



THE NASG

# DISPATCH

JULY- AUGUST 2015



**VISIT JR JUNCTION TRAINS AND HOBBIES  
KANSAS CITY CONVENTION UPDATE  
TALES FROM THE RAILS  
FROM JUNK BOX TO LAYOUT  
REMODELING A WAYSIDE STATION**

# BILL'S BOILER WASH



Hi everyone! Please have a safe and sane 4th, but have fun!

August 4 through 8 is our NASG convention in Kansas City. I hope you have made your reservations and have registered to attend. The NASG members are supposed to be getting newly renovated rooms, so everything should be pretty nice.

Not to harp on a subject, but Jim Kindraka, Dick Kramer, Bill Pyper, Peter Vanvliet and I have all been

working hard to make life easier for you and for us. Peter has added an on-line payment feature to the website to make paying your dues easier. Dick has added your expiration date to your NASG Dispatch address label, so you should not have to go searching for the date. We have had members go for more than a year not realizing their membership had expired! Should your membership lapse, you can still expect a reminder from Dick Kramer and a possible call from your regional VP to see what is causing your lapse. If all of you were to extend your membership BEFORE it expires, you can save the NASG nearly \$2000 per year in mailing costs. That would also extend the time before we have to raise dues, something this administration is trying very hard to avoid. As it is, your dues are fully dedicated to pay for publishing the Dispatch — everything else, administration costs, promotion programs, the website, insurance, and so forth all comes from other fund raising sources like the annual American Flyer car and the conventions, plus our savings. So far, we have been able to hold the line on dues since 2010, but unless we can reduce "unnecessary" expenses (such as the dues reminders), sooner or later our deficit spending will catch up with us, either with a dues increase or fewer services. Please, let's do our best to avoid this by paying dues ahead of the last minute.

Along these lines, the Promotions Committee has a large budget, especially for a program unfunded by dues. Our Constitution mandates that we promote S scale in all its variety. While I am not proposing to cut the committee's funding at this time (we still have the resources to cover it for a few years), I wonder if the general membership would support an increase in dues were it necessary for the committee to continue at the current level. The Promotions Committee programs are not our only promotional tool. We have the NASG.org website and the Dispatch as well, but only the Dispatch is funded by your dues. If any of you have comments or suggestions about this, please contact me. We are also looking for other avenues for the promotion of S scale besides the usual train shows, NMRA meets, etc. I am open to suggestions for ways to promote S scale (1:64) model railroading that make the most effective use of our limited resources. Please realize that it all costs money and in the end it takes people to make it happen. Volunteering to help or lead a promotional effort really helps us all!

A quick canvas of our newest members has shown that a large proportion of them Joined the NASG because their club affiliation. I really appreciate the clubs and their members who advocate for the NASG. It would be even nicer if we could get all the clubs to have all their members join! The BOT has been discussing possible incentives for clubs to do this, but this is still very preliminary. If clubs have thoughts about this, please send them to me — much better if we can do something the clubs want than trying to do something we THINK they want.

Along these lines, as of late March, the NASG has seen its first real increase in membership since the decline in membership started in 2004-5. I think this has largely been the result of Greg Klien's Promotions Committee, Peter Vanvliet's NASG website, and Bill Pyper's Dispatch and Dick Kramer's following through on retaining members as our Membership Secretary.

Thanks to you all!  
Bill Winans

## ON THE CONDUCTOR'S CLIPBOARD

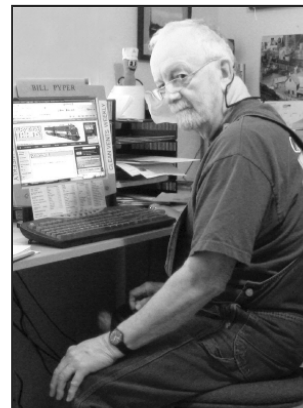
**Only 178 days until Christmas!** More or less. Depending on when you received this. Why am I mentioning this in July? Because I need photographs of your holiday layouts for the November-December issue of the Dispatch. By asking for them now, I allow plenty of time for you to dig them out and send them to me before September 1st, which is only about 62 days from now. Send me some pix and see your layout in beautiful digitized color. E-mail to [dispatch@nasg.org](mailto:dispatch@nasg.org) or mail to PO Box 885, Salem, OR 97308.

**LAYOUT STORIES NEEDED!** When I took on the job of editor of the Dispatch I fully intended to have an article about a layout in every issue. Alas, I had to publish this issue without one. I have run out. Please, send me articles and pictures about your layouts. Your layout **DOES NOT HAVE TO BE FINISHED** in order to make a good story. In fact showing the parts that are under construction will be of interest to many of our members. Others can learn from what you are doing. Send me an e-mail at [dispatch@nasg.org](mailto:dispatch@nasg.org) and I will send you a copy of guidelines for writing Dispatch Articles.

**The September-October** issue of **The Dispatch** will arrive at your mailbox a week or two late. This will be the Convention issue and because that event will not end until more than a week after the normal Dispatch deadline, it will throw us off schedule. I know that Central Coast Printing will try to rush the job through for us, but there is a limit to what they can do. We will endeavor to get it in the mail as soon after the Convention as possible.

**OOPS!** My apologies to **Randy Griggs**. In the last issue of the Dispatch I mistakenly credited Ray Garbee for writing Randy's excellent article about his grain elevator model in the previous issue. Ray set me straight. That's what happens when I leave writing this until the last minute.

— 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](mailto:nasgmem@comcast.net)

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Jim Bezek ..... *Contributor*

Rich Gajnak ..... *Contributor*

Tom Hartrum ..... *Contributor*

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Greg Klien ..... *Contributor*

Bob Nicholson ..... *Contributor*

Jamie Soberman ..... *Contributor*

Peter Vanvliet ..... *Contributor*

Ken Zieska ..... *Contributor*

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

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## NASG Web Site

<http://www.nasg.org>

NASG Web site Director, Peter Vanvliet: [webmaster@nasg.org](mailto:webmaster@nasg.org)

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# JR JUNCTION TRAIN AND HOBBY

By Jamie Soberman

Photos by Ellen Soberman

Syracuse, New York sits in center of New York State where I-81 and I-90, The New York State Thruway, intersect. The city was once known for its salt production, the Erie Canal and the city where the trains ran through the streets. The New York Central Railroad passenger service ran its main line right down the middle of Washington Street. By the 1930's 26 named trains a day traveling at 15mph went through the city. It became obvious that the rails had to be realigned. The old New York Central freight line was elevated and a new station opened in 1936. Years earlier the original route of the Erie Canal was relocated and enlarged and the old canal bed was filled in to become Erie Boulevard. The old weigh house and a section of the old canal wall have been preserved on Erie Boulevard. In the early 1960s the trains were again re-routed and the mainline was replaced with Interstate 691. A new transit hub was built to serve Amtrak plus long distance and local bus service. The original 1936 station building is still in use as a business center. The platform side of the building and the one remaining platform have been painted with murals and statues reflecting the structures original purpose.



JR Junction Train and Hobby is located at 2716 Erie Boulevard East, Syracuse, New York 13224. It is within sight of the CSX- Amtrak mainline between Buffalo and Albany New York, the **Water Level Route**. The store was founded in 1999 as K&K Train and Hobby. **Phillip Edwards**, who worked for K&K, took over the store in 2002. Phillip was kind enough to give me the time to speak with him for this report and offer his views on the future of S gauge.

JR Junction is a large hobby store catering mostly to train modelers of all scales. I have visited them many times during my trips to Syracuse. As you enter the store you are immediately drawn to two multi-scale running displays. S is shown with standard and O gauge trains and accessories. Lionel AF catalogues are prominently displayed along with current products. The store is a full line distributor of Lionel, MTH, and S Helper Service (now owned by MTH). Phillip assured me that new products would be stocked, as they become available. The S Gaugian is also available on the periodical display.

The store is well organized. A well stocked area displays scratch building supplies. It carries a good assortment of wood, styrene, and brass. The store has a good stock of modeling tools and scenery materials. I was most impressed by the

stock of rail and roadbed materials. All common North American scales seem to be represented. There is a good supply of S rail, all of it neatly displayed in the open and well lit. There is a large assortment of O gauge figures that can be used in S.

Another section displays structures. Everything from Plasticville to the current Design Preservations is available. The store also carries a large inventory of paint. If they do not have an item you want, it can be ordered. JR Junction provides tech support for it's products and is an **Approved Lionel Service Center** as well as an **MTH Authorized Service Center**.

When you speak with Phillip you can quickly get excited about the future of S gauge. We are in a golden age. "Product and selection is better now than it ever was. People like the size." Many people agree that S is a perfect size. "It's not too big and not too small." His observation is that what is missing are starter sets.

Phillip goes on to say that with Lionel and MTH being "the primary players" in the gauge that they should be encouraged to develop complete entry-level starter sets. He points out that one should look at standard gauge. "Twenty years ago who would have thought that standard gauge sets would sell. People love them." He added that Lionel and MTH accessories sell well.



Phillip told me that he has seen the new S scale Polar Express set by Lionel that is included in the 2015 catalogue. The New Berkshire locomotive is a beautiful reproduction of the Polar Express engine. He believes that they may be hard to keep in stock this Christmas. If you look at the fine print in the catalogue you will find that the new locomotives can be converted to scale wheels by going through the Lionel Customer Service dept.

JR Junction supports The Central New York S Gauge Association and participates at the Train shows at the New York State Fairgrounds and the Utica, New York train shows.

The store is open Tuesday to Friday 10:00 am to 6:00 pm and on Saturday from 10:00 am to 4:00 pm. Check their website <http://www.jrjunction.com> for seasonal hours.

Telephone 315-451-6551

Email: [junction@twcny.rr.com](mailto:junction@twcny.rr.com) or [sales@jrjunction.com](mailto:sales@jrjunction.com)

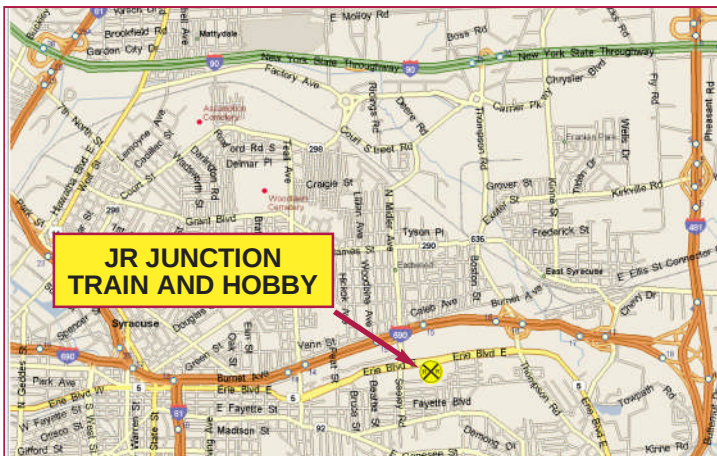




JR Junction Train and Hobby has a multi-scale test track and a display of American Flyer (above) just inside the front window.

There is a large open display of many different kinds of track, including S, hanging on the wall. (left)

JR Junction Train and Hobby is just south of Interstate 690 in East Syracuse, New York.



## SIGHTS OF KC

Award winning Kansas City photographer **Roy Inman** has generously provided these pictures of some interesting sights seen in Kansas City. Roy is the photographer and author of **Kansas City's Union Station: Reflections After 100 Years**

Right:  
Light streaming in  
Kansas City's  
Union Station  
Grand Hall's  
arched windows in  
November 1999.  
Picture was inspired  
by an iconic 1930's  
image of Grand  
Central Terminal in  
New York City.



Left:  
Amtrak trains at  
the Kansas City  
Union Station  
seen from the  
Mike Harvey  
Freight House Bridge.

The famous  
Western Auto roof  
sign can be seen  
in the distance.

Below:  
Model Railroad  
Experience in Union  
Station. At 8,000  
square feet it may be  
the largest model train  
display in the  
United States. It is  
part of the Union  
Station Tour at the  
2015 Convention.





# PRODUCT REVIEWS

## Lionel/American Flyer ES44AC By Rich Gajnak Photos by the author



Now that the second run of the Lionel/American Flyer ES44ACs have been out for some time out in regular road names, I thought I'd offer a brief review.

First, Lionel cataloged second run of ES44s as "limited quantities produced," so outside of those folks who preordered them, availability may be limited to what's on dealer shelves.

Overall, the ES44 is every bit as nice as the SD70. Gone is the hyper-glossy finish of the Norfolk Southern Heritage Fleet locomotives, replaced with a nice flat finish. Detailing remains per Norfolk Southern prototypes.

For the Flyer operator, the ES44AC appears fine right out of the box. Like the SD70's, the ES44 will run on conventional AC, TMCC/Legacy, straight DC and DCC.

The radiator *wing* assembly (above right) is held in place by four magnets. Removing it reveals the rear motor, master volume control pot, smoke switch and Legacy program mode switch.

The ES44 will operate on DCC without modification. The selection of CV's and function buttons is the same as the SD70. The drive is exactly the same as the SD70, so the ES44 will MU with an SD70 nicely.

The prototype ES44AC must be an overall quieter locomotive. I matched the volume with a Flyer SD70ACe and the SD70 still somewhat drowns out the ES44.

