



THE NASG

DISPATCH

JANUARY-FEBRUARY 2015



**CONVERTING AN On30 2-6-0 TO S GAUGE
A QUICK FIX FOR SHS TRUCKS
MAKING COAL MINE JENNIES
A SCALE INTERURBAN LAYOUT**

BILL'S BOILER WASH



Happy New Year!!

I hope this year is your best ever!

This past year Dick Kramer, our Membership Secretary, was forced to mail out several dues reminder notices. Your dues barely cover the expense of producing the Dispatch you get every two months. Every time Dick has to mail out reminders it costs the NASG \$50 to \$100, money that comes from our general fund and that can be better used elsewhere.

Please pay attention to your renewal date and send in your dues BEFORE then. Our being computerized also has the effect that when you are tardy with your dues you are dropped from the member list sent to the printer of the "Dispatch" and you will miss the copies for the period your dues were late. Since there is no room for paying for missed copies in the dues structure, you will now have to pay \$3.00 for each of the issues you have missed. Exceptions to this policy will be made for individual cases at the discretion of the Membership Secretary. We don't think it is fair to the rest of the membership to raise our dues just to cover late renewals of a very small minority.

You can also pay up to four years in advance including the current year. We had to set that limit because of the accounting problems generated by paying more years ahead than four. There are a couple of advantages to paying ahead: you don't have to write and send as many checks and you won't be subject to any dues increase (should there be one) during that time. If you don't intend to renew your membership (heaven forbid!), please advise the Membership Secretary of that, and please, also give him the reason why. We will always welcome you back, if you change your mind!

Speaking of sending money to the NASG, we are working towards getting on-line payment through the NASG website. This has been a goal for the NASG since before I became President. We will keep you posted. With some luck, we will have this in operation by the time you read this.

Again, speaking of money, last year the NASG received a generous donation in memory of Vic Cherven, Sr. Because there were no established rules about receiving gifts, the NASG BOT agreed at the Oconomowoc convention that unless a gift is made without constraints, we cannot accept it. All gifts made without restrictions will be gratefully accepted and acknowledged in print, including any dedication, but they will go into the general funds account.

Again, Happy New Year!
Bill Winans

ON THE CONDUCTOR'S CLIPBOARD

I got a pleasant surprise in this morning's (October 28th) mail; the November-December Dispatch. They were mailed on October 24th, from Pismo Beach, California. Being in Salem, Oregon, I am just 850 miles from that post office. I hope that members on the east coast got similar speedy delivery.

I am surprised and a little bit disappointed that more of our members are not taking advantage of our **FREE** classified ads. Any active member can place a non-commercial classified ad in the Dispatch, absolutely free. See page 30.

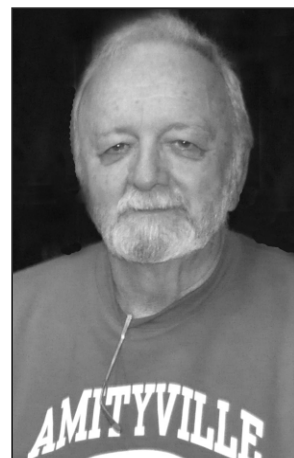
CAN YOU PRESENT A CLINIC?

Executive Vice President **Dave Blum** is the chairman of the 2015 NASG Annual Convention, which will be held in Kansas City, Missouri, August 4th through 8th. Dave needs presenters to put on clinics at the convention. Anyone who wants to do this should e-mail Dave with their name, subject of the clinic, time that they can give it, and their contact information at exec_vp@nasg.org

JEFF MADDEN has been doing such a great job reporting on all the various Fests in the Midwest that I think I'll start referring to him as "Uncle Fest-er." Check out his reports on page 19 and his opinion piece on page 22.

SEE YOUR FAVORITE RAILROAD on the cover of the Dispatch. Send me good, sharp focus pictures of locomotives on your layout that I can use on the covers of the Dispatch and follow through the entire issue with the colors and style of that railroad. Take the pictures a large as possible, and don't crop them. E-mail to me at dispatch@nasg.org

A LIGHT BULB lit up over my head last week and I had what I hope is a bright idea. There are very few local hobby stores that stock S equipment. I know of one: Central Coast Trains in Atascadero, California. I am going to visit my daughter in that town next week and while I am there, I plan to photograph and write a story about that store. Do any of you have a local hobby shop that stocks S? If you do, how about a short story and a few pictures. Contact me and I will send you a check list to help you interview them. dispatch@nasg.org



CORRECTION: On page 15 of the October 2014 Dispatch we showed **Dick Karnes** accepting the **Josh Seltzer Award**. Dick has asked that we print the following correction: "I did not win the award. I merely accepted it on behalf of the **NMRA S Scale Special Interest Group (S SIG)**, as I was the only S SIG board member present. The award was specifically for the S SIG's sscale.org website, for which board member **Chris Borgmeyer** is the webmaster."

MISNOMER: On the page 16 picture of a table top Christmas layout in the November-December, 2014 issue I misidentified owner **Bob** Galloway as Tom. Sorry Tom, er Bob.

If you spot an error in the Dispatch, please don't hesitate to let me know at dispatch@nasg.org — Bill Pyper, Editor



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Bill Pyper, Editor
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MEMBERSHIP YEAR

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

NASG Membership Secretary
Dick Kramer
Post Office Box 268
Middlebury, CT 06762-0268
e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

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

DISPATCH

MANIFEST

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NASG Website Director, Peter Vanvliet: webmaster@nasg.org

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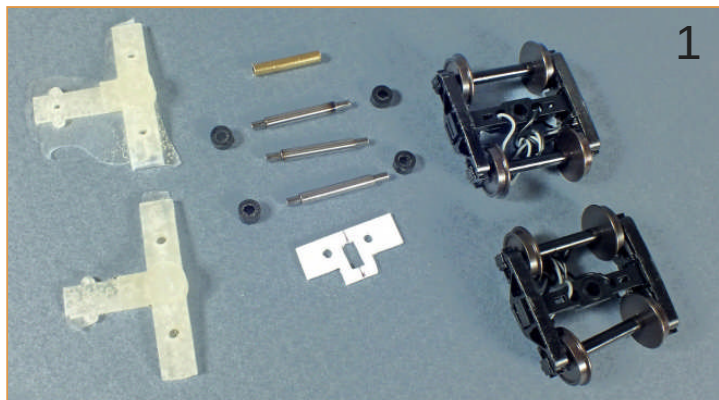
SOMETHING A LITTLE DIFFERENT

Converting a Bachmann On30 2-6-0 to S Gauge



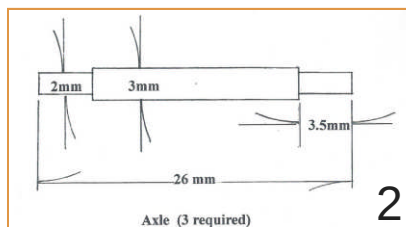
By Bob Stelmach with Photos by Brooks Stover

While there are many fine products available in S, there are not many small inexpensive steam engines. About 10 years ago I discovered that Bachmann Trains popular On30 equipment was very close to S scale in many dimensions. I decided that their 2-6-0 would make a great S gauge engine because it is unique relative to anything ever produced in S scale. The engines are available for a very reasonable price and given that the conversion is relatively straight forward I think it is one that other S modelers might want to try. This article describes how I turned one of the Bachmann engines into a Maintenance-of-Way locomotive for my Red Pine & Oxville Railroad.



Chassis and Axles

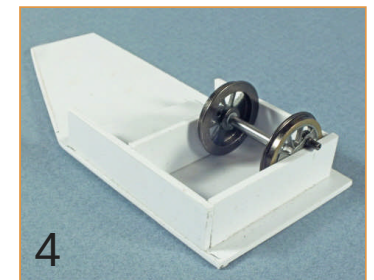
The major parts needed to accomplish the conversion of the chassis to S are shown in **Figure 1**, above. The first step is to widen the gauge, and this requires new axles. In **Figure 2**, right, shows the dimensions of the new axles should anyone want to make a set. However, there is some very good news for S gaugers who might be interested in doing this conversion.



I spoke with North West Short Line about making some axles and they went one step further. They now provide S gauge driver axles and machined engineering plastic gears for this conversion as part of their regular product line. The part number for the axles is 2721-6 and the part number for the machined gear is 2480-6. Both the gears and axles are available now. Further investigation is required but it is possible that these same parts might be usable to convert other Bachmann On30 rod engines to S.

The wider gauge requires placing spacers on the front and rear axles between the frame and the drivers. I made them from 1/8" long pieces of thick-walled nylon tubing. The center drivers need no spacers as they will be properly positioned by the wheel flanges. The flanges on the Bachmann wheels are strictly a scale flange and appear to be the RP25 design.

The drivers must be properly quartered when installing them on the new axles. My initial assumption that the drivers had to be quartered at 90 degrees was in error. After some investigation, I discovered that the drivers on a brand-new Bachmann chassis are quartered at about 100 degrees. I built a small jig out of styrene to accomplish duplicating the 100 degree quartering. See **Figures 3 and 4**, below.

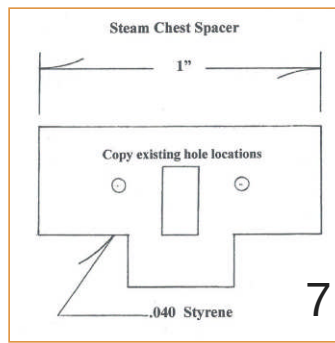
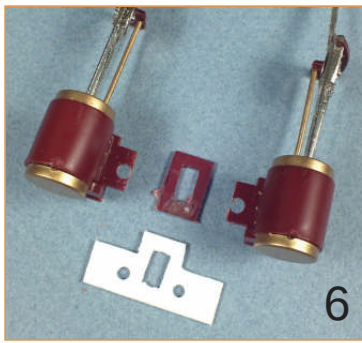


Widening the gauge of the pilot wheels was pretty cut and dried. All that was required was to cut the axle in half and then slip the two axle pieces into a piece of brass tubing with spacers on the ends. It is necessary to enlarge the bearing surface to accommodate the brass tubing. See **Figure 5**, right.



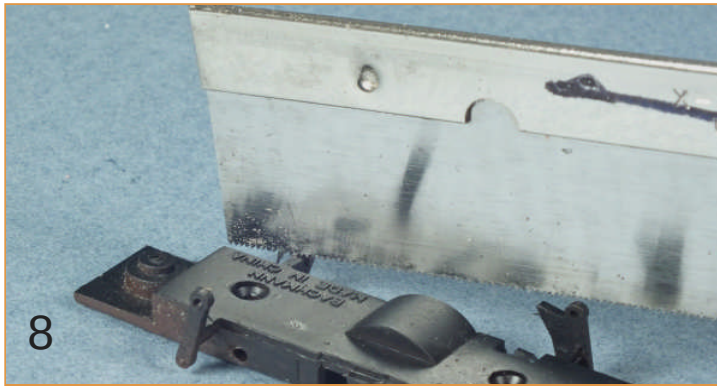
Steam Chest and Brake Rigging

Increasing the gauge of the drivers requires moving the steam chests outboard. At first glance it looks like the wheels spread out to standard gauge might fit between the stock cylinders and the crossheads but this is not the case. If the steam chests are not widened the wheels and the nuts holding the connecting rods will almost always hit and create problems.



It is an easy task to remove the section between the steam chests. See **Figure 6**, above. I fabricated a new center section for the steam chest out of .040" styrene with the dimension shown in **Figure 7** above right.

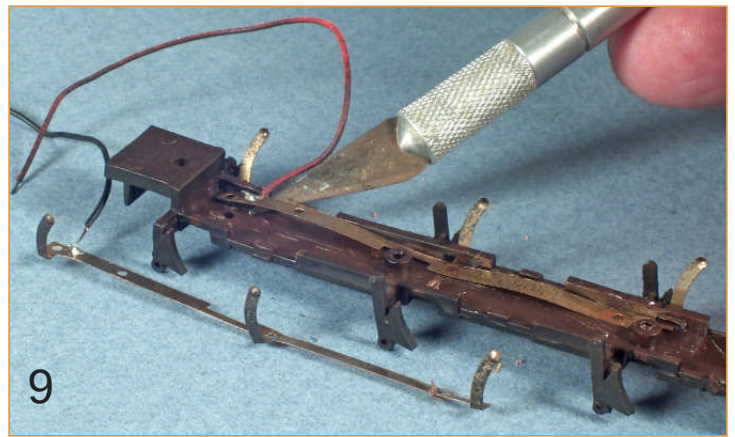
The brake shoes must either be moved outboard or simply eliminated. I chose to remove them, but it wouldn't be hard to come up with a scheme for reattaching them at the correct width. See **Figure 8**, below.



Electrical and Electronics

I wanted to convert the engine to DCC with sound so I needed a reliable means of picking up power. It was not possible to modify the driver-mounted wipers that came on the Bachmann locomotive to work with the wider gauge of the drivers. These wipers were removed by prying them loose from the chassis. See **Figure 9**, above right. I replaced the Bachmann tender trucks with SHS Andrews tender trucks with their reliable wiper system and they work beautifully. I used ACE bolsters to mate the SHS trucks to the tender underbody.

Wiring the locomotive for DCC and sound was a bit of a challenge because there is limited room within the boiler. The decoder and speaker were both mounted in the tender with four wires (two for the motor and two for the headlight) going between the tender and engine. A four pin connector was placed between the engine and the tender to facilitate separating the two. Getting wires from the motor and the headlight routed to the back of the chassis required drilling a hole in the weight inside the boiler behind the motor.



Other Details

The one part of the On30 engine that is most out of scale for S is the cab. The cab is held in place with a simple tab system and is easily removed. A scale 1 foot was sectioned out of the top of the cab above the windows. This was done with a razor saw and sanding the parts perfectly flat using a large sheet of sandpaper on a flat surface and re-gluing together with CA. The large hand rails on the locomotive were also removed and replaced with .020" wire to make them more realistic. The smokestack was shortened appropriately. The result is an engine correctly proportioned for S. See **Figure 10**, below.



A number of other details were added including a crew, air tanks, additional plumbing, a siphon pump and hose on the tender and various tools and grease cans finish off the locomotive. The lettering on the tender was made from dry transfers applied to decal material and then transferred to the locomotive. The engine was weathered with pastels.



