

The Dispatch

November-December 2015



NMRA National Train Show
Prototype Freelancing an old style kit
Jim Martin investigates 3-D printing
Pete Gehret builds a 2-8-0
Tales from the Rails

BILL'S BOILER WASH *by Bill Winans*

Hi all, and Season's Greetings!

I hope everyone has gotten all the outside chores done for the season and that you can devote some of the indoors time to working on your trains. If you are doing something that uses techniques or materials that might benefit others, document your endeavors with photos and text and send it to Bill Pyper for use in our **Dispatch**. He has also been looking for layout stories, so if you have a layout, take this season to spruce it up, take a few photos, do a track diagram (Joe Kimber will make it look professionally done), and send that to Bill also. If you have done something on your layout especially for the season, be sure to get photos of that for next year's holiday issue!



This is not the time for less than happy news, but I need to talk about this: a dues increase. Your BOT and committee Chairmen have held the line on your dues for 5 years by carefully controlling expenses in spite of increasing costs. However, the NASG has come to the point that after paying for the Dispatch and member support (dues notices and other mailing costs), there is nothing left over from your dues for normal operations. I think we all have to agree that the Dispatch under Bill Pyper's management has been worth the money we have spent on it, so I don't see us cutting its cost by making it less of a magazine. We all know the likelihood of our costs to increase. Other similar organizations have been forced to raise their dues to match inflation, and had we done the same, our dues would be in the \$40 or higher range.

At the Kansas City convention, the members at the general membership/ business meeting felt the time had come for a dues increase and voted, almost unanimously, for a dues

increase to \$32 for a regular member, to begin at the first of the year. Upon returning home, the new BOT, now under the members' mandate and with an eye on the future financial viability of the NASG, spent a considerable amount of time discussing how it would approach this. The BOT came up with a solution which generally follows the members' direction and meets the future financial needs of the Association, the current needs of the Membership Secretary, while giving adequate lead times for changes to our membership applications/renewals and their distribution, and keeps the dues as low as possible for all classes of membership with a very modest increase: Regular member dues will go to \$30, Family member dues \$40, and Contributing member dues \$50, all to take effect on April 1, 2016. Until March 31, 2016, you can still renew or start a new membership at the current dues rates for up to four years total.

The NASG's BOT is also considering a postal surcharge for our non-US members. The NASG is spending a great deal more on postage to send you your Dispatch than we get from you in dues: \$16.50 per Canadian member and \$34.15 for overseas members. We are looking at several ways to approach this. One is to offer the Dispatch to our overseas members as an "E-zine," basically what you already can do with your membership by using the website and your NASG membership number and password; or continue to send the paper version with some additional postage surcharge to your membership (still probably not enough to cover the full cost). Our Canadian friends will probably get a similar choice, but the postage surcharge would be a great deal less. For those of you who might be affected and who would like to voice an opinion, please contact me or your regional VP directly. We still want you to remain a member!

Have a great holiday season and best wishes for a wonderful New Year! — Bill Winans

FROM THE CONDUCTOR, AT THE NTS



When I first walked into the Expo Center in Portland, Oregon to take my turn staffing the NASG booth at the **NMRA National Train Show**, I thought I had wandered into an AARP convention. Then I realized that I was early, and the public had not yet been admitted. All the gray heads that I was seeing were exhibitors. To be fair, not all of the people that I was seeing at the booths and layouts were gray haired. Although I suspect that in some cases, nature had had some help.

Once the public was admitted, the crowd was decidedly younger. Lots of families with wide-eyed young kids. The kids were naturally most attracted the layouts. Unfortunately, most of the layouts were displayed at adult level and difficult for many of the children to see. The only S gauge layout on display was the Capitol Holidays layout provided by Alan Bennett, of Keizer, Oregon. This setup runs around the State Christmas Tree in the Capitol Rotunda in Salem, Oregon every holiday season and is built about 30 inches off the floor, an ideal height for the little ones. It has a switch that allows the kids to set the

train in motion. This layout was featured in the November-December 2014 NASG Dispatch. It is can be seen in a picture on page 4 of this issue.

Al Baker, of Beaverton, Oregon was the coordinator for the NASG at this event. To say that Al was the coordinator doesn't come close to covering it. If it wasn't for Al, there would have been no NASG presence at this show. He set up the booth, with the help of Neil Ferris, and was present for the duration of the event, packing up the material at the end. Al also provided a small operating layout, running several of his locomotives and trains, which helped attract the attention of visitors.

Along with Al Baker and Neil Ferris, the booth was staffed by NASG members Steven "Yogi" Bera, Terry Dillon, Jerry and Nancy Hildenbrand, Bill Pyper and Art Weller of the Crescent City S Gaugers. Art came all the way from New Orleans to help and Terry Dillon drove all the way down from Gig Harbor, Washington. We were all able to have indepth converstaions with interested visitors. We passed out copies of the Dispatch to potential new members. Hopefully we recruited some.

Continues on page 10

See the pictures on page 4



NASG DISPATCH

Official Publication of the
National Association of S Gaugers

The DISPATCH - ISSN 10457178
is published bimonthly by

NASG, Inc.

Bill Pyper, Editor

Post Office Box 885

Salem, OR 97308-0885

e-mail: dispatch@nasg.org

SUBSCRIPTION RATE

1-year, \$25⁰⁰ which includes membership in the NASG. Subscriptions payable in US funds. Postage is paid at Pismo Beach, California.

DISPATCH is printed in the USA and mailed in the issue month. Copyright 2015, NASG, Inc. All rights are reserved. Reproduction in whole or part is prohibited without permission of NASG, Inc.

MEMBERSHIP YEAR

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

NASG Membership Secretary

Dick Kramer

Post Office Box 268

Middlebury, CT 06762-0268

e-mail: nasgmem@comcast.net

ADDRESS CHANGES

Should be reported to Dick Kramer at the addresses above.

CREW LIST

Bill Pyper *Editor*

Jeff Madden *Editor Emeritus*

Pete Gehret *Contributor*

Randy Griggs *Contributor*

Monte Heppe *Contributor*

Jim Martin *Contributor*

Bob Nicholson *Contributor*

Brooks Stover *Contributor*

Peter Vanvliet *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 6, November-December 2015

COVER

Brooks Stover's masterpiece of a kitbash B&O boxcar

BILL'S BOILER WASH

Words of wisdom from President Bill Winans 2

NMRA NATIONAL TRAIN SHOW

Bill Pyper at the NTS in Portland, Oregon. 4

S PRODUCTS

See what new products are out there 5

S ON A BUDGET

Jeff Madden has advice for the beginning S modeler 6

PROTOTYPE FREELANCING AN OLD STYLE KIT

Brooks Stover reworks some Ye Olde Huff-N-Puff Kits 7

MUSINGS FROM THE BEACH

A message from newly elected Executive VP Monte Heppe . . . 10

GRANDAD'S CHRISTMAS GIFT LAYOUT

Randy Griggs built layouts for his grandsons 11

NEWS FROM THE NORTH: 3-D MODELING

Jim Martin interviews Steve Hunter of Shapeways 14

TRAINS AROUND THE TREE

A Christmas Tradition 15

PENNSY CONSOLIDATION H-10 IN S

Pete Gehret builds a 2-8-0 freight hauler 19

NASG WEB SITE INTERNALS

Peter Vanvliet's latest web site improvements 22

TALES FROM THE RAILS

Engineer Bob Nicholson tells of life on the real railroad 26

CALENDAR of EVENTS 27

COMPANY STORE 28

COMMEMORATIVE CARS. 29

NASG Web Site

<http://www.nasg.org>

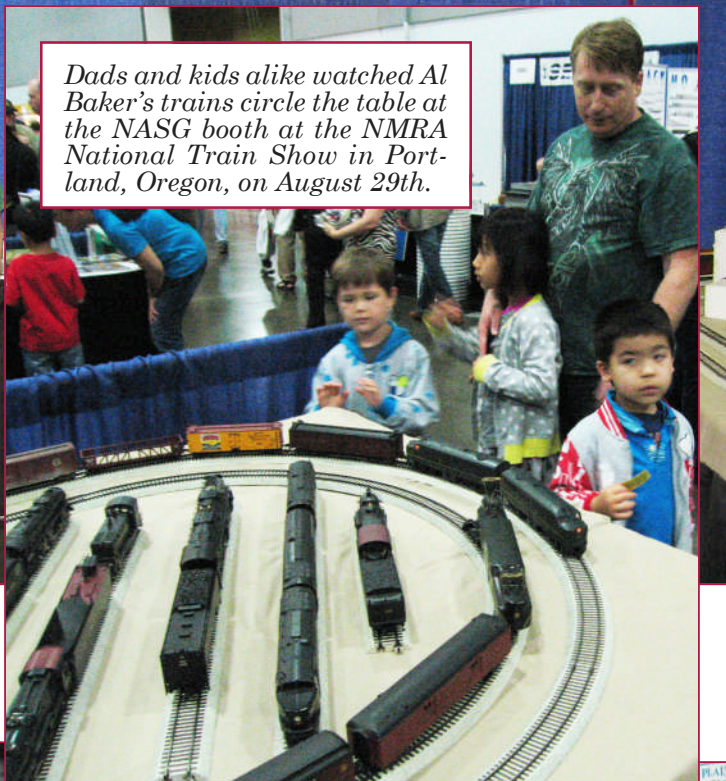
NASG Website Director, Peter Vanvliet: webmaster@nasg.org

NOTICE TO READERS: All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material for any reason. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility of the reader.

NASG at the National Train Show

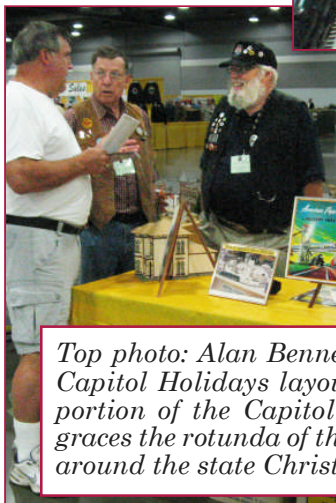


Dads and kids alike watched Al Baker's trains circle the table at the NASG booth at the NMRA National Train Show in Portland, Oregon, on August 29th.



Staffing the NASG booth were, above, Left to Right: Art Weller, Al Baker, Jerry Hildenbrand and Nancy Hildenbrand. Also working on behalf of NASG that weekend were: Steven "Yogi" Bera, Terry Dillon, Neil Ferris and Bill Pyper.

MTH Electric Trains had a booth and displayed all the scales that they offer, including S, seen below.



Top photo: Alan Bennett, right, Superintendent of the Capitol Holidays layout chats with visitors. Below: A portion of the Capitol Holidays S gauge layout that graces the rotunda of the Oregon State Capitol in Salem around the state Christmas tree every holiday season.



Above: Ron Sebastian of Des Plaines Hobbies chats with a visitor.

All photos by Bill Pyper

SPRECKLES SUGAR RED COVERED HOPPER

This is the third in a series of three Spreckles Sugar hopper cars produced as a fundraiser for the Rocky Mountain Division of the Train Collectors Association.

The cars were manufactured by Lionel and redecorated by Pleasant Valley Process Company. The price is **\$59.95** plus \$10 for shipping.



Order online at: www.shop.mtts.com or by mail to:
RMD TCA Spreckles Car, PO Box 63, Pine, CO 80470

TrainPaper.com is "Dedicated to the collecting and study of toy train memorabilia." They are offering two all new DVDs. **The Gilbert News** offers 20 select issues of the company magazine printed from 1949 to 1954. The DVD contains more than 350 pages of employee personal and company information from the A.C. Gilbert Company. Unique profiles of A.C. Gilbert, the man, as well as other Gilbert executives of the era.

Plasticville U.S.A. Catalogs DVD includes 31 full-color catalogs with 286 pages of Plasticville products in O, S, and HO scales. Twenty bonus paper items are included on the disc, including product brochures and instruction sheets. These collections are produced by Robert J. Osterhoff.

The Price of these DVDs is **\$18⁰⁰** each plus \$2.50 for shipping or \$3 for shipping both.

Order From: Robert Osterhoff, 1622 Garden Valley Dr., Wildwood, MO 63038 or online at www.trainpaper.com Visit the web site to see the many more paper items offered.

The Gilbert News

A Look Inside the Exciting Life at
The A.C. Gilbert Company!

Featuring Twenty Select Issues 1945 - 1954



A Trainpaper.com Software Product
Copyright 2015 Robert J. Osterhoff

320101
Échelle HO scale

RailCrew

SWITCH MACHINE WITH
OPERATING SWITCH STAND
MOTEUR D'AIGUILLAGE AVEC
MÂT D'AIGUILLAGE FONCTIONNEL

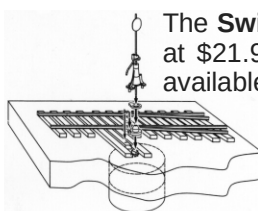
- Low profile compact design
- Easy to install on existing layouts
- Switch stands and targets rotate
- Three different stands to choose from (Racer 17B, 20C and 31B)
- 18 different targets to choose from!
- SPDT auxiliary contacts to power frogs & signals
- Toggle switch and fascia plate included

- Profil surbaissé et compacte
- Installation facile sur les réseaux existants
- La tête d'aiguillage ainsi que le câble pivotent
- Choix de trois différents types d'aiguillage (Racer 17B, 20C et 31B)
- Choix de 18 différentes cibles
- Contacts auxiliaires SPDT pour alimenter la signalisation et les cœurs de croisement
- Panneau de contrôle et commutateur à bascule inclus

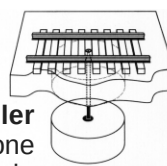
Requires 12V DC power supply (not included)
Source d'alimentation 12V DC requise (non-incluse)

RAPIDO TRAINS INC.
www.rapidotrains.com/railcrew

Rapido Trains Inc. of Markham, Ontario, Canada has introduced two new electric accessories for the model railroader. A **Switch Machine with Operating Switch Stand** and an **On-Off Remote Uncoupler** are both designed for HO gauge use, but I believe that they will work with S scale track as well. I was going to install them on a friend's layout for a test, but was unable to do so in time for this issue. I will run a test and report the results sometime in the future. The pictures on the right and left do not show the actual packaging. I opened the packages in order to photograph the components and superimposed those pictures over the backcards. The drawings illustrate how the mechanisms are mounted with the track — Ed.



