



OCTOBER
2014

THE DISPATCH NASG



**2014 NASG CONVENTION
CONVENTION MODEL CONTEST WINNERS
UNIQUE S SCALE FREIGHT CARS**



Fall is upon us once again. November is **Model Railroad Month** (or it used to be). Now is the time to get the railroad checked out and running well so you can host an open house, hopefully in conjunction with other modelers in your area.

This message is being finalized as I get back from the 2014 NASG Convention in Oconomowoc, Wisconsin. The **Board of Trustees** had two short meetings which accomplished

a bit toward getting things caught up. You will see some of what we did in this issue (page 22) and the next. The convention itself went pretty smoothly other than a bus delay caused by someone else's traffic accident. Many thanks to the guys who put on the show and kept it on track!

Time is running out on **NASG Officer Nominations** for Executive VP, Secretary, and all the regional Vice Presidents. Both Jamie Bothwell and Dave Blum will not be running for re-election and we need to fill their positions. Please get your nominations in to Jamie Bothwell, our NASG Secretary and Elections Chairman. Printed nomination forms are available through your regional VP or Dispatch Editor Bill Pyper. If you have internet, the form is on the **NASG web site**. You may also submit a hand written nomination, just be sure to include the fact that you have checked with the nominee to verify they are willing to do the job! Nominations close November 30, 2014.

This issue marks the start of **Bill Pyper's** second year as **Editor of the Dispatch**. I think I speak for most of us when I say, "Job well done!" Of course, he has had some help. Several good authors have provided material and **Joe Kimber** has done an awesome job on the railroad layout graphics. **Jeff**

Madden has given him a real hand behind the scenes, too. Lastly, the new printer-distributor has made all of this possible, but Bill is the one who makes it work.

Speaking of the Dispatch, we are changing its schedule. The next issue will be a November-December issue, and from then on the Dispatch will be published in the odd months of the year. **Why are we doing this?** It is being done to improve our advertising position for the winter season. Publishing in October was too soon and December was too late for seasonal advertising. Deadlines for any issue will still be the first of the month **TWO** months ahead of the cover date, so the March issue deadline is New Year's Day (though I think Bill will allow things to arrive on the 2nd!). The reason for such early deadlines is that it gives Bill one month to assemble the magazine, and the next month to get the proof from the printer, have it printed and in the mail to all of you before the first day of the cover month. As you have probably noticed, one of our big priorities has been to get the Dispatch out **ON TIME** and with a high quality level. Many of you who responded to our survey a couple of years ago said you wanted better production values and timeliness, even if it caused the NASG to raise its dues. Fear not, dues are not going to be raised because of our better Dispatch, just so long as the US Post Office doesn't raise our rates too many more times. Bill Pyper has done his best to secure the lowest rates for all of our materials, right down to the mailing envelope.

Thanks to all the people who have provided some very nice photos of equipment for the **web site product gallery!** It is gradually becoming fairly comprehensive. If you have something that is not shown, take a photo and get it to our webmaster **Peter Vanvliet!**

Lastly, have a safe Halloween!
Bill Winans

On the Conductor's Clipboard

I've made some changes to the Dispatch. Starting with this issue, we will no longer print The Company Store **order form** and **Manuscript Preparation Guidelines for Dispatch Authors** in the Dispatch. This will allow more pages for how to articles and new products announcements, which is what you, the membership, has said that you want.

If you want to contribute an article or just some pictures to the Dispatch, the Guidelines are available on the web site, or you can send me an e-mail at dispatch@nasg.org and I will send you a pdf file or a hard copy.

You can download an order blank for the Company Store from the web site, or you can just write your order on a piece of paper and mail it in. See page 29 for instructions.

My apologies to the Pittsburgh S gaugers for leaving off the ache in references to them in the August-September issue. I don't always spell-check captions.

The **Russell M. Mobley Memorial Library** has moved from Dunstable, Massachusetts to Leesville, South Carolina. Librarian Michael Greene made the move this past summer. The new address for the Library is P.O. Box 2011, Leesville, SC 29070. The e-mail address is still library@nasg.org

Back issues and extra copies of the Dispatch can be obtained by active members for \$3 per copy, including shipping. Send a check **made out to NASG**, to me at PO Box 885, Salem, Oregon 93708. Non-members may purchase back issues of the Dispatch for \$5 each, including shipping. Contributors of articles and photographs for publication in the Dispatch are entitled to three extra copies of that issue, free of charge, IF THEY ASK FOR THEM.



The special **This is S** issue are available to clubs and members in numbers of 10 or more, free of charge, at their request. They are expected to use them to promote the scale, not keep for themselves. They can be distributed at local train shows, to guests at club meetings or given to prospective members.

I have received a few comments (complaints?) that the layouts featured in recent issues of the Dispatch have been more hi-rail than scale. Well folks, I can only print what is sent to me. If you want to see scale, send it to me.
— Bill Pyper



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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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DEADLINES for articles and advertising are the first day of January, March, May, July, September, and November for issues dated March, May, July, September and November respectively.

DISPATCH MANIFEST

for Volume 38, Number 5, October 2014

COVER

Gerry Evans took this picture of these two excellent trains belonging to Pete Mihelich running on Charley Taylor's layout

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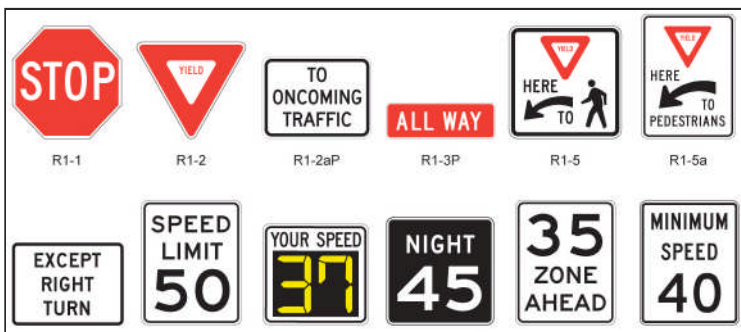


By Bill Pyper
Editor, NASG Dispatch

In the June-July edition of the Dispatch I complained that most of the layouts that I see claiming to be scale do not have an appropriate number signs and billboards to legitimately claim that designation.

I am not aware of any commercially available street and highway signs that are S scale accurate. However, you only need minimal computer skills and a color printer to produce your own.

Most states provide samples of their street and highway signs on the internet that can be downloaded as a pdf. The file provided by CalTrans, the State of California Transportation Department is 14 pages. Many of the signs illustrated in that file are specific to California, but most are generic and can be used for any state. On the right is an example of one of the pages, reduced in size. E-mail me at dispatch@nasg.org and I will send you the CalTrans file. It is 14 pages, 1.57 mb in size. Below is an example of a few of the signs printed full size from the CalTrans file. Many of them are useable as is.



This particular file, printed full size from the pdf, is just about right for S scale. The Stop sign in the upper left is 5/16" wide, which is 36" in S scale. Most of the stop signs that you will find on the streets today are either 30" or 36" wide. The SPEED LIMIT 50 sign is 1/2" wide, which converts to 32" in S scale. That is slightly smaller than the 36" average size for urban area speed signs and quite a bit smaller than the 48" average for highway speed signs so you would need to enlarge them.

Other good sources of art for signs are the many different sign manufacturer's web sites. These display a large variety of signs for all possible uses. These can usually be downloaded as pdfs and adjusted to the size that you need. They are also a good source of sign sizes.

Some of those sites are:

www.seton.com,
www.safetysign.com
www.trafficssign.us

On the right is an example of what can be found on those sites.



California MUTCD 2012 Sign Charts

Sheet 1 of 14 - Regulatory Signs

California Department of Transportation, Division of Traffic Operations, Office of Traffic Engineering, Effective January 13, 2012. This chart contains commonly used signs in California, and is not meant to be used as a comprehensive sign chart or a stand-alone sign design tool. California codes are designated by (CA). Otherwise Federal MUTCD codes are shown. For sign specification details, visit www.dot.ca.gov/hq/traffic/signs/htm/signs.htm



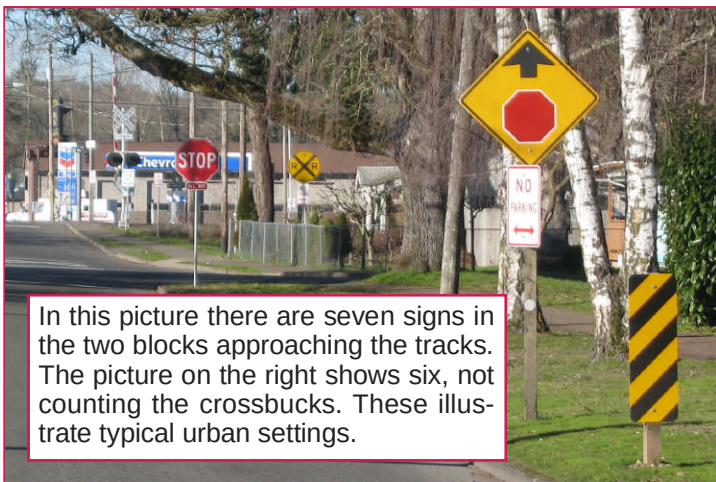
If you don't have a color printer, some of the files available on-line can be printed on yellow paper to make many of the caution signs seen on today's roads and highways. This type of paper and cardstock is available at places like Staples, Office Depot and many craft stores.





NEW SIGNS As more and more municipal legislators put the votes of a vocal minority ahead of public safety you will see more of these signs in urban and suburban areas. These two are a block apart on State Street in Salem, Oregon, where the busy Union Pacific mainline bisects the state capitol.

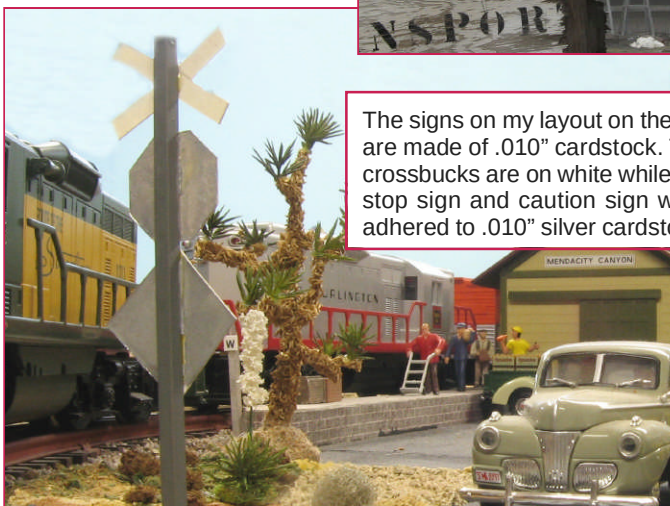
In the picture on the left you can see that the back of the sign on the other side of the tracks is gray. Most of this type of sign are unpainted aluminum. For that reason I like to use unpainted aluminum to make the street signs for my layout.



In this picture there are seven signs in the two blocks approaching the tracks. The picture on the right shows six, not counting the crossbucks. These illustrate typical urban settings.



Many **UNUSUAL** signs can be found in or near railyards. Here is an example. While it is not unusual to see a Private Property sign at a railyard, the wording of this one, at the Pringle Yard in Salem, Oregon is strange.



The signs on my layout on the left are made of .010" cardstock. The crossbucks are on white while the stop sign and caution sign were adhered to .010" silver cardstock.

How to make realistic, durable, street signs

When I first started adding details to my layout I produced street signs by printing them on .010" thick cardstock. I thought that would be sturdy enough for the layout. I glued the signs to basswood sticks and stuck them in drilled holes all over the layout. In most cases it works just fine. However, I soon discovered that as I leaned over parts of the layout to right a derailment or perform other work, the signs were getting bent and broken by my beer belly or my clothing.

Ideally I would remove any signs before leaning over the layout. Ideally, I knew that if I was hurrying to fix a derail that I would probably forget all about the signs. I decided that the best thing to do was to build sturdier signs. Real street signs of the period that I model are mostly made of aluminum, so I decided to make my model signs from aluminum too. **Go to page 6**

Used printing plates are an excellent backing for model railroad signs.

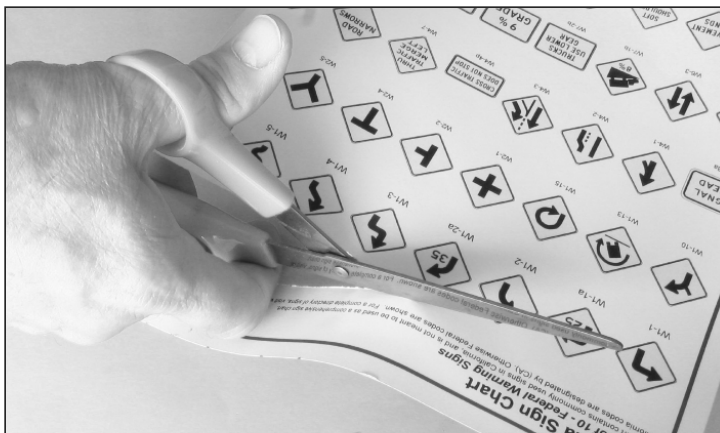
Most craft stores sell silver card stock that can be used as backing for model railroad signs.