This handsome little locomotive is now in service on the Red Pine & Oxville RR and with new axles is running smoothly and quietly. This has been a very satisfying project and resulted in a unique S scale engine without major kitbashing. The availability of appropriate axles and gears from NWSL now make it possible for other modelers to easily create an S scale 2-6-0 for their own layouts, an engine configuration not previously available in S.

A QUICK FIX FOR SHS TRUCKS

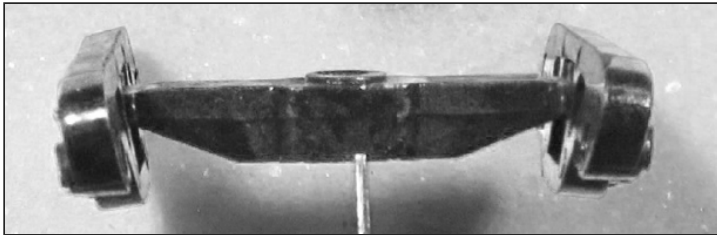
By Jim Kindraka
NASG Treasurer

People have commented that the sideframes on early S Helper Service trucks have a tendency not to stay in vertical alignment with respect to the bolster. The bottom of the sideframe will cant inward. While I personally have not had any operational issues with scale wheel versions of these trucks, some have reported rolling issues. It does create a visual issue, especially when viewed on eye-level layouts.

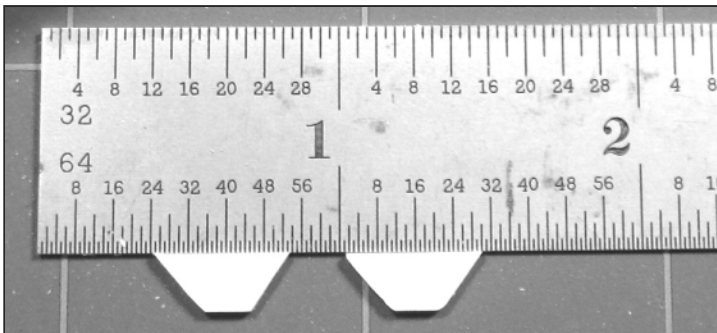


Recently on one of the Internet groups, Bill Wade of B.T.S. posted a fix. I took that fix and made some additional modifications to offer a couple of quick and easy alternatives.

Photo 1, below, shows a set of early SHS trucks with the wheels removed to more clearly show the inward tilt and position of the sideframes to the bolster.

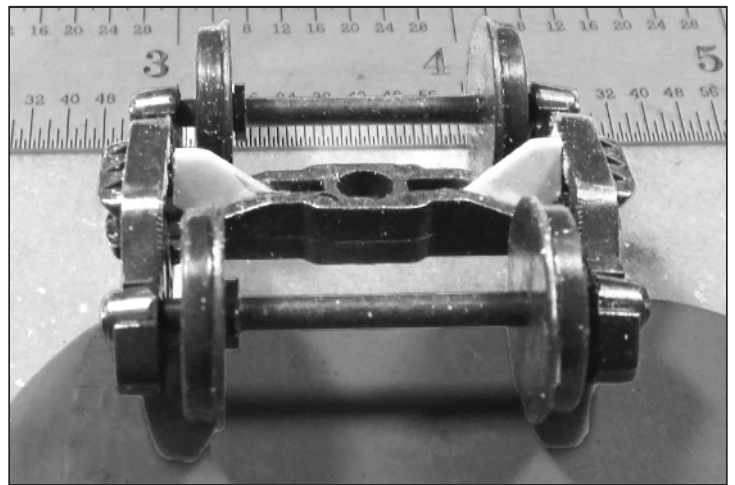


In one version of a fix, a piece of 0.100" x 0.250" styrene was trimmed to fit between the bolsters when they were in a vertical position and then glued with a drop of ACC to the bottom of the SHS truck bolster. I drilled the mounting hole through from the top to get it in the proper position, flipped the truck over and counter sunk the hole with a $\frac{3}{16}$ inch drill bit to give the mounting screw plenty of clearance. The white piece of styrene can then be painted. While it hangs down lower, by 0.100" over the rails, I have not seen any clearance problems in operation. If I understood Bill Wade's explanation correctly, this was essentially his suggestion. He suggested using 0.080" thick styrene rather than the 0.100" that I used.



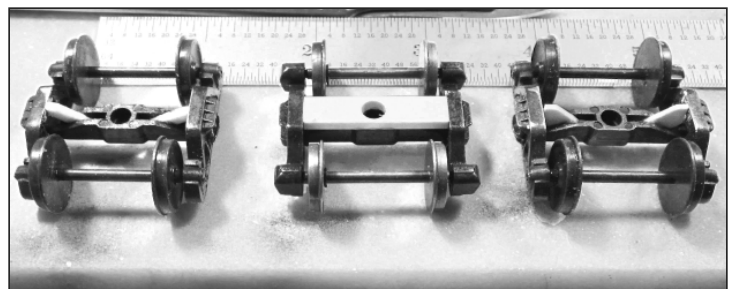
Being a bit lazy, I wanted to see if there were other options that did not involve drilling or painting. I decided to put the slot cut in the underside of the SHS bolster to use. The idea was to create a gusset that would fit in and could be anchored in that slot. If the gusset were small enough it might not show and require painting. This also reduces the risk of hitting something that sticks up between the rails or rubbing on a high grade crossing.

I started with 0.040" x 0.188" styrene, which easily fits in the slot on the underside of the bolster. Photo 2, below left, shows a couple of gussets cut from 0.040" x 0.188" styrene. The length and angles were shaped after some fitting and filing. The final product is shown in the photo. While the sideframe is held vertical, secure the gusset in the slot with a drop of ACC. I used one of the thickened ACC products to better control application. DO NOT glue or secure the gusset to the sideframe itself. The sideframe needs to move freely over the gusset for the truck to properly equalize in operation. The 0.188" styrene is a bit wide so the gusset will stick up from the sideframe when the truck is inverted. Only a few swipes of a file or knife are needed to even the top of the gusset with the bottom of the sideframe. Photo 3, below, shows a finished truck. In operation the gusset is pretty much invisible behind the bolster springs so painting it black becomes strictly optional.



The 0.040" styrene is not a tight fit in the bolster slot and this led me to a third option that can rely less on ACC adhesives. The slot is likely a metric measure, something close to 0.050". I haven't found any commercially available styrene that size so I took 0.060" x 0.100" styrene and again cut gussets similar to before. However this time with the gusset on its side, I filed the width of one end down until it was a snug fit in the bolster slot. This will take some trials but not a lot of extra work. Attachment then follows the process described for the 0.040" styrene. Photo 4, below, shows all three options completed on SHS trucks and the styrene materials used.

The process is not difficult or time consuming and restores the great looks and rolling quality of the SHS trucks. There are probably many additional, creative methods for applying this fix. I invite others to share their fixes or any other "quick fixes" they have developed in S scale.



A CANADIAN INTERURBAN

William Flatt's Niagara, St. Catharines and Toronto Interurban layout

Story and photos by Jim Martin

The Prototype: On the Niagara Peninsula, the Canadian National's Grimsby Subdivision passes through Merritton on its way from Hamilton to Niagara Falls. The rail facilities at Merritton, now a part of the city of St. Catharines, aren't much to look at these days . . . just a metal office building and a diverging track. But back in the day there was a classic wood station, a set out for the big 2-10-2 pusher engines used to attack the Niagara Escarpment, and of course the interchange yard with the Niagara, St. Catharines and Toronto electric railway. The yard was festooned with overhead wire and the hum of busy electric motive power interchanging with its parent CN. It is these salad days of 60 years ago that my friend William Flatt of Burlington, Ontario has chosen to replicate.

Layout Construction: William's layout is a series of light-weight sections designed to move easily, and they have done so twice now without damage . . . even to the overhead wire. Frames of 1 by 6 lumber support 1.5-inch thick rigid Styrofoam sheets. Folding metal table legs swing up into the individual sections to facilitate moving.

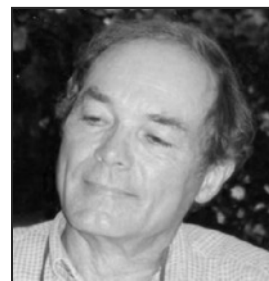
Scenery begins with a layer of bed sheet material which is glued to the Styrofoam surface with water-based contact glue. This provides extra tooth for the next step, a layer of Structolite (a rough coat plaster). That is then topped with dyed sawdust of various textures, ground foam, lichen, and commercially made trees. All the structures are built from kits.

The track is code 100 flex. The switches, mostly numbers 4 and 6, are hand made in Fast Tracks assembly fixtures. These nachuned fixtures locate the rail and printed circuit board ties precisely, enabling anyone with average skill to build perfectly performing turnouts (www.handlaidtrack.com). A mixture of ground throws and switch machines help bend the rails. The track sits on cork roadbed, employing the old S scale trick of using a half strip of O and a half strip of HO. Again, water-based contact cement secures it to the foam. All electrical busses have quick-disconnects at each section end. Digitrax DCC juices the rails, and all motive power, electric, steam and diesel, is appropriately sound-equipped.

William powered his earlier HO and O scale traction layouts with working overhead wires, but found the electrical contact between the wires and the trolley poles too unreliable. On this layout, the neatly strung phosphor bronze and nickel silver wire is cosmetic only. All pickup is conventional two-rail and the trains run smoothly.

William makes his own overhead line poles. They are 3/16" brass or mild steel welding rod with 1/16" copper-coated welding rod for the bracket arms. He has come up with an ingenious way of mounting the metal poles into the soft foam layout base. He mounts the threaded poles in a sandwich of 1/4 inch thick pine sheet drilled out to the pole diameter. The pieces of pine, each 1.5 by 2 inches are mounted top and bottom of the Styrofoam, and secured with nuts and lock washes above and below. These compression mountings have held the poles stable against the tension of the trolley wire, as well as during the many layout moves.

Rolling Stock: William's layout differs from most other S scale pikes in his choice of prototype and rolling stock. Not many people in our scale model interurban operations, so it's guaranteed that you will see equipment unique to this layout. Ready-to-run models comprise about 80% of his rolling stock. The other 20%, modified kits and scratch-builds, is where it gets really interesting.



William Flatt

The various types of Canadian National wooden express cars are modified *Ye Olde Huff and Puff* kits. All the trolleys are scratch built from brass, wood or styrene. William is adept at all three materials. One has a NWSL Stanton drive. The others are powered with Australian-made *Black Beetle* 27:1 power trucks which are recommended by William. All run well. The diesels, including a pewter *Railmaster* Alco RS-3, are modified with commercial parts, as well as some cast from his own patterns. The two NS&T steeple cabs, 18 and 20, are assembled from brass . . . the first from a set of commercial etchings, the second from William's own AutoCAD drawings. A third steeple cab, NS&T #17, also from his own drawings, is currently under construction. Trolley poles and steeple cab side frames are cast from William's own patterns. The lone steamer, CNR Mogul #86 is a S Scale Loco and Supply kit that William assembled himself.



Behind 1839, the NS&T's Merritton yard literally hums with electrically produced activity. On the far track is number 18, a 55T Baldwin/Westinghouse unit built in 1918 and purchased by the NS&T in 1927. It now resides in the Connecticut Electric museum. The etchings kit is available from Model RR Warehouse and is produced in small orders. It of course has William's own line of castings. Number 20 is a 55T General electric unit built in 1914 and acquired by the NS&T in 1938. Interurban 171 is a visiting Lake Shore Electric Railway unit carrying a fan special all the way from Cleveland . . . a trip that was made possible when the International Rail Connection at Niagara Falls was electrified. 171 was constructed from commercial photo etchings.

Continued on the next page

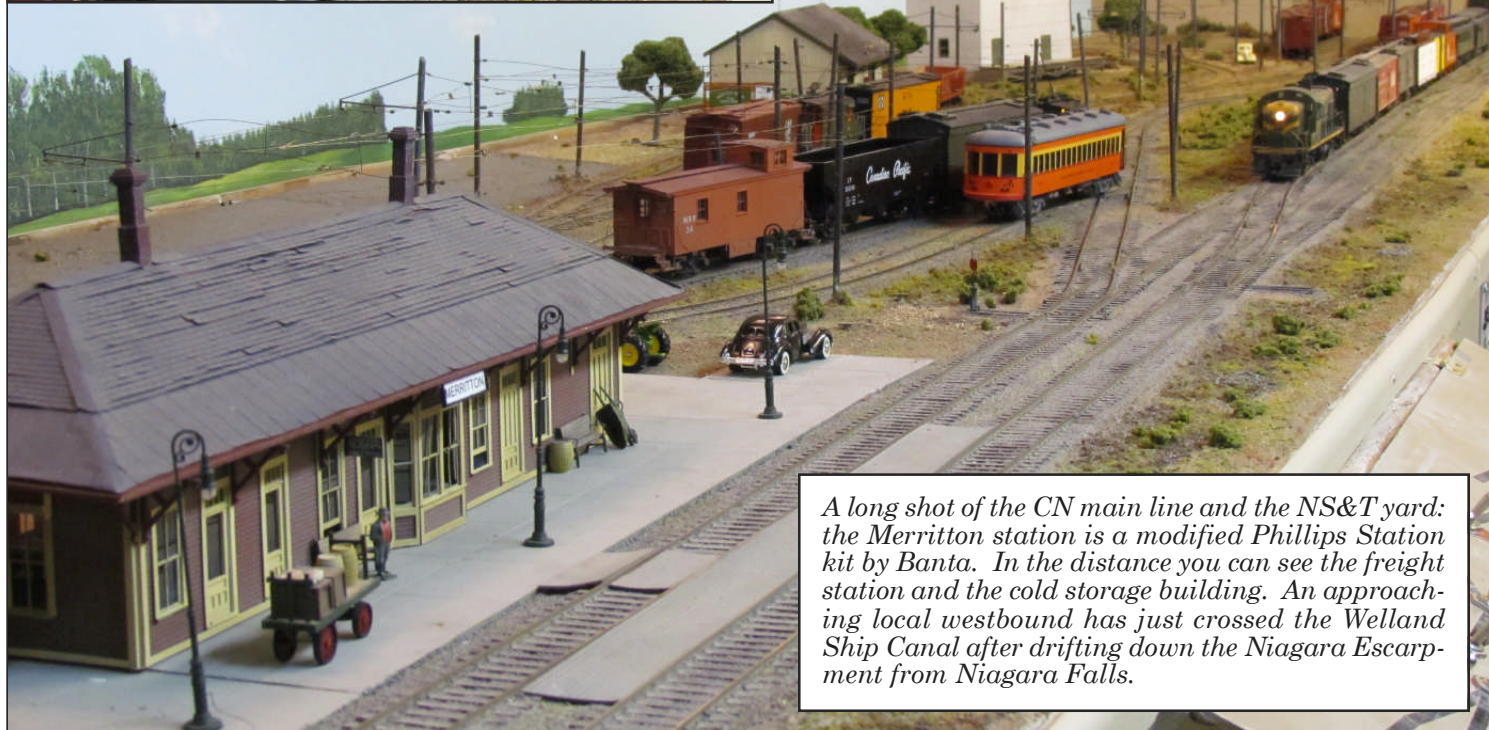
Right: Up in Thorold, the boys on line repair car number 31 ham it up for the photographer. William scratch built this line car from scale wood. The work platform, like on the prototype, adjusts upward and outward to take the repair crews to within easy reach of their work.



