



THE NASG

DISPATCH

SEPTEMBER-OCTOBER 2015



**AT THE 2015 NASG CONVENTION
A VISIT TO FAST TRACKS
BUILD A FIRE HOSE HOUSE**

BILL'S BOILER WASH by Bill Winans

Hi all –

Because of the lead time for this message (due July 1st), I can't make any comments about the recent convention in Kansas City. I hope you all enjoyed it and that I got to meet a bunch of you.

I know there are all kinds of reasons for not attending a convention. I have been forced to miss several because of circumstances in my life.

However, if you are able to attend an NASG convention, but don't, you are missing one of the great advantages of being an NASG member. In general, S scale modelers are some of the greatest guys and gals you will ever meet. That we share a common interest is almost irrelevant. Most of them have talents and skills that go far beyond their interest in model trains. The next time an opportunity to attend comes around, take advantage of it!

Peter Vanvliet has been doing a marvelous job of maintaining and improving the NASG website. Recently, while going through the Gallery section I discovered what I thought might be an error. This is not surprising considering the number of entries, but it brought up a point that Peter has voiced to me. The Gallery is an historic reference, and like the Wiki, it needs to be checked for accuracy and correctness. Some of you are



past masters of all things S scale, and if you should spot something that seems a bit strange in the Gallery, do some research and provide Peter with the correct information, please.

One of the things that come with time in office is a more thorough understanding of the various documents that govern the NASG. Because of a simple question, a couple of us on the BOT spent way too much time discussing memberships and how they apply to various persons and groups. To be honest, I made a lucky decision and it fell right in line with our Constitution. Since this rarely comes up, I am letting you all know that clubs, publishers, manufacturers and other professional organizations may join the NASG only as Contributing Members, and should you be so lucky as to sign one of these entities up for the NASG, you need to collect the correct amount of dues for a Contributing Member. Our on-line application forms have already been corrected, and the print forms will be changed soon.

Lastly, I need to apologize for not giving the membership enough time to digest the new policy of not sending out pre-expiration dues reminders. I should have had the notice of this change announced several times before implementing it. The intent is still good however, as it will potentially save the NASG several hundred dollars per year, so look at the mailing label on your "Dispatch" envelope, note the expiration date of your membership, and please renew in a timely manner.

Have fun! — Bill Winans

FROM THE CONDUCTOR by Bill Pyper



Starting in February, 2016, in an effort to save money, the NASG will no longer mail out membership renewal notices. It will be your responsibility to check the mailing address on your Dispatch to see if you are due to renew. Your membership expiration date is printed right above your name. Take a look at the example below and familiarize yourself so that you don't let your membership lapse.

000011 * 000004 * ALL FOR ADC 970

03R0067W / 2/28/2016

WILLIAM PYPER

PO BOX 885

SALEM, OR 97308-0885



We decided not to do a "This is S" edition this year, so we didn't send out a flyer soliciting **Booster Ads**. That doesn't mean that we don't want to publish booster ads. If any club or organization wants to buy a booster ad, it can be placed in the next issue after it is received. The rates remain the same. Just submit them to dispatch@nasg.org

Back to the future. In coming editions of the Dispatch I hope to have articles covering on 3-D printing and converting S scale locomotives to battery power. If anybody has any thoughts on these subjects that they would like to contribute, just send them to dispatch@nasg.org

Too much of a good thing. There is a old saying about "you can't have too much of a good thing," or words to that effect. I can't disagree, but sometimes it can be trying. I received so many good pictures taken at the convention by Roy Inman, David Blair, Jeff Madden, Jay Mellon, Bill Winans and others that I had a really tough time deciding which ones to put in this issue of the Dispatch. Thanks guys for sending me a great bunch of photos. You may see some of them in future issues.

I visited the California State Railroad Museum, in June. For those who have never been there, it is located in Old Town Sacramento, not far from the state capitol. I was pleased to see that they have added an excellent array of examples of S gauge equipment. It is difficult to photograph because of the low light conditions and reflections from the cases. I took some pictures, and after I can massage them in PhotoShop I will show some here in the Dispatch.



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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
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ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

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Ed Kirstatter *Contributor*
Jim Martin. *Contributor*
Jay Mellon *Contributor*
James Whipple *Contributor*

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

The Dispatch

MANIFEST

Volume 39, Number 4, September-October 2015

COVER Lionel American Flyer Kansas City Southern SD-70ACe provided by Fred's Train Shop, Overland Park, Kansas. Photo was taken by Roy Inman at the Model Railroad Experience in Union Station, Kansas City, Missouri. More on page 8.

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NASG Web Site

<http://www.nasg.org>

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

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S PRODUCTS



MLW Services S Scale CNR Steel 8-Hatch Express Refrigerator Car Series 2E

This kit represents the Series 2E Canadian National Railroad steel 8-hatch reefer which was built in 1948 and used the numbers 10500 to 10549. Like the freight reefers, these travelled in Canada and in various locations across the US. This series is the very close to the Series 6 freight reefer which we released earlier so it was chosen for this reason. The kit includes the following: resin castings, BTS brass castings, MLW brass castings, brass turnings, pewter castings, express reefer trucks, NWSL wheelsets, brass etchings, various sizes of brass rod, custom decals and thorough instructions on a CD. Separate painting instructions are also included. The price is \$140. Contact MLW Services via their email andym@mlwservices.ca or telephone 416-626-8395.



SOO Line Wood Sided Reefer

2014 NASG Convention Car excess inventory

These cars are available in a choice of two different numbers, 2014 or 50027. They were manufactured for NASG by **MTH**. These cars can be purchased with Hi-Rail wheels and couplers or with scale wheels and couplers. They are priced at \$65 per car for the Hi-Rail version and the Scale version sells for \$71 each. Shipping costs \$10 for the first car and \$4 for each additional car.

TO BUY these cars, make check payable to **NASG 2014 Convention** and mail to Roy J. Meissner, PO Box 1, Merton, WI 53056-0001. Wisconsin residents add sales tax. Be sure to state which style or car you want and road number. **OR** you can go online to <http://www.nasg.org/Store/index.php> and click on **2014 NASG Convention Car** and follow the instructions. Have your credit card ready.



S PRODUCTS



CB&Q 53'6" FLAT CAR 89445 The kit represents class FM14 and FM14A flat cars built in the Burlington's Galesburg and Havelock shops between 1940 and 1957. Some of these cars ran well into the 1970s, others were converted to bulkhead flats that operated in revenue service into the late 1980s. This kit includes a one-piece urethane frame with separate urethane riveted cover plate, steel bar weight, Grandt Line details, Tichy wire, K&S brass strip, Kadee 802 couplers and decals created from new artwork from the CB&Q stenciling diagram. *Trucks, air hoses and ACI labels are not included.* If you wish to order, now is the time to do so. Due to the high cost of maintaining inventory of the laser cut deck, kits are produced in batches. Price is \$65 plus shipping. **TO ORDER** contact **SMOKY MOUNTAIN MODEL WORKS** at www.smokymountainmodelworks.com

MONSANTO CHEMICAL TANK CAR



This 1950s era S Scale car is the "other Monsanto Tank Car" that A.C. Gilbert might have produced. This hi-rail car was manufactured by **Lionel LLC** as **American Flyer** Number 6-41025. It is being offered to attendees of the **40th Annual Fall S Fest**. This event will be held at the Doubletree Westport Hotel in St. Louis, Missouri on **Friday, October 30 through Sunday, November 1, 2015** and is one of the nation's largest gatherings of S Gauge (or S Scale) enthusiasts. The car costs \$65 and a \$20 FSF registration fee is required. The club is offering a second S Scale car, a **Wabash TOFC** with a **U.S. Mail van**. It was manufactured by **American Models** in hi-rail.

Additional details are available at afsgsla@sbcglobal.net or the web site www.trainweb.org/afsgsla.

MTH ANNOUNCES Ps-2 HOPPER CARS in all-new road names now shipping

August 5, 2015 — MTH Electric Trains has begun shipping the first of new, previously unannounced 2015 S Gauge Ps-2 Hopper Cars in eight new roadnames. As with previous MTH S gauge rolling stock, each roadname is offered in two different car numbers. The roadnames are: Union Pacific, New York, New Haven & Hartford, Boston & Maine, B&O, Duluth, Missabe & Iron Range, Pennsylvania, Western Maryland and Norfolk & Western. The cars feature an intricately detailed durable ABS body, metal wheels and axels, decorative brake wheels, separate metal hand-rails, die-cast 4-wheel trucks, fast angle wheel sets, needle point axels, American Flyer compatible couplers, S scale Kadee compatible coupler mounting pads.

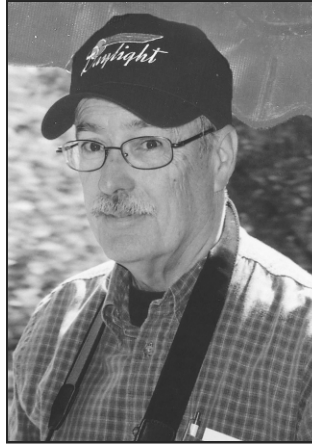


Go to: [www:mthtrains.com](http://www.mthtrains.com) for more information

ALL ABOUT CLUBS

By Jeff Madden
Editor Emeritus

In the June 2015 issue of the reincarnated **Railroad Model Craftsman** I read an interesting pro-con column dually authored by **Mike Schafer** and **Bill Navigato**. Both opinions were about how traditional model railroad clubs influenced them in their formative modeling years, and how such clubs have evolved over the years. That column inspired me to do a similar column for the Dispatch.

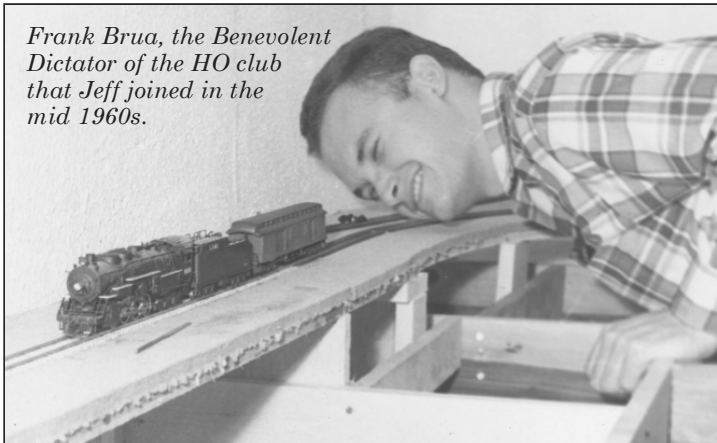


Like them, my own model career was also influenced by clubs, but unlike their early experiences being in a model railroad club for me this didn't happen until after I left college and did a stint in the service at Fort Knox. As a teenager I was basically a loner building a small HO layout in my parents' basement in Michigan. I did visit the Detroit O scale club a couple of times in two different locations, and I was always impressed. But as a typical car-less teenager, joining was out of the question, and I was modeling HO anyway.

However, in my mid-twenties back in Michigan I spotted an ad taped to the cash register at Star Hobbies in Dearborn where I lived. The ad was asking for members to join an HO home-based club in nearby Allen Park. This was convenient, so I visited and joined, and it was even more convenient when I started dating my now wife, Janet, as she lived only blocks away from the club.

This informal home-layout club was a key influence in my hobby life as it got me socially involved, and I was able to learn new skills from the experiences of the other members. In their column Mike and Bill called this type of club a "benevolent dictator" type where the home-owner calls the shots, and the members contribute skills, labor and rolling stock but benefit by being able to operate on a larger layout than their own home layouts — if they had any. Here for 4 or 5 years I honed my skills by building bridges and structures as well as learning to hand-lay track. With the owner influencing the style and years modeled, we all pretty much followed the leader and operated mostly transition era equipment giving the layout a cohesive look, often absent in stand-alone club layouts.

Frank Brua, the Benevolent Dictator of the HO club that Jeff joined in the mid 1960s.



With a marriage in 1970 and a move to West Virginia in 1971 I became clubless and had to live temporarily in an apartment. Almost immediately I sought out model railroad clubs in the area to continue being active in the hobby. Soon I discovered the **Hagerstown Model Railroad Club** in that nearby town — about 20 minutes north on I-81 in Maryland. I visited their large quarters located on the second floor of an old horse stable building at a fairgrounds.

I quickly joined and worked and operated on both O and HO layouts that were fairly complete in a 36 x 75 foot space. The outside 3rd rail O layout, was the largest layout, shaped in a large horseshoe. The HO layout was a long and narrow dog-bone that fit into the center of the horseshoe. Both were given freelance names, but Western Maryland and B&O prototypes dominated. I remember the fun I had running trains during the annual fairs and during the holiday seasons where we charged a nominal admission to visitors. I also remember the weekly meetings that were held in a small annex room where animated discussions thrived amid cigar smoke haze.

