

THE NASG

DISPATCH

JANUARY · FEBRUARY 2016



**2015 Narrow Gauge Convention
Improving Old Brass Diesels
West Jersey Railroad Freight Dock
Building a Two-Bay Garage**

BILL'S BOILER WASH *by Bill Winans*

Happy New Year! I hope everyone had a wonderful time over the holidays and still found time for their hobby.

I have been thinking a bit lately (oh-oh!) about the NASG and what we are about. As President, I see myself as the manager of the personnel who actually run the affairs of the NASG. While I can help to set direction, I really think the general membership needs to come forward with what they think the NASG should do. It is quite possible that what I think is good, the general membership does not. The other members of the Board of Trustees certainly help me with what we ought to be doing, but we still need members to talk to us about what they think the NASG is all about.



I have been somewhat surprised at the apparent indifference by most of the membership to what is supposed to be their organization. Relatively few of you have come forth with ideas to help the NASG and its members, or have contributed articles to the **Dispatch** or photos to the **NASG website**. Generally, it is always the same few who make things happen for the rest of us. There must be more of you who have concerns, wishes, ideas and needs that could be addressed by the NASG. How about contacting me or the other members of the BOT (particularly your regional Vice Presidents) with these

thoughts? I am sure there are some really good ideas out there to inspire us. With some luck and persistence, maybe we can all benefit from them.

On the other hand, the general membership/business meeting at the Kansas City convention was the first time I have seen a large gathering of the membership really participate in the running of the NASG. It was terrific! Now that I have seen it done, I hope that same thing happens at future meetings.

We are looking into becoming an **IRS 501c3** tax deductible organization, as opposed to being just a 501c7 non-profit. This will take some time. Just the same, we can now take donations on line, though all donations must be given without restrictions. They will be acknowledged in the **Dispatch**.

It is time again to recognize those who work continuously, nearly every waking day, to make the NASG work for you:

Bill Pyper, your **Dispatch** editor
Peter Vanvliet, your web site manager
Dick Kramer, your Membership Secretary
Greg Klein, your Promotions Chairman and his staff
Dave Blum, your Convention Chairman

Along these lines, **Jim Kindraka** has left us as Treasurer. We all need to be aware of how much of the management load he carried over the last 15 years. Certainly worth his Bernie Thomas Award! He has my sincerest thanks for his support and knowledge of the workings of the NASG. **Michael Ferraro**,

Continued on page 31

FROM THE CONDUCTOR

WRITING FOR THE DISPATCH

Bill Winans told me recently that when he was at the convention in Kansas City, he encountered several people who were under the impression that articles submitted for publication in the **Dispatch** had to be "print ready."

I'm not sure what they mean by "print ready," but nothing is further from the truth. While I prefer that articles written for the **Dispatch** be submitted as WordDocs or pdfs, that is not the only way that they can be sent. I can accept plain text files or direct e-mails. If you are not comfortable using a computer, an article can be submitted as a type-written manuscript, sent to me by US Mail. I read every article word-for-word and make corrections as needed. If something is not clear to me, I will contact the writer for clarification. Once the article has been composed for publication, a proof will be sent to the writer either by e-mail or US Mail.

DEADLINES: The deadlines that are published on page 3 really only apply to time sensitive articles and advertising for such things as events. If you are writing about your layout or a how-to story; they are published more-or-less on a first in first printed basis. It makes life easier for me if I have a backlog of articles to work with.

PHOTOGRAPHS: Digital photographs are preferred, but I can work from color prints or color slides. **THE MOST IMPORTANT THING ABOUT YOUR PHOTOS IS THAT THEY MUST BE IN FOCUS!** I can correct color, I can compensate for bad

lighting utilizing Adobe PhotoShop®, but there is nothing that I can do to help bad focus.

The best way to send photos is to put them in a folder and copy that folder to a CD and send it by US Mail. CDs, slides and prints will be returned to the writer. Digital photos may be sent directly to me by e-mail. Sent them just as they came from the camera. Do not crop them or reduce them in size. I can receive up to 25MB in any one e-mail. **UNDER NO CIRCUMSTANCES SHOULD YOU USE AN ALBUM SERVICE OR FORWARDING SERVICE TO SEND PICTURES TO ME. I WILL NOT ACCEPT THEM.**

Complete **Guidelines for Dispatch Authors** are printed on page 26 of this issue. Tips for good layout photography are in an article by Brooks Stover in the February-March 2014 issue of the **Dispatch**. Brooks Stover's 30-page **Model Railroaders Guide to Digital Photography** can be found on the NASG web site. Go to <http://nasg.org/PhotographyGuide.htm> and download it in pdf. format.

If you have any questions about the **Dispatch**, please e-mail me at dispatch@nasg.org

Bill Pyper, Editor





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 2016, 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*
Steven Allen *Contributor*
Dave Heine *Contributor*
Monte Heppe *Contributor*
Joe Kimber . . . *Draftsman/Contributor*
Andy Malette *Contributor*
Jim Martin *Contributor*
Jack Ruth *Contributor*
Peter Vanvliet *Contributor*
Bill Winans *Contributor*

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

THE DISPATCH MANIFEST

Volume 40, Number 1, January-February 2016

COVER

Bill Winan's St. Louis Eastern and Pacific

BILL'S BOILER WASH

Words of wisdom from President Bill Winans 2

S GAUGERS IN ACTION

NASG member clubs display their layouts 4

CONTACTING THE NASG

Peter Vanvliet offers help on contacting the NASG 6

2015 NARROW GAUGE CONVENTION

Review by Dave Heine 8

A LAYOUT DESIGN GROWS UP

The evolution of Bill Winans' layout 11

IMPROVING PERFORMANCE

Andy Malette improves some old brass diesels 14

WEST JERSEY RAILROAD FREIGHT DOCK

Joe Kimber's plans for a scratch built freight dock 15

NEWS FROM THE NORTH

Jim Martin brings us news from north of the border 19

THINGS THAT I COLLECT

A commentary on collecting by Jeff Madden 22

BUILDING A TWO-BAY GARAGE

Steven Allen kitbashes a Monster Modelworks garage. 23

FLYER FEST WEST 25

GUIDELINES FOR DISPATCH AUTHORS 26

CALENDAR of EVENTS 27

COMPANY STORE 28

COMMEMORATIVE CARS 29

EXTRA BOARD 30

CLASSIFIED ADS 30

NASG Web Site

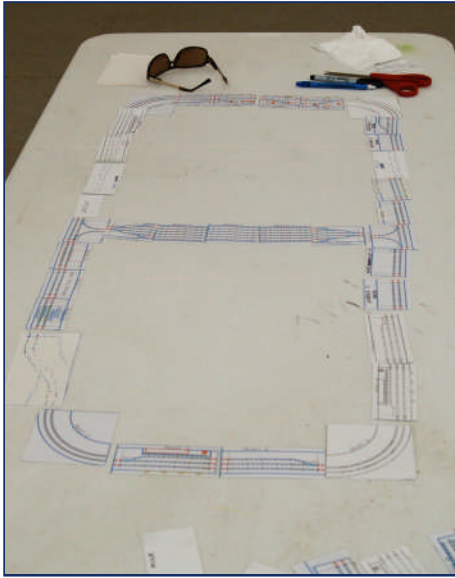
<http://www.nasg.org>

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.

S GAUGERS IN ACTION

The **Atlantic Coast S Gaugers Carolinas Division** set up one of our largest modular layouts at the **Sixth Annual Trains, Trains, and More Trains** show in Mauldin, South Carolina. Our layout was in the **Mauldin Cultural Arts Center** auditorium which is located near the historic Mauldin Train Depot. This is an event that our club looks forward to every year because of the great hospitality that the Mauldin Chamber of Commerce extends to all the train clubs that participate.

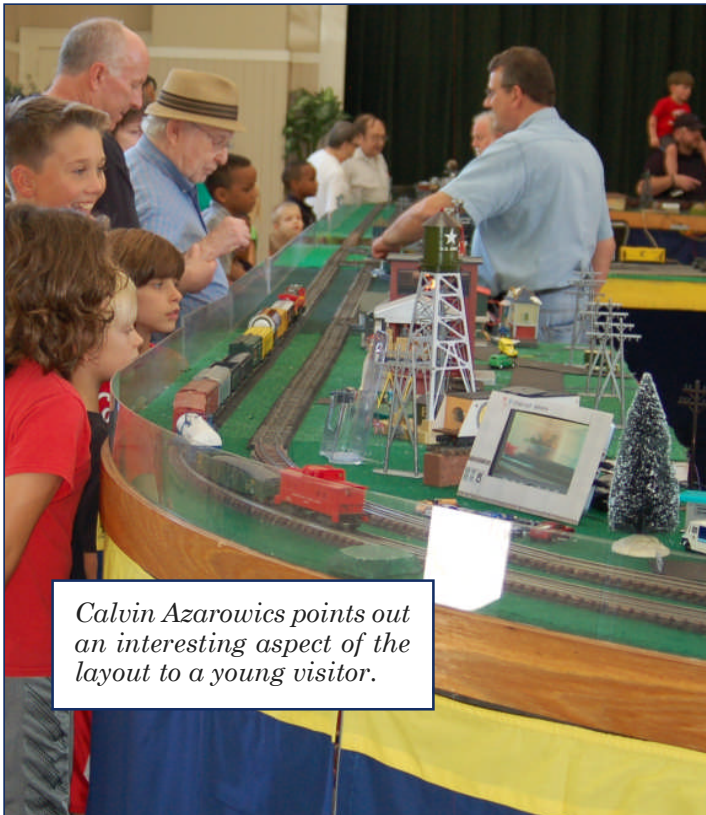


Jim Wofford explains model railroading to an interested family.

Everything must have a beginning and after unloading all the modules it is time for the "Layout Puzzle." Joanna and Rhett George took the index cards for each members modules and arranged them in the way the layout will be assembled. Once the process of assembling the modules is complete, we begin the leveling, clamping, and connecting the electrical hookups for each module. Eventually we get it all together with thirty-three modules covering a footprint of fifty-two feet by twenty-eight feet. Then the skirts, Plexiglas, and over sixty operating accessories are placed on the layout.

The layout has a variety of locomotives and cars from many different manufacturers and years as well as some customized cars and engines. At Mauldin a customized Thomas-the-Tank-Train made its debut. George Cooper and Bill Clark took a Thomas shell and mounted it on a American Flyer six-driver chassis. The electrical pick up is in the Franklin coach. Also making its debut on our layout was a recently received Lionel Polar Express. There were many smiles to see this unit running on our layout.

Reported by Jack Ruth



Calvin Azarowics points out an interesting aspect of the layout to a young visitor.



An important part of every show is the opportunity to promote S Gauge through the distribution of NASG promotional materials and the many Q&A moments around the layout. Often some members are able to repair items for other members and on occasion fix a *treasured train* that has been boxed for years. At Mauldin, above, Bill Clark and Ted Zanders were busy fixing such a treasure to the smiles of a happy owner.

The two weekends were moments filled with trains and the joy of seeing smiles on children of all ages as they watched trains and pushed buttons to operate a log dump/loader or some other animated accessory.

All pictures taken by Butch and Margot Henion

S GAUGERS IN ACTION



Above: Glen Ritter of southeastern Pennsylvania ran this American Flyer train in the trunk of his SUV for his local church's "Trunk or Treat" October 17th and again in December.

Left: Des Browne and Nigel Bower of the UK attended the 70th Anniversary Convention of the NMRA British Region, on October 24-26, 2015, in Derby, England. Nigel hosted a clinic on S Scale and Des used a "Bring and Buy" table to promote S in the UK.

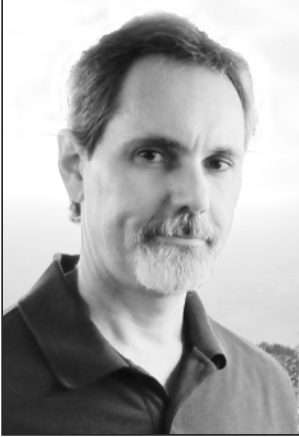
Left: Executive Vice President Monte Heppe's Grandniece Violet enjoys reading the Dispatch. Monte says that she has a nice American Flyer collection.

Below: Members of the Badgerland S Gaugers, Chicagoland S Gaugers and the State Line S Gaugers participated in a joint club bus field trip to the National Train Museum in Green Bay, Wisconsin.

Photo by Tim Fron of the Chicagoland Club.



CONTACTING THE NASG



By Peter Vanvliet, Webmaster

In addition to the making the NASG web site entertaining, my focus with the web site is to make it be the go-to source for S-related information. However, sometimes you may have a specific question, comment, or suggestion, and the web site doesn't provide you with the answers you need.

There are a number of people involved in keeping the organization running smoothly. If you click on the **About** page of the NASG web site, and then click, or scroll

down to, the NASG Leadership section of that page, you will find a listing of all the people involved in the various aspects of the organization. The Board of Trustees are the people whom we have elected to run the organization. They make decisions on our behalf. All members of the Board have a dedicated e-mail address. For example, the NASG president's e-mail address is **president@nasg.org**. At the 2015 Convention, we got four new members on the Board. The e-mail addresses listed on that page remained the same, even though the names have changed. This is all handled automatically behind the scenes on the web site. So, you can always send an e-mail to **president@nasg.org**, for example, and know that it is going to go to the correct person.

I have found all members of the Board of Trustees to be very approachable via e-mail, so if you have a question or comment, don't hesitate to drop them an e-mail. If that person can't help you, your e-mail will be forwarded to someone who will. The regional vice-presidents should probably be your first point of contact.

Contact the Eastern Vice-President, **eastern_vp@nasg.org** if you live in Alabama, Delaware, Connecticut, Florida, Georgia, Kentucky, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, District of Columbia, Canada (Maritime Provinces, Quebec, Ontario), or Europe. The Eastern Vice-President is also responsible for administering the NASG's Estate Planning service. See the bottom of the Membership page of the web site.

Contact the Central Vice-President, **central_vp@nasg.org**, if you live in Arkansas, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Missouri, North Dakota, Nebraska, Oklahoma, South Dakota, Texas, or Wisconsin.

Contact the Western Vice-President, **western_vp@nasg.org**, if you live in Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, Wyoming, Canada (Alberta, British Columbia, Manitoba, Northwest Territories, Saskatchewan, Yukon), New Zealand, or Australia.

On the **About** page of the web site, you will also see the current listing of department heads. These are people who have volunteered their time and are, generally, appointed by the Board. These positions typically are held for as long as the person wants to or is able to.

If you are interested in volunteering, be sure to check that section of the **About** page from time to time to see which positions are open.

Each of the department heads also have their own dedicated e-mail address. If you or your club is interested in hosting a future NASG convention, contact the Convention Committee Chairman, **convention@nasg.org**. Questions, comments, and articles for publication for the NASG Dispatch should be sent to our editor Bill Pyper at **dispatch@nasg.org**. Click on the main **Dispatch** page of the web site for details about how to submit articles and for submission deadlines.