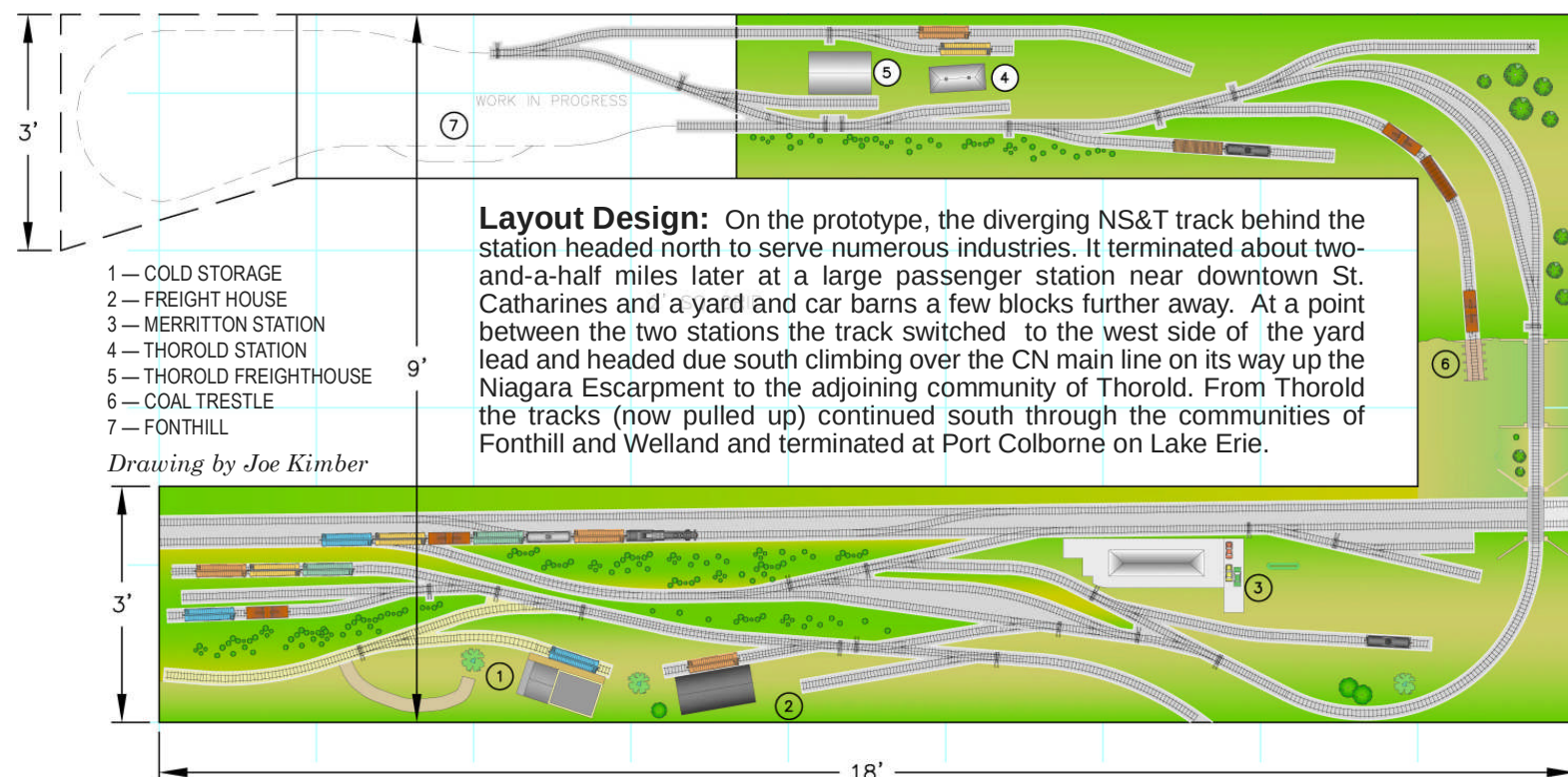
Right center: Freight motor number 20, downgrade from Thorold on its way to Merritton yard, passes above eastbound CN E-10 Mogul number 86. Number 20 was scratch built in brass by William who did his own drawings on AutoCAD and then had etchings made. The finished body was then fitted out with twin Black Beetle power trucks and William's own castings for the side frames, trolley components and other fittings. It was custom painted. William built the Mogul from a brass S Scale Loco and Supply kit.



Below: Mogul 86 and CNR RS-3 number 1839 approach each other at Merritton. Sound-equipped 1839 is a white metal kit produced in New Zealand by Railmaster. Its North Yard chassis is a smooth runner. It is further enhanced with commercial castings, along with ones that William produced himself. The busy NS&T yard lies beyond.



A long shot of the CN main line and the NS&T yard: the Merritton station is a modified Phillips Station kit by Banta. In the distance you can see the freight station and the cold storage building. An approaching local westbound has just crossed the Welland Ship Canal after drifting down the Niagara Escarpment from Niagara Falls.



William's track arrangement generally replicates that functionally, by means of a steep gradient that leaves the Merritton yard tracks and swings south over the mainline. Thorold Station lies beyond the railway overpass and the stone arch bridge. Current work involves construction of Fonthill as the layout's terminus. Back at Merritton, the tight trackage, with its short spurs and runarounds, is a switcher's dream, and well illustrates the operational advantages of traction equipment. The double track mainline at Merritton provides some limited operation, but its primary function is scenic.



Interurban number 80, wearing the parent company's wafer herald, has arrived from the St Catharines station a few miles to the north. It is backing behind the Merritton station to pick up a few more riders before it climbs the Niagara Escarpment on its southbound run. It was scratch built in styrene by O-scale friend Glen Whitehouse. Like most of the NS&T motive power it rides on smooth running Black Beetle power trucks from Australia.

Traction for you? After seeing William's layout in action I'm even more of a fan of this type of railroading. Perhaps there's a corner of your layout where you could add a bit of overhead wire and a visiting interurban or freight motor. William will be more than willing to help you out with advice and his specially made parts. William can be reached through the NASG membership list.

PRS BOXCAR ASSEMBLY

By Bill Winans, NASG President

The key to getting *PRS cars built, particularly the 40 foot boxcars, is to have one of **P-B-L's extra fine sprue nippers. These look like tweezers, but have a cutting head that is thin enough to get in between the sprues and the parts. It is better than a knife because it doesn't stress the part and gives a close, flat cut. There are less expensive similar items available, but they are usually thicker and not of the same quality steel. When I got mine, they cost about \$22 and were worth every cent. The second is to have a 1/32" thumb drill (or pin vise) for drilling out certain holes that are undersized for accepting the pins on the mating part. Because I use the Kadee coupler box, I also use a 3/64" thumb drill for the Kadee self tapping mounting screws. This size is also good for drilling out the holes for the Air reservoir pins. I got the thumb drills from MicroMark years ago in a package of four for about \$10 (1/64 to 1/16" in 1/64" increments) and they have proven to be very handy. A **SHARP** hobby knife like an Xacto #11 is used to cut the ends of air lines and brake rods where they end in a circular part of the sprue. A screw driver or two for the screws on the trucks and couplers, a flat file, hobby knife and light(s) are also needed. I use two Ott lights plus the normal room lighting in order to see well.



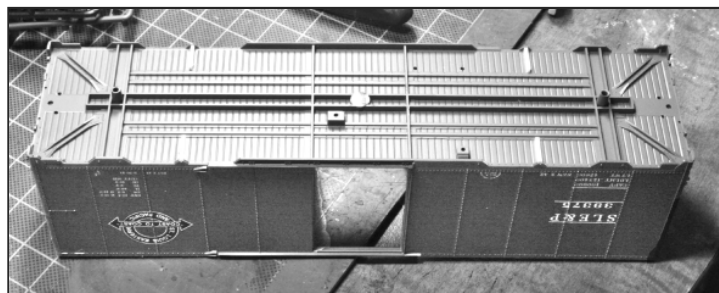
In addition to magnifying reading glasses (old guys need these) I use a 10" focal length Optimisor (call me 6 eyes!). I use almost exclusively Plastruct's Bondene (white label) liquid styrene cement. This glue does a good job on the plastic, but is less likely to damage the paint than other glues. I do not recommend the Plastruct orange label liquid glue as it is way too aggressive and will ruin the paint and possibly melt parts.

I find it helpful to install the roof (DO NOT GLUE) before doing any work on the car. This will stabilize the car body and give it a flat surface to rest upon while upside down (roof walk supports). The first thing you have to do to the car body is drill out all the holes that are not deep enough or too tight. For the 1/32" drill these include the side ladder holes, the brake stand bracket holes (supposed to be a force fit on a fragile part) and sometimes the holes for the grab irons at the bottom of the ends. I have never had to drill out the holes for the end ladders or the standoff grab irons. If you are going to mount Kadee or other couplers now is the time to drill holes for mounting them. I use the 3/64" drill for this.

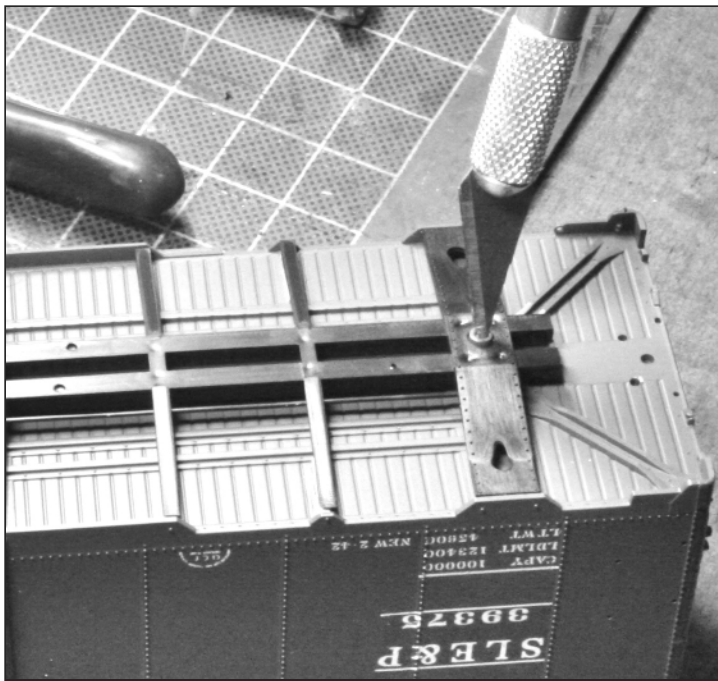


You can also drill out the air reservoir holes with this size. Drill all the holes that you need to before adding any detail. On the double door car I found that you also have to file the bottom of the corner sill flat. As it comes in the box, there are several molding joints and they interfere with mounting the corner stirrup steps later on. No need to remove a lot of material, just make the area free of irregularities.

Next, make sure that the point where the original plastic sprue was attached is not projecting above the center sill where it will interfere with the underframe. I peel this level with a flat chisel bladed knife. For the single door boxcars the next thing is to cut some plastic strip (I use four pieces of .040 x .060) to fit between the first small side sill tab and the outer longitudinal stringer and glue them on edge to the floor of the car behind the tab.

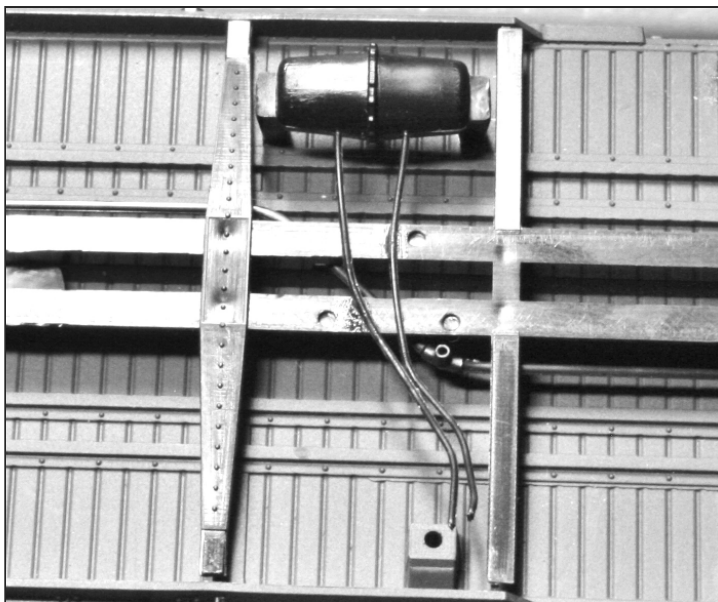


The underframe was originally meant to be glued to pieces molded as part of the floor, but those were not done. Without those little filler pieces the lateral frame members hang out for all to see. This way, they are forced to hide behind the little tab as they should when glued to these filler pieces. This will require some holding the parts together while the glue dries. The rest are hidden by the side sill, so fixing them is optional. On the double door cars, all the tabs are large enough to hide the lateral frame members, so adding filler strips is optional. If you decide to add these strips, using .040 x .080 styrene strip works perfectly—also good on the center laterals on the single door car. When cutting out the underframe from the sprue, cut all the laterals the same distance away from the sprue—the center ones don't have an obvious end. Usually the ends of the center sill have some flash. It is easy to use the nippers to cut these ends square and remove the flash at the same time. On both car types remove the nubs at the end of the lateral frames before gluing the underframe to the floor. Before installing any of the under floor brake detail, I run the truck

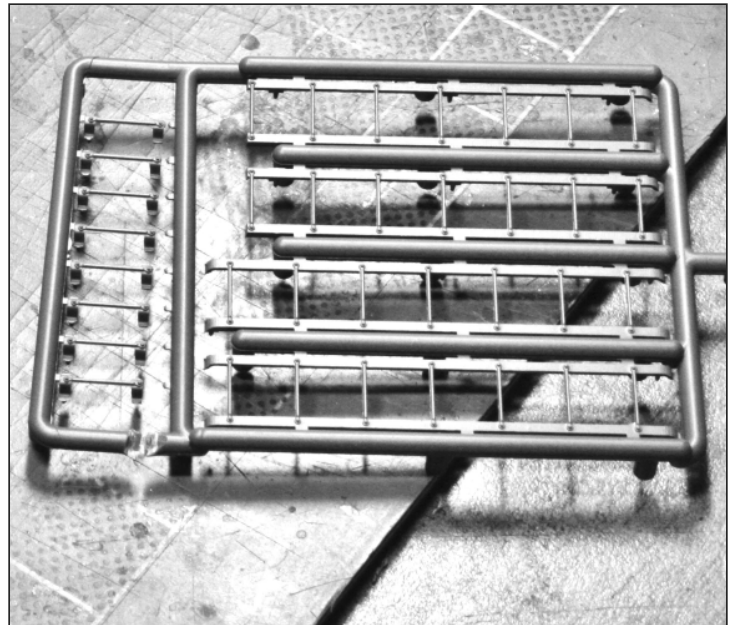


mounting screws all the way down into their holes. This can be made a bit easier by reaming the opening with pointed knife blade to help the self tap screws get started.

