

THE DISPATCH



MAY-JUNE 2015



**NASG INTRODUCES ONLINE SHOPPING
DETAILING AN AMERICAN MODELS GP35**

BILL'S BOILER WASH

I hope that everyone has survived the winter without incident. Now that summer is fast approaching, it is time to think about getting ready for the August convention in Kansas City. Get your contest entries finished and packed, your unneeded goodies ready for swap or auction, and make your reservations!



June is our biggest month for membership renewals. Do the NASG and our Membership Secretary a big favor — pay your dues **NOW**, if your membership is due to expire June 30. This will give Dick Kramer some breathing room rather than getting 800 renewals in just a couple of weeks. Paying your dues now, before the summer rush of outside activities hits, will give you a bit of a leg up on what you need to do. It will also cut down on the need for sending out reminder notices, I hope!

I have been going through old issues of the Dispatch prior to sending them to Peter Vanvliet for posting on the website. What I noticed are a couple of things: we don't seem to have the diversity of photos and reports on events that we did ten to fifteen years ago, and we seem to be more comfortable with the status quo now than then. The first situation ought to be easy enough to fix — if you attend an event which has S scale, take photos and submit a report to Bill Pyper! The other topic is a bit more difficult. We really have managed to meet most of our basic needs for rolling stock and other layout building materials so there isn't the crying need for this, that, or the other thing that there used to be. We are also getting older as a group and we just don't need as much stuff as we used to, regardless of what it is. However, our hobby lives on new stuff! I am not advocating buying stuff just to buy stuff, but consider replacing older items that no longer meet your needs or sophistication with newer products. You might find that this renews your enthusiasm for modeling, too.

Another thing I noticed was that during the time period of the magazines I was looking at, the NASG leadership was highly involved with things. This was probably influenced a great deal by their relatively central location to the bulk of the members and activities. This is considerably different for both myself and our editor, Bill Pyper, because of our relatively remote locations. I can assure you that we are not hiding out and we would like to have more of the membership's input. Please contact me, him, or your regional VP with your thoughts and suggestions. Our contact information is in every Dispatch just for this reason. And, along these same lines, Greg Klein, our Promotions Chairman, has put out a request for help at the various shows the NASG attends with the intent to promote S scale. There is a form on the web site that you can use to let him know what you can do.

Speaking of the web site, we have had a number of modelers contribute to the **Product Gallery** recently. This is very gratifying, as the Gallery is really starting to become comprehensive. However, the American Flyer side of the NASG has not equaled the Scale S side in this area. How about some of you American Flyer collectors and operators sending photos of your rolling stock to Peter Vanvliet, webmaster@nasg.org, and making the Gallery truly comprehensive?

On a sad note, we have lost some of our modelers in the last few months. If you have not already done so, review your estate plans for their accuracy. If you have a significant collection of anything, not just trains, be sure your heirs know what you have, what it might be worth, and how to take care of it. *Taking care of it* can be as mundane as what piece goes into what box. Whether the heirs are meant to keep it, sell it, or give it away and who to contact for help with this also needs to be addressed. You can find helpful documents for this at the bottom of the **Membership** section of the NASG web site.

Your ballots must be received by **MAY 30th!** Please vote!

Have fun!
Bill Winans

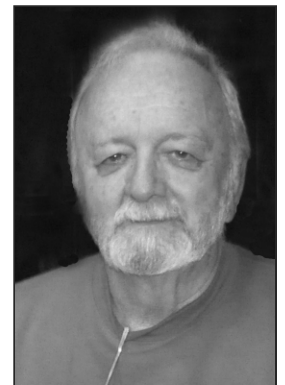
ON THE CONDUCTOR'S CLIPBOARD

GRAIN ELEVATORS: Many of us model grain elevators on our layouts. They are imposing structures, and fairly easy to build. In the March-April issue of the Dispatch we had a great story by Ray Garbee about his large elevator model. After that had gone to print, I stumbled upon this link www.nfb.ca/film/grain_elevator which will take you to a short film (15 minutes) made by the Film Board of Canada, describing the operation of a small elevator in western Canada. I never knew exactly how a grain elevator works. Now I do.

No, we didn't copy the story about the **Kaw Valley Railroad** that appeared in the **March-April Dispatch** from **S Gaugain**! Apparently Mike Fyten sent the story to both of us, and they got theirs in the mail first. By the time that I received my copy of S Gaugain, the Dispatch had already been printed. Just not yet mailed. It would have been a waste of money to reprint it, so I just let it go. Since Don Heimburger and I each chose different pictures to illustrate the story, you get to see more. Mike's layout will be on the layout tour at the 2015 Convention. Be sure to pay him a visit. It'll be worth your while.

I recently received this e-mail and decided to share it with the membership.

I recently volunteered to help staff the NASG information booth at The World's Greatest Hobby train show in Louisville. I was able to help set-up, worked both days, and helped tear-down. I must say, the NASG has a REAL GEM in Mr. Will Holt. His dedication to and knowledge of our gauge, and willingness to oversee such an undertaking deserves MUCH CREDIT! Also, I met a local S-Gauger, Roy Deemer. The discussions we had, when not talking with visitors, was invaluable. We made several local contacts that we hope may develop into something -we'll have to wait and see.



Randy Griggs

Thanks for reading, **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.

CREW LIST

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Bill Hutton *Contributor*
Ed Kirstatter *Contributor*
Jim Martin *Contributor*
Bob Nicholson *Contributor*
Brooks Stover *Contributor*
Peter Vanvliet *Contributor*
Paul Washburn *Contributor*

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

The DISPATCH

MANIFEST

Volume 39, Number 3, May-June 2015

COVER

Brooks Stover's American Models GP-35

BILL'S BOILER WASH

Words of wisdom from President Bill Winans 2

A VISIT TO FRED'S TRAIN SHOP

While you're at the Convention stop by Fred's Train Shop 4

WE'RE GOIN' TO KANSAS CITY

The 2015 NASG Convention will be a great one 5-6

NASG ON LINE SHOPPING

Webmaster Peter Vanvliet explains how to pay NASG online. . . 7

NEW PRODUCTS

See what new products are out there 9

CLASSIFIED ADS 10

DETAILING AN AMERICAN MODELS GP35

Brooks Stover turns a bare shell into a beautiful model 11

REPLACING COUPLER SPRINGS

Bob Nicholson describes a way to replace coupler springs ... 14

MODELING PFE REFRIGERATOR CARS

Paul Washburn describes his kitbashing projects 17

KITBASHING A RETAIL COAL TOWER

Jeff Madden kitbashes two Plasticville coal towers 20

NARROW GAUGE INDUSTRIAL RAILROADS

Ed Kirstatter has an idea for your layout 22

ONE MODULE, TWO VISIONS

News From the North with Jim Martin 23

THE NORD 10-WHEELER

Bill Fraley tells a story of reviving an old model 26

NASG COMPANY STORE 28

COMMEMORATIVE CARS 29

CALENDAR of EVENTS 30

NASG Web Site

<http://www.nasg.org>

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

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A VISIT TO FRED'S TRAIN

By Bill Hutton, Kansas City S Gaugers

Downtown Overland Park Kansas features an interesting mix of retail stores, small businesses, and bars and restaurants. Located at **7327 West 80th Street** is **Fred's Train Shop**. It is on the first floor of the former Hedrick Fleming Hall, built in 1925. The train shop is 1300 square feet of toy train memories and every kind of train and accessory imaginable. The owner and sole employee of Fred's Train Shop is **Fred Loosbrock**. Fred stocks O, S, HO, N, Z and G Scale trains, along with vintage trains, accessories, books, magazines and memorabilia. The store is by far the most complete train shop in the Kansas City area.

When asked what his views are on the toy train hobby, Fred responded "There are two things I have noticed, first there is a trend away from the old stuff, the demand for old Lionel and American Flyer is going down. Second, I see more young people getting into the hobby." Fred went on to explain that he tries to cater to the beginner and intermediate modelers with starter sets and items that are affordable.

Fred's Train Shop will celebrate it's fifth anniversary on June 12th. To be able to survive and prosper over the last 5 years is pretty remarkable. Before opening the Train Shop Fred spent the preceding 13 years working at a local casino and building toy train layouts. He built approximately 50 layouts during that time, in every gauge from G to N including S. One of the layouts was built for **Science City** located inside Kansas City's **Union Station**. He has even built a full size train display for Remington Nature Center in St. Joseph Missouri. Fred sells an extensive line of paint and scenery products. He sells those items that he used when he was building layouts which gives him the ability to tell customers what works, how it works, and what doesn't work.

Loosbrock has an extensive inventory of new and used trains. He indicates that the majority is O and HO, but he has several shelves of S Gauge trains from Lionel and MTH, as well as a lot of vintage American Flyer trains and accessories. Fred's dad, Gene, is an S Gauge enthusiast who has been active in the hobby for over 30 years since getting his trains out of his grandfather's basement. Approximately 5% of sales are S Gauge. Fred is quick to point out that is 5% of sales he would not otherwise have. 25% of the repairs are American Flyer. Most of Fred's business is conducted onsite. Fred does set up at local train shows and has a website, but most of his sales are as the result of customers visiting his inviting shop. Hours of operation are 10 am to 6 pm Tuesday through Saturday. That calculates out to 40 hours a week, but Fred estimates his actual work week is closer to 100 hours when ordering, deliveries, repairs and phone calls are taken into account.

Drop by Fred's Train Shop if you are in the Kansas City area and especially during the **NASG Convention** this August. You will enjoy the O Gauge 4 x 8 layout, the classic and new American Flyer, railroad items, and meeting a knowledgeable train layout designer and hobbyist. Down the street don't forget to visit a former Trolley Barn which now houses the Traditions Furniture Store.

You can contact Fred at: www.fredstrainshop.com or telephone 913-383-3500.



Roy Inman, Fred Loosbrock and Bill Hutton in front of Fred's Train Shop. Photo by Jacob Krafft.

All other photos by Roy Inman.

Below: Fred Loosbrock shows off some of the S Gauge merchandise at Fred's Train Shop.



SHOP



To get to Fred's Train Shop from the hotel, take Universal to E. Front St. Take E. Front St. west to I-35. Take I-35 south to exit 231B. Take Metcalf Ave. (US 169) south to W. 80th St.



2015 CONVENTION



LIONEL DONATES AF SD70

Lionel Corporation has donated a Lionel/American Flyer Legacy S gauge SD-70 diesel locomotive, decorated with the Union Pacific Railroad Building America theme, to be sold at auction at the NASG convention in Kansas City. It has a retail value of \$480. Thanks to Lionel for their generosity.

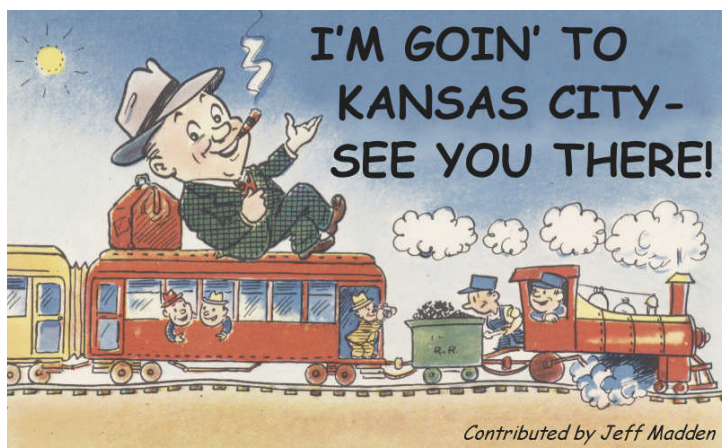


Above: Facade of the Kansas City Public Library.

MAP TO THE STARS

Kansas City, Missouri and Kansas City, Kansas are served by five Class I railroads, Amtrak, and two shortlines. BNSF, CP, KCS, NS and UP all have one or more yards in the area. The shortlines are Kaw River Railroad and Kansas City Terminal. Amtrak's Union Station is actually on the KCT trackage.

In the **March 2015** issue of **TRAINS** magazine there is an excellent map on pages 46 and 47 illustrating all of this.



Contributed by Jeff Madden

More Convention on the next page

WE'RE GOIN' TO KANSAS CITY

CLINICS

The Pines and Prairies S Scale Workshop was formed in the early 70's and since then has been working on local S layouts around the Twin Cities. NASG Convention goers were treated to tours of the layouts of the Pines and Prairies during the 2010 NASG Convention. **Ken Zieska** will be the lead presenter on these three clinics assisted by the Pines and Prairies S Scale Workshop team.

These three clinics all have been given for the Twin Cities Division of the NMRA. Beside Ken Zieska the clinics will be presented by **Tom Lennon, Dave Jasper, Ron Kemp** and a few others.

These are clinics that the Pines and Prairies S Scale Workshop team will present at the KC Convention.

The Cricut Explore, electronic cutting machine is not just for the crafter's anymore. The new Cricut Explore no longer requires predesigned cartridges, it can import files to make great things for your model railroad hobby. In the clinic, we will design some nifty model railroad goodies, stencils, paint templates and parts.