Contact the Election Committee Chairman **election@nasg.org** if you are interested in running for one of the Board positions in the next election cycle.

Contact the Librarian at **library@nasg.org** if you want to get copies of certain books, magazines, photographs, references, electronic media and physical artifacts and other resources to which the Librarian has access. There is a dedicated page for the NASG Russell M. Mobley Memorial Library and Archive on the web site. Click on the **Membership** button, then scroll down to the **Mobley Memorial Library** section, which has a link to the dedicated page.

If you have any questions about your NASG membership, you can contact the Membership Secretary at **membership@nasg.org**. Click on the **Membership** page of the web site to renew your membership, or to go to the **Members Only** section, where you can review and update your membership profile.

For NASG promotions, you can contact the **Promotions Committee** Chairman at **promotions@nasg.org**, and for the NASG standards contact the **Standards & Engineering Committee** Chairman **engineering@nasg.org**. Check the web site for the other department heads.

Finally, for anything related to the NASG web site, contact yours truly, the NASG webmaster at **webmaster@nasg.org**. There is a special page on the web site that contains information about how to contact me. On the NASG web site's home page, click on the **Webmaster** button. If you are on any of the other pages of the web site, click on the envelope icon near the bottom, right-hand side of the page (in the black space). That will also take you to the page. The page has the e-mail link, or a form by which you can contact me. It also has a special form at the bottom section of the page, through which you can upload photos or documents to me for consideration for addition to the web site. For more details about how to use that page, see my column on page 6 of the November/December 2014 issue of the Dispatch.

Product Gallery Missing Some Key Photos

I would like to draw your attention to the **Product Gallery** section of the web site. There have been a lot of people who have been contributing photos for that section of the web site. Thank you! However, there are a few key products for which we have no photos at all. If you have one of these models, and have the ability to take digital photos that you would be willing to share, please let me know. On the next page are lists of the many products for which we need pictures.

Continued on the next page

MUSINGS FROM THE BEACH

By Monte Heppe, NASG Executive Vice President

Last issue, I talked about the benefits of becoming involved in operation of NASG. Now, I would like to suggest some ways of doing this. A good way to ease into this is to provide the BOT with feedback. We are looking for ways to provide additional member benefits. We are very much interested in hearing what you want. Let us know if you have ideas for projects that will benefit NASG and its members, or ideas on how we can improve NASG operations. We are easy to contact. The inside back cover of every Dispatch issue has a list of officers and committee chairs with their contact information.

Speaking of the Dispatch, consider writing an article. This is not as scary as it might seem. I have written articles for several magazines. My first attempt was for the Dispatch. I didn't have to worry about a rejection. Our editor wants new articles and will give you advice on improving your article, if it needs it. It is a great place to gain confidence in your writing. Even if you just have an idea for an article, send a description of it to Bill Pyper, our editor, and I'm sure he will let you know if it is something he can use.

We often hear that the Dispatch has too many (pick one) scale articles, hi-rail articles, or Flyer articles. For anyone who feels that way, here is an opportunity to fix your problem. Write an article about your favorite aspect of the hobby. The more articles our editor has, the better balance he can provide.

We recently had two members step up to fill committee vacancies. Steve Lunde accepted the position of Engineering and Standards Committee Chair and Randy Bosscher is heading a group under Steve's Committee to update our S-MOD documents. A big thanks to both.

Our committee chairmen can always use help. Volunteering to serve on a committee is another easy way to get involved, work on something that interests you and help the NASG. Contact the appropriate chairman for information on what you can do. Or, better yet, develop a worthwhile project for NASG to tackle and you will likely be asked to head up the project.

Getting involved in NASG has many benefits; learning new things, meeting some great new friends and helping the hobby. I guarantee it will be an interesting journey.

CONTACTING THE NASG Continued

In the **Product Gallery** section of the web site, at the time of this writing, we have no photos of any of the products by these companies: A.D.Imfeld, Foxhill Associates, H.D.Scale Models, Josh Seltzer, Model RR Warehouse, Pecos River Brass, Portable Lines, Rem's Railroad Models, Sandy River Car Shops, Schreiner Scale Models, Sloan, The Cimarron Works, and Tomalco (the original company).

We have no photos of the following engines: Alco Models GP40 and SD-35; American Models F40PH; Cascade Hobby Products SD-45, SD-45-2, and SDP-45; Locomotive Workshop SW1200 and SW9; Oriental Limited 2-8-2, 4-8-2, SW7, and SW9; Overland Models 2-6-0, S-4, SD-50, and Shay; P.F.M. 2-8-2, 4-6-0; Pennsylvania Heritage TrainMaster and RDC; Precision Scale 2-8-0; RailMaster Hobbies NW2, RS-2, RS-3, S-4, and separate tenders; S Scale Locomotive & Supply 2-8-0, 4-6-2, and separate tenders; S-Helper Service GP35 (produced by American Models); SouthWind Models 4-6-0; and Sunset Models GP9.

We have no photos of the following freight cars or cabooses: Amity Star Models caboose; Berlyn Locomotive Works stock car; Cascade Hobby Products tank car; Cleveland Designs box cars; Downs flat cars, reefers; F&C box cars; Kansas City Kits tank cars; Kaslo cylindrical hoppers; Lehigh Valley Models box and ore cars; Locomotive Workshop box cars; Oriental Limited caboose; Overland Models 3-bay hoppers; P-B-L gondolas, MOW equipment, and reefers; Rio Grande Models log, MOW, and reefer cars; RSSVP Models flat cars and hoppers; Smoky Mountain Model Works bulkhead flat car; SouthWind Models box car; Super Scale Models caboose; Train & Trooper caboose; Train Stuff tank car; anything by Triangle Scale Models; anything by V&T Shops; and Wisconsin Central Supply flat cars, gondolas, and tank cars.

And finally, we have no photos of passenger cars produced by the following companies: Cleveland Designs, Dayton Model Products, P-B-L, Train & Trooper, and Train Stuff.

It has come to my attention that some clubs still have some club sponsored **special-run cars** in their inventory. If your club does and you are looking to sell those cars, check to see if it

is listed on the NASG web site **Product Gallery** section. If not, send me a digital photo of the car, and provide me with data and contact info, and I will be glad to add it, and indicate how people can purchase the car. You might also consider taking out an free ad in the **Dispatch**. See the **Advertising** article in this column below.

That is about it for this issue. I am always tweaking and tuning the web site, so there have been many small updates and changes since the last Dispatch column. For example, the **Events** page has been completely redesigned, and now has a link to a dedicated page for anything related to the NASG Convention (past, current, or future). Clicking on the **NASG Convention** button of the home page also takes you to that page. If you want to know what is new on the web site, I highly recommend that you go straight to the **Site** page. That is where I keep a listing of what has been changed within the last month. I am also considering revising the web site's home page in the near future, but I don't know if that has happened by the time you read this. Web site tidbit: at the time of this writing, it contains 9,130 pages with 3,507 photos, and uses 2.45 GB of storage space.

ADVERTISING

Special Run Cars

It has come to my attention, by way of Peter Vanvliet's column above, that some clubs may have extra special-run cars in inventory. There is no reason for these cars to be sitting on a shelf collecting dust when they could be running on someone's layout or be part of a display. It is the responsibility of the Dispatch to serve the needs of NASG members, so I make the following offer: Send me a good, sharp, digital photograph of the car(s) that your club has for sale. Include the name of the club, is it hi-rail or scale, the price of the car, shipping cost (if any), and the address where to send the order. There is no charge for this. If enough ads are received I will run a special page for them. Send to dispatch@nasg.org

2015 NATIONAL NARROW GAUGE

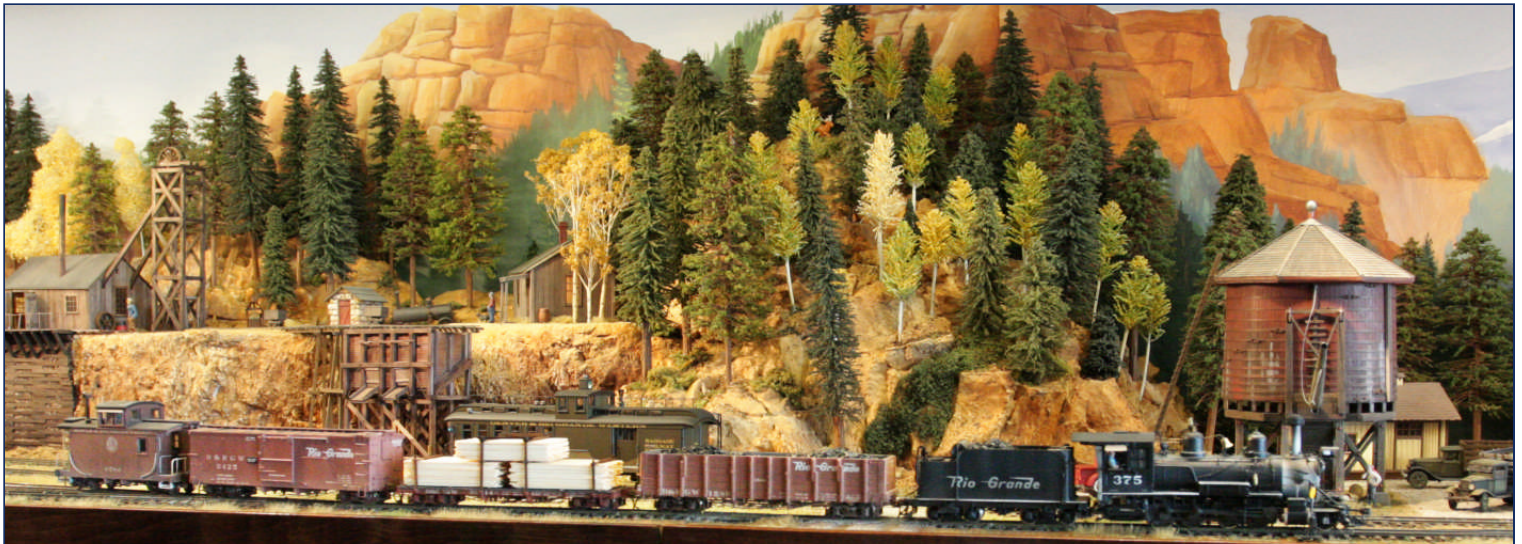


By Dave Heine, NASG Eastern Vice President

The 35th National Narrow Gauge Convention was held in Houston, Texas on September 2-5, 2015. Carla and I were able to attend this year as part of a vacation trip to Texas. This was the first time we were able to attend a NNGC since 2011. The convention format was the standard clinics and vendor room open in the evenings and mornings from Wednesday evening through Saturday morning. The modular railroads were also operational during those times. The annual awards and business meeting was Saturday evening. The afternoons are left open to visit layouts, etc. on your own. All the activities were at the convention hotel except for the layout tours. The total attendance was approximately 840, which is down somewhat from previous years.



Duane Richardson's S scale mine was awarded First Place in the structures category.



Above: The Elk Canyon & Western Sn3 modular layout.

There were four nice modular layouts on display at the convention hotel, covering On30, Sn3, HOn3 and HOn30. A large Fn3 layout was advertised, but they cancelled the week before the convention. The Sn3 Elk Canyon & Western was nicely done. It is a small one-town switching layout. One neat feature is a five track transfer table at the staging end of the layout that is long enough to hold full trains. The staging end also has a turntable that can be used to turn locomotives. The layout won 2nd place in the popular vote for modular layouts.

The manufacturers and vendors were housed in two large rooms separated by an aisle that had the two HO scale modular layouts. There seemed to be fewer vendors in attendance than in the past, but I still came home with more stuff than I had intended to buy. The convention committee arranged for UPS to be at the hotel near the end of the convention so that those who didn't drive could ship home their purchases.

There weren't any exciting new items in S, although P-B-L is importing some brass D&RGW K-36 and K-37 2-8-2's that are due in before the end of the year. They are also looking at doing a run of Class B 2-truck Shays in the 37-42 ton range. That said; I managed to purchase some Sn3 and Sn2 car kits, some more S scale buildings and a bunch of detail parts. I also came home with some LED's and DCC decoders, and the one thing I really needed, several bundles of Code 70 rail.



Above: Galloping Goose sits outside the two-stall engine house on the Elk Canyon & Western Sn3 modular layout.

Below: Sn3 model of Colorado & Southern 2-8-0 #58



CONVENTION • HOUSTON, TEXAS



Above: Town scene on Craig Raymond's layout.

Below: Craig Raymond's Rio Grande Southern — Northern Division, features a very large trestle.



Left: Tail of the Wye is hinged down during open houses. It is up during operating sessions. The end hangs from the ceiling when it is in the up position



Above: Roundhouse on Craig Raymond's Sn3 Rio Grande Southern.

Continued on the next page

2015 NARROW GAUGE CONVENTION

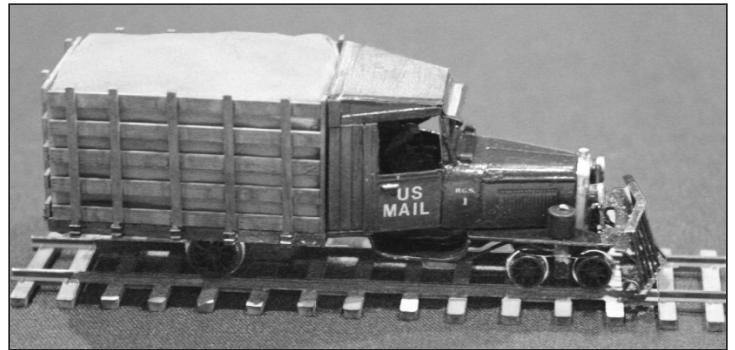
Continued from page 9

There were 56 different clinics on all sorts of prototype and modeling topics. There were five clinics going on simultaneously with three time slots per morning and two in the evening, for a total of 15 time slots, so again, some planning was required. Luckily, some clinics were given twice. I managed to attend ten of them. All the clinics I chose to attend were on general modeling topics.

As usual, the contest room was filled with outstanding models. S scale was well represented in both structures and narrow gauge rolling stock. Voting is by popular vote and each attendee is given a ballot. There is also a photography contest for both black and white and color categories for both model and prototype photographs. Again some of the model photos were of S scale subjects. By my count, six S scale models won prizes in the model contest.

Saturday evening is the general meeting. It should be noted that there is no overseeing group for this convention, like the NASG or NMRA. The local people have to do it on their own, with some guidance from others who have put on the previous conventions. There is no banquet, just a general meeting. After the usual convention committee introductions, it starts with the model and photography awards, followed by previews of upcoming conventions. This year was the year for the vote for the 40th convention in 2020, which will be back in St. Louis, Missouri. There was also an induction into the Narrow Gauge Hall of Fame that is of interest to the S scale community. One of this year's inductees was S scale personality, Don Heimburger. He was inducted for his lifetime of publishing, which includes many books on narrow gauge subjects, plus his willingness to publish the S Gaugian and Sn3 Modeler magazines for an "obscure" scale.