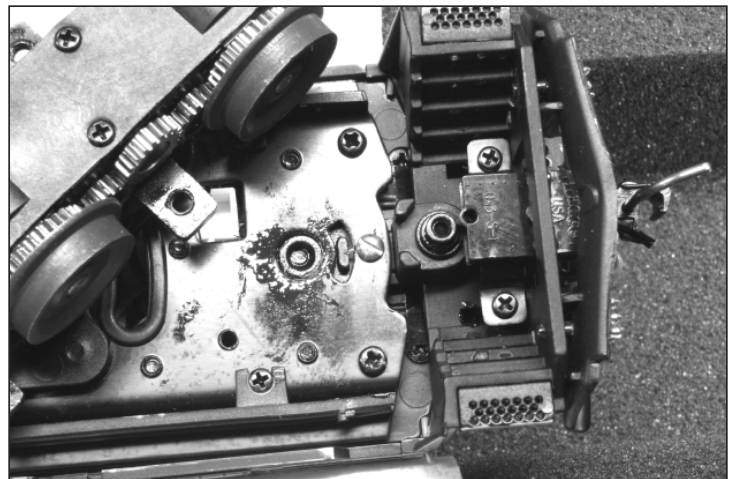
I'm primarily a scale operator, so this review covers the ES44 from that perspective.

Scale wheels have to be purchased separately from Lionel Part # 6409879625, \$29.95, the same part number as the SD70's. There is a bracket and hardware included for mounting Kadee couplers.

The screws supplied to mount the coupler to the bracket were too short on my model so I used the short Kadee self-tapping screws. The screws supplied for mounting the bracket to the pilot were of proper length to do the job. (right)



Like the SD70s, there is a lot of air space between the wheels and the truck side frames. The truck side frames are held on by two screws and there doesn't appear to be an easy method to reduce the gap.

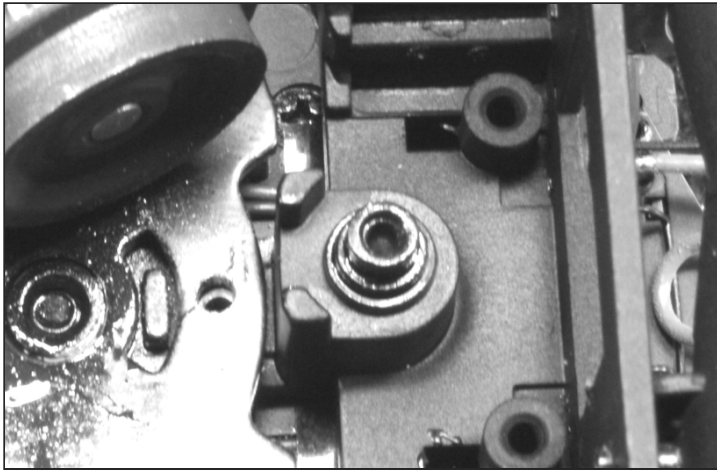




# PRODUCT REVIEWS

The big disappointment for me with the ES44 concerns the swinging pilot. Unlike the SD70, there is no factory method to mount the pilots to the frame and prevent them from swinging. I solved the problem by drilling through the frame and pilot pivot arm and tapping the pivot arm for a 1-72 screw. The pilot was then secured in position with a 1-72 x 1/4" screw.

This can be done without disassembling the locomotive. However, because this is an unauthorized physical change to the model, this voids the warranty. I consider this a more drastic operation than changing the trucks on a cylindrical hopper.

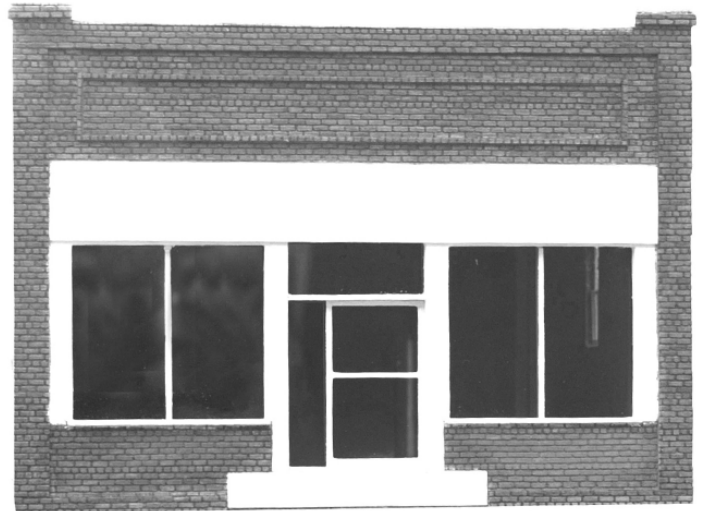


The gray KCS unit is a bit of a fantasy. The KCS ES44ACs are all painted in the *Southern Belle* scheme. The KCS AC4400CWs were painted gray. However, I developed a liking for the gray scheme, so I'm not bothered by this flight of fancy. The decoration for the other non-Heritage offerings are correct for their respective railroads.

Like the SD70ACe, the ES44AC is a large, impressive locomotive. I'm not well versed in the details of contemporary locomotives, but the Lionel models look correct when compared to prototype photographs. However, it appears that only Norfolk Southern has ES44s with the headlights above the cab windows. This has been a subject of discussion on some on-line forums.

Overall, I'm pleased with the American Flyer ES44AC. It runs well, the sound is excellent and the paint is flawless. However, having to attack a brand new, somewhat pricey locomotive with drills and taps to anchor the pilot was the only downside from my perspective.

## Monster Modelworks Single Story Starter Kit



Review and Photos by **Ken Zieska**

The Monster Modelworks Single Story Starter kit is simple to build, suitable for a beginner, while still providing a foundation for an experienced modeler to create a craftsman quality scene. It is the latest in the company's S Scale offerings.

The kit is designed for easy assembly. Page one provides a list of recommended tools and supplies needed to assemble and finish the building. There is nothing on the list to challenge a new modeler. Page two is illustrated with images of each part, cross referenced with the part number. Page three begins the instructions. Each instruction clearly identifies the part number involved, is supported by excellent photos and provides helpful tips. Throughout the assembly, remember to test fit the parts. When the parts are cut out by the laser, each cut has a draft angle and a test fit will show you if you need to lightly sand that cut edge. Remember also to test that you are making square corners. Take your time, assembly is not time consuming, and taking a little extra time makes the process very easy and the results very good. Note the way the kit creates wonderful three-dimensional features like cornices and how that adds interest to the building. I have been using the Pacer Technology Formula 560 Canopy Glue that the manufacturer recommends and I find it works very well.



**Continued on page 22**



## Side Track

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# NASG WEB SITE: MEMBER SERVICES



## Online Shopping Update By Peter Vanvliet, NASG Webmaster

In the last issue, I announced that online shopping is now available on the NASG web site. I promised that I would have it all working by the time you got that issue in your mailbox. I managed to accomplish that, but just barely. It took longer than expected. As a software developer for the last 25 years, I am used to seeing deadlines come and go. However, it is all there now, so let me provide you with a quick review.

As mentioned last time, you can now renew your membership online. Anytime you log into the **Members Only** section of the web site, you will see, below the menu of options, text that indicates your membership's expiration date, if it has one. Also, your Dispatch mailing envelop should now show that same expiration date. Our Membership Secretary, Dick Kramer, would appreciate it if we would all renew at least 45 days before our membership expires, so that he doesn't have to send a notice via postal mail. With approximately 1,600 members, online renewals can save us all quite a bit of time. The ability to renew your membership is available via the **Membership** page of the web site. From when I made that feature available on the web site until just before the previous Dispatch issue came out, we received 18 renewals online. Note that new memberships can now also be applied and paid for using the online shopping cart system. Mention this to your friends who aren't NASG members yet. During that same time period, 10 new members used the online shopping cart. I am so glad to see people using the new feature, even before it was fully described in the Dispatch. As always, if you have any feedback, feel free to e-mail me at [webmaster@nasg.org](mailto:webmaster@nasg.org)

Then there is the large selection of hard goods that are available for sale using the NASG web site.

A few **AF Commemorative Cars** are still available and can be easily purchased via the online shopping cart (see figure 1 on the right). To the left of the **Add to Cart** button is a small field where you can type in the quantity of the item that you would like to buy. Later, when you are viewing the shopping cart summary page, you can also adjust this quantity up or down, as desired.

There are still some **2014 NASG Convention Cars** available. That convention's organizers have asked me to make the purchase of those cars available via the online shopping cart, so that is a recent addition (see figure 2, right).

The NASG's own **Company Store** has several items for sale, such as coupler height gauges, track and wheel gauges (standard and narrow gauge), T-shirts, golf shirts, caps, lapel pins, patches, refrigerator magnets, and an American Flyer instruction booklet. You can see a photo of most of these items advertised on page 28 in this Dispatch issue, as well as online. All can be bought via the online shopping cart. The web site will automatically calculate your shipping costs and sales tax, if either of those are applicable.

All of the above-mentioned hard goods are available via the main **NASG Store** page of the NASG web site. When you add one of those items to your shopping cart, the **View Cart** button will appear to the right of the page (in the black space; make sure your browser window is wide enough to see that), with a summary of what is currently in your cart. When you are ready to make your purchase, click that button. The web site will automatically determine if NASG membership is required to make that purchase. Even if it is not required, I would recommend that you provide your membership details when prompted, because the web site will then retrieve your mailing address data from the NASG database, which keeps you from having to type it all in. The final page will provide a complete listing of all the items you have ordered and provides the ability to adjust the total quantity ordered.

I want to make a special note to those members who live outside of the United States. Due to currency conversion issues and complications, it has always been difficult or impossible to order some of these items using mail services. However, the online shopping cart system using PayPal resolves these problems. PayPal automatically handles the currency conversion for both of us. They charge us a little bit extra to do that, but it is worth the reduction in hassle. So, if you live outside the United States, I highly recommend using the new online shopping cart.

*Continued on page 22*

### 2015 Commemorative Car



**Year:** 2015  
**Manufacturer:** Lionel  
**Car Type:** Box Car  
**Road Name:** BNSF  
**Price:** \$69 U.S., \$75 Canada (both include S&H)  
**Requirements:** active NASG membership

Qty:

[Add to Cart](#)



**Year:** 2014  
**Manufacturer:** MTH  
**Car Type:** Wood-sided Reefer  
**Road Name:** SOO Line  
**Wheels Type:** hi-rail  
**Road Number:** #2014  
**Price:** \$65  
**Requirements:** active NASG membership

Qty:

[Add to Cart](#)



# NEW PRODUCTS



## East West Rail Service

The **Chesapeake and Ohio stock car** is an S scale kit manufactured by East West Rail Service. This kit is a 36-foot car modeled after the series built by the American Car and Foundry in 1922 and 1923. The kit has over 200 laser engraved and cut parts as well as Grandt Line door castings, S-Helper brake and roof walk support castings, brass end sills, side and end ladders as well as custom brass coupler pockets. Microscale decals, which are included in the kit, allow the modeler to build the stock car in one of two configurations, either *As Delivered* or *As Seen In the 1940s*. Easy to follow, step-by-step instructions are on CD. Trucks and couplers not included. The kit sells for \$79.00.

To view additional images of the C&O stock car and download a copy of the 98-page assembly instructions, go online and visit <http://www.eastwestrailservice.com>  
East West Rail Service, Cincinnati, Ohio • 513-382-5136

## Scenery Unlimited announces 2015 American Flyer Christmas Cars!



**48882 Christmas Box Car \$60.99** has diecast metal trucks, operating couplers and opening doors on a metal frame. It is 8<sup>3</sup>/<sub>4</sub>" long and will negotiate S-36 curves.

**48875 North Pole Gondola \$54.99** has diecast metal trucks and operating couplers. It is 8<sup>3</sup>/<sub>4</sub>" long and will negotiate S-36 curves. Included are four removable containers.



**Scenery Unlimited**, 7236 West Madison Street, Forest Park, Illinois 60130, is taking orders for holiday delivery of the latest American Flyer Christmas Cars.

To order, call **706-366-7763** between 9 am and 4:15 pm CST. Fax orders to 708-366-1973. Advanced reservations for items may not be cancelled unless item is not produced. Prices subject to change without notice. Illinois residents please add 9% sales tax. Shipping is \$15.95 per order in the US.

e-mail [info@sceneryunlimited.net](mailto:info@sceneryunlimited.net) and check out their web site at [www.sceneryunlimited.net](http://www.sceneryunlimited.net)

**And don't forget the American Flyer Polar Express Set for \$395.99**

**48664 Xmas Scale Cylindrical Hopper \$74.99** has 1:64 scale wheels and diecast trucks and operating couplers. Removable knuckle-style couplers make it adaptable to scale couplers (not included) Its overall length is 10<sup>1</sup>/<sub>4</sub>" on a metal frame and will negotiate S-36 curves.



## Wild West Scale Model Builders S Scale Detail Kits

**Wild West Scale Model Builders**, P.O.Box 1971, Englewood, Colorado 80150, produce a large variety of S scale detail parts for use on model railroads with mines, machine shops, logging operations and blacksmith shops. They offer a large variety of S scale laser-cut structure kits including four different styles of outhouse. Pictured on the right is their latest offering in S scale, a blacksmith shop forge/hearth set. Some of their general detail parts include electric motors, pipe fittings and pulleys.