Model Railroadng within city limits. There is an amazing amount of Model Railroadng activity that can be created amid the canyons of brick and mortar of the urban landscape. Railroads shaped the growth of many cities from the 1860's through the 1950's and that legacy is still seen today. These ideas lend themselves to layouts small and large.

Building Turnouts with Fast Tracks products. This clinic will demonstrate building trackwork using Fast Track products including gapping and wiring for great operations. A sample of a Shinohara switch modified with this gapping and wiring technique will be shown.



CONVENTION SCHEDULE

Tuesday, August 4

Registration 7 pm to 9 pm

Wednesday, August 5

Registration 7 am to 8 am and 4 pm to 5 pm

Tour 8 am to 3:30 pm — St Joseph's Stockyard and Union Station

Dealer Set-up 10 am to 4 pm

Model Contest Entry 5 pm to 6:30 pm

First-timers Meeting 6 pm to 7 pm

Ice Breaker Reception . . . 7 pm to ??? (cash bar and BBQ chicken)

Thursday, August 6

Registration 7 am to 4 pm and 6 pm to 9 pm

Tour 9:45 am to 4 pm — Midwest Locomotive Service and Midland Railway

Dealers' Hall 9 am to 5 pm and 6 pm to 9 pm

Model Contest Room 5 pm to 8:30 pm

Clinics 6 pm to 9 pm (schedule TBA)

Friday, August 7

Self-guided Layout Tours 9:30 am to 4:30 pm

Saturday, August 8

Registration 8:30 am to 1 pm

Dealer Hall 8:30 am to 1 pm

Model Contest Room 8:30 am to 9:15 am
(closes for judging)

Model Contest Judging . . . 9:15 am

Model Contest Pick-up . . . 2:30 pm

NASG General

Membership Meeting 3 pm to 4:30 pm

Cocktails 6 pm (cash bar)

Banquet 7 pm

Awards 8:15 pm

Auction 9 pm to ???

Check www.nasg.org/convention/2015 for changes.

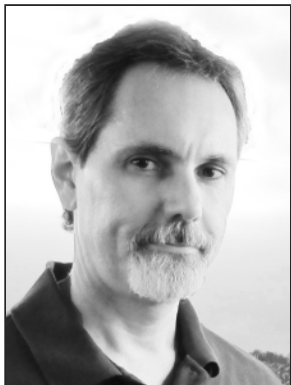


Howard Johnson's Kansas City Hotel and Conference Center.

NASG AND ONLINE SHOPPING

PAPER OR PLASTIC?

Until now NASG members could only pay their member dues or purchase from the NASG Company Store by writing a paper check or buying a money order. Now, thanks to the hard work of NASG Webmaster Peter Vanvliet, you can use your plastic. Read on. — *Ed.*



What Is Online Shopping? By Peter Vanvliet, Webmaster

If you have ever bought something from a web site, you have participated in online shopping. Instead of going through the physical store and putting items into your wheeled shopping cart, you are going through one or more pages of a web site and selecting which items you want to add to your virtual shopping cart. And, much like a physical store, once you're

done, you review the items in your shopping cart, and start the process of paying for those items.

The last step must be done safely and securely. Just like when you are at the grocery store where you don't want the person behind you in line to see what your pin number is for your debit or credit card, so, too, don't you want hackers to be eavesdropping on your online transmission of your personal and financial data. For a web site what this means is that your data is encrypted (garbled up) such that only you and the company with whom you are doing business can understand the data. This is necessary, because hackers have ways of tapping into the communication lines between your web browser and the server computer of the company with whom you are doing business.

What Does Online Shopping on the NASG Web Site Mean?

By the time you read this, the following can be done on the NASG web site (or, I'll give you a really good excuse why not!):

- apply for new NASG membership and immediately pay for your membership;
- renew your existing NASG membership and pay for it;
- order and pay for the current, and previous years' AF Commemorative cars;
- order and pay for NASG Company Store items (gauges, shirts, patches, etc.);
- order and pay for printed copies of back issues of the Dispatch;
- register and pay for your NASG Convention attendance;
- pay for invoices for advertising in the Dispatch.

A Bit of History

When I took over managing our web site, I wanted to integrate online shopping. However, due to several issues raised at the time, we decided to postpone it. Now that the site is fully operational and everything is working well, I figured it was time to tackle this issue. There are really two issues at work here: incorporating a shopping cart system, and accepting credit/debit cards. The NASG as a corporation is not set up to accept credit/debit cards. All financial transactions have always been done via checks or money orders. To be able to accept credit/debit cards, you have to have a merchant account with a bank.

The natural person for that would be the Treasurer. However, that is an elected position that could, potentially, change every four years. To change the ownership of, or to set up a new, merchant account every four years would be a real pain. There may also be a period in between the change-over when no transactions could be made.

So, after some discussion and some time for me to reflect on the issue, I have decided to use my software company's PayPal account as the merchant account through which we will process the NASG-related transactions. The webmaster position is an appointed one, so it is conceivable that a person acting as the webmaster would hold that position for a period longer than four years.

Transactions for **NASG** are clearly marked in the **PayPal** shopping cart, so I will be able to tell them apart from my software company's transactions. However, when you pay for your NASG-related items, you will see **Fourth Ray Software** on your confirmation e-mail and credit/debit card statements. Rest assured that I will transfer the funds to our Treasurer ASAP.

A Bit About PayPal

PayPal is a company that handles financial transactions securely. Lots of companies use them for handling their business dealings. I have been using PayPal for almost ten years now and I am perfectly happy with them. As I stated above, when you start dealing with customers' personal and financial data, you have to be extremely careful as a company. You have to stay up-to-date with all the latest security patches and clever ways that hackers try to get to that data. That is why most larger companies hire full-time system administrators to deal with all those issues. For our European customers, you have to comply with their laws related to how secure personal and financial data is. For a small fee PayPal handles all of that, thereby eliminating the need for smaller companies such as the NASG and my software company to have to deal with them. Through the PayPal merchant account we are able to accept all of the major credit/debit cards.

You do not need a PayPal account to be able to buy online from the NASG's web site. When you get ready to pay for your merchandise, PayPal will ask you for your PayPal account info, but you can easily elect to just pay with a credit/debit card (it is actually the default selection). If you have a PayPal account, you will be able to make your payment using your PayPal account, of course.

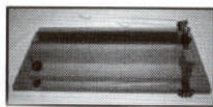
Continued on the next page

GOLDINHANDS
www.goldinhands.com

American Flyer - Lionel
- Train Repairs
- A/F Chassis Re-bushing
TMCC and D.C. CONVERSIONS
Custom Built Maintenance Cradles



Edward Goldin
Phone: 847-727-0857
Fax: 847-884-9285
Member NASG #05R0025C



NASG AND ONLINE SHOPPING

How Does Online Shopping on Our Web Site Work?

Nearly everyone reading this is an existing NASG member, so let me walk you through the process of renewing your membership online. To get started, go to the **Membership** page of the NASG web site. The third section at the top of that page has a heading of **NASG Membership Renewal**. Click on its first option, **renew and pay online**.

This will take you to the **NASG Membership Renewal** page. See figure 1, top right. This page asks you for your last name and your membership number, which is found on your membership card. Press the **Next** button when ready. This will look up your membership information in the NASG membership database. If there are any issues, you will be notified. If your name and number match, you will see the next step which asks you for your membership renewal information. See figure 2, second on the right. It will also tell you when your current membership expires. Select which membership type you want. The default selection is your current membership type. Select the number of years for which you would like to renew. The NASG only accepts up to four years of pre-payment. If you change the membership type and/or the number of years, the renewal amount is automatically calculated for you. When you are ready to start the purchasing step, press the orange **Add to Cart** button.

You will then see the **NASG Shopping Cart** page, figure 3. This briefly explains what I've discussed so far in this article, and it provides you with a summary of what you have in your virtual shopping cart. If you are ready to make the purchase, click on the orange **Buy Now** button.

This will take you to the **PayPal** page. See figure 4 on page 10. You are now on an encrypted web page where all your interactions are handled safely and securely. Here you will see **Fourth Ray Software**. You can select to use your PayPal account or pay via a debit or credit card on this page. From then on, you will be interacting with PayPal to complete the financial transaction.

Continued on page 10

NEW PRODUCTS



Smokey Mountain Model Works

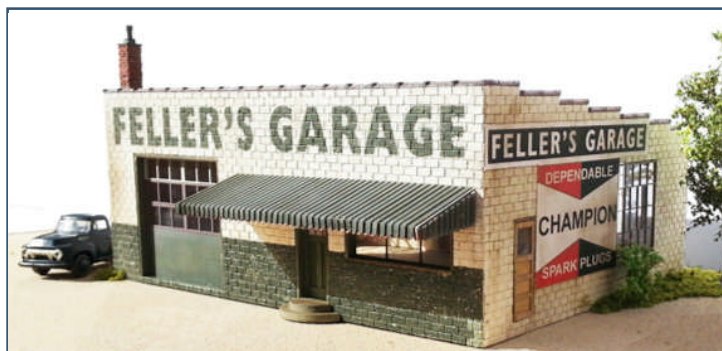
Jim King of Smokey Mountain Model Works is taking reservations for a modernized version of his very popular and long out-of-production **Central of Georgia ventilated boxcar**. This kit was introduced in April 2007 and out of production by end of 2008. The roof was the as-built design, replaced with a **Flexible Murphy Roof** in the 1930s and lasted until the cars were retired from revenue service around 1954. Several existed in MOW service into the early 60s.

If you are interested in purchasing this kit at \$80 + postage, please contact Jim so that he can add you to the reservation list. Payment is not required, only your reservation count. If there is sufficient interest in this kit, everyone who showed interest will be notified and asked for payment at that time. It will be several months from now because there are other projects ahead of it.

The photo above is of the S scale pilot model representing the 2007 production run. The modernized Murphy roof is very similar but has 50% fewer roofwalk supports and the roof seam design is different.

To reserve a kit, contact Jim King at (828) 777-5619 or www.smokymountainmodelworks.com

Monster Model Works



This model is based on the Castle Shannon, Pennsylvania landmark Feller's Garage. The train tracks are right across the street. S-scale dimensions are 9 1/4" wide x 7 1/2" deep x 3 3/4" high. The kit includes 3D laser engraved Concrete Block, Concrete Block Corners, Old Brick Chimney, Terra Cotta Coping, 3D printed Concrete Steps, 3D printed Chimney Pipe, Laser cut pan type Aluminum Awning, Laser cut windows and doors with peel and stick backing, Front sign stencil, side wall sign. Vehicle not included. Price \$89.99.

Order from www.monster-modelworks.com (760) 271-4030 or jimmy@monster-modelworks.com

Miller Engineering

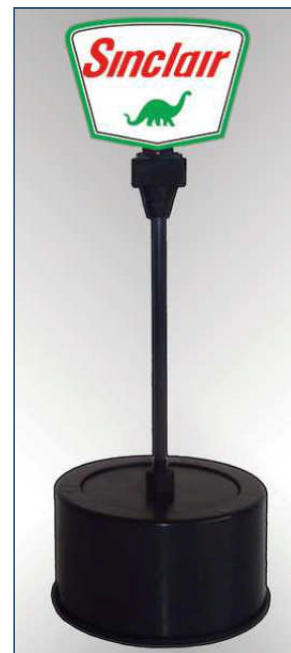
of New Canaan, Connecticut has two new rotating signs just released in April. On the right is their Sinclair sign, perhaps one of the most asked for gasoline signs. It will be hard to miss this sign outside your station. Their next rotating sign is an Amoco sign. They have also had many requests for this one. The base measures 3.2" in diameter and is 2" tall. Height of the sign from the base is 5.375". That is just over 28 feet in S scale.

If you haven't used one of their rotating signs it's worth a try. The visual impact of these rotating signs cannot be underestimated. These rotating signs can be set to **all on** or **flashing** mode, and they all are double-sided signs. With their optional flush mount adapter you can hide the rotating base by mounting below your layout. The only modification to your layout is a 3/8" hole. The unit runs on 3 AAA batteries so it can stand alone. There is an AC jack on the side and these rotating signs are compatible with all of Miller Engineering's AC adapters and their 4804 converter module.

To order these or to see **Miller Engineering's** extensive line of lighted billboards and lighted window signs go to their web site at www.microstru.com

All of Miller's signs are limited editions, so if you are interested, don't hesitate.

Also released this April is the Nabisco Billboard! (below) This classic sign is sure to bring back memories of that tall glass of milk and package of Oreos!



The screenshot shows a web interface for 'Fourth Ray Software'. On the left, under 'Your order summary', there is a table with two columns: 'Descriptions' and 'Amount'. The table lists 'NASG Membership Renewal for Peter V...' with an item price of '\$25.00' and a quantity of '1'. Below this, the 'Item total' is '\$25.00' and the 'Total' is '\$25.00 USD'. On the right, under 'Choose a way to pay', it states 'PayPal securely processes payments for Fourth Ray Software.' There are two options: 'Have a PayPal account?' with a link to 'Log in to your account to pay', and 'Don't have a PayPal account?' with a link to 'Pay as a guest now, sign up for PayPal later'.