The **Switch Machine** is priced at \$21.95 for one and is also available in 6 and 12 packs.



The **Remote Uncoupler** is priced at \$19.95 for one and it is also available in 6 and 12 packs.

320001
Échelle HO Scale

RailCrew

ON-OFF REMOTE UNCOUPLER
DETEUR À DISTANCE ALLUME-EYEINT

- No unintended uncoupling
- Hidden under-track mounting
- Easy to install on existing layouts
- Installation guide pin included
- LED between rails shows location
- Toggle switch and fascia plate included

- Aucun détachement intempestif
- Assemblage dissimulé sous la voie
- Installation facile sur les réseaux existants
- Tige de guidage incluse pour l'installation
- Une DEL indique l'emplacement entre les voies
- Panneau de contrôle et commutateur à bascule inclus

Requires 12V DC power supply (not included)
Source d'alimentation 12V DC requise (non-incluse)

RAPIDO TRAINS INC.
www.rapidotrains.com/railcrew

For more information or to order go to www.rapidotrains.com/railcrew

S on a Budget

How to do S on a budget:

By Jeff Madden, Editor Emeritus

Are you starting out in S? Have you recently dragged your old American Flyer set out of the attic? Are you thinking about switching totally to S from another scale? Are you wanting to expand your S with some of the newer, more expensive, products, but you're on a tight budget?

On a tight budget means that you're young, you just got married, you've recently been down-sized, you just retired, you're spouse holds the purse strings, or, whatever. Have heart, where there's a will there's a way!

First, don't jump on e-bay and start trying to buy anything S that looks cheap (er—inexpensive). Do start going through the various S websites (they're free) and checking out what you like — scale, narrow gauge, American Flyer, hi-rail. The official website of the National Association of S Gaugers is a good place to start: **www.nasg.org**.

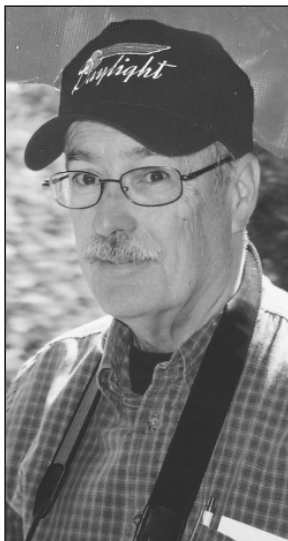
Next, familiarize yourself with the current S publications: Printed on paper are the NASG Dispatch, S Gaugian, and Sn3 Modeler. Available On-line are **Sscale.org** (NMRA Sig), and **sscaleresource.com**

After that, before purchasing anything, do the “networking thing.” There are two Yahoo S gauge sites: s-scale and s-trains. The S scale list deals with scale S, and the S trains list deals a lot with American Flyer trains both vintage and current offerings through Lionel.

Finally, check out the person-to-person venues. In S, especially, this is of prime importance because you can't just waltz into most hobby shops and see what's available. The first step here is to find any S clubs in your area. There's usually one near most major cities — the NASG website will help you with this. Try to get yourself invited to a few meetings.

If there are no clubs nearby, and even if there are, try to attend a model train meet where S layouts and dealers would at least be present, or better yet attend a specialized all-S meet where only S layouts and dealers are present. Generally, the most well-known non-specific meets that most likely will have some S presence are the Big E Springfield, Massachusetts show; Milwaukee Trainfest, NMRA National Train Shows (tied in with the annual NMRA convention) and WGH (World's Greatest Hobby) shows in various locations. These are open to all comers but do charge admission.

The specialized S meets also charge an admission or registration fee, but layouts and dealers are all-S. These include Flyer Fest West, O/S West, Fall S Fest, Spring S Spree and the NASG Annual Convention. The Flyer Fest West and O/S West shows are held annually, usually in California. The Fall S Fests rotate among 4 cities in Illinois, Wisconsin and Missouri. The Spring S Sprees rotate among three cities in Ohio. The Annual NASG Convention rotates between geographic areas.



At any of these shows, and I'm sure some others, you can hobnob with scale S folks, S narrow gauge modelers, American Flyer enthusiasts and those in the happy middle ground, S hi-railers. Here's where you can find the most S layouts on display and the most vendors of both new and used S products. You'll also discover the great fellowship amongst S folks. Again, check out the nasg website: **nasg.org** for dates and details about these events.

Now back to the budget part: OK, you're hooked, so how to start modeling in S on a modest budget?

1. **READ!!!** Read websites, print magazines, books, the Yahoo lists and on-line E-zines. In other words “learn yourself” some background.
2. Make a list of wants and attend the swap meets. Compare prices, buy used from vendors, check out new dealer sales, etc. If it's not in the budget, pass it up for now! And maybe you can be a vendor yourself. Maybe you have excess AF stuff dug out from the attic that you could sell in order to finance that more expensive used item or that new Lionel AF locomotive. If you're coming from another scale, attend an all-gauge swap meet and peddle the HO, O or N items there.
3. Consider joining the NASG.
4. Consider joining an S club.
5. Plan on doing work or help out on an S club layout or S home layout.
6. In S we are all “scroungers” so I'd hope you have a knack for that! By scrounging I mean looking in the parts bins at sales, kit bashing structures from HO and O, utilizing non-model items like PVC pipe and looking for S model items that might need some repair.
7. Have realistic goals. If money is tight, don't insist on brand new brass or a new Lionel Challenger right away. Instead, plan on a switching layout or branchline type layout using an American Models, MTH or Lionel switcher loco or two acquired from a “new sale list” or used.

Yes, S can be done on a budget. Bottom line — Read, meet other S folks and be prepared to “SCROUNGE.” Oh yeah, make photocopies of this editorial for S friends who don't read the Dispatch or for those in other scales toying with the idea of switching scales.

Side Track

Your S-Gauge Headquarters
Artista • American Models • MTH • Grandt Line
S-Helper Service • S-Scale America
Brass • Track • Structures • Electronics
PO Box 590 • Ouray, Colorado 81427 • 970-325-0118
sidetracks_1@msn.com
www.sidetracks.net

Prototype Freelancing an Old Style Kit



By Brooks Stover, MMR
Photos by the author except where indicated.

Like many modelers, I have a number of unbuilt kits on the shelves in my shop. As my layout is fully operational and fully scened, lately I've been slowly working through those kits. I'm either building the kits, scrapping them out for parts or selling them. Recently I took two Ye Olde Huff-N-Puff kits off the shelf and looked them over. One was a 40'

reefer and one a 40' boxcar. As I have lately added a couple of 50' Pacific Rail Shops box car kits to my roster, it occurred to me that it might be fun to see if I could make a 50' wooden box car by combining parts from the two Huff-N-Puff kits.

Doing some searching on the internet and with help from some fellow S modelers around the country I found a few images of a Southern Pacific 50' wooden outside braced boxcar designed to haul automobiles with an interesting 1½ door configuration (See figure 1, below). Since there was no logic in having a shipment of automobiles on my coal-hauling Buffalo Creek & Gauley, I decided I would freelance a similar car and just have it appear in one of the B&O trains that pass through during an operating session on my BC&G layout.



Figure 1: Brooks found this photo of a Southern Pacific car on the internet and it was the primary inspiration for the model he built. He also found photos of a similar car in Great Northern livery but freelanced his model with a B&O scheme.

Huff-N-Puff Kit

The Ye Old Huff-N-Puff company has been making wood craftsman kits for nearly 50 years. The line has changed hands several times and now manufactures a full line of kits including some that at one time were produced under other brand names. Huff-N-Puff makes kits for S, HO and O and the same basic kits have been in production for decades. A typical kit of this type contains a milled one-piece roof, milled end blocks and floor and an assortment of scribed siding, strip wood, and wire which the modeler uses to form the needed parts. Also included are a few basic cast brake components. It's as much a box of raw material as it is a kit in the contemporary sense of the word. Working on one of these kits is like entering a time machine as at one time this was the state of the art for model railroaders. As nice as today's high tech urethane and laser cut wood kits are, it's still a blast to work with wood and wire. Pictured above right is a typical Ye Olde Huff-N-Puff boxcar kit. Not one of the ones used for this project.



Typical Ye Olde Huff-N-Puff boxcar kit.

Photo by Bill Pyper

Building the 50' Body Shell

I didn't plan on writing up this project when I started so didn't take photos of the first couple of construction steps but the sketch in Figure 2, below, shows how I made the basic 50' body shell out parts from the two 40' kits. The joints in the roof and floor were staggered for extra strength and were reinforced with blocks glued across them. The kits came with vertically scribed siding but the car that inspired the model has horizontal siding so new sides were made from 1/16" thick, 3/32" scribed Northeastern siding. I covered all four sides of the body shell with the scribed siding and didn't worry about door openings for reasons that will be clear shortly.

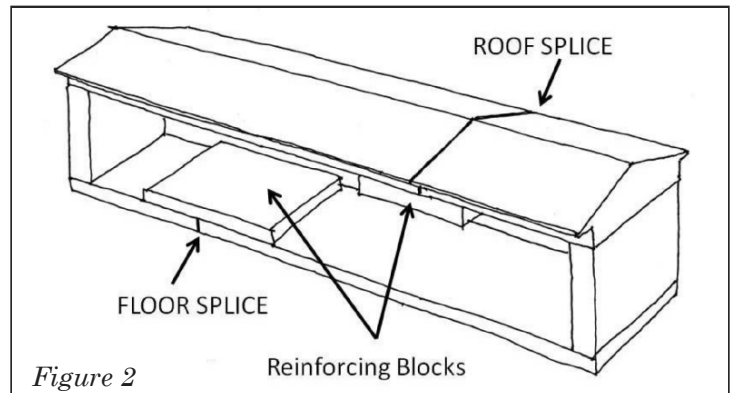


Figure 2

Underbody Detail

Consistent with the overall "use whatever works" approach taken with this model, the underbody details came from several sources (See figure 3 on the next page). I had a PRS frame assembly that I bought on eBay which was trimmed to fit, including removing the bolsters at both ends.

Continued on the next page

Prototype Freelancing an Old Style Kit

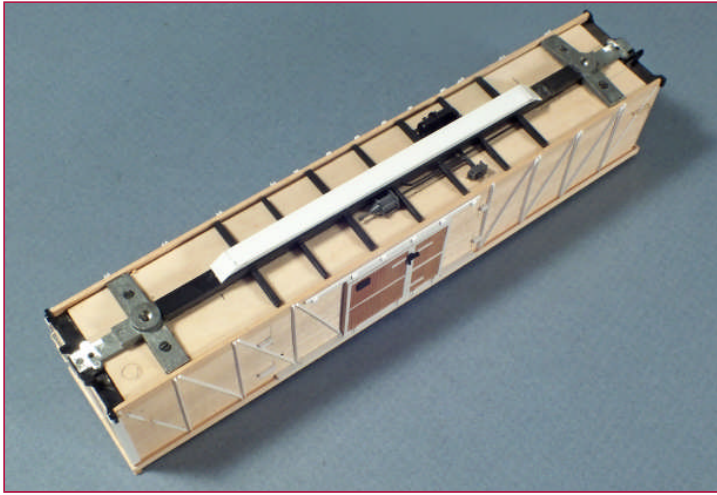


Figure 3: In the true spirit of kitbashing, Brooks used the center sill and ribs from a PRS 50' boxcar kit as the basis for the underbody detail. The large "fish-belly" center beam was scratchbuilt from styrene. Ace bolsters were installed using small woodscrews that Ace provided for the purpose.

This worked great because it included not only the cross ribs but also some air line detail and mounting points for the brake components. The plastic frame was attached with to the wood floor with cyanoacrolate adhesive (ACC). ACE metal bolsters were screwed to the wooden floor. These old parts are really terrific as they provide mounting pads for the Kadee 802s as well as threaded holes for attaching the trucks. The black plastic end beams that came in the Huff-N-Puff kit were used as they are nicely detailed although they had to be modified to accommodate the Kadee 802s. The prototype car had a fish-belly shaped frame. This was represented by adding an appropriately shaped extension on to the PRS frame that was built from styrene.

Exterior Details

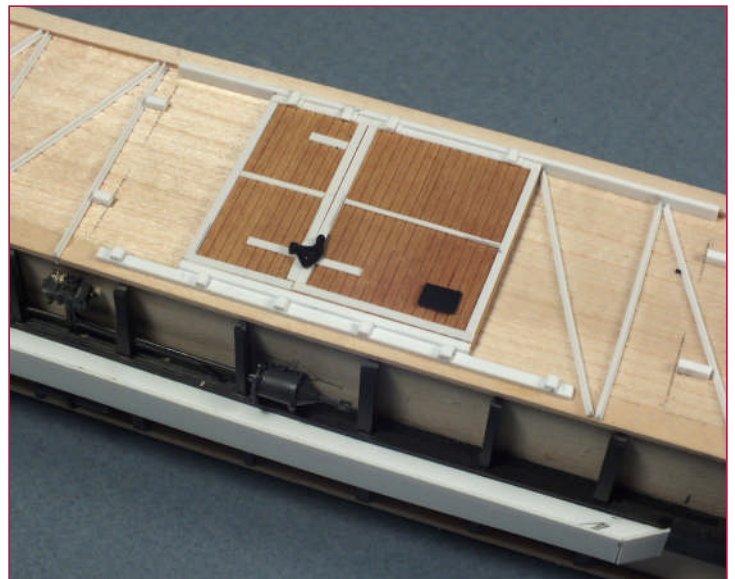
The rest of the details for the car were simply added to the sides and top of the body shell (Figure 4). First, fascia boards made from 1/8" x 1/16" strip wood were added along the tops of the sides and ends. The metal rails running along the bottom of the sides were represented by 3/16" x 1/16" strip wood, although styrene could have been used. The next parts added were the doors which were made from 1/16" scribed wood left over from one of the donor kits (Figure 5). These were simply applied right on top of the scribed siding. These do not open. The metal framing on the doors was made from .010" styrene sheet to which 3M brand adhesive transfer tape had been applied before cutting into the widths needed. When the backing paper was removed, the "peel and stick" styrene strips were applied directly to the wood. The door tracks and guides were made from miscellaneous strip styrene.