When detailing the under floor area, the air reservoir goes on easier if you clip the pins to about half their original length and on an angle, upward to the middle of the reservoir. The mounting holes are just a shade too far apart. Once the reservoir is in, make sure the air lines to the triple valve are well clear of the mounting holes for the brake rigging support brackets. This entails bending the line closest to the center of the car and gluing it to the center sill, and similarly for the other air line. (photo) When the glue is set, you will have to re-bend the lines to get them to the triple valve. You will probably have to cut these air lines so they fit against the triple valve properly. When cutting and installing the little air line from the main air line to the triple valve, cut the curved portion just after the curve starts where it leaves the sprue. If you don't do this, this air line interferes with the brake rod that goes past it. It also helps to glue the main air line in the frame slots so it is over to the side where the triple valve is mounted.



When cutting out the standoff grabirons, start by trimming away any flash on the rod part of the grab iron. Next clip all the ends towards the center of the tree using the very tips of the nipper so you don't bend (and break) the grab iron. This end usually has less flash. I then cut the sprue at one side and bend it so the grabirons are no longer "contained" at both ends, and cut the other end now that they have room to move a bit. Cutting off flash from these things is about as tedious as it gets, but the P-B-L nipper helps this a LOT. When cutting the ladders out of the tree, work from the end where the sprue extension stops. I cut off the sprue tree beyond the ladders where the grab irons were, so when the first side side of a ladder is cut I can then bend the sprue it was attached to clear and give the ladder a place to go as you cut the other side – same deal as the grabirons. The curved ends of the ladders usually have a bit of flash that needs to be removed (nippers again!). The brake wheel shaft is weird – I have seen it go from no shaft to nearly a 1/4". I cut it about 3/32" long at an angle to help get it into the brake housing.



No real tricks to adding all the details, just be patient. Tweezers help with small parts. PRS instructions correctly call out the sequence for adding details, though I usually add the tack boards to the ends at the same time I do all the other end detail. Tack boards are mounted in different places depending on the railroad. If you are a stickler for accuracy, check photos of the real car you are building. Before adding the corner stirrup steps, mount your couplers. If you use the Kadee draft gear box, it's best to cut off the round extension at the back of the box (nippers!) so the box sits back where it belongs. When putting on the corner stirrup steps, I found that most of the tabs on the steps are too large and cause part of the tab to show if left as is. Using the nippers, I nibble away about 1/32" of the tab (side away from the step) which allows everything to seat the way it was meant to.

Continued on page 14

***PRS** is **Pacific Rail Shops**, a business formerly owned by John Verser and Jerry Porter. It is now part of Des Plaines Hobbies S Scale America line. www.desplaineshobbies.com

****P-B-L** came from Peter Built Locomotive, a business owned by Bill Peter and famous for being the primary source of fine Sn3 rolling stock and other S scale supplies. www.p-b-l.com

MAKING COAL MINE JENNIES

By Bob Davis
Connecticut S-Gaugers

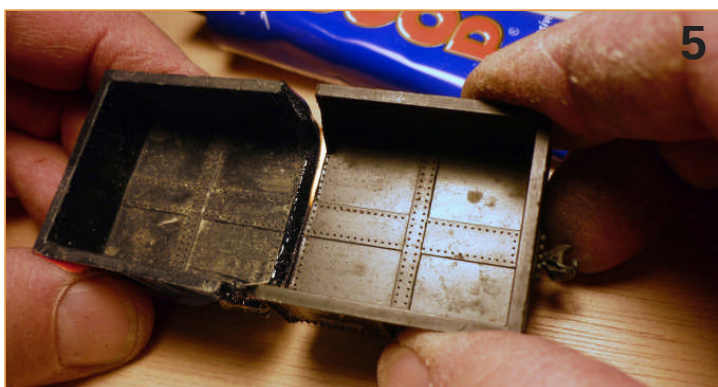
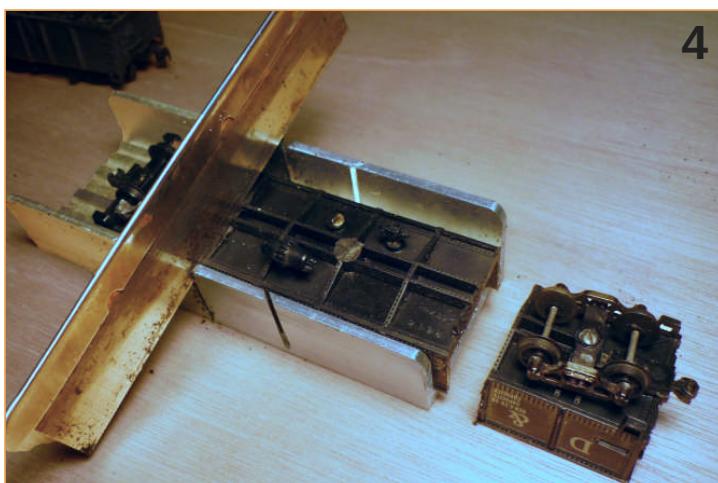
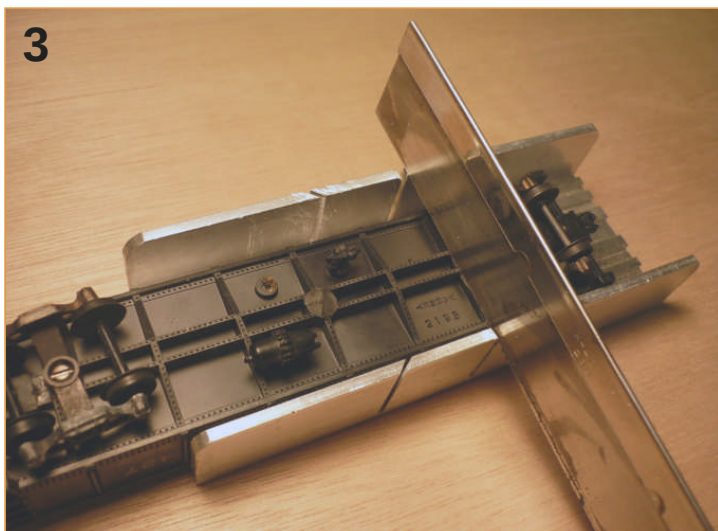
With the latest expansion of my S gauge layout, I added a coal tippie, mine entrances, hill-side conveyors and multiple sidings of American Models track to stage waiting hoppers, seen in figure one, on the right. Central to this scene is a mine track showing coal being brought from deep within the slant mine to the tippie using a motorized unit and a train of small mine carts usually called "jennies", "buckets" or "dumps" that were hand loaded deep in the mine.

Scale wise, HO track seemed a perfect choice in relation to the size of the miners and the amount of coal each one of the jennies could hold. See figure 2, on the right, below.

There are no commercially available jennies. HO coal cars are replicas of 55 ton steel hoppers. Hardly the size and type usually used by miners. Because the carts came in all sizes and were made from various materials, modeling was free form for me as I wanted something on the layout to represent the process of moving the coal from the mine to the tippie.

While at the York train show, a model of a horizontal coal mine was on display with a small track and jennies being pushed by hand out of the mine to where the coal was dumped into a storage bin below. Unfortunately, these were the last the modeler had and he was at a loss as to where to find any more. To me they seemed to be about the width of an HO gondola but a lot shorter. That problem could be easily rectified with some judicious saw cuts resulting in a fairly close replica of one of his jennies. A quick search of dealer tables, led to numerous \$2 gondolas that could be sacrificed for the layout. A word of caution, do not buy weighted gondolas as they have a metal stiffener inside the plastic bottom which can not be cut.





Once home with my 20+ gondolas, I used my miter box to cut away the middle third of each gondola leaving each end with their trucks intact. See **Figures 3 and 4**, left. Most gondolas are molded underneath with structural ridges from side to side that can be used as cut lines on each end while helping to hide the final seam. I used a file to clean up the saw cuts so that when glued and clamped resulted in a clean joint. See **Figures 5 and 6**, below, left. I cleaned off the excess glue, covered the wheel trucks with protective blue tape and spayed the rest of the jenny with gray and black primers for a used coal dust look. See **Figure 7**, below. Those of you with more detailing skills may want to scribe lines to mimic wood sides, add wood flooring and spray brown and black accordingly.

On the layout I filled the jennies exiting the mine with coal as they approached the tippie and placed empty ones exiting the tippie. The only miners I could find were MTH Rail King O scale 6 figure set #30-11058 which are a little big but having miners and jennies together makes the scene come alive. At York the next year, I gave the same modeler a couple of my fabricated jennies and he seemed quite pleased.

Next is to make a wood mockup of a motorized electric unit. I found a picture of this on the internet. It has a single pantograph arm that followed overhead cable along the track as it ran down into the mine with it's string of jennies in tow.

I Hope you enjoy this little project that gives realism and tells a story of the early coal mining days.



Bob Davis has been a member of TCA since 1976, NASG since 2005 and is a current member of the Connecticut S-Gaugers club. He says, "I'm Hi-rail with an emphasis on modeling — depicting coal mines, tipples, engine facilities, circus, logging areas, farms, rural as well as city life. Not a real scale person nor a pure flyer collector but I do like to place the flyer accessories in as realistic setting as possible. Fooling the eye is key to the viewing experience of the visitor."



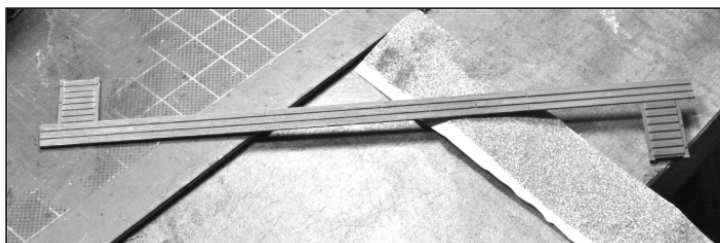
His layout is 24' x 30' with 3 levels and 13 sidings all filled with trains ready to run. He operates Flyer but lately has moved into American Models, S helper and TMCC engines from Lionel with two Mikados, a Pacific, a Challenger and a Mallet among the latest acquisitions.

Bob is a retired project manager for software development and a mechanical engineer. He has written articles for S Gaugian, the TCA quarterly and have had some layout pictures in Classic Toy Trains. When in Naples Florida, he volunteered at the Lionel Train museum and layout helping to answer questions and encourage parents to start their kids in the great hobby of toy and model trains.

PRS BOXCAR *continued*

Truck assembly varies with the trucks. If the trucks have the simulated roller bearing journal where the lids have to be glued on, I find that Walther's Goo is the easiest way to get the job done. If you have the trucks that snap together, the big pin on the sideframe can actually split the truck bolster if you have to force it too hard. A quick pass with the flat file across the tip of the "catch" (parallel to the top of the sideframe) will reduce the pressure to assemble. Do this only if necessary! These type trucks also have press fit journal lids. I cut the pins on these lids at an angle to facilitate their installation leaving about 1/16" of the pin. This makes the force required to ram them home a great deal less, and you are less likely to break off the pin in the hole, especially if you have to straighten the lid. When it is time to add the trucks, I plane off the very small part of the screw boss that projects above the body bolster, as it usually expands from inserting the screw and binds the trucks. I personally don't care for the plastic PRS wheelsets, and I replace them with NWSL sets, though S Scale Loco and Supply also has replacement wheelsets (these weren't available when I got a stack of NWSL wheelsets).

If I use the "wood" roof walk, I take some 80 or 100 grit sand paper (1" x 4" piece is easy to work with) and rub some "grain" into the boards. This has the added effect of letting some of the usually darker plastic show through the paint making things look a bit weathered. Do this before installing the walk on the car or adding the corner grabs! A small additional detail is to carve or saw out the spaces between the boards at the end of the roof walk.



I add about 2 ounces of weight to my PRS 40 foot boxcars, but going to 2-1/2 ounces is not out of the range. I have a few that I weighted even more heavily, but found this was not necessary. Be sure to add the weight BEFORE gluing the roof on!

There are some aftermarket parts for these cars including etched metal roof walks from Des Plaines Hobbies and real wire corner grab irons for the PRS wood walk from Charles Weston. B.T.S. had laser cut real wood roof walks at one time, but these appear to be discontinued.

These are great boxcar models. Have fun building a few!