The least expensive source of sheet aluminum to use for making signs for your layout is used printing plates. That's easy for me to say, because I am a printer, and get them for free. But printing plates like the one pictured on page 5 are usually used once and then recycled. Your local small to medium size printer will probably sell you a few of them for pennies. Ask specifically for "used aluminum duplicator plates." These are usually either 10" x 15" or 11" x 17" and .004" thick.

If you are looking for realism and not worried about durability, you can use .010" thick silver metallic card stock. This can be obtained at most craft stores like Michael's.



THE FIRST STEP is to print or copy the sign art onto self-adhesive label paper. I use Avery #8465, which I buy at Staples, but any brand will do. This material costs about 50 cents per 8 1/2" x 11" sheet, depending on the brand and quantity that you buy.

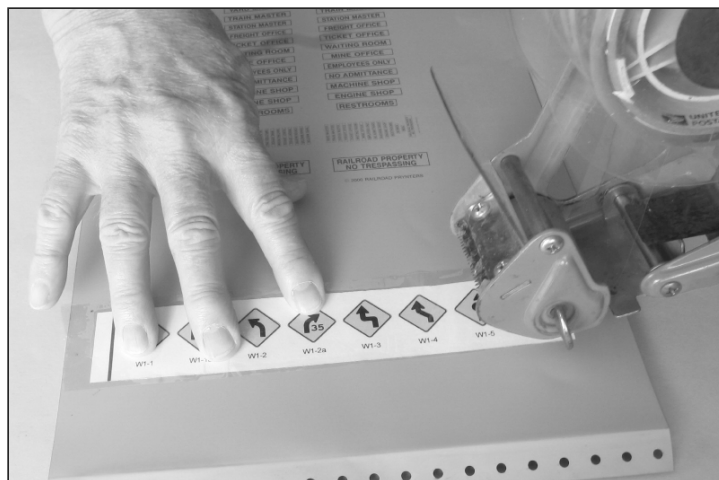


STEP 2: (above) Cut the signs that you want to use from the self-adhesive sheet.

STEP 3: (below) Peel the backing paper from the label paper and adhere to the aluminum plate or cardstock, being careful not to wrinkle the paper or smear the ink.

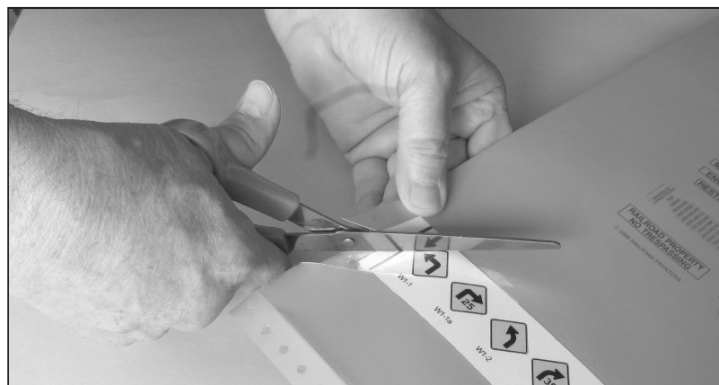


A **Less Expensive** way to make one or two signs is to print them on plain paper and then adhere them to an aluminum plate or silver cardstock using 2-sided tape.



STEP 4: Cover the signs with transparent shipping tape. This protects the signs and gives them a glossy finish like a new sign would have. If you don't want a glossy finish, you can spray with a matte protective coating like Varethane after the sign has been mounted to its post.

STEP 5: Using ordinary scissors, cut the signs from the sheet. The .004" aluminum or .010" card will cut easily as long as the scissors are reasonably sharp.



STEP 6: Glue the sign to a sign post. For signs that will be located at the back of my layout I use basswood sticks painted either white or gray. For sign posts that will be near the front of my layout and in danger being leaned on, I use aluminum tubing purchased at my local hobby shop. I have found the best adhesive to use for this purpose is **Liquid Nails**. It is **VERY SLOW** to dry, but once dry, it will stick forever.



In a future issue I will write illustrated instructions on how to make signs from scratch using **Microsoft Word**.

If you have any questions about this article, or anything else in the Dispatch, e-mail me at dispatch@nasg.org

It's Time for a new Wish List

THE
DISPATCH
NASG

By Jeff Madden, Editor Emeritus

Now that MTH is settled in a bit as a manufacturer of S, and Lionel appears to be committed to American Flyer S with all their releases in the past couple of years, it seems time to throw out a practical wish list for new rolling stock products. With two solid big time manufacturers producing S, both American Models and Des Plaines should also feel more comfortable with producing some newer items.

Previously, I editorialized about having more easy-kit or ready-to-run structures, bridges and carded detail items coming from the major manufacturers, but now it's time for the rolling stock wish list to be updated, and gee it's getting close to Christmas. We'll see how this plays out in a few years, and yes, I know we're all waiting for the economy to improve!

American Models might consider upgrading (adding details and new paint schemes) to their diesel line, especially the GP9, RS-3 and FA. If there's any new diesel tooling, that might include an Alco S-1 through S-4. I'm thinking AM can use the RS-3 trucks? Another thought is to produce a regular unstreamlined Hudson. Isn't the mechanism the same as their streamlined one? Maybe there's even room for a 2-8-2 mechanism for the Pacific boiler? Can the 4-8-4 mechanism be used for another prototype?? Hey, Ron, how about an Amtrak GE P42? You already have the Superliners that would just need an updated paint scheme to go with the P42.

Des Plaines: Well, giving the economy and the China mess let's let Ron plod along with his SD45 and some freight cars like the X-29 and Fowler. Hopefully, the former PRS cars can again become more available as ready-to-run. And how about some new tank car road names?

Lionel American Flyer: As to steam locos it's time for an upgraded PRR 0-6-0 with slope-back tender (the old boiler was too fat and out of proportion). If the 2-8-4 Berkshire, aka Polar Express, comes to fruition in realistic proportion, that'll be good. For a new diesel they could follow up with their once announced SD40-2 which has really been a popular real life diesel over the years. Hmmm, how about this: could the GP9s, Baldwin switchers and PAs show up with upgraded shells and trucks when the dies wear out. Those humongous GP9 trucks always bothered me. Same with the original freight car line once dies wear out. Some more modern freight cars might help too since they now have some modern diesels. Examples might be container cars, tank cars, 50' boxcars.

MTH: The newcomer to S appears to be working hard to get the former S Helper Service line up and running. Naturally, it'll take some time to get the whole SHS line brought back, but I'm sure they are considering some new tooling too. Along these lines MTH might consider more steamers. An easy one would be to add a sand dome and drop the pilot truck on the B&O 2-8-0 to make an 0-8-0. The B&O did just that. Beyond that, a couple of Pennsy steamers would seem to be a no-brainer down the road. MTH already has an HO (regular) PRR K4 so why not one in S? Then add a couple of heavyweight P70 coaches and some other heavyweights and there you go, MTH has a passenger set. MTH might also consider shorty (72") smoothside passenger cars. Since AM has long smoothside cars (in limbo) plus the shorty Budd cars, MTH could fill a void

in passenger cars by producing shorty smoothsides: PRR, B&O, GN, N&W, NYC, etc., etc. If they do an E7 as SHS planned to do at one time, this would add a passenger diesel.

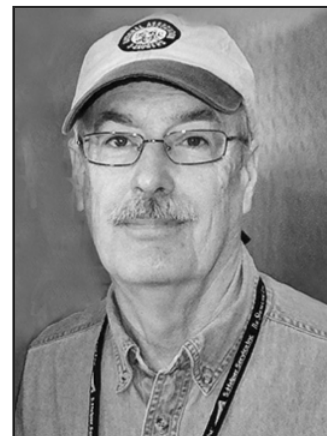
Down the road MTH could consider some missing freight car links in the original SHS line: 40' steel gondola, 8,000 gallon transition era tank cars, and then add some modern freight cars to match the newer diesels.

What about our lone brass builder, **River Raisin**? Dan keeps

plugging along. I suggested to him that maybe some popular mid-sized steamers such as Southern Railways 4501 (2-8-2) or B&O Q4B, or Frisco 2-10-0 might sell well. I also mentioned a caboose or two, but he was reluctant because usually only one road is covered. "But maybe," I said, "if you come out with a caboose to match a particular locomotive, then sales might be better." Keep it up Dan!

The last time I did a rolling stock want list, a lot of the ideas actually came to fruition, though not necessarily by the manufacturers mentioned. Maybe some of these ideas will FALL into place. You know it is the fall season, pun intended?.

Jeff





ALL THE FLYER YOU DESIRE!
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THE MILWAUKEE ROAD

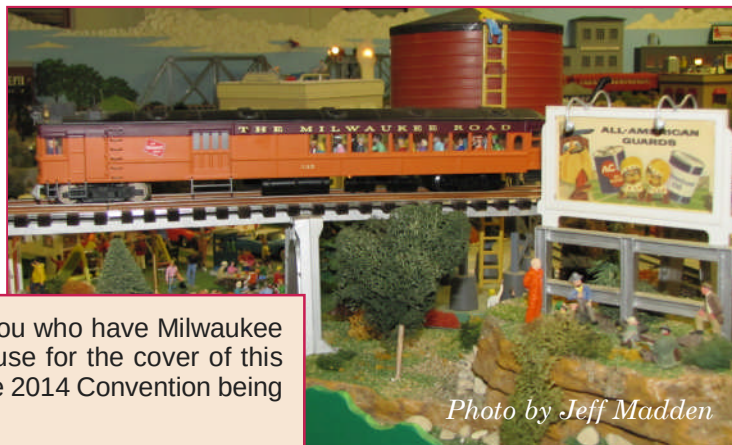


Photo by Jeff Madden

In the June-July issue of the Dispatch I asked that any of you who have Milwaukee Road locomotives or rolling stock to send me pictures to use for the cover of this issue. I wanted to show The Milwaukee Road because of the 2014 Convention being held in Oconomowoc, Wisconsin, a suburb of Milwaukee.

The picture that I chose for the cover was taken by NASG Central Vice President Gerry Evans on Charley Taylor's layout, showing two trains owned by Pete Mihelich.

Other pictures, Left to right, top to bottom, from the layouts of George Reneris, Ron Schlicht, Bob Were, William Knox, Ron Schlicht, Bob Were, Dave Heine and Dennis Caruso. Thanks to all who sent photos.



Photo by Jeff Madden





Above: The NASG booth was set up and staffed by **Greg Klein, Joe Glenn and Will and Kelly Holt** at the NMRA annual show in Cleveland, Ohio, July 13 -19.
Photo by Jeff Schultz.

Left: MTH Electric Trains displayed their line of S gauge products at the NMRA Cleveland show. *Photo by Jeff Schultz*

Below: Rocky Mountain High Railers entertained the public at the annual Cherry Festival in Emmett, Idaho, June 13 -14. Their **Lookout Junior** layout was one of four that they operated along with several other displays.



System Components, By Dave Heine, NASG Eastern Vice President



The topic this time is to discuss the functional parts of a DCC system, with the purpose of having a better idea of how a DCC system works. In an actual DCC system, these pieces can be separate or they can be packaged together. **Figure 1** (right) shows an outline of the parts for a basic system.

Cab — Many times also referred to as a throttle, although a throttle has the connotation that it can only control a

locomotive or group of locomotives. These are the most used human interface with the DCC system, and as such, individual preferences will apply. Cabs are generally system dependent and some systems have several options for cabs with varying capabilities for controlling a layout. The most basic ones can be used to operate locomotive speed and direction along with light and sound functions if the locomotive is so equipped. More advanced ones can also operate turn-outs and other layout functions. The more advanced ones can be used to program decoders, while some of the simpler ones can only be used to run trains.

Cab Bus — Used to connect cabs to the Command Station. This bus is manufacturer specific. (NCE Cab Bus, Digitrax LocoNet, Lenz XpressNET, etc.)

Command Station — This is the heart of the DCC system. It takes all the inputs from the cabs on the cab bus and generates the DCC signal.

Control Bus — Used to connect the Command Station to the boosters (Power Stations).

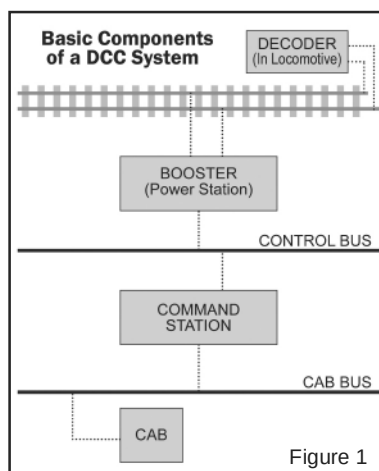
Booster (Power Station) — Takes the DCC signal from the Control Bus, amplifies it, and provides the signal to the track with enough magnitude to power the DCC devices on the layout. They include short circuit protection for the section that it powers. They are available in several amperage ratings. The most common are three, five, eight, and ten amps, but other ratings are available. Some also allow you to adjust the maximum ampere setting. Voltage outputs can be fixed, be chosen from several fixed outputs, or be adjusted depending on the particular model.

Track Signal — As discussed in the last installment, this is what is really covered in the NMRA DCC Standards.

Decoder — Is the DCC component installed to control the layout device. In the basic case, this is the decoder in the locomotive. Mobile decoders have a wide range of features. Most control the locomotive speed and direction and also control some functions such as locomotive lights. Sound decoders may or may not control the motor plus functions. There are also function only decoders available.