Charlie Getz, longtime Narrow Gauge & Short Line Gazette columnist and current NMRA President, gave his usual humorous thoughts on the convention. He got a lot of mileage out of the Houston traffic. An auction followed which benefitted the Narrow Gauge Preservation Foundation. This group donates either a lump sum or a matching amount for prototype preservation. Charlie Getz was the auctioneer with Don Heimburger as his assistant. The auction raised about \$6,000 for the preservation group. After all that, there was a slide show of narrow gauge photos taken in the 1950's. We did not stay for it because we had to leave early Sunday morning for our drive back to Pennsylvania.



Bill Busacca's Sn3 model of Rio Grande Southern Goose #1 won First Place for Internal Combustion Motive Power.

All photos for this article were taken by Dave Heine.

The next NNGC will be in Augusta, Maine, September 7-10, 2016. I know there are plans for The Sn2 Crew to bring their modular layout and Art Fahie's Sn2 layout which appeared in Great Model Railroads will be on the home layout tours, so there definitely will be some S narrow gauge activity there. For more information see their website at: www.nngc2016.org

Avery "Swede" Norlen, Pioneer of Model Railroading, has been honored by NMRA. The following was printed in the November 2015 NMRA Magazine.

For 2015, It is my honor as chair of the Pioneer Award committee, with committee members Allen Pollock, Mike Brestel, and Dave Thornton, to cite the work of Avery "Swede" Norlen of Tomalco.

I have previously observed that the model railroad hobby could have survived quite nicely had we been restricted to two scales: TT (halfway between HO and N) and S (halfway between O and HO). That's not how the storyline played out, but under the Tomalco banner, Swede Norlen certainly did more than his share to supply S and Sn3 modelers with key components, notably track. Tomalco was founded by Tom A. Lindholm in the 1940s. Swede became the sole owner of Tomalco around 1964. Swede is generally considered the father of Sn3, which is an ideal scale for narrow gauge modeling. He imported the first locomotives in conjunction with Pacific Fast Mail. Sn3 authority Peter Smith recalls that they were Rio Grande C-16s in both Sn3 and Sn42 (or Sn3 1/2); the latter would run on HO track. Pete purchased the Tomalco line from Swede in the early 1990s; Bill Peter of PBL markets the Sn3 track. Swede produced a line of HO, S, and O scale narrow-gauge car kits and a line of brass investment castings for cars and locomotives plus the all-important S and Sn3 track.

The NMRA is delighted and honored to recognize the late Avery Norlen as a Pioneer of Model Railroading.

GOLDINHANDS
www.goldinhands.com



TRAIN REPAIRS
SPECIALIZING IN
TMCC CONVERSIONS

Authorized Lionel Repair Station

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



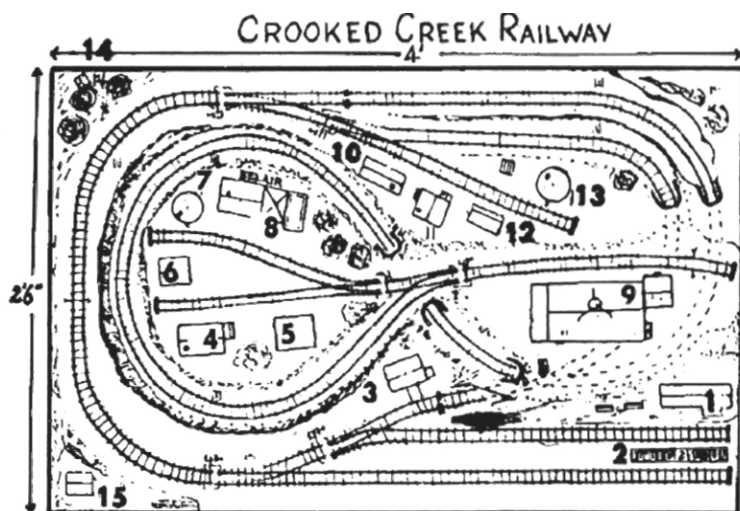
A LAYOUT DESIGN GROWS UP

By Bill Winans, NASG President
Photos by the author

In the late 1950s, *Railroad Model Craftsman* magazine published an article about a tiny HO layout that measured just 2½ x 4 feet. Its rolling stock consisted of an 0-4-0T steam loco, several ore cars and a bobber caboose. The design was a circle with three sidings plus a branch which resembled most of a figure 8 as it climbed to an upper level mine. At the top were the sidings to the mine that went off into the area surrounded by one loop of the 8.



As a sub teen kid, I was having trouble with my HO layout designs, most of them resembling something of a roller coaster as I tried to cram as much into a 5 x 6 foot table space as I could. When I saw the tiny railroad it was obvious that I could nearly double its size in both directions, add a passing siding, and I would have continuous running plus the complexity of the essentially point to point branch. Though I did not have help from my parents and little spending money, I still managed to build the railroad and operate it successfully. In fact, it was so much fun that every layout I have built since then has been an outgrowth of this design, in N, HO and S.



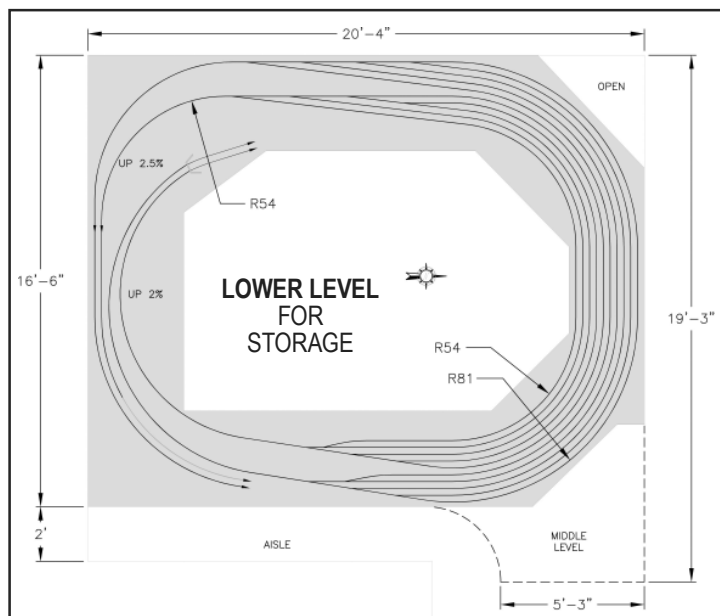
In 1978 our son was born. At that time we had our 12 year old daughter in one bedroom and HO trains in the other. We could not ask our daughter to put up with a newborn and do well at school, so the HO layout came down. Actually, this was a fortuitous situation, because now I was free to explore other scales while waiting for one of the bedrooms to be vacated. I had been somewhat disappointed with the general performance of my HO_{N3} models and I had looked at O scale briefly until I realized I could never fit any kind of complex layout into my house. Just a short while later Bill Peter (P-B-L) came out with his first scale S model, an Sn3 DRGW K-37 2-8-2. I had always liked the size of scale S, especially once I had seen Henry Sprague's models in action on the West Bay Model RR Club layout in Menlo Park, California. The Sn3 option seemed like the perfect solution, so I started trading away my HO_{N3} models as the same type of model came out in Sn3.

The other bedroom eventually became available and once again I had a train room. By this time, however, standard gauge scale S models had been produced so the new S layout had to accommodate the curves needed to handle the large steam locomotives. This layout took the tiny HO design and turned the continuous loop into a folded 8, using grades to have vertical separation at the crossing. It was fitted into a 10 x 13 foot room with a standard closet, but I was able to keep the mainline minimum radius to 44" and grades to 3%.

The narrow gauge was the branch line and dual gauge was a big part of the track work. While the layout was never totally finished (a move was always threatened just as I would start to work on it), it did play pretty much like the layout I had as a teen. Guests really liked to run the narrow gauge branch where they used the wye at the end to turn rolling stock and the turntable *in town* to get things pointed uphill again. The standard gauge main line was double tracked, and could handle 40 car trains without chasing the caboose.

In order to do all that, I had to break a lot of rules. I had turnouts where they were almost impossible to reach. I had a *crawl under* that was at least four feet long. I had a lot of track that was totally inaccessible. By the time the layout was torn down, all these broken rules had really started to make life miserable as the track suffered from 17 years of use and seasonal atmospheric changes. Tearing down a layout is one of those mixed feeling things: sad to see it go, but elated and excited with anticipation about building a new, and better, layout.

I got to live the dream a lot of us have, but have not been able to achieve. We moved to Arizona and into a house that we had built to our specifications, including a 20 x 20 foot train room. Like most of us, I would have liked it to have a few more feet in at least one direction, but reality does set limits. As it is, I have much more to do in this space than I will probably ever finish, but I have hope! This latest and last layout is of the same basic design as the one in the last house, but significantly bigger. In fact, the old layout could fit into the open space in the middle of the current layout.



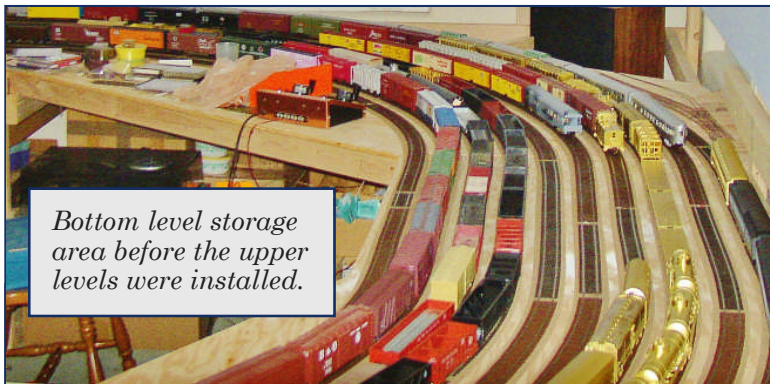
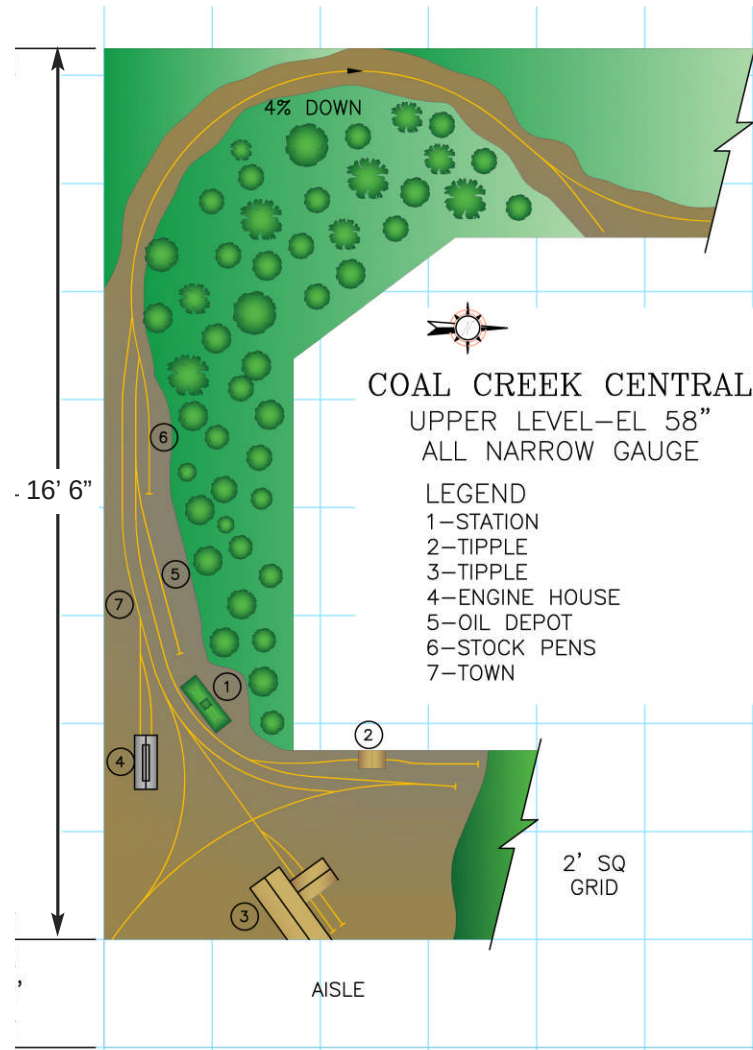
Continued on page 12

A LAYOUT DESIGN GROWS UP

This larger space allowed me to do several things I wanted to do before, but could not: large radius curves, enough vertical space in the lower level to perform some maintenance, level track for the storing of full trains, and a maximum of 2.5% grades on the standard gauge. It also allows more operation in that it has a couple of small yards that will require switching. Very little of the old scale S layout was reusable on the new layout because of the much larger curves. A lot of the old layout's flex track had the rail separate from the ties over 17 years, so it became the rail source for the dual gauge track which had to be hand laid. A few of the dual gauge turnouts from the old layout were reused in the yard where the sharper curves were acceptable. The town which had been the end of the narrow gauge on the old layout was mostly reused, but nearly doubled in size.

I still have a long way to go before all of the layout is fully operational. The narrow gauge main is waiting for scenery to be finished in the NW corner of the room, as the track goes along the front edge of the layout in that location. I would have to crawl on it to get into the corner to finish the scenery. There is still a fair amount of wiring to complete. Almost all of the scenery still has to be done. Lastly, there will be an expansion; a peninsula into the center of the room which will add some track, but will also hold all the electronics for the layout. In the meantime, I use alligator clips!!

The little 2½ x 4 foot railroad has grown up. 50 plus years' experience has gone into this layout, but I am still learning and still enjoying the tiny railroad's design.