A claim to fame for the Hagerstown Model Railroad Club is this live steam (dry ice) locomotive built by Bob Ryder. (below)



A scene on the Potomac Valley O scale portion of the model railroad club in Hagerstown, Maryland. The club also had an HO layout.

Ironically, three members of the Hagerstown club were also starting up a small club in Martinsburg where I lived — so, of course, I joined that club too. We only had about six or seven members to start with. We met in a two-car garage in the back of one member's parents' home. It was about 20 feet square and was filled with a Lionel tinplate layout on one side and an HO layout on the other. Both were well scenicked.

Without a home layout while apartment dwelling for a while, and being the new guy in town, I quickly cemented many model railroad friends and honed my skills even more. Eventually, the Martinsburg Lionel layout was converted to 2-rail O scale around the walls of the garage with one side underneath the HO layout to accommodate the larger curves needed. The HO layout was also rebuilt while I was there.



The humble abode of the Martinsburg Model Railroad Club. It's a 20' x 20' 2-car garage housing two layouts, an HO and an O. Jeff was a member from 1971 to 1988.

Eventually I became a home owner and my own HO empire was started. I belonged to both clubs until moving to Wisconsin in 1988. Both are gone now — the old wooden fair building in Hagerstown was condemned and the layouts dismantled. The club sort of survived as members moved over to a building in the old Western Maryland yard and operated as a historical society slash model club. Notable members of that club (both deceased) were Bob Ryder and Bill Robbins, both O scalers. Bob, a club founder, had his moment of fame in a 1940s MR issue where he described his O scale dry-ice live steamer. Bill was noted for his scratchbuilt traction equipment and his hopper cars made out of oil cans — I even have one lettered for Nevada Short Lines. The Martinsburg club sort of faded out as members drifted away and joined newer clubs. Those layouts were dismantled as well.

As the RMC column stated — traditional clubs allow shared space, camaraderie, and a place to show off the hobby to the public during open houses. So it seems that traditional clubs were a starting place for many of us in the hobby. They were proving grounds for our model railroading beyond the loner life and armchair modeling.

Today though, the stand-alone club is fading due to several factors: space is harder to come by and larger home layouts were built drawing club members who didn't have to worry about dues and politics and who wanted a more cohesive type of layout and realistic operation. Informal Round-Robin home layout groups are a spin-off of an individual home layout group like the one I joined in Michigan. Here membership can be limited to like-minded folks. The growth of modular layouts also limited the need for modelers to have to join a stand-alone club. In a modular group (or club) a modeler with limited space need only build a narrow module or two and join with others to form a large layout that can be shown at train shows.

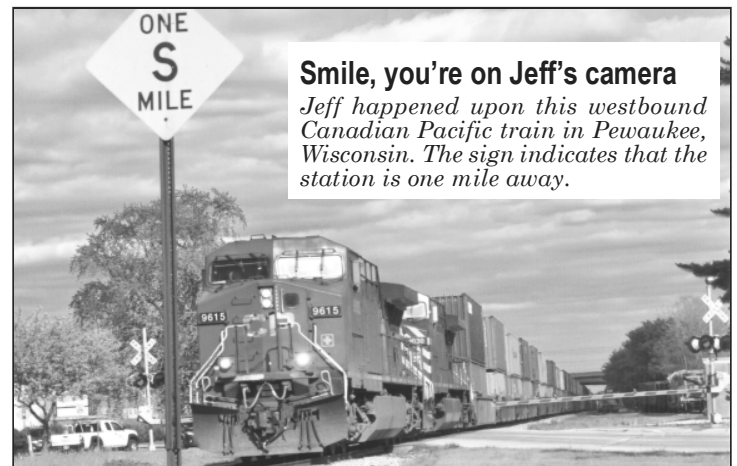
Stand-alone clubs still exist and serve the same needs of modelers seeking to learn the ropes or those that just like a familiar place to build and run trains. But it's like everything today — more diversification leads to a greater variety of modeling groups.

This brings me to S clubs. As I have said before, there are very few stand-alone S clubs due to demographics and the later growth of S compared to the longevity of the more popular scales: O, HO and N. Many clubs such as the Hagerstown one I mentioned before started in the 1930s when O was king and very few had space for home layouts.

When S became more mainstream starting in the 1970s, modular layouts seemed to be the way to go. There wasn't a need for a rented location, members could build small sections and S (the perfect size) could be shown to the public at shows. The NASG and the S-Mod program can be thanked for this trend as well. Round Robin home club layouts are probably the next growth area for S, especially for those who desire a more uniform appearance and want realistic operation.

There's nothing wrong with S modelers joining active other scale clubs — promote S through the back door!

Side Note: RMC columnist Mike Schafer is a friend — I helped build and operated on his first home layout when he lived nearby in Waukesha, Wisconsin. I have operated on his newer, larger, HO layout in Illinois. I also know several of the modelers mentioned. Remember too, that Mike was an instigator of the floor-level American Flyer layouts, dubbed **Flyer Fest**, which I wrote about in mid-nineties Dispatches.



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MODEL RAILROAD EXPERIENCE

The **Model Railroad Experience** is 8,000 square feet of toy trains in Kansas City's historic Union Station. Exhibited are layouts ranging in size from tiny N scale to large G gauge. There is an S scale layout in the mix. This has become one of the favorite places to stop when exploring downtown Kansas City. It is mesmerizing to watch all the trains travel along the tracks, through the tunnels and rolling past scale-model cities. The exhibit is set up to be family-friendly and is enjoyable for everyone. **Roy Inman took these pictures for the Dispatch.** Roy also gave a guided tour of Union Station.



Above: Lionel American Flyer Kansas City Southern SD-70ACE provided by Fred's Train Shop pulls MTH Ps-2 hopper Convention Car past Union Station on the Model Railroad Experience S scale layout.



Left: An overview of the Model Railroad Experience.

Below left: One end of the S scale layout.

Below right: S scale Alco PA speeds past water tower.

Circle: EMD F model on the S scale layout.



Below: Jeff Madden shot this view of a model of Union Station on the 3-rail O gauge portion of the Model Railroad Experience.



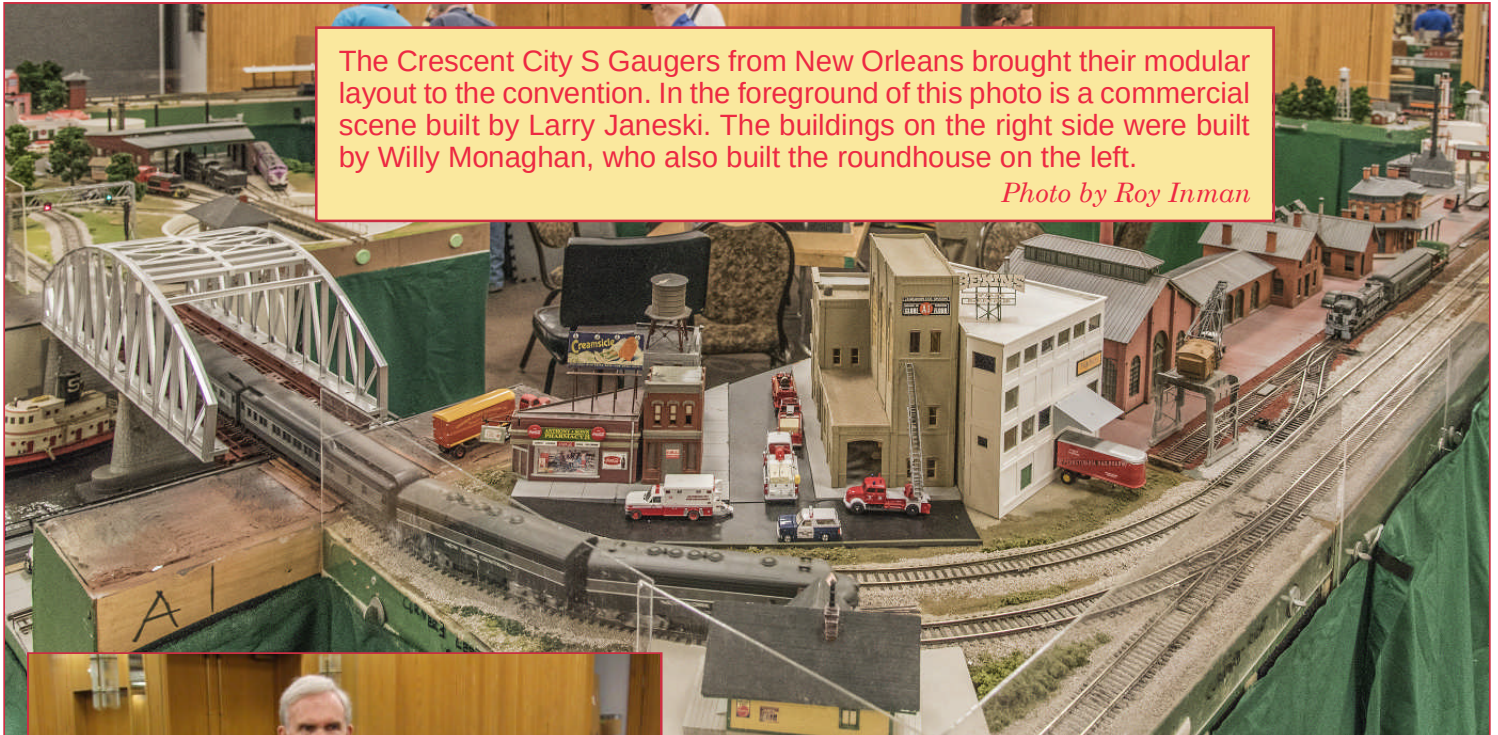
Below: Conventioneers visit the Union Station hydraulic pump room, built in 1914 and is still intact.



CRESCENT CITY S GAUGERS

The Crescent City S Gaugers from New Orleans brought their modular layout to the convention. In the foreground of this photo is a commercial scene built by Larry Janeski. The buildings on the right side were built by Willy Monaghan, who also built the roundhouse on the left.

Photo by Roy Inman



*Norman Maunz
scratch built
the turntable*



Refinery module built by Jay Mellon.



*Larry Janeski bought the cabooses above on eBay.
Photo by Roy Inman*

Right: The ship Camellia was purchased on eBay by Willy Monaghan and rebuilt to S scale specifications.

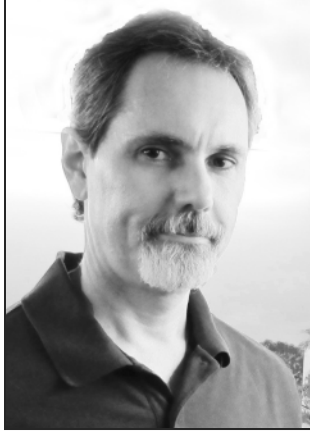
This layout was brought all the way from New Orleans to Kansas City by Larry Janeski, Willy Monaghan, Norman Maunz, Jay Mellon, Perry Torrigano and Art Weller.

All photos by Jay Mellon except as indicated.



THE EXPANDING NASG WEB SITE

By Peter Vanvliet
NASG Webmaster



This is my tenth column in the Dispatch about the NASG web site. When I first started this I was hoping to have enough to write about to fill one year's 6 issues! My hope is that you are enjoying these rather text-heavy columns. For my personal web site (<http://pmrr.org/>) I tend to document a lot of the modeling work I do for the various projects; it just seems to flow naturally. There I try to communicate what it was that I did to get from point A to point B in the project and supplement that with photos. Unfortunately, there aren't very many photos to include with an article about the NASG web site.

Online Shopping Update

I am happy to report that all of the online shopping features that were intended to be included, and a few that originally weren't, are now complete. With almost 150 people, at the time of this writing, having bought something via the online shopping system, it is fair to say that it has been a worthwhile effort.

As I wrote in the May-June issue of the Dispatch, the online shopping cart is using my company's **PayPal** business account. I was very concerned about the confusion that this may cause, but so far there have only been two such cases, both quickly cleared-up. At the end of the shopping experience, PayPal, unfortunately, takes you to my company's web site, even though I have it coded to go back to the NASG web site. Once I discovered that, I modified my company's after-the-purchase page to reflect that that page is reached by both Fourth Ray Software and NASG customers. I also want it to be clear that your bank/credit/debit card statement will show **Fourth Ray Software** or something to that effect for the transaction. Because my PayPal business account is associated with my company, which is based in Texas, PayPal automatically charges the 8.25% Texas sales tax. Rest assured that as soon as possible, I refund the tax to you. Other than these minor issues, everything has been going smoothly, and the funds are transferred to NASG Treasurer, Jim Kindraka.

The shopping cart system and the upgraded online membership application and renewal has enabled Membership Secretary, Dick Kramer, to simplify his processes a bit.

History of S and the NASG

As I have mentioned before, compared to most of you, I am relatively new to S. I didn't grow up with American Flyer. As a matter of fact, I didn't even see any American Flyer item in person until the first local train show I went to after I started looking into switching from N- to S-scale. So, my perspective is a bit different. With that in mind, I really wanted to capture a lot of information about our scale on the NASG web site. What may be common knowledge to you wasn't for me. And, as we move forward, there will be more people getting involved in S that didn't grow up with American Flyer. All of this seems even more important to me in light of a number of well-known S-scale modelers moving on, such as the recent passings of Lee Johnson and Frank Titman.

