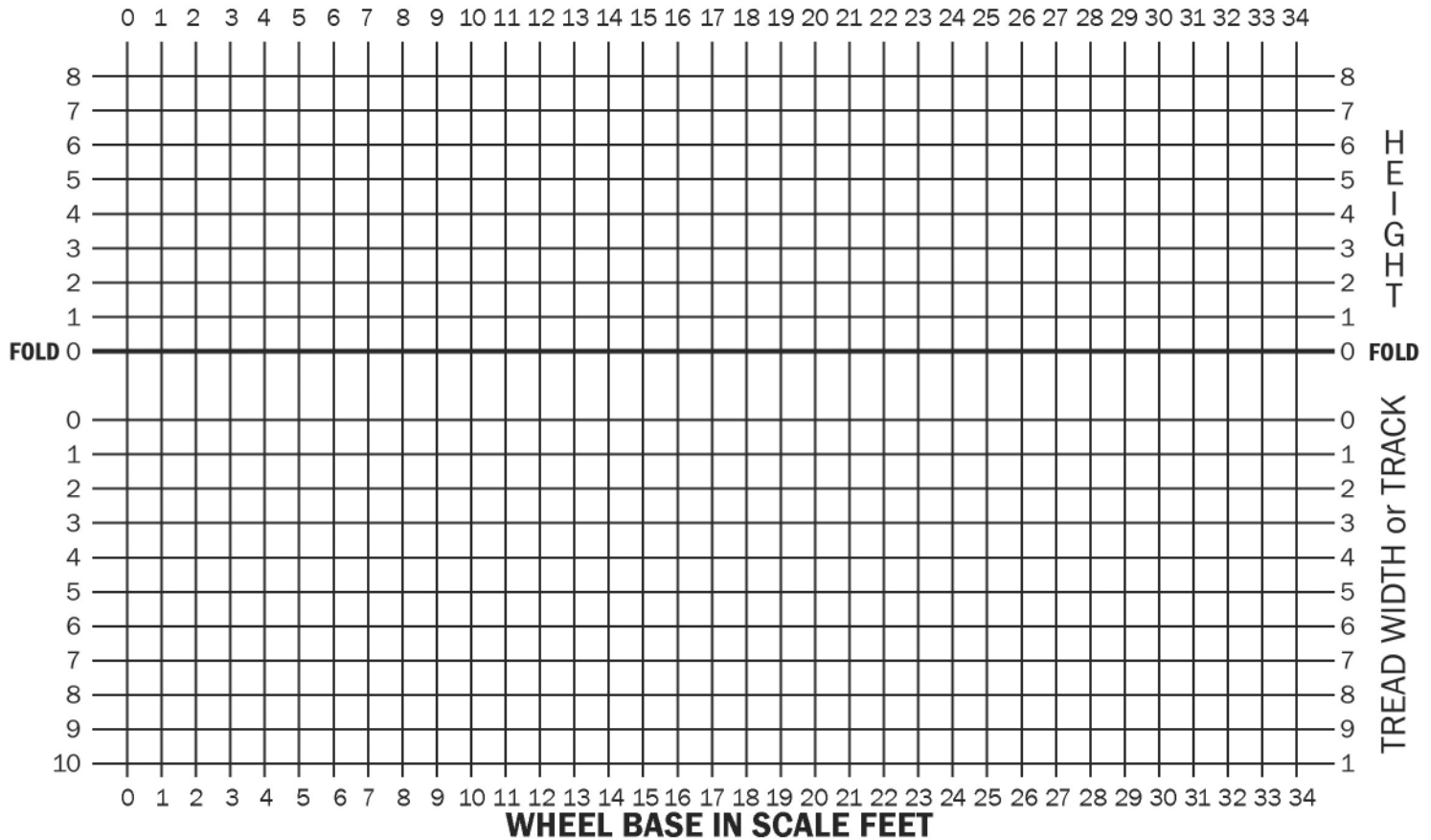
The grid is printed at the top of the next page. You can copy it and use it to measure your cars and trucks. Check to be sure that the squares on the copy measure 3/16"



Copy the Grid below onto a piece of cardstock and put it in your wallet to use at swapmeets.



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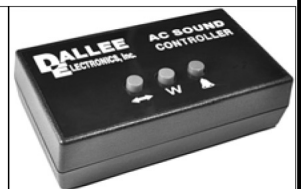


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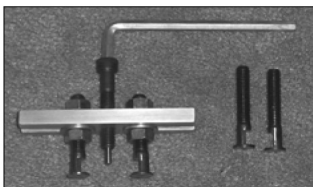
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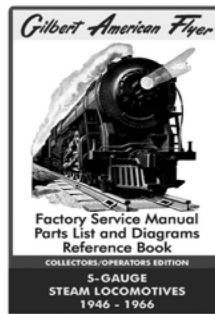


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5 SCENES — VISTAS OF MEMBER LAYOUTS



Left: **Joe Kimber's WEST JERSEY RAILROAD**
The track and turnouts are American Models .148" Highrail. The layout is 8' wide x 13' long. It consists of double loops with passing sidings and a few industrial spurs. It is controlled with MRC Prodigy Squared DCC. Motive power is a mixture of American Models, S Helper Service and converted American Flyer locomotives. Most of the locomotives use Soundtraxx decoders. The rolling stock is American Models, S Helper Service and Pacific Rail Shops. The structures are a mixture of kit and scratch built along with some American Flyer Accessories. The upper level structures are Department 56 New England Village. Scenery is extruded foam covered with plaster cloth. Rocks were created with Hydrocal.

Below: **Bill Winans' ST. LOUIS EASTERN AND PACIFIC** railroad. The milk train has stopped at the station for passengers and a few cans of milk while the local freight leaves town behind an aging Atlantic. In the foreground two switchers are busy working the industrial yard. The narrow gauge yard is full as the daily train to Coal Creek hasn't been made up yet.



Nelson Steinmetz' SANTA FE & WESTERN
"Route of the Rattlesnake" above boasts a Chevron refinery.



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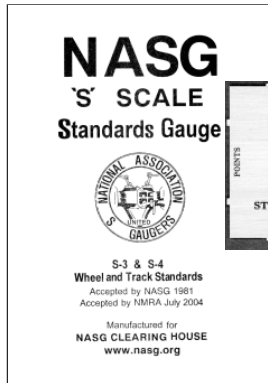
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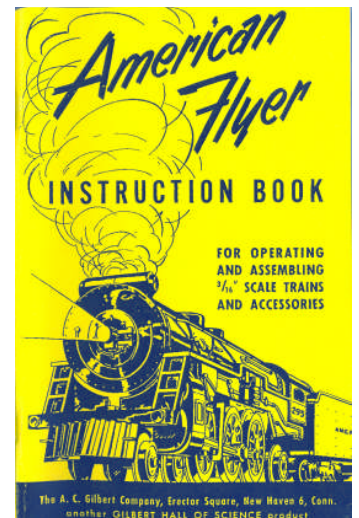


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Manuscript Preparation Guidelines for Dispatch Authors

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 spaced, single sided. Photographs should be glossy finish, a minimum size of 4" x 6".

Send everything to:

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If you have any questions, don't hesitate to contact me at **dispatch@nasg.org**

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