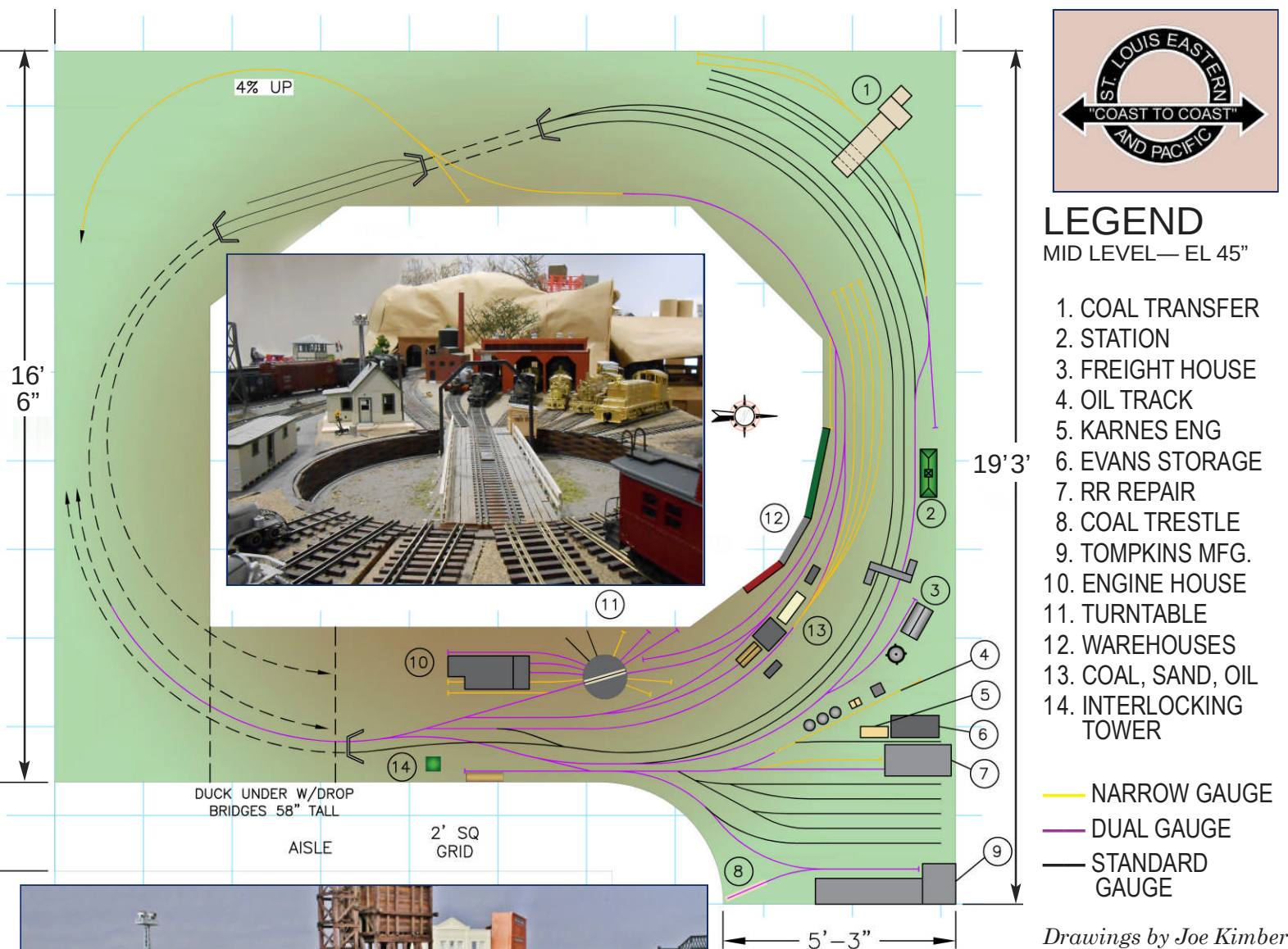


Bottom level storage area before the upper levels were installed.



Looking northeast on the St. Louis Eastern and Pacific Tompkins Manufacturing can be seen in the background while a coaling tower is in the center.

AND BECOMES A REALITY



Above: River Raisin Models 2-6-6-6 Allegheny.

Below: Two Omnicon MP 2-8-0s with USRA tenders



IMPROVING PERFORMANCE

IMPROVING THE PERFORMANCE OF SOME OLD BRASS DIESELS

By Andy Malette

When I first got into the scale side of S in the fall of 2000, I managed to get a set of OMI F7's from eBay. I was warned by an auction watcher during the auction to ask if the mechanisms were River Raisin. The watcher also offered me a set with the River Raisin mechanisms for the same asking price. In those days non-bidders and bidders could contact each other before an auction ended but sellers had all the power. Now it is not allowed by eBay. I was the only bid and did ask about the mechanisms before the auction was over. The seller told me that they were original but just as good as the River Raisin ones. I took the seller's word since I was a novice in this area.



What I found was that the mechanisms were designed with good intention but that the gear towers vibrated back and forth too much causing excessive noise, binds and really jerked when running slowly. Also the pickup was only 4-wheel, two on each side which affected slow speeds in that they would stall. I was disappointed and was not able to return them.

I left the F7's alone for over 10 years hoping to get hold of some River Raisin drives which were designed to upgrade the poor drives that they came with. No luck. Black Cat came out with nice S Scale 1950's era CNR Diesel Cab Unit decals. You may have seen them on Dick Karnes' amazing CNR FPA2. I decided to take an A and B apart, paint them and see if I could fix or improve the running qualities as I put the mechanisms back together. I believe that I have managed to get an 80.2526% improvement in the running by adding pickups to the other drivers creating 8-wheel pickup and stabilizing the play in the gear towers. I am not certain how long these improvements will last but so far, so good, after having run them continuously on Bachrus running stands for a few hours testing them out on my modules.

Before I did anything, I cleaned out the old grease from the gear boxes using Pine Sol and then reassembled them using light machine oil making certain everything moved freely with little play. I describe that in the second section.

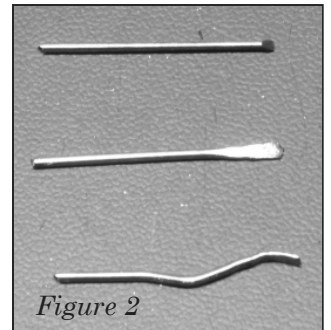
First I decided to try to fix the electrical pickup problem and see if that really was the only issue. I made my own insulated pickups but if you want to save yourself time, you can get ready made ones from Grandt Line.

Steps to Convert from 4 Wheel to 8 Wheel Pickup.

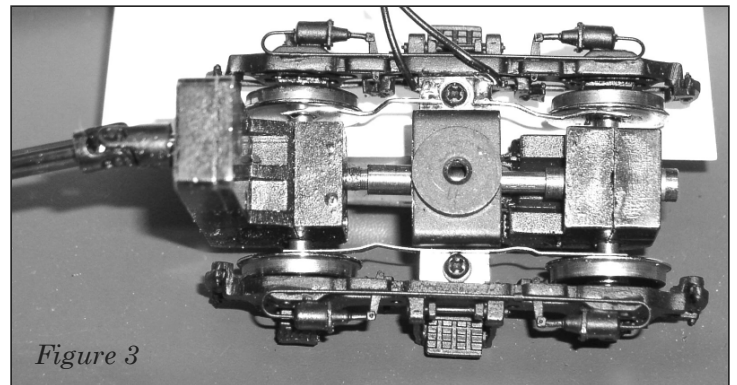
1. Either cut Printed Circuit Board into strips 1/8" wide or use PCB ties. Cut these then to 1/2" lengths. Next drill clearance holes in the middle of each 1/2" length. Grind away enough material so that the screw heads won't touch the foil. I found that I had to completely isolate each side of the PCB from the screw head because the PCB was not wide enough. You could use wider pieces. See Figure 1 to the right.

2. Take out the screw which holds the side frame to the bolster on the insulated side and install the piece of printed circuit board. After replacing the screw, check to see if the piece of PCB foil is touching any part of the bolster or screw. You do not want any part of the PCB to be able to connect electrically to the bolster or screw. A multi-meter is good to check this.

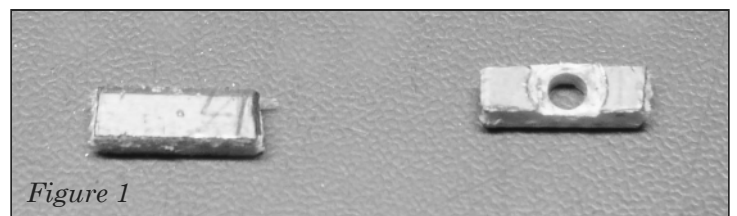
3. Cut some 0.032" phosphor bronze rod into 2 lengths per truck about 3/4" long. Note Phosphor Bronze rod can be had from Tichy. Flatten one end of each. I used a hammer on a closed vice to do this. Solder the un-flattened ends to the PCB making sure that the flattened ends touch the backs of the insulated wheels. Solder wire to each side of the PCB. You may have to bend the wire pickups a bit to touch the inside of the insulated wheels.



Splice the wires together and attach to the motor with respect to the original engineer's and fireman's side pickup wires. See Figure 2 above. Figure 3 below shows the mechanism put together waiting for gear tower adjustment. The top wipers are the insulated ones that I added.



4. Now you can reassemble and connect all the wires. I found a complete improvement in pickup but at slow speeds the mechanism was jerky because of the gear towers flopping back and forth. See Figure 4 below.



Improving the running from a gearbox perspective.

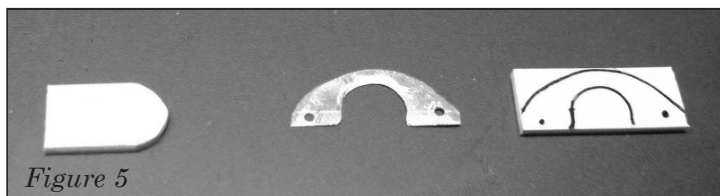
There may be better and easier ways to do this but this is what worked for me.

1. Mark the location of all gearbox parts on the gearbox parts using a scribe. Note where the insulated drivers are. Take apart and clean out gearboxes using PineSol® or whatever your favourite de-greaser is.

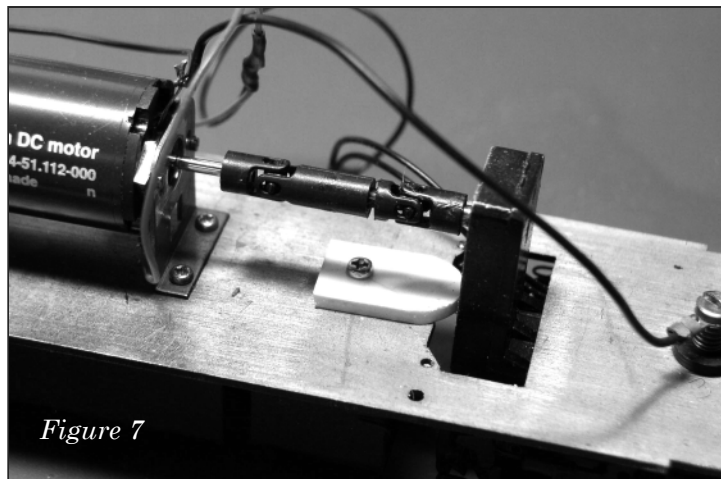
2. Assess the motor to see if it needs replacing. Replace if necessary. You may need to modify or remake a bracket or two to accommodate a new motor. If you are careful with which motor you buy, it is a simple out/in switch.

3. Reassemble the gearboxes using plastic compatible lubricant. Test each gearbox and assembly for minimal play and maximum free movement. You may have to file or shim some areas to achieve this. Re-assemble your mechanism. Make sure that everything lines up well. If you have running stands, now is the time to use them to see what if any adjustments need to be made to the gear boxes. Push/hold the gear towers toward and away from the motor to see if there are any improvements. If there are any, note approximately how much of an adjustment is needed to hold the tower in place to provide the improvements. These positions can be called "sweet spots."

4. I made up curved plastic cleats to allow the towers to move around to negotiate corners and keep them in the sweet spots. Don't make metal cleats because your frame will become electrically live and may short circuit. You can position these cleats to hold the towers and tape them down temporarily using double sided tape. Once you are happy that these will actually work, you can mark on the frame where they will be. Mark one or two holes on the frame as necessary. Drill them out and thread them with a tap for which you have matching screws. I have a lot of 2mm and 1-72 screws and 2mm and 1-72 taps. I got these from Micro Fastener. They are on the web. Check them out. Never be wanting for a particular screw or tap again and at a reasonable cost. Figure 5 below shows the plastic cleats and a brass template that I made.



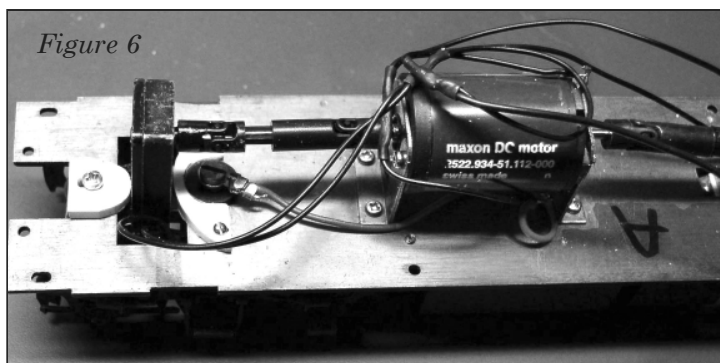
6. I handled the front differently. Both the A and B did not seem to need two cleats in the front. Figure 7, below, shows the front tower with the cleat installed. Note that I changed out the original Mashima motors for Swiss Maxon motors. I had to add spacers I made from plastic sheet to attach the Maxons I used to the front bracket. They have better low end torque. I always believe that if you are going to put a lot of time into your locos and find that the motor is failing, you should use the best motor you can afford because it will save you a lot of grief. I get my motors from Eldon Shirey at www.micro-loco-motion.com. Contact him and tell him what you need. He is very knowledgeable and has always been very good at recommending just the right combination.



7. Figure 8 below shows my finished F7A. I am happy with the results of the mechanism work. Hopefully you might find this information useful for other locos that have running problems because of pickup and/or gear alignment.



5. Drill out elongated matching holes in your cleats and fasten them using the screws. You can adjust them while the loco is running if you have a running stand to find that "sweet spot!" Figure 6 below shows the two cleats attached to the frame to stabilize the rear tower.



A. C. Gilbert's

American Flyer Trains

Bob Iannacone

615-371-0948

cell: 615-429-8292

biannaco@bellsouth.net

www.americanflyertrains4u.com

WEST JERSEY RAILROAD FREIGHT

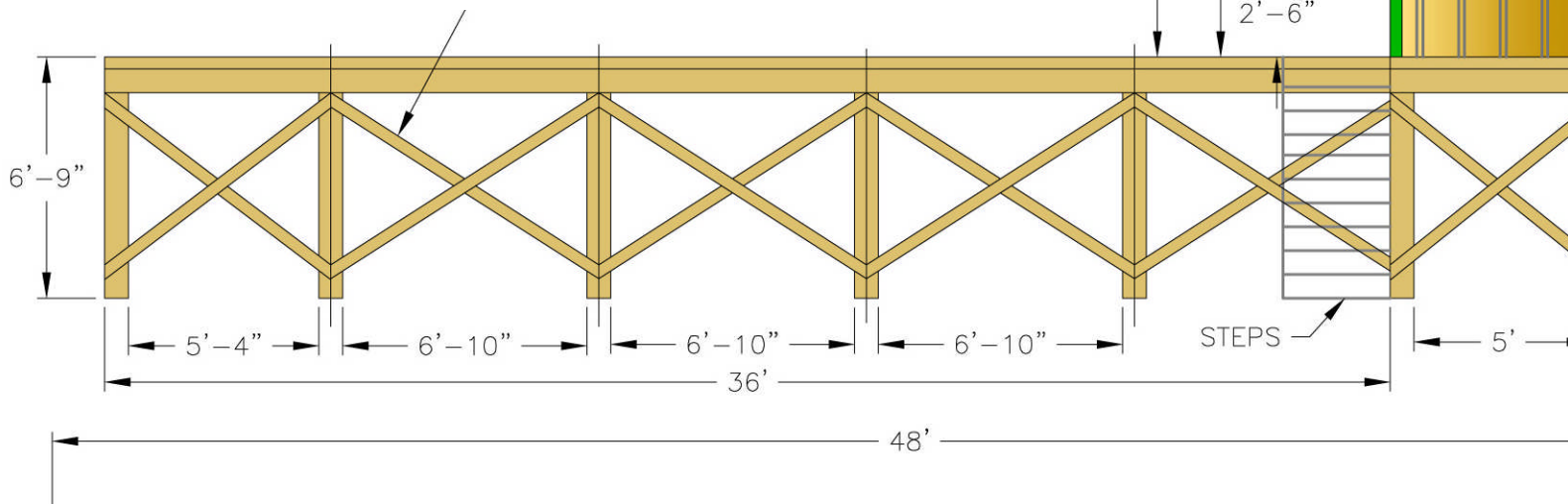


By Joe Kimber, South Jersey S Gaugers

My favorite part of model railroading is scratch building various structures. I usually design my buildings using AutoCad software. Recently I noticed an empty parcel of land next to a freight siding and decided to fill it with a loading/unloading dock. I measured the space available and designed the dock to fit it. Here follows a description of how I built the dock.