The above mentioned parts are the “logical” components of a DCC system and several parts may be grouped together. Command stations are commonly grouped with a booster. Several all-in-one systems are available and can include a cab with the command stations and a booster.

Figure 2 (next page) shows an expanded DCC system. This figure shows several boosters being used to power different sections of the layout. This is necessary if the layout power requirements exceed the rating of one booster. Multiple boosters can also be used to segregate the layout so that a short



circuit in one part of the layout does not affect other areas. DCC circuit breakers can also be used to divide the output of one booster among several track sections to prevent short circuits in one area from affecting other areas of the layout.

Another item shown on the expanded system is accessory decoders. The addresses these operate on are separate from the addresses used by mobile decoders. The most com-

mon use for accessory decoders is to control track turnouts, but they can be used for other functions, including layout lighting and animation. Many, but not all cabs can also operate accessory decoders. They are available in many configurations with varying features. There are ones made to fit directly on a Tortoise switch machine and others than have drivers for multiple devices including servo motors.

Wireless cabs are also available for most DCC systems. Usually there is a wireless interface that normally is wired to the cab bus and this communicates between the system and the wireless cabs. Wireless cabs are available using both radio and infra-red (like TV remotes) technology, but radio is more popular. The wireless systems, since they connect to the cab bus, are usually vendor specific.

I also showed a computer tied to the Command Station on this figure. Some DCC systems have a built in computer interface while others do not. The interface can be as simple as a serial or USB cable between the computer and the Command Station. Other systems can have multiple computers tied to the cab bus through an interface. Computers can be used for various functions depending on the layout owners wishes. One of the most common is to make the task of changing decoder CV's (configuration variables) easier. Several decoder vendors have their own programming software and decoder programming is included in commercial DCC software programs. The shareware JMRI (Java Model Railroad Interface) program can also make programming decoders much simpler.

One more recent trend bares mentioning, and that is the use of consumer wireless devices being used as cabs. This includes smartphones, tablet computers, and even wireless MP3 players. There are a few newer systems that have apps for these devices and with the use of a wireless router do not even need a separate computer to interface with the handheld devices. A more common way is to use a computer tied to the DCC system and to a wireless router. Computer software for this function is included in JMRI and also some commercial software packages. Inexpensive apps are available for Apple and Android touch screen devices (Android-based phones, iPhones, iPods, iPads, Android tablets, etc.) to make them usable as cabs. This method can result in wireless cabs at a cost below that of the vendor specific cabs.

If you have any DCC questions, feel free to contact me.
eastern_vp@nasg.org

EXPANDED DCC SYSTEM

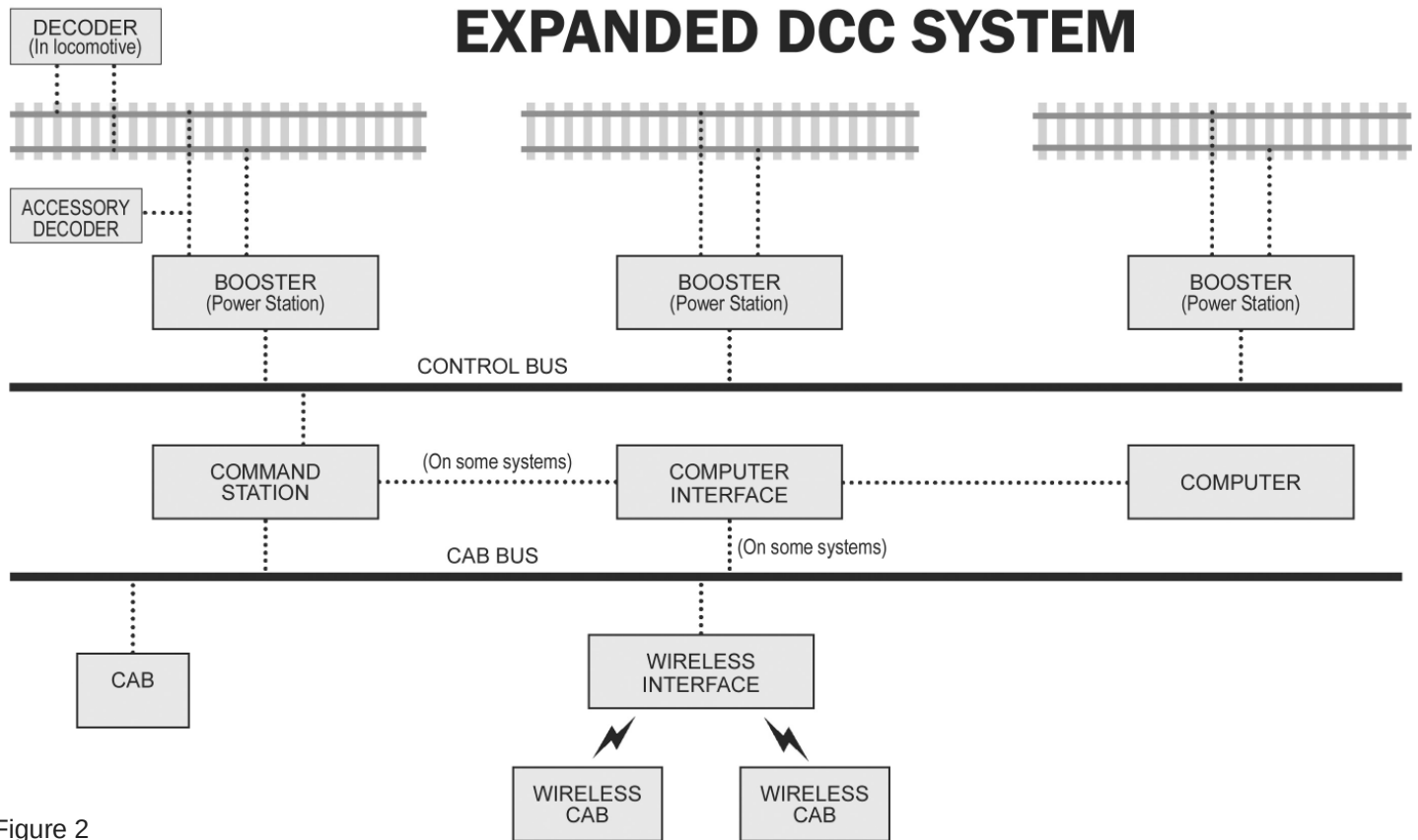


Figure 2

PORT LINES HOBBIES



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**Power Generators (pair)
from MTS—
\$ 22.95, painted**



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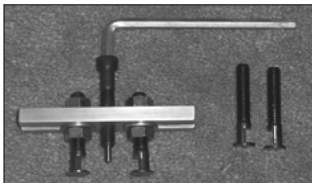
**S-scale Lunch Wagon
from MTS—
\$17.95 kit
\$26.95 finished**



Dallee Sound Controls for all AC-system S engines except original AC Gilbert. Operates Bell, Whistle/Horn, and Direction.
Right: #1101 standard control; may notice slight decrease in speed. \$89.95
Also available: #1102 premium control; no decrease in speed occurs; \$109.95

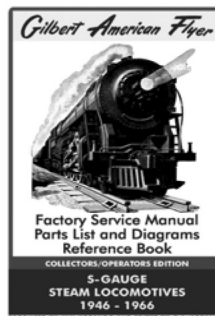


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By Jim Martin
S-scale Workshop



ADVENTURES IN LASER CUTTING: Tim Warris of **Fast Tracks** is always thinking of inventive ways for using his laser cutter. Tim's latest project is **Freight Crates**, elegantly designed laser-cut boxes for transporting rolling stock to shows. The boxes come as flat kits with dovetailed corners, interior partitions, and nifty hidden slides that lock the box top in place. Even the bubble wrap for the cars is laser cut to fit the interior partitions precisely. First ones out are HO, but Tim is perfectly willing and able to make them for S scale rolling stock. Check out his website for a look. handlaidtrack.com

PLASTICVILLE REBOOT: Future construction on my layout will feature a diamond where an interlocking tower will be needed. I had purchased a laser-cut wood kit to go there, but then a friend gave me a rather forlorn looking **Plasticville** tower. I liked the overall proportions and the nicely rendered detailing on the walls, and decided that with a few simple modifications it would make a nice stand-in until the fancier model is built. So, I popped everything apart and got to work.



Two things bothered me; the doors and the roof. The doors were a scale 4 feet by 8 feet...way too large. I also thought the roof overhang looked excessive for what I wanted. I replaced the original doors with **Grandt Line** items number 4025. They were raised and centered in the old door openings. The original sill was raised using 1/8" square **Evergreen** plastic strip capped with .10 by .10 styrene angle, also Evergreen. The same size angle, facing inwards, fits perfectly along each side of the door, covering the original door frame while butting nicely against the Grant Line part. Raising the height of the door sills a scale nine inches meant also raising the stairs to each door. The bottom cast-on step was removed with a razor saw and reattached higher up. The outside stairway railings were dressed up with some thin styrene strips for a more 3-D appearance. After painting, the stair assembly was also attached higher up to meet the new door sill. I will simply drop the base of the tower into the scenery a little to bring the steps back to ground level.

I trimmed each side of the roof by one shingle strip to reduce the amount of overhang. I then ground off the cappings and most of the shingle detail using my bench sander. This was fast and brutal, creating both edge damage and heat stress

cracks that were difficult to repair. I ended up chucking the wounded part and making a new roof from .030 styrene. I would have preferred to keep the Plasticville roof for both strength and fit, so if there is ever a next time, I'll go easier with the power tools. I printed some wood shingles using my **Evans Designs Model Builder** software. Normally I cut these printouts into strips for a more 3-D appearance, but the shadowing on the 2-D shingles looks so convincing that I decided this time to simply trim and glue the flat printout to the roof surface. I added a brownish tint to the shingles by dry brushing them with Burnt Umber acrylic craft paint. A final casting left over from a B.T.S. church kit tops off the roof.

I also fitted a .030 styrene floor just below the second story windows and may add some modest interior detailing later. The roof is removable for that, as well as for window glazing. More styrene angle and Squadron Green putty, cover the building's corner seams. The interior was sprayed with **Krylon Moss Green**, the exterior with **Krylon Ruddy Brown** primer, which I then weathered with a dry brushing of tan acrylic craft paint. I decided a single color paint scheme would work best to de-emphasize the wider door frames, but the window sashes were painted a buff color. The final exterior touch was to print and weather some Evans Designs concrete and glue it around the foundation.

A bit more weathering and detailing, and I now have a fairly decent-looking tower ready to pop into place, once I get that diamond built. Total cost, including the donated building, came to about five dollars. It's quite likely that I may never get around to building that craftsman kit.



ONE LAST THING: As you are receiving this magazine, my annual **Can Am S Scale Social** is just a few weeks off. It's not a public train show, but a small social affair which is invitation only. This event was described in the February-March 2014 Dispatch. If you plan to be in the Niagara Falls, Ontario area around the third weekend in October and would like to attend, email me at: themartins@farnhamhouse.com or call me at 905 835-8947.

Till next time, cheers, eh.



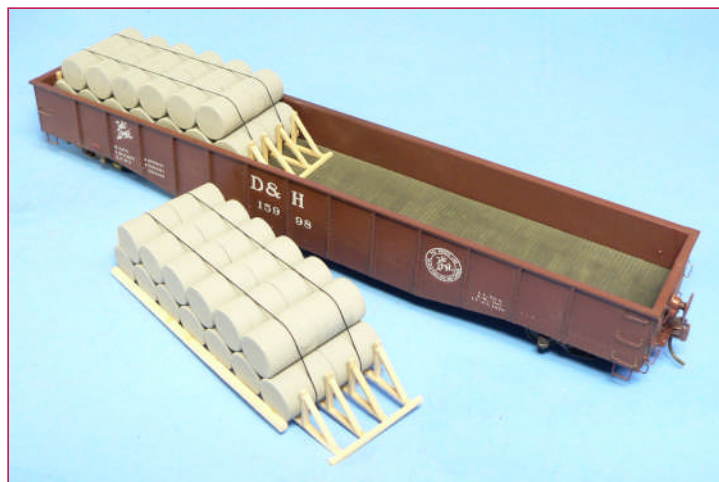
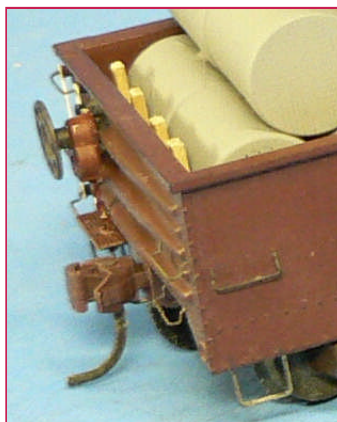
By Edwin C. Kirstatter

Those small Desiccators that come in medicine bottles to keep the product dry and fresh can have a second life on your model railroad as loads in your gondola's, otherwise you would just trash them. They come in many variations some have just Silica Gel in them and others have that plus activated carbon. Both are pretty harmless if you don't eat them, just as they warn you not to do on the labels.