The exterior braces that give the car so much of its character were made from 3/64" T-section styrene from Plastruct. I have had good luck attaching styrene to wood using ACC. I carefully marked the locations of the braces on the shell with pencil lines and test fit each one before gluing. I applied a very thin film of ACC to the T-sections braces with a very fine wire. The corner reinforcements are 1/8" styrene angle from Evergreen with Archer rivet decals added, also attached with ACC.



Figure 4: All of the exterior details including the doors, door tracks and T-section outside braces were simply added to the outside of the scribed siding that covered the sides and end of the structure shown in Figure 2. The T-section styrene outside braces were attached to the siding using ACC.

Figure 5: The doors were made from 1/16" scribed siding from one of the donor kits glued to the exterior siding of the car. The 'metal' framing on the doors was made from .010" "peel and stick" styrene. The strips were cut from styrene sheet to which 3M Adhesive Transfer Tape had been applied and then pressed in place. The door tracks and hinges were made from styrene of various sizes.



The diagonal braces on the ends of the car and on the extreme ends of each side were flat sections rather than T-section elements. These were made from 'peel and stick' .010" styrene as described earlier. In order to make clearance for the ladders, small pieces were cut out and removed using a sharp knife (Figure 6). The adhesive transfer tape holds the styrene strips very firmly but the small pieces can be easily lifted off if done carefully.

The ladders and brake wheel are details items from a PRS kit that I bought on Ebay (Figure 7). The brake shaft is a piece of brass wire and the brake platform is .030" styrene. The roof was covered with blue painter's masking tape to represent a tarpaper covering. The roof walk is a laser etched part available from BTS. The small triangular supports for the brake platform and roof walk overhang were cut from styrene.

Prototype Freelancing an Old Style Kit

All the grab irons and stirrup steps were formed from .020" brass wire using the technique I described in the article on detailing a GP35 in the May/June 2015 DISPATCH.

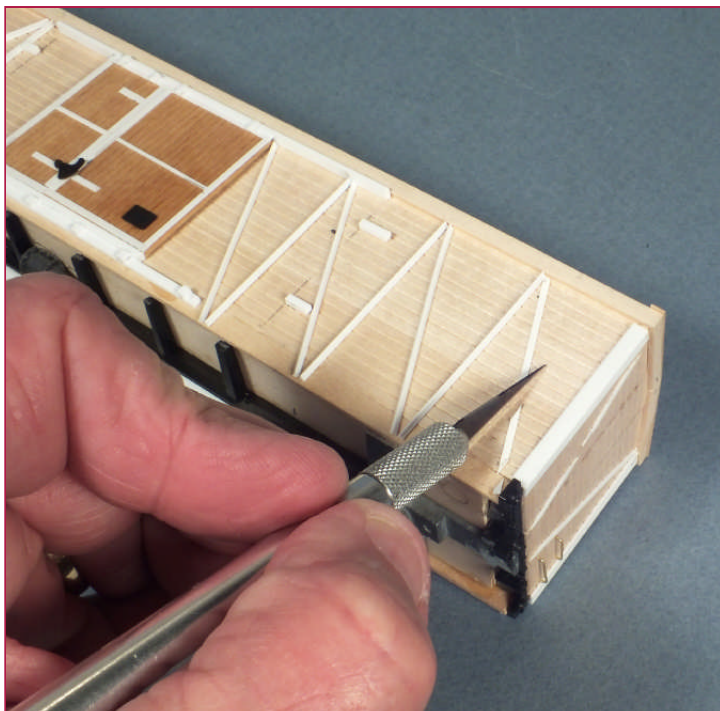


Figure 6: The last diagonal braces on each side and the diagonal braces on the ends of the car were flat stock, not T-sectioned like the others. These parts were made like the door framing described in Figure 5. Small pieces were then carefully cut away and lifted off to provide clearance for the ladders.

Figure 7: This view clearly shows the angle iron corner braces with rivets represented using Archer Fine Transfers. The ladders and brake wheel are from a PRS kit. Grab irons were formed from .020" brass wire. Blue painters masking tape was used to represent the roofing material and the roof walk is a laser etched part from BTS.



Painting and Lettering

I airbrushed on two coats of Floquil Boxcar Red from my dwindling supply. When dry, a coat of Testor's Gloss Cote was applied to prepare the surface for decals. I have seen photos of these 50' automobile cars lettered for both the Great Northern and the Southern railroads. I didn't have appropriate Southern decals and I thought it unlikely that there would be a GN car in the back hills of West Virginia, the site of my layout, and so I freelanced the car for the B&O with decals from my box of extras. I put the lettering in the same relative positions as on the Southern car. A coat of Testor's Dull Cote sealed the decals and provided the 'tooth' necessary for the pastel chalk weathering applied to the car. I use pastel chalks exclusively for weathering for the low cost and the ease and speed with which weathering can be done. The couplers are Kadee 802s and the trucks are old ACE items but they work fine and are 'period correct' for use with the Huff N Puff kit.

All in all it was fun to create a reasonable representation of a unique and interesting box car using parts from a couple of old kits that had been languishing on my shelf for years. While today's highly detailed urethane and laser-cut kits are nice, nothing beats the fun of creating a one-of-a-kind model by bashing parts that otherwise might go unused.



Figure 8: This photo shows the car after painting with Floquil Box Car Red and applying decals from the authors scrap box. The trucks are from Ace and the couplers are Kadee 802s with the glad hands painted black with silver to represent the coupling.

Figure 9: A B&O Consolidation switches the interesting 50' outside braced boxcar the author built from parts from two 40' box car kits manufactured by Huff-N-Puff. New scribed siding, a roof walk from BTS and plastic details completed the transformation.



Musings from the Beach

By Monte Heppe Executive Vice President

A nice benefit about living near the beach is that it's a great place to ponder things.

I joined NASG in 1989. At the time I was mostly an American Flyer collector and operator. I was delighted with the Dispatch and the annual Flyer car. I became intrigued about what happened at conventions and various other meetings. The beginnings of my involvement with the organization started with attending a convention. It was a wonderful experience. I met a number of interesting people and saw a lot of great layouts and products at the vendor hall that I didn't know anything about. At the 2001 Steam Town Convention, I entered a model in the new Flyer Imagineering contest and won first place. This was getting interesting, which led to more conventions. My next step was co-chairing the Baltimore Convention in 2007 and became the Eastern Vice President. Getting involved in the operation of the organization and helping make changes and improvements in it was very rewarding. My next office was National Model Contest Chair where I had the opportunity of updating the model contest rules and formalizing the Flyer Imagineering Contest. Now, I find myself as Executive Vice President with a number of new projects in mind. →



I look back and realize all the wonderful things that I got out of being a member of NASG and by becoming involved. I gained a lot of good friends, got great advice on modeling, got to go on great convention tours, gained the confidence to write a number of magazine articles about S and oh, by the way, I now have a "scale" S switching layout. None of this would have happened if I had just read the magazine and bought the annual Flyer car.

The point I am getting to here is that what you get out of NASG depends on what you put into NASG. We are not just the provider of another hobby magazine, but the gateway to many wonderful experiences. To get these benefits you have to become involved. We need at least one committee chairman and additional members for several committees. Here is a great opportunity to help the organization and help yourself. Consider volunteering to help with a convention or staff the NASG booth at the Worlds Greatest Hobby Shows. I was pleasantly surprised when an individual at the Kansas City Convention volunteered to head up a project that could be of benefit to our members. If you have a project in mind to improve the organization, submit a proposal to the Board of Trustees and you will probably find yourself in charge of the project.

Get involved and really enjoy the organization, prior experience is not necessary. Don't just ask, "What do I get for my dues besides the magazine?" (Which by the way is a very good magazine that keeps improving).

From the Conductor — continued from page 2

In addition to the NASG booth, S gauge was represented by Aztec Manufacturing, Des Plaines Hobbies, Evans Designs, Fast Tracks Hobbyworks, Kadee Quality Products, Monster Model Works, MTH Electric Trains, RS Laserkits, Thin Film Decals and The Coach Yard.

A surprise visitor to the NASG booth was Dick Bukowski, of the Chicagoland Association of S Gaugers.

The National Train show was part of the NMRA annual convention. It was held at the Portland Expo center on August 28th through 30th. The Expo Center is at the very north edge of Portland, just off the I-5 freeway, before the Columbia River crossing and adjacent to the Portland International Raceway. Fortunately, there were no races that weekend and no other shows going on at the Expo Center so there was plenty of parking and traffic was (relatively) light.

Other Stuff

I am no longer going to refer to the exposition of products in the Dispatch as "New Products." Because of the long lead time in producing the Dispatch, a product that has been submitted for publication is no longer **new**. From now on, products shown in the Dispatch will just be referred to as "S Products."

I'm sure that you noticed that this is the holiday issue of the Dispatch. I wasn't able to assemble as many train-under-the-tree pictures as I did last year. So, please, if you have a train-under-the-tree or some other type of holiday train display, take some good pictures and send them to me for next year's issue. When taking pictures, please remember that the most important thing is focus. Bad lighting can be fixed in PhotoShop.

GOLDINHANDS
www.goldinhands.com



TRAIN REPAIRS

SPECIALIZING IN
TMCC CONVERSIONS

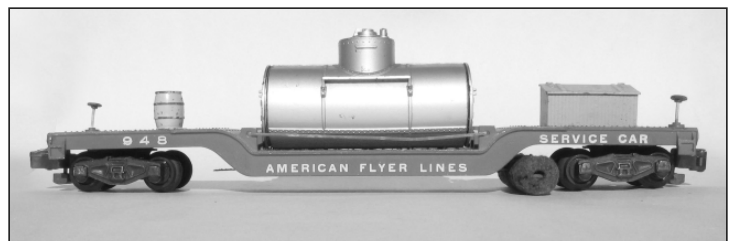
Authorized Lionel Repair Station

Edward Goldin
customer@customer.com
847-727-0857
Member TCA and NASG



On a personal level, I scored a great purchase at the NTS. I bought the American Flyer track cleaning car in the picture below, for a measly \$10! It is in excellent, if not mint condition, with only one of the foam rubber cleaners missing. It is car number 948, listed in Greenberg's 1946-2015 pocket price guide, only as "AF Flatcar 53-57," valued from \$11 to \$30.

Bill Pyper, Editor, NASG Dispatch



Grandad makes a layout for Christmas

By Randy Griggs

This article details the construction of two American Flyer Pikemaster train layout tables I made for two of my grandsons. One was completed in September 2012 for our daughter's oldest son Evan and one completed in October 2012, for our son's youngest son Ryder. The first one was designed and built after Evan convinced me one day by saying: "Grandad, you have all these trains, but I don't have any." I decided that I could construct a small custom table, about 2 feet off the floor which would neatly contain a 2'x3' panel Pikemaster layout, and Evan would have a layout!

I built Evan's first, from a Pikemaster set I had obtained years ago. It was pretty much complete except that it didn't include any buildings, or a working transformer. One day before Christmas 2012, Ryder's dad called and said that he found a good deal on Craig's List for another Pikemaster set. I told him that I could make another layout table for him as well. Ryder's Pikemaster set was also pretty much complete. It needed a transformer, but included two original Pikemaster buildings. Both Pikemaster sets required some repairs to some of the signs. Both sets included hills and tunnel pieces.



I came up with a plan that would only use one 4'x8' piece of 1/2" plywood to make the table top, sides, ends, and legs. When I went to Lowes to get the plywood, I had them cut the large pieces to size, which helped in finishing the project at home with a small table saw. They were accurate enough that I didn't have any trouble with dimensions of their cut pieces. Although I cut all the 4 1/2" wide pieces at home with my small table saw, I'm sure the Lowes (or Home Depot, etc.) service tech. could also cut all the 4 1/2" wide pieces, as well. I glued everything together with Elmer's wood glue, and used a small pneumatic nailer to fasten the joints. I was fairly liberal with the nails. This resulted in a very strong table assembly. The four legs bolt onto the table assembly.

Photos at the right show some of the finished details of the two layout tables. I've included dimensional diagrams showing the pieces needed for the table's construction. Each layout table utilizes the one piece of 4'x8' by 1/2" plywood quite well.