First I built the deck support frame from 1/8" square basswood strip. Using a popular model airplane construction technique, I taped a scale drawing down to a piece of ceiling tile, placed a sheet of wax paper over it to prevent sticking, and built the frame over the drawing. Straight pins hold the strip wood in place until the glue dries. I occasionally checked the frame to insure it was square.

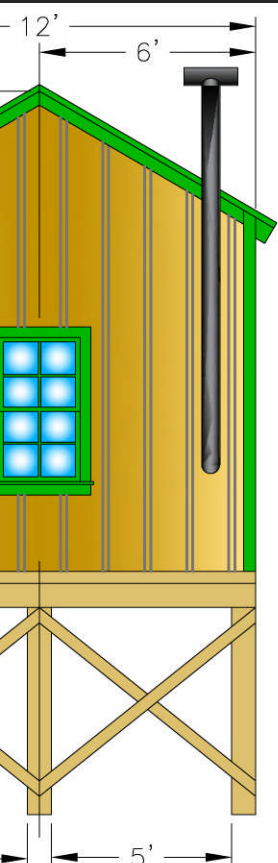
2x6 CROSS BRACING



I set the frame aside to dry while I cut the support piles. These are also 1/8" square (8X8 in S scale) strip wood. They are positioned to line up with the deck frame joists. The length needed for my layout was 5'-9". This put the top of the deck at 6'-9" above grade, just about freight car deck level. The length of these piles may need to be adjusted for a different layout. If you build this dock, check the height from grade to a boxcar floor and adjust the pile length as required.

After the deck frame dried I added a few diagonal braces to keep the frame square. While these diagonals dried I started on the small office building at the end of the dock. Using a 1/16" thick sheet of board and batten siding, I cut out the four walls. I then laid out the window openings and cut them out. Before painting, I added 1/8" square reinforcing strips to the front and back walls on the inside. Then I painted the inside of the walls a light gray.

DOCK



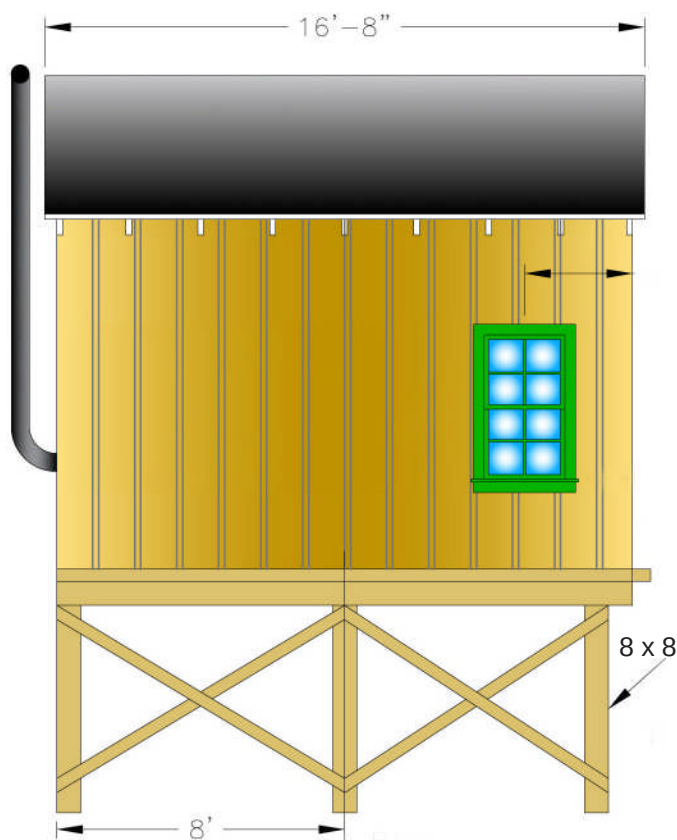
While the office walls were drying, I cut out the deck from 1/16" thick scribed sheet. I then *weathered* the deck frame, piles and deck using a mixture of India ink and alcohol. The ratio I use depends on what I'm weathering. In this case I wanted to try to simulate aged creosote treated wood and used a somewhat darker mixture on the support structure. After the weathering solution dried, I glued the deck down to the frame.

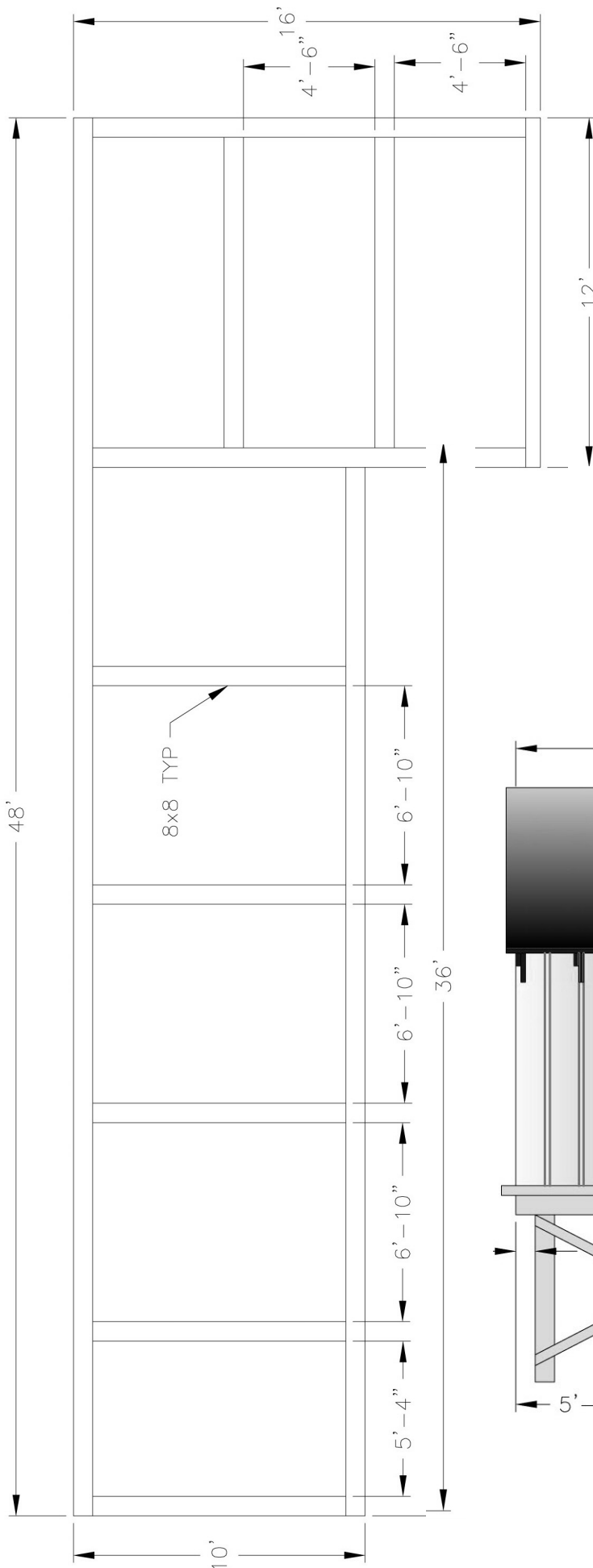
While the deck structure was drying I went back to the office building. It's probably overkill but I added window sills and trim to the inside of the walls. I'm probably the only one to ever see it. At this point the walls were assembled and additional bracing added. I paint my building trim before gluing it to the building so now was a good time to choose colors and paint trim. After cutting and gluing, touch up is quick and easy. After the glued up building dried I painted the outside walls before adding the trim.

Once the deck was dry I glued the piles to the frame. The piles are aligned with the deck joists so positioning was easy. Keeping them straight is more difficult. However, after a few years of the freeze-thaw cycle the prototype would not be straight. Note that the track side piles are set back 8" to clear the track roadbed. Once the piles are dry it is time to add the cross bracing. The braces are made from 2 x 4 (1/16" X .040") strip wood. I used the drawing as a template to cut the strips. This makes cutting a little easier. I weathered the cross braces before gluing them on the piles as the weathering solution will not work on surfaces with glue on them. This completed the deck.

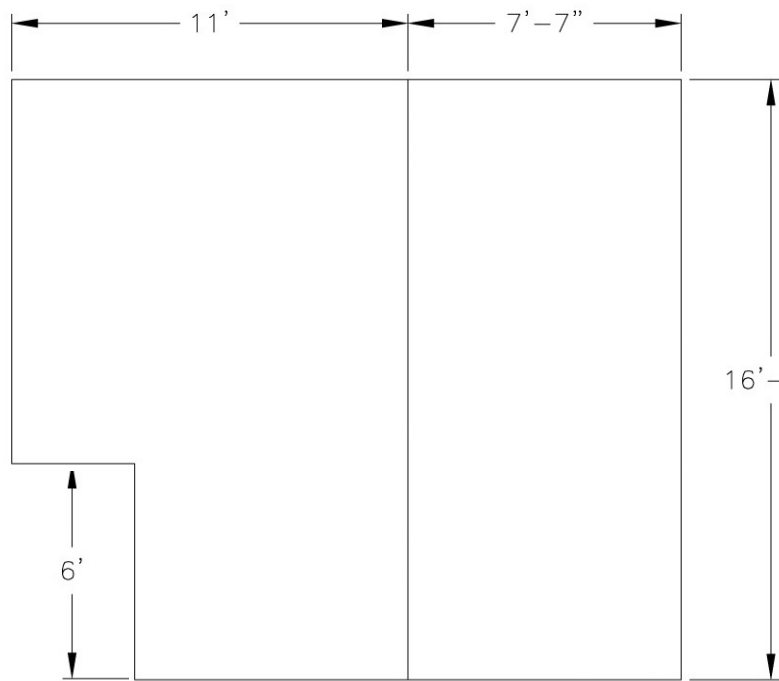
Completing the office building is the final step. A Grandt Line door and windows were glued into the openings. The roof is made from heavy card stock, painted black and sprinkled with black sand while the paint was wet. After the roof was glued on I added the roof joists and the overhang braces. All that remained was to add a smoke jack, pillar crane and steps and the West Jersey Railroad has a new freight dock. If you want to build this freight dock, plans are available from me at jkimber1943@comcast.net. They will be sent in pdf format. There is no charge.

More on the next page

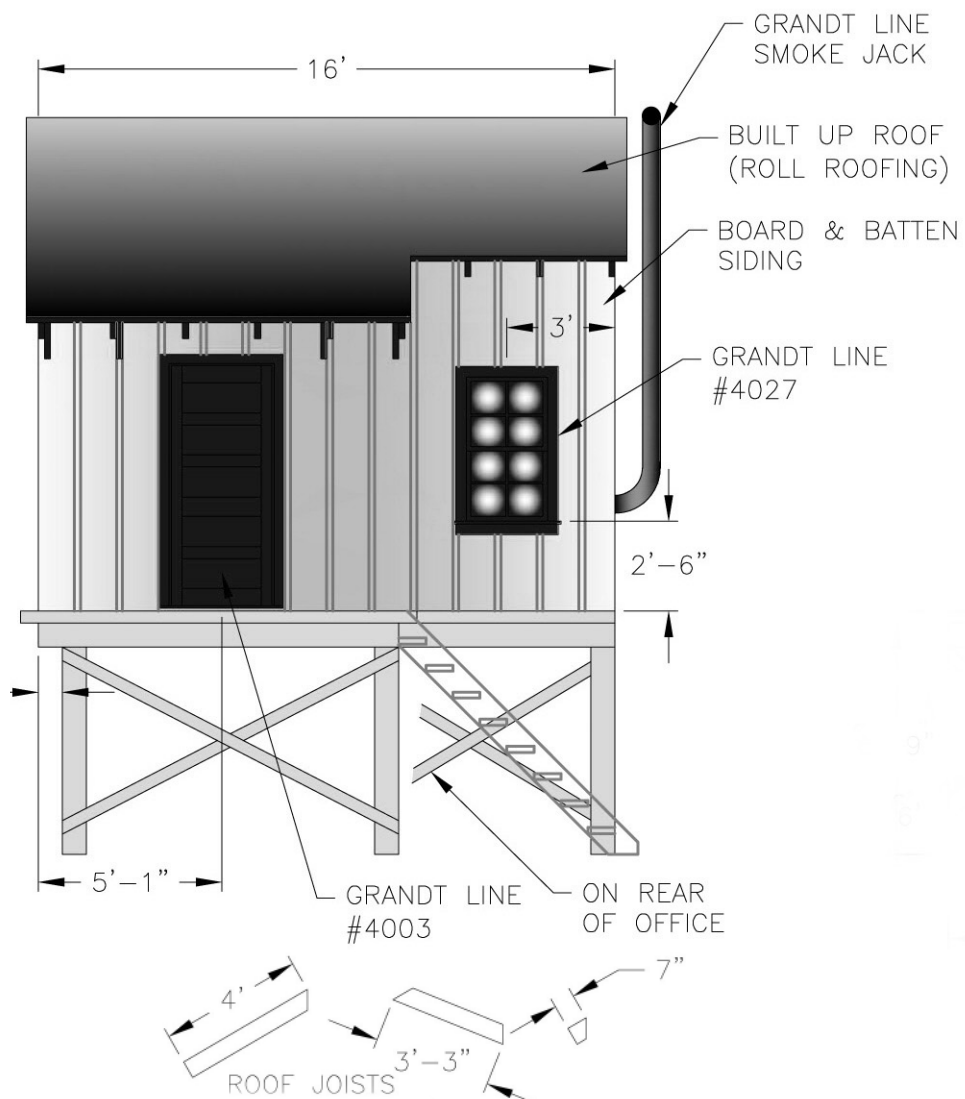




WEST JERSEY RAILROAD FREIGHT DOCK



ROOF LAYOUT



NEWS FROM THE NORTH

By Jim Martin, S Scale Workshop

Comings and goings: With the death of its founder *Oliver Clubine*, **Ridgehill Scale Models** has been dormant for a while. But now Oliver's son David tells me he is plans to wind the business back up with new and improved runs of the CN vans (caboosees to you south-erners) and Fowler box cars. This is good news to modelers on both sides of the border. The Fowler 36-foot boxcars could be seen every-where, and Americans should not overlook the CN van for potential kitbashes into American caboose.

