



THE NASG

DISPATCH

AUGUST-SEPTEMBER 2014



SCALE **THIS IS S** HI-RAIL





NASG DISPATCH

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National Association of S Gaugers

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Bill Pyper, Editor
Post Office Box 885
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e-mail: dispatch@nasg.org

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NASG Membership Secretary

Dick Kramer
Post Office Box 268
Middlebury, CT 06762-0268
e-mail: membership@nasg.org

ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

CREW LIST

Bill Pyper Editor
Jeff Madden Editor Emeritus
Joe Kimber Draftsman
David Heine .. Narrow Gauge Editor
Ed Cooper Contributor
Bob Johnson Contributor
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DISPATCH MANIFEST

for Volume 38, Number 4, August-September 2014

COVER

Top: Bob Hogan sent us this photo of his Sierra Northern RR
Bottom: Bob Johnson's Retro Flyer Layout. *Photo by Jeff Madden*

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<http://www.nasg.org>

NASG Webmaster, Peter Vanvliet: webmaster@nasg.org

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INTRODUCTION



For some of you, this special issue of the NASG Dispatch is your introduction to S scale as it currently exists. **Welcome!** As is often said, "*S is the perfect scale.*" It is the smallest scale which has, in its scale S version, correct proportions — correct track gauge, near correct wheel profiles, and correct superstructures. When you see an S scale model, you know it is "right."

S scale has other variations going back to when **American Flyer** started making S scale trains for the toy market just after WWII. These trains had large flanges on their wheels and oversized couplers, but the superstructures were good enough so that they are still used with scale enhancements by scale S modelers. Over the years, some modelers have combined the American Flyer S and scale S sides of S scale and run "hi-rail S," using scale accessories and near scale track, and some use scale couplers. All of these variations are still S scale.

S scale is not for the timid or hasty modeler. You have to want to be in this scale and stand out from the crowd. More

than most scales, we tend to be lone wolves, seeking out better ways to do things, using our skills and acquiring new ones to make up for not having everything we could ever want just sitting at the local hobby shop. Many of us have become small time manufacturers at one time or another, a great way to not only provide for yourself, but for others as well. Though we may be lone wolves, we still tend to gather, like wolves, for the benefit of the pack.

People in S scale are the poster children for patience and persistence, and that does pay off. While at any particular time there might not be a lot to choose from at the hobby shop, the *grapevine* of S scale — yahoo groups, websites, NMRA SIG and the NASG will often turn up whatever you might want or need, including lots of advice. Most of us old timers have closets and train rooms full of stuff we bought against the day we might need it, but never did, so now you can have it! Our annual conventions have swap tables and an auction that provide an incredible array of goodies not normally seen.

Again, welcome! Take a look at what has been done, and then give it a try!

Bill Winans
President, NASG

ON THE CONDUCTOR'S CLIPBOARD

This is our annual **This is S** edition of the Dispatch. This issue is printed with the idea of showing non-members what a great organization the NASG is. Included in these pages are some pictures and stories about some of our members' layouts. Hopefully looking at them will inspire you to build a layout of your own, or work on one that you already have.

One of the advantages of belonging to the NASG is access to the NASG web site. This website is one of the finest, if not the finest, model railroad web sites on the internet. See the article on the next page for more info.

Another benefit of belonging to the NASG is the social aspect. The many regional clubs offer S gaugers an opportunity to network and exchange ideas. Some of them sponsor shows and swapmeets, a couple of which are featured in this issue.



Publication of this edition of **The Dispatch** marks the end of my first year as editor of same. My how time flies when you're having fun. I know that is a terrible cliché, but it accurately describes how I feel. It was, and is, quite a challenge. Gathering stories and pictures from a diverse group of people scattered all over the country is a difficult task. I can't help but feel a sense of accomplishment when each issue comes off the press.

However, I never could have succeeded in this endeavor without the help of previous editor and Editor Emeritus, Jeff Madden. Jeff did it for 20 years, mostly before the availability of the internet and digital cameras. I don't know if I could have done that. I can't praise him enough for his many years of good work.

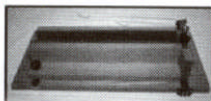
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THE NASG WEB SITE



By Peter Vanvliet NASG Webmaster

For this special issue of the NASG Dispatch I would like to provide an overview of the NASG web site, <http://www.nasg.org/>. Although the NASG sponsors the web site, the site is really intended for all who enjoy modeling in 1:64 scale. It covers all aspects of S-scale modeling, such as American Flyer toy trains, scale modeling, hi-rail (a mixture of A.F. and scale), and the various narrow gauges, Sn3, Sn2, Sn42, etc.

What's Available Now?

A common complaint those of us who participate in local train shows often hear is, "But there is nothing available in S." To dispel that myth, one of the main pages of the NASG web site, labeled **S Resources**, provides a complete collection of all known commercial web sites of companies or individuals that produce or sell S-scale products or products usable by S scale modelers. There are over 425 entries listed in that section of the site. You can view a single page that lists them all in alphabetical order, or you can browse pages dedicated to a particular category, such as engines, structures, track, scenery, electronics, etc. It is not just a plain listing of links; it actually has information about what kinds of products are available from the company, whether the company is actively involved in sponsoring S-related advertising efforts, and the last date the site went through a complete review of what they offer.

In addition, there are many secondary sources for acquiring product in S-scale. But how do you know what to look for? You can see a good listing of engines and cars that have been produced in S-scale over the years on the web site. When you go to the site, click on **Product Gallery**. From there you can browse over 1,500 products, using a variety of approaches. For example, you can see what has been produced for a particular road name (e.g. Pennsy, SP, UP, etc.), or what a particular manufacturer has produced (American Models, B.T.S., S-Helper Service, River Raisin, etc.). Or, if you are looking for a particular engine type or car type, you can view the collection from that angle. Once you see something that you would like, start browsing auction web sites such as e-Bay. Also there are various discussion forums and mailing lists such as Yahoo! Groups, where a simple question along the lines of "I am looking for such-n-so" will generally result in many good leads.

Get Inspired!

If you have been in the hobby of model railroading for a while, there are times where you just feel stuck or uninspired. Maybe your layout isn't making as much progress as you'd like, or the building you are working on isn't coming out the way you had envisioned. Sometimes looking at other modelers' work will give you that inspiration to get busy, or give you an idea to move forward. We have two main sections on the NASG web site to help you with that. One, titled **American Flyer** provides lots of information about enjoying the toy train

side of S. The other, titled **Scale Modeling** provides the same for the scale modeling side of S. Both feature a Photo Gallery section that contains some very inspirational modeling done by various S-scale modelers. The pages also have links to model railroading magazines that focus on modeling in S. Furthermore, each page has an organized collection of links to other web sites that features people's layouts, online articles, and lots of videos. You can literally spend hours going through all those links and be inspired by others' work.

For the ultimate in encouragement, we highly recommend getting involved in a local S club. Even if you do not have a layout, or don't even have any S-scale equipment yet, just being around others who enjoy this scale is highly motivating. Most clubs have either a permanent layout, or participate in local train shows using modular layouts. If you don't have a layout, that is a great way to run your own engines, and show off your modeling work. To see which clubs are in your area, go to the **Clubs** page of the NASG web site. Club listings are organized by U.S. states, as well as known clubs in Canada and the United Kingdom.

Even if you are not interested in joining a club, you can still see S-scale in action. The **Events** page on the NASG web site lists all known S-related events in the U.S. and Canada. Most have links to the actual web sites about the event, so you can get the details you need to be able to attend. If you are new to S, this is a great way to see S-scale up close and personal. Be sure to ask lots of questions!

What's New?

One of the most popular pages on the NASG web site is the **News** page. Although S may be a minority scale, there is always something new being done. Whether it be a major announcement, such as a manufacturer is going to produce a new engine, or something small like a new detail part being made, or anything in between. We keep our ears to the ground, scouring the various web sites, discussion groups, and forums looking for anything new. If nothing else, you are going to want to visit that page on a regular basis to make sure that you don't miss something you need for your next project.

What About the NASG?

So far all that I have talked about are things that are of interest to an S-scale modeler or potential S-scale modeler. However, the web site is the public face of the **National Association of S Gaugers**. You can learn all about the organization itself, who are currently leading the organization, and how the organization came about, all from the **About** page on the web site. That page also contains the official legal documents, the NASG standards, and a listing of annual award winners announced at the NASG's annual conventions. Speaking of conventions, you can find the latest Convention information from the **NASG Convention** button on the home page, or visit <http://www.nasgconvention.com/>

If you are interested in joining the NASG, you will find all the information you need on the **Membership** page of the site. It describes the benefits of membership, and how to join. Once you are a member of the NASG, you can register for online access to the **Members Only** section. That section provides access to your own membership profile so that you can update things such as your address, phone number, and modeling



Promoting 3/16 inch model railroading



Welcome to the NASG web site!

About

Events

Membership

The Dispatch

F.A.Q.

Clubs



UP Challenger on Bob Werre's layout (photo: Bob Werre)

News

Scale Modeling

American Flyer

S Resources

Product Gallery

Site

NASG Convention

NASG Store

Featured S Video

preferences, as well as access to the NASG membership directory, which is a great tool for finding out who lives in your area, and who has a layout open to visitors if you are visiting somewhere on vacation or business.

The NASG also has a store, which you can access via the conveniently named **NASG Store** button on the web site. That is where you can purchase NASG paraphernalia and S gauges. These purchases help support the NASG. Each year the NASG sponsors a special project, which is usually a freight car. You can find information about those projects on the Store page as well.

If you are interested in writing an article for this magazine, The Dispatch, author guidelines and submission deadlines can all be found on **The Dispatch** page of the web site.

So Much Stuff!

There is a lot of content on the NASG web site. There are several thousand pages as well as a couple of thousand photos on the site. Lots to absorb. As the webmaster, I try to keep each section of the web site updated and current. The software company I own has a software tool for automatically validating links on web sites, so I use that on a weekly basis to make sure that outdated links are quickly discovered, and revised or removed if necessary. The act of visiting each web site to see what is new is very time-consuming, so that is done less often. I try to keep a date with each link, so that you can see which ones have been recently visited, or which ones are new.