On the **About** page of the NASG web site, you will find a section titled **S-scale & NASG History** in which I have tried to build a time-line of significant events that delineate the history of our scale as well as this organization. Each time some new factual data comes to my attention, I update that list. If you are new to S, or just enjoy seeing how it evolved, I invite you to read that section. Additions are welcome.

Similarly, I continue to update the **FAQ** section of the web site. I review it from time to time to make sure that all the topics and links in it are still factual and current. Occasionally, I also add a new question to the listing. These are great for when you are interacting with the general audience at a local train show and they ask you about S. My target audience for the way the page is phrased is the non-S modeler who might be curious about our scale. If you find that you are asked a common question at train shows and you do not see that question on the **FAQ** page, let me know so that I can add it.

Continuing on the topic of historical information related to S, the listing of magazine articles about S-scale or involving S-scale models published in non-S magazines (e.g. Model Railroader and Railroad Model Craftsman) is growing too. As a matter of fact, it has gotten so large that I've decided to split it up into easier to search reports. I have also moved the listing to the main **S Resources** page, since it is really a resource for learning more about S-scale modeling. On that main page, you will find the link at the very bottom of the list on the left side of the page, titled **List of S-scale articles in non-S magazines**. Each of the well over 150 articles are listed sorted by author, by category, by magazine issue, or by title. Select the one that is best going to help you get to the answer which you are looking for. Note that the articles are just ones I have come across from my own collection of magazines or ones that are mentioned in the general discussions in the various Yahoo! groups (for those to which I do not subscribe). If there are articles missing, feel free to send me an e-mail and I'll be glad to add them to the list.

The final bit of history that is covered on the NASG web site is the **Manufacturers' History** page, which can be found via a link on the main **Product Gallery** page. The manufacturers listing is getting bigger. Fellow S modelers have been sending me updates for that page, and I've gleaned some more info from product announcements in older MR and RMC issues that I've been reading. It is interesting to see how some individuals started a company, closed it, and then started another company. Being self-employed, small businesses and their inner workings have always been of interest to me.

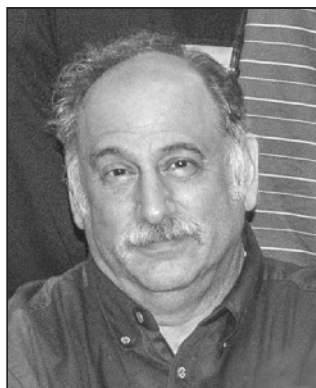
Product Gallery Continues to Grow

Speaking of the **Product Gallery** section of the web site, it continues to get bigger as well. In June I changed the look of its main page to make it visually smaller, with the goal of making it easier for you to find the report which you are looking for.

There are a couple of reports that are available as downloadable files, which I had previously made available as plain text files (.txt file extension). However, I have gotten a few requests to make those truly comma-separated text files, which I did in late June. They are now properly-formatted .csv files so that spreadsheet applications (e.g. Microsoft Excel) can easily open them and show the content in their tabular format.

Continued on the next Page

From the Palatial Offices of the Executive VP



By Dave Blum
Ex NASG Executive Vice President

This is my last memo from these palatial offices. My 8 year tenure as Executive VP is almost over (and will be by this publication). The bank representatives are outside to repossess my 14 foot mahogany desk and my chair made from the finest Corinthian leather (and those Corinthians were angry too). And my cats are already pushing their litter box into the room.

I was asked why I wouldn't run for a third term, and I answered, "enough is enough." The truth is, this volunteer position is time consuming and tiring. Eight years is plenty. I was glad to serve this organization, and feel a lot was accomplished in the last eight years, both by me and by the various board members.

In addition to altering and updating our bylaws, I single handedly (with a lot of help from the crews in Tennessee and KC region), ran NASG conventions in Chattanooga and Kansas City. The Chattanooga convention was a huge success, socially and financially. I am writing this prior to the KC convention, but I hope the same will be true.

The NASG financial situation is better now than when I took office, in part because of changes to how we budget, the Chattanooga convention, and because Jim refused to pay for my executive office furniture. (The pool is built in, it stays). My biggest (NASG) accomplishment over the last 8 years is that I got to know more of you guys and gals, and those I knew, I now know better.

All in all, I believe running for the office was the proper choice, and serving the membership for the last 8 years was fantastic (for me and hopefully you too). But 2 terms is my limit.

Monte has won my Executive VP position in this year's election and has requested my palatial office. I agreed to ship it to him in Calabash, but informed him the desk and chair were repossessed (possibly possessed the full 8 years), and the room comes with the litter box. Monte said that just stinks and hung up the phone.

The make-up of NASG is primarily high-railers (mostly American Flyer lovers) and scale modelers. The significant

majority of members are high-railers, a large portion of income comes from the them, but most of the board members (BOT), magazine article contributions and convention seminars are the results of the scalers. The board has the task (among others) of serving all of the constituent members, and sometimes this becomes difficult. Please be patient with them. The BOT are all volunteers.

Because I am a glutton for punishment, I will be taking over as the convention chair. I am already working toward 2019, as 2016-2018 appear set. (Thank you Walt).

I am also handling the commemorative cars. 2013 and 2014 were sold out. 2015 is not yet sold out and we have some from years past. You can see pictures of these cars on page 29 of this Dispatch. Please help the organization (and my storage facility) by buying new and old commemorative cars.

I wish the new board success. And to the members, remember, these are all voluntary positions. Have mercy on them (or run for office in the next election).

Dave Blum
NASG citizen at large

Expanding Web Site *Continued*

I have received a large number of photographs of narrow-gauge items, so that single-page report was getting way too big. I have split that up into different reports to make the content easier to digest.

With the S-scale engines and cars entries moving along nicely, I decided it was time to start adding S-scale structure kits to the listing too. Early on, when I took over the web site and started building this section of the site, I got several e-mails from people wanting to see a listing of those. Similar to the engines and cars, there are new kits coming out as well as those that were produced in the past and not available anymore. And, much like cars and engines, a lot of those may still reside in people's closets or under benchwork in their original unbuilt state. Knowing which kits have been produced in the past may be half the battle to finding that kit (via eBay or one of the discussion lists). I have only just started the list of structures, so there may not be much there yet. Like the cars and engines listings, I'd like to show photos of the kits in their built state as opposed to parts-in-the-box photos. If you have any digital photos of one or more kits that you've built, I'd be glad to post them with proper credit. Things such as manufacturer, manufacturer's kit ID, kit name, etc. would be great as well. Assume that I know nothing about the kit! I have also gotten requests for building a listing of S-scale vehicles. I would like to do that as well, but that will be down the road (there are still only just 24 hours in a day). In the meantime, Ted Larson has a large listing on his web site (see the link at the bottom of the Product Gallery page). Ted has given me permission to copy his data to the NASG web site as a starter for the project, and I really appreciate that.

That is it for the updates for this issue. I am glad that you all are enjoying the web site, and I really do appreciate the feedback and many photos I receive. Web site tidbit: there were 2,843 entries in the Product Gallery section of the web site at the end of June 2015.



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WE VISITED SOME LAYOUTS



Right: Jim Malone a Pines & Prairies member from Minnesota talks with Jim EuDaly at his O scale layout.



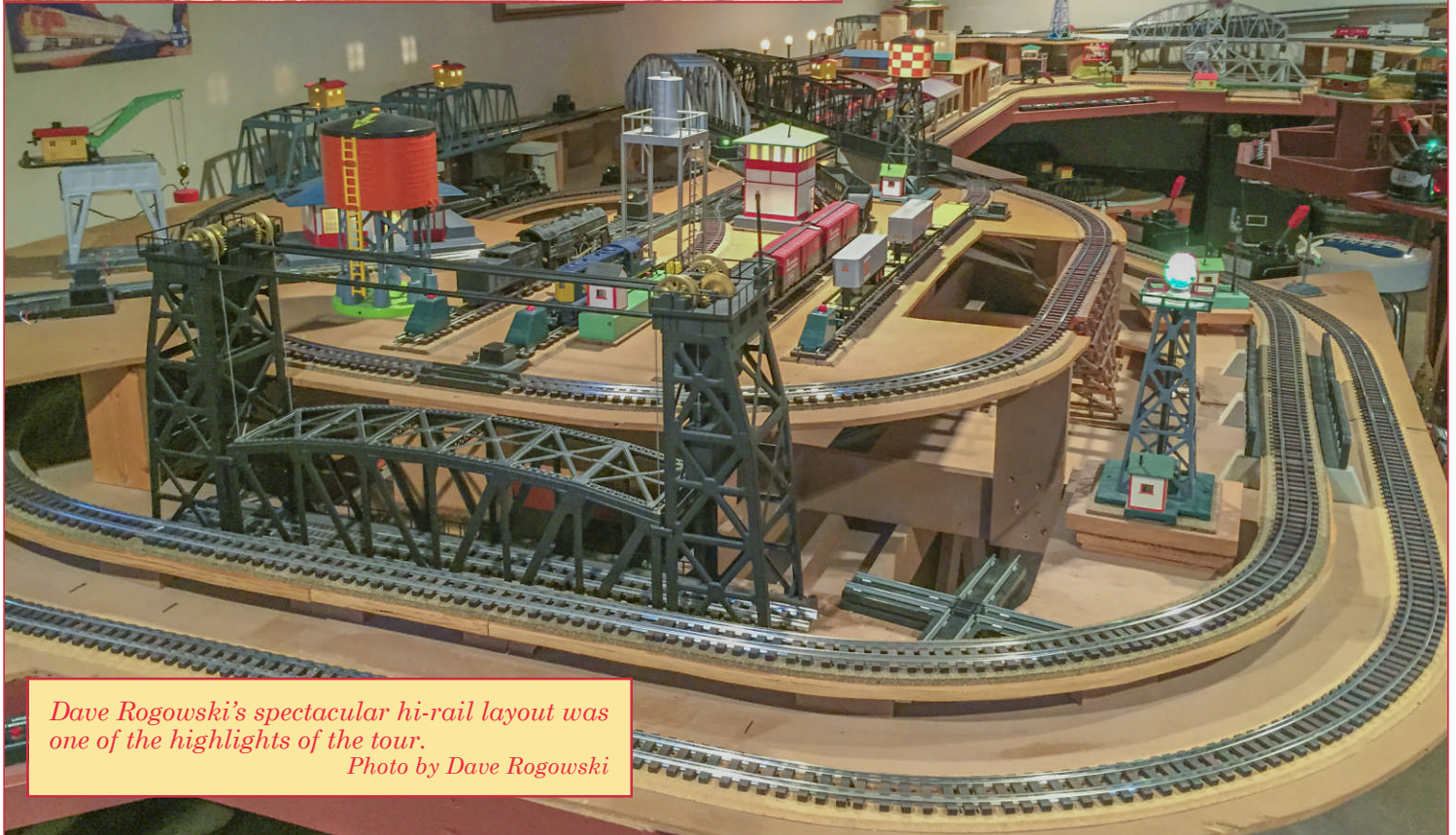
Below: A River Raisin 0-6-0 crosses a trestle before entering the town of Bonner Springs on Mike Fyten's S scale Kaw Valley Railroad. Mike's layout was in the March-April 2015 Dispatch.

Photos by Jeff Madden



Left: Allegheny type steam locomotive passes by a typical transition era C&O towered depot on Jim EuDaly's O scale layout.

Photo by Jeff Madden



Dave Rogowski's spectacular hi-rail layout was one of the highlights of the tour.

Photo by Dave Rogowski

GREELEY'S PLACE CONTEST



Left: Jamie Bothwell presents Dick Karnes the First Place Award for his conversion of an American Flyer Caboose into a "Not a Caboose" diesel boxcab. Photos by David Blair.



Above: John Fucile's Best "Hi-Rail Caboose" winner.

Photos by David Blair

Right: Bill Oertly won "Scale Caboose" with his Norfolk and Western crummy. This entry also won Second Place in the Craftsman Class Kit and Converted Freight and MW.



EDITOR'S PICKS: I don't know what category these two fell into, I wasn't given that information, but I like them. They look like something that I would build. The restaurant on the right was built by Monte Heppe.

Photos by David Blair



Left: Canadian Andy Malette converted his caboose into a snow plow (naturally).

Right: Entry from Dave Heine.

There were many more entries but no more space.

Photos by David Blair.