Now, from the bad news file, **Niagara Central Hobbies** of St. Catharines, Ontario has closed its doors forever after seven decades of service. In its heyday, modelers across the country and from the north eastern states often planned their holidays around a visit to the store. *Ray and Marie Lounsberry* ran a shop that was renowned for its repair department, its huge inventory of parts, and its rows of glass cases housing, at one time, as many as 500 brass locomotives. Ray also bought estates so it was possible to find all sorts of rare and arcane items. Upon their retirement a few years back their son Mark took over the operation, but this was happening as online



shopping was driving a dagger into the brick and mortar stores. Mark made a brave attempt at downsizing, but ultimately was unable to save the fabled store. Niagara Central never stocked much in the way of S, but it was a great place to socialize as well as a reliable source for the scratch building supplies we S scalers depend on.

Train Show Gods and Small Children: "*Whom the gods would destroy, they first make mad.*" When Euripides first wrote that in ancient Greece, travelling S scale layouts were quite a ways off in the future. But many of us who display at train shows believe there must be train show gods out to get us. They quietly hover above us while we set up, level and test run our modules, and then after we fall, content, into our beds on Friday night, they get to work shortening leg adjustment screws, knocking rails out of alignment and finding loose solder joints and bare wires to push together. Non-believers might blame fluctuations in temperature and humidity as well as soft floor surfaces, but somewhere I suspect Euripides and his buddies are having a good laugh at our expense.

Late last summer, the **S Scale Workshop** displayed at the **Expo Rail Museum** in suburban Montreal. It was there that for the first time the gods enlisted child soldiers. Late Sunday when we were all feeling the effects of fatigue, the long train we were running started derailling in the strangest places. Cars would be hitting the ties on previously flawless track.

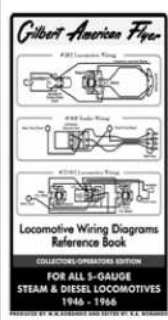
Continued on the next page

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 !



NEW: Low-flange diesel Pullmor wheels for A.F.
New low-flange Pullmor steam rims also available.

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

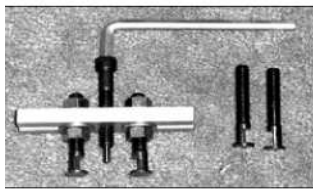


S Gauge Flat Car with Trailer



NEW ! TOFC from MTH: 8 different road names.
\$59 each, Specify scale, or highrail wheelsets.

Various S-scale freight cars from MTH.
Most: 20% off !



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!

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

American Flyer Repair Service available.
Guaranteed work.

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



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

VISIT US AT: www.portlines.com

E-mail: doug@portlines.com

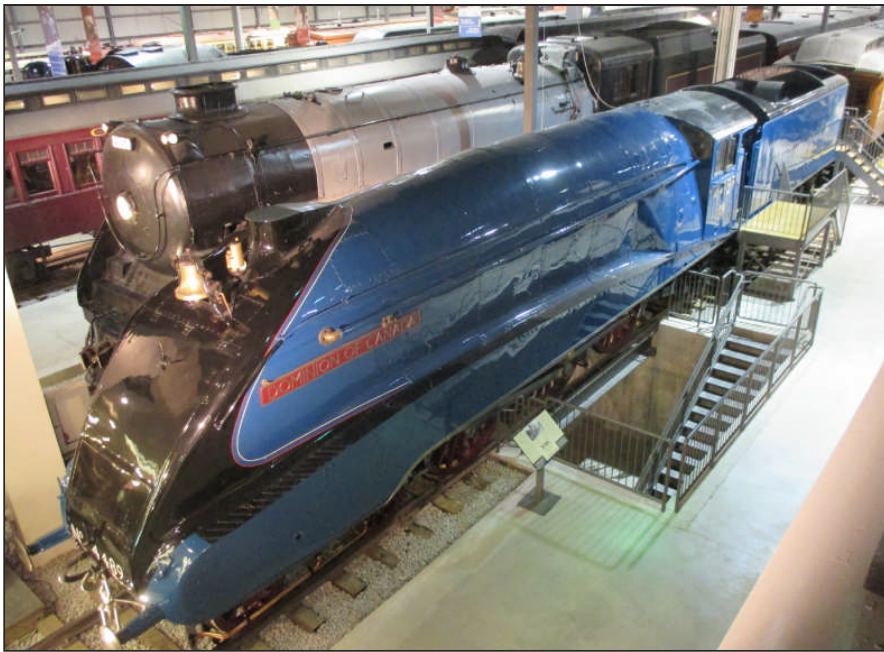
NEWS FROM THE NORTH

Worse, we would re-rail the cars at one spot only to find another derailment somewhere else along the train. This was happening often, and because I was the guy holding the throttle I was of course the prime suspect. We then discovered that the youngsters on the other side of the modules were pushing our turnout control buttons under the trains at a frightful rate. This had never been a problem before. Were Quebec kids more ill-behaved? I was starting to get chuffed when Andy Malette nailed me with the obvious. **We were set up in a museum.** Kids in museums are told to push brightly lit, interactive buttons. The fault was ours, not theirs. Next time we will disable or cover any controls within the reach of little children.



Ridgehill Scale Models will be issuing a new and improved run of the CN van or caboose and the 36-foot Fowler boxcar.

Photo by Trevor Marshall



About Montreal: What a great time in a great city! For the most part show goers were fluently bi-lingual which was a relief for guys like me who are not. Our invitation to Expo Rail came the previous October when we were set up at a show in Laval, Quebec (In the Dispatch January/February 2015). We were given a place of honor at Expo Rail on the central part of the mezzanine overlooking the impressive display of full sized railroad equipment. For more on that story you can visit us at sscaleworkshop.blogspot.ca. Check out the museum site at: exporail.org. This fine rail museum is a doable distance from New England and upstate New York and worth the trip.

Left: Just below the S Scale Workshop layout, two of the crown jewels in the Expo Rail collection: CPR Royal Hudson 2850, and looking petit in front of it, British A-4 class 4-6-2, Dominion of Canada. A sister engine Mallard, holds the world speed record for steam, 126 miles an hour. Photo by Jim Martin.

Photo below by Andy Malette

Fresh from the Shops: Two new pieces of Canadian National S scale motive power made their debut in Montreal. **Andy Malette's** highly modified **Omnicon 2-8-0** is a real looker with running qualities to match. A **2-10-2** scratch built by **Simon Parent**, pictured on the next page, was fresh from the paint shop. It's a beautiful piece of work and if Simon sets it up for battery operation and attaches a trailer hitch, it could probably pull his trailer to the shows. Simon is cloning this beast for a few lucky customers. Contact him at sparent39@gmail.com



NEWS FROM THE NORTH



*Simon Parent's scratchbuilt
2-10-2 steam locomotive.
Photo by Simon Parent*

Off to Join the Army: A story at Paul Raham's expense. Paul recently acquired an official S Scale Workshop shirt with the group logo and his name embroidered on it. When he went looking to wear it for the first time he couldn't find it. That's when he found out it had left the house in a pile of old clothes destined for the Salvation Army thrift store. Paul got himself down to the store where he was overwhelmed by the generosity of others. There was little likelihood of him finding it in the three massive cages of unsorted clothes. A wanted poster was left on the wall above the sorting area.

Good luck on the search Paul.

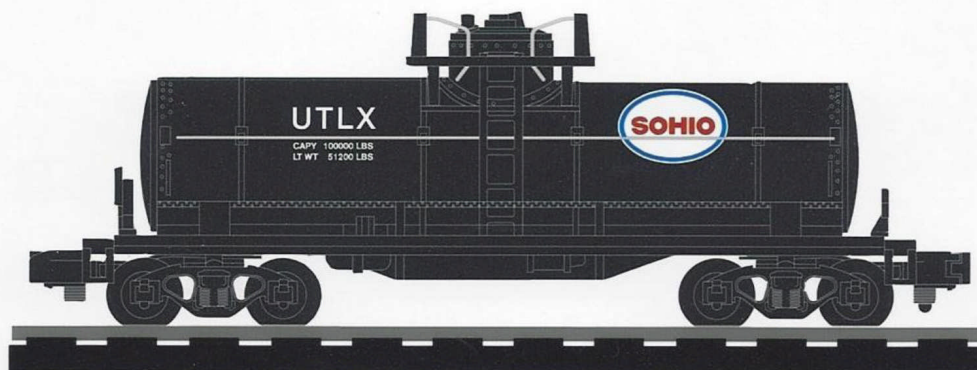
Congratulations to Trevor Marshall: Friend, and fellow S Scale Workshop member Trevor Marshall celebrated a milestone a short while back . . . his Port Rowan layout and accompanying blog marked their fourth birthdays.

The blog, themodelrailwayshow.com/cn1950s/ and the layout represent a prodigious effort on Trevor's part. His layout construction is reported in detail with nearly 1,100 entries as this is written. Regardless of your era or modeling interests, the blog is an encyclopaedia of up to the minute techniques and outside-the-box thinking.

Till next time, Cheers, Eh?



The Southern California S-Gaugers are proud to Present The Single Dome SOHIO Tank Car



· This is the third in our Series of Gilbert freight cars that were originally produced in HO-Gauge but never offered in S-Gauge. The HO version of this car is highly collectable. There were only 300 cars made in HO.

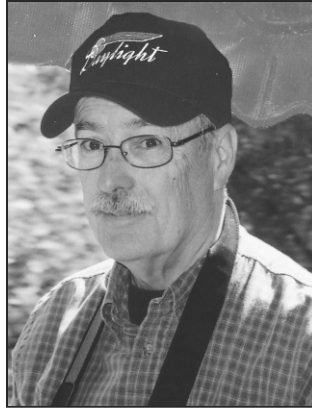
This car is being offered to attendees of the 3rd Annual S-Fest to be held in Southern California on May 21, 2016. This car, manufactured by Lionel, costs \$80.00 and includes registration and mailing fees.

For details go to: www.socalsgauge.org

THINGS THAT I COLLECT

**By Jeff Madden,
Editor Emeritus**

This editorial really doesn't have a lot to do with S trains. Or maybe it has everything to do with the hobby? Do you collect S gauge or scale model trains? Do you collect other size model trains? Do you collect other things that are related to trains and railroads? Do you collect other things not related to trains at all? I'll bet most of you have and do — I have and I do!



If we are model train enthusiasts, we collect (accumulate) models, parts, accessories, that fit our modeling schemes. We collect rolling stock, locomotives, buildings, vehicles, detail items, and parts. Some of us specialize in certain railroads, certain eras, certain catalog items, etc. Some collect models of prototypes they like, some collect whatever they like. It's the nature of the passion we call model railroading. Do you have to have everything Pennsy ever had? Do you have to have all of original A. C. Gilbert items? You get the picture.

But beyond model trains, I'll bet that most of us collect other things related to trains or basic nostalgia from the era we grew up in? I'm guilty. Here are some things I've collected over the years — some related to railroad interests, some to my own childhood memories and some to that second childhood experience of raising my own kids.

Railroad related items would be things to decorate the *man* cave in a mostly train-related theme: telephone insulators, miniature (Sugar Crisp) metal signs, photos (some of my own), posters, timetables, etc. I don't have tons of these, just a few representative items. I only have two railroad lanterns and one real switchlight, for example. I do have the entire collection of the mini-metal signs displayed in a frame.

But there are other things that have attracted my attention over the years — old telephones (I have about 10), miniature license plates, early country and rockabilly albums, some matchbox covers (these can be turned into layout signs). Die-cast vehicles besides 1/64. I started with Dinky Toys (mostly 1/48, but some 1/64), then some larger die-cast vehicles to display — not excessive. I have a few classic metal tractors, General Lee, Divco milk truck, a few Hess trucks, and larger models of cars I once owned like a '53 Chevy two-door.

Then there's the second-childhood stuff. When my son had the chickenpox and had to stay in bed, I came across a large collection of Donald Duck and Uncle Scrooge comic books that I bought for him to read. Of course dad peeked at a few and rediscovered why I liked the humor in these stories, and at the same time realized most of the "good stories" were penned by Disney artist Carl Barks. Thus began for both my son and I the quest for the various "duck" comics, original or reprints, of the classic Carl Barks' stories dating back to the 1940s. I still have a large collection awaiting the grandkids. As my son and daughter got older, I interested them in the Hardy Boys and Nancy Drew books. I was an avid Hardy Boys reader in my youth — none saved. You just didn't do that then. For my kids I picked up most at yard sales, but I noticed an oddity when reading an original version of the Tower Treasure (First Hardy

Boys book) and a newer version copyrighted after 1965. The wording and sometimes the stories were much changed. I suppose this was to be politically correct for the times as the original Hardy Boys and Nancy Drew books were written in the 1930s. The Hardy Boys books started me on the path to being a "serial reader" which I still am today. I've collected and read such famous books by Zane Grey, Max Brand, Ian Fleming (James Bond), Conan Doyle (Sherlock Holmes), Earle Stanley Gardner (Perry Mason), etc. Oh, I read other books as well — non-fiction, WWII, Civil War, some newer mysteries, etc.

Along came the baseball card craze in the 1970s, rekindling my own early collection in the 1950s — all gone by this time. My son, at my encouragement, became a baseball card collector — mostly the Baltimore Orioles of the time. We would go to an Orioles game in Baltimore on his birthday and manage to stop at a baseball card shop and comic book store on the way. To this day my son still collects things, thanks to his "old man."

Then there's the nostalgia collecting, most picked up in travels. Old postcards (especially outhouse humor), travel brochures, road maps, miniature Disney figures, etc.

Is this collecting mania a "man thing" — seems to be mostly. Oh, some women collect things too, but most of what I see falls on the male side. My wife and daughter don't collect anything — except clothes and jewelry. So, perhaps, collecting is inherent with the hobby of model trains? Is it a natural, mostly male, instinct to seek like items and store them away or showcase them? What do you collect, and is it related to trains?

What's with us? For me it's often the quest for things I want or remember. When I was in HO I collected HO metal freight cars (mostly Varney). I checked the numbers and variations just like American Flyer collectors do. These all went away to buy S stuff. Collecting is often temporary and changeable.