After using a latex wood primer, I finished Evan's train layout table with some left-over brown latex paint. Ryder's table was finished with black paint, at his dad's request. Under Evan's table I wrote: "Built 9/11/2012 by R.L.G." Under Ryder's table I wrote: "Built Oct. 2012 by R.L.Griggs." Evan knew I was doing a layout for him. Ryder, didn't. It was built as a Christmas present from Santa. Ryder's youngest brother asked his dad WHY it was 'signed' like it was when Santa supposedly brought it. I guess his dad explained it in such a way that he didn't give up Santa to Ryder! :-)

PLYWOOD CUTTING DIAGRAM

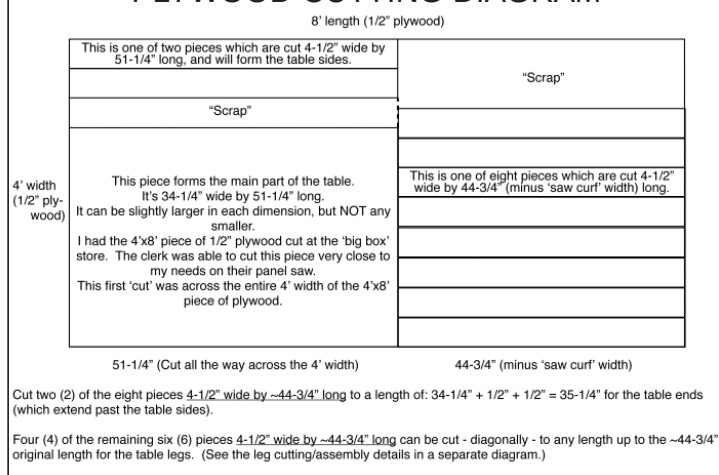
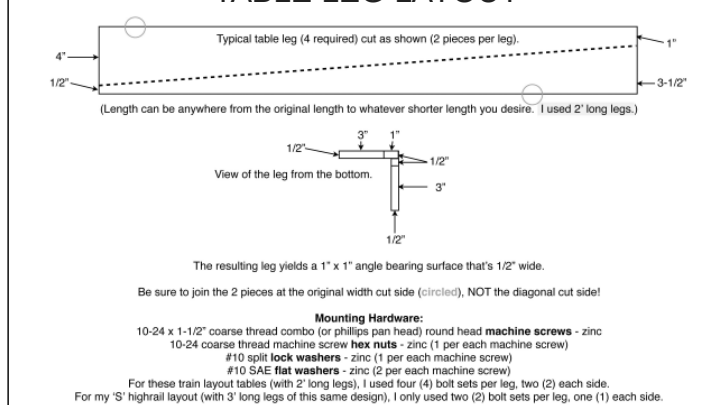


TABLE LEG LAYOUT

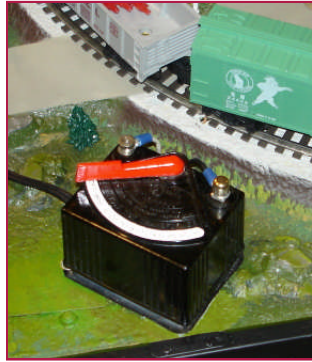


Continued on the next page

Grandad makes a layout for Christmas

For Evan's layout, I installed an old, but safely operating, 75 watt American Flyer transformer that I'd had for years and an old AF stand-alone circuit breaker. After re-soldering some of the terminals on the circuit breaker, it worked perfectly. I thought it might be a good idea to have a circuit breaker on a young boy's layout. Duhh!

For Ryder's layout, his dad obtained an old, but reliable, small Lionel transformer that had a built-in circuit breaker. It only had a base and variable voltage post, but seemed to work okay. I re-painted its face so the MPH numbers would show up better, and painted the handle red.



Evan's layout has three Plasticville buildings which I found, used, at a local hobby shop. A little large perhaps, but reasonable — a fire station, a police station, and a house. I performed some minor repairs and painted a couple roofs so they'd look better. I added an Ertl Farm Country train set's loading dock, some signals and signs. I also had some old, Plasticville people and other small accessories which allowed us to create a small park, complete with a park bench and seated people.



Since I had several Ertl Farm Country train sets, most of them bought on eBay to convert the Ertl GP-35's to eventually use on my S highrail layout. I included an Ertl Farm Country flatcar with tractor loads for both layouts. Although the flanges are extra thick, the Ertl wheels work well on the Pikemaster track (no switches). The Ertl couplers match up with the AF Pikemaster couplers without any problem. The Ertl Farm Country train sets are S scale. The Ertl flat car, boxcar, and caboose look exactly like their AF counterparts. The Ertl GP-35 looks almost identical to American Models S GP-35, and with some added details, can fit right in on an S highrail layout.



Ryder's layout, below, included two original Pikemaster buildings, so his layout looks a little less crowded. His Pike-master set had most of the usual accessories: telephone poles, trees, stop signs, RR crossing signs, etc.



Evan's layout table does not have anything between the 1/2" plywood table top and the plastic Pikemaster panels. Ryder's layout table has some 1/8" thick foam rubber where the plastic Pikemaster panels touch the 1/2" plywood table. The thought was that the foam rubber would minimize the sound level. There doesn't seem to be that much difference, since the plastic Pikemaster panels themselves act as a sound-board.

Evan's Pikemaster panels sit loose on his table. The panels stay together with the little spring clips provided with the Pike-master panel sets. Ryder's Pikemaster panels, along with also using the spring clips and foam insulation, were loosely screwed to the table top so it could easily be moved sideways into a room without having them falling off the table.

Ryder's dad has added some items to his layout — like a whistle which is hidden under one of the plastic hills. Although the small Lionel transformer didn't have a fixed voltage post, the whistle worked okay with whatever voltage/speed setting the transformer was set to. Ryder also has gotten a couple, new, locomotives — a small Lionel/Flyer switcher steamer and a new Lionel/Flyer Chessie SD-9. He also received a new Lionel/Flyer Chessie boxcar to go with his new Chessie SD-9. Later I built an auxiliary shelf for Ryder's layout so he could store his extra locomotives and some die-cast cars, etc. off the layout table.

Grandad makes a layout for Christmas



I also made a gondola load for each layout from Walt Disney World plastic ID cards from recent family trips to WDW. Unfortunately Ryders cards (top) looked nicer than Evan's, but Evan didn't mind.



Evan's layout, top right, started out in their unfinished basement. Not exactly an ideal location. We recently moved it from the basement to a second-floor play room. The layout is much happier there. The only problem that Evan has had was that the track needed some cleaning at one time. So, grandad cleaned it and wiped it with WD-40, then wiped it dry. That took care of the problem.

Ryder's layout has resided in several locations at his home, but it is now in the bedroom that he shares with his youngest brother.

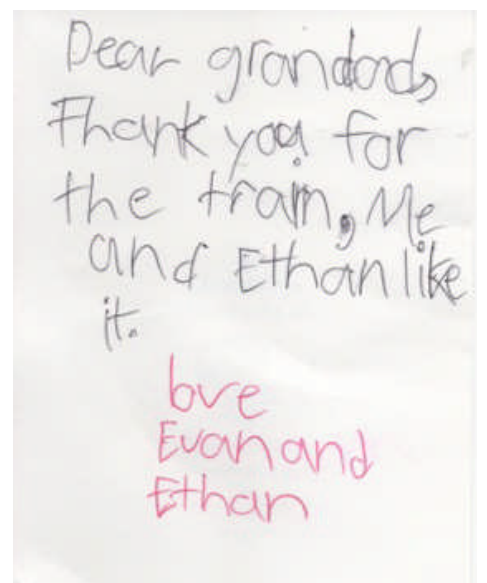


Grandad still likes to fire their layouts up when I visit, just to see if everything is okay. To me, a simple Pikemaster oval with a real electric train going round and round is soothing! :-)

There's a commercial that used to be aired that said something like: "...something \$X.xx, something else \$X.xx, results, priceless!" This story has a similar ending. Cost of plywood, paint, and hardware: \$35, time spent building the layout tables: 16 hours, getting a hand-written "Thank You:" from your grandsons — "PRICELESS"! :-)

Randy Griggs
Louisville, KY

All photos by Randy Griggs

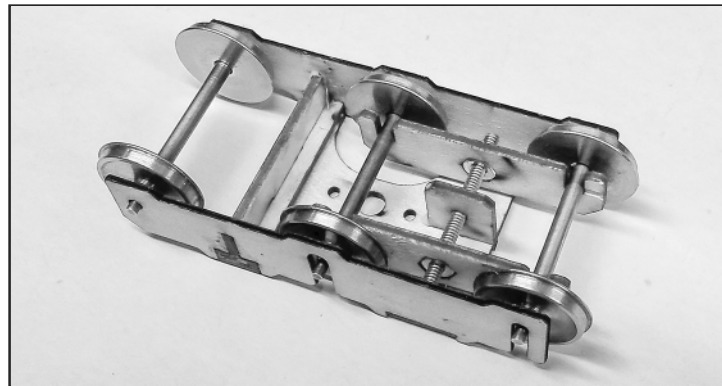


News from the North

By Jim Martin, S Scale Workshop

Fast Tracks Trucks:

Last time I teased you with news of a laser cut, wooden 6-wheel passenger truck that had just been announced by *Fast Tracks*. Actually, the wooden workings hide inside the wheels. You supply the wheels and the outer truck side frames: American Models for this application. This all started when S scaler Trevor Marshall remarked to Tim Waris of Fast Tracks that he was having tracking problems with the 6-wheel American Models truck. In an evening Tim designed and laser-cut fully equalized inner workings from thin plywood. The design transforms the operation of the American Models truck. Visit Tim's website, **handlaidtrack.com** for a look at the truck, and then follow the link to Trevor's blog where you will find a detailed review, assembly tips, and a video demonstrating how well the equalization works. This was just supposed to be a one-off, but word got out and . . . well, you know.



3-D Modeling with Steve Hunter:

It's pretty safe to assume that we are all familiar with the changes 3-D printing is bringing to the hobby. Steve Hunter at http://www.shapeways.com/shops/Eastern_Road_Models of eastern Ontario is now retired from careers as a designer at Black and Decker, and later a designer at the National Research Council, where he got to play with a lot of the latest 3-D technology. He has an interest in the rail operations on Prince Edward Island, Canada's smallest province. That interest has led him to design a flanger, two types of snow plows, and most recently an exquisite Hart gondola. Steve models in HO but is also producing these models in S. That makes Steve pretty big news up here. I thought it was time we chatted about what the future holds for 3-D printing in our hobby, especially as it relates to our chosen scale.

J.M. Thank you for making your models available to us S-Scalers. Do you relate to us in any special way?

S.H. Definitely. First I've always liked S scale. I like the size. It's a nice size to see the detail but not so huge like 1/4-inch scale. The other thing is I've always loved the narrow gauge era of the Prince Edward Island Railway and I've always had that temptation to build some narrow gauge equipment. If I

were to do that, Sn42 would be the most obvious scale to work in. One of the beauties of working with CAD and the printed parts is that HO and S scale aren't that terribly different in size, so it's quite easy to scale up parts to S with very little change to some details you have to make slightly oversize in HO. They're generally in a size range where you can downsize detail thicknesses fairly easily for the S scale models without taking a huge amount of labor. For me it just makes sense to look after more modelers than I'd otherwise be doing.

Modelers in TT scale are producing quite a number of modern cars and diesel bodies, but if I understand your last statement correctly, their models will not so easily scale up to S?

The skills of the 3-D modeler are vital in this sort of thing. If it's a rough, blobby model (I'll use a new modeling term) you might get away with it in TT scale because you know it's smaller than HO. In N scale frankly, you don't have a choice about making things blobby. You're running well below the minimum printing sizes so you have to beef up some of the details or lose the details that can't be printed. TT is sort of on the boundary where things start to become printable, and TT models are likely to have fairly oversize details. If that model is simply bumped up to S scale things like latches and other details that should be quite fine on a model will end up being pretty thick and heavy. If the modeler comes back into the file and starts to make those things finer, then yes it could definitely be scaled up, but it's not as easy a job as it would be from HO.

Many people from their model railroad perspective may think that 3D printing is something new, but you say it's been around about a quarter century?

Yes, I've been working with it myself for about 25 years. It started out as pretty crude technology: extremely expensive and extremely rough. The first model I ever held in my hand was an early SLS model. SLS is a process where they take a nylon powder, run a laser over it and cure the powder, add another layer, run the laser over it again and so on, until you have the complete 3D shape. SLS is still with us, but it's improved an awful lot over the years. That part, that was quite a small part, maybe 6 inches around and a couple of inches deep, cost at the time over 75-hundred dollars. That model today would be less than 300 dollars depending on the exact geometry. So it's come a long way. The detail resolution even in SLS has also come a long way. I've been involved in product development and engineering my whole career. I retired last year but I spent that time making fairly extensive use of 3D printing technologies as they came along, so it's been interesting. In the last three years since I did my first hobby model for my own use, the differences I've seen developing in the printing are simply unbelievable. It's come a long way in a fairly short time and it's just exploding now.

Has 3D printing sufficiently matured for our needs or do you consider it to be still in its adolescence?

It's definitely at a point where it needs to be taken seriously by modelers. Everybody has seen really horrible parts that were created by the old extrusion printers. These are the type of printers that people are selling as home 3-D printers all over the place now. If you can imagine building up a model in layers using a hot glue gun, that's basically what those things are doing. They give really rough finish, horrible detail resolution.

3-D Modeling with Steve Hunter

They may be useful for hardware and so on, but they are of no use for small scale models. The new generation printers and materials, for example what Shapeways (shapeways.com) calls FUD (Frosted Ultra Detail), and Frosted Extreme Detail (FXD) are beautiful materials. The finish you get with FXD acrylics is almost the same as injection molding. I've been printing rivets that are 8-thousands of an inch in diameter and everyone is perfectly visible and perfectly formed.

Can you give us an idea of the cost of the two printing media using your Hart gondola as an example in S Scale?

We can't compare the two because the S scale model is only available in FUD. It's too big to print in FXD. The complete kit, all the parts you need, except couplers, trucks, paint and decals, along with a bit of wire is \$274.23 Canadian (exchange rate at time of interview) so it's not that bad. Something like a boxcar that takes more material would be more expensive. On small parts which fit in the printer envelope and need detail as fine as possible, the difference between FUD and FXD is approximately 60 percent.



Here is what the current state of 3-D printing technology is capable of. This S scale Hart gondola kit was printed from files developed by Steve Hunter. Andrew Baird owns the completed model and kindly supplied these photos.



Yeah . . . it's interesting that a smaller, more highly detailed car could cost less than a larger, simpler car.

It's based on a formula that takes into account the printer volume, and the volume of actual material and sometime the price is surprising.

There does seem to be a direct price comparison to the differing mass of the scales. S is two-and-a-half times the mass of HO. Is that directly related to the extra cost of the print media?

That's actually where the cost difference comes in. The cost is due to several factors. First is machine space. S scale models take up more of the machine bed than HO or N scale, so they're going to take a higher proportion of the cost of the print run. The material: there's considerably more material volume.