What Happens When You Complete a Purchase?

PayPal will automatically send you an e-mail message confirming your order. I will get an e-mail message from PayPal with the order details. If you paid with your PayPal account, my version of the e-mail will include your name, your e-mail address, and your order details. If you paid with a credit/debit card, I can log into to my PayPal account and also retrieve your mailing address and your credit card information. Since PayPal handles all of the financial transactions, there is no reason for me to retrieve that additional information. By the time I get the confirmation e-mail, the transaction has already taken place.

Next, I forward details of the order to the appropriate person within the NASG organization. For membership-related orders, the details will be forwarded to our Membership Secretary, Dick Kramer. For NASG Company Store purchases, Roy Meissner will be notified. For AF Commemorative cars and for the 2015 Convention, Dave Blum will be notified. For all transactions, our Treasurer, Jim Kindraka will be notified and will receive all of the funds collected.

Basically, everything will continue to work as before, except that for online transactions I forward the money collected to Jim Kindraka and the order details to the person updating the NASG membership database or shipping the actual product.

Combining Purchases

One of the better features of online shopping is that it makes it easy for members to combine purchasing several, unrelated items in one session. Do you want to renew your membership, buy the new AF commemorative car, and get an NASG T-shirt while you are at it? You can do that now. Renew your membership, as described above, then go over to the **Store** page on the web site, add the AF commemorative car to the shopping cart, and then scroll down to where the Company Store products are shown, and add the T-shirt to your cart. Then click on the **View Cart** button shown on the right-hand side of the web site (in the black space), to complete your purchase as before. We will handle the process of forwarding the order details to the appropriate NASG persons.

Summary

I hope that you will enjoy this new feature. It helps the NASG web site to move into the new century, and makes it easier for you to buy what you need. Of course, the previous way of writing and mailing a check or money order will continue to work. We hope that this will really simplify things for our non-U.S. members. Although I did the coding of the shopping cart, I want to thank Bill Winans, Jim Kindraka, Dick Kramer, Bill Pyper, Dave Blum, and Roy Meissner for their feedback, testing time, and providing me with the information about how all these things work within our organization. Thank you, guys!

Web site tidbit: we have almost 6,400 pages and 4,700 photos on the web site!

EXTRA BOARD

S RELATED STORIES IN NON-S PUBLICATIONS

The March 2015 issue of **Classic Toy Trains** features a picture of **Larry Shugart's** S gauge 35x60 foot hi-rail layout as the first shot in their Photo Album section. On page 58 of the same issue is **Drawing a Flyer dream**, by **Roger Carp**. This article describes the work of commercial artist Frank Soltesz. His work illustrated American Flyer and other model railroad catalogues of the 1950s. — *Bill Pyper*

Pages 93-93 of the March 2015 issue of **Model Railroader** are a two-page spread of a scene from **Bob Stelmach's** S scale Red Pine & Oxville Railroad. **Brooks Stover** shot the photo. — *Jeff Madden*

The March 2015 issue of **Railroad Model Craftsman** has a picture of **Steve Wolcott's** S-scale Baldwin 2-6-0 on page 15.

Sam Powell's S gauge **Penn Creek Valley** is one of the featured layouts in the 2015 issue of Kalmbach's **Great Model Railroads**, which went on sale in January.

The April 2015 issue of **NMRA Magazine** features **Brooks Stover's** photo of **Bob Stelmach's** 2-6-0 S scale steam locomotive. An article by Bob, with photos by Brooks, talks about how to make S scale models from On3 originals.

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.

FOR SALE: Wall display shelves (aluminum) 11-6 ft. — 3-57 in. — 3-15 in. Total of 14-6 ft. \$600 each plus shipping. Ray Preiter, 3 Eagle Pass, Palm Coast, FL 32164. (386) 437-4527.

FOR SALE: Three 2-8-0 steam locomotives, offered and priced by different owners. The first two are SHS models. The third is a brass South Wind Models Union Pacific design. First is SHS stock number 01751, painted black but unlettered, AC/DC, LM sound for code 110 (scale) track, \$350 shipping included. Second in SHS stock number 01054, lettered as AT&SF 2512, AC/DC, LM sound, for American Flyer compatible track, \$425 including shipping. Third is South Wind Models stock number 6201, UP 6202, no sound, scale wheels, \$675 including shipping. Contact Gil Hulin, 1133 Olive Street, Apt. 619, Eugene, OR 97401-3504 or call 541-344-6858.

WANTED: Turnouts by Tom's Turnouts. SHS code 137 nickle silver rail, #4, #5 and #6. David Bulkin, 160 Timberlake Circle, Inman, SC 29349. 864-592-7831. bulkind@bellsouth.net

WANTED TO BUY: American Models Great Northern Empire Builder passenger set. Doug Graupe, 701-965-6489 or e-mail dcgraupe@nccray.com

WANTED TO BUY: American High Rail Aerotrains or any other products by Tom Hodgson in S gauge/scale. Will pay top dollar. Edward Shuster, 412-885-1235. Please address all correspondence to 3943 Frederick Street, Brentwood, PA 15227.

DETAILING AN AMERICAN MODELS GP35

By Brooks Stover

Photos by the author unless otherwise noted

As many **Dispatch** readers will know, my S scale layout depicts the coal-hauling **Buffalo Creek & Gauley** as it appeared in 1958. (For more information about the prototype and my layout visit www.buffalocreekandgauley.com) At that time the central West Virginia railroad's all-steam roster consisted of three Consolidations that hauled 60 car coal trains along 18.6 miles of track following the meandering Buffalo Creek. The line ceased operations in its original form in 1965, but in 1971 a new company bought the railroad and a more modest mining operation was opened near the original tippie. The new owner, Majestic Mining Company, purchased a small 65-ton Whitcomb locomotive and leased an ALCO RS-1 from the B&O. I have recently built models of both these engines so I could host operating sessions on my layout representing the early 1970s period.

The Prototype: While I have many photos of the BC&G during the steam years, I have found very few photos of the Majestic Mining period when diesels operated on the line and even fewer of B&O diesel engines at the interchange in the 1970s. BC&G fan Bob Slavy visited the railroad frequently during the Majestic Mining period and provided one series of pictures showing B&O GP40 #3768 working the interchange. See picture below. This is the engine that inspired the model described here.

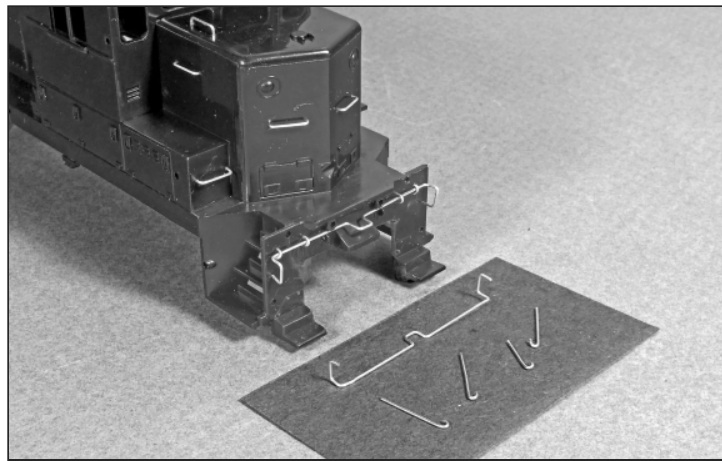


BC&G railfan Bob Slavy took this photo of B&O GP40 #3768 at the B&O/BC&G interchange sometime in the 1970s. This is the locomotive that inspired the author to detail an American Models GP35. The BC&G mainline curves off to the left.

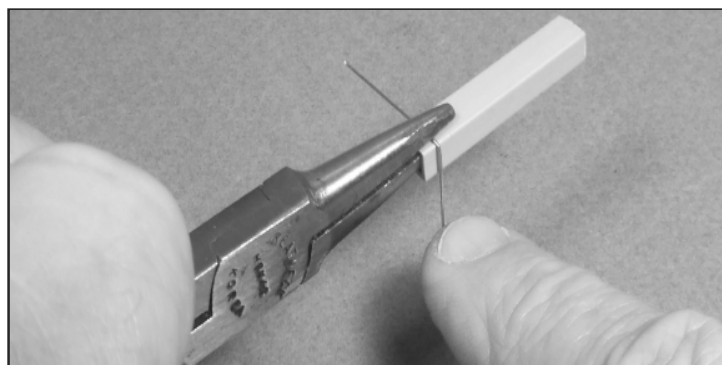
The Model: A GP40 is nearly identical to a GP35, the biggest difference being that the GP40 is 3 feet longer and had three large fans on the rear roof instead of the two large and one small fan of the GP35. I had an unused American Models GP9 chassis on hand and so I purchased an undecorated GP35 shell from American Models and went to work. I easily accepted the compromise that my rendition of #3768 would be a GP35. Building this engine was primarily a detailing, painting and lettering project and, many of the enhancements I added to this GP35 could be added to any American Models diesel to enhance the appearance of these already nice RTR models. When you see the results I think you'll agree.

Continued on the next page

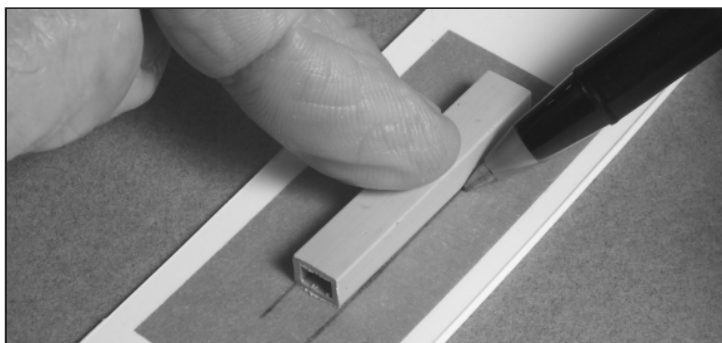
Adding Details: I studied as many photos as I could find of B&O GP35s and then selected details to model that I thought added the most visual interest. Cut levers, grab irons and lift rings were scratchbuilt from .020" brass wire. The cut lever has all right angle bends, all which were made with needlenose pliers. See picture below. To form the lift rings, as well as the attaching brackets for the cut levers, I bent .020" brass wire around a piece of .032" brass wire and then trimmed it into a candy cane shape. These parts were then inserted into a single .021" hole drilled with a pin vise and secured with a drop of ACC. This approach of installing candy cane parts in a single hole is much easier than drilling two holes spaced exactly right for a tiny U-shaped piece.



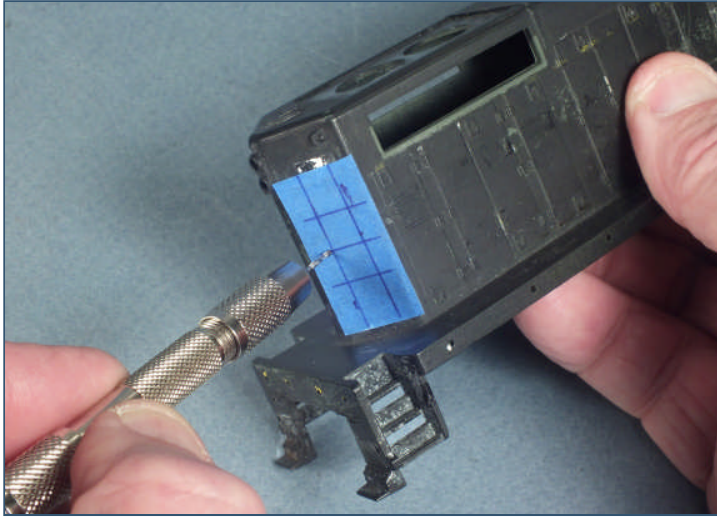
The grab irons were formed by bending .020" brass wire over of piece of 1/4" x 3/16" rectangular plastic tubing. In the picture below you can see how I hold the wire with needlenose pliers for bending.



Then I trace the width of the same piece of plastic tubing to draw two parallel lines on a piece of masking tape (Below).



DETAILING AN AMERICAN MODELS GP35



Cross lines are then added for spacing the grabs and the tape is applied to the model and used as a guide for drilling the holes for the grabs. See picture above. The simple U shape of the grabs made this way are not exactly correct as prototype grabs have a **return** on each end to keep the crewmen's feet from slipping off, but the simple U-shape is much easier to make and the appearance is acceptable to me. I've used these on all my locomotives and cars and so there is visual harmony across my rolling stock. Pre-formed grabs of the correct shape are available commercially for those who would like more prototypical fidelity. I should point out that on the AM shell there are small **locator bumps** molded into the shell for the grabs. These had to be sanded off to create a flat surface before drilling holes.

Styrene was used to close out a portion of the top of the fuel tank as it is an open-topped pan on the AM model. In addition, a fuel filter and some pipe detailing were added to the fuel tank based on prototype photos. See picture below.