To use these in an American Models 52-foot gondola, laying them on their sides crossways with wood cribbing as recommended by the AAR in a book

of rules that they published on Loading of Commodities On Open Top Cars in 1946. This book gives me guidelines for loading these as tanks that I will adapt for my situation. I am going to load 52 of these, 26 at each end of my model to balance the load over the trucks of this 70-ton capacity car, then bracing with wood 2x6s and 6x6s to keep them from moving. I am not going to remove the contents from these but will remove any paper warning labels before spray painting them with a grey primer to contrast with my dark reddish brown car. I glued them together side by side with Pliobond alternating the covers to get a straight row. I painted them all at once as two groups. This plastic does not hold paint very well so you may have to put on a second coat then Dulcote over that as a sealer. When dry, put wood strips beside and under them and at the ends for protection, then steel banding made from black $\frac{1}{64}$ " Pinstripe tape around to keep them from moving and getting damaged in transit. At the end of the rows at the middle of the car I put diagonal braces. All of this is glued together so that it could be removed if you want to run an empty car.

To this AM gondola I added many details not on these models, Wire Grabirons, cut levers and sill steps made from reformed common staples to replace the oversized plastic ones, and added a Brakeman's step under a replacement handbrake gearbox with a chain for more detail and a retainer valve with pipe beside it. And of course the tack boards on sides. A wood floor made from Northeastern's scribed wood sheets was put over the simulated wood plastic deck to give a better look to this and cover the Kadee coupler mounting screws. Also under the sides four roping staples were put near the bolsters. Now I will put touch up paint on those added parts.



By Jeff Madden

This is the 2nd time that the S club I belong to hosted the **NASG Annual Convention**. The last, and not quite as successful one was in 2003, held at the same resort. This one was much more successful as we didn't have to deal with high room rates and a gas price crisis. The turnout was much better, around 250 plus, and conventioners came from far and wide including the states of California, Oregon, Washington, Massachusetts, Colorado and Florida — and Canada.



This time, the **Badgerland S Gaugers** were assisted by the **State-Line S Gaugers** of the nearby Rockford, Illinois area. We held many joint planning meetings at a Perkins Restaurant in between our areas and this helped move things along smoothly. Credit goes to **MTH** for coming through on time with the **SOO Line reefers**. The new management at the Olympia Resort was extremely cooperative. The planning committee included **Chairman Steve Lunde**, above, **Roy Meissner**, **Ron Schlicht**, **Bob Ristow**, **Jeff Young**, **Wayne Bartelt**, **Larry Blank** and myself from the BSG. **Jim Larson**, **JoAnna Larson**, **Dave Pippitt**, **George Sorenson** and **John Mann** from the State-Line group. Special thanks to **Peter Vanvliet** for the successful promotion on the NASG web site. How about this? The **Mark family**, **Harriet**, **Irena** and **Billy** from New York, all pitched in to help with our registration table and the Clearing House!

With our small NASG conventions the drive-yourself tours seem to work well as most have cars, and those that didn't usually could bum a ride. We planned some open houses on Tuesday, Wednesday and Thursday to accommodate those who had to bug out early on Saturday or Sunday morning. We had seven layouts open Tuesday through the week and a total of ten open on the Sunday after the convention.

Icebreaker Party The Icebreaker Party seems to have become a tradition on Wednesday evenings. Ours was a meet and greet bratwurst buffet. An acquaintance of Roy Meissner's, **Don Wiemer** gave a presentation on the historic buildings around two lakes in the Oconomowoc area. We had a spelling and pronunciation quiz on that city. — hee, hee.

Tours We had two bus tours. The early-bird tour was on Wednesday to the **Circus World Museum** in Baraboo, Wisconsin. We had little over a half bus load that went to see this classy museum which includes some circus rail cars. The prime day tour was Thursday to the **Illinois Railway Museum**, one of the biggest in the country, just south of the Wisconsin state line. A full bus load of us were treated to a perfect day of weather with temperatures in the 70s. Since it wasn't a weekend, we had almost the full run of the place. There were eight or nine big metal barns housing historic steam engines, diesels, trolleys and rolling stock inside plus many of the same staged outside. Notable among these were a Union Pacific gas turbine and an almost restored North Shore Electro-Liner. We had our own exclusive trolley ride in the Illinois Terminal number 415 trolley which ran the entire 5 miles of their line. Oh yes, there is a **real diner** at the IRM.

Vendor Hall

For the dealers in attendance turn to page 18 and read Jay Mellon's report. Overall there was a nice mix of scale, hi-rail and American Flyer to choose from. Much thanks to the **Southeastern Michigan S Gaugers** for hauling in their 14' x 38' hi-scale layout all the way to Oconomowoc. And look who the layout dragged along: Tom Hawley, Tom Hess, Gaylord Gill, Bob Stelmach, Earl Carlson, Chuck Riker, Hugh Daly, Randy Bosscher, Bob Bubeck, Gary Chudzynski, Sig Fleischmann, Roger Jensen, Dan Navarre and Tom Nimelli. All in matching blue 2016 Convention shirts.

Thanks to the promotions committee under **Greg Klein** for bringing a nice table-top layout, Jeff Young with a small highly detailed hi-rail layout, and of course, Alan Evans for dragging along the scale **NASG hands-on modular layout**.

Clinics

Oh boy, there were some good clinics. Too many to attend them all. And just look at the who's who list of presenters: **Don Heimbürger**, **Andy Malette**, **Marty Lydecker**, **Jim Larson**, **John Heck**, **Chic Hartert**, **Dave Jasper**, **Ken Zieska**, **Gil Hulin**, **John Mann**, **Steve Doyle**, **Dick Karnes** and **Jamie Bothwell**. Whew!! I managed to sneak in to only two; Steve Doyle's on signs and Dick Karnes' on passenger train operation, but I peeked into others. About 10 or so women also had their own greeting card clinic presented by Helen Meissner, Roy's Meissner's sister-in-law.

Contest

Contest Chair **Larry Blank** said there were 30 plus entries with 15 receiving awards.

The Best of Show went to **William Monaghan** for his First Place Master Craftsman Class hopper car. **Dick Karnes** won the **Peoples' Choice Award** with his 1st place Master Craftsman kit and converted diesel, FPA-2. **Randy Bosscher** of the Southeastern Michigan S Gaugers received a First Place Craftsman Class award for a factory building that he had to temporarily remove from the SMSG layout. The separate **Greely's Place X-29** boxcar contest winner was Master Builder **Andy Malette**. Hmm, there was even one strange entry, a beat up American Flyer boxcar. Well it's an X-29 isn't it? I think it got the most laughs anyway?

The contest was judged by Chairman **Larry Blank**, **Bob Ristow**, **John Mann** and **Tom McCabe**. Thanks to them for their conscientious hard work.

Pictures of the winning entries are on pages 16 and 17.



Above: Contest Chair Larry Blank.
Below: Randy Bosscher of SMSG.

Photos by Jeff Madden



General Meeting

All officers were present except Central VP Gerry Evans who took sick earlier and had to return to St. Louis. I understand he's doing fine now after some meds relieved his Bursitis.

The actions taken at this meeting and the Board of Trustees meeting will be published as space permits. Two of those actions can be seen on page 22.

Executive VP Dave Blum says to keep orders coming in to him for the **NASG Commemorative Cars** he has in stock such as the current Milwaukee Road AF boxcar, previous NASG AF cars and even extra previous convention cars like the NC&STL striped boxcars from the Chattanooga convention in 2012. Dave has now taken over the NASG Car task from Doug Peck. The **baggage car special project** was a success as it has sold out. No **special project** was announced at the meeting. The **Promotions Committee** reported that the June **RMC** issue includes the **second S supplement**.

Banquet and Awards

The buffet banquet was attended by about 100. Good food and fellowship was had, especially after happy hour at which we were entertained by **John Wickland** playing his concertina. So S and Beer Barrel Polka music do go together after all. Thanks John. A replica red lantern and SOO Line metal sign at each table were given away to one lucky banqueter. Later a few extras managed to show up at the auction.



Dick Karnes, right, accepts the Josh Seltzer Award from Western Vice President James McCauliffe for his work on the S-Scale.org web site.
Photo by Jeff Madden

Western Vice President James McCauliffe announced the **NASG Awards**. Long-time S scale modeler **Bob Nicholson** received the **Bernie Thomas Award**. The **Charlie Sandersfeld Award** (manufacturer) went to Ron Sebastian of **Des Plaines Hobbies** for the X-29 boxcar production. The **Josh Seltzer Award** (now in the hands of the NASG) was given to **Dick Karnes** for his work on the **S-Scale.org** site. Finally the **Perles Award** (non-S pub article) went to **Brooks Stover** for his **April 2014** article in the **NMRA Magazine** on converting a Lionel 2-8-8-2 to a B&O 2-8-8-0 EL-3. **Perles Honorable Mentions** went to **Bob Hogan** for his **June 2013 RMC** article on his layout and to **Bob Werre** for his **September 2013 Model Railroader** article on the late **Bob Jackson's** layout.

Auction

The **Jamie Bothwell Auction** followed the banquet. Many scale wheel sets found their way to bidders. **Paul Aildrege** of Indiana snapped up two **M-2 Moon Pie trucks**. A **Gabe the Lamplighter** donated by **MTH** went for a bargain price.

Interesting Raffle.

Beside the many door prizes given away during the convention, we raffled off some interesting items including an Ed Schumacher (late former NASG president) custom painted **Royal Blue** that was won by **Jim Larson**.



Executive Vice President Dave Blum and Monte Heppe. Dave says to "Keep those orders coming for NASG Commemorative Cars." See page 28.
Photo by Jeff Madden

Future Conventions

Two are set, one probable, and one kinda open, for the next four years. **Executive VP Dave Blum** announced that the **2015 Convention** will be held in **Kansas City, Missouri**, August 4th through the 8th. He touted the interesting Union Station, layout tours, lots of train watching, an engine plant tour and BBQ. "I'm Goin' to Kansas City where there's crazy little trains there, and I'm goin' to get me one."

The **Southeastern Michigan S Gaugers** will host the **2016 Convention** in **Novi, Michigan**, a west Detroit suburb, August 10th through 16th. The **2017 Convention** is a bit up in the air but is expected to be in the mid-Atlantic region. The **Bristol Club** has committed to the **2018 convention** in New England. Hmmmm, Vermont, New Hampshire, Maine, Massachusetts, Rhode Island, Connecticut ????? Should be nice.

Plusses and Minuses

Plusses: Tops on my list was the quality of the clinics. Weather was nice and cool. Good turnout. There were lots of layouts to visit. The **Southeastern Michigan S Gaugers'** layout was a joy to watch. Good cooperation between two clubs in organizing the convention. The timely arrival of the convention car.

Minuses: Well, since I was on the planning committee, I'd be kind of prejudiced, but I haven't heard of any major glitches or complaints. I'm sure there were some, so if you have any just send the Dispatch or the BOT a note about complaints or improvements needed. I did hear that there was a long wait at the local railroad theme restaurant one night, but I'm sure that was because our folks all hit there at once. Oh yeah, poor Gerry Evans had to leave early.