Luckily for you, if you visit the web site on a regular basis, daily, weekly, or monthly, you can always find out what I have updated by going to the **Site** page of the web site. It lists what changes I have made in the past month. There is also a link to the RSS feed, so that you can see from within your web browser what is new on the site, without necessarily visiting the site. The Site page also contains a couple of brief tutorials on how to navigate the site and how to use some of its features. Earlier this year I added a new section to that page which lists all the documents you can download from the site. Most are scattered all around the site, but visitors had a hard time finding a particular document. These are now all listed in an organized fashion halfway down the page. Finally, the bottom part of the Site page provides a **site map**, which lists all the major pages of the site, along with the sub-topics within each page. All these tools are there to help you quickly find what you are looking for when you visit the web site.

I hope you have enjoyed this review of the NASG web site. It is a great source of information for NASG members, and for the S-scale community at large. I welcome your thoughts. I would also appreciate your contribution in the form of a digital photo of a project you are working on. If it wasn't for all the contributions I have received toward the web site, it would not look as good as it does today. You can always contact me at **webmaster@nasg.org**. Enjoy this great hobby of ours, and our "perfect" scale!

THE NATIONAL ASSOCIATION OF S GAUGERS



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

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

NASG HISTORY

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

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

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

ANNUAL AWARDS

The Bernie Thomas Memorial Award

Presented in recognition of meritorious service to S scale or to the NASG.

The Charlie Sandersfeld Memorial Manufacturer's Award

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

The Perles Publication Award

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

The Josh Seltzer S Website Award

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

The Trustees' Award

The purpose of the Trustees' Award is the Recognition of individuals who contribute extraordinary skill, talent, and time to the NASG.

WHAT IS S SCALE?

S is a modeling ratio of 1:64, meaning one measurement unit on the model is equal to 64 units in the real world. It is also referred to as 3/16th scale because 3/16th, or 12/64th, represents one foot in the real world. This scale is easy to model, because if you look at a regular ruler that has tick marks down to 1/64th of an inch, each tick mark represents one inch on the model. Twelve tick marks represent one foot, and one inch on the ruler represents 64 inches (5'4"). The use of "S Gauge" to describe the scale is inaccurate and a holdover from our past. All types of S models, from American Flyer to Proto:64, are nominally S scale.

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

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

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

BILL'S BOILER WASH

I hope those of you who went to the convention had a good time. I have found the conventions to be one of the more fun things to do within the NASG, and while I realize the cost is substantial, I look at it as my vacation.

This edition is our annual **This Is S** special issue that we hope will bring new people into the world of S scale modeling. If you are involved in putting on a public event with your trains, extra copies of this issue can be obtained by contacting **Bill Pyper**, Dispatch editor at dispatch@nasg.org. Also, it is not too early to start planning for next year's special issue. Get things spruced up and start taking photos!

The convention this year also started the next cycle of NASG officer elections. This time, it is the Executive VP, Secretary and all the Regional VPs that are up for election. While our current bunch of officers (and committee chairs too!) are probably the best group in many years, some might want to move on to other things and some of you might wish to take their place and put your stamp on the NASG. You will find our attempt to help out this process, a **Nomination Form**, on the NASG website. If you don't have internet capability, you can contact your regional VP or Dispatch editor Bill Pyper, and they can provide you with a printed form. If nothing else, send Jamie Bothwell, our secretary and elections chairman, a hand printed nomination. Just make sure that the person that you nominate is willing to take on the job. You can even nominate yourself! Pay heed to the closing date for nominations: November 30, 2014. We will not have a last minute change to the ballot like the last election, and late nominations will not be accepted. Voting will take place next spring.

While on the subject of conventions, the 2010, 2012 and 2013 all made a nice profit for the NASG. This will allow us to continue to provide the upgraded Dispatch without having to increase membership dues until the Postal Service raises their rates substantially.

For a lot of us, this time of year is also a time when outdoor chores and family trips take time away from our trains. For some of us, it is a time when we get a lot done on the trains as we are forced indoors by the summer heat and humidity. Either way, I hope everyone is having a great summer!

Bill Winans

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and Leadership Team*

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ED COOPER'S FLYER LAYOUT

ED COOPER has an excellent collection of American Flyer trains that he runs on what he calls his "retro" layout. Here he tells you about it in his own words. — *editor*.

When growing up my brother and I used to play with the trains which my father left me upon his passing. There were a couple of engines and a few cars and some accessories.

In 1963 I laid out a small circular track and enjoyed it for a short time before having to box up the set due to lack of space. In 2002 after moving into a house which provided room in the basement to design and build a nice layout, I recaptured my train enthusiasm in earnest.

The original layout I designed was just a little smaller than the one I have today. When I finished building the tables I began to design a track layout and countryside layout. Once I completed the track layout I found that I needed to purchase more cars and engines plus a good many accessories, people, cars, buildings etc. I used eBay to purchase some of the equipment, but then I joined the TCA and started going to their shows. At those shows I purchased most of the equipment I have today, along with getting display layout ideas from various train enthusiasts. I gained valuable knowledge from their generously shared expertise. My first table design consisted of a city, coal yard, rock quarry, warehouse district, oil refinery area, cattle holding pen, farm area, an airport, in addition to a mountain and lake area. Over the next two years I developed my original layout adding a considerable number of trains, new and vintage, along with more landscape scenes.

In 2007 we moved to a new home which provided even more space to expand my layout. Taking down the old layout, piece by piece, not to mention all the grains of sand and gravel, and moving it to the new house presented a real challenge and one I would not wish to do again.

Once moved, I started to rebuild and expanding the layout at the same time. On the new layout I added new mountain ranges with a bridge connecting one peak to another peak over a road leading from town to lake and farm area through the mountains. I also added a train switching yard and a carnival, along with several other displays, a hobo area, trailer park, military base and auto repair shop.

All this new space required a considerable number of new accessories (houses, people, cars, trucks, buildings etc.), so back to train shows and hobby shops we went!

My latest addition, pictured on the right, is a trolley running from one end of town to the other. When I decided to add the trolley, I wanted it to run down the middle of Main Street, however, that would require too many changes to the city structure. After giving it some thought I decided to build the tracks over the city, similar to Chicago's "L". It worked out great, fits in very nicely and adds a different dimension to my layout.

I am not a collector, just someone who was given a few treasured pieces of an S Scale train set; deciding to make it a hobby and it has grown from there. I have several pieces of American Flyer which date back to the 50s, also inherited from my father.

I am always looking for new and vintage pieces that will fit in with my layout, but space wise I have been told by my wife that expansion is not feasible unless we get a bigger house. Hmmm.



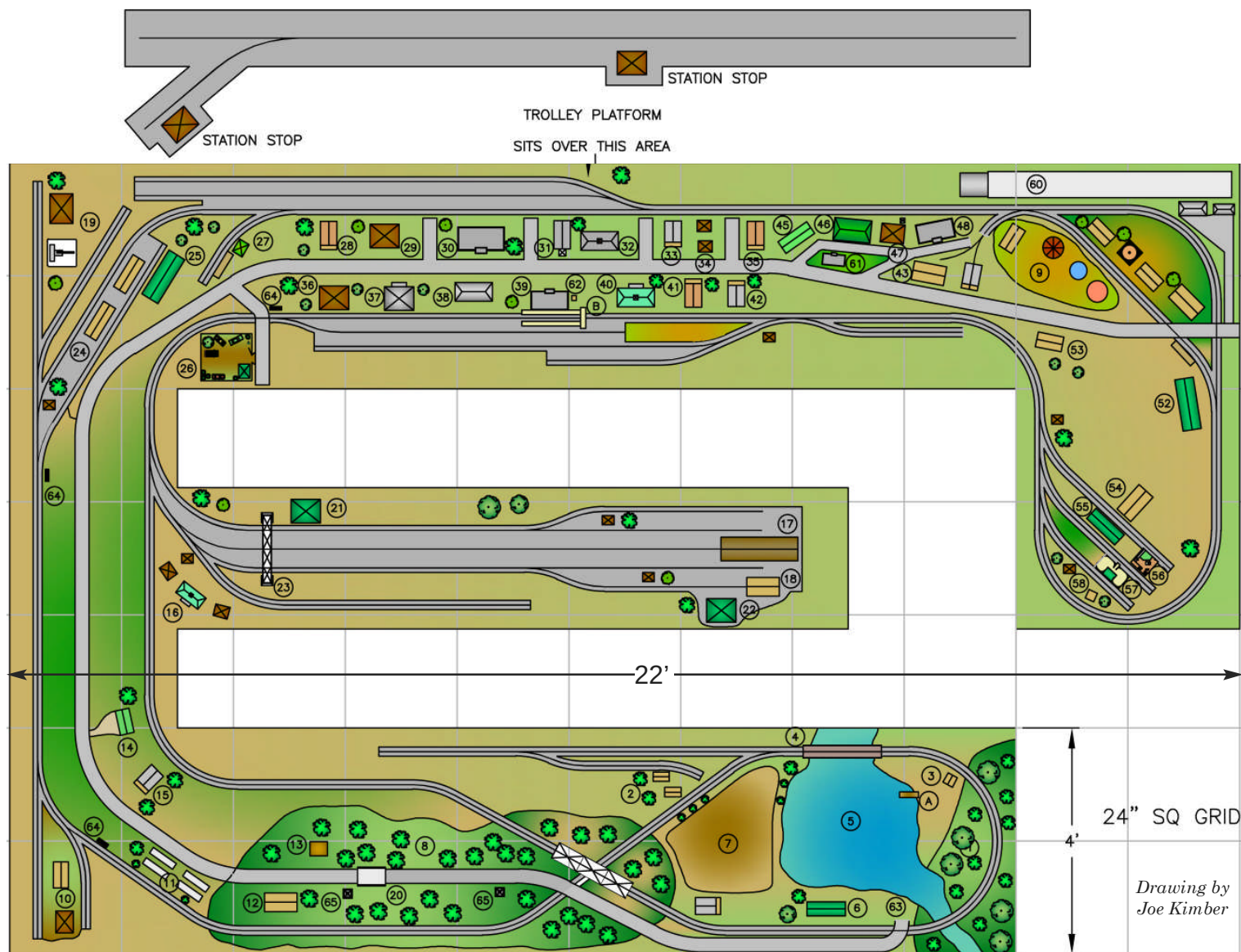
I design my layouts by focusing on what I want on the tables and how it should flow, knowing what I want my layout to be but having no major design on paper or computer. I just looked at what space I had and started laying track then fit in the buildings, bridges, tunnels, roads, etc. From time to time I change some of the existing layout areas but mostly I just enhance the landscape and set-up.