Three-dimensional diamond tread decals from **Archer Fine Transfers** were applied on the walkways and steps. These decals can be applied directly to the unpainted plastic shell or to a painted surface. While subtle, these add an additional important level of detail to the model. See picture top right. Cab shades, MU stand and MU drop steps from **BTS** were installed. A bell was installed on the fireman's side just ahead of the tank and a speedometer drive and cable made of styrene and .032" wire were added to the left front truck.



Many RTR locomotives in other scales in today's market have cab interiors and in S scale the effect is particularly nice. Styrene was used to build a simplified representation of the cab interior. This saddle-like affair was attached to the front truck support arch. The back wall of the cab interior forms a close-out panel at the rear of the cab and in the floor hides the drive mechanism from view through the cab windows. Representations of gauges and switches were printed on a computer and applied in appropriate places in the cab (Below).



I didn't use the clear molded window glass that came with the AM model as I prefer the look of thin, clear plastic sheet. I attached the new *glass* to the inside of the cab with **Scenic Accent Glue** by Woodland Scenics. It is intended to temporarily hold items in place, but I've used it for years for attaching glazing in locomotives and structures. It dries clear and I've never had a piece of glazing come loose.

DETAILING AN AMERICAN MODELS GP35



The inside of the cab was painted light gray. Crew figures from **Artista** were seated on chairs attached to the inside of the cab walls and brass windshield wipers from **BTS** were added (Above). The numerals for the front and rear number boards were printed on a computer and attached with adhesive transfer tape (Below). I chose not to light these boards as no other diesels on the layout are illuminated.



The final details added to the cab were the rectangular wind deflectors on the cab side windows, MU stands and drop steps which are all brass castings from **BTS** (www.btsrr.com). The MU hoses were from my scrap box.

Paint and Weathering: I painted the engine with Floquil Dark Blue (no longer available) with an airbrush. After an over-spray with clear gloss coat, custom decals made by **Rail Graphics** were applied. I have additional sets available if anyone would like to purchase a set. Contact me at buffalocreeksteam@comcast.net. The stanchions and handrails on B&O engines were painted the same blue as the body. I brush painted the AM's sturdy molded railings the same Floquil Dark Blue while the yellow portions were painted with Floquil CN Yellow. The model was finished with a coat of semi-gloss clear lacquer and was lightly weathered with pastel chalks to reflect the relatively young age of the engine in the early 1970s. See pictures below and on the cover.

More words on page 15



REPLACING COUPLER SPRINGS

Replacing Coupler Springs on Kadee and Walthers Couplers



By Bob Nicholson

Since model railroading has been in existence, there have been probably as many ways to couple model railroad locomotives and cars as there have been model railroaders to couple them. One of the biggest advances came from HO, the Kadee series of couplers with their magnetic uncoupling feature. S scale modelers were quick to glom onto the benefits and convenience of these couplers, sometimes

modifying them with longer uncoupling pins for more reliable operation. They served as a standard of sorts for many years, until Kadee introduced their On3 couplers. When these became available in S through SHS, they quickly became popular among the more elite modelers who desired their supposedly more scale size.

The Kadee #5 was rejected by some as being too small, even though they were cheaper and more readily available at local hobby shops, although they still had a significant following among some modelers in S who reasoned that the SHS couplers were as much too large as the #5 was too small. Then Walthers introduced their own version of the #5, which seemed to fall into the category of Baby Bear's Porridge between the two, but even it has its detractors.

The biggest problem with Kadee and Walther's couplers has not to do with size, though, but their ability to retain the little bronze coupler springs that tend to fly off into the unretrievable blue yonder and disable the couplers until they are replaced. This can become frustrating, as they can tend to fly off into the unknown while a modeler is trying to install them. Well, fear not, fellow modelers, for good old Uncle Bob (not the one of Bob's Bargain Basement fame, who is also stuck in the DCC era), who is well known for conscripting things to uses for which they were never intended, has come to the rescue.

The problem arose when my FP-7 #12 uprooted a crossing plank on its last trip from Keokuk. As would be expected, the coupler spring flew out into a farmer's field where it could dull his plow when he hit it while plowing. Exploratory trips to find it were cut short when the searchers came face to face with the farmer's shotgun — it seemed the spring had ricocheted from between the eyes of one of his prize heifers on its way to its final resting place. Negotiations transpired and the heifer was compensated for, after which the SHABBONA employees made their way back to Terminal District. Since they didn't have a spare coupler spring, they had to improvise.

They were obviously in a quandry, since they couldn't let #12 leave with a defective front coupler, and boiler-equipped RS-2 was down for a 90-day inspection. However, the new mechanical foreman had ordered a number of Kadee #657 truck springs for replacement truck springs before checking whether they would fit or not, and now SHABBONA was not only stuck with the springs, it was also searching for a new mechanical foreman. However, this did not solve the immediate problem until someone came up with the idea of using one



Figure 1

of the springs on #12, to replace the one that had sent the farmer's heifer to Paradise (Figure 1). Measurements showed that the length was correct, so the installation began.

First, a length of cable (thread) ensured the replacement spring would not launch into orbit if it did not seat properly on the first attempt (figure 2, below).

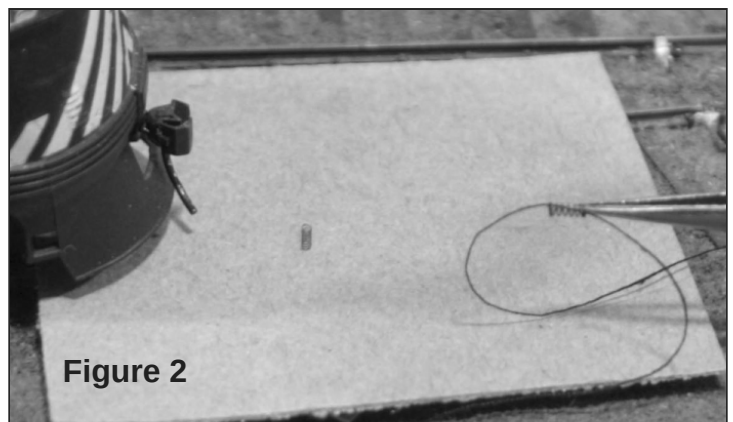


Figure 2

Next, a modeling knife helped guide the spring as the men lined it up with the locating posts on the knuckle on #12. When that was successfully completed, and the spring was installed, the men pulled the cable (thread) out of the spring, so as not to dislodge it (Figure 3), and the modeling knife pulled back.

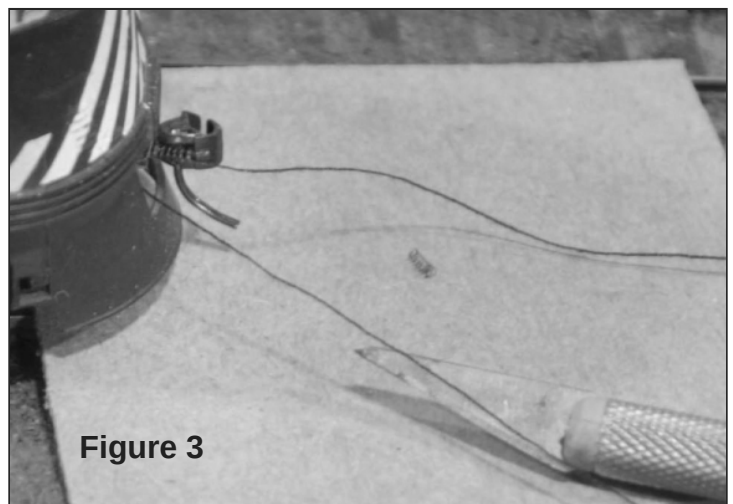


Figure 3



Figure 4

Next, the rip track forces inspected their work, and the foreman gave it his stamp of approval. (Figure 4, above). After that, the crew went about servicing #12 for its outbound trip, and cleaning up their tools.

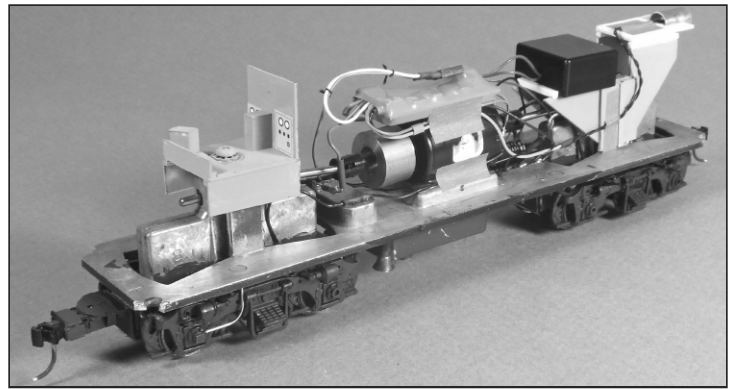


Figure 5

#12 was now ready for its outbound trip, on time (Figure 5).

After kudos and praise all around for a fine job, the crew left #12 idling with its train on Cach track #1, and headed off to the next crisis, which seemed to come on a regular basis. All in a day's work on SHABBONA Railroad.

DETAILING A GP35 *Continued*



Chassis: The original AM motor was replaced with a slightly smaller 22 x 31 mm can motor from NWSL not because there is anything wrong with the stock motor but I just as a matter of preference. Years ago I started the conversions and I like to have all my locomotives to have the same motors. It greatly simplifies decoder programming and speed matching. The new motor's smaller diameter also created space above the motor to mount a **Soundtraxx Tsunami** decoder. A 1" x 1" hi-bass speaker from Tony's Train Exchange fits perfectly inside the GP-35's narrow hood and was installed above the rear drive-shaft on a support bracket made from .040" styrene bonded to the metal chassis. See the picture above. I prefer the color of incandescent bulbs to LEDs and so low current 14v lights with a 47 ohm dropping resistor were used. The bulbs were mounted in short lengths of brass tubing. The tubing serves as both a heat sink to protect the body shell and also minimizes light leaks. The tubing for the rear light was supported on a platform built of styrene. The tube housing the front light was attached directly to the inside of the cab roof and light from the back of the tube illuminates the cab interior. As is my practice on all diesels, wipers were added to pick up power directly from all eight wheels. I avoid depending on current passing through lubricated axle bearings.

Conclusion: It was great fun to do the research required to build this engine. I learned a lot about GP-35s and GP-40s while gathering information to accurately add detailing. I would like to thank S gauger and B&O modeler **Dan Vandermause** for his excellent input to this project. I believe that the relatively simple additions I made improved the appearance of the AM model quite dramatically and with the Tsunami decoder it runs and sounds terrific. It would be possible to add similar detailing to a factory-painted locomotive as it would simply be a matter of drilling holes carefully in the painted shell and then painting the details as appropriate to match the factory paint.

Brooks Stover, MMR

Has been a model railroader for all of his adult life and it has been a wonderfully rewarding hobby. Over the last couple of decades, photographing his layout, and the layouts of others, has become a hobby within a hobby. Read his article **The Basics of Layout Photography** in the February-March 2014 issue of the **Dispatch** for some great tips on how to improve your own layout pictures.



A. C. Gilbert's

American Flyer Trains

Bob Iannacone

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www.americanflyertrains4u.com

DES PLAINES HOBBIES OPEN HOUSE FOR S SCALE

By Jim Kindraka, NASG Treasurer

The weekend of March 13-15 was the O Scale National gathering in the Chicago suburb of Lombard, Illinois. **Mike Calvert** of **Gilmaur Models** in the United Kingdom was there to promote his line of O scale brass kits. Since Gilmaur had announced a **U18b** brass kit in S Scale; **Ron Sebastian** of **Des Plaines Hobby** scheduled an Open House at his store on Sunday afternoon, March 15th. The event gave S scale modelers who attended a chance to see the U18b plus meet Mike Calvert in person. Additionally, the editors of the **S Scale Resource** on-line magazine were in attendance to meet and greet modelers. Ron also arranged for two local Des Plaines S Scale layouts to be open that afternoon.

Will Holt acted a Master of Ceremonies at the store. The U18 test model ran on the DPH test track and Mike answered questions from the two dozen or so S folks. Also on site for those present to review were a **Mullet River Models** wooden caboose and the partially complete SD-45 model. Both are exclusives of Des Plaines Hobbies. The U18 later made a trip to the Des Plaines Valley S scale layout at **Chuck West's** house and operated on the layout, where it pulled a train of 15 to 20 cars with ease.

Thanks all around, especially to **Ron and Susan Sebastian** for holding the event; **Chuck West** and **Matt Gaudynski** for opening their layouts and **Glenn Guerra** and **Dan Dawdy** of the S Scale Resource for delaying long trips home to meet the gathered S scale crowd.

Mike Calvert, left, and Sam McCoy discuss the drive system and operation of the Gilmaur U18 model.

Below:

Joel Lebovitz discusses modeling techniques with Glenn Guerra, left, and Will Holt at the Des Plaines Hobbies open house. In the background, Mike Calvert answers questions on the U18 from Bobby Shirley.



Dan Dawdy and Glenn Guerra, editors of the S Scale Resource online magazine.



Above: U18b test model pulls a 15-car train on the Des Plaines Valley layout. Chuck West, right, and John Griffin enjoy the fun.