Peoples Choice

**1st Place
Master Craftsman Class**

Kit and converted
diesel and electric locomotive

Dick Karnes

FPA-2 Diesel



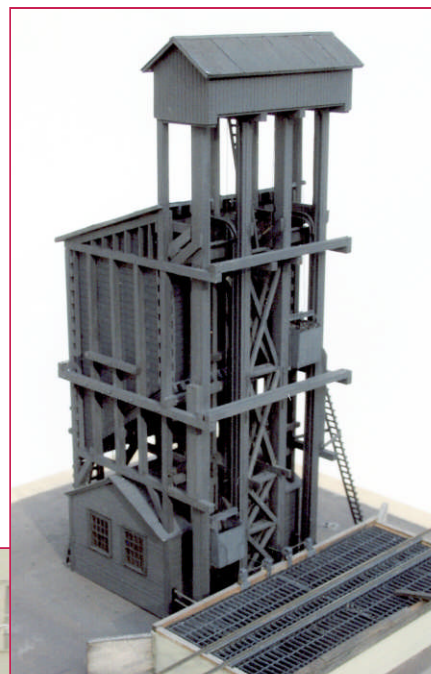
1st Place Craftsman Class

Scratchbuilt Freight and MOW

SCALE TEST CAR

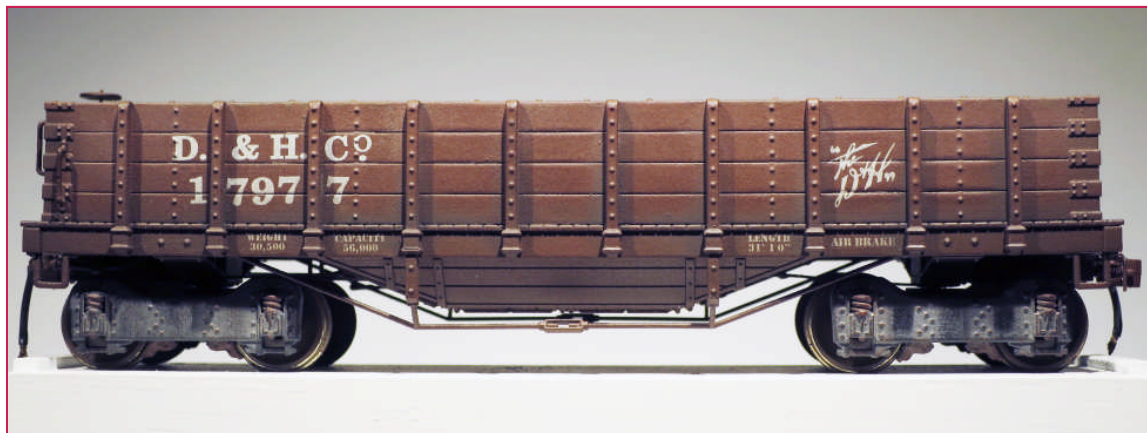
Monte Heppe

**1st Place
Craftsman Class**
Kit and Converted
Structures
**CHAMA
COALING TOWER**
Norman "Chic" Hartert



**1st Place
Craftsman Class**
Scratchbuilt Structures
FACTORY
Randy Bosscher

Model Contest Winners



Best in Show

1st Place
Master Craftsman Class
Scratchbuilt Freight and MOW
Hopper Car

WILLIAM MONAGHAN

1st Place Craftsman Class
Kit and converted freight and MOW

Wood Chip Hopper Car
WILLIAM OERTLY



2nd Place Master Craftsman Class
Kit and converted structures
ALVIN CLAPP



2nd Place
Craftsman Class
Kits and converted freight
and MOW
ROB BERRIDGE

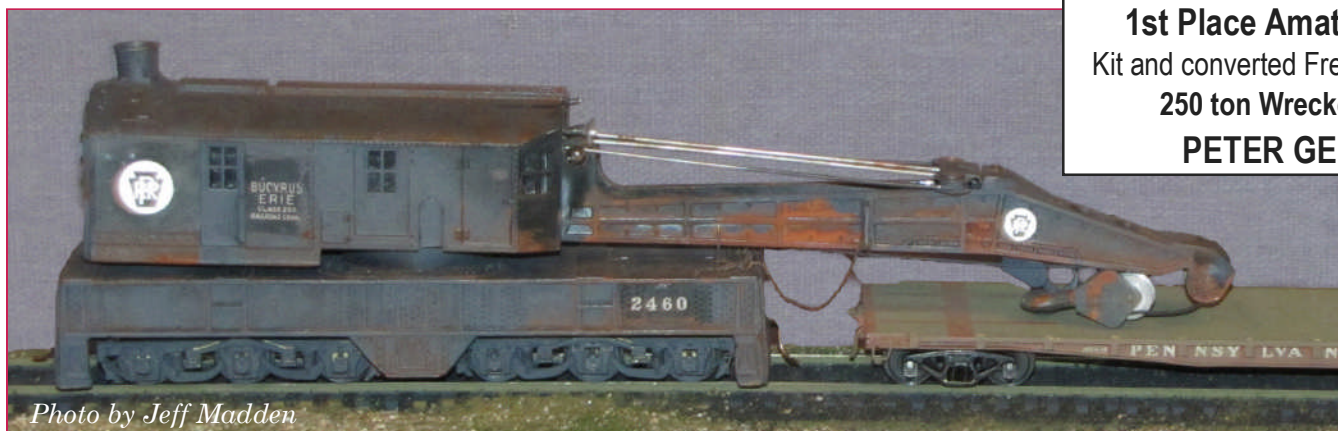


Photo by Jeff Madden

1st Place Amateur Class
Kit and converted Freight and MOW
250 ton Wrecker Crane
PETER GEHRET

MORE
WINNERS
ON
PAGE
19

As has become my custom, I will post a report of my experiences at the recent NASG convention in Oconomowoc, Wisconsin. As usual, this report is not intended to include all aspects of the convention. I have no financial associations with any of these vendors. — Jay Mellon, New Orleans, LA

Those present were:

Azatrax (www.azatrax.com) - Owner John Parsons had a selection of train detector/signal systems.

Des Plaines Hobbies (www.desplaineshobbies.com) - Ron Sebastian was there with his new kit, an outside-braced 40' Fowler box car that appeared to be selling well. There was also a pilot model of an upcoming hopper kit (H-30?). Progress is being made on the SD-45 engine model. A query as to the possibility of this model being available as a kit was answered with a quick, resounding "NO." A large selection of RTR S-Scale America product was also there.



Ron and Sue Sebastian of Des Plaines Hobbies won the Charlie Sandersfeld Award. Photo by Bill Winans

East-West Rail Service (www.eastwestrailservice.com) Al Castellani was displaying his PFE icing platform model . . . simply gorgeous! He also had crossbuck kits for a number of eastern roads.

Hoquat Hobbies - Jeff Wilson was there with his usual diverse selection of S scale goodies.

Jeff Madden - Had a selection of 1:64th scale truck vehicles.

Michigan Models - While much reduced in size, Tom Hawley still has a sizable inventory of Smoky Mountain Models kits and some other miscellaneous S items.

Milepost 169 - Tom Lennon had a good selection of S decals (1960s -1970s production) as well as other assorted S items.

Mini-Motors Inc (www.mini-motors.com) - This new vendor concentrates on the motor vehicle collector market. They had a nice selection of 1:64th trucks, as well as kits of model show room buildings.

MLW Models - Andy Malette had the new Express CN reefer kit which is now sold out due to limited availability of the correct trucks. The 8-hatch freight reefer kit is still available.

Pikesville Models - Dave Blum had new MTH S gauge Old Manhattan reefers, as well as lots of Gilbert AF inventory.

Port Lines Hobbies - Doug Peck had a large selection of S product, much of it obtained from estate collections.

Pre-Size Model Specialties (www.pre-size.com) - Colorado modelers Steve and Linda Wolcott recently acquired this company and quickly expanded the product line to include 1:64th scale culverts, tunnel portals, retaining walls and bridge piers, as well as trees constructed from sage brush stems.



River Raisin 0-6-0 SP S-12 switcher. Photo by Bill Winans

River Raisin Models - Dan Navarre had a beautiful display of his more recent SP models. The project that is closest to GO status is the C&O F-19 Pacific model, but he still needs additional reservations to make that happen.

Scenery Unlimited - Don Heimburger had the new MTH produced Apache Beer reefer models, as well as a nice selection of other S items and railroad-related books. The reefers were selling well.

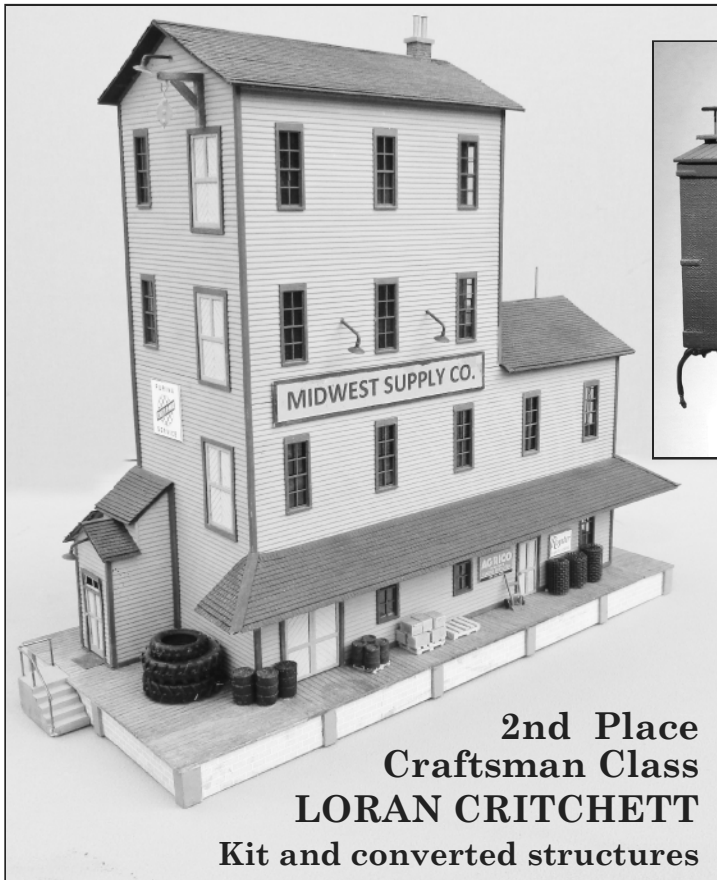
Although Lionel, American Models and MTH representatives were not present, Des Plaines Hobbies (Ron Sebastian) had a very large display of SSA product that should have satisfied most S modeler desires. Thanks to Rich Gajnak, *aka Rusty Traque*, for posting pictures of the new SSA products on the Yahoo S list and the OGR/S-scale forum. A number of vendors were displaying the newly available MTH models. Also, a number of vendors were selling off items from personal collections, including Gilbert American Flyer products. All in all, I would say that this NASG convention provided a decent selection of currently available S product.

Helen Meissner. Roy's sister-in-law, is busy conducting a card making clinic for the women. Janet Madden mugs for the camera. Photo by Jeff Madden



Model Contest Winners

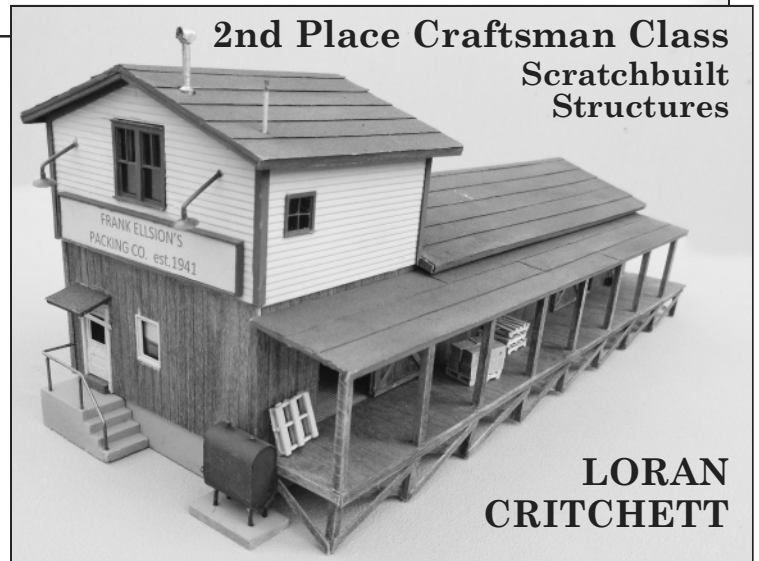
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DISPATCH
NASG



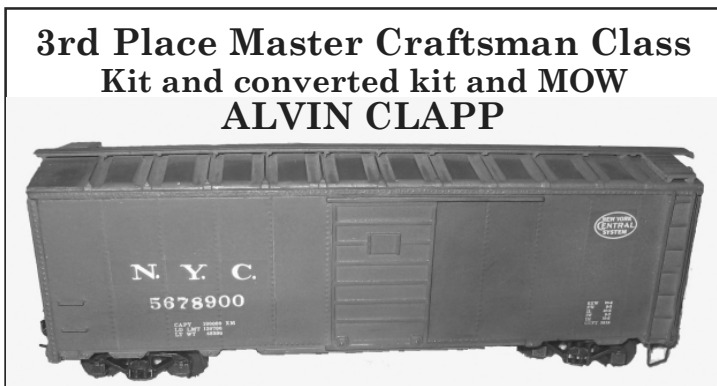
**2nd Place
Craftsman Class**
LORAN CRITCHETT
Kit and converted structures



2nd Place Master Craftsman Class
Scratchbuilt freight and MOW
WILLIAM MONAGHAN



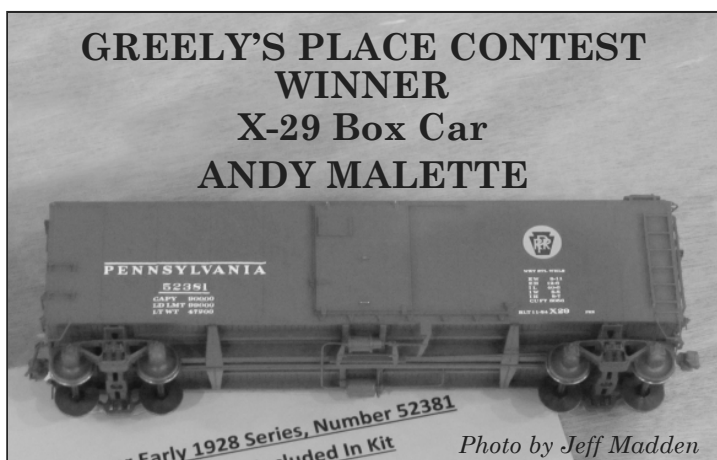
2nd Place Craftsman Class
Scratchbuilt
Structures
**LORAN
CRITCHETT**



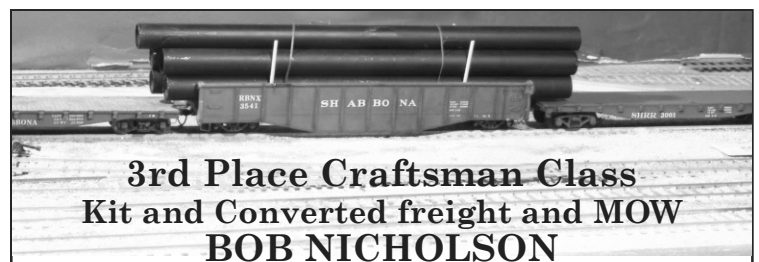
3rd Place Master Craftsman Class
Kit and converted kit and MOW
ALVIN CLAPP



3rd Place Craftsman Class
LORAN CRITCHETT
Kit and
converted
structures



**GREELY'S PLACE CONTEST
WINNER**
X-29 Box Car
ANDY MALETTE



3rd Place Craftsman Class
Kit and Converted freight and MOW
BOB NICHOLSON



Above: Ron Schlicht's extensive American Flyer layout was on the tour. Photos by Jeff Madden

Right: This Royal Blue was custom painted by the late Ed Schumacher, a past NASG President. It was donated for the raffle by Doc Commer of Texas and won by Jim Larson.