I am still working and have not joined any clubs for fear that I couldn't dedicate quality time to being a member. I have spoken to some of the members of the Baltimore Club and will explore that avenue when time permits. For now I just enjoy my trains and being creative with my layout.



Ed's elevated trolley line can be seen in the upper left area of the picture above. The trolley station is seen below.





Drawing by
Joe Kimber

LEGEND

- | | |
|--|--|
| A MOUNTAIN | 31 CHURCH |
| 2 LOGGING CAMP & BUILDINGS | 32 SCHOOL |
| 3 GAZEBO | 33-35 HOUSES |
| 4 COVERED BRIDGE | 36 BUSINESS BUILDING |
| 5 LAKE | 37 BANK |
| 6 LARGE HOUSE | 38 BUSINESS BUILDING |
| 7 FARM HOUSE, FIELDS, ANIMALS | 39 CITY TRAIN STATION |
| 8 FOREST | 40 COURT HOUSE |
| 9 CARNIVAL GROUNDS | 41-42 HOUSES |
| 10 COAL YARD AREA | 43 WAREHOUSE |
| 11 TRAILER PARK | 44 CRANE |
| 12 FLOUR MILL WITH WATER WHEEL | 45 MOTEL |
| 13 CABIN | 46 FIRE STATION |
| 14 PRODUCE STAND | 47 RADIO STATION |
| 15 HOUSE | 48 HOSPITAL |
| 16 MILITARY COMPLEX - 3 BUILDINGS | 49 WATER TOWER |
| 17 ENGINE BARN | 50 WAREHOUSE |
| 18 SMALL WORK HAND CART BUILDING | 51 WAREHOUSE |
| 19 FUEL FARM: TANKS AND PUMPING STATION | 52 MAIN LOADING WAREHOUSE |
| 20 SMALL BRIDGE LOCATED ON MOUNTAIN HIGHWAY | 53 LUMBER YARD |
| 21 TRAIN YARD CONTROL BUILDING | 54 WAREHOUSE |
| 22 TRAIN YARD CONTROL BUILDING | 55 WAREHOUSE |
| 23 OVER HEAD SIGNAL LIGHT SYSTEM | 56 BARREL LOADING PLATFORM |
| 24 TRAIN WORK YARD | 57 CATTLE PEN |
| 25 ROCK AND GRAVEL BUILDING AND STORAGE YARD | 58 HOBO CAMP WITH SMALL HUT |
| 26 JUNK YARD AND CAR MAINTENANCE GARAGE | 59 WAREHOUSE (NEAR AIRPORT) |
| 27 MILK PLATFORM AND STORAGE AREA | 60 AIRPORT WITH LIGHTED RUNWAY |
| 28-29 BUSINESS BUILDINGS | 61 POLICE STATION |
| 30 APARTMENT BUILDING | 62 NEWSPAPER STAND |
| | 63 PARK AREA WITH PICNIC TABLES AND GIRL FLYING A KITE |
| | 64 CROSSING SIGNAL |
| | 65 PHONE TOWERS |



Passenger train stops at City Train Station. Crane in foreground loads train cars with junk from wrecking yard.

Continued on next page

ED COOPER'S FLYER LAYOUT



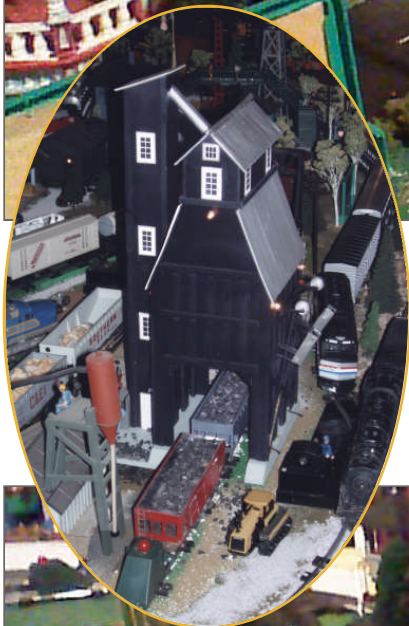
Upper Left: An elaborate carnival occupies one corner of Ed's layout near the airport. (9)

Left: A large coal loading facility (10) is in one corner of the layout.

Right: One of Ed's steam locomotives runs through the trees (8) after crossing the bridge near the lake (7)

Below: One loop on the layout encircles a hobo camp (58) a cattle pen (57) a barrel loading platform (56) and a large warehouse.

All photos were taken by Ed Cooper.



ATHABASCA NORTHERN RAILWAY

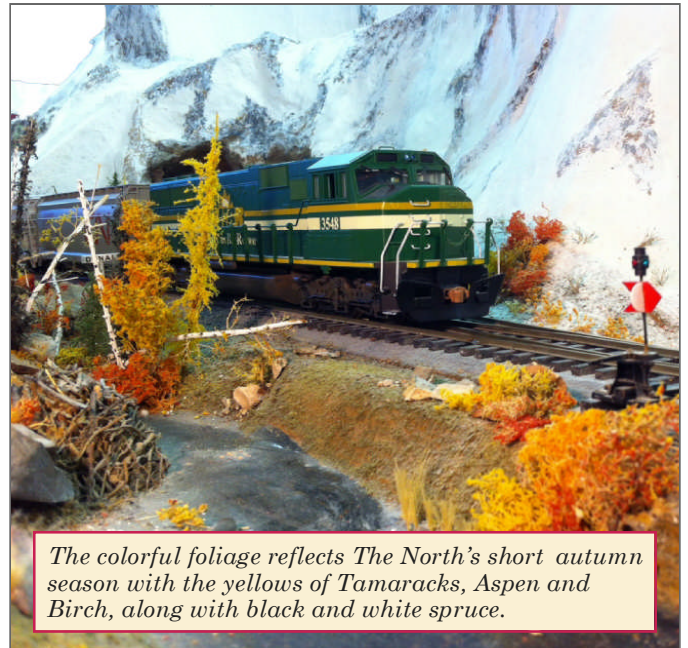
The only plausible explanation that I can offer for my interest in trains is the over whelming joy I feel when I see a train snaking through the pristine beauty of some remote wilderness area while trekking and skiing in the Far North.

There are a modest amount of model railroaders in Alaska, but I am likely the only S-scaler. The post office is my hobby shop. Because of my wonderful years of study and friendship in Canada, I have become a hybrid North American. My Athabasca Northern therefore reflects two major areas. One is that of the Alaska Railroad as it passes through the Alaska Range at MP 336; and the other is that of "The Barrens" of northern Manitoba, a unique area of desolate wilderness beauty. This region is served by the Hudson Bay Railway, and the Keewatin Railway Company, both formerly part of the Canadian National Railways.

My hobby started many years ago when by chance, I visited Northeastern Scale Models in Andover, Massachusetts. some wood S scale model kits were on display, the most exquisite that I had ever seen. Building one's own models became a passion for me. In fact while on a date, my wife-to-be, Bernice, would often find herself at the other end of a tape measure as I sized up some railway car! Although there is now a good supply of high quality finished cars available on the market, I still lean toward the model-building aspect of the hobby.



By Nicholas Deely
with Jim Martin



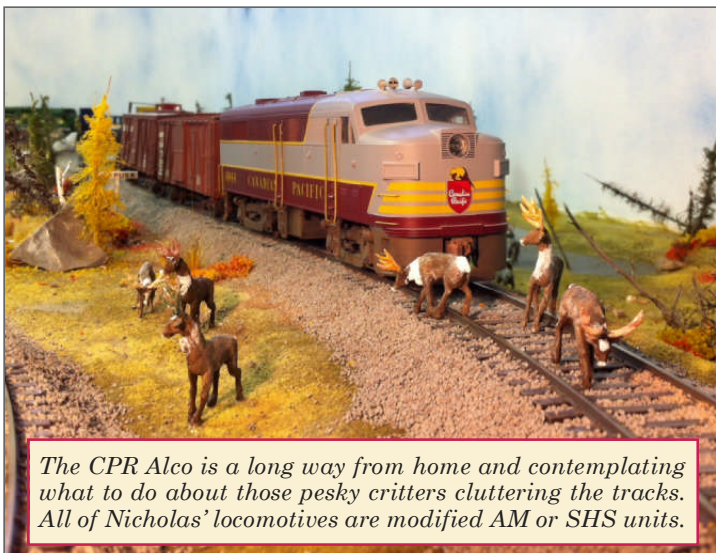
The colorful foliage reflects The North's short autumn season with the yellows of Tamaracks, Aspen and Birch, along with black and white spruce.

Layout construction is L-girder topped with a track base of half-inch plywood and Homosote. All track is hand laid on wooden ties, except for some commercial stuff on the hidden 30-inch radius curves on the reverse loops. All other curves are 36 to 48-inch radius. The mainline track is code 100 rail with code 70 for the sidings. Turnouts are mostly #6 and #8. A custom-built 3-way turnout leads to Churchill yard. A little-seen form of track is a 3-foot long section of the mainline that has been built as an ice bridge. For a short time the Alaska Railroad actually did run its trains over the frozen Nenana River in this fashion!

Layout control is DC. It's finished, it works, and for now I'm happy with it.