Left: Mike Calvert watches his U18b test model start a train on Chuck West's Des Plaines Valley layout.

All photos by Jim Kindraka

MODELING PFE WOODSIDE REFRIGERATOR CARS

By Paul Washburn

Hello from the Grand Canyon State. My name is Paul Washburn and I've been asked to share some modeling articles with you, and I say "why not." But first I'm going to tell you what I'm up to. I model S-Scale and have for years. I have a 14x20 standard gauge layout I started a few years ago. It is just enough to keep me busy. I call it The Sundance Branch, a fictitious branch line of the Southern Pacific Railroad in the 1950's. It's a DCC operation, the bench work is 1x4 grid construction, with cantilever legs, topped with 3/4 inch plywood and cork road bed from Scenery Unlimited. All track is hand laid code 70 rail. I'm in the ground cover mode at this point. You know, spreading out the dirt and gluing it down. I painted the lay out backdrops before the bench work went up.



The type of tonnage hauled from the branch line is mostly agriculture and some minerals, with general freight coming in to the area. Which brings us to our topic; **Modeling PFE wood side Refrigerator cars.** At picking time it gets pretty busy on the branch, with citrus, potato and other types of produce that have to get to market fast. The railroad brings in iced refrigerator cars for the job, and in the western part of the country that means lots of PFE, **Pacific Fruit Express** Refrigerator cars.

We have some great S scale refrigerator cars on the market, and I have some. However, there are cars that I can't buy, so I build them by kit bashing or I build them from scratch.

My material of choice is usually styrene for freight cars both wood and steel no special trick to it. Like some of you, I learned styrene modeling from Al Armitage.



Let's talk about the models in the photos, starting with the kit bash models of the PFE R-30-24 and R-40-24 class cars, they look about the same, with the exception of their siding, car number 67364 the R-30-24 has tongue and groove siding and car number 67886 an R-40-24 class refrigerator car has plywood sides, both of these models began as Pacific Rail Shops refrigerator car kits, using as much of the kits content to accomplish what I wanted.

The kit is a good starting point for these cars as it has the proper ends, roof and all the detail parts are usable with the exception of the center beam casting, but I was able to use the body bolsters.



Freshly painted locomotive number 2588 crosses the bridge over Sunland Wash with a short consist of reefers.



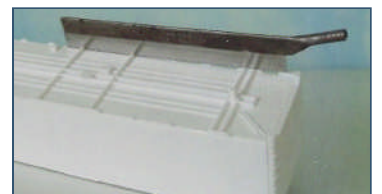
Above: Class R-40-24 number 67886 with plywood sides.

Below: Scratch-built Class R-30-9 car number 95135.



Scratch built R-30-9 number 52025 from Western Pacific.

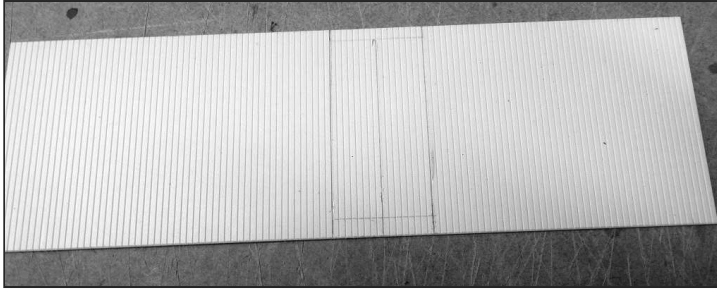
I began By Removing the sides from the body casting with a Zona saw, cutting on the line where the sides meet the ends and then along the bottom removing the sides from the floor. (Figures 1 and 2, below)



Continued on the next page

MODELING PFE WOODSIDE REFRIGERATOR CARS

After de-burring and squaring up my saw work I began building the new sides, using .040" thick styrene sheet material. I used Evergreen Scale Models passenger car siding for the tongue and grove car so the side is one piece with no splicing. By measuring the opening between both ends of the car body I transferred the dimensions to my styrene sheet using a pencil and coming back with my square and #11 X-acto knife to scribe and break for the size needed. (Figure 3, below) The height is the same for each side, but the length could be a little different from one side to the other. By cutting and filing I was able to achieve a good fit.



Finding the center of the sides and marking a center line with a pencil I measured 24 inches on each side of the center giving me a 48 inch door. There are plates at the top and bottom of the door. I drew horizontal lines the width of the door and used a 1/2 inch X-acto chisel to cut out the plate area. I turned over the cut out remnants and glued them back in the same place. With the plywood sided car I just drew and scribed the same lines as before cutting isn't needed.

I built the sides as sub assemblies adding ladders, grabs, door hardware, the steps etc. Painting and lettering was also completed before installing the sides to the rest of the car. (see Figure 5 below).

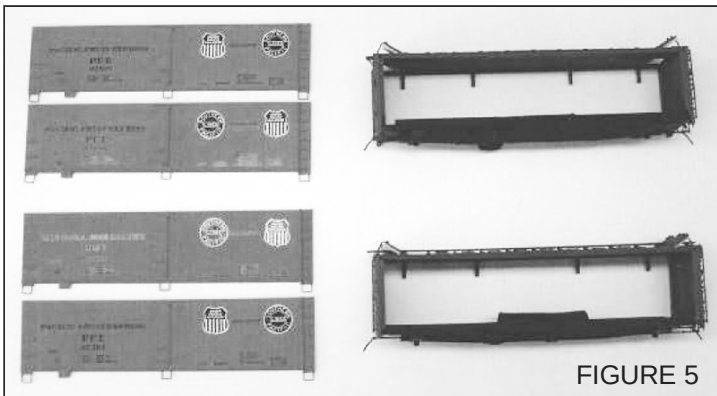


FIGURE 5

I built up a fishbelly center beam with I beam cross members, then added the brake components (Figure 4, above right). I glued blocks in each of the four corners of the ends recessed in .040" giving a surface for gluing the new sides to. All the rest of the parts that came in the kit for the ends were installed. The roof was glued to the top of the ends, the roof walk and ice hatches glued in place and ready for paint. The cars were painted with orange sides, brown roof and ends and a black under frame. We all have our favorite paint companies and I'm no exception. I used P-B-L Star Brand paint the Daylight orange, SP/UP freight car red and satin black, I always get good results with their products It's fast drying and the smell doesn't last long.

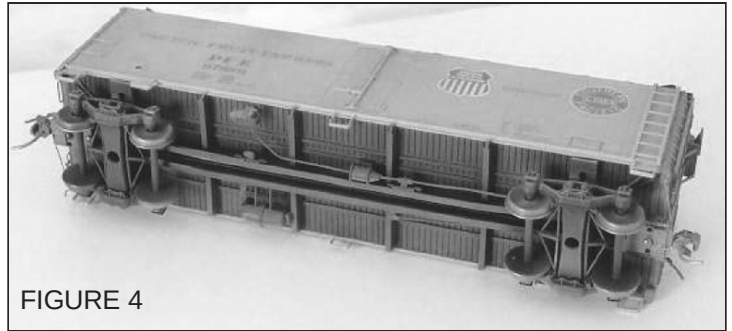
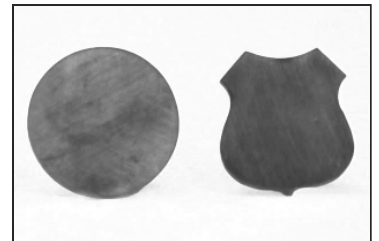


FIGURE 4

After painting, the decals were applied. I made my decals by using a set of Microscale HO scale PFE decals. I set them on the scanner table of my HP printer and enlarged them to 136%. I used Micro Mark decal paper for ink jet printers. Unfortunately you can't print white, so I used solid white decal paper from the same company for the white backing of the heralds, I made patterns for the heralds white backing. I placed the patterns on the back side of the decal paper and drew the lines and cut them out. (See Pattern photos below) When applying heralds always put the white on first and overlay with the black, the lettering on the ends was done with individual small letter and number decals, Microscale made a set PFE decals for S scale, item #64-29. The set comes with a red white and blue Union Pacific herald.



Glue the sides on (Figure 6, above), add couplers and trucks they're ready to go.

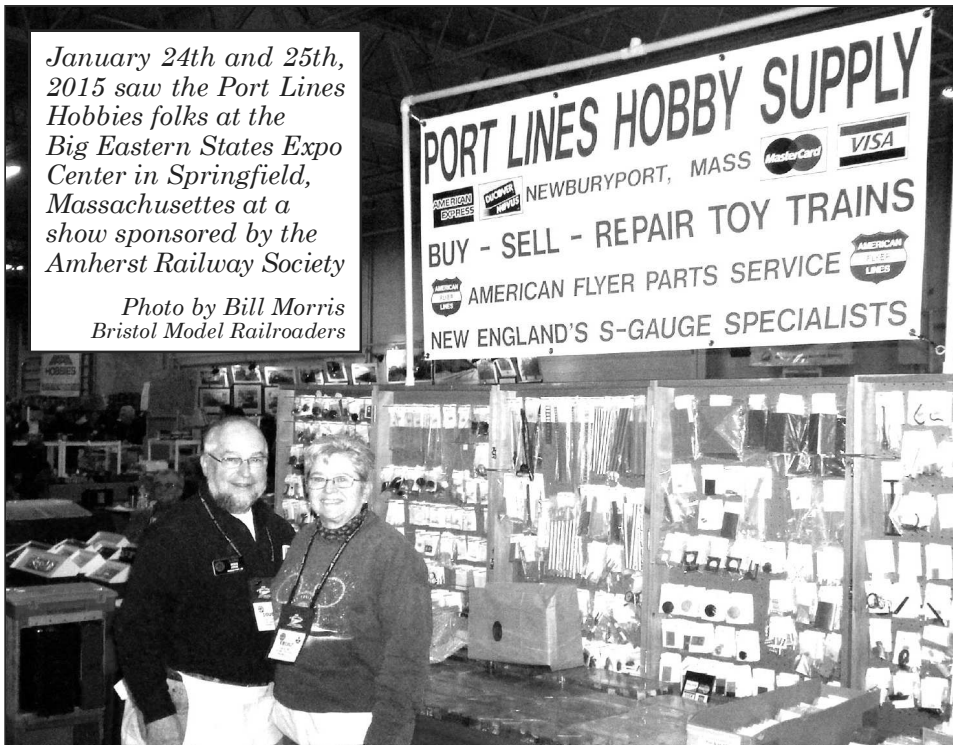
Photos of PFE car models that I built from styrene and commercial parts are on the previous page. There's a little more modeling involved than these kitbash cars. They are PFE R-30-9 class refrigerator cars number 95135 and one from the Western Pacific fleet number 52025. I used the plans, photos and other information for all these cars using the Pacific Fruit Express book By Thompson, Church and Jones. If you want to be educated on this subject this is book you need.

Pacific Fruit Express cars could be seen in trains in all the continental United States and sometimes in Canada and Mexico. I hope this gets you're modeling juices flowing. Go and build a model, take a picture and share it with us.

S GAUGERS IN ACTION

January 24th and 25th, 2015 saw the Port Lines Hobbies folks at the Big Eastern States Expo Center in Springfield, Massachusetts at a show sponsored by the Amherst Railway Society

Photo by Bill Morris
Bristol Model Railroaders



Seen at O Scale West/S West was NASG Western Vice President **James McAuliffe**.

Below: Also seen at **S West** was **Ed Davis** of Stockton, California.