Wild West Scale Model Builders will exhibit at the **National Garden Railway Convention** in Denver, Colorado **July 6-11**. Visit their web site [www.wildwestmodels.com](http://www.wildwestmodels.com) or call them at 303-842-6106. e-mail [sales@wildwestmodels.com](mailto:sales@wildwestmodels.com)

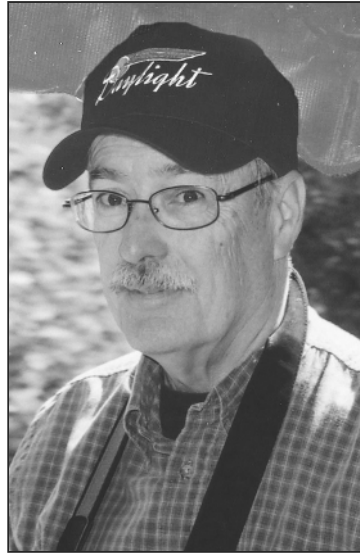


# THE FIRST KC CONVENTION

## The First Kansas City NASG Convention Was a Landmark One!

By Jeff Madden, Editor Emeritus

Well, it's finally back to Kansas City after 26 years. Kansas City, Missouri was the host city for two previous annual conventions with the 1972 one being a real milestone for the birth of the NASG. It was this year that the NASG held its **first official** annual convention without being co-sponsored by the unofficial NESGA. The NESGA, or Northeast S Gauge Association, was the sponsor of the annual conventions prior to 1972 and going back to 1961. In 1973 and 1974 the NESGA still co-sponsored the conventions with the NASG, but from 1976 on only the NASG sponsored the annual conventions.



In 1972 the NASG as a convention sponsor stood alone for the first time in Kansas City, partly because the event was held in the Midwest, a "fur piece" from the northeast. As reported by the **S Gauge Herald** there were 187 conventioners, a good attendance for those years). The **Bernie Thomas Award** was given to NASG founder **Claud Wade**, and the **Best in Show** contest winner was **Randy Sappo** with a city block diorama. Both of these gentlemen are deceased. A little side note here; **Don Heimbarger** and the late **Chuck Porter** traveled by train to this convention and both were inspired to promote future **Fall S Fests** in the upper Midwest.

For historical perspective, the 1973 and 1974 conventions were again co-sponsored by the NESGA. The 1975 convention in Chicago was co-sponsored by the newly formed CASG (**Chicago Area S Gaugers**). The 1976 Convention, was held in Ottawa, Canada, and is known as the **Constitutional Convention**. It was there that the NASG's written constitution was formally adopted. From then on all annual conventions have been NASG sponsored.

The last time the NASG sponsored a convention in Kansas City was in June of 1989 at the Park Place Hotel. At that convention the **Bernie Thomas Award** was given to **Tom Marsh** and the **Best in Show** was won by **Dick Karnes** for his Westchester CC electric. This year's return to KC has been a long-time coming. Remember, Kansas City Missouri is known for steaks, barbeque and lots of trains. KC is also ideally situated geographically to appeal to Midwesterners, westerners and southwesterners — so let's jump in the saddle and head there for the convention.

As for future conventions, it looks like we're on track for at least three more years. The 2016 convention will be in Novi, Michigan, a Detroit suburb. It will be hosted by the South Eastern Michigan S Gauge club. It'll be a ten-year span since their last one. In 2017 it looks like we're headed for the Baltimore area — another ten year's since. And in 2018, another 10-year anniversary, it looks like the Bristol club will host again in the New England area.

After that here are some thoughts for host cities broken down by region — these are not in any order of preference, just food for thought:

1. Northeast: Hartford, CT; Lancaster, PA; Richmond, VA; Pittsburgh, PA; Princeton, NJ; Buffalo, NY (close to Canada)
2. Southeast: Roanoke, VA; Atlanta, GA; Charlotte, NC; Raleigh, NC; Spencer, NC (large rail museum there); Nashville, TN.
3. Midwest: Indianapolis, IN; Cincinnati, OH (COSG and MVSG could co-sponsor); Wheeling, WV; Louisville, KY.
4. West: San Diego, CA; Portland, OR; Spokane, WA; Salt Lake City, UT; Las Vegas, NV (gee, that would be a gamble); Dallas/Houston, TX; Denver, CO; Phoenix, AZ. A longshot would be to have one in Durango, CO. Hey, maybe we could get the Sn3 Symposium group to join us there or one of the other western ones as western conventions have usually had lower attendance than other regions.
5. Canada: Well, why not? Maybe Toronto, Hamilton, Montreal??

This is some fodder for the BOT and Convention Committee. Most of the cities mentioned have S clubs or at least ones nearby, and many of these cities have never had an S convention. We occasionally piggyback with the NMRA — maybe one of these cities would match up if so desired.

In the meantime let's enjoy Kansas City and the next few years. But thinking ahead never hurts. We don't want to scramble for a convention location like we had to a few years ago.

## EXTRA BOARD

### S RELATED STORIES IN NON-S PUBLICATIONS

Page 54 of the **May 2015 Classic Toy Trains** magazine has an article titled **Rediscovering American Flyer's no. 633 boxcars** by Mark Suek with photos by Jim Forbes.

Also in the **May 2015 CTT Photo Album** on page 10 is a picture of **Neil Holcomb's** American Flyer S gauge layout.

The **May 2015** issue of **Railroad Model Craftsman** has a picture of NASG member and frequent Dispatch contributor **Brooks Stover's** S scale B&O Alco RS-1. Inside is an eight-page article with 19 photographs describing how Brooks was able to build this locomotive from an American Models RS-3.

Not specifically S scale related but a subject that may be of interest to many S scale modelers: **Battery Power and Radio Control**, by Paul J. Dolkos. This five-page article appears in the **May 2015** edition of **Model Railroader**. Subtitled "Try it without altering your existing wiring," its nine illustrations help explain how to install components in existing equipment. There is a list of web sites with related information. This is an idea that I have been toying with for some time. Now that somebody else has done the research, maybe I'll try it in S. — *Bill Pyper*



# NASG 2015 CONVENTION

## CLINICS

The exact schedule for the clinics has not yet been established. It will be posted to the web site as soon as it has been finalized. You will be given a copy of the clinic schedule when you register at the convention.



**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.

**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 Railroading within the City limits.** There is an amazing amount of Model Railroading 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 the Fast Track product including gapping and wiring for great operations. A sample of a Shinohara switch modified with this gapping and wiring technique will also be shown.

**Rusty Westermeier** will give a clinic on homemade, inexpensive mechanical switch machines. Rusty will also present a clinic on billboard reefers in S scale.

**Bill Overly** will do a presentation on industries that utilize tank cars for shipping.

**Paul Stevens** will present a clinic on the stretching of New Haven passenger cars.

Check [www.nasg.org/convention/2015](http://www.nasg.org/convention/2015) for updates

## CONVENTION SCHEDULE

### Tuesday, August 4

Registration . . . . . 7 pm to 9 pm

### Wednesday, August 5

Registration . . . . . 7 am to 8 am and 4 pm to 9 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, 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 (dealer set up)  
6 pm to 9 pm (open for sales)  
Model Contest Room . . . . . 5 pm to 8:30 pm  
Clinics . . . . . 6 pm to 9 pm (details TBA)

### Friday, August 7

Registration . . . . . 8:45 am to 6 pm  
Self-guided Layout Tours . . . . . 9:30 am to 4:30 pm  
Dealers Hall . . . . . 9:00 am to 6:30 pm  
Model Contest Room . . . . . 5:00 pm to 8:30 pm  
Clinics . . . . . 6:00 pm to 9 pm (details TBA)

### 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  
Model Contest Judging . . . . . 9:15 am (closes for judging)  
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 ???

### Sunday, August 9

Rusty Westermeier will have his layout open as folks head home. He is two hours north of Kansas City off I-29.

## ANNOUNCEMENT

The NASG's current Western Vice President, James McAuliffe, has unexpectedly moved out of the region. The NASG needs to appoint a willing person take his place. For information about the office, go to the NASG web site [www.nasg.org](http://www.nasg.org) and look under the **About** tab, scroll down to **Legal documents** and look at Appendix B. This is not a demanding job, though I would like someone who will take an active role on the Board of Trustees to fill the position.

Bill Winans, President, NASG

# SPRING S SPREE

By Jeff Madden

Editor Emeritus

All photos by the author

The Spring S Spree 2015, held on May 8 and 9 in Dayton, Ohio was sponsored by the Miami Valley S Gaugers.

Over 200 people, including dealers, attended the event. It was held at the same Union Hall as the one three years ago. The Chairman was **Bob Guckian** and the Vice Chairman was **Larry Beam**.



There were nine layouts displayed including: Bob Johnson's 4' x 16' vintage Flyer, the hi-rail 16' x 28' double deck Central Ohio S Gaugers layout, the 20' x 32' Miami Valley S hi-rail layout, Jan Mason's 5' x 7' Flyer layout, Mike Lewis' disappearing train layout, the NASG switching modular layout, Stumpy Stone's 34" x 44" hi rail, an MVSG small portable one, and finally, the large scale/hi-rail layout brought by the Southeast Michigan S Gaugers.

There were plenty of clinics to attend, although I didn't even get to one because of selling at my table, and Friday I was a bit under the weather. So that day I just sort of vegetated at my table — recovered well by Saturday. The hall was pretty much filled with tables including notable dealers: Des Plaines Hobbies, Pikesville Models, Gary Clark, American Models, River Raisin, East/West Rail Services, Michigan Models, Hoquat Hobbies, S Scale Resource On-Line Magazine, John Royal and several others.

**American Models** surprised us with the introduction of the **ALCO RS11** road diesels. The new DX Series of the **GP9-18** in **B&O** and **Texas & Pacific** livery were also displayed. The RS11s will come in the following paint schemes: Demo, Delaware & Hudson, Pennsylvania, New York Central, New Haven, Southern Pacific and maybe more. They are in production now and will be available later in the year. **River Raisin** is planning to produce some more Berkshires in brass. Not re-runs of the Nickle Plate version, these will have different size drivers. They will be decorated for the Chicago & North Western, Boston & Maine, Bangor & Aroostock, Atcheson Topeka and Santa Fe, Southern Pacific and the Canadian road Toronto, Hamilton & Buffalo.



Joe Calamia of American Models shows off the T&P GP-9 DX version that they introduced last fall.

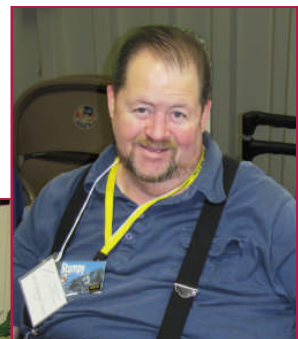


Above: The new American Models Alco RS11 decorated in the demonstrator paint scheme running on the Southern Michigan S Gaugers layout.

Below: Sales poster and Delaware & Hudson RS11 on the American Models display table. It will be available soon.



Terry "Stumpy" Stone brought his small S layout to the S Spree. His buildings are all built with his own resin cast walls. The locomotive is one of his many kitbashed versions of American Flyer models.





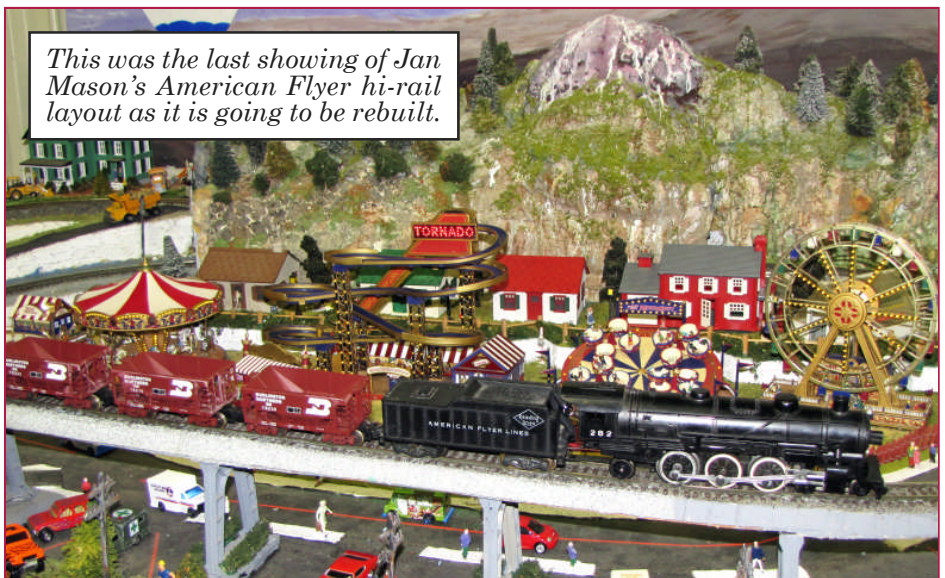
# DAYTON, OHIO

The typical Spree events were enjoyed by all including the ongoing raffle, the Grand Prize Raffle, the Silent Auction and the model displays. Those model displays included the hi-rail work of MVSG member Tony Garza, some Flyer should-a-beens presented by Jerry Poniatowski and some others. The 2015 Spree car, an American Models Air Force tank car, was a sell out. The 2016 Spree will be held in the Cleveland area sponsored by the Cuyahoga Valley S Gauge club. Dates and details are yet to be determined.