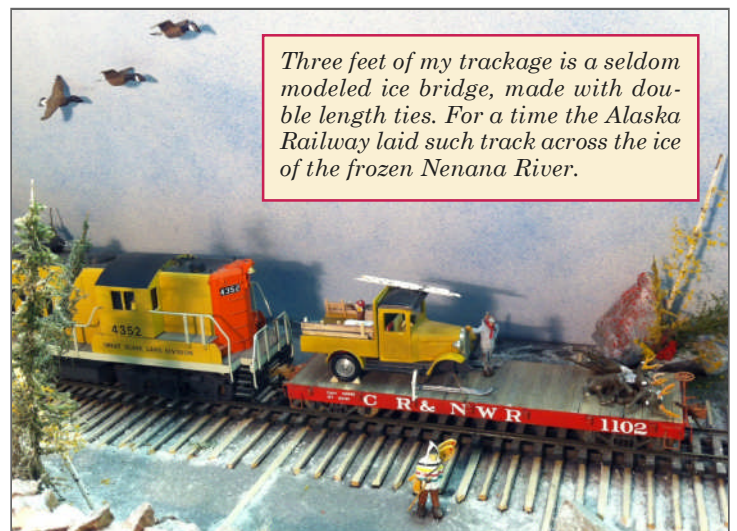
My scenery is about 60% done. Mountain scenery construction starts with reference photos. The construction is typical; profile boards, cardboard lattice, plaster gauze pillaged from my medical colleagues, and a further coating of plaster. I then follow up with paint colors appropriate to my northern scenery.

Continued on the next page



The CPR Alco is a long way from home and contemplating what to do about those pesky critters cluttering the tracks. All of Nicholas' locomotives are modified AM or SHS units.

Other factors that led me to S were CDS Lettering, and the RAIL CANADA reference books that depict the proper livery of Canadian locomotives. Thanks to these, I have had little difficulty assembling my unique northern fleet. However two locos...one for the Keewatin Railway Company located in northern Manitoba, the other for the Tshiuetin Railway located in Labrador and northern Quebec...required custom paint and lettering. Both railways incidently, are owned by the First Nations indigenous people. Presently, I have nine locomotives, and fifty-two pieces of rolling stock.



Three feet of my trackage is a seldom modeled ice bridge, made with double length ties. For a time the Alaska Railway laid such track across the ice of the frozen Nenana River.



For those extra long portages, our intrepid canoeists grab a ride on the railroad. This quartet is loaded and waiting for the next train



Centre: An unlucky passenger rides the front porch of Keewatin Railway 2403. Although speeders are sent ahead to ward off wildlife, this caribou learned the hard way that trains don't stop on a dime. His meat, according to Alaska state law, will be donated to a local charity.



Hudson Bay Railway 2505 heads up a classic mixed train. Our canoeists have a great view of the scenery and the head end. Note the iconic Hudson's Bay coat worn by the crewman on the head end.



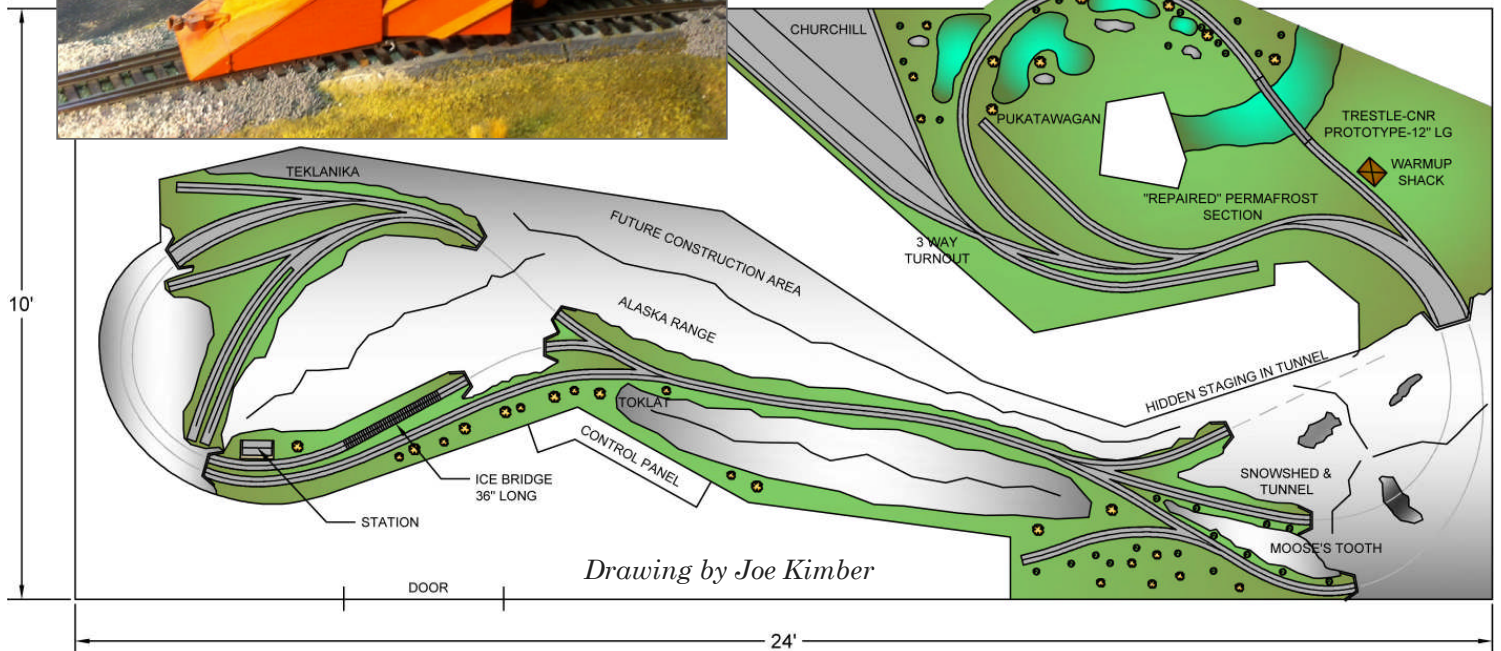
ATHABASCA NORTHERN RAILWAY

This Athabasca Northern plow, an Ambroid kit, won't be idle much longer. The "drunken" forest is intentional and prototypical. Trees with shallow root systems often fall victim to the winds and the permafrost shifting through freeze/thaw cycles.



When designing a model railway, one must consider that at best, it is a caricature of the real thing. Accordingly, I designed my track to assume the curvature of the wilderness scenes and mountains that I love. As a result, the mainline is a sequence of reverse curves, where scenes are separated from one another by rugged mountains. Many people and animals, often modified to custom poses, bring life to the layout. As for the lack of structures, please refer back to paragraph one.

The Athabasca Northern is a living project that is in a constant state of change and improvement. Should the layout ever become "completed" it would become irrelevant, and subsequently, so would I...a destiny I don't particularly relish!



Nicholas brings his layout to life with custom modified and painted figures and animals.



Originally a northern New Englander, I studied medicine in Canada. In 1960, I completed my studies at the Montreal Children's Hospital and headed to Moose Factory, Ontario in the service of Canada's Department of Indian Health and Northern Affairs. Moose Factory is a Cree Indian community located at the southern tip of James Bay. Here, in many respects, I found the essence of life as I mingled with First Nations people while sharing freshly baked bannock and hot tea along the trail.

Following that assignment, my wife Bernice noted that Fairbanks, Alaska was looking for their first pediatrician. We have since lived most of our lives in Alaska. This is, and will ever remain our home!

— Nicholas Deely

2014 SPRING S SPREE



By Jeff Madden,
photos by the author except
where noted.

On May 2nd and 3rd, 2014, the **Central Ohio S Gaugers** sponsored the **2014 Spring S Spree**. It was held at the Marion County (Ohio) Fairgrounds in the Veterans' Memorial Coliseum. About 335 people attended; pretty good turnout that beat the attendance at the last COSG S Spree in Columbus a couple years ago.

Beside the increase in attendance, the ten layouts set up at the Spree could be a record. Here's the list: Stumpy Stone's small tabletop, COSG modular hi-rail, Crescent City modular hi-rail (all the way from New Orleans), Carl "Bob" Johnson's sectional American Flyer, Galen Hoover's tabletop, Cuyahoga Valley S Gaugers' scale layout, Miami Valley's modular hi-rail layout, the NASG scale modular switching layout, Pittsburg S Gaugers' hi-rail and the hi-rail-scale hybrid modules also brought by the Pittsburg S Gaugers.

The many layouts entertained everybody in between all the buying and selling. There was a good variety of hi-rail, American Flyer and scale offered by the many dealers, including Des Plaines, River Raisin, SouthWind (Jettie), Pikesville Models, Michigan Models, Gary Clark, John Heck . . .



American Flyer Hudson pulling red passenger cars crosses a silver bridge on the Pittsburg S Gaugers hi-rail layout.

On Friday evening after the seven p.m. closing and seeing that it was still light, a bunch of us trekked down to the restored Marion Union Depot and tower to view some real trains. A local resident, Rich Behrendt, graciously gave those who showed up a tour of the inside of the tower that included the original diagram board. He also gave us a tour of the depot itself which had the original waiting room and displays of signals and more track boards. There is also an HO layout in the baggage building. In the hour we were there we saw seven trains on CSX and NS, the two railroads represented in Marion.

The real highlight of the Spree was the 10 layouts. The larger hi-rail layouts included those of the Miami Valley S Gaugers, the COSG, the Crescent City S Gaugers and the Pittsburg S Gaugers. The scale layouts included the NASG hands-on switching layout and that of the Cuyahoga Valley S Gaugers. Other layouts included Bob Johnson's neat long and narrow American Flyer "retro" layout that featured everything pre-1960 including the trains, Plasticville buildings, Tootsietoy and Midgitoy vehicles. Terry "Stumpy" Stone had his little layout showing off his various Flyer kitbashes but also including some clever scratchbuilt log cars. Galen Hoover had sort of a farm tabletop layout with hi-rail trains running around it.