Photos by Rusty Rustermier

Valley of the Sun S-Gaugers
Uniting S Gaugers in Phoenix AZ
Organizer: Chuck Eral, Fountain Hills, cell 480-332-8120
Apache Junction Contact: Jim Ingram, cell 570-772-1323

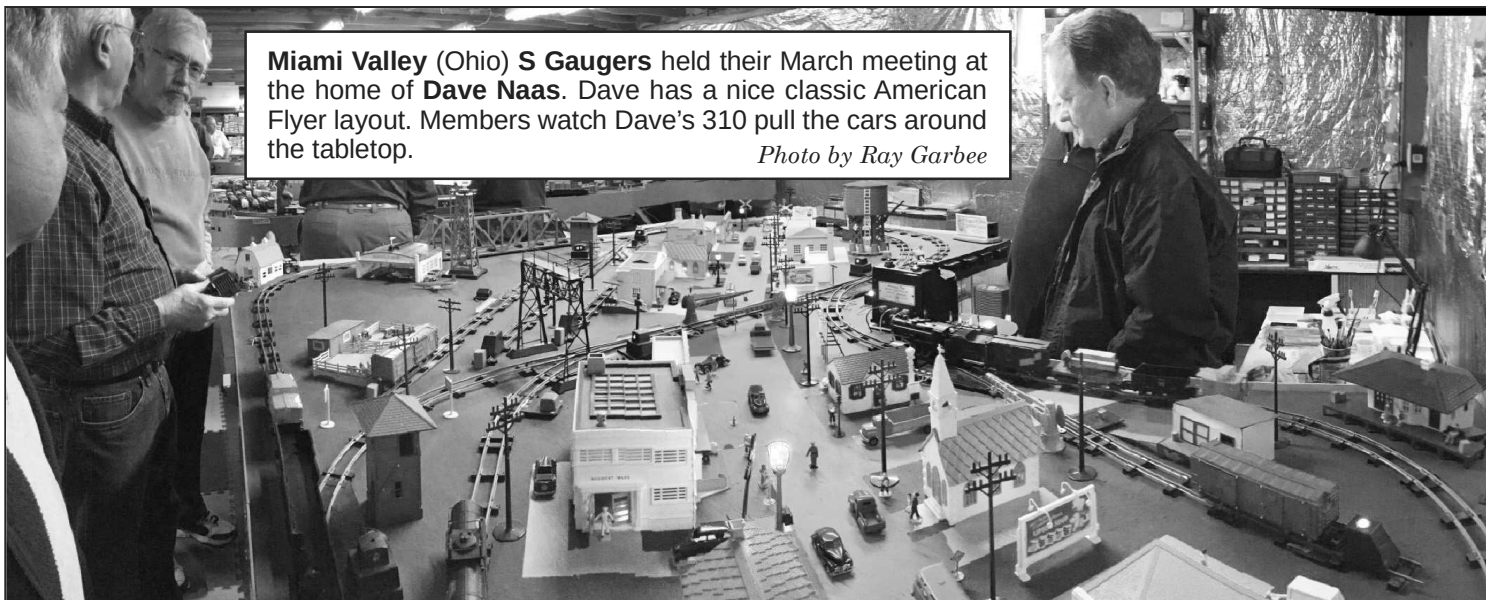
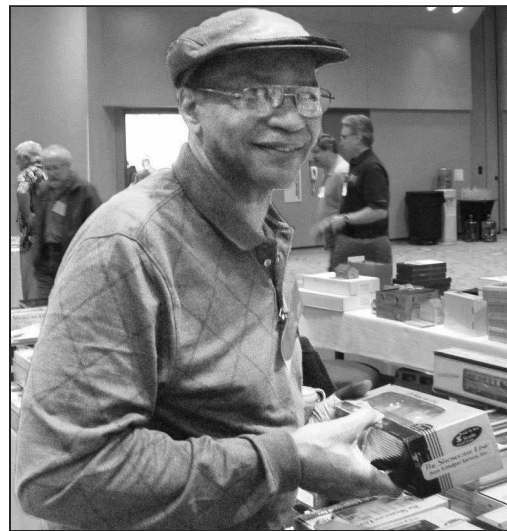
www.sgaugers.com

PROMOTE YOUR CLUB

Valley of the Sun (Arizona) S Gaugers have posted the flyer on the left in **Obies Trains** in Apache Junction.

Fred Obermeyer said that he occasionally gets inquiries about S Gauge.

Chuck Eral produced the flyer with tear off tabs at the bottom because Fred said "Customers rarely have a pen and paper with them." The tabs have Chuck's phone number and the Sgaugers.com web site address.



Miami Valley (Ohio) S Gaugers held their March meeting at the home of **Dave Naas**. Dave has a nice classic American Flyer layout. Members watch Dave's 310 pull the cars around the tabletop.

Photo by Ray Garbee

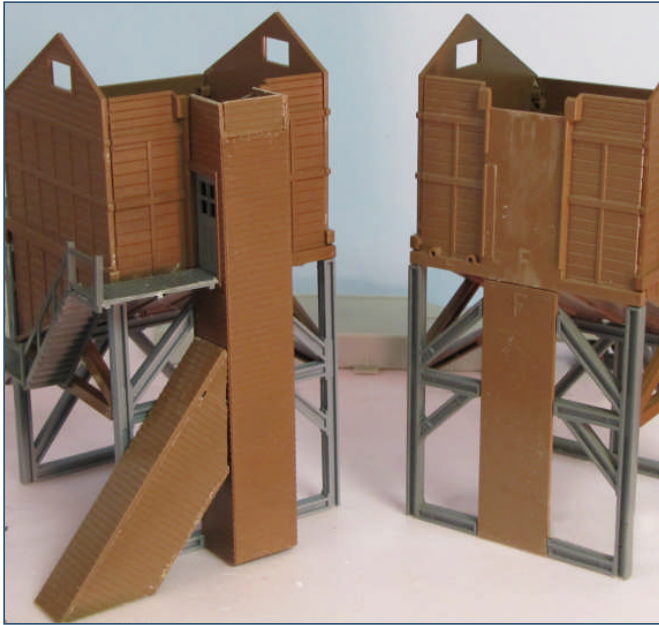
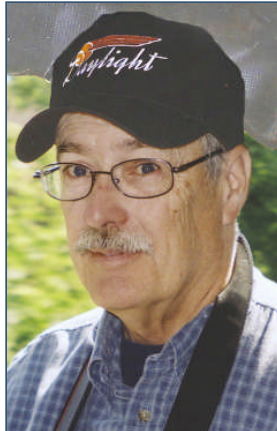
KITBASHING A PLASTICVILLE RETAIL COAL TOWER

An easy kitbashing project using two Plasticville coaling towers

By Jeff Madden
Editor Emeritus

From two kits you can create a retail coal dealer. Here's what you do (refer to photos).

1. Carefully razor saw off one section of the gray leg support framework on each kit. (right)
2. Shorten one vertical conveyor shaft to match the new height. Save the leftovers and the other shaft. You'll use these later. Also shorten one set of steps to match the new height.
3. Assemble the two structures as shown in the photos. One will have shaft and steps, the other will not. (below)



4. Cut up the remaining shaft sections to make the portion angling down to trackside. Note: Create some kind of drop pit under a siding where the *angle conveyor* section comes down. A coal hopper would be spotted over the pit dump the coal. The coal would then be augured from the pit to the conveyor sections and lifted up through the shaft to the storage area.

5. Spray paint the two roofless sections a color of your choice. I chose Tuscan Red (right). I weathered mine at this stage by rag wiping water-based Grimy Black over the entire structures. This gives a realistic sooty look to the base color.

6. You can use the original roof sections, but on one you'll have to cut off the conveyor extension. On the other just score at the seam and bend it up so that it will reach over to the other roof section. Note that pieces of the leftover conveyor shaft will have to be added to square up the top of the shaft and fit under the roof extension.



KITBASHING A PLASTICVILLE RETAIL COAL TOWER

7. I made new roof pieces from corrugated plastic roof scraps because I only had one original roof piece. You can also do this just to give the roof a slightly different appearance. Leave the original roof sections aluminum color but weather them with black and rust paints.

8. Brush paint the stairs and railings. Use black or brown paint. You can add yellow safety paint as an extra detail to some of the railings.

9. You can glue the two sections together back-to-back or you can leave them as two separate buildings and just push them together. (see photos)

10. You can add things such as industrial type lights, coal chute details, signage, figures, etc. for more realism.

11. For a complete coal yard you should add fencing, a truck scale, an office building, a truck storage garage and the usual clutter found around a coal yard.

12. For the drop pit just beyond the angled conveyer housing, hollow out about a 4" section under the siding track. Remove a few ties over the pit and cover this area with a screen mesh.



You'll need basic tools: razor saw, paint brushes, spray paint cans, plastic glue and maybe some sandpaper.

For those looking for an alternate kitbash check out the Kalmbach softcover book **Realistic Plastic Structures for Toy Train Layouts** by the late Art Curren. Art did a slightly more detailed kitbash of this same idea in this book that was published in 1997.

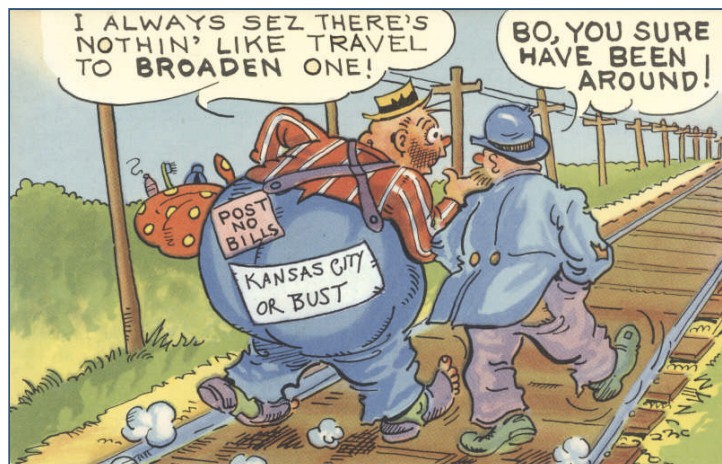
The footprint of just the coaling structure is 6½" wide by 14" long, including the extended coal chutes, and 9¼" high. You'll need to add an additional 2½" to 3" to the width for the angled coal conveyer and the track and drop pit.

If you add fencing, outbuildings and room for vehicles you might need a space about 14" x 20". If you want to put the whole coal yard on a flat platform, I would use a sheet of styrene or foam board.



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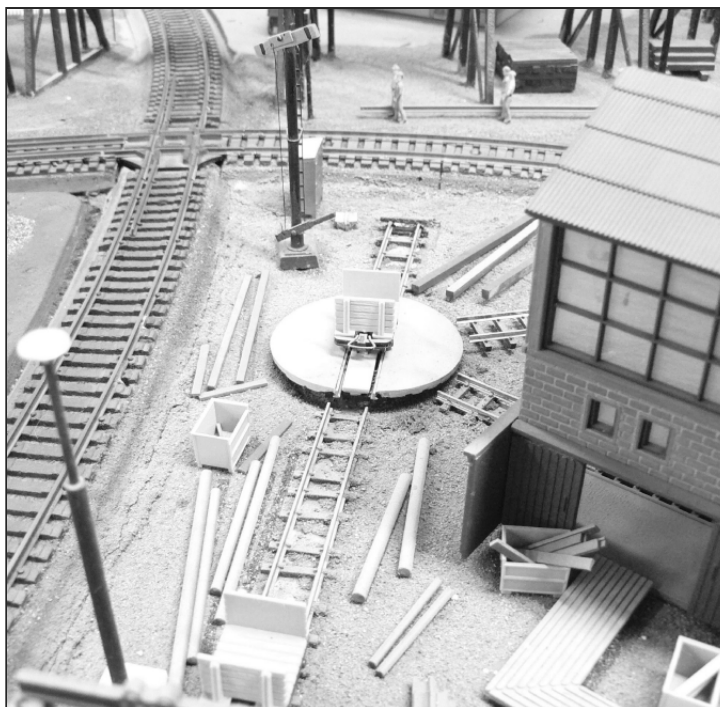
NARROW GAUGE INDUSTRIAL RAILROADS

Narrow Gauge Industrial Railroads on your S Pike By Edwin C. Kirstatter, Northern Ohio S Scalors

Besides at coal mines alongside some railroads there were narrow gauge switching tracks for industries that were served by the standard gauge lines. You too can have one in a small space.

This small steel processing plant has a small narrow gauge railroad to move their material around. It is all flat here and the cars can be easily moved, by men shoving on them. The turntable rotates the cars to go into the fabricating building. The finished products could be shipped out on the standard gauge line or go by trucks. The steel shapes lying outside can be Evergreen Scale Models and Plastruct steel shapes painted a blue and rust color.

On an S pike the narrow gauge could be HO track with small rail and every other tie removed. The cars could be built up using HO wheels or trucks and simple platforms added. The turntable is built of some track with thick plastic added and a screw going down through the tabletop with a handle under there to turn it.



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NEWS FROM THE NORTH

By Jim Martin
S Scale Workshop

I enjoy scratch building structures using **Evergreen** scribed siding and **Grandt Line**'s excellent S scale windows. However their line of S scale windows is considerably fewer than what they offer in other scales. Browsing the **Tichy** catalog a while back I discovered a wide range of window styles that compliment and enlarge upon the selection by Grandt Line.

Tichy's windows are all HO scale, but the illustrated catalog lists their dimensions in scale inches. What makes a good large window in HO also makes a good smaller window in S. I dug out my pocket calculator and multiplied all the scale HO dimensions by a factor of .75. I converted all the HO dimensions in the catalog to S. The next time I build something I'll check out the Tichy catalog as well as the Grandt Line products to find what best suits my needs. I have also used Grandt Line HO windows for past S scale models. Also don't forget the other excellent sources for doors and windows in S scale. **Crystal River** and **Rusty Stumps**, to name two, also make excellent laser cut products for our scale.



ONE MODULE, TWO VISIONS

Model railroading is more than engineering or craft. It is also an art form. For most of us who build model railroads, the scale miniature replicas of real trains are what have pulled us into the hobby, and they deserve to take center stage. But what sort of stage are they performing on? A minimalist plywood platform or a lavish set? After we have engineered our models to precise standards, this is where we get to let our artistic side loose. It is our artistic interpretations of the real world settings for our models that provide so much scenic individualism from one layout to the next. Sadly our visions usually don't travel too well. No matter how well we craft our track and scenery it remains our vision; no one else's. A few historic or landmark layouts may find new homes elsewhere after their builders are done with them, but the rest are destined for the dumpsters. Thus they should be viewed as temporary art installations rather than permanent works of art. If they are viewed in that context, then the money and time we have spent on them is not wasted. What follows is how one S scale module survived to live a second life, but only after undergoing a radical set redesign in order to tell a different story.