2015 SPRING S SPREE

May 8 and 9, 2015 in Dayton, Ohio

Hosted by the Miami Valley S-Gaugers

Held at the Crossroads Exhibition Center, IBEW, 6550 Poe Ave, North Dayton, OH 45414

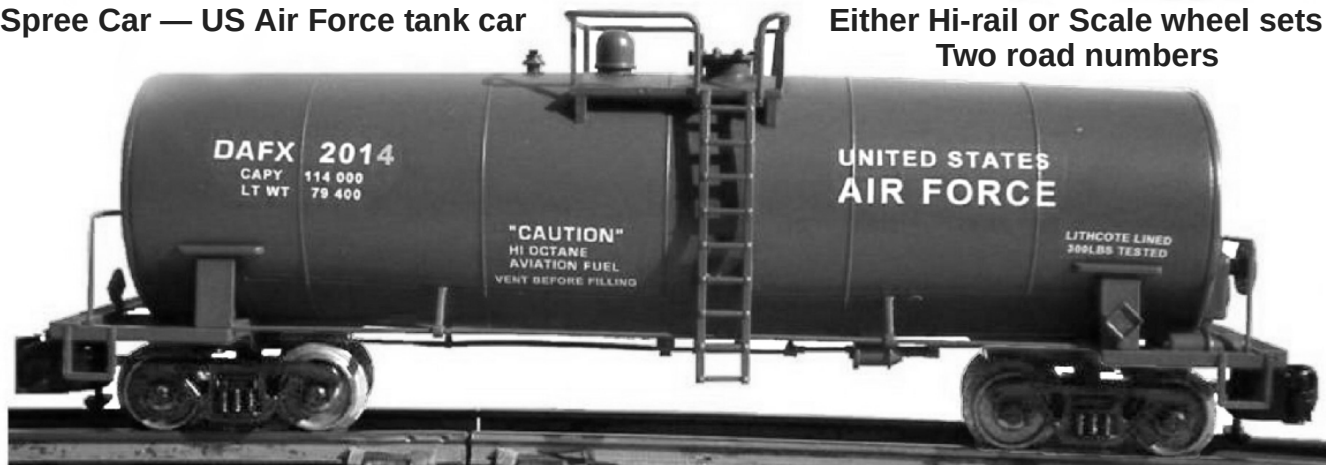
S dealers at over 100 tables in 11,000 square feet

Layouts from regional clubs and individuals • Clinics

Nearby hotels, restaurants, shopping and the National Museum of the US Air Force

Spree Car — US Air Force tank car

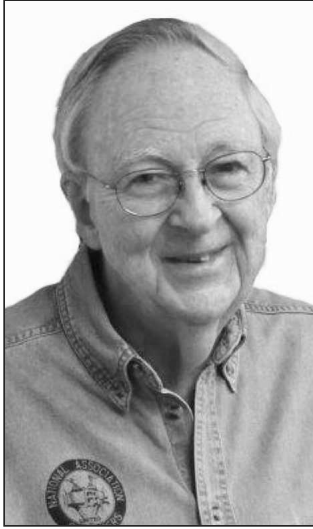
Either Hi-rail or Scale wheel sets
Two road numbers



NOTE: Tank will be blue, all other parts black. Final graphics will vary.

GET THE LATEST S SPREE NEWS AT OUR WEBSITE — www.trainweb.org/mvsg

TENNESSEE CENTRAL RAILWAY



By Tom Robinson
Atlantic Coast S-gaugers
Georgia Division

This layout and its predecessor, The Volunteer Central, have been featured in the Dispatch several times. Over the years this layout has evolved from a strictly Gilbert American Flyer tin plate layout to a hi-rail layout representing the Eastern division of the Tennessee Central Railway. The TCRy went bankrupt in 1968 and was divided among the Illinois Central, the L&N, and the Southern. The Eastern Division ran from Nashville to its eastern terminus at Harriman, Tennessee.

In spite of these changes, the track plan has remained essentially the same. When last published the layout operated a mixture of TCRy equipment and Gilbert American Flyer. The layout included almost all of the Gilbert link coupler era accessories and over 40 Plasticville structures. During the past two years almost all of the Gilbert accessories and most of the Plasticville structures have been removed. I have retained the Lionel/American Flyer reissues of the Track Gang, Gabe the Lamplighter, the Colber towers and several semaphores and block signals. All of the Gilbert/American Flyer motive power and rolling stock has been relegated to display shelves.

SCALE STRUCTURES: During the past several years I have enjoyed constructing additional American Model Builders, BTS, DSL Shops, Lehigh Valley Models, NASG, Pine Canyon Models, Turner Model Works, and Twin Whistle 1/64 scale kits. These have been installed on the layout to represent buildings that might have been found in the towns of Harriman, Crossville, Rockwood, and the city of Nashville during the 1940 to 1970 era. I have also kit bashed Bachman, Walther's, DPM and other HO scale kits to be usable on the layout. I have scratch built a representation of the TCRy station in Rockwood and of the Southern Railway station used by the TCRy in Harriman. A remaining project is to scratch build a model of the station in Crossville. Although the TCRy was never allowed by the L&N and its subsidiary, the NC&STL, to use the Union Station in Nashville, it now has exclusive rights to it on this S gauge model railroad. No longer are TCRy passengers relegated to the wooden station blocks away. To represent Union Station I kit bashed a Walther's HO model of the station and train shed in Milwaukee, Wisconsin to be usable in S Gauge. The architectural style is very similar to the Nashville station and fits well into my representation of that city. The layout now includes more than eighty-five 1/64th scale structures.

CITIES AND TOWNS: In addition to the three towns and the city of Nashville represented, the layout includes Southern Junction yard and roundhouse in Nashville and the small service center at Emory Gap where the TCRy interchanged traffic with the Southern Railway subsidiaries. The yard and roundhouse feature a Bowser 22-inch turntable with 6 roundhouse tracks, a siding, and a run through forming a ready track.



MOTIVE POWER: Currently the diesel motive power includes five American Models Alco FA2's kit bashed to FA1's, two FB units, and three American Models Alco RS3's. Steam power includes one American Models Pacific, one S-Helper Service Consolidation, one Lionel/American Flyer Mikado, one Lionel/American Flyer Pacific and one Lionel/American Flyer Y-3. All of these engines were either purchased undecorated or the original markings have been removed. All of them have been redecorated and numbered for the Tennessee Central. In the background behind Harriman a single HO siding operates two Alco RS36's which are the only factory painted engines decorated for the TCRy I have found. The only non TCRy engine regularly operated on the layout is a Lionel/American Flyer Challenger decorated for the Clinchfield Railway. This Clinchfield train exchanges coal shipments from eastern Kentucky at Emory Gap.



PASSENGER CONSISTS: Passenger service on the TCRy actually was terminated in 1955, but on the layout it continues to this day. Equipment includes undecorated American Models, 72' heavyweight baggage, RPO's, combine, coaches, observations, and 80' Pullmans and café cars. All cars have been decorated and numbered for the TCRy or Pullman general service. Interior seats, figures, NASG Pullman kits, and diaphragms have been added to all the cars. Hi-rail couplers are retained because of the remaining American Flyer turnouts on some of the tracks.

Continued on the next page

TENNESSEE CENTRAL RAILWAY



ROLLING STOCK consists entirely of American Models, S Scale America, and S-Helper Service products. Although the wheels remain hi rail, all couplers have been converted to Kadee #802 black and #808 brown, or S-Helper Service scale couplers. Undecorated cars painted and numbered for the TCRy include American Models 2-bay hoppers, 46' flat cars (with trailers), 40' box cars, 50' box cars (with sound), tank cars, 40' reefers, and wood sided cabooses; S-Helper PS-2 covered hoppers, 50-ton USRA hoppers, 55-ton hoppers, 55-ton rebuilt hoppers, 40' boxcars; and S Scale America gondolas. In addition to the cars lettered and numbered for the TCRy many hoppers, box cars, tank cars, reefers, and others are factory lettered for the ACL, Clinchfield, Frisco, L&N, NC&STL, Seaboard, Southern, and other railroad rolling stock appearing regularly on the TCRy.

TRACK: My favorite aspects of modeling are wiring and operating the layout. The track remains code 172 American S Gauge solid rail flex track. Fourteen of the twenty-four American Flyer 720A turnouts have been replaced with American S Gauge 27 inch radii turnouts with Tortoise switch machines. The TCRy layout includes three parallel main lines on the lower tier, although the TCRy only had one. These are track 1 (20" radius), track 2 (25" radius), and track 3 (30" radius). There is one main line on the upper tier track 4 (27½" radius), a transition track from the lower to upper tier and a track in the round house turn table area track 5. Track 1 includes two stub sidings and a reverse loop at Harriman and three stub sidings and a reverse loop at Rockwood. This track serves many industries and provides numerous switching opportunities. Track 3 has a passing siding at Harriman. Tracks 1, 2, and 3 are connected by crossovers at Rockwood. Track 4 has a passing siding at Emory Gap and a reverse loop between Rockwood and Crossville. Track 5 is actually a reverse loop on track 3 and can be operated as a part of track 3 or track 5 from the turntable to the Union Station turnout on track 3. The transition track is part of track 3 from the lower tier to the halfway point and becomes part of track 4 from there to the upper tier.

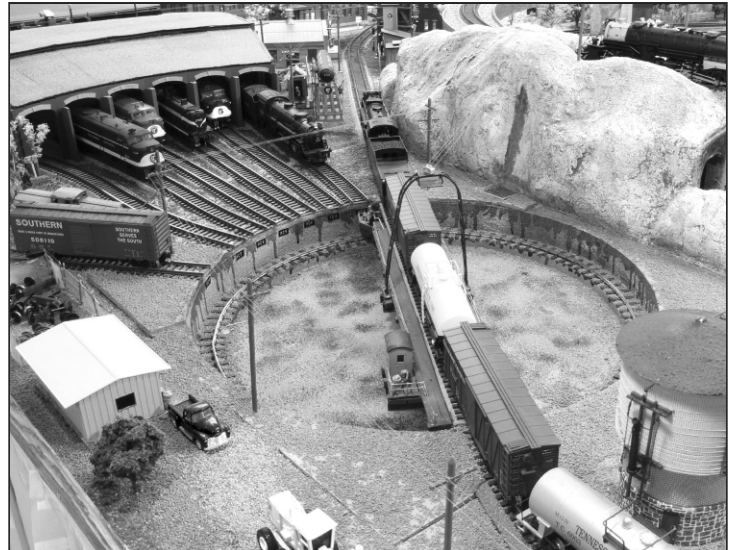


TENNESSEE CENTRAL RAILWAY

POWER SUPPLIES: Two MRC Pure Power Dual 270 Watt AC transformers power the four main lines. Three Gilbert/American Flyer 12B 250 Watt Transformers power Track 5, two fixed voltage circuits, and four variable voltage lighting circuits. A 9B 150 Watt dual control AC transformer powers a variable voltage DC circuit using a 25 amp bridge rectifier. An HO DC transformer powers the HO background track. All wiring with the exception of the DC circuits is of the common ground method. All AC transformers are properly phased with the base connected to a 12 gauge common ground circling the U-shaped original layout perimeter. The five track circuits, two fixed voltage circuits and four variable lighting circuits consist of 14 gauge color coded wire also following the U-shaped perimeter of the layout. 14 gauge drop wires are connected from the track buss wires to each end of every track section. All power goes from the control panel to terminal blocks on a buss board on the layout, then to the proper buss circuit wire, then to a terminal block beneath the accessory or turnout to be powered. Radio Shack wall transformers provide power to the animated signs and to the MTH Track Interface Unit (ITU).



CONTROL SYSTEM: The Lionel TMCC/Legacy System; along with numerous relays, resistors, bridge rectifiers and diodes is used for train, turnout, reverse loop polarity, accessory, and track control. The layout utilizes a #990 Legacy command set, a TMCC base, three TMCC Track Power Controllers 400, two TMCC Track Power Controllers 300, five TMCC SC-2 Switch/Accessory controllers, two TMCC Block Power Controllers and one TMCC Action Recorder Controller. With this equipment I can control any S Gauge AC compatible engine, all of the American Flyer 720A and American S Gauge turnouts, the polarity for all of the four reverse loops, and the few remaining American Flyer accessories from the Cab I or Cab II controllers. I have also wired a S-Helper/Dalee Locomatic controller into track 3 to control any S Helper Locomatic engine in Locomatic control. The five track circuits are wired through four DPDT toggle switches to allow any or all tracks to be powered by the track 3 controller. This is particularly useful if you want to operate one train across several of the five tracks. Other controls include the Z-Stuff for Trains passenger station announcement and control system, Z Stuff signals and sensors, NJ International crossing gates and activation systems, and Berkshire Junction cross bucks, traffic lights and infrared detectors.



FUTURE PLANS: With the anticipated addition of MTH products to the S Gauge market I have installed the MTH DCS Remote Control Set on the layout. The model of the EMD F-3 Diesel units formerly marketed by S-Helper is scheduled to be released at any time. The main change seems to be that it will have the Proto-sound 3.0 digital control system. I have ordered two A units in New York Central livery. This is not too far-fetched for operation on the TCRy as the Tennessee Central Railway Museum in Nashville used a similar unit (NYC E8 number 4080) on an excursion trip in October, 2003, as far as Cookeville on the old TCRy (later L&N) tracks. Although the layout is essentially complete, I would like to have a light mountain 4-8-2 steamer, Alco HH660, Alco S1, Alco RS36, Alco C42, and Baldwin DRS-4-4-1000 diesels in 1/64 scale S Gauge to complete my representation of TCRy motive power during the steam to diesel transition period. I have discussed these possibilities with staff at Lionel and MTH but have received little encouragement. As American S Gauge turnouts again become available I plan to continue the conversion from the American Flyer turnouts.

MIDWEST IN-FESTED

THE FESTS — FALL S FEST AND TRAINFEST

By Jeff Madden, Editor Emeritus

Around these parts the two big train events for S Gaugers were the Fall S Fest in late October and the Milwaukee area Trainfest, November 8th and 9th.

First let's go over the **2014 Fall S Fest** sponsored by the **Chicago Area S Gaugers** and held at a new venue, the Westin Hotel in suburban Lombard, Illinois, in late October. Attendance was good according to CASG members but not as great as in times past. Overall there were close to 400 attendees. The sale area was divided into three rooms, two large and one smaller, yet that didn't seem to be much of a problem for the buyers or vendors. All rooms were close together and on the same floor. The contest area had some nice creative scale and hi-rail items on display. Following the Saturday sales the usual train races and banquet were held. Layout tours were on your own on Sunday.

American Models did show off a few new items. These were (as I had hoped for in a previous editorial) some GP9s and GP18s with enhanced details and new paint schemes. They were shown in blue Baltimore & Ohio and Texas & Pacific schemes. There were also several freight cars and a caboose with new T&P paint schemes. Ron also stated that they were re-running the sold out C&NW paint schemes on the heavy-weight passenger cars.

The next Fall S Fest will be Halloween weekend 2015 in St. Louis — trick or treat!