WE WENT TO KANSAS CITY

2015 Annual Convention in Kansas City Reported by Jeff Madden, Editor Emeritus

You've probably heard the song: "I'm goin' to Kansas City, Kansas City here I come . . . I might take a plane, I might take a train, but if I have to walk, I'm goin' just the same." Instead, I went by SUV and found model trains, real trains and BBQ while attending the 2015 NASG Annual Convention. I think around 150 plus other actual registrants also made it, plus family members. Dave Blum, assisted by local S gaugers and the Kansas City S Gaugers, provided the manpower and coordination. Thanks to Dave, Bill Hutton, Roy Inman, Paul Stevens, Mike Korando, Dave Rogowski, Mike Fyten, Jim Bresnahan and some others for their efforts at tour organization, handouts, registration table and general help.

The NASG website was again a key promotion tool. Thanks Peter. Note that the Mark family traveled from afar to help with the Company Store and other things — Harriet, Billy and Irena.

The earlybird tour to the St. Joseph Stockyards and the Kansas City Union Station was well attended by about 25 to 30 members. Reports on the stockyard portion were that it was interesting, and folks didn't step in too many cowpies, and I don't think anybody actually bought a cow in the auction. The second half of that tour involved stopping at the KC Union Station complex with Roy Inman acting as guide. The recently rejuvenated station hosts six daily Amtrak trains, but most of the station is devoted to shops, restaurants, planetarium, science museum, model train exhibit and other community oriented areas. The "free" model railroad displays included operating layouts in S, G, O (3-rail), HO and N gauges.

My wife, Janet, and I skipped the stockyard part to be in the vendor hall for a while and did our own tour of the station in the afternoon. Janet had to drag me off the open bridge as I viewed and photographed many freight trains including those of BNSF, UP, CN and even an NS Roadrailer. After a nice BBQ lunch at Jack's Stack BBQ in the old freight station, we toured the Union Station and wandered over to the nearby Hallmark Visitors Center.

Later Wednesday evening a half dozen or so attended the newcomers hour just before the Icebreaker Party.

Icebreaker Party: All attendees who showed up were treated to a nice chicken BBQ dinner where all enjoyed some fellowship. Good thing, as the hotel offered no evening meals.

Vendor Hall: For details see Jay Mellon's report. Overall the hall was spacious and well lit with plenty of room for vendors, the Crescent City hi-rail layout and the contest tables. The contest models were displayed continuously in the vendor hall for all to see. There were plenty of highly detailed models to view as well as 10 or so **Greely's Place** American Flyer caboose conversions promoted by **Jamie Bothwell**. **Roy Meissner** manned the **NASG Company Store** and **Will Holt** coordinated the **NASG Promotions** booth. The consensus among attendees seemed to be that there was a nice variety of scale, hi-rail and American Flyer items for sale.

Clinics: All clinics received favorable comments, but scheduling was a little confusing. The Thursday evening clinics had to be rescheduled due to the late return of the busload that went to the Midland Railway trip. The bus didn't arrive back until 6:30 p.m., and then there was supper to get.



Ken Zieska, of the Pines and Prairies S Scale Workshop, left, helps Art Weller build one of their Scalehouse kits during their workshop-clinic.
Photo by Roy Inman

Contests: There were plenty of detailed models in all categories, mostly locos and rolling stock. **Best of Show** went to **Willy Monaghan** for his Ulster & Delaware milk car. Other highlights: In the **Amateur Class**, **Jay Mellon** won first prize for his fuel storage tank, and in the **AF Imagineering** category, **Mike Korando** took first place for his Gilbert Postal Cars. In the **Craftsman Class** first place structures went to **Rob Berridge** for his 2-story house. **Bill Oertly** took a first for his fruit express car, and **Gawaine Dvorak** took first for his hi-rail UP 4-12-2. In the **Master Craftsman** category a first MOW went to **Bob Hogan** for a Pacific Lumber caboose. First in passenger car was also a **Bob Hogan** entry. A freight car first was tie for two of **Willy Monaghan's** entries. First in diesel-electric went to **Bob Hogan** and first in steam went to **Dick Karnes**. Thanks to **Monte Heppe**, **Jim Whipple** and the judges for their time. See the pictures on the following pages.



Jamie Bothwell presents the Greeley's Place Best Hi-Rail Caboose Award to John Fucile.
Photo by David Blair

Awards in the **Greeley's Place** contest were presented to: First in scale: **Bill Oertly** for his scale N&W caboose. Best Hi-Rail Caboose was presented to **John Fucile** and First in non-caboose, went to **Dick Karnes** for his boxcab diesel creation.

AND A GOOD TIME WAS HAD BY ALL

Thursday Tours: The principal bus tour took up most of Thursday. The morning part was a substitute due to the cancellation (insurance issues) of the Midwest Loco Services shops. Instead, thanks to **Paul Stevens**, the bus headed for the **Kansas City Northern club layouts** which included a 16" gauge outside zoo-type layout to ride on (below) and a large detailed HO layout inside a building. Even those not taking the afternoon real railroad ride were invited along. The consensus seemed to be that the substitute was a better choice.



Photo by Jay Mellon

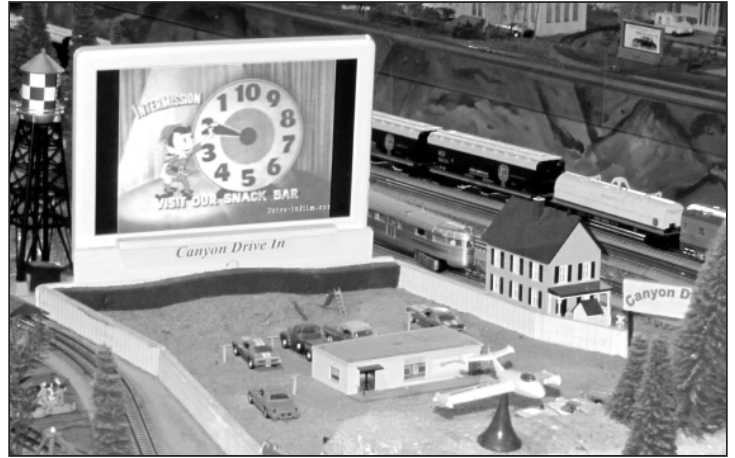
The afternoon fan trip on the **Midland Railway** tourist line over in Kansas was enjoyed by a full busload. The 11-mile trip (one way) was behind an ex-Katy rebuilt Alco RS-3. Actually an RS-3 with an Alco cab and EMD rear end and engine. Most rode in the open goon car, but there was also a choice of an ex-Rock Island coach or an ATSF caboose. After the 11 miles out via NOWHERE, Kansas, and ending up at Ottawa, we were treated to a burger-dog luncheon (good) and were able to view passing BNSF freights on the mainline.



A unique Alco RS-3 loco, rebuilt with an EMD prime mover, hauled our train across the Kansas prairie. Roy Inman photo

We arrived back at the hotel two hours later than scheduled due to long lines before and after the trip at the one-man rest room in the Baldwin depot. A few of us found a secluded bush at Ottawa so we didn't have to wait the second time. The late return kind of put a kink in supper and clinic plans for the evening, but the trip was great nonetheless.

Layout Tours: Friday was an all-day (until 6:30 p.m.) vendor day interrupted by those driving to up to five home layouts. It wasn't too bad for vendors though as most layout tourists only visited about two layouts and ate lunch along the way. The hotel offered the vendors lunch from the bar kitchen.



This 3-rail O gauge portion of the Model Railroad Experience layout in the Kansas City Union Station features a working drive-in movie screen.
Photo by Jeff Madden

In my Explorer were my wife and I, Roy Meissner and Bob Ristow. We chose to visit two layouts that appeared to be the most complete — Mike Fyten's fine S scale Kaw Valley and Jim EuDaly's spectacular 2-rail O scale C&O. The latter was housed in a separate 35' x 50' building and was multi-level. Jim even had a corner of the building designed so it replicated a tower complete with a full-size CTC panel that operated the signal system. He graciously let anybody run a DCC operated train as well. I couldn't take enough pix of either layout. Hopefully, the other three layouts also received visitors. One was hi-rail, one HO and one All-Aboard Panels. My Explorer didn't find its way back to the hotel until about 4:30 p.m. (we left at noon) for just the two layouts.

Since the vendor hall closed at 6:30 p.m., I again had an Explorer full of hungry folks heading for an official KC BBQ place. Janet and I, and John and Penny Royal headed for Joe's in Kansas City, Kansas for din din. Good overall, but long wait in a line. Again though, clinics kind of got the short end waiting for folks to return from dinner. I sat in on **Jim Whipple's Module Models** clinic on creating sturdy equipment to haul to shows, and following I enjoyed **Bill Oertly's** clinic on the uses and contents of various tank cars. Bill did admit that S tank car availability was a bit limited. **Ken Zieska** did a unique clinic on buildings in an on-going manner at his tables in the vendor hall, so he wasn't affected by the late night situations.

General Meeting was convened at 3 p.m. on Saturday, after the vendor area pack up. You can read the detailed minutes of this meeting and the Board of Trustees meeting online. Here are the highlights: The newly elected officers are: Bill Roberts, Western Vice President (actually appointed); Will Holt, Central Vice President; Dave Heine, Eastern Vice President; Tom Oglesby, Secretary; Monte Heppe, Executive Vice President. Dave Blum is now Convention Chair. Treasurer Jim Kindraka and President Bill Winans continue in their offices.

More on page 18

2015 KANSAS CITY CONVENTION

MASTER CRAFTSMAN CLASS STEAM LOCOMOTIVES

Photos by David Blair

FIRST PLACE

DICK KARNES

PITTSBURG & LAKE ERIE 2-8-4

FIRST PLACE

DIESEL LOCOMOTIVES

BOB HOGAN



2ND
PLACE

BOB HOGAN

PACIFIC LUMBER CO.
2-8-2 TANK ENGINE

THIRD PLACE



BOB HOGAN

SIERRA RAILROAD 2-8-0



AMATEUR CLASS

BEST-IN-CLASS

FIRST PLACE, SCRATCHBUILT STRUCTURES

Jay Mellon, Fuel storage tank

FIRST PLACE, AMERICAN FLYER IMAGINEERING

Mike Korando, USPS postal cars

SECOND PLACE, AMERICAN FLYER IMAGINEERING

Mike Korando, AC Gilbert's private car

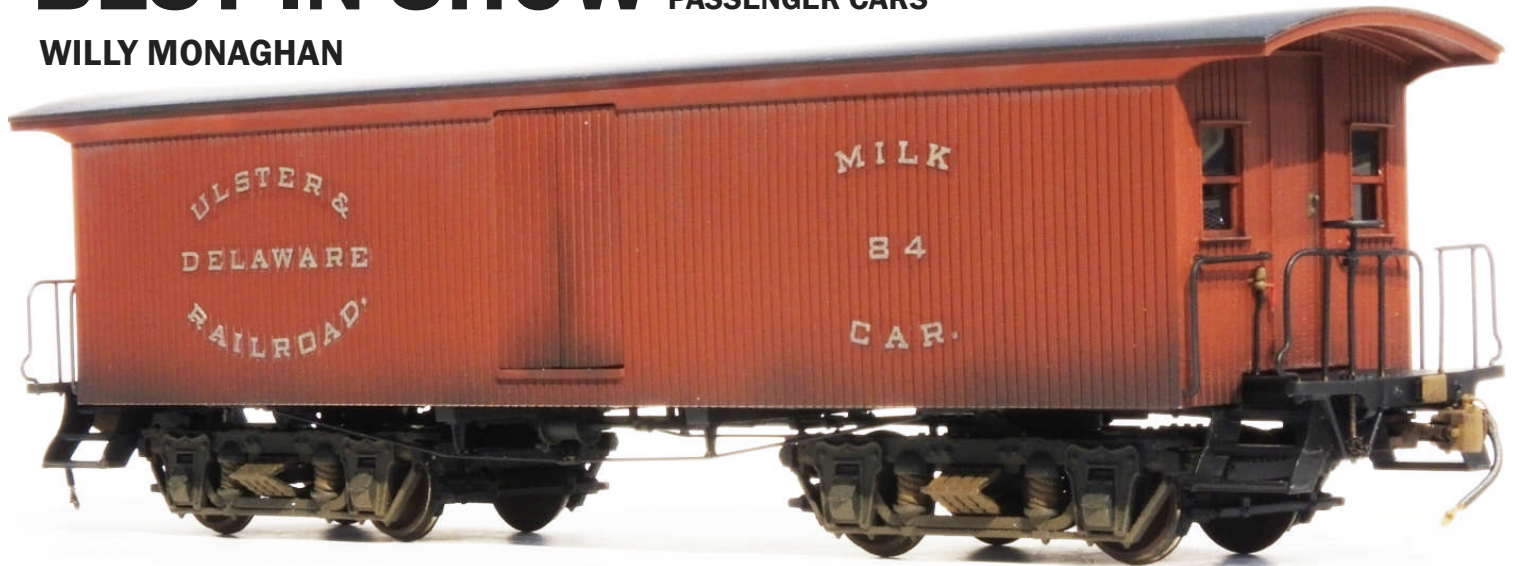
Photos by Roy Inman



NASG MODEL CONTEST WINNERS

BEST IN SHOW and FIRST IN CLASS, MASTER CRAFTSMAN CLASS PASSENGER CARS

WILLY MONAGHAN



FIRST PLACE
KIT STRUCTURES
ROB BERRIDGE
TWO-STORY HOUSE

CRAFTSMAN CLASS FIRST PLACE SCRATCHBUILT DIESEL AND ELECTRIC LOCOMOTIVES

Photo by David Blair



UNION PACIFIC
TURBINE LOCOMOTIVE
GAWAINE DVORAK

THANKS

to Monte Heppe, Jim Whipple
and all the judges
for their hard work

THIRD PLACE



PRR WORK CAR
ROB BERRIDGE
KIT & CONVERTED FREIGHT & MW



FIRST PLACE and
BEST-IN-CRAFTSMAN-CLASS
SCRATCHBUILT STEAM LOCOMOTIVES
GAWAINE DVORAK

UNION PACIFIC 4-12-2

Photo by Dona Dvorak

More Winners on page 20

CONVENTION *Continued*

Some recent NASG accomplishments were mentioned: NMRA gauge swap, trial membership discount, election ballot now in Dispatch, online Company Store purchases.