I think you're pretty close with your figure. That is a big part of the cost. You're paying for material, the machine time, and labor. The S scale model takes a bigger chunk of the machine time, and that includes a huge cost of amortizing the cost of the machines. The other thing that's involved is a huge amount of electricity. Because running a laser in FUD for example . . . it's curing the acrylic in layers that are only 24 microns deep . . . or in the FXD, 16 microns . . . incredibly thin layers, so it takes a lot of passes of the laser to print a big S scale model.

What about market resistance to 3-D printing?

I'm in this for the long run. Initially there is market resistance. It's expensive. The technology's expensive; it's an unknown technology to most people. They've never held a printed part in their life so some people really don't believe it exists, or they've heard horror stories of some of the early models that were poorly designed, that really weren't very good. That scares a lot of people off. It's unfortunate. It's a growing technology and you've got a lot of people in it that aren't really trained in what they're doing. They're doing it as a hobby and the results might not be as professional as you'd like to see. I think that's hurt the industry in general. Where people can look at an actual model from a certain designer from a certain type of machine now that the technology is maturing, I think they'd understand the kind of quality we're able to produce now.

Is there a price breakthrough around the corner? You mentioned Carbon 3-D before we got started. What's that?

Carbon 3D has made a big splash lately. It's not ready for show time yet. Basically it's starting with technology that's been around a long time which is called SLA where you're dealing with a liquid resin and it grows the model from the resin. But Carbon 3-D has taken that process, turned it upside down, and rather than building up from the base of the machine, it's building up on a travelling carriage that moves upward through the liquid. They've come up with a membrane that allows oxygen and light to pass through, but won't allow the liquid resin to leak out, and that creates an area where they can actually cure the resin at the bottom of the tank. So as the part rises upward through the liquid, it's being formed at the bottom. It's extremely fast. They've come up with a way of moving the lasers so fast, it may be possible to have multiple lasers working on the same part. It's hard to know until it becomes more public.

Continued on page 18

A. C. Gilbert's

American Flyer Trains

Bob Iannacone

615-371-0948

cell: 615-429-8292

biannaco@bellsouth.net

www.americanflyertrains4u.com



Happy

Trains under the tree A Christmas Tradition?

Toy trains have been around since at least 1861. But it was the competition for the toy train market between American Flyer, Lionel and Ives that led to the association of electric toy trains with Christmas. Lionel founder Joshua Lionel Cowen persuaded the distributors and stores that carried his products to include his toy trains in their Christmas displays, suggesting that they would make wonderful holiday gifts. This, along with advertisements featuring Lionel trains around Christmas trees, established the connection.

Jack Shepman's trains under his tree in Edgewood, Kentucky.



Above: Rick Evans Christmas village and train under his tree.

Right: Pioneer Valley S Gauge of New England display and run their layout at Look Park in Northampton, Massachusetts for the Christmas season



Holidays

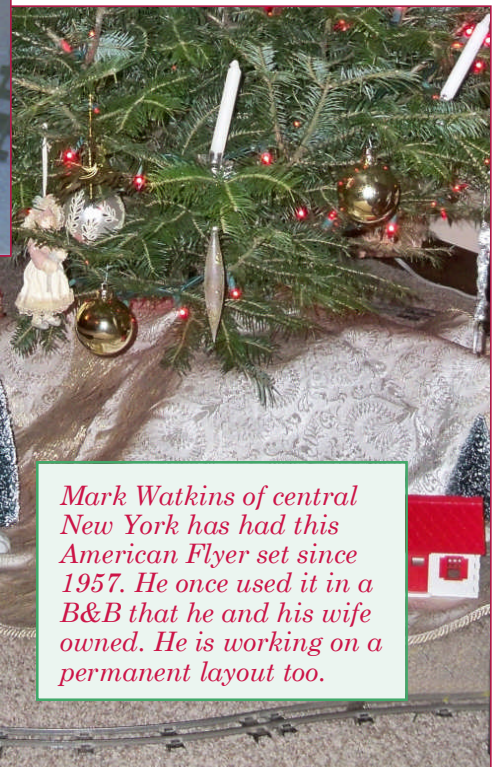


Left: Richard Trotter, of Saguache, Colorado runs his Royal Blue and train in a circle around his small Christmas Tree.

Right: Carolinas Division of the Atlantic Coast S Gaugers exhibit and run their large modular layout at the Kannapolis, North Carolina Christmas festival.



The American Flyer winter wonderland above is the work of Terry Dillon of Gig Harbor, Washington.



Mark Watkins of central New York has had this American Flyer set since 1957. He once used it in a B&B that he and his wife owned. He is working on a permanent layout too.



3-D Modeling

Continued from page 15

What would be the benefit to us . . . cost or quality?

A huge benefit . . . both cost and quality. Of course it would be really nice to say take a Hart gondola and have them print it, but they're not ready for that yet and it's actually way too big for their print envelope at the moment. Basically what they're running right now are prototype units. It's reported to be between 25 and a hundred times faster than the fastest current poly tech printers. So a part that might take 6 hours to make might be finished in an hour . . . maybe forty minutes, depending on the detail or the part. Part of the manufacturing time will continue to be manual cleanup and removal of support geometry, so the increased speed of the machine doesn't translate directly into the time required for a print.

So will we see resin kit prices for printed cars in the future?

I hope so. As the speed becomes faster and faster on these machines, they'll be using far less labor and a lot less machine time, so they can do more runs during the lifetime of the machine as they're paying for it. They won't need as many machines to satisfy the demand for parts, and the biggest factor is far less electricity per model, so their costs will be slashed eventually once these things are in common use . . . if the technology is as good as they say.

Do you want to crystal ball a time for this?

I won't go to the extent of saying reaching resin prices but I think we're going to see a huge cut in prices of printed parts within the next five years.

And finally do you foresee a day when we might be able to download a file from you and have it 3-D printed at a place like Staples? How common are 3-D printers about to become?

3-D printers are about to become very common. Really good 3-D printers won't be, because they are so incredibly expensive and they take really qualified people to properly operate them. (For a lesser machine) I could see a market for say switch machine brackets, something like that; maybe bezels for mounting toggle switches in your fascia. That type of part that doesn't need a terribly good finish. I could see that sort of thing coming from a file and being printed. It won't be long before Staples has rolled their printers out through most of their stores: that should be within a couple of years. So for that type of thing, yes there's definitely a potential for doing that, but for high quality parts, details, kits, it would be at least a very long way off if it ever happens.

Thanks Steve for bringing us up to date on the future of 3-D printing and also for making your stuff available to S scalers.

Steve isn't the only Canadian to take to 3-D printing in a big way. Proto:87 modeler René Gourley of British Columbia (rene@proto87.org) had a very informative article on printing unique rolling stock in the March, 2012 *Railroad Model Craftsman*. I also interviewed René on Episode 35 on the *Model Railway Show* (themodelrailwayshow.com). All past 52 episodes are archived for free access at any time.

Finally, as I was getting ready to submit this article, the September 2015 RMC had an article about 3-D printed logs cars, including some made for talented S scaler Bob Hogan.

Till Next time, Cheers, Eh

Readers Write

Bill,

I read in the Sept/Nov Dispatch that John Parsons of **Azatrax** attended the KC convention. I've used his sensors and circuitry for block signals and crossing gates (see photo below). Both work very well and John was very helpful when I installed the crossing gates (the more complicated of the two).

Sincerely,
Pete Gehret



Bill,

Thanks for sending me The Dispatch Magazine. There is obviously a lot happened since I last looked at my American Flyer Train Set. My visiting the National Train Show and discussions with you have peaked my interest in getting back into the hobby. Not sure I will but I am going to subscribe to your magazine for a year and see where that may lead. I checked out the Gilbert House on the internet and it looks like an excellent place to donate my set when I decide I am through with it. I am going to hang on to it for a bit longer.

Enjoyed meeting you.

Vaughn Martin, Claskanie, Oregon

Bill,

Thanks for running the photo of my ex-Conrail caboose on a lowboy trailer in the Sept-Oct 2015 Dispatch (Page 13). This was inspired by the actual move of a caboose to a museum in Rochester, NY.

The annual 'Greeleys' contest is a lot of fun, and I hope there will be many entries in 2016.

Mark Charles, Ann Arbor Michigan



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

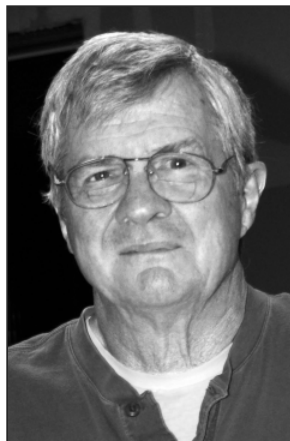
Dave Blum
PIKESVILLE MODELS
3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440



Pennsy H-10 Consolidation in S

By Pete Gehret, Castle Rock, CO
Photos by the author

The Pennsylvania Railroad was known for many things, especially its standardization of motive power. Between 1913 and 1916, 273 H-10 Consolidations were manufactured. They were described as powerful and “stubby.” They featured 62” driver wheels and large 26x28 inch cylinders. As a classification, the H group was the most numerous Pennsy freight hauler in the early 20th Century and by 1924 numbered 3,335 locomotives.



The PRR used the H-10 in Lines West service and featured a Lines West high side tender. There are no H-10 models available in S scale.

A few years ago, S-Helper Service (now MTH) produced a very fine consolidation lettered for B&O and Western Maryland but no Pennsylvania model with a *belpaire* boiler. I model eastern railroads, particularly Pennsy, in 1952 and have a large roster of PRR motive power, steam and diesel. About ten years ago, I purchased a custom-made PRR L-1 Mikado, 2-8-2 at a bargain price. It was a somewhat inexact model with an open frame motor and never ran quite well or looked just right. Compared to my Omnicon imported brass PRR Mikados, beautiful looking and running models, it was certainly an ugly duckling and consigned to non-running status. (figure 1, below)

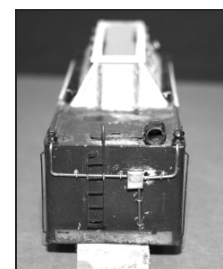
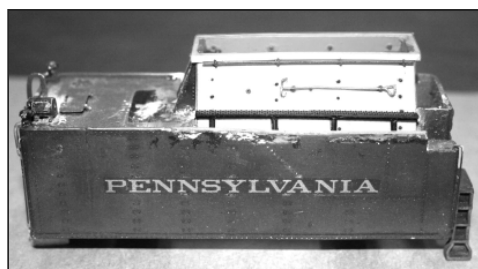
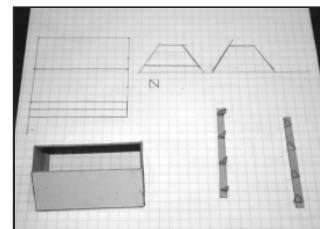
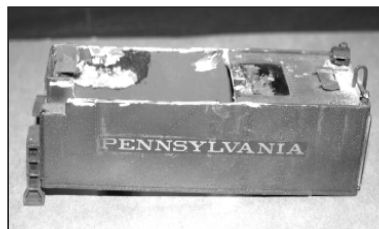
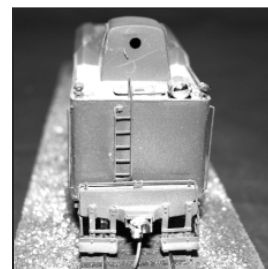


This past year, Broadway Limited Imports introduced an HO gauge H-10. I looked at the reviews and pictures in Model Railroader and Railroad Model Craftsman and thought that I should try and convert my never-used 2-8-2 to a 2-8-0. The Model Railroader Cyclopedia volume 1, Steam Locomotives has a scale drawing of the H-10 on page 55 although it doesn't include the high-side tender. The drive wheels on my Mikado measured 62 scale inches and the cylinders were also the correct size. I was off and running (hopefully to daylight)!

My approach to the project was to construct a reasonable facsimile of the H-10. I am not an exact prototype modeler and my goal was an engine that looked good, if not a perfect replica, and ran well. I also thought my job would be easier if I removed as little of the existing detail as possible. Fortunately, my cousin, Fred Rea, an avid Pennsy modeler, had just purchased a BLI HO H-10 and kindly sent me photos of the tender and the engine.

Before tackling the engine, I decided to convert the tender. I had never undertaken a task this ambitious and thought it prudent to start with the (hopefully) easier of the two tasks.

I cut down the coal bunker on the original tender which was fabricated from *zamac*¹. I used the Model Railroader digital archives to research *zamac* and confirmed that it is hard to work with. There are no scale drawings of the high, angled Lines West coal bunker and I made several drawings and cardboard mock-ups until I thought I had reasonable proportions (figures 2-7, below). I then fabricated the finished piece from 1mm styrene and added railings, walkways and an S scale coal rake. I used Testors Contour Putty and Loktite clear silicone water proof sealant to fill gaps and, along with Instacure gap-filling 5-15 second cyanoacrylate, as adhesives. Finally, I added electrical piping, a junction box and marker lights to the rear end: then coal, paint and decals.