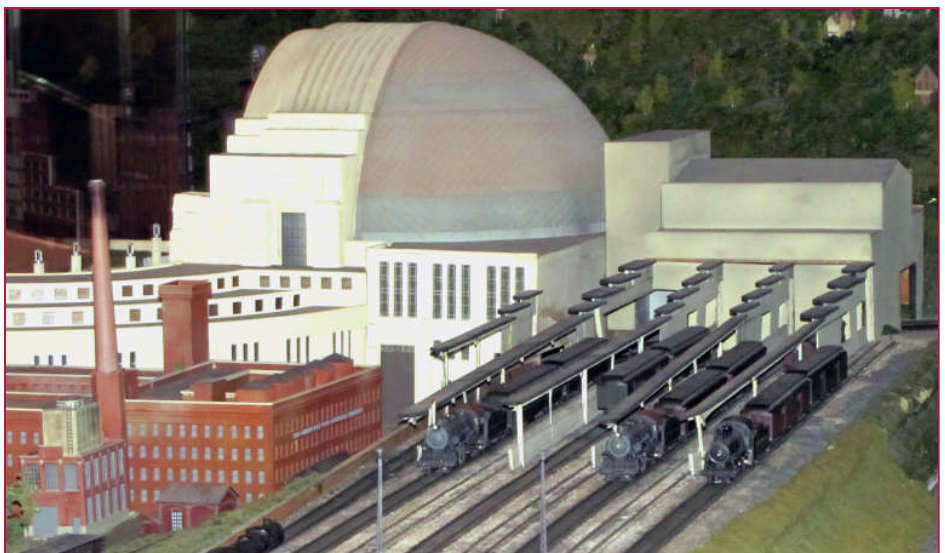
**Post Spree notes:** Since there were no official layout tours offered, Roy Meissner and I created our own. After tear-down on Saturday we drove to **Entertainment Junction** which is between Dayton and Cincinnati just off I-75. This is a well-advertised entertainment venue mostly aimed and the younger crowd, but the huge football stadium sized G gauge layout is well worth it for model railroaders. You walk through pathways with the layout going from eye level to hills and mountains towering above you. There are many levels of loops of track with continuously running trains depicting eras from the 19th century to the present. There's a kiddee play area, a Thomas train ride, real rail video area, gift shop, a hobby shop and a separate-pay kiddee fun area. Check it out at [www.entertainmentjunction.com](http://www.entertainmentjunction.com).

We stayed over a night, and on Sunday made our second layout stop which was at the **Cincinnati Museum Center** in the old art-deco **Cincinnati Union Terminal** Railroad Station. It is a former depot for many railroads and still serves Amtrak. It is now a multi-faceted museum including a transportation section, natural science section, a Duke Energy children's section, Omni Max theater and Tower A. Of interest to model railroaders is the huge S scale layout depicting historical Cincinnati and **Tower A**. Tower A is where the actual switch controls were located for the railroad terminal and yards. There's a docent or two on hand, a gift shop and great views of the large Queensgate railyard, which is mostly used by NS and CSX. Also, the well preserved Art Deco architecture, neon signs, etc., are worth seeing even if you don't do anything else.

Here's a plug for a future NASG Convention site: My thoughts are that the COSG and the MVSG could sponsor one near Cincinnati with the above places as key attractions. In Cincinnati there's also the new Reds baseball stadium, a nice zoo with a train, lots of real railroad action and the riverfront. Cincinnati is easily accessed by Interstate highway, Amtrak and major airlines.



*Below: S Scale model of the Cincinnati Union Terminal at the CUT Museum.*



# CALENDAR OF EVENTS

This column is for the listing of model railroad events, with emphasis given to S-gauge or S-scale.

If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to [dispatch@nasg.org](mailto:dispatch@nasg.org) as soon as possible so that we are able to print it in a timely manner.

**July 22-25, 2015 — Beaumont, Texas**

## **TEX-LA DOODLEBUG CONVENTION**

**2015 NMRA Lone Star Region Convention** at the Beaumont Holiday Inn Express. Info at [www.lsr2015.com](http://www.lsr2015.com)

**July 25-26, 2015 — San Carlos, California**

**EUROPEAN TRAIN ENTHUSIASTS EuroWest** at Hiller Aviation Museum, San Carlos Airport. Layouts, clinics, vendors and raffle. <http://www.ete.org/>

**August 4-8, 2015 — Kansas City, Missouri**

**NASG 2015 CONVENTION** at the Howard Johnson's Kansas City Hotel and Conference Center

**August 15, 2015 — Prescott Valley, Arizona**

**PRESCOTT'S BEAT THE HEAT SWAP MEET**  
3300 North Lake Valley Road [lgauthier@comspeed.net](mailto:lgauthier@comspeed.net)

**August 28-30 — Portland, Oregon**

**NMRA National Train Show** 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](mailto:ffw2015@sonnet.com) or call 209-586-9905

**September 19, 2015 — Mansfield, Ohio**

**EXTRAVAGANZA TRAIN SHOW** at the Richland County Fairgrounds. Watch trains run over 7 different layouts.

**October 4, 2015 — Pepperell, Massachusetts**

**PEPPERELL SIDING MODEL RAILROAD CLUB**  
**30th Anniversary Annual Train Show and Open House** at Varnum Brook Elementary School. <http://www.psmrc.org>

**October 10-11, 2015 — Idaho Falls, Idaho**

**RAILSHOW 2015** is the annual model railroad show sponsored by the **Eagle Rock Railroad Historical Society**  
**ROCKY MOUNTAIN HI-RAILERS** will display their new layout. More info at: [www.ida.net/org/errhsi/theframes/html](http://www.ida.net/org/errhsi/theframes/html) click on Railshow 2015 in left sidebar.

**October 10-11, 2015 — Oak Lawn, Illinois**

## **SOUTHLAND MODEL RAILROAD SHOW**

H. L. Richards High School, 10601 South Central Avenue.  
[www.railroadshow.com](http://www.railroadshow.com)

**CHICAGOLAND ASSOCIATION OF S GAUGERS**  
will display and run their layout.

**October 16-17, 2015 — Fort Worth, Texas**

**SOUTHWEST O SCALE MEET** at Fort Worth Academy gym at rear of campus at 7301 Dutch Branch Road. Possibility of tour of GE locomotive plant. Check [www.oscalesw.com](http://www.oscalesw.com)

**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.

**November 7-8, 2015 — Texas City, Texas**

**TEXAS CITY MUSEUM TRAIN SHOW** 409 6th Street  
**Houston S Gaugers** will display their large layout at this event. For more information see [www.houstonsgaugers.org](http://www.houstonsgaugers.org)

**November 7-8, 2015 — Syracuse, New York**

**41st GREAT NEW YORK STATE MODEL TRAIN SHOW**  
100+ vendors and 30+ operating layouts. Over 16 \$8, under 16 free. More information at [www.modeltrainfair.com](http://www.modeltrainfair.com)

## **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](http://www.nasg.org/events/index.htm#booths)

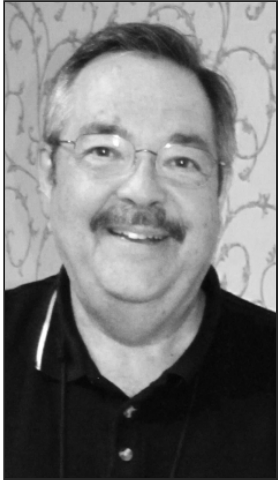
### **SCHEDULE OF SHOWS**

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

The 2016 show schedule will be announced soon. It is hoped that more NASG members will realize the value of promoting S Scale model railroading at the introductory level and volunteer during the 2016 season.



# NASG ACF BRASS CAR ANNIVERSARY



**By Jim Kindraka, NASG Treasurer**

Several years ago I was digging through old paper file folders and discovered my file on NASG's initial brass car project: the ACF Type II and Type III Covered Hoppers. At that time I saved the file thinking it would be neat to write a story about the project on its 25th anniversary. I recently rediscovered that file and noted that the 25th anniversary had come and gone — so much for my memory! So, in the 31st anniversary year of the delivery of those models, here are some details and recollections of that important project.

I say "important project" because at the time, it was! A few years before, the NASG had adopted new wheel and track standards for S scale, separate from the NMRA's. These standards were the first to common frog with Sn3 narrow gauge and actually declared that S scale track must be the 3/16ths scale equivalent of 4 feet 8 and one-half inches between the rails! As with any significant change, there will always be some hesitation in adoption. A gentleman by the name of Tom Beresford scratch built a steam locomotive to the NASG standards and allowed it to be shipped around to other layouts to confirm that it would operate properly, but some folks remained hesitant. A committee consisting of Don Thompson, Mike Ferraro and myself came to the conclusion that we needed something many more people could run on their layouts. We wanted to produce a piece of ready to run rolling stock with wheel sets built to NASG standards. In 1983, with the agreement of the NASG President at that time, Rollain "Rollie" Mercier, we approached Jettie Padgett, then an employee of Overland Models, about building a limited run of a brass freight car to NASG Standards. We would take deposits, offer the model at both a member and non-member price and raise enough money to fund the project without using NASG Treasury funds or the project would be cancelled.

My memory is a bit murky about why this particular model was chosen. Don Thompson originally suggested the covered hopper in general. It was a popular prototype car that was not at the time well represented in S scale and likely wouldn't be done as a craftsman wood kit. Remember this was 1983. The ACF prototype offered two distinct versions, a key selling point, so was agreed as the model. We began gathering information for Overland's Korean builder, Ajin Precision. Much of what we had was based on a drawing in a 1952 issue of Model Railroader and as many photographs as the committee could assemble. Some of the prototype cars still existed so Don and I spent several happy afternoons photographing old cars in railroad yards; things that would now likely get us in trouble with railroad police!

The model's wheel sets would adhere strictly to the NASG standards. Ajin Precision drew up a set of S scale plans that our group of three reviewed for accuracy, corrections and eventual approval. I still have the original wheel contour drawing, labeled "Y Gauge" by the Korean builder. See the that and the wheelset drawings in the next column.

## N.A.S.G. Presents;

# ACF 2 BAY RIB SIDE COVERED HOPPERS

S SCALE MODELS by Ajin of KOREA  
IMPORTED EXCLUSIVELY FOR THE N.A.S.G.

BY OVERLAND MODELS  
PHOTOS BY R. SORG

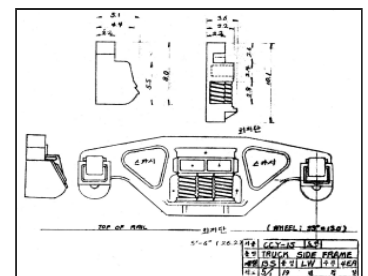
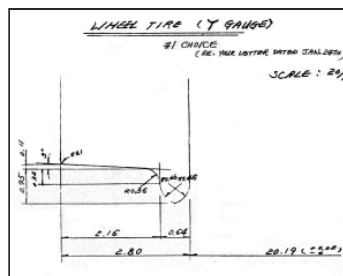
**FEATURES**  
OPERATING LOADING HATCHES WITH WORKING LATCH COVERS  
LOST WAX BRASS BRAKE DETAIL  
FORMED BRASS SUPERSTRUCTURE  
TWO DIFFERENT VERSIONS

FOR MORE PROTOTYPE INFORMATION SEE RMC Mar 83 pg 105-117  
Available only through NASG Inc., DEADLINE Jun 30, 1983

|                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>NASG CLEARING HOUSE<br/>c/o Mike Ferraro</p> <p>NAME _____</p> <p>ADDRESS _____</p> <p>CITY _____ STATE _____</p> <p>ZIP _____</p> | <p>MAKE CHECKS PAYABLE TO NASG INC.<br/>NASG inc. MEMBERS PRICE \$85.00<br/>NON MEMBERS PRICE \$95.00 [join now and save]</p> <p>I WANT _____ TYPE II MODELS [AS PICTURED] _____</p> <p>I WANT _____ TYPE III MODELS [HAS TRIANGULAR OPENING ON SIDES] _____</p> <p><input type="checkbox"/> PLEASE MAKE ME A NASG MEMBER (\$10) _____</p> <p>ADD \$3.50 per model for shipping _____</p> <p>NASG MEMBERSHIP # _____ TOTAL _____</p> |
|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

The price was set and NASG provided a \$1000 deposit that was repaid by car sales. The total project would cost between \$12,000 and \$13,000; more than was in NASG's bank account at the time. Contrary to some accounts, NASG did not subsidize the project. Deposits were taken and within 5 months, 90% of the cars were sold exclusively to NASG members.

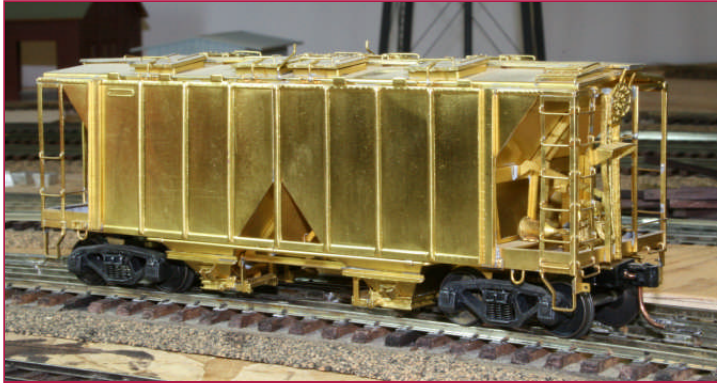
The plan was to build 150 cars in two versions; a solid side ACF Type II and an open side ACF Type III. Based on deposits, the order to Overland and the builder was for 85 Type II models and 65 Type III. Production commenced in late 1983 and I picked up the finished models, in shiny brass over sprayed with clear lacquer, in Muncie, Indiana, in January 1984. A total of 74 people participated in the project and purchased cars for \$85 each. The non-member price was \$10 higher per car, which nicely coincided with NASG's dues 31 years ago. I still have four of those cars on my roster.