Next up for us Midwesterners was the annual Milwaukee area **Trainfest** which was held on November 8-9, 2014. 20,000 plus came through the doors of two large buildings at the Milwaukee County Fairgrounds to view all varieties and scales of model trains. They were also able to visit with major manufacturers and purchase items from T-shirts to Thomas to scale items from the many vendors.

Of interest to S gaugers were the three S layouts that were set up, two major S manufacturers, **Lionel** and **MTH**, and the booth of **Heimbürger House Publishing** and **Scenery Unlimited**. The **Badgerland S Gaugers** had their 12' x 30' hi-scale modular layout running as usual. One of the double track lines operated with the Lionel Legacy system courtesy of Will Holt and Joel Lebovitz of the CASG. They were able to show off the **Lionel American Flyer Challenger** and several **SD70s**. The modern AF diesels with sound hauled a long string of **American Models trailer haulers** with trailers, and this got a lot of attention from viewers. Both American Models and S Helper Service diesels plied the inner loop thus showing folks what is actually available in *realistic* S.

BSG member **Ron Schlicht** had his donut shaped low level American Flyer layout running. Visitors always enjoy discovering the various animated mini-scenes created with figures and vehicles that dot the layout. There are welders, firefighters, superheroes, movie stars, etc., to find. A **Ray Puls** created **Thomas the Tank train** was a crowd pleaser as well.

Another Badgerland S Gaugers member, **Larry Blank**, had his scale sectional diorama set up. It is part of his home layout so Larry has to put a lot of effort and some expense to drag it over to the show.

Another BSG member, Larry Blank, had his scale sectional diorama set up. It is part of his home layout so Larry has to put a lot of effort and some expense to drag it over to the show.

Nothing much new from the S manufacturers to report: MTH showed us an electronic sound board that will fit into locos from the former SHS line. On display were the undecorated F3s and the recent cars they have imported: PS-2 hoppers, box cars and reefers. Lionel had nothing really new to show and is waiting for the Polar Express and other American Flyer Christmas items to show up. A lot of Flyer catalogs flew off the tables though. The new publisher of Railroad Model Craftsman, White River Productions, was present at the Trainfest. Hopefully, we'll see them at the Kansas City convention. There seemed to be a little more American Flyer product available from several hobby dealers than at previous fests.

That kind of wraps up the fall S season around here! — Jeff

All photos by Jeff Madden *Pictures on the next page*

A. C. Gilbert's

American Flyer Trains

Bob Iannacone

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cell: 615-429-8292

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www.americanflyertrains4u.com

Sn3 Track and Wheel Gauge at the Company Store

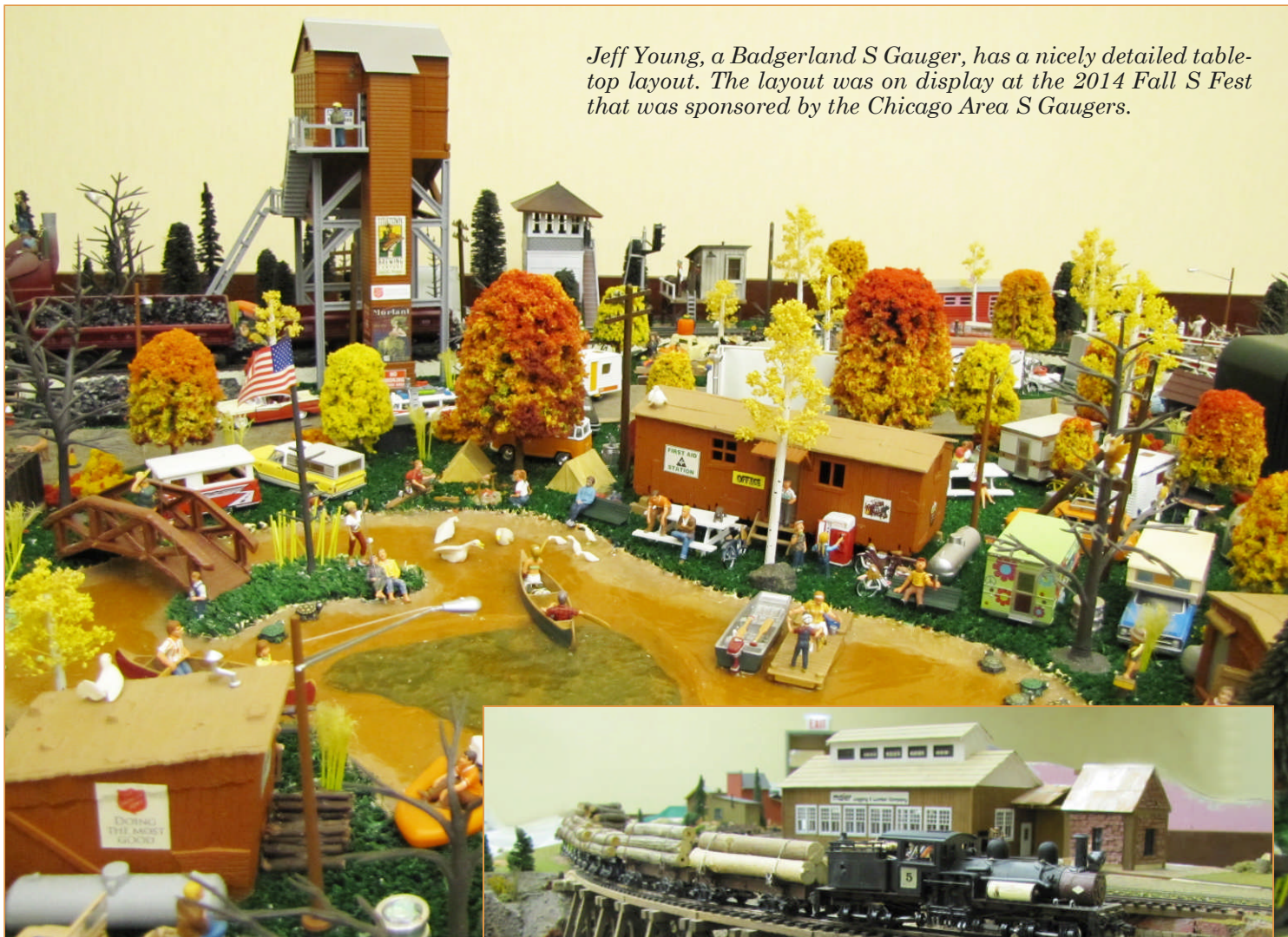
The NMRA and NASG have once again entered into a gauge exchange agreement involving the **NMRA Sn3 standards gauges** and our **scale S standards gauges**. The price for these gauges remains at \$5.00 for both NMRA and NASG members. Non-member pricing is \$12 as set by the NMRA. The NASG is hoping that the NMRA will advertise our gauges along with theirs in their **NMRA Magazine** and stimulate more participation in scale S by the general model railroading population.

The NASG is hoping that having the NMRA Sn3 gauges in our Company Store will help entice more Sn3 members into the NASG. Depending upon the success of this exchange, it might become an ongoing arrangement between the two organizations.

Visit the **Company Store** on page 28 of this issue of the Dispatch for information on how to order this gauge and other great NASG merchandise.



MIDWEST IN-FESTED



Jeff Young, a Badgerland S Gauger, has a nicely detailed table-top layout. The layout was on display at the 2014 Fall S Fest that was sponsored by the Chicago Area S Gaugers.



On the right: An Sn3 logging train crosses a neat wooden trestle on the 8' x 8' layout seen at the 2014 Fall S Fest. The group responsible is called CLANG, Chicago Land Area Narrow Gauge.

Below: Two Lionel SD60ACE diesels breeze around the Badgerland S Gaugers' modular layout at the Milwaukee area Trainfest in November, 2014.



This neat fantasy A.C. Gilbert car was on display for the model contest at the 2014 Fall S Fest in Lombard, Illinois.

2015 AF COMMEMORATIVE CAR



2015 NASG American Flyer Commemorative Car BNSF Waffle Side boxcar, manufactured by Lionel. Road number 3415 for the 34th edition and the year 2015. Each year since 1981, the NASG contracts with American Flyer/Lionel to produce a limited-run locomotive or car 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 order. The price for this car is \$69 including shipping. Go to page 29 of this issue for ordering instructions and to see past Commemorative Cars that are still available. Executive Vice President **Dave Blum** is the co-ordinator of this project. He can be contacted at exec_vp@nasg.org

MEET ME IN ST. LOUIS

On August 24, 2014, the **American Flyer S Gaugers of the St. Louis Area** (AFSGSLA) displayed their spectacular modular layout at the **St. Louis County Park's Museum of Transportation**. As always, the AFSGSLA layout drew many admirers with loads of questions. The smaller visitors appreciated the operating features of the layout, especially the quirky barrel loader that seems to require a guardian angel almost constantly.

Visitors to the Museum on that day were also treated to a model train swap meet and all of the planes, trains and automobiles that are on display within the St. Louis County Park. While the weather was brutally hot at 99 degrees Fahrenheit, the temperature didn't seem to discourage a robust attendance. Along with the AFSGSLA modular layout, the St. Louis Lionel Club operated their modular layout across the room. Both clubs and the visitors were all happy that the building where the layouts were located was blessed with air conditioning.

— **Gerry Evans**
Central Vice President



A small fry enjoys the layout.



Russell Bill attends the working but quirky barrel loader, a favorite with the kids.

KANSAS CITY HERE WE COME! In a joint effort, Kyle Russell and Bill Pyper have re-engineered the Kansas City Southern logo to be the emblem for the 2015 NASG National Convention.



S IN THE FUTURE

Hitching Our Wagons To What Works By Jeff Madden, Editor Emeritus

The way for S to succeed perhaps is to hitch our wagons to the big boys — Lionel and MTH. What? Since I've been in S it seems that many of us modelers (scale, hi-rail, etc.) have been relying heavily on the smaller S manufacturers to boost S more into the mainstream. You know the drill — S is the perfect size, you can't miss, etc. For many years, even before I got into S in 1993, we tried to promote S with trickle-up or pull ourselves up by the bootstraps theories.

It's always been a struggle, but there has been some steady progress, just not many great leaps. Our best years of progress for product availability and expansion were in the '90s and early 2000s with American Models, SHS, B.T.S., P-B-L, SouthWind, River Raisin, Pacific Rail Shops, Rail Master and even Lionel taking fairly big leaps at producing S rolling stock and other items. Still, S remained in the minority. Except for Lionel, all of these manufacturers and some others started as home-based cottage industries. We are grateful for these courageous entrepreneurs who had to share their S production with full-time jobs, families and the fickle S consumer.

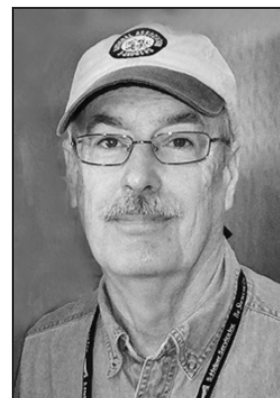
Over the years some of the smaller S businesses hung in there, but many came and went, many changed hands. Over time S publications struggled. They came and went or plugged along. **The Dispatch**, **S Gaugian** and **Sn3 Modeler** are still hanging in there. **3/16ths Scale** came and went. **Sn3 Modeling Guide** struggled through 3 owners and finally died. **The S Gauge Herald** was the pioneer S publication that lasted 17 years plus a few issues beyond with a second publisher. The Dispatch sort of took over where the Herald left off.

Back to the manufacturers' struggles: We were fortunate that **American Models** could become a full-time S manufacturer of locos and rolling stock, and we were fortunate that our cottage industries hung with us for many years. Those still with us include **River Raisin**, **Banta**, **B.T.S.**, **LVM**, **P-B-L**, **Des Plaines** (took over the former PRS line), **Pine Canyon** and some others. We really appreciate these folks, but eventually all the smaller S manufactures have to deal with succession because of retirement, family situations, the economy and mortality. Often they must also cater to other scales to keep stay in business.

The "Great Recession" and the Chinese didn't help any of our current S manufacturers that dealt overseas, so the struggle continues. Since the 1930s S folks can look back at the yo-yo effects of S production. These names are long gone: CD, Nord, Regal, Branchline, Nimco, Perma Bilt, Chester, Rex, Seltzer, Mini Structures, Bob Peare, Omnicon, Miller, Kinsman, Mobley, etc. Some majors dabbled in S, but then backed off: Atlas (track), Sunset, Overland, Tru-Scale and some others.

So this is why I'm thinking that we should hitch our wagons more to MTH (former SHS) and Lionel as a new strategy in promoting and expanding S in all facets: scale, hi-rail, American Flyer. As I look at recent catalogs from these two large toy train manufacturers I am encouraged. I see steam, diesel, freight cars, passenger cars, track, switches and accessories in production or on the drawing board. I see both modern and transition era rolling stock being produced. There are serious efforts at offering more realism and scale choices. The new production spells a better FUTURE for S!

A recent article in the September-October S Gaugian by Bill Clark, who interviewed both Lionel and MTH, gives additional encouragement to this strategy. So perhaps we need to support more than criticize their efforts as much as we can in order to keep the ball rolling. Of course, we'll always have to gently nudge both MTH and Lionel to improve certain things, like offering more gradual turnouts and giving us a choice of scale wheels. Constructive criticism is OK.



Now here is where my trickle down theory comes in to play: The strategy is to hope that the big boys have greater success, and if they do, this should encourage the smaller S entrepreneurs to expand, or encourage new manufacturers to produce S. In other words maybe riding the coat-tails will work?

Happy New Year - Jeff

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 Gaugian • S/Sn3 Modeling Guide

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NEWS FROM THE NORTH

The S Scale Workshop hits the road again, and is reborn

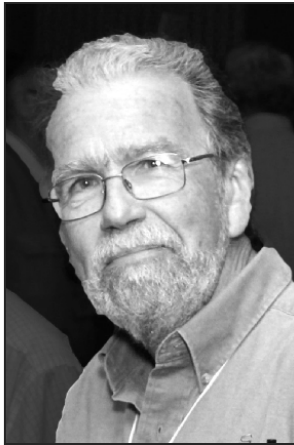
**By Jim Martin, S Scale Workshop
Pictures and captions
by Trevor Marshall
Track diagram by Simon Parent**

We in the S Scale Workshop must be a little crazy to subject our aging bodies to long road trips. Nevertheless after long journeys from our Toronto-area base to Springfield, Massachusetts, Scranton, Pennsylvania, Milwaukee, Wisconsin and Ottawa, Ontario, an 8-hour blast down Highway 401 to Laval, Quebec in early October seemed eminently doable.