Other statements from the BOT were that the Dispatch was doing well and that mailed renewal notices will be sent out again. Sam Powell had a thoughtful question: "What can the NASG do to benefit members?" This statement was meant to stimulate the BOT and members to communicate this more effectively to current and new members.



NASG President Bill Winans, right, presents Jim Whipple with the Bernie Thomas Award. Photo by Jeff Madden

Banquet: After a few pre-meal drinks and after chowing down on a chicken and fish buffet dinner, the awards were presented. Bill Winans announced the NASG Awards: The **Perles Award** for publishing an article in a non-S publication went to **Paul Dolkos** for his article in **Great Model Railroads** on Sam Powell's S scale layout. An honorable mention went to **Bob Stelmach** for his **NMRA Magazine** article on utilizing On30 models to convert to S standard gauge. An honorable mention was awarded to U.K. visitor **Nigel Bowyer** for his Forest City & Southern article in **Continental Modeler**. He models U.S. The **Sandersfeld Award** for S manufacturer of the year went to **Des Plaines Hobbies** for producing the Fowler box car kit. The **Josh Seltzer** website award went to **Glenn Guerra** and **Dan Dawdy** for their on-line effort producing the **S Scale Resource E-Zine**. Finally, the **Bernie Thomas Award** for meritorious service to the NASG was given to long-time Contest Committee member **Jim Whipple** — well deserved.

Bill Winans presented the **Trustees' Award** to Membership Secretary **Dick Kramer**. He also gave out meritorious certificates to **Gerry Evans**, **Dick Karnes** and **James McAuliffe**.

Dan Navarre and **Mark Charles** presented a Power-point program outlining next year's convention in Novi, Michigan, a suburb of Detroit. It will be held on August 10-14, 2016. See you next year. Beyond that, conventions are lined up for the Baltimore area in 2017 and in the New England area in 2018.

Raffle

Art Weller of the Crescent City S Gaugers won the MTH F3 A/B Locomotive set. He can choose the roadname from the manufacturer's list. **John Nosari** of Chatham, Illinois won the Lionel American Flyer Union Pacific SD70.



The sponsors of this convention. Back row: NASG President, Bill Winans; KC S Gaugers Dan Hartman, Karl Damon, Mike Korando, Dave Rogowski, Bill Hutton. Front row: Paul Stevens, Dave Cooper, Convention Chairman, Dave Blum, and Roy Inman. Thank you, guys. Photo by Hillary Hutton.

Plusses:

1. Neat Railroad city — lots of real trains.
2. Union Station
3. BBQ — I managed two.
4. Railroad tours well organized
5. Layout tours worked out well as self-drive
6. The Crescent City S Gaugers' hi-rail layout.
7. Good variety of vendors
8. Vendor room convenient and well lit.
9. Lots of contest entries
10. Free meal at the Icebreaker and free cold bar breakfasts.
11. Lunch items offered by hotel directly to vendors.
12. Nigel Bowyer from the U.K. was interesting to chat with. He models the US in S.
13. The usual humor from Dave Blum and Jamie Bothwell.
14. The "Jamie" auction — lots of fun and some free beer.

Minuses:

1. The hotel location in an industrial park was inconvenient to eating places and the parking area was not well lit. No evening meals offered by the hotel either.
2. The promoted hotel remodeling was a stretch — furniture outdated, many plumbing things didn't work, TVs from the '60s. My wife and I had to switch rooms right away due to plumbing problems in the bathroom. Seemed to be a shortage of staff personnel as well.
3. Overall hotel upkeep was suspect. The free breakfast was nice, but coffee pots leaked, toaster was slow, waffle iron goofy, tables sticky, and as my wife pointed out — no tongs to handle bread and muffins. No newspapers, shuttle service non-existent, Wi-fi in rooms hardly ever worked. Oh well, the price was right.
4. NO PRINTED PROGRAM — this was most distressing!!!
5. Layout tour handouts needed maps — only one did. I know, everybody thinks we all have GPS. I really didn't have a problem as I'm a map guy. I didn't need GPS.
6. Clinic timing conflicts
7. Women's clinic organized at the last minute at an odd time.
8. Missing in action due to health problems: Don Heimburger, Alan Evans and Gerry Evans.

VENDORS REPORT

2015 NASG Convention Vendors Report By Jay Mellon, Crescent City S Gaugers

As has been my habit when attending a major S modeler gathering, I will give a brief report of news from the vendor room and my experiences at the convention. This report is not meant to be all inclusive; I have no associations, financial or otherwise, with any of the vendors present this year.

Azatrax: John Parsons had a small display layout set-up to demonstrate his infrared model train detectors, full-featured crossing signal systems, and layout automation controllers. Neat stuff! www.azatrax.com



Photo by Jay Mellon

DesPlaines Hobbies: Ron Sebastian had a large selection of SSA product: tank cars, well stack cars and boxcars. But the big news from Ron was a new brass kit for the Alco RS-1 that is being developed (above). It is designed to accept American Models RS-3 drive train as well as other options. Details on the model are very nice. www.desplainseshobbies.com

Hoquat Hobbies: Jeff Wilson was there with a large selection of parts (e.g. Grandt Line); rolling stock (S Helper Service; MTH); structure kits; Smoky Mountain Model Works kits. Jeff has announced that he will be closing his business down at the end of 2015. He has been a very valuable S resource over the years and will be missed. Check out his website or call for needed items.

Jeff Madden had his usual S scale vehicles (mostly trucks).

Roy Meissner had his line of custom truck vehicles and girder bridges. He also manages the **NASG Company Store** with its line of hats, shirts, track/coupler gauges, etc. See Page 28.

Michigan Models: Tom Hawley had rolling stock (SHS, American Models), AM train sets and track, and SMMW kits.

Mile Post 169: Tom Lennon had a selection of S structure kits from Monster Models; Alpine Division Scale Models (Purina Chow Mill), as well as his usual large selection of the 'classic' Enhorning decals. He is now the proud owner of the world's remaining supply of MoPac decals (Enhorning production).

Pikesville Models: Dave Blum had a very large selection of classic AF models and sets, as well as American Models inventory. Since MTH produced the convention car hoppers, they decided to put out several additional road names on this model. Dave was the first dealer to receive these additional models. Check it out. If you know of a budding engineer who is need of an AF set (gift potential), contact Dave . . . he can put something together for you.

Pre-Size Model Specialties: Steve Wolcott had a nice selection of S tunnel portals, bridge piers, and culverts (resin products). He also had barren trees (no leaves) made from sagebrush/salt bush stems/branches. Very unique item. He produces these items in all scales (Z, N, HO, S, O, On3, G), but since he is a S scale modeler, we get special attention.

The Railroad Crossing: Richard Krieg (below) showed a nice selection of finished S structure models. Contact him with custom project requests at www.yourhomeonyourlayout.com. One of his models now resides on the CCSG layout.



Photo by David Blair

River Raisin Models: Dan Navarre had his beautiful SP models on display, as well as multiple S brass items. The F-19 (steam engine model) project had to be canceled for lack of support. His newest brass project is the **Early Berkshires** (B&A, B&M, ATSF, SP, TH&B). According to Bob Hogan, it is "one of the world's ugliest locomotives." Let just say . . . they're distinctive!

S Scale Resource: Glenn Guerra was there to promote their online S magazine. The response to this publication has been very positive since the first issue came out in the Fall of 2014. It is indeed a great resource for S modelers. Read it at www.sscaleresource.com

Other: There were miscellaneous vendors selling both AF and scale items from personal collections.

There were ample S model products to satisfy the needs of most convention attendees.

Layouts: The Crescent City S Gaugers were enthusiastic about bringing our display layout to the convention. We hope all of the attendees had a chance to see and enjoy it. We hope we have inspired folks to think about starting their own S layouts. Attendees appeared to appreciate our efforts in this regard. The 'appendage' that projected off one side of the layout is meant to represent Covington, LA in the 1920s to 1930s. Willy Monaghan and Larry Janeski were largely responsible for bringing these new modules to fruition. Also, Willy M. scratch-built the roundhouse on the turntable module, as well as building structures next to the refinery module. I wasn't able to see any of the home layouts available. But from conversations with those who did, folks were raving about Mike Fyten's S scale and James EuDaly's O scale layouts.

MORE CONTEST WINNERS

FIRST PLACE
MASTER CRAFTSMAN CLASS
FREIGHT CARS & MW
BOB HOGAN
PACIFIC LUMBER CO.
WOODEN CABOOSE

SECOND PLACE
FREIGHT CARS & MW
BOB HOGAN
ATSF STOCK CAR

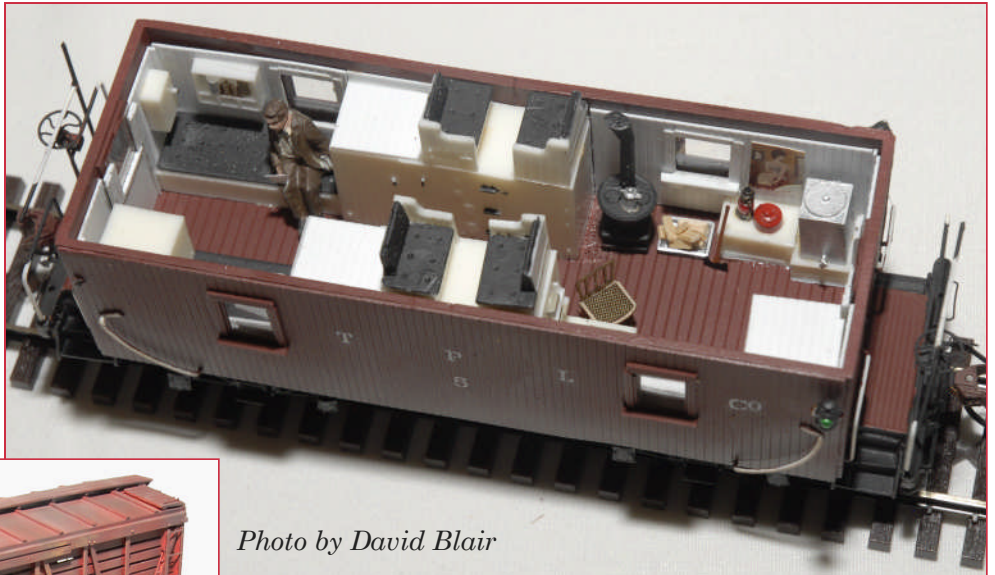


Photo by David Blair



THIRD PLACE • PASSENGER CARS
BOB HOGAN
CALIFORNIA ZEPHYR DOME CAR



Photo by David Blair



Photo by Willy Monaghan

SECOND PLACE • PASSENGER CARS
WILLY MONAGHAN
ULSTER & DELAWARE BAGGAGE CAR

FIRST PLACE
KIT & CONVERTED FREIGHT & MW
BILL OERTLY
PACIFIC FRUIT EXPRESS REEFER



Photo by David Blair

A FIRE HOSE HOUSE

Build a Fire Hose House or two for your Railroad

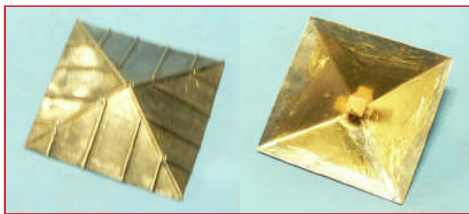
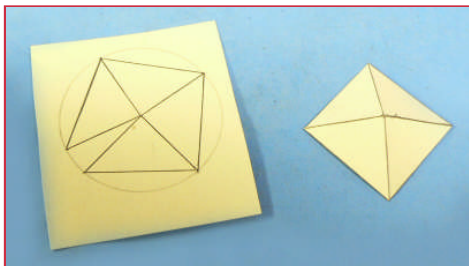
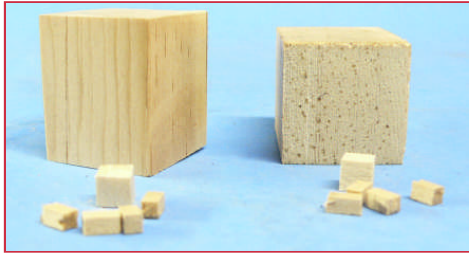
By Edwin C. Kirstatter, NOSS

Down at the Roundhouse one hot summer day late in the afternoon, at the end of their shift, the men were washing up and getting ready to go home. The whistle started to blow on top of the roof and the men knew what that meant. They ran to their assigned fire hose house, threw open the doors, grabbed the hose and ran towards the Roundhouse looking for the smoke or fire. There was none! Luckily, this was just a Fire Drill and that old dry wood building was safe from burning to the ground. That five stall engine house had stood since it was built in 1915 until it was torn down in the 1970s. It had withstood many years of welding, torching, forging and many boiler fires and had not caught fire. It had been white washed inside to prevent and retard fire. They went home knowing they had a job too come back to again tomorrow. The following shift workers put the hoses back on the shelves in the hose house.