The Crescent City layout has this pharmacy building with the several Coca Cola signs. A fine example of structures.



*Left:
Des Plaines Hobbies displays the decals that they offer as a separate sale for the undecorated X-29 boxcar kits.*

*Below:
Jerry Poniatowski shows his scratch-built S gauge version of Thomas the Tank Engine*



2014 SPRING S SPREE

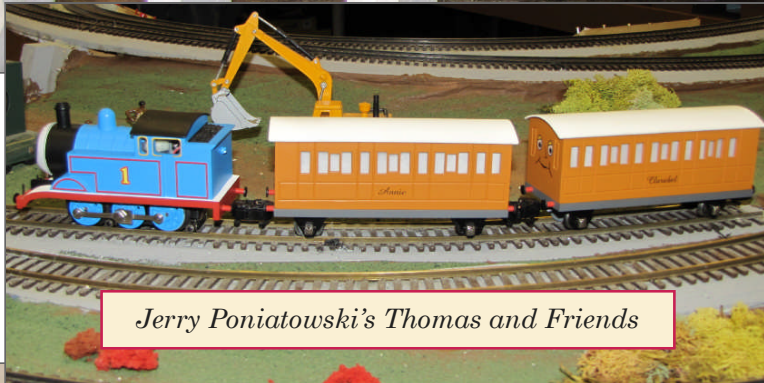
A special hail to the Pittsburgh S Gaugers for bringing two layouts to their first venture with layouts at an S gauge event. Their hi-rail layout is 15' x 8' built on hollow core doors. The outside loops and center over and under loop utilize American Models and S Helper Service track. The other layout, 16' of modules, was mated end-to-end with the NASG layout. On one end the layout is L-shaped. Club members purposely used a combo of available track systems — On30, Sn3, code 100 scale and SHS. According to member Jim Whipple it is intended to be a scale layout showing the variety of available track and turnouts. The members who participated were: Jim Whipple, Jonathan Knox, Dave Felmley, Lou Templeton, Roger Snyder, Bill Aikins and John Brooks.



Coal loading facility draws attention to the Pittsburgh S Gaugers' scale layout.



Southern Railway GP-9 hauling freight across the bascule drawbridge on the Pittsburgh S Gaugers' modular layout.



Jerry Poniatowski's Thomas and Friends



Layouts were in the center of the floor with vendors on either side. Host layout from Central Ohio S Gaugers was at one end of the hall and Miami Valley at the other.

Photos by Bob Johnson

2014 SPRING S SPREE

By Alan Evans

Someone attending the **Spring S Spree** hosted by the **Central Ohio S Gaugers** (COSG) in Marion, Ohio asked where a particular dealer was located, the answer was “**On the 50 yard line.**” The Veterans Coliseum at the Marion County Fairgrounds is home of the Marion Blue Racers of the Continental Indoor Football League. The Blue Racers were scheduled to be in the league playoffs right after the Spree, so the decision was made



to leave the colorful, padded, turf in place for the Spree. What a relief on the knees of those S gaugers who had to get down under the tables to set up their layout!

This was the first time COSG had used the Coliseum for the Spree, and it proved to be an excellent venue. The 140 vendor tables were spread around the outside of the football field. Down the middle the nine operating S layouts were on set up. On display were: the Crescent City S Gaugers from New Orleans, the Central Ohio S Gaugers, the Cuyahoga Valley S Gaugers, the Pittsburgh S Gaugers, Miami Valley S Gaugers, Galen Hoover's, Stumpy Stone's, and Bob Johnson's Retro Flyer layout from Louisville, Kentucky. For the first time the NASG DCC switching layout was connected with the Pittsburgh S Gaugers modular switching layout.

Background on the Spring S Spree

The concept of a Spring S Spree originated in 1989 with Dave Davis and Josh Seltzer from the Cuyahoga Valley Club. Their idea was to host an S gauge only train show in Cleveland in the Spring. The show would be similar the popular Chicago area **Fall S Fest**. The S Spree remained in Cleveland until 1992 when that club hosted the NASG National Convention and offered the Spring Spree to the **Central Ohio S Gaugers**. In following years the rotation has included the **Miami Valley S Gaugers** and one year the **Southeastern Michigan S Gaugers**. The 2015 Spring S Spree will be hosted by the Miami Valley Club in north Dayton.

History of the Central Ohio S Gaugers

The first meeting was March 26, 1985 with six S gaugers present. Presently there are 50 paid members. In 1987 the club built a 16' x 20' layout using code 148 rail donated by the Cuyahoga Valley club. A trailer was stripped to the frame and a 4' x 8' plywood box was built to house the layout sections. The club decided not to build to NASG module standards as they didn't plan to combine with any other clubs, so it is a two-level, 5-loop sectional layout. The original track was hand laid with Earl Eshelman open frog switches. Since then the layout was changed to American Models 148, then rebuilt the third time with S Helper track and BK switches and expanded to 15' 8" x 27' 8". In 2005 the club purchased a third layout trailer.

Most layout shows are within 100 miles of Columbus. The most energetic display for the last three years has been operating four days at the Center of Science and Industry in Columbus. These November shows have been train related and also feature a G Gauge floor layout and a large O scale layout.



Overall view of the 2014 Spring S Spree in the Marion County Veterans' Memorial Coliseum.
Photo by Mark Klemens



Central Ohio S Gaugers layout at the Spree. Photo by John Frazier



Above: Jeff Madden interviews Bob Johnson from Louisville, KY, at his "Retro" Flyer layout.
Photo by Mark Klemens

Below: The combined modular DCC switching layouts of the Pittsburgh S Gaugers and the NASG. L-R: Alan Evans, Monty Kaufman and Mike Billmaier.
Photo by Mark Klemens



BOB JOHNSON'S RETRO LAYOUT

By Carl "Bob" Johnson

Photos by the author except where noted.

While growing up in the 1940s, I was nuts for toy trains. Living two blocks from the L&N South Louisville shops, and with **BOTH** granddads working for the L&N, I **SAW** trains, **HEARD** trains, and **LIKED** trains. We always had a toy train under the Christmas tree, and I was given, one at a time, my father's prewar toy trains as I grew older. At what age I don't know, I got an **American Flyer** train for Christmas — it was great! Some of my neighbor kids had their **LIONEL** trains, which they liked, but my AF seemed different; not just in size, but more like real trains. One of the kids had a **MARX** $\frac{3}{16}$ " scale train that looked good to me and was the same size as my train, but we couldn't run them together: Oh well.

Some old story about Lionel having so many different sizes that didn't seem to work together, but with my Flyer everything seemed to be the right size. As we kids grew older, some of them lost interest in toy trains, and I would trade some of my other toys for their American Flyer trains (good idea for a swap meet, even then). Girls, college, Navy, marriage: where did my trains go? Heard that one before, haven't you? Now with kids of my own, and HO under my Christmas tree, **I wanted my kids to have a train that they could PLAY with.** Nothing would do for us except American Flyer. I was in the NMRA now, and we started having swap meets, and AF equipment was being sold off at prices I could afford. The kids got AF under the tree, but Dad kept buying these great AF trains at ridiculous prices. In 1989, I took a lot of AF stuff and made a show layout with the intention of showing my NMRA friends how good American Flyer looked. I wanted to use the new Dept. 56 ceramic buildings until I found out how expensive they were. **Plasticville** would have to do, but being a modeler in the NMRA, I couldn't just plop them on the train table in their original condition. Paint does marvelous things for Plasticville, and the price was right for lots of the buildings. The toy cars to go with the trains were a problem, but I used some **Hot Wheels** and **Matchbox** cars on the layout in the 90's.

During the winter of 2013/2014, I reworked the layout to what **could** have been done in 1960. I used only trains, buildings, autos and techniques that were available before 1960. The operating duck pond from the 80's was the only new thing I kept, just because it is no neat. I replaced the track and used AF rubber roadbed. The road crossings were redone, and the entire layout was repainted. Dyed sawdust and lichen are used for scenery. The road edges were striped with a stripping brush using gray paint, not white, which makes the roads look so neat. I pushed the efforts as much as 1960 would allow, and the layout "is what it is," a **NICE** AF layout from 1960.



The long, narrow arrangement of Bob's layout allows the placement of many buildings without looking crowded.

Below: Bob's collection of rolling stock includes a Bucyrus Crane and a Spotlight Car.



More of Bob's layout on the next two pages

BOB JOHNSON'S RETRO LAYOUT



*Below: One of Bob's Flyer Steam engines rounds the curve at the residential end of the layout.
Photo by Jeff Madden*



Above: The many modified Plasticville buildings grace the main street of Bob's layout.



A highly detailed model train layout, likely a HO scale, featuring a variety of miniature structures and vehicles. In the center, a prominent red church with a steeple stands next to a green and white gas station. To the right, a tall, red-topped water tower is visible. The layout includes multiple tracks with several model trains, including a black steam locomotive and a white passenger train. Numerous vintage cars from the mid-20th century are scattered throughout the scene, including a yellow car, a blue car, and a white van. The background features a painted backdrop of a mountain range, and the foreground shows a large, two-story house with a grey roof. The overall scene is a miniature representation of a small town or community.