Jim Larson held a clinic on kitbashing American Flyer and Lionel cars. Photo by Jeff Madden



Southeastern Michigan S Gaugers modular layout. Photo by Bill Winans



L-R: Jay Mellon, this year's Bernie Thomas Memorial Award winner Bob Nicholson, Jeff Wilson of Hoquat Hobbies, Dennis Hultay, Dave Blum and Monte Hepe. Photo by Bill Winans

I went on the **Illinois Railway Museum** tour to visit this large facility, just south of the Wisconsin state line, in Union, Illinois. The museum has examples of many types of steam and diesel locomotives, as well as buses and trolleys. They have a beautiful well preserved Electroliner train. The Nebraska Zephyr train is housed there. As we exited our tour bus upon arrival, there was a stunning example of a Union Pacific Turbine. There were also several Budd-built passenger cars. We were treated to a 10-mile trolley ride on a gorgeous day, weather wise. By the end of the 5-hour visit, everyone seemed pretty tired out. I got my walking exercise in that day. — Jay Mellon

All photos on this page by Jeff Madden

Below right: Inside a metal storage barn at the IRM is this recently restored North Shore Electroliner. It is almost ready to run, just waiting for some traction motors.

*Below:
Even the IRM has a Thomas the Tank Engine.*



L-R: Andy Malette, Jeff English and Jamie Bothwell.



NASG Members board the restored Illinois Terminal 415 trolley for a specially conducted ride on the IRM mainline.



At the Illinois Railroad Museum conventioners got to see this huge Union Pacific gas turbine locomotive.

During the 2014 Convention, the NASG Board of Trustees revised the description of the duties of the regional vice presidents. They can be seen below.

Appendix B

NASG REGIONAL VICE-PRESIDENT DUTIES

The primary role of the Regional VPs is to vote for or against motions before the Board of Trustees (BOT) while acting as representatives for their constituent members in their respective regions. They are also expected to assist the members in their region with any NASG related problem, or to forward suggestions from their members for BOT consideration. In order to accomplish this, each Regional VP is responsible for following, within practical limitations, the list of duties below:

Membership Renewals

With the assistance of the Membership Secretary, contact persons in each region who have failed to renew their membership. Determine the reason, and if possible, encourage each person to renew. Report findings to the Membership Secretary and the BOT.

"S" Clubs

Contact known "S" clubs within each region for the purpose of promoting the NASG and collecting feedback concerning how the NASG can better serve "S" hobbyists. Provide this feedback to the NASG BOT for possible action.

VP Support Group

Communicate periodically with each other in order to become more effective. Exchange ideas and suggestions, and provide mutual support for each other. Develop coordinated proposals for BOT consideration. These proposals could range from ad hoc projects to new committees and/or changes to the By-Laws and/or Constitution.

Model Railroad Shows & Conventions

When practical, work to build an NASG presence at major shows and conventions in the region, while coordinating with the Promotions Committee which has the primary responsibility for this. Work to build the visibility of S scale within the region with open houses, attending NMRA regional and division meets (display S scale), etc.

Additional Duties

Perform other tasks as authorized by the BOT. (Currently, the annual awards program is managed by the Western Region VP, and the Survivor Assistance Program by the Eastern Region VP.)

Original: D Karnes
Revised: 07-01-2011, J Kindraka
Revised: 07-15-2014 W Winans BOT approved 7/25/14

NOMINATIONS ARE DUE DON'T FORGET

Nominations for Executive Vice President,
Secretary and Regional Vice Presidents are due
NOVEMBER 30, 2014

During the 2014 Convention, the NASG Board of Trustees approved a revised description for the Josh Seltzer Award to better coincide with contemporary electronic customs.

The Josh Seltzer Award

Purpose of the Award

To provide recognition to an individual, company, or group for its promotion of S scale modeling via any form of electronic media.

Josh Seltzer

The Josh Seltzer Award was created in 2003 with the first award given in 2004. The award is given in memory of Josh Seltzer. Josh was a real promoter of S scale model railroading, who always had time for answering questions and helping folks with their modeling efforts. Josh was an elected officer of the National Association of S Gaugers and of the Cuyahoga Valley S Gauge Association in Ohio. He was a first class modeler who made many contributions to model railroading and specifically the S modeling community. Originally the Josh Seltzer Award was designed to recognize those who have a passion for supporting and promoting S scale modeling via a web site on the World Wide Web. In 2014 NASG BOT voted to expand the award to include any form of electronic media.

Award Specifics

Timing:

The award is presented once a year at the NASG Convention, if there are worthy nominations.

Recognition:

The award is a plaque.

Determination:

Selected by a majority vote of the NASG Board of Trustees from the entries nominated by any NASG member.

Restrictions:

Appropriate nominations must be received for the award to be presented. Additionally, the award will not be presented to the same individual, company, or group a second time unless the BOT deems there is significant change in the media presented.

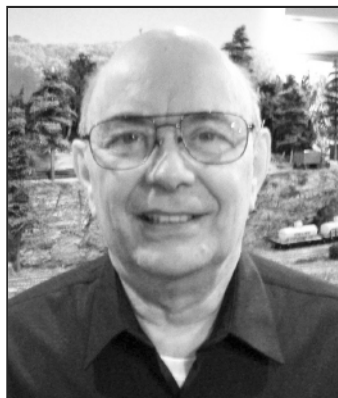
Funding:

The cost of the plaque is funded by the NASG.

New Members

As of August 1, 2014, eighteen new members have joined NASG since April 1, 2014. WELCOME!

Larry Bailey, Phoenix, AZ	Ed O'Brien, Manchester, CT
Ray Bazen, Cudahy, WI	John Parsons, Longmont, CO
Danny Coker, McCalla, AL	Michael Peterman, Grandville, MI
Julie Davis, Hanover, MN	Shaun Petersen, Columbia, NJ
Edwin Garnett, Jacksonville, FL	David Pippitt, Rockford, IL
John Kemmet, Hagerstown, MD	Allen Richardson, Old Greenwich, CT
Bill Meade, Mt. Prospect, IL	Charles Riker, Novi, MI
Joseph Molner, High Ridge, MO	Bob Swedberg, Temecula, CA
Vernon Nelson, Wheeling, IL	Ben Trousdale, St. Paul, MN



CONSTRUCTING UNIQUE S SCALE FREIGHT CARS

By Bob Stelmach

Photos by Brooks Stover

One of the things that has always been a challenge for those of us who model in S scale is the lack of readily available unusual or unique pieces of rolling stock. There are plenty of common box cars, reefers, gondolas and flats available in numerous road names. We should be very supportive of companies like American Models, S Scale America, MTH and the others for their efforts to supply such cars. But there is a shortage of more unusual or specialized cars, and smaller and older cars, cars that are generally available in other scales. I wanted a couple such pieces of rolling stock for my freelanced Red Pine and Oxville Railroad and the solution I came up may be of interest to other S scalers.



Bachmann On30

When Bachmann introduced their line of On30 rolling stock and motive power, I noticed a resemblance in the size of that equipment to our S gauge items. I also noticed that many of the Bachmann On30 items are available at very reasonable prices, sometimes as low as \$10 for a 35' flat car or wood-side gondola. Measurements of my first On30 car, a simple flat car, confirmed my suspicions...the Bachmann On30 car measured 9'6" wide across the end beam, exactly the right size for S (FIGURE 1). The car measured 35' long in S, again just right for a shorter earlier period car. I immediately started acquiring a number of Bachmann's nice On30 cars, especially their flats, wood-sided gondolas and tank cars, whenever I saw them offered at bargain prices. I have used these nice little cars as the basis to build two interesting types of cars for my RP&O.

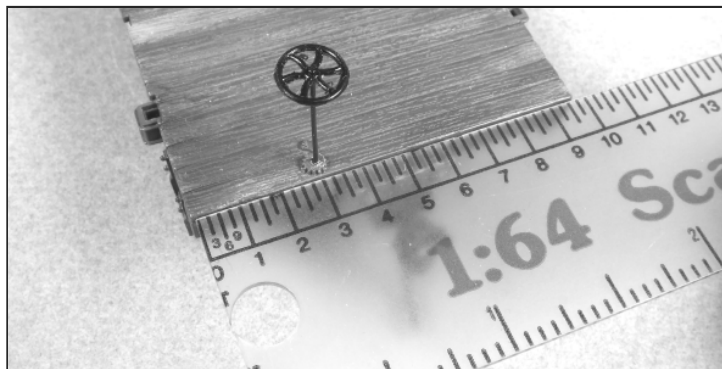


FIGURE 1: The Bachman On30 cars measure a perfect 9' 6" wide in S scale. As a result they make a great basis for conversions to any number of pieces of S standard gauge rolling stock.

Flat Car

The first conversion that I did was the Bachmann On30 flat car (FIGURE 2). Because, as mentioned above, the width and length of the Bachmann model are correct for a short S scale car, the conversion is quite straightforward...either re-gauge the trucks or replace them with S scale trucks, install couplers and weather the deck.

For this car the Bachmann truck was widened (FIGURES 3a and 3b). The process involved cutting the truck bolster in two places and then using a piece of brass channel to reconnect the parts at the proper width. The Bachmann axles were cut and widened using pieces of plastic tubing slipped over the axle halves to create the new longer axle. The Bachmann wheels are the correct 33" diameter in S scale.

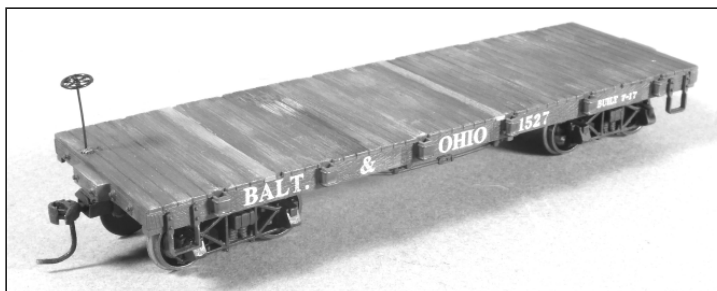


FIGURE 2: A nice shorty 35' flat car can result from simply regauging the trucks on the Bachmann On30 car, or adding appropriate trucks and painting the wooden decking which comes with a molded woodgrain texture. The factory paint and lettering was retained.

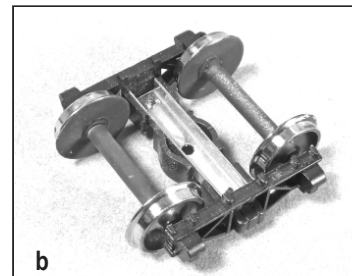
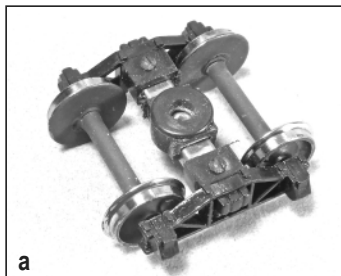


FIGURE 3: The top-left view (a) shows how to widen the Bachmann trucks by making two cuts in the bolster and then (b) uses a piece of 13/64" (.203125) K&S brass channel cut to a length of 1 3/32" (1.09375) to widen the truck. Kadее 1/8" (.125) screws were used to hold the parts together. The original axles are widened by cutting them and slipping the two parts into plastic tubing. As an alternative to widening the axles, American Models or SHS wheelsets will fit in the Bachmann trucks.

To install Kadее couplers it was necessary to cut away the small pocket molded in the Bachmann chassis with a razor saw (FIGURE 4). The procedure is made even easier by the fact that the chassis easily separates from the decking and siderails of the car. In fact, Bachman uses this same frame piece for several of their On30 cars. A piece of styrene was used to fill in the space between the frame elements to provide a surface for mounting the coupler (FIGURE 5). If re-gauging the Bachmann trucks isn't appealing, any S truck can be simply substituted for the Bachmann On30 items.

I have used Ace archbar trucks on some of my Bachmann conversions but the Bachmann sideframes actually have finer details than the Ace units.

Continued on the next page

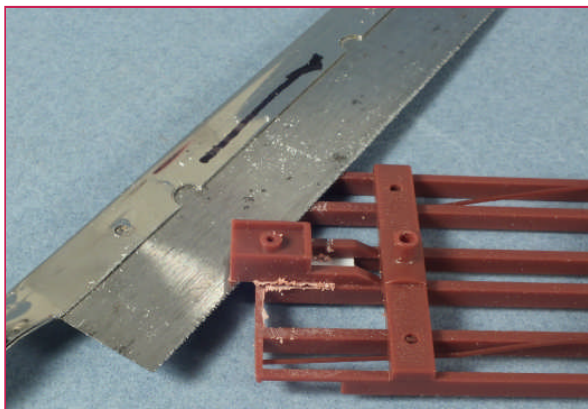


FIGURE 4, above: The molded coupler pocket is easily removed from the Bachmann chassis by using a razor saw.