Continued on the next page

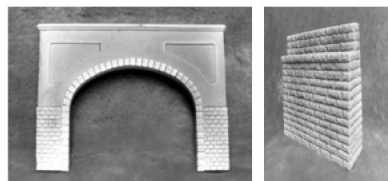
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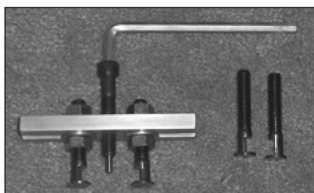
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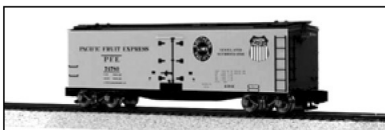
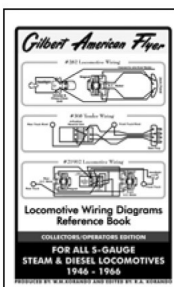


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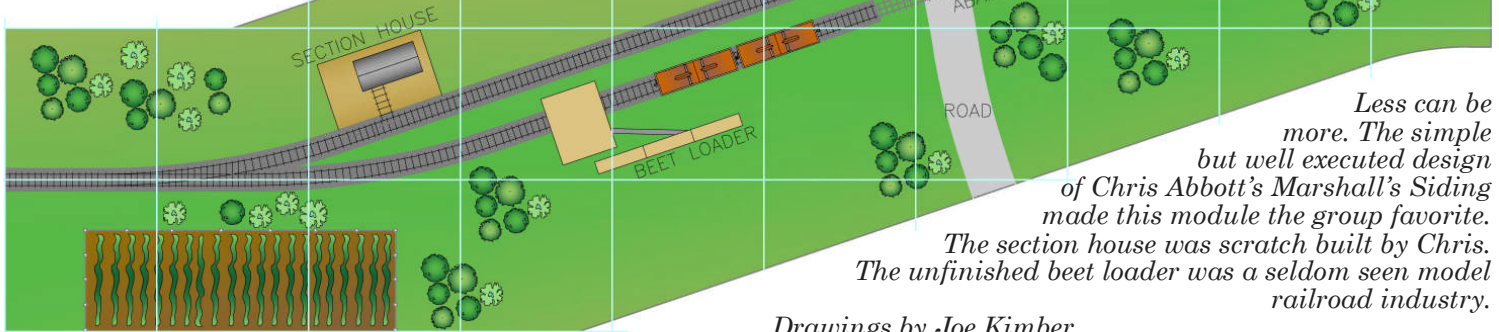
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MARSHALL'S SIDING

Marshall's Siding was an **S Scale Workshop** module built a number of years back by member Chris Abbott. Chris designed a 3-section module just a few inches shy of ten feet long. It met the group specification of being 24-inches across at the end plates, then widened to 31½ inches at the midsection, with a 22½ inch offset in the mainline. The S curve was 60-inch radius and the single turnout was number 8.



Less can be more. The simple but well executed design of Chris Abbott's Marshall's Siding made this module the group favorite. The section house was scratch built by Chris. The unfinished beet loader was a seldom seen model railroad industry.

Drawings by Joe Kimber

Photo below by Pete Moffett.

Chris' vision was the portrayal of a simple agricultural theme. He thought, correctly, that the Workshop show setups would benefit from some more open scenery and through running to accentuate the branch line atmosphere we try to portray. The S curve and a rarely-modeled beet loading facility would be the principal points of interest. Group member Trevor Marshall helped out, making his basement available for construction. He helped prime the pump by giving Chris a Red Devil O-scale conveyer in brass. It would form the heart of the S-scale beet loader. With such a simple theme and so few structures, the emphasis was to be on well-executed scenery. Special attention was paid to the application of static grass and the realistic depiction of crop fields. Small details like split rail fences, a stretch of abandoned track, and splice bolt holes drilled in the webs of the rails at the end of the siding were the rewards for close scrutiny. It was an excellent module which complimented our setups at shows for a couple of years. But then life got busy for Chris and he had to step back from the group for a while. When he did, he generously offered Marshall's Siding to any Workshop member who could use it. Enter Paul Raham.



A view of the farm field and split rail fence. The scarecrow was built by Trevor Marshall. The hand-laid track uses codes 83 and 70 rail.

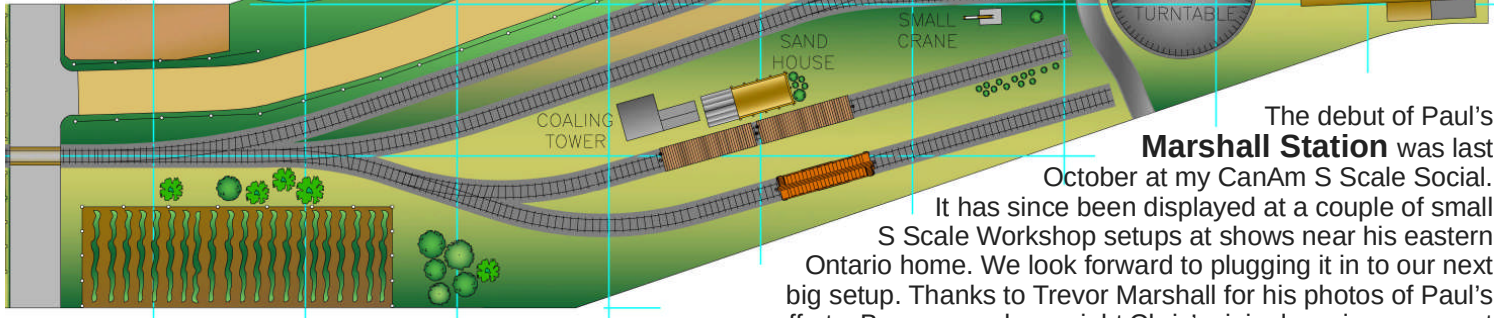
Photo by Pete Moffett.



A CNR RS-18 glides by the beet siding. Note the realistic crop arrangement which allows room for farm equipment to operate. Static grass was used extensively on this module. Photo by Pete Moffett.

MARSHALL STATION

Marshall Station is Paul's interpretation of Marshall's Siding. When Paul was welcomed into our group, Chris' module was sitting in my garage awaiting a new home. Paul was happy to accept it. He took it home, pondered for a while and then decided to use Chris' module as the base for a backwoods branch line engine facility. Chris' efforts would not be wiped entirely. The crop field with its surrounding fence was kept, along with the original main and siding.



Paul further honoured Chris's generosity by renaming the module Marshall Station. The rest however is all Paul. He installed a small turntable and four more turnouts resulting in the arrangement you see here. Long-timers in S scale will remember the Napanee, Tamworth and Marlbank, the outstanding portable layout Paul and his friend Tom Spaulding built 25 years ago. That layout was the cover article in the November-December 1991 S Gaugian. If you don't have a copy of that magazine, you can read the article by visiting www.sscaleworkshop.blogspot.ca and going to the tab **The Workshop in Print**. Sadly, the NT&M has kept its appointment with the dumpster, but its scratch built structures still survive.

Seven of them were used by Paul to speed his new project along: the station, water tank, coaling tower, sand house, engine house, jib crane; and from a later version of the NT&M, the turntable. All were all repurposed to Marshall Station. The module also benefits from fencing and other scenic details taken from the old NT&M. Paul's scenery talents are also considerable, from his ability to imagine interesting scenes, to his use of natural materials from around his rural home. The pictures tell the story.

Below: Mogul 10 on the main. Note Paul's extensive use of natural scenery materials. Paul models the year 1919 at home, but the '47 Chevy proves that he is willing to park his module in our era.

Photo by Trevor Marshall.



The debut of Paul's **Marshall Station** was last October at my CanAm S Scale Social. It has since been displayed at a couple of small S Scale Workshop setups at shows near his eastern Ontario home. We look forward to plugging it in to our next big setup. Thanks to Trevor Marshall for his photos of Paul's efforts. By some sad oversight Chris' original version never got the full photographic documentation it deserved. It now exists only in a few snapshots taken at shows, but the Pete Moffett shots chosen for this article convey the quality of Chris' work.



Above: The station and turntable were scratchbuilt by Paul. The engine house, complete with interior details was constructed by his friend Tom Spaulding.

Photos by Trevor Marshall

Below: The small coaling tower, a Soo Line prototype, was scratch built by Tom Spaulding from a popular Wayne Wesolowski article from the 1970s.



THE NORD 10-WHEELER



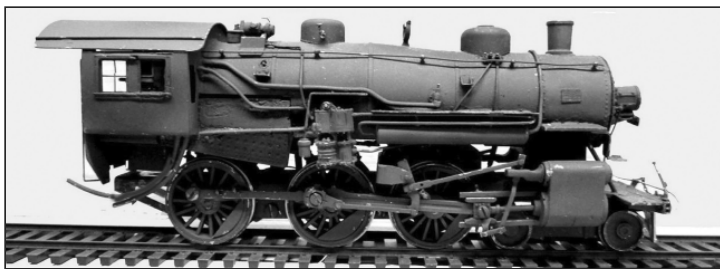
By Bill Fraley

I found this little notice in our final November-December 1978, issue of the **S GAUGE HERALD**, in the S Gauge Mumbblings, an Editorial Comment column.

"American Scale Model Corporation, future producers of a brass ten wheeler, tells us they are maintaining a schedule and believe they will have a product to market on or about the first of 1979. This will be an R-T-R passenger freight loco 4-6-0 for about \$120.00".

Now, moving on 36 years, I noticed in our **S-Scale @ Yahoogroups** column a request from Jerry Wilson, asking for a Ten-Wheeler. Basically Jerry just wanted the running gear as he was building a locomotive for the Crystal River & San Juan railroad and this looks like it would be a great base for his project. Jerry is building the locomotive for Dell McCoy of Sundance Publications.

As I had a Ten-Wheeler sitting in my Engine house for years, I wrote to Jerry and offered it to him. Jerry in turn wanted more details and as I had very little information on the model, I went to my good friend Dick Karnes, whom I felt would have much more knowledge on this locomotive because of his work in our S scale over the years.



I bought the locomotive from the late Frank Titman in 1980. Frank and the late Bob Christ built the locomotive. Frank offered the locomotive to me and I agreed to purchase it, on the condition that he also sell me his American Flyer 0-8-0 scale conversion locomotive that he converted to a 2-8-0 Consolidation back in the 1960's, and as Frank detailed in the early S GAUGE HERALD's.

Frank agreed, and the locomotives are now the property of the Jefferson Central Railroad. Problem was, the Nord locomotive wouldn't run properly. Frank, a very good modeler himself, worked on the locomotive for months and could not get it to run properly. Finally he handed me the locomotive and said that is all he could do.

I did get the locomotive to run as I remembered that fellow LVSG member Lou Rennig had a similar problem with his locomotive and he simply soldered a brass reed contact from on the frame base to one set of drivers. Viola! All was well!

Then Dick Karnes replied; "Bill, The tender shell is American Flyer. As for the rest, I am not sure. The pop valve cluster is clearly an SSL&S part, as are some of the other details.

My best guess is that the loco started out as a so-called Nord ten-wheeler. I say "so-called" because some guy resurrected the Nord name and advertised the ten-wheeler in the "S Gauge Herald" for a short time around 1980. It had a Zamac chassis and a somewhat crude epoxy superstructure.

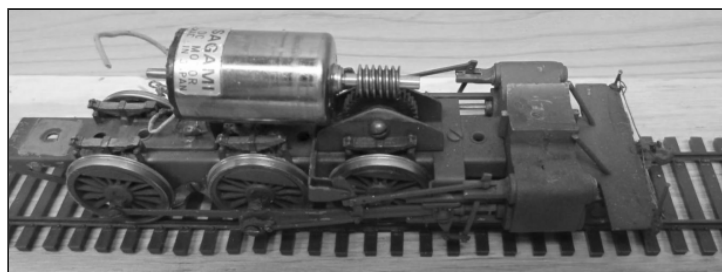
I have never seen or handled one of these locos, and wasn't sure it was ever released for actual sale. However, some years ago I discovered that Jim Kindraka has one of the kits. I have cc'd him here in hopes that he can furnish more authoritative information. Dick (Karnes)

To Bill and Dick: Well, hardly authoritative, but I did build one. I think the company was called American Scale Models, or something like that. It was in Minnesota and I've included Ken Zieska on this in case his memory is better than mine. It was indeed in the early 1980's and the "kit" had a formed brass frame, brass boiler and cab with cast resin steam chest, firebox, smoke box and tender. It came as a "Spartan" kit so you were supposed to detail it with SSL&S castings - hence Dick's reference to pop valve, etc. I think the only boiler appliances furnished were turnings, not castings, for the sand dome, steam dome and stack.