LEGEND

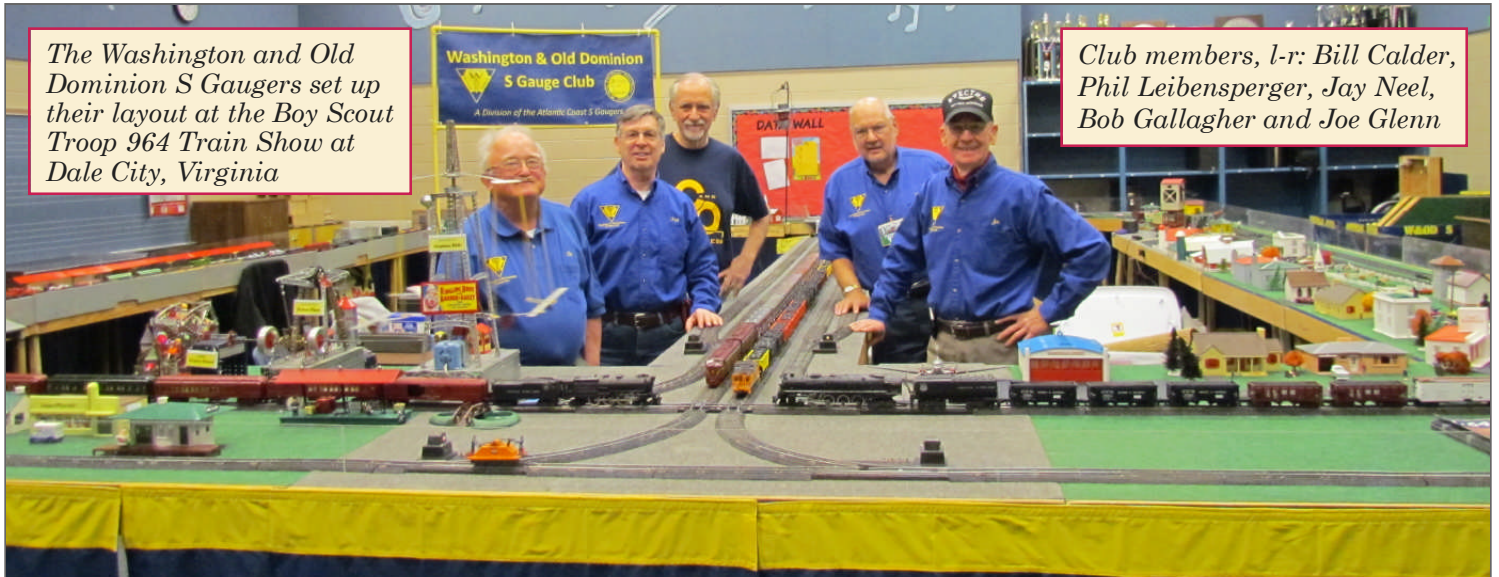
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Drawing by Joe Kimber

BRANCH LINES- NASG CLUBS

The Washington and Old Dominion S Gaugers set up their layout at the Boy Scout Troop 964 Train Show at Dale City, Virginia

Club members, l-r: Bill Calder, Phil Leibensperger, Jay Neel, Bob Gallagher and Joe Glenn



The Washington and Old Dominion (W&OD) Division of the Atlantic Coast S Gaugers encompasses the surrounding states and counties in the Washington, DC region.

Our plans include a Greenberg Train and Toy Show at Chantilly Virginia on August 9th and 10th with our 32 x 26 layout.

In October we will show at the Brunswick Maryland Railroad Festival. The event celebrates Brunswick's railroad heritage with model trains, arts and crafts, Civil War Railroad exhibits, food, and entertainment.

In December we expect, as we have for the past several years, to setup at the Walter Reed National Memorial Medical Center (WRNMMC) for wounded warriors. The show combines a Christmas Party for Staff and Patients.

Also in December we will support the Fairfax Railroad Station Historical Society, in Fairfax Station, Virginia. Then we setup a 32 X 26 modular layout in the B&O Railroad Museum Round House. We will run trains for four days supporting Museum events such as Santa Breakfasts, choral and instrumental groups. Late in December we expect to do another Greenberg Show at the Chantilly Expo Center in Virginia. For more information contact Joe Glenn at jglenn@hughes.net

The San Diego S-Gaugers club is located onboard Liberty Station, Point. Loma, San Diego, California. It is open to the public 2 days a week. We maintain a two-track layout that is a 18' x 33' oval with a rail yard containing 3 sidings for each main and a 6' x 6' extension on one corner. Over all, that is about 1¹/₁₀ scale miles in length for the oval with an additional 1/4 mile for the outside main when the extension is included. Since our first exhibit in December 2008, we have participated in numerous exhibits in and around San Diego, including the Great Train Expo's at the Del Mar Fair Grounds and Labor Days at the Train Museum in Balboa Park, as well as hosting a number of open houses at our club house located in Liberty Station.

The layout packs a lot into a small area. Corner modules have generous 44 inch radius curves. On two corners, main burrows under mountain ranges to provide scenic interest. A dairy farm graces one corner and an orange grove can be found on another. An extension from that corner contains a turntable and a 5-stall round house and railyard accessories. Six straight modules host a railyard with multiple sidings that serve a passenger station, a coal tower, a sand house, an ice station and icing dock and a citrus packing house. Six straight modules contain a developing vineyard, a siding with operating action accessories from the A.C. Gilbert era (1946 through 1960s) and a military air museum with aircraft from WW I, WW II and Korea. Four more modules feature a trestle over a fishing creek, a dairy farm, girder bridges over a creek and a fourth module that is currently under development. As always, additional modules are in the planning stages.

We also maintain a 6' x 11' window layout (right) that is a folded figure 8. This layout is unique in that it is available to visitors 24 hours a day via a button located on the viewing window which allows them to activate the train for a two minute operating session. We've also designed this layout with a 2' x 2' removable insert. We currently have four inserts with plans for more.

For information about the San Diego S-Gaugers contact Dale Minard at: DaleMinard@cox.net



AMERICAN FLYER COLLECTOR



By Tom Frye Photos by the author

My grandfather worked on the New York Central Railroad and used to take me down to the rail yards when I was a little boy. That's where I began my love of trains, being in the yards, seeing the trains coming in and out of the station was one of the things that I looked forward to when I visited with my grandfather each Sunday.

My first set was an American Flyer no. 5004 Nickel Plate Road switcher set. It was a small set, but the locomotive was something I always remembered. As the years have passed, I now own what I couldn't have as a kid.

I had a dream: I'd acquire what I have today versus what I had when I was a child, which was very, very little.

The collection is postwar American Flyer, and the quality is collector level only. The collection is essentially complete. But it isn't complete in the traditional sense. I haven't collected everything Gilbert made in S gauge. The passenger sets are a good example. The most desired ones are the "trio": Northern Pacific, Union Pacific, and Missouri Pacific. What I've done is collect the most representative and most desired items from the period. From a quality standpoint, in my opinion, those three are the best passenger sets Gilbert ever built.

In the case of the steam engines, I've tried for the same level of representation. As an example, the 0-8-0 switcher is no. 346, which was the only one Gilbert made with a whistle. My favorite steam locomotive, the Challenger, is the big-motor no. 336. And I have a 1947 Pennsylvania Railroad K5 with smoke in the tender. From a design standpoint, that was probably the best-designed of all the locomotives Gilbert ever made.

So it's not just a case of "I have one," but rather "I have the best one." The whole idea is to have the best of the most representative pieces built. If you look at my collection, there are representative pieces symbolizing things people wanted, like the 1946 orange Shell tank car, that's the most desired tank car. Another example is my animated track gang set, the most innovative accessory of the time, and one that is difficult to find in excellent condition.

I never went for the mass accumulation style of collecting. If I got into collecting with the idea of trying to collect everything, it would not represent my character.

I collect Plasticville because, in my opinion, Plasticville represents quality. The quality of the material and tooling is what I want to be part of my collection. I also had Plasticville as a child. The Plasticville that I've collected is much like the trains, I've tried to collect the most desired items made. I love the detail, I love the quality, and I love its complementary nature to American Flyer accessories.



My catalog display is great. Catalogs were the media happening of the 1950s. TV and the internet was not competing with the catalogs, and catalogs showed what was the best of Flyer, so I wanted to represent that with my catalog display. Gilbert's catalogs were different from Lionel's. Their 1956 catalog represents the highest quality as far as materials go. As far as artwork is concerned, you can find some unique vintage artwork in any of the catalogs. It's a quality and an artwork thing. If I had to compare Flyer catalogs to Lionel's, Lionel was probably slightly more innovative, a bit more artistic. But Flyer still represented the dream that every child had; if you saw it in the catalog, you wanted it.



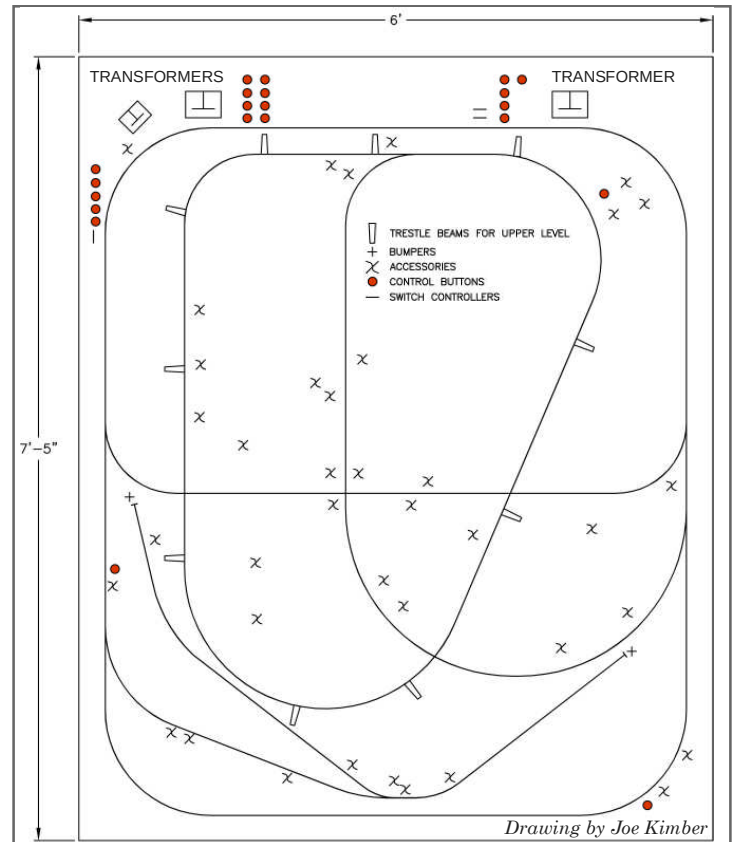
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AMERICAN FLYER COLLECTOR