*Continued on the next page*



# NASG ACF BRASS CAR ANNIVERSARY



*Undecorated brass ACF hopper belonging to Bill Winans.*

Oh yes, those “new” standards. After the cars were delivered, there was not one hint of a complaint of operational difficulties. The NASG Track and Wheel Standards began being widely accepted by modelers and manufacturers alike.

Since that time, NASG has maintained the standards and introduced coupler height as well as wheel and track gauge tools to support them. Both those standards tools have been mass produced and are continuously available to anyone through the NASG Company Store (page 28). That availability has remained constant for well over 25 years. In the ensuing years, the NMRA went through their own standards change process. Currently, NMRA and NASG wheel and track standards are completely aligned. However NASG is the only organization that actively maintains and makes commercially available the standards tools.

The project itself? When the models were delivered there was an overrun of three models so NASG received a total of 153 cars, all but 16 of which were pre-sold. By May of 1984, the project was completely sold out. After all bills were paid and NASG's deposit returned, the project turned a profit of \$1370 for the organization.



*Jim lettered this NKP hopper with a combination of CDS dry transfers and an old Enhorning decal herald.*

The team of Don Thompson, Mike Ferraro and Jim Kindraka did an additional NASG member brass project: 10,000 gallon ACF tank cars in five versions. That project, completed in 1986, was handled the same way and also returned a profit to the NASG. Don and Mike went on to found and operate S Helper Service successfully for many years. I got together with Dan Navarre to form River Raisin Models, a company still in business 28 years later; although I left the partnership in 2007.

Ever the marketers, when the initial project was delivered; Don, Mike and I inserted a short survey with each order. Part of the survey was to understand if the members were satisfied with the model and part was to look for future opportunities. Indeed the choice of a 10,000 gallon tank car was made based on those survey results. The more interesting legacy of the survey is to look at the list of cars placed on it and realize a couple of things. First, in 1984 none of these items existed in S scale unless scratch built and second, even though the survey results were not published, many of the models exist today! Thanks to Don and Mike for clearing cob webs from the collective memory. A special thanks to all who supported the original project, NASG's track and wheel standards and who continue to support NASG and new models in S scale. Thirty-one years later and still going strong!

Models Listed on the January 1984 Survey (not in voting order)

|                                             |                                                          |
|---------------------------------------------|----------------------------------------------------------|
| Milwaukee Road Rib Side 40' and 50' Box Car | General Service 10,000 gallon Tank Car                   |
| Pullman Troop Sleeper                       | Chemical Service 10,000 gallon Tank Car w/ Dome Platform |
| 50' Auto Box Car w/ End Doors               | REA Steel Express Car                                    |
| B&O Wagon Top Box Car                       | PRR "Port Hole" Caboose                                  |
| 70 Ton, 52' 6" Mill Gondola w/ drop ends    | B&O I-12 Wagon Top Caboose                               |
| 52' 6" War Emergency Composite Gondola      | NYC Bay Window Caboose                                   |
| ACF Type I Covered Hopper, 70 Ton           | AT&SF Steel Caboose                                      |
| Pullman PS-2 Covered Hopper, 70 Ton         | Jordan Spreader                                          |
|                                             | 75 Ton Brown Hoist Crane                                 |
|                                             | Budd RDC 1, 2 & 3                                        |
|                                             | 1940's-era PCC Street Car                                |



*The Monon car is lettered with Champ HO decals. They are a bit oversize, so are close enough for S scale. Both photos were taken on the Des Plaines Valley layout by Chuck West.*

*The NASG ACF tank car below belongs to Bill Winans. It is one of the five tank car variants that NASG/OMI had made. The Flatulene lettering came from Hamm River Model Products.*

*Photo by Bill Winans*





# THE NASG ARMCO BUILDING

## VARIATIONS ON A THEME

By Thomas C. Hartrum, Miami Valley S Gaugers  
Photos by the author

Some years ago, after hosting a successful **Spring S Spree** in Dayton, Ohio, our club, the **Miami Valley S Gaugers**, was planning for the upcoming year. It wasn't clear what we would do without the Spree to work on. *Those of you who have never been involved in hosting such a show can't appreciate how much it dominates your organization's time.* It was at this meeting that I suggested the **Armco contest**. I had been thinking about it for some time. As with many clubs, I suspect, we often struggle with the issue of what to do at meetings. We have done a couple of clinics, but meetings often consist of just sitting around and talking (and eating!), not that that's all bad. I had read about some clubs having a "mystery project," where members would work all year on a project without disclosing its nature, then all would bring their projects to a designated meeting. Since many of our members are American Flyer collectors and not scratch builders, I didn't think that would work.



*An example of the basic NASG Armco building kit.*

I've always been intrigued with the **NASG Armco building kit**. I had purchased one several years ago, but had never built it. It seemed like it could be kit-bashed into many things, but the only variation I have seen is **Greg Berndston's radio tower building** in the **February 2004 NASG Dispatch**. I proposed a contest to see what each member could do with the kit. In its basic form, the kit consists of just six easy pieces, so I figured anyone could build the basic structure. To further motivate members, the club decided to reimburse the price of the kit to anyone who actually finished the kit and entered it in the contest. The rules were fairly simple. You had to build the kit yourself (with minimal help from your kids). While other kits and detail parts could be added, the Armco building had to be the focus of the resulting model. This would disallow, for example, entering the Heljan brewery with the Armco building added as a shed. The results were to be judged by popular vote.

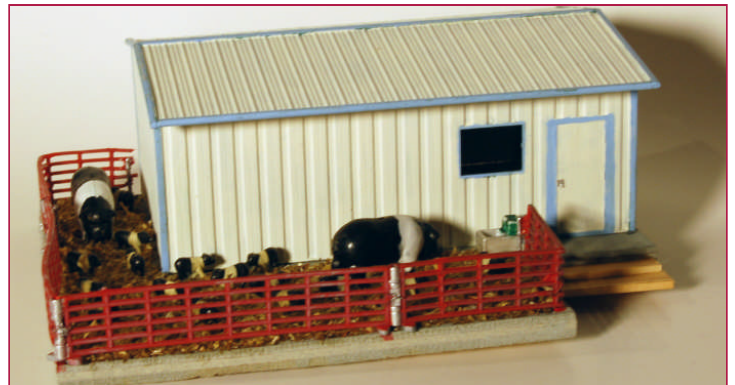
This article presents the results of the exercise. Fifteen of our thirty-some members bought the kits. We ordered the kits in July, with a target completion date of November.



*Picture 2: A yard office with details added.*



*Picture 3: A shed within a scenic area.*



*Picture 4: A Hog house and pen.*



*Picture 5: Extensive details for an auto shop.*

**Continued on the next page**

# NASG ARMCO BUILDING Continued

However, by October not every member had picked up their kits, so we set the judging for our January meeting. At that time there were nine entries in the contest. This was more than I had expected, making this club project a success in my book. Voting is a problem when there aren't many more voters than entrants, but that worked out as well.

Of course, several members just built the basic kit. The main variation was in the color of paint. An example is shown on the previous page. There were several variations that involved adding details and signs. The first of these, a small yard office, is shown in picture 2. Picture 3 shows the addition of a scenic area. The hog house and pen in picture 4 was definitely a creative idea. In Picture 5 extensive details and scenery were added to the auto shop, along with some modification to the building itself. Picture 6 shows even more modification to the building for the oil company office. This entry won the contest, by one vote! Finally, picture 7 shows the most imaginative use of the building — turning it into a transfer caboose.



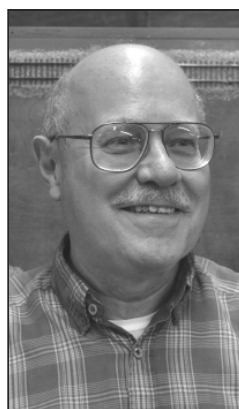
Picture 6: Modifications for an oil company office.

Overall this project was a lot of fun, both for the participants and for the observers. I would encourage you to try a similar project with your club. We haven't done any similar projects since, and with working on the 2015 Spree, I haven't started anything recently. However, it's not too early to plan. I've been thinking of starting with the Atlas #702 Tracksides Shanty Kit along with a Grandt S door and some styrene or wood siding for the next project. Sometime back I built a used car dealer's office from this combination, as shown in picture 8. I wonder what else could be done?

Picture 7: When is a building not a building?



Picture 8: A used car lot office from an Atlas HO kit.



**Tom Hartrum** retired from teaching and is living in Dayton, Ohio. He has been an avid S modeler since getting his first American Flyer train set when he was ten years old. He is a member of NASG and has authored articles in the Dispatch as well as in S Gaugian. He is a member of the Miami Valley S Gaugers, and has actively participated in the Spring S Sprees since 1999. His interests are primarily S scale and scratch-building. Since retirement he has been working on a 24 ft. x 50 ft. layout in his basement.

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# TALES FROM THE RAILS

## The Great Blizzard of 1978



By Bob Nicholson

Gather 'round, boys and girls, and I'll tell you about the Great Blizzard of 1978. Now, this wasn't your usual session of snow flurries that wouldn't even interfere with your smart phone, nor the skiffs of snow that your great grandpa claimed he had to negotiate to get to school and back, but a bare knuckle, no holds barred, down and out, genuine snowstorm of the type that beget legends for future generations.

It all started in late January, 1978. The weather had been unusually cold, even for Northern Illinois, but after 1977, people were beginning to take it for granted — that is, until the snow began to fall on the 27th. All day long it snowed — and snowed — and snowed, and when night fell, it snowed again. By the morning of the 28th, people began to realize this wasn't an ordinary Chicago slush fest. The snow refused to realize it was wearing out its welcome. People were becoming weary of winter wonderland white.

Ed Devine was a newly promoted engineer assigned (exiled?) to the Corwith Engineer's Extra Board, the nemesis of all newly promote engineers. He and his wife were living in suburban Downers Grove while he served his time before being released to return to Fort Madison. This was of no concern to engineers living in the Chicago area, who thought the best thing that could happen to happen to a Fort Madison engineer was force him to Corwith. Anyway, back to our story.

The accumulating, blowing and drifting snow had also brought the Santa Fe Railway to a virtual standstill. Trains were stalled all up and down the Illinois Division and the crews were running out of time. The officials at Corwith were as confused as chickens in a hen house window. Snow in wintertime? Who ever heard of such a thing? The first thing they did was huddle in a nice warm meeting room, where one brave soul cracked open a window and stuck his arm out to determine that it was, indeed, snowing. That determined, the next thing was to plan a course of heroic action, since trains were getting stuck and running out of time. Thus the call went out for extra board engineers.

Ed received his call and was on his way out the door, but his wife thought he shouldn't go due to the intensity of the falling and drifting snow, but Ed had already taken the call and couldn't back out of it. He got in his car, headed East on Ogden Avenue (US 34) to Illinois Route 171, and South to I-55 for the remainder of the trip to Corwith Yard. When he got there, he called his wife to let her know he made it and she informed him that I-55 was shut down account accumulating and drifting snow. Suddenly it was clear to him why he had seen so little traffic on I-55.

Three extra board engineers climbed on a derelict 3100-class GP-20 and headed out into the snow. Winterization of locomotives was apparently an extra-cost option on these maintenance-deferred locomotives, so it was touch and go. They bucked drifts to Joliet, where they stopped at the Joliet

Yard Office and picked up Extra Engineer Paul Waters. The plan was to let him off at Union Station so he could go to the local YMCA, where he was staying. However, the three engineers talked him into going with them with the idea of relieving an out-of-time engineer on one of the stalled freight trains. The choice between riding on the locomotive and wading through the deep snow to the "Y" was a no-brainer, so the four of them set out into the growing snowstorm.

The bucked snow drifts all the way to Lorenzo, where an exceptionally large drift opened the angle cock on the front of the engine. The young engineer at the throttle immediately "baled off" the engine brakes to keep the wheels from sliding. Ed told him to let the engine brakes set up, whereby he answered they had told him at Engineer School to keep the engine brakes released in the event of an unplanned emergency application. Ed reminded him that they did not have a train behind them, and the only way they would stop was if he let the engine brakes apply. That done, the engine came to a halt and they closed the angle cock and resumed their journey.

The first engineer got off and relieved a train at Pequot, the junction with the ICG. The next one got off at Benson, and finally they arrived at Steator. There, an Eastbound was stopped at the Conrail Connection with the lead engine dead and drained to keep it from freezing up. The relieving engineer and the head brakeman (trainmen still changed crews at Chillothe, therefore he was not yet constrained by Hours of Service) shoved it in the clear on the connection and left it, per the dispatcher's instructions. After that, they backed out onto the main line and resumed the Eastbound journey with the train. The head brakeman's last name was Rathbone, or "Bones" for short. He was a good natured guy known to be little affected or afraid of virtually anything, but Ed says that as they broke drifts on the trip East, his eyes were as big as saucers as the snow flew back over the engine.