It is very important to have around a railroad facility two or more of these small buildings for fighting fires. They are placed within the range of the 100 foot hose with a nozzle attached and stored inside on a shelf, always connected to a hydrant located inside the house. Water would come from city mains or the railroad's water tanks.

We will build this simple version from wood. The doors will be built as closed. We will work from the Baltimore & Ohio Railroad, Standard Plans for Maintenance of Way and Construction book of 1907. On page 61 the drawing No.7686, Fire Hose House, is a typical one. Others would vary from this standard design of 1906. These plans have very few dimensions but those old carpenters could build anything with just a hint.

An easy way to build one of these is to make it from a solid block of pine wood six feet square in S scale ($1\frac{1}{8}$ ") and seven feet tall ($1\frac{5}{16}$ "). Scribe it vertically at 6 inch ($\frac{3}{32}$ " +-) intervals with a 4H Draftsman's pencil or a scribe in this soft wood and make cuts with a razor saw where the doors come together at center and where the hinges are. Add wood trim $\frac{1}{64}$ " x $\frac{1}{32}$ " at the top of the sides and back. You could build it from V-grooved sheets of wood or plastic if you choose.



Make the Hip Roof from .005" brass and the standing seams from .020" wire soldered on, or make it from .015" plastic with the seams cemented on. Lay this out on a flat sheet as one piece to be cut out then scored and bent to shape and soldered or cemented at the one joint. I made a few estimates and used $4\frac{3}{4}$ feet ($\frac{57}{64}$ ") for those four main standing seams and $6\frac{1}{2}$ feet ($1\frac{17}{32}$ ") wide at the eaves to provide the necessary overhang. Use a draftsman's compass set at $\frac{57}{64}$ " to draw a circle on card stock for a trial run. On the circumference precisely mark $1\frac{17}{32}$ " four times and draw the cord lines between those. Then draw the five ridge seam lines. Cut this out with scissors on the cord lines and that sliver of a segment at end. Score the seams then bend to make the roof and cement the one joint and test it for a fit on the building. Make the ones to use and place a center post under it to hold them up. Put all of the other seams caps on and cement it onto the house after painting.

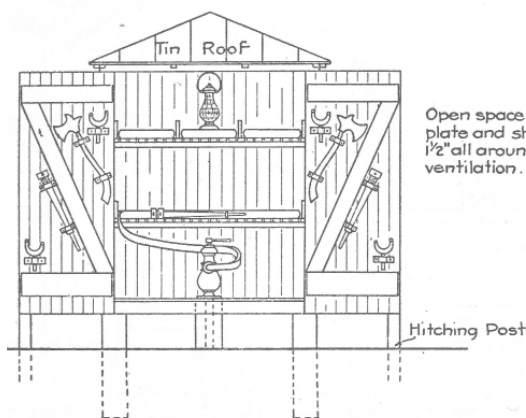
To finish it add on four strap door hinges made from cardstock and a latch bar with a handle to front of this building. The four supports under these buildings are to be 8"x 8" Concrete posts to raise it one foot above the ground. Make yours from $\frac{1}{8}$ " square wood. Make a Frost box to prevent the water pipe from freezing at the middle front from $\frac{1}{4}$ " square wood.

On the B&O these were painted a bright Caboose Red with white lettering. Coat the wood parts with a sanding sealer before painting. The supports should be a concrete color. Paint the roof with a Silver to represent the Tinned or Galvanized metal roofs. Decorate each building with a number then place them near but facing the rear of the roundhouse to give it protection from fire. A larger roundhouse will require more than two of these for adequate protection!

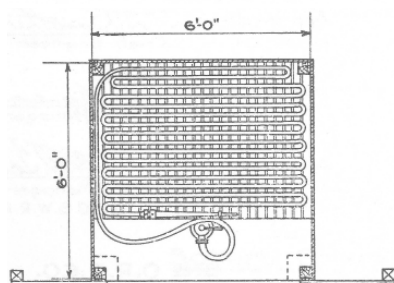
Go to page 22 to see the B&O plans



B & O FIRE HOSE HOUSE

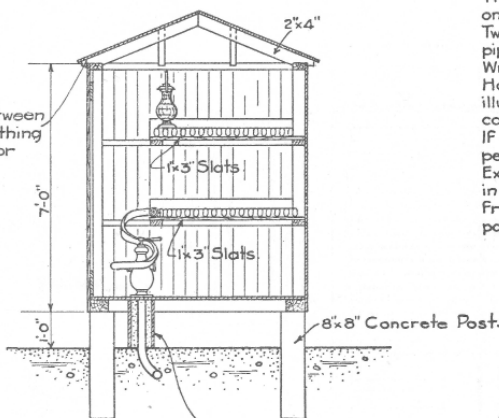


Front Elevation.



Top view of folded hose

Open space between plate and sheathing 1/2" all around for ventilation.



Pipe boxed in to prevent freezing.
Section.

Note:-

In order to close doors without bolting on inside or having upright post in centre of doorway, a long latch of 2x4" iron to be loosely bolted to one door and dropped into catch on other door. Long latch to have handle to lift it out of catch. No locks or bolts to be used.

Note:-

100 Ft. of hose coupled and attached to hydrant with standard play pipe attached
Three lengths of 150' of extra hose arranged on upper shelf as shown.
Two axes, two bars, four spanners, two extra pipes, one lantern, all arranged as shown.
Wrench always on hydrant.
Hose to be attached and coiled as shown in illustration, as any other way of coiling will cause last loop or coil to twist short at coupling IF coiled as shown it will come off the shelf perfectly straight.
Extra hose to be coiled on upper shelf as shown in illustration, with male end of coupling to the front, each length separate and divided by partitions 6" high.

Approved:-

S. S. Carothers
Chief Engineer.

Approved:-

W. J. ...
General Manager B.&O.R.R.

Approved:-

C. C. Bent
General Manager
B.&O.S.W.R.R.

B. & O. R. R. CO.

FIRE HOSE HOUSE.

Office of Chief Engineer.
Baltimore Md.

August 6, 1906. Drawing No. 7686.

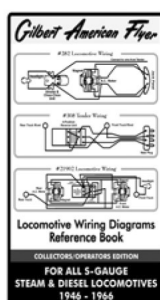
These plans have been reduced from the original size to be printed at S scale 100%

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NEWS FROM THE NORTH

The Toronto Hamilton & Buffalo Berkshires

By Jim Martin
S Scale Workshop

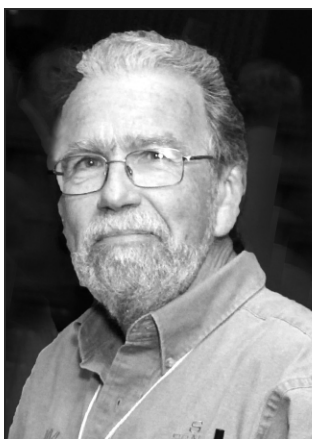
River Raisin's announcement earlier this year that their Berkshire project also includes the TH&B's two variants, sent me to my bookshelf to check out these unique (for Canada) locomotives. My bible for all things TH&B is **In the Shadow of Giants**, by the late Norman Helm.

In the late 1920s, the TH&B realized that it needed some bigger locomotives to tackle the steep grade from its Hamilton yard up the Niagara Escarpment on its way to Fort Erie and Buffalo. A few years earlier, Lima had introduced its 2-8-4 wheel arrangement for the New York Central subsidiary, Boston and Albany. Since the NYC was the TH&B's principal owner, getting some 2-8-4s of its own seemed a no-brainer. For cost reasons the railway wanted the locos built in Canada, but Lima did not have a Canadian builder. Problem solved when Alco also started building 2-8-4s. Alco had a Canadian subsidiary, the Montreal Locomotive Works. TH&B placed its order and took delivery of numbers 201 and 202 in July of 1928. Sadly, after serving the railway for 25 years, both were cut up for scrap.

It's strange to think that in a country as vast as ours, these were the only two Canadian owned Berks. The two transcontinentals had different tastes for eight-coupled power. Canadian National favored its huge fleet of 4-8-4s. Canadian Pacific relied on 2-8-2s across its system while letting its ten-coupled fleet do the heavy lifting on the mountain grades.

As this is being written I hope **Dan Navarre** gets the 10 to 15 orders needed to make this Canadian version possible. I have also contacted the TH&B Historical Society in case any of its members would like a model for their mantel piece.

Scalecoat paint users were holding their breath for a few days after **Weaver** announced it was closing its doors. During that tense time I was chatting with well-known Canadian custom builder Pierre Oliver of **Elgin Car Shops**. Pierre, a colorful character, is an avowed Scalecoat user. In his words: "It ain't over till it's over. There's always the possibility some lunatic may step up to the plate." Enter **Minuteman Scale Models**



(minutemanscalemodels.com). **Shawn Cavaretta** of Minuteman is the "lunatic" in question. We had a chuckle over that and then got on to discussing Shawn's plans. It's still early days for him but he plans to enlarge the overall color selection while retaining some of the Canadian colors. As this was being written it was still a hectic time for Shawn so we'll have to wait and see what is in store for us Canucks. Shawn doesn't think it's likely he'll be able to ship the solvent-based paints across the border, so Canadian Scalecoat users will likely have to set up their own supply arrangements.

A Visit to Fast Tracks

Fast Tracks is another Canadian company that in a short time has made a large contribution to our hobby. From modest beginnings a dozen years ago, its founder **Tim Warris** has developed a huge inventory of track laying tools making it possible for anyone to build smooth, reliable hand laid track. From his early ground-breaking machined turnout-building fixtures, to his large variety of laser cut switch ties and track alignment tools, to such unique products as his wooden Bullfrog switch



controls, Tim's inventive mind is continuously on the hunt for new and useful products. It could be said that Tim doesn't just sell track building tools, he sells track building systems. Tim makes his turnout building fixtures and ties in a wide variety of scales and gauges and that is good news for S scalers. Pretty much anything we would want to use, in any gauge, is now available in S. If it isn't Tim will design and cut a new fixture. I haven't the room here to describe everything. For example, his newest product is

Freight Crates, boxes for transporting rolling stock, and he'll make them for S scale. Readers have to visit his large and informative website, **handlaidtrack.com** to see what is available to us. A warning: you could spend hours there. As big as the site is, Tim tells me he now has so many different products, some 5,000, that he can no longer list a new item without taking something off. A larger website is in the near future.

Like Mount Albert Lumber which was profiled last year, Fast Tracks is also just a short drive from my home. So I headed toward the picturesque Lake Erie community of Port Dover, and paid Tim a visit, my first since his move to larger quarters.