Another plus . . . no international borders to cross, which has been problematic once or twice. No complaints . . . the folks at the border have an important job to do protecting good people like you and me from layouts of mass destruction.

There was, however, one overriding reason we wanted to bring our modules to the inaugural Salon du Train Rive Nord (North Shore Train Show) in this Montreal area community. This is group member Simon Parent's home turf and we owed it to him to come his way for once. He has been invaluable to our group over the years and this was our way to say "thank you." So, five of us decided last spring that we wanted to do this show. Simon became the point man in setting things up and arranging the space. If he had known the complications that lay ahead, he might have bailed right there.

In addition to a few of the modules that some of you may have seen at Scranton in 2013, two new projects were launched for this show. Simon got to work building two 50 inch radius return loops, one with additional staging and passing tracks. Both loops incorporate scenicked sections at the



turnout throats that allow for some new and interesting themes. These two new loops, in addition to Simon's "U" shaped Dunham Junction module which debuted at the Scranton show, and his Trestle module pulled out of retirement, were going to make him a major contributor to our setup.

Trevor Marshall announced he would jump into the game, building two new, versatile, single-track modules, Judge Farm and Division Street, that could be used together or apart. Together they would form a sweeping 34-foot radius S-curve. Their 22-feet of combined length would insert some prototypically long single track running between the switching areas. Trevor's scenery skills and that long curve promised to collect a lot of camera action. It was all looking good.

Then about mid-August things started to go pear shaped. Two of the group who had committed to attend were each diagnosed with medical problems that would preclude their participation. That took about 19 feet out of the set up right there. Then Trevor announced he might not be ready in time to make the show. Now we were down by 41 feet!

Trevor faced a unique problem. Over the summer he had been building his modules in front of the cameras for Train Masters TV (trainmasters.tv). He found himself having to slow down his pace of construction order to match the TV show's production schedule. What to do? When it became clear the other two members would be out of action, Trevor jumped the TV schedule, doubled down on the scenery and promised to make it to the show. It doesn't end there. Conveniently, Train Masters producer and camera man, Barry Silverthorn, has his TV studio located about half way between Toronto and Montreal. He attended with Trevor, and filmed him adding weeds and other scenic details to his module while the train show attendees swirled about them. This also introduced the layout into the TV show as well. Win win!

Continued on the next page



Left to Right: Andy Malette, Simon Parent, Claude Demers, Trevor Marshall, Frederick Adlhock and Brian Nicholson.

S SCALE WORKSHOP



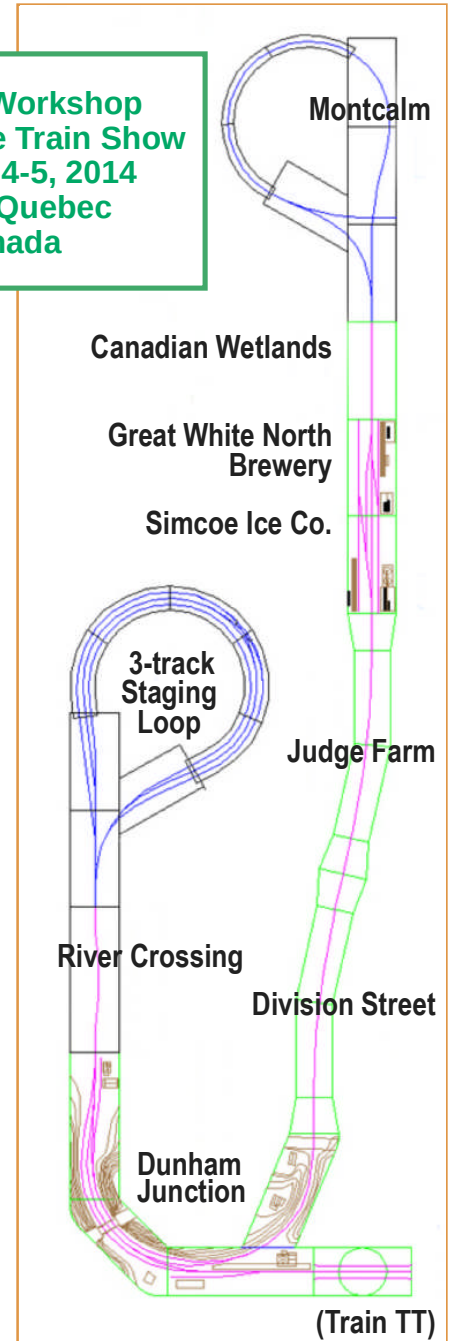
**S Scale Workshop
North Shore Train Show
October 4-5, 2014
Laval, Quebec
Canada**

Thanks to Free Mo, we even had our Buick shrunk down to Smart Car size. There was never ever **not** going to be a set up; just a lot of extra space in our metaphorical garage . . . the assigned show area. The other big problem would be erecting and staffing the layout. As we learned at Milwaukee, having only three operators makes it almost impossible to grab some rest or visit around: you are pretty much tied down. Simon invited newly-minted local S-scaler Brian Nicholson to join us, and ex-Quebecer Claude Demers who would drive up from New Jersey. Fredrick Aldhock, a talented N-scaler who scratch builds his own CN locos and cars in less than half our size, would drive in from his southern Ontario home to help set up and run trains. And because I could not attend, he would also carry my 4-foot long train turntable and promotional materials to the show. Fredrick has taken a shine to us and what we do. Even though he has no announced plans to switch scales, he is a perfect example of looking beyond one's own scale for needed help. Also his bones and muscles are a lot younger than those of most of the rest of us.

The show was a hit for us. The layout ran well and collected a lot of compliments. Attendees were pleased that we had made the effort to translate our module signs and promotional handouts from English to French. The biggest compliment was an invitation from Rail Expo, this country's national rail museum, to exhibit at a show there in August 2015. We will likely return to Montreal later this year to exhibit at this prestigious venue.

Sadly this debut train show was not very well attended. So was it worth it? Trevor put it into perspective, citing it as "an opportunity to have fun testing the layout and running trains; near Simon; in a hall that we did not have to rent." Mix in the socializing and yes, it was definitely worth it.

Below: An eight-car train behind a CNR 2-6-0 has just left Dunham Junction and is about to hit the crossing at Division Street. Simon Parent built this train.



The S Scale Workshop layout is a constant shape shifter, rarely the same from one show to next. Old modules get retired: new ones are built. Simon's loops are not simply new modules: they are a new way of presenting and running the layout. Compare the track diagram in the January 2014 issue of S Gaugian magazine to the one in this article. Previous incarnations of the layout worked well enough with short, turntable-length trains trundling back and forth. However the loops now permit continuous running and twenty-plus car trains. Trevor's long S curve allows us to pull the throttle back a little further. We are an even bigger crowd pleaser. We are reborn!

If you'd like to see more photos and videos from the Laval show, visit Trevor's extensive blog Port Rowan in S Scale and just enter Laval in the search box.

On the right: Dunham Junction station.



Even when there are no trains in sight, there's lots to see at Dunham Junction. These three tracks sweep through a curve and under a wooden bridge, scratch-built by Simon Parent.

Below: Section house and interlocking tower at Montcalm, a vignette on one of the two return loop modules. This module adds a lot of flexibility to set-ups. Both routes through the interlocking can be made active, while the connecting track in the distance forms the return loop.



Resuscitating the CSSQ:

Back in the early nineties when the internet was still in its fledgling stages, most of us traded information across the country by licking stamps or dialing long distance. That's when the **Canadian S Scale Quarterly**, an eight-page newsletter was in its prime. Various people took their turns editing it, and its arrival was widely anticipated every three months. At its peak about a hundred people paid their ten dollars a year to receive it. The CSSQ still exists in name, principally as a list of contacts for group emails, but its current editor, Charles Hicks, would like to bring it back to life . . . this time in digital form. He is asking S-scalers/gaugers across Canada to email him with their current contact information so his subscription list can be brought up to date. Americans and other nationalities with an interest in Canadian modelling are also welcome. However this won't work without your news and articles to feed the beast. So in addition to contacting Charles, please start thinking about what you can submit to help revive this contributor-driven publication. Good luck Charles.

Please contact Charles at charles.hicks1@rogers.com

Till next time, Cheers Eh!

EXTRA BOARD

S RELATED STORIES IN NON-S PUBLICATIONS

The September-October, 2014 issue of **Narrow Gauge and Shortline Gazette** has a 4-page story, **Tuolumne - A Typical 1950s Town on my Sn3 West Side Lumber Company Layout**, by Vincent F. Pellitteri. There are 12 photos, mostly of the structures, on this highly detailed layout.

The November, 2014 issue of the **NMRA Magazine** has an 8-page article by NASG member **Roger Nulton, Modeling an Autumn Forest Background**. While not obviously an S scale article, there are 27 excellent photographs, 4 of them showing parts of Roger's layout, illustrating and demonstrating how to make autumn foliage for your layout. A must read.

Also in the same **NMRA Magazine** is an excellent story by **Brooks Stover, Modeling a Mysterious Climax**. The article details how he converted a Bachman On30 Climax to S. Six pages with 18 excellent photos.

Moe Berk reports that the October, 2014 issue of the TCA publication, **The Train Collectors Quarterly**, has a brief story describing the **Old Chicago American Flyer Factory**. Their is a picture of the **South Jersey S-Gaugers** operating layout at the TCA's 60th National Convention. An article on Christmas layouts at the St. Louis National Museum of Transportation features the **American Flyer S Gaugers of the St. Louis Area** (AFSGSLA) operating layout.

Jeff Madden has reported that the December, 2014 issue of **Classic Toy Trains** seems to be American Flyer oriented.

The Photo Album section has a large, half-page photograph of the **Macy Department Store's S gauge exhibit** that was exhibited in the St. Louis, Missouri store for many years and is now in the St. Louis National Museum of Transportation.

In his commentary, **Lou Palumbo** reminisces on the aromas of Christmas that he enjoyed while setting up his **American Flyer** trains around the tree.

The December 17, 1955 cover of the **New Yorker** magazine is reproduced on page 40 for an article by **Roger Carp** about artist Arthur Getz titled "**Rediscover a wonderful look at American Flyer Trains.**" The article explores how Getz, a well respected artist, went about creating the cover, which shows an American Flyer train in a department store window.

An S gauger revisits Christmas 1964, by **George Hoffer**, is illustrated with reproductions of the 1964 Gilbert catalog and talks about the decline of the Flyer line and other toy trains.

While not specifically S oriented, there is an article in the December, 2014 **Model Railroader** titled **Creating Mirror Magic**. It deals with how to use mirrors to add depth to your layout. 14 photographs illustrate how the use of mirrors can visually expand the size of any layout. Authored by **Gerry Leone**, it never says what scale it is, but I suspect it is HO.

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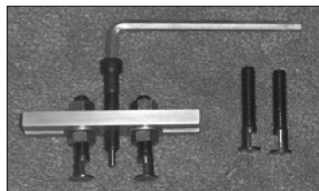
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CALENDAR OF EVENTS

This column is for 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.

January 17-18, 2015 — Raleigh, North Carolina
World's Greatest Hobby on Tour Raleigh Convention Center,
 500 South Salisbury Street **CAROLINA DIVISION of the**
ATLANTIC COAST S GAUGERS will operate their
 layout of more than 20 modules and 70 activation buttons.

February 5-7, 2015 — Santa Clara, California
2015 O SCALE WEST & S WEST 9
 Hyatt Regency Santa Clara, 5101 Great America Parkway.
 Reservations: 800-233-1234 Hotel Switchboard: 408-200-1234
 Admission: \$35. Registration includes spouse and all children
 under 18. Saturday only \$20. Additional information and reg-
 istration forms available at <http://www.oscalewest.com>
THE BAY AREA S SCALERS will have their modular
 layout up and running. Bring your equipment to run on the lay-
 out. Equipment must meet NASG standards.

February 7, 2015 — Willamina, Oregon (west of Portland)
Northwest Modelers Train Show and Swap Meet
 West Valley Community Campus Hall, 266 SE Washington St.

Through February 9, 2015 — San Francisco, California
ALL ABOARD, a celebration of Walt's trains at the Walt Disney
 Family Museum, 104 Montgomery Street, San Francisco.

May 8-9, 2015 — Dayton, Ohio
2015 S SPREE at the IBEW Union Hall
 Hosted by the Miami Valley S Gaugers

August 4-8, 2015 — Kansas City, Missouri
NASG 2015 CONVENTION at the Ramada Kansas City
 Hotel and Conference Center

August 28-30 — Portland, Oregon
NMRA National Train Show Portland Expo Center

NASG INFORMATION BOOTH

The NASG Board of Trustees has approved the **National and Large Regional Shows Program** as part of an over-
 all effort to promote S model railroading to current model
 railroaders and the general public.

VOLUNTEERS WANTED

The **NASG Promotions Committee**, National Show
 Coordinator, will use the information on the **NASG Booth**
Sign Up Sheet to contact NASG members who are inter-
 ested in helping staff the NASG Information Booth. At this
 time, the primary shows are **The World's Greatest Hobby**
on Tour and the **NMRA National Train Show**. If you are
 interested, please use the NASG Booth Staff Sign Up
 Sheet to indicate which shows you can work. The sheet is
 available at www.nasg.org/events/index.htm#booths

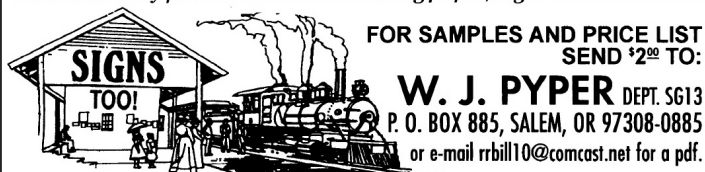
SCHEDULE OF SHOWS

January 10-11, 2015 Hampton, Virginia
 January 17-18, 2015 . . . Raleigh, North Carolina
 February 7-8, 2015 Columbus, Ohio
 February 14-15, 2015 Louisville, Kentucky
 March 28-29, 2015 Edison, New Jersey
 August 28-30, 2015 . NMRA National Train Show
 Portland, Oregon

BUILDING PAPER

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We are the only printers of S scale building paper, signs and billboards.



Jack Troxell *Continued from page 31*

The SP 0-6-0 switch is a creation of Jacks' handy work. It started as a typical Rex PRR kit and ended up running his yard while winning some awards along the way. A peak inside the cab will assure anyone that this is a superb model. Outside detail that has been applied will assure the viewer that this is about as close to an SP model as one could get at the time.