I deemed the tender to be garbage and never finished it, substituting an Omnicom 10-wheeler tender I picked up along the way. I had grand visions of building an NYC F12g 10-wheeler but the results were rather dubious with my early modeling skills. The engine ran exactly three times and has rested quietly in a box ever since. The design used steel tired plastic spoked drivers and "D" end rods for axles. Unfortunately the axles tended to wear larger holes in the plastic over time so the drivers would not stay fixed. The mechanism would then lock up because something was not exactly quartered. Pity, it probably could have been adapted to a nice little engine. At the time I thought it was awfully nice for S scale!

It is also my recollection that the owner in Minnesota became ill or passed away so everything ended up with Jan Lorenzen at Locomotive Workshop. Jan was always going to remake the drivers and reintroduce the Spartan kit. I even recall a couple neat driver prototypes, but it never happened and all that went away as Locomotive Workshop faded.



THE NORD 10-WHEELER

I have attached a few photos of what I have. I probably should carry this thing to some upcoming show and see if I can at least turn it into lunch money!

Anyway, thanks for the trip down memory lane. The engine in your photo is the only other one I have ever seen of the kit. Does the Reading model still run? Jim (Kindraka)



Then Ken Zieska intervened . . . Well, this is fun. I have expanded this to include Tom Lennon. I did meet the gentleman many years ago. He was pulling up stakes and moving to South Dakota. He gave me many parts, including tenders, boilers, cabs . . . I gave these all to Tom as he was our Steam Locomotive expert. Tom completed one locomotive, may have used other parts in his many projects and shared some others. Tom, the ball and discussion is passed to you. Ken (Zieska)

Then a note from Tom Lennon . . . Well done engine. Like the rest of you, I think it's only the third built kit I've seen. I don't remember who ended up with the one I built, I think Charlie Sandersfeld. But it wasn't to be found during our expeditions to Harvard of several years back. Oh well. I did end up tossing the plastic centered drivers for a spare set from Omnicom.

The resin bits were pretty well done for the day, especially the boiler. Too bad Jan didn't reissue them. I would have built another. My best, Tom (Lennon)

Darn if you guys didn't get me to do some more digging in the old boxes full of "someday I might be able to use this" stuff. Attached are a couple views of the resin tender that was furnished with the kit. The brass pieces to fabricate the frame were part of the kit. Like I said, I was not impressed with the tender. OK, I'm done now. Jim (Kindraka)



Well, in final summation Jerry Wilson replied; "Hey, thank you for going to all this trouble. Actually, all I would need is the running gear, the boiler, cab, etc, would be replaced. I would have to think about the tender. I have written a book on how to modify an MDC (Round House) engine completely. There are seven chapters: I will try to remember to do the attachments to you before I push "Send."

I would also, before we do anything, see if Dell would be up for having that much work done. I can do it, but it takes time and the costs start out with buying the basic engine. I have an American Flyer two train set that I've had since 1942, I do understand about metal fatigue and as long as your drivers has scale flanges and runs okay it would be good to use. Thanks again for all your trouble. Jerry (Wilson)

Yes, this image looks like the engine would be a great basis for the Crystal River & San Juan # 1. Now the big question, what would you sell it for?"

Jerry, as my S scale gang will tell you, I'm never in a hurry to sell anything. Perhaps this locomotive will just sit in the engine house again, then just someday and I'll rebuild it as a project of my own?



Hi Bill,

Thanks Bill for your consideration. I expect it will look great in your engine house. The article is really great, it warms my heart to see the interest in not only model railroading, but the history of an engine that has obviously touched many people. As a side note, the engines that were needed to add to the Crystal River & San Juan RR have been decided on. Included are pictures of prototype and a model that will be modified to resemble the prototype. The model is a SPCM Simon Parent Custom Models CNR 2-6-0 #2 to become the Crystal River & San Juan #1.

Photo of #1 above is from The Crystal River Pictorial by Dell McCoy & Russ Collman of Sundance Publications. New cab, domes, stack, cylinders and boiler extension should do the job. Lots of work and lots of love will go into this project.

Jerry Wilson

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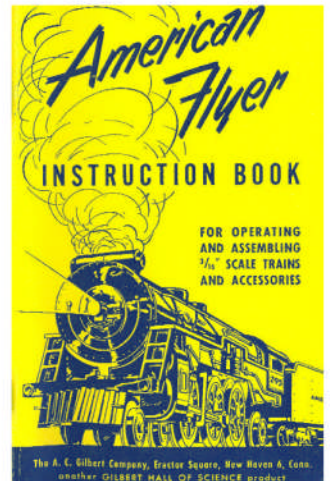
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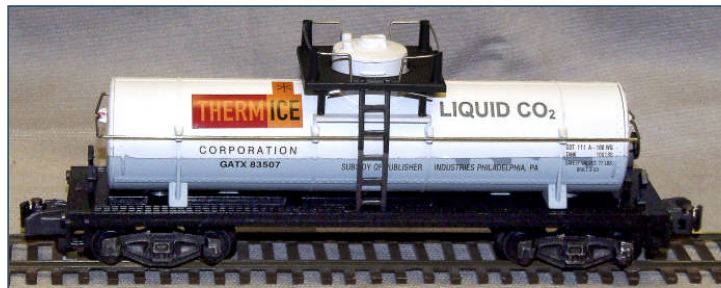
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CALENDAR OF EVENTS

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May 2-3, 2015 — Rickreal, Oregon
RICKREAL GRANGE MODEL TRAIN SHOW & SWAP MEET
280 Main Street (Hwy 99W) 9 am to 3 pm. Admission \$5

May 8-9, 2015 — Dayton, Ohio
2015 S SPREE at the IBEW Union Hall
Hosted by the Miami Valley S Gaugers
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May 13-17, 2015 — Newark, California
THE CLUB CAR 2014 Pacific Coast Region NMRA Convention. Newark-Fremont Double Tree by Hilton Hotel, 39900 Balentine Drive. Special Guest Speaker and clinician Tony Koester, author of the Trains of Thought column in Model Railroader magazine and editor of Model Railroad Planning. Activities will include clinics which will focus on new innovations and techniques as well as oral histories of actual railroad experiences from our members as well as contests, prototype and layout tours, operating sessions, Hobo Breakfast, banquet, and more! For further details, online and mail—in registration forms, visit: www.pcrnmra.org/conv2015/. For more information, contact the Registrar at cc2015registrar@pcrnmra.org

June 6, 2015 — Manassas, Virginia
21st Annual Heritage Railroad Festival Prince William Street, Old Town Manassas. www.visitmanassas.org
WASHINGTON & OLD DOMINION S GAUGERS will show and run their 32' x 26' layout.

June 19-20, 2015 — Emmett, Idaho
ROCKY MOUNTAIN HI-RAILERS will display their **LOOKOUT JUNCTION** layout at the Emmett Cherry Festival.

June 19-20, 2015 — Charlotte, North Carolina
PIEDMONT S GAUGERS will display their layout at the **GOLDEN SPIKE TRAIN SHOW** at the Metrolina Trade Show Expo, 7100 Statesville Road.

June 27-28, 2015 — Dayton, Ohio
MIAMI VALLEY S GAUGERS will operate their layout at **RAILFEST 2015** at Carillon Park

August 4-8, 2015 — Kansas City, Missouri
NASG 2015 CONVENTION at the Howard Johnson's Kansas City Hotel and Conference Center

August 23-30, 2015 — Portland, Oregon
NMRA National Train Show at Portland Expo Center
Portland Daylight Express Convention to be held August 23-29, 2015 is our next Pacific Northwest Region Convention, and the next **NMRA National Convention**.

This year the **Modeling With The Masters** program is larger than ever, with 8 sessions. There will be 21 Layout tours, visiting 77 layouts, 16 General Interest tours, and 20 rail and industrial tours and excursions, several visiting places usually off-limits to the public. Our **clinic schedule** still has open slots. We look forward to your participation in August. Check out the web site <http://www.nmra2015portland.org/>

September 19, 2015 — Elk Grove, California
FLYER FEST WEST 2015 (Just south of Sacramento) SES Hall, 10428 East Stockton Boulevard. For more information e-mail ffw2015@sonnet.com or call 209-586-9905

October 30-November 1, 2015 — St. Louis, Missouri
FALL S FEST 2015 The 40th anniversary of the event.
American Flyer S Gaugers of the St. Louis Area will hold the event at the Doubletree Westport Hotel.
FSF-2015 will offer all of the usual activities, and will be presented as a "family welcome" event just for the fun of it! We will offer several distinctive St. Louis events including a special Women's Program as well as a Children's Pizza Dinner and Halloween Party.
Two meet cars are anticipated: One from Lionel and one from American Models.

November 1, 2015 — Cheektowaga, New York
TOY TRAIN OPERATING SOCIETY SHOW
Leonard Post. 2450 Walden Ave., Cheektowaga, New York
Western New York S Scale Association display.

NASG INFORMATION BOOTH

The NASG Board of Trustees has approved the **National and Large Regional Shows Program** as part of an overall 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 interested 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

August 28-30, 2015 . NMRA National Train Show
Portland, Oregon



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

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



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Alan Evans, Will Holt and our 3 Vice Presidents

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S-MOD INFORMATION:

This position is open.

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

Renew your membership

In order to save money and increase efficiency, Membership Secretary Dick Kramer will no longer mail out membership renewal letters. The Board of Trustees has agreed to utilize the following procedure:

The line above your name on the envelope is the current expiration date of your membership. Please check this date each time you receive a Dispatch. If the date is within a month or so of your receipt of the Dispatch, your remittance of the amount to renew your membership will be appreciated. Changes to your contact information should also be included with your payment. This will assure that your membership is always current. Should your mailing address or e-mail address change, prompt submittal of updated information will help achieve this goal. Thank you for your cooperation.

You can now **renew your membership online**. Go to page seven of this issue and read the detailed instructions.

If you prefer, you can still renew your membership by sending a check or money order to Dick Kramer, Membership Secretary, PO Box 268, Middlebury, CT 06762-0268.

NEW MEMBERS

From January 9, 2015 to March 9, 2015 the following people have joined the NASG.

Holt Appar Fairfax Station, Virginia
O. Temple Ascus, Jr. Plano, Texas
Robert Britain Kansas City, Missouri
Thomas H. Casey, Jr. Virginia Beach, Virginia
Charles Eral Fountain Hills, Arizona
Jack Fischer, Jr. Saint Leonard, Maryland
Dave Frederick Blue Ash, Ohio
Rick Fritz Dawson, Nebraska
Dr. Allen J. Goldberg Potomac, Maryland
Rich Hamilton, III West Hills, California
Ryan Hare O'Brien, Oregon
Robert Hegedus Philadelphia, Pennsylvania
Dale Kempf Granbury, Texas
Mike Korando Kansas City, Missouri
Sam Latchford Shelbina, Missouri
Steve Monson Brooklyn Park, Minnesota
David J. Nitsch Plymouth, Wisconsin
Stephen Politowski
. Laurel Springs, New Jersey
Alan Rich Chicago, Illinois
Joseph Schuster Bethel Park, Pennsylvania
Charles Segress Winchester, Kentucky
Bobby Shirley Glenwood Springs, Colorado
Mark Skertich Allison Park, Pennsylvania
Jack G. Thompson Littleton, Colorado
Robert Thompson Hatfield, Pennsylvania
Richard Trotter Sagauche, Colorado
Brian Vroom
. Fredericton, New Brunswick, Canada

END OF THE LINE



JOE HAENN

It is with great sadness that I share with the S Gauge community the news of the death of Joe Haenn of **Joe's Train Repair** in Rougemont, NC.

Joe was active in S Gauge and the model train hobby in so many ways. He was one of the organizers of the Carolinas Division of the Atlantic Coast S Gaugers and actively participated in the events of the club. He was with us when we displayed our largest layout at the WGH Show in Raleigh in January. Joe had fought a great fight against cancer and the side effects from his treatments. His wife Lynn and family were with him when he died at home Sunday, March 22, 2015.

Jack Ruth

Marvin Thiel, the Carolina Division of ACSI webmaster, has posted a tribute to Joe with some pictures of Joe and his parts display that many of us have seen at shows. It can be seen at: <http://www.trainweb.org/acsg/Joel/JoeH.html>

Celebrating the Texas & Pacific Railroad

NEW!



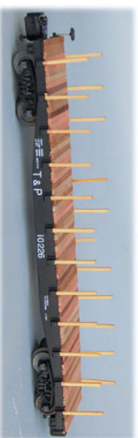
Above: GP9 units 1132, 1133 as delivered.

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. T&P sets are available Single or Dual powered sets and engines at a discount. (Cars are available in multiple number variations).

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



4436 T&P Gondola \$39.95



6027 T&P Flat car

NEW!



3277 T&P Hopper \$39.95



1153 T&P Box car



6027 TOFC Flat w/ Trailer



7533 T&P Wood Caboose

NEW!



Roof Air Tanks for GP9 and GP35s \$9.95

The T&P GP9s 1135 and 1136 are also available in their "as delivered" blue and gray scheme.



American Models 10087 Colonial Industrial Dr.
South Lyon, MI 48178
Phone 248-437-6800 Fax 248-437-9454
www.americanmodels.com

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