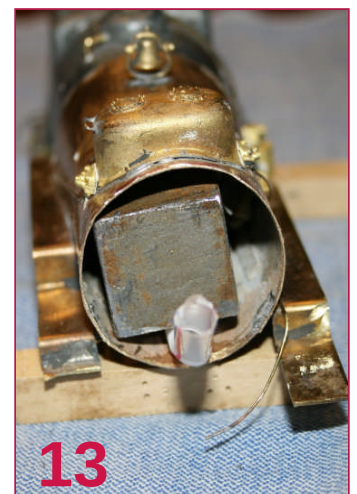
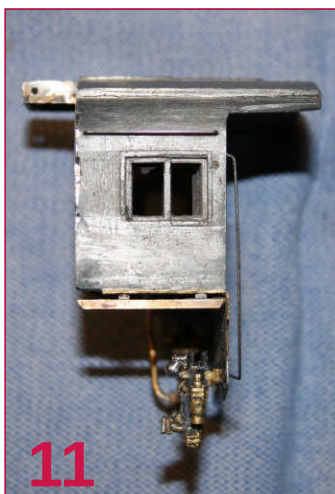
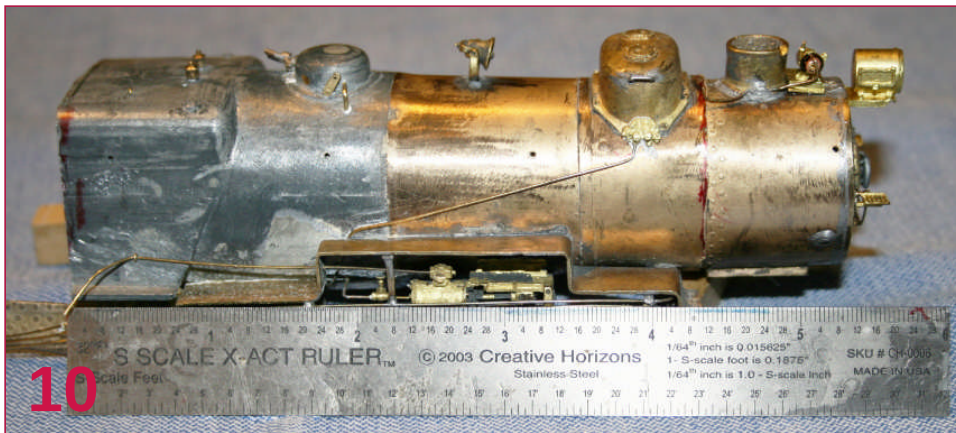
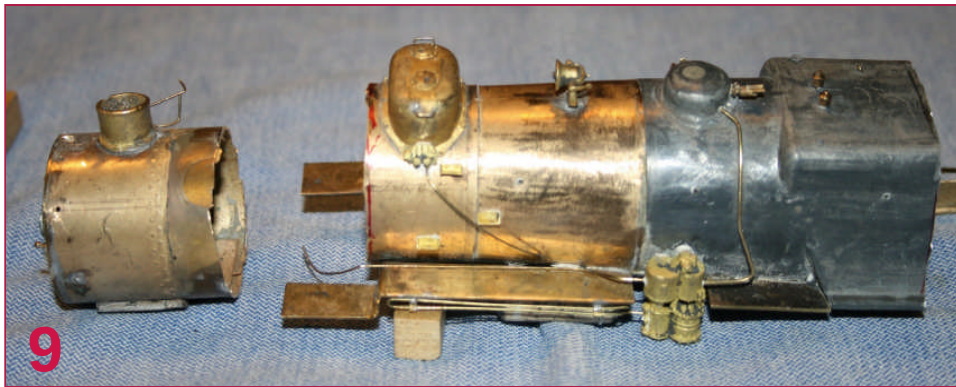
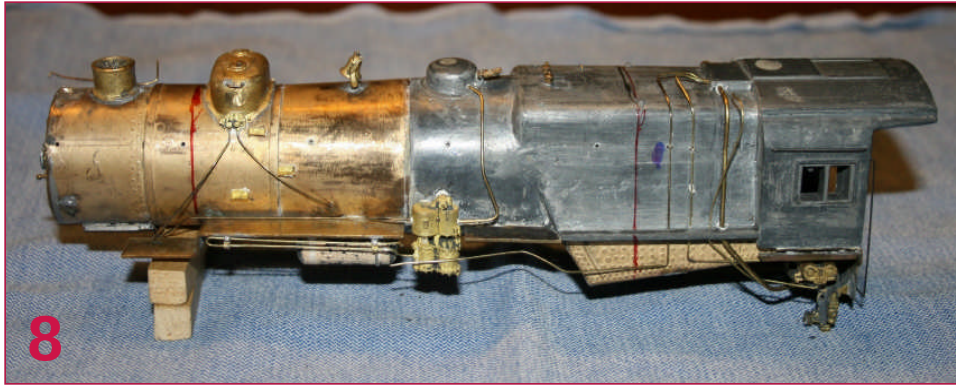


The next step was to tackle the engine. I used the scale drawing in the *Steam Cyclopedia* and measurements from my SHS consolidation to calculate that I needed to remove nine scale feet from the boiler which included some from the *belpaire* portion. The finished boiler needed to measure thirty scale feet from the front of the cab to the number plate on the front of the boiler.

The next step was to remove the cab and boiler from the frame, strip the paint, take measurements and make my cuts. I used *Crown Handi-Strip* to remove the paint and *Crown* low odor mineral spirits to remove the solvent (See figures 8-11, on the next page).

1. Zamac is a trademarked family of alloys with a base metal of zinc and alloying elements of aluminum, magnesium, and copper. Some may think of it as “Pot Metal,” but pot metal may also contain lead, tin, cadmium or iron.

Pennsy H-10 Consolidation in S

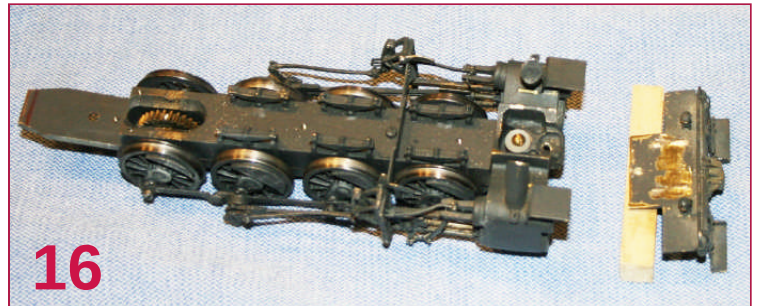
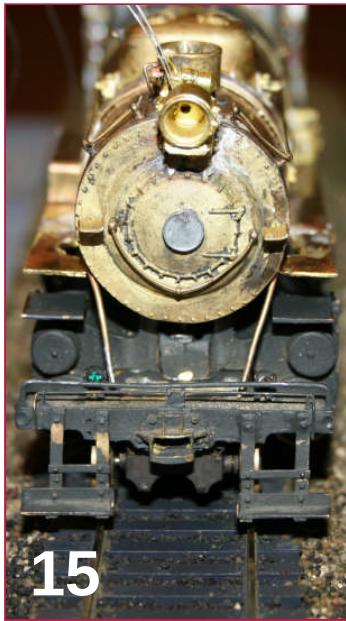


When the boiler was cut, I made several discoveries that made the job more difficult: The front of the boiler could not be removed to facilitate changing attachments and wiring the head light and the boiler weight was a large, immovable square of metal much denser than lead. To overcome these obstacles, I placed a 1/4" plastic drinking straw, with an accordion bend, in the boiler and passed a thin fishing line loop through it and a hole in the boiler just beyond the smoke stack to be used as a pull-through when the headlight wiring was eventually installed (See figures 12-13). The L-1 had a modernized front end and I needed to reposition the headlight, the dynamo, the steps and the grab rails (See figures 14-15).

On the boiler, I modified and lengthened the running boards, created an opening in them for the cylinder steam pipes and fabricated new air reservoirs to fit under the running boards. The cab required front windows which I drilled through the zamac (not easy!). Finally, I removed the old air reservoir from the front end, shortened the front end porch and replaced the missing marker lights (See figure 16).

Next I reassembled the cab and boiler and used the reattached handrails (I did not reposition their stanchions) to ensure correct boiler rotation. (See figure 17) The boiler was glued with ACC and silicone sealant. When everything was dry, I cleaned the cab and boiler with *Simple Green All Purpose Cleanser*, used a primer coat of *Floquil* spray zinc chromate, then masked and painted the roof of the cab with oxide red, remasked and painted the remainder with loco black (both *Scalecoat II* spray).

Pennsy H-10 Consolidation in S



I was pleased with the final result, seen below; certainly not perfect but quite satisfactory for my purposes. I wanted a smooth-running engine so I sent the finished model to Larry Edwards of Stevensville, Montana, who custom makes brass engines. He installed a can motor and gear box in the H-10 and the engine now runs quietly and flawlessly, looks good on my layout and complements my Pennsy roster.

Bibliography

1. Pennsy Power, Alvin F. Stauffer
2. Model Railroader Cyclopedic-Volume 1 Steam Locomotives, edited by Linn Wescott, Kalmbach Publications.
3. Model Railroader, July 2013, pg 51: "How a Steam Locomotive's Valve Gear Works"
4. Model Railroader, March 2007, pg 60: "Understanding Steam Details"



NASG Web Site Internals



By Peter Vanvliet
NASG Webmaster

In this issue I want to go a little bit behind-the-scenes of the NASG web site. But first, a few updates.

Online Shopping Updates

The online shopping cart system is working flawlessly. In the last Dispatch I mentioned that when you have completed your online shopping and payment via PayPal's web site, the link to take you back to the NASG web site actually

took you back to my Fourth Ray Software web site. I finally figured out how to change the settings in my PayPal account as well as the web site's pages such that my Fourth Ray Software customers will be taken back to the Fourth Ray Software web site and NASG customers will be taken back to the NASG web site. The act of going back to the NASG web site also clears your shopping cart of the items you have just purchased.

Additionally, NASG members who live in Texas were automatically charged a Texas sales tax. I have figured out how to get PayPal to not charge sales tax for NASG purchases, so that issue is now also resolved.

Make Sure You See the Latest

If you are not a programmer or a "power user" of your computer, you may not be aware of what actually happens when you browse to a web site using your web browser (Internet Explorer, Firefox, Safari, etc.). In the olden days when we all had dial-up modems, visiting a web site took a long time. Pages with lots of text, and especially images and photos, took a while to download and display. Since most of the time web pages' content doesn't change, all web browsers have code in them to save images to your computer into some temporary directory/folder. Then, the next time you go visit that same web site or page, the web browser first checks to see if the page's images are already on your computer. If so, it loads that instead of re-downloading them from the Web. That is significantly faster. And if you are on an Internet connection where you are charged for the amount of bytes downloaded, it can actually save you money.

However, what if the webmaster has changed the image but kept the same file name? There are ways to handle that within the coding of a web page, where you can tell the browser to always force the visitor's web browser to download all the files used for that page. However, it is an all-or-nothing kind of thing. So, if I were to set that flag for a particular page on the NASG web site, everyone visiting that page will always have to download every image on that page. That's kind of overkill.

There is something you can do within your web browser's settings to make sure that you see the latest. If it is a page that you recently visited, your first act might be to force a full refresh. On Windows PCs that is usually done by pressing the



F5 key or clicking the **reload page** icon (see the figure on the left). You can, from time to time, tell your web browser to delete those temporary files, so that the next time you visit the web site, it will have to download all the images again. With

Internet Explorer that can be done via the **Tools | Options** menu command. I am not a Mac user, but I am sure Safari has a similar menu command. What I do is have the web browser automatically delete those temporary files when I close my browser (which is also an option). This guarantees that I am always seeing the latest on all web sites. And, with today's broadband Internet connection, downloading image files isn't that big of a deal anymore. For more details, go to the **Site** page of the NASG web site, where I discuss this issue: <http://www.nasg.org/Site/index.htm#cache>

Members Only Section

As of the end of August, about 33% of the active NASG membership has signed up for the **Members Only** section of the web site. This is a dynamic statistic that you can see when you log into that section, and click on the **Membership General Statistics** report. It shows the current total of active members, and how members have expressed their interests within the S community. Of course, the Members Only section has several other things you can do as well, such as update your NASG profile.

The way the Members Only section of the web site is set up, is that you register for access using your NASG membership number and your name. Your entered information is checked against the online version of the NASG database that our Membership Secretary, Dick Kramer, maintains. If everything checks out, and once registered, the web site automatically sends you your password to the e-mail address in your NASG membership profile. Since that is all handled automatically by the web site, there was no real pruning or cleaning up of outdated records in that database being done.

In July, I decided to write some code to make it possible for me to wipe out all entries from that Members Only database that are associated with membership numbers that are no longer active members (or membership numbers that were changed due to a change in the member's membership type or a move out of an NASG region). It was interesting that at the time there were almost 1,000 entries in that database. After clean-up, we were left with around 525 valid entries.

What were those other almost 500 entries? Well, about 200 were indeed from membership numbers that were once valid/active but are no more. The remaining 300 entries were all attempts by outsiders to hack into the database (it was easy to tell from the data entered). Of course, I have coded the registration process to be as secure as possible, so those people didn't get anywhere, but it did leave an entry in the database. By the time you read this, I will have tightened that up even more to where no entries are made into the database at all if the NASG number is not legitimate. It just goes to show that our small corner of the Web is not immune to hackers.

Web Site Statistics

If you are a member of the **nasgmembers** group on the **Yahoo!** discussion groups, you will have seen my monthly web site statistics reports. Usually around the 2nd or 3rd of the month I send an e-mail to that group showing the number of times the home page was visited, the number of unique visitors we've had, and the number of times the site was visited, all for the previous month. I then show a listing of that data for the past two years, so that we can see trends. A simple graph is uploaded to the web site to visually show that data. You can see the graph here: <http://www.nasg.org/Site/statistics.jpg>

I hope that you are all becoming more aware of how web sites and companies such as Google and Facebook are tracking your every move on the Internet. Personally, I have a real problem with that, so I have not added tracking code from Google to the NASG web site (or any web site I maintain). If a web site enables that kind of tracking using Google's "free" software, the webmaster can get very granular reports showing exactly what people are doing on their site. The information collected is a marketing person's dream! The statistics that the NASG web site server maintains, however, are very simple and generic. There is no way for me to find out which pages you visited. The "unique visitor" statistic is simply a recording of the IP address that visited the site (each unique address is counted). Each Internet connection has its own address (much like your postal mailing address). This is so that if a web site gets one hundred people visiting its web site at the exact same time, it knows to which address (IP) it is to send the requested pages and files. In the old dial-up days, you would get a new IP address each time you made a connection. With today's broadband, always-on Internet connection, however, your IP address remains the same all the time. That is how Google can do its tracking.