The observation car is one that Jack modified about the time I met him. It's a simple Midgag kit but the boat-tail section was either missing or was too crude to use, so he went to work shaping wood to fit. He also installed several circuit boards to make the backup light, the tail light and marker lights to function, blink or flash as required. Of particular interest is that he used brass wire run in the manner of conduit fastened with custom eye-pins. In this way all the lines were solid so no wires could ruin the appearance.

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 S Scale Association



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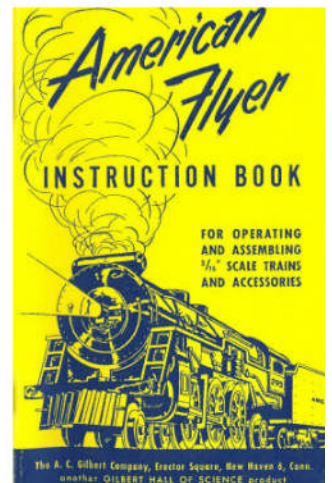
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NASG COMMEMORATIVE CARS

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.



2010 Jenney Gasoline Triple-dome Tank Car manufactured by Lionel. Price is \$70. The car number is 2910.



2013 Convention Car Therm Ice Tanker. Road numbers 83507 or 83511. Price \$55



2012 Convention Car Dixie Lines boxcar. Price \$50 Road numbers 18872, 18749 or 18850.

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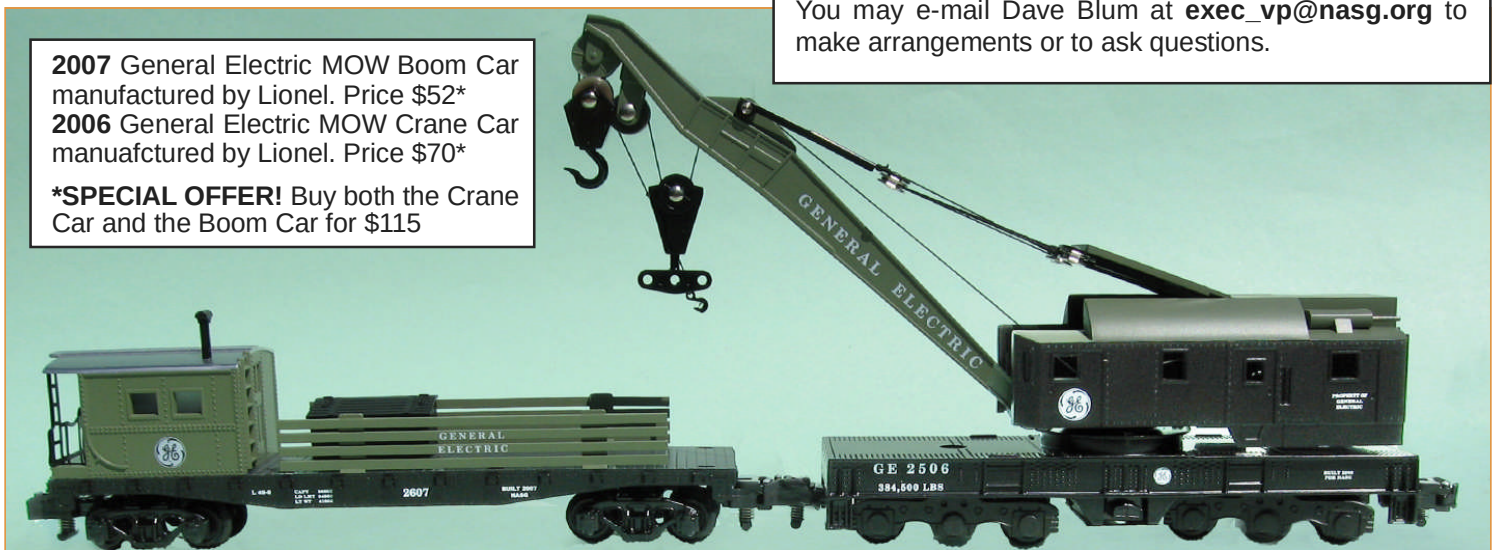
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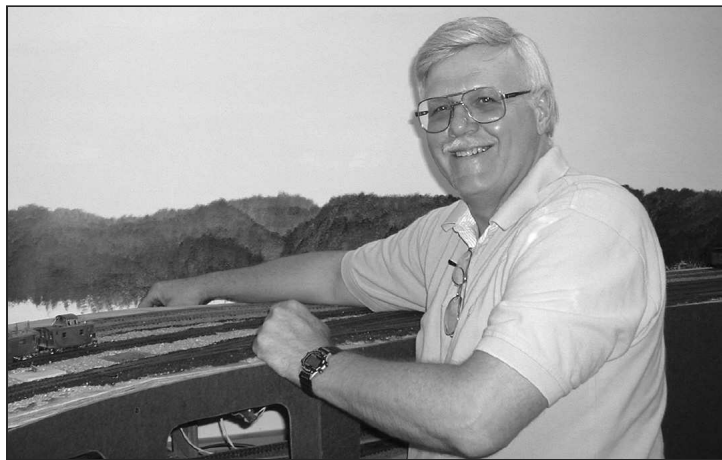


CLASSIFIED ADS

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 three consecutive issues.

MTH sells its **REBUILT STEEL BOXCAR** for \$59.95 when available. I have the remaining supply of this car from a 2005 project of the now disbanded Northwest S Scalpers for as low as \$31.25 each. The difference is that MTH offers seven or eight roadnames, and an extra charge for for scale wheelsets. I have only National Railways of Mexico lettering, but the former S Helper Service cars that I expect most buyers to repaint include both hi-rail and scale wheelsets. My price is \$39.95 for one car, \$110 for three cars (\$36.66 each), \$200 for a half-carton of six cars (\$33.33 each) and \$375 for a full carton of 12 cars (\$31.25 each). Shipping is additional, but less than \$15 for all but full cartons to midwestern or eastern addresses. Gil Hulin, 1133 Olive Street, Apartment 619, Eugene, OR 97401-3504. Telephone 541-344-6858.

END OF THE LINE



Denny White Dennis William White passed away on October 21, 2014 in Dayton, Ohio, after a brief battle with cancer. Denny was a charter member of the Miami Valley S Gaugers (MVSG), and was currently serving as a member of the board of trustees. Born October 5, 1945, in Martins Ferry, Ohio, Denny is survived by his wife Margo (herself a member of MVSG), seven children and step-children, and five grandchildren. Denny was a long time member of both NASG and NMRA. He was very active in the MVSG and its Spring S Sprees. He had just completed an extensive rebuild of five 8-foot modules for our portable layout. In addition to his American Flyer and S Gauge interests, Denny was building an HO layout that was custom designed by John Armstrong and featured in Model Railroader. He was a key part of MVSG since its inception in 1987. Denny was a pharmacist and worked some weekends. He was important enough to the MVSG that we always had to consult his work schedule before scheduling a meeting. We all miss him very much. — *Tom Hartrum*

NEW MEMBERS

From September 22 to October 31, 2014 the following people have joined NASG. WELCOME!

Charles R. Els Nesquehoning, Pennsylvania
William (Bill) Gill Kelso, Washington
Douglas Junda Lakewood, Colorado
Glen H. Keener, Jr. Virginia Beach, Virginia
Donald Mills Hellertown, Pennsylvania
Bernie Niederst Rocky River, Ohio
James C. Sima Solon, Ohio
Lawrence Widick Virginia City, Virginia



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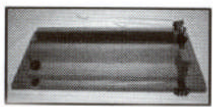
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Fax: 847-884-9285
Member NASG #05R0025C





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PIKESVILLE MODELS
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NASG OFFICERS

BILL WINANS, President

7940 Crooked Creek Trail
Prescott Valley, AZ 86314-1968
E-mail: president@nasg.org ☎ 928-772-6369

EXECUTIVE VICE PRESIDENT: David Blum

3315 Timberfield Lane, Pikesville, MD 21208-4425
e-mail: exec_vp@nasg.org ☎ 410-653-2440

TREASURER: Jim Kindraka

N6650 Riverview Road, Plymouth, WI 53073
e-mail: treasurer@nasg.org ☎ 920-893-4851

SECRETARY: Jamie Bothwell

1422 West North Street, Bethlehem, PA 18018
e-mail: secretary@nasg.org ☎ 610-868-7180

EASTERN VICE PRESIDENT: Dave Heine

4126 Bayard Street, Easton, PA 18045-5003
e-mail: eastern_vp@nasg.org ☎ 610-258-8698

CENTRAL VICE PRESIDENT: Gerry Evans

509 Gascony Way, St. Louis, MO 63122
e-mail: central_vp@nasg.org ☎ 314-835-1649

WESTERN VICE PRESIDENT:

James McAuliffe

6213 Seville Court, Long Beach, CA 90803-4816
e-mail: western_vp@nasg.org ☎ 562-961-3210

COMMITTEE CHAIRS

MEMBERSHIP CHAIR: Dick Kramer

Post Office Box 268, Middlebury, CT 06762-0268
e-mail: nasgmem@comcast.net ☎ 203-527-3601

DISPATCH EDITOR: Bill Pyper

Post Office Box 885, Salem, OR 97308-0885
e-mail: dispatch@nasg.org

DISPATCH EDITOR EMERITUS: Jeff Madden

438 Bron Derw Court, Wales, WI 53183
e-mail: nasgdispatch@gmail.com ☎ 262-968-3729

PROMOTIONS CHAIR: Greg Klein

39211 Bolington Road, Lovettsville, VA 20180
e-mail: promotions@nasg.org ☎ 540-822-5362

PROMOTIONS COMMITTEE: Greg Klein

Alan Evans, Will Holt and our 3 Vice Presidents

ENGINEERING: Bob Sherwood

2837 Olive Drive, Cheyenne, WY 82001
e-mail: engineering@nasg.org ☎ 307-638-2918

LIONEL/NASG CAR PROJECT: David Blum

3315 Timberfield Lane, Pikesville, MD 21208-4425
e-mail: exec_vp@nasg.org ☎ 410-653-2440

NASG COMPANY STORE: Roy Meissner

W287-N6459, Box 1, Merton, WI 53056
e-mail: companystore@nasg.org ☎ 262-538-4325

CONTEST CHAIR: Monte Heppe

695 Lapwing Lane, Calabash, NC 28467
e-mail: contest@nasg.org ☎ 410-255-0629

ELECTION CHAIR: Jamie Bothwell

1422 West North Street, Bethlehem, PA 18018
e-mail: election@nasg.org ☎ 610-868-7180

INSURANCE COORDINATOR: David Blum

3315 Timberfield Lane, Pikesville, MD 21208-4425
e-mail: exec_vp@nasg.org ☎ 410-653-2440

S-MOD INFORMATION: Bob Sherwood

2837 Olive Drive, Cheyenne, WY 82001
e-mail: engineering@nasg.org ☎ 307-638-2918

WEBMASTER: Peter Vanvliet

e-mail: webmaster@nasg.org

LIBRARIAN: Michael Greene

PO Box 2011, Leesville, SC 29070
e-mail: library@nasg.org ☎ 803-582-7997

CONVENTION COMMITTEE: Walt Jopke

6611 Countryside Drive, Eden Prairie, MN 55346-2211
e-mail: convention@nasg.org ☎ 612-934-9183

END OF THE LINE



Jack Troxell

Since S scale is often considered much like a fraternity, it's sad when we lose one of those members especially a local one. The Family of John "Jack" Troxell and members of the Houston S Gaugers had the privilege of being at his graveside service on May 20, 2014. He had been slowly slipping away due to the curse of Alzheimer's.

Jack had been the backbone of our little group long before I returned to the hobby in the mid seventies. Jack was an excellent modeler and a supporter of causes beyond the S Scale community. Until recently he attended nearly all the NASG conventions and won his share of awards. He also garnered his share of NMRA and SP society awards. He loved to model, but he also had a nearly equal passion. His other main recreational activity was hunting and particularly fishing.

Since, as modelers, we try and take reality and compress it into our 3/16's world. This is my tribute to Jack. Here's my story in miniature:



Above: It's 11:38 and an SP 0-6-0 switcher has just started moving a Hariman era baggage RPO car from the post office facility with 16 sacks of mail for the crew to work. Before that it was briefly spotted at the REA facility to pick up an assortment of smaller boxes and one flag draped casket. The car will be

added to the small consist of the overnight Owl that departs at the midnight hour. The little switcher whistles, a few barks of its exhaust and the coupling is made. It's a quiet warm night with a hint of fog with some gentle rain. Fitting for such an occasion. A mostly ordinary P-13 is the power for this night's run. After leaving Houston's SP station the train will drop off the mail/baggage car on a siding for interchange with the daytime train.



Above: Is captured at an unknown but forested location. The train is a Fisherman's Special as indicated by a banner fastened to a car's sides. After all the fishing season has just started. Some of the railroads like the Milwaukee Road ran such a train in the summer months with heavy weekend traffic. It's early morning and the engineer notices an older gentleman standing next to the tracks carrying his fishing gear. This isn't too unusual to spot a lost fisherman, so he stops his train to let the man onboard. The fisherman explains that he had been on his way to the North Woods area, but his vintage Suburban had given out on him and he heard the train. All the Houston guys know of all the times that Jack with family in tow had auto breakdowns, flat tires, or problems with his boat trailer, however his love of the sport kept him making those trips. The conductor collects his fare, but all the coaches are full so he ushers the man to the observation car for the remainder of the journey. The conductor is also a model railroader and thinks he recognizes the man as Jack Troxell from a prior NASG convention. He wonders why he's up here far from Houston so he goes on about his business.

I understand the fishing is supposed to be good this summer!

Bob Werre

Continued on page 27

Celebrating the Texas & Pacific Railroad

NEW!



Above: GP9 units 1132, 1133 as delivered.

The T&P may have been the most popular road produced for S gaugers in the 1950s as the Swamp Holley orange engines were made for 4 years running. We are making these available in our new GP9 DX version with added window glass, painted railings and all parts assembled. Also the T&P freight cars shown below enhance the line up. Shipping in November 2014. (Cars are available in multiple number variations).



4436 T&P Gondola



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NEW!



6027TOFC Flat w/ Trailer



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We commissioned a world class firm to superbly decorate these locomotives in the original delivered phase 2 paint schemes. (From EMD in 1957).

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NOTICE before ordering:
Handrails may come loose during shipment be prepared to re-attach.