Bigger quarters: It's hard to believe that for many years, Tim serviced his world-wide customer base from a 650 square foot, twin-bay garage. Sometimes his single laser cutter was running 24 hours a day to keep up with the demand. Nowadays the building is used as a storage area, as well as housing the milling machine used to cut turnout and cross ties from printed circuit board. But when I showed up, the gleam in Tim's eye was for his new 1650 square foot facility right next door on the shoreline of Port Dover's Silver Lake. The move has taken a year and has been mostly the work of Tim and his small staff. Inside, the new shipping and handling area is three times the size of the old. In the production area there are now three laser

Continued on the next page

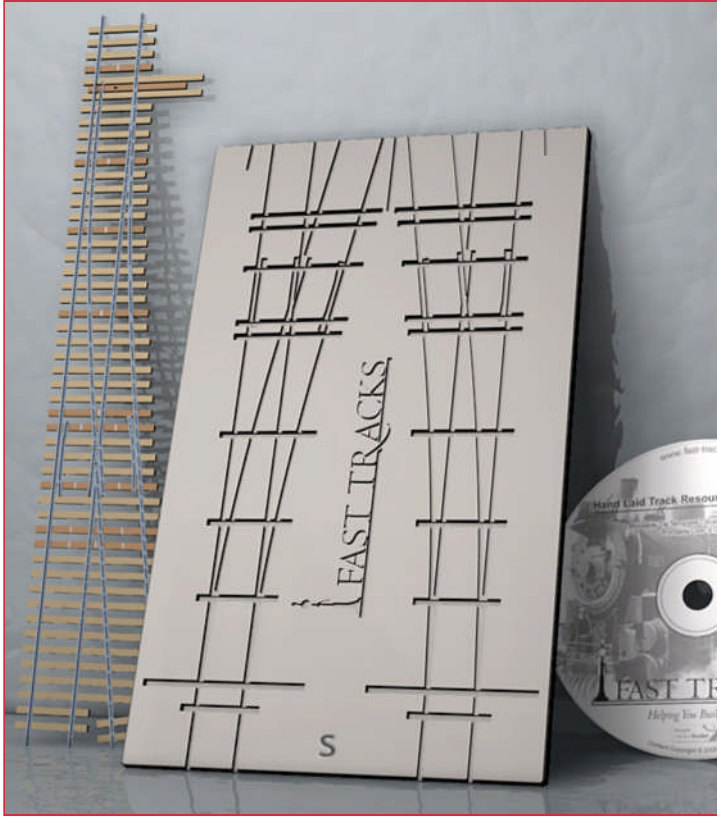
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BY GILBERT

A VISIT TO FAST TRACKS



S gauge Hi-Rail #8 Turnout Assembly Fixture for using Micro Engineering 125 Rail.

cutting machines at work, each newer one progressively larger than the one before. The largest one is where the Freight Crates are cut. The other two busy themselves cutting out Tim's line of Twist Ties, Quick Sticks, Sweep Sticks and Bull-Frog turnout controls. If you've never seen a laser cutter in action, it is mesmerizing to watch. Each product, so quickly and precisely cut, happened first in Tim's computer. Turn around and you'll see the machine that made Fast Tracks happen: the milling machine that Tim uses to cut all of his aluminium track assembly fixtures. It's a proprietary design and Tim requested no photos. It seems some imitators are popping up and he'd rather we not feed them any visual info on this important piece of machinery.

Beginnings:

It started with an HO layout Tim wanted to build, the Central New Jersey's land-locked Bronx Terminal Railroad. The prototype facility was stuffed into a square city block with its only connection to the outside world by barge. To make the space work, a circular freight house was built and was surrounded with amazingly complex track work. (See Photos above right) Tim figured he'd never be able to duplicate the prototype track work without some special tools. Being a tool and die maker, he machined special track assembly fixtures for himself . . . from wood! Tim soon switched to aluminium, realized there was a market for his idea, and shortly thereafter went into production. Sales were so brisk that building the layout had to wait for many years. His miniature Bronx Terminal Railroad is finally nearing completion and is something to behold in operation. Tim is happy that he now has room to put it on permanent display in the new shop.



Above: Tim's Bronx Terminal Layout, the layout that started Fast Tracks. This portable layout travels to shows with Tim and its operation has to be seen to be believed.

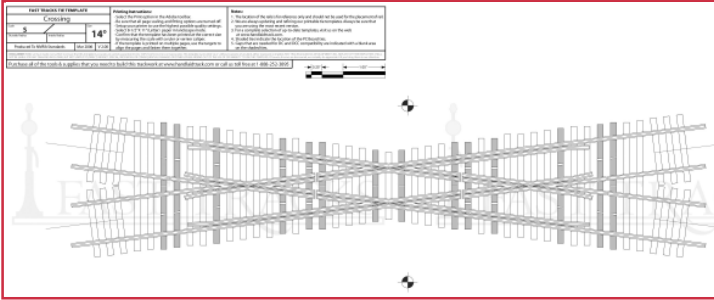
Below: The Bronx Terminal trackwork. It was the prospect of hand building such track that got Tim into machining custom track fixtures and the formation of Fast Tracks.



Cost:

Quality tools are seldom cheap but always worth the price. So it is with Tim's precision machined turnout fixtures. They are most popularly sold as a kit which includes a point and frog filing tool and enough rail and **Quick Sticks** ties for five turnouts. After these are built, the cost of the fixture can quickly be amortized, especially if one is building a layout of any size. Tim supports the strategy of modeling groups pooling their resources on the fixtures and sharing several turnout sizes back and forth. The assembly fixtures remain the core component of Tim's business. An added note: Tim has no problem with others using his fixtures to build turnouts commercially.

A VISIT TO FAST TRACKS



Free Stuff: At the other hand, one does not have to spend a nickel to take advantage of some Fast Tracks website offerings. The vast library of printable track templates like the one above, are great for 1:1 layout planning. There are printable instructions if you want an advance peek at how Tim's system works. There is also a discussion forum and many "how-to" videos free for the viewing or downloading. Tim says business really took off once the videos were added to the website.



A display of Tim's track building tools.

Promotion: Happy customers play a large part in spreading the word, and for that reason among others, you are not likely to find Fast Track ads in any of our domestic print magazines. Tim does advertise with the online magazine Model Railroad Hobbyist, and to my surprise, in Australian magazines. I found that out a few years ago when I purchased a magazine Down Under and found an ad on the inside front cover. Tim says the ads work down there and are worth the money as Australia is his third largest market after the U.S. and Canada. Tim attends one or two shows a year, but usually only the largest. This year he attended the NMRA National Convention. In other years he has displayed at TrainFest in Milwaukee; the Amherst show in Springfield, Massachusetts; and the National Narrow Gauge Show. Wherever he goes, Tim's Bronx Terminal layout comes along as well. It's complex and flawless track work draws the customers to Tim's wares.

S Scale: I jokingly asked Tim if he makes any money off of us. I got an affirmative "Yes." It turns out that S scale fixtures and supplies are in regular demand. An interesting note: TT, the other "ideal scale" that got trampled by HO, is now undergoing its own renaissance and Tim is now machining fixtures for TT gauge turnouts. Who knew?

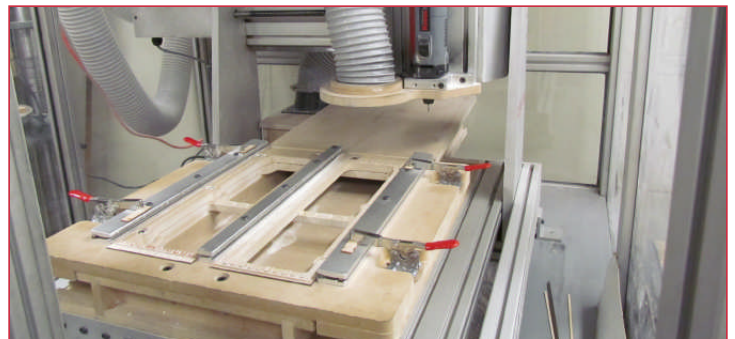
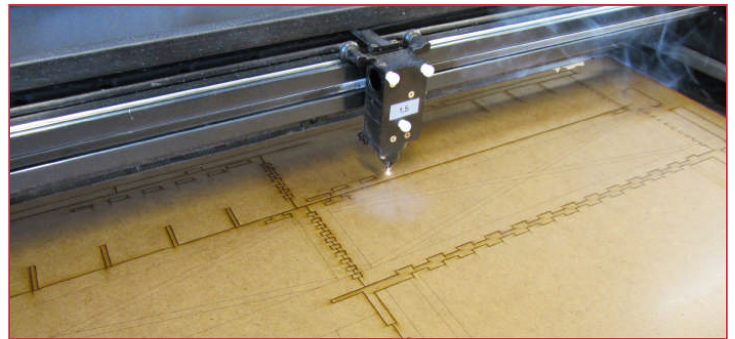
"S"umming Up: While S scale enjoys a number of track suppliers, it remains difficult for layout builders to find everything they need in any one line. Fortunately Tim founded Fast Tracks when he did, making it possible for any of us to have precise, hand laid track at prices equal to or better than ready-to-run.

Breaking News: Only a few days after my visit with Tim he announced he was producing a unique, fully equalized six-wheel passenger truck, exclusively for S. No joke, it's laser cut from plywood! More on that story in the next Dispatch, or if you can't wait, visit the website. www.handlaidtrack.com



Some of Fast Tracks wood products: Track sweeps and Freight Crates which Tim will manufacture for S scalers.

Below: Laser cutters are mesmerizing to watch in action. Here the big machine burns out a Freight Crate.



The milling machine for cutting copper clad ties.

Editor's Note: The devices that Jim and Tim refer to in this article as "fixtures," many of us might call "jigs." A **jig** is a device that guides cutting tools, such as a drilling jig, while a **fixture** holds objects in place while they are being worked on. Tim's fixtures hold pre-cut rails and ties in place for soldering.

CALENDAR OF EVENTS

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

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

September 10-13, 2015 — Mauldin, South Carolina
ATLANTIC COAST S GAUGERS: Carolina Division will display at the Mauldin Chamber of Commerce Train Show. Visit www.mauldinchamber.org for information.

September 19, 2015 — Elk Grove, California
FLYER FEST WEST 2015 (Just south of Sacramento) Presented by the **Sacramento Valley American Flyer Club** at the SES Hall, 10428 East Stockton Boulevard. There will be a banquet, silent and live auctions, raffles, layout tours, clinics, train races, operating layouts and more. For more information e-mail to ffw2015@sonnet.com or call 209-586-9905.

September 19, 2015 — Rosenberg, Texas
HOUSTON S GAUGERS will have their modular layout up and running at the **Rosenburg Railroad Museum's Fall Fun Fest**. Bring your equipment to run on their layout. Must meet NASG standards. houstonsgaugers.org for details.

September 25-27, 2015 — Spencer, North Carolina
ATLANTIC COAST S GAUGERS: Carolina Division and Tidewater Division will be at the NC Transportation Museum **Day out with Thomas**. For more information visit [www.nctrans.org/Events-Day-Out-With-Thomas-\(6\).aspx](http://www.nctrans.org/Events-Day-Out-With-Thomas-(6).aspx)

October 3-4, 2015 — Brunswick, Maryland
WASHINGTON & OLD DOMINION S GAUGERS & BALTIMORE AREA AMERICAN FLYER CLUB will combine their layouts for a display at the **Brunswick Railroad Days** in downtown Brunswick.

October 3-4, 2015 — Galveston, Texas
HOUSTON S GAUGERS will have their modular layout up and running at the **Galveston Railroad Museum Train Show** at 2602 Santa Fe Place. For more information about this significant annual event go to www.houstonsgaugers.org

October 1-4, 2015 — San Luis Obispo County, California
CENTRAL COAST RAILROAD FESTIVAL visit the San Luis Obispo Railroad Museum and the Oceano Depot Museum. See the model railroad layouts in the museums plus county-wide layout tours. Information at www.ccrf.com

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 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.
CHICAGOLAND ASSOCIATION OF S GAUGERS will display and run their layout. www.railroadshow.com

October 11, 2015 — Altoona, Pennsylvania
SCALEFEST Model Train Show presented by the **Alto Model Train Museum Association** at the Blair County Convention Center. www.altoonatrains.com

October 24-25, 2015 — Timonium, Maryland
The **BALTIMORE AREA AMERICAN FLYER CLUB** will display and run its layout for the **Great Model Train and Railroad Collectors Show** at the Maryland State Fairgrounds. Go to <http://www.gsmts.com> for more information.

October 30-November 1, 2015 — St. Louis, Missouri
FALL S FEST 2015 The 40th Anniversary of this event. The **American Flyer S Gaugers of the St. Louis Area** will host the event at the Doubletree Westport Hotel. **Fall S Fest 2015** will offer all the usual activities, and will be presented as a "family welcome" event, just for the fun of it! Several distinctive St. Louis events will be offered including a special Womens' Program and a children's Pizza Dinner and a Halloween Party. Two meet cars are offered: one from Lionel and one from American Models. (See page 5) More information is available at www.trainweb.org/afsgsla

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

November 18-22, 2015 — Columbus, Ohio
COSI's Model Railroad Weekend Center of Science and Industry, 333 West Broad Street, Columbus, Ohio.
The **CENTRAL OHIO S GAUGERS** will operate their 27x15 multi-level layout. More information at www.cosg.org

December 4-6, 2015 — Baltimore, Maryland
The **BALTIMORE AREA AMERICAN FLYER CLUB** will display and run its layout at the **B&O's Magical Holiday Express** at the B&O RR Museum. www.borail.org/holiday/

December 11-13, 2015 — Baltimore, Maryland
WASHINGTON & OLD DOMINION S GAUGERS will display and run its layout at the **B&O Railroad Museum**.

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From a previous custodial closet and now the dimly lit and damp offices of the commemorative car chairperson

Wow! What a difference a week makes. My Palatial Offices are nothing but a memory. And this new office; Yuk! The lighting is an old 40 watt bulb hanging from a cord and barely reachable. I would change the bulb, but I don't know if the fixture could take a higher wattage. And of course, the floor is covered by ¼ inch of water. Dangerous. And stinky too.