The train was a hot 881 train, about twenty cars. As soon as they got it yarded and the engines on the pit, Ed saw that he would be unable make it home to Downers Grove, so he jumped into the bus taking the crew to the old Motor World on Pulaski Avenue. A room at that time was in the neighborhood of six to eight dollars. There he informed the Corwith crew caller where he would be. For the next several days, about every eight hours or so, he was called out to go relieve trains whose engineers had run out of time.

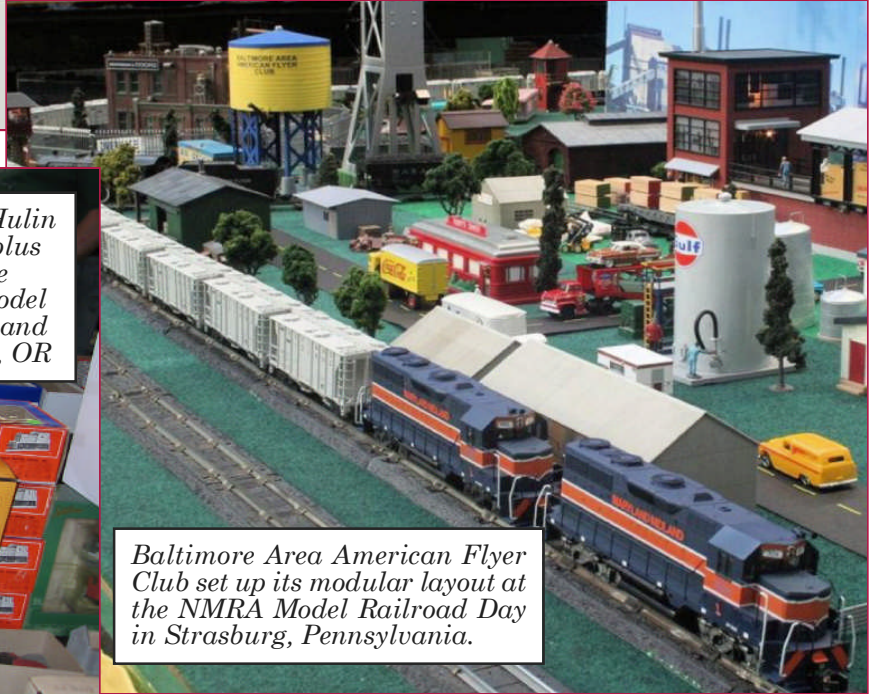
After a few days, he was running short of money, so he called the Corwith trainmaster, a hero by the name of Higgins, and asked if the Santa Fe would pay for his room. Higgins puffed up like a big blowfish and informed him that no way was the Santa Fe going to pay for his room, because Corwith was his home terminal. Fortunately, the owner of the Motor World had a friend with a Dodge Power Wagon, and he volunteered to drive Ed back to Downers Grove. When he got home, he called Higgins and told him he was home for the duration of the snow emergency, whereupon Higgins informed him that if he didn't get back to Corwith immediately, he would be terminated. Apparently cooler heads prevailed, though, and Ed worked another 35 years or so before retiring from BNSF. Higgins kept his job, too.

In a sad side note, a track side farmer took pity on one of the stalled trains, and he and his wife cooked up a hot meal and delivered it to them. A few years later, he lost his life in a grade crossing accident, near where he had delivered the hot meal.

# S GAUGERS IN ACTION



*Left: Boise, Idaho area Rocky Mountain Hi-Railers Bill Seader, Kelly Lloyd, Charlie Stenzel, Wally Langille, Steve Blackburn, Glenn Hadden and Matthew Kemper work on the all important track placement on the newest version of their Lookout Junction modular layout.*



*Baltimore Area American Flyer Club set up its modular layout at the NMRA Model Railroad Day in Strasburg, Pennsylvania.*



*NASG member Gil Hulin sells some of his surplus S scale boxcars at the Willamette Valley Model Railroad Club show and swapmeet in Eugene, OR*



*Left: The Southern California S Gauge Club set up its modular layout at the South West Toy Train Operating Society Cal-Stewart Meet in Ontario, California.*

*Right: The Washington and Old Dominion Division of the Atlantic Coast S Gaugers from the Washington, DC area set up their modular layout at the March 2015 Troop 964 Boy Scout Train Show at Sanders Middle School in Daly City, Virginia.*

*Train operations were conducted by Larry Rascop, Bill Novak, Billy Bagwell, Ed Guest, Bill Jenkins and Jack Early.*





# FROM JUNK BOX TO LAYOUT

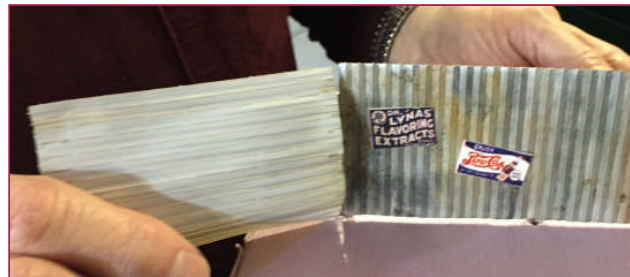
## Making a Junkyard Fence

By Charlie Bettinger

Photos By Helen Lenart and Steven Allen

As a long time model railroader, I've always found that creating something out of nothing was part of the fun in decorating my layout. This is what many of us did in the late 40's and 50's when we got our first train sets. I'm forever collecting things that many may find useless as far as a layout is concerned, but I look at these items and ask myself how they can be used on my railroad. Among these so-called *useless* items are the twist ties that come with plastic garbage and storage bags. It just so happens that I've collected a fair amount of these going back to my days working in the local school system. Recently I was rummaging through my junk drawer and when I spotted the twist ties it dawned on me that they would make good fencing and/or roofing material.

To get started I painted the ties silver on both sides after I had cut them to length. The twist ties come in three or four inch lengths, so I cut them in half to make my fencing. This represents a fencing height of eight to just over eleven scale feet. While they were drying I went back to my junk drawer where I found some scrap strips of **Evergreen styrene** (#175 - 2.5 x 2.5 mm). They looked perfect for the supports and posts for the fencing (1/8" x 1/8" basswood can be used).



Next I cut the styrene strips to length and painted them to match the fencing. I attached the styrene strips to the fencing using **Aleene's All Purpose Glue** and placed a weight on the fencing while the glue set. Once the fencing had thoroughly dried, I over sprayed it with yellow, black, and brown to give it a weathered appearance, then added signage. To finish the decoration of the fence, I used **Bar Mills weathering chalks** for added depth to the weathering and aging process. Lastly, I lightly sprayed it with flat lacquer to seal the weathering.

Before installing it on my layout, I twisted and bent the ties slightly to give the fencing a worn and damaged look. I also cut small pieces of the material to represent broken slats. Finally I installed the fencing around my junkyard, and it really added a nice dimension to the scene. All of this was done using some simple imagination and no added expense. You can also use similar installation and finishing techniques for roofing buildings as I have demonstrated on one of my out buildings.



# NASG WEB SITE

*Continued from page 8*

## Members Only Section

In the February-March 2014 issue of the Dispatch I wrote about the **Members Only** section of the web site in great detail. The PDF version of that issue is publicly available on the NASG web site, if you would like to review the article. Not much has changed since I wrote that article, and from the generic numbers that the server provides on which the NASG web site is hosted, I can tell that lots of people are using that section of the site. Here I want to address some common technical support issues I receive.

By all means, if you have any issue with the web site, please let me know via e-mail. If there are a number of people having the same issue, it reveals to me a fundamental problem which I haven't addressed yet. That is the same way I approach technical support for my commercial software applications.

One support issue I get a lot is a member has forgotten his or her password for gaining access to the **Members Only** section. There is a quick way to resolve that. If you go to the **Membership** page of the web site and scroll down to the **Members Only** section, you can click on the **Log In** graphic. There are two forms on that page. The one at the top is for the normal log-in process. The second form, which only asks you for your NASG membership number, will allow you to retrieve your password. The way this works is that it automatically sends your password to the e-mail address which you entered when you first registered for online access. If that e-mail address is no longer valid, then you will need to contact me (I plan to add a feature to where you can safely update your e-mail address).

Because the web site is a natural place for making contact with the NASG organization, I get a number of support e-mails with regard to membership questions. I am happy to forward those, but for anything related to your actual NASG membership, you need to contact Membership Secretary Dick Kramer at [membership@nasg.org](mailto:membership@nasg.org). He will help you resolve all of your membership questions or issues.

One other issue that comes up from time to time is when you renew your NASG membership and you change what type of membership you want (for example, from regular to family, or from contributing to regular). When you change your membership type, the NASG has long held the practice of changing your membership number. Once your information has been updated in the NASG database, the **Members Only** section of the web site will no longer recognize your old membership number as valid. You will need to go through the registration process for online access again. See the **Membership** page,

the **Members Only** section, and click on the **Register Now** graphic. Note that the same thing may apply if you move and your address is within another NASG region (east, central, or west). This also changes your NASG membership number. This is subtle and in general makes no real difference, except for when you try to log into the restricted area of the NASG web site.

## Recent Dispatch Issues

One other area of the NASG web site that is specifically geared toward the NASG member is the availability of recent Dispatch issues in PDF form. Nothing has changed here, but I wanted to draw your attention to the fact that they are there. The last 6 issues are available as part of the **Members Only** section, and they require a password to be able to open and read them. Bill Pyper, the Dispatch editor, has asked me to make them available on the 15th of the publication month. By then most people should have gotten their print copies.

That's it for this issue's updates of how the NASG web site helps our membership.

**Web site tidbit:** the News page averages around 1,200 hits per month and for 2015 is our most popular page.

## Single Story Starter Kit

*Continued from page 7*



When painting, I have used craft acrylics, rattle cans and the weathering chalks on the various Monster kits I have built. All will work great, it just depends on the finished look you want. The instructions show the full building finished in a red brick. Here in Minnesota we have many buildings like this where they used the quality red brick on the front side of the building and then a less expensive brick on the sides and back. My build shows that and to make this look, I used craft acrylics. Just remember to finish in very light coats so you retain all the wonderful detail on the bricks.

To finish off the kit, the windows and roof use peel and stick materials so they go together easy and look great. The kit provides nice 3-D printed chimney top and steps to complete the finished look.

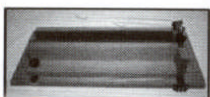
Soon, you will have a great looking structure which will fit in any town or village on your layout and created a great scene with all the neat vehicles and figures we have available in S. If you are left with any challenge, it might be to determine what type of building you want it to be. Hardware Store, Drug Store, Post Office . . . with the wide open front of the building, you can spend as much time detailing the interior as you did constructing the building. Enjoy!

This and other kits can be seen on Monster's Modelworks' web site at [www.monstermodelworks.com](http://www.monstermodelworks.com)

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# READERS WRITE

Oregonian **Gil Hulin**, who has been the only NASG member to take advantage of **Free Dispatch Classified Ads** more than once, writes that response to his January ad was the best so far, selling 33 SHS boxcars to four fellow members.

Good day Editor Bill,

Enjoyed your article concerning supporting hobby shops selling "S" scale products (Dispatch Vol 39, #2, March-April 2015). Finally made the opportunity to offer a slight "twist" to another side — those that don't.

Back in 2008 -2010 I was traveling all over New Hampshire (for employer) and kept an eye out for hobby shops offering model railroad products. At each opportunity I would spend my allotted lunch break in one of these establishments, coming out with an "S" scale appropriate item, sometimes two depending on price. As I started at 6am my lunch was earlier than most so the stores were always nearly vacant. At cash out I would note to the person on the other side of the counter: "bet you didn't know you sold items for "S" scale, did you?" As that person seemed to always be the manager/owner this would generate a conversation as to what products I had in mind, opening that important door. I explained that the Walther's Cornerstone model I was purchasing (or rail bridge) was to be used on the Sn2 portion of my model railroad, the slight modifications needed, etc. Even mentioned those models could ALSO be used in SG with approximately the same changes. That some HOn3 steam (or diesels under 44T) could be easily converted to Sn2 or, in some cases Sn3, that certain MTH "O" scale products (as people) were almost perfect, especially for use when detailing the inside of buildings. Each of us had questions for the other and did our best to address those in an honest way.

Some stores of course have not survived, most are still going in one form or another. One owner, after our conversation, had a small sign professionally printed for his window stating a thumb nail of what we had discussed. Told me it did bring some results — a few new customers; he was considering HOn3 product additions. Naturally I purchase what I am able on a limited budget from these same shops. One of the great things about New Hampshire is its size. Nothing, including Canada, is more than 3½ hours away from Concord, the State Capitol.

Please keep "Tails From The Rails" coming. Great reading. The DISPATCH is the only magazine I read OS cover to OS cover. Might take a little time but it gets done. The entire content is useful, informative, entertaining, relaxing! Couldn't do without it.

In closing, I was saddened to read of the passing of Frank Titman. I became acquainted with his modeling capabilities in the early 1960's through the "S Gauge Herald" through to the last issue published. I still have these volumes carefully boxed and in my basement, using them from time to time for research.

Thanks again for a fine publication and the hard work involved with its production.

"S"incerely,  
Barry Atwood

Dear Bill,

I want to tell you how much I appreciate your efforts on the NASG Dispatch. The Dispatch is the fragile link between all the diverse and geographically-scattered community that model in S.