FIGURE 5, below: A block of styrene was used to fill in the space between the center frame rails and provide a surface for mounting Kadee couplers. Several Bachmann cars use the same frame so the coupler conversion is the same for each.



The final step in this conversion was detailing the deck. In this case I simply painted the molded deck with various shades of brown and black paint. The original color and lettering on the Bachmann car was retained and the car was lightly weathered. The total cost for this S flat car was only the cost of the car since I re-gauged the original trucks.

Tank Car

Three very interesting tank cars were built starting with Bachmann's On30 tank car (FIGURE 6, above). To help in this effort, a small company called **RSLaserkits** (www.rslaserkits.com) has a detailing kit for this Bachmann car that includes peel-and-stick wooden decking, decals and a new brakewheel. The instructions with the kit offer ideas for how to weather the decking which I found very useful. The coupler installation on these cars was the same as on the flat car described above as the chassis is the same. The RSLaserkit decking was applied to all three cars and timber bracing at the ends of the tanks was scratchbuilt from basswood and NBW castings (FIGURE 7).



FIGURE 6, above: Three versions of an interesting tank-on-flatcar were built using a Bachmann On30 tank car and a detailing kit from RS Laserkits. The detailing kit includes peel-and-stick decking, a new brake wheel and decals. The side railing on the center car in the photo was made from 1/16" (.0625") square styrene which fit perfectly in the side pockets of the Bachmann car, then drilled to accommodate 1/64" (.015625") brass wire railings.

I varied these slightly between the three cars. The tanks were air-brushed with Model Masters Flat Gull Grey. Decals from RSLaserkit were applied with some variation between the cars. The wire handrail around the tank is the one that came with the Bachmann car but on one of the cars a railing supported by the stake pockets along the sides of the car was added and the original tank-mounted railing was removed.

FIGURE 7, below: End bracing was hand made from basswood and NBW castings. The bracing on each of the three cars was varied slightly to provide visual distinction.



While I found the Bachmann tank car interesting and believe that the conversion to S makes a very realistic model, I wondered if there were prototypes for this tank-on-flatcar configuration. A search on the internet revealed that such cars were built for service on both narrow gauge and standard gauge railroads (FIGURE 9, next page).

Pickle Car

My Red Pine and Oxville layout is set in the 1930s. During that time much of what short-line railroads shipped were agricultural and food products. Some of these food products utilized specialized cars. One such car was the pickle car. For some time I had been hoping for one to become available in S. Then I saw that RSLaserkits offers an On30 pickle car kit. Given my experience with the Bachman On30 cars, I was optimistic the kit could be made to work in S. My wife happened to see a copy of the ad that I had printed out and left on my desk and she surprised me on Valentine's Day with one of the kits. The finished car (FIGURE 8) measures 38' x 9' 6" in S, which is a perfect fit, and the lumber sizes are dimensionally correct as well.

The construction of the kit is very straightforward and the instructions are clear and complete. There are several nice features in the kit, including the gauge provided for correctly spacing and perfectly aligning the bands around the four tanks. Many of the parts are of the *peel-and-stick* type now popular in laser kits. Not surprisingly, a few of the details are slightly oversized for S. I substituted S scale turnbuckles for the ones in the kit, but I used the truss rods provided. I also replaced the ladders and stirrups from the kit with S items. Otherwise, the kit was built according to the instructions. SHS Andrews trucks were installed and the car was painted Krylon Green. I am searching for an appropriate set of decals. A second coat of paint will be added before the decals are applied.

I am very pleased with the way these conversions came out. The price was right, the amount of work was reasonable and now the Red Pine & Oxville RR has several pieces of rolling stock not commonly seen on S layouts. I encourage anyone interested in creating some unique rolling stock to look at what's available in On30 to use as a starting point. Beside the flat and tank cars used for these conversions, Bachmann also makes hoppers, box cars and reefers. While these conversions used scale wheels, the concepts apply to creating hi-rail equipment as well. There's no telling what interesting cars can be built from On30 equipment with a little imagination.

Bob Stelmach has been an S modeler for over 40 years and has been working on his Red Pine & Oxville Railroad for about six years. For more of his layout and models go to www.redpineandoxville.com

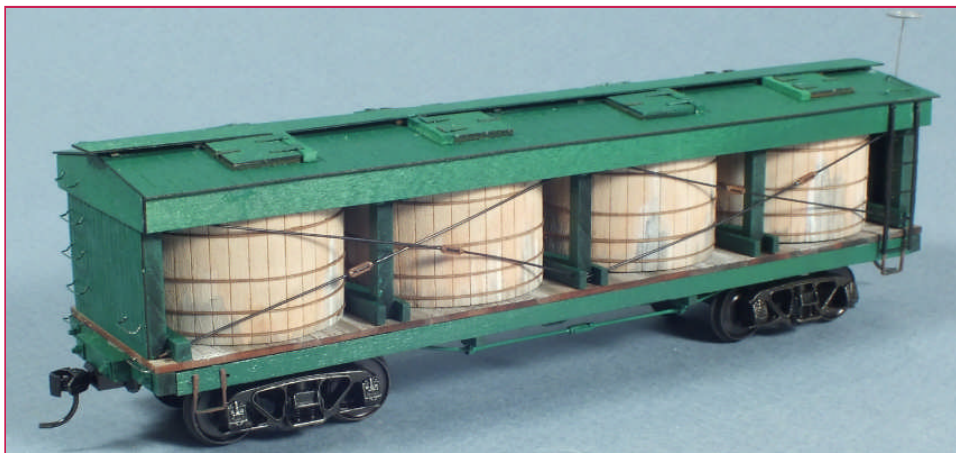


FIGURE 8, above: This unique pickle car was built from an RSLaserkits On30 kit. The car was built according to the instructions except for the substitution of S scale trucks, S scale turnbuckles and modifications to the end bolsters to accommodate Kadee couplers. A few additional grab irons, a second coat of paint and appropriate decals are yet to be added. It measures 38' in length in S scale.

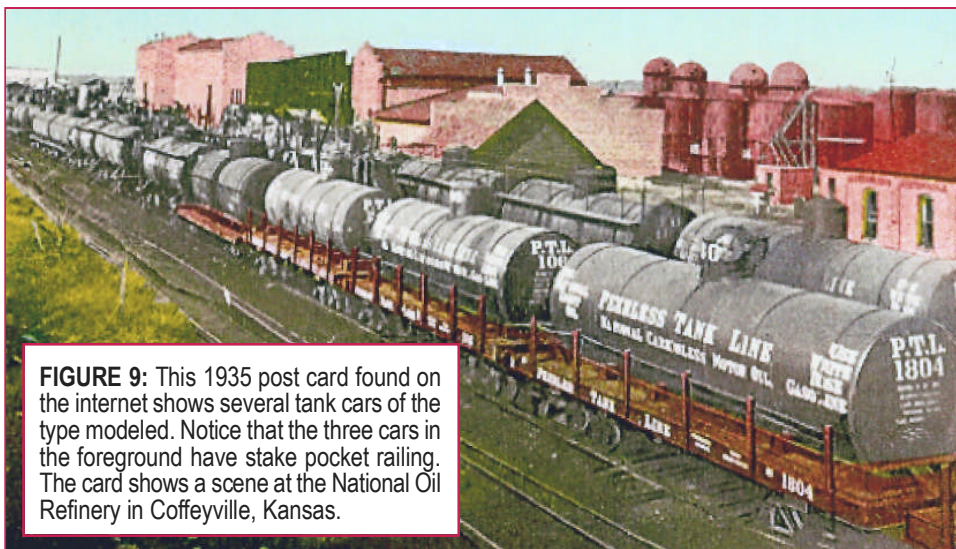


FIGURE 9: This 1935 post card found on the internet shows several tank cars of the type modeled. Notice that the three cars in the foreground have stake pocket railing. The card shows a scene at the National Oil Refinery in Coffeyville, Kansas.



S RELATED STORIES IN NON-S PUBLICATIONS

Roger Carp has written an interesting story in the July 2014 issue of **Classic Toy Trains** describing how building an S gauge layout helped **Mike Marmer** recover from a horrible bicycle accident. Model railroading as therapy.

Starting on page 58 of the May, 2014 issue of **Model Railroad Craftsman**, **Christopher D'Amato** has presented nine photos and a set of 1/64" scale plans for a Candaian National Railway 42" gauge wooden van (caboose). The plans show two sides and the interior, but no top or bottom.

There is a nice photo from **Larry Blank's** layout on page 72 of the August 2014 issue of **Model Railroader**.

The cover picture on the July/August issue of **Narrow Gauge and Short Line Gazette** is a great photo taken by NASG member and Dispatch contributor **Brooks Stover** of his scratch built Swandale Company Store. The six-page story inside includes prototype photos, step-by-step photos and descriptions and original drawings by Brooks. A great read.

In the September 2014 **Classic Toy Trains** Photo Album on page 11, there is a good picture of **Al Marotta's** S gauge layout, the North Jersey, Hudson & Hopewell Railroad.

I am working my way through my old magazines scanning those articles that I want to keep. I came across a letter-to-the-editor in the **August 1981** issue of **Model Railroader** (I was 16 then), where a certain **James A. Kindraka** wrote about how MR neglects S scale, doesn't mention the NASG conventions, and how Don Heimburger neglected to mention Alco Models in his article, a review of S scale. Jim has been a champion of our cause for a long time!
— Peter Vanvliet

The **June, 2014 Railroad Model Craftsman** has a 24-page **Building in S Scale** supplement in the center of the magazine. In addition to the advertisements, it has seven articles devoted to S subjects. An abundance of good pictures and diagrams illustrate: Rebuild a Modern Passenger Car, Kitbash a Transfer Caboose, Modify a Diesel Locomotive, Visit to the Pumpkin Patch, Scratchbuild a Basic Flatcar, Building and Weathering Laser Kits, and Painting a Masonry Building.

The **Third Quarter 2014 Sentinel**, from the **B&O Railroad Historical Society**, features a 14-page article on the famous **Royal Blue Line**, by Frank A. Wrabel. On page 12, while discussing the new 'streamlined' Pacific assigned to power the Royal Blue in 1937, the author included these two paragraphs:

"Promotion of the new train also received an unexpected boost from an unlikely source. A.C. Gilbert of Erector Set fame acquired the historic toy train manufacturer American Flyer as the firm was trying to regain momentum after the early Depression years. Gilbert selected the Royal Blue as the prototype to lead its newly revised line of O scale electric trains in 1938. The appearance of the toy express was slightly compromised, however, since it was painted solid blue rather than the more intricate two-tone livery. Resuming production after the end of World War II, this resourceful owner revised the design to S scale and continued to offer the Royal Blue in various packaged sets. B&O thought highly enough of this model to purchase several of the **S scale** sets for display opportunities that frequently surfaced in that era. Soon, thousands of miniature Royal Blue trains were speeding around Christmas trees in parlors throughout the land, spreading the name of the B&O and this great train to wider markets."
— Ron Warner

Classified Ads

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. You must contact the editor if you want your ad to run more than once.

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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American Flyer - Lionel

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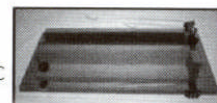
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Calendar of Events

THE
DISPATCH
NASG

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.

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

October 24-26, 2014 — Lombard, Illinois (Chicago Area)
The Chicagoland Association of S Gaugers will host

FALL S FEST 2014 at the Westin Lombard Yorktown Center Hotel, 70 Yorktown Center, Lombard, Illinois 60148
Go to www.FallSFest.net or www.casg-trains.org

November 1-2, 2014 — Dayton, Ohio
NMRA Division 3 Show
Hara Conference and Exhibition Center, Shiloh Road
MIAMI VALLEY S GAUGERS will display their layout

November 15-16, 2014 — New Paris, Ohio
National Trail Train Show National Trail High School
MIAMI VALLEY S GAUGERS will display their layout

November 20-23, 2014 — Columbus, Ohio
MODEL RAILROAD WEEKEND Center of Science and Industry
CENTRAL OHIO S GAUGERS will display their layout

November 22, 2014 to January 4, 2015
Kings Mountain, North Carolina Trains, Trains, Trains
Kings Mountain Historical Museum, 100 East Mountain Street
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.

Promotional Material Available

The August issue of the NASG Dispatch was designed as a promotional issue showing what some members have done with current S products and layouts. The Board of Trustees wanted to create an annual issue around the **This is S** concept that could be used throughout the year to support promotion and support the education of people outside the S community on the possibilities of 3/16ths scale model railroading.

We had several hundred extras printed. NASG members can request extra copies to be used for shows and other promotional events to help people with a serious interest see what has been done in S scale. The NASG BOT asks only that a few guidelines be followed with these promotional magazines:

1. Use **This is S** to help those **seriously** interested in understanding the many possibilities of 3/16ths scale model railroading. Do not simply give them away as handouts, have a conversation about S with the person first!
2. Show them to brick and mortar hobby shops for their education too.
3. **Do not sell them!** NASG is making them available for free and absorbing the postage and handling costs.

To that end, we will limit how many issues are distributed until we get a better handle on the demand. We hope to continue and expand this endeavor in future August issues. Let us know what you think and to keep this promotion exciting and successful remember, your color photos are always welcome!