Now that I have grown kids and grandkids I think about who will inherit all the stuff I accumulated over the years. I hope to pass on the comic books, juvenile mystery books, old toys, etc., to the grandboys — hmmm, this'll take some dividing. Hopefully some or all of the grandkids will find a place for some model trains and railroad memorabilia.

What to do with the leftovers if the kids and grandkids aren't interested? There's always eBay, a booth in an antique mall, museum donations. And there's the NASG Estate program. Then again, it just might be the philosophy of "he who dies with the most toys (collectibles), wins!"

Happy New Year's Collecting — Jeff

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

BY
GILBERT

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

BUILDING A TWO-BAY GARAGE

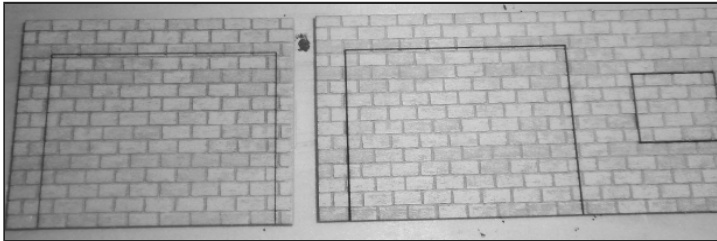
Converting Monster Modelworks Triple J Repair Shop from a Single-bay to a Two-bay Garage

By Steven Allen, Pioneer Valley S Gaugers

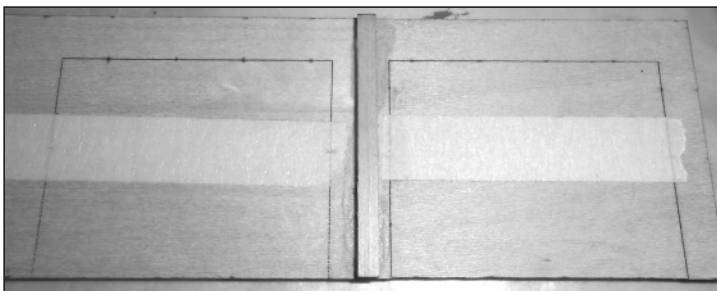
I just completed a simple conversion using two **Monster Modelworks Triple J Repair Shop** kits. I'm familiar with this kit, having built one for my layout and another one for friend Tommy Robichaud of the Bristol S-Gauger's. I wanted to have a 1940's, early 50's two-bay gas station for an insert section on my layout. Since there really wasn't anything that fit that description, I decided to convert the Monster Modelworks Triple J Repair Shop into the two-bay garage using two of the kits.

I grew up in the northeastern Ohio town of Chardon. The only gas station I remember was Sohio (Standard Oil of Ohio), so I modeled it after Arnie Hauter's Sohio station in Chardon.

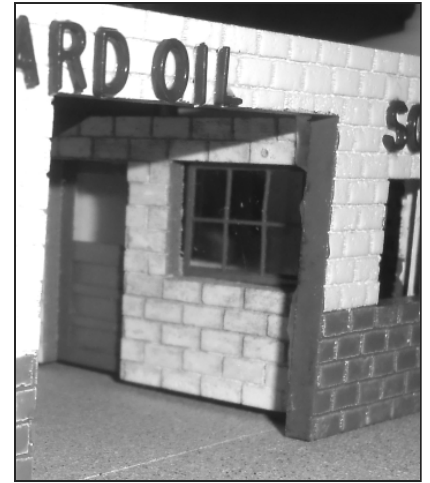
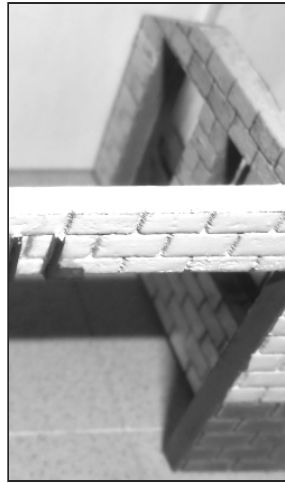
The conversion only requires a few tools; a miter box with a small tooth razor saw, sanding sticks (I use disposable emery boards), X-acto knife with #11 and #18 blades, clamps, small builders square, plus 150 grit drywall sanding sheets, paint, Evergreen styrene strips and panels, DAP Caulking/Sealant, and Titebond III wood glue.



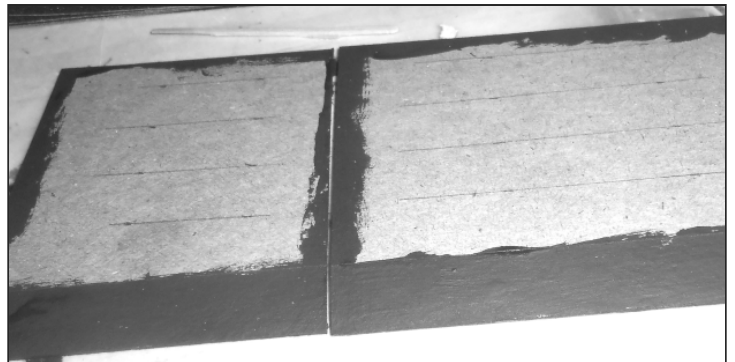
After inspecting the parts from the two kits, I took the front and rear walls from one of the kits and prepared to cut them accordingly. Initially I was going to make my cut on the front section directly on the right jamb of the door, but quickly realized that this didn't give me adequate space to reinforce the spliced section to the whole section. Since the kits come with braces, I moved the cutting surface over about three-quarters of a brick to the right. This gave me a straight line down on which to make my cut. I wasn't able to use my small miter box on the larger front because it was too wide. I carefully clamped a metal straightedge at a 90 degree angle and made my cut, when finished I butted it up against the full front section to see how much sanding was required. Once the sanding was completed, I applied the wood glue to the edges of the two sections, joined and clamped them, and installed one of the enclosed braces from the kit over the spliced area.



When the front section was dry, I placed it on top of the two rear sections, butted up end to end, and made my cut mark. I was able to use the miter box for this section, and repeated the same procedures as the front section.



Once both sides had dried, I completed the construction of the building as per the kit instructions. To form the office I took one of the extra end walls with the door and window in it from the spare kit, and cut the terraced end to make it flat. I placed the brick side facing the interior of the garage. (Above)

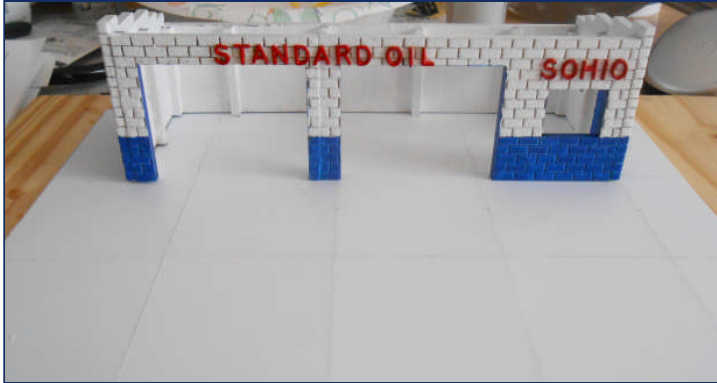


The next modification was to the roof. I took the two roof sections from the kits, and overlapped them, making sure that the edges butted up squarely to the ends of the building. I carefully pressed a finger against the overlapping roofs, and marked it with a sharp pencil. Satisfied that everything was square, I removed the roof sections, took the marked one, placed a metal straight edge on the mark and carefully scored it with my #11 X-acto knife, until the two sections separated cleanly. I selected 150 grit black, drywall sandpaper for my roofing material. Rolled roofing is generally 36 inches in width. I calculated that to be about $\frac{9}{16}$ " wide in S scale. I fudged the width slightly, and decided to cut the sandpaper in $\frac{1}{2}$ " wide strips, which is approximately 32 to 33 scale inches wide. I used a light dusting of light gray weathering chalk and a light coat of Dull-Kote to reduce the sheen of the sandpaper. Next, I painted the upper edges of the roof black, to match the rolled roofing, and white on the underside. Then I marked the roof sections in order to properly align the rolled roofing. Next I took the Triple J Repair sign and carefully removed the lettering using my #18 X-acto knife chisel blade, then lightly sanded the surface for my new roof sign. On the ends of the building I added Monster Modelworks $\frac{3}{16}$ " roof coping (TCC316S).

Continued on the next page

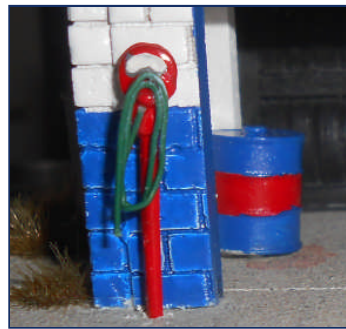
BUILDING A TWO-BAY GARAGE

I set the building on a .0030 thick sheet of Evergreen styrene for my garage floor and concrete lot. I then added some Evergreen styrene strips on the underside for added support and to prevent warping. I used my scale ruler and measured off 10 square foot concrete pads. I primed the styrene then sprayed it with Rustoleum tan textured paint, followed by a couple light coats of a black India ink and alcohol solution for a weathered affect. Next I added some other colored washes to represent oil and various stains to the concrete.



The lettering is 6 mm styrene letters from an British company called Slater. I saw the letters in an article in Railroad Model Craftsman. The U. S. distributor of the letters is Railway Models, www.railwaymodels.com, from Bel Air, Maryland. The walls are sprayed with white Krylon primer, painted with Krylon gloss white, and the blue and red are Model Master, acrylic's *dark blue* and *guard red*. The gas pumps are by Twin Whistle, purchased from Doug Peck at Port Lines Hobbies. The kit comes with the pumps, nozzles, hoses, and detail decal sheet. I used Microscale decal sets 87-420 and 60-420 (Commercial signs in HO and N scale) for the Sohio logos on the pumps and roof sign. For accessories I used a pre-aged tire rack (SD340P), work bench (SD342P), garbage pick-up piles (SD306) from Model Tech Studios, and an HO scale

muffler from BEST Models assorted muffler pack (#4121). Interior signage was scrap signage I had from Blair Lines and Pine Canyon Scale Models. I also used undecorated 40 gallon drums from Banta Model Works, an old oil "highboy" pump from Triangle Scale Models, and the oil can from Model Tech Studios (SD370P). I attached the accessories using DAP sealant/caulk. I used three HO scale lamp shades with bulbs (Model #72-105-55) from Minatronics and attached them to two brass rods which ran lengthwise across the building, and attached a Miniatronics two-pin micro-mini connector to attach to the power source. The gas pump island is a 1/8" x 1/4" piece of balsa wood, cut to 15 scale feet in length. Assorted figures to be used will be from Artista and repainted accordingly. The vehicles are by M2 by Crestline, and Racing Champions (I custom decaled the tow truck). Looking over the project, I felt that there was something missing, and soon determined that I was missing an air pump. I decided to use an O scale parking meter from Artista. I cut the base off the meter, painted it red and drilled a small hole in the styrene sheet. I carefully placed the meter's post in the hole and glued the backside of the meter to the building wall. I had some very thin rubber coated wire and rolled it to look like a hose hanging and glued it to the front of the meter to form the pump. To complete the scene I installed ground tufts from Scenic Express. Weathering was added to the building as needed.



2015 FLYER FEST WEST



2015 Flyer Fest West Coordinator Carl Rudolph, in the yellow shirt, shares a story with SVAFC member Leroy Wallace while Linda Dewey checks out the merchandise on the table.

The **Sacramento Valley American Flyer Club** presented the **2015 Flyer Fest West** at the SES Hall in Elk Grove, California on Saturday and Sunday, September 19th and 20th. SVAFC Show Coordinator **Carl Rudolph** reports that the show was well attended and "All SVAFC members are to be commended for pitching in and getting everything done." Events included: Train races, two clinics, a raffle, silent auction, a banquet with guest speaker George Sapp, railroad restoration worker at Railtown 1897, and a live auction. On Sunday there were self-guided layout tours.

Photos by Allan Bennett

Below: American Flyer All Aboard Layout on display in the lobby.



Right: On the layout tour was the large collection and layout of Don Rosa in Placerville.



Also in Placerville is the layout and collection belonging to Mike and Judy Muetz, below.



The Convention Car was this Lionel-American Flyer Boxcar decorated for the Sierra Railroad Company. There are a few extra that are available for purchase. Contact Carl Rudolph at ffw2015@sonnet.net

GUIDELINES FOR DISPATCH AUTHORS

The Dispatch wants to publish layout articles and how-to articles from any NASG member. Good quality photographs to accompany the article are necessary for publication.

What we need from you:

A text file, MS Word or similar, of 1,200-1,500 words, prepared with no special formatting, typefaces; colors, or symbols. The text can also be submitted as a pdf. That text length particularly applies to layout features; some how-to features may be shorter or even, on occasion, longer. Some basic style considerations that you should keep in mind:

1. Use caps and lower case for all text, including titles and sub-titles.
2. Use only a single space after the period at the end of a sentence.
3. Spell check your text file prior to submission.
4. If you refer to online web sites in your article, be sure to include (and double-check) the full Web address.

If you are writing a layout feature, keep in mind that you will be providing a word-and-picture tour of your layout. Tell your readers how your interest in S gauge developed and how the concept for your layout originated. Tell them about the things that you feel make your layout special. Include important technical details such as type of track used; minimum diameter of curves; the types of power and control systems used; brands of locomotives, rolling stock, accessories, and structures.

Don't be concerned with writing style, punctuation, etc., we'll take care of that. That is what editors do. Just make it a personal account, in your own words, of everything and anything you want a visitor to know about you and your layout.

A good selection of high quality photographs or other graphics. For layout features, about 10 images are usually selected to appear in the magazine. However, we like to have many more available to choose from. Some wide shots, some mid-range, and some close-up shots of individual features are desirable. Images must be high resolution. The easiest way to determine this is to set your camera for the least number of photos, or the highest resolution, however that might be designated for your camera. Digital cameras capable of 6+ megapixel images should be adequate. **On-camera flash is not recommended.** The use of a tripod is strongly advised. We look for photos that are evenly lighted, have **sharp focus**, and have good depth-of-field. They should have an easily distinguished primary subject. Do not crop your pictures. We will do that if necessary. If you are not doing the photography yourself, the photographer should receive credit. **Sharp focus is important!** We can compensate for bad lighting using PhotoShop, but we cannot improve poor focus.

A track diagram is preferred for all layout features. This diagram can be hand-drawn; we will re-draw it. The overall dimensions of the layout, length and width, should be noted on the diagram. Any major layout features should be labeled, especially if they are referred to in the text.

A photo of the author/builder is also needed. This can be a photo of the author or builder with anyone else he/she may care to include (spouse, child, friend, pet, mentor, etc.)

An author biography is needed for both layout and how-to features. This can include anything that the author cares to reveal about himself or herself — career, other hobbies or

interests, club affiliations, civic activities, education, etc. For how-to articles, one paragraph of information is usually adequate. Captions for all the photos will be needed, but they can be written after the final images have been selected for publication. A thumbnail sheet of the selected images will be sent to the author so they can provide caption information.