The quality of articles is outstanding and their topics span the wide variation in interests and skill levels. The photos and graphics are clear and appealing. I'm sure these reflect your patient and focused efforts.

The use of color and typeface to follow specific railroads is clever and add to my enjoyment of each issue. My favorites here are the Rio Grande, Rock Island and Conrail issues. Also I especially liked the Jan/Feb 2015 and 'Art Deco' issues.

Hope you are having as much fun making the Dispatch as we have while reading it.

Sincerely, Mark Charles, Ann Arbor, Michigan

## CLASSIFIED ADS

**ANY ACTIVE MEMBER** of NASG 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](mailto:dispatch@nasg.org) or mail to Bill Pyper, Editor, PO Box 885, Salem, OR 97308-0885. Please be sure to include your member number.

**STILL DOWNSIZING:** I've added individual passenger cars, two complete SP and UP passenger trains, steam and diesel locomotives and dozens of SHS, AM and a few PRS freight cars to my latest sale list that will be updated daily as mailed out. Still have plenty of (SHS) National Railway of Mexico boxcars for as low as \$31.50. Sorry no AF except for a box of gondola shells and a caboose or two. Telephone 541-344-6858 or mail to Gil Hulin, Apt. 619, 1133 Olive Street, Eugene, OR 97401-3504 for the latest list. No e-mail at present.

**WEST MICHIGAN S GAUGERS** Grand Rapids, Michigan  
An American Flyer Club. Meetings are the 2nd Thursday and one Saturday a month. Contact Don: 616-304-5443.

**FOR SALE:** Lionel-AF NEW 70 ton die cast metal sprung trucks with rotating bearing caps and scale wheels. \$20 each + USPS. Lionel-AF Heritage cylindrical hoppers: Sprung trucks with rotating bearing caps, scale wheels. #6-48656 New York Central. #6-48652 Central Jersey Lines. New in original boxes. \$47 each + USPS. Greenbrier Brass EMD GP-30 low hood with PRR antennas. Imported by BTS. New in original box \$775 + shipping. Contact Dick Wachtman at 717-497-5606  
Email-wachtman@verizon.net

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# REMODELING A WAYSIDE STATION

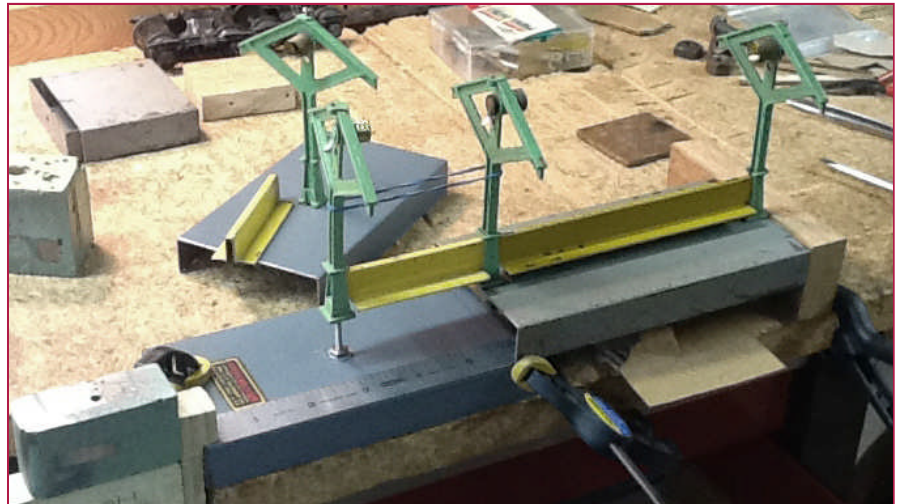
Modeler and re-modeler **Jim Bezek** is a retired Stonemason and Bricklayer living in western Pennsylvania. Jim takes old model trains and accessories that have been left for dead and rehabilitates them and often modifies them with interesting results.

For one of his recent projects, Jim took two American Flyer 586 Wayside Platform Stations like the one pictured at the right and made them into one more realistic passenger platform.

Rather than just joining the two platforms end-to-end Jim cut one of them in half and cut the ends off the other. Some might refer to this as kitbashing. I am disinclined to describe it as that because Jim did not start with a kit, but with existing models. So I am calling it "remodeling."

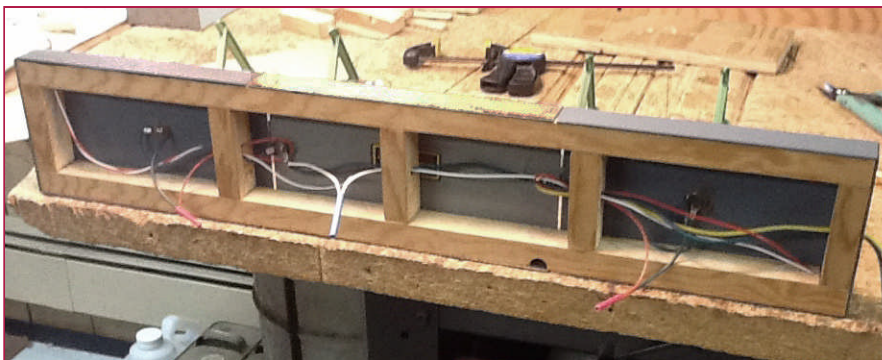
The stations, made by American Flyer from 1946 to 1956, were from two different production runs. The metal is heavier on one and the heights are a little different. To keep the platforms even Jim fabricated a wooden frame.

Below: The platform had to be clamped top-down to keep it even and then permanently held together by brazing the joints.  $\frac{1}{32}$ " thick metal spacers were placed between the joints of the three sections. This kept the brazed joints uniform and the platform even. Any gaps in the joints were filled in with Squadron Products Fast Drying White Putty from MicroMarc, sanded, primed and painted.



The benches (yellow parts above and below) are cut to match the spacing of the uprights. The base dictates the spacing of the uprights which hold the benches. A new notch has to be made in the cut end of the shortened benches to run a wire through the uprights to the lights.

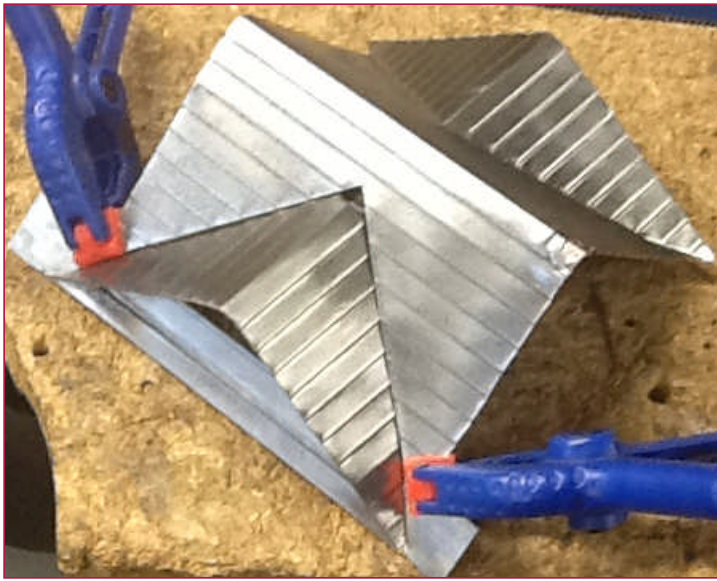
The wiring is straight forward; a simple two-wire hook-up, hot and ground.



The left over portion of the roof was used to form the dormers that were added to the main roof.

Jim used a fine wire brush in an electric drill to remove the old paint from the roof.



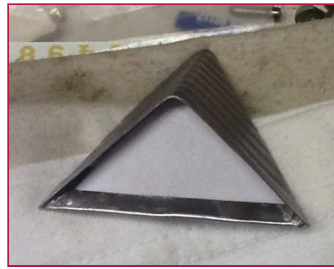


A thorough cleaning is essential to achieve a surface that will make a secure joint when brazed or soldered.

A metal binding spine from a calendar was brazed into place as a bottom sill for the small dormer to hold stained glass or bulkhead in place. Care and patience was required to braze the small dormers in position. Clamping too tight would cause distortion and misalignment of the sections. The sill was left extending beyond the dormer to hold it in place while brazing it to the main roof, then trimmed off with a Dremel tool.



Main roof section is clamped to a bench to insure straightness and reinforcing straps are brazed in place.

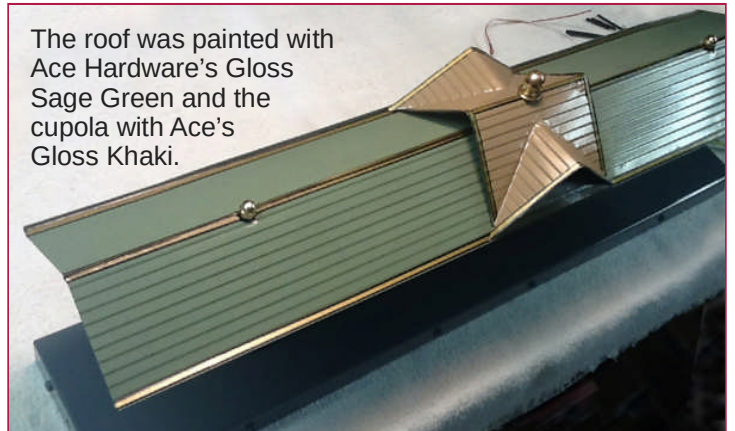


Thin sheets of cardstock were used for the bulkheads in the outer dormers. The stained glass in the center dormer is paper of the type used in ceramic toy buildings.



Clamps of many different sizes are used to hold the parts of the dormers together while they are brazed.

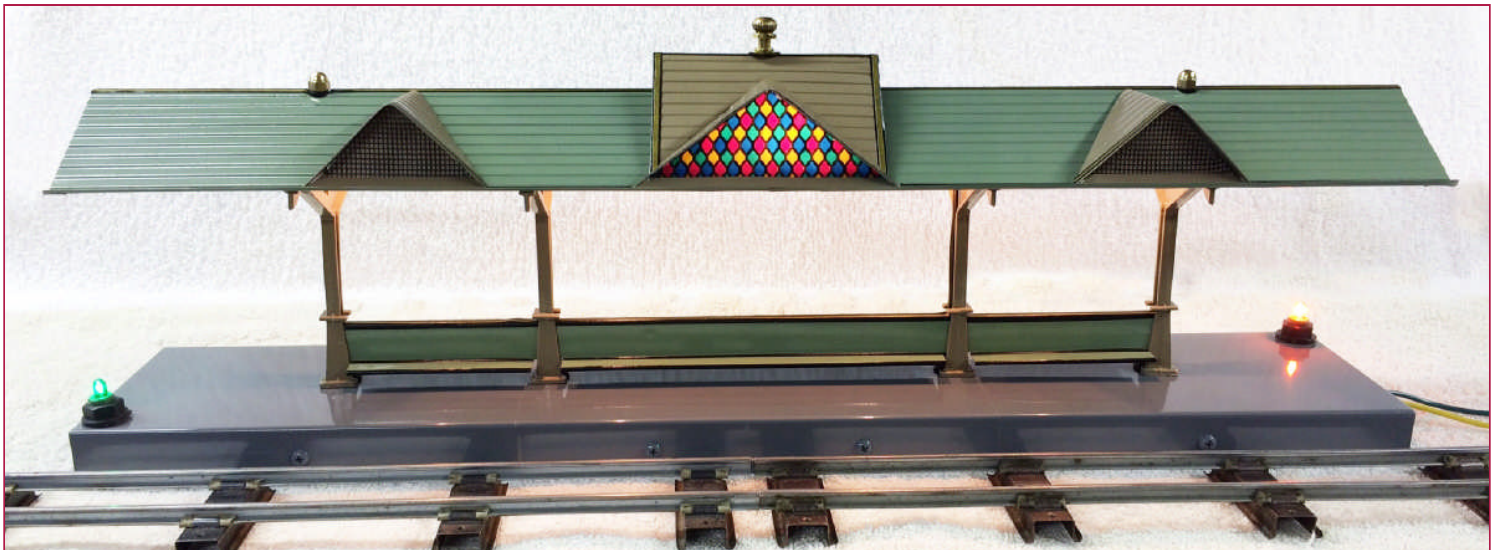
Striping was added to the ridge and the eaves using Scotch® Washi Tape, which is available just about everywhere. Jim says that it is very important to use a straight edge for this step.



The roof was painted with Ace Hardware's Gloss Sage Green and the cupola with Ace's Gloss Khaki.

The final product (below) is a beautiful passenger platform that would enhance any layout.

*Reported by Bill Pyper. All photos by Jim Bezek*



# NASG INFORMATION BOOTH AT WGH

**By Greg Klein, NASG Promotions Chairman**

The World's Greatest Hobby on Tour is part of the program sponsored by the model railroad industry to encourage entry into model railroading as a family hobby. Since the premier 2004-2005 season, this series of more than 50 shows has visited more than 20 states. It has returned to some markets 3 or 4 times; usually once every 5 to 7 years. Paid attendance almost always exceeds 20,000; nine shows have seen more than 25,000, 11 more than 30,000 and two topped 40,000.



The 2015 schedule included five markets, all in the eastern half of the United States including, for the first time, the State of North Carolina. Some 60% of the attendees are individuals and families that have never been to a train show. Of those, many are considering entering model railroading as a hobby.