I have included the summary view of what I see as the administrator of the NASG web site (see the chart on page 24). In addition to those statistics, I can also see other generic data, such as which computer operating system and which web browser people used to visit the web site. The most popular operating systems for July 2015 were Windows 7 (37%), Windows 8.1 (19%), Max OS X (7%), Windows XP (5%), Google

Andriod (4%), and Windows Vista (3%). The most popular web browsers were Internet Explorer 11 (25%), Firefox 39 (14%), Safari 8 (10%), and Google Chrome 43 (5%).

Visit the NASG Web Site to Visit the Web

Web site tidbit: at the time of this writing there are 1,730 unique external links on the NASG web site. External links are those that link to pages outside of the NASG's web site, such as to manufacturers, clubs, and personal web sites. So, use the NASG web site as your spring board to go visit lots of other web sites that cover some aspect of S. All of these links are programmatically checked each Monday, and I routinely personally visit a subset of those to see if they still point to a web site showing S content. Feel free to e-mail me with any questions you have regarding this article or the NASG web site at webmaster@nasg.org

BUILDING PAPER

OVER 20 DIFFERENT KINDS OF
BRICKS, BOARDS, BLOCKS AND ROCKS

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



FOR SAMPLES AND PRICE LIST
SEND \$2.00 TO:

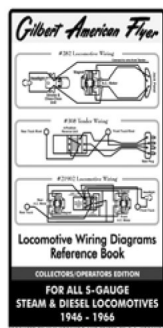
W. J. PYPER DEPT. SG13
P. O. BOX 885, SALEM, OR 97308-0885
or e-mail rrbill10@comcast.net for a pdf.

PORT LINES HOBBIES



"Specialists in S-Gauge Railroading"
—AMERICAN FLYER PARTS SERVICE —
ON-LINE CATALOG, OR \$6.00 BY MAIL.

6 Storeybrooke Drive Newburyport, MA 01950 (978)-465-8798



**NEW! —
AMERICAN
FLYER WIRING
DIAGRAMS.**
Clear & re-drawn
for every AF
steam & diesel
engine.
\$29.95 + sh.
Additional
Exploded View
and Parts List
books available.

VISIT OUR WEBSITE FOR PRODUCT LINES & INVENTORIES!

ANIMATED SIGNS:
Large selection available!
See them all "in action" on our
website.
Below: Reddy Kilowatt; \$49.00



Dallee Sound Controls for all AC-system S
engines except original AC Gilbert. Operates
Bell, Whistle/Horn, and Direction.
\$89.95 to \$109.95
SALE PRICE:
\$75 & \$95



**Various
S-scale freight
cars from
MTH.
Most: \$48**



Tom Barker, Volume 2—
All new material! \$27.00

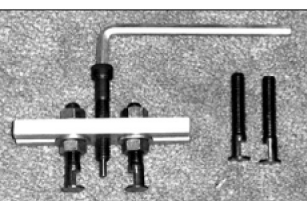
**"POLAR
EXPRESS"
Sets due
this fall!
Order
yours now!**

Open-spoke drive
-wheels for AF
engines available.
4, 6, and 8 wheel
versions in stock.
\$45; \$55; & \$75.



American Flyer
Repair Service available.
Guaranteed work.

**ADJUSTABLE
WHEEL-PULLER
for S-O-Std Gauge.
Aircraft-steel tips .
Easy to use,
and the best on the
market!
\$49**



On-line Inventories of our SHS,
MTH, Am Models, "Flyonel", Used
AF, Tools, AF Parts, Electronics,
Structure Kits, 1:64 Autos, and
figures, and other S-scale supplies!

VISA, MASTERCARD, DISCOVER, AMEX, & PAYPAL ACCEPTED.

VISIT US AT: www.portlines.com

E-mail: doug@portlines.com

S gaugers in Action



Left: Rocky Mountain Hi-Railers new modular layout Lookout Junction IV "Genesis" made its debut at the 81st Annual Cherry Festival in Emmett, Idaho. The S-Mod layout was not complete, but they had enough to display three trains to the public.

Below: Rocky Mountain Hi-Railers Coordinator John Eichmann in the act of polishing track

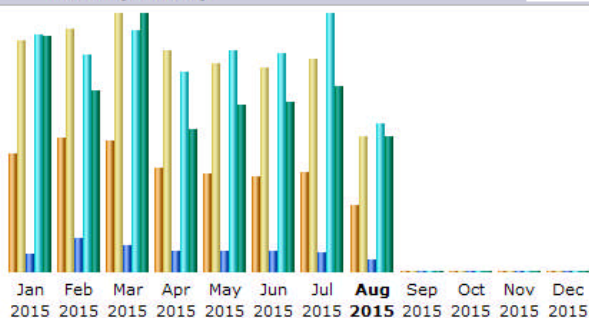


Summary View of Web Site Visits

Summary					
Reported period	Month Aug 2015				
First visit	01 Aug 2015 - 00:04				
Last visit	19 Aug 2015 - 03:47				
	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Viewed traffic *	2,165	4,359 (2.01 visits/visitor)	17,835 (4.09 Pages/Visit)	224,651 (\$1.53 Hits/Visit)	12.90 GB (3104.26 KB/Visit)
Not viewed traffic **			67,302	81,404	4.81 GB

* Not viewed traffic includes traffic generated by robots, worms, or replies with special HTTP status codes.

Monthly history



Month	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Jan 2015	3,823	7,460	28,063	358,319	22.50 GB
Feb 2015	4,354	7,854	49,902	328,265	17.22 GB
Mar 2015	4,227	8,340	39,455	366,217	24.59 GB
Apr 2015	3,352	7,141	31,953	302,477	13.55 GB
May 2015	3,158	6,753	32,541	335,270	15.88 GB
Jun 2015	3,080	6,593	30,624	330,694	16.21 GB
Jul 2015	3,216	6,863	30,144	390,535	17.73 GB
Aug 2015	2,165	4,359	17,835	224,651	12.90 GB
Sep 2015	0	0	0	0	0
Oct 2015	0	0	0	0	0
Nov 2015	0	0	0	0	0
Dec 2015	0	0	0	0	0
Total	27,375	55,363	260,517	2,636,428	140.59 GB



Above left: The Carolinas Division of the Atlantic Coast S Gaugers exhibited at the North Carolina Transportation Museum in Spencer.



Left: The W&OD S Gauge Club at the Chantilly, Virginia Greenberg Train Show

A Blast from the Past

By Jeff Madden
Editor Emeritus

These slides are from the collection of the late **Chuck Porter** founder of the **Badgerland S Gaugers**

On the left, from the right: Barry Mertz, Frank Titman, Wally Collins, at Brunswick, New Jersey.

On the right: Josh Seltzer, '92 Convention, Cleveland, Ohio



Left: John Bortz Layout.

Right: John Bortz layout Philadelphia Convention



Left: Reg Bilodeaux Operating machine shop display, Rail convention

Right: Bill Krause of Fairfield, Connecticut at New Brunswick, New Jersey



Tales from the Rails



HARRY ROLAND, By Bob Nicholson

Harry Roland was a crack locomotive engineer, some say among the best to ever run a locomotive on the Santa Fe's Illinois Division. Whatever, few doubted he was an outstanding and consummate professional, with a personality to match. In fact, if Harry had any shortcomings, it wasn't in his skill, which he had honed to a fine art, but the number of imitators (engineers) who thought they were as good as he was.

In those days, train movements on the Illinois Division were governed by an Automatic Train Control system, or ATC, the purpose of which was to provide warnings of impending situations, or impose penalty applications of the air brakes if those warnings were ignored. Dating back to the early years of the 20th century, cab signal indications had replaced wayside signals. A green cab signal indicated clear track ahead, proceed at maximum authorized track speed, yellow indicated a track speed not exceeding 40MPH, usually preparing to enter a diverging route, such as a crossover at a main line interlocking, as they were called in those simpler times, or be prepared for a red indication in the next block, which meant to run at restricted speed, not exceeding 20 MPH and prepared to stop short of a train, obstruction, or a switch not properly lined.

When installed, this system was a highly advanced method of controlling trains. Over time, it was beginning to show its age, and became increasingly susceptible to stray ground currents, such as from a trackside farmer's milking machine, causing false cab signal indications. These false indications required engineers to set the air brakes to avoid a penalty air brake application, which could bring the train to a halt. So the engineers devised a method whereby they would make a minimum air brake reduction and temporarily cut out the air brakes. That way, train speed was reduced only slightly, and when the false indication cleared up, the engineer cut the brakes back in and released the air. Management didn't really approve of the practice, but were hesitant to make an issue of it, since it kept the trains moving, a high priority at the time.

Critical to the operation of the ATC was a huge magnet valve mounted in the nose of the locomotives. A large metal cap held the activating magnet in place. Harry devised a method to avoid these penalty applications whereby he would flatten a paper cup and put it under the metal cap to keep the magnet from activating and initiating a penalty application. He would put it there at the beginning of a run, and remove it at the end, and no one was the wiser. The real problem began when he started investigating how to exceed the maximum timetable speed without initiating an overspeed penalty application. He carried out trials on the engine tracks during his layovers at Chillicothe, Illinois, until he had it perfected. It was a complex system, but, basically, with some deft manipulation of the air-brake valve, he was able to defeat the overspeed penalty by increasing the air brake pressure in the train to well above 75 pounds (the maximum at the time) in order to keep the brakes released whenever he exceeded the maximum allowable speed on the District. No one has ever duplicated this feat.

The system was perfect, and Harry became known for his ability to get trains "over the road", while conductors became skilled at doctoring delay reports to cover the indiscretions. No system is without its flaws, though, and Harry's manifested itself at a most inopportune time. Coming up to a red board at the Belt crossing at Nerska one day, he was forced to put the train into emergency to avoid going past the red signal.

As one might expect, the signal went clear virtually as soon as the train had stopped, but the overcharged train line would

not allow the brakes to release. The trainmen immediately "hit the ground" and began running alongside the train, bleeding air from the brakes while the Corwith yardmaster was screaming because the train wasn't moving. To make matters worse, #18, the Super Chief, pulled up and was forced to stop behind the stalled freight train, then #2 pulled up behind #18, and finally #24 joined them lineup and all waited until the freight train got moving again. The jig was up.

Naturally, delaying any hot passenger train without just cause, let alone three of them, meant there had to be an investigation. So all the corporate headhunters and all their experts crawled all over the train, trying to figure out what Harry had done to defeat their "flawless" automatic train control system. When they couldn't figure out what he had done, they called in experts from the Westinghouse Air Brake Company, but they couldn't figure out what he had done, either. That's when Harry decided to own up and show them how he did it just so they could fire him.

He and the fireman spent six weeks building a mock-up of the air brake mechanism on the engine, labeling pipes and making working parts so they could describe and illustrate what had taken place. Fair enough, but the experts were still baffled. Santa Fe decided, though, that they would still have to discipline him with a six-month suspension of duty without pay, and make him promise to forget everything he ever knew about defeating the "infallible" ATC system. In the end, no one ever understood or figured out just what he had done.

Harry took his medicine with all the style and grace of the gentleman which he was, kept his word, and never again tried to defeat the ATC. Many times, though, when I would work with him out of Corwith, I had the privilege of putting a paper cup under the magnet valve in the nose of the engine for him, a privilege granted to only a few of his close associates.

The last time I saw Harry was about two years after he retired. He was visiting Fort Madison and staying at the old Santa Fe Motel that stood at the corner of Avenue L and 27th Street. Today, Harry resides in a cemetery at Bonaparte, Iowa, dressed in his trademark striped bib overalls with his pocket watch and his leather gloves, per his request. Always the consummate, loyal, professional Santa Fe engineer, Harry Roland is always ready for his next call to duty.

Calendar of Events

This column is for the listing of model railroad events, with emphasis given to S-gauge or S-scale. If you know of an upcoming event related to S-scale model railroading, or model railroading in general, please e-mail the information to dispatch@nasg.org as soon as possible so that we are able to print it in a timely manner.

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 7-8, 2015 — Raleigh, North Carolina

NEUSE RIVER VALLEY MODEL RR CLUB SHOW
in the Education Building on the N. Carolina State Fairgrounds.
the **ATLANTIC COAST S GAUGERS, CAROLINAS DIVISION** will operate their modular layout.

November 7-8, 2015 — Syracuse, New York

41st GREAT NEW YORK STATE MODEL TRAIN SHOW
100+ vendors and 30+ operating layouts. Over 16 \$8, under 16 free. More information at www.modeltrainfair.com

November 14-15, 2015 — West Allis, Wisconsin

TRAINFEST at the Wisconsin Expo Center, State Fair Park,
8200 West Greenfield Avenue, West Allis (Milwaukee area)
BADGERLAND S GAUGERS will have their usual two
layouts running. Also **RON SCHLICT**'s AF layout on display.

November 14, 2015-January 2, 2016—Kings Mountain, NC

The **PIEDMONT S GAUGERS** annual recurring exhibit
fills the **Kings Mountain Historical Museum** with their oper-
ating layout as well as model train displays and lots of railroad
memorabilia, plus antique toys and games. Information and
schedules at www.kingsmountainmuseum.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

November 28, 2015 — Galax, Virginia

TRAIN FAIR sponsored by the Twin County Train Club. The
ATLANTIC COAST S GAUGERS, CAROLINAS DIVISION
will operate their Super Eight modular layout that
features three trains operating on the same track.

November-December, 2015 — Kannapolis, North Carolina

A Kannapolis Christmas A Christmas display of lighted
decorations seen by traveling the Winter Express which is a
narrow gauge railroad running through the the park. The
ATLANTIC COAST S GAUGERS CAROLINAS DIVISION
will operate a large modular layout decorated in a
Christmas theme in the Administration Building. There will be
variety of other Christmas attractions and activities at the park.
Go to www.kannapolischristmas.com for exact dates and
more information.