Submitting the material: The best way to submit your completed article is on a CD or thumbdrive, sent by USPS Priority Mail. That puts everything in one place, and also provides a backup. If the track diagram is drawn on paper, place it in the same envelope, along with a printed copy of the text file.

If you do not have the use of a computer, you may submit your story as a typewritten manuscript, single sided. Photographs should be glossy finish, at least 4" x 6" in size.

Send everything to:

Bill Pyper, Editor, NASG Dispatch,
PO Box 885, Salem, OR 97308-0885

If you prefer to use UPS or Fed Ex, address to:

Bill Pyper, Editor, NASG Dispatch
410 Mill Street, #885, Salem, OR 97301

Be sure to retain a backup copy of anything and everything you send to us. We are not responsible for any materials that may be lost. Submitted materials will be returned to the author if requested.

IMPORTANT: Please do not submit any photographs or articles that have previously been sent to other publications. This can cause copyright problems.

If you have any questions, don't hesitate to contact me at dispatch@nasg.org

Bill Pyper, Editor

BOOSTER ADS

We did not publish a "This is S" issue in 2015, and probably won't in the foreseeable future. We still welcome **Booster Ads** from any club or individual who wishes to place one to help support the Dispatch and the NASG. The rates remain the same: \$20 for 3^{3/4}" x 2^{1/4}" or 1^{3/4}" x 1^{3/4}" for \$10. Send check made out to NASG and ad copy to Bill Pyper, Editor, PO Box 885, Salem, OR 97308-0885. If your ad copy is an electronic file, you can send it to dispatch@nasg.org



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

CALENDAR OF EVENTS

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

January 9-10, 2016 — Fredericksburg, Virginia

WASHINGTON & OLD DOMINION S GAUGE CLUB will exhibit and run their layout at the **Greenberg Train Show** at the **Fredericksburg Expo Center**, 2371 Carl D Silver Parkway.

Nov. 21, 2015 through January 17, 2016 — Paradise, PA
PEQUEA VALLEY S GAUGERS will operate their layout at the Paradise Township Municipal Building, 2 Township Drive (rear entrance) on Saturdays from 10 am to 4 pm and Sundays from 1 pm to 4 pm. At least 11 trains running on three layouts. Info at www.pvmr.org

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.

January 16-17, 2016 — Boise, Idaho

The **ROCKY MOUNTAIN HI-RAILERS** will display their **Lookout Junction** layout at the **Boise Public Library**.

February 6, 2016 — Willamina, Oregon

NORTHWEST MODELERS TRAIN SHOW and **Model Train Swap Meet** at the West Valley Community Campus Hall, 266 SE Washington Street. Information e-mail Tom at pry626@juno.com

February 6-7, 2016 — Timonium, Maryland

BALTIMORE AREA AMERICAN FLYER CLUB will operate their layout at the **Great Scale Model Train and Railroad Collectors Show** at the Maryland State Fairgrounds, Cow Palace, 2200 York Rd. Info at www.gsmts.com/index.htm

February 20, 2016 — Houston, Texas

THE SAN JACINTO MODEL RAILROAD CLUB presents **The GREATER HOUSTON TRAIN SHOW** at the Stafford Center, 10505 Cash Road at Murphy Road, just SW of US Hwy 59. Info at www.sanjacintomodeltrains.org

February 27-28, 2016 — Sacramento, California

GREAT TRAIN SHOW at the Cal Expo, 1600 Exposition Blvd. More information at www.greattrainexpo.com

March 5-6, 2016 — Palatine, Illinois

HIGH WHEELER 2016 TRAIN SHOW

will be held at Harper College, 1200 West Algonquin Road. The **CHICAGOLAND ASSOCIATION OF S GAUGERS** will display their layout. www.casg-trains.org

March 12-13, 2016 — Bakersfield, California

GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY ANNUAL MODEL TRAIN SHOW at the Kern County Fairgrounds, Horace Massey Building, 1142 South P Street. Information at www.gehams.org

March 12-13, 2016 — Sergeant Bluff, Iowa

SOUIX CITY COSMOPOLITAN TRAIN SHOW at the Sergeant Bluff Community Center, 903 Topaz Drive. E-mail for more information to johnkoskovich@aol.com

March 20, 2016 — Rochester, New York

ROCHESTER AREA S GAUGERS will display at the **TOY TRAIN COLLECTORS SOCIETY** show at the Eagles Club, 1200 Buffalo Road.

April 2-3, 2016 — Rochester, New York

ROCHESTER AREA S GAUGERS will display at the **GREENBERG TOY & TRAIN SHOW** at Bill Gray's Regional Iceplex, 2700 Brighton Henrietta Townline Road.

May 12-14, 2016 — Strongsville, Ohio

SPRING S SPREE at the Holiday Inn presented by the **CUYAHOGA VALLEY S GAUGERS** Go to www.cvsga.com for more information.

May 21, 2016 — Southern California

S FEST WEST

Presented by the **SOUTHERN CALIFORNIA S GAUGERS** Go to www.socalsgauge.org/s-festwest/ for information.

June 25-26, 2016 — Crockett, California

CROCKETT RAILROAD DAYS joint show with the **CARQUINEZ TOY TRAIN OPERATING MUSEUM** and the **CARQUINEZ MODEL RAILROAD SOCIETY**, 645 Loring Ave. (Across from C&H Sugar) Info at www.cmrstrainclub.org

August 10-14, 2016 — Novi (Detroit area), Michigan

NASG ANNUAL CONVENTION at the Sheraton Novi Hotel, 21111 Haggerty Road, Novi, Michigan. Hosted by the **SOUTHWESTERN MICHIGAN S GAUGERS**. Information at www.smsgtrains.org/2016conv

NASG INFORMATION BOOTH

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

VOLUNTEERS WANTED

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

SCHEDULE OF SHOWS

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

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

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

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

NASG COMPANY STORE

FOR SALE TO NASG MEMBERS ONLY



FOR SALE TO MEMBERS OR NON-MEMBERS



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. MEISSNER, 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.

NASG COMMEMORATIVE CARS

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



2015

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



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



2012

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



2012 Marathon Motors Boxcar Price \$75



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

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 any how many of each.
4. Your telephone number or e-mail address in case there are questions about your order.
5. Maryland residents add 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 pikesvillemodels@yahoo.com

TO SHOP ONLINE

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

2006 General Electric MOW Crane Car manufactured by Lionel. Price \$70*

2007 General Electric MOW Boom Car manufactured by Lionel. Price \$52*

***SPECIAL OFFER!** Buy both the Crane Car and the Boom Car for \$115



EXTRA BOARD

S RELATED ARTICLES IN OTHER PUBLICATIONS

The July-August 2015 issue of **NARROW GAUGE AND SHORT LINE GAZETTE** has a six-page article about **The Town at Port Cradding Harbor**, a very well scenicked Sn3 module by **Alexander Zekin**.

In the November 2015 **CLASSIC TOY TRAINS** there is a six page article by **Roger Carp** on **Larry Shugart's** large, mostly American Flyer layout called the Northern Florida. It is illustrated with seven great pictures and a layout diagram.

In the **Collectible Classics** section of the December 2015 issue of **CLASSIC TOY TRAINS** there is a little write-up about the **American Flyer No. 768 Oil Supply Depot**.

2016 GREAT MODEL RAILROADS This annual, published by Kalmbach, is out now and includes coverage of two S standard gauge layouts. **Dick Karnes** authored and photographed his layout, the New York, Westchester and Boston. His catenary makes this layout stand out. In this same issue, **Bob Werre** covers **Steve Doyle's** CB&Q layout that features a large cityscape and Route 66 imagery. — *Jeff Madden*

Not directly S related but could be of great interest to any model railroader wanting to make an extreme Christmas Tree layout. The December 2015 issue, Run 281, of **O-GAUGE RAILROADING** has a detailed article on how to build a helix-artificial Christmas Tree layout. Instead of the trains running just under the tree, they run through the tree to the top and back down. Pretty steep grades, but doable. The author used 3-rail O gauge but it could easily be adapted for any gauge.

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: River Raisin 4017 MILW. 50' 7" Rib-Side Double Sup. Doors. Mint Brass, unpainted, Original Box, Kadee couplers. \$200 Prepaid US and Canada. E-mail Ed Kirstatter at Q1xaMacArthur1@gmail.com

AF COLLECTION FOR SALE: Over 100 pieces including 11 engines. Original AF plus contemporary Lionel and American Models. Contact Richard Hai for digital equipment lists and details. randrhai@comcast.net or 610-659-3802.

FOR SALE: Part of my Gilbert/American Flyer S gauge collection. Freight cars, steam and diesel locomotives. Send SASE or e-mail for list: info@heimburgerhouse.com; Don Heimburger, 7236 West Madison Street, Forest Park, Illinois 60130; phone (708) 366-7763.

FOR SALE: Brass GP-30 phase II by Greenbrier. PRR low hood version with Trainphone antennas. Includes factory gearing upgrade. New in the box \$750+shipping. NYC Baywindow Caboose by River Raisin. Factory painted Jade Green. New in the box \$199+shipping. 70 Ton die-cast roller bearing trucks. Made by Lionel-AF. Scale wheels \$20 pair+postage. Have 3 pair. wachtman@verizon.net call 717-497-5606.

In the November 2015 **RAILROAD MODEL CRAFTSMAN** is an article by **James Kinkaid** titled **Southern XM Boxcar**. It is illustrated with seven very sharp photographs and explains many details of the Pullman-Standard Southern outside post boxcars. Included is a set of highly detailed S-scale plans. This article is part three in a series about Pullman's outside-post boxcars that began in the September 2015 RMC.

The November 2015 issue of the **nmra magazine** has an article by NASG member and frequent Dispatch contributor **R. Brooks Stover, MMR**, titled **Upgrading an Old Style Wooden Craftsman Kit**. Article is well illustrated with Brooks' always excellent photos. Similar to, but different than his article in the November-December 2015 Dispatch.

READERS WRITE

Bill

Just received at my office the most recent Dispatch. I met with a couple of the Kansas City guys yesterday to "debrief" after the Convention and used the Dispatch critique by Jeff Madden as our guide.

The only thing we really would like to have changed is having a program printed. Unfortunately, none of us locally were aware that this would be our responsibility, or that it had not been prepared by someone in NASG. I prepared the Handout Layouts on my own, and didn't think about preparing a map. Again, lesson learned. Hopefully other Organizers of Conventions can learn from our mistakes here in KC. There is no question that the Convention is slanted towards the Scale part of the hobby. Certainly not a bad thing, but as small as our S Gauge Community is, would like to make sure that in the future there is something for everyone in the Hobby, whether they are Scale, Hi-Rail, or old school American Flyer. On that note, there was a flurry of activity on the S List complaining about the reference in the Dispatch to Dave Rogowski's layout as being hi-rail. I certainly did not understand all the fuss and thought it was great that he featured many of the old flyer accessories while using Gargraves track. More importantly it showed a layout in progress, which is where most of us are, as opposed to a completed scenic railway.

The Detroit group seems to be pretty well organized for 2016. It does appear that everything in terms of clinics and operating sessions are directed towards the Scale Part of the Hobby. If they are looking for Flyer Hobbyists they will need to broaden the scope of their clinics and attract some of the major vendors (that we were unable to get to KC), including Lionel, MTH, American Models (obviously close for Ron) and folks like Don Heimburger and Doug Peck.

I thought the September/October issue of the Dispatch was great. Read it from cover to cover and enjoyed the pictures and articles immensely.

I look forward to being able to submit with Roy Inman and Mike Korando's assistance additional articles and pictures of interest to the S Gauge Community.

Bill Hutton, scribe
Kansas City S Gaugers

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: Michael Ferraro

280 Gordon Road, Matawan, NJ 07747-3600
e-mail: treasurer@nasg.org ☎ 732-778-4625

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 ☎ 224-484-8736

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

Joe Glenn, Will Holt and Paul Stevens

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: r_boss@yahoo.com ☎ 419-367-3301

LIONEL/NASG CAR PROJECT: David Blum

3315 Timberfield Lane, Pikesville, MD 21208-4425
e-mail: pikesvillemodels@yahoo.com ☎ 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: pikesvillemodels@yahoo.com ☎ 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

BILL'S BOILER WASH

Continued from page 2

a former NASG President, partner in SHS, and our current CPA, has offered to be, and has been appointed as Treasurer to fill out the remainder of Jim Kindraka's term. THANK YOU Mike!

A new person has been added to the Committee Chairman list, **Steve Lunde** as **Standards and Engineering Chairman**. **Randy Bosscher** will be working with him as the **Modular Layout Co-Chair**. If you have thoughts about what this committee needs to look at, contact either of them directly. We are also

looking for a new **Contest Chairman**. Please contact **Monte Heppe**, our Executive VP at exec_vp@nasg.org if you are interested.

Last thing re: conventions and other events — We had a person pick up one of the contest models at the Kansas City convention last year. Etiquette says you do not touch another person's model in any way without his permission! Please follow this rule when you are at any train event or open house.

Best wishes for a prosperous and happy new year!

— Bill Winans

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 NASG 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.

NEW MEMBERS

From September 8, 2015 to October 31, 2015, the following people have joined the NASG. WELCOME!!

David C. Anderson, Round Lake, Illinois
Tim Benner Jackson, Michigan
Joseph Edelmayer
Redford Township, Michigan
Andrew Errato . . Madison, Connecticut
Charles R. Gipple Anthony, Kansas
Charles Hicks . Orillia, Ontario, Canada
John Kalin. St. Louis, Missouri

Richard Konopka Norridge, Illinois
Vaughn Martin Clatskanie, Oregon
Tim Privitera Franklin, Tennessee
John P. Radocy Alpena, Michigan
Paul E. Richie
Ballarat, Victoria, Australia
Woodrow Ross
Middletown, New Jersey

At Last ! ALCO RS-11 Locomotives



Never before made in S Scale.*

American Locomotive Companies RS-11s were produced from 1956 to 1961 and was the replacement for the RS-3 road switcher. This engine featured a V-12 turbocharged engine of 1800 HP and was the answer to EMDs GP9 engines.

The RS-11 was rated with a higher tractive effort and used less fuel. Favored by modelers with its distinctive "chiseled" number boards. ALCO manufactured 425 of these road engines.

(AC HR versions \$249.95, Dual sets \$484.95. Scale \$15, \$30 less for dual sets).

*A small amount of hand crafted brass engines were made decades ago.



PRR RS1107



D&H RS1102



NH RS1105



NYC RS1106



MP RS1104



SP RS1108



CNW RS1101

(Undecorateds also available)



American Models 10087 Colonial Industrial Dr. South Lyon, MI 48178

Phone 248-437-6800 Fax 248-437-9454

Purchase or E-mail questions through web site.

www.americanmodels.com

Major Charge Cards accepted