So, I need your help. Stacked above the water line are the remaining commemorative cars (see the Dispatch ad in this issue or on our web site) as well as remaining DIXIE Box Cars cars from Chattanooga (all three numbers, but only a few left) and the KANSAS CITY SOUTHERN Ps2 hoppers from Kansas City. I need to sell and ship these cars before the water level rises (my office is below a men's gym, and thankfully, they rarely flush) or the stacks fall on my head.

Turn to page 29 to see these beautiful cars in all their glory. Order today by Mail (checks payable to NASG, Inc.) or on line at www.nasg.org.

Dave Blum

READERS WRITE

Dear Mr. Pyper,

A couple of weeks ago I had several hours of down time while apartment sitting and waiting for a delivery truck to show up. I had grabbed a number of recent issues of the NASG Dispatch to help pass the time. Although I had already read them I still found them very entertaining and rediscovered several items I had wanted to remember. The time passed quickly. Thank you for your efforts with the magazine. Good luck with the future.

Ed OBrien,
Manchester, CT

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BOT UPDATE

IMPORTANT INFORMATION

The old BOT held a short (65 minutes!) meeting at the convention. Most of the meeting was a review of the past year's activities and finances where the old BOT felt that the current financial condition of the NASG did not warrant a dues increase. This topic will be covered in more detail later in another issue of the Dispatch. The major business conducted was the appointment of Bill Roberts as Western VP, replacing James McAuliffe who has left the region for Iowa. Dave Blum has also been appointed Convention Chairman.

The NASG General/Business meeting had about 30 attendees, including five of the new BOT members (Monte Heppe and Jim Kindraka had already left the convention). Most of the meeting went as the BOT meeting did with a discussion of activities of the past year. However, the membership disagreed with the old BOT's position to hold the dues at the current rate for another year, citing monetary losses over the last couple of years. The audience then held a vote as to a dues increase with 97% voting for an increase to \$32 per year for a regular membership, effective January first of 2016.

This has forced the new BOT's hand. The new BOT is now in the process of reviewing all of the membership categories for a dues increase, not necessarily making the regular dues \$32, but more likely \$30. The time to have this all take effect is some time next year, but the BOT is still wrestling with all the details. Out of consideration for our Membership Secretary's job and at his recommendation, the effective date will probably be either Feb 1st or April 1st of 2016. The next Dispatch will have all the gory details.

For those of you who might want to take advantage of the current dues rate, you may extend your membership at the current rate until the new rate goes into effect. Remember, you can only extend out to four years total, to 2019 at this time.

Bill Winans, President

NASG INFORMATION BOOTH

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

VOLUNTEERS WANTED

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

SCHEDULE OF SHOWS

January 9-10, 2016 - WGH, Indianapolis, Indiana

January 16-17, 2016 - WGH, Chicago, Illinois

February 6-7, 2016 - WGH, St. Paul, Minnesota

February 20-21, 2016 - WGH, San Antonio, Texas

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TO SHOP ONLINE: Go to <http://www.nasg.org/Store/index.php> and click on **NASG Store**. Choose the items that you want to purchase and click **Add to Cart** and follow instructions.

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 of these cars. This project is coordinated by Pikesville Models owner Dave Blum.



2015

NASG American Flyer Commemorative Car
BNSF waffle side boxcar, manufactured by Lionel. Road number 3415 for the 34th edition and the year 2015. Price \$69



Call first — might be sold out

2015 Convention Car Kansas City Southern PS-2 Hopper made for NASG by MTH. Available in two road numbers, 286707 or 286815. Hi-Rail or Scale for \$68



2012

Convention Car NC&SL Dixieland boxcar. Price \$50. Road numbers 18872, 18749 or 18850.



2012 Marathon Motors Boxcar Price \$75



2010 Jenney Gasoline Triple-dome Tank Car built by Lionel. Car number 2910. Price \$75

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5. Maryland residents add 6% sales tax to your order.
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2007 General Electric MOW Boom Car manufactured by Lionel. Price \$52*

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EXTRA BOARD

S RELATED STORIES IN NON-S PUBLICATIONS

The July 2015 **Classic Toy Trains** has two S related articles by **Roger Carp**. On page 25 you can read **Junior Bridge Co.'s no. 401 signal bridge**. Starting on page 50 is the story of how **Whistles Gave Life to American Flyer**.

NASG member and frequent Dispatch contributor **Brooks Stover** has written **Converting an On30 Bachman Climax to S Gauge Elk River Coal & Lumber Company Climax #3** in the May/June 2015 issue of the **Narrow Gauge and Short Line Gazette**. The five-page article is well illustrated with 12 of Brooks' always excellent photographs.

Brooks Stover has been busy. In the **August 2015** edition of **Model Railroader** he has published an article about the use of **adhesive transfer tape** in railroad modeling. While not S specific, it is a must read for all modelers.

Also in the **August 2015 Model Railroader** is a story about **Bob Spaulding's** S scale layout. "This S scale layout was built to host the greatest trains of American history." This six-page article was written and photographed by **Lou Sassi**. It has eight photos and a track diagram.

Trains for a younger generation, written by **Roger Carp** in the **September 2015 Classic Toy Trains**, tells the story of how **Steve Petersen** rediscovered the toy trains from his youth and how he now shares them with his children and grandchildren. Six pages, with seven pictures and a layout drawing.

Mullet River Closes

A lot has happened in the last year to prompt this decision. First the bad news. A few months ago the guy who made my decals passed away. His estate sold all my art work, and everyone else they did work for, without ever contacting any of us first. When making silk screen decals a mask is required with your art work so the resist material on the screen can be exposed and developed with your art work on it. When you have products like this made there is a charge up front for producing this mask which you have to pay. I have lost all those masks and would need to start over with a new supplier. The next thing that happened was my etching supplier raised the price 30%. Lastly I turned 65 in May and don't feel like putting up with any of this anymore.

I will continue to supply models and parts as long as I have inventory on hand. When the decals and etchings are gone that model will be taken down. Des Plaines Hobbies and P&D Hobby Shop are my dealers and they have a lot of my models in stock. Check with them for stock. If you have been wanting one don't wait. The S Scale line has been sold to Des Plaines Hobbies. Check with them for what they have available.

Now for some good news. I have been involved with the O Scale Resource <http://oscaleresource.com/> and **S Scale Resource** at <http://sscaleresource.com/> online magazines and really enjoy the writing. The magazines are going well and people like them. I am going to work on the magazines and some of my own models. Thanks for all your patronage.

Glenn Guerra

CLASSIFIED ADS

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

WANTED New convert needs used low-end AF rolling stock for repaints, etc. ERTL #3401CO circa 1996 GP-35, SOO battery operated set or any pieces. Older ERTL tractor-trailers, pickups, Plasticville, Littletown, K-Line buildings and catalogs. All brands decals. Dale Gabriel, PO Box 6602, Sherwood, AR 72124. Telephone 501-541-4508.

WANTED Used American Models GP-35, hi-rail, AC, any road name. **FOR SALE** Large variety of 3-rail O-gauge locomotives, rolling stock, track, switches, etc. E-mail for a pdf file list to: rrbill10@comcast.net or send and SASE to Bill Pyper, P.O. Box 885, Salem, OR 97308-0885.

END OF THE LINE

George "Graham" Henry

September 2, 1924 - May 4, 2015

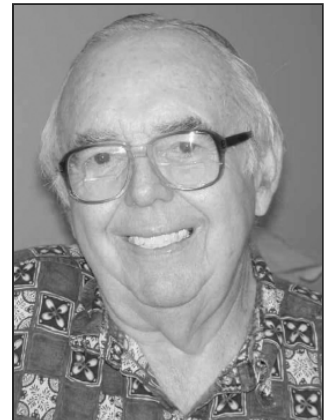
George "Graham" Henry of Oakland, California, passed away on May 4th, 2015. He will be missed by everyone his life impacted. Graham was born in Toronto, Ontario, Canada on September 2, 1926. As a child he moved with his family to Southern California where his love of trains and cars began. At an early age his father introduced model railroading to his brother and him

by giving them used Lionel trains which they pushed around in the dirt outside their home. Over time he gathered a large collection of American Flyer S Gauge trains and later on moved into S Scale modeling. His interest in interurban trains developed through exposure to the Big Red interurbans and other trolleys in the Los Angeles basin. During the 1950's, he built hot-rods and drove time trials at the Bonneville Salt Flats in Utah. Drafted into the army near the end of the Korean war, he spent most of his service time in Alaska.

For a career he chose being an electrician and fulfilled a dream by working for the Southern Pacific railroad for 12 years. Inspired by his love of trains, he regularly took the family to train events and museums, including traveling to Utah for the 100 year anniversary of the Golden Spike celebration of the Trans-Continental railroad.

His membership in the Bay Area S Scalpers in Northern California provided him with joy and purpose during retirement. He loved having a great group of friends and took pride in editing the group's newsletter.

Graham was there when the conductor said "All Aboard" knowing that when he got off at the station his wife Jean would be there waiting for him.



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Renew your membership

Beginning in **February 2016**, in order to save money and increase efficiency, Membership Secretary Dick Kramer will no longer send out renewal letters. The Board of Trustees has agreed to utilize the following procedure:

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

You can now **renew your membership online**. Go to the web site **www.nasg.org** and click on **membership**. Under the heading **NASG Membership Renewal** click on **renew and pay online**. Enter your name and membership number and follow the instructions. Have your credit card ready.

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

NEW MEMBERS

From May 5 to July 31, 2015, the following people have joined the NASG

Cleophas Barringer Sharon, Vermont
Norman K. Brown Troy, Ohio
Victor L. Bereskin Woodbridge, Virginia
Alan L. Brockmeier Clovis, New Mexico
Joseph W. Cletcher II . . . Oak Ridge, Tennessee
Donald R. Craft, Jr., Thomasville, North Carolina
Gary B. Evans Camarillo, California
Roger Ford Shawnee Mission, Kansas
Frank M. Fusco Westmont, New Jersey
Michael R. Graefe Middleton, Idaho
Dale Griebel Sherwood, Arkansas
Thomas Hutton Colorado Springs, Colorado
Rolf J. Johannessen Renton, Washington
Ryan Johnson Granite Falls, Washington
Sherri Johnson Locust Grove, Georgia
David C. Keith Cincinnati, Ohio
Kent Kneisley Kansas City, Missouri
Douglas J. Kocher Knoxville, Tennessee

William K. Lewis Guilford, Connecticut
James E. Modugno, Montreal, Quebec, Canada
Michael C. Ort, Sr. Manchester, Pennsylvania
William Pfaehler LaPlata, Maryland
David C. Rasmussen Lincoln, Nebraska
David M. Rogowski Kansas City, Missouri
Robert E. Seaman Grande Ledge, Michigan
Brendan Sheehy Oak Lawn, Illinois
James J. Sweeney San Rafael, California
The Model Railroad Resource Dwight, Illinois
Andy Thomas Valley Springs, California
Don H. van den Berghe . . . Columbia, Missouri
Don Wallace Kansas City, Missouri
Ted Weiler Weatherford, Texas
Richard Y. Wholf Pagosa Springs, Colorado
William A. Wyatt Akron, Ohio
Gene Ziemba Crystal Lake, Illinois
Christopher G. Zizzo Northport, New York

ELECTION RESULTS

Elections Chairman Jamie Bothwell has announced the results of the election. For offices with more than one candidate running the vote was very close. I appreciate all of you stepping up to do your part for the NASG.

The new Board of Trustees is:

Bill Winans, President
Monte Heppe, Exec Vice President
Tom Oglesby, Secretary
Jim Kindraka, Treasurer
Dave Heine, Eastern Vice President
Will Holt, Central Vice President
Bill Roberts, Western Vice President

Congratulations to the winners (I think! — this next couple of years might get interesting) and thank you to Jay and Steve. I hope that Jay and Steve will consider offering their services in another capacity at some future date, or run for these offices again in the next election. Thanks also to the members who will be leaving the BOT; Jamie Bothwell, Dave Blum and Gerry Evans — who have helped to keep me and the NASG on track.

Have fun!
Bill Winans, President, NASG

Celebrating the Texas & Pacific Railroad

NEW!

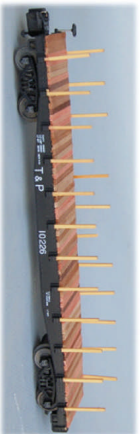


The T&P may have been the most popular road produced for S gaugers in the 1950s as the Swamp Holley orange engines were made for 4 years running. We are making these available in our new GP9 DX version with added window glass, painted railings and all parts assembled. Also the T&P freight cars shown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



4436 T&P Gondola \$39.95



6027 T&P Flat car

NEW!



3277 T&P Hopper \$39.95



1153 T&P Box car



6027TOFC Flat w/ Trailer



7533 T&P Wood Caboose

NOTICE before ordering:

Handrails may come loose during shipment be prepared to re-attach.

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



NEW!



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See Web site for details



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