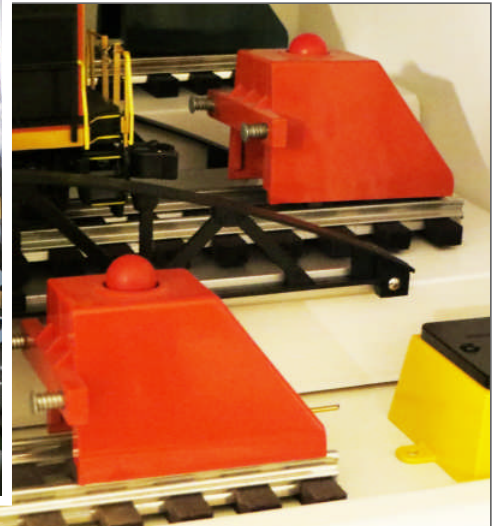
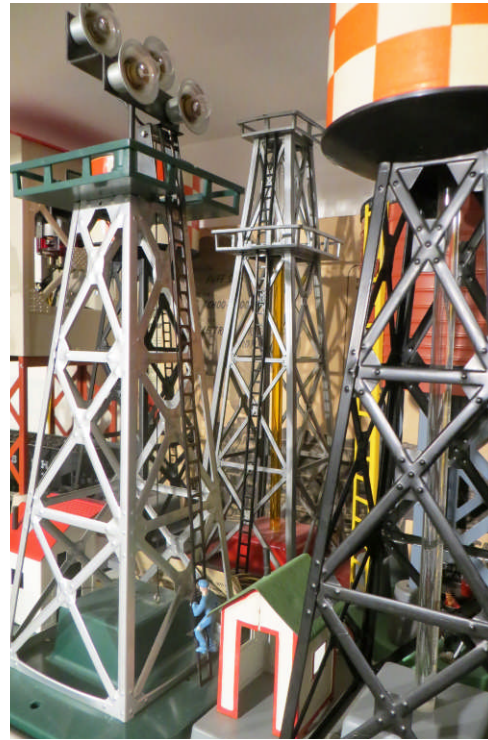
When we moved into our present home 27 years ago, I had a dream of taking trains out of the box and displaying them the way I wanted to display them. I wanted the room to reflect the type of person that I am. It was constructed over a two-year period, in three different stages. The room represents simple elegance. Everything flows, which is an example of my character and personality. The starkness of the room exemplifies my desire to display trains and accessories to the best of my ability. I wanted it to be unique from any other display. I do not compromise; quality is very important to me, and I go to any extreme to attain it. The room is a compilation of individual presentations, but through its continuity it brings those presentations to a crescendo. The flow of the room's design brings you into the display and shows you around. By the time you've left the room, you've gotten a complete tour of what the room represents: the American Flyer experience.

My test board layout is an extension of that design philosophy. It is one thing to look at the items in the collection, but it's another to see them come alive. From a functional standpoint, I wanted a test board layout that would allow me to test all the items in the cases. I added the second level to show elegance on the layout. To be safe and protect the trains, I use Plexiglas edging to avoid damage to the locomotives and rolling stock during operation. It shows the potential of toy trains, but it is not a model railroad.

We came up with a shape that would flow with the rest of the room. We did not want to detract from what is on the shelves; we want to compliment the trains on display. That is the reason for the layout's white coloring as opposed to the "natural" tones of some layouts.



AMERICAN FLYER COLLECTOR



FLYER FEST WEST 14

On a plane returning from a Mid West Fest in 1999, **Jake Jacobsen**, **Don Rosa**, and **Don Matthies** decided to host annual fests on the west coast. The first **Flyer Fest West** was held in 2000 and then alternated every year between the **Golden Gate American Flyer Club** and the **Sacramento Valley American Flyer Club**. In 2010, the **Southern California S Gaugers** decided to put on a fest of their own which they call the **S Fest West**.

FLYER FEST WEST 14 A HUGE SUCCESS

If you didn't attend, you missed a wonderful, sun filled three day weekend of S gauge trains. The Fest started on Friday with a trip on the Bay Area Rapid Transit System (BART) to the Cable Car Turntable/Turnaround at Market and Powell Streets. Then, up the hill to Nob Hill, Chinatown, and the Cable Car Museum, wheelhouse and repair shops. Lunch was at the world famous John's Grill, home to the Maltese Falcon. That evening, attendees enjoyed a welcoming party at the Marriott Hotel in San Mateo where we all talked trains. Saturday's swap meet saw money flashed as people scooped up treasures to add to their collections or pikes. Our operating layout, run by Alan Teruya, Mike Zolna, and Trevor Gearin was awesome. Some visitors saw the AF Legacy System for the first time. Many said, "Wow, I've got to get one of those" as they viewed a 2-8-8-2 or ES44AC round a curve. That evening the banquet was held and Rudy Trubitt, Director of Audio for Lionel was guest speaker. He gave an intricate talk on how Lionel records specific sounds from real locomotives to put into each of the S gauge miniatures. He answered many technical questions and also questions that were previously forwarded to Lionel's marketing department. He said if you purchased the cylindrical hoppers, call customer service in August and they will provide the parts you need to operate them on hi-rail track at no cost.

The banquet tables were festooned with See's Candy arrangements that a lucky winner from each table got to keep. A silent auction during the cocktails and dinner had tables and tables of items to bid on. At the live auction at the end of the banquet saw a **Lionel donated Legacy S Gauge double Alco PA Texas Special** unit go to winner, **Hugh Salas**. A Lionel five foot conductor **donated by Talbot's Hobbies** was won by **Steve Markusic**. Another winner, **Arnie Kloian**, got a **Lionel Coaling Tower**, also donated by Talbot's. On display at the banquet were rarely seen antique Gilbert manufactured items such as telephones, chemistry sets, telescopes, erector sets, and microscope sets. There were mixers and vibrators as well. One of the highlights of the meet were the **Flyerbashed** cars and engines displayed by **Jake Jacobsen** and **Paul Guaraglia**.

Right: Jake Jacobsen



Many different vendors filled the main floor of the San Mateo Elks Club to the delight of buyers.

Layout tours were held on Sunday. **The Ridgeline Railroad** owned by **Richard Ridgeway** is a 426 square foot basement layout that features western railroads. Attendees enjoyed seeing well over 75 hand built S scale structures and buildings. **The Great American Flyer Railroad** is owned by **Paul Guaraglia** and features Gilbert American Flyer track and road bed. It runs conventional AF, American Models, S Helper and AF Legacy. It is 76 feet long and allows the separation of industries so that each section is unique. The oil field is far from the oil refinery and the wild west town is away from the big cities., etc. **The Castro Valley Underground Railroad** is owned by **Vern Brooks**. It is an ingenious pike that is literally underneath the surface of the earth. S gauge trains wind their way around a cavernous area underneath Vern's house.



The special meet car was a **See's Candies** reefer that was made for Golden Gate Flyer Club by **American Models**. It quickly sold out. A second See's Car was introduced and a few fortunate buyers snagged one. It has different graphics from the first and is very scarce since only a very few were made.

All in all, it was a great event. Be sure to plan to attend Flyer Fest West 15, hosted by the Sacramento Valley American Flyer Club.

Paul Guaraglia, GGAFC

FLYER FEST WEST 14



Golden Gate American Flyer Club members Bill Riechmann, Mike Stanton, Don Gholson, Secretary John Dalton, Publicity Chair Al DiMatteo, 2014 President Don Matthies and Treasurer Jake Jacobsen.

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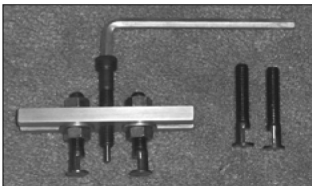
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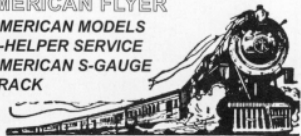
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ANY ACTIVE MEMBER can place a non-commercial classified ad in the Dispatch at no charge. Ads must be limited to 10 lines +/- E-mail your ad copy to dispatch@nasg.org or mail to Bill Pyper, PO Box 885, Salem, OR 97308-0885. Please be sure to include your member number. Ads may be renewed for 3 consecutive issues.

WANTED DECALS: S decals for N&W 2-bay hoppers class H8 etc., N&W 52' 6" Gondolas class G4, ATSF 52' 6" Composite Gondola Class Ga-? Ed Kirstatter, 1130 Taft Ave., Cuyahoga Falls, OH 44223-2242, Q1xaMacArthur1@gmail.com.

FOR SALE Greenbrier Railroad Models EMD GP-30 phase II #1007 low hood with PRR antenna. Includes factory gearing upgrade plus lost wax detail parts. New in the Box \$800 + shipping. **River Raisin NYC Bay Window Caboose** #OMI-4018 factory painted Jade Green. New in the Box \$250 + shipping. **WANTED Southwind Models PRR N6B Caboose** painted and lettered. Contact Dick Wachtman at 717-497-5606 or wachtman@verizon.net

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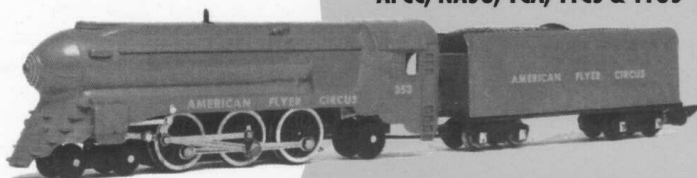


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CALENDAR OF EVENTS

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 possible so that we are able to print it in a timely manner.

August 9-10, 2014 — Chantilly, Virginia

Greenberg Toy and Train Show

WASHINGTON & OLD DOMINION S GAUGE CLUB will have their layout on display and running.

September 3-6, 2014 — Overland Park, Kansas

34th Annual Narrow Gauge Convention Overland Park Convention Center, 6000 College Boulevard. More information at www.kansascity2014.com

September 6, 2014 — Ballwin, Missouri (St. Louis County)

Boeing Employees' Railroad Club Swap Meet

Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Road. www.berrc-stl.com

September 20-21, 2014 — Anaheim, California

Anaheim Packing House Railroad Event

October 1-5, 2014 — Schaumburg, Illinois

i-Hobby Expo Schaumburg Convention Center

CHICAGOLAND S GAUGERS will run their layout

October 10-12, 2014 — Hendersonville, North Carolina

Autumn Rails 2014 at the Western North Carolina Ag Center

PIEDMONT S GAUGERS will display their layout.