Thank You and Best wishes:

Jim Kindraka
For The NASG Board of Trustees

To get promotional copies of the August-September, 2014 Dispatch, send an e-mail to Dispatch Editor, Bill Pyper at dispatch@nasg.org

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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.



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.



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.



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.



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

TO ORDER: Make payment out to NASG and mail to: Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208-4425 Please include the following in your correspondence:

1. Your NASG ID number found on your Dispatch mailing label or your NASG ID card.
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3. Which car, or cars, that you want and how many of each
4. Your telephone number or e-mail address in case there are questions about your order.
5. Maryland residents, add 6% sales tax to your total order.

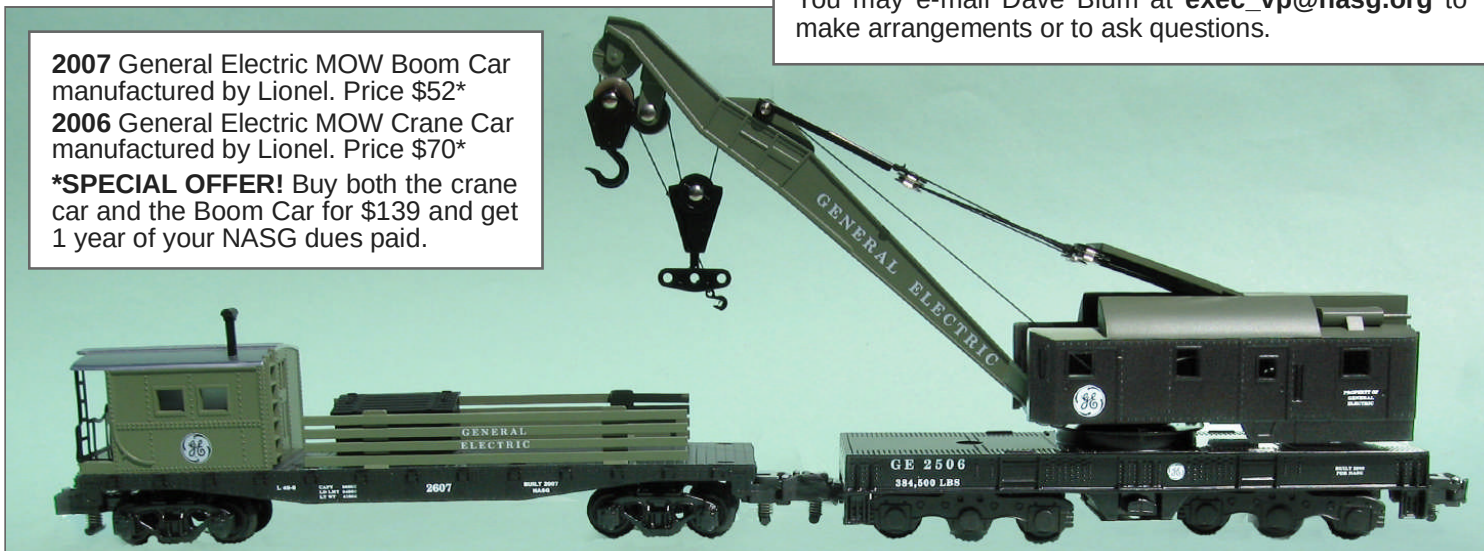
All prices include shipping to addresses in the United States. To ship outside the US, contact Dave Blum.

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

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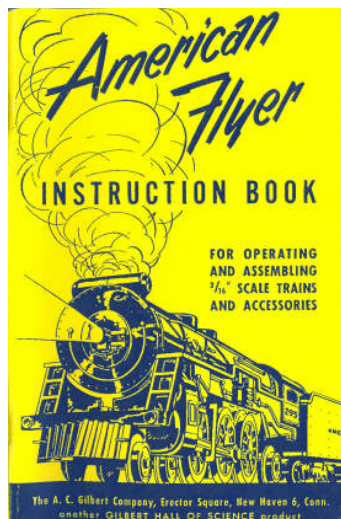


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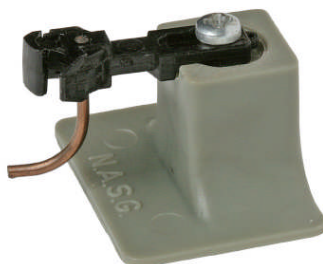
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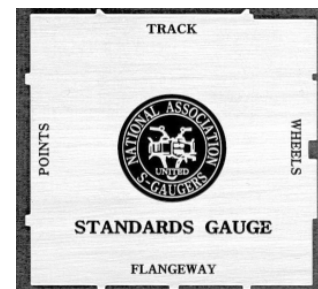
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DAVE POOL

Condolences to the family of Dave Pool, long-time Club Columnist for the NASG Dispatch. Dave took over the **Club Sandwich** column in December, 1995 and he handled the tedious task throughout my almost 20-year tenure as Editor. In December, 2011, Dave and I agreed to change the column name to **Branch Lines** which seemed to sound more "railroady." He transitioned communicating S Club news to the magazine from typewritten mailed pages, to floppy discs, and to CDs. He dutifully poured over all the club newsletters that he received and condensed the information for the Dispatch. He rarely missed a deadline. I edited his efforts some to fit the pages. Now, with the internet and websites there is less of a need for detailed club news to enhance the pages of the Dispatch. The new way is to use more photos describing various club efforts. We are grateful to him for his tireless efforts during those growth years of the 1990s and 2000s. I only met Dave once; I think at the 1998 convention in Worcester, Massachusetts. He was a hi-scaler or hi-railer and did some terrific modeling that graced the pages of the Dispatch and S Gaugian.

So long old friend. Jeff Madden

It saddened me to hear that long time Connecticut S Gauge member and recently retired editor of the NASG Dispatch magazine's **Branch Lines** column passed away on May 10, 2014. Although I had known Dave for about 20 years, it wasn't until sometime in early 2000 that I became aware of Dave's love for trains. He was the a true professional, and an important part of the **Connecticut S-Gaugers, NASG, and the TCA**. On behalf of the club we extend our deepest regrets and condolences to Dave's family, the S Scale community, and to our friends at the Connecticut S-Gaugers who have lost a dear friend and important member of their group.

Steven Allen, Pioneer Valley S-Gaugers

David Conrad Pool was born July 20, 1934 in Ridgefield Park, New Jersey, son of William and Louise (Mergler) Pool. He was a resident of Wilton, Connecticut for the past 46 years.

He received a bachelors degree in Engineering from New Jersey Institute of Technology, a master's degree in Mechanical Engineering from Rensselaer Polytechnic Institute and a second master's degree in Industrial Engineering from Columbia University. Prior to retiring, Dave owned and operated Pool and Associates Engineer Consulting firm in Wilton.

A model railroad enthusiast, Dave was a member of the National Association of S Gaugers and the Connecticut S Gaugers. He was also a member of the National Train Collectors Association. He enjoyed sailing and spending time along the shorelines of New Jersey and Connecticut.

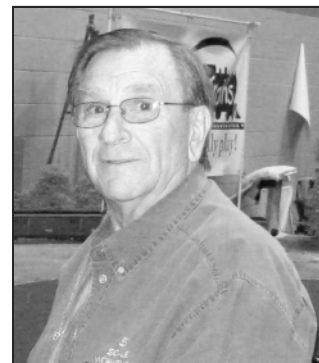
Survivors include his wife Nancy Anderson Pool; two daughters, and five grandchildren. Dave was predeceased by his first wife Barbara Henderson Pool.

A funeral service was held Thursday, May 15, 2014 at the Wilton Congregational Church. Interment followed in Hillside Cemetery, Wilton, Connecticut. Memorial contributions in memory of Dave Pool may be made to the American Cancer Society, 38 Richards Ave. Norwalk, CT 06854.



OLIVER CLUBINE

So Long Oliver: This is my first chance on these pages to say "Good Bye" to a great friend of 30 years. It's hard to believe that a half year has now passed since fellow S Scale Workshop member, Oliver Clubine, passed away. Oliver was a gentleman and a craftsman whose scratch built rolling stock won NASG awards. He was the man behind Ridgehill Scale Models and its line of wood



structure kits and beautifully executed resin box cars and cabooses. You'll find a more complete write up about Oliver in the **Saying Our Farewell** section of the NASG website. My eulogy to Oliver can also be found on the S Scale Workshop website. <http://sscaleworkshop.blogspot.ca/2014/04/remembering-oliver.html>
— Jim Martin

PAUL SCOLES

In early May the S scale hobby lost one of its most talented and most published ambassadors. Paul was an **NMRA Master Modeler** and wrote nearly a hundred articles over the past 40 years for the **Gazette** and **Sn3 Modeler**, as well as the big time magazines such as **Model Railroader** and **Railroad Model Craftsman**. Thus he and his exquisite Sn3 layout, the Pelican Bay Railway and Navigation Company, exposed tens-of-thousands of readers to what was possible in our scale.

He also produced a DVD on operations as well as two demonstrating how to replicate his scenery. His last project was a Carstens Publications book on how to build scenery. Paul was also an accomplished musician whose guitar work can be appreciated on those same DVDs.

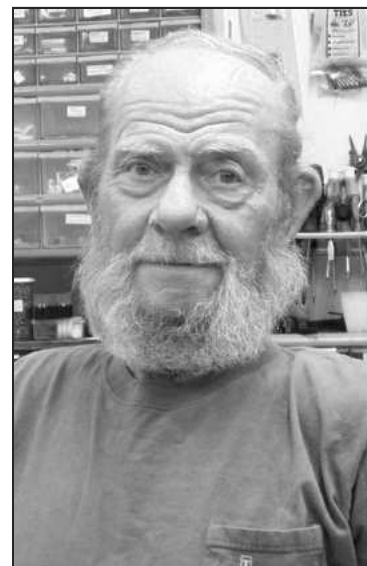
Paul was a decorated Viet Nam veteran whose war wounds left him with a lifetime of back pain. Back surgery complications led to his untimely death. He was 71. Our condolences are extended to his family and his many friends.
— Jim Martin

RICH GILLET

passed away on July 31, 2014 after a brief battle with cancer. Rich and his brother Al were part owners of S-n-S Trains, which they had just bought last year.

S-n-S Trains is a manufacturer of can motors and track cleaning cars for American Flyer S-gauge trains. They also provide repair services.

The company will continue with the help of former owner Steve Blackburn. If you have any ongoing work or projects with them, they ask for your patience during this time.



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2014 NASG Budget Summary

Approved by the NASG Board of Trustees July 28, 2014.

	FY 2014 Budget	FY 2014 Actual	FY 2015 Budget
INCOME			
Membership Dues (1)	\$40,000	\$41,700	\$37,500
Dispatch Ad Revenue	4,500	5,690	6,000
Fund Raising Projects	25,000	46,580	30,000
Promotions: RMC & Supplement		20,050	12,000
Conventions	5,000	13,420	3,000
Company Store	1,500	1,040	1,000
Miscellaneous	500	490	500
INCOME TOTAL	\$76,500	\$128,970	\$90,000
EXPENSES			
Bank Fees	\$ 200	\$ 130	\$ 200
Company Store	200	545	1,000
Conventions	1,000	1,320	1,000
Insurance	4,400	3,260	4,500
Dispatch Publication (2)	46,000	47,040	41,000
Fund Raising Projects	15,000	15,360	16,000
Promotions (3)	4,000	4,190	14,500
RMC Co-op Ads		12,000	12,000
Internet Presence	1,000	65	1,000
Administration:			
Postage and office expense	3,000	3,400	3,400
Taxes and franchise fees	700	365	500
Professional fees (4)	1,600	2,435	1,800
EXPENSES TOTAL	\$77,100	\$90,110	\$96,900
	(-\$600)	\$38,860	(-\$6,900)

(1) Based on 1500 members.

(2) Based on 6 issues. 7 issues delivered in FY 2014 to catch up.

(3) \$7.6k accrued from FY14 for RMC Supplement.

(4) In FY14 spent \$1k on legal fees for Federal trademark renewal of NASG logo.

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading

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

Mainline Modeler 1980-1997

Model Railroader 1937-1961

NASG Dispatch • S Gauge Herald

S Gaugin • S/Sn3 Modeling Guide

Sn3 Modeler

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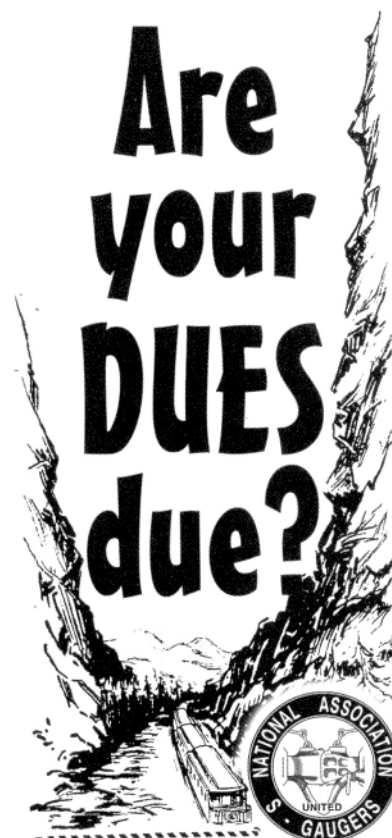
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