November-December, 2015 — Burlington, North Carolina

Holiday Model Train Display sponsored by the City of
Burlington. A modular Christmas theme layout will be operated
by the **ACSG CAROLINAS DIVISION** in the restored
Depot. Visit www.ci.burlington.nc.us for exact dates and
more information.

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 5, 2015 — Rickreall, Oregon

Railroad Show and Swap Meet at the Polk County
Fairgrounds, 10 miles west of Salem on Highway 99W just
south of Highway 22. \$5 admission. Free parking.

December 5-6, 2015 — Oklahoma City, Oklahoma

The **CENTRAL OKLAHOMA S GAUGERS** will display
and run side-by-side layouts with both classic American Flyer
and hi-rail at the 38th Annual OKC Train Show.

December 5-6, 2015 — Raleigh, North Carolina

SOUTHEASTERN DIVISION TCA MEET in the
Kerr Scott Building at the North Carolina State Fairgrounds.
During this meet the **ACSG CAROLINAS DIVISION**, will
operate one of its largest modular layouts.

December 11-13, 2015 — Baltimore, Maryland

WASHINGTON & OLD DOMINION S GAUGERS
will display and run its layout at the **B&O Railroad Museum**.

January 16-17, 2016 — Chicago, Illinois

CHICAGOLAND ASSOCIATION OF S GAUGERS
will display and run their layout at the **World's Greatest**
Hobby on Tour in the Schaumburg Convention Center, 1551
North Thoreau Drive, Schaumburg, Illinois.

NASG INFORMATION BOOTH

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

VOLUNTEERS WANTED

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

SCHEDULE OF SHOWS

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

January 16 -17, 2016 - Chicago, Illinois

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

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

Shop ye olde Company Store for Christmas

FOR SALE TO NASG MEMBERS ONLY



NASG

CAPS

\$12⁰⁰

Khaki and Blue Denim with color logo



10" EMBROIDERED PATCH

\$13⁰⁰

2 3/8" EMBROIDERED PATCH

\$2⁰⁰



**NASG
T-SHIRT
\$8⁰⁰**

Ash Grey with
blue logo
2X \$11⁰⁰



**NASG
GOLF
SHIRT
\$22⁰⁰**

Dark blue
with pocket
logo

**NASG
LAPEL PIN
\$3⁰⁰**

3/4" diameter



FOR SALE TO MEMBERS OR NON-MEMBERS



**NASG S-3, S-4
TRACK AND
WHEEL GAUGE**

\$5⁰⁰ or 2 for \$8⁰⁰

instructions included



**#802 KADEE COUPLER
HEIGHT GAUGE**

Measures
car on track for proper 17/32" height

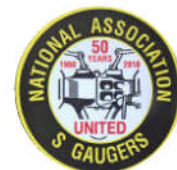
\$4⁰⁰ each or 2 for \$7⁰⁰



**#5 KADEE COUPLER
HEIGHT GAUGE**

Measures
car on track for proper 17/32" height

\$4⁰⁰ each or 2 for \$7⁰⁰



**REFRIGERATOR
MAGNET**

50th Anniversary Logo

\$2⁵⁰ each



**NMRA Sn3
TRACK AND
WHEEL GAUGE**

\$5⁰⁰ or 2 for \$8⁰⁰

TO ORDER any of the products on this page, download an order form at www.nasg.org/Store or write your order legibly on a piece of paper. Make checks payable to NASG Company Store and mail to:
ROY J. MEISNER, BOX 1, MERTON, WI 53056

IMPORTANT: Be sure to include your member number, quantity desired and sizes. Please include \$2.00 or 15%, whichever is greater, for shipping and handling. All orders will be shipped USPS Parcel Post.

Wisconsin residents please include appropriate sales tax and county of residence. If you have any questions contact Storekeeper Roy Meissner at 262-538-4325 or e-mail to companystore@nasg.org

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.

Holiday Sale

Put a Commemorative Car Under the Tree

New orders Only

ORDER ANY TWO OF

2015 Commemorative Car
2015 Convention Car KCS 286815
2015 Convention Car KCS 286707
at the regular price and get \$10 off either
the **Jenny Tank Car** or the
Marathon Motors Boxcar

Offer good until 12/31/2015

2015



\$69

New orders Only

ORDER ANY THREE OF

2015 Commemorative Car
2015 Convention Car KCS 286815
2015 Convention Car KCS 286707
at the regular price and get \$10 off BOTH
the **Jenny Tank Car** and the
Marathon Motors Boxcar

Offer good until 12/31/2015

2015



\$68

2012



\$75

2010



\$75

ALSO
AVAILABLE

2006
GE MOW CRANE CAR
\$70

2007
GE MOW BOOM CAR
\$52

BOTH FOR \$115

2012



\$50

TO ORDER THESE CARS

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

1. Your NASG ID number from your NASG membership card.
2. Your name and shipping address.
3. Which car or cars that you want and how many of each.
4. Your telephone number or e-mail address in case there are questions about your order.
5. Maryland residents ass 6% sales tax to your order.

All prices include shipping to addresses in the United States
To ship outside the US or for any questions contact Dave Blum
at pikesville_models@yahoo.com

TO SHOP ONLINE

Go to <http://www.nasg.org/Store/index.php> and click on **Add to Cart** for the item(s) that you want and follow the instructions.

ANNUAL DUES INCREASE

The NASG Board of Trustees has voted to increase the annual dues for membership to \$30. This change is effective **APRIL 1, 2016**. Prior to that date individuals can still become members or renew their membership for the old rate of \$25. Memberships can be paid for up to four years in advance for \$25 per year up to March 31, 2016.

ARTICLE XI -MEMBERSHIP (Adopted 05/1983)

1. Regular Membership: Any individual may become a Regular Member of the NASG upon application to the Treasurer or his representative and payment of dues of Thirty Dollars (\$30.00) per year. (Amended 09/2015)
2. Contributing Membership: Any individual, or S Gauge affiliation such as a club, manufacturer, supplier or publisher may become a Contributing Member of the NASG upon application to the Treasurer or his representative and payment of dues of Fifty Dollars (\$50.00) per year. (Amended 09/2015) contributing Members will be entitled to regular membership benefits, additionally Contributing Members may enroll family members or up to two (2) additional associates at any officially sanctioned NASG Convention. Enrollees will have all rights of regular membership at the event except voting rights at the annual meeting. (Adopted 09/2015) Special recognition will be made once a year to Contributing Members by Publishing of their names in the NASG publication, The DISPATCH. (Amended 05/1987)
3. Honorary Membership: — No Change —
4. Family Memberships: Any Regular Member of the NASG, may enroll additional direct family members under the Family Membership upon application to the Treasurer or his representative and payment of Ten Dollars (\$10.00) in additional dues. (Amended 09/2015) The Regular Member will be entitled to all benefits of regular membership as set for in the By-Laws. Direct family members will be entitled to regular membership benefits at any officially sanctioned NASG Convention except voting rights at the annual meeting (Adopted 07/1988)
5. Election to Honorary Membership — No Change —
6. Advance payment — No Change —
7. Six Month Trial Membership — No Change —
8. The dues structure as amended 09/2015 shall become effective April 1, 2016. Until that date, Regular and Family Members may continue to pay for membership in advance to a maximum of four (4) years at the existing rate.

(Adopted 09/2015)

NASG Board of Trustees

NASG Executive Vice President Monte Heppe

has donated \$60 to the NASG as a gesture of support for the dues increase slated for April 1, 2016. This donation is the difference between what his Contributing Membership cost this year and what the same membership will cost after April 1st. The NASG greatly appreciates this donation.

Extra Board

S RELATED STORIES IN NON-S PUBLICATIONS

When Mom got a dryer, Junior got a Flyer tells the story of when, as a marketing gimmick for the Christmas season of 1956, The Speed Queen Corp. gave away a train set to anyone who purchased a new clothes dryer. Written by Roger Carp with photographs by William Zuback, it appears in the **October 2015** issue of **Classic Toy Trains**.

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.

FOR SALE: S Helper Service #00439 **SW-1 Boston & Maine** #1113 locomotive. Purchased for \$199.95 years ago from Mountain Trains & Hobbies of Manchester, NH shortly before they discontinued business. Like new!! Total running time under 5 minutes, stored in original box. \$85 including UPS delivery. Details and photos — at attewode@hushmail.com Barry Atwood, 319 Horse Corner Rd., Chichester, NH 03258

Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading
Essense - the NMRA "S" SIG
newsletter, 1985-1988
Mainline Modeler 1980 - 1997
Model Railroader 1937 - 1961
NASG Dispatch • S Gauge Herald
S Gaugian • S/Sn3 Modeling Guide
Sn3 Modeler

Need an Article?

Need an article search?

**We'll find it and
send you a print or lend you the magazine**

Russell M. Mobley Memorial Library
NASG, Inc.
PO Box 2011, Leesville, SC 29010
library@nasg.org

NASG OFFICERS

BILL WINANS, President

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

EXECUTIVE VICE PRESIDENT: Monte Heppe

695 Lapwing Lane, Calabash, NC 28467-1964
e-mail: exec_vp@nasg.org ☎ 910-287-6666

TREASURER: Jim Kindraka

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

SECRETARY: Thomas Oglesby

2266 Martin Drive, Dubuque, IA 52001-8422
e-mail: secretary@nasg.org ☎ 563-583-4079

EASTERN VICE PRESIDENT: Dave Heine

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

CENTRAL VICE PRESIDENT: Will Holt

2186 Cabrillo Ln., Hoffman Estates, IL 60192-4633
e-mail: central_vp@nasg.org ☎ 314-835-1649

WESTERN VICE PRESIDENT: Bill Roberts

3632 Market Street, San Francisco, CA 94131-1339
e-mail: western_vp@nasg.org ☎ 415-282-6545

COMMITTEE CHAIRS

MEMBERSHIP SECRETARY: Dick Kramer

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

DISPATCH EDITOR: Bill Pyper

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

DISPATCH EDITOR EMERITUS: Jeff Madden

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

PROMOTIONS CHAIR: Greg Klein

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

PROMOTIONS COMMITTEE: Greg Klein

Alan Evans, Will Holt and our 3 Vice Presidents

STANDARDS and ENGINEERING: Steve Lunde

2601 Aberdeen Court, Waukesha, WI 53188-1377
e-mail: engineering@nasg.org ☎ 262-574-1086

S-MOD CO-CHAIR: Randy Bosscher

6036 Fallen Leaf Drive, Toledo, OH 43615-2507
e-mail: rl_boss@yahoo.com ☎ 419-367-3301

LIONEL/NASG CAR PROJECT: David Blum

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

NASG COMPANY STORE: Roy Meissner

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

CONTEST CHAIR: Monte Heppe

695 Lapwing Lane, Calabash, NC 28467
e-mail: contest@nasg.org ☎ 910-287-6666

ELECTION CHAIR: Jamie Bothwell

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

INSURANCE COORDINATOR: David Blum

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

WEBMASTER: Peter Vanvliet

e-mail: webmaster@nasg.org

LIBRARIAN: Michael Greene

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

CONVENTION COMMITTEE: Walt Jopke

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

Renew your membership

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 member 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.

Contributing Members

Harry J. Abraham

William C. Aikins

Barry Atwood

Al Baker

Jeff Bakst

John Barry

Jon R. Beveridge

James M. Bizorik

Michael Bonczyk

Robert N. Boring

Michael Bushnell

John Ciarleglio

Richard Ciesla

John L. Cookingham

Claude Demers

Richard E. Eckert

Michael Eldridge

David J. Engle

Ken Garber

Peter A. Gehret

Geoffrey M. Graeber

William Grant

Robert Greengrove

Tom Hawley

David L. Heine

F. Lamont Heppe

Jerry L. Hildenbrand

Alex Huff

Rashied Jibri

Joseph B. Kmetz

Dick Kramer

Robert F. Marchbank

Mark Markham

Paul D. Mathias

Lance N. McCold

Mark McFrederick

Donald E. McGinnis

Donald Q. Miller

George E. Milliken

William Monaghan

John R. Pryor

Alan Rich

Bill K. Rigsby

Douglas A. Schleeef

Bobby Shirley

Terrence Sprankle

Robert Stelmach

Raqy Swetman

The Model Railroad

Resource LLC

R. James Whipple

Marty W. Wik

Christopher G. Zizzo

Shannon Zuber

New Members

From August 1, 2015 to September 7, 2015 the following people have joined the NASG. WELCOME!

Bob Agne Lenexa, Kansas

William D. Bartron . . . Rancho Palos Verdes, California

Robert E. Bennett Temecula, California

Gary Camp Kansas City, Missouri

Robert A. Halayna Sharon, Massachusetts

Mark J. Hieger Troy, Missouri

Richard A. Koehler Butler, Missouri

Violet Kuhns Harrisburg, Pennsylvania

Harold Minkwitz Dover, Delaware

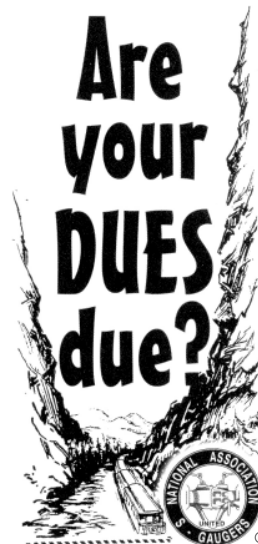
F. Jeffrey Mugridge Aaronsburg, Pennsylvania

Tom Nebelsick Lincoln, Nebraska

Edward J. Piggott Dewey, Arizona

Michael L. Warman Medina, Ohio

Bryan E. Yerke Charlotte, North Carolina



Celebrating the Texas & Pacific Railroad

NEW!



Above: GP9 units 1132, 1133 as delivered.

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



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



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

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



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

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

NEW!



Coming Soon
ALCO RS-11

Available in Demo, CNW, D&H, MP, NH, NYC, PRR, SP
See Web site for details