October 11, 2014 — West Chester, Ohio

NMRA Division 7 Model Train Show Lakota West High School

For information go to www.cincy-div7.prg/events.html

October 11-12, 2014 — Kirkwood, Missouri

Mississippi Valley N Scalpers Kirkwood Community Center,

111 South Geyser Road. **American Flyer S Gaugers of the St. Louis Area** will have their layout at this show.

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Contact Bill Ware at sgtbware@yahoo.com or Larry More at mo2337@msn.com

Chicagoland Association of S Gaugers FALL S FEST 2014 —Holidays in S Gauge—

The **Fall S Fest 2014** will be themed **Holidays in S Gauge**. It will be held **October 24 through October 26, 2014**. The host venue will be the Westin Yorktown Center Lombard Hotel in Lombard, Illinois, a western suburb of Chicago. The hotel is near the intersection of Interstate Routes 88 and 355.

The **Fest** will have several manufacturer displays plus more than 250 tables for trading S products. We anticipate about 4 to 8 S layouts on site for the weekend; already confirmed are hi-rail, scale and Sn3. There will be clinics including scratch building with styrene, kit-bashing with styrene, scenery, command control and more. A hospitality room will be running videos throughout the weekend.

The **Annual Fall S Fest Banquet** will have **Tom Barker** as guest speaker. Tom is a Professor Emeritus from RIT. He authored books on experimental design and one on the repair of American Flyer trains. The weekend includes self-guided home layout tours on Sunday. No club affiliation is required for attending and there will be a number of family activities available throughout the Fest weekend.

Go to www.FallSFest.net or www.casg-trains.org for more information and updates.

November 8, 2014 — Kings Mountain, North Carolina

Trains, Trains, Trains Kings Mountain Museum

PIEDMONT S GAUGERS will display their layout.

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.

November 29-30, 2014 — Medford, Oregon

Rogue Valley Railroad Show Medford Armory, 1701 S. Pacific Highway. Proceeds benefit the Medford Railroad Park.

December 6, 2014 — Rickreall, Oregon

Willamette Valley Model Railroad Show and Swap Meet

Polk County Fairgrounds, Highway 99W wvrmr.webs.com

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NASG COMMEMORATIVE CARS

Each year, since 1981, the NASG contracts with one of the S manufacturers to produce a limited-run car or engine specifically geared toward the collector or American Flyer operator. Since this is an official NASG sponsored project, you must be an active NASG member to purchase one or more of these cars. This project is coordinated by NASG Executive Vice President Dave Blum.



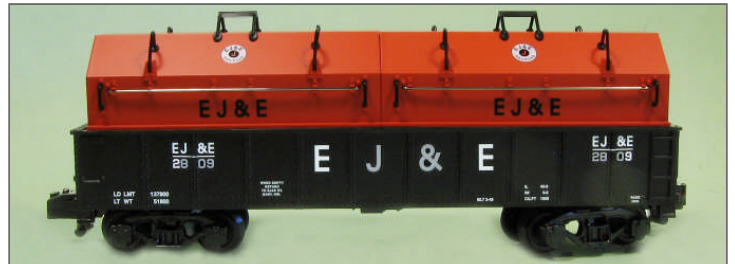
2014 Milwaukee Road boxcar manufactured by Lionel. Price is \$69. Road number is 3314, for the 33rd car in the series and the year 2014. Delivery in November 2014.



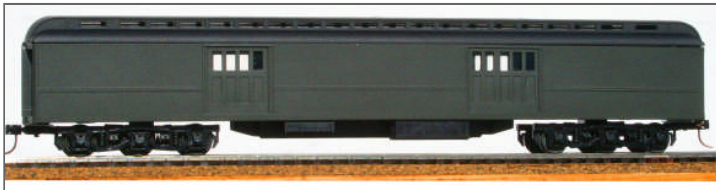
2012 Marathon Motors boxcar manufactured by Lionel. Price is \$75. This Auto Parts boxcar is lettered for the Nashville, Chattanooga, and St. Louis Railway. The car number is 3112 representing the 31st car in the NASG series, and year 2012.



2010 Jenney Gasoline Triple-dome Tank Car was manufactured by Lionel. Price is \$75. The car number is 2910. The tank colors are white, orange, black, and red on a black frame.



2009 EJ&E Gondola manufactured by Lionel. Price is \$65. Black gondola with removable orange coil cover. The car number is 2809.



NASG Baggage Car Project

The NASG contracted with American Models to produce a special run of their heavyweight baggage car. These cars are undecorated, but painted Pullman Green with black roofs and underbodies. They are available with 4-wheel and 6-wheel trucks (4-wheel trucks are very limited). All wheels are "scale" wheels, however a few hi-rail 6-wheel trucks are available. Price is \$75.

NOTE: The photo shows the car equipped with Kadee couplers. These are NOT supplied with the car.

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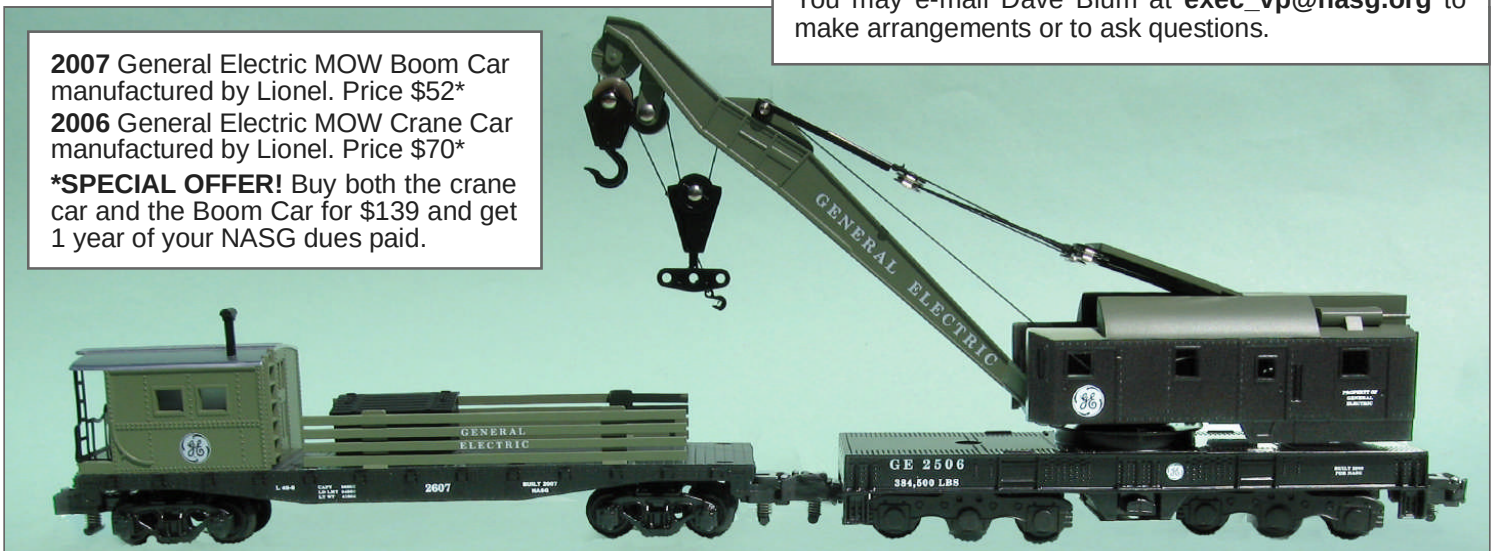
All prices include shipping to addresses in the United States. To ship outside the US, contact Dave Blum.

You may e-mail Dave Blum at exec_vp@nasg.org to make arrangements or to ask questions.

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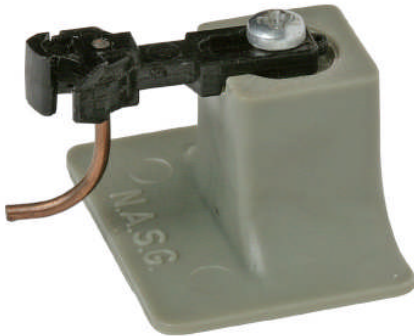
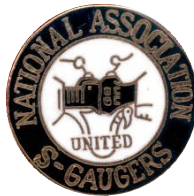


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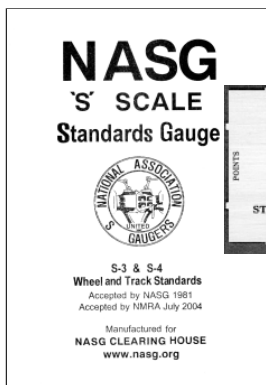
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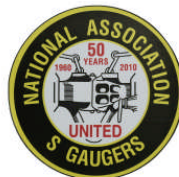
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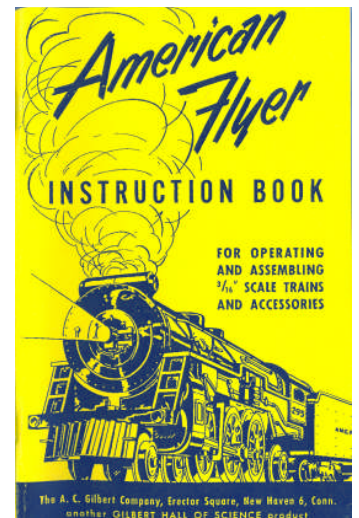


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Manuscript Preparation Guidelines for Dispatch Authors

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 are needed. **Cell phone and iPad photos are not acceptable.** 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:

Bill Pyper, Editor, NASG Dispatch,
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If you prefer to use UPS or Fed Ex, address to:

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

IMPORTANT: Please do not submit any photographs or articles that have been sent to other publications. This can cause copyright problems.

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