The National Association of S Gaugers utilizes a 10-foot by 20-foot booth filled with an operating layout and a large representation of the current products that are available for S model railroading. Attendees are provided literature on S model railroading and catalogs for American Flyer, American Models and MTH S Gauge. Beyond just simple questions, the staff of the booth often have extensive conversations with attendees, helping S model railroaders find various items they are looking for, orienting those entering S with the world of S, helping those returning to S after a long absence, encouraging entry into S and encouraging selecting model railroading as a hobby.

In addition to the NASG, all shows have a large booth from Lionel that includes American Flyer, often immediately adjacent to the NASG booth, and a large booth by MTH Electric Train displaying MTH S Gauge. During the 2015 series other exhibitors with S products available have ranged from 11 to 27 in number per show. Also there was at least one operating S layout at each show.

First on the 2015 schedule was Hampton, Virginia on January 10-11 at the Hampton Roads Convention Center. Hampton is a suburb of Norfolk. Attendance was 31,379. The NASG booth was staffed by Milo Rodriguez and Greg Klein and displayed the 5 x 9 foot NASG layout presented at last year's convention in Oconomowoc, Wisconsin. The Tidewater Division coordinated by Ken McNelly and the Washington and Old Dominion Division coordinated by Joe Glenn of the Atlantic Coast S Gaugers operated their large American Flyer based layouts. The Tidewater Division also featured their Thomas the Tank Engine Control Cab. An added feature brought by the Carolinas Division was their train races display. Extensive conversations were conducted with more than 40 attendees.

One week later the show was in Raleigh, North Carolina in the Raleigh Convention Center on January 17-18 and saw an attendance of 30,799. The NASG booth was staffed by Joe Glenn and Greg Klein and again displayed the 5 x 9 foot NASG layout. The Carolinas Division of the Atlantic Coast S Gaugers operated their large American Flyer based layout and featured their train races display. Coordinating the club activities was by Marvin Thiel. Extensive conversations were conducted with more than 50 attendees.

Moving into February the next venue was the Ohio Expo Center in Columbus, Ohio, February 7-8. The attendance for this show was just over 29,500. The NASG booth was staffed by Will Holt and part time by John Goins. The Central Ohio S Gaugers had their 17-foot by 28-foot, multi-level layout on display at the show and was coordinated by John Myers. See the picture below. Extensive conversations were conducted with more than 45 attendees.



The following weekend the Kentucky International Convention Center saw 17,802 visit the show on February 14-15. The NASG booth was again coordinated by Will Holt. Local NASG members Roy Deemer and Randall Griggs assisted. Local S gauger Bob Johnson presented his 4-foot by 16-foot classic American Flyer layout. Extensive conversations were held with some 78 attendees. Surprising to Roy and Randy was the fact that there were 26 other S model railroaders from the Louisville area that stopped by the booth. They will be talking to some of them to see about starting a local club in Louisville.

The final stop on the 2015 schedule was the New Jersey Convention and Exposition Center in Edison on March 28-29 where 27,801 attended the show. The South Jersey S Gaugers, led by Hank Worrell, had their hi-rail layout at the show and often had attendees 2-3 deep around the 16-foot by 30-foot, multi-level layout. Extensive conversations were held

*Continued on the next page*



# WORLD'S GREATEST HOBBY TOUR CONTINUED

with 49 individuals or groups of attendees. Coordinator Will Holt was assisted by Bob Greengrove, Bill Moitz and Robert Rutler, with almost half of their conversations being just about entering model railroading.



The greatest disappointment of the NASG's participation in these shows is the extremely poor support for the national show program from the local NASG membership. Of some 26 members not belonging to a club operating at the show contacted by e-mail to volunteer for staffing the NASG booth, only six responded positively. The more NASG members assisting with staffing the booth, the more effective the booth can be.

All in all, over the five shows of the 2015 schedule, beyond those with whom extensive conversations were held, each show saw 300 or more attendees pick up literature on S gauge model railroading. Both Lionel and MTH reported considerable interest in S. Dozens of individuals picked up membership applications and a few new members paid dues at the shows.



South Jersey S Gaugers layout on display at Edison, NJ

The 2016 show schedule will be announced soon. It is hoped that more NASG members will realize the value of promoting S gauge model railroading at the introductory level and step up during the 2016 season. The reality is that the more S gaugers there are, the more products will be available to us all. Remember, we are all potential recruiters and can help bring more individuals and families into S.

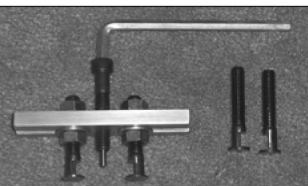
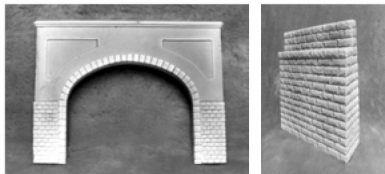
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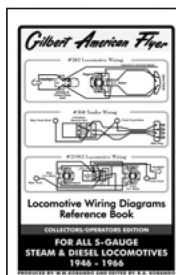
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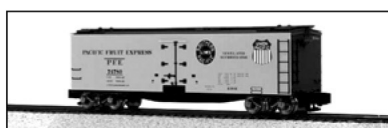
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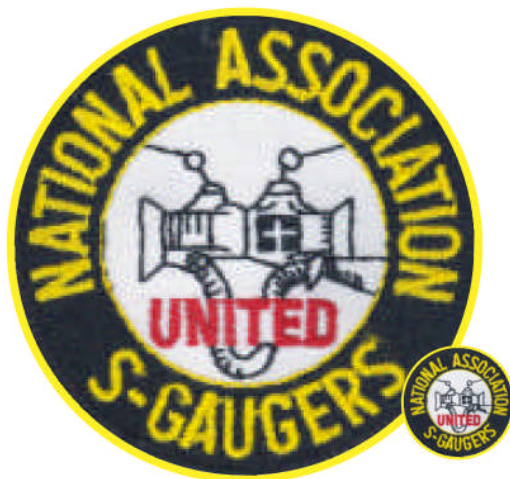
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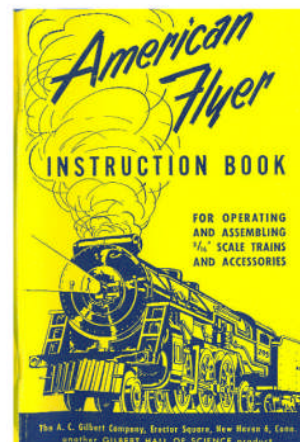
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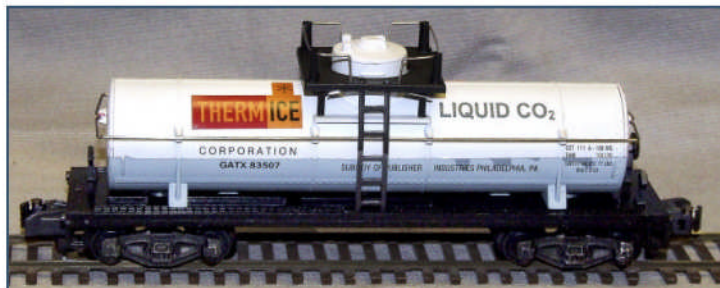
# NASG COMMEMORATIVE CARS

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



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# END OF THE LINE



Photo by Bill Winans, January 29, 2013

Lee Johnson was one of my best friends. We were both members of the Delaware Valley S Gaugers at different times. The first time we spent time together was when he and his wife Barbara and their two little girls stopped by to spend the night with us on their way from Vancouver, British Columbia back to their home in Walnut Creek, California around 1980. Since then we got to know each other a lot better, particularly at NASG national conventions. Over the last dozen years or so we've participated at S West (later O/S West) and Dunsmuir Railroad Days as well as at NASG nationals. Between these gigs we kept in touch via e-mails and the occasional old-fashioned telephone call.

Lee was a mechanical engineer with the locomotive division of General Electric. While with GE he was assigned to various locations, including Pittsburgh, Paoli, and Erie in Pennsylvania and San Francisco, California. One of the most interesting aspects of his position was assessing the performance of locomotives for which he was responsible. To do this, he actually rode in locomotive cabs on the main lines of the New York Central and Southern Pacific. Lee later moved over to work for the SP, his last primary customer when he was still at GE. He retired in 1998.

Lee was active in S scale pretty much forever. He was the chair of every S West convention. He was responsible for researching all of the model railroad periodicals for the NASG Perles Award candidates. He has been the NASG's Western Vice President and the NASG Convention Committee chair. Lee had a huge personal stash of kits and models from the 1950s to the present. He owned the old sectional model railroad that was originally built and operated by the Delaware Valley club, set up permanently in his Walnut Creek garage. He was custodian of the Bay Area S Scalpers (BASS) portable layout, which has appeared at various shows in California for the last 20 years or so.

Lee was a generous, modest, friendly man, always willing to help anyone with advice, suggestions, problem-solving, and even equipment. He was a good listener. In 1999 he lost his wife Barbara to complications of Parkinson's disease. It's ironic that Parkinson's contributed to his own death.

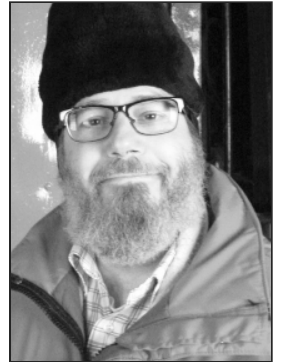
Lee was one day shy of his 77th birthday when he died. He leaves behind his daughters Kristin of Iowa City and Bethany of Los Angeles and their families, and his girlfriend Ariani of Walnut Creek.

Dick Karnes

It seemed that Lee Johnson had his hand in almost anything that the NASG did when I first joined about 1990, and that continued until about 2010 when he left the Convention Chair position. After that he was still a key player in the 2011 Convention and had several special run cars made for the OSW+S. He will be missed.

— Bill Winans.

**THORIN R. Z. MARTY,** a member of Badgerland S Gaugers passed away on April 19, 2015 in Wauwatosa, Wisconsin at the age of 55. He was known for building traction models, especially steeplecabs. Thorin is survived by his wife, Catherine Lageson, and his two daughters, Samantha and Jessica. He is further survived by his three sisters, Lucinda Marty of St. Cloud, MN, Karen Marty of Eagan, MN and Rebecca Marty of Bemidji, MN and their families. He was preceded in death by his parents, Rachel and Sophocles Marty. Memorials may be made to the National Brain Tumor Society or the Illinois Railroad Museum.



## Russell M. Mobley Memorial Library Magazine Resources

*3/16 "S"cale Railroading*

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

*Mainline Modeler 1980 - 1997*

*Model Railroader 1937 - 1961*

*NASG Dispatch • S Gauge Herald*

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## Renewing 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.

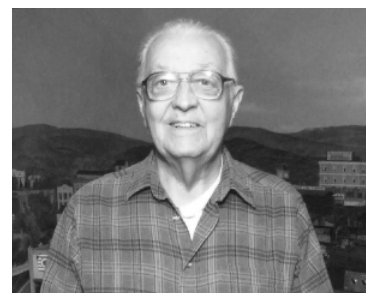
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You can still renew your membership by sending a check or money order made out to NASG, to Dick Kramer, Membership Secretary, PO Box 268, Middlebury, CT 06762-0268.

## NEW MEMBERS

From March 10, 2015 to May 4, 2015 the following people have joined the NASG.

Bob Baldwin . . . . . Bellevue, Nebraska  
Dan L. Boone . . . . . San Francisco, California  
Mike Braunstein . . . . . Mountain Brook, Alabama  
Donald Chatham . . . . . Fletcher, North Carolina  
Edward Claypoole . . . . . Stratford, New Jersey  
Ben Colley . . . . . Hallsville, Missouri  
James Colon . . . . . Sealy, Texas  
John Dalton . . . . . Fremont, California  
Philip DeNotto . . . . . Springfield, Illinois  
Edward Ford . . . . . Camp Hill, Pennsylvania  
Art Gelder . . . . . Columbia, Missouri  
Geoffrey M. Graeber . . . . . Westborough, Mass.  
Donald Keil . . . . . Grand Rapids, Michigan  
Jerry LaBrake . . . . . North Augusta, South Carolina  
Joseph Leach . . . . . Sarasota, Florida  
Charles Malinowski . . . . . Carmel, Indiana  
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Walter Schnee . . . . . Oakwood, Ohio  
David Scott . . . . . Weed, California  
Dennis Smeage . . . . . Sunriver, Oregon  
Gavin J. Sowry . . . . . Lower Hutt, New Zealand  
Robert E. Yablonski . . . . . Trabuco Canyon, Calif.



**THE NASG**  
gratefully acknowledges  
a monetary donation  
from the  
**Lehigh Valley**  
**S Gaugers**  
in memory of  
**FRANK TITMAN**

Frank was viewed as a mentor by all members of the LVSG. In fact, Frank was viewed as a mentor by many members of the S scale community.

Sincerely, David Heine  
NASG Eastern Vice President  
and member of the LVSG.

# Celebrating the Texas & Pacific Railroad



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).

Above: GP9 units 1132, 1133 as delivered. We commissioned a world class firm to superbly decorate these locomotives in the original delivered phase 2 paint schemes. (From EMD in 1957).



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